

APPENDIX C

Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 14, 2020

Re: U.S. Highway 31 (U.S. 31) Limited Access Corridor Study between State Road 38 and State Road 931 (Des. Nos. 1900096 and 1900097); Hamilton and Tipton Counties, Indiana

Dear Early Coordination Recipient:

The Indiana Department of Transportation (INDOT)-Greenfield District intends to proceed with a project involving the aforementioned highway corridor in Hamilton and Tipton Counties. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The need for the project derives from the high rate of accidents near intersections along this stretch of U.S. 31. Based on 2014-2016 traffic data, Hamilton County sees an average of 5.96 accidents per mile, per year and Tipton County has an average of 6.83 accidents per mile, per year. A 2017 study of the U.S. 31 corridor by CHA Consulting found the majority of crashes on U.S. 31 occurred within 1,000 feet of an intersection. The segment of U.S. 31 between State Road 38 and State Road 931 is situated between two segments of U.S. 31 that have already been converted to limited-access highway. The primary purpose of this project is to reduce traffic accidents along U.S. 31 between State Road 38 and State Road 931 while maintaining local access by providing interchanges and overpasses at select locations.

The project proposes to analyze all existing cross streets to U.S. 31 along the corridor for conversion either to cul-de-sacs (east and west of U.S. 31), new overpasses, or new interchanges. Initial considerations for cross streets within the project area are provided in the table below.

HAMILTON COUNTY

Intersecting Roadway	Initial Considerations for Intersection Treatments	Notes	Funding Year
216th Street	Proposed Cul-de-sac	Part of Subject Study	FY 2023
226th Street	Proposed Overpass	Part of Subject Study	FY 2023
236th Street	Proposed Interchange	Project of Independent Utility	FY 2021
241st Street	Proposed Cul-de-sac	Part of Subject Study	TBD
246th Street	Proposed Cul-de-sac	Part of Subject Study	TBD
256th Street	Proposed Cul-de-sac	Part of Subject Study	TBD
266th Street	Proposed Overpass	Part of Subject Study	TBD
276th Street	Proposed Interchange	Part of Subject Study	FY 2022
281st Street	Proposed Cul-de-sac	Part of Subject Study	TBD
286th Street	Proposed Cul-de-sac	Part of Subject Study	TBD
296th Street	Proposed Overpass	Part of Subject Study; AKA County Line Road	TBD

TIPTON COUNTY

Intersecting Roadway	Intersection Treatment	Notes	Funding Year
W. 500 S.	Proposed Overpass	Part of Subject Study	TBD
W. 450 S.	Proposed Cul-de-sac	Part of Subject Study	TBD
W. 350 S.	Proposed Cul-de-sac	Part of Subject Study	TBD

W. 250 S.	Proposed Cul-de-sac	Part of Subject Study	TBD
W. 100 S.	Proposed Grade Separated Railroad	Project of Independent Utility	FY 2022
W. 50 S.	Proposed Cul-de-sac	Part of Subject Study	TBD
Division Road	Proposed Overpass or RI/RO	Part of Subject Study	FY 2025
W. 100 N.	Proposed Cul-de-sac	Part of Subject Study	TBD
W. 200 N.	Proposed Cul-de-sac	Part of Subject Study	TBD
W. 300 N.	Proposed Overpass	Part of Subject Study	TBD
W. 375 N.	Proposed Cul-de-sac	Part of Subject Study	TBD
W. 450 N.	Proposed Overpass	Part of Subject Study	TBD
W. 550 N.	Proposed Cul-de-sac	Part of Subject Study	TBD

The proposed project area is approximately 23.4 miles long. Right-of-way (ROW) acquisition will be required, but the amount is not currently known. It is anticipated there will be some commercial and/or residential relocations.

Where new overpass bridges are proposed for construction, traffic will be detoured along cross streets where new overpass bridge construction is proposed. Cross streets that are to be turned into cul-de-sacs will experience a permanent traffic alteration. Proposed interchange areas will utilize phased construction to maintain traffic. Initial stages of construction are anticipated to begin in Summer 2022.

Land use in the vicinity of the project is primarily agricultural, with a combination of residential, commercial, light industrial, religious and recreational land uses present as well. The INDOT Environmental Services Division (ESD) Ecology & Waterway Permitting Office (EWPO) will perform waters and wetlands determinations and a biological assessment to identify any ecological resources that may be present. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will investigate the right-of-way for archaeological and historic resources for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Ryan Scott, Environmental Preparer, Butler, Fairman and Seufert, Inc., rscott@bfsengr.com, or Andrea Langille, PE, Project Manager, Butler, Fairman and Seufert, Inc., and alangille@bfsengr.com. Thank you in advance for your input.

Sincerely,



Ryan L. Scott
Director of Environmental Services
Butler, Fairman and Seufert, Inc.

RS/
Attachments-
Maps (Location, Aerial, Topographic,
Photo Key, Water Resources)
Photographs



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
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Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

The following agencies received Early Coordination Letters:

INDOT Environmental Policy Manager-Central Office
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Indiana Government Center N642
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(Electronic Coordination: rbales@indot.in.gov)

Federal Highway Administration
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(Electronic Coordination: Robert.Dirks@dot.gov)

Indiana Geological Survey
611 North Walnut Grove
Bloomington, IN 47405
(Electronic Coordination: <https://igs.indiana.edu/eAssessment/>)

Field Environmental Officer
Chicago Regional Office
U.S. Department of Housing and Urban Development
Metcalf Federal Building
77 West Jackson Boulevard, Room 2401
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Regional Environmental Coordinator
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Sole Source Aquifer Coordinator
Ground Water and Drinking Water Branch
USEPA, Region 5
77 West Jackson Boulevard
Chicago, Illinois 60604

U.S. Army Corps of Engineers Louisville
District
ATTN: CELRL-RDN
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Louisville, KY 40201-0059
(Electronic Coordination: Gregory.a.mckay@usace.army.mil)

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Arcadia, IN 46030

Sheridan Fire Department
506 S. Main Street
Sheridan, IN 46069

Cicero Township Volunteer Fire Department
750 Development Drive
Tipton, IN 46072

Sharpsville Fire Department
158 W. Vine Street
Sharpsville, IN 46068

Hamilton County Emergency Management
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Noblesville, IN 46060

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Westfield Washington Township Trustee
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Carmel, IN 46032

Cicero Township Trustee
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Jefferson Township Trustee
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Liberty Township Trustee
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Kokomo Howard County Governmental Coordinating Council
Tammy Corn, Executive Director
(Electronic Coordination: tcorn@cityofkokomo.org)



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
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Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

March 19, 2021

To: Attached Early Coordination Recipient List

Re: US Highway 31 (US 31) Limited Access Corridor Study between SR (SR) 38 and 286th Street (Des. Nos. 1900096 (lead/bridge), 1900097 (road), 1901797 (276th Street), 2002313 Limited Access from 236th Street to 276th Street); Hamilton County, Indiana

Dear Recipient:

The Indiana Department of Transportation (INDOT)-Greenfield District intends to proceed with a project involving the aforementioned highway corridor in Hamilton County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

Early Coordination was originally sent to you on April 14, 2020. Since then, there has been a change in the project scope and some of the remaining design elements have been further developed. As a result, updated coordination is being sought as part of our study.

The INDOT Greenfield District has been working on the National Environmental Policy Act (NEPA) process for the US 31 Limited Access Project between State Road (SR) 38 in Hamilton County, Indiana and SR 931 in Tipton County, Indiana. The NEPA study, under the current efforts, included 20.3 miles of US 31 that was under consideration to be upgraded to a Limited Access corridor. This included approximately 8.5 miles located in Hamilton County and approximately 11.5 miles located in Tipton County. To the south of the project, US 31 in Hamilton County is currently limited access for 12.5 miles from I-465 to SR 38. To the north of this project US 31 is currently limited access for 13.5 miles from SR 931 in Tipton County to County Road 450 North in Howard County.

The need for the project derives from the high rate of accidents that are occurring along the US 31 corridor. A study completed in 2017 evaluated accident data in this area for the three-year period from 2014- 2016. The study revealed that Hamilton County saw 5.96 accidents per mile per year, Tipton County saw 6.93 accidents per mile per year, and most of these crashes occurred within 1000 feet of an intersection. Accident data was recently reviewed for the three-year period from 2018-2020 and it was determined that during this time frame Hamilton County reported 10.98 accidents per mile per year and Tipton County reported 8.35 accidents per mile per year. This is an 84% increase in Hamilton County and a 22% increase in Tipton County between the two study periods. Following too closely, failing to yield the right of way, and disregarding a traffic signal/sign were common causes of accidents during each period. These types of accidents occur more frequently at intersections. It is the intention of this project to reduce traffic accidents along US 31 by creating a limited access corridor while maintaining local access by providing interchanges and overpasses at select locations. The project also proposes to install cable median barrier along the median to reduce median cross over crashes.

Funding for the construction of this corridor is broken into phases with some phases having funding included already in the State Transportation Improvement Program (STIP), some phases planned to be included in the upcoming Fiscal Year (FY) 2025 STIP, and some phases that do not yet have a funding plan in place.

As part of the NEPA study effort, initial Early Coordination letters were sent out in April 2020, Community Advisory Meetings were held for Tipton County and Hamilton County in July 2020 and a Public Information Meeting was held in September 2020. Since the initial presentation of the project details, members of various Tipton County Communities, Tipton County Government officials, local Tipton County businesses as well as emergency response teams expressed concerns about how the project would impact access and how the local economy would be impacted related to current and future developments. Concerns expressed in Hamilton County were fewer than in Tipton County and more focused on the project details and emergency response times. The Town of Arcadia commented on economic development concerns with the proposed access at 266th Street to be removed and changed to an overpass.

Hamilton County continues to develop and access to US 31 in Hamilton County between SR 38 and 286th Street will include three interchanges over 8 miles. The reduction in access because of the project is not expected to have a significant impact on economic development in Hamilton County. The landscape in Tipton County continues to be uncertain with potential developments regularly being considered in Tipton County. Access to US 31 in Tipton County from CR 600S to SR 931 will include the existing interchange at SR 28 and partial access at SR 931 over 11.5 miles. While access as proposed should not have a significant impact on the existing conditions, the proposed reduction in access in the county could have an impact on proposed development.

Based on the facts that INDOT does not currently have funding in place for many of the US 31 proposed improvements in Tipton County and that the future needs of ongoing development have not yet been realized, INDOT is proposing to shift the phase of this project from 286th Street to SR 931 out of the ongoing NEPA study and into an independent Planning and Environmental Linkage (PEL) study. More information regarding INDOT's approach to PEL studies can be found at www.in.gov/indot/4035.htm. The proposed interchange at 276th Street, which limits access up to 286th Street, is the logical break point between the two phases of the corridor as it is the northern-most funded full-access point where we can create a safe transition for drivers along US 31. This ensures that we are not limiting the considerations of alternatives that might be developed and advanced in Tipton County. Also, this will allow the currently funded projects in Hamilton County with the higher increased accident rate to proceed in a timely manner while more time is spent to properly balance the needs of INDOT and the local communities in Tipton County. We will, however, continue to observe and evaluate how the corridor operates from 286th Street to SR 931 and, if necessary, propose systemic safety improvements while the larger scale PEL study is underway. Possible systemic safety improvements may include reducing the number of median crossovers, installing median cable barrier, modifying the existing interchange at US 31 & SR 28, adding turn lanes at county road intersections, and adding advanced warning signage throughout the corridor.

The current project area, from SR 38 to 286th Street, is approximately 7.5 miles long. Right-of-way acquisition will be required, but the amounts for most of the corridor are currently estimates. It is anticipated there will be commercial and/or residential relocations and the potential for up to 382 acres of new permanent and up to 13 acres of temporary right-of-way in Hamilton County, resulting from this proposal.

All existing cross streets to US 31 along the corridor have been analyzed for conversion to either cul-de-sacs, overpasses, or interchanges. In general, the cul-de-sacs will have an approximate 50-foot radius and will be oriented north, center, or south relative to the existing roads to minimize impacts to existing properties. All areas where existing pavement is removed will be reseeded. Median cable barrier will be installed in select stretches of the median. Roadway signage along the project area will be evaluated and replaced, if needed.

Where new overpass bridges are proposed for construction, traffic will be detoured along cross streets. Cross streets that are to be turned into cul-de-sacs will experience a permanent traffic alteration. Proposed interchange areas will utilize phased construction to maintain traffic.

Land use in the vicinity of the project is primarily agricultural, with a combination of residential, commercial, light industrial, religious, and recreational land uses present as well.

226th Street Overpass (Des. No. 1900096)

The 226th Street overpass portion of the project will include the construction of a new bridge to carry 226th Street over US 31, construction of a new local road approximately 0.25 mile east of US 31 and extending from 226th Street south for approximately 0.35 mile to serve commercial businesses in that area, and construction of a new local road, located approximately 0.25 mile east of US 31, that will extend from 226th Street to a point approximately 0.5 mile north of 226th

Street. It is anticipated at this time that all work proposed to occur under Des. No. 1900096 will result in 15 acres of permanent right-of-way acquisition involving commercial, residential, and agricultural land, and 3.5 acres of temporary right-of-way acquisition involving commercial and residential land. As much as 4.13 acres of tree clearing will be required. Minor impacts to emergent wetland and to UNT to Jones Ditch and Raymond Briles Drain is anticipated.

Potential Relocations under Des. No. 1900096:

2 commercial properties in the southwest quadrant of the US 31/226th Street intersection

US 31 Limited Access Conversion from SR 38 to 236th Street (Des. No. 1900097)

The limited access conversion portion of the project from SR 38 to 236th Street will include conversion of the existing 216th Street intersection into cul-de-sacs east and west of US 31, along with the removal of direct access drives for commercial, residential, and agricultural properties onto US 31. The project also proposes to install crash barrier cables in the median of US 31 between SR 38 and 236th Street. It is anticipated at this time that all work proposed to occur under Des. No. 1900097 will result in 21.5 acres of permanent right-of-way acquisition involving commercial, residential, and agricultural land, and 2.5 acres of temporary right-of-way acquisition involving commercial and residential land. Approximately 0.06 acres of clearing impacts for this portion of the project are anticipated.

Potential Relocations under Des. No. 1900097

1 commercial property in the southeast quadrant of the US 31/216th Street intersection

3 residential properties on the west side of US 31 between 216th Street and 226th Street 1 commercial property on the west side of US 31 between 216th Street and 226th Street

1 residential property on the west side of US 31 between 226th Street and 236th Street

276th Street Interchange (Des. No. 1901797)

The construction of the 276th Street interchange will require the construction of one (1) new bridge to carry 276th Street over US 31 (Des. No. 1901798), and the replacement and widening of three existing bridges (276th Street over Little Cicero Creek (Des. No. 2002954), US 31 NB over Little Cicero Creek (Des. No. 1700934) and US 31 SB over Little Cicero Creek (Des. No. 1700935). New access lanes to provide connections from NB US 31 to 276th Street will be constructed in the southeast quadrant of the existing intersection, and new access lanes to provide connections from SB US 31 to 276th Street will be constructed in the northwest quadrant of the existing intersection. The existing access drive serving the commercial business in the southwest quadrant will be relocated to the west and connect to 276th Street approximately 450 feet west of its current location. The 276th Street interchange portion of the project will also include roadway reconstruction and widening work along 276th Street from Dunbar Road (East 11th Street) to US 31 (Des. No. 2002949). Along US 31, 281st Street will be converted to a cul-de-sac on the east side, the median cross over at 286th Street will be removed allowing only right-in and right-out access to 286th Street, and direct access drives for commercial, residential, and agricultural properties will be removed.

It is anticipated at this time that all work proposed to occur under Des. No. 1901797 and sub des. numbers will result in 30.1 acres of permanent right-of-way acquisition involving commercial, residential, and agricultural land, and 3.0 acres of temporary right-of-way acquisition involving commercial and residential land. As much as 1.19 acres of tree clearing will be required. Approximately 60 linear feet of permanent and 215 linear feet of temporary stream impacts are anticipated for bridge replacement work along Little Cicero Creek and approximately 52 linear feet of permanent and 75 linear feet of temporary impacts to Unnamed Tributary (UNT) 1 will occur. Approximately 0.207 acre of emergent wetland impacts is also anticipated.

Potential Relocations under Des. No. 1901797

1 residential on the west side of US 31 between 276th and 286th Street

1 residential on the east side of US 31 between 276th and 286th Street

US 31 Limited Access Conversion from 236th Street to 276th Street (Des. No. 2002313)

The limited access conversion portion of the project from 236th Street to 276th Street will include conversion of the existing 241st Street, 246th Street, and 256th Street intersections, into cul-de-sacs east and west of US 31 and an overpass at 266th Street along with the removal of direct access drives for commercial, residential, and agricultural properties onto US 31. The 266th Street overpass portion of the project will include the construction of a new bridge to carry 266th Street over US 31. The project also proposes to install crash barrier cables in the median of US 31 between 236th Street and 276th Street.

It is anticipated at this time that all work proposed to occur under Des. No. 2002313 will result in 325 acres of permanent right-of-way acquisition involving commercial, residential, and agricultural land, and 5 acres of temporary right-of-way acquisition involving commercial, residential, and agricultural land. Approximately 0.72 acres of clearing impacts for this portion of the project are anticipated.

Potential Relocations under Des. No. 2002313:

2 commercial properties on the west side of US 31 between 236th Street and 276th Street

9 residential properties on the west side of US 31 between 236th Street and 276th Street

4 residential properties on the east side of US 31 between 236th Street and 276th Street

Preliminary preferred alternatives at each cross street, summarized in the table for Hamilton County have been identified by INDOT based on preliminary environmental studies completed, and public and local government feedback received to date.

Intersecting Roadway	Preliminary Preferred Alternative	Notes	Funding Year
216th Street	Proposed Cul-de-sac	Part of Subject Study Des. No. 1900097	FY 2023
226th Street	Proposed Overpass	Part of Subject Study Des. No. 1900096	FY 2023
236th Street	Proposed Interchange	Project of Independent Utility	FY 2021
241st Street	Proposed Cul-de-sac	Part of Subject Study Des. No. 2002313	FY 2024
246th Street	Proposed Cul-de-sac	Part of Subject Study Des No. 2002313	FY 2024
256th Street	Proposed Cul-de-sac	Part of Subject Study Des. No. 2002313	FY 2024
266th Street	Proposed Overpass	Part of Subject Study Des. No. 2002313	FY 2024
276th Street	Proposed Interchange	Part of Subject Study Des. Nos. 1901797, 1901718, 1700934, 1700935, and 2002954, and 2002949	FY 2022
281st Street	Proposed Cul-de-sac	Part of Subject Study Des. No. 1901797	FY 2022
286th Street	Close Median and allow Right-turn in and Right-turn out only	Part of Subject Study Des. No. 1901797	FY 2022

The INDOT Environmental Services Division (ESD) Ecology & Waterway Permitting Office (EWPO) will perform waters and wetlands determinations and a biological assessment to identify any ecological resources that may be present. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will investigate the right-of-way for archaeological and historic resources for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence. Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a

reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Neal Bennett, Environmental Preparer, Butler, Fairman and Seufert, Inc., nbennett@bfsengr.com, or Jennifer Beck, PMP, Senior Project Manager, INDOT – Greenfield District., jbeck@indot.in.gov. Thank you in advance for your input.

Sincerely,

A handwritten signature in black ink, appearing to read 'Neal Bennett', written over a light blue horizontal line.

Neal Bennett, PWS
Environmental Scientist
Butler, Fairman and Seufert, Inc.

NB/
Attachments-
Maps (Location, Aerial, Topographic,
Photo Key, Water Resources)
Photographs



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

The following agencies received Early Coordination Letters:

INDOT Environmental Policy Manager-Central Office
100 N. Senate Avenue
Indiana Government Center 758-ES
Indianapolis, IN 46204
(Electronic Coordination: rbales@indot.in.gov)

Federal Highway Administration
575 North Pennsylvania Street
Room 254, Federal Office Building
Indianapolis, IN 46204
(Electronic Coordination: Robert.Dirks@dot.gov)

Indiana Geological Survey
611 North Walnut Grove
Bloomington, IN 47405
(Electronic Coordination: <https://igs.indiana.edu/eAssessment/>)

Field Environmental Officer
Chicago Regional Office
US Department of Housing and Urban Development
Metcalf Federal Building
77 West Jackson Boulevard, Room 2401
Chicago, IL 60604
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Regional Environmental Coordinator
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Indianapolis Metropolitan Planning Organization
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Sole Source Aquifer Coordinator
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Groundwater Section
Indiana Department of Environmental Management
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Tipton County Highway Department
405 Market Road
Tipton, IN 46072
(Electronic Coordination: b.morris@tiptoncounty.in.gov)

Hamilton County Board of Commissioners
1 Hamilton County Square, Suite 157
Noblesville, IN 46060
(Electronic Coordination: dan.stevens@hamiltoncounty.in.gov)

Tipton County Board of Commissioners
101 E. Jefferson Street
Tipton, IN 46072
(Electronic Coordination: mmanier@tiptoncounty.in.gov)

Hamilton County Health Department
18030 Foundation Drive, Suite A
Noblesville, IN 46060
(Electronic Coordination: health@hamiltoncounty.in.gov)

Tipton County Health Department
101 E. Jefferson Street, 1st Floor
Tipton County, IN 46072
(Electronic Coordination: logden@tiptoncounty.in.gov)

Hamilton County Sheriff's Office
18100 Cumberland Road
Noblesville, IN 46060
(Electronic Coordination: dennis.quakenbush@hamiltoncounty.in.gov)

Tipton County Sheriff's Office
2300 W SR 28
Tipton, IN 46072
(Electronic Coordination: mdeckard@tiptoncounty.in.gov)

Jackson Township Fire Department
508 W. Main Street
Arcadia, IN 46030

Sheridan Fire Department
506 S. Main Street
Sheridan, IN 46069

Cicero Township Volunteer Fire Department
750 Development Drive
Tipton, IN 46072

Sharpsville Fire Department
158 W. Vine Street
Sharpsville, IN 46068

Hamilton County Emergency Management
18100 Cumberland Road
Noblesville, IN 46060

Hamilton County Council
1 Hamilton County Square, Suite 157
Noblesville, IN 46060

Tipton County Council
Tipton County Courthouse
101 E. Jefferson Street
Tipton, IN 46072

Adams Township Trustee
201 South Main Street
Sheridan, IN 46069

Jackson Township Trustee
506 W. Main Street
Arcadia, IN 46030

Westfield Washington Township Trustee
1549 E. Greyhound Pass
Carmel, IN 46032

Cicero Township Trustee
750 Development Drive
Tipton, IN 46072

Jefferson Township Trustee
205 S. Main Street
Kempton, IN 46049

Liberty Township Trustee
124 S. Main Street
Sharpsville, IN 46068

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-22448

Request Received: April 14, 2020

Requestor: Butler, Fairman & Seufert Inc
Ryan L Scott
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240

Project: US 31 limited access corridor study between SR 38 and SR 931; Des #1900096 & 1900097

County/Site info: Hamilton - Tipton

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. Washington Township's MacGregor Park is located immediately east of the roadway at the southern end of the project area. Also, Little Spectaclecase (*Villosa lianosa*), a state species of special concern, has been documented in Prairie Creek within 1/2 mile of the project area, near the Tipton/Hamilton County line.

Fish & Wildlife Comments: We do not foresee any impacts to Little Spectaclecase as a result of this project.

The Division of Fish & Wildlife (DFW) supports improving highway safety while reducing and mitigating impacts to fish, wildlife, and botanical resources to the greatest extent possible. The information submitted is rather general at this stage with no specifics on the different options and how the resources may be impacted. The DFW generally looks at impacts to important habitat features such as wooded areas, streams, and wetlands. Wildlife passage under or around highway infrastructure is also an important aspect of fish, wildlife, and botanical resource management as well as highway safety. Including an alternatives analysis for the various options on any future coordination is recommended. Including a discussion of how each option might impact important habitat features. Fish and wildlife passage is recommended as part of the alternatives analysis as well.

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are generalized recommendations for avoiding, reducing, or mitigating potential impacts identified that may or may not pertain to the proposed project:

1) Stream Crossing Design:

For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and

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DEPARTMENT OF NATURAL RESOURCES
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culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark.

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. The Division of Fish and Wildlife would like to emphasize the importance of wildlife passage issues and transportation infrastructure projects. The following is a good place to start in terms of resources to consider in the design of stream crossing structures:
<http://www.fs.fed.us/wildlifecrossings/library/>.

The following are recommended resources for designing and constructing stream crossings for maintenance of instream habitat and aquatic organism passage:
https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html

2) Bank Stabilization:

Some form of bank and/or streambed stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources: geotextiles (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles), vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Additionally, the following is a link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization:
<http://directives.sc.egov.usda.gov/17553.wba>.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. For streambed stabilization or scour protection, riprap or other stabilization materials should not be placed in the active stream channel above the existing streambed or flowline elevation unless specifically designed and installed for grade control and aquatic organism passage. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream.

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3) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

4) Roadside Vegetation Management:

The Division of Fish and Wildlife recommends coordinating with the Division of Fish and Wildlife CORRIDORS Program to include roadside plantings to enhance habitat for grassland birds and pollinators (<https://www.in.gov/dnr/fishwild/9405.htm>).

5) Wetland Habitat:

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

6) Lighting:

Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. Scientific evidence suggests that artificial light at night has negative and deadly effects on many creatures including amphibians, birds, mammals, insects and plants. A June 2016 American Medical Association (AMA) report, "Human and Environmental Effects of Light Emitting Diode Community Lighting," concluded that "white LED street lighting patterns may contribute to the risk of chronic disease in the populations of cities in which they have been installed." We recommend visiting the following website to learn more about the potential negative impacts of improperly selected LED lighting systems if required: <http://darksky.org/lighting/led-practical-guide/>.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.

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4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Date: May 13, 2020

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-22448-1

Request Received: March 19, 2021

Requestor: Butler Fairman and Seufert Inc
Neal Bennett
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240-8302

Project: US 31 limited access corridor study between SR 38 and 286th Street: Des #1900096 (lead), Des #1900097, 1901797 & 2002313

County/Site info: Hamilton

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

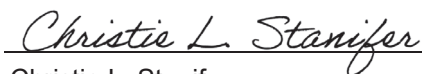
If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. Washington Township's MacGregor Park is located immediately east of the roadway at the southern end of the project area. Also, Little Spectaclecase (*Villosa lienosa*), a state species of special concern, has been documented in Prairie Creek within 1/2 mile of the project area, near the Tipton/Hamilton County line.

Fish & Wildlife Comments: It is understood that the size of the project area has been reduced since previous coordination. However, all of the recommendations in our previous letter dated May 13, 2020, still apply.

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Date: April 22, 2021

From: Royer, Brian <BRoyer@dnr.IN.gov>
Sent: Friday, April 23, 2021 11:04 AM
To: Neal Bennett
Subject: RE: Mapped Petroleum Wells along US 31 in Hamilton County

There are a few wells drilled for oil and gas purposes within the project area. It is not known how any of these wells were plugged and quite possible that all of the casing was pulled when they were plugged. I don't believe any of these wells still exist at surface. If a steel casing or void hole is encountered during construction in the area of the known wells please contact me asap so that I can assess them and what needs to be done. All of the wells in the project area are in the area between Hwy. 38 and 226th st. If you have any questions about any of these please let me know.

Permit numbers for wells within the project area and their known statuses are listed below.

Permit #	TD	Casing size	Plugging information	Drilling date	Well Type
138779	1052'	6 ¼"	NA	10/30/1930	Gas
138839	NA	NA	NA	1889, exact date unknown	Gas
138778	NA	NA	D&A (no records)	1948, exact date unknown	Dry hole
138842	1057'	10", 8 ¼"	plugged 4/12/1937(NR)	April 1937	Oil/Dry hole
138843	1000'	NA	4/12/37 (no records)	4/12/1937	Dry

Hole

Thanks,

Brian Royer

Orphan Well Manager

Indiana Department of Natural Resources

Division of Oil & Gas

Cell- 317-417-6556

www.dnr.IN.gov

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From: Neal Bennett <NBennett@bfsengr.com>
Sent: Thursday, April 22, 2021 3:29 PM
To: Royer, Brian <BRoyer@dnr.IN.gov>
Subject: Mapped Petroleum Wells along US 31 in Hamilton County

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Brian-

I am working on the US 31 Limited Access Project in Hamilton County, IN. It goes from SR 38, north to 286th Street. There are several mapped wells along there. Can you tell me if you think our project could be affected by the presence of those wells? I have attached a couple of maps of the project location. Let me know if you have any questions. Thank you for your help.

-Neal

Neal Bennett, PWS
Director of Environmental Services

USFWS Coordination

From: [McWilliams, Robin](#)
To: [Ryan Scott](#)
Subject: Re: [EXTERNAL] Early Coordination Letter; Des Nos 1900096 and 1900097; US 31 Limited Access Study from SR 38 (Hamilton County) to SR 933 (Tipton County)
Date: Wednesday, April 15, 2020 11:47:31 AM

Ryan,

Thanks for the additional information.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (i.e. a federal transportation nexus is established). The Service has 14 days after the "Not Likely to Adversely Affect" determination letter is generated. We will review that information once it is received; if you do not receive a response within 14 days of our receipt of the concurrence letter, we have no additional comments.

If the project requires tree clearing exceeding 20 acres or if clearing goes beyond 300 feet from the edge of the existing pavement, an individual, stand-alone informal consultation may be required.

Based on a review of the information you provided, the project is in the preliminary stages of planning. Once final design plans are formulated, please re-coordinate with our office.

Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p

Wed-Thurs 8:30-3p Telework

From: Ryan Scott <RScott@bfsengr.com>
Sent: Wednesday, April 15, 2020 11:21 AM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: RE: [EXTERNAL] Early Coordination Letter; Des Nos 1900096 and 1900097; US 31 Limited Access Study from SR 38 (Hamilton County) to SR 933 (Tipton County)

Hi Robin,

Thank you for your response. I hope all is well with you and yours.

Yes, this is an introduction to the study, with not many details fleshed out at this point. This will be an EA, and we will lean on feedback from the public and local governments via several public meetings, CAC meetings, etc... over the next year. We will definitely re-coordinate when we get down to what we think will be the preferred alternatives at these intersections, including environmental impacts for each.

Ryan Scott
Director of Environmental Services

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302

p (317) 713-4615 | f (317) 713-4616
RScott@bfsengr.com | www.BFSEngr.com



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From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Tuesday, April 14, 2020 1:05 PM
To: Ryan Scott <RScott@bfsengr.com>
Subject: Re: [EXTERNAL] Early Coordination Letter; Des Nos 1900096 and 1900097; US 31 Limited Access Study from SR 38 (Hamilton County) to SR 933 (Tipton County)

Hi Ryan

So for this project, will you be analyzing all of these intersections and then coming back with final project locations? Will there be different DES. numbers down the road for each intersection?

Just wanted you to keep in mind the the programmatic is typically only applicable for projects with under 20 acres of tree removal and also tree removal less than 300 feet from the edge of pavement.

Robin

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

[Mon-Tues 8-3:30p](#)
[Wed-Thurs 8:30-3p Telework](#)

From: Ryan Scott <RScott@bfsengr.com>
Sent: Tuesday, April 14, 2020 11:43 AM

To: Hamilton Co Surveyor <kenton.ward@hamiltoncounty.in.gov>; Hamilton County BOC <dan.stevens@hamiltoncounty.in.gov>; Hamilton County Health Dept. <health@hamiltoncounty.in.gov>; Hamilton County Sheriff's Dept <dennis.quakenbush@hamiltoncounty.in.gov>; HUD <paul.j.lehmann@hud.gov>; IDNR FW <environmentalreview@dnr.in.gov>; Indianapolis MPO <anna.gremling@indympo.org>; INDOT Aviation <jcourtade@indot.in.gov>; McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>; Rick Neilson <Rick.Neilson@in.usda.gov>; Robert Dirks <Robert.Dirks@dot.gov>; Ron Bales <rbales@indot.in.gov>; Tipton County BOC <mmanier@tiptoncounty.in.gov>; Tipton County Health Dept <logden@tiptoncounty.in.gov>; Tipton County Sheriff's Office <mdeckard@tiptoncounty.in.us>; Tipton County Surveyor <tipton.surveyor@tds.net>; USACE Louisville <gregory.a.mckay@usace.army.mil>; USEPA Region 5 <westlake.kenneth@epa.gov>; McWilliams, Robin <robin_mcwilliams@fws.gov>

Cc: Beck, Jennifer <JBeck@indot.IN.gov>; Andrea Langille <ALangille@bfsengr.com>

Subject: [EXTERNAL] Early Coordination Letter; Des Nos 1900096 and 1900097; US 31 Limited Access Study from SR 38 (Hamilton County) to SR 933 (Tipton County)

Dear Early Coordination Recipients:

Please see attached for your consideration the Early Coordination Letter and associated attachments for the subject limited highway access study along US 31 in Hamilton and Tipton Counties.

Thank you in advance for your input.

Best regards,

Ryan Scott
Director of Environmental Services

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302
p (317) 713-4615 | f (317) 713-4616
RScott@bfsengr.com | www.BFSEngr.com

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United States Department of the Interior

Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

April 29, 2020

Mr. Ryan L. Scott
Butler, Fairman and Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240-8302

Project No.: Des. 1900096 and 1900097
Project: US 31 Limited Access Corridor Study
Location: Hamilton and Tipton Counties

Dear Mr. Scott:

This responds to your letter dated April 14, 2020, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The proposed project is a study of converting 23.4 miles of existing 4-lane divided highway with numerous private driveways and 24 stop sign-controlled at-grade intersections into a limited access highway, with 2 new interchanges in Hamilton County and a new railroad grade separation in Tipton County, plus either overpasses or cul-de-sacs at the remaining intersecting County Roads. There is a new existing intersection at SR 28 west of the City of Tipton, and the highway north and south of this corridor is already limited access.

The primary land use along US 31 is agricultural, with associated farmsteads; there also are numerous rural residences. These properties have many driveways directly off the highway; there are also a number of field entrances that connect with US 31. It therefore appears likely that long sections of frontage roads would be needed along one or both sides of US 31 to provide access to these farms and homes, although some houses may be too close to the roadway and require removal.

It appears that the streams crossed by US 31 in the study area are generally small and most appear to be channelized into agricultural ditches. If frontage roads are required in areas with streams, new bridges would be necessary. Prairie Creek, south of CR 500 South in Tipton County, seems to be the largest stream crossed and to be mostly natural in the US 31 vicinity. An interchange at 276th Street in Hamilton County may affect Little Cicero Creek and its relatively wide riparian corridor; if so, we will request mitigation for both the stream impacts and the impacts on the wooded riparian corridor.

Your letter indicates the INDOT will perform waters and wetlands determinations and a “biological assessment” to identify ecological resources in the project area. However, “biological assessment” is a term used only for Section 7 consultation; “environmental assessment” is the appropriate term here.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*). The impacts on these 2 bat species will be evaluated utilizing the Section 7 Range-wide Programmatic Consultation process.

We appreciate the opportunity to comment on this proposed project. Please keep us informed as project planning proceeds. For further discussion, please contact Elizabeth McCloskey at (219) 983-9753 or elizabeth_mccloskey@fws.gov.

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt
Supervisor

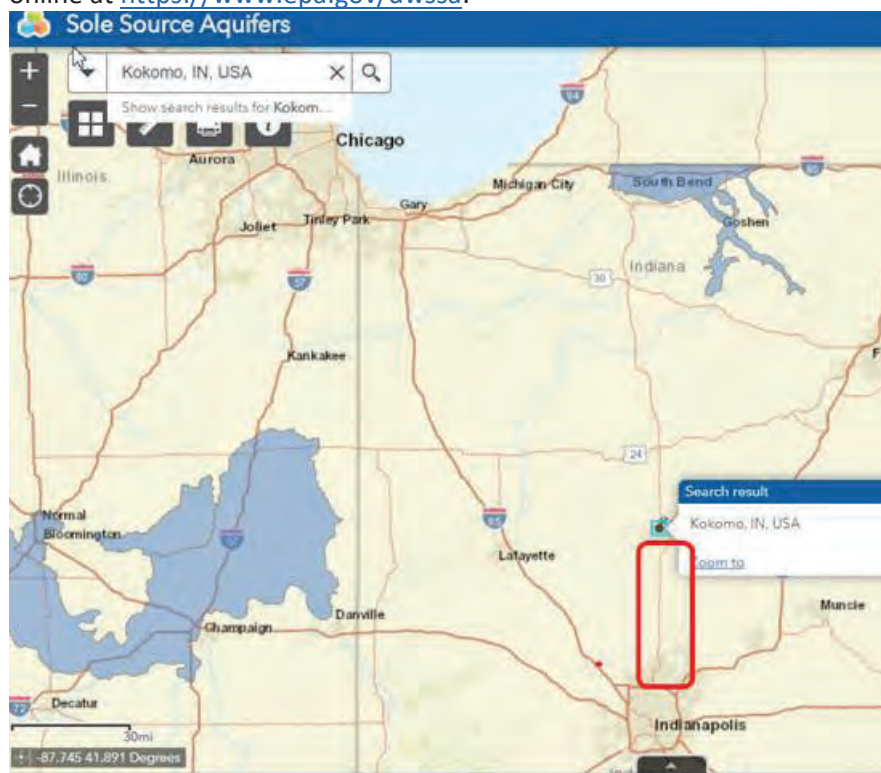
Sent via email April 29, 2020; no hard copy to follow.

From: Bosscher, Valerie <bosscher.valerie@epa.gov>
Sent: Thursday, May 7, 2020 6:03 PM
To: Ryan Scott
Cc: Andrea Langille; Bales, Ronald
Subject: Des no. 1900096 and 1900097 - U.S. 31 Between SR 38 and SR 931, Hamilton and Tipton Counties, IN

Good afternoon, Mr. Scott,

I have received your early coordination letter dated April 14, 2020, regarding the Limited Access Corridor Study (Des no. 1900096 and 1900097) located along U.S. 31 Between SR 38 and SR 931 in Hamilton and Tipton Counties. I apologize for the slow reply - hard copy mail processing is being delayed due to the current COVID19 situation.

My review confirmed Hamilton and Tipton Counties, Indiana, are not located within a designated Sole Source Aquifer review area, so an EPA Sole Source Aquifer project review of this project is not required. The project location (highlighted in red below) is outside all SSA project review areas, as shown in this screen shot from the searchable maps online at <https://www.epa.gov/dwssa>:



While this project is not subject to Sole Source Aquifer review, we suggest that during construction appropriate safeguards are in place to ensure that ground water is not endangered. Such safeguards would include securing adequate precautions for fueling/servicing large equipment, using "green infrastructure" practices where possible, and developing contingency plans to handle the release of any hazardous materials.

If you have further questions, or future Sole Source Aquifer inquiries, please consider submitting them to me via email for faster reply.

From: Bosscher, Valerie <bosscher.valerie@epa.gov>
Sent: Friday, March 19, 2021 4:13 PM
To: BF&S Environmental Services; Neal Bennett
Subject: RE: Early Coordination Request for Des 1900096, 1900097, 2002313

Good afternoon, Ms. Deguch,

There are no federally designated Sole Source Aquifers in Hamilton County, IN (the St. Joseph SSA is in northern Indiana), so the EPA SSA Program does not need to review your project. See EPA's searchable interactive map of designated SSA project review areas, available at <https://www.epa.gov/dwssa>.

Thank you for your inquiry. Please let me know if you have any questions.

Val

Valerie Bosscher, P.E. Environmental Engineer
Ground Water & Drinking Water Branch U.S. EPA Region 5
77 W. Jackson Blvd. (WG-15J) Chicago, IL 60604
Ph 312-886-6731



From: BF&S Environmental Services <bfsenviron@bfsengr.com>
Sent: Friday, March 19, 2021 2:16 PM
To: Neal Bennett <NBennett@bfsengr.com>
Subject: Early Coordination Request for Des 1900096, 1900097, 2002313

Dear Recipient,

Our firm has been retained by INDOT-Greenfield District to prepare an environmental study for the project with Des Nos 1900096, 1900097, and 2002313. Please find attached a request for technical assistance from your agency.

Thank you,

Hannah Deguch
Environmental Scientist

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
HBays@bfsengr.com | www.BFSEngr.com

May 4, 2020

Ryan L. Scott
Butler, Fairman & Seufert
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Dear Mr. Scott:

The proposed project to make corridor improvements along US Highway 31 to reduce the rate of accidents in Hamilton and Tipton Counties, Indiana, (Des Nos 1900096 and 1900097) as referred to in your letter received April 14, 2020, will not be able to be determined at this time due to a lack of site specific information. Please resubmit when specific/potential impacts are determined.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD
NEILSON
Digitally signed by
RICHARD NEILSON
Date: 2020.05.05
13:57:12 -04'00'

RICK NEILSON
State Soil Scientist



April 9, 2021

Neal Bennett
Butler, Fairman & Seufert
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Dear Mr. Bennett:

The revised project to proceed with a limited access corridor study between State Road 38 and 286th Street in Hamilton County, Indiana, (Des No 1900096, 1900097, 1901797 and 2002313) as referred to in your letter received March 19, 2021, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD Digitally signed by
NEILSON RICHARD NEILSON
Date: 2021.04.13
09:15:46 -04'00'

RICK NEILSON
State Soil Scientist

Enclosures



FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request		4. Sheet 1 of <u> of </u>	
1. Name of Project DES1900096,1900097,2002313_US31 Limited		5. Federal Agency Involved			
2. Type of Project		6. County and State Hamilton County, Indiana			
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 3/19/21		2. Person Completing Form JRA	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☒ NO ☐		4. Acres Irrigated		Average Farm Size 218 Ac	
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 175,886 % 68		7. Amount of Farmland As Defined in FPPA Acres: 169,586 % 66		
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS 4/9/21		
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment :			
		216th	226th	266th	276th
A. Total Acres To Be Converted Directly		0.44	9.75	0.45	49.63
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0.00	0.00	0.00	0.00
C. Total Acres In Corridor		0.44	9.75	0.45	49.63
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		0.44	9.75	3.78	49.42
B. Total Acres Statewide And Local Important Farmland		0.00	0.00	0.00	0.00
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<0.001	0.0600	0.0020	0.0280
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		34.0	34.0	34.0	76.0
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)		92	94	96	83
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use	15	15	15	15	15
2. Perimeter in Nonurban Use	10	10	10	10	10
3. Percent Of Corridor Being Farmed	20	15	10	12	6
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	0	0	0	0
6. Creation Of Nonfarmable Farmland	25	2	5	5	5
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	0	0	0	0
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	1	2	6	3
TOTAL CORRIDOR ASSESSMENT POINTS	160	48	47	53	44
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	92	94	83
Total Corridor Assessment (From Part VI above or a local site assessment)		160	48	47	53
TOTAL POINTS (Total of above 2 lines)		260	140	141	127
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project: 64.68	3. Date Of Selection: 4/23/21	4. Was A Local Site Assessment Used? YES ☐ NO ☒		

5. Reason For Selection:

This alternative minimizes the impacts to farmland.

Signature of Person Completing this Part:

Ryan Scott

DATE

4/23/21

NOTE: Complete a form for each segment with more than one Alternate Corridor

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---	------------------------------------	---------------------

1. Name of Project 66	5. Federal Agency Involved
2. Type of Project	6. County and State Hamilton County, Indiana

PART II (To be completed by NRCS)		1. Date Request Received by NRCS 3/19/21	2. Person Completing Form JRA
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☒ NO ☐		4. Acres Irrigated Average Farm Size 218 ac	
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 175,886 % 68	7. Amount of Farmland As Defined in FPPA Acres: 169,586 % 66	
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 4/9/21	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	246th	256th	281st	Corridor D
A. Total Acres To Be Converted Directly	0.35	0.45	0.41	
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.0	0.0	0.0	
C. Total Acres In Corridor	0.35	0.35	0.41	

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.35	0.45	0.41	
B. Total Acres Statewide And Local Important Farmland	0.00	0.00	0.00	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001	<0.001	<0.001	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	73	34	76	

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	89	100	81	
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	15	15	15	
2. Perimeter in Nonurban Use	10	10	10	10	
3. Percent Of Corridor Being Farmed	20	15	10	12	
4. Protection Provided By State And Local Government	20	0	0	0	
5. Size of Present Farm Unit Compared To Average	10	0	0	0	
6. Creation Of Nonfarmable Farmland	25	2	4	2	
7. Availability Of Farm Support Services	5	5	5	5	
8. On-Farm Investments	20	2	2	2	
9. Effects Of Conversion On Farm Support Services	25	0	0	0	
10. Compatibility With Existing Agricultural Use	10	2	2	2	
TOTAL CORRIDOR ASSESSMENT POINTS	160	51	48	48	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	89	100	81	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	51	48	48	0
TOTAL POINTS (Total of above 2 lines)	260	140	148	129	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project: 64.81	3. Date Of Selection: 4/23/21	4. Was A Local Site Assessment Used? YES ☐ NO ☒
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5. Reason For Selection:

See other form.

Signature of Person Completing this Part:

Ryan Scott

DATE

4/23/21

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points



Organization and Project Information

Project ID:
Des. ID: 1900097
Project Title: US 31 Limited Access Project, Hamilton County, IN
Name of Organization: Butler, Fairman, & Seufert, Inc.
Requested by: Neal Bennett

Environmental Assessment Report

1. Geological Hazards:

- Moderate liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: Low Potential

3. Active or abandoned mineral resources extraction sites:

- Petroleum Exploration Wells
- Abandoned Industrial Minerals Sand Gravel Pits

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

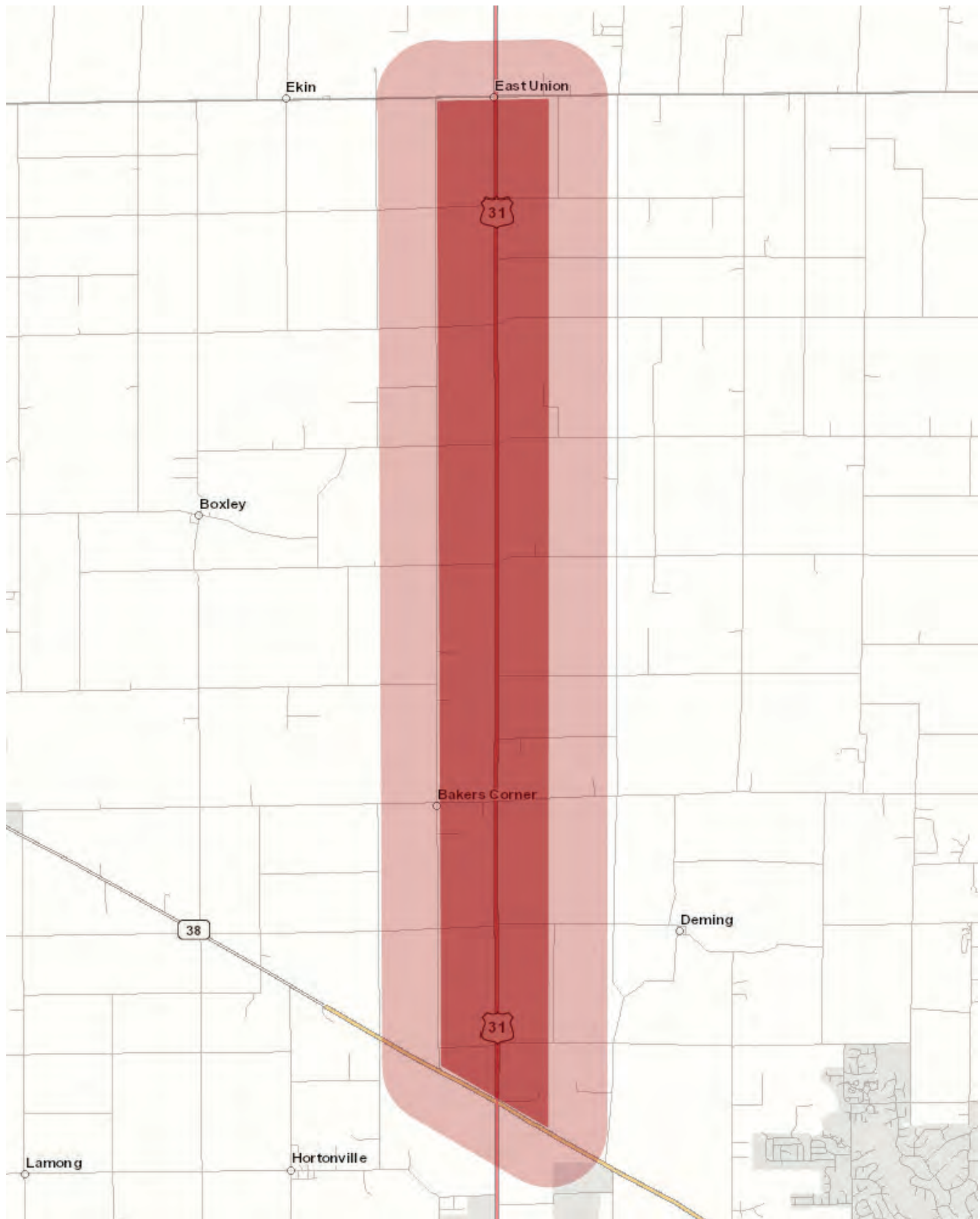
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: April 22, 2021



Metadata:

- https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Pits_Abandoned.html
- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

INDOT Aviation Coordination

From: [Courtade, Julian](#)
To: [Ryan Scott](#)
Subject: RE: Early Coordination Letter; Des Nos 1900096 and 1900097; US 31 Limited Access Study from SR 38 (Hamilton County) to SR 933 (Tipton County)
Date: Tuesday, April 14, 2020 1:14:24 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Ryan –

I reviewed the Early Coordination Letter and found no issues with surrounding airspace or airports. This is due to the project meeting the required glideslope requirements to the nearest public-use facility. Please let me know if you have any questions!

Thanks,

Julian L. Courtade

Chief Airport Inspector

100 North Senate Ave, N955

Indianapolis, IN 46204

Office: (317) 232-1477

Cell: (317) 954-7385

Email: jcourtade@indot.in.gov



From: Ryan Scott <RScott@bfsengr.com>
Sent: Tuesday, April 14, 2020 11:43 AM
To: Hamilton Co Surveyor <kenton.ward@hamiltoncounty.in.gov>; Hamilton County BOC <dan.stevens@hamiltoncounty.in.gov>; Hamilton County Health Dept. <health@hamiltoncounty.in.gov>; Hamilton County Sheriff's Dept <dennis.quakenbush@hamiltoncounty.in.gov>; HUD <paul.j.lehmann@hud.gov>; DNR Environmental Review <environmentalreview@dnr.IN.gov>; Indianapolis MPO <anna.gremling@indympo.org>; Courtade, Julian <JCourtade@indot.IN.gov>; Liz McCloskey <Elizabeth_Mccloskey@fws.gov>; Rick Neilson <Rick.Neilson@in.usda.gov>; Robert Dirks <Robert.Dirks@dot.gov>; Bales, Ronald <rbales@indot.IN.gov>; Tipton County BOC <mmanier@tiptoncounty.in.gov>; logden@tiptoncounty.in.gov; Tipton County Sheriff's Office <mdeckard@tiptoncounty.in.us>; tipton.surveyor <tipton.surveyor@tds.net>; USACE Louisville <gregory.a.mckay@usace.army.mil>; USEPA Region 5 <westlake.kenneth@epa.gov>; robin_mcwilliams@fws.gov
Cc: Beck, Jennifer <JBeck@indot.IN.gov>; Andrea Langille <ALangille@bfsengr.com>

Subject: Early Coordination Letter; Des Nos 1900096 and 1900097; US 31 Limited Access Study from SR 38 (Hamilton County) to SR 933 (Tipton County)

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Dear Early Coordination Recipients:

Please see attached for your consideration the Early Coordination Letter and associated attachments for the subject limited highway access study along US 31 in Hamilton and Tipton Counties.

Thank you in advance for your input.

Best regards,

Ryan Scott
Director of Environmental Services

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302
p (317) 713-4615 | f (317) 713-4616
RScott@bfsengr.com | www.BFSEngr.com

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Monday, March 22, 2021 7:48 AM
To: BF&S Environmental Services
Subject: RE: Early Coordination Request for Des 1900096, 1900097, 2002313

Hello –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

<https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp>

Please let me know if you have any questions!

Thanks,

Julian L. Courtade
Chief Airport Inspector
100 North Senate Ave, N758-MM
Indianapolis, IN 46204
Cell: (317) 954-7385
Email: jcourtade@indot.in.gov



From: BF&S Environmental Services <bfsenviron@bfsengr.com>
Sent: Friday, March 19, 2021 3:16 PM
To: Neal Bennett <NBennett@bfsengr.com>
Subject: Early Coordination Request for Des 1900096, 1900097, 2002313

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Dear Recipient,

Our firm has been retained by INDOT-Greenfield District to prepare an environmental study for the project with Des Nos 1900096, 1900097, and 2002313. Please find attached a request for technical assistance from your agency.

Thank you,

Hannah Deguch
Environmental Scientist

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
HBays@bfsengr.com | www.BFSEngr.com



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Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

Indiana Department of Transportation
Jennifer Beck, Senior Project Manager
32 S. Broadway Street
Greenfield, IN 46140
Date

Butler, Fairman, & Seufert, Inc.
Neal Bennett
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: Intersections are planned points of conflict in roadway systems. The Federal Highway Administration studies indicate 25% of traffic fatalities and approximately 50% of traffic injuries are attributed to incidences related to conflicts at intersections. In order to address the safety concerns related to the accidents occurring along US 31 at intersections, it was determined that limiting access to US 31 by modifying the existing intersections will reduce the traffic accidents that are occurring along this section of the highway. In addition, blocking or removing all median crossover locations and removing residential and commercial drives along US 31 will reduce the number of conflict points, reduce the frequency and severity of crashes, and improve the overall operation and mobility of US 31. The existing intersecting streets to US 31 along the corridor have been analyzed for conversion to either cul-de-sacs, overpasses, or interchanges. It is proposed to construct overpasses at 226th Street and 266th Street, an interchange at 276th Street, and cul-de-sacs at 216th Street, 246th Street, 256th Street, and 281st Street.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices

(<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>)

(<http://www.lrl.usace.army.mil/orf/default.asp>)) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:

- IC 14-26-2 Lakes Preservation Act 312 IAC 11
- IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
- IC 14-28-1 Flood Control Act 310 IAC 6-1
- IC 14-29-1 Navigable Waterways Act 312 IAC 6
- IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
- IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The

use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm>) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>).)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit:

<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to

comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).

5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the

notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

Intersections are planned points of conflict in roadway systems. The Federal Highway Administration studies indicate 25% of traffic fatalities and approximately 50% of traffic injuries are attributed to incidences related to conflicts at intersections. In order to address the safety concerns related to the accidents occurring along US 31 at intersections, it was determined that limiting access to US 31 by modifying the existing intersections will reduce the traffic accidents that are occurring along this section of the highway. In addition, blocking or removing all median crossover locations and removing residential and commercial drives along US 31 will reduce the number of conflict points, reduce the frequency and severity of crashes, and improve the overall operation and mobility of US 31. The existing intersecting streets to US 31 along the corridor have been analyzed for conversion to either cul-de-sacs, overpasses, or interchanges. It is proposed to construct overpasses at 226th Street and 266th Street, an interchange at 276th Street, and cul-de-sacs at 216th Street, 246th Street, 256th Street, and 281st Street.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 4/27/2021

Signature of the INDOT

Project Engineer or Other Responsible Agent



Jennifer Beck, Senior Project Manager

Date: 4/27/2021

Signature of the

For Hire Consultant



Neal Bennett

TOWN OF SHARPSVILLE
P. O. BOX 63
124 S. MAIN STREET
SHARPSVILLE, IN 46068

MAY 4, 2020

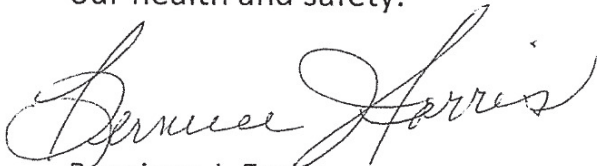
INDIANA DEPARTMENT OF TRANSPORT

RE: DIVISION ROAD IN TIPTON COUNTY

If there is not an interchange at Division Road, it will have an adverse effect on the Town of Sharpsville. Residents will be using County Road 400 to go north rather than going back to Highway 28. This will increase traffic through the town.

It will also affect First Responders in Tipton County response time. This could mean life or death to some residents. Also, school buses and farmers need access. No access will disrupt the lives of a lot of people. Delivery trucks will have problems getting to their customers.

I hope you will listen to the residents of Tipton County, and take in consideration our health and safety.

A handwritten signature in cursive script, reading "Berniece J. Farris".

Berniece J. Farris
Clerk-Treasurer
Town of Sharpsville

TOWN OF SHARPSVILLE
P. O. BOX 63
124 S. MAIN STREET
SHARPSVILLE, IN 46068

MAY 4, 2020

INDIANA DEPARTMENT OF TRANSPORT

RE: DIVISION ROAD IN TIPTON COUNTY

The integrity of Tipton Community depends on the ebb and flow of its inhabitants. The farmers need to get to their fields, workers to their jobs, truckers delivering and picking up via Division Road.

It is essential for our rural community and our commerce. Division Road is a life line for community growth. Dividing the county in half will limit and possibly eliminate growth to smaller towns like Kempton and Sharpsville who are now showing signs of growth.

Please consider the cost to Tipton County that this decision will have on on all residents.

Town of Sharpsville

Linda Smeltzer
Town Council President

A handwritten signature in black ink, appearing to read "Linda Smeltzer", written over the printed name.

May 7th, 2020

Mr. Ryan Scott, Director of Environmental Services
Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240-8302
(e) RScott@bfsengr.com

Ms. Jennifer Beck, Senior Project Manager
Indiana Department of Transportation
Greenfield District
32 S Broadway St
Greenfield, IN 46140
(e) jbeck@indot.in.gov

RE: U.S. Highway 31 (US 31) Limited Access Corridor Study between State Road 38 and State Road 931
Des. Nos. 1900096 and 1900097 Hamilton and Tipton Counties, Indiana

Mr. Scott,

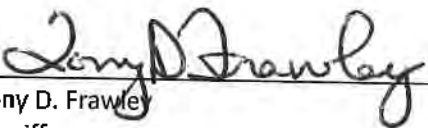
Thank you for the opportunity to comment on an extremely important issue for Tipton County. The changes proposed in your letter of April 16 will have a profound impact on our county for generations to come and it is incumbent on policymakers to consider all resulting implications such changes will cause. Our comments represent the entire group of local and county agencies and departments responsible for the health and safety for those along and either side of the US 31 corridor in Tipton County. These comments focus primarily on the failure to install a full interchange at US 31 and Division Road. However, suffice it to say that the further, severe limitations for mobility onto, and across US 31 that your plan proposes are equally concerning and puts the health and well-being of our residents at greater risk.

1. **Negative Impact on public safety.** Limiting access to US 31 will unduly increase response times to emergencies, motor vehicle accidents, fires, and medical-related incidents. On average, there are 300+ calls for service in the northwest sector of Tipton County, in addition to 60+ motor vehicle accidents yearly. The average response time to these incidents currently is approximately 20 minutes. Failure to construct a full interchange at Division Road and US 31 could as much as double this response time. Mutual aid would also be hindered by restricting the ability to assist surrounding agencies for the 30+ average yearly calls for service in the same area.
2. **No critical alternative route/traffic diversion.** With the current plan, there will only be one full interchange in the county at State Road 28. If an accident or closure occurs at this interchange, access in any direction is essentially cut off. If emergency traffic needs to be diverted due to an accident, there is no practical place for this diversion to occur; therefore, forcing emergency services and other drivers to travel several miles out of their way on unfamiliar county roads resulting in confusion, and an increased risk of accidents.
3. **Undue wear and tear on county roads.** County roads are not designed, built or maintained according to the specifications for state roads and main thoroughfares. With these lower standards, the increase in use will undoubtedly result in faster deterioration which in turn will create a much greater hazard for drivers/users. This will lead to more motor vehicle accidents, as well as bring greater costs for repairs to the county. In addition, the volume of oversized vehicles such as tractor-trailers and farm implements will undoubtedly increase on county roads, increasing the risk for more motor vehicle accidents.

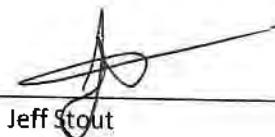
4. **A safe and efficient access point for the Tipton Industrial Park is cut off.** Semi traffic needing access to the Tipton Industrial Park cannot easily navigate through Tipton. The inability to access Division Road from US 31 will result in economic hardship impacting the health and well-being of our citizens.
5. **Air quality, health and other environmental factors will be negatively impacted.** Diversion of heavy truck traffic away from Division Road will increase truck traffic through the City of Tipton resulting in increased air emissions within a population center. The negative health impacts from diesel emissions are well documented and any increase puts the lives of Tipton residents in greater jeopardy. While every road produces some impact on the environment; thoughtful planning can limit those adverse effects and we encourage INDOT to consider such impacts that perhaps are outside the normal scope typically considered.

Thank you again for the opportunity to comment and don't hesitate to reach out to any of us if you have any questions regarding our comments.

Regards,



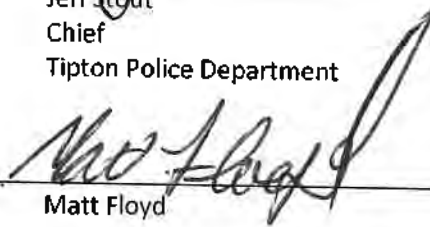
Tony D. Frawley
Sheriff
Tipton County Sheriff's Department



Jeff Stout
Chief
Tipton Police Department



Jeff Ogden
Chief
Tipton Fire Department



Matt Floyd
Chief
Kempton Fire Department



Jeff Sawyers
Chief
Cicero Township Fire Department



Paul Kingery
Chief
Sharpsville Fire Department



Lindsey Ogden
Office Manager/Emergency Preparedness Director
Tipton County Health Department

Cc: Tipton County Commissioners
Mark Regnier – Tipton County Attorney
Jim Buck – State Senator
Tony Cook – State Representative

BOARD OF TIPTON COUNTY COMMISSIONERS

James N. Mullins, PhD, Dennis Henderson, Mark Manier

Tipton County Courthouse
101 E. Jefferson St. Tipton, IN 46072
Phone: 765.675.2794

May 11, 2020

Mr. Ryan Scott, Director of Environmental Services
Butler, Fairman & Seufert, Inc.
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Indianapolis, IN 46240-8320
(e) RScott@bfsengr.com

Ms. Jennifer Beck, Senior Project Manager
Indiana Department of Transportation
Greenfield, IN 46140
(e) jbeck@indot.in.gov

RE: U.S. Highway 31 (US 31) Limited Access Corridor Study between State Road 38 and
State Road 931;
Des. Nos. 1900096 and 1900097
Hamilton and Tipton County, Indiana

Mr. Scott:

On behalf of the Tipton County Board of Commissioners, the Tipton County Council, the City of Tipton, the towns of Sharpsville and Kempton, and the townships, we are responding to the early coordination letter dated April 16, 2020. The groups included in this letter are primarily responsible for local legislative and executive decisions within Tipton County and its incorporated areas. You have, or will receive, many other responses from different groups in Tipton County, who will expand on those various issues within their realm of expertise.

The efficient ingress and egress of traffic along the US 31 Corridor is extremely critical to the function of our city, county and township governmental units. The most immediate concern, is the construction and implementation of a full interchange at Division Road and US 31. The negative environmental impact due to the lack of a full interchange at Division Road and US 31 affects not only those areas very close to US 31, but also the more distant areas of our county and surrounding region.

Tipton County has focused much of its business and industrial development on the east and west sides of US 31 between State Road 28 and Division Road. With the addition of the

FCA plant, Loves Travel Plaza, and other business development in the area, we are primed for much needed growth. We have facilitated new wastewater treatment infrastructure, at great expense, in order to attract business to that area. In addition, the Northgate Business Park located on the northwest edge of the City of Tipton is only 4 miles from US 31, and most readily accessed from Division Road. Northgate accommodates many business operations including Red Gold, McCreary Concrete, and other tenants who desperately need ease of access to US 31. Along with new business ventures, we are aggressively promoting residential development which is lacking in the county. Full access from Division Road to US 31, and those other proposed interchanges in Tipton County, are critical to attracting new residential housing projects.

When Tipton County hosted the Midwest Farm Progress Show more than 20 years ago, Division Road was upgraded to handle increased traffic volumes, and has been an integral part of our planning efforts since that time. With considerable agribusiness located throughout the county, routing all traffic to the recently completed State Road 28/US 31 interchange, and then onto County Road 560 West to Division Road, or through the City of Tipton, is problematic at best. With new road construction costs exceeding two (2) million dollars per mile, Tipton County cannot absorb the stress on our county roads for lack of a full interchange at the Division Road crossing and those other interchanges detailed in our Transportation and Mobility Plan.

Other proposed US 31 upgrades in Tipton County are also extremely important to the economic, residential, and financial health of the county, including but not limited to the towns of Sharpsville, Windfall, and Kempton. Sharpsville is located in the very northern part of the county and within two (2) miles of US 31. Other full interchanges, particularly at County Road 600 S. (Hamilton/Tipton County line), and near Sharpsville are necessary. The lack of a full interchange near Sharpsville will result in traffic being re-routed onto miles of county roads to eventually access US 31, which again, will add to EMS response times, increased traffic safety issues, and longer commutes for our county work force. Traffic to and from Tri-Central High School, accommodating students from Sharpsville, Windfall, and all of northern Tipton County, will also be relegated to secondary roads in order to maintain their viability. Kempton is located between State Road 28 and Division Road in the westernmost part of the county, and its citizens, school traffic, and EMS all access US 31 from Division Road.

Those governmental units that are represented in this response would much prefer that after the construction of a full interchange at Division Road, all of the other projects proposed in our current Transportation and Mobility Plan be completed when the money becomes available, rather than pushing through lesser alternatives that will negatively impact Tipton County for generations. The undersigned community leaders thank you for this opportunity to respond and will continue to be accessible for additional questions or comments as this process moves forward.

Respectfully submitted,

TIPTON COUNTY BOARD OF
COMMISSIONERS BY:

/s/Dr. James N. Mullins, Phd

Dr. James N. Mullins, Phd., President

CITY OF TIPTON BY:

/s/Thomas Dolezal

Thomas Dolezal
Mayor

TIPTON COUNTY COUNCIL BY:

/s/James D. Ashley

James D. Ashley, President

TOWN OF KEMPTON BY:

/s/Alice Book

Alice Book
Town Board President

TOWN OF SHARPSVILLE BY:

/s/Linda Smeltzer

Linda Smeltzer
Town Board President

TOWNSHIP TRUSTEES BY:

/s/Korey Henderson

Korey Henderson
Cicero Township

/s/Matthew Deckard

Matthew Deckard
Liberty Township

/s/Gary Stroup

Gary Stroup
Prairie Township

/s/Nancy Cline

Nancy Cline
Jefferson Township



May 11th, 2020

Mr. Ryan Scott, Director of Environmental Services
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RE: U.S. Highway 31 (US 31) Limited Access Corridor Study between State Road 38 and State Road 931
Des. Nos. 1900096 and 1900097; Hamilton and Tipton Counties, Indiana

Mr. Scott,

We, the undersigned submit this letter in response to the above-referenced matters.

As heavy and active users of the US 31 and Division Road intersection in Tipton County, we are extremely concerned to learn of the recent removal of the planned, full interchange at that location. Our businesses as well as other transport entities using this intersection numbers over 4,500 truck trips per day (according to the latest INDOT and county highway data.) The truck traffic represents a myriad of world-wide business sectors such as agriculture, automotive manufacturing, packaging, and service.

The proposed overpass, or right-in, right-out configuration, presents a clear health and safety risk for our drivers, but more importantly, the public at-large. Because the current SR 28 and SR 26 interchanges are 10 miles apart, the increase in mileage driven by farm equipment and heavy trucks on county roads parallel to US 31 will exact a heavy toll. The end result – a dramatic increase in wear and tear on county roads not designed for such traffic, increased vehicular mishaps, and overall increased response times for local first responders. In addition, since Division Road is, in many cases, used as a bypass around the City of Tipton, traffic and emissions are shifted from the rural, Division Road corridor to, and through, the city of Tipton.

We strongly urge reconsideration of your current plans and: 1) move forward with planning and construction of a full interchange at US 31 and Division Road, or, 2) in consideration of the current uncertainty with funding, halt all activity related to the US 31 modifications in Tipton County until full funding can be procured.



Respectfully Submitted;

Böttcher Systems

Jeff Hoover
Director of Manufacturing

Cargill, Inc.

Don Camden
Commercial Leader, East Region

Co-Alliance, LLP

Kevin Still
President and CEO

Corteva

Fiat Chrysler Automobiles

BRS Mechanical

Jeremy Mugge
Plant Operations Manager

Mike Carter
Plant Manager – Tipton Transmission Plant

Timothy Schroeder
President

Total Seed

Red Gold

Beck's Superior Hybrids

Aaron Conaway
President

Steve Austin
Government Affairs

Sonny Beck
CEO

Tipton County Farm Bureau

RG Transport

Jenny Mundell
Board President

Hue Andrews
Chief Operating Officer

Cc: Tipton County Commissioners
Mark Regnier – Tipton County Attorney
Jim Buck – State Senator
Tony Cook – State Representative



Respectfully Submitted;

Böttcher Systems

Cargill, Inc.

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Commercial Leader, East Region

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President and CEO

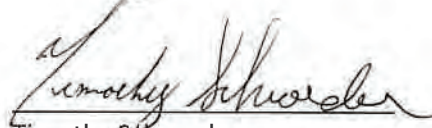
Corteva

Fiat Chrysler Automobiles

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Jeremy Mugge
Plant Operations Manager

Mike Carter
Plant Manager – Tipton Transmission
Plant



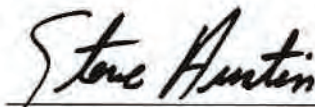
Timothy Schroeder
President

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Aaron Conaway
President



Steve Austin
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CEO

Tipton County Farm Bureau

RG Transport

Jenny Mundell
Board President



Hue Andrews
Chief Operating Officer

Cc: Tipton County Commissioners
Mark Regnier – Tipton County Attorney
Jim Buck – State Senator
Tony Cook – State Representative

Schools of Tipton County

Tri-Central Community Schools
4774 N 200 W, Sharpsville, IN 46902
765-963-2585

Dave Driggs, Superintendent
Kolby Dickover, President
Dan DeLong, Vice President
Edward Jay Rayl, Secretary
Jerry Fernung, Member
Craig Smith, Member
Carol Kinder, Member
Chris Kelley, Member

Tipton Community School Corporation
1051 S. Main St. Tipton, IN 46072
765-675-2147

Kevin Emsweller, Superintendent
Gary Plumer, President
Gary Johnson, Vice President
April Overdorf, Secretary
Jim Ankrum, Member
Chris McNew, Member
Kegan Schnicker, Member
Randy Sottong, Member

May 5, 2020

Mr. Ryan Scott, Director of Environmental Services
Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240-8302
(e) RScott@bfsengr.com

Ms. Jennifer Beck, Senior Project Manager
Indiana Department of Transportation
Greenfield District
32 S Broadway St
Greenfield, IN 46140
(e) jbeck@indot.in.gov

RE: U.S. Highway 31 (US 31) Limited Access Corridor Study between State Road 38 and State Road 931
Des. Nos. 1900096 and 1900097
Hamilton and Tipton Counties, Indiana

Mr. Scott,

The following is our response to your letter dated April 16, 2020 in the above referenced matters. We are responding on behalf of the two schools in Tipton County, Tri-Central Community Schools (TCCS) and Tipton Community School Corporation (TCSC). Your letter requested comments from our area of expertise regarding any possible environmental effects associated with this project. Our schools are charged with educating all of the youth of Tipton County and it is for those citizens that we respond.

The Tri-Central Community School Board and the Tipton Community School Board were very surprised and disappointed with the announcement from INDOT regarding the elimination of the full interchange at Division Road in Tipton County. As late as last August, our school corporations were assured that this full interchange was budgeted and programmed. Without a doubt, our primary concern is for the safety of our students and bus drivers. US 31 splits both of our school districts almost in half. Tri-Central busses cross U.S. 31 - 28 times a day at 200N, 300N, 450N, and 600N.

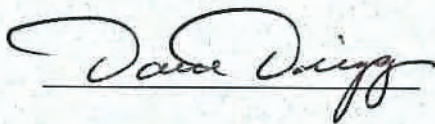
Tipton Community School buses cross US 31 - 24 times a day at IN 28, Division Road, 100S, and 600S. Also, in addition to traversing US 31, both corporations have student pick-ups directly on US 31. Furthermore, please be aware that in today's school transportation world, less than 50% of our students ride the bus. Students that do not arrive by bus, either drive themselves, or are transported by their parents or others. By eliminating this interchange, the trips will become longer and definitely more dangerous. There are also numerous extra-curricular activities that must navigate US 31 and need the benefit of critical access to US 31 at Division Road. The elimination of this full interchange would necessitate more difficult routing for our school buses, our students driving themselves, fans and parents to activities to the north and south of Tipton County.

Our second major concern with the elimination of the Division Road full interchange deals with how it will lead to a decline in our school's population. For almost five years, Tipton County officials, and especially TCCS and TCSC staffs, have been working to raise the population of Tipton County. The schools have focused on young families that would have school-age children. To accomplish this, we must entice young families to move into our districts. It has been said over and over by many experts, that the way to accomplish this is not by increasing available jobs but rather by improving our county in ways that make people want to live here. We need families to move into Tipton County that travel south to Hamilton County/Marion County to work. We also want to entice families that travel north to Howard County. Lack of access on and off the very important gateway of US 31 over a 10-mile stretch through our districts from State Road 28 to State Road 26 is not enticing to young families wanting to relocate. As a matter of fact, there will be zero entrances directly onto US 31 in the Tri-Central School district, the county's northernmost district. Why would you move into a place that makes you travel county roads that are not made to handle this type of traffic to get to your location of employment or child's school? Families will look elsewhere to raise their children.

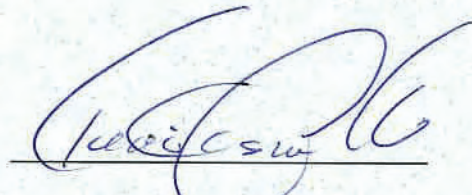
We fear that by making U.S. 31 even more of a decisive split in our school districts that parents on our county's west side will opt to take their children to distant schools further diminishing a sense of community our schools have worked so diligently to shape. By not giving Tipton County another full interchange, the hard work we have done at our schools to increase population will go for naught.

We have touched on only a few of the many very important concerns regarding this issue. We will let others comment on items that may not directly impact our districts as much as the ones we outlined above – but make no mistake, the issues we discussed as well as the issues others raise will have a long-lasting and profound impact on every fabric of our community for generations to come. We ask that you go back to your earlier plan of a full interchange at Division Road. If current financial budgets cannot support this, we ask that you halt the current plan for our county until further funding can be made available.

Regards,



Dave Driggs
Superintendent of Schools
Tri-Central Community School



Kevin Emsweller
Superintendent of Schools
Tipton Community School Corporation

Cc: Tipton County Commissioners
Mark Regnier – Tipton County Attorney
Jim Buck – State Senator
Tony Cook – State Representative



Bret Morris
Director of Highways
Tipton County Highway Department
405 Market Road
Tipton, IN 46072

May 5th, 2020

Mr. Ryan Scott, Director of Environmental Services
Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240-8302
(e) RScott@bfsengr.com

Ms. Jennifer Beck, Senior Project Manager
Indiana Department of Transportation
Greenfield District
32 S Broadway St
Greenfield, IN 46140
(e) jbeck@indot.in.gov

RE: U.S. Highway 31 (US 31) Limited Access Corridor Study between State Road 38 and State Road 931
Des. Nos. 1900096 and 1900097
Hamilton and Tipton Counties, Indiana

Mr. Scott,

The following is our response to the above reference project as requested in your early coordination letter of April 14, 2020. We are responding on behalf of the Tipton County's Highway Department, Surveyor's Office, and the Planning Department. Our areas of expertise include the roadway, traffic, drainage, and overall planning/land use impacts involving the safety and well-being of citizens of Tipton County in connection to the proposed project. The Highway Department is responsible for the repair and maintenance of 564 miles of roadways within Tipton County. The Surveyor's Office is responsible for all drainage (including over XXXX legal drains) within Tipton County, and for maintaining the public land system. The planning department is responsible for oversight & permit of all residential, commercial and industrial development within Tipton County. Please incorporate our comments into the study for the project's environmental impacts.

Upon reviewing the proposed conversion of various roadways within the county to cul-de-sacs, overpasses, while creating a limited access facility for U.S. 31 through Tipton County, our initial reaction was one of deep concern. Per the coordination letter, Tipton County will have only one (1) full interchange along U.S. 31 within our borders. This is contrary to information provided to us in 2019, by INDOT, that Division Road would be a full interchange. Limiting Tipton County to one access via the State Road 28 interchange will significantly impact in a negative way our county roadway system, as the vehicles, including commercial/agricultural truck traffic, will have to travel several miles along county roads to gain access to U.S. 31. Tipton County's roadways are not equipped, nor designed, to handle this increased truck traffic. The damage to the roadways and drainage structures under them, will place an undue burden on the population of the county to pay for upgrades, repairs, and future maintenance. The cumulative impact to Tipton County due to limited access will be collectively significant over time, and would have a detrimental effect on safety, population growth, and existing/future development.

Tipton County's Transportation and Mobility Plan, attached as part of this document, as part of our adopted comprehensive plan displays the vision of the U.S. 31 corridor through the eyes of the government official, people, and

businesses of Tipton County. A full interchange at Division Road is a minimum! Having only one (1) interchange over the entire 13 miles of Tipton County is unreasonable.

Division Road is the main east-west route across the entirety of Tipton county. In fact, the roadway runs from State Road 29 through Clinton County (CR100N), Tipton County (Division Road), and Madison County (CR1400N) to State Road 13, and State Road 37. Within Tipton County, near U.S. 31, this roadway carries more than 3000 VPD, with a significant percentage being trucks. During harvest and planting seasons, Division Road will see an increase in traffic. It is also a major bypass of the City of Tipton for many large trucks, to avoid downtown via State Road 19 and Division Road to U.S. 31, and it is routinely used by trucks for deliveries to Tipton's Industrial Park on the northwest side of the City. Removing the full interchange from Division Road to only a right in - right out scenario, or an overpass, will ensure increased truck traffic through the City of Tipton, along county roadways between Division and State Road 28, or downtown city streets, thereby decreasing safety.

As the agencies within the county responsible to oversee and maintain the roadways, drainage systems, and development, we foresee significant upgrades necessary to north-south roadways to allow cars and trucks to safely travel to the nearest access point on U.S. 31. For those in Prairie Township, in the northwest corner of the County, it would require a 5-7 miles drive down to State Road 28 and then to U.S. 31, or an additional 2-4 miles north, into Howard County, and State Road 26, for access. Similar situations would happen for farming operations (truck traffic), etc. in the lower portions of Tipton County, significantly increasing the volume of traffic on local rural roadways, which are narrow, and mostly chip and seal. A recipe for more accidents, and increased deterioration to our infrastructure. We have estimated that the cost to upgrade north-south county roads, on either side of U.S. 31, to a level adequate to handle the increased traffic conservatively at \$30 to \$40 million; well beyond the County's ability to absorb.

Additionally, the current County Comprehensive Plan was adopted in 2013 and subsequently amended in 2017 and 2018 to update the Transportation and Mobility Plan for the county. In each of the original 2017 and the later amendments, a new primary full interchange was identified at U.S. 31 and Division Road. The reasons expressed in the Comprehensive Plan for the full interchange have been reiterated in the comments above. Fundamentally, Tipton County has anticipated and planned for a new primary interchange at U.S. 31 and Division Road since 2013.

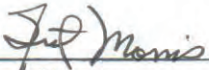
Therefore, we request the following concerning this proposed project:

- INDOT move forward with planning a full interchange at U.S. 31-Division Road
- Consider Tipton County's Transportation and Mobility Plan while planning on grade separations, and the need for an additional interchange somewhere between W. 450 N. and W. 550 N., and at W. 600 S.
- Consider the indirect effects, which are caused by this proposed project, while later in time, but are still reasonably foreseeable. These include impacts to economic growth, effects related to induced changes in the pattern of traffic, land use, population density/growth rate, and related effects on air and water.

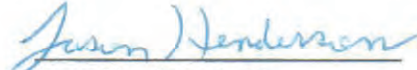
Thank you for this opportunity to respond, and we hope to come to some mutual understanding/agreement on the proposed U.S. 31 Corridor through Tipton County.

Respectfully Submitted;

Tipton Co. Highway Department


Brett Morris
Highway Director

Tipton Co. Surveyor's Office


Jason Henderson, PS
County Surveyor

Tipton Co. Planning Department


Steve Niblick
Planning Director

Attachments: Tipton County's Transportation and Mobility Plan

Cc: Tipton County Commissioners
Mark Regnier – Tipton Co. Attorney
Phil Beer – Tipton Co. Engineer

Transportation & Mobility Plan





MEMO ■ LETTER

TO: Jennifer Beck (INDOT Project Manager)

FROM: Neal Bennett (BF&S)

CC: Brandon Miller (INDOT - ES), Andrea Langille, (BF&S)

DATE: July 12, 2021

DES NOS.: 1900096 (lead), 1900097, 1901797, 1901798, 1700934, 1700935, 2002949, 2002954 and 2002313

SUBJECT: Resource Agency Meeting (RAM) Summary for US 31 Limited Access Project in Hamilton County, IN

INDOT and BF&S held a virtual meeting on Friday, April 23, 2021, at 10:00 am EST. The following is the list of attendees:

Name	Organization
Robert Dirks	Federal Highway Administration, Planning and Environmental Specialist
Jennifer Beck	INDOT Greenfield District, Project Manager
Taylor Darrah	INDOT Greenfield District, Environmental Services
Andrew Passmore	INDOT Greenfield District, Communications
Brandon Miller	INDOT Environmental Services Division
Susan Brannigan	INDOT Cultural Resources
Brian Boszor	Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife
Matt Buffington	IDNR Division of Fish and Wildlife
Brian Royer	IDNR Oil and Gas Division
Elizabeth McCloskey	US Fish and Wildlife Service, Northern Indiana Field Office
Deb Snyder	US Army Corps of Engineers, Regulatory Division
Jay Turner	Indiana Department of Environmental Management Water Quality Section
Kenneth Westlake	US Environmental Protection Agency
Andrea Langille	Butler, Fairman and Seufert, Inc. (BF&S), Project Manager
Neal Bennett	BF&S, Director of Environmental Services
Elizabeth Biggio	BF&S, Architectural Historian
Ryan Scott	BF&S, Environmental Services

Neal Bennett mentioned that Early Coordination had been sent to each of the attendees on April 16, 2020, and again on March 19, 2021. Neal explained that there had recently been a reduction in project scope and clarified that the old project limits from SR 38 in Hamilton County to US 931 in Tipton County were being reduced to include only the Hamilton County portion from SR 38 to 286th Street. He explained that the original Early Coordination letter submitted on April 16, 2020, included the original scope and that the Early Coordination submitted on March 19, 2021, discussed the reduction in the project scope and included more details related to the project's impacts. Neal also explained that the Tipton County portion of the project was moving into a Planning and Environmental Linkage (PEL) Study and that this group would be contacted in the future to provide their review and comments during that process.

Neal Bennett asked the group if there were any questions about the change in scope and there were none.

Brandon Miller suggested going over the scope of work for the project in more detail including discussing possible impacts.

Neal Bennett discussed the potential impacts related to wetlands, streams, terrestrial habitat, tree clearing, etc.

Brandon Miller suggested going through the list of attendees so everyone in the room meeting is aware of who is attending.

Neal Bennett went through the attendance list and then asked if there were any questions.

Kenneth Westlake asked if sidewalks were being provided on the overpasses in order to accommodate pedestrians and cyclists. Jennifer Beck and Andrea Langille mentioned that the overpasses are still in design and that ongoing coordination with the Hamilton County Engineer during the development of those plans. At this time, there is no plan for sidewalks to be included in the project, but that the bridge width at 226th Street will accommodate future sidewalks since the Hamilton County masterplan calls for future sidewalks along 226th Street. Similar coordination will be done for all Hamilton County roads intersecting the project area as design progresses.

Brandon Miller then mentioned that everyone on the Resource Agency Meeting distribution list will receive a copy of the Draft EA for review once it is approved for public involvement and first notice for public comments is published. We will be requesting feedback within thirty (30) days after receipt of the Draft EA.

Jennifer Beck mentioned that timeline is very important, and we need to keep the project moving but that we are also open to comments at any time.

Robert Dirks expressed his support for Tipton County being moved into a PEL study.

Jennifer Beck noted that this a big balancing act and that we appreciate the Resources Agencies feedback.

Neal Bennett asked if there were any additional questions. Hearing none, the meeting was concluded.



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>



In Reply Refer To:

March 25, 2021

Consultation Code: 03E12000-2021-SLI-0777

Event Code: 03E12000-2021-E-04772

Project Name: US Highway 31 (US 31) Limited Access Corridor Study, Des Nos 1900096/97 and 1901797

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2021-SLI-0777

Event Code: 03E12000-2021-E-04772

Project Name: US Highway 31 (US 31) Limited Access Corridor Study, Des Nos 1900096/97 and 1901797

Project Type: TRANSPORTATION

Project Description: The proposed undertaking is on US 31 between State Road 38, north of the City of Westfield to 286th Street in Hamilton County. All existing cross streets to US 31 along the corridor have been analyzed for conversion to either cul-de-sacs, overpasses, or interchanges. In general, the cul-de-sacs will have an approximate 50-foot radius and will be oriented north, center, or south relative to the existing roads to minimize impacts to existing properties. Median cable barrier will be installed in select stretches of the median.

The 226th Street overpass portion of the project will include the construction of a new bridge to carry 226th Street over US 31, construction of a new local road approximately 0.25 mile east of US 31 and extending from 226th Street south for approximately 0.35 mile, and construction of a new local road, located approximately 0.25 mile east of US 31, that will extend from 226th Street to a point approximately 0.5 mile north of 226th Street.

The limited access conversion portion of the project from SR 38 to 236th Street will include conversion of the existing 216th Street intersection into cul-de-sacs east and west of US 31, along with the removal of direct access drives onto US 31.

The construction of the 276th Street interchange will require the construction of a new bridge to carry 276th Street over US 31, and the replacement and widening of three existing bridges. New access lanes to provide will be constructed in the southeast and northwest quadrant of the existing intersection. The existing access drive in the southwest quadrant will be relocated to the west and connect to 276th Street. The 276th Street interchange portion of the project will also include roadway reconstruction and widening work along 276th Street from Dunbar Road (East 11th Street) to US 31. Along US 31, 281st Street will be converted to a cul-de-sac on the east side, the median cross over at 286th Street will be removed allowing only right-in and right-out access to 286th Street, and direct access drives for commercial, residential, and agricultural properties will be removed.

The limited access conversion portion of the project from 236th Street to 276th Street will include conversion of the existing 241st Street, 246th Street, and 256th Street intersections, into cul-de-sacs east and west of US 31 and an overpass at 266th Street along with the removal of direct access drives onto US 31. The 266th Street overpass portion of the project will include the construction of a new bridge to carry 266th Street over US 31.

New lighting would be installed for the proposed 276th Street interchange. Suitable summer habitat is located adjacent and along the project corridor. The results of the 0.5 mile bat check on 2/16/2021 resulted in no bats. All culvert/bridge inspections were negative for bats. No other lighting installation/replacement is proposed at this time. A total of 5.54 acres of trees will be removed for the project. 2.32 acres will be removed within 100ft of the roadway, .26 acres will be removed 100-300ft from the roadway, and 2.96 acres will be removed 300ft or greater from the roadway. Only the tree clearing occurring 0-300ft from the roadway will require a mitigation payment and will be the amount included in the calculation as follows: Trees cleared from 0-100ft from edge of road at a mitigation ratio of 0.0924 equates to \$2,005.20, and trees cleared from 100-300ft from edge of road at a mitigation ratio of 0.1386 equates to \$337.08. There are two (2) separate projects under development related to this section of US 31, which have independent utility and are not the subject of the environmental analysis for this project. A new interchange is planned for the 236th Street intersection with US 31 in Hamilton County. Both projects are planned to begin construction in 2021 or 2022. Construction Schedule: US 31 from SR 38 to 236th St. (FY 2023); 276th St. (FY 2022); remaining areas subject to funding availability.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.197441,-86.1275565,14z>



Counties: Hamilton County, Indiana

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior

Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

June 9, 2021

Karstin Carmany-George
Federal Highway Administration
575 N. Pennsylvania St. Room 254
Indianapolis, Indiana 46204
(sent via email)

RE: Standard Informal Consultation for the Indiana Bat and Northern Long-Eared Bat
US Highway 31 (US 31) Limited Access Corridor Study between State Road (SR) 38 and 286th
Street (Des. Nos. 1900096 (lead/bridge), 1900097 (road), 1901797 (276th Street), 2002313
limited Access from 236th Street to 276th Street); Hamilton County, Indiana

Dear Ms. Carmany-George:

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, as amended, and the U. S. Fish and Wildlife Service's (Service) Mitigation Policy.

This project does not qualify for the Indiana bat and northern long-eared bat rangewide programmatic consultation for transportation projects due to tree clearing impacts beyond 300 feet from an existing roadway.

PROPOSED ACTION

The project is located along US 31 from SR 38 to 286th Street, excluding the 236th to 241st Street intersections, in Hamilton County, Indiana. The proposed project intends to create a limited access highway by converting intersections to cul-de-sacs, interchanges, or overpasses.

The current project area, from SR 38 to 286th Street is approximately 7.5 miles long. Right-of-way acquisition will be required, but the amounts for most of the corridor are currently estimates. It is anticipated there will be up to 270.79 acres of new permanent and up to 16.03 acres of temporary right-of-way acquired in Hamilton County. Twenty-one (21) residential dwellings/agricultural homesites, 4 commercial buildings, and approximately 75 outbuildings (i.e., barns, garages, sheds) will likely be demolished as part of this project.

The project will begin in 2022 and continue through 2024 under various DES numbers as referenced above.

The following commitments are proposed by the Indiana Department of Transportation (INDOT) as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to listed bat species:

- **General AMM 1:** Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.
- **Lighting AMM 1:** Direct temporary lighting away from suitable habitat during the active season
- **Lighting AMM 2:** When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.
- **Tree Removal AMM 1:** Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.
- **Tree Removal AMM 2:** Apply time of year (TOY) restrictions for tree removal when bats are not likely to be present (November 15 - March 30), or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.
- **Tree Removal AMM 3:** Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).
- **Tree Removal AMM 4:** Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat at any time of year.
- Prior to any demolition all structure(s) will be inspected for bats or evidence of bats. If bats, or evidence of bats, are found coordination will occur with INDOT ESD and USFWS before demolition starts. If further coordination is needed no demolition can occur until coordination is concluded with INDOT ESD and USFWS.
- USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction.

THREATENED AND ENDANGERED SPECIES

As noted in your coordination letter, the proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*) (NLEB). Although the survey data is limited, there are records of the NLEB Hamilton County and multiple records of both species in the surrounding counties. Suitable summer habitat for the Indiana bat and NLEB exists in several areas along the project corridor, including stream crossings, woodlots, and tree lines. The project is outside of any Critical Habitat buffer.

The northern long-eared bat was listed as threatened under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) in April, 2015. A 4(d) rule was published in the *Federal Register* on January 14, 2016. The 4(d) rule specifically defines "take" prohibitions for the northern long-eared bat. At this time, no critical habitat has been proposed.

The entire State of Indiana is within the range of the northern long-eared bat. During the summer, northern long-eared bats typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 3 inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. The NLEB is opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree lined corridors. During the winter, northern long-eared bats predominately hibernate in caves and abandoned mine portals.

Indiana bats are also known to occur state-wide. They hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will also inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainage-ways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

STUDY AREA

US 31 is a highly trafficked highway with minimal tree cover bordering the travel lanes. Many culverts exist under connecting roads and driveway pipes, along with bridges carrying travel lanes. Land use in the vicinity of the project is primarily agricultural, with a combination of residential, commercial, light industrial, religious, and recreational land uses present. Forested and emergent wetlands and streams occur along the proposed project area. Suitable bat summer habitat is present within the project area.

PROJECT IMPACTS/EFFECTS

Forest

A total of 6.54 acres of trees will be removed for the project. Of the total, 3.32 acres will be removed within 100 ft of the roadway, 0.26 acres will be removed 100-300 ft from the roadway,

and 2.96 acres will be removed 300 ft or greater from the roadway. The tree clearing will occur in phases. To avoid any potential direct impacts to bats, all tree clearing will occur during the inactive season (October 1 through March 30).

Streams/Wetlands

There are multiple emergent and forested wetlands and jurisdictional streams located along the US 31 corridor. The 226th Street portion of the project will include minor impacts to UNT to Jones Ditch. The 266th Street Overpass will impact Bennett Ditch. The 276th Street Interchange will include impacts to Little Cicero Creek and UNT1 to Little Cicero Creek.

A total of approximately 1,111 linear feet of stream impacts are anticipated. Of that, approximately 578 linear feet of impacts will occur to “waters of the U.S.”

A total of 0.35 acre of impacts will occur to wetlands. Of those, 0.04 acre of impacts will occur to wetlands that are considered “waters of the U.S.”

Waterway impacts will be permitted through the application of Section 401 Water Quality Permit (WQC), a Section 404 Regional General Permit, and a Construction in a Floodway Permit through in the Indiana Department of Environmental Management, United States Army Corps of Engineers, and IDNR respectively.

Approximately 1.0 acre of native trees will be planted within the Little Cicero Creek floodway northwest of the US 31/276th Street interchange. The tree plantings will be mitigation for habitat impacts within the floodway and required as part of Indiana Department of Natural Resources (IDNR) Construction in a Floodway permits.

Lighting/Noise

Permanent lighting will be installed at the proposed 276th Street interchange and temporary lighting will be used for construction of the project. Percussive noise will increase during construction activities. Following the construction of the project segments, percussive noise is not anticipated to be above current levels. Permanent lighting will be downward facing, full cut-off lens lights and be as close to zero for all three ratings in the BUG system as practicable. Temporary lighting may be used during construction, but all lighting will be directed away from potential bat habitat

Noise and vibrations throughout the work areas may increase above current levels due to construction activities; however, these activities will be short term and limited in scope at each location and occur in phases over time. There are no known roosting or foraging records in the vicinity of the project and no impacts are anticipated from noise related stressors.

CONCLUSION

Based on the information we have reviewed, including the project location, proposed avoidance and minimization measures such as seasonal tree-clearing activities and lighting restrictions, we

concur that the proposed project is not likely to adversely affect the Indiana bat or northern long-eared bat.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. If, however, new information on endangered species or the extent of impacts at the site becomes available, or if project plans are changed significantly, please contact our office for further consultation.

ADDITIONAL RECOMMENDATIONS

We recommend the following additional measures be included in the final project plans (where applicable) to minimize adverse impacts on fish and wildlife resources:

1. Revegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. We recommend reforestation occur along all impacted riparian areas, extending at least 50 feet (preferably 100) perpendicular from the streambank.
2. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.)**
3. Minimize the extent of artificial bank stabilization and use bioengineering methods wherever feasible.
4. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat (if applicable).
5. Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment.
6. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
7. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

8. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

We appreciate the opportunity to comment at this stage of project planning. We look forward to continuing to coordinate as the project develops. If you have any questions about our recommendations, please contact Robin McWilliams Munson at robin_mcmwilliams@fws.gov.

Sincerely,

SCOTT PRUITT Digitally signed by SCOTT PRUITT
Date: 2021.06.10 10:21:04 -04'00'

Scott E. Pruitt
Field Supervisor

Cc (via email):

Meghan Hinkle, INDOT, Indianapolis, IN

Jennifer Beck, INDOT, Greenfield, IN

Neal Bennett, Butler, Fairman & Seufert, Inc., Indianapolis, IN

From: [Westlake, Kenneth](#)
To: [Ryan Scott](#)
Cc: [Laszewski, Virginia](#); [Bales, Ronald](#); michelle.allen@dot.gov; [Robert Dirks](#)
Subject: CORRECTION: RE: Early Coordination Letter; Des Nos 1900096 and 1900097; US 31 Limited Access Study from SR 38 (Hamilton County) to SR 933 (Tipton County)
Date: Wednesday, April 15, 2020 2:07:15 PM

Ryan,

Thanks for your clarification about the US 31 Limited Access Study from IN 38 to IN 931. At this stage in the project study, I recommend the project team consult EPA's NEPAassist, our free on-line GIS analytical tool. NEPAassist incorporates over 100 different GIS data layers with environmental and socioeconomic information that can aid in evaluating features and conditions in the proposed project area. The tool and tutorial materials, including the EJSCREEN tool for environmental justice demographic screening, can be found at <https://protect-us.mimecast.com/s/CeRrCDkrYmtQXAgIWwE2U?domain=epa.gov>.

EPA will engage in other early coordination as the project moves to preparation of an environmental assessment, such as scoping. As always, developing a clear, well-supported purpose and need statement is important. We also recommend that this project in Hamilton and Tipton Counties be discussed with the larger context of INDOT's plans, as described on the INDOT website, to eventually establish US 31 as a limited access roadway from Indianapolis to South Bend.

Ken

Kenneth A. Westlake
Deputy Director, Tribal and Multimedia Programs Office
Office of the Regional Administrator
U.S. Environmental Protection Agency
77 W. Jackson Boulevard
Chicago, Illinois 60604
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APPENDIX D

Section 106 Documentation

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
US 31 LIMITED ACCESS FROM SR 38 TO 286th Street
WASHINGTON, ADAMS, and JACKSON TOWNSHIPS
HAMILTON COUNTY, INDIANA
DES. Nos. 1900096 (Lead), 1900097, 1901797**

**AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))**

The project is located along US 31 between State Road (SR) 38 and 286th Street in Washington, Adams, and Jackson townships, Hamilton County. The APE is an irregular corridor along US 31, including the existing and proposed right-of-way, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area, also accounting for properties which have the potential to lose direct access to the US 31 corridor (Appendix B, B4). The archaeology APE was defined by the proposed right-of-way required for the undertaking and limited to planned interchanges, overpasses, and cul-de-sacs.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

The following properties are listed in or eligible for listing in the National Register of Historic Places (NRHP):

Roberts Chapel and Cemetery (NR-0882, IHSSI #057-020-05026): c. 1858/1914 gable-front church and c. 1831 cemetery, listed September 25, 1996 under Criterion A for significance in Ethnic Heritage

Hansel Roberts Farm (IHSSI #057-020-05027): c. 1860 double pen farm; eligible under Criterion A for significance in Ethnic Heritage and Criterion C for significance in Architecture

Baker/Johnson/Pickett Farmstead (1715 E. 236th Street): c.1840 farm; eligible under Criterion A for significance in Exploration/Settlement, Social History and Agriculture, Criterion B for association with the Baker family, and Criterion C for significance in vernacular landscape

S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003): 1886 Italianate farmhouse; eligible under Criterion A for significance in Commerce/Agriculture and Criterion C for significance in Architecture

Archaeology Site 12-H-1742: Site 12-H-1742 is a nineteenth/early twentieth century farmstead and has the potential to contain intact historic deposits and buried features. If the site cannot be avoided by the proposed project, a full NRHP evaluation of the site for eligibility under Criterion D is recommended.

Archaeology Site 12-H-1881: Site 12-H-1881 is a mid-nineteenth century farmstead. This site is potentially eligible for the NRHP under Criterion D. Phase II testing or avoidance of the site is recommended.

Archaeology Site 12-H-1882: Site 12-H-1882 is a mid-nineteenth century farmstead. This site is potentially eligible for the NRHP under Criterion D. Phase II testing or avoidance of the site is recommended.

Archaeology Site 12-H-1883: Site 12-H-1883 is a late-nineteenth/early twentieth century farmstead. This site is potentially eligible for the NRHP under Criterion D. Phase II testing or avoidance of the site is recommended.

EFFECT FINDING

Roberts Chapel and Cemetery (IHSSI #057-020-05026): "No Adverse Effect"

Hansel Roberts Farm (IHSSI #057-020-05027): "No Adverse Effect"

Baker/Johnson/Pickett Farmstead (1715 E. 236th Street): "No Historic Properties Affected"

S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003): "No Historic Properties Affected"

Archaeology Site 12-H-1742: "Adverse Effect"

Archaeology Site 12-H-1881: "Adverse Effect"

Archaeology Site 12-H-1882: "Adverse Effect"

Archaeology Site 12-H-1883: "Adverse Effect"

FHWA has determined an "Adverse Effect" finding is appropriate for this undertaking. FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect for each property and the project's overall effect finding.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Roberts Chapel and Cemetery (IHSSI #057-020-05026): This undertaking will not convert property from Roberts Chapel and Cemetery, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for Roberts Chapel and Cemetery.

Hansel Roberts Farm (IHSSI #057-020-05027): This undertaking will not convert property from the Hansel Roberts Farm, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for the Hansel Roberts Farm.

Baker/Johnson/Pickett Farmstead (1715 E. 236th Street): This undertaking will not convert property from the Baker/Johnson/Pickett Farmstead, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required for the Baker/Johnson/Pickett Farmstead.

S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003): This undertaking will not convert property from the Thomas Joseph Lindley Farm, a Section 4(f) historic property, to a

transportation use; FHWA has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required for the Thomas Joseph Lindley Farm.

Archaeology Site 12-H-1742: FHWA has determined the appropriate Section 106 finding is "Adverse Effect". In consultation with the Indiana State Historic Preservation Officer, it has been determined that preservation-in-place is not warranted for site 12-H-1742; therefore, Section 4(f) does not apply. FHWA respectfully requests the Indiana State Historic Preservation Officer provided written concurrence with the determination that the archaeological site does not warrant preservation-in-place.

Archaeology Site 12-H-1881: FHWA has determined the appropriate Section 106 finding is "Adverse Effect". In consultation with the Indiana State Historic Preservation Officer, it has been determined that preservation-in-place is not warranted for site 12-H-1881; therefore, Section 4(f) does not apply. FHWA respectfully requests the Indiana State Historic Preservation Officer provided written concurrence with the determination that the archaeological site does not warrant preservation-in-place.

Archaeology Site 12-H-1882: FHWA has determined the appropriate Section 106 finding is "Adverse Effect". In consultation with the Indiana State Historic Preservation Officer, it has been determined that preservation-in-place is not warranted for site 12-H-1882; therefore, Section 4(f) does not apply. FHWA respectfully requests the Indiana State Historic Preservation Officer provided written concurrence with the determination that the archaeological site does not warrant preservation-in-place.

Archaeology Site 12-H-1883: FHWA has determined the appropriate Section 106 finding is "Adverse Effect". In consultation with the Indiana State Historic Preservation Officer, it has been determined that preservation-in-place is not warranted for site 12-H-1883; therefore, Section 4(f) does not apply. FHWA respectfully requests the Indiana State Historic Preservation Officer provided written concurrence with the determination that the archaeological site does not warrant preservation-in-place.

FHWA respectfully requests the Indiana State Historic Preservation Officer to provide written concurrence on the adverse effect finding to aboveground resources. Eligibility of individual archaeological sites will be addressed at a later date. FHWA intends to address any archaeological work that may need to be completed after the completion of Section 106 through stipulations in a Memorandum of Agreement.



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Dirks
Date: 2021.03.29 11:47:18 -04'00'

Jermaine R. Hannon,
Division Administrator
FHWA-IN Division

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
US 31 LIMITED ACCESS FROM SR 38 TO 286th Street
WASHINGTON, ADAMS, and JACKSON TOWNSHIPS
HAMILTON COUNTY, INDIANA
DES. Nos. 1900096 (Lead), 1900097, 1901797**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT)- Greenfield District, with funding from the Federal Highway Administration (FHWA), proposes to proceed with the conversion of US 31 to a limited access highway between State Road (SR) 38 and 286th Street in Hamilton County, Indiana, Des. Nos. 1900096 (Lead, bridge), 1900097 (road), and 1901797 (276th Street Interchange). Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. The federal involvement in the project is funding received from the FHWA.

INDOT has been conducting National Environmental Policy Act (NEPA) studies for the US 31 Limited Access Project with project limits at SR 38 in Hamilton County, Indiana and SR 931 in Tipton County, Indiana. Under this effort, the project originally included 20.3 miles of US 31 in Hamilton County and Tipton County. Therefore, initial investigations for this undertaking were based on those project limits. The portion of the project located in Tipton County has been removed from the current project. The project area is now entirely within Hamilton County. The planned interchange at 276th Street will limit access north of 276th up to 286th Street. Therefore, 286th Street is the new northern logical terminus as it is the first full-access point where a safe transition for drivers along US 31 can be constructed.

The proposed undertaking is located on US 31 between SR 38 and 286th Street in Washington, Adams, and Jackson townships, Hamilton County. The proposed project is approximately 7.5 miles long. The project is also within Sections 1, 12, 13, 24, 25, and 36, Township 20 North, Range 3 East; Sections 6, 7, 18, 19, 30, and 31, Township 20 North, Range 4 East; Sections 1, 12, and 13, Township 19 North, Range 3 East; and Sections 6, 7, and 18, Township 19 North, Range 4 East on the USGS Arcadia, Sheridan, Westfield, and Noblesville, Indiana Quadrangles (Appendix B, B2).

The need for the project derives from the high rate of accidents near intersections along this segment of US 31. Based on 2014-2016 traffic data, US 31 in Hamilton County sees an average of 5.96 accidents per mile, per year. A 2017 study of the US 31 corridor by CHA Consulting found the majority of crashes on US 31 occurred within 1,000 feet of an intersection. The primary purpose of this project is to reduce traffic accidents along US 31 between State Road 38 and 286th Street while maintaining local connectivity.

The project proposes to convert existing crossroads along the corridor either to cul-de-sacs (east and west of US 31), new overpasses, or new interchanges. In general, the cul-de-sacs will have an approximately 50-foot radius and will be oriented north, center, or south relative to the existing roads to minimize impacts to existing properties. Direct access drives to US 31 will be removed. All areas where existing pavement is removed will be reseeded. Median cable barrier

will be installed in select stretches of the median. A new interchange is planned for 276th Street at US 31 in Hamilton County. Overpasses are planned for 226th Street and 266th Street. The intersection at 286th Street will be converted to allow right-in-right-out access only.

The 226th Street overpass portion of the project will include the construction of a new road east of US 31 extending from 226th Street south for approximately 0.35 mile south to serve commercial businesses and construction of a new public access road approximately 0.25 mile east of US 31, extending from 226th Street approximately 0.5 mile north. The construction of the 276th Street interchange will include the construction of one new bridge to carry 276th Street over US 31 and the replacement and widening of three existing bridges (276th Street over Little Cicero Creek, US 31 NB over Little Cicero Creek and US 31 SB over Little Cicero Creek). The 276th Street interchange portion of the project will also incorporate roadway reconstruction and widening work along 276th Street from Dunbar Road (East 11th Street) to US 31.

Up to 382 acres of new permanent, including total parcel acquisitions, and 13 acres of temporary right-of-way (ROW) acquisition is required. Property relocations are expected. Traffic will be maintained on US 31 with intermittent nighttime closures and rolling slowdowns. For construction of the interchange at 276th Street, two lanes of traffic will be maintained on US 31 during construction with intermittent nighttime closure and rolling slowdowns. Closure of 276th Street will occur, and a detour provided. For overpass construction, cross street closures will occur, and detours will be provided. For cul-de-sac construction, streets will be closed at the onset of work.

The Area of Potential Effects (APE) includes the existing and proposed ROW, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE is an irregular corridor along US 31, accounting for properties which have the potential to lose direct access to the US 31 corridor (Appendix B, B3). As a result of the reduced project scope, the APE has been revised to have a northern border approximately 0.25 mile north of 286th Street, the northern project terminus. The archaeology APE was defined by the proposed ROW required for the undertaking and limited to planned interchanges, overpasses, and cul-de-sacs.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (State Register) were consulted by Butler, Fairman, & Seufert, Inc. (BF&S). One listed property, **Roberts Chapel and Cemetery (NR-0882/NR-1309)**, is located within the APE. In addition, two properties previously determined eligible for the NRHP, the **Baker/Johnson/Pickett Farmstead (1715 E. 236th Street)** and the **S. Lindley Farm/Thomas Joseph Lindley Farm/IHSSI #057-667-20003**, are located within the APE.

The 1992 *Hamilton County Interim Report*, the 2010 *Tipton County Interim Report*, and the Indiana State Historic Architectural and Archaeological Research Database (SHAARD)/Indiana Buildings, Bridges, and Cemeteries Map (IBBCM) were checked by BF&S on November 15, 2019. There were 76 previously surveyed resources located within the APE. BF&S conducted site visits on December 20, 2019, January 12, 2020, and March 5, 2020. Information from the site visits and research regarding historic resources were compiled into a Historic Property Report (HPR; BF&S, June 22, 2020, Appendix D, D1-D3). The HPR recommended the following six properties eligible for the NRHP:

1. Hansel Roberts Farm/IHSSI #057-020-05027 (3059 East 276th Street)
2. Kelley Agricultural Historical Museum (6032 West CR 550 North)
3. IHSSI #159-309-20021/Hopewell Methodist Church (US 31 and CR 100 North)
4. IHSSI #159-309-10038 (6401 W. CR 450 North)
5. John D. and Phoebe Smith House/IHSSI #159-309-15074 (6824 W. CR 350 South)
6. Endicott House/IHSSI #159-587-15097 (6136 CR 600 South)

The Indiana State Historic Preservation Officer (SHPO) is considered an automatic consulting party, and an early coordination letter was sent to the SHPO on March 13, 2020. In addition, the following individuals and organizations were sent an early coordination letter via email on March 13, 2020 (Appendix C, C1-C7):

Indiana Landmarks Central Regional Office
Hamilton County Historian
Hamilton County Historical Society
Indianapolis Metropolitan Planning Organization
Hamilton County Highway Department
Hamilton County Engineer
Hamilton County Board of Commissioners
Northern Hamilton County Chamber of Commerce
Westfield Preservation Alliance
Westfield-Washington Historical Society
Roberts Settlement
Kelley Agricultural Historical Museum
Tipton County Historical Society
Tipton County Public Library- Indiana Room
Tipton County Commissioners
Tipton County Highway Department
Lightfoot Brothers Farm Services
Cicero Township Trustee
Delaware Nation of Oklahoma
Delaware Tribe of Indians, Oklahoma
Forest County Potawatomi Community
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

Roberts Settlement responded by email on March 17, 2020 and requested to continue receiving project information (Appendix C, C8).

Indiana Landmarks responded on March 19, 2020 and agreed to be a consulting party. Indiana Landmarks expressed concern that substantial adverse effects to historic properties could occur (Appendix C, C9).

The Kelley Agricultural Historical Museum responded on March 27, 2020 (Appendix C, C10-C13). The Museum conveyed concerns over a variety of issues, including impacts to businesses and farmers, county roads, air quality and animal habitats, and population loss. In

regard to historic properties, the Museum stated there are six historic buildings on the property open for tours and educational activities. The Museum is also used for private events such as weddings, parties, meetings, and retreats. Therefore, the Museum anticipated negative effects to the property from the loss of direct access to US 31 from CR 550 North.

The Forest County Potawatomi Community responded by email on March 30, 2020 and requested to receive the project's archaeological reports (Appendix C, C14).

The Miami Tribe of Oklahoma responded on April 8, 2020 indicating they wished to be a consulting party. The letter stated they had no objections to the proposed project but noted the project area is within the aboriginal homelands of the Miami Tribe (Appendix C, C15).

The SHPO responded on April 13, 2020 stating they were not aware of any other parties who should be invited to consulting party consultation, but if right-of-way acquisition was proposed from historic properties those owners should be contacted (DHPA #25247; Appendix C, C16-C17).

The Lightfoot Brothers Farm Services responded by email on April 16, 2020 and requested consulting party status (Appendix C, C18).

No other responses to the March 13, 2020 early coordination letter were received.

The HPR was approved by the INDOT-Cultural Resources Office (CRO) on July 9, 2020. The HPR was distributed to SHPO and consulting parties on the same day (Appendix C, C19-C23).

Indiana Landmarks responded to the HPR on July 16, 2020 and concurred with the eligibility of the six properties newly determined eligible for the NRHP (Appendix C, C24).

The SHPO responded to the HPR in a letter dated August 10, 2020 (Appendix C, C25-C26) and made the following comments:

- Regarding the Hansel Roberts Farm (IHSSI #057-020-05027): *"We agree that this property is eligible for inclusion in the NRHP under Criterion A as well as Criterion C [...]"*
- Regarding the Kelley Agricultural Historical Museum (IHSSI #159-323-11001 to 11005): *"We believe that only the Craftsman house and original farm buildings are eligible for inclusion in the NRHP under Criterion A & C. The moved buildings are not eligible and would be non-contributing to the historic property boundary."*
- Regarding the Goldsmith Methodist Church (IHSSI #159-390-15074): *"We respectfully disagree with the conclusions of the HPR and believe that this church has enough architectural merit to be eligible for inclusion in the NRHP under Criterion C."*

The SHPO concurred with all other eligibility determinations for properties evaluated in-depth in the HPR. INDOT elected to defer to the SHPO's determinations. Therefore, based on the SHPO's comments, the Hansel Roberts Farm is considered NRHP-eligible under Criteria A and C and the Goldsmith Methodist Church is considered NRHP eligible under Criterion C. In addition, the proposed NRHP boundary for the Kelley House was revised to exclude non-contributing resources.

No other responses to the HPR were received.

In regard to archaeology, a Phase Ia archaeological reconnaissance covering the proposed right-of-way for 21 areas which will be utilized for interchanges, overpasses, or cul-de-sacs (Des. Nos. 1900096 and 1900097) was conducted by NS Services between May 12 and August 7, 2020 (Appendix D, D8-D10). A Phase Ia archaeological reconnaissance for the 276th Street Interchange project area (Des. No. 1901797) was conducted by Cultural Resource Analysts, Inc. from July 6-July 15, 2020 (Appendix D, D4-D7). The investigations identified a total of 28 sites within the project area. As a result of these efforts, sites 12-H-1742, 12-Ti-268, 12-Ti-271, 12-H-1881, 12-H-1882, and 12-H-1883 were recommended potentially eligible for listing in the NRHP and if the sites can be avoided, no further work was recommended. Full NRHP-evaluations were recommended if avoidance of a site is not possible.

INDOT-CRO approved the archaeological reports on October 19, 2020 and November 2, 2020 and the reports were sent to consulting parties on November 2, 2020 (Appendix C, C43-C48).

The SHPO concurred with the archaeology reports on November 30, 2020, stating in part:

"Based upon the submitted information and the documentation available to DNR-DHPA, we concur with the opinion of the archaeologist (Bennett/Plunkett, 10/26/2020), as expressed in the submitted archaeological reconnaissance survey report, that archaeological sites 12Ti262, 12Ti263, 12Ti264, 12Ti265, 12Ti266, 12Ti267, 12Ti269, 12Ti270, 12Ti273, 12Ti274, 12Ti275 not appear eligible for inclusion in the NRHP. No further archaeological investigation is necessary at these sites.

Further, we concur with the opinion of the archaeologist, that archaeological sites 12H1881, 12H1882, 12H1883, 12Ti268 and 12Ti271 appear to be potentially eligible for inclusion in the NRHP and must either be avoided or subjected to further archaeological investigations."

"[...] we concur with the opinion of archaeologist (Harth, 8/10/2020), as expressed in the submitted archaeological reconnaissance survey report, that archaeological sites 12H1884, 12H1887, 12H1888 and 12H1890 do not appear eligible for inclusion in the NRHP. No further archaeological investigation is necessary at these sites.

Further, we agree with the opinion of the archaeologist, that the portions of archaeological sites 12H1885, 12H1886, 12H1889, and 12H1891 that were identified within the project area during the archaeological investigations are not eligible for inclusion in the NRHP and no further archaeological investigations are necessary within the project area. If the project boundaries should change, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation of these sites for inclusion in the NRHP.

[...] Lastly, we concur with the opinion of the archaeologist, that archaeological site 12H1742 appears to be potentially eligible for inclusion in the NRHP and must either be avoided or subjected to further archaeological investigations."

The SHPO also requested several data revisions and further stated they looked forward to receiving further information about unsurveyed areas (Appendix C, C67-C68). All unsurveyed

areas will undergo archaeological investigation prior to the start of construction on the corresponding intersection following stipulations specified in a Memorandum of Agreement (MOA).

The Delaware Nation responded on December 8, 2020, stating the desire to be a consulting party. The Delaware Nation stated they were not aware of the presence of any cultural or religious sites, but the project area was occupied by the Lenape people and there is a potential for the existence of unknown sites (Appendix C, C69).

No other responses to the archaeological reports were received.

In addition, an addendum archaeological report for the proposed interchange at US 31 and 276th Street (Des. No. 1901707) has been prepared. An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the addendum survey area. As a result of these efforts, no additional sites were recommended for listing in the National Register and no further work was recommended in the area examined. This addendum report will be distributed to consulting parties for review concurrently with this finding.

As a result of the reduced project scope, the APE has been revised to have a northern border approximately 0.25 mile north of 286th Street, the northern project terminus. Therefore, following the revisions to the project scope, the following National Register-listed and eligible properties are within the APE:

1. Roberts Chapel and Cemetery (NR-0882/NR-1309)
2. Baker/Johnson/ Pickett Farmstead (1715 E. 236th Street)
3. S. Lindley Farm/Thomas Joseph Lindley Farm/IHSSI# 057-667-20003
4. Hansel Roberts Farm/IHSSI #057-020-05027 (3059 East 276th Street)
5. Archaeology Site 12-H-1742
6. Archaeology Site 12-H-1881
7. Archaeology Site 12-H-1882
8. Archaeology Site 12-H-1883

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Roberts Chapel and Cemetery (NR-0882/1309, IHSSI #057-020-05026): Roberts Chapel and Cemetery is roughly bounded by Little Cicero Creek, the east and west fenced property lines, and 276th Street. The boundaries include the c. 1858/1914 gable-front church and the church's cemetery grounds to the rear (north) of the building. The property around the church building is largely maintained lawn, with some mature trees near the boundaries. Roberts Chapel was listed in the NRHP on September 25, 1996 under Criterion A for significance in Ethnic Heritage.

Hansel Roberts Farm (IHSSI #057-020-05027): The Hansel Roberts farm consists of a c. 1860 double pen farmhouse and twentieth century outbuildings. The boundaries consist of the north and west property lines and the south and east tree lines around the maintained lawn (Appendix B, B7). The house sits close to 276th Street and is surround by a scattering of trees. The Hansel Roberts Farm is eligible for the NRHP under Criterion A for significance in Ethnic Heritage and Criterion C for significance in Architecture.

Baker/Johnson/Pickett Farmstead (1715 E. 236th Street): This property is a c.1840 farm and is bounded by its current property lines. The house sits close to the intersection of US 31 and 236th Street. The Baker/Johnson/Pickett Farmstead is eligible under Criterion A for significance in Exploration/Settlement, Social History and Agriculture, Criterion B for association with the Baker family, and Criterion C for significance as a vernacular landscape.

S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003): This property consists of an 1886 Italianate farmhouse with historic outbuildings including an English bank barn. It is bounded roughly by US 31 and tree lines to the north, west, and south. The house is largely screened from US 31 by the trees. The Lindley Farm is eligible under Criterion A for significance Commerce/Agriculture and Criterion C for significance in Architecture.

Archaeology Site 12-H-1742: Site 12-H-1742 is a nineteenth/early twentieth century farmstead and has the potential to contain intact historic deposits and buried features. This site is potentially eligible for the NRHP under Criterion D for its ability to yield additional information and preservation in place is not warranted.

Archaeology Site 12-H-1881: Site 12-H-1881 is a mid-nineteenth century farmstead. This site is potentially eligible for the NRHP under Criterion D for its ability to yield additional information and preservation in place is not warranted.

Archaeology Site 12-H-1882: Site 12-H-1882 is a mid-nineteenth century farmstead. This site is potentially eligible for the NRHP under Criterion D for its ability to yield additional information and preservation in place is not warranted.

Archaeology Site 12-H-1883: Site 12-H-1883 is a late-nineteenth/early twentieth century farmstead. This site is potentially eligible for the NRHP under Criterion D for its ability to yield additional information and preservation in place is not warranted.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

Roberts Chapel and Cemetery (NR-0882, IHSSI #057-020-05026): A new interchange will be constructed at US 31 and 276th Street. Roberts Chapel is located approximately 0.66 mile east of the current intersection. Roadwork will extend up to 0.25 mile west of the property. The viewshed to the west may be slightly affected by tree clearing near US 31 for the new interchange and the completed interchange may be in the property's viewshed. Direct access to US 31 from 276th Street would be maintained through this interchange following construction.

Hansel Roberts Farm (IHSSI #057-020-05027): A new interchange will be constructed at US 31 and 276th Street. The Hansel Roberts Farm is located approximately 0.61 mile east of the current intersection along 276th Street. Roadwork will extend approximately 0.20 mile west of the property. The viewshed to the west may be slightly affected by tree clearing near US 31 for the new interchange and the completed interchange may be in the property's viewshed. Direct access to US 31 from 276th Street would be maintained through this interchange following construction.

Baker/Johnson/Pickett Farmstead (1715 E. 236th Street): Access at the intersection of US 31 and 236th Street will be determined by a separate project with independent utility (Des. No.

1702149). No work will take place in the vicinity of this property as a part of this project; the closest work will take place at 241st Street.

S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003): No work will take place in the vicinity of this property; the closest work will take place at 216th Street. This property's access to US 31 will not change.

Archaeology Site 12-H-1742: Site 12-H-1742 will be avoided by all project activities. If the site cannot be avoided, it will be subject to additional investigation to determine if it is eligible for the NRHP. Any additional investigation will be conducted following stipulations specified in an MOA.

Archaeology Site 12-H-1881: Site 12-H-1881 will be avoided by all project activities. If the site cannot be avoided, it will be subject to additional investigation to determine if it is eligible for the NRHP. Any additional investigation will be conducted following stipulations specified in an MOA.

Archaeology Site 12-H-1882: Site 12-H-1882 appears to be partially within the existing right-of-way. Avoidance may be achieved through the use of MSE retaining walls. If the site cannot be avoided, it will be subject to additional investigation to determine if it is eligible for the NRHP. Any additional investigation will be conducted following stipulations specified in an MOA.

Archaeology Site 12-H-1883: Site 12-H-1883 will be avoided by all project activities. If the site cannot be avoided, it will be subject to additional investigation to determine if it is eligible for the NRHP. Any additional investigation will be conducted following stipulations specified in an MOA.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

A finding of “*Adverse Effect*” is appropriate for the conversion of US 31 to a limited access highway between SR 38 and 286th Street because there is insufficient information to determine the eligibility of **Archaeology Sites 12-H-1742, 12-H-1881, 12-H-1882, and 12-H-1883**.

Part 36 CFR § 800.5(a)(2), examples of adverse effect include but are not limited to:

- (i) Physical destruction of or damage to all or part of a property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access not consistent with the Secretary's Standard for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of a property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Application of the criteria of adverse effect defined in 36 CFR § 800.5(a)(1), finds the proposed project's potential effects are not likely to be described by the examples in 36 CFR § 800.5(a)(2) (ii) or (vii). The application of adverse effect, focusing on 36 CFR § 800.5(a)(2)(i), (iii), (iv), (v), and (vi) follows:

Roberts Chapel and Cemetery (NR-0882, IHSSI #057-020-05026): In regard to 36 CFR § 800.5(a)(2)(i), no physical damage to this property will occur as a part of this project.

In regard to 36 CFR § 800.5(a)(2)(iii), the property will not be moved from its historic location.

In regard to 36 CFR § 800.5(a)(2)(iv), the property's use will not change. The viewshed may be slightly impacted by tree removal and the introduction of an interchange at US 31 approximately 0.66 mile west of the property, but the rural character of the property's setting will not be altered in a way that would negatively impact the property's significance for its association with African American Heritage.

In regard to 36 CFR § 800.5(a)(2)(v), the introduction of an interchange approximately 0.66 mile from the property will not introduce visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

In regard to 36 CFR § 800.5(a)(2)(vi), neglect of this property will not occur as a result of this project.

Hansel Roberts Farm (IHSSI #057-020-05027): In regard to 36 CFR § 800.5(a)(2)(i), no physical damage to this property will occur as a part of this project.

In regard to 36 CFR § 800.5(a)(2)(iii), the property will not be moved from its historic location.

In regard to 36 CFR § 800.5(a)(2)(iv), the property's use will not change. The viewshed may be slightly impacted by tree removal and the introduction of an interchange at US 31 approximately 0.61 mile west of the property, but the rural character of the property's setting will not be altered in a way that would negatively impact the property's significance for architecture or for its association with African American Heritage.

In regard to 36 CFR § 800.5(a)(2)(v), the introduction of an interchange approximately 0.61 mile from the property will not introduce visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

In regard to 36 CFR § 800.5(a)(2)(vi), neglect of this property will not occur as a result of this project.

Baker/Johnson/Pickett Farmstead (1715 E. 236th Street): In regard to 36 CFR § 800.5(a)(2)(i), no physical damage to this property will occur as a part of this project.

In regard to 36 CFR § 800.5(a)(2)(iii), the property will not be moved from its historic location.

In regard to 36 CFR § 800.5(a)(2)(iv), this project will not alter the property's use. No physical features within the property's setting will change.

In regard to 36 CFR § 800.5(a)(2)(v), no visual, atmospheric, or audible elements will be introduced to the property.

In regard to 36 CFR § 800.5(a)(2)(vi), neglect of this property will not occur as a result of this project.

S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003): In regard to 36 CFR § 800.5(a)(2)(i), no physical damage to this property will occur as a part of this project.

In regard to 36 CFR § 800.5(a)(2)(iii), the property will not be moved from its historic location.

In regard to 36 CFR § 800.5(a)(2)(iv), this project will not alter the property's use. No physical features within the property's setting will change.

In regard to 36 CFR § 800.5(a)(2)(v), no visual, atmospheric, or audible elements will be introduced to the property.

In regard to 36 CFR § 800.5(a)(2)(vi), neglect of this property will not occur as a result of this project.

Archaeology Site 12-H-1742: Site 12-H-1742 will be avoided by all project activities. If the site cannot be avoided, it will be subject to additional investigation to determine if it is eligible for the NRHP. Any additional investigation will be conducted following stipulations specified in an MOA.

Archaeology Site 12-H-1881: Site 12-H-1881 will be avoided by all project activities. If the site cannot be avoided, it will be subject to additional investigation to determine if it is eligible for the NRHP. Any additional investigation will be conducted following stipulations specified in an MOA.

Archaeology Site 12-H-1882: Site 12-H-1882 appears to be partially within the existing right-of-way. Avoidance may be achieved through the use of mechanically stabilized earth (MSE) retaining walls. If the site cannot be avoided, it will be subject to additional investigation to determine if it is eligible for the NRHP. Any additional investigation will be conducted following stipulations specified in an MOA.

Archaeology Site 12-H-1883: Site 12-H-1883 will be avoided by all project activities. If the site cannot be avoided, it will be subject to additional investigation to determine if it is eligible for the NRHP. Any additional investigation will be conducted following stipulations specified in an MOA.

There is insufficient information to determine the eligibility of Archaeology Sites 12-H-1742, 12-H-1881, 12-H-1882, and 12-H-1883. The US 31 Limited Access Conversion will not diminish the historical associations, historically significant features, or architectural integrity for which Roberts Chapel and Cemetery is listed in the NRHP and or which the Hansel Roberts Farm is eligible for the NRHP and will have "*No Adverse Effect*" on these properties. There will be no impacts to the Baker/Johnson/Pickett Farmstead or the Thomas Joseph Lindley Farm as a result of this project, and therefore "*No Historic Properties Affected*" is the appropriate finding for these properties.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

Consulting party consultation was conducted prior to the reduction in project scope, with the original project limits from SR 38 in Hamilton County to SR 931 in Tipton County. Consulting

parties responded to the early coordination letter expressing concern over potential impacts to historic properties and requesting further information about the project and cultural resource studies as they progressed. A full summary of comments regarding the early coordination letter is located in Section 2 of this document.

Consulting parties responded to the HPR, in general concurring with the properties recommended eligible for the NRHP. The SHPO also made comments that the Goldsmith Methodist Church should be considered eligible for the NRHP, that the relocated buildings at the Kelley House property were not contributing resources to the Kelley House, and that the Hansel Roberts Farm should be considered eligible under Criterion C as well as Criterion A. Therefore, based on the SHPO's comments, the Hansel Roberts Farm is considered NRHP-eligible under Criteria A and C and the Goldsmith Methodist Church is considered NRHP eligible under Criterion C. In addition, the proposed NRHP boundary for the Kelley House was revised to exclude non-contributing resources. A full summary of comments regarding the HPR is located in Section 2 of this document.

An Effects Letter for above-ground properties was approved by INDOT-CRO on October 19, 2020 and sent to consulting parties on October 27, 2020 (Appendix C, C27-C42). The letter recommended the project had the following effect findings:

Roberts Chapel and Cemetery (IHSSI #057-020-05026): “No Adverse Effect”

Hansel Roberts Farm (IHSSI #057-020-05027): “No Adverse Effect”

Kelley House (IHSSI #159-323-11005): “No Adverse Effect”

Hopewell Methodist Church (IHSSI #159-309-20021): “No Adverse Effect”

Western Bungalow/IHSSI #159-309-10038 (6401 W. CR 450 North): “No Adverse Effect”

John D. and Phoebe Smith House (IHSSI #159-309-15074): “No Adverse Effect”

Endicott House (IHSSI #159-587-15097): “Adverse Effect”

Goldsmith Methodist Church (IHSSI #159-390-15074): “No Adverse Effect”

Baker/Johnson/Pickett Farmstead (1715 E. 236th Street): “No Historic Properties Affected”

S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003): “No Historic Properties Affected”

The letter also contained an invitation to a consulting party meeting on November 13, 2020. A consulting party invitation was also sent to the owner of the Endicott House which was returned to sender (Appendix C, C61).

A consulting parties meeting was held on November 13, 2020, primarily to discuss effects to the Kelley House, Hopewell Methodist Church, and the Endicott House (Appendix C, C49-C52). The Kelley Agricultural Historical Museum continued to object to the property's loss of direct access to US 31. The Museum discussed concerns over the Museum's visibility and the ability of museum visitors and event guests to reach the venue using county roads. Several alternative options for accommodating some continued access from US 31 to CR 550 North were

discussed, including a right-in-right-out option and the use of a folded diamond interchange. The desire to avoid the creation of Section 4(f) impacts to the Kelley House from these alternatives was also considered. As a result of the consulting parties meeting, BF&S studied alternate access options for CR 550 North and produced additional layouts.

The Kelley Agricultural Historical Museum provided additional comments on November 19, 2020, listing the events held at the Museum since 2017 (Appendix C, C54-C60). The Museum reiterated that the loss of direct access from US 31 would reduce visitors to the museum and event bookings at the venue due to difficulties in navigating local roads.

Although the Kelley House could be avoided by careful design of the alternatives discussed above, additional ROW impacts and costs would result from all access options. In addition, providing specialized access to CR 550 North is not consistent with the purpose of the project in limiting access to US 31. The use of the Kelley Agricultural Historical Museum as an event center is distinct from the architectural significance of the Kelley House as an NRHP-eligible property historically used as a farmhouse. The Museum is open by appointment only. Eliminating direct access to US 31 will not cause a diminishment in the house's integrity. INDOT has indicated that, as an affected business, the Museum will be provided with wayfinding signage on US 31 and county roads as a part of this project. Therefore, INDOT determined to proceed with construction of cul-de-sacs at CR 550 North.

The SHPO responded to the Effects Letter and consulting party meeting on November 30, 2020, stating the project will not adversely affect the following properties:

S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003)
Baker/Johnson/Pickett Farmstead at 1715 E. 236th Street
Hansel Roberts Farm (IHSSI #057-020-05027)
Roberts Chapel and Cemetery (NR-0882/1309)
John D. and Phoebe Smith House (IHSSI #159-309-15074)
Goldsmith Methodist Church (IHSSI #159-309-18016)
Hopewell Methodist Church (IHSSI #159-309-20021)
Western Bungalow at 6401 W. CR 450 North (IHSSI #159-309-10038)

The SHPO also expressed a preference for the “underpass” option that was discussed at CR 600 South (296th Street) as having the least visual impact to the Endicott House. The letter also stated the overpass option would have an “Adverse Effect” on the Endicott House and the bypass option would likely reduce the property’s agricultural setting and feeling. The SHPO did not comment on the Kelley House pending further information (Appendix C, C64-C66).

No other responses to the Effects Letter were received.

In regard to archaeology, the SHPO concurred with the eligibility determinations in the archaeology reports on November 30, 2020 (Appendix C, C67-C68). The Delaware Nation responded on December 28, 2020 and stated they were not aware of the presence of any cultural or religious sites (Appendix C, C69). A full summary of comments regarding the archaeology reports is located in Section 2 of this document.

No other responses to the archaeological reports were received.

FHWA signed a determination of “Adverse Effect” for this Section 106 undertaking with its original project limits on January 27, 2021. The “Adverse Effect” finding and a draft MOA were

transmitted to consulting parties on the same day. An email notification of forthcoming changes to the project scope and a request to suspend review of the finding and draft MOA was sent to consulting parties on February 12, 2021 and February 15, 2021. As a result of the reduction in the project scope, the Kelley House, Hopewell Methodist Church, and the Endicott House are no longer within the APE.

A finding of “*Adverse Effect*” is appropriate for this project because there is insufficient information to determine the eligibility of Archaeology Sites 12-H-1742, 12-H-1881, 12-H-1882, and 12-H-1883.

A Section 106 public notice will be published in *The Times* (Hamilton County) offering the public the opportunity to make comments on INDOT’s “*Adverse Effect*” finding. A thirty (30) day comment period will be given. The document will be revised, if necessary, after the public notice to reflect any comments received.

APPENDIX

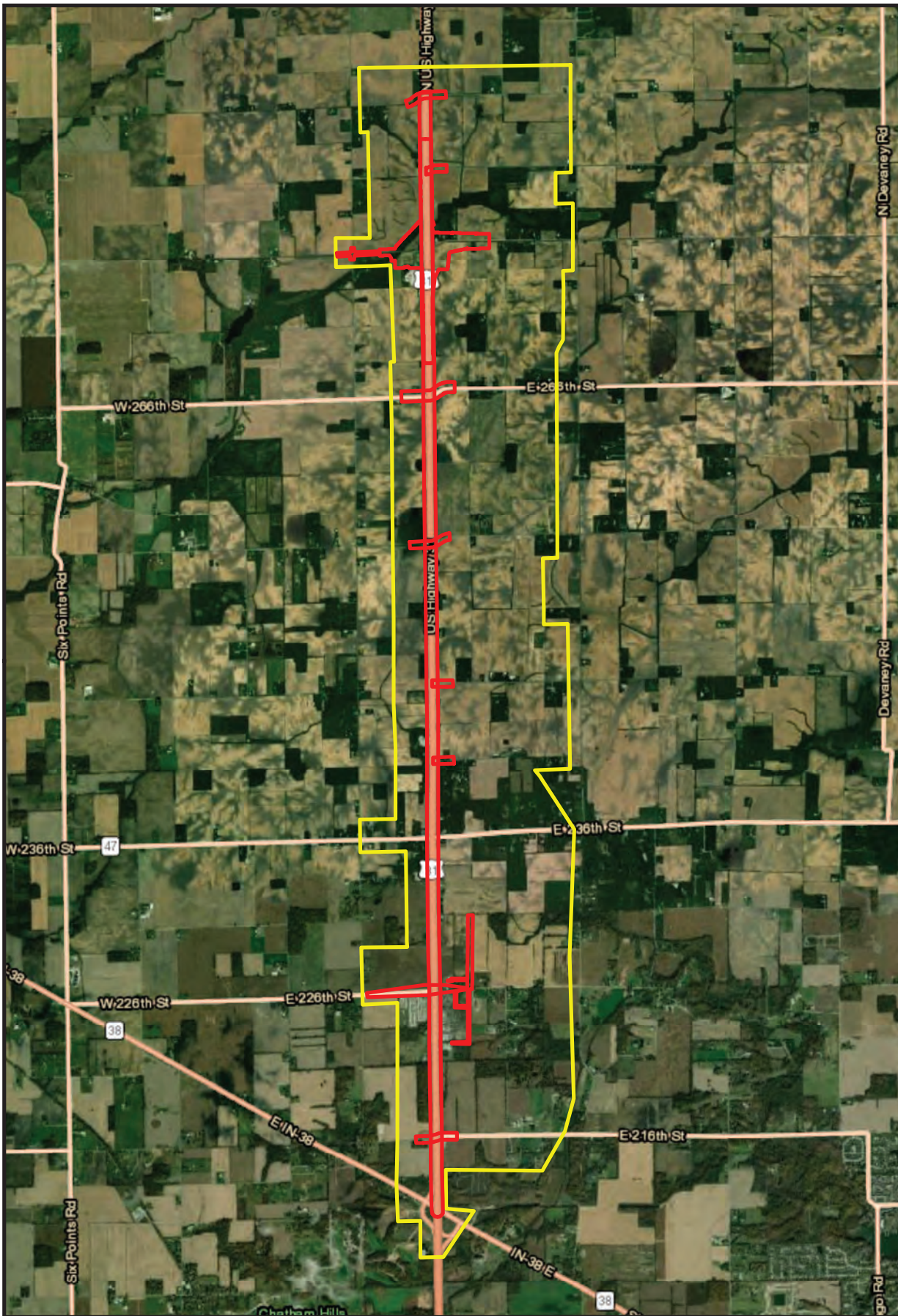
Appendix A: Invited Section 106 Consulting Parties
Appendix B: Graphics
Appendix C: Correspondence
Appendix D: Excerpts from Cultural Resource Studies

Invited Consulting Parties
are listed earlier in this
document. See Appendix B
for Graphics.



Legend

- Project Area
- APE



Map Source: Indiana Geological Survey (IGS), IndianaMap, 2018
ArcGIS Online (ESRI) World Imagery.



APE Map





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

March 13, 2020

This letter was sent to the listed parties.

RE: US 31 Corridor Study between State Road 38 and State Road 931 (Des. Nos. 1900096 and 1900097); Tipton and Hamilton Counties, IN

Dear Consulting Party (see attached list),

The Indiana Department of Transportation-Greenfield District (INDOT), with funding from the Federal Highway Administration, proposes to proceed with a study concerning the conversion of US 31 to a limited access highway between State Road 38 and State Road 931 in Tipton and Hamilton Counties, Des. Nos. 1900096 and 1900097. Butler, Fairman, & Seufert is under contract with INDOT to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The need for the project derives from the high rate of accidents near intersections along this stretch of US 31. Based on 2014-2016 traffic data, Hamilton County sees an average of 5.96 accidents per mile, per year and Tipton County has an average of 6.83 accidents per mile, per year. A 2017 study of the US 31 corridor by CHA Consulting found the majority of crashes on US 31 occurred within 1,000 feet of an intersection. The segment of US 31 between State Road 31 and State Road 931 is between two segments of US 31 which have previously been converted to limited-access highway. The primary purpose of this project is to reduce traffic accidents along US 31 between State Road 38 and State Road 931 while maintaining local access by providing interchanges and overpasses.

The proposed undertaking is on US 31 between State Road 38, north of the City of Westfield in Hamilton County, and State Road 931, in Tipton County south of the Howard County line. The project proposes to analyze all existing cross streets to US 31 along the corridor for conversion either to cul-de-sacs (east and west of US 31), new overpasses, or new interchanges. At this time, a new overpass is under consideration for 276th Street and 226th Street over US 31 in Hamilton County and for Division Road in Tipton County.

In addition, please note a new interchange is under consideration for the 236th Street intersection with US 31 in Hamilton County (Des. No. 1702149). An overpass of US 31 over the Norfolk Southern Railroad and County Road 100 South in Tipton County is also planned (Des. No. 1592421). These projects have independent utility and are not the subject of the environmental analysis for this project.

The proposed project area is approximately 23.4 miles long. Right-of-way (ROW) acquisition will be required, but the amount is not currently known. It is anticipated there will be some relocations.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to

be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide:

Protecting Historic Properties: A Citizen's Guide to Section 106 Review available online at

<https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf> .

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

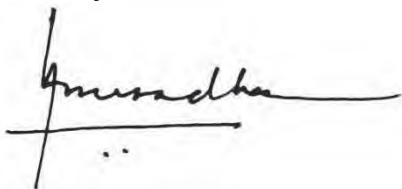
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

All future responses regarding the proposed project should be forwarded to Butler, Fairman, & Seufert at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Topographic Map

See Appendix B

Distribution List:

Indiana State Historic Preservation Officer
Indiana Landmarks Central Regional Office
Hamilton County Historian
Hamilton County Historical Society
Indianapolis Metropolitan Planning Organization
Hamilton County Highway Department
Hamilton County Engineer
Hamilton County Board of Commissioners
Northern Hamilton County Chamber of Commerce
Westfield Preservation Alliance
Westfield-Washington Historical Society
Roberts Settlement
Kelley Agricultural Historical Museum
Tipton County Historical Society
Tipton County Public Library- Indiana Room
Tipton County Commissioners
Tipton County Highway Department
Lightfoot Brothers Farm Services
Cicero Township Trustee
Delaware Nation of Oklahoma
Delaware Tribe of Indians, Oklahoma
Forest County Potawatomi Community
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Friday, March 13, 2020 3:19 PM
To: Slider, Chad (DNR); 'clethig@indianalandmarks.org'; 'anna.gremling@indympo.org'; 'heighwayd@earthlink.net'; 'HAMILTONCOMUSEUM@ATT.NET'; 'county.highway@hamiltoncounty.in.gov'; 'jwn@co.hamilton.in.us'; 'dan.stevens@hamiltoncounty.in.gov'; 'catharine@northernhamiltoncountychamber.com'; 'presidentwwhs@yahoo.com'; 'tchs@tiptonhistorical.com'; 'tipton@tiptonpl.org'; 'mmanier@tiptoncounty.in.gov'; 'jmullins@tiptoncounty.in.gov'; 'dhenderson@tiptoncounty.in.gov'; 'b.morris@tiptoncounty.in.gov'; 'kahmevents@gmail.com'; 'kellilightfoot@gmail.com'; 'CICEROTWPTRUSTEE@TDS.NET'
Cc: 'Branigin, Susan'; Anuradha Kumar; Miller, Shaun (INDOT); Carpenter, Patrick A; Ryan Scott; Andrea Langille
Subject: FHWA Project: Des. Nos. 1900096 and 1900097; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton Counties, Indiana
Attachments: 1900096 and 1900097_US 31 Study Corridor_Sec 106 ECL_2020-03-13.pdf
Categories: Filed by Newforma

Des. Nos.: 1900096 and 1900097

Project Description: Limited Access Corridor Study

Location: US 31 between State Road 28 to State Road 931, Hamilton and Tipton Counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the US 31 Corridor Study between Westfield and Kokomo (Des. Nos. 1900096 and 1900097).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Officer
Indiana Landmarks Central Regional Office
Hamilton County Historian
Hamilton County Historical Society
Indianapolis Metropolitan Planning Organization
Hamilton County Highway Department
Hamilton County Engineer
Hamilton County Board of Commissioners
Northern Hamilton County Chamber of Commerce
Westfield Preservation Alliance
Westfield-Washington Historical Society
Roberts Settlement
Kelley Agricultural Historical Museum
Tipton County Historical Society
Tipton County Public Library- Indiana Room
Tipton County Commissioners
Tipton County Highway Department
Lightfoot Brothers Farm Services
Cicero Township Trustee
Delaware Nation of Oklahoma

Delaware Tribe of Indians, Oklahoma
Forest County Potawatomi Community
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Elizabet Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com



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Elizabeth Biggio

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Friday, March 13, 2020 3:29 PM
To: thpo@estoo.net; dhunter@miamination.com; lpappenfort@peoriatribes.com;
Matthew.Bussler@pokagonband-nsn.gov; michael.laronge@fcpotawatomi-nsn.gov;
dkelly@delawarenation-nsn.gov; ethompson@delawarenation-nsn.gov; lheady@delawaretribe.org
Cc: Allen, Michelle (FHWA) (michelle.allen@dot.gov); 'Robert.Dirks@dot.gov'; Miller, Shaun (INDOT);
Beck, Jennifer; Carpenter, Patrick A; Kumar, Anuradha; Elizabeth Biggio; Branigin, Susan
Subject: FHWA Project: Des. Nos. 1900096 and 1900097; US 31 Corridor Study, State Road 28 to State Road
931, Hamilton and Tipton counties, Indiana
Attachments: 1900096 and 1900097_US 31 Study Corridor_Sec 106 ECL_2020-03-13.pdf

Des. Nos.: 1900096 and 1900097

Project Description: Limited Access Corridor Study

Location: US 31 between State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

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Hamilton County Highway Department
Hamilton County Engineer
Hamilton County Board of Commissioners
Northern Hamilton County Chamber of Commerce
Westfield Preservation Alliance
Westfield-Washington Historical Society
Roberts Settlement
Kelley Agricultural Historical Museum
Tipton County Historical Society
Tipton County Public Library- Indiana Room
Tipton County Commissioners
Tipton County Highway Department
Lightfoot Brothers Farm Services
Cicero Township Trustee
Delaware Nation of Oklahoma
Delaware Tribe of Indians, Oklahoma
Forest County Potawatomi Community
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

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Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Susan R. Branigin
History Team Lead
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Rm. N642-ES
Indianapolis IN 46204
Office: (317) 232-2969
Email: sbranigin@indot.in.gov



**** Historic Property Report (HPR) guidelines can be found [here](#)**

***Design Memorandum 18-02 regarding the new procedures for Historic Bridge Alternatives Analysis Documents can be found here: <http://www.in.gov/dot/div/contracts/standards/memos/2018/18-02%20ta%20Historic%20Bridge.pdf>**

Elizabeth Biggio

From: LaVella Hyter <lavella.hyter@robertssettlement.org>
Sent: Tuesday, March 17, 2020 10:34 AM
To: Elizabeth Biggio
Subject: Des. No. 1900096 and 1900097 - U.S. 31 Conversion

Importance: High

Ms. Biggio,

I am President of Roberts Settlement (3102 East 276th Street, Atlanta, IN) and received notice of this planned study (and project) on March 15, 2020.

Roberts Settlement is an active historical site and is registered with the U. S. Department of Interior.

I request you **show me as the sole consulting party for Roberts Settlement**, concerning any all notifications, information, requests, meetings, hearings, inquiries, etc. regarding this project.

At this time, is there any further information you need in response to your notification?

Roberts Settlement mailing address:

Roberts Settlement
Att: LaVella Hyter, President
P.O. Box 561
Noblesville, IN 46061

Thank you.

LaVella Hyter

Email: lavella.hyter@robertssettlement.org

www.robertssettlement.org



INDIANA LANDMARKS

Central Regional Office

1201 Central Avenue, Indianapolis, IN 46202

317 639 4534 / 800 450 4534 / www.indianalandmarks.org

March 19, 2020

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Blvd., Ste. 300
Indianapolis, IN 46240

RE: Des. Nos. 1900096 and 1900097 – US 31 Corridor Study between State Road 38 and State Road 931,
Tipton and Hamilton Counties, Indiana

Dear Ms. Biggio:

Thank you for the opportunity to comment on the above undertaking. Indiana Landmarks agrees to be a consulting party for this project. We are interested in learning more about the project as time progresses.

We have conducted a review of the Indiana State Historic Architectural and Archaeological Research Database (SHAARD). We are aware that there are a large number of surveyed historic resources located within/near the project boundaries/Area of Potential Effects (APE). Noteworthy historic resources in the immediate area include, but are not limited to: Kelley House (County Survey Site ID: 159-323-11005) – SHAARD rated *Outstanding*, S. Lindley Farm (County Survey Site ID: 057-667-20003) – SHAARD rated *Outstanding*, Hopewell Methodist Church (County Survey Site ID: 159-309-20021) – SHAARD rated *Outstanding*, and Farm (County Survey Site ID: 057-587-05028) – SHAARD rated *Notable*. We opine that each of the aforementioned resources may be eligible for the National Register of Historic Places.

We express concern that conversion of US 31 to a limited access highway will have substantial adverse effects on historic resources. We look forward to knowing how this project will seek ways to avoid, minimize, or mitigate any adverse effects on historic resources, should this project come to fruition.

We appreciate your consideration and will look forward to remaining involved in the Section 106 process for this project.

Sincerely,

Joshua Biggs
Community Preservation Specialist

March 27, 2020

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240

RE: US 31 Corridor Study between State Road 38 and State Road 931 (Des. Nos. 1900096 and 1900097); Tipton and Hamilton Counties, IN

Dear Ms. Biggio,

On Friday, March 13, 2020, we received the communication regarding the environmental study concerning the possible conversion of US 31 to a limited access highway through Tipton County.

There are many negative effects of closing off the county intersections along US 31 in Tipton County, but your request for comments narrowly focuses on possible environmental effects associated with this project. However, it was noted that you also welcomed related opinions and other input to be considered in the preparation of the environmental document, thus those will be incorporated throughout.

It was indicated that the need for the project derives from the high rate of accidents near intersections along US 31. It would be interesting to know what type of accidents these are and if indeed they are directly related to the intersection of a county road with US 31. It would also be beneficial to know how many accidents still occur along US 31 where local accesses have already been eliminated. Perhaps a less invasive and more economical solution for the desired free flow of traffic could be considered. Would it be possible to keep the intersecting county roads open, but close the medians and allow right turns only in entering US 31 from a county road or exiting US 31 onto the county road? With adequate acceleration and deceleration lanes, this could allow many local citizens to arrive at their desired destination point without the inconvenience of driving several miles out of their way to enter or exit from the only direct access point at the St. Rd. 28 and US 31 interchange. As your letter notes, an overpass only is being considered at Division Road and US 31, which means that the thirteen mile north/south stretch of US 31 would be directly accessible in Tipton County at only the current St. Rd. 28 and US 31 interchange. Even if an interchange is constructed at Division Road, it is only two miles north of the existing interchange, therefore would not make a marked difference in the extra number of miles local citizens would have to travel.

The Kelley Agricultural Historical Museum is a historic property that would be adversely affected by the proposed undertaking in that its geographical position on US 31 makes it not only easily visible, but also easily accessible for any of the 30,000 vehicles that traverse the roadway daily. In

assessing the adverse effects on this historic property and how such a project will cause alterations in the character or use of Tipton County's historic resource, it is important to know the history of the museum and its current value to the state of Indiana.

The Kelley Agricultural Historical Museum was founded in 1978 by E.W. (Ed) Kelley. Ed and his brother Bill, were born in the family farmhouse to Floyd and Maude Kelley in 1917 and 1920 respectively. Ed wanted to forever preserve his family's agricultural heritage while also allowing the community to experience what life was like in "1914" when the homestead was built from wood harvested from the farm. He placed money into an endowment at the Tipton County Foundation to sustain the basic necessities of the museum. Ed's brother, Bill, continued the farming tradition for the family and passed that stewardship onto his son, Mike, and Mike's son Chris. Mike is retired from farming but serves as the museum's co-director.

The Kelley Family's philanthropic nature exists in perpetuity throughout Indiana. Not only is the Agricultural Museum forever a "gift" to the residents of Tipton County and used by citizens throughout Indiana, the Kelley family members are also responsible for charitable gifts to Indiana University-Kokomo, the Kelley Student Center, the IUK library, the Kelley Scholars program, and the \$23 million donation to the Indiana University Business School which led to IU renaming the School of Business to the Kelley School of Business in 1997.

There are six historic buildings on the four-and-a-half-acre property. The homestead, completed in 1914; the 1887 Swingtown one room school house; Doc Ramsayer's 1900's blacksmith shop; an 1844 log cabin; an 1880 granary; and the round barn. . .which is the last remaining round barn in Tipton County. There is also a functional 1923 Aeromotor wind powered water pump (windmill) that represents the quintessential image of the American past.

In addition to historic tours and educational opportunities, the complex has been used for corporate retreats, business luncheons and employee appreciation dinners, I.U.K. faculty and staff seminars, INDOT informational community meetings, weddings, rehearsal dinners, graduation, birthday, and anniversary parties, philanthropic fundraisers, high school proms and after proms, club meetings, private family reunions and dinners, and field-to-fork dinners. We directors promote the use of local caterers for all events, and provide a list of local facilities that offer goods and services needed for hosting an event at the Kelley Agricultural complex. We use local contractors for our upgrades and maintenance, believing that it is important to contribute to the local economy and to encourage our users to do so as well.

The Round Barn is booked nearly every weekend from the end of April to mid-October and the home is booked intermittently throughout the winter months. Each year, over 3000 people visit the site. For many, it is their first visit to Tipton County and their experience provides a positive lasting impression of one of the assets in our community. Keeping Tipton County's assets 'on the map' and easily accessible as a destination for so many out of town visitors is crucial to the economic health of the museum and the county. When people stop at the venue, they usually spend money in the county. With the museum's very visible presence and accessibility along the US 31 corridor, the opportunities continue to increase each month to showcase Tipton County in a positive light to those who randomly stop in and browse the area.

If access to and from US 31 at County Road 550 North is removed, the positive impact of what has been gained over the last forty years will be severely reduced. Visibility is of little good if there is no direct accessibility. Those who may now normally stop in at the museum on a whim from various out of town localities will not be able to “find” a way to get there. For the pre-planners, the route will be of great inconvenience and some may decide that “getting there” is simply not worth the hassle.

Detrimental consequences and undesired environmental effects will befall those living along the “new” manner in which the museum would need to be accessed if 550 North is cul de sac-ed at US 31. Per the communication received, if the proposal comes to fruition, direct access to US 31 in Tipton County would be only at the 28/31 interchange. Vehicles from the south would therefore have to exit west at 28/31 and then travel north on Co. Rd. 725W, west on Division Road, north on CR 800W, and then east on CR 550 N to finally arrive at the Museum. Arriving from the north, vehicles would exit at the SR 26 interchange, go west on SR 26, south on CR 800 W, and then east on CR 550 N. If, at a minimum, CR 550N could be accessed via right turn only, all vehicles coming from the north could access the site as they are now. Upon leaving the facility, they would have to use the alternate route, but at least the extra mileage and inconvenience would only be one way. Likewise, visitors arriving from the south could exit the venue directly onto US 31.

On wedding occasions, we have as many as 150 vehicles at the site. Those vehicles, arriving and leaving the venue, would be adding noise pollution along the rural county road routes and would create increased vehicular emissions to which those living along those routes are not accustomed. Such an increase in delivery vehicles and personal vehicle traffic along a county road route during peak areas of use of the museum could also be disruptive to animal habitats as those environments in the “country” exist only because it is a safe and quiet place to live. Increased traffic on the county roads to and from the museum will not enable animal homes in close proximity to the roadway, to be safe and quiet. Direct mortality to these local animals is a possibility, while altering their habitat is a certainty.

Ultimately, will the elimination of one problem actually create a variety of other problems? For example, the county highway budget will be negatively impacted as these new routes along county roads will require more maintenance with increased vehicular use, as the aggregate layers will deteriorate much more rapidly. Although we are fully cognizant of the fact that US 31 is an artery through which the state economy pulses, it should be recognized that sensitivity must exist regarding what closing off the county road intersections will do to the economy of the county. With the proposal of direct access onto US 31 being cut off, many homes on US 31 have already been acquired and are now being razed, resulting in a loss of population and a loss of local property tax revenue. Five businesses with direct access to US 31 will be harmed. Additionally, with Tipton County agriculture being the economic engine driving our local wealth, many “farm entrances” have been or will be closed off. This results in farmers having to go many miles out of their way to access fields, leading to increased degradation of the county road infrastructure, increased noise pollution and fuel emissions along these county roadways, and increased fuel costs to the farmer.

With more local farm vehicles and personal vehicles using the county roadway system and driving many miles out of the way in order to access, or after exiting US 31, it must be realized that the

increased traffic may cause more mishaps on our county roads. Tipton County has experienced accidents, some resulting in casualties, due to poor visibility at “country road” intersections. In the fall, many crossings are flanked with mature fields of corn on one or more of the quadrants. Even with east/west or north/south stop signs, accidents happen. Adding more local vehicular and farm implement traffic travelling many extra miles will only increase the probability of local accidents. Your correspondence noted that the need for making US 31 an uninterrupted flow of traffic derives from the high rate of accidents near intersections along the stretch. To remedy this situation, closing off those intersections is being proposed. That solution however, should not produce a worse net result than the problem does, especially via unintended consequences that will adversely affect the locality.

We are extremely concerned and saddened at the possibility of losing direct access to the Kelley Agricultural Complex to and from US 31. During the study for the “SR 931” project and the realignment of US 31 originating just north of the museum, INDOT visited the site to tour the facility and listen to our concerns. We ask that we are afforded the same consideration prior to any decisions being made so that we can better help you understand the vital importance of leaving CR 550 North with open access to US 31.

Respectfully Submitted,

Chris Kelley, President

Mike Kelley, Vice President and Co-Director

Jane Harper, Vice President and Co-Director

Elizabeth Biggio

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Tuesday, March 31, 2020 7:38 AM
To: Elizabeth Biggio
Cc: Branigin, Susan; Carpenter, Patrick A
Subject: FW: FHWA Project: Des. Nos. 1900096 and 1900097; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

From: Michael LaRonge <Michael.LaRonge@fcpotawatomi-nsn.gov>
Sent: Monday, March 30, 2020 10:18 PM
To: Miller, Shaun (INDOT) <smiller@indot.IN.gov>; michelle.allen@dot.gov
Cc: Branigin, Susan <SBranigin@indot.IN.gov>
Subject: RE: FHWA Project: Des. Nos. 1900096 and 1900097; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

RE: IN-DOT Des. 1900096 & 1900097, USH 31 between State Road 38 and State Road 931, Tipton and Hamilton Counties, Indiana.

Dear Mr. Miller,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community, a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

Thank you for providing information regarding this project. The Historic Preservation Office requests a copy of the archival review and archaeological report associated with the project.

Your interest in protecting cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email address or phone number listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer
Cultural Preservation Division
Forest County Potawatomi Community
8130 Mish ko Swen Drive
P.O. Box 340
Crandon, Wisconsin 54520
Phone: 715-478-7354
Email: Michael.LaRonge@FCPotawatomi-nsn.gov



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: smiller@indot.in.gov

April 8, 2020

Shaun Miller
Archaeological Team Lead, Cultural Resources Office
Indiana DOT
575 North Pennsylvania Street
Indianapolis, IN 46204

Re: Des. Nos. 1900096 and 1900097; US 31 Corridor Study, State Road 28 to State Road 931,
Hamilton and Tipton counties, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal
Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this
capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not
currently aware of existing documentation directly linking a specific Miami cultural or historic
site to the project site. However, as this project is within the aboriginal homelands of the Miami
Tribe, if any human remains or Native American cultural items falling under the Native
American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is
discovered during any phase of this project, the Miami Tribe requests immediate consultation
with the entity of jurisdiction for the location of discovery. In such a case, please contact me at
918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In
my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer



April 13, 2020

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Early coordination letter for the US 31 Corridor Study from SR 38 to SR 931, Hamilton,
Tipton and Howard counties (Des. No. 1900096 & 1900097; DHPA No. 25247)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed your February 13, 2020 review request submittal form which enclosed INDOT’s early coordination letter, which we received February 18, 2020 for the aforementioned project.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff’s archaeological reviewer for this project is Beth McCord, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the proposed US 31 Corridor Study from SR 38 to SR 931 (Des. No. 1900096 & 1900097), please refer to DHPA No. 25247.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Anthony Ross, INDOT
Elizabeth Biggio, Butler, Fairman & Seufert
Beth McCord, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA

Elizabeth Biggio

From: Luke Lightfoot <luke@lightfoot.com>
Sent: Thursday, April 16, 2020 10:36 PM
To: Elizabeth Biggio
Subject: Fwd: FHWA Project: Des. Nos. 1900096 and 1900097; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton Counties, Indiana
Attachments: 1900096 and 1900097_US 31 Study Corridor_Sec 106 ECL_2020-03-13.pdf

Elizabeth

My Brother and I are owners of Lightfoot Bros. Farm Services, LLC. We are interested in being part of any conversations that might have an effect on our Church and how this might effect its future. Can we be added to the list of interested owners of historical sites that would like to be part of conversation of making 31 a freeway?

Thanks
Luke Lightfoot

HISTORIC PROPERTY REPORT

US 31 Limited Access Study
State Road 38, Hamilton Co. to State Road 913, Tipton Co., IN
Des. Nos. 1900096 and 1900097



Elizabeth Biggio
Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240
(317) 713-4615
ebiggio@bfsengr.com
June 22, 2020

Executive Summary

This Historic Property Report (HPR) documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for a project that involves alternatives for converting US 31 to a limited access highway between State Road 38 in Hamilton County and County Road 600 North in Tipton County, Indiana (Des. Nos. 1900096 and 1900097). Above-ground resources were identified and evaluated according to Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, 36 CFR Part 800 (revised January 2001), the Final Rule on Revision of Current Regulations, dated December 12, 2000, and incorporating amendments effective August 5, 2004. As a result of the NHPA, as amended, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts included in or eligible for inclusion in the National Register of Historic Places (National Register). The project will utilize funds from the Federal Highway Administration (FHWA), which makes it an undertaking subject to the Section 106 process.

Of the 624 properties within the APE, one is currently listed in the National Register.

Roberts Chapel (NR-0882): 3102 East 276th Street, listed September 25, 1996

Within the APE, 556 properties will meet the 50-year age criteria at time of project letting (2023). Six properties identified in the APE are recommended eligible for listing in the National Register:

Hansel Roberts Farm/IHSSI #057-020-05027 (3059 East 276th Street)

Kelley Agricultural Historical Museum (6032 West CR 550 North)

IHSSI #159-309-20021/Hopewell Methodist Church (US 31 and CR 100 North)

IHSSI #159-309-10038 (6401 W. CR 450 North)

IHSSI #159-309-15074 (John D. and Phoebe Smith House, (6824 W. CR 350 South)

IHSSI #159-587-15097 (Endicott House, 6136 CR 600 South)

Two properties have been previously identified as eligible for the National Register:

Baker/Johnson/Pickett Farmstead (1715 E. 236th Street)

S. Lindley Farm/Thomas Joseph Lindley Farm/IHSSI# 057-667-20003 (20820 Lindley Farm Rd.)

Conclusions

The APE contains one property listed in the National Register:

Roberts Chapel (NR-0882, IHSSI #057-020-0526): 3102 E. 276th Street

Two properties within the APE have previously been determined eligible for the National Register:

Baker/Johnson/Pickett Farmstead (1715 E. 236th Street)

S. Lindley Farm/Thomas Joseph Lindley Farm/IHSSI# 057-667-20003

As a result of identification and evaluation efforts for this project, six additional properties within the APE are recommended eligible for listing in the National Register:

Hansel Roberts Farm/IHSSI #057-020-05027

Kelley Agricultural Historical Museum

IHSSI #159-309-20021/Hopewell Methodist Church

IHSSI #159-309-10038 (Western Bungalow)

IHSSI #159-309-15074 (John D. and Phoebe Smith House)

IHSSI #159-587-15097 (Endicott House)



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

July 9, 2020

This letter was sent to the listed parties.

RE: US 31 Corridor Study between State Road 38 and State Road 931 (Des. Nos. 1900096 and 1900097); Tipton and Hamilton counties, IN

Dear Consulting Party,

The Indiana Department of Transportation-Greenfield District (INDOT), with funding from the Federal Highway Administration, proposes to proceed with a study concerning the conversion of US 31 to a limited access highway between State Road 38 and State Road 931 in Tipton and Hamilton counties, Des. Nos. 1900096 and 1900097.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The Section 106 early coordination was originally distributed on March 13, 2020.

The proposed undertaking is within Washington, Adams, and Jackson townships, Hamilton County and Cicero, Jefferson, Prairie, and Liberty townships, Tipton County. The project is also within Sections 1, 12, 13, 24, 25, and 36, Township 22 North, Range 3 East, Sections 6, 7, 18, 19, 30, and 31, Township 22 North, Range 4 East, Sections 1, 12, 13, 24, 25, and 36, Township 21 North, Range 3 East, Sections 6, 7, 18, 19, 30, and 31, Township 21 North, Range 4 East, Sections 1, 12, 13, 24, 25, and 36, Township 20 North, Range 3 East, Sections 6, 7, 18, 19, 30, and 31, Township 20 North, Range 4 East, Sections 1, 12, and 13, Township 19 North, Range 3 East, and Sections 6, 7, and 18, Township 19 North, Range 4 East on the USGS Kokomo East, Kokomo West, Tipton, Kempton, Arcadia, Sheridan, Westfield, and Noblesville Quadrangles, Tipton and Hamilton counties, Indiana.

The need for the project derives from the high rate of accidents near intersections along this stretch of US 31. Based on 2014-2016 traffic data, Hamilton County sees an average of 5.96 accidents per mile, per year and Tipton County has an average of 6.83 accidents per mile, per year. A 2017 study of the US 31 corridor by CHA Consulting found the majority of crashes on US 31 occurred within 1,000 feet of an intersection. The segment of US 31 between State Road 31 and State Road 931 is between two segments of US 31 which have previously been converted to limited-access highway. The primary purpose of this project is to reduce traffic accidents along US 31 between State Road 38 and State Road 931 while maintaining local access by providing interchanges and overpasses.

The proposed undertaking is on US 31 between State Road 38, north of the City of Westfield in Hamilton County, and State Road 931, in Tipton County south of the Howard County line. The project proposes to analyze all existing cross streets to US 31 along the corridor for conversion either to cul-de-sacs (east and west of US 31), new overpasses, or new interchanges. At this time, a new interchange is under consideration for 276th Street at US 31 in Hamilton County. Overpasses will be evaluated for the intersections of US 31 with 226th Street and 266th Street in Hamilton County, 296th Street/W. CR 600 South on the county line, and W. CR 500 South, Division Street, W. CR 300 North, and W. CR 450 North in Tipton County.

In addition, please note a new interchange is under consideration for the 236th Street intersection with US 31 in Hamilton County (Des. No. 1702149). An overpass of US 31 over the Norfolk Southern Railroad and County Road 100 South in Tipton County is also planned (Des. No. 1592421). These are separate projects which have independent utility and are not the subject of the environmental analysis for this project.

The proposed project area is approximately 23.4 miles long. Right-of-way (ROW) acquisition will be required, but the amount is not currently known. It is anticipated there will be some relocations.

Butler, Fairman, & Seufert (BF&S) is under contract with INDOT to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: Protecting Historic Properties: A Citizen's Guide to Section 106 Review available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one property, Roberts Chapel (3102 East 276th Street) listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, the follow eight additional resources are recommended as eligible for listing in the NRHP:

- IHSSI #057-020-0527/Hansel Roberts Farm (3059 East 276th Street)
- Kelley Agricultural Historical Museum, IHSSI #159-323-11001 to 11005 (6032 West CR 550 North)
- IHSSI #159-309-20021/Hopewell Methodist Church (US 31 and CR 100 North)
- IHSSI #159-309-10038 (6401 W. CR 450 North)
- IHSSI #159-309-15074/John D. and Phoebe Smith House (6824 W. CR 350 South)
- IHSSI #159-587-15097/Endicott House (6136 CR 600 South)
- Baker/Johnson/Pickett Farmstead (1715 E. 236th Street)
- IHSSI# 057-667-20003/ S. Lindley Farm/Thomas Joseph Lindley Farm (US 31 and SR 38)

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

Comments were received from the Kelley Agricultural Historical Museum, a Section 106 Consulting party, on March 30, 2020. The museum expressed concerns regarding effects to cultural resources, local infrastructure, the visibility of and access to local resources, and the impact on the economy. The Kelley Agricultural Historical Museum is recommended eligible for listing on the National Register and effects to the historic property will continue to be evaluated through the Section 106 process. A full list of accepted consulting parties appears at the end of this letter.

INDOT appreciates feedback regarding all aspects of this project. The corridor assessment has been recently initiated and is currently in the information gathering phase. Comments are extremely valuable and will be passed along to the project team for a thorough review. Comments regarding subjects other than cultural resources will be addressed separately. Please be patient while we continue to gather as much feedback as possible and stay tuned for future project updates.

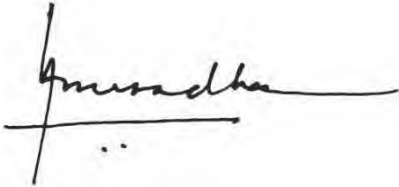
The Historic Property Report is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabeth Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Historic Property Report

Distribution List:

Indiana State Historic Preservation Officer
Indiana Landmarks Central Regional Office
Kelley Agricultural Historical Museum
Lightfoot Bros. Farm Services, LLC (owners of Hopewell Methodist Church)
Roberts Settlement
Forest County Potawatomi Community
Miami Tribe of Oklahoma

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Thursday, July 9, 2020 10:36 AM
To: Kauffmann, Danielle; McCord, Beth K; 'lavella.hyter@robertssettlement.org'; 'jbiggs@indianalandmarks.org'; 'Jane Harper'; 'luke@lightfoot.com'
Cc: 'Branigin, Susan'; Miller, Shaun (INDOT); Carpenter, Patrick A; Andrea Langille; 'Beck, Jennifer'; Ryan Scott
Subject: FHWA Project: Des. Nos. 1900096 and 1900097; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana
Attachments: US 31 Study Corridor_Sec 106 Report Dist Letter_2020-07-09.pdf
Categories: Filed by Newforma

Des. Nos.: 1900096 and 1900097

Project Description: Limited Access Corridor Study

Location: US 31 between State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the US 31 Corridor Study between Westfield and Kokomo (Des. Nos. 1900096 and 1900097). The Section 106 Early Coordination Letter for this project was originally distributed on March 13, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

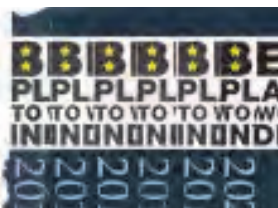
Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Elizabeth Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com



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Elizabeth Biggio

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Thursday, July 9, 2020 10:58 AM
To: michael.laronge@fcpotawatomi-nsn.gov; Diane Hunter
Cc: Allen, Michelle (FHWA); Beck, Jennifer; Miller, Shaun (INDOT); Carpenter, Patrick A; Branigin, Susan; Elizabeth Biggio
Subject: FHWA Project: Des. Nos. 1900096 and 1900097; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana
Attachments: US 31 Study Corridor_Sec 106 Report Dist Letter_2020-07-09.pdf

Des. Nos.: 1900096 and 1900097

Project Description: Limited Access Corridor Study

Location: US 31 between State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the US 31 Corridor Study between Westfield and Kokomo (Des. Nos. 1900096 and 1900097). The Section 106 Early Coordination Letter for this project was originally distributed on March 13, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Susan R. Branigin

History Team Lead

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. N642-ES

Indianapolis IN 46204

Office: (317) 232-2969

Email: sbranigin@indot.in.gov



**** Historic Property Report (HPR) guidelines can be found [here](#)**

***Design Memorandum 18-02 regarding the new procedures for Historic Bridge Alternatives Analysis Documents can be found here: <http://www.in.gov/dot/div/contracts/standards/memos/2018/18-02%20ta%20Historic%20Bridge.pdf>**

July 16, 2020

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Blvd., Ste. 300
Indianapolis, IN 46240

RE: Des. Nos. 1900096 and 1900097 – US 31 Corridor Study between State Road 38 and State Road 931,
Tipton and Hamilton Counties, Indiana

Dear Ms. Biggio:

Thank you for allowing us to comment on the above undertaking. We have reviewed the Historic Property Report (HPR), prepared by Butler, Fairman & Seufert.

We are encouraged that the report recommended the following resources as eligible for the National Register of Historic Places, and we concur with those recommendations:

- IHSSI #057-020-0527 – Hansel Roberts Farm, 3059 East 276th Street
- Kelley Agricultural Historical Museum, 6032 West CR 550 North
- IHSSI #159-309-20021 – Hopewell Methodist Church, US 31 and CR 100 North
- IHSSI #159-309-10038 – 6401 West CR 450 North
- IHSSI #159-309-15074 – John D. and Phoebe Smith House, 6824 West CR 350 South
- IHSSI #159-587-15097 – Endicott House, 6136 CR 600 South

We look forward to reviewing any forthcoming Effects Reports. We appreciate your consideration and wish to remain involved in the Section 106 process for this project.

Sincerely,



Joshua Biggs
Community Preservation Specialist



August 10, 2020

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Historic property report (Biggio, 6/22/2020) for the US 31 Corridor Study from SR 38 to SR
931, Hamilton and Tipton counties (Des. No. 1900096 & 1900097; DHPA No. 25247)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed your July 9, 2020 review request submittal form which enclosed INDOT's letter and the aforementioned report which we received July 10.

The area of potential effects ("APE") proposed in the Historic Property Report (Biggio, 6/22/2020; "HPR") appears to be of adequate dimensions for a project of this kind to encompass the geographic area in which direct and indirect effects could occur.

Based on the information provided in the HPR, we agree that the Roberts Chapel (NR-1309) which was listed in the National Register of Historic Places ("NRHP") in September 25, 1996, is located within the project's APE.

Regarding the properties in the HPR recommended eligible or ineligible for inclusion in the NRHP, we will summarize those here:

- Hansel Roberts Farm (Indiana Sites and Structures Inventory ["IHSSI"] #057-020-05027): We agree that this property is eligible for inclusion in the NRHP under Criterion A as well as Criterion C and think that further research could yield eligibility under Criterion B. Please note that throughout this submission, the IHSSI is labeled incorrectly with #-0527 at the end of the survey number, whereas it should be -#05027.
- Kelley Agricultural Historical Museum (IHSSI #159-323-11001-11005): We believe that only the Craftsman house and original farm buildings are eligible for inclusion in the NRHP under Criterion A & C. The moved buildings are not eligible and would be non-contributing to the historic property boundary.
- S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003): We agree that this property is eligible for inclusion in the NRHP under Criterion A & C.

- Hopewell Methodist Church (IHSSI #159-309-20021): We agree that this property is eligible for inclusion in the NRHP under Criterion C.
- Baker/Johnson/Pickett Farmstead: We agree that this property is eligible for inclusion in the NRHP under Criterion A, B, and C based upon the investigations from Designation #1702149 (DHPA 23884).
- Bungalow, IHSSI #159-309-10038: We agree that this property is eligible for inclusion in the NRHP under Criterion C.
- John D. and Phoebe Smith House (IHSSI #159-309-15074): We agree that this property is eligible for inclusion in the NRHP under Criterion C.
- Endicott House (IHSSI #159-587-15097): We agree that this property is eligible for inclusion in the NRHP under Criterion C.
- James Innis House (IHSSI #159-630-20048): We agree with the conclusions in the HPR that this property is *not* eligible for inclusion in the NRHP.
- Goldsmith Methodist Church (IHSSI #159-309-18016): We respectfully disagree with the conclusions of the HPR and believe that this church has enough architectural merit to be eligible for inclusion in the NRHP under Criterion C.
- House (IHSSI #159-309-18018): We agree with the conclusions in the HPR that this property is *not* eligible for inclusion in the NRHP.
- House (IHSSI #159-587-15092): We agree with the conclusions in the HPR that this property is *not* eligible for inclusion in the NRHP.

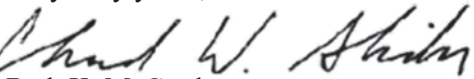
Furthermore, we wish to point out that Appendix B: Photographs indicate 104 photographs on the key (pages B18-B30), but there are only 68 photographs shown (pages B1-B17).

It is our understanding that an archaeological survey is being conducted and a report of the investigation will be forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

The Indiana SHPO staff's archaeological reviewer for this project is Beth McCord, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the proposed US 31 Corridor Study from SR 38 to SR 931 (Des. No. 1900096 & 1900097), please refer to DHPA No. 25247.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

cc: Lightfoot Bros. Farm Services, LLC (owners of Hopewell Methodist Church)
emc: Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Elizabeth Biggio, Butler, Fairman & Seufert
Joshua Biggs, Indiana Landmarks Central Regional Office
Kelley Agricultural Historical Museum
Roberts Settlement
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Beth McCord, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

October 27, 2020

This letter was sent to the listed parties.

RE: US 31 Corridor between State Road 38 and State Road 931 (Des. Nos. 1900096, 1900097, and 1901797);
Tipton and Hamilton Counties, IN

Dear Consulting Party,

The Indiana Department of Transportation-Greenfield District (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the conversion of US 31 to a limited access highway between State Road 38 and State Road 931 in Tipton and Hamilton counties, Des. Nos. 1900096 (Lead, bridge), 1900097 (road), and 1901797 (276th Street Interchange).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. To that end, **we are inviting you, as a consulting party, to a consulting party meeting to discuss this project's effects to historic properties.** Please use the above Des. Numbers and project description in your reply and your comments will be incorporated into the formal environmental study.

The Section 106 early coordination was originally distributed on March 13, 2020. In addition, a letter distributed on July 9, 2020 notified consulting parties that a Historic Property Report (HPR) was available for review and comment.

Proposed Undertaking

The proposed undertaking is within Washington, Adams, and Jackson townships, Hamilton County and Cicero, Jefferson, Prairie, and Liberty townships, Tipton County. The project is also within Sections 1, 12, 13, 24, 25, and 36, Township 22 North, Range 3 East; Sections 6, 7, 18, 19, 30, and 31, Township 22 North, Range 4 East; Sections 1, 12, 13, 24, 25, and 36, Township 21 North, Range 3 East; Sections 6, 7, 18, 19, 30, and 31, Township 21 North, Range 4 East; Sections 1, 12, 13, 24, 25, and 36, Township 20 North, Range 3 East; Sections 6, 7, 18, 19, 30, and 31, Township 20 North, Range 4 East; Sections 1, 12, and 13, Township 19 North, Range 3 East; and Sections 6, 7, and 18, Township 19 North, Range 4 East on the USGS Kokomo East, Kokomo West, Tipton, Kempton, Arcadia, Sheridan, Westfield, and Noblesville Quadrangles, Tipton and Hamilton counties, Indiana.

The need for the project derives from the high rate of accidents near intersections along this segment of US 31. Based on 2014-2016 traffic data, US 31 in Hamilton County sees an average of 5.96 accidents per mile, per year and Tipton County has an average of 6.83 accidents per mile, per year. A 2017 study of the US 31 corridor by CHA Consulting found the majority of crashes on US 31 occurred within 1,000 feet of an intersection. The segment of US 31 between State Road 38 and State Road 931 is between two segments of US 31 which have previously been converted to limited-access highway. The primary purpose of this project is to reduce traffic accidents along US 31 between State Road 38 and State Road 931 while maintaining local access with interchanges and overpasses.

The proposed undertaking is on US 31 between State Road 38, north of the City of Westfield in Hamilton County, and State Road 931, in Tipton County south of the Howard County line. The project proposes existing crossroads to US 31 along the corridor be converted either to cul-de-sacs (east and west of US 31), new overpasses, or new interchanges. In general, the cul-de-sacs would have an approximately 50-foot diameter and may be oriented north, center, or south relative to the existing roads to minimize impacts to existing properties. All areas where pavement is removed would be reseeded. At this time, a new interchange is anticipated for 276th Street at US 31 in Hamilton County. Overpasses are anticipated for the following intersection with US 31:

1. 226th Street (Hamilton County);
2. 266th Street (Hamilton County);
3. W. CR 600 South/296th Street (Hamilton/Tipton county line);
4. W. CR 500 South (Tipton County);
5. Division Street (Tipton County);
6. W. CR 300 North (Tipton County);
7. W. CR 450 North (Tipton County).

There are three (3) alternatives are under consideration for the intersection at 296th Street/W. CR 600 South at this time (Option 2 has been dismissed from further consideration). Layouts of these options are included in the attachments.

- Option 1: Construction of a new bridge carrying CR 600 South (296th Street) over US 31 at the existing crossing location. The new bridge would have a have a minimum vertical clearance of 16 feet 6 inches. The bridge would include a wall on the south side of the bridge, varying in height from 2-15 feet, to limit impacts to properties on the south side of CR 600 South (296th Street);
- Option 3: Construction of an underpass of US 31 beneath CR 600 South (296th Street). In this alternative, US 31 would be lowered approximately 10 feet, while the overhead bridge would raise CR 600 South (296th Street) approximately 8-10 feet. Approximately 8-10-foot high walls would be placed along the CR 600 South (296th Street) approaches;
- Option 4: Bypassing the existing intersection of CR 600 South (296th Street) and US 31 and constructing a bridge to the north. Cul-de-sacs would be installed at the existing intersection of 296th Street/W. CR 600 South and US 31, oriented on the north side. The new bridge would be located approximately 0.19 mile north of the existing alignment of CR 600 South (296th Street). The new alignment would tie into the existing CR 600 South (296th Street) approximately 0.49 mile west of US 31 and 0.44 mile east of US 31. Spurs to serve existing properties would be constructed.

In addition, please note there are two (2) separate projects under development related to this section of US 31, which have independent utility and are not the subject of the environmental analysis for this project. A new interchange is planned for the 236th Street intersection with US 31 in Hamilton County (Des. No. 1702149). Additionally, an overpass of US 31 over the Norfolk Southern Railroad and County Road 100 South in Tipton County is planned (Des. No. 1592421).

The proposed project area for Des. No. 1900096, 1900097, and 1901797 is approximately 23.4 miles long. Right-of-way (ROW) acquisition would be required, but the amount is not currently known. It is anticipated there would be some property relocations.

Butler, Fairman, & Seufert (BF&S) is under contract with INDOT to advance the environmental documentation for the referenced project. NS Services and Cultural Resource Analysts, Inc, have been subcontracted to complete the Section 106 archaeological documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: Protecting Historic Properties: A Citizen's Guide to Section 106 Review available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Area of Potential Effects and Historic Properties

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one property, Roberts Chapel (3102 East 276th Street, IHSSI #057-020-05026) listed in the National Register of Historic Places (NRHP).

The HPR was distributed to the Indiana State Historic Preservation Officer (SHPO) and other consulting parties on July 9, 2020. The SHPO responded to the HPR in a letter dated August 10, 2020 and made the following comments:

- Regarding the Hansel Roberts Farm (IHSSI #057-020-05027): *"We agree that this property is eligible for inclusion in the NRHP under Criterion A as well as Criterion C [...]"*
- Regarding the Kelley Agricultural Historical Museum (IHSSI #159-323-11001 to 11005): *"We believe that only the Craftsman house and original farm buildings are eligible for inclusion in the NRHP under Criterion A & C. The moved buildings are not eligible and would be non-contributing to the historic property boundary."*
- Regarding the Goldsmith Methodist Church (IHSSI #159-390-15074): *"We respectfully disagree with the conclusions of the HPR and believe that this church has enough architectural merit to be eligible for inclusion in the NRHP under Criterion C."*

INDOT has elected to defer to the SHPO's determinations. The SHPO concurred with all other eligibility determinations for properties evaluated in-depth in the HPR. The revised boundary for the Kelley House is included in the attachments. This modified boundary includes the house, the historic outbuildings associated with the house (shed, bee house, Aeromotor windmill water pump), and the mature yard trees. The tree lines form the north, east, and south boundaries, while the western boundary excludes the relocated and non-historic structures.

Indiana Landmarks responded to the HPR on July 16, 2020 and concurred with the eligibility of the six properties newly determined eligible for the NRHP.

With regard to archaeological resources, archaeologists who meet the Secretary of the Interior's Professional Qualification Standards have investigated the project area. The results of the investigations are under review by INDOT. Therefore, this evaluation applies to above-ground properties only.

As a result of the historic property identification and evaluation efforts described above, there are a total of 10 properties within the APE listed in or eligible for listing in the NRHP:

- Roberts Chapel and Cemetery (IHSSI #057-020-05026, 3102 East 276th Street);
- Hansel Roberts Farm (IHSSI #057-020-05027, 3059 East 276th Street);
- Kelley House (IHSSI #159-323-11005, 6032 West CR 550 North);
- Hopewell Methodist Church (IHSSI #159-309-20021, US 31 and CR 100 North);
- Western Bungalow at 6401 W. CR 450 North (IHSSI #159-309-10038);
- John D. and Phoebe Smith House (IHSSI #159-309-15074, 6824 W. CR 350 South);
- Endicott House (IHSSI #159-587-15097, 6136 CR 600 South);
- Goldsmith Methodist Church (IHSSI #159-390-15074, CR 100 South and State Street);
- Baker/Johnson/Pickett Farmstead (1715 E. 236th Street);
- S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003, US 31 and SR 38).

INDOT appreciates feedback regarding all aspects of this project. Comments are extremely valuable and will be passed along to the project team for a thorough review. Comments regarding subjects other than cultural resources will be addressed separately. Patience is requested while we continue to gather as much feedback as possible and stay tuned for future project updates.

Preliminary Effects Determinations

According to 36 CFR § 800.5(a)(1), an adverse effect is found in the Section 106 process “when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.” Per 36 CFR § 800.5(a)(2), examples of adverse effects include but are not limited to:

- (i) Physical destruction of or damage to all or part of a property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of a property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Please see attachments for maps of property locations and photographs of select properties.

Roberts Chapel and Cemetery (IHSSI #057-020-05026, listed in the NRHP under Criterion A) and the Hansel Roberts Farm (IHSSI #057-020-0527, eligible for the NRHP under Criteria A and C) may be minimally affected by a change in the viewshed to the east resulting from tree clearing for the 276th Street interchange. Roadwork for the interchange would end approximately 0.25 mile west of these properties. Direct access to US 31 from 276th Street would be maintained through this interchange following construction.

IHSSI #159-309-10038 (6401 W. CR 450 North, eligible for the NRHP under Criterion C), the John D. and Phoebe Smith House (IHSSI #159-309-15074, eligible for the NRHP under Criterion C), and the Goldsmith Methodist Church (IHSSI #159-390-15074, eligible for the NRHP under Criterion C) would lose their closest direct access to US 31 through the installation of cul-de-sacs at the intersections of their respective crossroads with US 31. US 31 cannot be seen from these properties and therefore there would be no impacts to the viewsheds of these properties. The character of the properties' uses would not be affected. While the historic traffic circulation system would be altered, none of these properties is significant in the area of transportation.

The Baker/Johnson/Pickett Farmstead (1715 E. 236th Street, eligible for the NRHP under Criteria A, B, and C), would not be impacted by this project. Access at the intersection of US 31 and 236th will be determined by a separate project with independent utility (Des. No. 1702149). The character of the property's use would not be affected. No work would take place in the vicinity of this property as a part of this project; the closest work would take place at 241st Street.

The Lindley Farm (IHSSI# 057-667-2000, eligible for the NRHP under Criteria A and C) would not be impacted by this project. The character of the property's use would not be affected. No work would take place in the vicinity of this property; the closest work would take place at 216th Street. This property's access to US 31 would not change.

Hopewell Methodist Church (IHSSI #159-309-20021, eligible for the NRHP under Criterion C) is adjacent to the east side of US 31 on CR 100 North. CR 100 North would be reconfigured to a dead-end cul-de-sac. There is not currently an entrance/exit directly onto US 31 from the church property. This property is no longer in use as a church. The cul-de-sac would be oriented on the south side of CR 100 North in order to avoid physical impacts and permanent right-of-way acquisition from the historic property. The maximum permanent right-of-way along CR 100 North would extend 15 ft. north of the current roadway centerline to accommodate two (2) 12-foot travel lanes with 3-foot stone shoulders. The church's paved driveway/parking area would be replaced, which would require an approximately 15-foot wide strip of temporary right-of-way acquisition. The parking area would remain accessible on CR 100 North from the cul-de-sac. All work would take place at-grade. Hopewell Methodist Church embodies features characteristics of Gothic Revival architecture, which was a popular style for both urban and rural churches around Tipton County in the early twentieth century and is not strongly site-specific. Regardless, although the property's rural setting has been somewhat altered by adjacent mid-twentieth century residential development and expansions of US 31, the overall rural feeling is largely retained. This conversion of the intersection for limited access would not change physical features within the setting that contribute to the expression of its historic significance as an outstanding example of Gothic Revival architecture.

The Kelley House (IHSSI #159-323-11005, 6032 West CR 550 North, eligible for the NRHP under Criterion C) is adjacent to the west side of US 31 on CR 550 North. CR 550 North would be reconfigured to a dead-end cul-de-sac. The entrance to the property is from CR 550 North. The proposed cul-de-sac would be oriented on the south side of CR 550 North in order to avoid physical impacts to and permanent right-of-way acquisition from the historic property. The maximum permanent right-of-way along CR 550 North would extend 30 ft. north of the current roadway centerline to accommodate two (2) 12-foot travel lanes with 3-foot stone shoulders. All work would take place at-grade. The Kelley House is an excellent example of Craftsman architecture. The property is no longer in use as a farmhouse; however, the property remains related to its initially rural setting. The rural landscape around the Kelley House has previously been altered by expansions of US 31 and residential and commercial development on the east side of US 31. The proposed conversion of the intersection for limited access is not on a scale that would further reduce the integrity of setting and feeling and would not change physical features within the remaining rural setting that contribute to the expression of the historic significance of the Kelley House as an exceptional example of Craftsman architecture.

The Endicott House (IHSSI #159-587-15097, 6136 CR 600 South, eligible for the NRHP under Criterion C) is located approximately 585 feet west of US 31. In regard to the three options currently under consideration (please see attachments for preliminary layouts):

- Option 1 (Overpass alternative): An overpass carrying CR 600 South (296th Street) over US 31 would include approach work in front of the Endicott House property. No permanent right-of-way acquisition would be required. An approximately 15-foot wide strip of temporary right-of-way acquisition would be required for regrading and driveway reconstruction. The grade of the road would change by a maximum of 1 foot. No trees would be removed. The maximum permanent right-of-way along CR 600 South would extend 20 ft. north of the current roadway centerline to accommodate two (2) 12-foot travel lanes with 3-foot stone shoulders (where no shoulders currently exist). The bridge over US 31 would have a minimum vertical clearance of 16 feet 6 inches. A wall would be placed along the south side of the bridge, varying from 2-15 feet in height, and would extend to approximately 225 feet east of the property. The bridge would also have a wingwall located in the northwest quadrant of the intersection. The use of the walls would minimize physical impacts to Union Cemetery (southwest quadrant) and East Union Christian Church (southeast quadrant). The existing gravel drive access drive from CR 600 South (296th Street) to Union Cemetery would be relocated, as it would be in conflict with the wall on the south side of CR 600 South (296th Street) and would be moved to approximately 100 feet east of the Endicott House at its closest point. The introduction of these features to the physical setting of the Endicott House at this scale would have a negative effect on its rural character and feeling. The Endicott House is representative of the Greek Revival style farmhouse and relies strongly on its agricultural context as part of its significance. The proposed bridge over US 31 would rise over the flat landscape and would impede the visual

connection of the property with elements of the setting such as US 31 and Union Cemetery, which sits on land donated by the Endicott Family. The road network and cemetery are the only remaining resources contemporary to the house remaining in the area. Option 1 would have the largest scale of impact and would likely have an “Adverse Effect” on the Endicott House.

- Option 3 (Underpass alternative): The proposed wall on the south side of CR 600 South (296th Street) would extend to approximately 400 feet east of the property. No permanent or temporary right-of-way acquisition would be required. The bridge profile would be approximately 10 feet high. Therefore, this configuration would cause less visual impact to the Endicott House than Option 1, since the bridge profile would be lower, and the height and length of the approach walls would be shortened. There would still be an alteration to the flat landscape and an alternation of the connection of the Endicott House with US 31, however, the visual change would be smaller in scale than Option 1. Option 3 would likely have “No Adverse Effect” on the Endicott House.
- Option 4 (Bypass alternative): The new bridge would be located approximately 0.18 mile northeast of the property. The property’s immediate setting would be altered by the installation of cul-de-sacs and the loss of direct access to and a crossing of US 31. No permanent or temporary right-of-way acquisition would be required. This configuration would result in minimal visual impact to the setting of the Endicott House from the at-grade cul-de-sac, since the bridge would be located towards the edge of the viewshed and would not be visible from the front of the property. Option 4 would have the smallest scale of impacts and would likely have “No Adverse Effect” on the Endicott House.

Therefore, the following effect findings are proposed:

- Roberts Chapel and Cemetery (IHSSI #057-020-05026): “No Adverse Effect”
- Hansel Roberts Farm (IHSSI #057-020-0527): “No Adverse Effect”
- Kelley House (IHSSI #159-323-11005): “No Adverse Effect”
- Hopewell Methodist Church (IHSSI #159-309-20021): “No Adverse Effect”
- Western Bungalow/IHSSI #159-309-10038 (6401 W. CR 450 North): “No Adverse Effect”
- John D. and Phoebe Smith House (IHSSI #159-309-15074): “No Adverse Effect”
- Endicott House (IHSSI #159-587-15097): “Adverse Effect”
- Goldsmith Methodist Church (IHSSI #159-390-15074): “No Adverse Effect”
- Baker/Johnson/Pickett Farmstead (1715 E. 236th Street): “No Historic Properties Affected”
- S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003): “No Historic Properties Affected”

The Effects Letter and attachments are also available for review in IN SCOPE at

<http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond with your request as soon as you are able.

Consulting parties are invited to attend a **consulting party meeting** to discuss project updates and effects to historic properties. The meeting will have both in-person and virtual options. The in-person meeting will include appropriate social distancing measures. Meeting attendees and the project team will be required to wear masks per local ordinance and to practice social distancing. Attendees who do not have a mask will be provided one, and hand sanitation will be available. The presentation will also be available by video conference so that people may attend virtually.

Date: Friday, November 13th, 2020

Time: 1 p.m.

**In-person location: BF&S Lower Level Conference Room
8450 Westfield Blvd., Indianapolis, IN 46240-8302**

Virtual Location: GoTo Meetings <https://global.gotomeeting.com/join/114420125>

Access Code: 114-420-125

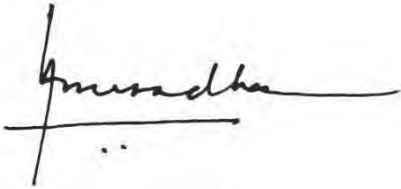
Join by Phone: (408) 650-3123

Please review the information and comment within thirty (30) calendar days of receipt. All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabeth Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

- Revised Kelley House NRHP Boundary
- Select APE Maps
- Select Preliminary Layouts
- Select Historic Property Photographs
- Rendering of Overpass Option at the CR 600 South (296th Street) Intersection

Distribution List:

- Indiana State Historic Preservation Officer
- Indiana Landmarks Central Regional Office
- Kelley Agricultural Historical Museum
- Lightfoot Bros. Farm Services, LLC (owners of Hopewell Methodist Church)
- Roberts Settlement
- Denis A. Martin (owner of the Endicott House)
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma



The Kelley house, looking northwest from the east side of US 31.



Looking northeast at the Kelley House. US 31 is beyond the trees at right.



Looking north at the Kelley House. US 31 is beyond the trees at right.



Looking east along CR 550 North from the driveway of the Kelley Agricultural Historic Museum.



Looking northwest at Hopewell Methodist Church.



Looking north at Hopewell Methodist Church from the south side of CR 100 N.



Looking south at Hopewell Methodist Church



Looking east at Hopewell Methodist Church from the west side of US 31.



Looking north at the Endicott House from CR 600 South.



Looking northwest at the Endicott House from CR 600 South.



Looking northwest towards the Endicott House from the high point of Union Cemetery.



East side of the Endicott House from CR 600 South.

Option 1 Rendering

CR 600 South (296th Street) and US 31
US 31 Corridor from SR 38 to SR 931 Hamilton County and
Tipton County, Indiana
Des. No. 1900096 and 1900097



Elizabeth Biggio

From: Elizabeth Biggio
Sent: Tuesday, October 27, 2020 3:58 PM
To: Kauffmann, Danielle; McCord, Beth K; 'lavella.hyter@robertssettlement.org'; 'Joshua Biggs'; 'luke@lightfoot.com'; 'Jane Harper'
Cc: 'Carpenter, Patrick A'; SBranigin@indot.IN.gov; Anuradha Kumar; Miller, Shaun (INDOT); 'Beck, Jennifer'; Andrea Langille; 'RScott@bfsengr.com'
Subject: FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana
Attachments: US 31 Study Corridor_Section 106 Effects Letter_2020-10-27.pdf
Categories: Filed by Newforma

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

Project Description: Limited Access Corridor Study

Location: US 31 between State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a project on US 31 between Westfield and Kokomo (Des. Nos. 1900096, 1900097, and 1901797). The Section 106 Early Coordination Letter for this project was originally distributed on March 13, 2020.

As part of Section 106 of the National Historic Preservation Act, a Section 106 Effects Letter has been prepared and is ready for review and comment by consulting parties.

Consulting parties are invited to attend a **consulting party meeting** to discuss project updates and effects to historic properties. The meeting will have both in-person and virtual options. The in-person meeting will include appropriate social distancing measures. Meeting attendees and the project team will be required to wear masks per local ordinance and to practice social distancing. Attendees who do not have a mask will be provided one, and hand sanitation stations will be available. The presentation will also be available by video conference so that people may attend virtually.

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Access Code: 114-420-125

Join by Phone: (408) 650-3123

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Elizabeth Biggio
Architectural Historian

Elizabeth Biggio

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Wednesday, October 28, 2020 7:52 AM
To: Diane Hunter; Michael LaRonge
Cc: Carpenter, Patrick A; Branigin, Susan; Elizabeth Biggio; Allen, Michelle (FHWA)
Subject: FW: FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana
Attachments: US 31 Study Corridor_Section 106 Effects Letter_2020-10-27.pdf

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

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Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)233-6795

A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE
FOR THE PROPOSED CONSTRUCTION OF A NEW
INTERCHANGE AT THE INTERSECTION OF US 31 AND
EAST 276TH STREET, FIVE MILES NORTH OF SR 38, IN
HAMILTON COUNTY, INDIANA (INDOT DES. NO. 1901797)



by
Aaron L. Harth

Prepared for

Crawford, Murphy, and Tilly, Inc.

Prepared by



Kentucky | West Virginia | Wyoming
Indiana | Louisiana | Tennessee | Virginia

A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE
FOR THE PROPOSED CONSTRUCTION OF A NEW
INTERCHANGE AT THE INTERSECTION OF US 31 AND
EAST 276TH STREET, FIVE MILES NORTH OF SR 38, IN
HAMILTON COUNTY, INDIANA (INDOT DES. NO. 1901797)

by
Aaron L. Harth
With contributions by Beau DeBoer, Lisa Kelley, and Andrew Martin

Prepared for

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Email: amartin@crai-ky.com
CRA Project No.: I20C006



Andrew V. Martin, RPA 61710
Principal Investigator

August 10, 2020

Lead Agency: Indiana Department of Transportation Des. No.: 1901797
Indiana State Museum Accession #: 71.19.1769

structures visible on modern aerials have been completely removed from the landscape. No large push-piles of construction materials were present on the edge of the agricultural field and other than fragments of concrete or bricks, little evidence of these buildings remain (Google Earth Pro 2015).

Summary and National Register Evaluation

Site 12H1891 is a moderate-density late nineteenth- through late twentieth-century historic artifact scatter associated with a mapped farmstead/residence. Historic mapping and aerial imagery shows that a structure was first depicted near this site during the late nineteenth century and that the site was abandoned by at least the twenty-first century. The recovered architecture group artifacts support the map data and suggest that at least one episode of construction/maintenance occurred prior to the twentieth century. The artifacts also show a strong twentieth-century occupation emphasis for this site. The depositional context of the site shows that any nineteenth-century or early twentieth-century deposits have been mixed and disturbed by the demolition of the structures and plowing during the twenty-first century.

It is unlikely that further work at the portion of Site 12H1891 located within the survey area would produce significant information beyond that which has already been obtained. However, this site does extend beyond the current survey boundary to the east and the NRHP status of the entire site could not be fully assessed. Nevertheless, the portion of Site 12H1891 that was investigated during the current survey demonstrated poor archaeological integrity and is not recommended to be eligible for listing in the NRHP. Therefore, no further work is recommended for the portion of this site within the survey area.

VI. CONCLUSIONS AND RECOMMENDATIONS

Between July 6 and 15, 2020, CRA, Inc., personnel conducted a phase Ia archaeological reconnaissance for the proposed construction of a new interchange at the intersection of US 31 and East 276th Street in Hamilton County, Indiana (INDOT Des. No. 1901797). The survey was conducted at the request of HNTB Corporation, on behalf of Crawford, Murphy, and Tilly. The survey area encompasses a total of approximately 59.3 ha (146.6 acres) of new, temporary, and existing ROW. Survey methods used during the current investigation consisted of systematic screened shovel testing, intensive pedestrian survey, and visual inspection of obviously disturbed areas.

Prior to initiating the fieldwork, a records review was conducted utilizing data from the Indiana DHPA's SHAARD. The records review revealed that two previously recorded archaeological sites (12H1737 and 12H1742) have been documented within the survey boundaries. The records search also showed that two previous archaeological investigations covered approximately 10.7 ha (26.5 acres) of the current survey area. Other than the previous site locations, the two previously surveyed areas were not reinvestigated during the current survey. Site 12H1737 was not relocated within the current survey area.

The current survey resulted in the documentation of eight previously unrecorded archaeological sites (12H1884–12H1891) and the reinvestigation of Site 12H1742. Site 12H1742 is a multicomponent site that consists of a prehistoric lithic scatter with an unidentified prehistoric component and a mid-nineteenth- through twentieth-century farmstead. Site 12H1884 is a multicomponent site that consists of a prehistoric isolated find and a large, moderate-density mid-nineteenth-through mid-twentieth-century artifact scatter associated with a farmstead/residence. Site 12H1885 is associated with a late nineteenth-through twentieth-century farmstead/residence. Sites 12H1886 and 12H1890 are

multicomponent sites that consist of a prehistoric isolated finds with indeterminate components and portions of late nineteenth-through twentieth-century farmsteads/residences. Site 12H1887 is a diffuse prehistoric lithic scatter with unidentified cultural or temporal components. Site 12H1888 is a prehistoric isolated find. Sites 12H1889 and 12H1891 are late nineteenth- through late twentieth-century historic artifact scatters associated with farmsteads/residences.

Sites 12H1884, 12H1887, 12H1888, and 12H1890 exhibit poor archaeological integrity; these sites are recommended not eligible for inclusion in the NRHP and for no further work. Because portions of Sites 12H1885, 12H1886, 12H1889, 12H1890, and 12H1891 likely extend outside of the current survey area, the NRHP eligibility status of these sites could not be fully assessed. Nevertheless, the portions of these sites that were investigated as a result of the current survey demonstrated poor archaeological integrity, and no further work is recommended on the portions of these sites located within the survey area.

Site 12H1742 is associated with Reverend C.W. Roberts. The Roberts family members were important early settlers of Hamilton County and are considered significant to the nineteenth- and early twentieth-century history of the area. The survey of this site revealed that portions of Site 12H1742 remain relatively intact. Based on the survey results, it is possible that other intact historic deposits and buried features may be present at the site that could provide insight into the former site occupants. If the site cannot be avoided by the proposed project, a NRHP evaluation of the site is recommended.

Note that a principal investigator or field archaeologist cannot grant or withhold clearance to a project. Although the decision to grant or withhold clearance is reached, at least in part, on the recommendations made by the field investigator, clearance may be obtained only through an administrative decision made by a lead federal agency in consultation with

INDOT and the State Historic Preservation Officer (Indiana DHPA).

If any previously unrecorded archaeological materials are encountered during construction activities, the DHPA should be notified immediately at (317) 232-1646, as well as the INDOT Cultural Resources Office (CRO) at (317) 233-6795. If human remains are discovered, construction activities should cease immediately, and the DHPA, the INDOT CRO, the local coroner, and the local law enforcement agency must be notified.

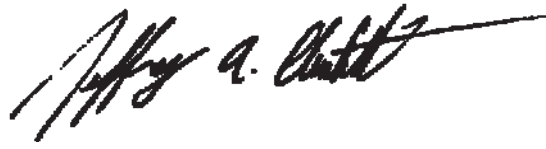
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**Phase Ia Archaeological Field Reconnaissance:
US 31 Limited Access Conversion Study (Des. Nos. 1900096 and
1900097) in Hamilton and Tipton Counties, Indiana.**

Prepared by:
Stacy N. Bennett

and



Jeffrey A. Plunkett
Principal Investigator
NS Services, LLC
4974 South Cobblestone Drive
Zionsville, Indiana 46077

Prepared for:
Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, Indiana 46240

Revised:
October 26, 2020

NS Services Project #20303

Artifact	Description	Count	Weight
Porcelain, rim sherd	Embossed	1	3.8 g
Container glass, body fragment	Aqua	1	1.1 g
Canning jar lid liner fragment	Opaque white	1	7.8 g
Totals:		7	21.6 g

Although none of the historic atlases indicate a structure in the location of Site 12-H-1883, the presence of structural debris in the form of flat glass, brick fragments, and nails would suggest otherwise. A number of large field stones were noted in the northeast corner of the woods and a few were observed scattered around on the surface within the site boundaries. Although these may just represent stones removed from the surrounding field to ease cultivation, they could also have been used to construct a small field stone foundation. A review of aerial images (Hamilton County 2020) found that the wooded area in which the site is located has remained unchanged since 1936. Due to the poor quality of the early aerial images and the wooded area, it was not possible to determine if any structures were present.

The recovered artifacts indicate a residential structure dating from the late nineteenth to the early twentieth century. The site may represent a historic occupation contemporaneous with the A. A. Haskett residence depicted on the 1896 and 1906 atlas. Site 12-M-1883 may have been occupied by one of Mr. Haskett's children or a tenant. Since the portion of the site located within the woods has not been plowed since the historic occupancy, integrity of the site appears to be good. Further investigation of the site has the potential to further our understanding of the history of the area (Criterion D) and perhaps provide information regarding tenant occupancies. Site 12-H-1883 appears to be potentially eligible for listing on the NRHP and further archaeological investigation in the form of Phase II testing, or avoidance of the site, is recommended.

CONCLUSIONS AND RECOMMENDATIONS

Nineteen previously unrecorded archaeological sites (12-H-1879 thru 1883 and 12-Ti-262 thru 275) were documented during the reconnaissance. Based upon the results of the Phase Ia reconnaissance and historic documents, five of these sites (12-Ti-268, 12-Ti-271, 12-H-1881, 12-H-1882, and 12-H-1883) were determined to be potentially eligible under Criterion D of the NRH). If these sites cannot be avoided by the proposed project then further archaeological investigations in the form of Phase II testing is recommended in order to further assess the five sites. The remaining fourteen sites were determined to be ineligible for NRHP listing and no further work is recommended.

In addition, a portion of East Union Cemetery was also found to be located within Project Area 13, which is situated along CR 600 South/296th Street on the Hamilton/Tipton county line. It is not clear at this time whether this cemetery will be impacted by final design plans for the intersection, or whether it will be avoided. It should be noted, however, that any construction within 100 ft. of a cemetery that has the potential to impact the cemetery requires an approved cemetery development plan in accordance with IC-14-21-1-26.5

Finally, a number of parcels within the project areas have not been investigated at this time due to either lack of access to the parcels or landowner refusal to allow the investigations to proceed. If it is determined that any of these parcels will be impacted by proposed construction, a Phase Ia archaeological field reconnaissance of these areas will need to be conducted prior to any construction disturbance.

Based on the results of the Phase Ia archaeological field reconnaissance and other available information, as long as the above outlined recommendations are followed, construction within the remainder of the project areas should have no effect on significant archaeological resources meeting the criteria established for inclusion to NRHP. Federal and State environmental provisions concerning the identification of archaeological resources have been accomplished and it is recommended that construction be allowed to proceed as planned in those portions of the project not recommended for avoidance or additional archaeological investigations. This is with the understanding that if human remains, features, or midden deposits are revealed during construction, any disturbance will cease until an archaeologist is contacted, and mitigation is completed.

This study was conducted in accordance to and compliance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716), the current *Guidebook for Indiana Historic Sites and Structures Inventory - Archaeological Sites* issued by the IDNR, DHPA, INDOT's *Cultural Resources Manual*, and any recent amendments to the Indiana Historic Preservation Act (IC 14-21-1). The field work, laboratory analysis, and preparation of the final report and recommendations were accomplished or directly supervised by a Principal Investigator meeting the standards set forth in 36 CFR 61 of the National Historic Preservation Act and 312-IAC-21 of the Indiana Administrative Code.

REFERENCES

Anslinger, C. Michael

1988 Bluegrass: A Middle-Late Archaic Site in Southwestern Indiana. Paper presented at the Midwest Archaeological Conference.

1990 *The Akers Site: A Late Woodland Albee Phase Burial Mound in Warren County, West Central Indiana*. Indiana State University Anthropology Laboratory Technical Report No. 10. Terre Haute, Indiana.

Asch, D. L. and N. B. Asch

1985 Prehistoric Plant Cultivation in West-central Illinois. In *Prehistoric Food Production in North America*, edited by R.I. Ford, pp. 149-203. Museum of Anthropology, Anthropological Papers 75. University of Michigan, Ann Arbor.

Barnhart, John D. and Dorothy L. Riker

1971 *Indiana to 1816: The Colonial Period*. Indianapolis: Indiana Historical Bureau and Indiana Historical Society.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

November 2, 2020

This letter was sent to the listed parties.

RE: US 31 Corridor Study between State Road 38 and State Road 931 (Des. Nos. 1900096 (Lead), 1900097, and 1901797); Tipton and Hamilton counties, IN

Dear Consulting Party,

The Indiana Department of Transportation-Greenfield District (INDOT), with funding from the Federal Highway Administration, proposes to proceed with a study concerning the conversion of US 31 to a limited access highway between State Road 38 and State Road 931 in Tipton and Hamilton counties, Des. Nos. 1900096 (bridge), 1900097 (road), and 1901797 (276th Street Interchange).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The Section 106 early coordination was originally distributed on March 13, 2020. In addition, a letter distributed on July 9, 2020 notified consulting parties that a Historic Property Report (HPR) was available for review and comment.

The proposed undertaking is within Washington, Adams, and Jackson townships, Hamilton County and Cicero, Jefferson, Prairie, and Liberty townships, Tipton County. The project is also within Sections 1, 12, 13, 24, 25, and 36, Township 22 North, Range 3 East, Sections 6, 7, 18, 19, 30, and 31, Township 22 North, Range 4 East, Sections 1, 12, 13, 24, 25, and 36, Township 21 North, Range 3 East, Sections 6, 7, 18, 19, 30, and 31, Township 21 North, Range 4 East, Sections 1, 12, 13, 24, 25, and 36, Township 20 North, Range 3 East, Sections 6, 7, 18, 19, 30, and 31, Township 20 North, Range 4 East, Sections 1, 12, and 13, Township 19 North, Range 3 East, and Sections 6, 7, and 18, Township 19 North, Range 4 East on the USGS Kokomo East, Kokomo West, Tipton, Kempton, Arcadia, Sheridan, Westfield, and Noblesville Quadrangles, Tipton and Hamilton counties, Indiana.

The need for the project derives from the high rate of accidents near intersections along this stretch of US 31. Based on 2014-2016 traffic data, US 31 in Hamilton County sees an average of 5.96 accidents per mile, per year and Tipton County has an average of 6.83 accidents per mile, per year. A 2017 study of the US 31 corridor by CHA Consulting found the majority of crashes on US 31 occurred within 1,000 feet of an intersection. The segment of US 31 between State Road 31 and State Road 931 is between two segments of US 31 which have

previously been converted to limited-access highway. The primary purpose of this project is to reduce traffic accidents along US 31 between State Road 38 and State Road 931 while maintaining local access with interchanges and overpasses.

The proposed undertaking is on US 31 between State Road 38, north of the City of Westfield in Hamilton County, and State Road 931, in Tipton County south of the Howard County line. The project proposes existing crossroads to US 31 along the corridor be converted either to cul-de-sacs (east and west of US 31), new overpasses, or new interchanges (Des. No. 1900096 for bridge work, Des. No. 1900097 for road work). In general, the cul-de-sacs would have an approximately 50-foot diameter and may be oriented north, center, or south relative to the existing roads to minimize impacts to existing properties. All areas where pavement is removed would be reseeded. At this time, a new interchange is anticipated for 276th Street at US 31 in Hamilton County (Des. No. 1901797). Overpasses are anticipated for the following intersection with US 31:

1. 226th Street (Hamilton County);
2. 266th Street (Hamilton County);
3. W. CR 600 South/296th Street (Hamilton/Tipton county line);
4. W. CR 500 South (Tipton County);
5. Division Street (Tipton County);
6. W. CR 300 North (Tipton County);
7. W. CR 450 North (Tipton County).

In addition, please note a new interchange is under consideration for the 236th Street intersection with US 31 in Hamilton County (Des. No. 1702149). An overpass of US 31 over the Norfolk Southern Railroad and County Road 100 South in Tipton County is also planned (Des. No. 1592421). These are separate projects which have independent utility and are not the subject of the environmental analysis for this project.

The proposed project area is approximately 23.4 miles long. Right-of-way (ROW) acquisition would be required, but the amount is not currently known. It is anticipated there would be some relocations.

Butler, Fairman, & Seufert (BF&S) is under contract with INDOT to advance the environmental documentation for the referenced project. NS Services and Cultural Resource Analysts, Inc, have been subcontracted to complete the Section 106 archaeological documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one resource, Roberts Chapel and Cemetery (3102 East 276th Street), listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, the following nine additional above-ground resources are recommended as eligible for listing in the NRHP:

- IHSSI #057-020-0527/Hansel Roberts Farm (3059 East 276th Street)
- Kelley House/IHSSI #159-323-11005 (6032 West CR 550 North)
- IHSSI #159-309-20021/Hopewell Methodist Church (US 31 and CR 100 North)
- IHSSI #159-309-10038 (6401 W. CR 450 North)
- IHSSI #159-309-15074/John D. and Phoebe Smith House (6824 W. CR 350 South)
- IHSSI #159-587-15097/Endicott House (6136 CR 600 South)
- IHSSI #159-390-15074/Goldsmith Methodist Church
- Baker/Johnson/Pickett Farmstead (1715 E. 236th Street)
- IHSSI# 057-667-20003/ S. Lindley Farm/Thomas Joseph Lindley Farm (US 31 and SR 38)

With regard to archaeological resources, archaeologists who meet the Secretary of the Interior's Professional Qualification Standards completed a Phase Ia report for Des. Nos. 1900096 and 1900097 and a separate Phase Ia report for Des. No. 1901797. The investigations identified a total of 28 sites within the project area. As a result of these efforts, sites 12-H-1742, 12-Ti-268, 12-Ti-271, 12-H-1881, 12-H-1882, and 12-H-1882 were recommended potentially eligible for listing in the NRHP and if the sites can be avoided, no further work is recommended. Sites 12-H-1884 through 12-H-1891, 12-Ti-262 through 12-Ti-267, 12-Ti-269, 12-Ti-270, 12-Ti-272 through 12-Ti-275, 12-H-1879, and 12-H-1880 were recommended not eligible for listing in the NRHP.

The Indiana State Historic Preservation Officer (SHPO) responded to the HPR in a letter dated August 10, 2020 and made the following comments:

- Regarding the Hansel Roberts Farm (IHSSI #057-020-05027): *"We agree that this property is eligible for inclusion in the NRHP under Criterion A as well as Criterion C [....]"*
- Regarding the Kelley Agricultural Historical Museum (IHSSI #159-323-11001 to 11005): *"We believe that only the Craftsman house and original farm buildings are eligible for inclusion in the NRHP under Criterion A & C. The moved buildings are not eligible and would be non-contributing to the historic property boundary."*
- Regarding the Goldsmith Methodist Church (IHSSI #159-390-15074): *"We respectfully disagree with the conclusions of the HPR and believe that this church has enough architectural merit to be eligible for inclusion in the NRHP under Criterion C."*

INDOT has elected to defer to the SHPO's determinations. The SHPO concurred with all other eligibility determinations for properties evaluated in-depth in the HPR.

Indiana Landmarks responded to the HPR on July 16, 2020 and concurred with the eligibility of the six properties newly determined eligible for the NRHP.

The Archaeology Reports (Tribes only) are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you are able.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Please review the information and comment within thirty (30) calendar days of receipt. All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabeth Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Phase Ia Archaeological reports (2)

Distribution List:

Indiana State Historic Preservation Officer
Indiana Landmarks Central Regional Office
Kelley Agricultural Historical Museum
Lightfoot Bros. Farm Services, LLC (owners of Hopewell Methodist Church)
Roberts Settlement
Forest County Potawatomi Community
Miami Tribe of Oklahoma

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Monday, November 2, 2020 3:47 PM
To: Kauffmann, Danielle; 'McCord, Beth K'
Cc: Miller, Shaun (INDOT); 'Coon, Matthew'; Korzeniewski, Patricia J; 'Carpenter, Patrick A'; SBranchin@indot.IN.gov; Anuradha Kumar; Ryan Scott; Andrea Langille; 'Beck, Jennifer'; kgillette@HNTB.com; 'Andrew Martin'
Subject: FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana
Attachments: US 31 Study Corridor_Des1900096 & 1900097_Post ECL Letter_2020-11-02.pdf
Categories: Filed by Newforma

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

Project Description: Limited Access Corridor Study

Location: US 31 between State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration (FHWA), proposes to proceed with the US 31 Corridor Study between Westfield and Kokomo (Des. Nos. 1900096, 1900097, and 1901797). The Section 106 Early Coordination Letter for this project was originally distributed on March 13, 2020.

As part of Section 106 of the National Historic Preservation Act, two archaeological reports have been prepared and are ready for review and comment by consulting parties.

Please review this documentation (Tribes only) located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Elizabeth Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com



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Elizabeth Biggio

From: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Sent: Monday, November 2, 2020 3:47 PM
To: dkelly@delawarenation-nsn.gov; ethompson@delawarenation-nsn.gov; lheady@delawaretribe.org; Diane Hunter; thpo@estoo.net; lpappenfort@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com; michael.laronge@fcpotawatomi-nsn.gov
Cc: Elizabeth Biggio; 'Jeff Plunkett'; Adam Burns; Beck, Jennifer; Andrew Martin; Miller, Shaun (INDOT); Coon, Matthew; Korzeniewski, Patricia J; Branigin, Susan; Carpenter, Patrick A
Subject: FHWA Project: Des. Nos. (1901797) 1900096 and 1900097; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

Project Description: Limited Access Corridor Study

Location: US 31 between State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration (FHWA), proposes to proceed with the US 31 Corridor Study between Westfield and Kokomo (Des. Nos. 1900096 (lead), 1900097, and 1901797). The Section 106 Early Coordination Letter for this project was originally distributed on March 13, 2020.

As part of Section 106 of the National Historic Preservation Act, two archaeological reports (Tribes only) have been prepared and are ready for review and comment by consulting parties.

Please review this documentation (Tribes only) located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

US 31 Limited Access from SR 38 to SR 931 Section 106 Consulting Parties Meeting Summary

Date: Friday, November 13, 2020, 1 pm-2:30 pm

RE: Des Nos. 1900096 (Lead), 1900097, 1901797; US 31 Limited Access from SR 38 to SR 931
Hamilton and Tipton counties

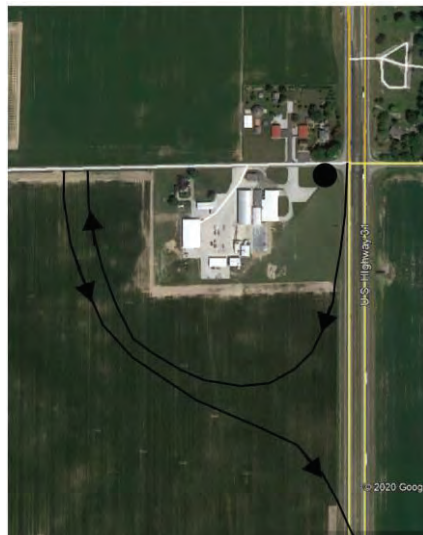
Attendees:

Jennifer Beck, INDOT-Greenfield District
Elizabeth Biggio, BF&S
Joshua Biggs, Indiana Landmarks
Susan Branigan, INDOT-CRO
Patrick Carpenter, INDOT-CRO
Robert Dirks, Federal Highway Administration
Jane Harper, Kelley Agricultural Historical Museum
Danielle Kauffman, SHPO
Andrea Langille, BF&S
Beth McCord, SHPO
Shaun Miller- INDOT-CRO
Jeff Plunkett- NS Services
Ryan Scott, BF&S

- Andrea Langille provided a project update.
 - o For environmental purposes, the full corridor between SR 38 and SR 931 is being studied, however, only certain parts are funded. For design, Des. No. 1900096 is programmed for the 226th St. overpass, 1900097 for the SR 38 to 236th St., and 1901797 for the 276th St. interchange.
 - o The 276th St. interchange lets in September 2021, which is the reason for the environmental schedule.
 - o Given feedback from local public agencies, public meetings, and property owners, additional design options are under consideration
 - Tipton Co. would like to see an interchange at Division Rd. The overpass at CR 500 S. could be eliminated.
 - Tipton Co. would like to maintain local access at CR 550 N.
 - Tipton Co. has long term plans to extend CR 525 N. with an overpass at US 31. With this scenario CR 450 N. overpass could be eliminated.
 - The 266th St. overpass could move to 256th St.
 - Petitions have been received to install cul-de-sacs at CR 600 S. (296th St.) rather than the proposed overpass. However, this is a high-traffic road.

- o Design decisions for individual intersections are not considered final at this point in the process.
- At CR 550 N., the location of the Kelley House, cul-de-sacs have been proposed. However, due to public involvement, INDOT wants to look more closely at a right in-right out access option that would allow motorists at the intersection to execute right turns only.
 - o The proposed cul-de-sacs would be oriented on the south side of CR 550 N to avoid physical impacts to/permanent right-of-way acquisition from the historic property. Maximum permanent right-of-way along CR 550 N. would extend 15 ft. north of the current centerline to accommodate two 12-foot travel lanes with 3-foot stone shoulders.
 - o A right in-right out layout would require significant right-of-way acquisition and physical impacts to the Kelley House. This would be a Section 4(f) impact.
- At CR 100 N., the location of Hopewell Methodist Church, cul-de-sacs are proposed.
 - o The cul-de-sac would be oriented on the south side of CR 100 North to avoid physical impacts and permanent right-of-way acquisition from the historic property. The maximum permanent right-of-way along CR 100 N. would be 15 ft. north of the current roadway centerline to accommodate two 12-foot travel lanes with 3-foot stone shoulders.
 - o The church's paved driveway/parking area would be replaced, which would require an approximately 15-foot wide strip of temporary right-of-way acquisition. The parking area would remain accessible on CR 100 North from the cul-de-sac.
- At CR 600 S. (296th St.), the location of the Endicott House, three options are under consideration. (Note: Option 2 has been eliminated from further consideration)
 - o Option 1: An overpass carrying CR 600 South over US 31 would require an approx. 15-foot wide strip of temporary ROW for regrading and drive reconstruction. The grade of the road would change by a max of 1 foot.
 - The bridge over US 31 would have a minimum vertical clearance of 16 feet 6 inches.
 - A wall would be placed along the south side of the bridge, varying from 2-15 feet in height, and would extend to approx. 225 feet east of the property to minimize impacts to the cemetery and church on the south side of the intersection.
 - o Option 3: US 31 would be lowered to reduce the height of the CR 600 S. bridge. The bridge profile would be approximately 10 feet high. The proposed wall on the south side of CR 600 South would extend to approx. 400 feet east of the property. This option would have less impact on the Endicott House than Option 1.
 - o Option 4: A new bridge over US 31 would be built approx. 0.18 mile northeast of the property. New roadway alignment would be constructed to the north of the property to connect to the new US 31 overpass; the new alignment would start approximately 1,000 feet west of the property and at no point come within less than 500 feet of the property. Existing CR 600 S. (296th St.) would have cul-de-sacs installed near US 31. This option would have less impact to the Endicott House than Options 1 and 3.
 - o Access to Union Cemetery, located in the southwest quadrant of this intersection, directly from US 31 would be lost. All direct property access to US 31 would be eliminated.

- o The owner of the Endicott House has been invited to be a Section 106 consulting party.
 - o An interchange was not considered in-depth for this intersection.
- Avoidance of potentially-eligible archaeology sites is expected except for the site at 226th St. Impacts at 226th St. can be minimized with the use of retaining walls, but the site may extend into the existing right-of-way.
 - o Additional archaeological study is underway at Division Road is pending property owner access approval. Minor additions at 276th St. will be included as well.
 - o Additional archaeology will be conducted for the bypass option at CR 600 S., which was not included in the original archaeological study.
- No relocations of/involving historic properties are proposed.
- The difficulty in limiting impacts from a right-in, right-out layout at CR 550 N. by shifting further to the south is due to INDOT freeway design standards, which will require deceleration lanes which could exceed 500-feet in length, impacts to other properties around the intersection, and the presence of a legal drain on the south side of CR 500 N.
 - o Southbound motorists on US 31 are currently using the paved shoulder to decelerate and turn right onto CR 550 N.
 - o Installing cul-de-sacs would have less physical property impacts but would result in loss of access from US 31. The Kelley Agricultural Historical Museum is very concerned that this lack of access would “eliminate” their business.
- Robert Dirks suggested looking at alternate layouts for right-in, right-out ramps, such as a folded diamond, that reduce impacts to the Kelley House while providing right-in, right-out access.



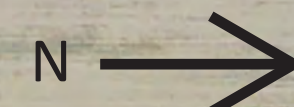
Mock-up folded diamond on the west side of US 31 at CR 550 N.

- o The design would not have to be symmetrical.

- o Andrea agreed this would be worth examining and stated BF&S could draw it out. The cost vs. the impacts must also be considered.
- Robert also stated a right-in, right-out scenario would be difficult to justify given the potential impact to the Section 4(f) property.
 - o The Kelley Agricultural Historical Museum would find a right-in, right-out design acceptable. The business needs more than visibility at this location. Access from the west on CR 550 N. through county roads would be difficult for patrons even planning ahead. Although the museum is officially by appointment only, visitors do often stop spontaneously. Access to Sharpsville on the east side of US 31 should also be provided.
 - o Due diligence must be given to reasonable avoidance alternatives. A Section 4(f) impact would likely mean an “Adverse Effect” Section 106 finding.
 - o Section 4(f) minimization and mitigation is a legal obligation on the part of the Federal Highway Administration. Although it is closely tied to Section 106 for historic properties, the bar is set higher.
 - o Patrick Carpenter suggested if the Kelley Agricultural Historical Museum believes the cul-de-sac option would also have an “Adverse Effect” on the historic property, it would be helpful if they could provide additional support to this conclusion.
 - o An interchange has not been considered for the CR 550 N. intersection.
- The Kelley Agricultural Historical Museum uses the Kelley House for business-related activities such as rehearsal dinners, dressing rooms, accommodations for 4H judges, civic meetings, and independent events.
 - o It is the opinion of the museum that the overpass at CR 450 N. should not be eliminated. Plans by Tipton Co. to extend CR 525 N. have been conducted without communicating with the affected landowner and are not realistic.
- Additional feedback on the project will be solicited from CAC and public meetings. The overpass at CR 450 N. will continue to be included in environmental studies, although it is not funded. Any projects on CR 525 N. would be funded through Tipton County.

Action Items:

1. Send hard copy of Effects Letter to Jane Harper (BF&S, completed November 16, 2020)
2. Create layouts for shifting a right turn lane to the south and for a folded diamond at CR 550 N. (BF&S)
3. Provide comments clarifying use of the Kelley House (Kelley Agricultural Historical Museum, completed November 19, 2020)



Kelley House



Right-In/Right-Out Layout
CR 550 N. and US 31
US 31 Corridor from SR 38 to SR 931
Hamilton County and Tipton County, Indiana
Des. No. 1900096 and 1900097

Additional Information Requested since November 13, 2020 Zoom conference:

On March 27, 2020, I submitted a letter, (as required if we wanted to continue being included in discussions involving the property), explaining the history of the Kelley Agricultural Historical Museum property and the potential impacts of “cul de sac-ing” County Road 550 North at U.S. 31 as it relates to the viability of the 501 C 3 business. We fully understand that only the farmhouse is in the footprint of affected historical properties that you are tasked to evaluate for impacts. The farmhouse is booked many times singly/exclusively, however, most of the summer events on the property use all of the buildings, including the farmhouse. Although the museum is listed as “by appointment only”, we frequently have visitors who stop only because they see the property as they are traversing along U.S. 31. Mike Kelley, co-director, is onsite on a regular basis, performing maintenance related activities, and is able to accommodate stop-by visitors. Other bookings are planned ahead. It would be extremely difficult to inform all guests of the “country road” route they would have to navigate in order to access the museum. With weddings, I can see that a map could be included in the invitation, however with smaller groups using the homestead, it would be extremely difficult.

In my original response in March, I asked if it would be possible to keep all intersecting county roads open, but close the medians and allow right turns only in entering US 31 from a county road or exiting US 31 onto the county road. With adequate acceleration and deceleration lanes, this could allow many local citizens to arrive at their desired destination point without the inconvenience of driving several miles out of their way to enter or exit from the only direct access point at the St. Rd. 28 and US 31 interchange. At this point, I am focusing on accessibility only to the Kelley Museum, as it seems that INDOT is steadfast in closing off our county roads. An overpass only is still being considered at Division Road and US 31, which means that the thirteen mile north/south stretch of US 31 would be directly accessible in Tipton County at only the current St. Rd. 28 and US 31 interchange. Even if an interchange is constructed at Division Road, it is only two miles north of the existing interchange, therefore would not make a marked difference in the extra number of miles local citizens would have to travel throughout the countryside in order to access our business.

In addition to historic tours and educational opportunities, the complex has been used for corporate retreats, business luncheons and employee appreciation dinners, I.U.K. faculty and staff seminars, INDOT informational community meetings, weddings, rehearsal dinners, graduation, birthday, and anniversary parties, philanthropic fundraisers, club meetings, private family reunions and dinners, and field-to-fork dinners.

The Round Barn is booked nearly every weekend from the end of April to mid-October and the home is booked intermittently throughout the entire year. Each year, over 3000 people visit the site. Keeping Tipton County’s assets ‘on the map’ and easily accessible as a destination for so many out of town visitors is crucial to the economic health of the museum and the county.

If access to and from US 31 at County Road 550 North is removed, the positive impact of what has been gained over the last forty years will be severely reduced. Visibility is of little good if there is no direct accessibility. Those who may now normally stop in at the museum on a whim from various out of town localities will not be able to “find” a way to get there. For the pre-planners, the route will be of great inconvenience and some may decide that “getting there” is simply not worth the hassle.

In the present plan, direct access to US 31 in Tipton County would be only at the 28/31 interchange. Vehicles from the south coming to the museum would therefore have to exit west at 28/31 and then travel north on Co. Rd. 725W, west on Division Road, north on CR 800W, and then east on CR 550 N to finally arrive at the Museum. Arriving from the north, vehicles would exit at the SR 26 interchange, go west on SR 26, south on CR 800 W, and then east on CR 550 N. Please pull up a county map to realize the “maze” a visitor would have to navigate in order to reach the museum. I had also explained in my March response, that putting all of this traffic onto our county roadways would have a negative impact on the county’s road maintenance budget as well as an increase in emissions along those throughfares in very rural residential areas.

If, at a minimum, CR 550N could be accessed via right turn only, all vehicles coming from the north could access the site as they are now. Upon leaving the facility, they would have to use the alternate route, but at least the extra mileage and inconvenience would only be one way. Likewise, visitors arriving from the south could exit the venue directly onto US 31.

Below I have provided a list from the past 4 years of farmhouse use. Please note that many 2020 events were cancelled due to fears of a virus. The income from the bookings is used to maintain the enormous costs of yearly maintenance on a property with buildings that are preserved in the turn of the century era.

*I hope this provides the additional information you requested. If you need anything further, please let me know.

Jane Harper

Co Director, Kelley Agricultural Historical Museum

2017 Kelley Farmhouse Dates

JAN 13-14-15 QUILTERS Overnight Retreat - FARMHOUSE

March 12 Baby shower in farmhouse

March 18 16th birthday party

April 1 Baby shower

April 16 Easter Sunday Family Dinner

April 21 Rehearsal Dinner in house. April 22 Wedding Party getting ready in house.

April 23, 2017 Bridal shower in house.

April 29, 2017 50 b day party 6-11 in house.

April 30, 2017 Emma's one year transplant celebration party.
 May 6, 2017 Wedding Party use of house
 May 7th I.U.K. grad party
 May 13 Wedding Party use of house
 May 20 Wedding Party use of house
 June 2 Rehearsal dinner in house. June 3 Wedding Party in house.
 June 10 Wedding Party use of house
 June 17 Wedding Party use of house
 June 24 Wedding Party in house
 June 25: Grad/birthday party.
 July 1: Wedding party use of house
 July 8 Wedding Party use of house
 July 9 (Sunday) Wedding Party use of house.
 July 13 Rehearsal dinner July 14 Wedding Party use of house.
 July 16 Anniversary party
 July 30 Lanie private one year anniversary
 August 12 Wedding Party use of house
 September 2 Wedding Party using house
 September 9 Wedding Party in house.
 September 13 Liberty Baptist Missionary group
 September 16 Wedding Party use of house
 September 23 Wedding Party use of house

 September 29 Rehearsal Dinner in house. September 30 Wedding Party in house.

 October 8th (Sunday) Family only small ceremony.
 October 11th Liberty Missionary Group Farmhouse
 October 21--- Wedding party in house

 November 11 Farmhouse 60th surprise b-day
 Nov 12 Shaffer mother 90 b day
 November 18 Wyricks Thanksgiving dinner
 November 19 Kelley Thanksgiving
 December 2 Baby shower in house.
 December 3 Holly Baby Shower.
 December 6 Normanda Church Christmas Party
 December 9 Coverdale Christmas
 December 10 Sears Christmas
 December 16 Gerhart Party Noon in farmhouse.

December 17 Kelley Christmas

December 18 Farm Bureau Christmas Party

2018 Kelley Museum Wedding dates:

Feb 16-18 Quilters Retreat

April 1 Derek Aaron

May 11 Rehearsal dinner house. May 12 Wedding party using house

May 19 Wedding Party using house

May 26 Wedding party using house

June 1 Rehearsal dinner. June 2 Wedding party using house

June 3 Campbell grad party

June 9 Wedding party using house.

June 10 Grad party 1-4p.m.

June 16 Wedding party using house.

June 29 Rehearsal dinner in house. Wedding party using house.

July 13 Rehearsal dinner in house July 14 wedding party using house.

July 17 4-H judge staying in house

July 21 Wedding party using house

August 4. Wedding party using house.

August 11 Wedding Party using house

August 18 Wedding party using house.

August 31 (Friday) Wedding Party using house.

Sept 8 Wedding party using house

Sept 15 Wedding Party using house.

Sept 22 Wedding party using house

September 29 Wedding party using house.

October 6, Wedding party using house

November 7 Kokomo United Way in farmhouse

November 10 Godby Thanksgiving

November 17 Wyrick Thanksgiving

November 18 Kelley Thanksgiving

November 22 LaFave Thanksgiving

December 8 Coverdale Christmas

December 9 Sears Christmas

December 15 Garhart Christmas

December 16 Kelley Christmas

December 26 Derek Aaron

2019 Kelley Farmhouse dates:

Feb. 15,16,17 - - Quilters Retreat

March 24 Chad Gross prayer group in the house

April 21 Derek Aaron house

May 11 Wedding Party in house.

May 17 McCord rehearsal dinner

June 1 Wedding party using house.

June 8 Wedding party using house.

June 9 Tricia McClain grad party

June 15 Wedding Party using house.

June 16 Grad Party Jennifer

June 22 Wedding Party using house.

July 13 Wedding Party using house.

July 16 4-H judge in farmhouse

July 20 Wedding party in house.

July 27 Wedding party in house

August 3. Wedding party in house.

August 17 Wedding party using house.

Sept 6 Rehearsal dinner in house. Sept 7 Wedding party in house.

Sept 14 Wedding party using house.

Sept 21 Wedding party using house.

September 28 Wedding party using house.

October 12 Wedding party using house.

October 13 bday party

October 18 Western Band Group

November 9 Nesbit family thanksgiving

November 23 Wyricks

November 24 Kelley Thanksgiving

November 28 Derek Aaron

December 4 Normanda church Fellowship

December 7 Girls softball team party

December 8 Sears Christmas

December 14 Coverdale Christmas

December 15 Kelley Christmas

December 18 Second Blessing Christmas Party

December 21 Patty Garhart

December 22 Sheila Jackson

December 26 Derek Aaron

December 31 New Years Eve stay all night party. Heather and Mike Terry.

2020 Kelley Barn and Farmhouse Dates

January 31 50th bday party in house

Feb 16-18 Quilters retreat

March 21 Blacksmith Meeting in farmhouse

March 28 Bridal Shower Beth Hooper **CANCELLED**

April 4 Randolph County tour. **CANCELLED**

April 12 Derek Aaron Farmhouse **CANCELLED**

April 25 Megan Lanning engagement party **CANCELLED**

April 26 Lisa Farris shower in farmhouse. **CANCELLED**

May 15 Beth Henderson son rehearsal dinner. 317-418-4892 **CANCELLED**

May 24 Hailey Stakelbeck grad party

June 6 Wedding Party using house.

June 7 Shane Arnold grad party **CANCELLED**

June 10 LIBERTY Baptist Ladies in Farmhouse **CANCELLED**

June 13 **Wedding party in house**

June 14 Lisa Glover Grad Party

June 27 Haley Mattox grad party

June 28 Grad Open House

July 12 Grad party Gwen Wasmuth

July 12 Baby Shower in house.

July 18 Megan Lanning **CANCELLED**

July 19 Ables grad party 10 a.m.

July 25 McCool Grad Party

July 26 Sharpsville/Prairie class of 1970 Reunion **CANCELLED**

July 31 Terry Johnson grad party 6-9

Aug 1 Porter grad party

Aug 2 Hailey and Hailey grad party

August 8 Chloe Neal **CANCELLED**

August 9 Bday Party

August 15 Elwood High School Class Reunion NO SHOW

August 21 Rehearsal dinner in house. **August 22** Wedding party in house

August 29 Wedding party in house

September 12 Wedding party in house. **CANCELLED**

September 16 Tour to Cicero Senior group 2:00

September 19 Wedding party in house.

September 20 Kelley Wood reunion **CANCELLED**

September 26 Mullins Anniversary
October 3 Wedding party using house
Oct 4 Kelley Family cancelled.
October 10 Wedding party in house
Oct 11 Tracey Powell surprise bday party
Oct 12 Kim Nunemacher Ladies Home Extension meeting in house
October 14 I.U.K. Architecture class tour
October 24 Wedding party using house.
Nov 13 Rehearsal dinner in house Brogan
Nov. 14 Nesbit Use of Farmhouse
Nov. 15 Godby Thanksgiving
Nov 21 Wyrick
Nov 22 Kelley Thanksgiving
Nov. 26 Derek Aaron Thanksgiving party
Dec. 2 Normanda Church Ladies group
Dec 5 Oil party in farmhouse
Dec. 13 Sears Christmas Party
Dec. 20 Gerhart Christmas party.
Dec. 23 Kelley Family Christmas Farmhouse
December 26 Derek Aaron Christmas party in house.

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



November 30, 2020

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Phase Ia archaeological field reconnaissance report (Bennett/Plunkett, 10/26/2020) for the US 31 Corridor Study from SR 38 to SR 931 and Phase Ia archaeological reconnaissance report (Harth, 08/10/2020) for the proposed construction of a new interchange at the intersection of US 31 and E. 276th Street, Hamilton and Tipton counties, Indiana (Des. No. 1900096 [LEAD], 1900097, 1901797; DHPA No. 25247)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed the aforementioned archaeology reports, submitted under INDOT’s November 2, 2020 cover letter, for the aforementioned project in Hamilton and Tipton counties.

We will address comments regarding the October 27, 2020 effects letter and meeting summary from the November 13, 2020 Consulting Parties meeting in a separate letter. This letter serves as comments for the two archaeology reports received by our office under INDOT’s November 2, 2020 cover letter.

US 31 Corridor archaeology report (Des. No. 1900096 & 1900097)

Regarding the archaeological report (Bennett/Plunkett, 10/26/2020) for the US 31 Corridor Study (Des. No. 1900096 & 1900097), we respectfully disagree with the Delhi projectile point classification for site 12Ti270. Based on Figure 72, the projectile point is a Snyders point indicative of the Middle Woodland period and the chert is Burlington, not Allens Creek. Please correct the pertinent sections of the report and provide our office with a revised copy. We also understand that approximately 7.7 acres of the project were not surveyed due to access issues. We look forward to receiving additional information once this survey has been completed.

Based upon the submitted information and the documentation available to DNR-DHPA, we concur with the opinion of the archaeologist (Bennett/Plunkett, 10/26/2020), as expressed in the submitted archaeological reconnaissance survey report, that archaeological sites 12Ti262, 12Ti263, 12Ti264, 12Ti265, 12Ti266, 12Ti267, 12Ti269, 12Ti270, 12Ti273, 12Ti274, 12Ti275 not appear eligible for inclusion in the NRHP. No further archaeological investigation is necessary at these sites.

Further, we agree that the portions of archaeological sites 12H879, 12H1880, and 12Ti272 that were identified within the project area during the archaeological investigations are not eligible for inclusion in the NRHP and no further archaeological

investigations are necessary within the project area. If the project boundaries should change, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation of these sites for inclusion in the NRHP. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation” (48 F.R. 44716).

Lastly, we concur with the opinion of the archaeologist, that archaeological sites 12H1881, 12H1882, 12H1883, 12Ti268 and 12Ti271 appear to be potentially eligible for inclusion in the NRHP and must either be avoided or subjected to further archaeological investigations. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation” (48 F.R. 44716).

Please note that the archaeological site forms (12H1879-1883 and 12Ti262-275) for this portion of the project have **not** been submitted in SHAARD. Please submit the forms for review.

276th Street Interchange archaeology report (Des. No. 1901797)

Regarding the archaeological report (Harth, 8/10/2020) for the 276th Street Interchange (Des. No. 1901797), we note that there is a typo in the Abstract and Conclusions. Both sections refer to site 12H1892. However, the main body of the report does not mention this site. Please correct this information and provide our office with a revised copy.

Based upon the submitted information and the documentation available to DNR-DHPA, we concur with the opinion of archaeologist (Harth, 8/10/2020), as expressed in the submitted archaeological reconnaissance survey report, that archaeological sites 12H1884, 12H1887, 12H1888 and 12H1890 do not appear eligible for inclusion in the NRHP. No further archaeological investigation is necessary at these sites.

Further, we agree with the opinion of the archaeologist, that the portions of archaeological sites 12H1885, 12H1886, 12H1889, and 12H1891 that were identified within the project area during the archaeological investigations are not eligible for inclusion in the NRHP and no further archaeological investigations are necessary within the project area. If the project boundaries should change, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation of these sites for inclusion in the NRHP. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation” (48 F.R. 44716).

Lastly, we concur with the opinion of the archaeologist, that archaeological site 12H1742 appears to be potentially eligible for inclusion in the NRHP and must either be avoided or subjected to further archaeological investigations. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation” (48 F.R. 44716).

Thank you for submitting the archaeological site forms (12H1742, 12H1884-1891) in SHAARD. They have been approved. Please note, that even though site 12H1737 was not relocated by this project, a resurvey form should be submitted in SHAARD.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources (“IDNR”) within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

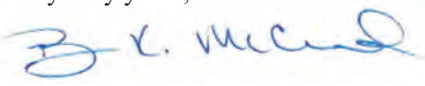
We note that the archaeology report (Bennett/Plunkett, 10/26/2020) states that the East Union Cemetery (CR-29-77) is located within the project area but it is not clear if it will be impacted at this time. A cemetery development plan will be necessary under IC 14-21-1-26.5 should ground disturbance occur within 100 feet of the defined boundary of the cemetery. The cemetery must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to.

The archaeological reviewer for this project on the Indiana SHPO staff is Beth McCord, and the structures reviewer is Danielle Kauffmann. However, if you have questions about our comments or about a procedural issue, please contact initially an INDOT Cultural Resources staff member who is assigned to this project.

Elizabet Biggio
November 30, 2020
Page 3

In all future correspondence regarding the US 31 Corridor Study from SR 38 to SR 931 in Hamilton and Tipton counties, Indiana (Des. No. 1900096 [LEAD], 1900097, & 1901797), please refer to DHPA No. 25247.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:bkm

cc: Lightfoot Brothers Farm Services
Roberts Settlement

emc: Robert Dirks, PE, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Joshua Biggs, Indiana Landmarks, Central Regional Office
Kelley Agricultural Museum
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Jeffrey Plunkett, NS Services, L.L.C.
Danielle Kauffmann, INDNR-DHPA
Beth McCord, INDNR-DHPA

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



November 30, 2020

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Effects letter and invitation to the November 13, 2020 consulting parties meeting, and subsequent meeting summary for the US 31 Corridor Study from SR 38 to SR 931 in Hamilton and Tipton counties, Indiana (Des. No. 1900096 [LEAD], 1900097, 1901797; DHPA No. 25247)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed the effects letter, dated October 27, 2020 and received by our office November 2, 2020, and the meeting summary from the November 13 Consulting Parties meeting, received by our office November 17, 2020 for the aforementioned project.

We will address comments regarding the two archaeology reports submitted to our office in a separate letter. This letter serves as comments for the October 27, 2020 effects letter and the meeting summary from the November 13, 2020 Consulting Parties meeting virtually attended by Danielle Kauffmann and myself from my office.

We agree with the October 27 effects letter that the scope of work proposed for this project will not adversely affect these properties:

S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI #057-667-20003)
Baker/Johnson/Pickett Farmstead at 1715 E. 236th Street
Ansel Roberts Farm (Indiana Historic Sites and Structures Inventory [“IHSSI”] #057-020-05027
Roberts Chapel and Cemetery (NR-0882/1309)
John D. and Phoebe Smith House (IHSSI #159-309-15074)
Goldsmith Methodist Church (IHSSI #159-309-18016)
Hopewell Methodist Church (IHSSI #159-309-20021)
Western Bungalow at 6401 W. CR 450 North (IHSSI #159-309-10038)

Regarding the alternatives for the 296th Street interchange at the Hamilton and Tipton county line, we note the three alternatives outlined in the effects letter, which were also discussed at the November 13 Consulting Parties meeting. We agree that Option 1 would create the largest scale of impact and adversely affect the Endicott House (IHSSI #159-587-15097) which is located west of US 31 at this proposed interchange reconstruction. We agree that Option 3 minimizes the adverse effect on the property and while a visual change may still be noticed from the property, it is not adverse compared to Option 1 and will not require any right-of-way taken from the historic property boundary. While Option 4 also reduces the visual change along 296th Street,

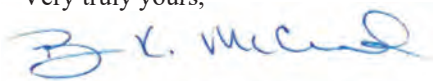
the introduction of a bypass to the north of the historic property presents another visual impact. The effects letter states that "The Endicott House is representative of the Greek Revival style farmhouse and relies strongly on its agricultural context as part of its significance." Even though the current 296th Street alignment fronting the house would become a cul-de-sac and traffic would diminish, a bypass to the north of the property would result in the farmhouse to be enclosed on essentially all sides, which may reduce that property's agricultural feel and setting. It is our opinion that Option 3 presents the fewest impacts to this historic property.

Regarding the November 13, Consulting Parties meeting summary, we have no major corrections to point out, but we look forward to receiving additional information regarding potential additional alternatives for the intersection at CR 550 as a result of the lengthy conversation during the meeting regarding potential effects to the Kelly House and Agricultural Historical Museum (IHSSI #159-323-11005).

The archaeological reviewer for this project on the Indiana SHPO staff is Beth McCord, and the structures reviewer is Danielle Kauffmann. However, if you have questions about our comments or about a procedural issue, please contact initially an INDOT Cultural Resources staff member who is assigned to this project.

In all future correspondence regarding the US 31 Corridor Study from SR 38 to SR 931 in Hamilton and Tipton counties, Indiana (Des. No. 1900096 [LEAD], 1900097, 1901797), please refer to DHPA No. 25247.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

cc: Lightfoot Brothers Farm Services
Roberts Settlement

emc: Robert Dirks, PE, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Elizabet Biggio, Butler, Fairman, & Seufert
Joshua Biggs, Indiana Landmarks, Central Regional Office
Kelley Agricultural Museum
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Danielle Kauffmann, DNR-DHPA
Beth McCord, DNR-DHPA



The Delaware Nation
Historic Preservation Department
31064 State Highway 281
Anadarko, OK 73005
Phone (405)247-2448

December 8, 2020

To Whom It May Concern:

The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

Project(s): Des No 1900096, 1900097, and 1901797, US 31 Corridor Study, State Road 28 to State Road 931, Hamilton and Tipton Counties, Indiana

Our office is committed to protecting tribal heritage, culture and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects.

The Lenape people occupied the area indicated in your letter during and prior to European contact until their eventual removal to our present locations. According to our files, the location of the proposed project does not endanger any known cultural, or religious sites of interest to the Delaware Nation. However, there is still the potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

Please note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Historic Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.

Erin Paden
Director of Historic Preservation
Delaware Nation
31064 State Highway 281
Anadarko, OK 73005
Ph. 405-247-2448 ext. 1403
epaden@delawarenation-nsn.gov

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Friday, February 12, 2021 4:47 PM
To: 'McCord, Beth K'; Kauffmann, Danielle; 'lavella.hyter@robertssettlement.org'; 'Jane Harper'; 'luke@lightfoot.com'
Cc: Carpenter, Patrick A; SBranigin@indot.IN.gov; Coon, Matthew; Korzeniewski, Patricia J; Miller, Shaun (INDOT); Anuradha Kumar; Neal Bennett; Andrea Langille; Beck, Jennifer
Subject: FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor from State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana
Categories: Filed by Newforma

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

Project Description: Limited Access Corridor Study

Location: US 31 Limited Access Conversion from State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), has proposed a project on US 31 between Westfield and Kokomo (Des. Nos. 1900096 (lead), 1900097, and 1901797).

FHWA signed a determination of "Adverse Effect" for this Section 106 undertaking on January 27, 2021. The "Adverse Effect" finding and a draft Memorandum of Agreement (MOA) were transmitted to consulting parties on the same day.

INDOT has determined the scope of the proposed project requires revision. Therefore, we are requesting consulting parties cease review of the current "Adverse Effect" finding and draft MOA. Further information regarding project changes will be forthcoming.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at k.carmanygeorge@dot.gov or 317-226-5629.

Thank you in advance,

Elizabeth Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com



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Elizabeth Biggio

From: Carpenter, Patrick A <PACarpenter@indot.IN.gov>
Sent: Monday, February 15, 2021 8:05 AM
To: thpo@estoo.net; Diane Hunter; lpappenfort@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; michael.laronge@fcpotawatomi-nsn.gov; dkelly@delawarenation-nsn.gov; ethompson@delawarenation-nsn.gov; lheady@delawaretribe.org; Erin Paden
Cc: Elizabeth Biggio; Dirks, Robert (FHWA); Carmany-George, Karstin (FHWA); Coon, Matthew; Korzeniewski, Patricia J; Miller, Shaun (INDOT); Branigin, Susan
Subject: FW: FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor from State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

Dear Consulting Parties,

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

Project Description: Limited Access Corridor Study

Location: US 31 Limited Access Conversion from State Road 28 to State Road 931, Hamilton and Tipton counties, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), has proposed a project on US 31 between Westfield and Kokomo (Des. Nos. 1900096 (lead), 1900097, and 1901797).

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Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at k.carmanygeorge@dot.gov or 317-226-5629.

Thank you in advance,

Patrick Carpenter
Section 106 Specialist, Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 N Senate Ave., IGCN- Room N758-ES
Indianapolis, IN 46204-2216
317-416-7960*

*Please note new phone number.



INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R2 / 11-20)

INDIANA DEPARTMENT OF NATURAL RESOURCES DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY

402 West Washington Street, Room W274

Indianapolis, Indiana 46204-2739

Telephone Number: (317) 232-1646

Fax Number: (317) 232-0693

E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology (DHPA).

Name(s) of author(s) Jeffrey A. Plunkett		Date (month, day, year) 3/22/2021
Title of project An Addendum to the Phase Ia Archaeological Reconnaissance for the Proposed Construction of a New Interchange at the Intersection of US 31 and East 276th Street, Five Miles North of SR 38, in Hamilton County, Indiana (INDOT Des. No. 1901797)		
This document is being used to report on the results of: ☐ Records check only ☒ Records check and Phase Ia archaeological reconnaissance ☒ An addendum to a previous archaeological report. <i>For an addendum, provide the following information.</i>		
Name(s) of author(s) of previous report Aaron L. Harth		
Title of previous report A Phase Ia Archaeological Reconnaissance for the Proposed Construction of a New Interchange at the Intersection of US 31 and East 276th Street, Five Miles North of SR 38, in Hamilton County, Indiana (INDOT Des. No. 1901797)		
Date of previous report (month, day, year) August 10, 2020		DHPA number 25247

PROJECT OVERVIEW			
Description of project This study was conducted because additional property is now needed along the north side of 276 th Street for the construction of a new interchange at the intersection of US 31 and 276 th Street.			
INDOT designation number(s) 1901797	Project number 20303b	DHPA number	DHPA plan number
Prepared for: (Company / Institution / Agency) Butler, Fairman and Seufert, Inc.			
Name of contact Neal Bennett			
Address (number and street, city, state, and ZIP code) 8450 Westfield Blvd., Suite 300, Indianapolis, Indiana 46240			
Telephone number (317) 713-4615		E-mail address NBennett@bfsengr.com	
Name of principal investigator Jeffrey A. Plunkett			
Name of company / institution NS Services, LLC			
Address (number and street, city, state, and ZIP code) 4974 South Cobblestone Drive, Zionsville, Indiana 46077			
Telephone number (317)773-2774		E-mail address j.plunkett@nsevservices.com	
Signature of principal investigator (Required)			Date (month, day, year) 3/22/2021

PROJECT LOCATION						
County Hamilton	USGS 7.5' series topographic quadrangle Sheridan, Indiana				Civil township Adams	
Legal Location						
Grid alignment South and west						
1/4	1/4	1/4	1/4	Section	Township	Range
	SW	SW	SE	12	20N	3E
	SE	SW	SE	12	20N	3E
SW	SW	SE	SE	12	20N	3E

Ancient, Kirk, LeCroy/Kanawha, Oliver, Palmer, Quad, Riverton, Saint Albans/McCorkle, and Thebes/Lost Lake. The county has three archaeological sites that are listed in the National Register of Historic Places including the Castor Farm Site (12-H-3), the Strawtown Enclosure (12-H-883), and the Taylor Ten Archaeological Site (12-H-987)

Records check (Check all that apply.)

- ☐ The project area does not have the potential to contain archaeological resources. *Provide explanation / justification.*
- ☐ There are previously recorded archaeological resources within the project area, but those resources do not warrant additional archaeological investigation. *Provide explanation / justification.*
- ☒ The project area contains previously recorded archaeological resources that warrant additional investigation and/or the project area has the potential to contain archaeological resources. *Provide explanation / justification.*
- ☐ A cemetery is located within or adjacent to the project area.

Explanation / justification

The relatively undisturbed nature of the ground within the project area along with the nearby presence of a number of previously recorded archaeological sites suggested that the area had the potential for archaeological resources. As a result, a Phase Ia archaeological reconnaissance of the project was determined to be necessary.

Phase Ia archaeological reconnaissance (Check all that apply.)

- ☐ No Phase Ia reconnaissance was conducted.
- ☒ Phase Ia reconnaissance located no archaeological resources.
- ☐ Previously recorded sites were in the project area.
- ☐ Artifacts and/or features at a previously recorded site(s) within the project area were not discovered. *List the site(s) below.*
- ☐ Phase Ia reconnaissance has identified landforms conducive to buried archaeological deposits. *Describe below.*

List sites.

Describe landforms.

Number of shovel probes excavated

Number of cores / auger probes

Describe disturbances. Attach photographs documenting disturbances.

The only disturbance found within the survey area was the result of cultivation of the field in which the project is located.

Actual area surveyed (hectares)

1.01

Actual area surveyed (acres)

2.5

Explain results of fieldwork.

The survey area was located in a cultivated agricultural field that contained corn stubble and chaff from the previous year's harvest. The conditions and visibility were adequate for finding archaeological sites and; therefore, the area was investigated using visual pedestrian transects spaced at 10-meter intervals. No archaeological deposits were found during the survey.

RECOMMENDATIONS

Records check (Check all that apply.)

- ☐ No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.
- ☒ A Phase Ia archaeological reconnaissance is recommended.
- ☐ A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.

Phase Ia archaeological reconnaissance (Check all that apply.)

- ☒ It is recommended that the project be allowed to proceed as planned because the Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.
- ☐ It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.

Other recommendations / commitments

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

REQUIRED ATTACHMENTS

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Tuesday, March 30, 2021 10:54 AM
To: 'McCord, Beth K'; Kauffmann, Danielle; 'Joshua Biggs'; 'luke@lightfoot.com'; 'lavella.hyter@robertssettlement.org'; 'Jane Harper'
Cc: Carpenter, Patrick A; Korzeniewski, Patricia J; Coon, Matthew; Sbranigin@indot.IN.gov; Anuradha Kumar; Miller, Shaun (INDOT); Beck, Jennifer; Andrea Langille; Neal Bennett; kgillette@HNTB.com
Subject: FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor from State Road 38 to 286th Street, Hamilton County, Indiana
Attachments: US 31 Corridor_Des1900096 and 1900097__800.11DistLetter_2021-03-30.pdf
Categories: Filed by Newforma

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

Project Description: Limited Access Corridor Study

Location: US 31 Limited Access Conversion from State Road 38 to 286th Street, Hamilton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a project on US 31 between State Road 38 and 286th Street in Hamilton County (Des. Nos. 1900096 (lead), 1900097, and 1901797). The Section 106 Early Coordination Letter for this project was originally distributed on March 13, 2020. Additionally, a letter distributed on July 9, 2020 notified consulting parties that a historic property report was available for review and comment. A letter distributed on November 2, 2020 notified consulting parties that archaeology reports were available for review and comment. An email notification for the effects letter was sent on October 27, 2020. FHWA signed a determination of "Adverse Effect" for this Section 106 undertaking on January 27, 2021. The original "Adverse Effect" finding and a draft Memorandum of Agreement (MOA) were transmitted to consulting parties on the same day. An email notification of forthcoming changes to the project scope and requesting consulting parties stop review was sent on February 12 and 15, 2021.

As part of Section 106 of the National Historic Preservation Act, an addendum archaeology report has been prepared and is ready for review and comment by consulting parties.

FHWA has signed a revised determination of "Adverse Effect" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of "Adverse Effect", addendum archaeology report (Tribes only), and a draft MOA, electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (Des. No. 1900096 is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at k.carmanygeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Elizabeth Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com

Elizabeth Biggio

From: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Sent: Tuesday, March 30, 2021 11:08 AM
To: thpo@estoo.net; Diane Hunter; lpappenfort@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com; lheady@delawaretribe.org; dkelly@delawarenation-nsn.gov; epaden@delawarenation-nsn.gov
Cc: Miller, Shaun (INDOT); Carpenter, Patrick A; Korzeniewski, Patricia J; Coon, Matthew; Carmany-George, Karstin (FHWA); Elizabeth Biggio
Subject: FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor from State Road 38 to 286th Street, Hamilton County, Indiana
Attachments: US 31 Corridor_Des1900096 and 1900097_800.11DistLetter_2021-03-30.pdf

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

Project Description: Limited Access Corridor Study

Location: US 31 Limited Access Conversion from State Road 38 to 286th Street, Hamilton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a project on US 31 between State Road 38 and 286th Street in Hamilton County (Des. Nos. 1900096 (lead), 1900097, and 1901797). The Section 106 Early Coordination Letter for this project was originally distributed on March 13, 2020. Additionally, a letter distributed on July 9, 2020 notified consulting parties that a historic property report was available for review and comment. A letter distributed on November 2, 2020 notified consulting parties that archaeology reports were available for review and comment. An email notification for the effects letter was sent on October 27, 2020. FHWA signed a determination of “Adverse Effect” for this Section 106 undertaking on January 27, 2021. The original “Adverse Effect” finding and a draft Memorandum of Agreement (MOA) were transmitted to consulting parties on the same day. An email notification of forthcoming changes to the project scope and requesting consulting parties stop review was sent on February 12 and 15, 2021.

As part of Section 106 of the National Historic Preservation Act, an addendum archaeology report has been prepared and is ready for review and comment by consulting parties.

FHWA has signed a revised determination of “Adverse Effect” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of “Adverse Effect”, addendum archaeology report (Tribes only), and a draft MOA, electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (Des. No. 1900096 is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at k.carmanygeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE INDIANA STATE HISTORIC PRESERVATION OFFICER
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 C.F.R. Section 800.6(b)(iv)
REGARDING US 31 LIMITED ACCESS CONVERSION FROM SR 38 TO 286th ST.
IN WASHINGTON, ADAMS, AND JACKSON TOWNSHIPS,
HAMILTON COUNTY, INDIANA
DES. NOS. 1900096 (LEAD), 1900097, 1901797**

WHEREAS the Federal Highway Administration ("FHWA") proposes to convert US 31 to a limited access highway between State Road (SR) 38 and 286th Street in Washington, Adams, and Jackson townships, Hamilton County, Indiana; and

WHEREAS the FHWA, in consultation with the Indiana State Historic Preservation Officer ("Indiana SHPO"), has defined the US 31 Limited Access Conversion from SR 38 to 286th Street's area of potential effects ("APE"), as the term is defined in 36 C.F.R. Section 800.16(d), to be an irregular corridor along US 31, accounting for viewsheds and for properties which have the potential to lose direct access to the US 31 corridor (Appendix B, B2); and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has found that Roberts Chapel and Cemetery (NR-0882/3102 E. 276th Street), the Hansel Roberts Farm/IHSSI #057-020-05027 (3059 East 276th Street), the Baker/Johnson/ Pickett Farmstead (1715 E. 236th Street), the S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI# 057-667-20003/20820 Lindley Farm Rd.), and archaeological sites 12-H-1742, 12-H-1881, 12-H-1882, and 12-H-1883 are within the APE; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined, pursuant to 36 C.F.R. Section 800.4(c), that the Hansel Roberts Farm/IHSSI #057-020-05027 (3059 East 276th Street), the Baker/Johnson/ Pickett Farmstead (1715 E. 236th Street), and the S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI# 057-667-20003/20820 Lindley Farm Rd.), are eligible for inclusion in the National Register of Historic Places ("National Register"); and that there is insufficient information to determine if archaeological sites 12-H-1742, 12-H-1881, 12-H-1882, and 12-H-1883 are eligible for inclusion in the National Register and these sites must be avoided or subjected to further archaeological investigations;

WHEREAS the FHWA and the Indiana SHPO both recognize that Roberts Chapel and Cemetery (NR-0882/3102 E 276th Street) is listed in the National Register; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined pursuant to 36 C.F.R. Section 800.5(a) that the US 31 Limited Access Conversion from SR 38 to 286th Street will potentially have an adverse effect on archaeological sites 12-H-1742, 12-H-1881, 12-H-1882, and 12-H-1883, if eligible; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and the implementing regulations

(36 C.F.R. Section 800) to resolve the potential adverse effects to archaeological sites 12-H-1742, 12-H-1881, 12-H-1882, and 12-H-1883; and

WHEREAS the public was given an opportunity to comment on the undertaking's adverse effect in a notice published on April 21, 2021 in *The Times* (Hamilton County); and

WHEREAS the FHWA has notified the Advisory Council on Historic Preservation ("Council") of the adverse effect and invited the Council's participation in the project, pursuant to 36 CFR Section 800.6(a)(1), in a letter dated January 28, 2021; and

WHEREAS the Council declined to participate in consultation in a letter dated March 10, 2021;

WHEREAS the FHWA, in consultation with the Indiana SHPO, has invited the Indiana Department of Transportation ("INDOT") to participate in the consultation and to become a signatory to this memorandum of agreement; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has invited Indiana Landmarks, Roberts Settlement, the Kelley Agricultural Historical Museum, the Delaware Nation, the Miami Tribe of Oklahoma, the Forest County Potawatomi Community, and Lightfoot Brothers Farm Services to participate in the consultation and to become concurring parties to this memorandum of agreement; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and the implementing regulations (36 C.F.R. Part 800) concerning the scope of work as presented in the materials and plans dated ****(date)**** and has agreed to proceed with the project as proposed.

NOW, THEREFORE, the FHWA and the Indiana SHPO agree that, upon the submission of a copy of this executed memorandum of agreement, as well as the documentation specified in 36 C.F.R. Section 800.11(e) and (f) to the Council pursuant to 36 C.F.R. Section 800.6[b][1][iv] and upon the FHWA's approval of the US 31 Limited Access Conversion from SR 38 to 286th Street, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the US 31 Limited Access Conversion from SR 38 to 286th Street on historic properties.

STIPULATIONS

FHWA, in coordination with INDOT, shall ensure that the following measures are carried out:

I. PROFESSIONAL QUALIFICATIONS

- A. In consultation with the Indiana SHPO, INDOT shall ensure that all work performed pursuant to this MOA is performed or supervised by a qualified individual and/or team(s) that meet the Secretary of the Interior's Professional Qualification Standards as outlined in 36 C.F.R. 61 for history, archaeology, architectural history, architecture, and/or historic architecture, as appropriate.

- B. The individual and/or team(s) performing or supervising the archaeology investigations shall have supervisory experience in the prehistoric and historic archaeology of the central Indiana region. All work performed or supervised by such person or persons shall be conducted pursuant to the provisions of Indiana Code 14-21-1, 312 Indiana Administrative Code 21, 312 Indiana Administration Code 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory-Archaeological Sites*.

II. TREATMENT OF ARCHAEOLOGICAL RESOURCES

A. Statutory and Regulatory Standards

- i. The studies completed pursuant to Stipulation II.D shall demonstrate a level of effort consistent with the 36 C.F.R. part 800 regulations in effect on the date upon which the last of the required signatories has signed this MOA and will provide FHWA with the information to determine, in consultation with the Indiana SHPO, which archaeological properties are eligible for inclusion in the NRHP. FHWA shall acknowledge and seek the expertise of any federally recognized Indian Tribes in assessing the eligibility of historic properties that may possess religious and cultural significance to the Tribes.
- ii. In implementing Stipulation II.A through II.F., INDOT may consult with the consulting parties listed in Attachment A and others identified in accordance with the 36 C.F.R. part 800 regulations in effect on the date upon which this MOA is fully executed.
- iii. In the event that previously unreported and unanticipated artifacts or human remains (including funerary objects, sacred objects, and objects of cultural patrimony) are found during construction activities, FHWA, in coordination with INDOT, will follow the procedures outlined in Stipulation III(C) of the Memorandum of Understanding Among the FHWA, Indiana SHPO, INDOT, and Federally Recognized Tribes Interested in Indiana Lands Regarding Tribal Consultation Requirements for the Indiana Federal Transportation Program ("Tribal MOU", see Appendix B).
- iv. In accordance with Section 304 of the NHPA and the 36 C.F.R. part 800 regulations in effect on the date upon which this MOA is fully executed, INDOT and/or its consultants shall ensure that sensitive information regarding the nature and location of human remains and grave goods, and the location, character, and ownership of archaeological sites is kept confidential from the public.
- v. In ensuring that any human remains and grave goods identified are treated in a sensitive, respectful, and careful manner, INDOT shall be guided by the Tribal MOU (Appendix B), the Council's "Policy Statement Regarding

Treatment of Human Remains and Grave Goods" (February 23, 2007), the Native American Graves Protections and Repatriation Act ("NAGPRA") regulations set forth in 43 C.F.R. part 10, and other guidelines as appropriate.

- vi. Modifications to the project which have not previously been subject to archaeological identification and evaluation and assessment shall be subject to identification and evaluation and assessment per Stipulations II.B. and II.C. If FHWA determines that the modifications have the potential to cause adverse effects on archaeological resources, then FHWA shall treat the archaeological resource in accordance with Stipulation II.E.

B. Any dispute regarding the report(s) shall be resolved in accordance with Stipulation Identification & Evaluation

- i. Before commencing ground-disturbing activities in a segment of the US 31 Limited Access Conversion from SR 38 to 286th Street, INDOT shall complete the identification and evaluation of archaeological properties in accordance with applicable Federal and State standards and guidelines listed in Stipulations I and II.A.
- ii. INDOT and/or its consultants shall investigate any additional locations where ground-disturbing activities are proposed or where they may occur within temporary and permanent right-of-way, where such areas have not previously been investigated or have been added due to project modifications.
- iii. INDOT and/or its consultants shall prepare and distribute a final Identification and Evaluation report or reports in accordance with Stipulations I and II.A.
- iv. Upon completion of the archaeological evaluation, FHWA shall follow the procedures set forth in the 36 C.F.R. part 800 regulations in effect on the date upon which this MOA is fully executed, which shall include updated documentation described in those regulations if it is determined that no historic properties shall be affected.
- v. If FHWA and the Indiana SHPO agree that no archaeological resources identified are NRHP-eligible, then no further action regarding archaeological resources is necessary under the terms of this MOA and FHWA's responsibilities under Section 106 are fulfilled.
- vi. If FHWA determines that any archaeological site meets NRHP criteria and the Indiana SHPO agrees, the archaeological resource shall be considered eligible for the NRHP and treated in accordance with Stipulations II.C - II.E.

- vii. If FHWA and the Indiana SHPO do not agree on NRHP eligibility, FHWA shall follow the procedures identified in accordance with Stipulation III.A.

C. Assessment of Effects

- i. In consultation with the Indiana SHPO, Federally-recognized Indian Tribes that may ascribe traditional cultural and religious significance to affected properties, and other parties whom FHWA deems appropriate, FHWA shall determine if the US Limited Access Conversion from SR 38 to 286th shall adversely affect archeological properties determined eligible for inclusion in the NRHP pursuant to the 36 C.F.R. part 800 regulations in effect on the date upon which this MOA is fully executed.
- ii. If, in consultation with the Indiana SHPO, Federally-recognized Indian Tribes that may ascribe traditional cultural and religious significance to affected properties, and other parties whom FHWA deems appropriate, FHWA determines the project may adversely affect NRHP-eligible archeological properties, then FHWA shall make reasonable efforts to avoid or minimize the adverse effect. If, after this consultation, FHWA determines it is not possible to avoid or minimize adverse effects, then FHWA shall treat the archaeological resource in accordance with Stipulation II.E. of the MOA.
- iii. Any dispute regarding the determination of effects on NRHP-eligible archaeological properties shall be resolved in accordance with applicable Federal and State standards and guidelines listed in Stipulation III.A.

D. Avoidance/Additional Investigations

- i. Consultation with the Indiana SHPO determined there is insufficient information regarding archaeological sites 12-H-1742, 12-H-1881, 12-H-1882, and 12-H-1883 to determine whether they are eligible for inclusion in the NRHP. These sites must be avoided by all project activities. If avoidance is not feasible, a plan for Phase II archaeological investigations will be submitted to the Indiana SHPO for review and comment.
- ii. Consultation with the Indiana SHPO determined the portions of sites 12-H-1879, 12-H-1880, 12-H-1885, 12-H-1886, 12-H-1889, and 12-H-1891 that were identified within the project area during the archaeological investigations are not eligible for inclusion in the NRHP and no further archaeological investigations are necessary in those portions of the sites within the project area. The portions of these sites outside the project area (right-of-way) will be clearly marked on project plans and in the field prior to any ground disturbance so that they are avoided by all project activities. If avoidance is not feasible, a plan for further archaeological investigations will be submitted to the Indiana SHPO for review and

comment. It is noted that site numbers 12-H-1879 and 12-H-1891 refer to the same archaeological resource.

- iii. Any archaeological sites determined eligible for the NRHP as a result of the investigations specified by the stipulations in section II.B. of this document will be avoided by all project activities. If avoidance is not feasible, a plan for further archaeological investigations will be submitted to the Indiana SHPO for review and comment.
- iv. Where avoidance is not possible, all archaeological investigations shall be conducted according to applicable Federal and State standards and guidelines listed in Stipulations I and II.A.
- v. To maximize the opportunity to avoid adverse effects, the required archaeological investigations shall be conducted as soon as practicable upon securing the appropriate rights to access property.
- vi. INDOT, in consultation with the Indiana SHPO and other parties deemed appropriate by FHWA, shall take reasonable measures to avoid disinterment and disturbance to human remains and grave goods of religious and cultural significance to Native Americans, including investigations associated with any modifications of the US 31 Limited Access Conversion from SR 38 to 286th Street.
- vii. Upon completion of any additional investigations, FHWA shall complete the identification and evaluation of archaeological resources for inclusion in the NRHP in accordance with applicable Federal and State standards and guidelines in consultation with the Indiana SHPO and appropriate consulting parties and Federally-recognized Indian Tribes.

E. Treatment

- i. If FHWA, in consultation with the Indiana SHPO, Federally-recognized Indian Tribes that may ascribe traditional cultural and religious significance to affected properties, and other parties whom FHWA deems appropriate, determines that an adverse effect cannot be avoided or minimized, then FHWA shall develop and implement a Treatment Plan(s), as part of the above consultation, to mitigate the adverse effects to an archeological resource on a site-by-site basis. The implementation of the Treatment Plan(s) must be completed for each site prior to the initiation of any construction activities associated with the US 31 Limited Access Conversion from SR 38 to SR 286th Street within a segment of the project that could affect that site.

III. OBJECTION RESOLUTION PROVISION

Disagreement and misunderstanding about how this memorandum of agreement is or is not being implemented shall be resolved in the following manner:

- A. If the Indiana SHPO or any invited signatory to this memorandum of agreement should object in writing to the FHWA regarding any action carried out or proposed with respect to the US 31 Limited Access Conversion from SR 38 to 286th Street or implementation of this memorandum of agreement, then the FHWA shall consult with the objecting party to resolve this objection. If after such consultation the FHWA determines that the objection cannot be resolved through consultation, then the FHWA shall forward all documentation relevant to the objection to the Council, including the FHWA's proposed response to the objection. Within 30 days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
 - i. Provide the FHWA with a staff-level recommendation, which the FHWA shall take into account in reaching a final decision regarding its response to the objection; or
 - ii. Notify the FHWA that the objection will be referred for formal comment pursuant to 36 C.F.R. Section 800.7(c), and proceed to refer the objection and comment. The FHWA shall take into account the Advisory Council's comments in reaching a final decision regarding its response to the objection.
- B. If comments or recommendations from the Council are provided in accordance with this stipulation, then the FHWA shall take into account any Council comment or recommendations provided in accordance with this stipulation with reference only to the subject of the objection. The FHWA's responsibility to carry out all actions under the memorandum of agreement that are not the subjects of the objection shall remain unchanged.

IV. POST-REVIEW DISCOVERY

In the event that one or more historic properties--other than Roberts Chapel and Cemetery (NR-0882/3102 E 276th Street), the Hansel Roberts Farm/IHSSI #057-020-05027 (3059 East 276th Street), the Baker/Johnson/ Pickett Farmstead (1715 E. 236th Street), the S. Lindley Farm/Thomas Joseph Lindley Farm (IHSSI# 057-667-20003//20820 Lindley Farm Rd.), and archaeological sites 12-H-1742, 12-H-1881, 12-H-1882, and 12-H-1883 are discovered or that unanticipated effects on historic properties are found during the implementation of this memorandum of agreement, the FHWA shall follow the procedure specified in 36 C.F.R. Section 800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, by stopping work within 100 feet and informing the Indiana SHPO and the INDOT Cultural Resources Office of such unanticipated discoveries or effects within two (2) business days. Any necessary archaeological investigations will be conducted according to the provisions of IC 14-21-1 and 312 IAC 21, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*.

V. AMENDMENT

Any signatory to this memorandum of agreement may request that it be amended, whereupon the parties shall consult to consider the proposed amendment. 36 C.F.R. 800.6(c)(7) shall govern the execution of any such amendment.

VI. TERMINATION

- A. If the terms of this memorandum of agreement have not been implemented by December 31, 2035, then this memorandum of agreement shall be considered null and void. In such an event, the FHWA shall so notify the parties to this memorandum of agreement and, if it chooses to continue with the US 31 Limited Access Conversion from SR 38 to 286th Street, then it shall reinstate review of the US 31 Limited Access Conversion from SR 38 to 286th Street in accordance with 36 C.F.R. Sections 800.3 through 800.7.
- B. Any signatory to this memorandum of agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the US 31 Limited Access Conversion from SR 38 to 286th Street.
- C. In the event that the FHWA does not carry out the terms of this memorandum of agreement, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the US 31 Limited Access Conversion from SR 38 to 286th Street.

The execution of this memorandum of agreement by the FHWA, the Indiana and the SHPO, the submission of it to the Council with the appropriate documentation specified in 36 C.F.R. Section 800.11(e) and (f), and the implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the US 31 Limited Access Conversion from SR 38 to 286th Street and its effect on historic properties and that the FHWA has taken into account the effects of the US 31 Limited Access Conversion from SR 38 to 286th Street on historic properties.

SIGNATORIES (required):

FEDERAL HIGHWAY ADMINISTRATION
INDIANA STATE HISTORIC PRESERVATION OFFICER

INVITED SIGNATORIES:

INDIANA DEPARTMENT OF TRANSPORTATION

REQUIRED SIGNATORY
FEDERAL HIGHWAY ADMINISTRATION

Handwritten signature of Robert E. Dirks in black ink.

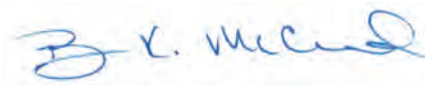
Digitally signed by Robert E.
Dirks
Date: 2021.05.18 10:15:41 -04'00'

By: _____
Jermaine R. Hannon,
Acting Division Administrator

Date: _____

REQUIRED SIGNATORY

INDIANA STATE HISTORIC PRESERVATION OFFICER

By: 
Beth McCord, Deputy Director

Date: 05/13/2021

INVITED SIGNATORY

INDIANA DEPARTMENT OF TRANSPORTATION

By: LSA:
Laura Hilden, Environmental Services Director

Date: 5/4/2021

PUBLISHER'S AFFIDAVIT

State of Indiana)
) ss:
Hamilton County)

Personally appeared before me, a notary public in and for said county and state, the undersigned Tim Timmons who, being duly sworn, says that he is Publisher of **The Times** newspaper of general circulation printed and published in the English language in the city of **Noblesville** in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 time(s), the date(s) of publication being as follows:

4/21/2021



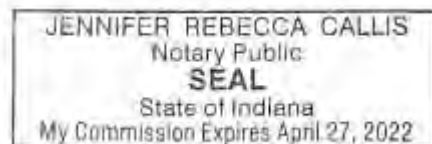
Subscribed and sworn to before me this **21** day of **April, 2021**.



Notary Public

My commission expires: **04/27/2022**
 Jennifer Rebecca Callis
 Resident of Montgomery County

Publisher's Fee: **\$39.85**



Cause #Des1900096
TL17749

TICKET:

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



April 26, 2021

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Federal Highway Administration's finding of "Adverse Effect", draft Memorandum of Agreement (March 24, 2021 version) and addendum archaeological short report (Plunkett, 3/22/2021) for the US 31 Corridor Study, now located between SR 38 and 286th Street, Hamilton County, Indiana (Des. No. 1900096, 1900097, 1901797; DHPA No. 25247)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your March 30, 2021 submission which enclosed FHWA's finding and documentation, draft memorandum of agreement ("Draft MOA"; March 24, 2021 version), and addendum archaeological short report (Plunkett, 3/22/2021) for the aforementioned project, received by our office the same day.

Thank you for notifying our office the changed project scope. We note that the project, which originally encompassed 20.3 miles of US 31 in Hamilton and Tipton counties now takes place entirely in Hamilton County, with the project limits spanning between SR 38 and 286th Street. As a result, the following are the only historic properties listed or eligible for inclusion in the National Register of Historic Places ("NRHP") located within the project's area of potential effects:

- Roberts Chapel and Cemetery, NR-0882
- Hansel Roberts Farm, Indiana Historic Sites and Structures Inventory ("IHSSI") #057-020-05027
- Baker/Johnson/Pickett Farmstead, 1714 E. 236th Street
- S. Lindley Farm/Thomas Joseph Lindley Farm, IHSSI #057-667-20003

Regarding the addendum archaeological short report (Plunkett, 3/22/2021), we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the additional area surveyed. As documented in the addendum archaeological short report no archaeological resources were identified during the archaeological survey. It is our opinion that no further archaeological investigations appear necessary at this proposed project area.

Regarding previous archaeological submissions for the project, we note that we have not received the requested revision to the archaeological report (Bennett/Plunkett, 10/26/2020) for the US 31 Corridor Study (Des. No. 1900096 & 1900097). Please note that the archaeological site forms (12H1879-1883 and 12Ti262-275) for this portion of the project have still **not** been submitted in SHAARD. Please submit the forms for review. We also understand that some portions of the project were not surveyed due to access issues. We look forward to receiving additional information once the survey has been completed.

We agree that archaeological sites 12H1742, 12H1881, 12H1882 and 12H1883 are located within the reduced project's area of potential effects. These sites have been determined to be potentially eligible for inclusion in the NRHP. The sites should be clearly marked and must be avoided by all ground-disturbing project activities. If these sites cannot be avoided by all project activities, they will be subjected to further archaeological investigations to fully evaluate their eligibility for the NRHP as outlined in the MOA. Because these sites remain unevaluated, we agree that an adverse effect finding is appropriate.

Further we note that portions of archaeological sites 12H1879/1891 (apparently the same site recorded by the two different surveys (Harth 8/10/202 and (Bennett/Plunkett, 10/26/2020)), 12H1880, 12H1885, 12H1886, and 12H1889 are located within the reduced project's area of potential effects. The portions of the sites that lie within the proposed project area have been determined unlikely to contain significant archaeological deposits and that no further archaeological investigations are recommended. However, if the project boundaries should change, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation of these sites for inclusion in the NRHP. The portions of these sites that lie outside the proposed project area should be clearly marked and must be avoided by all ground-disturbing project activities.

We agree with FHWA of “No Historic Properties Affected” regarding the Baker/Johnson/Pickett Farmstead and S. Lindley Farm/Thomas Joseph Lindley Farm, and “No Adverse Effect” regarding the Roberts Chapel and Cemetery, and Hansel Roberts Farm.

Accordingly, we concur with FHWA’s March 29, 2021 Section 106 finding of “Adverse Effect” for Archaeology Sites 12H1742, 12H1881, 12H1882, 12H1883, and this federal undertaking as a whole. Further, we concur that the archaeology sites 12H1742, 12H1881, 12H1882, and 12H1883 do not warrant preservation in place.

Regarding the Draft MOA (March 24, 2021 version), we wish to provide the following comments:

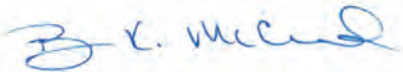
- Page 1, second paragraph: there is an erroneous “SR” preceding 286th Street.
- Page 1, third paragraph, and Page 7, Section IV: for sake of consistency, the Roberts Chapel and Cemetery does not have the NRHP or IHSSI number or address included. The S. Lindley Farm also does not include its address on Page 1.
- We would recommend that sites 12H1879 and 12H1880 be added to Stipulation II.D.ii. Additionally, it should be clarified that sites 12H1879 and 12H1891 reflect the same historical era site.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the DNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The archaeological reviewer for this project on the Indiana SHPO staff is Beth McCord and the structures reviewer is Danielle Kauffmann. However, if you have questions about our comments or about the review process, please contact initially the INDOT Cultural Resource Office staff members assigned to this project.

In any future correspondence regarding the US 31 corridor study in Hamilton County, (Des. No. 1900096, 1900097, 1901797), please continue to refer to DHPA No. 25247.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:BKM:dmc

emc: Robert Dirks, PE, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT

Susan Branigin, INDOT
Elizabeth Biggio, Butler, Fairman, & Seufert, Inc.
Joshua Biggs, Indiana Landmarks, Central Regional Office
Kelley Agricultural Museum
Roberts Settlement
Lightfoot Bros. Farm Services
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Delaware Nation
Jeffrey Plunkett, NS Services, L.L.C.
Andrew Martin, Cultural Resources Analysts, Inc.
Danielle Kauffmann, DNR-DHPA
Beth McCord, DNR-DHPA

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Wednesday, May 5, 2021 9:05 AM
To: Kauffmann, Danielle; 'McCord, Beth K'; 'Joshua Biggs'; 'luke@lightfoot.com'; 'lavella.hyter@robertssettlement.org'; 'Jane Harper'
Cc: Carpenter, Patrick A; 'Coon, Matthew'; Miller, Shaun (INDOT); Sbranigin@indot.IN.gov; Korzeniewski, Patricia J; Anuradha Kumar; Beck, Jennifer; Andrea Langille; Neal Bennett; kgillette@HNTB.com
Subject: FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor from State Road 38 to 286th Street, Hamilton County, Indiana
Attachments: US 31 Corridor_Des1900096 and 1900097_Final MOA_2021-05-04.pdf
Categories: Filed by Newforma

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

Project Description: Limited Access Corridor Study

Location: US 31 Limited Access Conversion from State Road 38 to 286th Street, Hamilton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a project on US 31 between State Road 38 and 286th Street in Hamilton County (Des. Nos. 1900096 (lead), 1900097, and 1901797). The Section 106 Early Coordination Letter for this project was originally distributed on March 13, 2020. Additionally, a letter distributed on July 9, 2020 notified consulting parties that a historic property report was available for review and comment. A letter distributed on November 2, 2020 notified consulting parties that archaeology reports were available for review and comment. An email notification for the effects letter was sent on October 27, 2020. FHWA signed a determination of "Adverse Effect" for this Section 106 undertaking on January 27, 2021. The original "Adverse Effect" finding and a draft Memorandum of Agreement (MOA) were transmitted to consulting parties on the same day. An email notification of forthcoming changes to the project scope and requesting consulting parties stop review was sent on February 12 and 15, 2021. A revised "Adverse Effect" finding and draft MOA were distributed on March 30, 2021.

As part of Section 106 of the National Historic Preservation Act, a revised MOA has been prepared and is ready for review and comment by consulting parties.

INDOT has signed the MOA for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the revised MOA. You can also view the MOA electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (Des. No. 1900096 is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at k.carmanygeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Elizabeth Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com

Elizabet Biggio

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Wednesday, May 5, 2021 9:31 AM
To: Diane Hunter; 'michael.laronge@fcpotawatomi-nsn.gov'; Erin Paden
Cc: Elizabet Biggio; Carpenter, Patrick A; Korzeniewski, Patricia J; Coon, Matthew; Branigin, Susan; Carmany-George, Karstin (FHWA)
Subject: FW: FHWA Project: Des. Nos. 1900096 (Lead), 1900097, and 1901797; US 31 Corridor from State Road 38 to 286th Street, Hamilton County, Indiana
Attachments: US 31 Corridor_Des1900096 and 1900097_Final MOA_2021-05-04.pdf

Des. Nos.: 1900096 (Lead), 1900097, and 1901797

Project Description: Limited Access Corridor Study

Location: US 31 Limited Access Conversion from State Road 38 to 286th Street, Hamilton County, Indiana

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As part of Section 106 of the National Historic Preservation Act, a revised MOA has been prepared and is ready for review and comment by consulting parties.

INDOT has signed the MOA for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the revised MOA. You can also view the MOA electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (Des. No. 1900096 is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at k.carmanygeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)416-0876

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



May 13, 2021

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Signature request for the revised Memorandum of Agreement (May 3, 2021 version) for the US
31 Corridor Study, now located between SR 38 and 286th Street, Hamilton County, Indiana
(Des. No. 1900096, 1900097, 1901797; DHPA No. 25247)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your May 5, 2021 submission which enclosed the revised Memorandum of Agreement ("Revised MOA"; May 3, 2021 version), for the aforementioned project, received by our office the same day.

Thank you for making the recommended changes to the Memorandum of Agreement. I have signed the enclosed MOA, indicating our acceptance of its terms.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the DNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The archaeological reviewer for this project on the Indiana SHPO staff is Beth McCord and the structures reviewer is Danielle Kauffmann. However, if you have questions about our comments or about the review process, please contact initially the INDOT Cultural Resource Office staff members assigned to this project.

In any future correspondence regarding the US 31 corridor study in Hamilton County, (Des. No. 1900096, 1900097, 1901797), please continue to refer to DHPA No. 25247.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:bkm

emc: Robert Dirks, PE, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Joshua Biggs, Indiana Landmarks, Central Regional Office
Kelley Agricultural Museum
Roberts Settlement
Lightfoot Bros. Farm Services
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Delaware Nation
Jeffrey Plunkett, NS Services, L.L.C.
Andrew Martin, Cultural Resources Analysts, Inc.
Danielle Kauffmann, DNR-DHPA
Beth McCord, DNR-DHPA

APPENDIX E

Red Flag Investigation



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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: March 18, 2020

To: Site Assessment & Management
Environmental Policy Office – Environmental Services Division
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Ryan L. Scott
Butler, Fairman and Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
rscott@bfsengr.com

Re: RED FLAG INVESTIGATION
DES # 1900096, State Project
US 31 Limited Access Control Project
US 31 Corridor from SR 38 to SR 931
Adams and Jackson Townships, Hamilton County, Indiana
Cicero, Jefferson, Liberty and Prairie Townships, Tipton County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation-Greenfield District (INDOT) plans to convert US 31 into a limited access highway between SR 38 in Hamilton County and SR 931 in Tipton County. Portions of the roadway have already been converted to a limited access highway; however, there are still many segments that need converted. All existing private drives with access directly to US 31 will be removed and, in select locations, connect to proposed frontage roads. All existing cross streets to US 31 along the corridor will be analyzed for conversion to either cul-de-sacs (east and west of US 31), or new overpasses. At this time, a new overpass is proposed to be constructed to carry 226th Street over US 31, and new interchanges are proposed the 276th Street and Division Road intersections with US 31.

Bridge and/or Culvert Project: Yes ☐ No ☒ **Structure**

If this is a bridge project, is the bridge Historical? Yes ☐ No ☐ , Select ☐ Non-Select ☐

Proposed right of way: Temporary ☒ # Acres >50 (estimate) Permanent ☒ # Acres >1,000 (estimate)

Type of excavation: Undetermined depths of excavation will occur for pavement removal at private drives and cross street approaches to US 31, cul-de-sac construction, acceleration and deceleration lanes at proposed interchanges, frontage road construction areas, and abutment and MSE wall construction at proposed overpass bridges.

Maintenance of traffic: Where new overpass bridges are proposed for construction, traffic will be detoured along cross streets where new overpass bridge construction is proposed. Cross streets that are to be turned into cul-de-sacs will experience a permanent traffic alteration. Proposed interchange areas will utilize phased construction to maintain traffic in both directions along US 31; 276th Street and Division Road will both be temporarily closed at US 31 and detours will be provided.

Work in waterway: Yes ☒ No ☐ **Below ordinary high water mark:** Yes ☒ No ☐

Any other factors influencing recommendations: The project description is subject to additional changes as preliminary design progresses.

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	Total: 3* 1 (2) 1* (3) 1 (5)	Recreational Facilities	1 (1)
Airports ¹	Total: 2 1 (1) 1 (4)	Pipelines	1 (2)
Cemeteries	Total: 10* 1(1) 5 (2) 1 (3) 2*(4) 1 (6)	Railroads	1 (4)
Hospitals	N/A	Trails	Total: 10 9 (1) 1(3)
Schools	N/A	Managed Lands	1 (1)

¹In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

(#)-Segment Number

Explanation:

Segment 1:

Recreational Facilities: One (1) recreational facility is located within the 0.5 mile search radius. The nearest facility, McGregor Park, is located adjacent to the project area. Coordination with the Westfield Washington Twp. / Hamilton Co. Park Department will occur.

Airports: Although not located within the 0.5 mile search radius, one (1) public use airport, Westfield Airport, is located within the 3.8 mile (20,000 feet) radius of the project area (3.28 miles southwest of the project area). Coordination with INDOT Aviation will occur.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. The cemetery is mapped approximately 0.48 mile west of the project area. No impacts are expected.

Trails: Nine (9) trail segments are located within the 0.5 mile search radius. Seven (7) trail segments are either in or adjacent to the project area. Six (6) of the trail segments are either potential or planned. McGregor Park Trail is open. Coordination with The Town of Westfield, Westfield Parks and Recreation Department, and the Hamilton County Plan Commission will occur.

Managed Lands: One (1) managed land polygon is located within the 0.5 mile search radius. MacGregor Park is located adjacent to the project area. Coordination with the Westfield-Washington Township Parks and Recreation Board will occur.

Segment 2:

Religious Facilities: One (1) religious facility is located within the 0.5 mile search radius. Roberts Chapel is located 0.5 mile east of the project area. No impact is expected.

Pipeline: One (1) pipeline segment is located within the 0.5 mile search radius. The pipeline segment, associated with Marathon Pipeline Co., crosses the project area. Coordination with INDOT Railroads and Utilities will occur.

Cemeteries: Five (5) cemeteries are located within the 0.5 mile search radius. The nearest mapped cemetery is located approximately 0.48 mile west of the project area. No impact is expected.

Segment 3:

***Religious Facilities:** One (1) unmapped religious facility is located within the 0.5 mile search radius. East Union Christian Church is located in the southeast corner of US 31 and 296th Street. Coordination with East Union Christian Church will occur.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. East Union Cemetery is mapped adjacent to the project area. Coordination with INDOT- Cultural Resource Office will occur.

Trails: One (1) trail segment is located within the 0.5 mile search radius. The trail segment labeled, “296th Street-Tipton Co. Line to Madison Co. Line” is mapped within the project area. This trail is listed as a potential trail. Coordination with the Hamilton County Plan Commission will occur.

Segment 4:

***Cemeteries:** Four (4) cemetery icons are located within the 0.5 mile search radius. There are actually two (2) cemeteries (both cemeteries are marked with two icons). The closest cemetery, Tucker Cemetery (also known as Center Grove Cemetery), is located adjacent to the west of the project area. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT-Cultural Resource Office will occur.

Railroads: One (1) railroad segment is located within the 0.5 mile search radius. The segment, associated with Norfolk Southern Railroad, is in the project area. Coordination with INDOT Railroads and Utilities will occur.

Segment 5:

Religious Facilities: One (1) religious facility is located within the 0.5 mile search radius. The Hopewell Church is located adjacent to the project area. Coordination with the Hopewell Church will occur.

Segment 6:

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. The nearest mapped cemetery is located approximately 0.41 mile east of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	Total: 8 1 (1) 3 (2) 2 (3) 1 (4) 1 (5)	Canal Routes – Historic	N/A
Karst Springs	N/A	NWI – Wetlands	Total: 127 28 (1) 23 (2) 22 (3) 20 (4) 21 (5) 13 (6)
Canal Structures – Historic	N/A	Lakes	Total: 20 6 (1) 5 (2) 3 (3) 2 (4) 4 (5)
NPS NRI Listed	N/A	Floodplain – DFIRM	Total: 16 4 (1) 3 (2) 4 (3) 2 (4) 2 (5) 1 (6)

NWI-Lines	Total: 23 1 (1) 6 (2) 9 (3) 7 (4)	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	Total: 19 4 (1) 4 (2) 3 (3) 3 (4) 3 (5) 2 (6)	Sinkhole Areas	N/A
Rivers and Streams	Total: 46 5 (1) 9 (2) 9 (3) 8 (4) 9 (5) 6 (6)	Sinking-Stream Basins	N/A

(#)-Segment Number

Explanation:

Segment 1:

NWI- Points: One (1) NWI Point is located within the 0.5 mile search radius. The mapped NWI Point is located approximately 0.49 mile west of the project area. No impact is expected.

NWI – Wetlands: A total of 28 NWI Wetland polygons are located within the 0.5 mile search radius. Two (2) wetlands are located adjacent to the project area, one (1) to the east and one (1) to the west of US 31 approximately 0.72 mile north of SR 38. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes: Six (6) Lake polygons are located within the 0.5 mile search radius. The closest lake is 0.06 mile east of the project area. No impact is expected.

Floodplains- Four (4) floodplain polygons are located within the 0.5 mile search radius. The project area is located within all four (4) of the floodplain polygons. Coordination with INDOT Ecology and Waterway Permitting will occur.

NWI-Lines: One (1) NWI line segment is located within the 0.5 mile search radius. The closest mapped NWI line segment is approximately 0.48 mile southeast of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes (Impaired): Four (4) 303d Listed Stream and Lake segments are located within the 0.5 mile search radius. Baker Ditch, Hinkle Creek, and Lindy Ditch are located within the project area and are listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Rivers and Streams: Five (5) stream segments are located within the 0.5 mile search radius. Four (4) of the stream segments are mapped within the project area. Baker Ditch, Hinkle Creek, and Lindy Ditch cross the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Segment 2:

NWI- Points: Three (3) NWI Points are located within the 0.5 mile search radius. The mapped NWI Points are located approximately 0.18 mile east of the project area. No impact is expected.

NWI – Wetlands: A total of 23 NWI Wetland polygons are located within the 0.5 mile search radius. The nearest NWI Wetland polygon is mapped approximately 0.03 mile west of the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes: Five (5) Lake polygons are located within the 0.5 mile search radius. The closest lake is 0.08 mile west of the project area. No impact is expected.

Floodplains- Three (3) floodplain polygons are located within the 0.5 mile search radius. The project area is located within two (2) of the floodplain polygons. Coordination with INDOT Ecology and Waterway Permitting will occur.

NWI-Lines: Six (6) NWI Line segments are located within the 0.5 mile search radius. One (1) NWI line segment is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

IDEM 303d Listed Streams and Lakes (Impaired): Four (4) 303d Listed Stream and Lake segments are located within the 0.5 mile search radius. Bennett Ditch and Little Cicero Creek are located within the project area and are listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Rivers and Streams: Nine (9) stream segments are located within the 0.5 mile search radius. Bennett Ditch and Little Cicero Creek are mapped within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Segment 3:

NWI- Points: Two (2) NWI Points are located within the 0.5 mile search radius. The closest mapped NWI point is located adjacent to the project area to the west. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

NWI – Wetlands: A total of 22 NWI Wetland polygons are located within the 0.5 mile search radius. The nearest NWI Wetland polygon is mapped adjacent to the west of the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes: Three (3) Lake polygons are located within the 0.5 mile search radius. The closest lake is 0.07 mile west of the project area. No impact is expected.

Floodplains- Four (4) floodplain polygons are located within the 0.5 mile search radius. The project area is located within two (2) of the floodplain polygons. Coordination with INDOT Ecology and Waterway Permitting will occur.

NWI-Lines: Nine (9) NWI Line segments are located within the 0.5 mile search radius. One (1) NWI line segment is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

IDEM 303d Listed Streams and Lakes (Impaired): Three (3) 303d Listed Stream and Lake segments are located within the 0.5 mile search radius. UNT to Little Cicero Creek and Prairie Creek are located within the project area and are listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Rivers and Streams: Nine (9) stream segments are located within the 0.5 mile search radius. An UNT to Little Cicero Creek and Prairie Creek are mapped within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Segment 4:

NWI- Points: One (1) NWI point is located within the 0.5 mile search radius. The closest mapped NWI point is mapped approximately 0.19 mile west of the project area. No impact is expected.

NWI – Wetlands: A total of 20 NWI Wetland polygons are located within the 0.5 mile search radius. The nearest NWI Wetland polygon is mapped adjacent to the east of the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes: Two (2) Lake polygons are located within the 0.5 mile search radius. The closest lake is 0.13 mile east of the project area. No impact is expected.

Floodplains- Two (2) floodplain polygons are located within the 0.5 mile search radius. The project area is located within the two (2) floodplain polygons. Coordination with INDOT Ecology and Waterway Permitting will occur.

NWI-Lines: Seven (7) NWI Line segments are located within the 0.5 mile search radius. Two (2) NWI line segments are located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

IDEM 303d Listed Streams and Lakes (Impaired)-Three (3) 303d Listed Stream and Lake segments are located within the 0.5 mile search radius. Cicero and Dixon Creeks are located within the project area and are listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Dixon Creek is also impaired for Impaired Biotic Communities (IBC) and Nutrients. Best Management Practices (BMPs) will be used to avoid further degradation to the creek.

Rivers and Streams: Eight (8) stream segments are located within the 0.5 mile search radius. Cicero and Dixon Creeks are mapped within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Segment 5:

NWI- Points: One (1) NWI point is located within the 0.5 mile search radius. The closest mapped NWI point is located adjacent to the project area to the west. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

NWI – Wetlands: A total of 21 NWI Wetland polygons are located within the 0.5 mile search radius. The nearest NWI Wetland polygon is mapped adjacent to the east of the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes: Four (4) Lake polygons are located within the 0.5 mile search radius. The closest lake is 0.14 mile east of the project area. No impact is expected.

Floodplains- Two (2) floodplain polygons are located within the 0.5 mile search radius. The project area is located within one (1) of the floodplain polygons. Coordination with INDOT Ecology and Waterway Permitting will occur.

IDEM 303d Listed Streams and Lakes (Impaired): Three (3) 303d Listed Stream and Lake segments are located within the 0.5 mile search radius. Buck Creek, Turkey Creek and Broad Creek are located within or directly adjacent to the project area and are listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Rivers and Streams: Nine (9) stream segments are located within the 0.5 mile search radius. Buck Creek, Turkey Creek and Broad Creek are mapped within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Segment 6:

NWI – Wetlands: A total of 13 NWI Wetland polygons are located within the 0.5 mile search radius. The nearest NWI Wetland polygon is mapped adjacent to the east of the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Floodplains- One (1) floodplain polygon is located within the 0.5 mile search radius. The project area is located within the one (1) floodplain polygon. Coordination with INDOT Ecology and Waterway Permitting will occur.

IDEM 303d Listed Streams and Lakes (Impaired)-Three (3) 303d Listed Stream and Lake segments are located within the 0.5 mile search radius. Kelly Ditch, Mud Creek and an UNT are located within or directly adjacent to the project area and are listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Kelly Ditch is also impaired for Dissolved Oxygen and Nutrients. BMPs will be used to avoid further degradation to the ditch.

Rivers and Streams: Six (6) stream segments are located within the 0.5 mile search radius. Kelly Ditch, Mud Creek and an UNT are mapped within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

URBANIZED AREA BOUNDARY SUMMARY: N/A

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	Total: 62 15 (1) 1 (2) 1 (3) 13 (5) 19 (6)	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

(#)-Segment Number

Explanation:

Segment 1:

Petroleum Well: A total of 15 petroleum wells are located within the 0.5 mile search radius. Five (5) petroleum wells are located within or adjacent to the project area. Coordination with IDNR Oil and Gas Division will occur.

Segment 2:

Petroleum Well: One (1) petroleum well are located within the 0.5 mile search radius. The closest mapped well is located approximately 0.46 mile east of the project area. No impact is expected.

Segment 3:

Petroleum Well: One (1) petroleum well is located within the 0.5 mile search radius. The closest mapped well is located approximately 0.06 mile west of the project area. No impact is expected.

Segment 5:

Petroleum Well: A total of 13 petroleum wells are located within the 0.5 mile search radius. Four (4) petroleum wells are located within or adjacent to the project area. Coordination with IDNR Oil and Gas Division will occur.

Segment 6:

Petroleum Well: A total of 19 petroleum wells are located within the 0.5 mile search radius. Four (4) petroleum wells are located within or adjacent to the project area. Coordination with IDNR Oil and Gas Division will occur.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	1 (1)	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	Total: 6* 3 (1) 1* (2) 1* (4) 2* (5)	Confined Feeding Operations (CFO)	Total: 2 1 (5) 1 (6)
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	1 (1)
Solid Waste Landfill	N/A	NPDES Facilities	Total: 13 4 (1) 8 (4) 2 (6)
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	Total: 4 2 (1) 1 (4) 1 (6)
Leaking Underground Storage (LUST) Sites	Total: 5 1 (1) 2 (2) 2 (4)	Notice of Contamination Sites	N/A

(#)-Segment Number

Explanation:

Segment 1:

State Cleanup Sites: One (1) State Cleanup Site is located within the 0.10 mile search radius. The site, associated with JAS Trucking Incorporated (Agency ID No. 23367), is located at the US 31 and 216th Street intersection. According to the Indiana Department of Environmental Management (IDEM) Virtual file cabinet (VFC) there was a fuel tanker accident that resulted in a spill of 8,500 gallons of diesel and gasoline on June 27, 2005. On May 18, 2006 IDEM issued a No Further Action (NFA); however, due to close proximity to buried telephone cables, complete excavation was impractical. All boring samples except for two (2) were within RISC residential default closure limits. The two (2) borings that were above the RISC residential closure levels are below the RISC industrial closure levels. As a result of the incomplete excavation, there is likely contamination remaining near or in the right of way (ROW). Coordination will be conducted with IDEM before future site activities occur.

Underground Storage Tank (UST) Sites: Three (3) UST sites are located within the 0.5 mile search radius. One (1) UST site, Gas America, 1650 E 236th Street, AI# 21348, is adjacent to the project area. IDEM conducted an Underground Storage Tank Inspection on January 18, 2019, and the UST site was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. Corrective Action was made and IDEM issued a Return to Compliance letter dated April 12, 2019. No impact is expected.

McClure Oil Store #65, 21575 US HWY 31 North, Cicero, AL #20847, is located on the southeast corner of US 31 and 216th Street. IDEM conducted and UST Inspection on January 25, 2017, and the site was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. This site is further discussed under the LUST section.

Institutional Controls: One (1) institutional control site is located within the 0.5 mile search radius. The institutional control site, GW Pierce Lot 2, 22265 US Hwy 31, AL# 117374, is mapped adjacent to the project area. The site was formerly the site of an auto parts facility. According to a Phase II investigation, chromium and arsenic were found and low levels of Naphthalene were slightly above Residential Tap Screening Levels. Coordination will be conducted with IDEM before further site activities occur. If excavation is planned for this area, a Phase II Environmental Site Assessment is recommended.

NPDES Facilities: Four (4) NPDES facilities are located within the 0.5 mile search radius. One (1) NPDES facility is located adjacent to the project area.

- SPEEDWAY STORE #8028, 1650 E 236th Street, Arcadia, IN (NPDES Permit No. IN0059943), is located adjacent to the project area. Coordination with Mr. John Helms, Environmental Manager, Speedway LLC, PO Box 1500, Springfield, Ohio 45501 (jmhelms@speedway.com) is recommended.

NPDES Pipe Locations: Two (2) NPDES pipes are located within the 0.5 mile search radius. The closest NPDES pipe is mapped adjacent to the project area to the west.

- SPEEDWAY STORE #8028, 1650 E 236th Street, Arcadia, IN (NPDES Permit No. IN0059943), has an external outfall to Hinkle Creek is located adjacent to the west of the project area. Coordination with Mr. John Helms, Environmental Manager, Speedway LLC, PO Box 1500, Springfield, Ohio 45501 (jmhelms@speedway.com) is recommended.

Leaking Underground Storage (LUST) Sites: One (1) LUST site is located within the 0.5 mile search radius, and is within the project area.

- The 31 Car & Truck Plaza site (McClure Oil Store #65), 21575 US HWY 31 N, Cicero, IN, AL #20847, is located at the southeast corner of US 31 and 216th Street. According to the IDEM VFC, soil and groundwater at the site was found to be impacted during 1998 underground storage tank removal activities. Assessment, remediation (natural attenuation) and monitoring activities have occurred at the site since 1999 and the last site remediation information is from 2007. Coordination with IDEM is recommended to see if additional information is available. If extensive excavation is necessary in this area, a Phase II Environmental Site Assessment is recommended.

Segment 2:

***Underground Storage Tank (UST) Sites:** One (1) unmapped UST site was observed during a window survey of the project area. A former gas station site located at 27610 US Highway 31 N, Atlanta, IN 46031 is adjacent to the project area. According to records found in the IDEM VFC, IDEM conducted a site inspection on November 24, 1997 and noted that the site was not in service but had extant vent pipes and pumps. IDEM attempted to contact the property owner via a letter on December 4, 1997 requesting permanent closure. Please see the separate RFI that was prepared under DES 1901797 for additional information.

Leaking Underground Storage (LUST) Sites: Two (2) LUST sites are located within the 0.5 mile search radius. Both sites are located within the project area.

- The Virgil H Schwartz site, 25760 N US 31, AL# 19348, is located northwest of US 31 and 256th Street intersection. According to the No Further Action (NFA) issued by IDEM on March 15, 2007, no contamination remains in the area surrounding the site or in the ROW. No impact is expected.

- Vigoro Industries, 1770 East 266th Street, AI #17848, is located on the northeast corner of US 31 and 266th Street. One gasoline UST was removed in December 1994, and over excavation of soil was necessary. Confirmatory soil sampling indicated that Total Petroleum Hydrocarbons (TPH) were less than 100 parts per million (ppm), which was the closure level in effect at the time. No impact is expected.

Segment 4:

***Underground Storage Tank (UST) Sites:** There is one (1) unmapped UST site located within the 0.5 mile search radius.

- Loves Travel Stop 710, 1875 Campbell Crossing, AI# 118898, is located adjacent to the northwest of the SR 28 / US 31 interchange. The site has 10 USTs installed in 2019. This area will not be impacted by the proposed project.

NPDES Facilities: Eight (8) NPDES facilities are located within the 0.5 mile search radius. The nearest NPDES Facility is within the project area and was issued to INDOT; however, the permit expires on March 2, 2020. No impact is expected. The next nearest NPDES Facility, Love's Travel Stops and Country Store, is located adjacent to the project area to the west. This area will not be impacted by the proposed project.

NPDES Pipe Locations: One (1) NPDES pipe is located within the 0.5 mile search radius. The closest NPDES pipe is mapped approximately 0.12 mile east of the project area. No impact is expected.

Leaking Underground Storage (LUST) Sites: Two (2) LUST sites are located within the 0.5 mile search radius. Two (2) LUST sites are within the project area.

- Day's Marathon, 1983 S US 31, AI# 58990. According to the No Further Action (NFA) issued by IDEM on April 28, 2014, no contamination remains in the area surrounding the site or in the right-of-way. This site is located with an area that was reconstructed as part of the US 31 / SR 28 interchange project in 2016-2017 and will not be impacted by the proposed project.
- Sherrill's Gas, 2025 N US 31, AI# 60831. According to IDEM's Virtual File Cabinet, the LUST at this location was closed on September 28, 2015. This site is located with an area that was reconstructed as part of the US 31 / SR 28 interchange project in 2016-2017 and will not be impacted by the proposed project.

Segment 5:

Underground Storage Tank (UST) Sites: Two (2) unmapped UST sites are located within the 0.5 mile search radius. A former gas station site located at 1446 N. US 31 was observed as being adjacent to the project area during a window survey. No records of this site could be found on the IDEM VFC. A Phase II Environmental Site Assessment is recommended.

A residential property, 2681 North US 31, is located on the east side of US 31, approximately 0.28 mile south of CR 300 North. A *Seller's Residential Real Estate Sales Disclosure* document dated August 1, 2018 indicates that there is an existing underground storage tank on the property that was used to store diesel. See attached disclosure statement. A Phase II Environmental Site Assessment is recommended.

Confined Feeding Operations (CFO): One (1) confined feeding operation is located within the 0.5 mile search radius. The confined feeding operation is located 0.43 mile east of the project area. No impact is expected.

Segment 6:

Confined Feeding Operations (CFO): One (1) confined feeding operation is located within the 0.5 mile search radius. The confined feeding operation is located 0.48 mile east of the project area. No impact is expected.

NPDES Facilities: Two (2) NPDES Facilities are located within the 0.5 mile search radius. The NPDES facility, Functional Devices, NPDES Permit No. INR10J514, is located adjacent to the east of the project area. Coordination with Aperture LLC, PO Box 2798, Kokomo, IN 46904, is recommended.

NPDES Pipe Locations: One (1) NPDES pipe is located within the 0.5 mile search radius. The closest NPDES pipe is mapped approximately 0.11 mile east of the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Hamilton County and Tipton County listings of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high-quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did not indicate the presence of ETR species. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located along a corridor consisting primarily of mixture of residential, commercial and agricultural land parcels. The range-wide programmatic consultation for the Indiana bat and Northern long-eared bat will be completed according to the most recent "Using the USFW's IPaC System for Listed Bat Consultation for INDOT Projects".

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patch Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

RECOMMENDATIONS SECTION

INFRASTRUCTURE:

Segment 1:

Airports: One (1) public-use airport, Westfield Airport, is located 3.28 miles southwest of the project area. Coordination with INDOT Aviation will occur.

Recreational Facilities: MacGregor Park located adjacent to the east of the project area. Coordination with the Westfield Washington Twp. / Hamilton Co. Park Department will occur.

Trails: Seven (7) trail segments are either in or adjacent to the project area. Five (5) of the trail segments are either potential or planned. McGregor Park Trail is open. Coordination with The Town of Westfield, Westfield Parks and Recreation Department, and the Hamilton County Plan Commission will occur.

Managed Lands: MacGregor Park is located directly adjacent to the project area to the east. Coordination with the Washington Township Parks and Recreation Board will occur.

Segment 2:

Pipeline: One (1) pipeline segment, associated with Marathon Pipeline Co., crosses the project area. Coordination with INDOT Railroads and Utilities will occur.

Segment 3:

Religious Facilities: East Union Christian Church is located in the southeast corner of US 31 and 296th Street. Coordination with East Union Christian Church will occur.

Cemeteries: East Union Cemetery is adjacent to the project area. Coordination with INDOT- Cultural Resource Office will occur.

Trails: The 296th Street-Tipton Co. Line to Madison Co. Line trail is a potential trail within the project area. Coordination with the Hamilton County Plan Commission will occur.

Segment 4:

Cemeteries: One (1) cemetery, Tucker Cemetery (also known as Center Grove Cemetery) is adjacent to the west of the project area. Coordination with INDOT- Cultural Resource Office will occur.

Railroads: One (1) railroad segment, associated with Norfolk Southern Railroad, is located in the project area. Coordination with INDOT Utilities and Railroads will occur.

Segment 5:

Religious Facilities: The Hopewell Church is located adjacent to the project area. Coordination with the Hopewell Church will occur.

WATER RESOURCES:

The presence of the following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting.

Segment 1:

Two (2) wetland polygons, one (1) to the east and one (1) to the west approximately 0.72 mile north of SR 38, are located adjacent to the project area.

Baker Ditch, Hinkle Creek and Lindy Ditch are located within the project area.

Four (4) floodplain polygons are located within the project area (coordination only).

Baker Ditch, Hinkle Creek and Lindy Ditch are located within the project area and are listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Segment 2:

One (1) wetland polygon is located 0.03 mile west of the project area.

One (1) wetland line segment is located within the project area.

Bennett Ditch and Little Cicero Creek are located within the project area.

Two (2) floodplain polygons are located within the project area (coordination only).

Bennett Ditch and Little Cicero Creek are located within the project area and are listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Segment 3:

One (1) wetland polygon is located adjacent to the project area.

Two (1) wetland point is located adjacent to the project area to the west.

One (1) wetland line segment is located within the project area.

UNT to Little Cicero Creek and Prairie Creek located within the project area.

Two (2) floodplain polygons are located within the project area (coordination only).

UNT to Little Cicero Creek and Prairie Creek are located within the project area and are listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Segment 4:

One (1) wetland polygon is located adjacent to the east of the project area.

Two (2) wetland line segments are located adjacent to the project area.

Cicero Creek and Dixon Creek are mapped within the project area.

Cicero Creek and Dixon Creek segments are located adjacent to the project area and are listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Dixon Creek is also listed for Impaired Biotic Communities and Nutrients. Best Management Practices (BMPs) will be used to avoid further degradation to the creek.

Segment 5:

One (1) wetland polygon is located adjacent to the project area to the east.

One (1) wetland point is located adjacent to the west of project area.

Buck Creek, Turkey Creek and Broad Creek are mapped within the project area.

One (1) floodplain polygon is located within the project area (coordination only).

Buck Creek, Turkey Creek, and Broad Creek are located within or directly adjacent to the project area and are listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Segment 6:

One (1) wetland polygon is located adjacent to the east of the project area.

One (1) floodplain polygon is located within the project area (coordination only).

Mud Creek, Kelley Ditch and an UNT are mapped adjacent to or within the project area.

Mud Creek, Kelley Ditch and an UNT are located within or directly adjacent to the project area and are listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Kelly Ditch is also impaired for Dissolved Oxygen and Nutrients. BMPs will be used to avoid further degradation to the ditch.

URBANIZED AREA BOUNDARY: N/A

MINING /MINERAL EXPLORATION:

Segment 1:

Petroleum Well: Five (5) petroleum wells are located within or adjacent to the project area. Coordination with IDNR Oil and Gas Division will occur.

Segment 5:

Petroleum Well: Four (4) petroleum wells are located within or adjacent to the project area. Coordination with IDNR Oil and Gas Division will occur.

Segment 6:

Petroleum Well: Four (4) petroleum wells are located within or adjacent to the project area. Coordination with IDNR Oil and Gas Division will occur.

HAZMAT CONCERNS:

Segment 1:

State Cleanup Sites: One (1) State Cleanup Site is located within the 0.10 mile search radius. The site, associated with JAS Trucking Incorporated (Agency ID No. 23367), is located at the US 31 and 216th Street intersection. According to the Indiana Department of Environmental Management (IDEM) Virtual file cabinet (VFC) there was a fuel tanker accident that resulted in a spill of 8,500 gallons of diesel and gasoline on June 27, 2005. On May 18, 2006 IDEM issued a No Further Action (NFA); however, due to close proximity to buried telephone cables, complete excavation was impractical. All boring samples except for two (2) were within RISC residential default closure limits. The two (2) borings that were above the RISC residential closure levels are below the RISC industrial closure levels. As a result of the incomplete excavation, there is likely contamination remaining near or in the right of way (ROW). Coordination will be conducted with IDEM before future site activities occur.

Institutional Controls: GW Pierce Lot 2, 22265 US Hwy 31, AI# 117374, is located adjacent to the project area. The site was formerly the site of an auto parts facility. According to a Phase II investigation, chromium and arsenic were found and low levels of Naphthalene were slightly above Residential Tap Screening Levels. Coordination will be conducted with IDEM before further site activities occur. If excavation is planned for this area, a Phase II Environmental Site Assessment is recommended.

NPDES Facilities: SPEEDWAY STORE #8028, 1650 E 236th Street, Arcadia, IN (NPDES Permit No. IN0059943), is located adjacent to the project area. Coordination with Mr. John Helms, Environmental Manager, Speedway LLC, PO Box 1500, Springfield, Ohio 45501 (jmhelms@speedway.com) is recommended.

NPDES Pipe Locations: Two (2) NPDES pipes are located within the 0.5 mile search radius. The closest NPDES pipe is mapped adjacent to the project area to the west. SPEEDWAY STORE #8028, 1650 E 236th Street, Arcadia, IN (NPDES Permit No. IN0059943), has an external outfall to Hinkle Creek is located adjacent to the west of the project area. Coordination with Mr. John Helms, Environmental Manager, Speedway LLC, PO Box 1500, Springfield, Ohio 45501 (jmhelms@speedway.com) is recommended.

Leaking Underground Storage (LUST) Sites: The 31 Car & Truck Plaza site (McClure Oil Store #65), 21575 US HWY 31 N, Cicero, IN, AI #20847, is located at the southeast corner of US 31 and 216th Street. According to the IDEM VFC, soil and groundwater at the site was found to be impacted during 1998 underground storage tank removal activities. Assessment, remediation (natural attenuation) and monitoring activities have occurred at the site since 1999 and the last site remediation information is from 2007. Coordination with IDEM is recommended to see if additional information is available. If extensive excavation is necessary in this area, a Phase II Environmental Site Assessment is recommended.

Segment 2:

Underground Storage Tank (UST) Sites: One (1) unmapped UST site was observed during a window survey of the project area. A former gas station site located at 27610 US Highway 31 N, Atlanta, IN 46031 is adjacent to the project area. According to records found in the IDEM VFC, IDEM conducted a site inspection on November 24, 1997 and noted that the site was not in service but had extant vent pipes and pumps. IDEM attempted to contact the property owner via a letter on December 4, 1997 requesting permanent closure. Please see the separate RFI that was prepared under DES 1901797 for additional information.

Segment 5:

Underground Storage Tank (UST) Sites: A former gas station site located at 1446 N. US 31 was observed as being adjacent to the project area during a window survey. No records of this site could be found on the IDEM VFC. A Phase II Environmental Site Assessment is recommended.

A residential property, 2681 North US 31, is located on the east side of US 31, approximately 0.28 mile south of CR 300 North. A *Seller's Residential Real Estate Sales Disclosure* document dated August 1, 2018 indicates that there is an existing underground storage tank on the property that was used to store diesel. See attached disclosure statement. A Phase II Environmental Site Assessment is recommended.

Segment 6:

NPDES Facilities: Functional Devices, NPDES Permit No. INR10J514, is located adjacent to the east of the project area. Coordination with Aperture LLC, PO Box 2798, Kokomo, IN 46904, is recommended.

ECOLOGICAL INFORMATION:

Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana bat and Northern long-eared bat will be completed according to the most recent "Using the USFW's IPaC System for Listed Bat Consultation for INDOT Projects".

Marlene Mathas

Digitally signed by Marlene

Mathas

Date: 2020.03.19 18:10:43 -04'00'

INDOT Environmental Services concurrence:

(Signature)

Prepared by:

Ryan L. Scott

Director of Environmental Services

Butler, Fairman and Seufert, Inc.

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

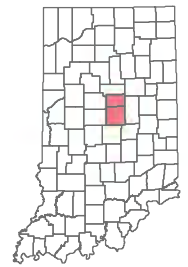
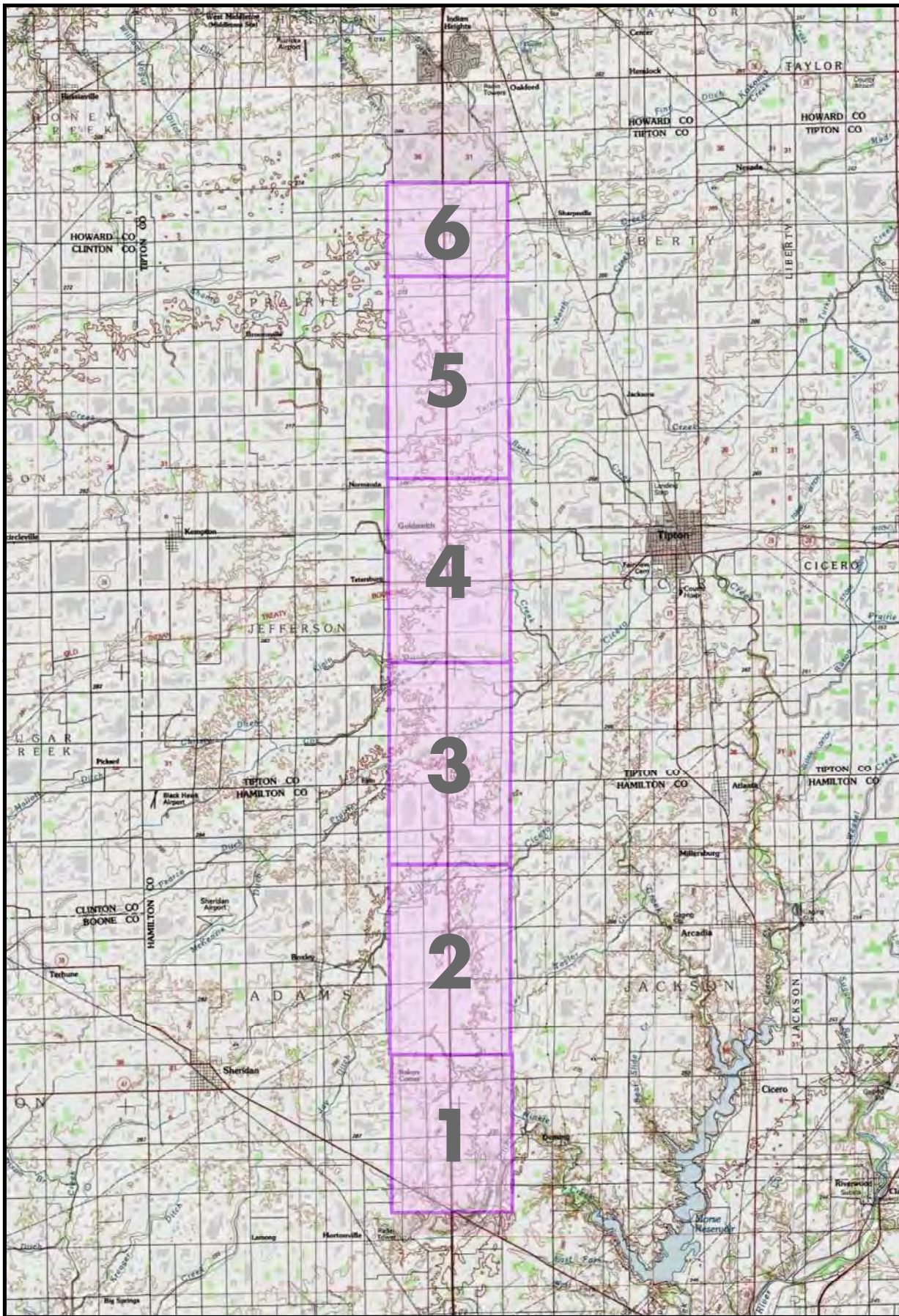
INFRASTRUCTURE: YES

WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: YES

HAZMAT CONCERNS: YES



Legend

Red Flag Investigation Segments



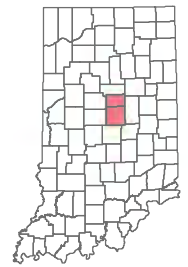
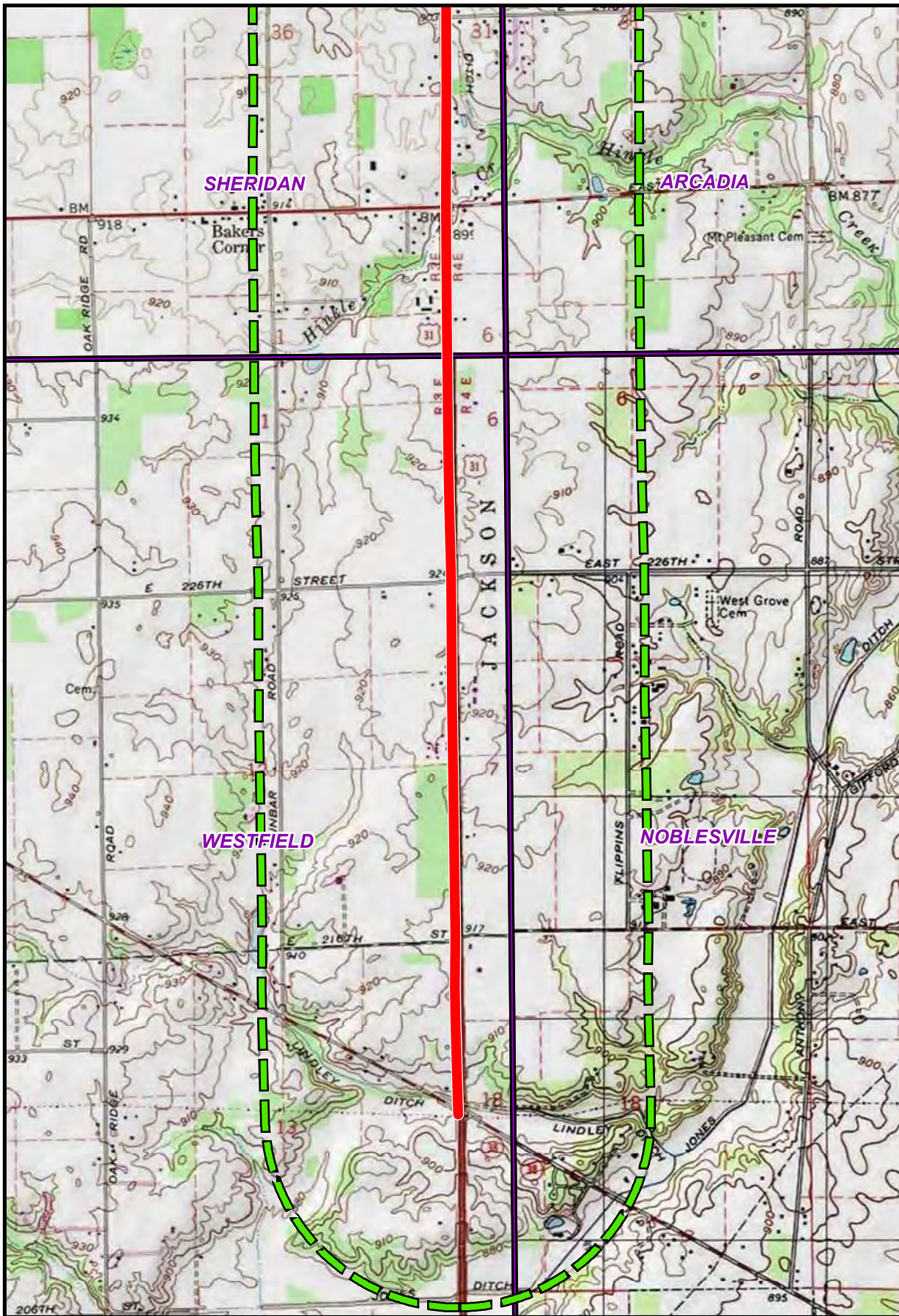
Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) USA Topo Maps

0 7,500 15,000 30,000
Feet



USGS Quadrangles OVERALL MAP

US 31 Corridor from SR 38 to SR 931
Hamilton County and Tipton County, Indiana
Des. No. 1900096
Appendix E page 16



Legend

Project Area

Half Mile Radius



Quadrangle Boundary



Appendix E page 17

Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) USA Topo Maps

0 1,050 2,100 4,200 Feet



USGS Westfield Quadrangle

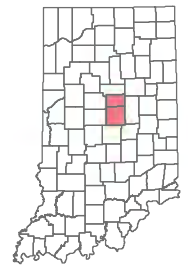
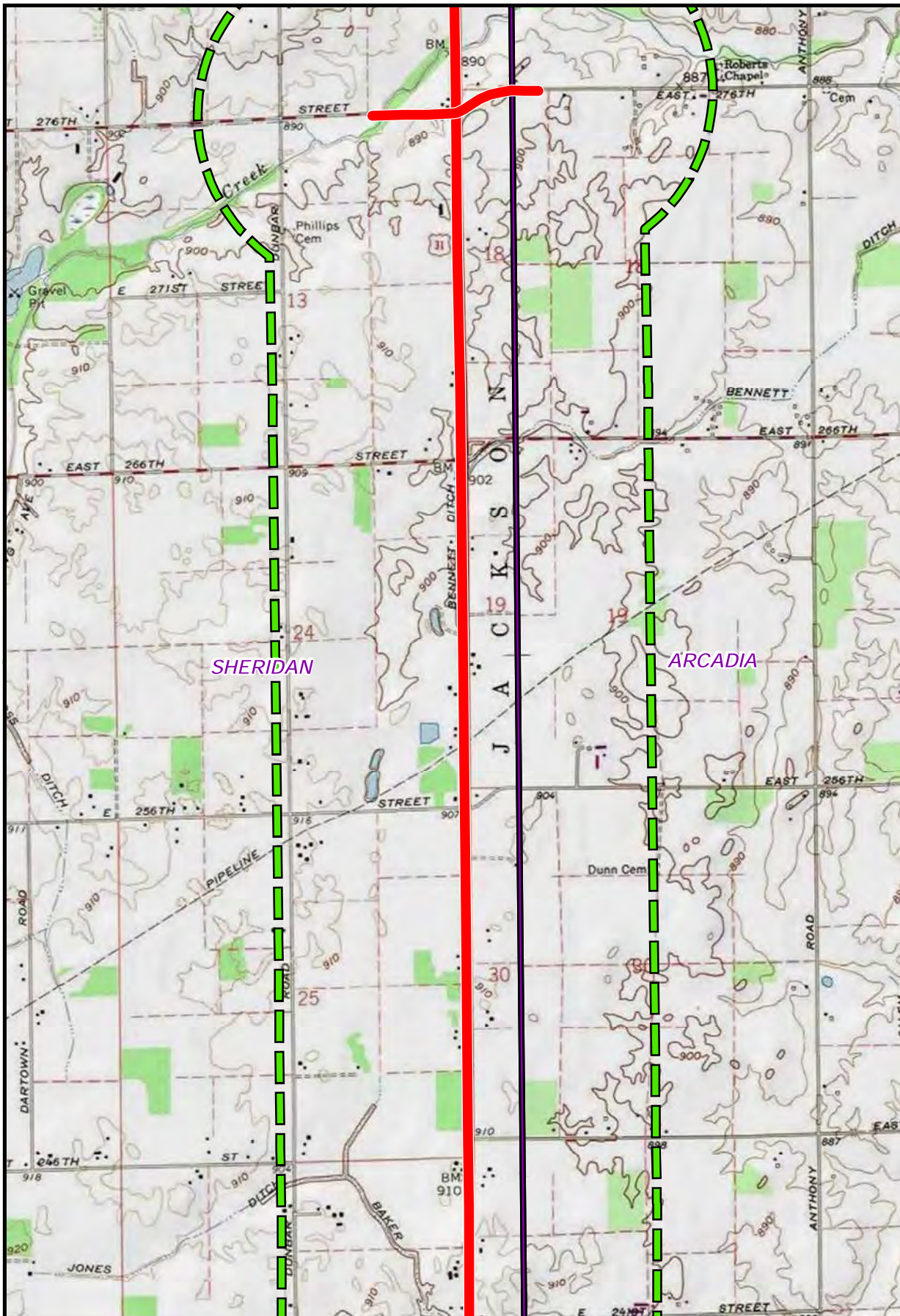
US 31 Corridor from SR 38 to SR 931
Hamilton County and Tipton County, Indiana
Section 1, 12, 13, Township 19N, Range 3E
Section 6, 7, 18, Township 19N, Range 4E

Des. No. 1900096

USGS Sheridan Quadrangle

Section 36, Township 20N, Range 3E
Section 31, Township 20N, Range 4E

SEGMENT 1 OF 6



Legend

Project Area

Half Mile Radius

Quadrangle Boundary

Appendix E page 18

Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) USA Topo Maps

0 1,050 2,100 4,200 Feet



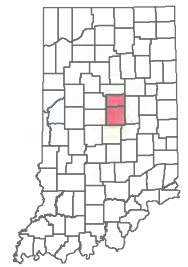
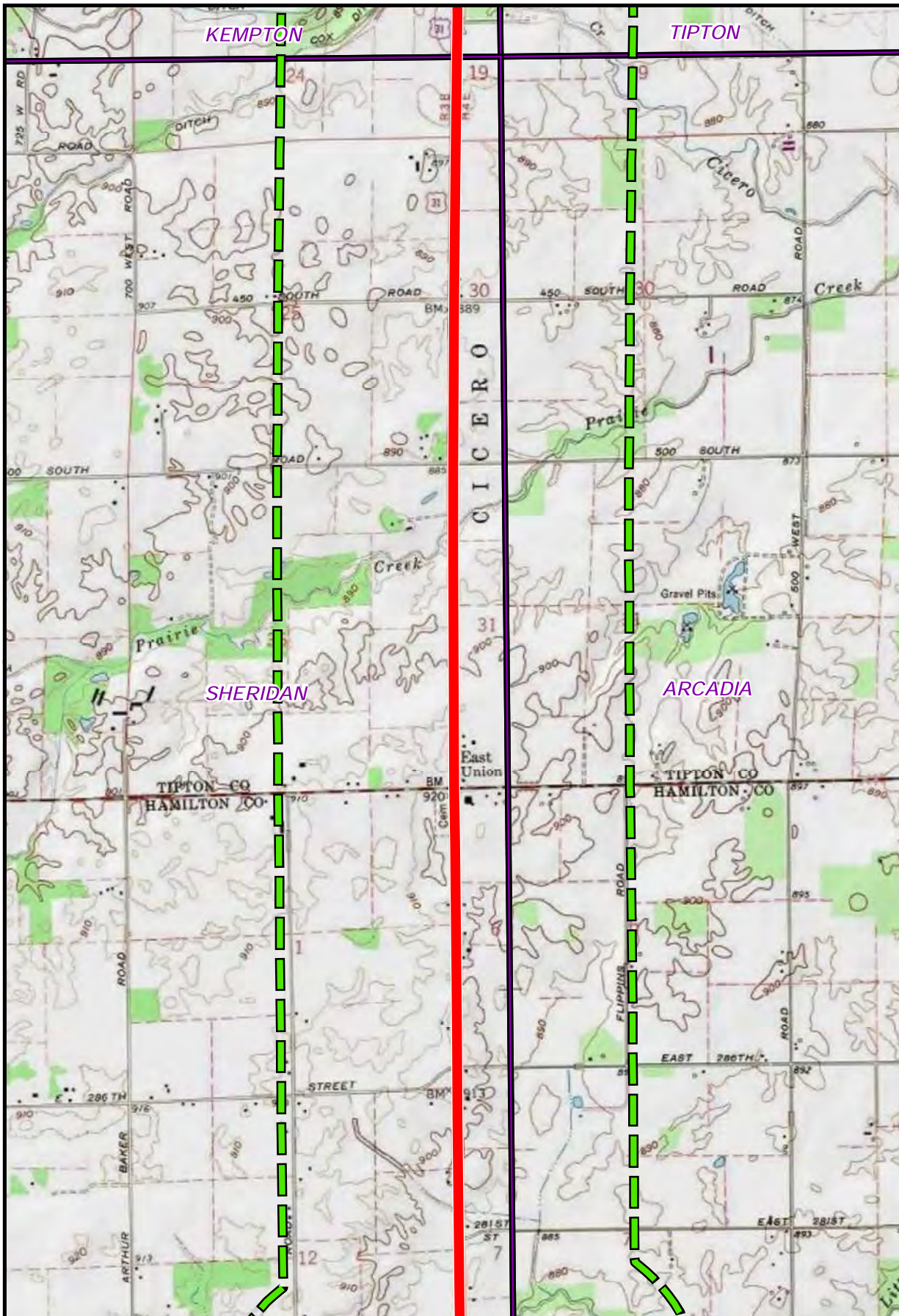
USGS Sheridan Quadrangle

US 31 Corridor from SR 38 to SR 931
Hamilton County and Tipton County, Indiana
Section 12, 13, 24, 25, 36 Township 20N, Range 3E
Section 7, 18, 19, 30, 31 Township 20N, Range 4E
Des. No. 1900096

USGS Arcadia Quadrangle

Section 7, Township 20N, Range 4E
Section 18, Township 20N, Range 4E

SEGMENT 2 OF 6



Legend

Project Area

Half Mile Radius



Quadrangle Boundary



Appendix E page 19

Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) USA Topo Maps

USGS Sheridan Quadrangle

US 31 Corridor from SR 38 to SR 931

Hamilton County and Tipton County, Indiana

Section 1, 12, Township 20N, Range 3E & Section 24, 25, 36, Township 21N, Range 3E

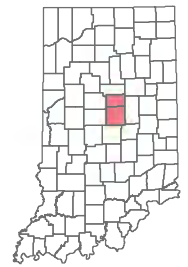
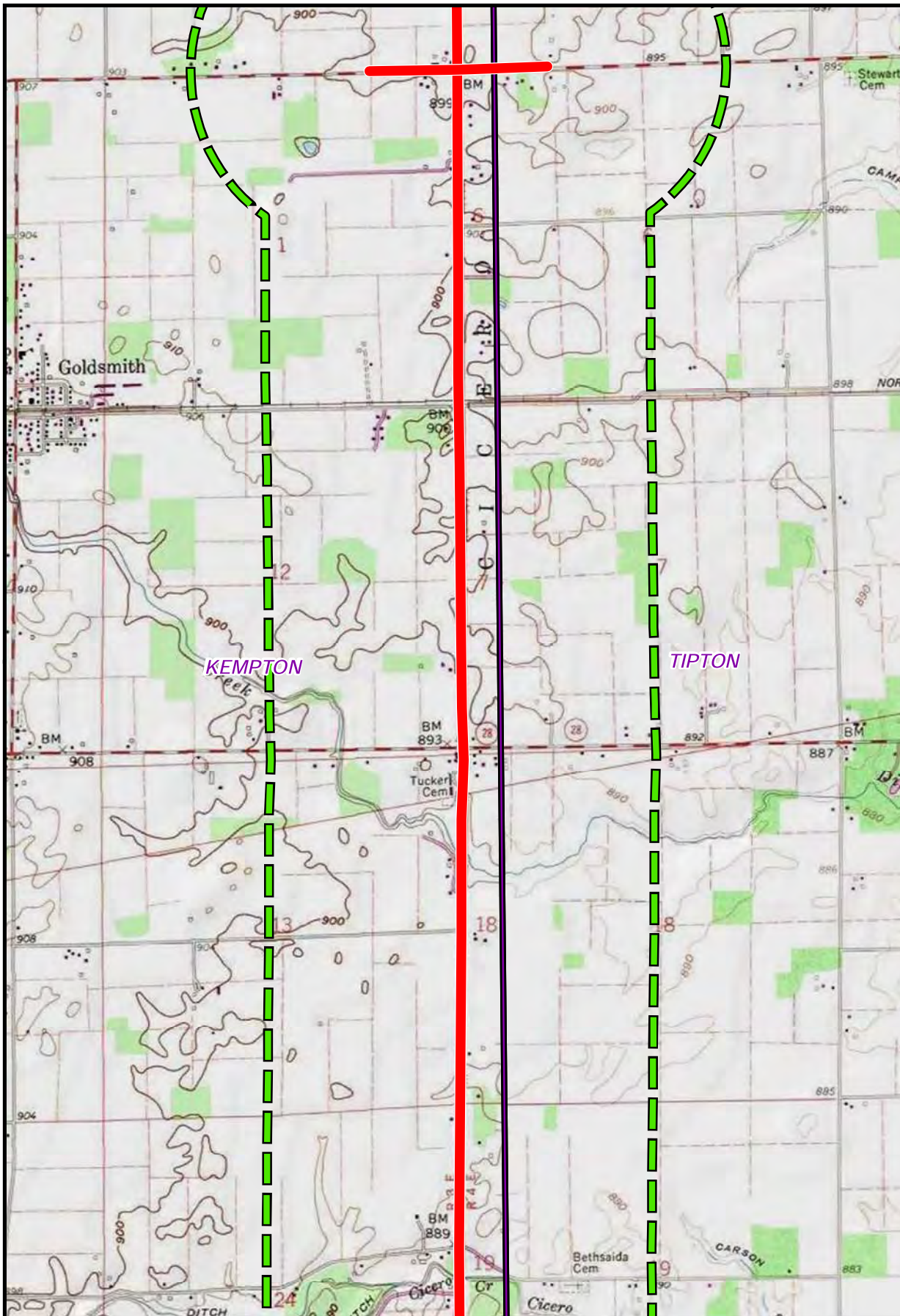
Section 6, 7 Township 20N, Range 4E & Section 19, 30, 31, Township 21N, Range 4E

Des. No. 1900096

SEGMENT 3 OF 6

0 1,150 2,300 4,600 Feet





Legend

Project Area



Half Mile Radius



Quadrangle Boundary



Appendix E page 20

USGS Tipton Quadrangle

S. 6, Township 21N, Range 4E

S.31, Township 22N, Range 4E

Map Source: Indiana Geological
Survey (IGS), IndianaMap,
ArcGIS Online (ESRI) USA Topo Maps

0 1,050 2,100 4,200
Feet



USGS Kempton Quadrangle

US 31 Corridor from SR 38 to SR 931

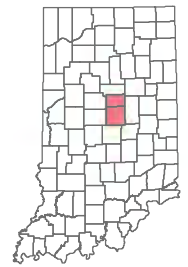
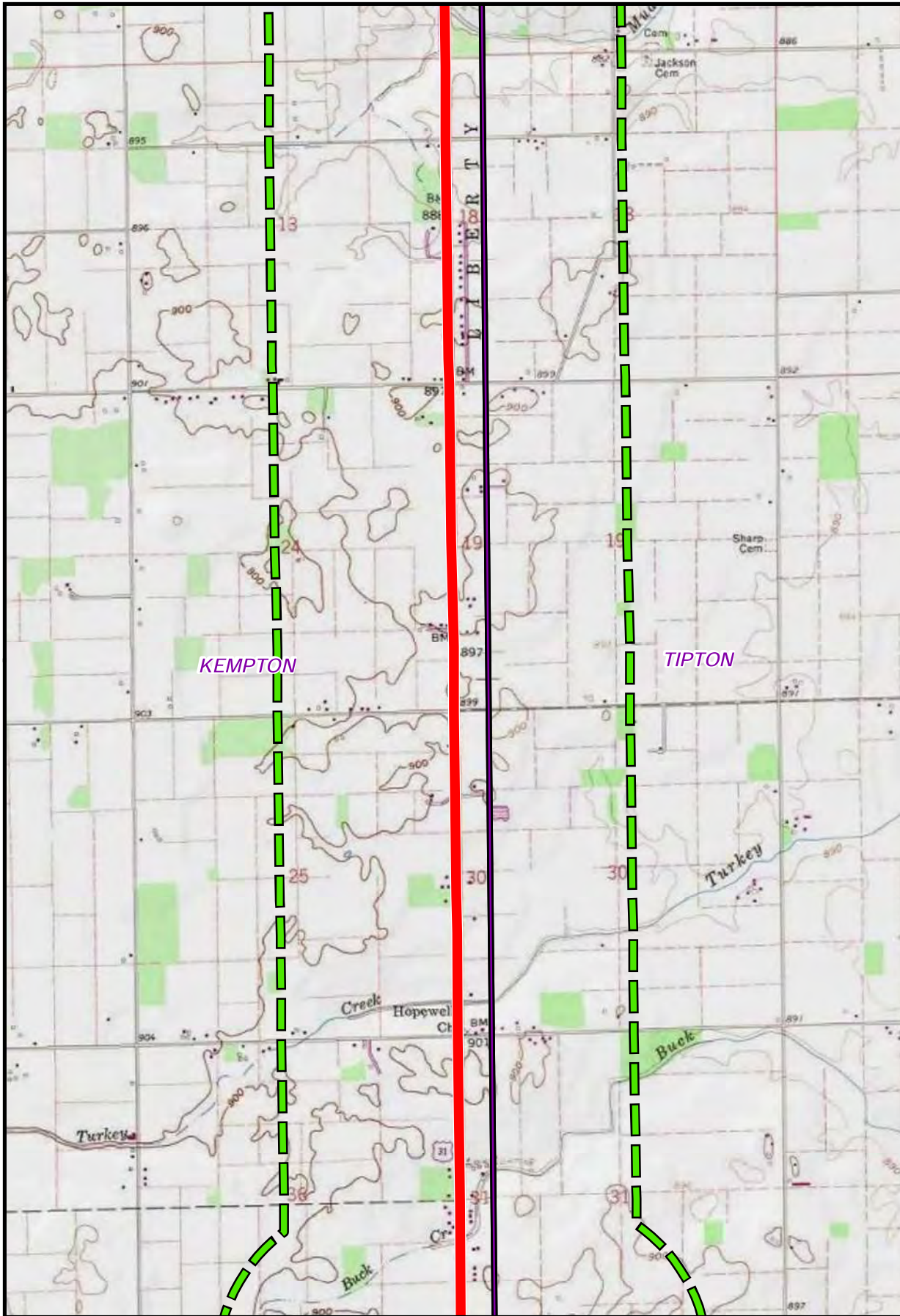
Hamilton County and Tipton County, Indiana

Section 1, 12, 13, 24, Township 21N, Range 3E & Section 36, Township 22N, Range 3E

Section 6, 7, 18, 19, Township 21N, Range 4E & Section 31, Township 22N, Range 4E

Des. No. 1900096

SEGMENT 4 OF 6



Legend

Project Area

Half Mile Radius



Quadrangle Boundary



Appendix E page 21

Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) USA Topo Maps

0 1,150 2,300 4,600 Feet



USGS Kempton Quadrangle

US 31 Corridor from SR 38 to SR 931

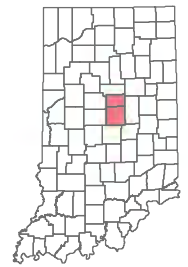
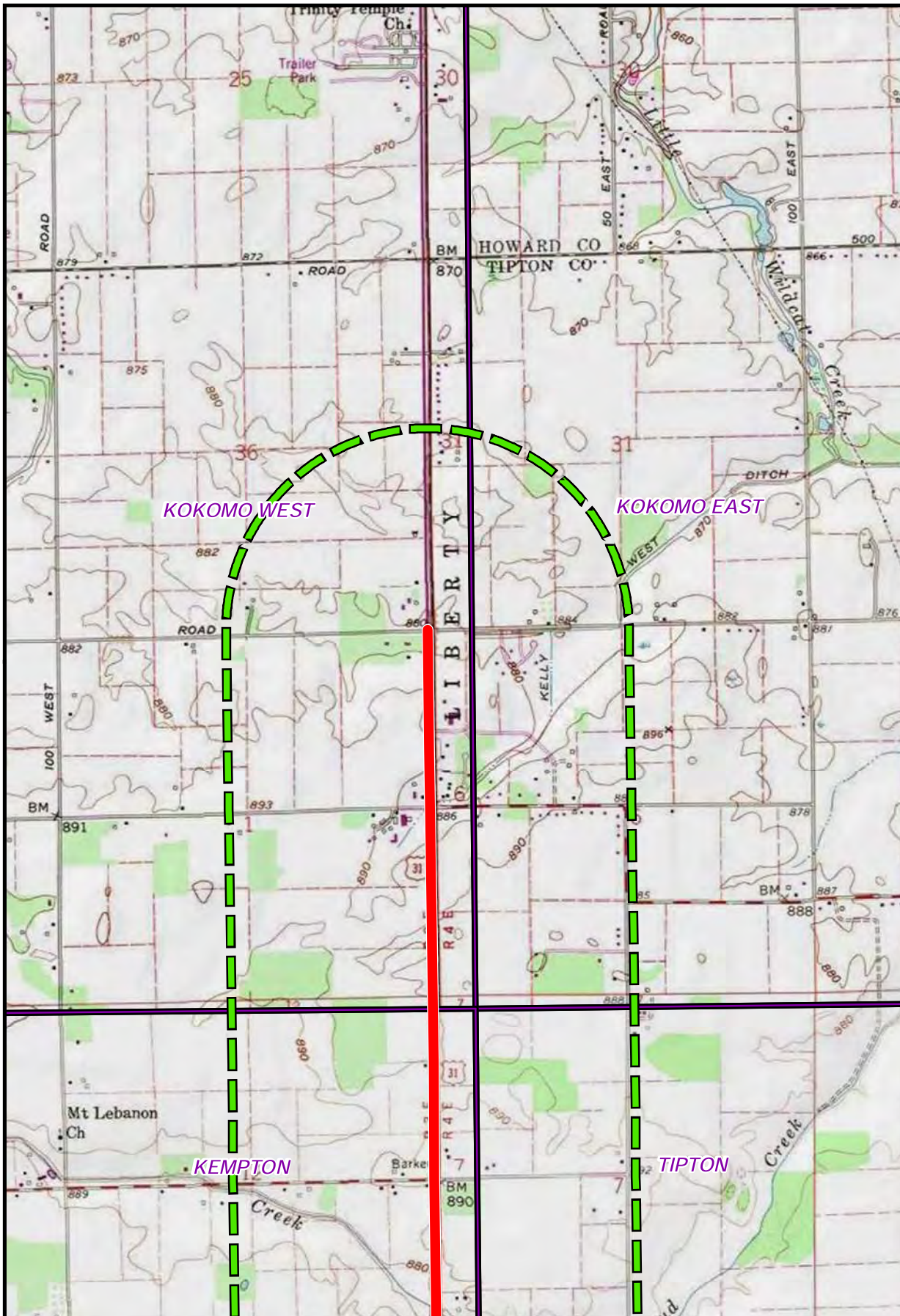
Hamilton County and Tipton County, Indiana

Section 12, 13, 24, 25, 36, Township 22N, Range 3E

Section 7, 18, 19, 30, 31, Township 22N, Range 4E

No. 1900096
Des.

SEGMENT 5 OF 6



Legend

Project Area

Half Mile Radius

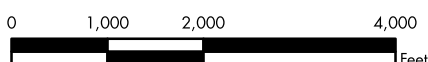


Quadrangle Boundary



Appendix E page 22

Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) USA Topo Maps



USGS Kempton Quadrangle

US 31 Corridor from SR 38 to SR 931
Hamilton County and Tipton County, Indiana
Section 12, Township 22N, Range 3E
Section 7, Township 22N, Range 4E
Des. No. 1900096

USGS Kokomo West Quadrangle

Section 1, Township 22N, Range 3E
Section 6, Township 22N, Range 4E

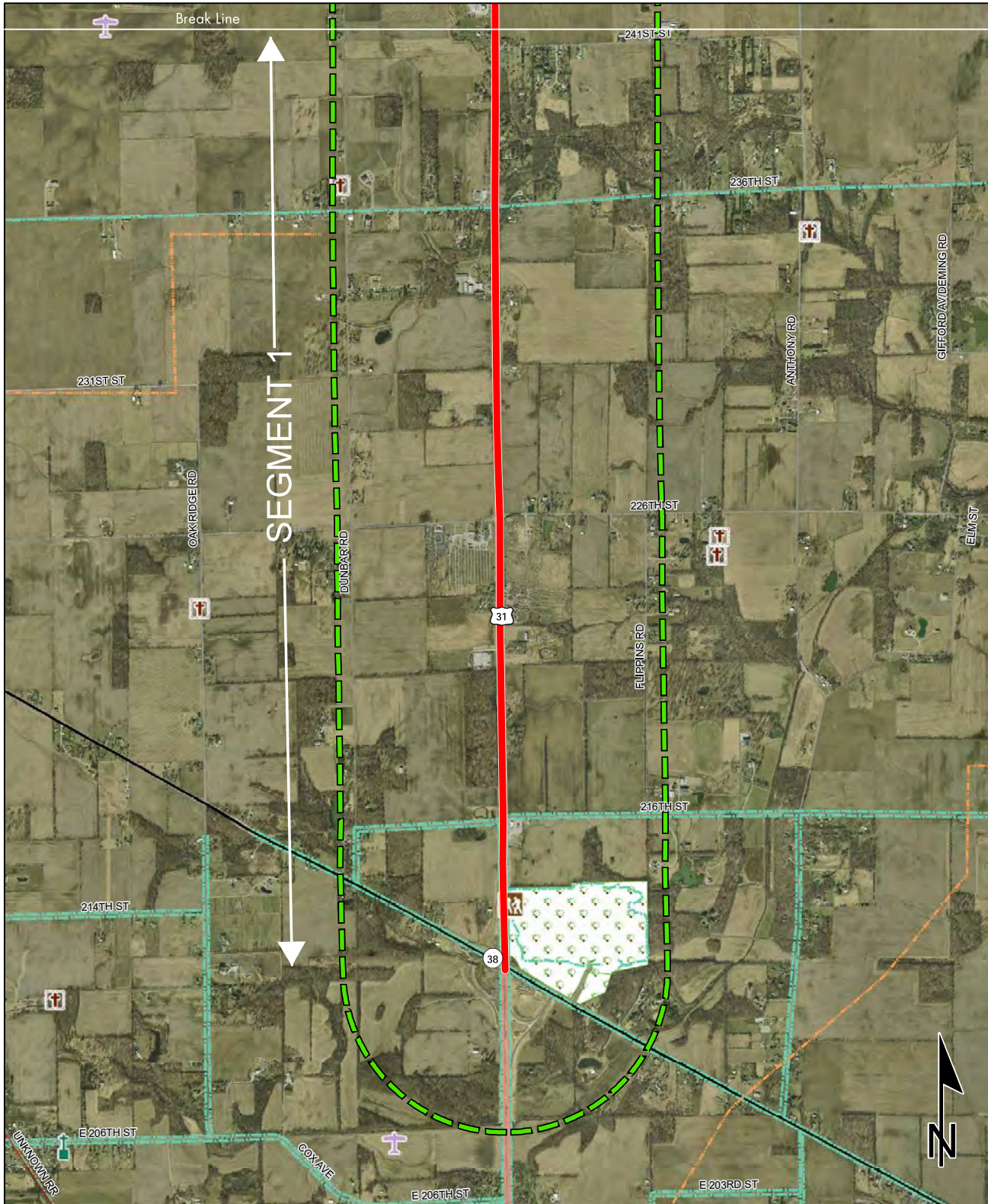
SEGMENT 6 OF 6

Red Flag Investigation - Infrastructure (1 of 6)

US 31 Corridor from SR 38 to SR 931

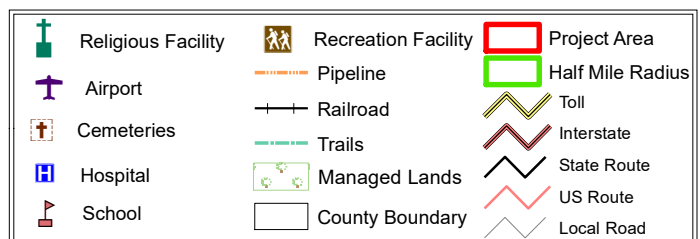
Hamilton County and Tipton County, Indiana

Des. No. 1900096



Sources:
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

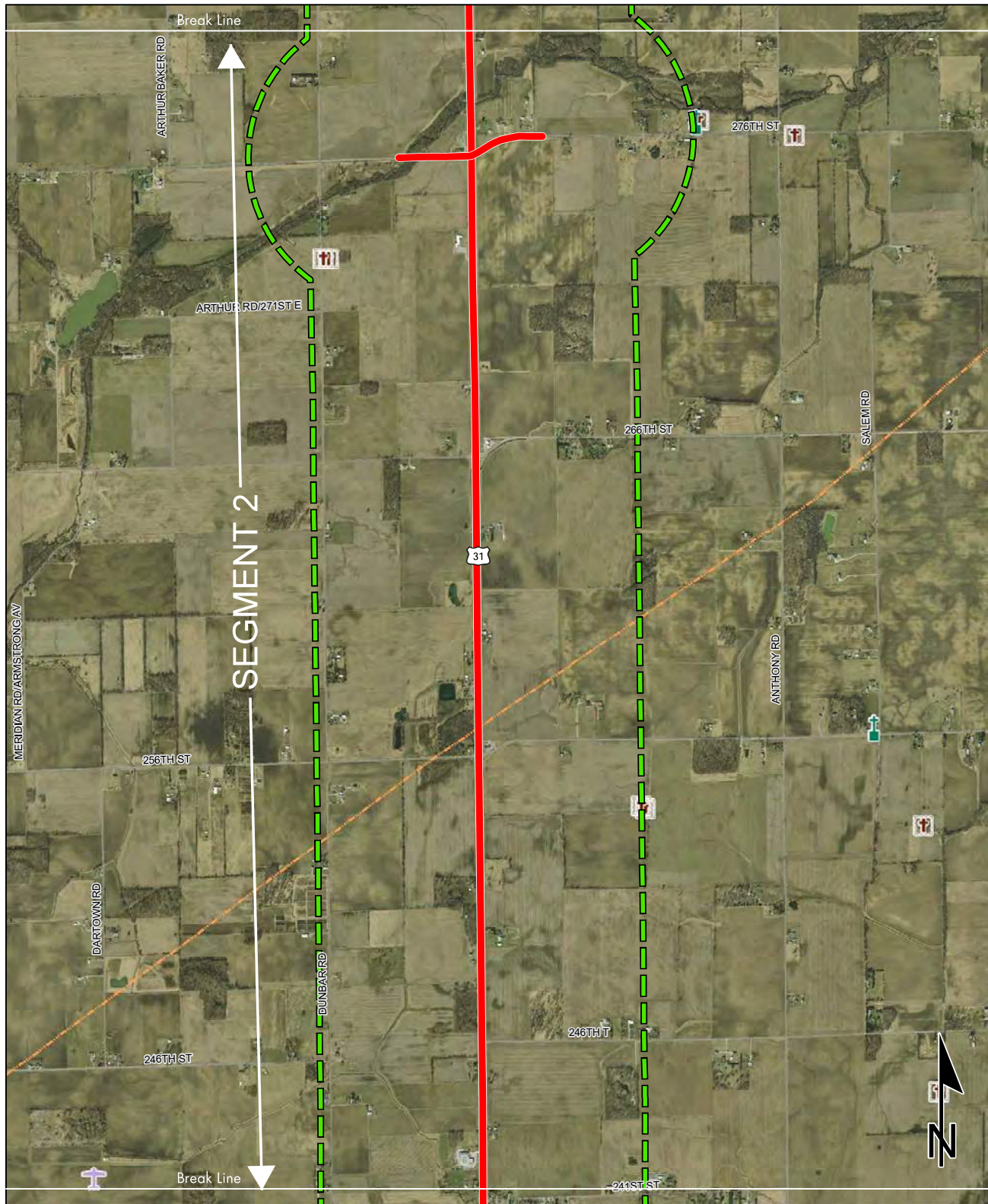


Red Flag Investigation - Infrastructure (2 of 6)

US 31 Corridor from SR 38 to SR 931

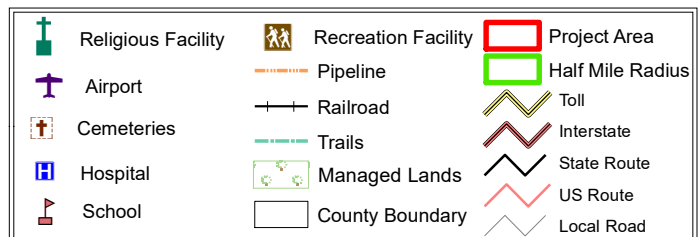
Hamilton County and Tipton County, Indiana

Des. No. 1900096



Sources:
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 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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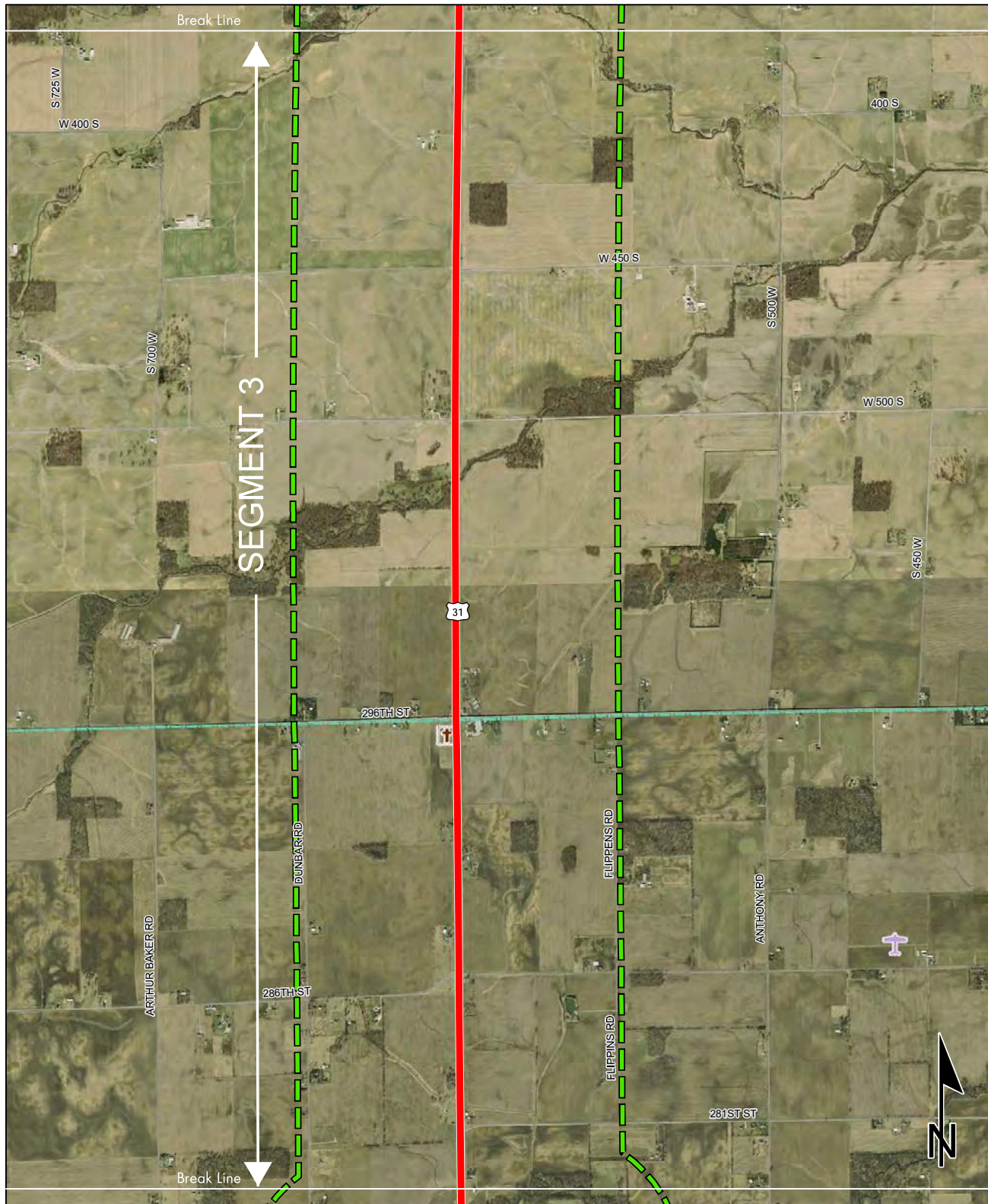


Red Flag Investigation - Infrastructure (3 of 6)

US 31 Corridor from SR 38 to SR 931

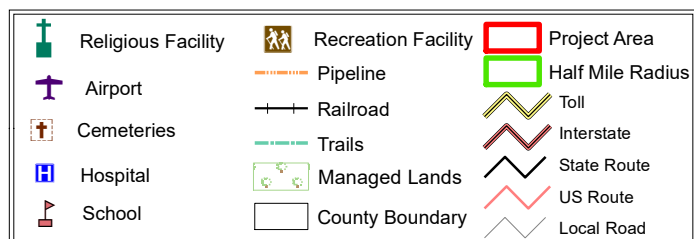
Hamilton County and Tipton County, Indiana

Des. No. 1900096



Sources:
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 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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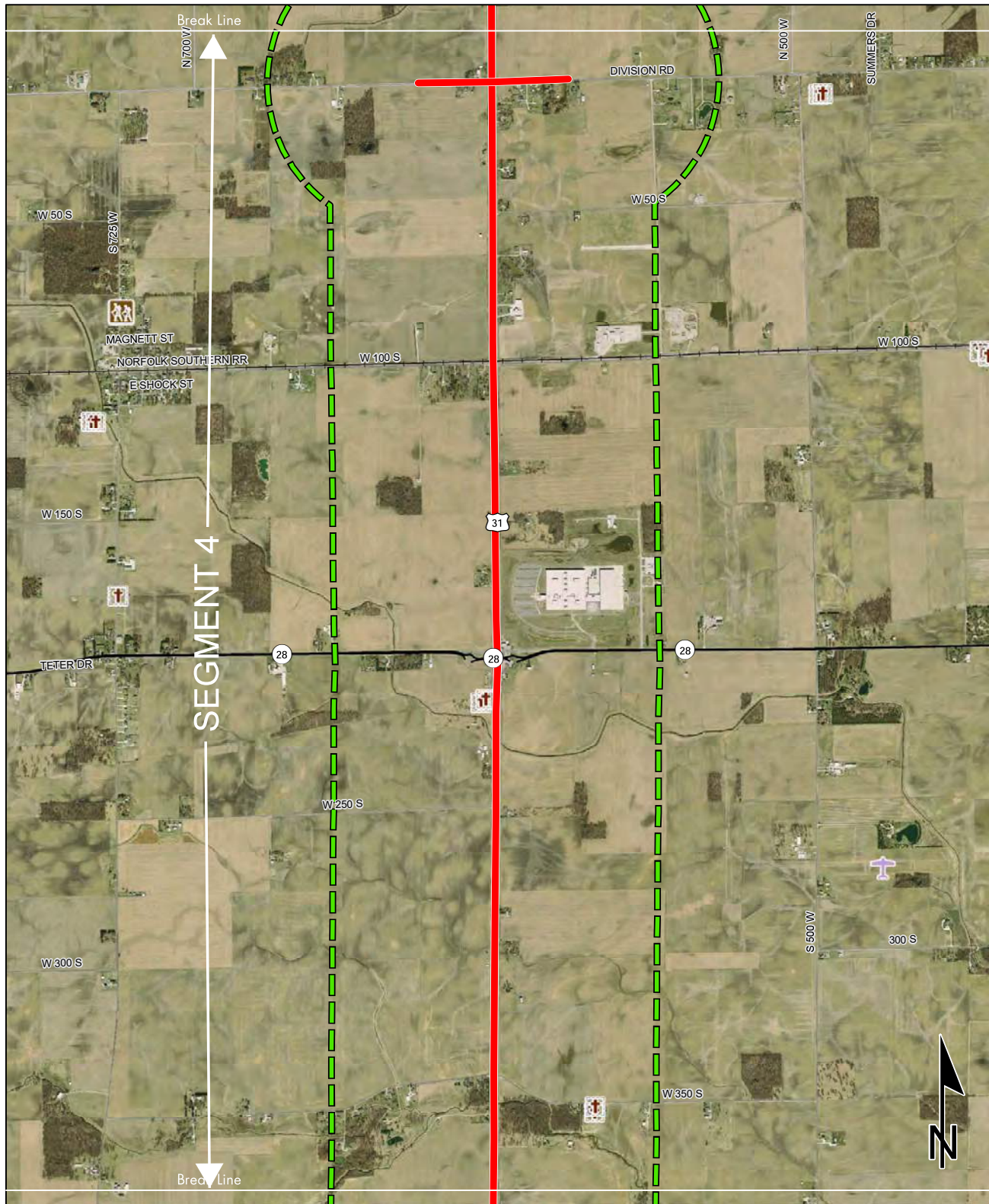


Red Flag Investigation - Infrastructure (4 of 4)

US 31 Corridor from SR 38 to SR 931

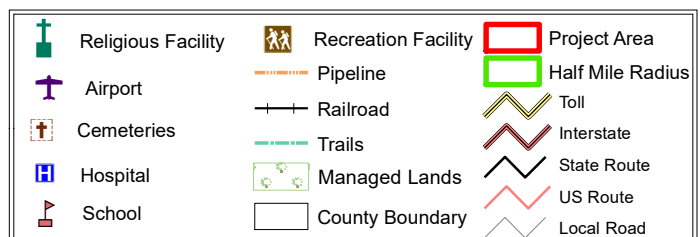
Hamilton County and Tipton County, Indiana

Des. No. 1900096

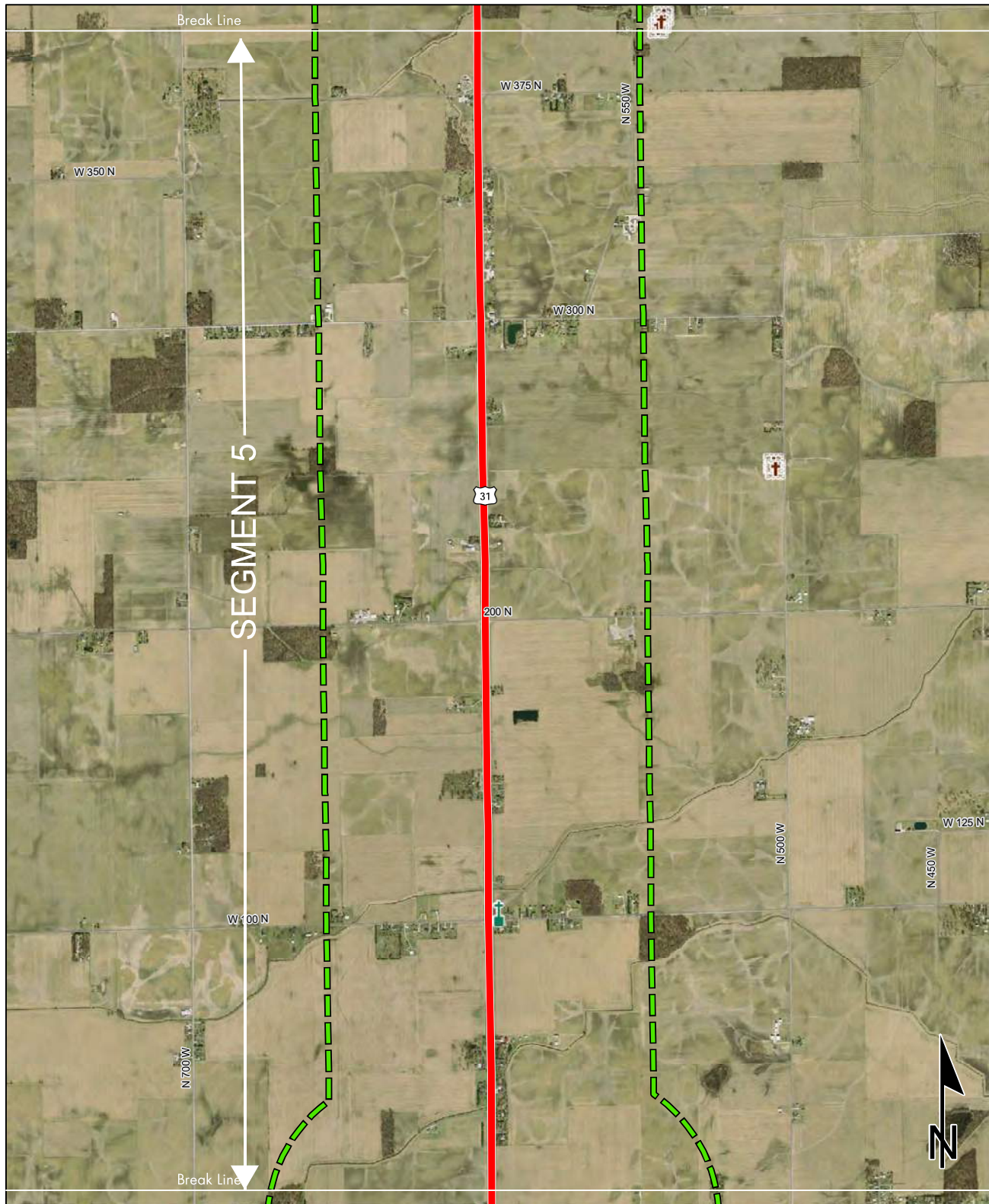


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Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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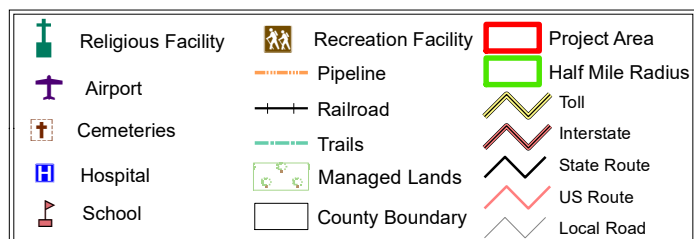


Red Flag Investigation - Infrastructure (5 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096

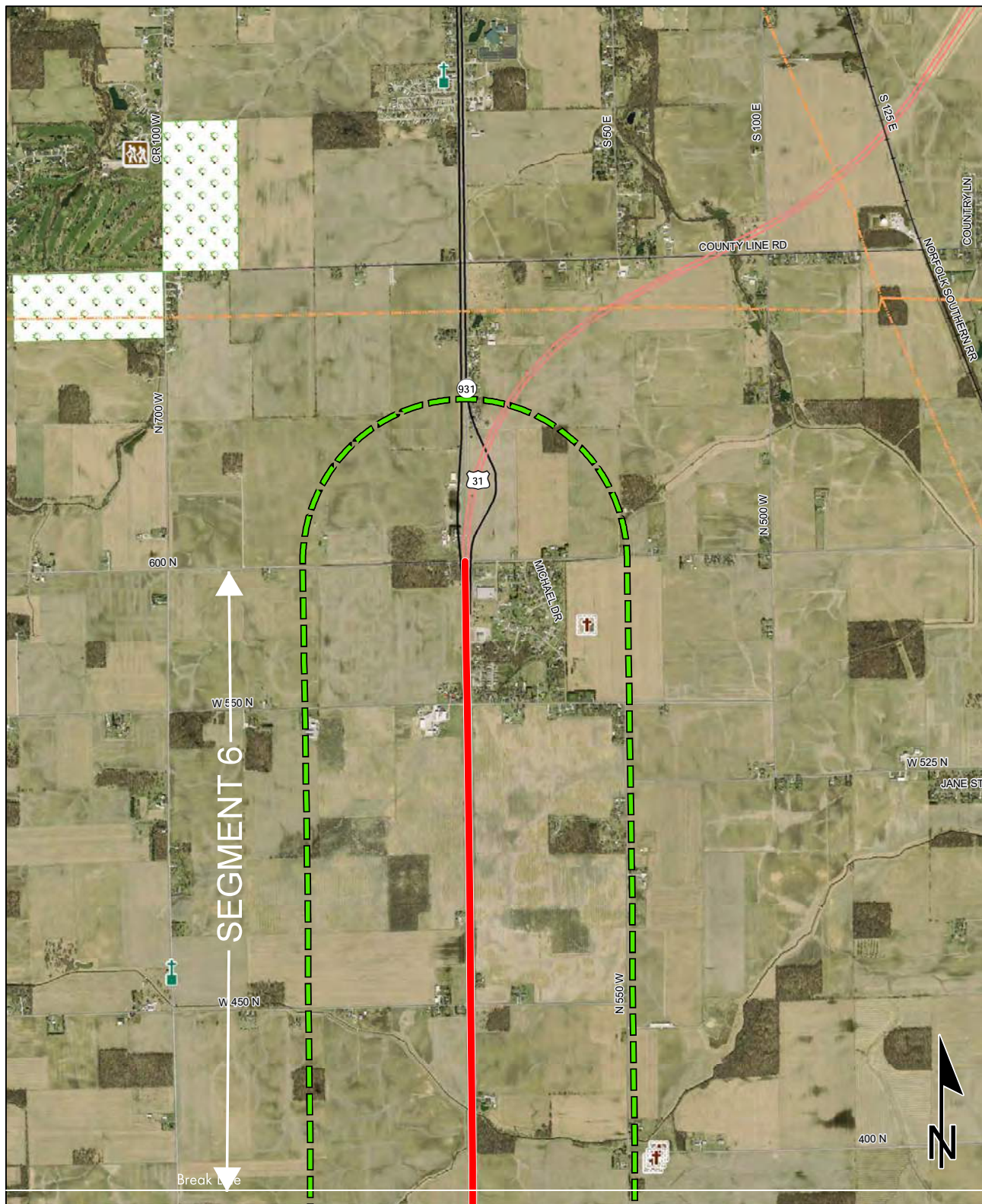


Sources:
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 Data - Obtained from the State of Indiana Geographical
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 Orthophotography - Obtained from Indiana Map Framework Data
 (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

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Red Flag Investigation - Infrastructure (6 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



Sources:
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

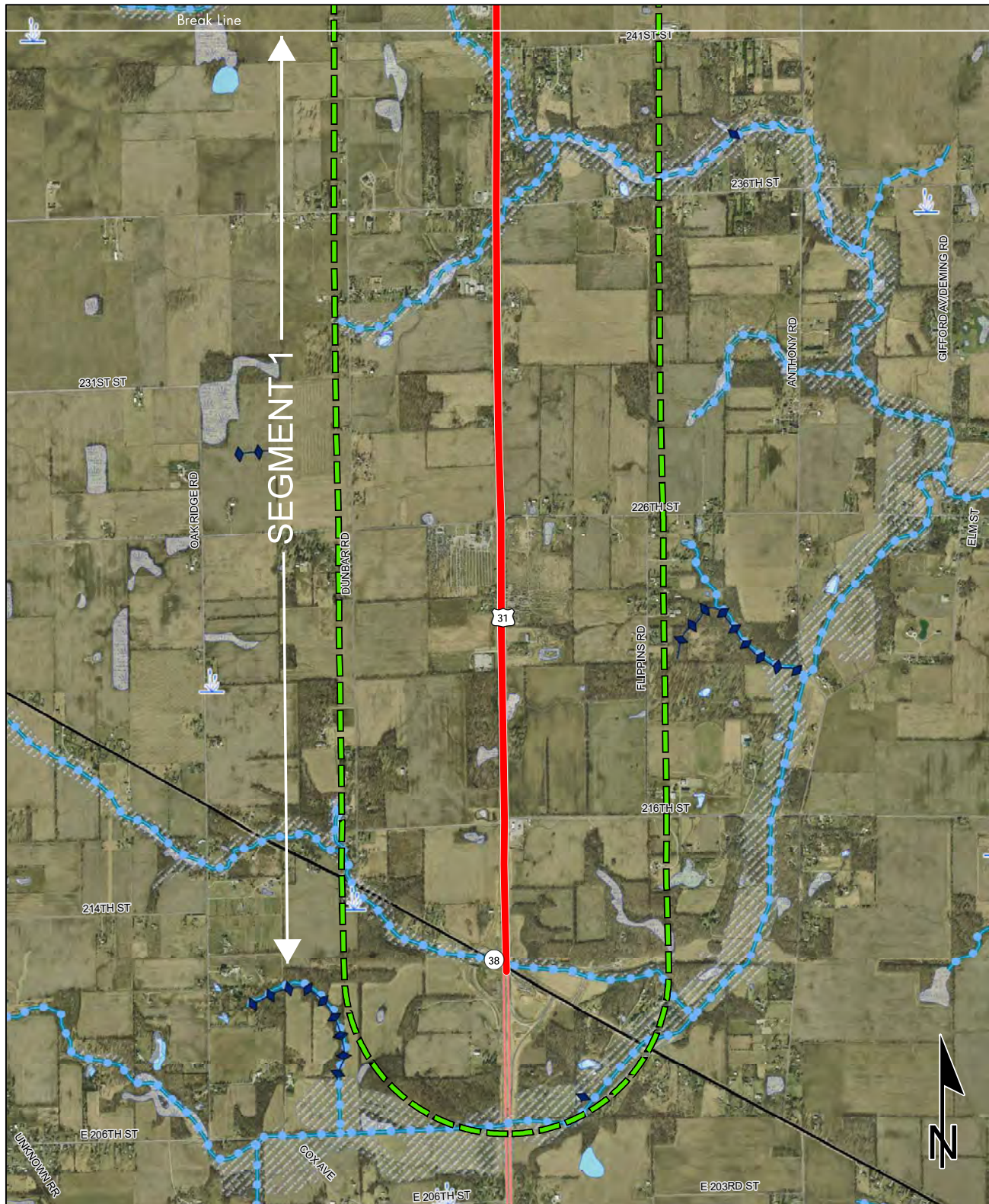
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	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources (1 of 6)

US 31 Corridor from SR 38 to SR 931

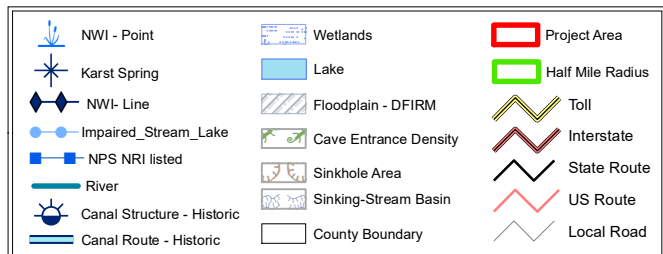
Hamilton County and Tipton County, Indiana

Des. No. 1900096

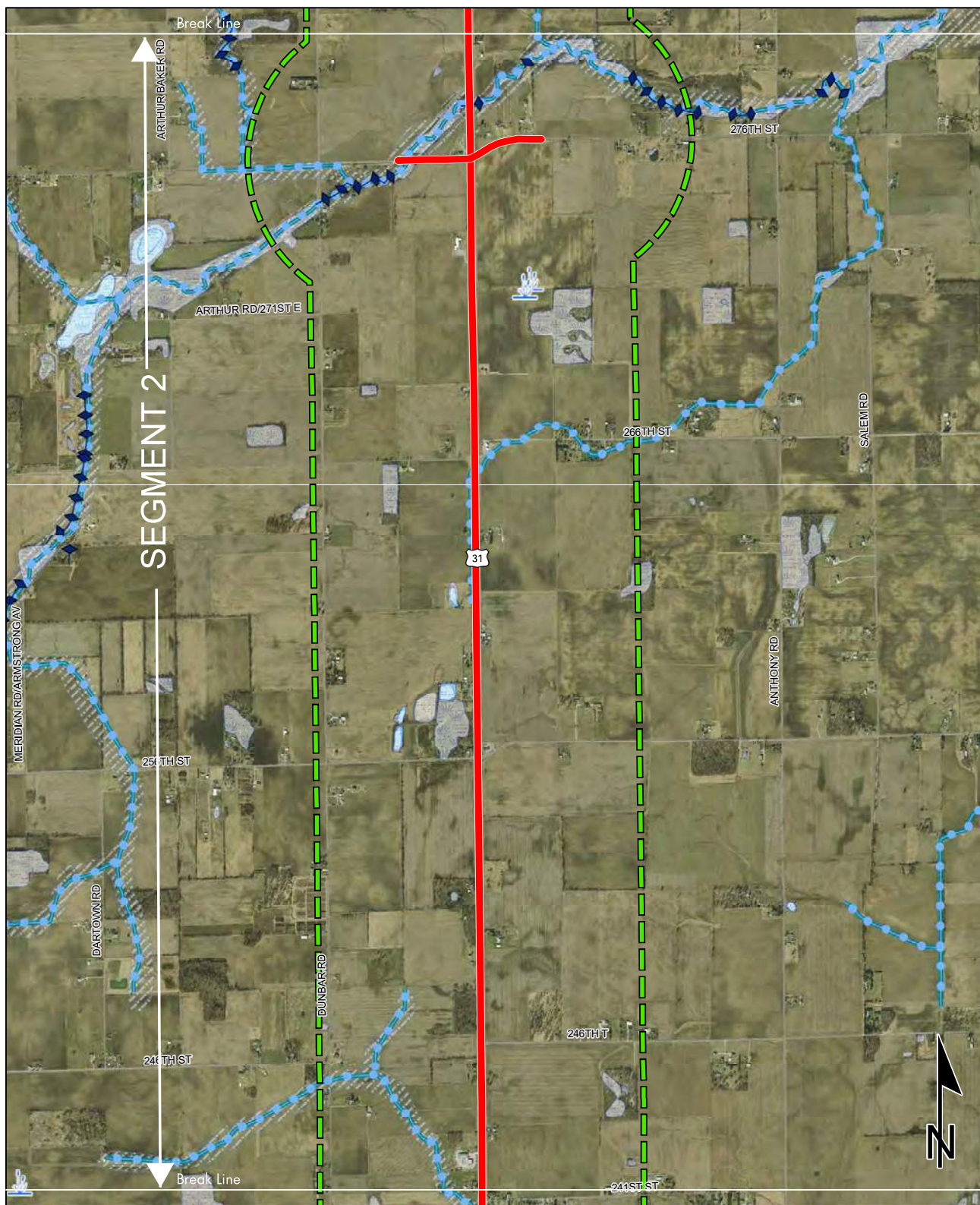


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 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



Red Flag Investigation - Water Resources (2 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



Sources:

Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

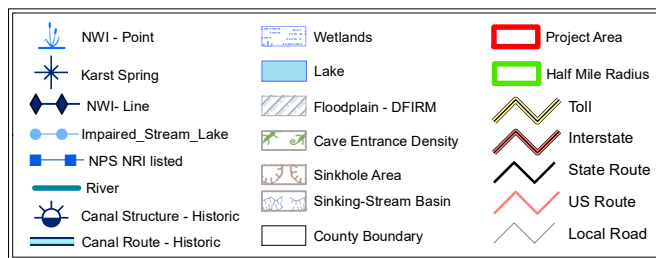
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Map Projection: UTM Zone 16 N Map Datum: NAD83

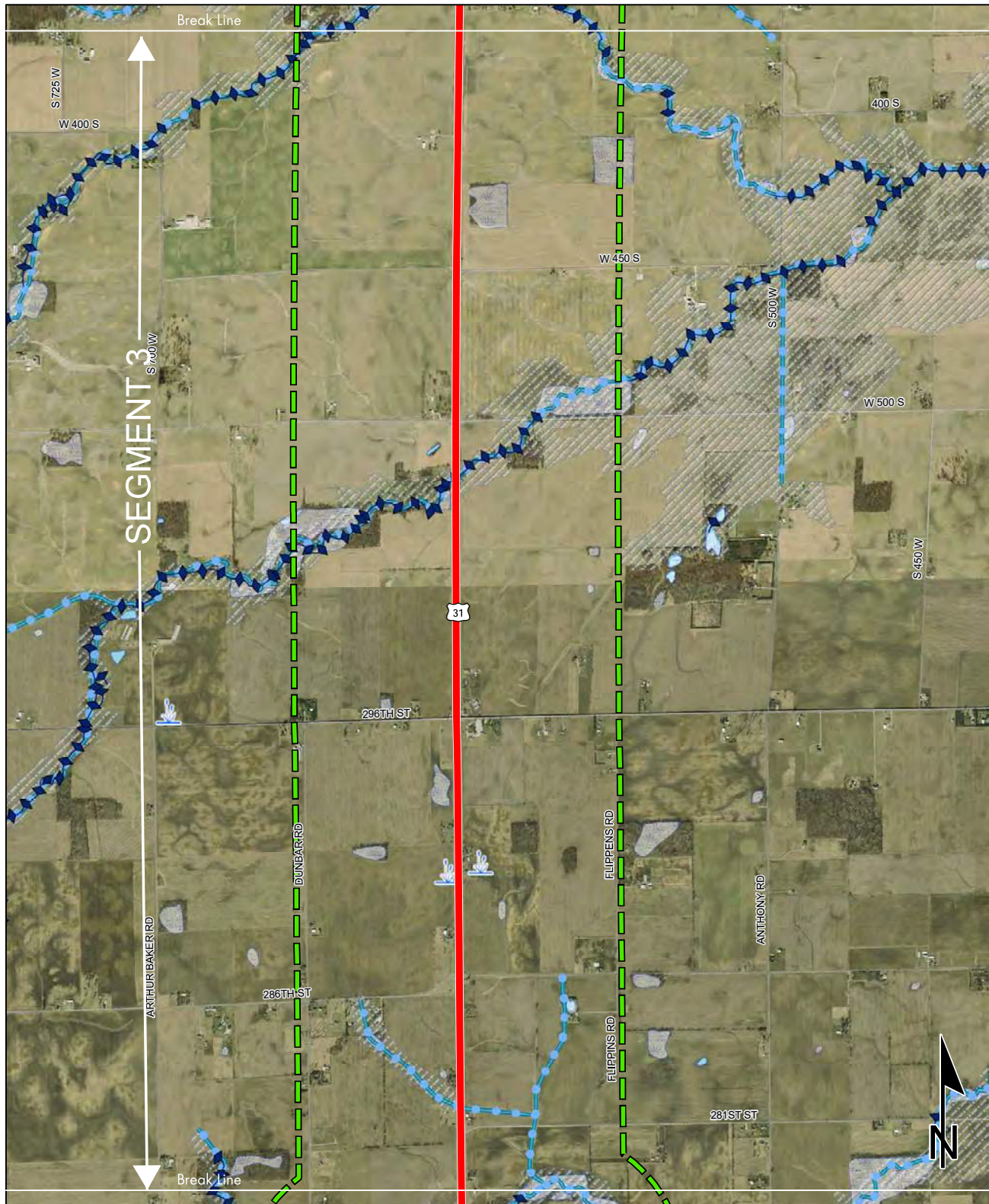
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

0.4 0.2 0 0.4 Miles

Appendix E page 30



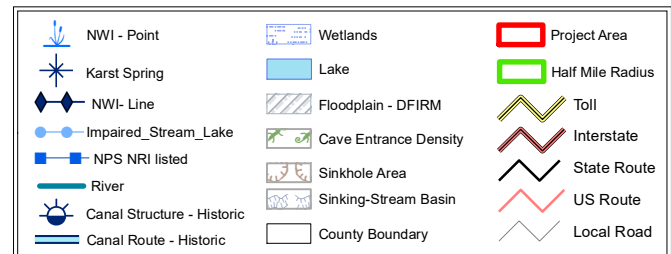
Red Flag Investigation - Water Resources (3 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



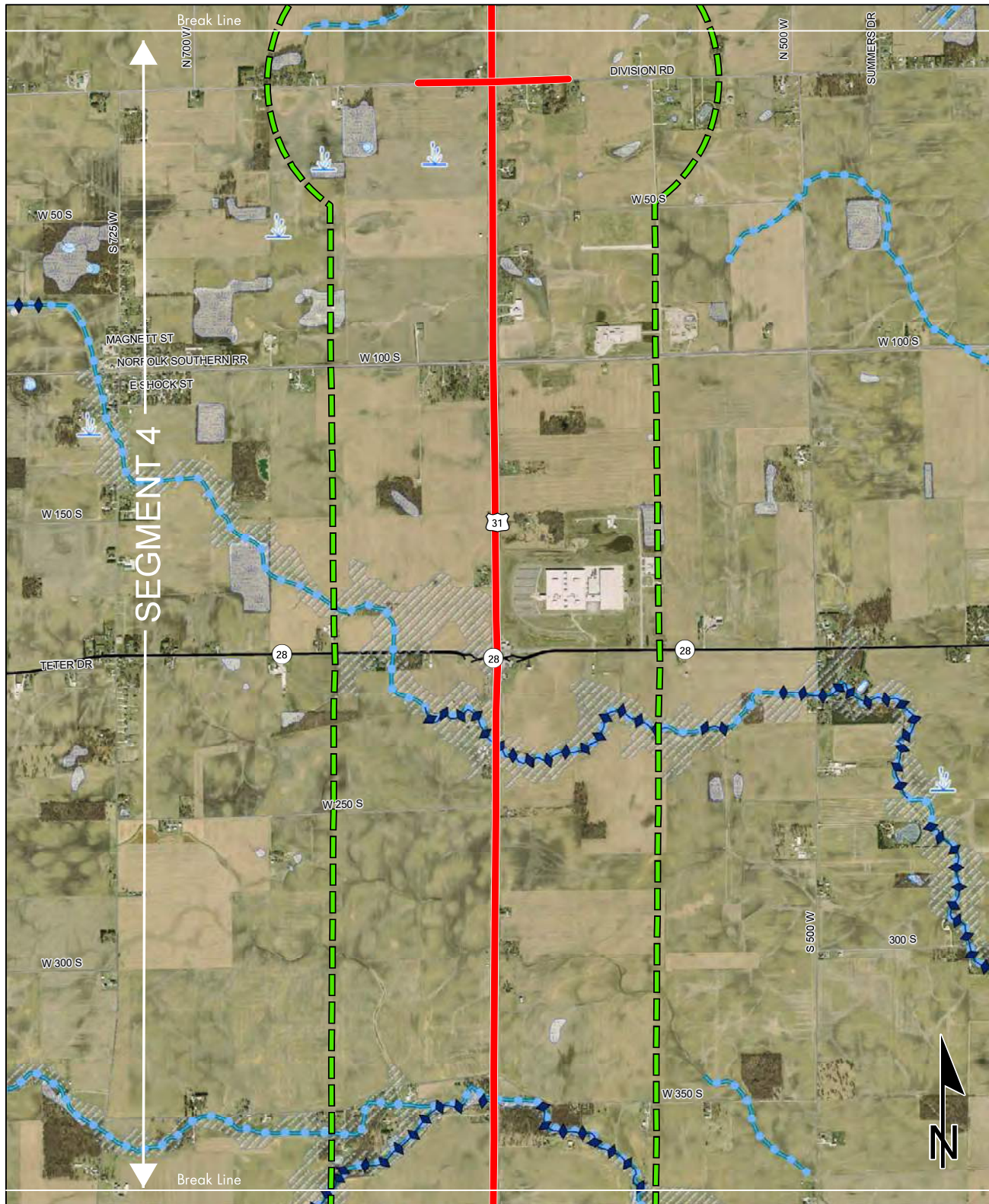
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 Data - Obtained from the State of Indiana Geographical Information Office Library
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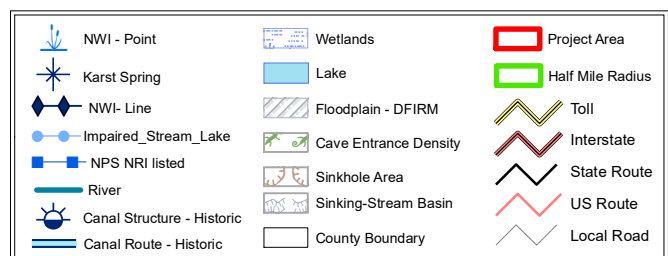
Appendix E page 31



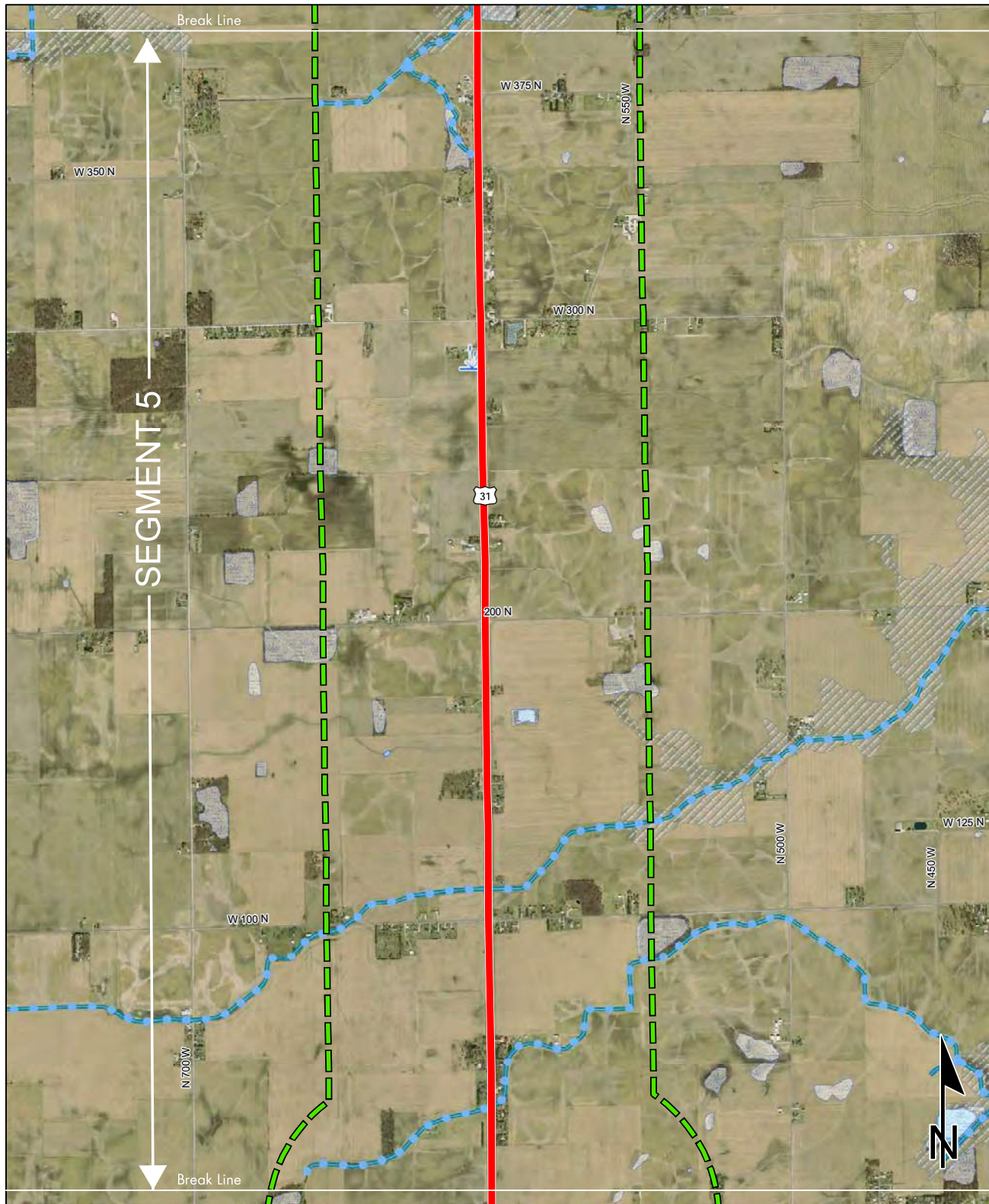
Red Flag Investigation - Water Resources (4 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



Sources:
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
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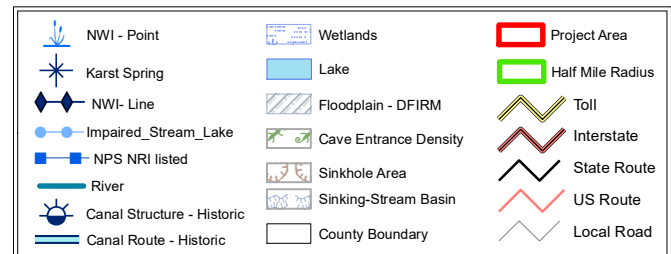
Red Flag Investigation - Water Resources (5 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



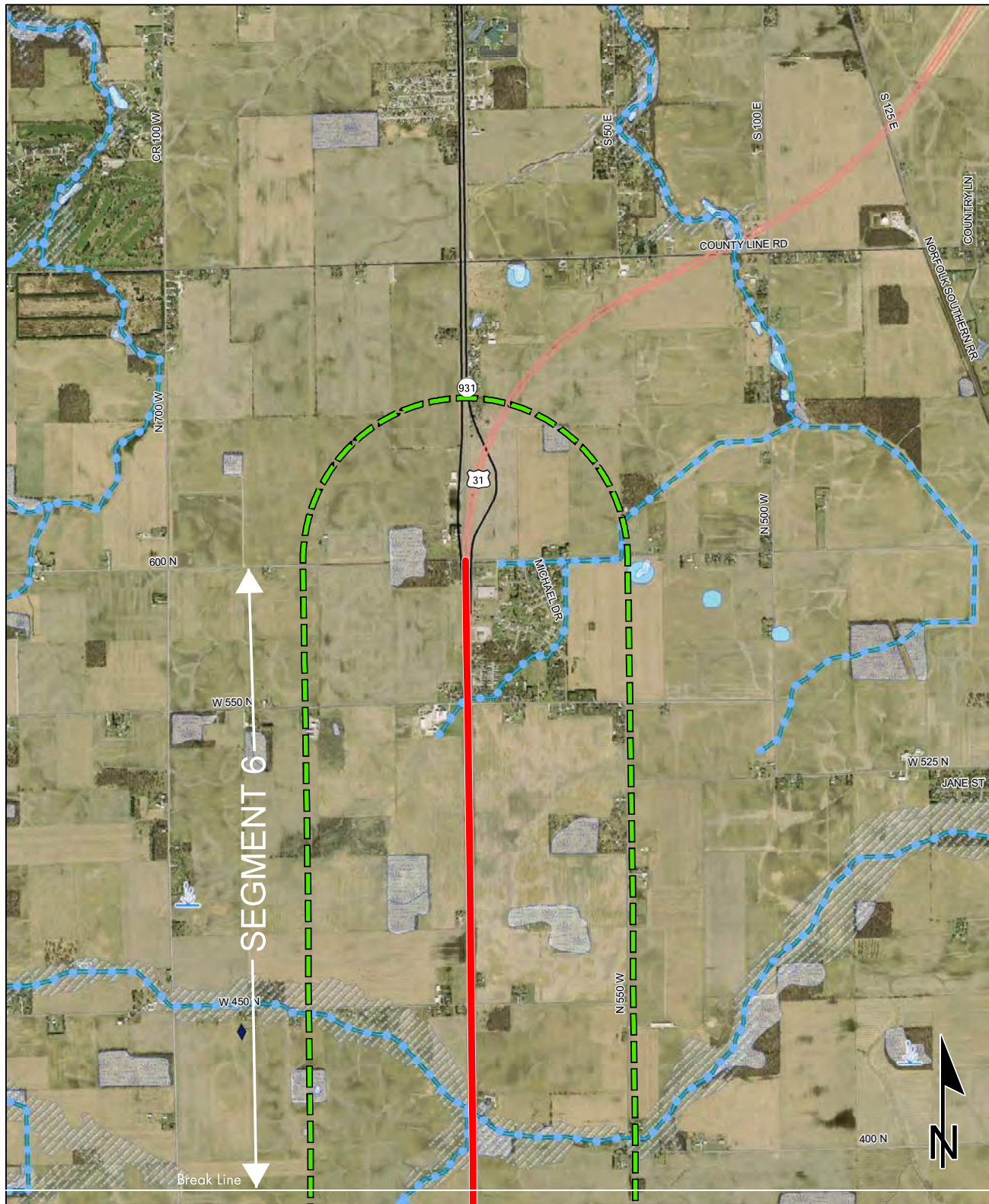
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 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

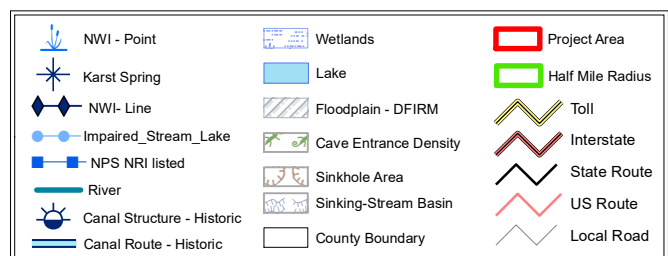
Appendix E page 33



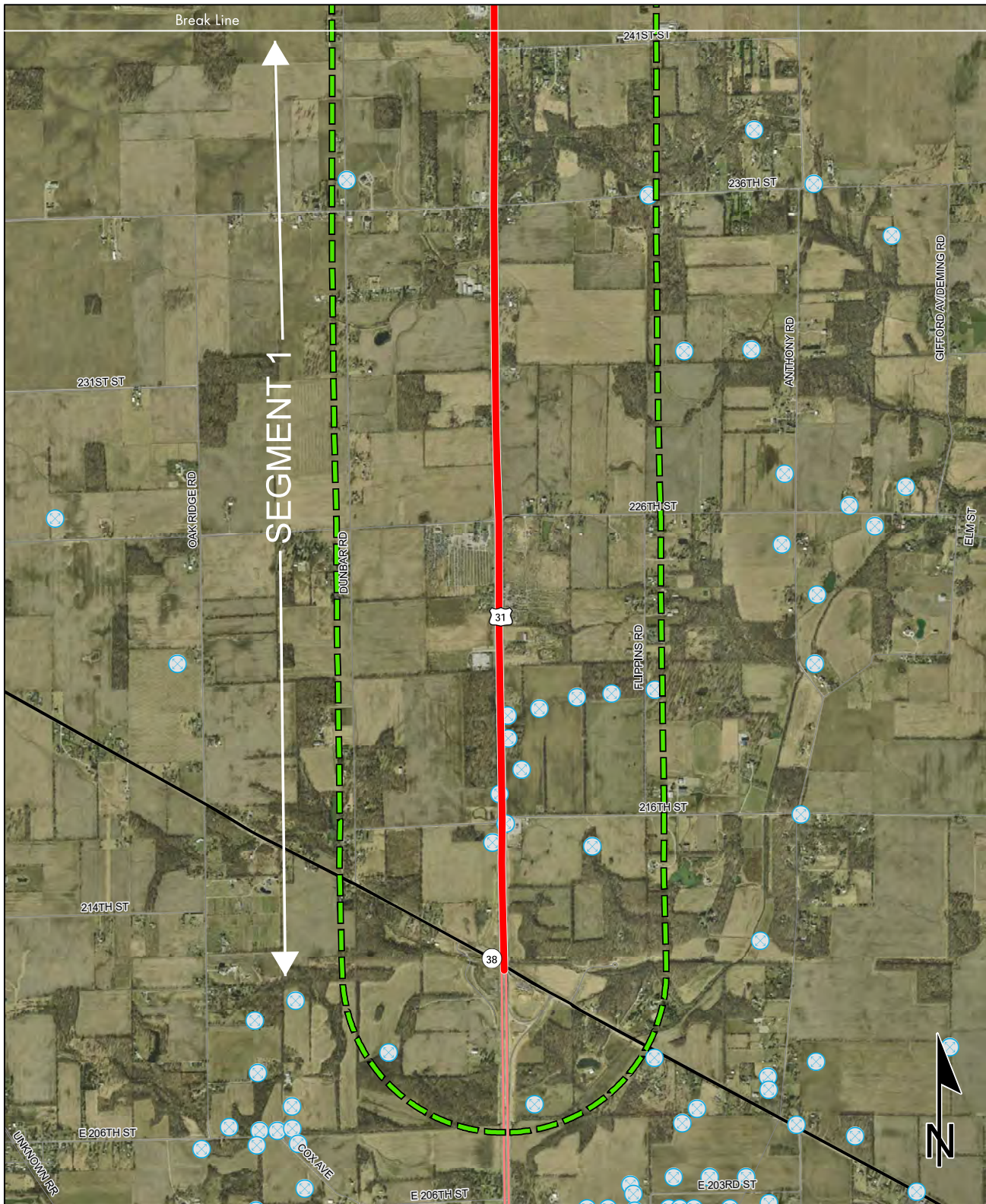
Red Flag Investigation - Water Resources (6 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



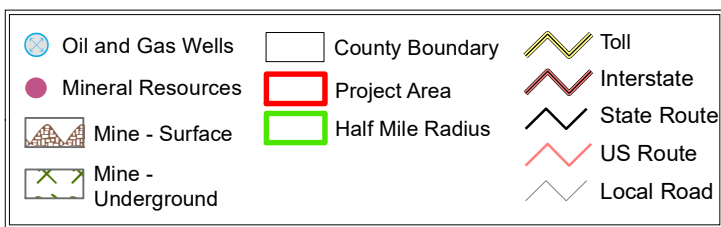
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 Data - Obtained from the State of Indiana Geographical
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 Orthophotography - Obtained from Indiana Map Framework Data
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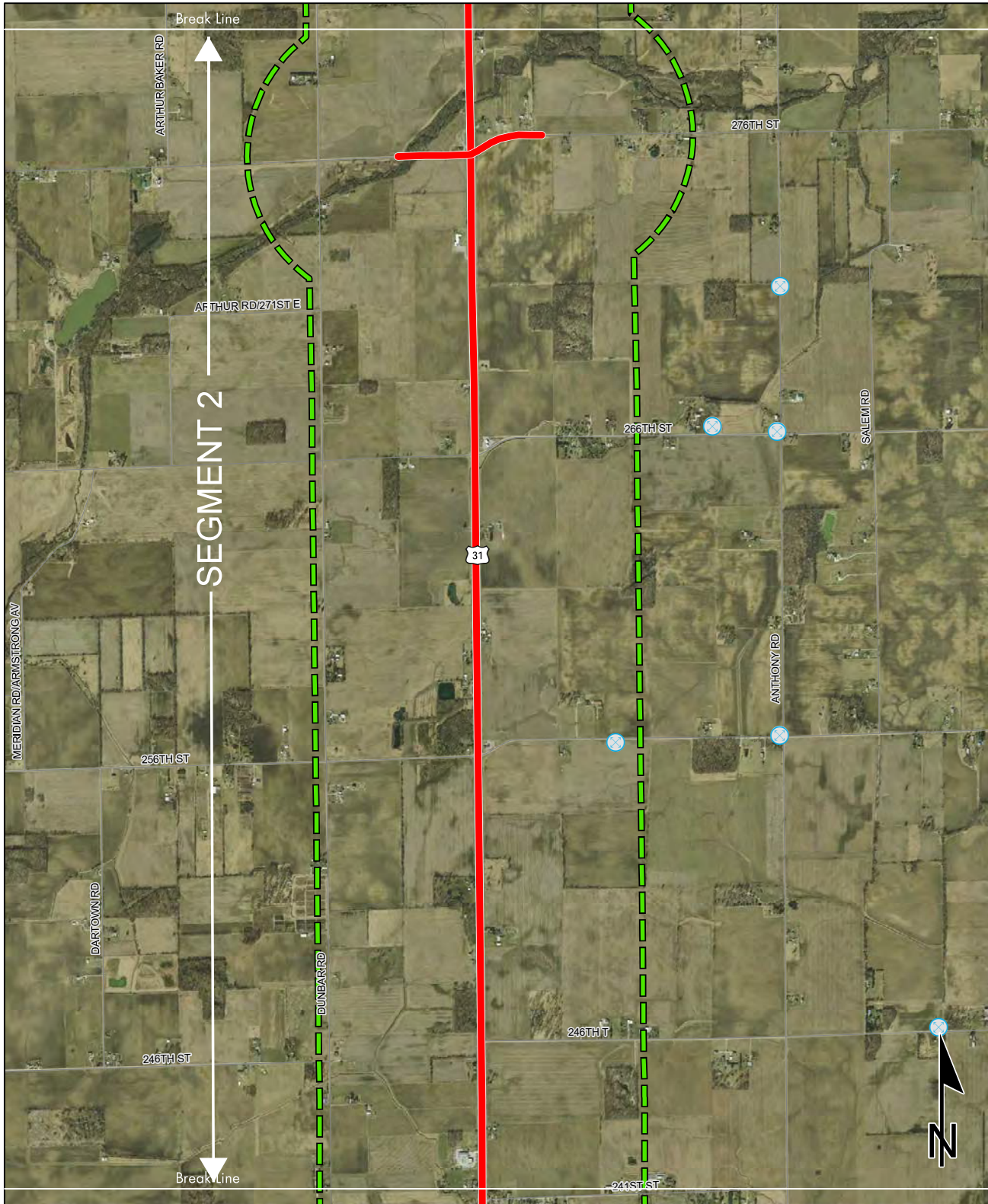
Red Flag Investigation - Mining/Mineral Exploration (1 of 6)
US 31 Corridor from SR 38 to SR 931
Hamilton County and Tipton County, Indiana
Des. No. 1900096



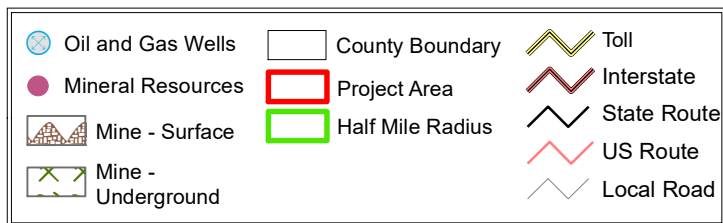
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Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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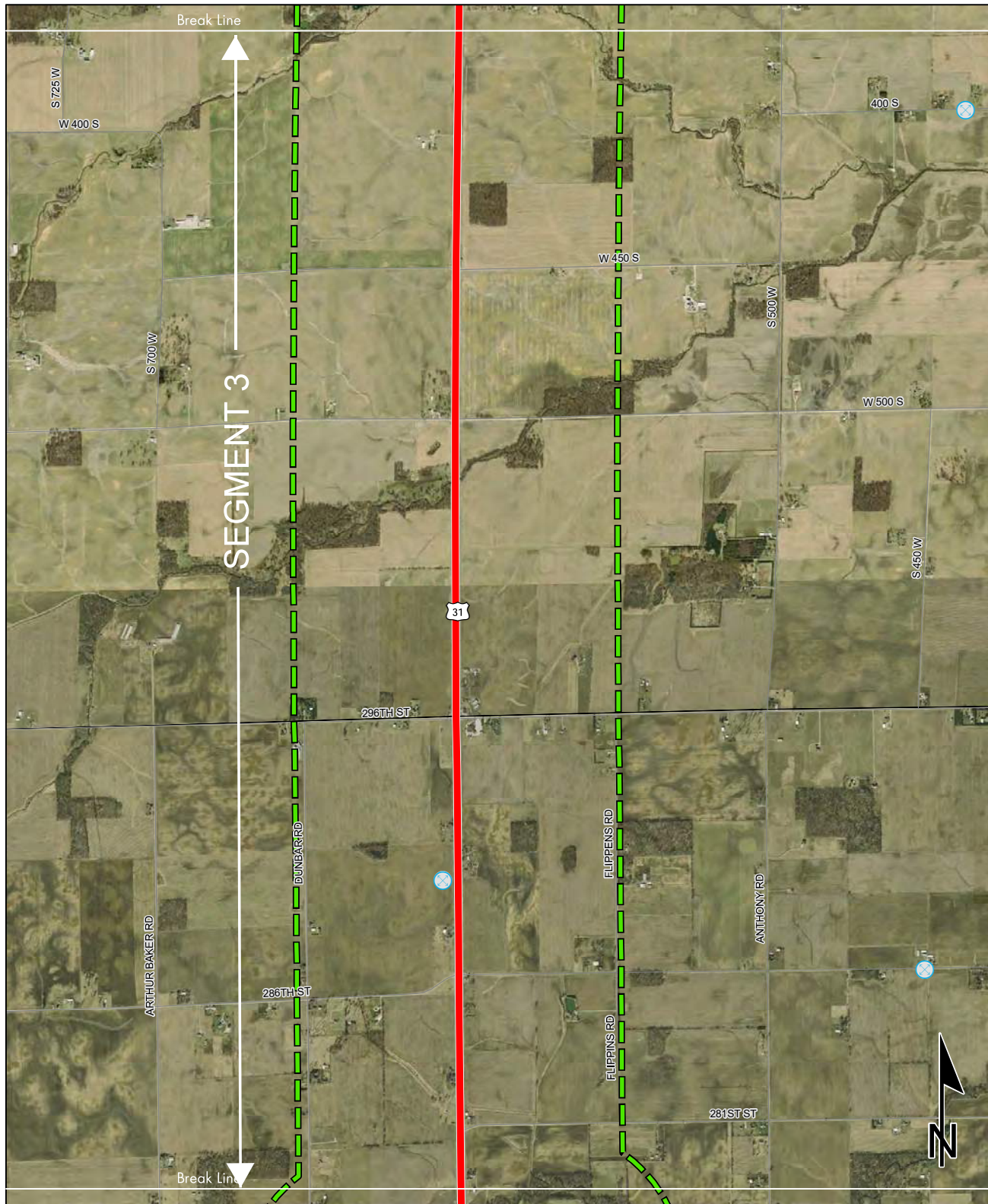
Red Flag Investigation - Mining/Mineral Exploration (2 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



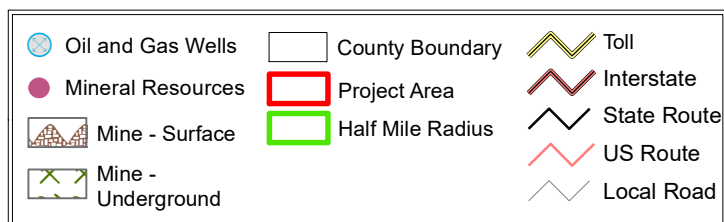
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 Data - Obtained from the State of Indiana Geographical
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 Orthophotography - Obtained from Indiana Map Framework Data
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 Map Projection: UTM Zone 16 N Map Datum: NAD83
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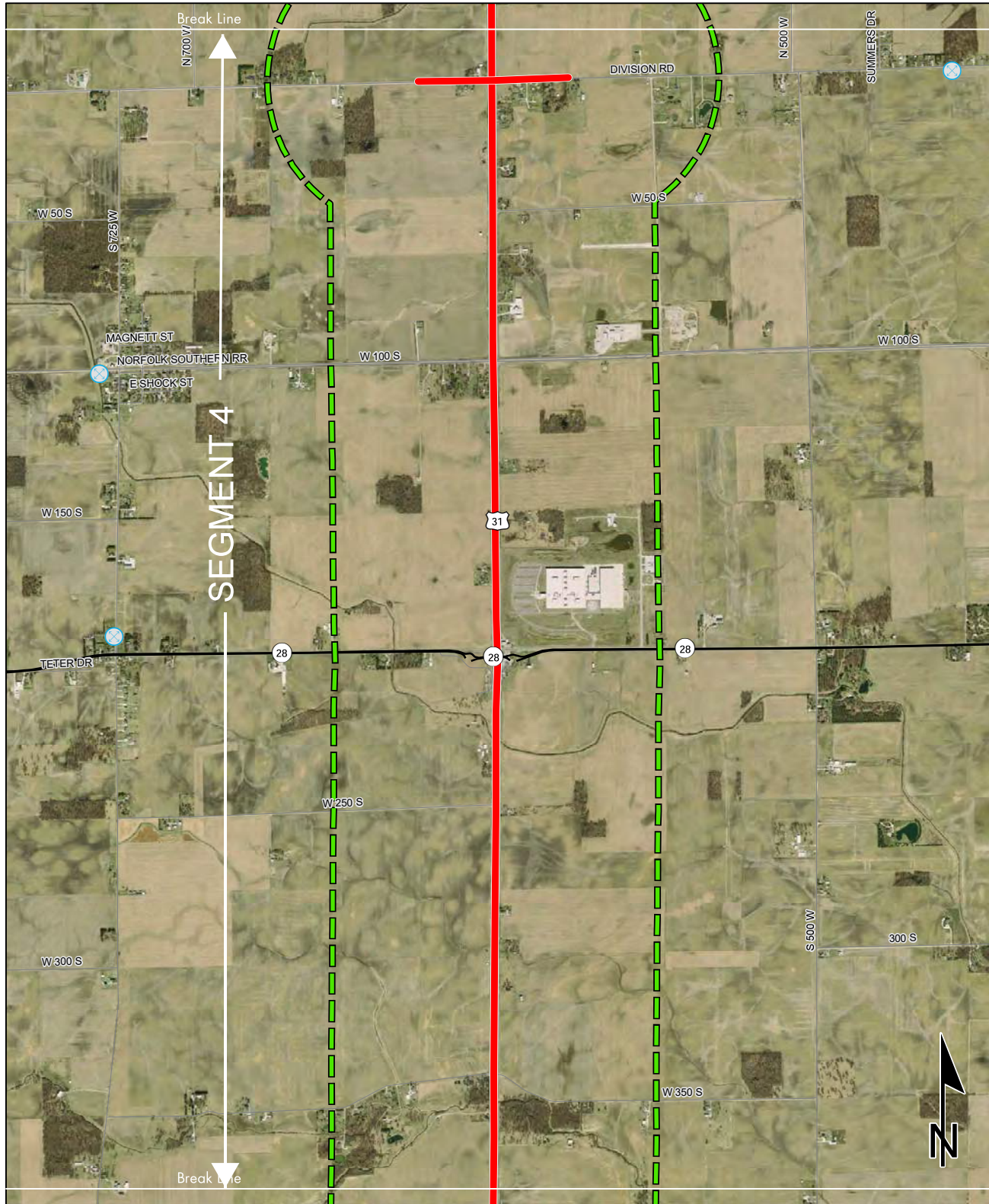
Red Flag Investigation - Mining/Mineral Exploration (3 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



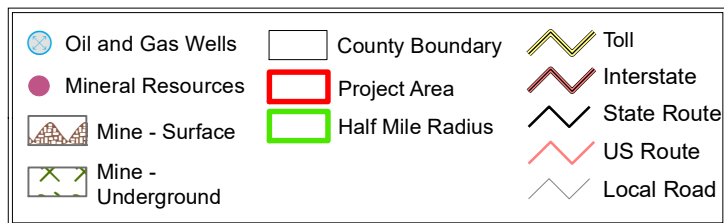
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 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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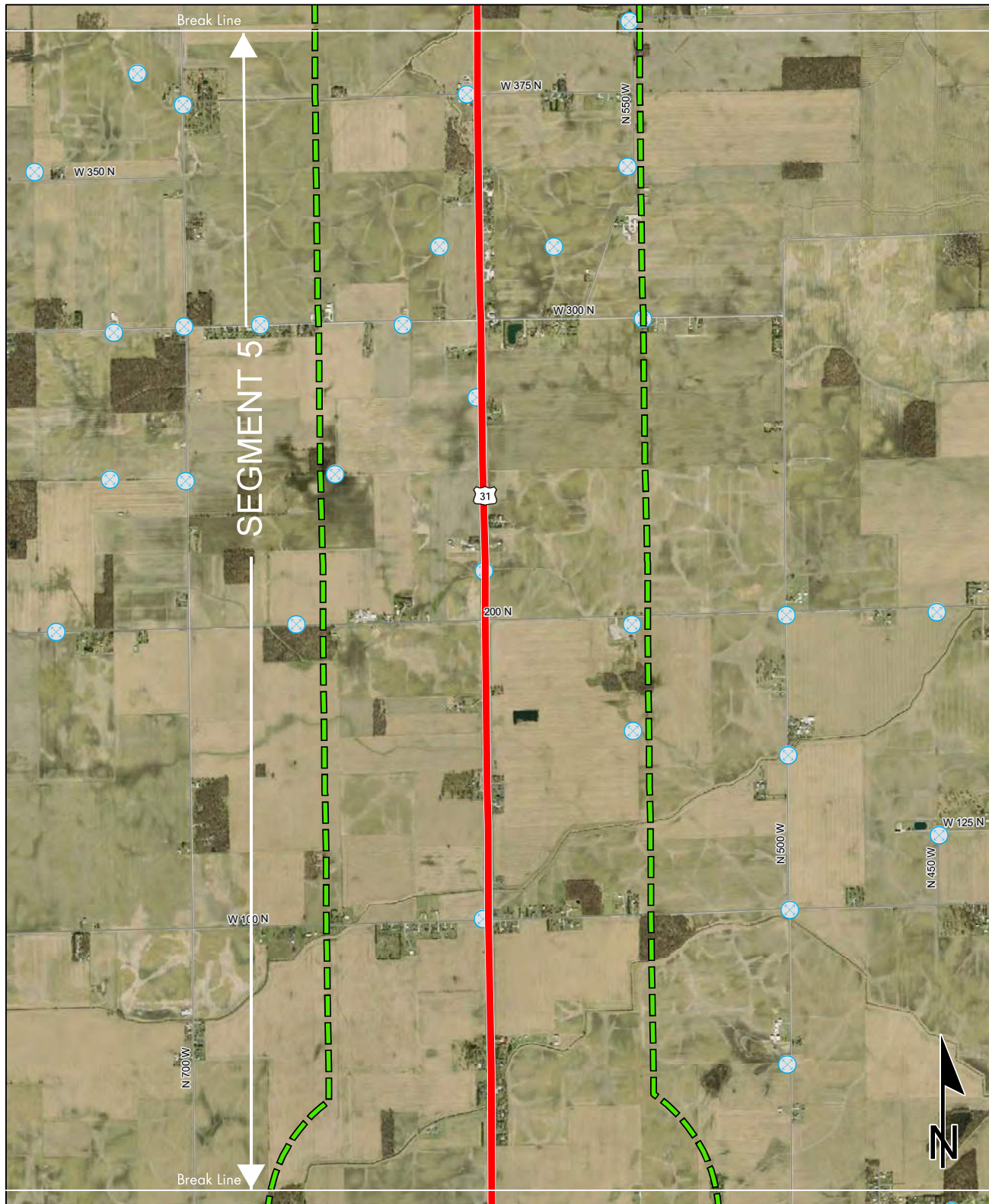
Red Flag Investigation - Mining/Mineral Exploration (4 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



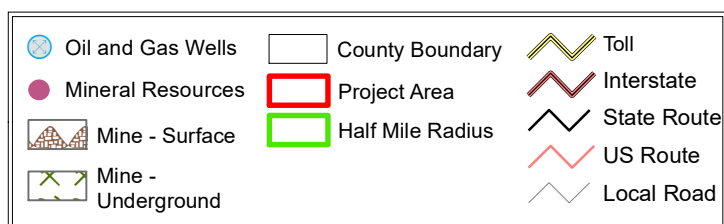
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 Data - Obtained from the State of Indiana Geographical
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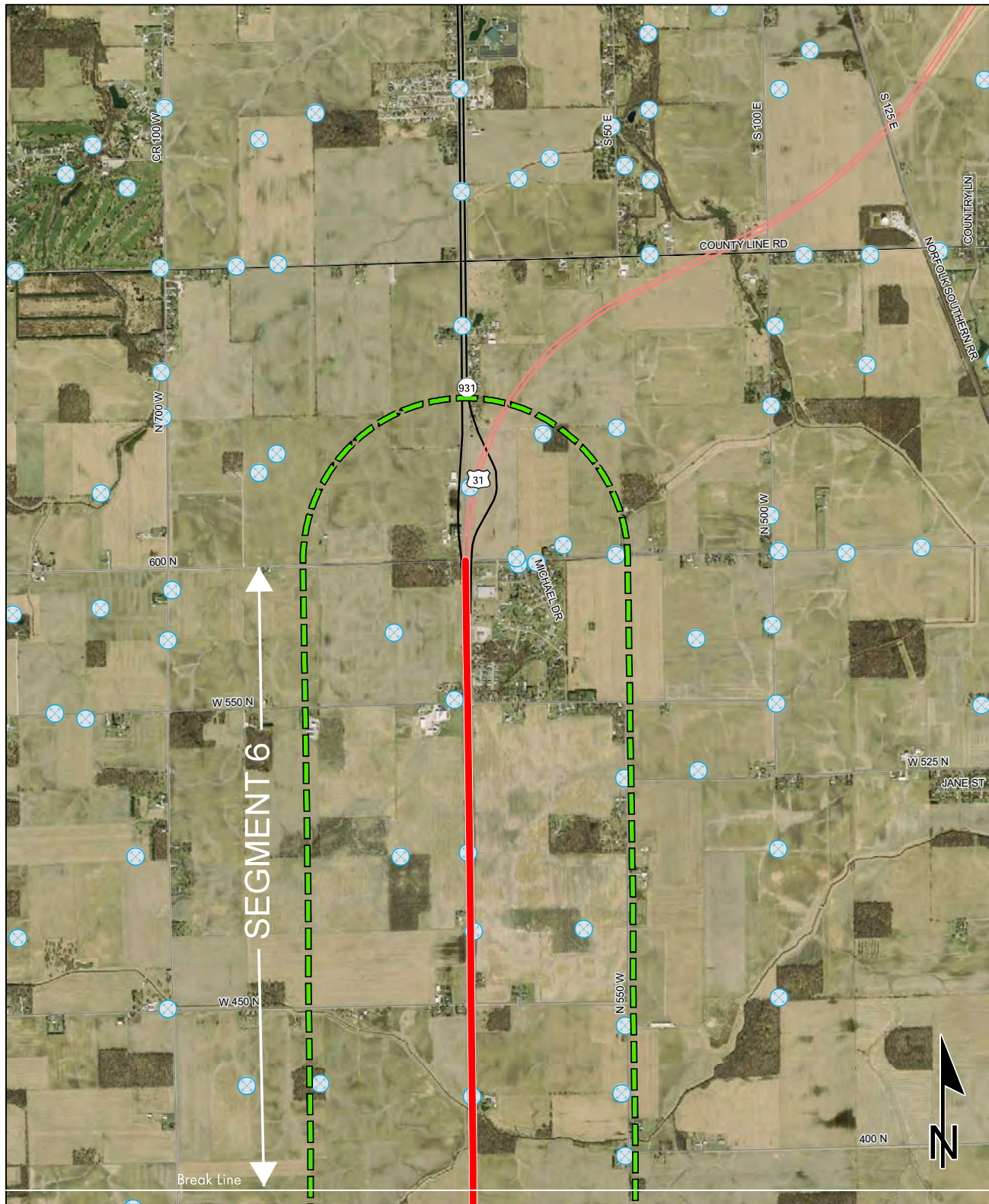
Red Flag Investigation - Mining/Mineral Exploration (5 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



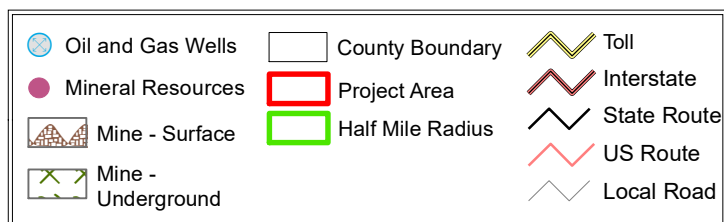
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 Orthophotography - Obtained from Indiana Map Framework Data
 (www.indianamap.org)
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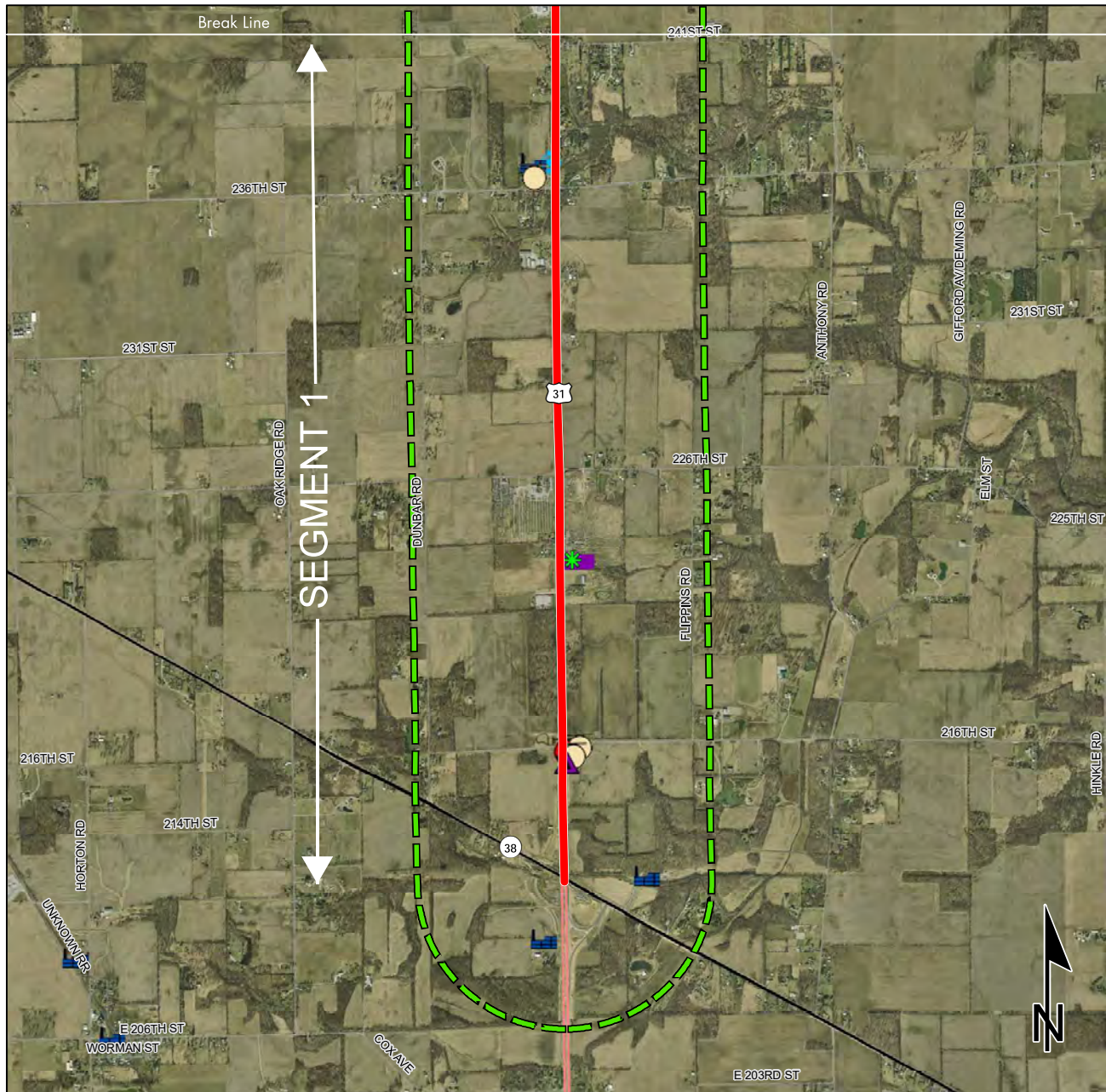
Red Flag Investigation - Mining/Mineral Exploration (6 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



Sources:
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical
 Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data
 (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
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Red Flag Investigation - Hazardous Material Concerns (1 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096

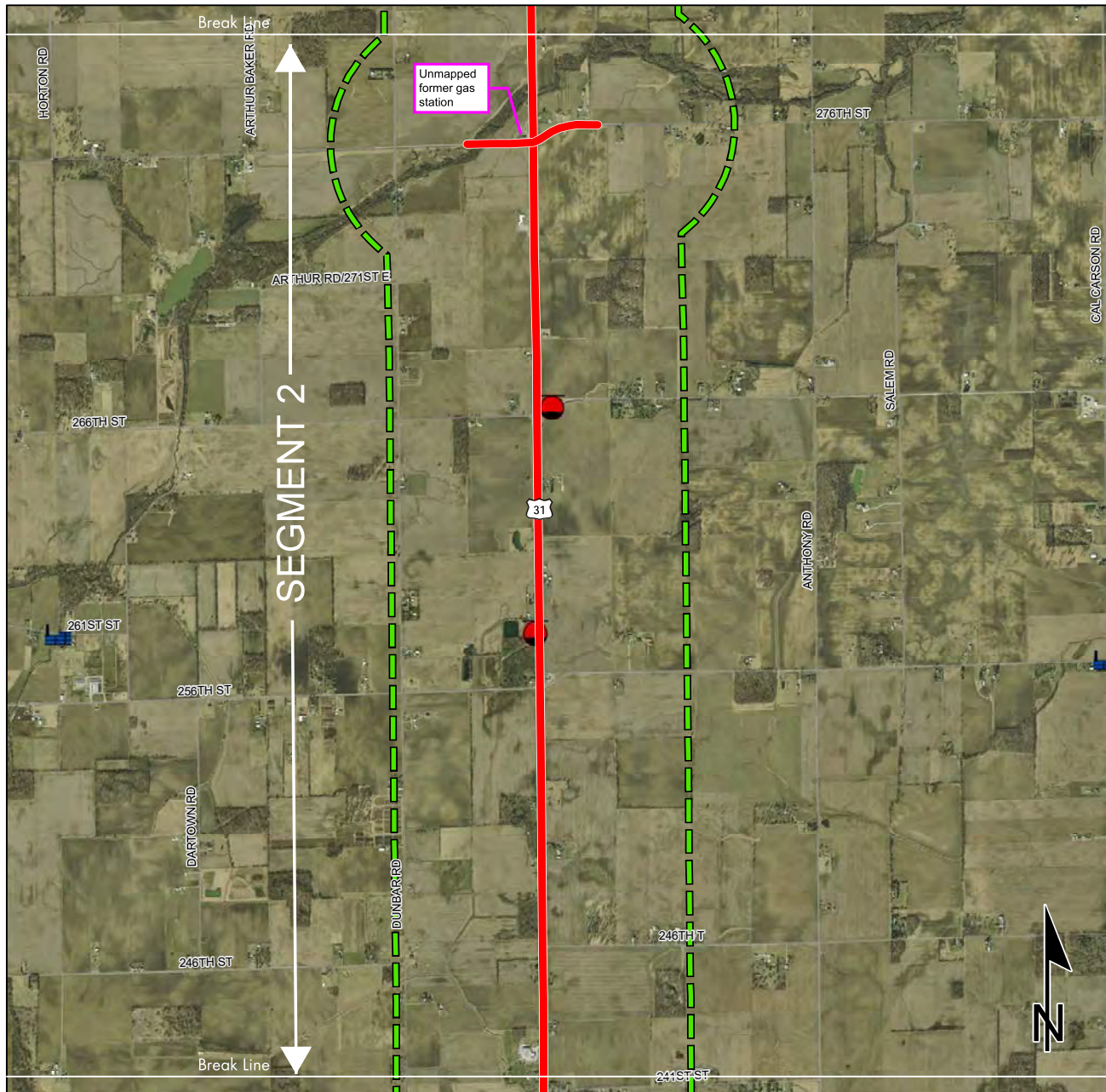


	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_Of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

0.5 0.25 0 0.5 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Red Flag Investigation - Hazardous Material Concerns (2 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096

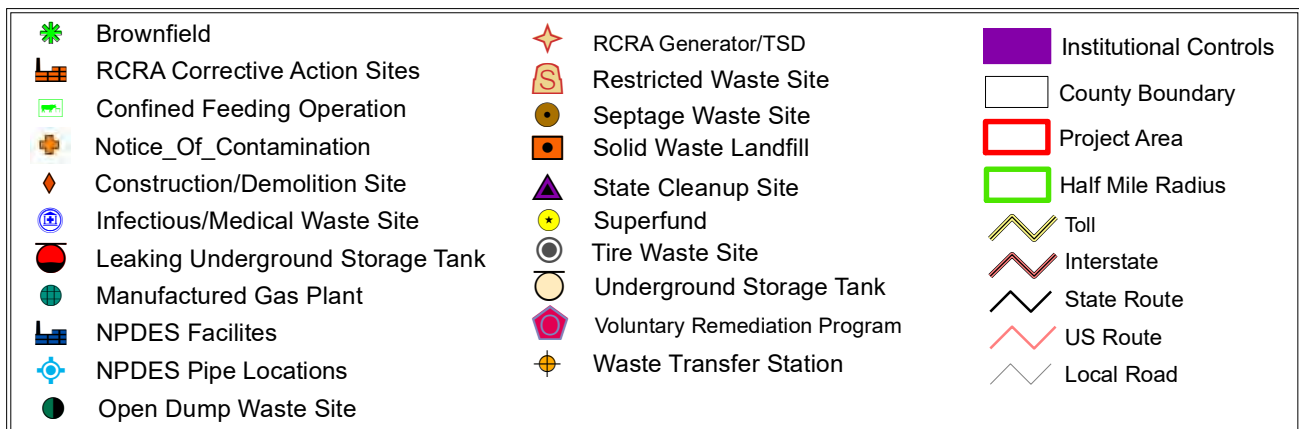
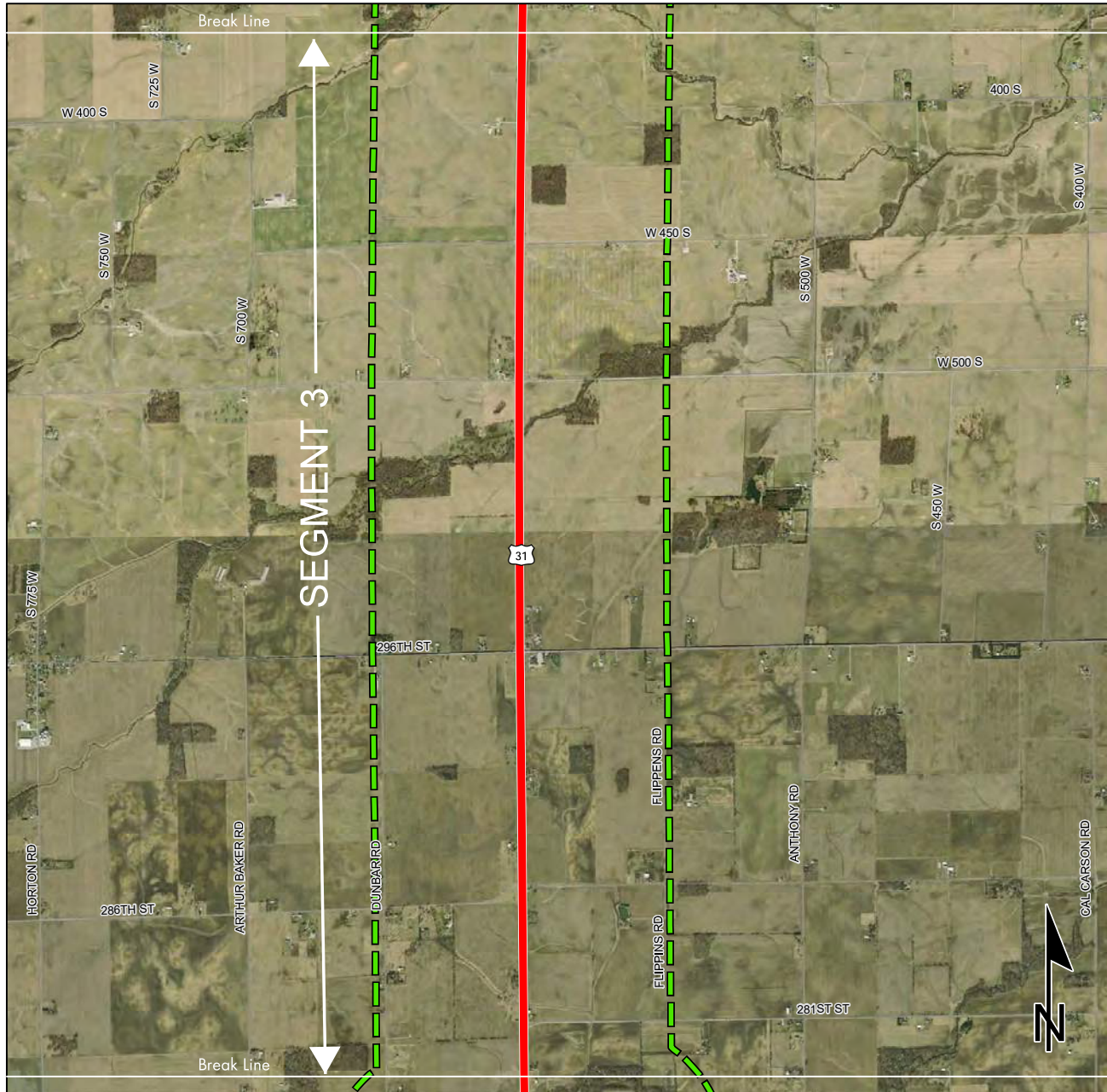


	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_Of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

0.5 0.25 0 0.5
 Miles

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Red Flag Investigation - Hazardous Material Concerns (3 of 6)
US 31 Corridor from SR 38 to SR 931
Hamilton County and Tipton County, Indiana
Des. No. 1900096



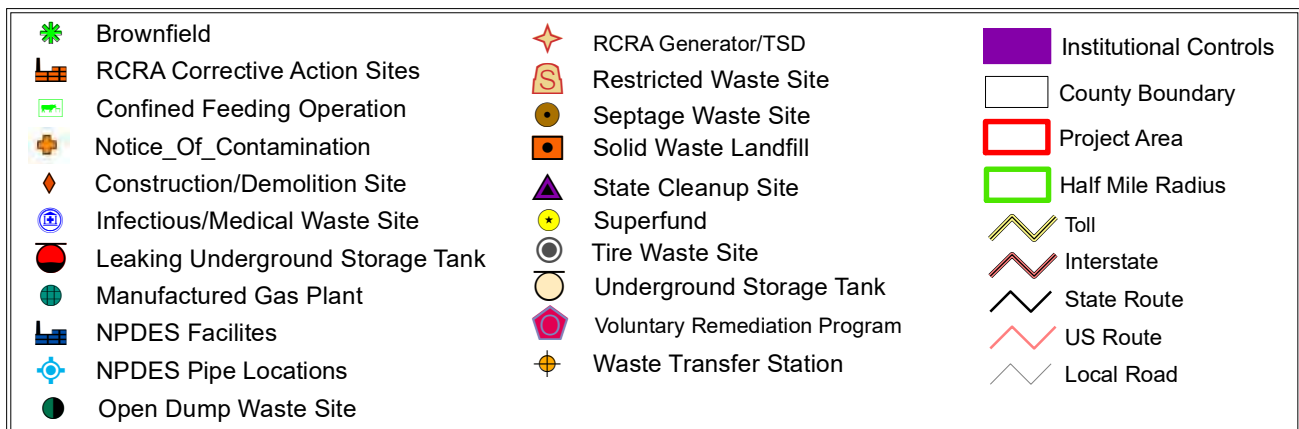
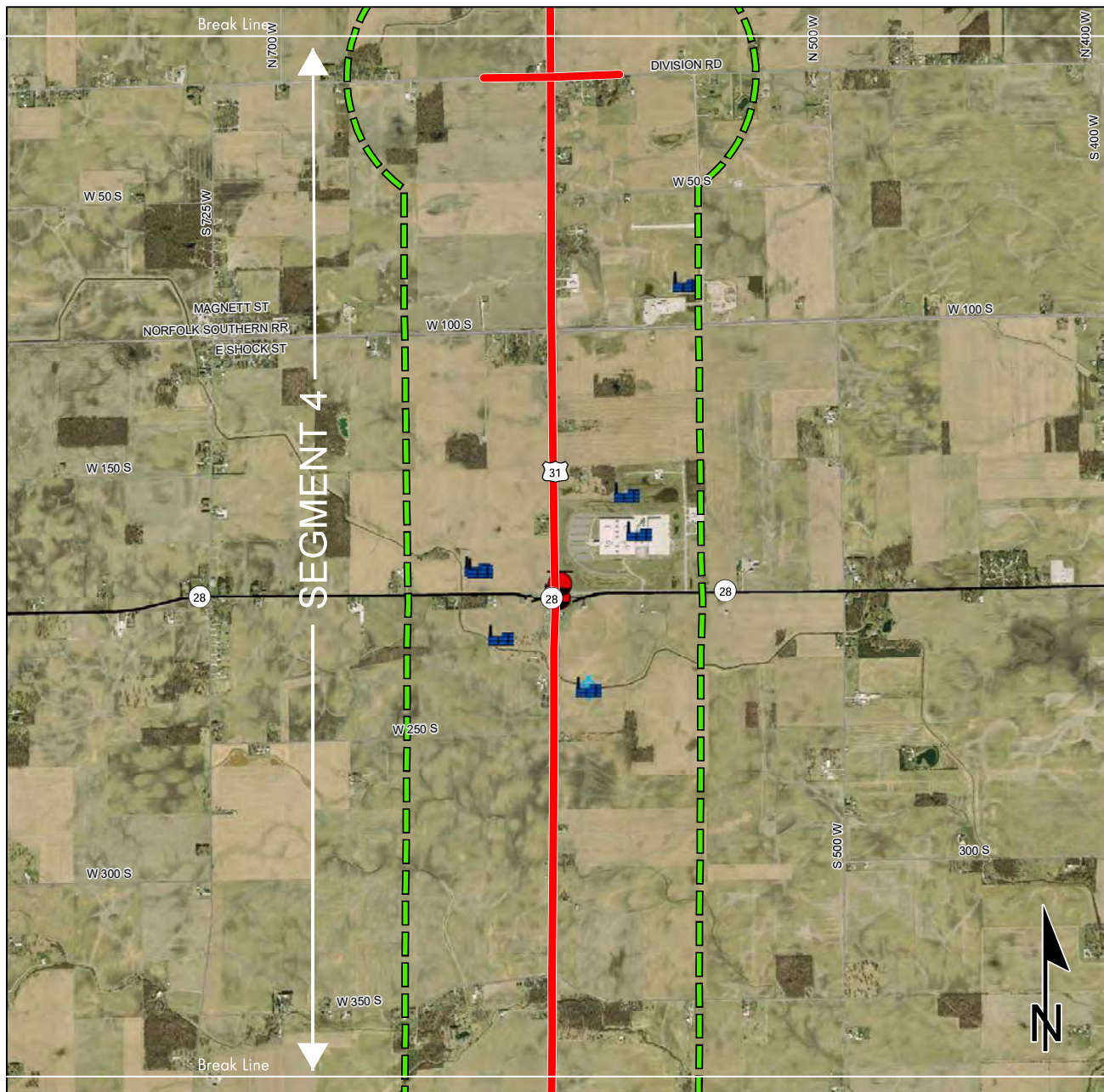
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Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Appendix E page 43

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N Map Datum: NAD83

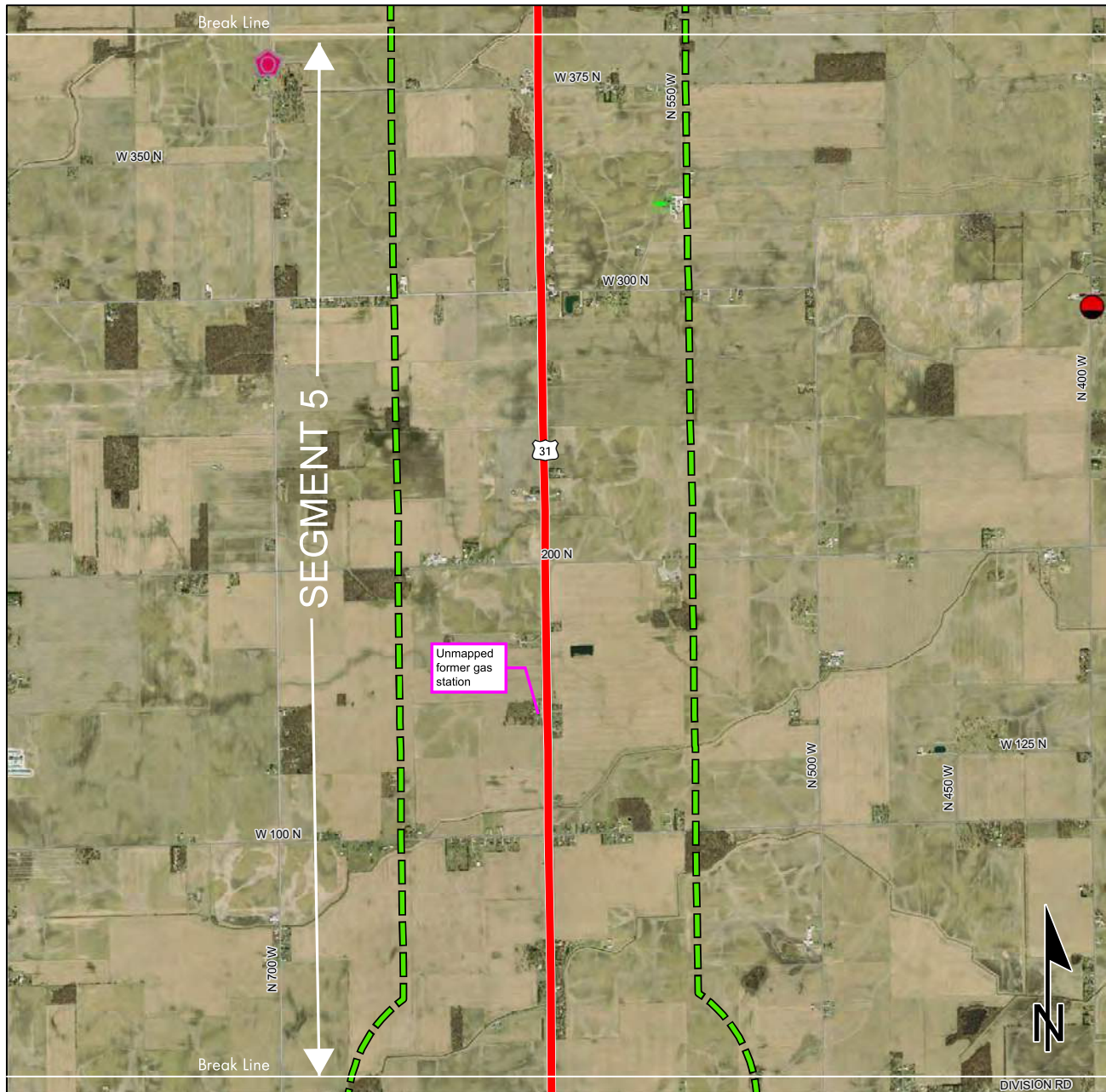
Red Flag Investigation - Hazardous Material Concerns (4 of 6)
US 31 Corridor from SR 38 to SR 931
Hamilton County and Tipton County, Indiana
Des. No. 1900096



0.5 0.25 0 0.5
Miles

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Red Flag Investigation - Hazardous Material Concerns (5 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096

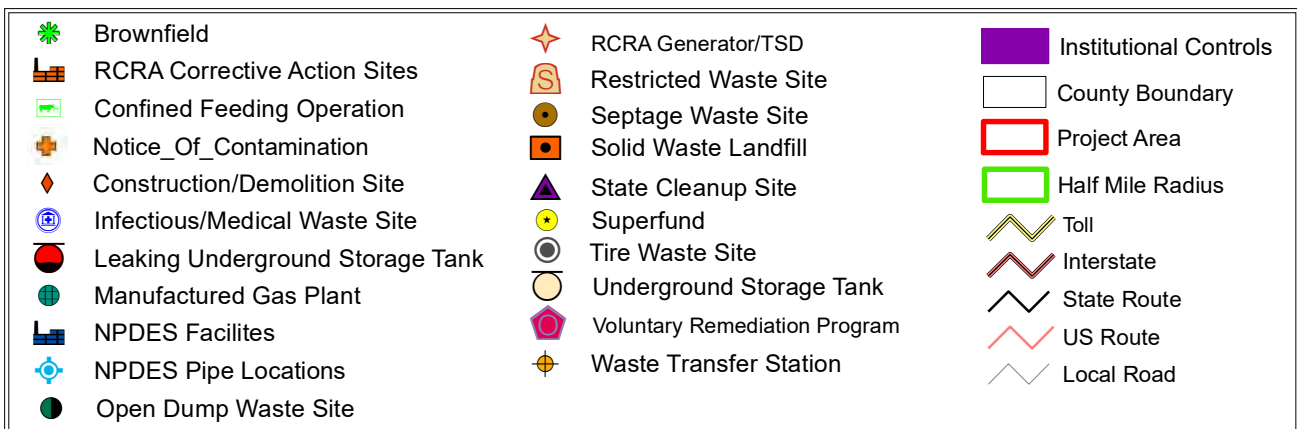
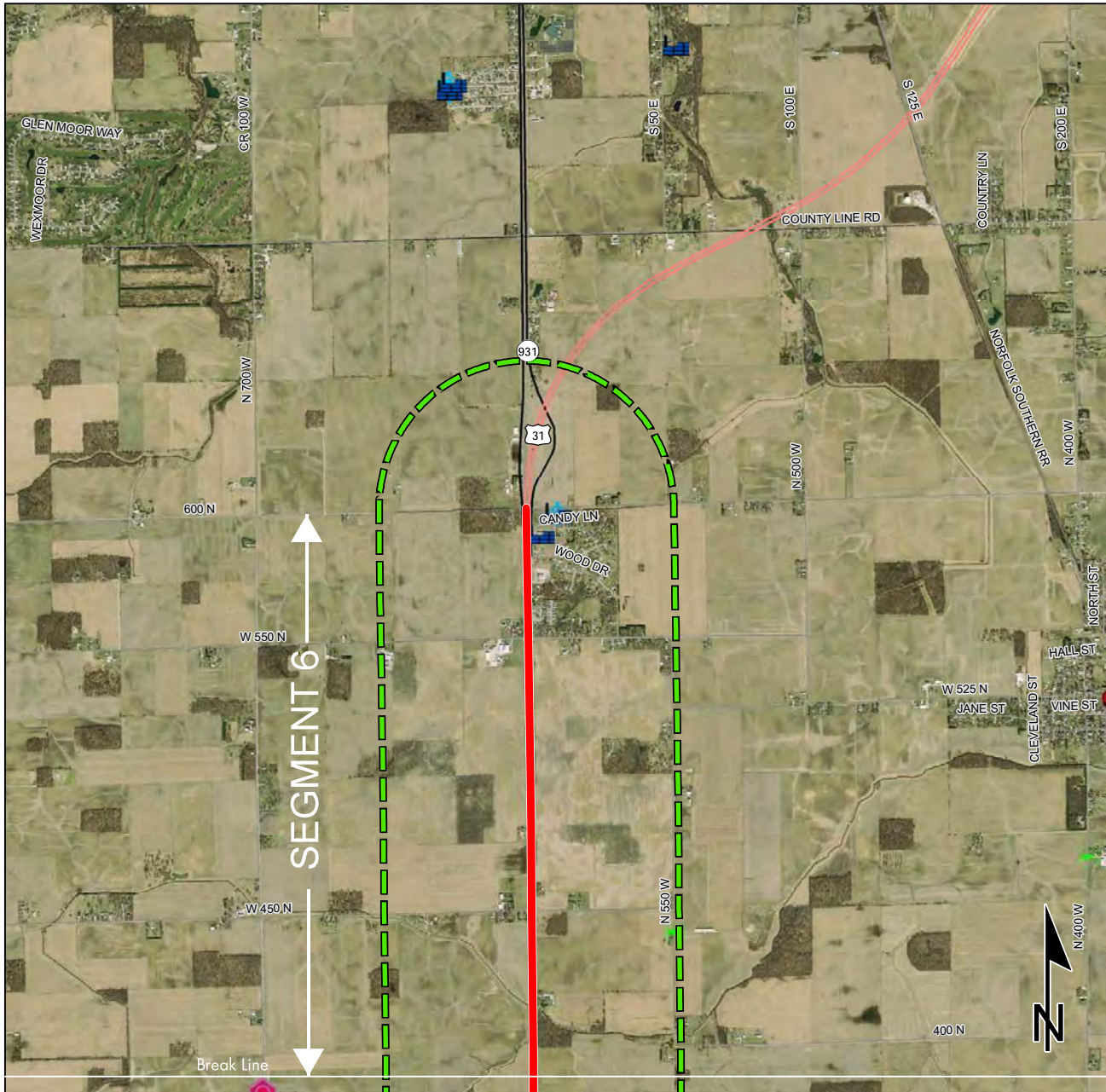


	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_Of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

0.5 0.25 0 0.5
 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Red Flag Investigation - Hazardous Material Concerns (6 of 6)
 US 31 Corridor from SR 38 to SR 931
 Hamilton County and Tipton County, Indiana
 Des. No. 1900096



0.5 0.25 0 0.5
 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Appendix E page 46

Sources:
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

Indiana County Endangered, Threatened and Rare Species List

County: Hamilton

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Epioblasma rangiana	Northern Riffleshell	LE	SE	G2	S1
Epioblasma triquetra	Snuffbox	LE	SE	G3	S1
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Ligumia recta	Black Sandshell			G4G5	S2
Obovaria subrotunda	Round Hickorynut	C	SE	G4	S1
Plethobasus cyphus	Sheepnose	LE	SE	G3	S1
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranhus fasciolaris	Kidneyshell		SSC	G4G5	S2
Quadrula cylindrica cylindrica	Rabbitsfoot	LT	SE	G3G4T3	S1
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Venustaconcha ellipsiformis	Ellipse		SSC	G4	S2
Villosa fabalis	Rayed Bean	LE	SE	G2	S1
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Insect: Odonata (Dragonflies & Damselflies)					
Enallagma divagans	Turquoise Bluet		SR	G5	S3
Amphibian					
Acris blanchardi	Blanchard's Cricket Frog		SSC	G5	S4
Necturus maculosus	Common mudpuppy		SSC	G5	S2
Reptile					
Clemmys guttata	Spotted Turtle	C	SE	G5	S2
Sistrurus catenatus	Eastern Massasauga	LT	SE	G3	S2
Bird					
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Certhia americana	Brown Creeper			G5	S2B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Lanius ludovicianus	Loggerhead Shrike		SE	G4	S3B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Pandion haliaetus	Osprey		SSC	G5	S1B
Setophaga cerulea	Cerulean Warbler		SE	G4	S3B
Thryomanes bewickii	Bewick's Wren			G5	S1B
Mammal					
Lasionycteris noctivagans	Silver-haired Bat		SSC	G3G4	SNRN
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Chelone obliqua var. speciosa	Rose Turtlehead		WL	G4T3	S3
Drosera intermedia	Spoon-leaved Sundew		SR	G5	S3
Helenium virginicum	Virginia Sneezeweed	LT	ST	G3	SU

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Hamilton

Species Name	Common Name	FED	STATE	GRANK	SRANK
Magnolia acuminata	Cucumber Magnolia		SE	G5	S1
Platanthera leucophaea	Prairie White-fringed Orchid	LT	SE	G2G3	S1
Rorippa aquatica	Lake Cress		SE	G4?	S1
High Quality Natural Community					
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3
Forest - upland mesic Central Till Plain	Central Till Plain Mesic Upland Forest		SG	GNR	S3

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Indiana County Endangered, Threatened and Rare Species List

County: Tipton

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Ptychobranchnus fasciolaris	Kidneyshell		SSC	G4G5	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Bird					
Laterallus jamaicensis	Black Rail		SE	G3G4	SHB
Vascular Plant					
Carex atherodes	Awned Sedge		SE	G5	S1
Dichanthelium leibergii	Leiberg's Witchgrass		ST	G4	S2

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Division of Nature Preserves
Indiana Department of Natural Resources
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State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked