

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

Road No./County:

State Road (SR) 38 (Sheridan Road) & Logan Street, Hamilton County

Designation Number(s):

1901880, et.al.

Project

Description/Termini:

Intersection Improvement Project, 750 feet south and 1,250 feet north on SR 38 and 640 feet west and 1,150 feet east on Logan Street

X	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority.

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

INDOT DE Initials and Date

 5/12/2026

INDOT ESD Initials and Date

N/A

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer:

Brian Shaw – Egis BLN USA, Inc. (Egis)

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County HamiltonRoute SR 38Des. No. 1901880, et.al.

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes ☐	No ☒
If No, then: Opportunity for a Public Hearing Required?	☒	☐

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e., notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of Survey letters were mailed to potentially affected property owners near the project area on July 1, 2022, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey letter is included in Appendix G, page G1.

To meet the public involvement requirements of Section 106, a legal notice of the Federal Highway Administration (FHWA) finding of "No Historic Properties Affected" was published in the *Hamilton County Journal* and *Courier and the Times of Noblesville* newspapers on December 4, 2020, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on January 6, 2021. The text of the public notice appears in Appendix D, page D 55. Due to changes in the scope of work and extended project limits, an additional legal notice of the FHWA "No Historic Properties Affected" finding was published in the *Hamilton County Reporter* newspaper on February 23, 2026. The text of the public notice and the affidavit of publication appear in Appendix D, pages D140 to D141. The public comment period closed 30 days later on March 27, 2026.

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual*, which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: GreenfieldLocal Name of the Facility: SR 38 (Sheridan Road) & Logan StreetFunding Source (mark all that apply): Federal ☒ State ☒ Local ☐ Other* ☐

*If other is selected, please identify the funding source: _____

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PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need: The need for this project is due to traffic congestion experienced at the approach roadways of the SR 38 and Logan Street intersection. Prolonged delays along Logan Street are experienced during the AM and PM peak hours, which are a result of the traffic volumes along SR 38. Egis performed a traffic analysis of the intersection using traffic data provided by INDOT and the City of Noblesville. The analysis examined the projected levels of service (LOS) during the AM and PM peak hours for the approach roadways for 2025, 2037, and 2047. The LOS characterizes the degree of congestion for a roadway segment or intersection based on 10 and 20-year traffic volume projections. LOS values range from LOS A (free flow traffic) to LOS F (stop-and-go traffic and queuing leading to significant delays). LOS A is considered the best operating conditions for a transportation facility, while LOS F is considered the worst traffic conditions. LOS of A, B, C, or D are considered acceptable levels based on INDOT 3R geometric design criteria. According to the traffic analysis, the current LOS for the existing signalized intersection is C for AM and E for PM peak hours (Appendix I, pages I32 to I33). The 2047 LOS for the existing signalized intersection is an F for AM and PM peak hours (Appendix I, pages I34 to I35).

Purpose: The purpose of this project is to reduce congestion on the approach roadways to the SR 38 and Logan Street intersection. The goal of the project is to improve the level of service to a LOS of D or better in both the AM and PM peak hours in the design year (2047).

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Hamilton

Municipality: Noblesville

Limits of Proposed Work: 750 feet south and 1,250 feet north on SR 38 and 640 feet west and 1,150 feet east on Logan Street

Total Work Length: 0.57 Mile(s)

Total Work Area: 4.68 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

¹If an IAD is required, a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

Yes¹

No

Date:

Describe the location of the project, including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

INDOT and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project on SR 38 & Logan Street in Noblesville, Hamilton County, Indiana.

Location:

This project is located at the SR 38 (also known as Sheridan Road) and Logan Street intersection in Noblesville, Hamilton County, Indiana. Specifically, this project is in Section 36, Township 19 North, Range 4 East, as shown on the Noblesville 7.5-Minute Topographic Map (Appendix B, page B2).

Existing Conditions:

The existing signalized intersection consists of SR 38 and Logan Street. SR 38 is a Principal Arterial roadway consisting of two 12-foot travel lanes, one in each direction, no paved shoulders, and a posted speed limit of 35 miles per hour (MPH). The average annual daily traffic (AADT) count on SR 38 was 12,156 vehicles per day (VPD) in 2025. Logan Street is a Minor Arterial roadway consisting of two 12-foot travel lanes, one in each direction, no paved shoulders, and a posted speed limit of 30 MPH. Logan Street had an AADT count of 9,452 VPD in 2021. SR 38 and Logan Street also have auxiliary turn lanes approaching the intersection. Currently, the intersection experiences congestion on the approach streets. A drainage pipe that is half 15-inch in diameter concrete and half 10-inch in diameter polyvinyl chloride (PVC) (CLV-54743, formerly referenced as CLV-038-029-56.55) runs beneath SR 38

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just north of the intersection, and sidewalks line the north and south sides of Logan Street both east and west of the intersection. In addition, multiple maintenance pipes are within the project area. This project is in an urban setting within the City of Noblesville in Hamilton County. The surrounding land use is predominantly commercial with residential houses off the west and north intersection legs. There is suitable summer habitat within the project area, and one wetland, Wetland A, is on the southeast leg of the intersection.

Preferred Alternative:

This project includes Des 1901880, Des 2400113, and Des 2500934. Des 1901880 covers the engineering and construction costs for the project. The right-of-way (ROW) for this project will be purchased with 100% local funds under Des 2400113. Pedestrian facility improvements, including sidewalks, retaining walls, curb ramps etc. will be funded with Transportation Alternatives Program (TAP) funds under Des 2500934. No federal funding will be used to purchase ROW or for the pedestrian facility improvements.

The preferred alternative was chosen as it was shown to provide the best operational service results compared to all projected traffic scenarios. This project consists of replacing the existing signalized intersection with a dual-lane roundabout with two 12-foot entry and exit lanes in the northbound and southbound directions of travel and one 12-foot entry and exit lane in the eastbound and westbound directions of travel. The lane width within the circulating portion of the roundabout will be 16 feet wide, and a 12-foot auxiliary right-turn lane will be included for westbound traffic turning from Logan Street onto SR 38 North. The two lanes traveling north to south in the roundabout will narrow into the mainline single lanes on SR 38. Mainline travel lanes outside the roundabout limits will be 12 feet wide, bordered by curb and gutter on each side of the roadway. The center median of the roundabout will consist of a vegetated center surrounded by a truck apron that is 15 feet wide, which will be bordered by curb and gutter. A concrete center curb will be installed on each leg of the roundabout leading up to the intersection and for the auxiliary right turn lane from Logan Street to SR 38 going north. Curb ramps will be installed at each corner and on the eastern, western, and southern center curbs.

The existing drainage pipe beneath SR 38 will be incorporated into the new storm sewer system. A new storm sewer trunk line will be installed along Logan Street from Lakeview Drive to John Street. A new 10-foot-wide asphalt path will be constructed along the south side of Logan Street and existing concrete sidewalks will be reconstructed. The path will be composed of asphalt on compacted aggregate on subgrade treatment (compacted earth). A new sidewalk will be added along the east side of SR 38, south of Logan Street, and new street lighting will be installed within the project vicinity. Four modular block retaining walls with handrails will be installed: one in the southwest corner of the intersection and three along the east side of SR 38, south of Logan Street.

Please refer to Appendix B, pages B20 to B69, for project plans illustrating the above-stated work.

The Maintenance of Traffic (MOT) for this project will require phased construction and the use of vehicular and pedestrian detours. The duration of construction during the phasing should be approximately 90 days for Phase I, 45 days for Phase II, and 30 days each for Phase IIA and III for a total duration of 195 days with traffic restrictions.

Phase I will consist of a full closure of the intersection from River Road to approximately 120 feet south of Logan Street. Vehicular traffic will be detoured utilizing River Road and SR 32. During this phase, pedestrians will be detoured utilizing Logan Street from Lakeview Drive to John Street, John Street to SR 32, and SR 32 to River Road. During Phase II, SR 38 will remain closed to through traffic, while the intersection will be opened to local traffic only. The pedestrian detour will be maintained during this phase and will remain in place until the completion of Phase IIA.

This project includes a Transportation Management Plan (TMP) to address work zone impacts (Appendix I, page I27). Please refer to the MOT section of this document for more details.

The preferred alternative for this project will meet the purpose and need by addressing congestion issues at the SR 38 and Logan Street intersection. The approaches will result in a LOS of D, or better, during both AM and PM Peak hours.

Logical Termini/Independent Utility:

Project limits were established using the minimum length of roadway necessary to accomplish the purpose and need with minimal environmental impacts. The project extends 750 feet south, and 1250 feet north on SR 38, and 640 feet west, and 1,150 feet east on Logan Street Roadway. This project demonstrates independent utility as it is not dependent on any other planned projects.

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OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

The "No Build" Alternative

The "No-Build" alternative was considered for the proposed project. This alternative would involve the existing signalized intersection remaining in place, would eliminate any environmental impacts, and no expenditure of funds for improvements would be needed. If the existing signalized intersection is left in place, the future intersection LOS for the design year 2047 would be LOS F for AM and PM peak hours. However, this alternative would not meet the purpose and need of the projects and was dismissed from further consideration.

Single-Lane Roundabout

This alternative would involve converting the existing signalized intersection into a single-lane roundabout with no auxiliary lanes. This alternative would cost less than the preferred alternative and have fewer environmental impacts. However, the projected traffic analysis showed that this alternative would create more delays at the adjacent intersections. If a single-lane roundabout were constructed, the future LOS for the intersection in the originally scoped design year 2047 would be LOS D for AM peak hours and F for PM peak hours. Therefore, this alternative would not meet the purpose and need of the project and was dismissed from further consideration.

2x1 Multilane Roundabout

This alternative would involve converting the existing signalized intersection to a roundabout with two-lane approaches on SR 38 and one-lane approaches on Logan Street. This alternative would cost less than the preferred alternative and have fewer environmental impacts. The projected traffic analysis showed this alternative would result in an intersection LOS in the originally scoped design year 2047 of LOS A for AM peak hours and D for PM peak hours. However, this alternative would create more delays on the adjacent Logan Street and Lakeview Drive intersections, ultimately resulting in a LOS of A in the AM and F in the PM for the design year 2047. Therefore, this alternative would not meet the project's purpose and need and was dismissed from further consideration.

The No Build Alternative is not feasible, prudent, or practicable because (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

X

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway	<u>SR 38 (Sheridan Road)</u>			
Functional Classification:	<u>Principal Arterial Roadway</u>			
Current ADT:	<u>12,156</u>	VPD (2025)	Design Year ADT:	<u>18,325</u>
			VPD (2047)	
Design Hour Volume (DHV):	<u>1,875</u>	Truck Percentage (%)	<u>3.63</u>	
Designed Speed (mph):	<u>35</u>	Legal Speed (mph):	<u>35</u>	

	Existing		Proposed	
Number of Lanes:	Two – 12 foot		Two – 12-16 foot	
Type of Lanes:	Travel		Travel	
Pavement Width:	32-48	ft.	48-63	ft.
Shoulder Width:	0-11	ft.	0-11.66	ft.
Median Width:	0	ft.	4-25	ft.
Sidewalk Width:	0	ft.	5	ft.

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Setting: ☒ Urban ☐ Suburban ☐ Rural
Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway Logan Street
Functional Classification: Minor Arterial Roadway
Current ADT: 11,055 VPD (2025) Design Year ADT: 16,664 VPD (2047)
Design Hour Volume (DHV): 1,667 Truck Percentage (%) 4.0
Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing	Proposed
Number of Lanes:	Two - 12 foot	Two - 12 foot
Type of Lanes:	travel	travel
Pavement Width:	36 ft.	36-48 ft.
Shoulder Width:	0 ft.	0 ft.
Median Width:	0 ft.	4-33 ft.
Sidewalk Width:	5 ft.	5-10 ft.

Setting: ☒ Urban ☐ Suburban ☐ Rural
Topography: ☒ Level ☐ Rolling ☐ Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): CLV-54743 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	Concrete/PVC pipe	n/a
Number of Spans:	n/a	n/a
Weight Restrictions:	n/a ton	n/a ton
Height Restrictions:	n/a ft.	n/a ft.
Curb to Curb Width:	n/a ft.	n/a ft.
Outside to Outside Width:	n/a ft.	n/a ft.
Shoulder Width:	n/a ft.	n/a ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location, and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the Appendix and summarize the information below with a citation to the table.

An existing drainage pipe (CLV-54743) that is half 15-inch reinforced concrete pipe (RCP) and half 10-inch polyvinyl chloride (PVC) pipe, approximately 56 feet in length runs beneath SR 38 just north of the intersection. This drainage feature will be incorporated into the new storm sewer system and is labeled on the plan sheets as Structure No. 303 (Appendix B, pages B30-32 & B49-50). Structure No. 303 has no known construction date, and this structure is not listed or eligible for the National Register of Historic Places (NRHP). There are also other storm water pipes within the project area serving the existing drainage. These storm water pipes will not be impacted by the project. (Appendix B, pages B20-B69).

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed?	Yes ☐	No ☒
Is a temporary roadway proposed?	☐	☒
Will the project involve the use of a detour or require a ramp closure? (describe below)	☒	☐

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	Yes	No
Provisions will be made for access by local traffic and so posted.	☒	☐
Provisions will be made for through-traffic dependent businesses.	☒	☐
Provisions will be made to accommodate any local special events or festivals.	☒	☐
Will the proposed MOT substantially change the environmental consequences of the action?	☐	☒
Is there substantial controversy associated with the proposed method for MOT?	☐	☒
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	☒	☐
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	☒	☐

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The Maintenance of Traffic (MOT) for this project will require phased construction and the use of vehicular and pedestrian detours. The duration of construction during the phasing should be approximately 90 days for Phase I, 45 days for Phase II, and 30 days each for Phase IIA and III for a total duration of 195 days with traffic restrictions (Appendix B, page B27).

Phase I will consist of a full closure of the intersection from River Road to approximately 120 feet south of Logan Street. Vehicular traffic will be detoured utilizing River Road and SR 32 while the new pavement, storm sewer, shared-use path, sidewalk, and modular block walls are constructed. The detour will add approximately 0.5 miles for motorists and will be in place for approximately 120 days. During this phase, pedestrians will be detoured utilizing Logan Street from Lakeview Drive to John Street, John Street to SR 32, and SR 32 to River Road.

During Phase II, SR 38 will remain closed to through traffic, while the intersection will be opened to local traffic only. Construction of SR 38 from approximately 120 feet south of Logan Street to SR 32 will occur during this phase. The pedestrian detour will be maintained during this phase and will remain in place until the completion of Phase IIA. During Phase III local and pedestrian traffic will be maintained while pavement markings are completed and construction signage is removed.

This project includes a Transportation Management Plan (TMP) (Appendix I, page I27). The project is anticipated to cause sustained work zone impacts. The TMP lays out a set of coordinated transportation management strategies for managing the work zone impacts of a road project. The TMP includes a Temporary Traffic Control Plan (TTCP) and addresses both Transportation Operations (TO) and Public Information (PI) and outreach components. The TMP is a "living document" and will be updated throughout the design phase of the project.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists and pedestrians (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 220,000 (FY 2024) Right-of-Way: \$ 200,000 (FY 2024) Construction: \$ 5,128,406 (FY 2027)

Anticipated Start Date of Construction: Fall of 2027

RIGHT OF WAY (ROW):

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.000	0.000
Commercial	0.332	0.183
Agricultural	0.000	0.000
Forest	0.000	0.000
Wetlands	0.000	0.000
Other: Reacquired	0.307	0.000
TOTAL	0.639	0.183

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Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition, or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

The existing ROW varies throughout the project area, extending approximately 32 to 75 feet from the centerline of the roadway. It consists primarily of sidewalks, landscaping, and maintained lawns. The proposed ROW is anticipated to extend approximately 35 to 98 feet from the roadway centerline.

The project requires approximately 0.639 acre of permanent ROW from five commercial properties, including approximately 0.307 acre of reacquired ROW. The project also requires approximately 0.183 acre of temporary ROW from five commercial properties along the project area's northeast, southeast, and southwest legs to reconstruct driveway approaches, parking lots, and additional grading adjacent to the project area.

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on July 26, 2022, and December 5, 2022 (Appendix C, pages C1 to C4). Please note, initial coordination with Noblesville Parks and Recreation, Indiana Geological and Water Survey, and Indiana American Water - Noblesville were on different dates and included in the table below. A Re-Coordination letter was sent on October 4, 2024, and October 8, 2024, due to the extension of the storm sewer on Logans Street (Appendix C, pages C36 to C37).

Agency	Date Sent	Date Response Received	Appendix
Hamilton County Emergency Management	July 26, 2022 October 4, 2024	July 26, 2022	C5 to C6
Natural Resources Conservation Service (NRCS)	July 26, 2022 October 4, 2024	July 28, 2022, October 9, 2024	C7 & C43
City of Noblesville (MS4)	July 26, 2022 October 4, 2024	July 29, 2022	C8 to C9
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR, DFW)	July 26, 2022 October 8, 2024	August 25, 2022, October 9, 2024	C10 to C12 & C38 to C39
U.S. Fish and Wildlife (USFWS)	December 5, 2022 October 4, 2024	December 6, 2022, November 4, 2024	C13 to C16 & C44 to C46
Federal Highway Administration (FHWA)	July 26, 2022 October 4, 2024	No Response Received	-
Indiana Department of Environmental Management (IDEM) Groundwater Section	July 26, 2022 October 4, 2024	October 21, 2024	C40 to C42
National Park Service	July 26, 2022 October 4, 2024	No Response Received	-
US Department of Housing and Urban Development (HUD)	July 26, 2022 October 4, 2024	No Response Received	-
Noblesville Engineering Department	July 26, 2022 October 4, 2024	No Response Received	-
Noblesville Mayor's Office	July 26, 2022 October 4, 2024	No Response Received	-
Noblesville Street Department	July 26, 2022 October 4, 2024	No Response Received	-
INDOT Project Manager	July 26, 2022 October 4, 2024	No Response Received	-
INDOT Environmental Services Manager	July 26, 2022 October 4, 2024	No Response Received	-

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IDEM Office of Land Quality	July 26, 2022 October 4, 2024	No Response Received	-
US Army Corp of Engineers (USACE)	July 26, 2022 October 4, 2024	No Response Received	-
IDEM Wellhead Proximity Determinator (Electronic Coordination)	July 26, 2022 October 4, 2024	No Response Received	-
Noblesville Planning Department	July 26, 2022 October 4, 2024	No Response Received	-
Noblesville Engineering Department	July 26, 2022 October 4, 2024	No Response Received	-
Hamilton County Highway Department	July 26, 2022 October 4, 2024	No Response Received	-
Noblesville Fire Department	July 26, 2022 October 4, 2024	No Response Received	-
Hamilton County Commissioners	July 26, 2022 October 4, 2024	No Response Received	-
Hamilton County Plan Commission	July 26, 2022 October 4, 2024	No Response Received	-
Noblesville Utilities Department	July 26, 2022 October 4, 2024	No Response Received	-
Riverview Health	July 26, 2022 October 4, 2024	No Response Received	-
Indianapolis Metropolitan Planning Organization (MPO)	July 26, 2022 October 4, 2024	No Response Received	-
Noblesville Parks and Recreation	August 5, 2022 October 4, 2024	No Response Received	-
Indiana Geological and Water Survey (IGWS) (Electronic Coordination)	March 28, 2023 October 4, 2024	March 28, 2023	C17 to C19
Indiana American Water - Noblesville	July 7, 2022 October 4, 2024	August 9, 2022	C35

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

Federal Wild and Scenic Rivers
State Natural, Scenic or Recreational Rivers
Nationwide Rivers Inventory (NRI) listed
Outstanding Rivers List for Indiana
Navigable Waterways

Presence

Impacts

Yes	No

Total stream(s) in project area: 0 Linear feet Total impacted stream(s): 0 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e., location, flow direction, likely Water of the US, appendix reference)
n/a	n/a	n/a	n/a	n/a

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

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Based on the desktop review, the aerial map of the project area, and the Red Flag Investigation (RFI) report (Appendix E, pages E1 to E12), there are 14 streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visit on August 3, 2022, by Egis. Therefore, no impacts are expected. No Federal, Wild, and Scenic Rivers, State Natural, Scenic, and Recreational Rivers, Outstanding Rivers for Indiana, navigable waterways, or National Rivers Inventory waterways are present in the project area.

A *Waters of the US Determination/Wetland Delineation Report* was approved by the INDOT Ecology Waterway Permitting and Stormwater Office (EWPSO) on October 26, 2022. Due to changes in the project area, an addendum to the report was completed on December 2, 2024, and re-approved by INDOT EWPSO on December 18, 2024. Please refer to Appendix F, pages F1 to F21, for the re-approved *Waters of the US Determination/Wetland Delineation Report*. It was determined that no stream features exist within the project area. USACE makes all final determinations regarding jurisdiction.

Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	☐	☐	☐
Lakes	☐	☐	☐
Farm Ponds	☐	☐	☐
Retention/Detention Basin	☐	☐	☐
Storm Water Management Facilities	☐	☐	☐
Other: _____	☐	☐	☐

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages E1 to E12), there are four open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on August 3, 2022, by Egis. Therefore, no impacts are expected.

A *Waters of the US Determination/Wetland Delineation Report* was approved by INDOT EWPSO on October 26, 2022. Due to changes in the project area, an addendum to the report was completed on December 2, 2024, and re-approved by INDOT EWPSO on December 18, 2024. Please refer to Appendix F, pages F1 to F21, for the re-approved *Waters of the US Determination/Wetland Delineation Report*. It was determined that no open water features exist in the project area. USACE makes all final determinations regarding jurisdiction.

Wetlands	Presence	Impacts	
		Yes	No
	☒	☐	☒

Total wetland area: 0.024 Acre(s) Total wetland area impacted: 0 Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e., location, likely Water of the US, appendix reference)
Wetland A	PEM	0.024	0	Wetland A is located east of SR 38 on the southeast leg of the project area. Wetland A would not likely meet the definition of a jurisdictional Water of the US; however, INDOT has requested USACE take jurisdiction of the wetland (Appendix F, page F3).

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Wetlands (Mark all that apply)

Wetland Determination
Wetland Delineation

USACE Isolated Waters Determination

Documentation

X

ESD Approval Dates

October 26, 2022 December 18, 2024

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;
Substantially increased project costs;
Unique engineering, traffic, maintenance, or safety problems;
Substantial adverse social, economic, or environmental impacts, or
The project not meeting the identified needs.

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages E1 to E12), there are 16 wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area. That number was updated to one wetland by the site visit on August 3, 2022, by Egis.

A *Waters of the US Determination/Wetland Delineation Report* was approved by INDOT EWPSO on October 26, 2022. Due to changes in the project area, an addendum to the report was completed on December 2, 2024, and re-approved by INDOT EWPSO on December 18, 2024. Please refer to Appendix F, pages F1 to F21, for the re-approved *Waters of the US Determination/Wetland Delineation Report*. It was determined that one wetland, Wetland A, exists within the project area. USACE makes all final determinations regarding jurisdiction.

Wetland A

Wetland A is a 0.024-acre palustrine emergent (PEM) wetland on the southeastern side of SR 38, and it was likely formed due to its geomorphic position and location at the outlet of a drainage pipe running beneath the parking lot pavement. This wetland would be considered poor quality due to the lack of species diversity and hydrological use. Vegetation within Wetland A consists of narrow-leaf cattail (*Typha augustifolia*), tall goldenrod (*Solidago altissima*), pink lady's thumb (*Persicaria maculosa*), green ash (*Fraxinus pennsylvanica*), and silver maple saplings (*Acer saccharinum*). Wetland A would not be considered a jurisdictional Water of the US as it has no surface water connection to any likely jurisdictional stream features. Since this wetland does not qualify for an exemption under 327 IAC 17-1-7, it would be considered an Isolated Class 1 State Regulated Wetland. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the US. However, INDOT has requested USACE take jurisdiction of the wetland. No impacts to Wetland A will occur as a result of this project as it lies outside the construction and potential ROW limits. Wetland A will be marked on the Project Plans as "Do Not Disturb." This has been added as a firm commitment in the *Environmental Commitments* section of this CE document.

The IDNR-DFW responded on August 25, 2022, with no specific recommendations regarding wetland features (Appendix C, pages C10 to C12). The USFWS responded on December 5, 2022, with recommendations to avoid and/or minimize impacts to wetland features (Appendix C, pages C13 to C16). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Terrestrial Habitat

Presence

X

Impacts

Yes	No
X	

Total terrestrial habitat in project area: 1.35 Acre(s) Total tree clearing: 0.31 Acre(s)

Describe types of terrestrial habitat (i.e., forested, grassland, farmland, lawn, etc) adjacent to or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

This is page 11 of 26 Project name: SR 38 & Logan Street, Intersection Improvement Date: May 11, 2026

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Based on a desktop review, a site visit on August 3, 2022, by Egis, and the aerial map of the project area (Appendix B, page B3), there is maintained grass, residential lawns, and urban wooded habitat within the project area. Impacts to these habitats will be necessary for construction of the new roundabout. The total terrestrial habitat in the project area is approximately 1.35 acres, and 0.31 acres of tree trimming/clearing will occur. Dominant tree species within the project area consist of pin oak (*Quercus palustris*), Callery pear (*Pyrus Calleryana*), green ash (*Fraxinus pennsylvanica*), Silver maple (*Acer saccharinum*), Norway maple (*Acer platanoides*), and black cherry (*Prunus serotina*). Avoidance measures were not practicable as impacts to these habitats are necessary for the construction of the project.

The IDNR-DFW responded on August 25, 2022, with recommendations regarding impacts to urban wooded habitat and mitigation measures that may be necessary (Appendix C, pages C10 to C12). The USFWS responded on December 5, 2022, with a list of standard recommendations to avoid/minimize impacts to terrestrial habitat (Appendix C, pages C13 to C16). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed
Section 7 informal consultation completed (IPaC cannot be completed)
Section 7 formal consultation Biological Assessment (BA) required

Yes	No
X	

Determination Received for Listed Bats from USFWS: NE ☐ NLAA ☒ LAA ☐

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
State species (not bird) found in project area (based upon consultation with IDNR)

Yes	No
	X
	X

Migratory Birds

Known usage or presence of birds (i.e., nests)
State bird species based upon coordination with IDNR

Yes	No
	X
	X

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E, pages E1 to E12), completed by Egis on December 5, 2022, the IDNR Hamilton County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated August 25, 2022 (Appendix C, pages C10 to C12), the Natural Heritage Program's Database has been checked. The following mussel species have been documented in the West Fork White River within a 0.5-mile of the project area:

1. Rayed Bean (*Villosa fabalis*), federally & state-endangered
2. Northern Riffleshell (*Epioblasma rangiana*), federally & state endangered
3. Clubshell (*Pleurobema clava*), federally & state endangered
4. Rabbitsfoot (*Theliderma cylindrica*), federally threatened & state endangered
5. Round Hickorynut (*Obovaria subrotunda*), state endangered
6. Wavyrayed Lampmussel (*Lampsilis fasciola*), state special concern
7. Little Spectaclecase (*Villosa lienosa*), state special concern
8. Kidneyshell (*Ptychobranhus fasciolaris*), state special concern

The IDNR-DFW indicated they do not foresee any impacts to these mussel species as a result of this project. In addition, no critical habitats were identified. Recoordination with IDNR-DFW occurred on October 4, 2024 (Appendix C, pages C36 to C37). The IDNR-DFW responded on October 9, 2024 (Appendix C, pages C38 to C39). No additional information was provided related to ETR species. An INDOT 0.5-mile bat review occurred on April 12, 2022, and April 16, 2026, and did not indicate the presence of endangered bat species within 0.5-mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C20 to C33). The project is not within range of the federally endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (NLEB) (*Myotis septentrionalis*) and proposed endangered tricolored bat (*Perimyotis subflavus*). An effect determination key was not completed as the *Rangewide Programmatic Informal Consultation* for the Indiana

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bat, northern long-eared bat (NLEB), and tricolored bat, dated December 2024, between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS is not applicable. A culvert inspection occurred on October 31, 2024, and no bats or birds or signs of bats or birds were identified (Appendix C, page C34).

The official species list generated from IPaC indicated two species that may be present within the project area. The Monarch Butterfly (*Danaus Plexippus*, proposed threatened) and the whooping crane (*Grus americana*, experimental population) are species potentially within the project area. As proposed threatened and experimental populations, no additional coordination is needed for these species since there is no critical habitat.

USFWS responded to the early coordination letter on December 6, 2022 (Appendix C, pages C13 to C16), with standard recommendations and discussion on programmatic consultation. A re-coordination letter was sent on October 4, 2024, to the USFWS due to the extension of the storm sewer on Logan Street (Appendix C, pages C36 to C37). USFWS responded on November 4, 2024 (Appendix C, pages C44-C46), stating that if the project falls under the same determination under the FHWA programmatic determination they do not have any additional comments or concerns (Appendix C, pages C44 to C46). As no endangered bat species are within the project area, the Rangewide Programmatic determination does not apply.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if the project plans are changed, USFWS will be contacted for consultation.

Geological and Mineral Resources

- Project located within the Indiana Karst Region
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
☐	☒
☐	☒
☐	☒

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): _____

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page B2), and the RFI report (Appendix E, pages E1 to E12), there are no karst features identified within or adjacent to the project area. In the early coordination response dated March 28, 2023, IGWS did not indicate karst features exist in the project area (Appendix C, pages C17 to C19). The IGWS response indicated there is moderate liquefaction potential and that the project area is within or near a floodway. There is a high potential to encounter bedrock and sand and gravel resources, and petroleum exploration wells were documented within or near the area. None of these resources were identified in the project area; therefore, no impacts are expected. Response from IGWS was communicated with the designer on March 28, 2023.

SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

Presence

☒
☒
☐
☒
☒

Impacts

Yes	No
☐	☒
☐	☒
☐	☐
☐	☒
☒	☐

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Is the project located in the St. Joseph Sole Source Aquifer (SSA):
If Yes, is the FHWA/EPA SSA MOU Applicable?
If Yes, is a Groundwater Assessment Required?

Yes	No
☐	☒
☐	☐
☐	☐

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

Sole Source Aquifer

The project is located in Hamilton County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection and Source Water

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<https://www.in.gov/idem/cleanwater/information-about/groundwater-monitoring-and-source-water-protection/wellhead-protection-program/source-water-proximity-determination-tool/>) was accessed on July 28, 2022, by Egis. This project is located within a Wellhead Protection Area and a Source Water Area. According to the IDEM Drinking Water Watch website (<https://myweb.in.gov/IDEM/DWWW/>), Indiana American Water - Noblesville provides drinking water for the surrounding area. Initial coordination with local utilities occurred on July 7, 2022. Indiana American Water responded on August 9, 2022 (Appendix C, page C35), verifying they have utilities within the project area. Coordination with local utilities is ongoing and will continue as the project advances. This project will comply with the Wellhead Protection and Source Water Assessment Program detailed on IDEM's website: <https://www.in.gov/idem/cleanwater/information-about/source-water-protection/>. In addition, the project design will include erosion control measures with Best Management Practices (BMP) including perimeter protection and spill prevention measures to prevent runoff, sedimentation and any fuel/oil/ and other construction related contaminants from impacting nearby water sources. The project has a low potential for contaminants to impact source water supply and water quality. Therefore, no impacts are expected.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/ground-water-wells/water-well-record-database/>) was accessed on July 26, 2022, and three wells are located to the north and west of the intersection within the project area. One well feature will be impacted due to the realignment of SR 38 north of Logan Street. The existing well is utilized as a dry-well that allows stormwater runoff to be collected and slowly infiltrate into the existing ground. This well is within the INDOT-owned ROW and will be removed as part of the project. In replacement of this well, the stormwater runoff will be collected via roadside ditches and conveyed to proposed drainage structures in the storm sewer network. The presence of the remaining two wells were not able to be field verified. No additional impacts are anticipated. The Water Well Record Database was rechecked on April 16, 2026, and one additional well was located adjacent to the southeast corner of the project area; however, this well is located outside of the construction area boundary; therefore, no impact is expected.

Urban Area Boundary

Based on a desktop review of INDOT's Municipal Separate Storm Sewer Systems (MS4) website (<https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/>) by Egis July 25, 2022. An early coordination letter was sent to the City of Noblesville MS4 Coordinator on July 26, 2022 (Appendix C, pages C1 to C2). The MS4 Coordinator responded on July 29, 2022, stating that all MS4 considerations from the City of Noblesville will be represented by the Noblesville Engineering Department project team as part of the design process (Appendix C, pages C8 to C9). This project will comply with the stormwater quality management plan by implementing and adhering to BMPs. Therefore, no impacts are expected.

Public Water System

Based on a desktop review, a site visit on August 2, 2022, by Egis, the aerial map of the project area (Appendix B, page B3), and coordination with local utilities, this project is located where there is a public water system. Indiana American Water is the public water system serving the project area. Indiana American Water infrastructure will be affected as waterlines within the project area will need to be relocated to complete this intersection improvement project. Initial coordination with local utilities occurred on July 7, 2022. Indiana American Water responded on August 9, 2022 (Appendix C, page C35), verifying they have utility infrastructure within the project area. Temporary disruption of service is anticipated during the relocation of water lines. Coordination with local utilities will be ongoing as the project advances.

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Floodplains

Project located within a regulated floodplain
Longitudinal encroachment
Transverse encroachment
Homes located in floodplain within 1000' up/downstream from project

Presence

Impacts

Yes	No

If applicable, indicate the Floodplain Level?

Level 1 ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://www.in.gov/dnr/water/surface-water/indiana-floodplain-mapping/indiana-floodplain-information-portal/>) was accessed on September 12, 2022, by Egis. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F7). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland

Agricultural Lands
Prime Farmland (per NRCS)

Presence

Impacts

Yes	No

Total Points (from Section VII of CPA-106/AD-1006*) _____

*If 160 or greater, see CE Manual for guidance.

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, a site visit on August 3, 2022, by Egis, and the aerial map of the project area (Appendix B, pages B3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent to the NRCS on July 26, 2022 (Appendix C, pages C1 to C2), and an additional information letter was sent on October 4, 2024 (Appendix C, pages C36 to C37). NRCS responded on July 28, 2022, and October 4, 2024, stating the proposed project will not cause a conversion of prime farmland (Appendix C, pages C7 and C43).

SECTION D – CULTURAL RESOURCES

Minor Projects PA Category(ies) and Type(s) INDOT Approval Date(s) N/A
X

Full 106 Effect Finding

No Historic Properties Affected ☒ No Adverse Effect ☐ Adverse Effect ☐

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) ☐ Archaeology ☐ NRHP Bridge(s) ☐

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Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination
800.11 Documentation

Historic Properties Report or Short Report

Archaeological Records Check and Assessment
Archaeological Phase Ia Survey Report

Archaeological Phase Ic Survey Report
Other:

X
X
X
X

ESD Approval Date(s)

September 10, 2020
November 30, 2020
February 19, 2026
September 10, 2020
May 19, 2025
November 30, 2020
October 31, 2022

SHPO Approval Date(s)

September 23, 2020
December 14, 2020
March 9, 2026
September 23, 2020
June 16, 2025
December 14, 2020
June 16, 2025

Memorandum of Agreement (MOA)

☐

MOA Signature Dates (List all signatories)

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s), and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

Area of Potential Effect (APE):

This is a federally funded project that requires coordination with the Federal Highway Administration (FHWA) as required by the Section 106 process. An APE was established for the proposed project as part of the Historic Properties Report (HPR) (Reynolds 8/25/2020) that was prepared for the project. Under 36 CFR 800.16(d), the APE is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist." A map illustrating the APE limits is provided in Appendix D, pages D29 to D30.

Due to project area changes in 2022 and 2024, the APE was revised to account for the revised project area. The revised APE limits are provided in Appendix D, pages D71 to D72. In addition, maps illustrating the original APE compared to the revised APE are available in Appendix D, pages D80 to D82.

Coordination with Consulting Parties:

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), consulting parties were invited to participate in 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. On July 23, 2020, the following local and private historical preservation organizations were invited to become consulting parties for the project. Each organization was sent a copy of the early coordination packet and invited to become a consulting party (Appendix D, pages D1 to D9). The State Historic Preservation Officer (SHPO) is an automatic consulting party due to their mandatory or designated roles as specified in 36 C.F.R. § 800.2. The Federal Highway Administration (FHWA), Indiana Department of Transportation, Cultural Resources Office (INDOT-CRO), and SHPO are automatically considered consulting parties for federally funded transportation projects. Other parties that accepted consulting party status are shown in boldface type below.

Consulting Party	Response
Hamilton County Commissioners	
Hamilton County Council Members	
Hamilton County Engineer	
Hamilton County Genealogy Society	
Hamilton County Historian	
Hamilton County Historical Society	
Hamilton County Supervisor	
Hamilton County Surveyor	September 4, 2020 & February 16, 2026
Indiana Landmarks	
Indianapolis Metropolitan Planning Organization	
Madison County Council of Governments	
Noblesville Engineer	
Noblesville Main Street, Inc.	July 29, 2020
Noblesville Preservation Alliance	

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Noblesville Street Commissioner	
Northern Hamilton County Chamber of Commerce	
Sheridan Historical Society	
Westfield-Washington Historical Society	
Delaware Nation	August 11, 2020
Delaware Tribe of Indians, Oklahoma	
Eastern Shawnee Tribe of Oklahoma	
Miami Tribe of Oklahoma	August 18, 2020
Peoria Tribe of Oklahoma	
Pokagon Band of Potawatomi Indians	
Shawnee Tribe	
Turtle Mountain Band of Chippewa Indians	May 19, 2025 & February 23, 2026

On July 29, 2020, the Executive Director of Noblesville Main Street, responded and stated their concerns, about providing and publicizing alternate routes to both downtown Noblesville and the park from the west as Logan Street is the second major entrance to downtown and Federal Hill Commons from the west (Appendix D, pages D10 to D14). Egis has proposed to allow traffic to be maintained through phased construction.

In a letter dated August 10, 2020, the Indiana State Historic Preservation Officer (SHPO) responded to the early coordination information, stating they are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking besides the ones INDOT already invited. SHPO stated they look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources (Appendix D, pages D15 to D16).

In a letter dated August 11, 2020, the Delaware Nation of Oklahoma stated that the Lenape people occupied the area indicated in the early coordination letter during and prior to European contact until their eventual removal to present locations. They indicated that according to their files, the location of the project does not endanger any known cultural or religious sites of interest to the Delaware Nation. They added that they would like to be a consulting party (Appendix D, page D17).

On August 18, 2020, the Miami Tribe of Oklahoma stated they would like to be a consulting party and offered no objection to the project as they were not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. (Appendix D, page D18).

The Hamilton County Surveyors Office responded in a letter dated September 4, 2020, stating there are no regulated drains, sections corners, benchmarks, or floodplains within the project limits (Appendix D, page D19).

Archaeology:

On August 18, 2020, an Archaeological Phase IA Reconnaissance Survey was conducted by Cultural Resource Analyst, Inc. (CRA). No archaeological sites were documented within the survey area, and it was recommended the project be allowed to proceed as planned. Excerpts from the archaeological report are provided in Appendix D, pages D45 to D46.

The Phase IA Reconnaissance Survey report (Dickerson/Travis, 8/18/2020) was submitted to INDOT-CRO for review, and in an email dated November 30, 2020, INDOT-CRO approved the report. The archaeology report was subsequently submitted to the SHPO for a 30-day review period on December 2, 2020. In a letter dated December 14, 2020, SHPO concurred with the findings and stated that no further archaeological investigations appear necessary at these portions of the proposed project area (Appendix D pages D47 to D48).

Following approval of the 2020 finding for Des. No. 1901880, the City of Noblesville coordinated with INDOT in 2022 regarding the need to extend roadway work associated with the 2020 project. After that coordination, the City approved the 2022 project limits extension, which was necessitated by anticipated future growth in the area. On July 28, 2022, CRA submitted a Phase 1A Addendum Report to INDOT-CRO due to the changes in the project design, which resulted in a larger project area. The Phase 1A Addendum Report was approved by INDOT CRO on October 28, 2022, and provided to the SHPO and participating consulting parties for a 30-day review period on October 31, 2022 (Appendix D, pages D58 to D63).

The Delaware Nation of Oklahoma responded on December 7, 2022 (Appendix D, page D64), stating they concur with the determination of no effect on historic properties.

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Historic Properties:

To further assist the FHWA in carrying out its responsibilities pursuant to 36 C.F.R. § 800.4 (b), Qualified Professionals employed by CRA completed a historic property short report (Reynolds, 8/25/2020) according to the *Secretary of Interiors Professional Qualification Standards*. The National Register of Historic Places (NRHP) database was researched, in addition to the Indiana Register of Historic Sites and Structures (State Register), the Indiana Historic Sites and Inventory (IHSSI), the 1991 *Hamilton County Interim Report*, the Division of Historic Preservation and Archaeology's (DHPA) online State Historic Architectural Archaeological Research Database (SHAARD) and SHAARD GIS, and the 2010 Indiana Historic Bridge Inventory online database. These databases were utilized to identify any previously inventoried properties within the APE, and the project area was evaluated for additional historic resources during the field check. It was recommended that no NRHP-listed or eligible buildings or structures are in the APE. Excerpts from the HPR are provided in Appendix D, pages D24 to D44.

The HPR was submitted to the INDOT-CRO, for review, and they concurred with the findings. The HPR was subsequently submitted to the SHPO and the participating consulting parties on September 11, 2020, for a 30-day review period. In a letter dated September 23, 2020, SHPO concurred with the historic property short report (Reynolds, 8/25/2020) that there are no historic properties listed in or eligible for inclusion in the National Register of Historic Places (NRHP) within the project area of potential effects (Appendix D, pages D47 to D48).

The project limits were changed again in 2024 due to detected insufficiencies with the existing storm sewer system. An Addendum HPR was submitted to INDOT-CRO who concurred with the changes. The Addendum HPR was distributed to consulting parties on May 19, 2025 (Appendix D, page D65 to D72). An excerpt of the addendum HPR and the revised APE can be found in Appendix D pages D73 to D106.

The Turtle Mountain Band of Chippewa Indians responded on May 19, 2025, stating to "Defer to the nearest SHPO/THPO office to the APE" (Appendix D, pages D107 to D109).

SHPO responded to the Addendum HPR and archeological assessment on June 16, 2026, agreeing with the size of the APE and the conclusions of the Addendum HPR, and reiterated that they concurred with the results of the archaeological report (Appendix D, pages D110 to D111).

Documentation, Findings:

In October 2020, the "No Historic Properties Affected" finding was submitted to INDOT, and on November 30, 2020, INDOT approved the "No Historic Properties Affected" determination (Appendix D, pages D49 to D54). Following this finding, the effect documentation was provided to the SHPO and participating consulting parties for a 30-day review period. In a letter dated December 14, 2020, the SHPO concurred with the "No Historic Properties Affected" determination (Appendix D, pages D56 to D57). No additional comments were received and the FHWA responsibilities under Section 106 are therefore satisfied.

An Addendum 800.11 was approved by INDOT on February 19, 2026, with an effect finding of "No Historic Properties Affected". Following this finding, the effect documentation was provided to the SHPO and participating consulting parties for a 30-day review period (Appendix D, pages 112 to 129).

The Hamilton County Surveyor responded on February 19, 2026, requesting a copy of the plan set, and with comments regarding drainage and section corner monuments within the project area, the annexation status of the intersection, and a recommendation to coordinate with local utilities (Appendix D, pages D130 to D136).

The Turtle Mountain Band of Chippewa Indians responded on May 23, 2026, stating their office concurs that there will be no effect to historic properties (Appendix D, pages D137 to D139).

In a letter dated March 9, 2026, SHPO concurred with the "No Historic Properties Affected" determination (Appendix D, pages D142 to D143). No additional comments were received and the FHWA responsibilities under Section 106 are therefore satisfied.

Public Involvement:

In accordance with 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), an advertisement was placed in the *Hamilton County Journal and Courier* and the *Times of Noblesville* newspapers on December 4, 2020, to solicit comments on the "No Historic Properties Affected" determination. No comments were received by the established deadline of January 6, 2021, and as such, the Section 106 process was concluded. A copy of the legal notice is provided in Appendix D, page D55.

Due to scope and project limit changes, and in accordance with 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), an additional advertisement was published in the *Hamilton County Reporter* newspaper on February 23, 2026, to solicit comments on the "No Historic Properties Affected" determination. No comments were received by the established deadline of March 27, 2026, and as

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such, the Section 106 process was concluded. A copy of the legal notice and publisher's affidavit is provided in Appendix D, pages D140 to D141).

This concludes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP			

Evaluations Prepared

Programmatic Section 4(f)	
"De minimis" Impact	
Individual Section 4(f)	
Any exception included in 23 CFR 774.13	

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

Section 4(f) of the US Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife/waterfowl refuges, and NRHP-eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B, page B3), and the RFI report (Appendix E, pages E1 to E12), there are 13 potential 4(f) resources located within the 0.5-mile search radius. According to additional research and the site visit on August 3, 2022, by Egis, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement

Section 6(f) Property

Presence

Use

Yes

No

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The US Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits the conversion of lands purchased with LWCF monies to non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total of 10 properties in Hamilton County (Appendix I, Page I1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impact to 6(f) resources.

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP?

Is the project located in an MPO Area?

Is the project in an air quality non-attainment or maintenance area?

If Yes, then:

Is the project in the most current MPO TIP?

Is the project exempt from conformity?

If No, then:

Is the project in the Transportation Plan (TP)?

Is a hot spot analysis required (CO/PM)?

Yes

No

☒
☒
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☐

Location in STIP:

Name of MPO (if applicable):

Location in TIP (if applicable):

Page 7, IMPO TIPIndianapolis Metropolitan Planning Organization (IMPO)7

Level of MSAT Analysis required?

Level 1a ☒ Level 1b ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

This project is included in the Fiscal Year (FY) 2026-2029 Indianapolis Metropolitan Transportation Program (IMPO TIP), which has been incorporated into the Statewide Transportation Improvement Program (STIP) (Appendix H, pages H1 to H6).

This project is located in Hamilton County, which is currently a maintenance area for the 1997 8-Hour Ozone standard per the US Environmental Protection Agency (EPA) Green Book (https://www3.epa.gov/airquality/greenbook/anayo_in.html). The 1997 Ozone 8-Hour standard was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency Et al. Decision. The project's design concept and scope are accurately reflected in the Indianapolis Metropolitan Planning Organization Transportation Improvement Program (TIP), and is incorporated by reference into the STIP. Therefore, the conformity procedures of 40 CFR Part 93 have been met.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c) or exempt under the Clean Air Act conformity rule under 40 CFR 93.126. As such, a Mobile Source Air Toxics analysis is not required.

SECTION G - NOISE

Noise

Yes

No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

☐☒

Date Noise Analysis was approved/technically sufficient by INDOT ESD: _____

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

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SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Will the proposed action comply with the local/regional development patterns for the area?

Yes

☒

No

☐

Will the proposed action result in substantial impacts to community cohesion?

☐

☒

Will the proposed action result in substantial impacts to local tax base or property values?

☐

☒

Will construction activities impact community events (festivals, fairs, etc.)?

☐

☒

Does the community have an approved transition plan?

☒

☐

If No, are steps being made to advance the community's transition plan?

☐

☐

Does the project comply with the transition plan? (explain in the discussion below)

☒

☐

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

There may be temporary inconveniences associated with construction, such as increased travel times, construction noise, and fugitive dust. No permanent or temporary economic effects are expected to result from the proposed project. This project is anticipated to benefit the community by reducing congestion at the intersection of SR 38 and Logan Street.

A search of local festivals, fairs, and events was conducted on December 9, 2024, by Egis. According to a review of the Visit Indiana website (<https://www.visitindiana.com/events/>) and the Hamilton County public events calendar (<https://www.visithamiltoncounty.com/events/>) there are no scheduled festivals or other public events listed to date immediately within the vicinity of the project. Recurring events that will occur during project construction include the Peony Festival (May), the Strawberry Festival (June), the 4th of July Parade (July), and the Noblesville Art Fair on the Square (August). The Noblesville Art Festival is the closest event to the project location, located approximately 0.13 mile east at the Federal Hill Commons. The Federal Hill Commons also holds concerts throughout the summer months. This project requires SR 38 to be closed to through traffic requiring a detour during construction. The project may cause potential traffic delays to Noblesville events, but access to these events will be maintained. A detour will be utilized during Phase 1 of MOT and is expected to last approximately 90 days. After Phase 1 is completed, SR 38 will be open to local traffic for the remainder of the construction duration. All temporary inconveniences to motorists will cease upon completion of this project. Refer to the MOT section of this document for details.

As required by the Americans with Disabilities Act (ADA), Hamilton County has developed an ADA Transition Plan. The proposed project complies with the *Hamilton County Americans with Disabilities Act Self Evaluation and Transition Plan*, adopted in April 2022 (<https://www.hamiltoncounty.in.gov/DocumentCenter/View/17264/Hamilton-County-ADA-Self-Evaluation-and-Transition-Plan-7-MB-PDF>). In addition, the project complies with local and regional development patterns for the area. The Hamilton County ADA Self Evaluation and Transition Plan (2022) requires sidewalks and ramps be constructed as part of planned development, replaced by or for Hamilton County, shall be constructed in accordance with the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROW AG) regulations and standards. Existing sidewalks will be reconstructed and widened, and a new sidewalk will be added on the east side of SR 38 south of Logan Street. In addition, curb ramps will be installed at all corners of the roundabout and across the eastern, western, and southern median curbs. The INDOT ADA Transition Plan also requires design standards to follow the PROW AG accessibility guidelines. Therefore, this project will be in compliance with the *Hamilton County Americans with Disabilities Act Self Evaluation and Transition Plan*.

In addition, this project complies with local and regional development patterns for the area and is not anticipated to impact the tax base for the area, result in changes in land use, or result in a division of the community. No long-term, foreseeable impacts are anticipated as a result of this project.

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation, or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B, page B3), and the RFI report (Appendix E, pages E1 to E12), there are 15 public facilities within the 0.5-mile search radius. There are no public facilities within or adjacent to the project area, which was confirmed by the site visit on August 3, 2022, by Egis. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

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Initial coordination with the following utility providers occurred on July 6, 2022:

- AT&T
- CenterPoint Energy
- CenturyLink
- Comcast Cable
- Crown Castle Fiber
- Duke Energy
- Everstream LLC.
- Indiana American Water
- MCI Communication Services
- Noblesville Sanitary Sewer
- OnPoint Construction Management
- Zayo Bandwidth

Multiple overhead and underground utilities are within the project area that may need to be relocated due to the intersection improvement. Coordination with applicable utility providers has been initiated. Indiana American Water responded on August 9, 2022 (Appendix C, page 35), stating they have utilities within the project area and provided markups and GIS data. Coordination with utility providers will be ongoing as the project advances.

Hamilton County Emergency Management responded to the early coordination letter on July 26, 2022, recommending that INDOT consider a larger stormwater drainage structure for heavy rain events as street flooding remains a significant concern especially near Riverview Hospital (Appendix C, pages C5 to C6). A new storm sewer drainage system is being installed within the right-of-way limits. The storm sewer system is being designed in accordance with the current design standards. No further drainage issues are anticipated.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

Will the project result in adversely high and disproportionate impacts to EJ populations?

Yes	No
☒	☐
☒	☐
☒	☐
☐	☒

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

This analysis was performed for this project prior to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173. As such, this analysis is included for transparency but is no longer applicable to the impacts analysis for federal projects and this impact was not considered in the federal decision.

Under FHWA Order 6640.23A, FHWA, and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require approximately 0.639 acre of permanent and 0.183 acre of temporary ROW and no relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city, or town and is called the community of comparison (COC). In this project, the COC is Hamilton County. The community that overlaps the project area is called the affected community (AC). In this project, the ACs are Census Tracts 1105.08 and 1105.09. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the American Community Survey 2017 5-Year Estimates

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was obtained from the US Census Bureau Website (<https://data.census.gov/cedsci/>) on November 1, 2022, by Egis. The data collected for minority and low-income populations within the AC are summarized in the table below.

Table: Minority and Low-Income Data (US Census Bureau 2017 5-Year Estimates)			
	COC - (Hamilton County, Indiana)	AC-1 - (Census Tract 1105.08)	AC-2 - (Census Tract 1105.09)
Percent Minority	15.54%	13.35%	12.89%
125% of COC	19.42%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No
Percent Low-Income	4.98%	5.42%	8.08%
125% of COC	6.22 %	AC < 125% COC	AC > 125% COC
EJ Population of Concern		No	Yes

AC-1, Census Tract 1105.08 has a percent minority of 13.35%, which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not have a minority population of EJ concern. AC-1, Census Tract 1105.08 has a percent low-income of 5.42%, which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not have a low-income population of EJ concern.

AC-2, Census Tract 1105.09 has a percent minority of 12.89%, which is below 50% and is below the 125% COC threshold. Therefore, AC-2 does not have a minority population of EJ concern. AC-2, Census Tract 1105.09 has a percent low-income of 8.08%, which is below 50% but is above the 125% COC threshold. Therefore, AC-2 has a low-income population of EJ concern.

Conclusion

This project requires 0.639 acre of permanent and 0.183 acre of temporary ROW for this intersection improvement project. Temporary impacts will occur due to traffic delays and the use of vehicular and pedestrian detours during construction. Local detour routes will be utilized to ensure steady traffic movement on SR 38 while maintaining access to all properties during construction. Total construction duration is estimated to be 195 days of traffic restrictions. Specific local detours have been coordinated with the city of Noblesville in Hamilton County, Indiana. Sidewalks will be closed during the construction of the roundabout at SR 38 & Logan Street. A pedestrian detour route consisting of River Road, SR 32, and John Street will be utilized. The pedestrian detour route will add approximately 0.70 mile for pedestrians. The phased construction delays and detours will have some temporary disruption that will be inconvenient for pedestrian and vehicular traffic. Refer to the MOT section of this document for details. This project requires no relocations and would not lead to permanent disruption to the community or lead to changes in community cohesion or create a physical barrier to the community. No permanent economic impact will be experienced by the community as a result of the project. The identified low-income populations will not experience a disproportionately high or adverse impact from this project as its main purpose is to reduce backups/congestion on the side streets of the intersection.

Coordination with INDOT ESD was completed on February 9, 2023. In their response on February 9, 2023 (Appendix I, page I2), INDOT ESD stated, "With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.2a. No further EJ Analysis is required."

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

Yes	No
☐	☒
☐	☒

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocations of people, businesses, or farms will take place as a result of this project.

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SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation (RFI)

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

X
X

Date RFI concurrence by INDOT SAM (if applicable): December 9, 2022

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of Geographic Information Systems (GIS) and available public records, the RFI was completed on December 5, 2022, by Egis, and INDOT Site Assessment and Management (SAM) provided their concurrence on December 9, 2022 (Appendix E, pages E1 to E12). Eight (8) underground storage tanks (UST) sites, four (4) leaking UST (LUST) sites, one (1) brownfield site, one (1) institutional control site, eleven (11) National Pollutant Discharge Elimination (NPDES) facilities, and two (2) NPDES pipe locations are located within 0.5-mile of the project area. One LUST site and one institutional control site could affect the project area.

LUST Sites:

- Harbor Marathon, 111 Lakeview Drive, Noblesville, IN 46060, AI ID #: 18416, is adjacent to the project area at the southeast corner of SR 38 and SR 32 and was formerly the site of a gas station and is now a CVS Pharmacy. IDEM issued a No Further Action letter on November 16, 1998. Low levels of soil and groundwater petroleum contamination remained on the site after closure. A Unique Special Provision (USP) will be developed to implement the Phase II Environmental Site Assessment recommendations

Institutional Controls:

- Former Tuchman Cleaners 13, 215 Sheridan Road, Noblesville, IN, AI ID #: 16297, is located 0.03 mile west of the project area. The site was issued a Certificate of Completion for the Volunteer Remediation Work Plan on September 27, 2019. An Environmental Restrictive Covenant (ERC) was placed on the property on August 6, 2019. The ERC prohibits use of the site for Real Estate for residential purposes and the use or extraction of groundwater in the restricted area, which includes the former dry cleaner space and surrounding tenant space within the plaza, including the delivery area. Contaminants of concern were tetrachloroethene, trichloroethene, cis-1,2-dichloroethene, trans-1,2-dichloroethene, and vinyl chloride. Groundwater depth varies from 8 to 31 feet below ground surface (bgs) and flow direction is to the east. A USP will be developed to implement the Phase II Environmental Site Assessment recommendations

Phase II ESA

- A Phase II Site Assessment for the project was completed by SME and reviewed and concurred with by INDOT SAM in July 2024 (Appendix I, pages 16 to 18). Two sites adjoining the project south of the primary intersection were identified as potential sources of contaminants of concern (COCs). First, a former dry cleaner west of SR38/Sheridan Road (which previously received site closure and a Covenant Not to Sue through IDEM's Voluntary Remediation Program (VRP)) is associated with an active Environmental Restrictive Covenant (ERC). Second, a former filling station located east of SR38/Sheridan Road. Both adjoining sites may be adversely affecting the shallow soil and groundwater quality in the planned work area. Recommendations as a result of the Phase II ESA include the following:
 - Identified chemical concentrations do not necessitate special worker precautions at the time of the Phase II unless indicators of potential contamination are observed during construction activities (i.e., staining, odors).
 - Soil at SB1 does not comply with IDEM's Uncontaminated Soil Policy (Agency Nonrule Policy Document WASTE-0064-NPD-R1, effective April 10, 2024). Soil excavated from this portion of the Site and verified to not exhibit unacceptable levels of one or more contaminants should either be reused at the same location or disposed of at a municipal landfill. If alternative waste handling considerations are necessary, additional soil analyses (before or during construction) may be necessary to determine final soil disposal/reuse requirements.
 - Groundwater was not encountered during advancement of the soil borings to a maximum depth of 12 feet below ground surface (BGS). Intersection improvements are proposed to extend to a maximum depth of 7.5 feet bgs. Therefore, a need

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for dewatering attributable to groundwater unless excavations extend beyond planned depths is not anticipated. However, the clay-rich subsurface lithology could prevent rapid infiltration of rainwater if an excavation is left open for an extended period. If dewatering of accumulated rainwater is necessary, appropriate municipal approval and/or additional analytical data may be required prior to disposal of the dewatering effluent (i.e., discharge to municipal sewer).

These have been added as firm commitments in the *Environmental Commitments* section of this document.

Coordination was conducted with the IDEM Institutional Controls Group on October 21, 2024. IDEM responded, stating there is one site, Former Tuchman Cleaners (215 Sheridan Road: AI # 16297), in proximity to the project area, with an ERC. IDEM Institutional Controls Group did not have any concerns with the proposed work as it pertains to the restrictions in the ERC (Appendix C, pages C40 to C42).

A review of the RFI resources took place again on October 17, 2024, and no substantive changes were found. Please refer to Appendix E, pages E13 to E15, for the email correspondence with INDOT SAM, stating that an addendum report for the RFI is not necessary for this project. An additional review of RFI resources took place again on April 20, 2026. There were three (3) new UST's and three (3) new RCRA Generators identified with the 0.5 mile buffer. None of the UST or RCRA Generator locations are within or adjacent to the project area and will not be impacted by the project. An addendum to the approved RFI is not required. Please refer to Appendix E, pages E19 to E20, for the email correspondence with INDOT SAM, stating that an addendum report for the RFI is not necessary for this project.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Other

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Isolated Wetlands
Rule 5
Other

X

IN Department of Natural Resources

Construction in a Floodway
Navigable Waterway Permit
Other

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

An IDEM Construction Stormwater General Permit (CSGP), formerly known as a Rule 5 Permit, will be needed for land disturbance greater than one acre.

Applicable recommendations provided by resource agencies are included in the *Environmental Commitments* section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

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ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access (INDOT ESD).
3. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers permit (INDOT ESD).
4. Harbor Marathon, 111 Lakeview Drive, Noblesville, IN 46060, AI ID #: 18416, is adjacent to the project area at the southeast corner of SR 38 and SR 32 and was formerly the site of a gas station and is now a CVS Pharmacy. IDEM issued a No Further Action letter on November 16, 1998. Low levels of soil and groundwater petroleum contamination remained on the site after closure. A Unique Special Provision (USP) will be developed to implement the Phase II Environmental Site Assessment recommendations (INDOT SAM).
5. Former Tuchman Cleaners 13, 215 Sheridan Road, Noblesville, IN, AI ID #: 16297, is located 0.03 mile west of the project area. The site was issued a Certificate of Completion for the Volunteer Remediation Work Plan on September 27, 2019. An ERC was placed on the property on August 6, 2019. The ERC prohibits use of the site for Real Estate for residential purposes and the use or extraction of groundwater in the restricted area, which includes the former dry cleaner space and surrounding tenant space within the plaza, including the delivery area. Contaminants of concern were tetrachloroethene, trichloroethene, cis-1,2-dichloroethene, trans-1,2-dichloroethene, and vinyl chloride. Groundwater depth varies from 8 to 31 feet below ground surface (bgs) and flow direction is to the east. A USP will be developed to implement the Phase II Environmental Site Assessment recommendations (INDOT SAM).
6. Wetland A will be marked on the Project Plans as "Do Not Disturb" (INDOT ESD).
7. Identified chemical concentrations do not necessitate special worker precautions at the time of the Phase II unless indicators of potential contamination are observed during construction activities (i.e., staining, odors) (INDOT SAM).
8. Soil at SB1 does not comply with IDEM's Uncontaminated Soil Policy (Agency Nonrule Policy Document WASTE-0064-NPD-R1, effective April 10, 2024). Soil excavated from this portion of the Site and verified to not exhibit unacceptable levels of one or more contaminants should either be reused at the same location or disposed of at a municipal landfill. If alternative waste handling considerations are necessary, additional soil analyses (before or during construction) may be necessary to determine final soil disposal/reuse requirements (INDOT SAM).
9. Groundwater was not encountered during advancement of the soil borings to a maximum depth of 12 feet below ground surface (BGS). Intersection improvements are proposed to extend to a maximum depth of 7.5 feet bgs. Therefore, a need for dewatering attributable to groundwater unless excavations extend beyond planned depths is not anticipated. However, the clay-rich subsurface lithology could prevent rapid infiltration of rainwater if an excavation is left open for an extended period. If dewatering of accumulated rainwater is necessary, appropriate municipal approval and/or additional analytical data may be required prior to disposal of the dewatering effluent (i.e., discharge to municipal sewer) (INDOT SAM).

For Further Consideration:

10. The replacement structure and any bank stabilization under or around the structure must not create conditions that are less favorable for wildlife passage under the structure compared to current conditions (IDNR-DFW).
11. Trees removed in an urban setting should be mitigated by planting five (5) trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on the 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) (IDNR-DFW).
12. 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 (IDNR-DFW).

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Appendix A

Threshold Chart

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁷)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
		-	-	-	
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level					
• District Env. (DE) • Env. Serv. Div. (ESD) • FHWA	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

⁷ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower-level CE.

⁹ Potential for causing a disproportionately high and adverse impact.

¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

Appendix B

Graphics

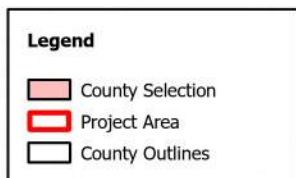
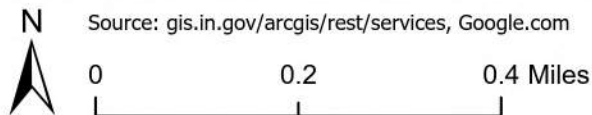
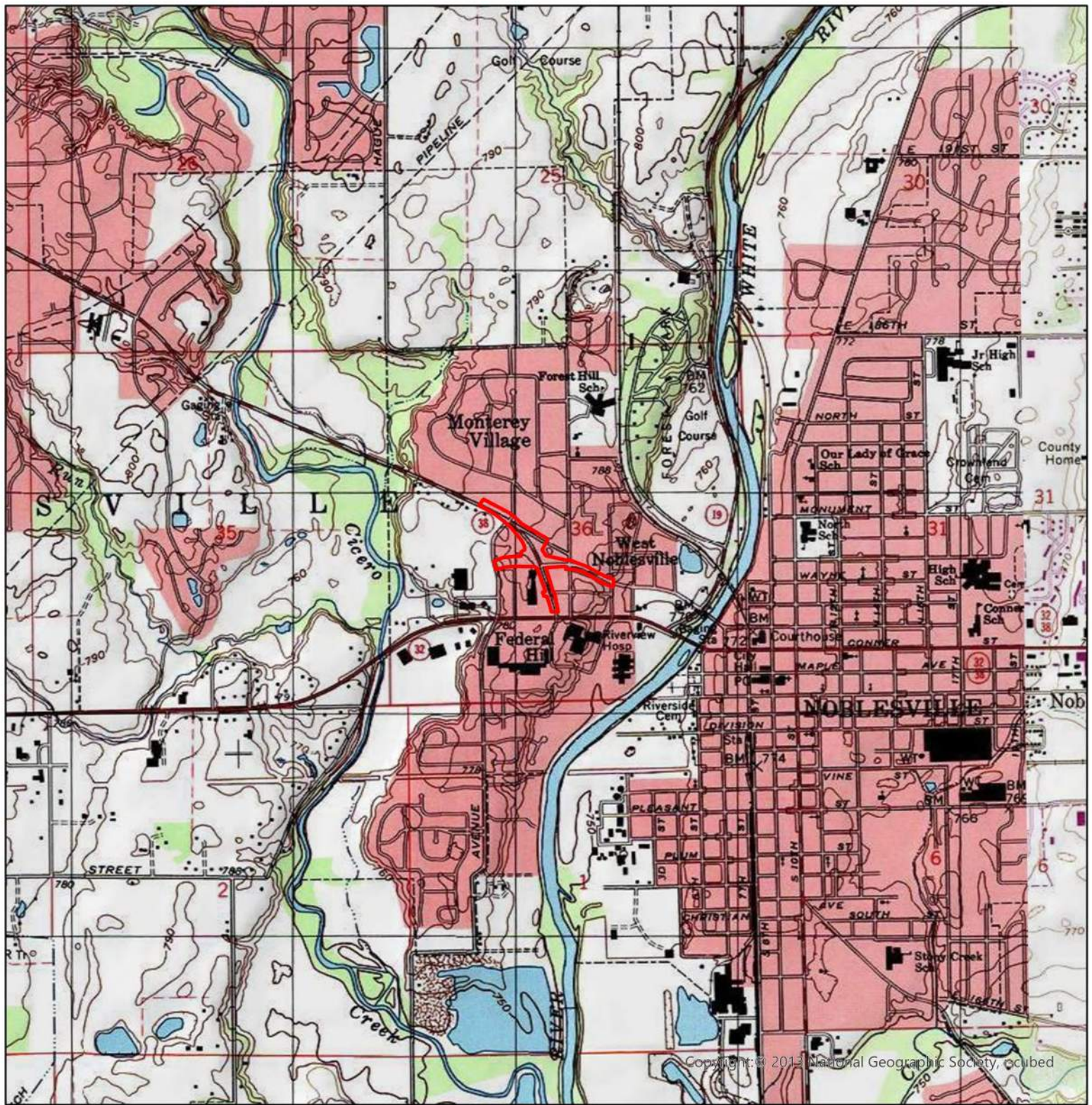
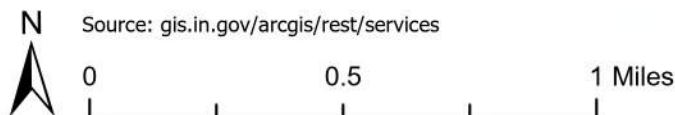


Figure 1: Project Location Map
 Intersection Improvement
 SR 38 and Logan Street
 Hamilton County, Indiana
 Des 1901880
 Author: Raquel Walker



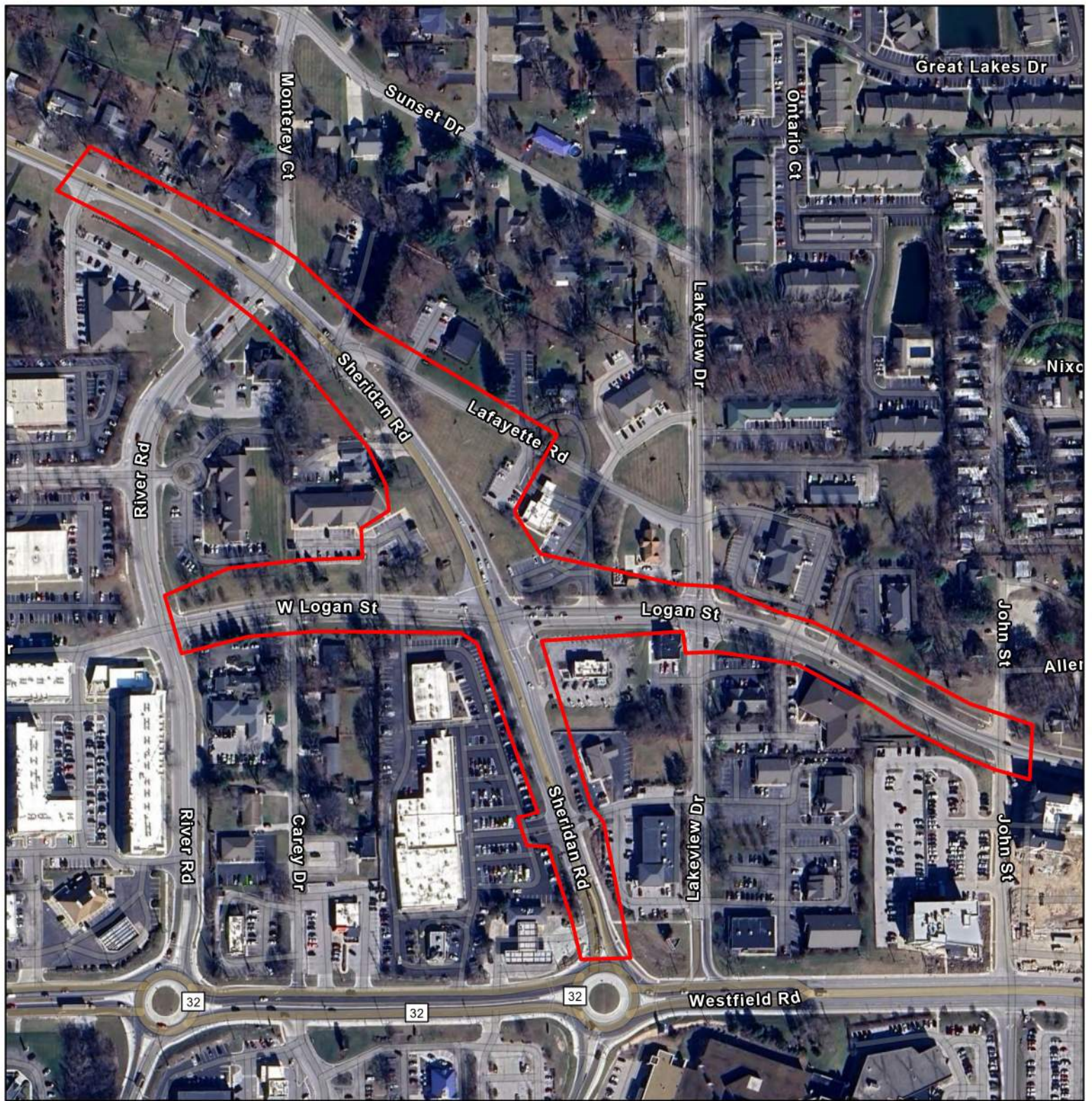
Copyright: © 2012 National Geographic Society, Inc.



Legend

Project Area

Figure 2: USGS Topo Map
Intersection Improvement
SR 38 and Logan Street
Hamilton County, Indiana
Des 1901880
Author: Raquel Walker



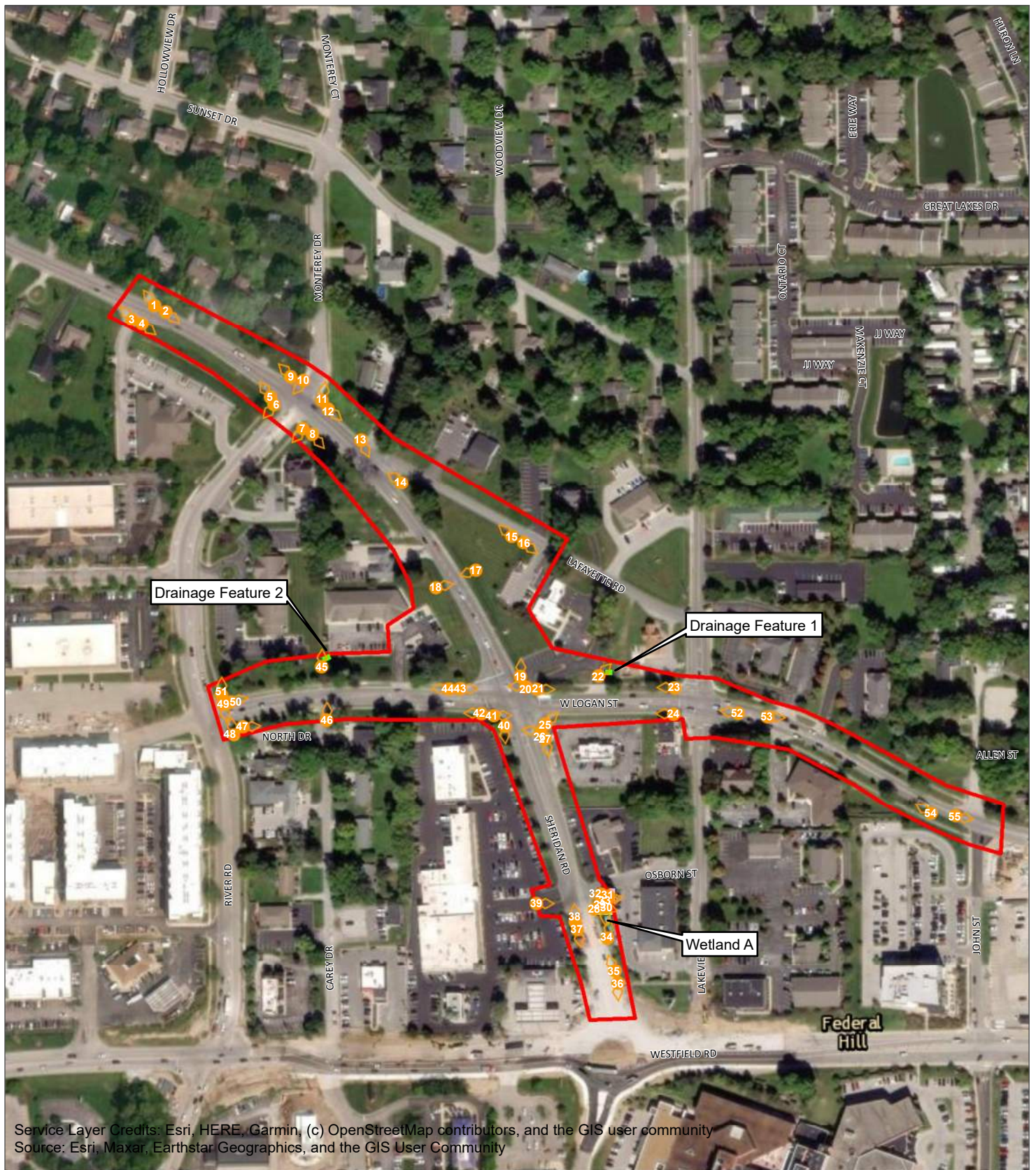
N Source: gis.in.gov/arcgis/rest/services, Google.com



Legend

Project Area

Figure 3: Aerial Map
Intersection Improvement
SR 38 and Logan Street
Hamilton County, Indiana
Des 1901880
Author: Raquel Walker



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community
 Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Source: BLN Field Investigation

1:3,600

1 in = 300 ft

0 0.0275 0.055 0.11 Miles

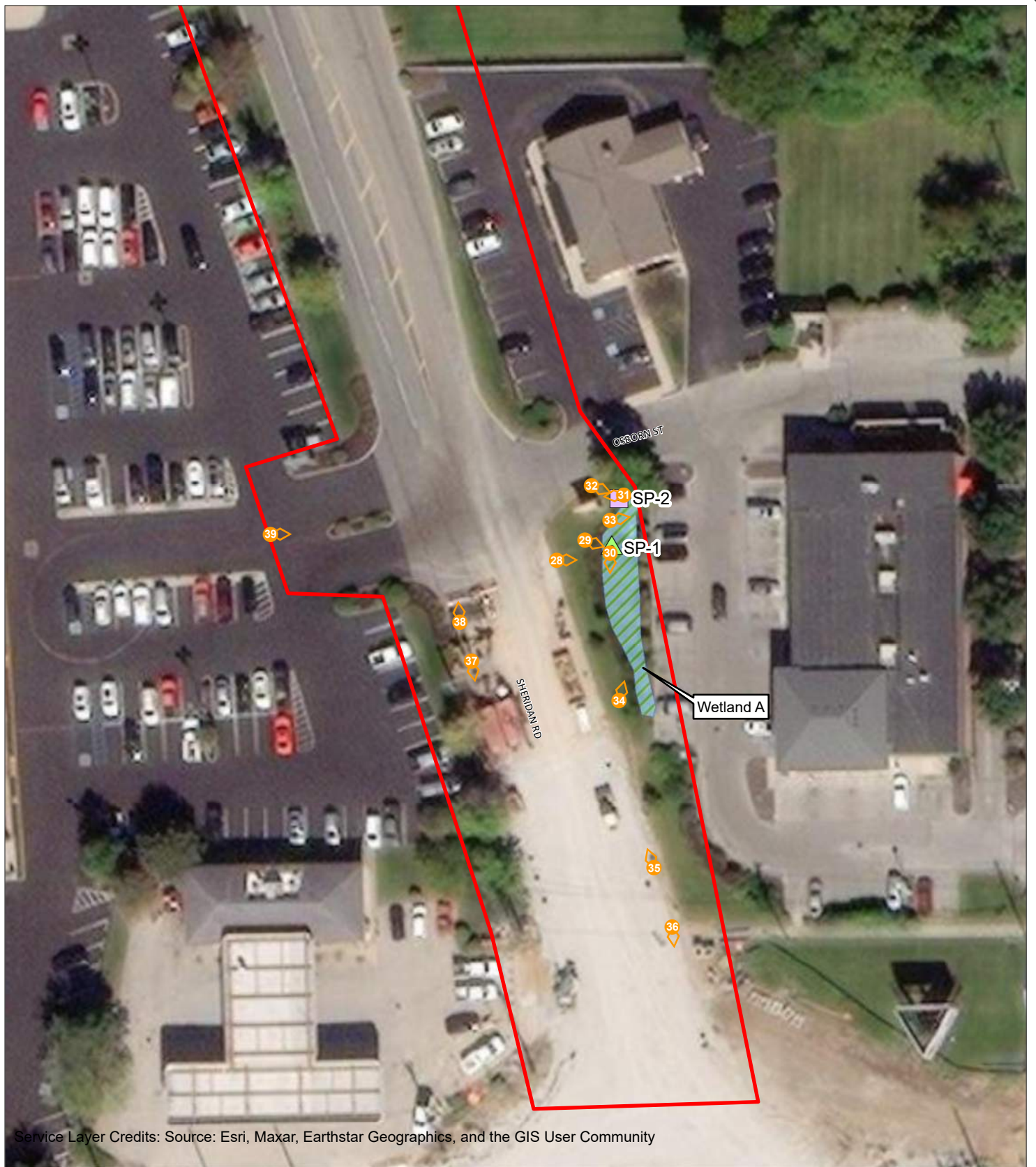


Legend

- | | | | |
|--|------------------|--|--------------------|
| | Project Area | | Wetland Soil Point |
| | Drainage Feature | | Upland Soil Point |
| | Wetland | | Photo Point |

Figure 4: Photo Location and Orientation Map

Author: Raquel Walker
 SR 38 and Logan Street
 Intersection Improvement
 Hamilton County, Indiana
 Des. No. 1901880



Source: BLN Field Investigation

1:725

1 in = 60 ft

0 0.005 0.01 0.02 Miles



Legend

- Project Area
- Wetland
- ▲ Wetland Soil Point
- Upland Soil Point
- Photo Point

Figure 5: Photo Location and Orientation Map - Zoomed

Author: Raquel Walker
 SR 38 and Logan Street
 Intersection Improvement
 Hamilton County, Indiana
 Des. No. 1901880



Photo 1: On the northbound side of SR 38 looking northwest, approximately 0.07 mile north of Monterey Drive.



Photo 2: On the northbound side of SR 38 looking southeast, approximately 0.07 mile north of Monterey Drive.



Photo 3: On the southbound side of SR 38 looking northwest, approximately 0.07 mile north of Monterey Drive.



Photo 4: On the southbound side of SR 38 looking southeast, approximately 0.07 mile north of Monterey Drive.



Photo 5: On the southbound side of SR 38 looking northwest, at the intersection of Monterey Drive.



Photo 6: On the southbound side of SR 38 looking southwest, at the intersection of Monterey Drive.



Photo 7: On the southbound side of SR 38 looking southwest, at the intersection of Monterey Drive.



Photo 8: On the southbound side of SR 38 looking southeast, at the intersection of Monterey Drive.



Photo 9: On the northbound side of SR 38 looking northwest, at the intersection of Monterey Drive.



Photo 10: On the northbound side of SR 38 looking southwest, at the intersection of Monterey Drive.



Photo 11: On the northbound side of SR 38 looking northeast, toward Monterey Drive.



Photo 12: On the northbound side of SR 38 looking southeast, at the intersection of Monterey Drive.



Photo 13: On the northbound side of SR 38 looking southeast toward Lafayette Road.



Photo 14: On the northbound side of SR 38 looking northwest, at the intersection of Lafayette Road.



Photo 15: On Lafayette Road looking northwest, approximately 0.06 mile southeast of SR 38.



Photo 16: On Lafayette Road looking southeast, approximately 0.06 mile southeast of SR 38.



Photo 17: East of SR 38 looking west toward a drainage pipe that runs beneath the road.



Photo 18: West of SR 38 looking northeast toward a drainage pipe that runs beneath the road.



Photo 19: Just north of the SR 38 and Logan Street intersection looking north.



Photo 20: At the northeast corner of the SR 38 and Logan Street intersection looking west.



Photo 21: At the northeast corner of the SR 38 and Logan Street intersection looking east.



Photo 22: Just north of Logan Street looking northeast toward a concrete-lined drainage feature.



Photo 23: At the northwest corner of the Lakeview Drive and Logan Street intersection looking west.



Photo 24: At the southwest corner of the Lakeview Drive and Logan Street intersection looking west.



Photo 25: At the southeast corner of the SR 38 and Logan Street intersection looking northeast.



Photo 26: At the southeast corner of the SR 38 and Logan Street intersection looking west.



Photo 27: At the southeast corner of the SR 38 and Logan Street intersection looking south.



Photo 28: On the east side of SR 38, approximately 0.06-mile north of SR 32/Westfield Road, looking east toward Wetland A.



Photo 29: Facing southeast, looking at the area surrounding SP-1. SP-1 was determined to be within a wetland.



Photo 30: Facing south, looking at the SP-1 soil profile (40.047953, -86.024869). SP-1 was determined to be within a wetland.



Photo 31: Facing west, looking at the SP-2 soil profile (40.048004, -86.024859). SP-2 was determined not to be within a wetland.



Photo 32: Facing southeast, looking at the area surrounding SP-2 and Wetland A. SP-2 was determined not to be within a wetland.



Photo 33: Facing east toward a drainage pipe draining toward Wetland A.



Photo 34: Facing northeast toward Wetland A.



Photo 35: On the east side of SR 38 facing northwest toward Wetland A, just north of SR 32/Westfield Road.



Photo 36: On the east side of SR 38 facing south, just north of SR 32/Westfield Road.



Photo 37: Facing south on the west side of SR 38 just north of SR 32/Westfield Road.



Photo 38: Facing north on the west side of SR 38 just north of SR 32/Westfield Road.



Photo 39: West of SR 38 facing east from a parking lot.



Photo 40: At the southwest corner of the SR 38 and Logan Street intersection looking south.



Photo 41: At the southwest corner of the SR 38 and Logan Street intersection looking east.



Photo 42: At the southwest corner of the SR 38 and Logan Street intersection looking west.



Photo 43: At the northwest corner of the SR 38 and Logan Street intersection looking east.



Photo 44: At the northwest corner of the SR 38 and Logan Street intersection looking west.



Photo 45: Facing north toward a riprap-lined drainage feature north of Logan Street, approximately 0.05 mile east of Ryan Road.



Photo 46: Facing north toward Logan Street from Carey Drive.



Photo 47: At the southeast corner of the Ryan Road and Logan Street intersection looking east.



Photo 48: At the southeast corner of the Ryan Road and Logan Street intersection looking north.



Photo 49: At the northeast corner of the Ryan Road and Logan Street intersection looking south.



Photo 50: At the northeast corner of the Ryan Road and Logan Street intersection looking east.



Photo 51: At the northeast corner of the Ryan Road and Logan Street intersection looking north.



Photo 52: Facing west from the center of Logan Street intersection, just east of Lakeview Drive (October 1, 2024).



Photo 53: Facing east from the center of Logan Street, just east of Lakeview Drive.



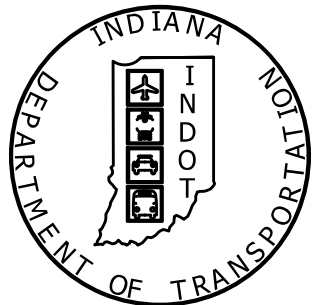
Photo 54: Facing west from the south side of Logan Street, just west of John Street.



Photo 55: Facing east from the center of Logan Street, just west of John Street.

PROJECT	DESIGNATION
1901880	1901880
CONTRACT	BRIDGE FILE
R-42227	N.A.

INDIANA DEPARTMENT OF TRANSPORTATION



ROAD PLANS

SR 38 AND LOGAN STREET ROUNDABOUT

PROJECT DESCRIPTION

Intersection Improvement at the intersection of SR 38
and Logan Street in Section 36, T-19-N, R-4-E in
Noblesville Township, Hamilton County, State of Indiana

PROJECT NO.

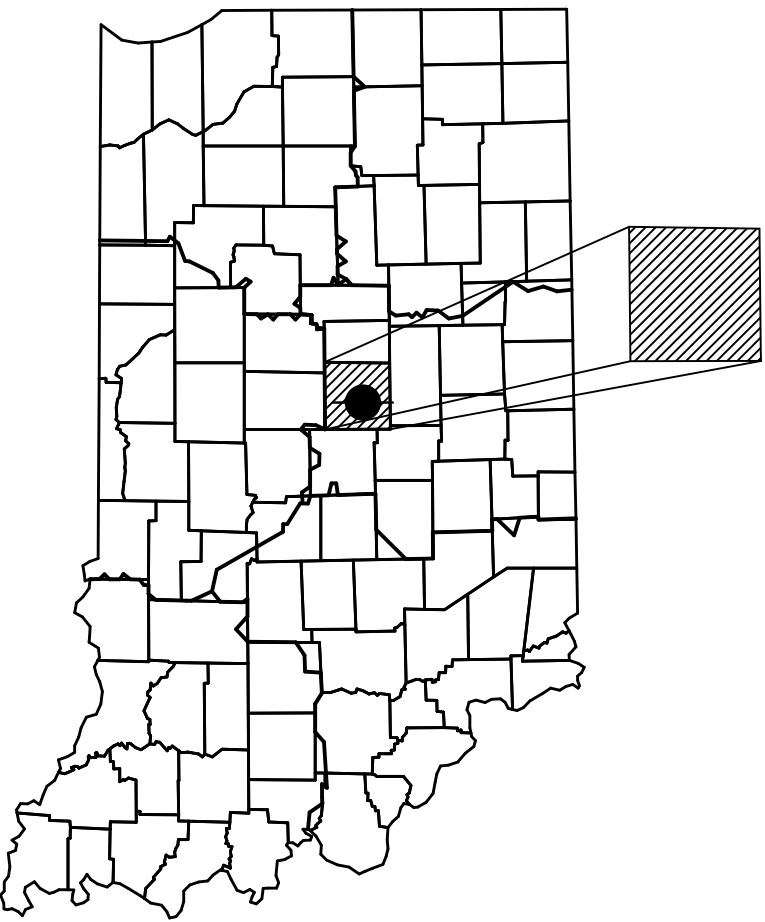
1901880 P.E.
1901880 R/W
1901880 CONST.

TRAFFIC DATA

	SR 38	LOGAN STREET
A.A.D.T. (2027)	12,618 V.P.D.	11,475 V.P.D.
A.A.D.T. (2047)	18,325 V.P.D.	16,664 V.P.D.
D.H.V (2047)	1,875 V.P.H.	1,667 V.P.H.
DIRECTIONAL DISTRIBUTION	52 %	53 %
TRUCKS	3.63 % A.A.D.T. 10.23 % D.H.V.	4.00 % A.A.D.T. 10.00 % D.H.V.

DESIGN DATA

	SR 38	LOGAN STREET
DESIGN SPEED	35 M.P.H.	30 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)	RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	MINOR ARTERIAL
RURAL/URBAN	URBAN (BUILT-UP)	URBAN (BUILT-UP)
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE



PROJECT LOCATION SHOWN BY

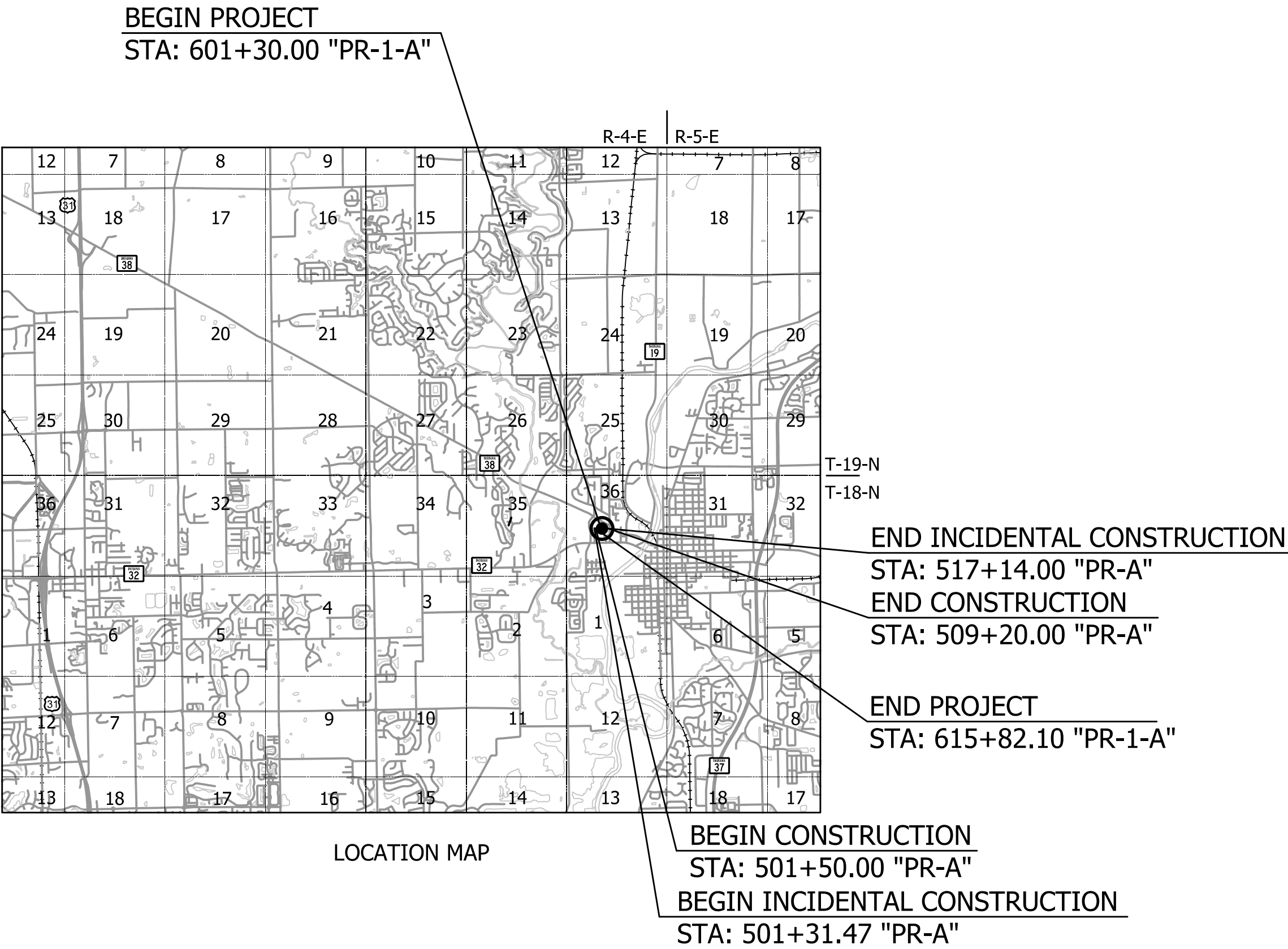
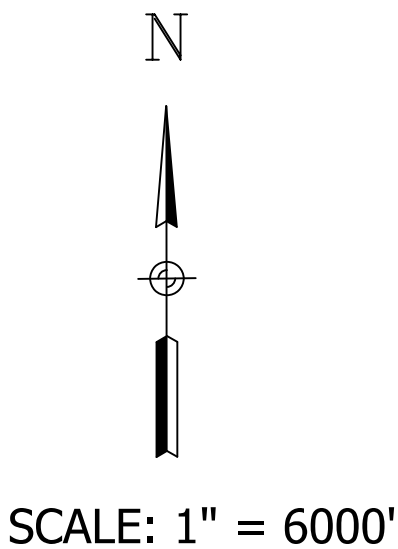
LATITUDE: N 40° 2'57" LONGITUDE: W 86° 1'32"

HUC 12: 051202010610
051202010705
HUC 14: 05120201080120
05120201070030

Roadway Length: 0.42 MI.
Bridge Length: N/A MI.
Total Length: 0.42 MI.
Maximum Grade: 1.32 %

PRELIMINARY PLANS
12/2/2024

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2024
TO BE USED WITH THESE PLANS



PLANS
PREPARED BY: Egis BLN USA, Inc. (317) 849-5832
PHONE NUMBER

CERTIFIED BY: _____ DATE _____

APPROVED
FOR LETTING: _____ DATE _____

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE	
N.A.	
DESIGNATION	
1901880	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 150
CONTRACT	PROJECT
R-42227	1901880

12/2/2024 12:22:24 5:18:48 PM I P:\190116 - SR_38_Logan st\09Road\04_Design files\02 DGN\Plans\190116_02_Sht_Index.dgn

UTILITIES	
AT&T Distribution 5870 N. College Avenue Indianapolis, IN 46220 Attn: Brad Bailey Ph: 317-459-4769 Email: bb3525@att.com	Hamilton County Fiber Attn: Zach SeRine Ph: 317-776-8250 Email: zach.serine@hamiltoncounty.in.gov
CenterPoint Energy c/o EN Engineering Attn: Whitney Land Ph: 317-419-6145 Email: wland@enengineering.com	Indiana American Water 153 N. Emerson Ave. Greenwood, IN 46143 Attn: Roy Francis Ph: 317-885-2417 Email: roy.francis@amwater.com inutilitycoordination@amwater.com
Lumen (formerly CenturyLink) c/o OnPoint Construction Management 1728 Churchman Ave. Indianapolis, IN 46203 Attn: Wendell Solomon Ph: 317-644-0949 Email: wendell.solomon@ocmgroups.com	MCI Communication Services, Inc. 6835 Hillsdale Ct. Indianapolis, IN 46250-2039 Attn: Rolland Craig Ph: 317-498-1242 Email: dennis.craig@verizon.com
Comcast Cable E. 65 th Street Indianapolis, IN 46220 Attn: William Morris Ph: 317-710-0602 Email: William morris@cable.comcast.com	Noblesville Sanitary Sewer 197 Washington St. Noblesville, IN 46060 Attn: Kirk Staley Ph: 317-776-6353 Email: kstaley@noblesville.in.us
Crown Castle Fiber 300 Meridian Center Rochester, NY 14618 Attn: Craig Brown Ph: 585-402-8342 Email: craig.brown@crowncastle.com	OnPoint Construction Management 1728 Churchman Ave. Indianapolis, IN 46203 Attn: Wendell Solomon Ph: 317-644-0949 Email: andy.purcell@ocmgroups.com
Duke Energy 1000 E. Main St. Plainfield, IN 46168 Attn: Don McDuffy Ph: 317-776-5320 Email: dei-dline-coord@duke-energy.com	Zayo Bandwidth 722 N. High School Rd. Indianapolis, IN 46214 Attn: Waylon Higgins Ph: 765-341-1199 Email: inky relo@zayo.com
Everstream, LLC c/o OnPoint Construction Management 1728 Churchman Ave. Indianapolis, IN 46203 Attn: Natasha Mershon Ph: 317-644-0949 x1011 Email: natasha.merson@ocmgroups.com	Noblesville Schools c/o OnPoint Construction Management 1728 Churchman Ave. Indianapolis, IN 46203 Attn: Wendell Solomon Ph: 317-644-0949 Email: wendell.solomon@ocmgroups.com

REVISIONS		
SHEET NO.	DATE	REVISED

GENERAL NOTES	
	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified.
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta. ----- and Sta -----, shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.

* * REPRESENTS GENERAL NOTES REQUIRED

NOTE TO REVIEWER:

1. Coordination on Parcels with 1 driveway access during MOT is ongoing with INDOT and the City of Noblesville
2. A Level 2 Design Exception will be required for Usable Shoulder Width and Sight Distance.

INDEX	
SHEET NO.	DRAWINGS INDEX
1	TITLE SHEET
2	INDEX SHEET
3-6	TYPICAL CROSS SECTIONS
7	PLAT #1
8	CONTROL POINTS
9 - 15	GEOMETRIC DETAILS
16 - 42	MAINTENANCE OF TRAFFIC
43 - 61	PLAN AND PROFILE
62	PAVEMENT TRANSITION DIAGRAM
63 - 69	CONSTRUCTION DETAIL SHEETS
70 - 76	DRAINAGE DETAIL SHEETS
77 - 82	RETAINING WALL DETAIL SHEETS
83 - 85	CURB RAMP DETAIL SHEETS
86	APPROACH TABLE
87 - 90	STRUCTURE DATA TABLE
91 - 147	CROSS SECTIONS

LEGEND:

- F

Sidewalk, Concrete
- F1

HMA for Sidewalk
(140 lbs/sys HMA Surface, Type B, on
220 lbs/sys HMA Intermediate, Type B), on
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type III
- K

Full Depth HMA Pavement
220 lbs/sys QC/QA-HMA, 3, 58H, Surface, 9.5mm, on
275 lbs/sys QC/QA-HMA, 3, 58H, Intermediate, 19.0mm, on
385 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
550 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
Subgrade Treatment, Type IC
- TA

Truck Apron
PCCP, 10", With
D-1 Joints spaced at 15 ft (Measured at the back of the
Mountable Curb and Gutter) with 1.25" Dia. Dowel Bars.
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type IC
- R

220 lbs/sys QC/QA-HMA, 3, 58H, Surface, 9.5mm, on
2.0" Milling, Asphalt
- W

Widening for HMA:
275 lbs/sys HMA Intermediate, Type C, on
990 lbs/sys HMA Base, Type C, on
Subgrade Treatment, Type IBC
- SI

HMA for Structure Installation
220 lbs/sys QC/QA-HMA, 3, 58H, Surface, 9.5mm, on
275 lbs/sys QC/QA-HMA, 3, 58H, Intermediate, 19.0mm, on
385 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
550 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
Subgrade Treatment, Type IC
- C1

PCCP for Approaches, 6 in., on
Dense Graded Subbase, 6 in., on
Subgrade Treatment, Type II
- C2

PCCP for Approaches, 9 in., on
Dense Graded Subbase, 6 in., on
Geogride Type 1B, on
Subgrade Treatment, Type II
- D1

HMA for Approaches:
165 lbs/sys HMA Surface, Type B, on
275 lbs/sys HMA Intermediate, Type B, on
6" Compacted Aggregate No. 53, on
Subgrade Treatment Type II
- CR

Curb Ramp, Concrete
- U

Pipe, Type 4, Circular, 6"
- O

Compacted Aggregate No. 53
- S

Saw Cut
- 15

Curb And Gutter, Concrete
- 16

Curb, Concrete
- 17

Curb, Concrete, Modified
- 22

4" Sidewalk, Concrete, on
4" Compacted Aggregate, No. 53, on
Compacted Subgrade
- 26

Sodding, Nursery
- 29

Mulched Seeding, U
- MB

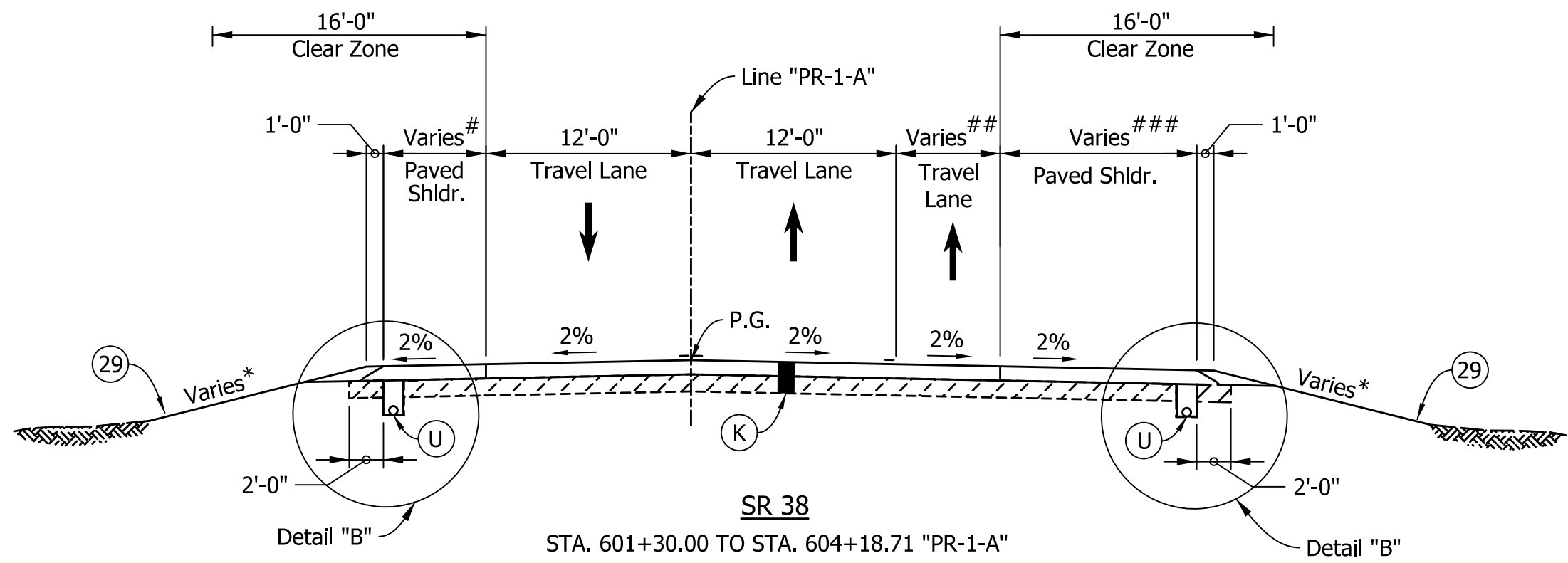
Monument, Type B
- MC

Monument, Type C
- MD

Monument, Type D
- H

Pedestrian Handrail

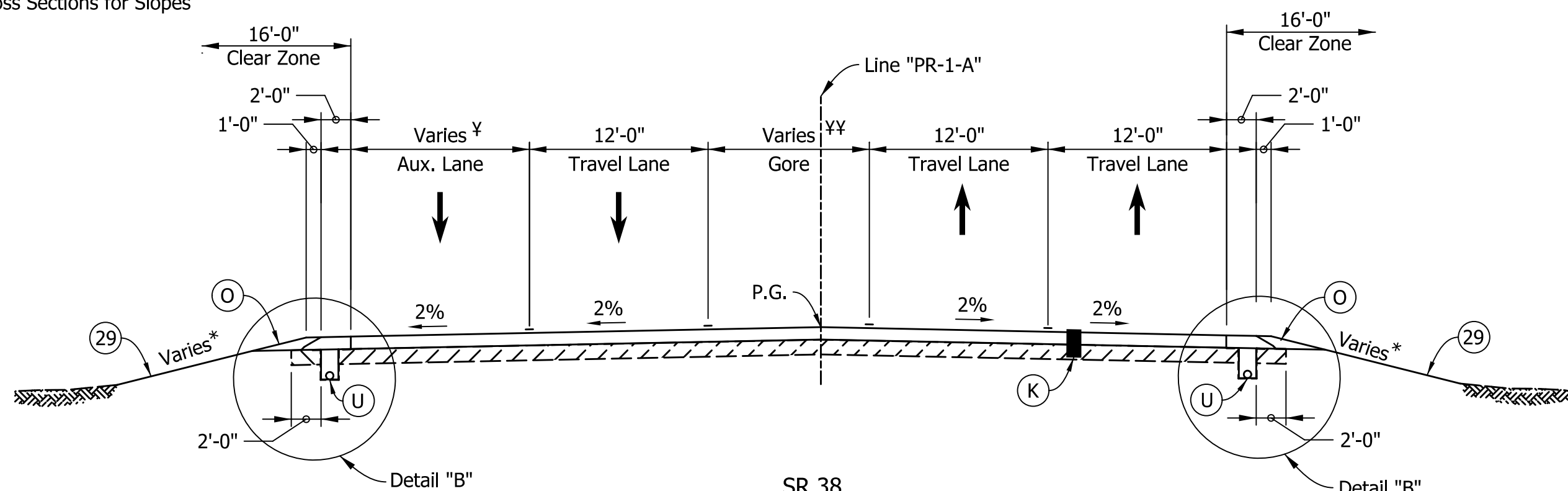
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Paved Shoulder Varies from 13'-3" at Sta. 601+30.00 to 0'-0" at Sta. 602+38.91
Pavement Varies from 0' at Sta. 601+30.00 to 12' at Sta. 602+30.54
Varies from 13'-3" at Sta. 601+30.00 to 2'-0" at Sta. 603+30.54

* See Cross Sections for Slopes

Line "PR-1-A"



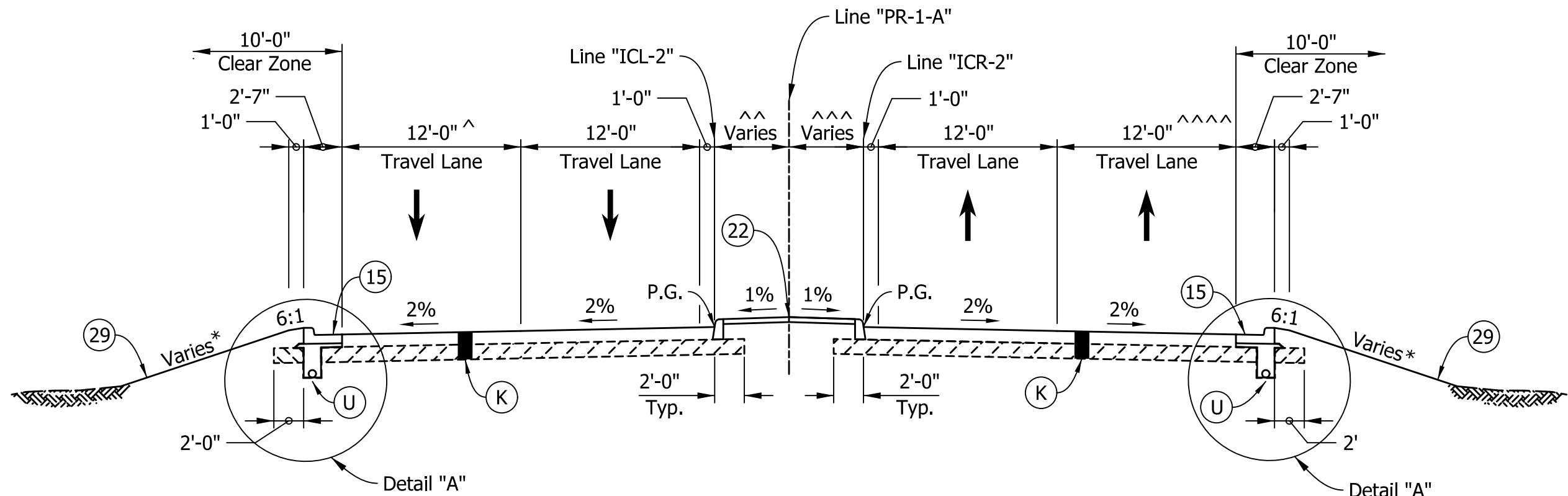
¶ Varies from 10'-0" at Sta. 604+18.71 to 12'-0" at Sta. 606+79.16

YY Width Varies, see Construction Details for more information

* See Cross Sections for Slopes

LEGEND:

- | | | | | | |
|------|---|------|--|------|--|
| (F) | Sidewalk, Concrete | (K) | Full Depth HMA Pavement
220 lbs/sys QC/QA-HMA, 3, 58H, Surface, 9.5mm, on
275 lbs/sys QC/QA-HMA, 3, 58H, Intermediate, 19.0mm, on
385 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
550 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
Subgrade Treatment, Type IC | (CR) | Curb Ramp, Concrete |
| (F1) | HMA for Sidewalk
(140 lbs/sys HMA Surface, Type B, on
220 lbs/sys HMA Intermediate, Type B), on
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type III | (U) | Pipe, Type 4, Circular, 6" | (O) | Compacted Aggregate No. 53 |
| (R) | 220 lb/sys QC/QA-HMA, 3, 58S, Surface 9.5 mm, on
2.0" Milling, Asphalt | (TA) | Truck Apron
PCCP, 10", With
D-1 Joints spaced at 15 ft (Measured at the back of the
Mountable Curb and Gutter) with 1.25" Dia. Dowel Bars.
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type IC | (13) | Curb And Gutter, B, Concrete, Modified |
| (O) | Compacted Aggregate, No. 53 | (15) | Curb And Gutter, Concrete | (16) | Curb, Concrete |
| | | (22) | 4" Sidewalk, Concrete, on
4" Compacted Aggregate, No. 53, on
Compacted Subgrade | (26) | Sodding, Nursery |
| | | (29) | Mulched Seeding, U | | |



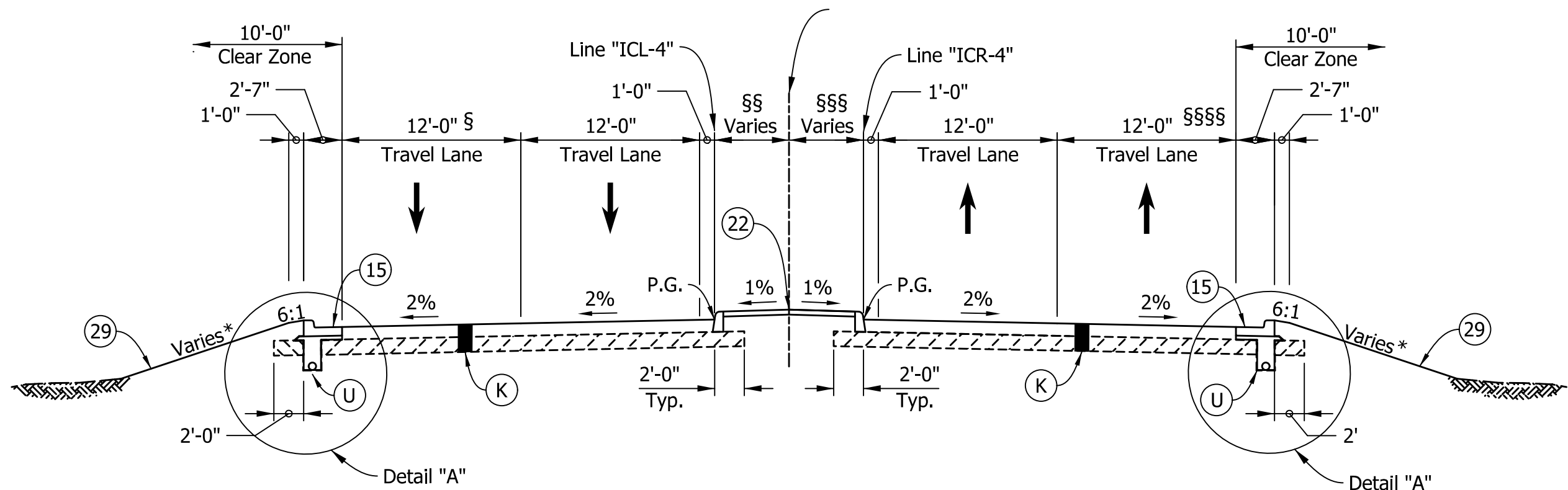
* See Cross Sections for Slopes

SR 38 SPLITTER ISLAND

STA. 606+79.16 TO STA. 608+48.70 "PR-1-A"

^ Varies from 9'-11" at Sta. 606+78.85 to 12'-0" at Sta. 607+32.21
^ 12'-0" from Sta. 607+32.21 to Sta. 607+87.93
^ Varies from 12'-0" at Sta. 607+87.93 to 19'-2" at Sta. 608+48.70
^^ Varies from 7'-7" at Sta. 606+78.85 to 3'-2" at Sta. 608+07.22
^^ Varies from 3'-2" at Sta. 607+32.21 to 8'-9" at Sta. 608+48.70

^^^ Varies from 3'-7" at Sta. 606+78.85 to 2'-0" at Sta. 608.09.24
^^^ Varies from 2'-0" at Sta. 608+09.24 to 12'-2" at Sta. 608+48.70
^^^^ Varies from 12'-0" at Sta. 607+83.84 to 19'-2" at Sta. 608+48.70



* See Cross Sections for Slopes

SR 38 SPLITTER ISLAND

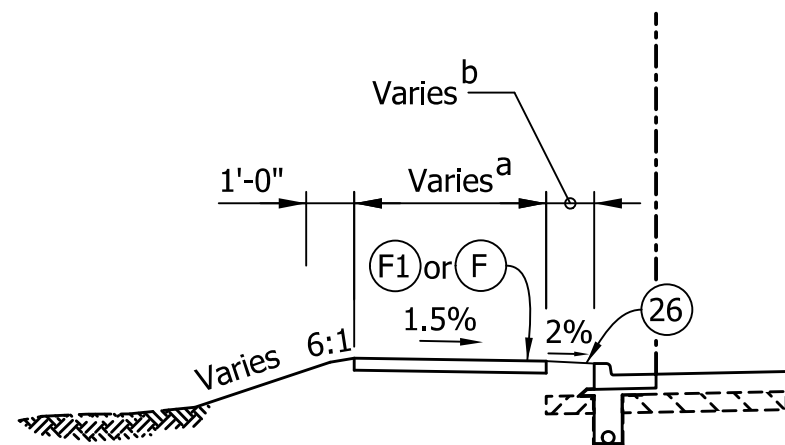
STA. 609+96.83 TO STA. 615+82.10 "PR-1-A" LT
STA. 610+06.82 TO STA. 615+69.36 "PR-1-A" RT

§§ Varies from 26'-1" at Sta. 610+06.82 to 2'-0" at Sta. 610+89.43
§§ Varies from 2'-0" at Sta. 611+98.72 to 6'-0" at Sta. 611+87.32
§§ 6'-0" from Sta. 611+87.32 to Sta. 612+51.27
§§ Varies from 6'-0" at Sta. 612+51.27 to 2'-0" at Sta. 613+74.24

§ Varies from 18'-10" at Sta. 610+06.82 to 12'-0" at Sta. 610+71.77
§ 12'-0" from Sta. 610+98.72 to 615+69.36

§§§ Varies from 18'-1" at Sta. 609+78.85 to 3'-0" at Sta. 610+76.15
§§§ 3'-0" from Sta. 610+76.15 to Sta. 611+98.72
§§§ Varies from 3'-0" at Sta. 611+98.72 to 15'-0" at Sta. 612+98.72
§§§ 15'-0" from Sta. 612+98.72 to Sta. 613+74.24
§§§ Varies from 15'-0" at Sta. 613+74.24 to 2'-0" at Sta. 614+17.45

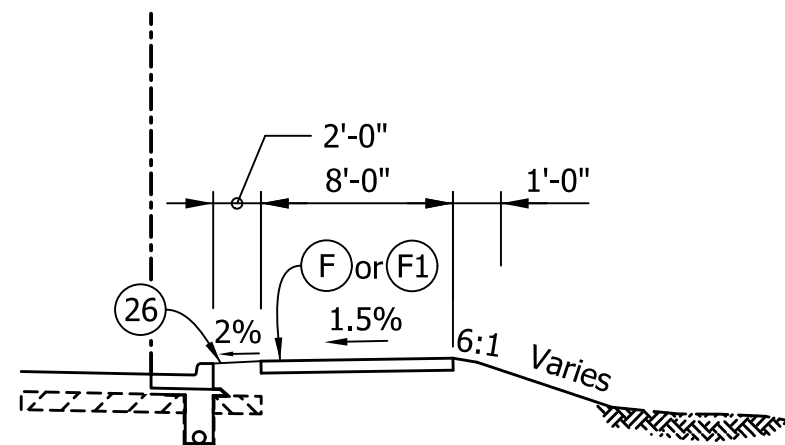
§§§§ Varies from 20'-0" at Sta. 609+96.83 to 12'-0" at Sta. 610+98.72
§§§§ 12'-0" from Sta. 610+98.72 to 615+82.01



SR 38 SPLITTER ISLAND - HALF SECTION

STA. 609+96.83 TO STA. 615+69.39 "PR-1-A"

a 8'-0" Sta. 609+96.83 to Sta. 610+66+57 "PR-1-A"
a 5'-0" Sta. 609+96.83 to Sta. 611+01.18 "PR-1-A"
a 5'-6" Sta. 611+33.55 to Sta. 612+11.11 "PR-1-A"
a 5'-0" Sta. 612+11.11 to Sta. 614+00.00 "PR-1-A"
a Varies 5'-0" Sta. 615+47.51 to 6'-0" Sta. 6145+82.10 "PR-1-A"
b 2'-0" Sta. 609+96.83 to Sta. 610+53.90 "PR-1-A"
b Varies 5'-0" Sta. 610+66.16 to Sta. 611+01.18 "PR-1-A"
b Varies 10'-0" Sta. 611+33.55 to 2'-0" Sta. 611+74.21 "PR-1-A"



SR 38 SPLITTER ISLAND - HALF SECTION

STA. 610+06.82 TO STA. 610+57.66 "PR-1-A"

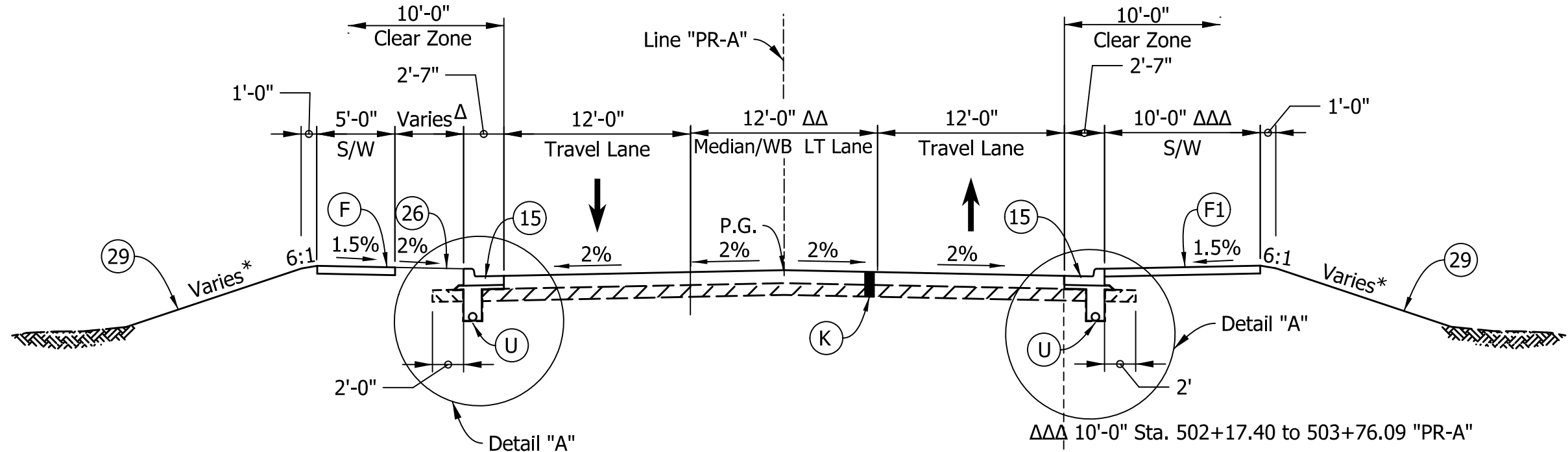
RECOMMENDED FOR APPROVAL _____	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 8'	N.A.
VERTICAL SCALE	DESIGNATION
N.A.	1901880
SURVEY BOOK	SHEETS
ELECTRONIC	3 of 147
CONTRACT	PROJECT
R-42227	1901880

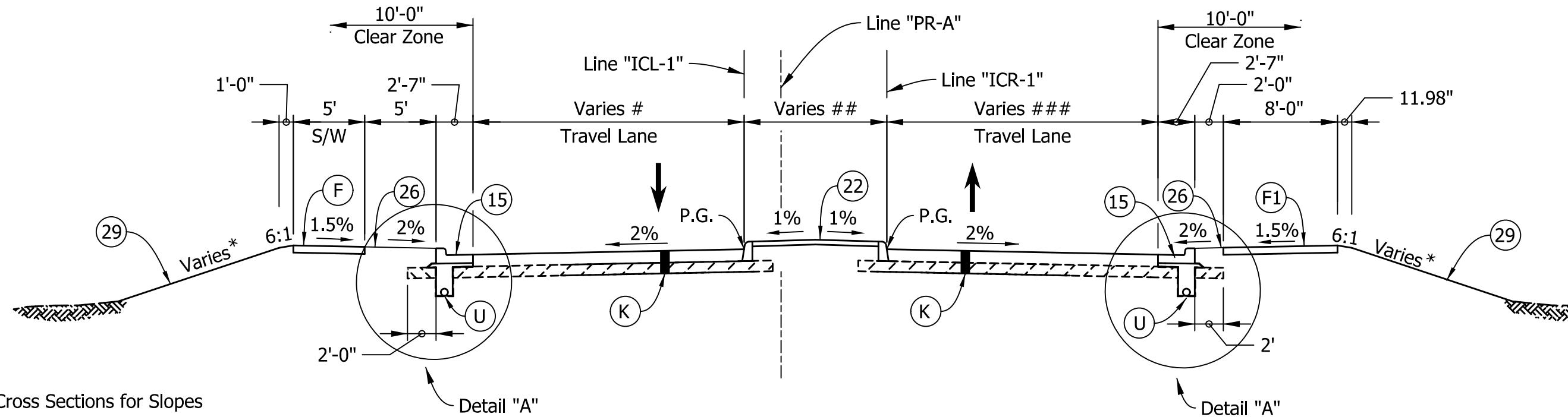
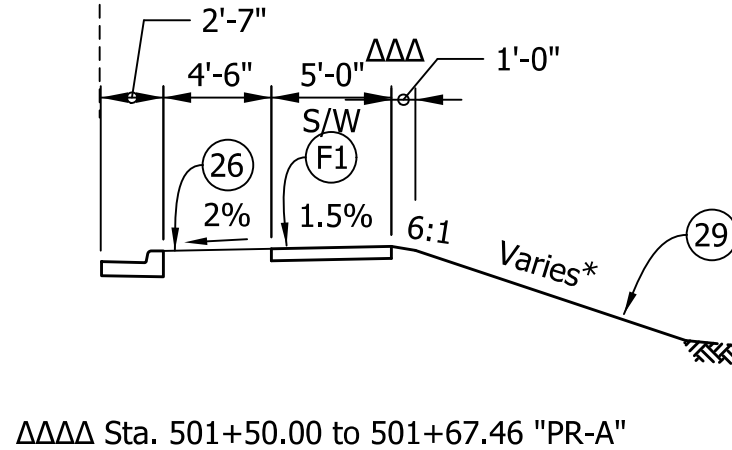
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* See Cross Sections for Slopes

Δ Varies 4'-5" to 5'-0" Sta. 501+50.00 to 502+02.73 "PR-A"
5'-0" Sta. 502+02.73 to 503+76.09 "PR-A"

ΔΔ Varies 12'-1" to 12'-0" Sta. 501+50.00 to 503+12.63 "PR-A"
Varies 12'-0" to 10'-3" Sta. 503+12.63 to 503+76.09 "PR-A"



* See Cross Sections for Slopes

13'-0" Sta. 503+76.09 to 504+14.36 "PR-A"
Varies 13'-0" to 24'-7" Sta. 504+14.36 to 505+14.35 "PR-A"
Varies 8'-0" to 5'-2" Sta. 503+76.09 to 504+51.17 "PR-A"
Varies 5'-2" to 31'-11" Sta. 504+51.17 to 505+14.35 "PR-A"

LEGEND:

(F) Sidewalk, Concrete

(F1) HMA for Sidewalk
(140 lbs/sys HMA Surface, Type B, on
220 lbs/sys HMA Intermediate, Type B), on
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type III

(R) 220 lb/sys QC/QA-HMA, 3, 58S, Surface 9.5 mm, on
2.0" Milling, Asphalt

(O) Compacted Aggregate, No. 53

(K) Full Depth HMA Pavement
220 lbs/sys QC/QA-HMA, 3, 58H, Surface, 9.5mm, on
275 lbs/sys QC/QA-HMA, 3, 58H, Intermediate, 19.0mm, on
385 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
550 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
Subgrade Treatment, Type IC

(TA) Truck Apron
PCCP, 10", With
D-1 Joints spaced at 15 ft (Measured at the back of the
Mountable Curb and Gutter) with 1.25" Dia. Dowel Bars.
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type IC

(CR) Curb Ramp, Concrete

(U) Pipe, Type 4, Circular, 6"

(O) Compacted Aggregate No. 53

(13) Curb And Gutter, B, Concrete, Modified

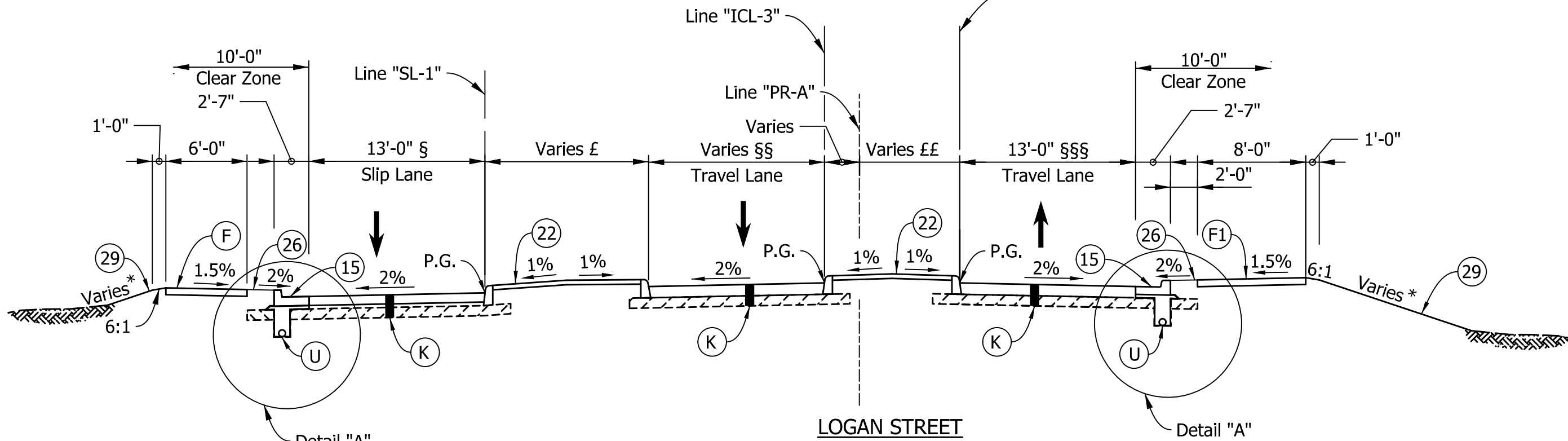
(15) Curb And Gutter, Concrete

(16) Curb, Concrete

(22) 4" Sidewalk, Concrete, on
4" Compacted Aggregate, No. 53, on
Compacted Subgrade

(26) Sodding, Nursery

(29) Mulched Seeding, U



* See Cross Sections for Slopes

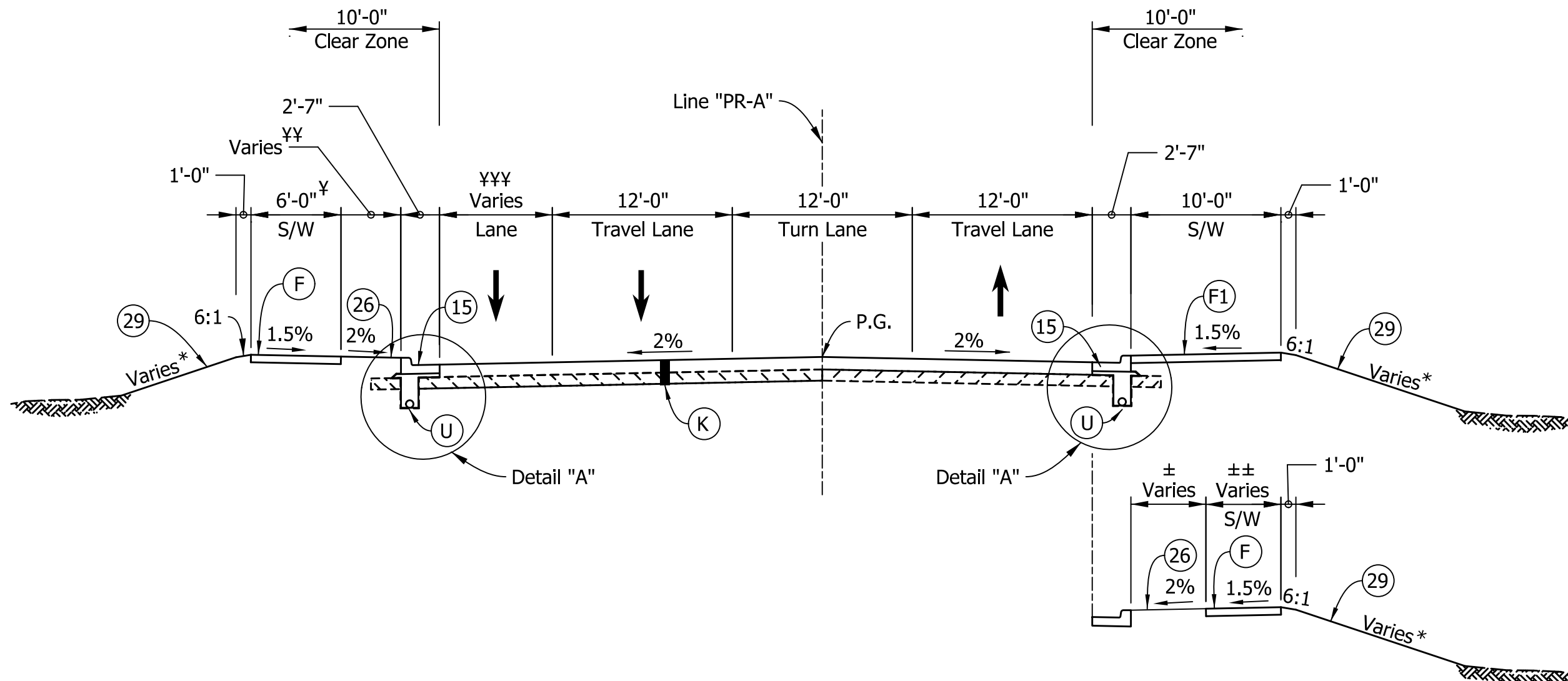
§ 17'-0" Sta. 506+84.85 to Sta. 507+28.62 "PR-A"
§ Varies 17'-0" to 13'-6" Sta. 507+28.62 to Sta. 507+57.37 "PR-A"

§§ 18'-0" Sta. 506+81.29 to Sta. 507+17.18 "PR-A"
§§ Varies 18'-0" to 19'-7" Sta. 507+17.18 to Sta. 507+57.37 "PR-A"
§§ Varies 42'-0" to 25'-2" Sta. 507+57.37 to Sta. 508+38.16 "PR-A"

§§§ Varies 20'-3" to 13'-4" Sta. 506+81.29 to Sta. 508+15.53 "PR-A"
§§§ Varies 13'-4" to 18'-5" Sta. 508+15.53 to Sta. 508+38.16 "PR-A"

£ Varies 3'-0" to 9'-0" Sta. 506+81.29 to Sta. 507+57.37 "PR-A"

££ Varies 41'-10" to 3'-7" Sta. 506+96.91 to Sta. 507+78.81 "PR-A"
££ Varies 3'-7" to 7'-9" Sta. 507+78.81 to Sta. 508+15.53 "PR-A"
££ Varies 7'-9" to 4'-0" Sta. 508+15.53 to Sta. 508+38.16 "PR-A"



* See Cross Sections for Slopes

¥ 6'-0" Sta. 508+38.16 to 508+73.55 "PR-A"
¥ Varies 6'-0" to 4'-7" Sta. 508+73.55 to 509+20.00 "PR-A"
¥¥ 2'-0" Sta. 508+38.16 to 508+73.55 "PR-A"
¥¥ Varies 2'-0" to 13'-3" Sta. 508+73.55 to 509+20.00 "PR-A"
¥¥¥ Varies 11'-3" to 0'-0" Sta. 508+32.80 to 509+20.00 "PR-A"

± Varies 2'-0" to 3'-5" Sta. 508+85.45 to 509+20.00 "PR-A"
±± Varies 8'-0" to 5'-0" Sta. 508+85.45 to 509+20.00 "PR-A"

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: AMP

DRAWN: JJP

CHECKED: JMB

CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE

1" = 8'

VERTICAL SCALE

N.A.

DESIGNATION

1901880

SURVEY BOOK

ELECTRONIC

CONTRACT

R-42227

BRIDGE FILE

N.A.

DESIGNATION

1901880

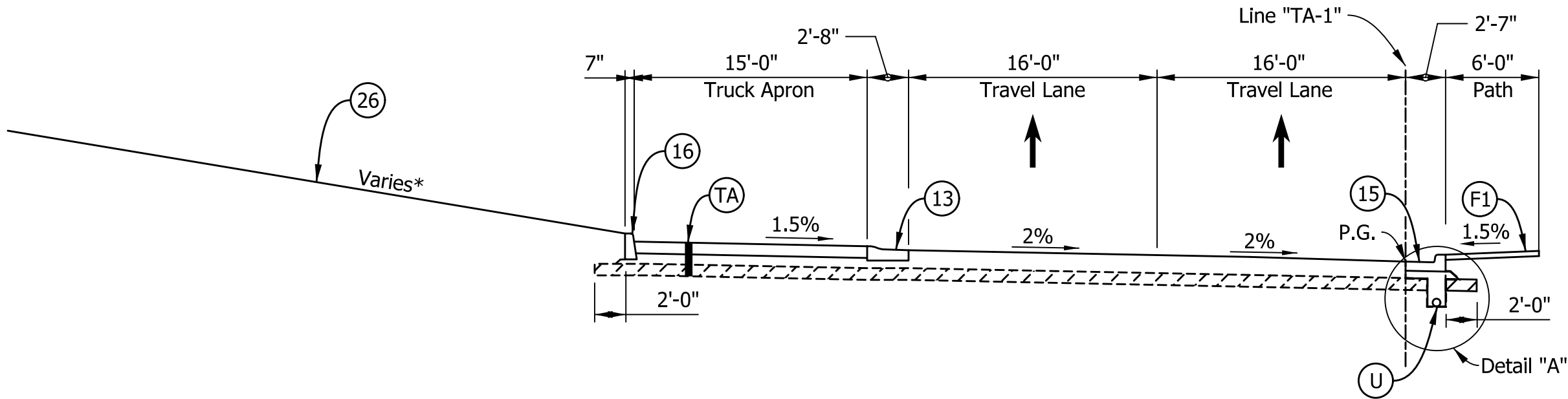
SHEETS

4 of 147

PROJECT

1901880

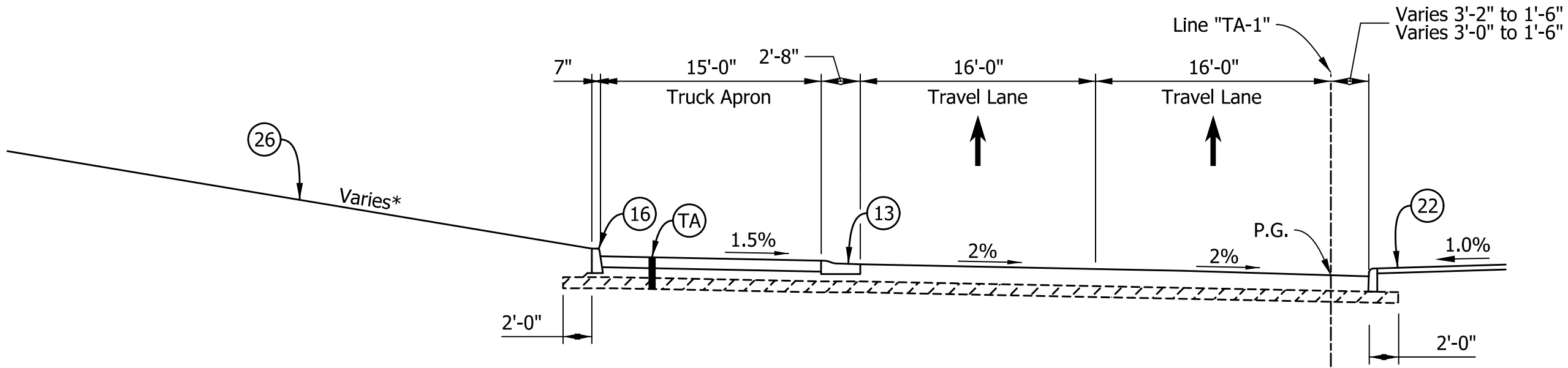
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* See Cross Sections for Slopes

LOGAN STREET ROAD ROUNDABOUT (DOUBLE CIRCULATING LANE)

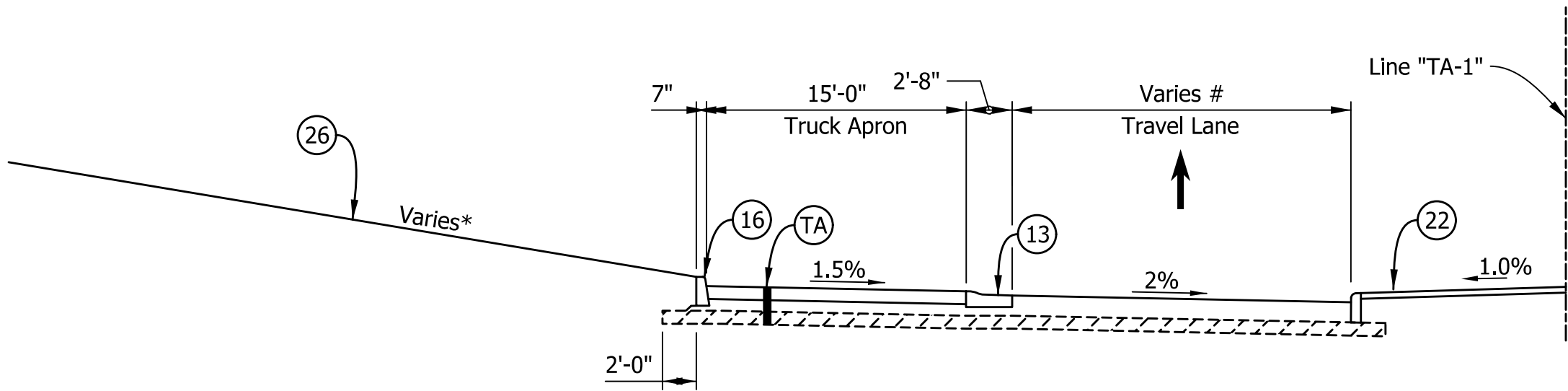
Sta. 0+00.00 to 0+53.30 "TA-1"
Sta. 0+84.05 to 2+15.06 "TA-1"
Sta. 2+67.52 to 3+28.00 "TA-1"
Sta. 3+68.19 to 5+09.08 "TA-1"
Sta. 5+33.22 to 5+65.46 "TA-1"



* See Cross Sections for Slopes

LOGAN STREET ROAD ROUNDABOUT (DOUBLE CIRCULATING LANE)

Sta. 0+53.30 to 0+84.05 "TA-1"
Sta. 3+28.00 to 3+68.19 "TA-1"

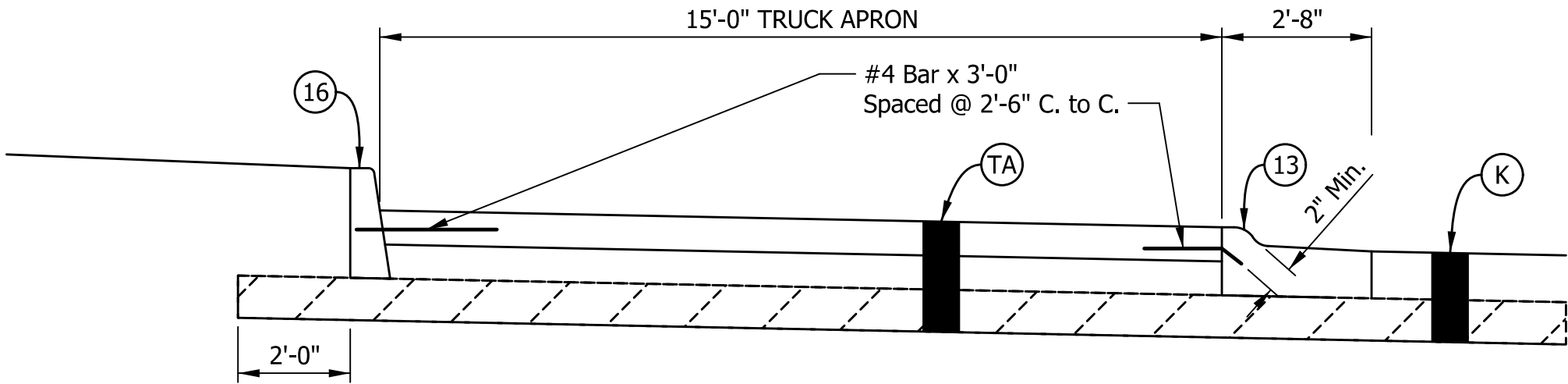


* See Cross Sections for Slopes

LOGAN STREET ROAD ROUNDABOUT (SINGLE CIRCULATING LANE)

Sta. 2+15.06 to 2+67.52 "TA-1"
Sta. 5+09.08 to 5+33.22 "TA-1"

VARIES 19'-0" TO 19'-7" STA. 2+15.06 TO 2+42.46 "PR-A"
VARIES 19'-7" TO 19'-2" STA. 2+42.46 TO 2+67.52 "PR-A"
VARIES 19'-1" TO 17'-6" STA. 5+09.08 TO 5+33.32 "PR-A"



TRUCK APRON DETAIL

NOT TO SCALE

LEGEND:

- | | | | | | |
|------|---|------|--|------|---|
| (F) | Sidewalk, Concrete | (K) | Full Depth HMA Pavement
220 lbs/sys QC/QA-HMA, 3, 58H, Surface, 9.5mm, on
275 lbs/sys QC/QA-HMA, 3, 58H, Intermediate, 19.0mm, on
385 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
550 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on
Subgrade Treatment, Type IC | (CR) | Curb Ramp, Concrete |
| (F1) | HMA for Sidewalk
(140 lbs/sys HMA Surface, Type B, on
220 lbs/sys HMA Intermediate, Type B), on
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type III | (TA) | Truck Apron
PCCP, 10", With
D-1 Joints spaced at 15 ft (Measured at the back of the
Mountable Curb and Gutter) with 1.25" Dia. Dowel Bars.
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type IC | (U) | Pipe, Type 4, Circular, 6" |
| (R) | 220 lb/sys QC/QA-HMA, 3, 58S, Surface 9.5 mm, on
2.0" Milling, Asphalt | | | (O) | Compacted Aggregate No. 53 |
| (O) | Compacted Aggregate, No. 53 | | | (13) | Curb And Gutter, B, Concrete, Modified |
| | | | | (15) | Curb And Gutter, Concrete |
| | | | | (16) | Curb, Concrete |
| | | | | (22) | 4" Sidewalk, Concrete, on
4" Compacted Aggregate, No. 53, on
Compacted Subgrade |
| | | | | (26) | Sodding, Nursery |
| | | | | (29) | Mulched Seeding, U |

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: AMP

DRAWN: JJP

CHECKED: JMB

CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE

1" = 8'

VERTICAL SCALE

N.A.

SURVEY BOOK

ELECTRONIC

CONTRACT

R-42227

BRIDGE FILE

N.A.

DESIGNATION

1901880

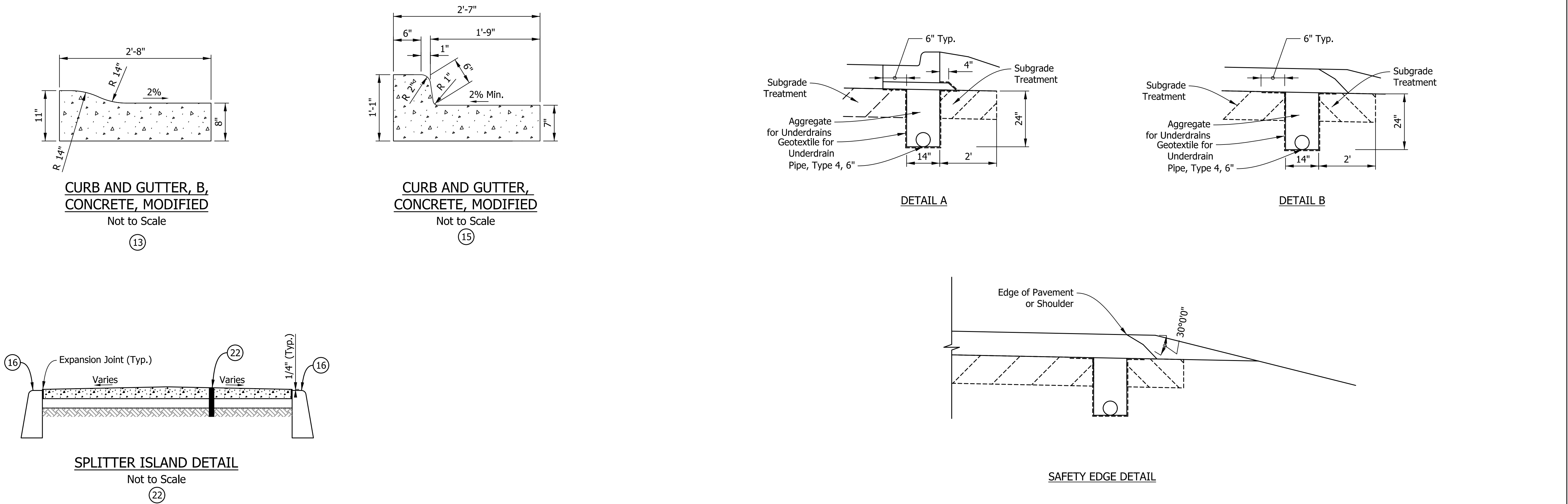
SHEETS

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PROJECT

1901880

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NOTE TO REVIEWER:
1. A Level 2 Design Exception will be required for Usable Shoulder Width and Sight Distance.

LEGEND:	
(F)	Sidewalk, Concrete
(F1)	HMA for Sidewalk (140 lbs/sys HMA Surface, Type B, on 220 lbs/sys HMA Intermediate, Type B), on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type III
(K)	Full Depth HMA Pavement 220 lbs/sys QC/QA-HMA, 3, 58H, Surface, 9.5mm, on 275 lbs/sys QC/QA-HMA, 3, 58H, Intermediate, 19.0mm, on 385 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on 550 lbs/sys QC/QA-HMA, 3, 58S, Base, 19.0mm, on Subgrade Treatment, Type IC
(TA)	Truck Apron PCCP, 10", With D-1 Joints spaced at 15 ft (Measured at the back of the Mountable Curb and Gutter) with 1.25" Dia. Dowel Bars. 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC
(R)	220 lb/sys QC/QA-HMA, 3, 58S, Surface 9.5 mm, on 2.0" Milling, Asphalt
(CR)	Curb Ramp, Concrete
(U)	Pipe, Type 4, Circular, 6"
(O)	Compacted Aggregate No. 53
13	Curb and Gutter, Type B, Concrete, Mod.
15	Curb And Gutter, Concrete
16	Curb, Concrete
22	4" Sidewalk, Concrete, on 4" Compacted Aggregate, No. 53, on Compacted Subgrade
26	Sodding, Nursery
(W)	HMA for Widening 275 lbs/sys HMA Intermediate, Type C, on 990 lbs/sys HMA Base, Type C, on Subgrade Treatment, Type IBC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE			
				1" = 8'		N.A.			
				VERTICAL SCALE		DESIGNATION			
				N.A.		1901880			
DESIGNED: AMP		DRAWN: JJP		TYPICAL CROSS SECTIONS		SURVEY BOOK		SHEETS	
						ELECTRONIC		6 of 147	
CHECKED: JMB		CHECKED: AMP				CONTRACT		PROJECT	
						R-42227		1901880	

MAINTENANCE OF TRAFFIC SEQUENCE OF OPERATIONS

- Phase I
1. Notify the appropriate agencies and project manager 14 days prior to work.
 2. Establish detour route, work zone speed limits, work zone, including drums and barrier, and temporary signage and pavement markings for Phase I.
 3. Install and maintain the pedestrian detour route for entire project duration. See Pedestrian Detour Plan for route details.
 4. Close SR 38 from River Road (Station 601+30 Line "PR-1-A") to Station 610+80 Line "PR-1-A".
 5. Establish detour for Lafayette Rd.
 6. Establish detour for Key Bank to Lafayette Road entrance.
 7. Construct SR 38 beginning Station 601+30, Line "PR-1-A" to Station 610+80 Line "PR-1-A".
 8. Construct eastbound Logan Street beginning at Station 501+50, Line "PR-A" to Station 509+20 Line "PR-A".
 9. Construct westbound Logan Street beginning at Station 503+53, Line "PR-A" to Station 509+20 Line "PR-A".
 10. Construct storm sewer improvements along Logan Street east of Lakeview Drive.
 11. Construct Lafayette Road approach.
 12. Construct temporary driveway access to Kentucky Fried Chicken (KFC) property for Phase II.

- Phase II
1. Notify the appropriate agencies and project manager 14 days prior to work.
 2. Maintain Pedestrian Detour Route from previous phase.
 3. Maintain Detour Route from previous phase.
 4. Establish Detour Route, work zone speed limits, work zone, including drums and barrier, and temporary signage and pavement markings for Phase II.
 5. Reopen Lafayette Road Intersection.
 6. Reopen SR 38 from River Road to Logan Street.
 7. Reopen east and west legs of Logan Street.
 8. Close SR 38 from Station 610+80 Line "PR-1-A" to SR 32.
 9. Construct SR 38 beginning at Station 610+85, Line "PR-1-A" to SR 32
 10. Construct westbound Logan Street beginning at Station 502+50, Line "PR-A" to Station 503+53 Line "PR-A".
 11. Reconstruct drive to KFC.

- Phase IIA
1. Notify the appropriate agencies and project manager 14 days prior to work.
 2. Maintain Pedestrian Detour Route from previous phase.
 3. Remove temporary driveway access to KFC.
 4. Reconstruct curb and gutter and sidewalk within the limits of the temporary driveway access.

- Phase III
1. Place final surface.
 2. Complete pavement markings and signage.
 3. Complete restoration.
 4. Remove construction and MOT signage.
 5. Demobilization.

NOTE TO REVIEWER:
1. Please see the Draft TMP for additional Maintenance of Traffic information.

BEGIN PROJECT 1901880
STA: 601+30.00 "PR-1-A"
N: 173110.8708
E: 779805.5578

BEGIN INCIDENTAL CONSTRUCTION
STA: 501+31.47 "PR-A"

END INCIDENTAL CONSTRUCTION
STA: 517+14.00 "PR-A"

END CONSTRUCTION
STA: 509+20.00 "PR-A"
N: 172457.1394
E: 780553.4293

END PROJECT 1901880
STA: 615+82.10 "PR-1-A"
N: 171839.0216
E: 780437.6501

BEGIN CONSTRUCTION
STA: 501+50.00 "PR-A"
N: 172471.6888
E: 779785.5242

LEGEND:



PHASE I



PHASE II



PHASE IIA

General Notes :

1. Two weeks prior to all traffic pattern changes, Contractor shall notify local fire department, police, ambulance services, and school of the work schedule and temporary traffic layouts.
2. The Contractor shall maintain access to all properties at all times. Emergency vehicles and postal access to local residences and businesses shall maintained at all times. Property owners shall be notified in writing at least two days prior to beginning driveway work.
3. Existing Pavement markings to be removed when in conflict with traffic maintenance scheme.
4. All Signs, lights, barricades, pavement markings, and any additional Traffic Control Items shall be in accordance with INDOT standards and the Manual on Uniform Traffic Control Devices.

SR 38 Construction Zone Design Speed: 25 mph

Logan Street Construction Zone Design Speed: 20 mph

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: AMP

DRAWN: JJP

CHECKED: JMB

CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASING SEQUENCING

HORIZONTAL SCALE

1" = 100'

VERTICAL SCALE

N.A.

SURVEY BOOK

ELECTRONIC

CONTRACT

R-42227

BRIDGE FILE

N.A.

DESIGNATION

1901880

SHEETS

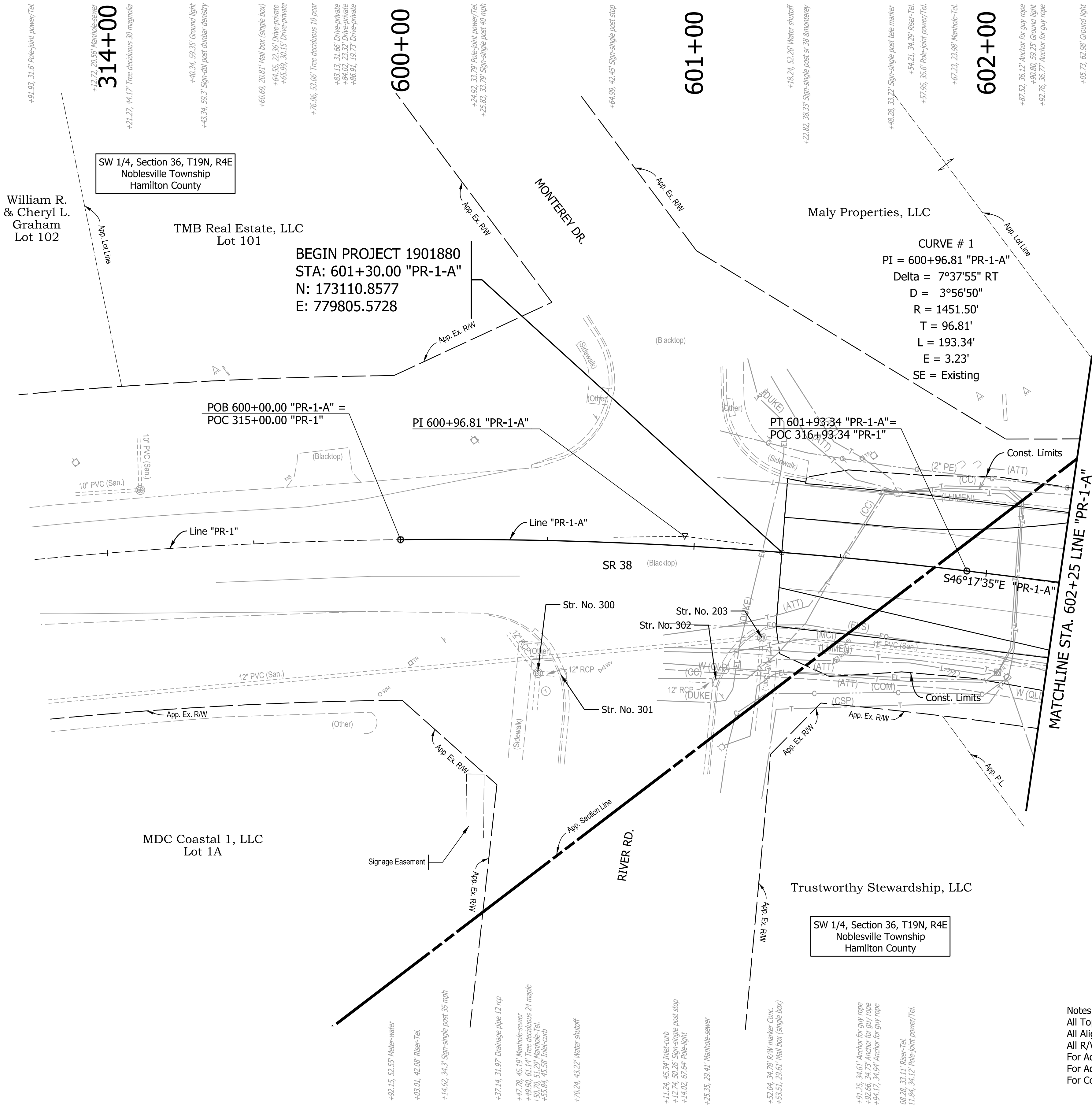
16

of

147

PROJECT

1901880



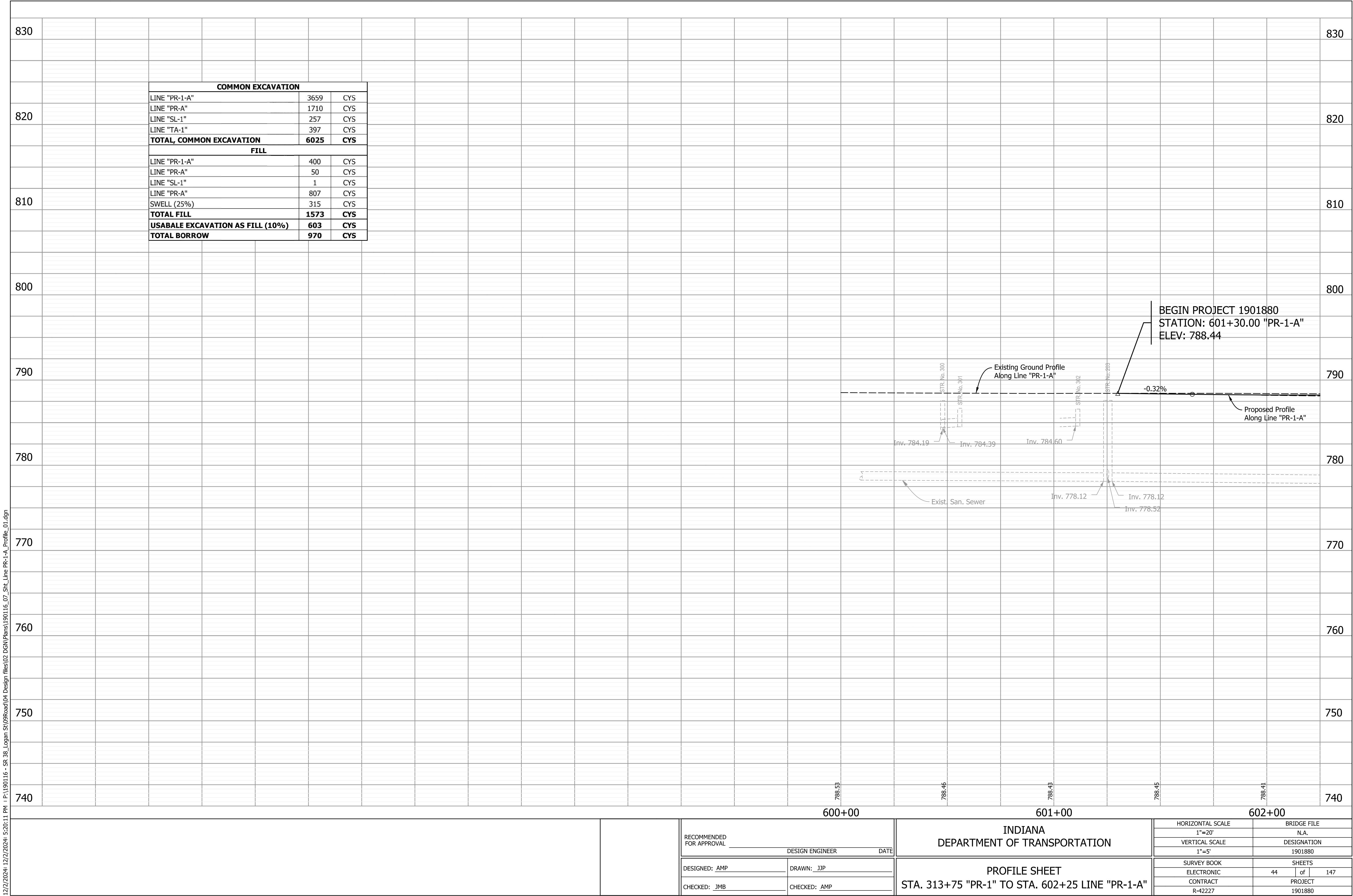
Notes:
All Topo described from Line "PR-1".
All Alignment callouts are from Line "PR-1-A" unless otherwise noted.
All R/W has been called out from Line "PR-1-A".
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.
For Additional Information, See Construction Detail and Drainage Detail Sheets.
For Control Points Details see Control Points Sheet.

RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET	
STA. 313+75 "PR-1" TO STA. 602+25 LINE "PR-1-A"	

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		43	of 147
CONTRACT		PROJECT	
R-42227		1901880	

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RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER _____	DATE _____
DESIGNED: AMP _____	DRAWN: JJP _____
CHECKED: JMB _____	CHECKED: AMP _____

INDIANA DEPARTMENT OF TRANSPORTATION	
PROFILE SHEET STA. 313+75 "PR-1" TO STA. 602+25 LINE "PR-1-A"	

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N.A.	
VERTICAL SCALE 1"=5'	DESIGNATION 1901880	
SURVEY BOOK ELECTRONIC	44	SHEETS of 147
CONTRACT R-42227	PROJECT 1901880	

12/2/2024 12:22:2024 5:20:15 PM I:\190116 - SR_38_Logan st\09Road\04_Design files\02 DGN\Plans\190116_07_Sht_Line PR-1-A_Plan_02.dgn

SW 1/4, Section 36, T19N, R4E
Noblesville Township
Hamilton County

+32.14, 88.89 Drive-commercial
+43.00, 67.35 Drive-commercial
+59.03, 53.87 Drive-commercial
+52.15, 44.01 Drive-commercial
+52.86, 44.78 Drive-commercial
+59.75, 83.86 Drive-commercial
+63.91, 75.85 Drive-commercial
+73.97, 55.63 Drive-commercial
+79.27, 48.33 Drive-commercial
+79.47, 45.41 Drive-commercial
+88.16, 47.46 Mail box (single box)
+90.36, 47.96 Sign-single post stop

603+00

+51.78, 32.52 Sign-single post left/ette & r 38
+51.96, 29.61 Pole-power
+52.36, 28.88 Bench mark
+53.08, 74.03 Manhole-sewer
+53.88, 74.17 Manhole-sewer

Monterey Village, Third Section
PHFD, LLC
Lot 98

+81.19, 47.94 Manhole-Tel
+83.79, 117.54 Drive-commercial
+83.84, 78.28 Drive-commercial
+86.50, 82.97 Drive-commercial
+88.78, 89.99 Drive-commercial
+88.81, 102.51 Drive-commercial
+88.72, 86.18 Drive-commercial

+04.54, 125.16 Drive-commercial

604+00

+10.73, 108.11 Tree deciduous 24 maple
+13.52, 121.98 Bush
+14.35, 126.44 Bush
+14.75, 99.46 Drive-commercial
+18.14, 97.13 Drive-commercial
+20.61, 120.79 Ground light
+21.25, 128.89 Bush
+21.25, 128.89 Bush
+35.87, 104.01 Mail box (single box)

+45.31, 44.75 Tree deciduous 42 sycamore

605+00

+88.81, 34.67 Tree deciduous 24 maple
+08.00, 110.22 Sign-single post no parking

+75.20, 92.32 Ground light

606+00

+84.12, 91.37 Pole-Rail
+92.97, 90.76 Ground light

CURVE # 2
PI = 605+57.68 "PR-1-A"
Delta = 25°40'16" RT
D = 7°38'22"
R = 750.00'
T = 170.88'
L = 336.03'
E = 19.22'
Pavement Transition = 2.0%

+17.71, 33.95 Drainage pipe 15 crip

Temp R/W for
Drive Construction
+89 LT. Mod. Cl. I
Drive Req'd.
W=23.1', L=31.2'

+43.8 (PL.)
60.00'

+33.9 (R/W)
50.3'

+81.0 (PL.)
70.00'

+87.5 (Ex. R/W)
57.00'

Str. No. 205

Const. Limits

LAFAYETTE RD.

The American National Bank
of Noblesville, Indiana

PI 605+57.68 "PR-1-A"

+89.6 (Ex. R/W)
45.01'

+49.2
44.17'

+89.5 (Ex. R/W)
35.00'

Str. No. 10

App. Ex. R/W

+51.4 (Ex. R/W)
35.00'

Temp R/W for
Grading

Const. Limits

R/W

App. Ex. R/W

MATCHLINE STA. 602+25 LINE "PR-1-A"

S46°17'35"E "PR-1-A"

Line "PR-1-A"

Line "PR-1"

SR 38

PC 603+86.80 "PR-1-A"

Str. No. 204

Const. Limits

+10 RT. Mod. Cl. III
Drive Req'd.
W=12.1', L=48.9'

+28 RT. Mod. Cl. III
Drive Req'd.
W=43.6', L=48.0'

Trustworthy Stewardship, LLC

Limar Properties, LLC

Limar Properties, LLC

SW 1/4, Section 36, T19N, R4E
Noblesville Township
Hamilton County

F.C. Realty Nine, LLC.

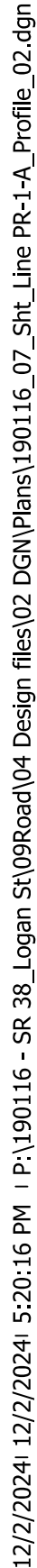
Notes:
All Topo described from Line "PR-1".
All Alignment callouts are from Line "PR-1-A" unless otherwise noted.
All R/W has been called out from Line "PR-1-A".
For Additional Alignment Information and Monument Location/Type,
See Geometric Tie-in Sheets.
For Additional Information, See Construction Detail and Drainage Detail Sheets.
For Control Points Details see Control Points Sheet.

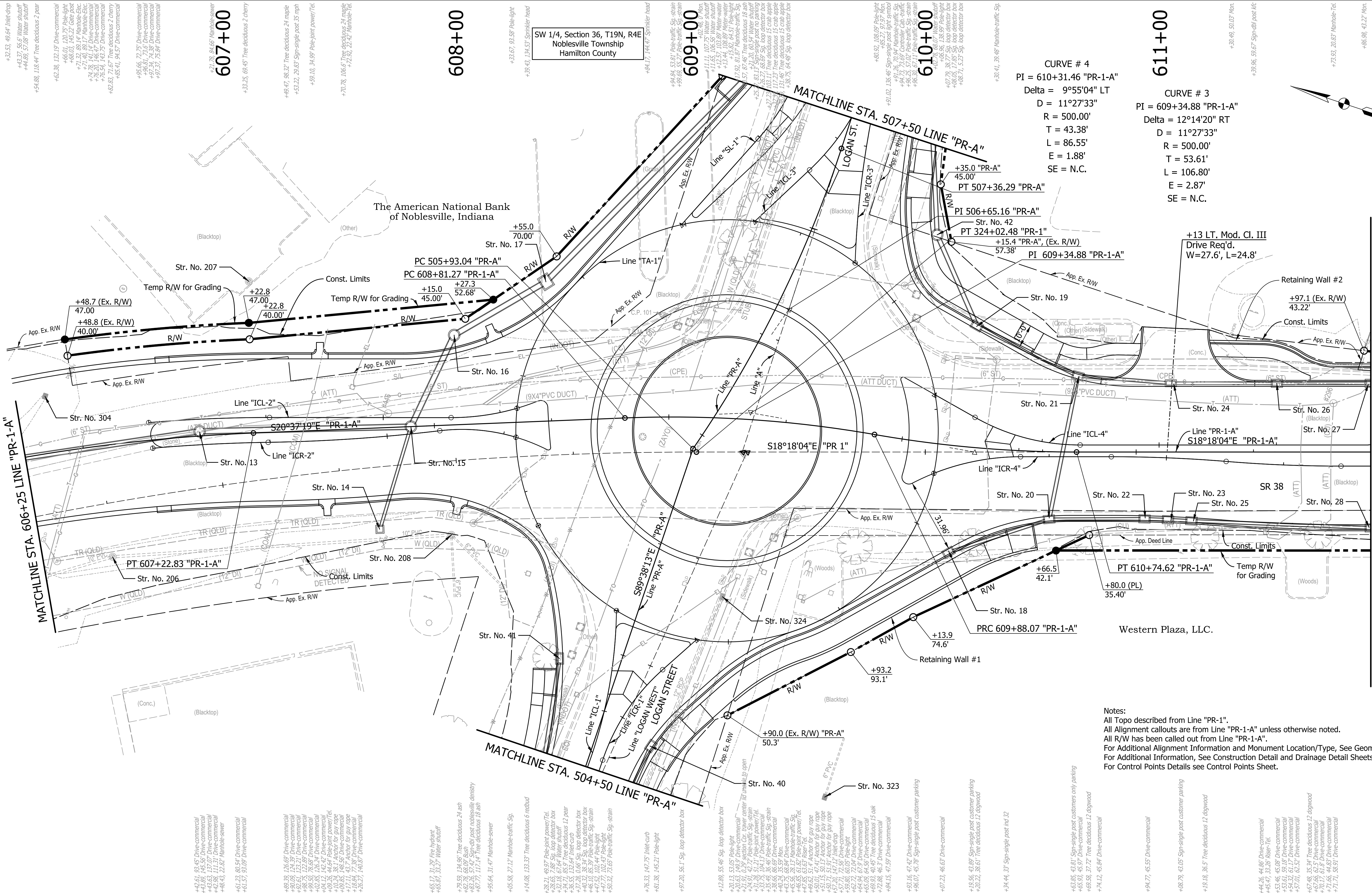
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: AMP	DRAWN: JJP	
CHECKED: JMB	CHECKED: AMP	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 602+25 TO STA. 606+25 LINE "PR-1-A"

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N.A.
VERTICAL SCALE	DESIGNATION
N.A.	1901880
SURVEY BOOK	SHEETS
ELECTRONIC	45 of 147
CONTRACT	PROJECT
R-42227	1901880



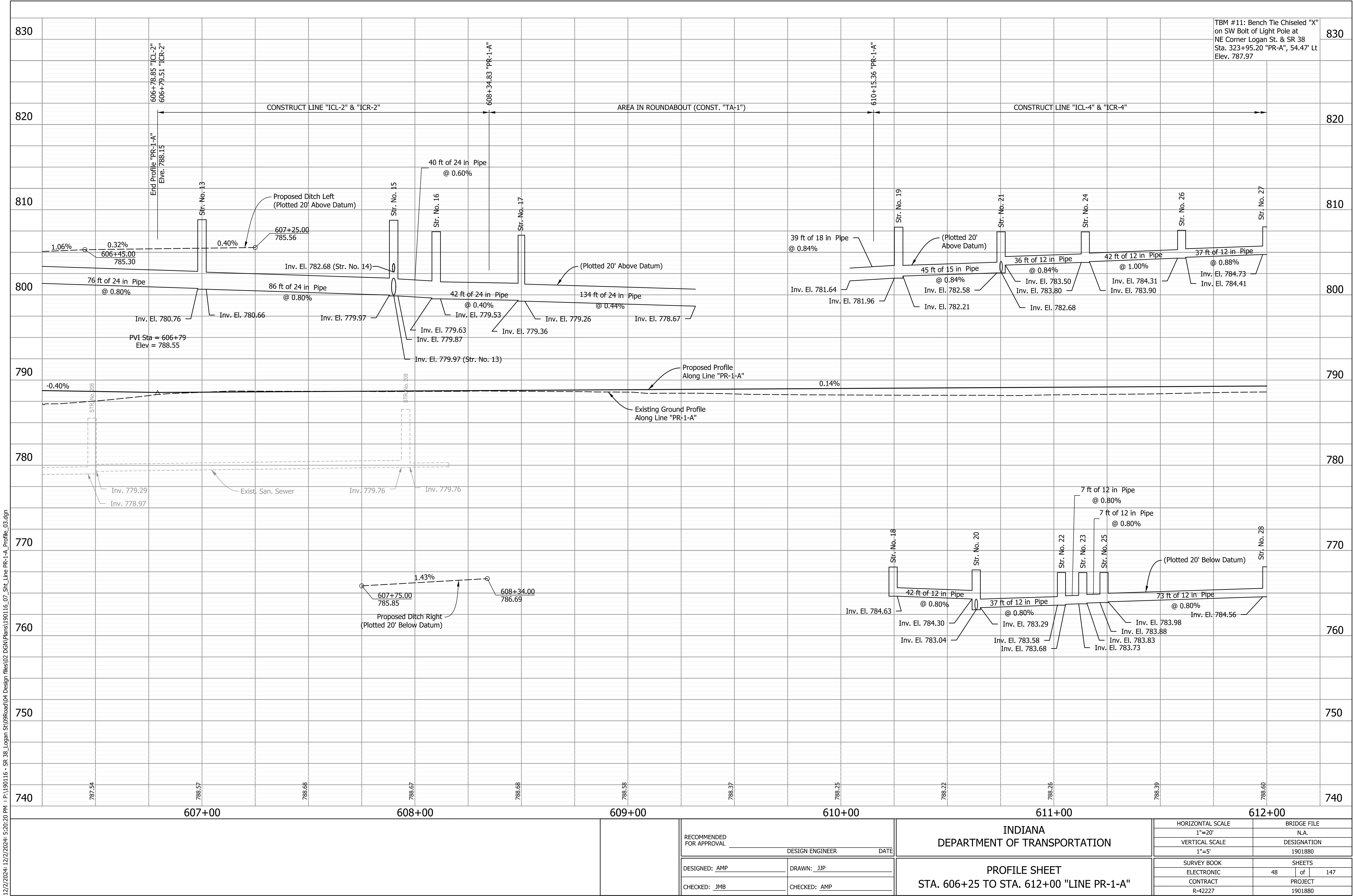


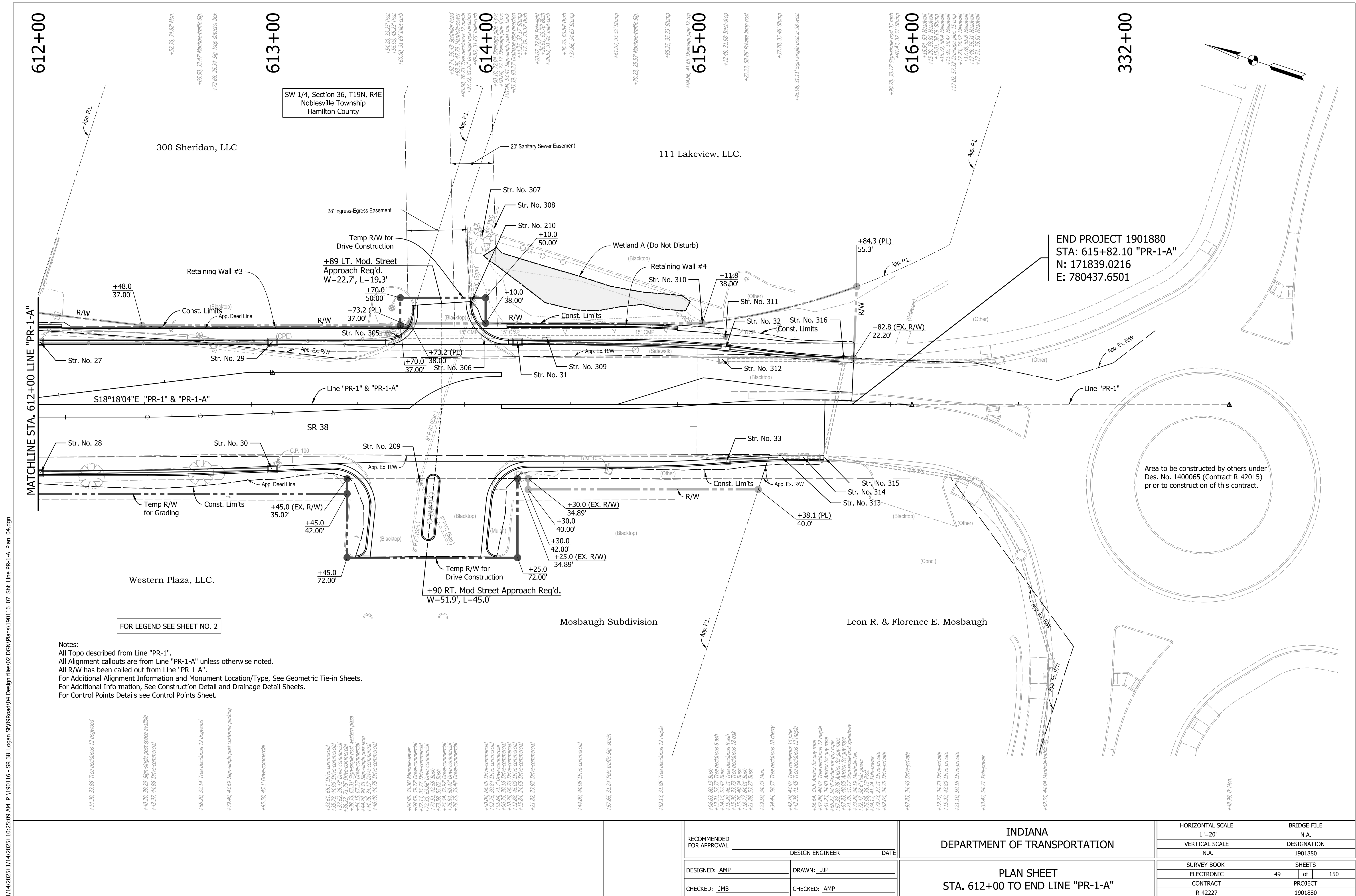
Notes:
All Topo described from Line "PR-1".
All Alignment callouts are from Line "PR-1-A" unless otherwise noted.
All R/W has been called out from Line "PR-1-A".
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.
For Additional Information, See Construction Detail and Drainage Detail Sheets.
For Control Points Details see Control Points Sheet.

RECOMMENDED FOR APPROVAL	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE			
			1"=20'		N.A.			
			VERTICAL SCALE		DESIGNATION			
			N.A.		1901880			
DESIGNED: AMP		DRAWN: JJP		SURVEY BOOK		SHEETS		
				ELECTRONIC		47	of	147
CHECKED: JMB		CHECKED: AMP		CONTRACT		PROJECT		
				R-42227		1901880		
				PLAN SHEET				
				STA. 606+25 TO STA. 612+00 LINE "PR-1-A"				
				STA. 504+50 TO STA. 507+50 LINE "PR-A"				

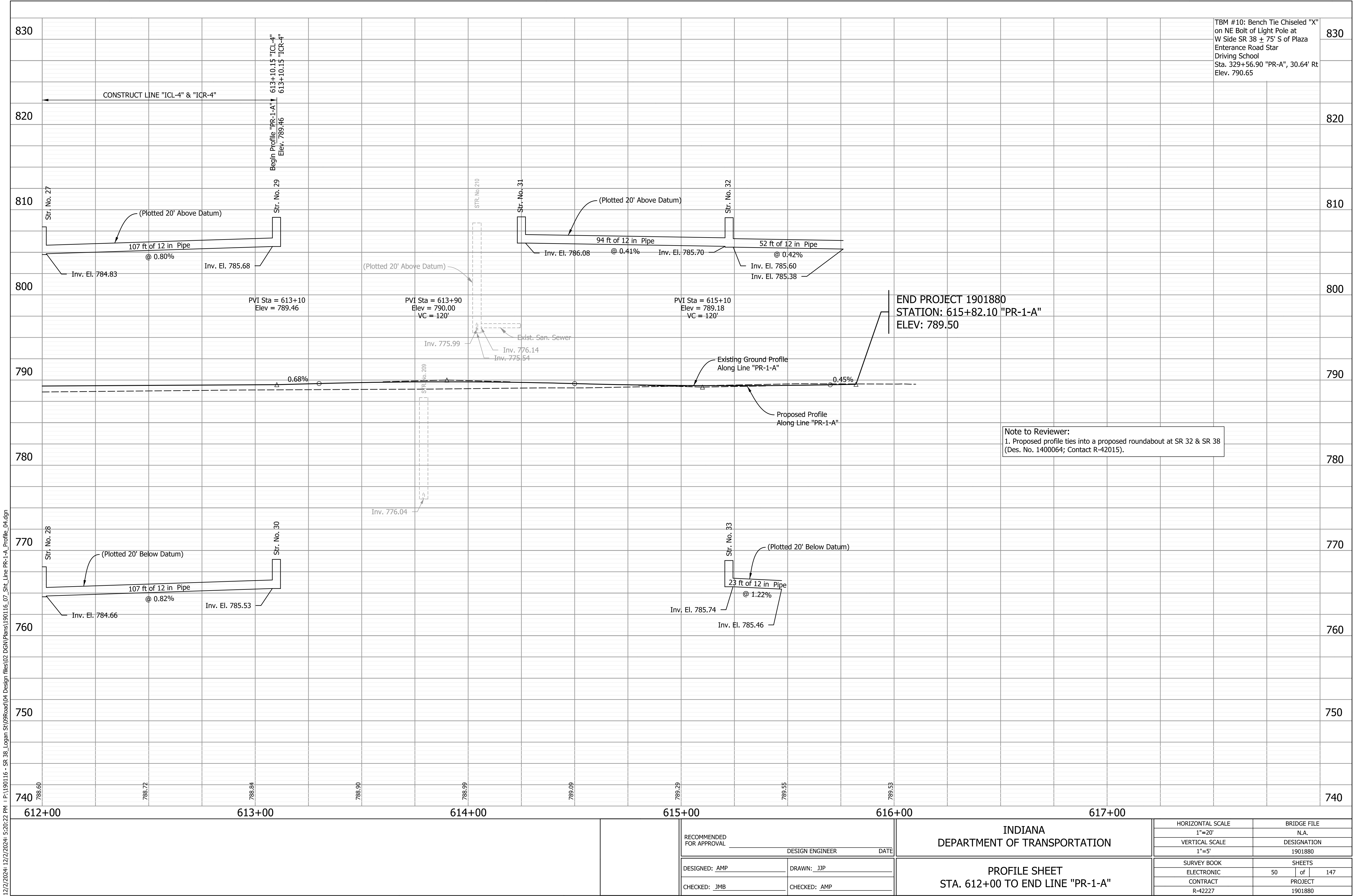
PLAN SHEET
STA. 606+25 TO STA. 612+00 LINE "PR-1-A"
STA. 504+50 TO STA. 507+50 LINE "PR-A"

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TBM #10: Bench Tie Chiseled "X" on NE Bolt of Light Pole at W Side SR 38 ± 75' S of Plaza Entrance Road Star Driving School Sta. 329+56.90 "PR-A", 30.64' Rt Elev. 790.65

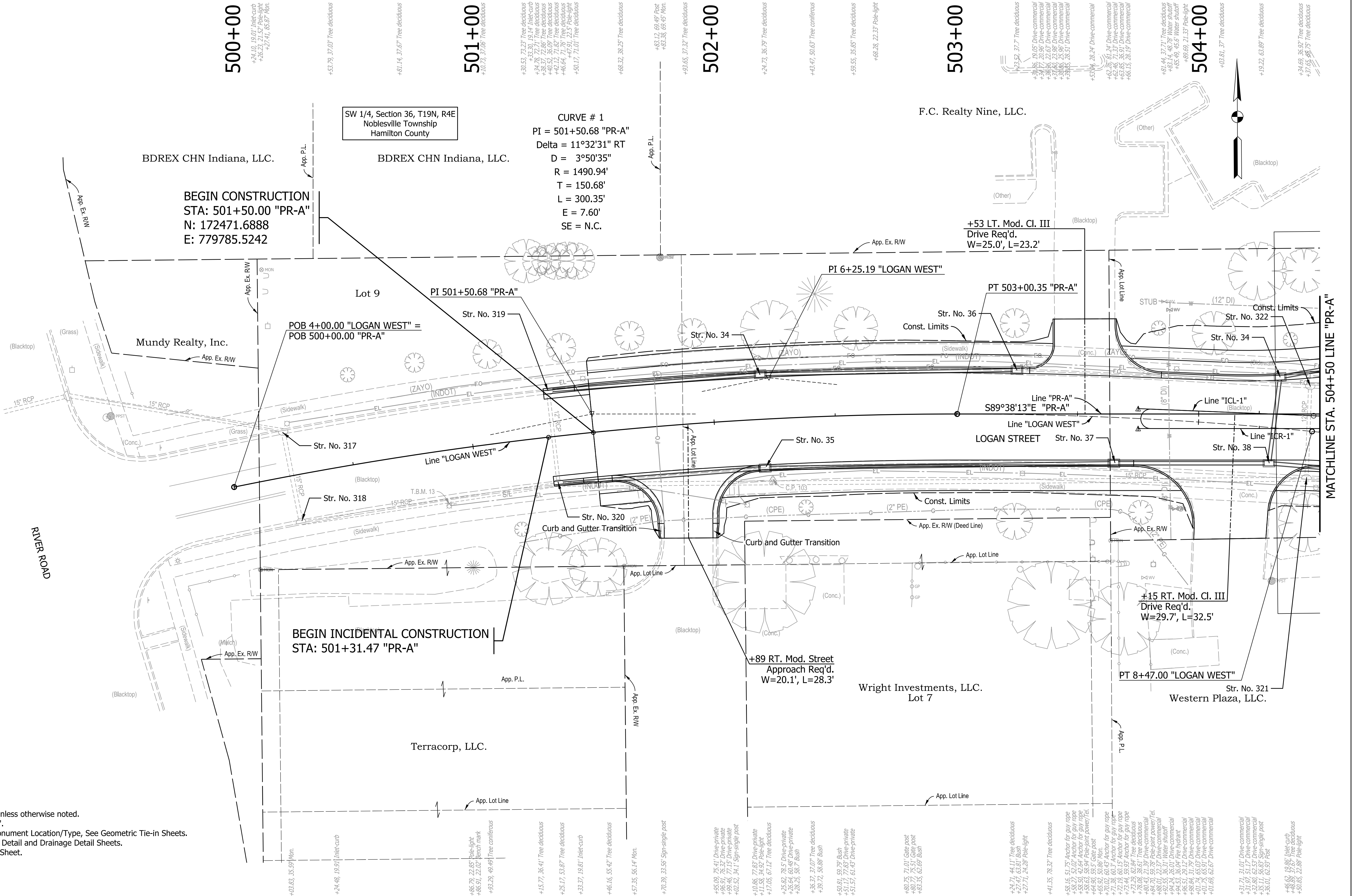
RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER	DATE
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET
STA. 612+00 TO END LINE "PR-1-A"

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N.A.
VERTICAL SCALE	DESIGNATION
1"=5'	1901880
SURVEY BOOK	SHEETS
ELECTRONIC	50 of 147
CONTRACT	PROJECT
R-42227	1901880

Notes:
All Topo described from Line "PR-A".
All Alignment callouts are from Line "PR-A" unless otherwise noted.
All R/W has been called out from Line "PR-A".
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.
For Additional Information, See Construction Detail and Drainage Detail Sheets.
For Control Points Details see Control Points Sheet.

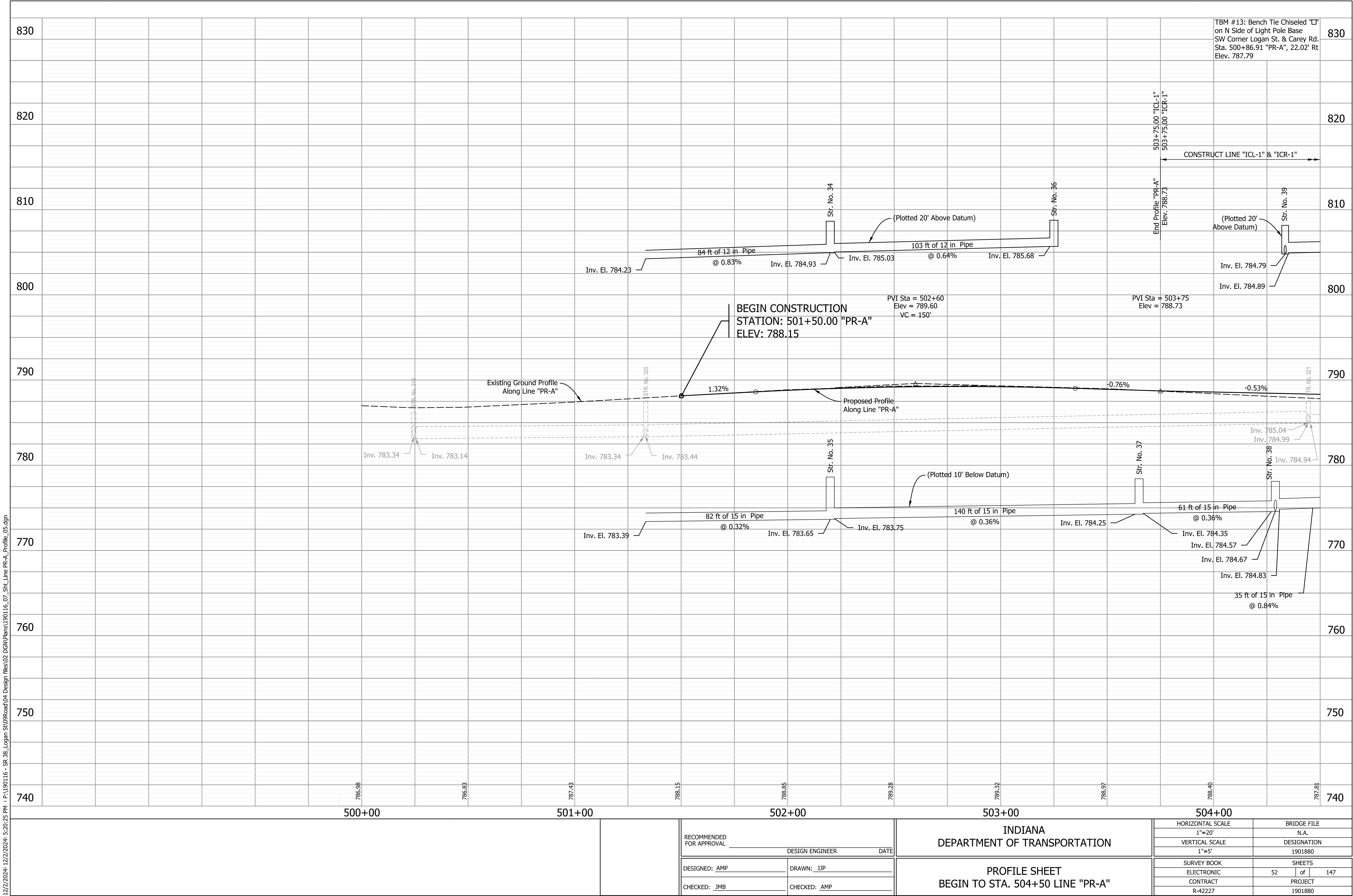


RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

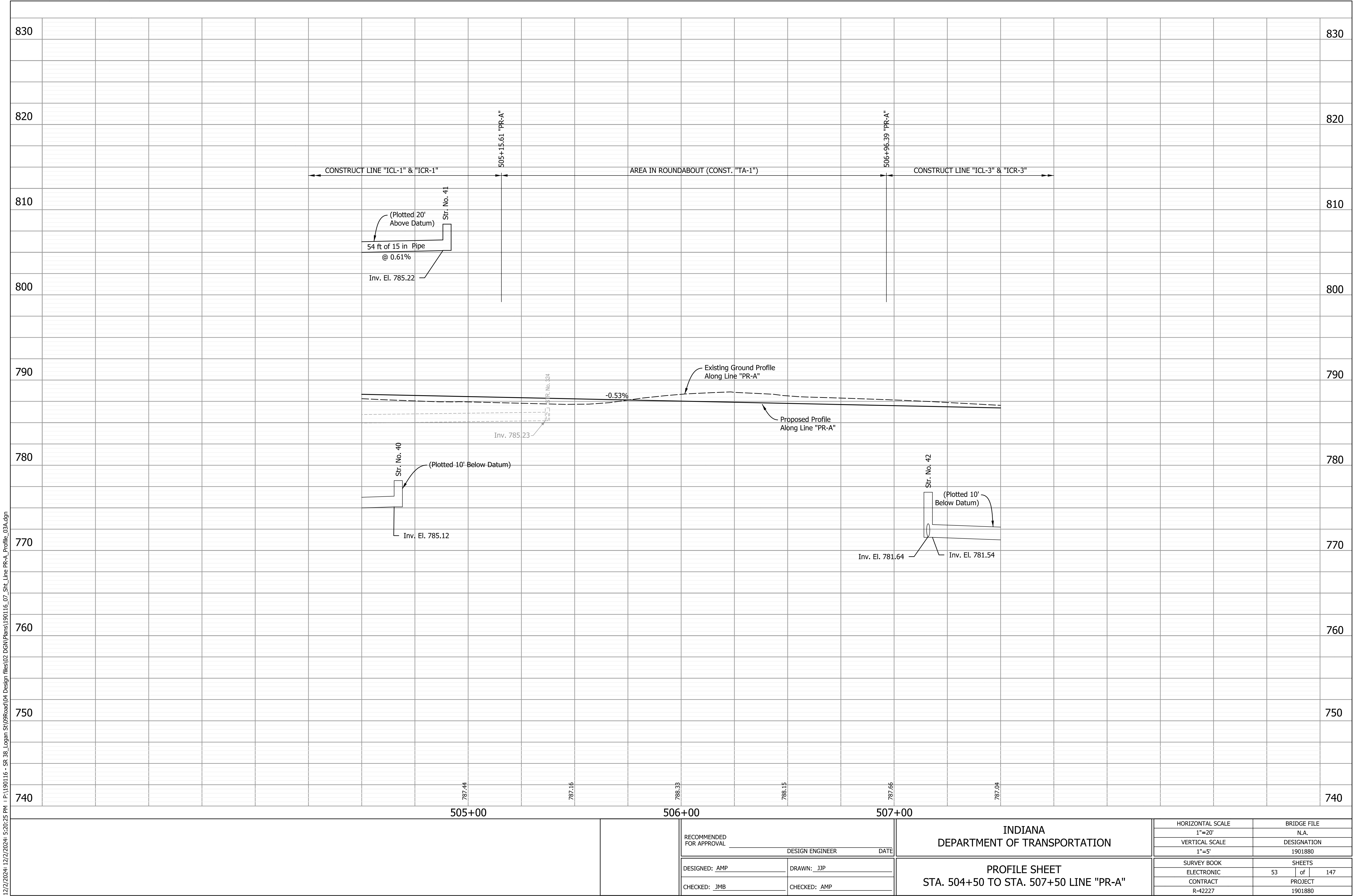
INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET	
BEGIN TO STA. 504+50 LINE "PR-A"	

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		51	of 147
CONTRACT		PROJECT	
R-42227		1901880	

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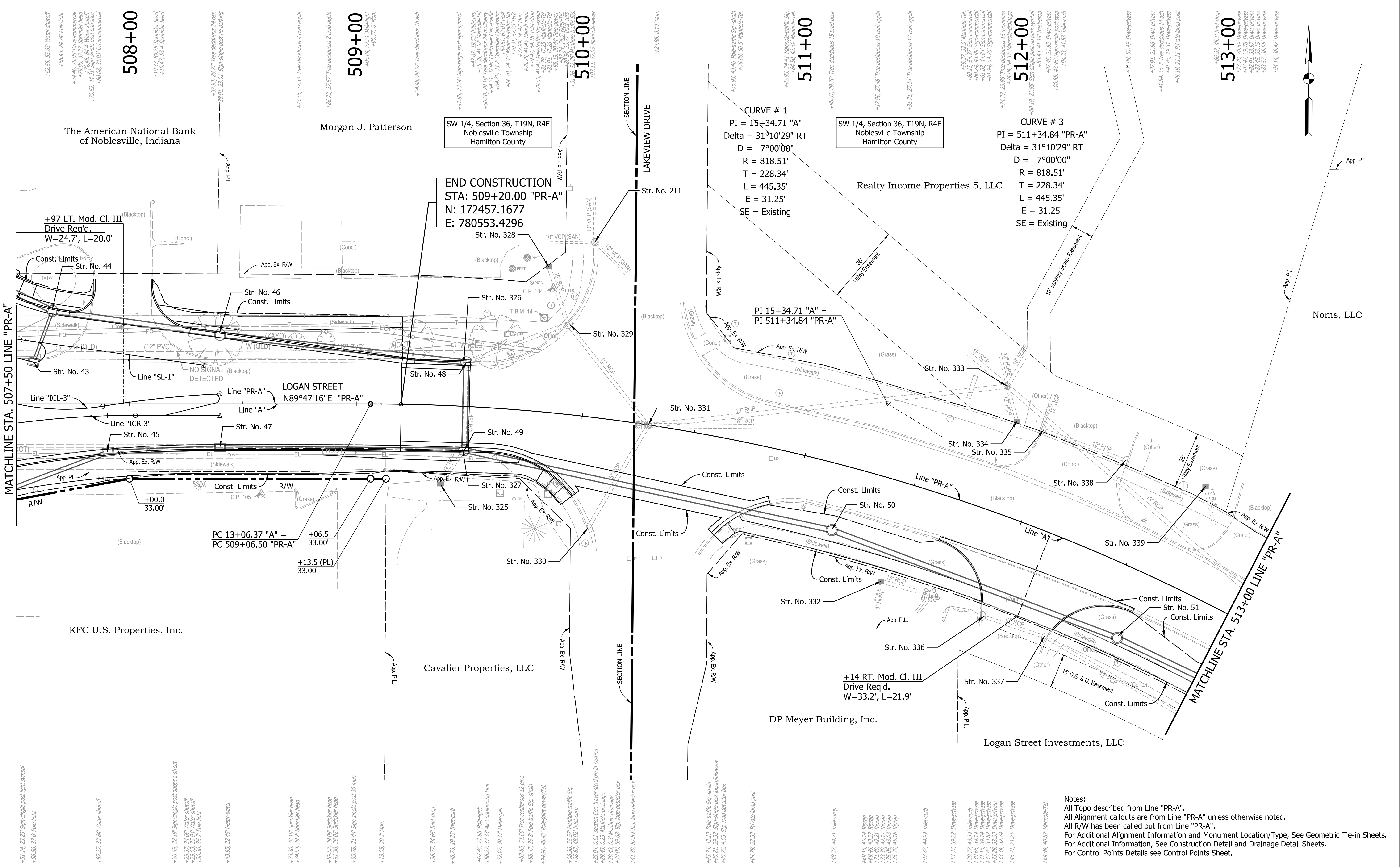
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RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER	DATE
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

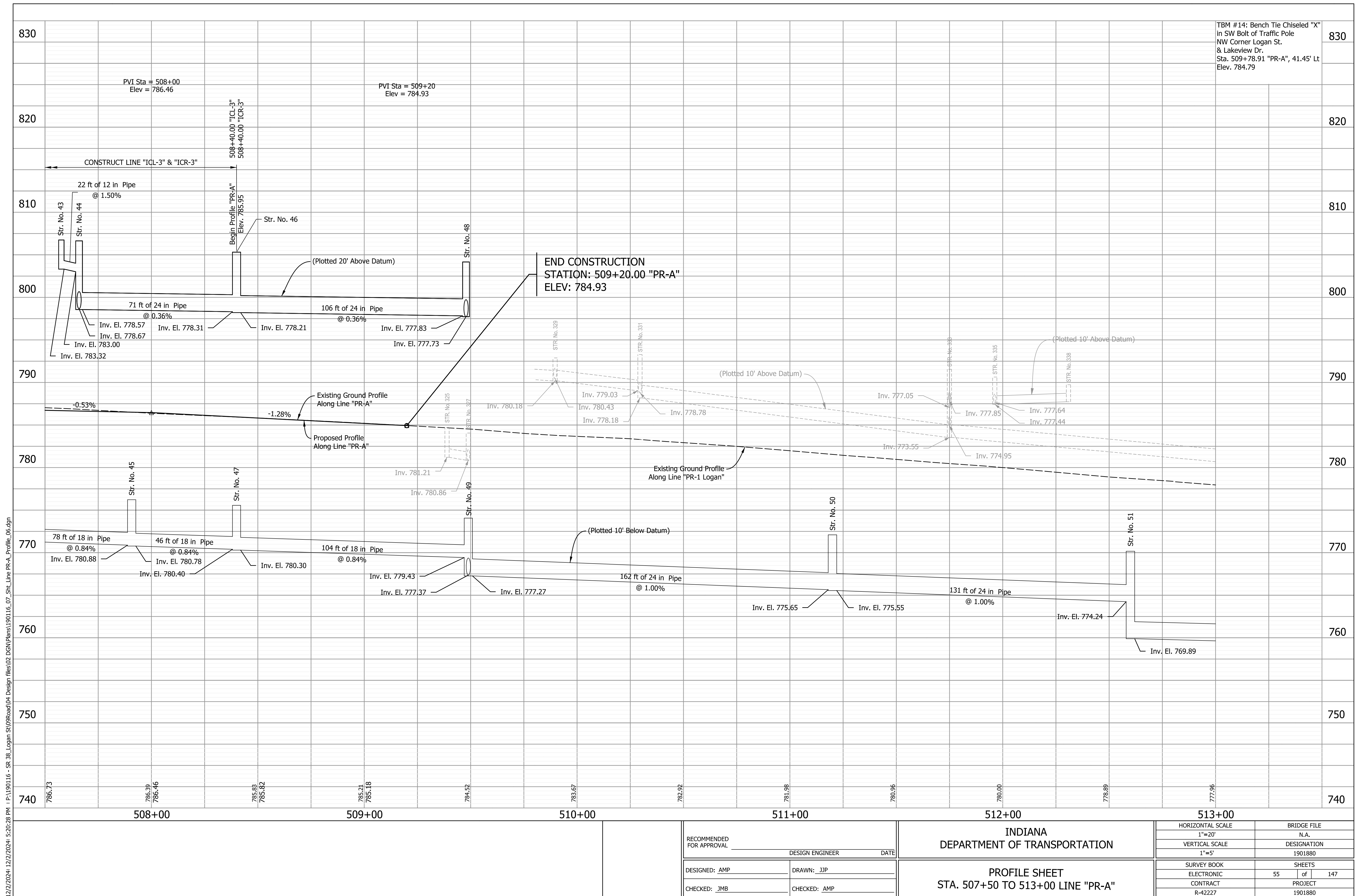
INDIANA DEPARTMENT OF TRANSPORTATION	
PROFILE SHEET STA. 504+50 TO STA. 507+50 LINE "PR-A"	

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N.A.	
VERTICAL SCALE 1"=5'	DESIGNATION 1901880	
SURVEY BOOK ELECTRONIC	SHEETS 53 of 147	
CONTRACT R-42227	PROJECT 1901880	

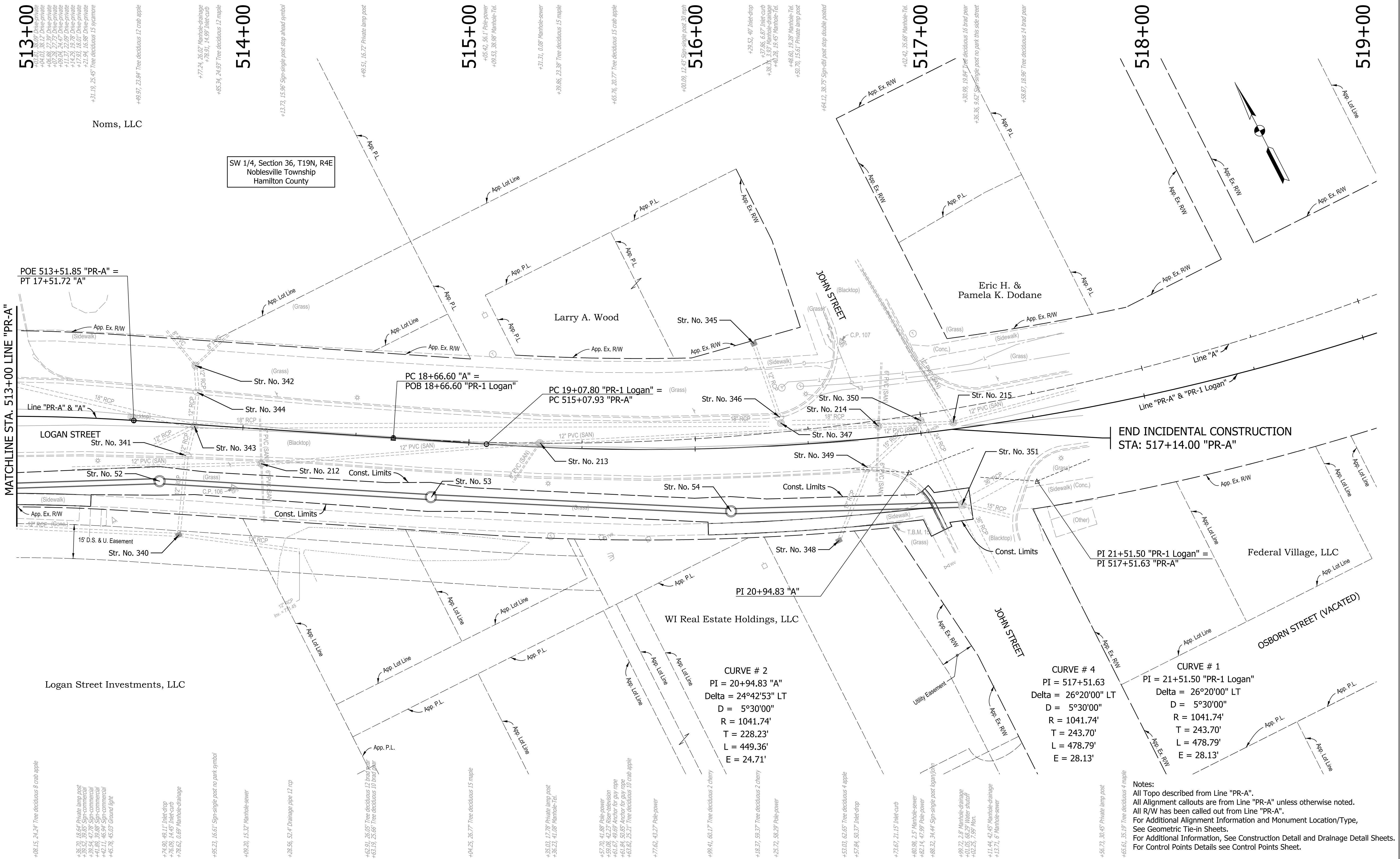


Notes:
All Topo described from Line "PR-A".
All Alignment callouts are from Line "PR-A" unless otherwise noted.
All R/W has been called out from Line "PR-A".
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.
For Additional Information, See Construction Detail and Drainage Detail Sheets.
For Control Points Details see Control Points Sheet.

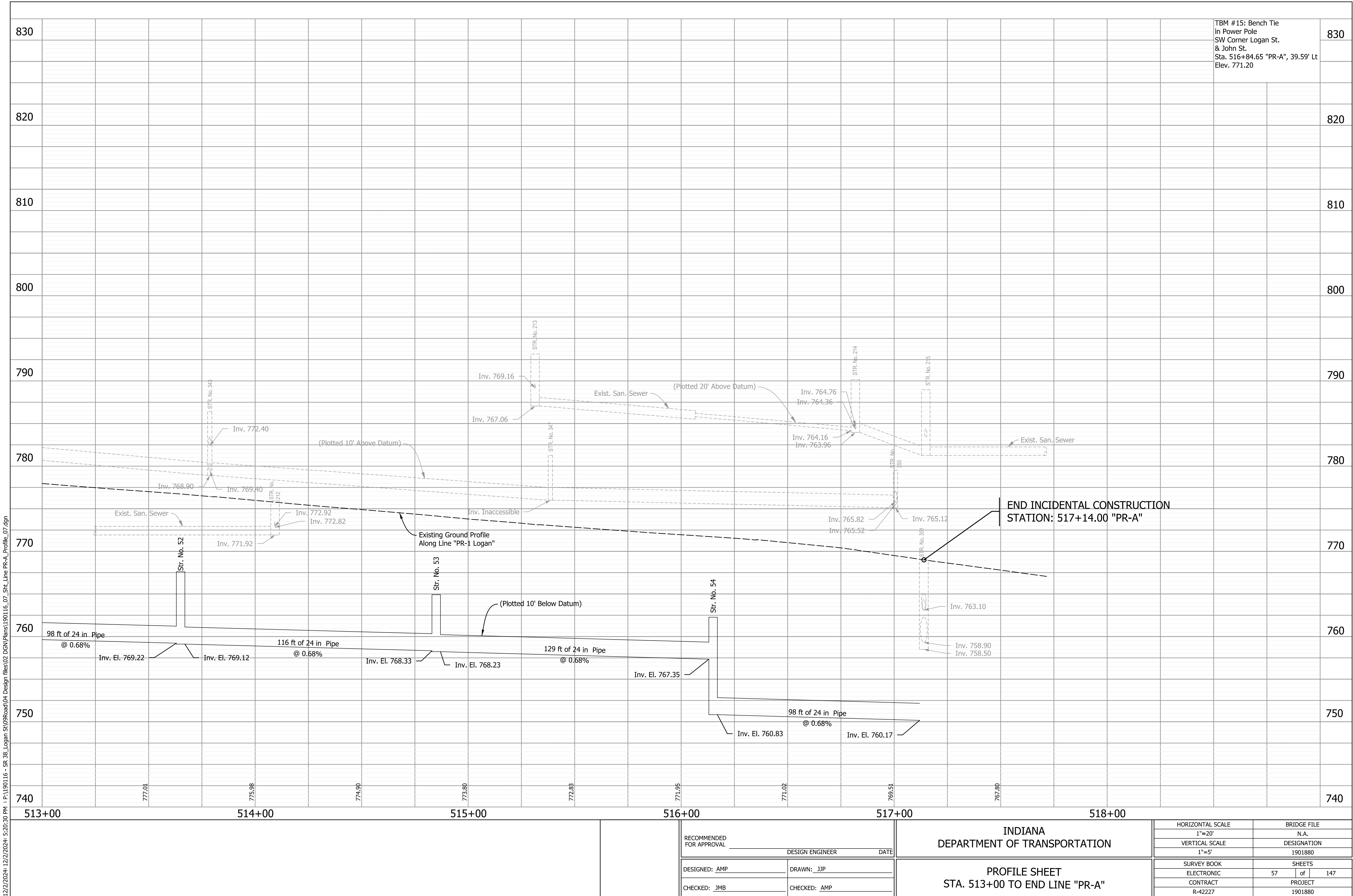
RECOMMENDED FOR APPROVAL			INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE			
					1"=20'		N.A.			
					VERTICAL SCALE		DESIGNATION			
					N.A.		1901880			
DESIGNED: AMP		DRAWN: JJP		PLAN SHEET STA. 507+50 TO 513+00 LINE "PR-A"		SURVEY BOOK		SHEETS		
						ELECTRONIC		54	of	147
CHECKED: JMB		CHECKED: AMP				CONTRACT		PROJECT		
						R-42227		1901880		



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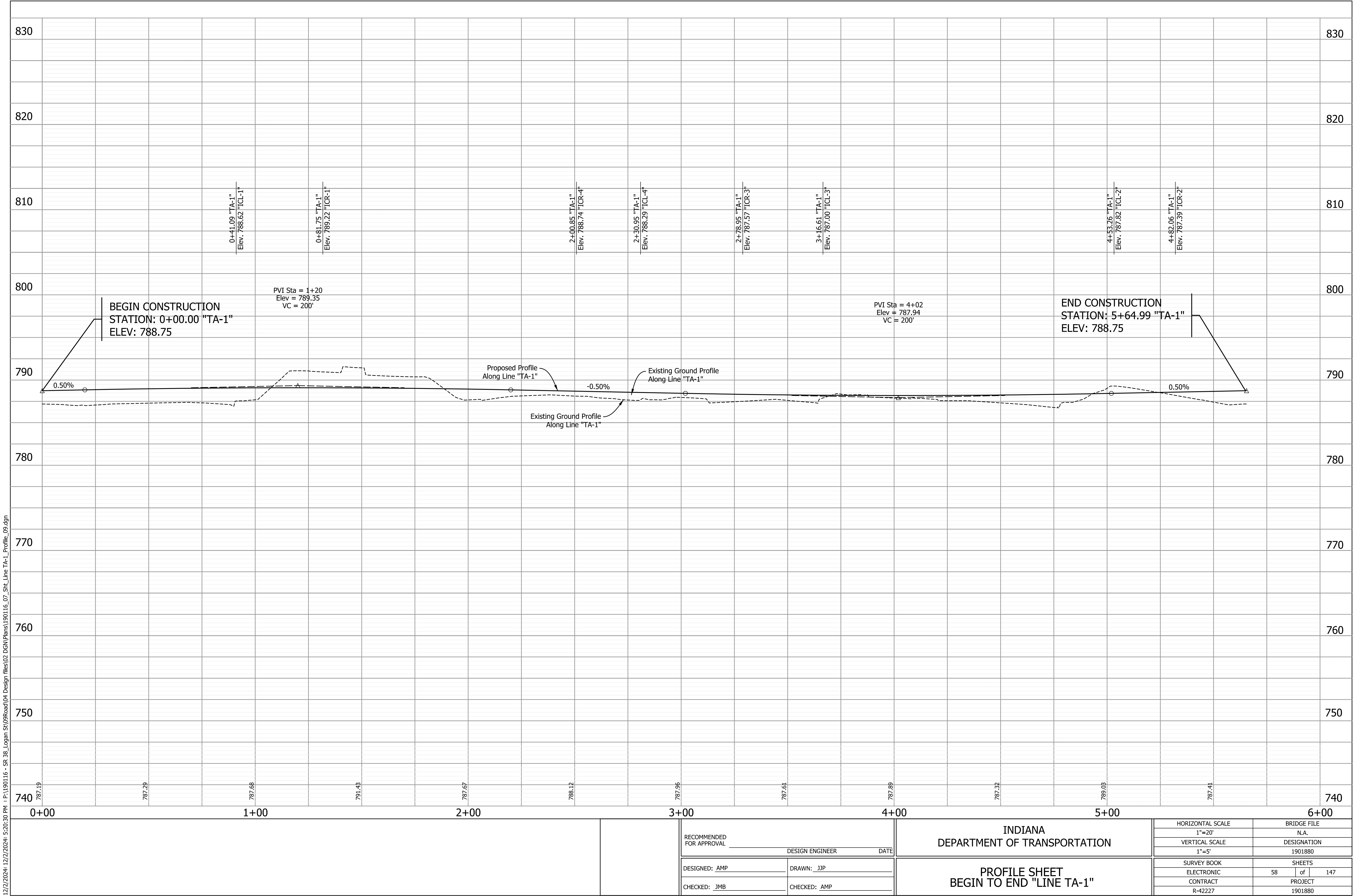
TBM #15: Bench Tie
in Power Pole
SW Corner Logan St.
& John St.
Sta. 516+84.65 "PR-A", 39.59' Lt
Elev. 771.20

RECOMMENDED FOR APPROVAL	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA DEPARTMENT OF TRANSPORTATION	
PROFILE SHEET	
STA. 513+00 TO END LINE "PR-A"	

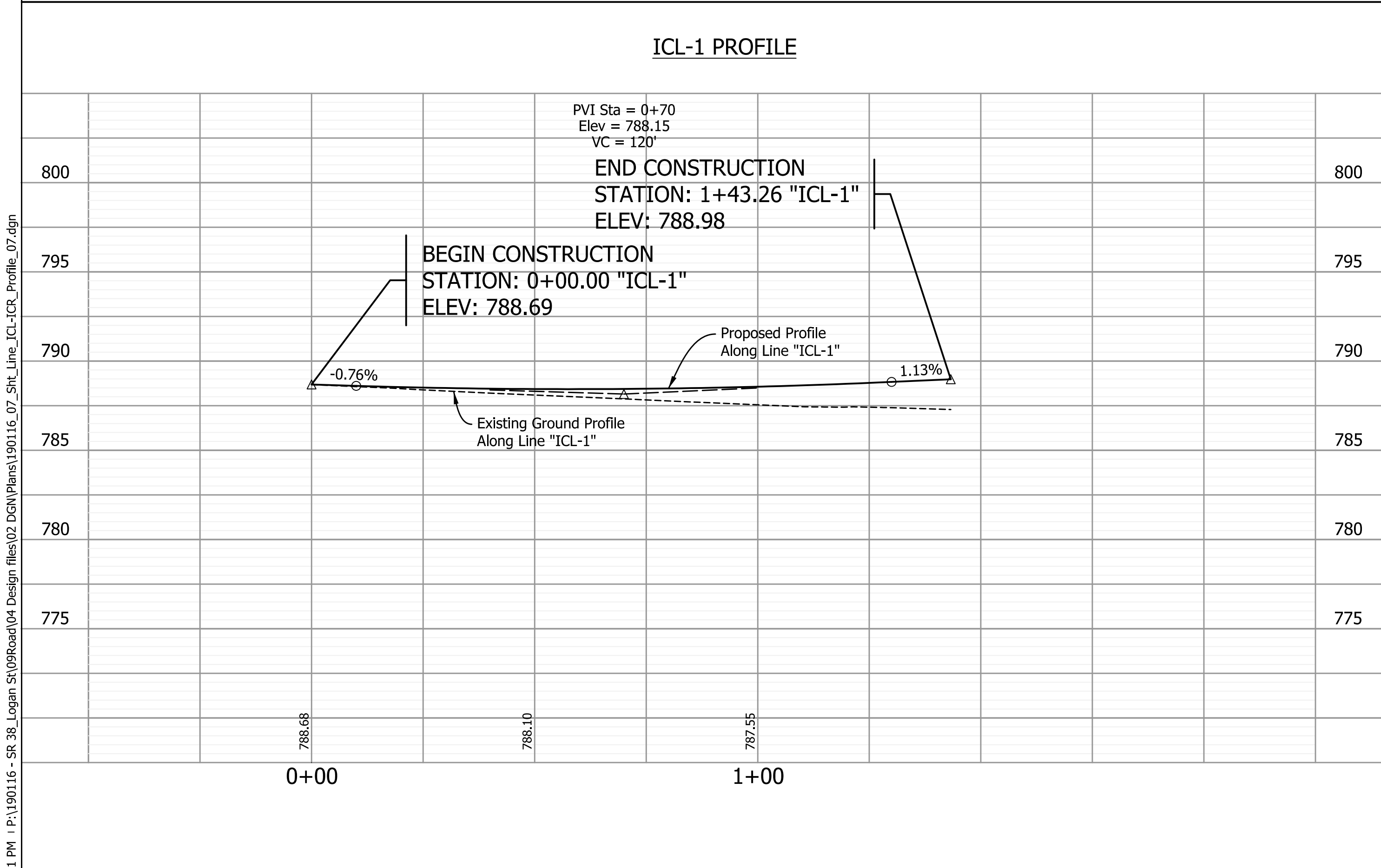
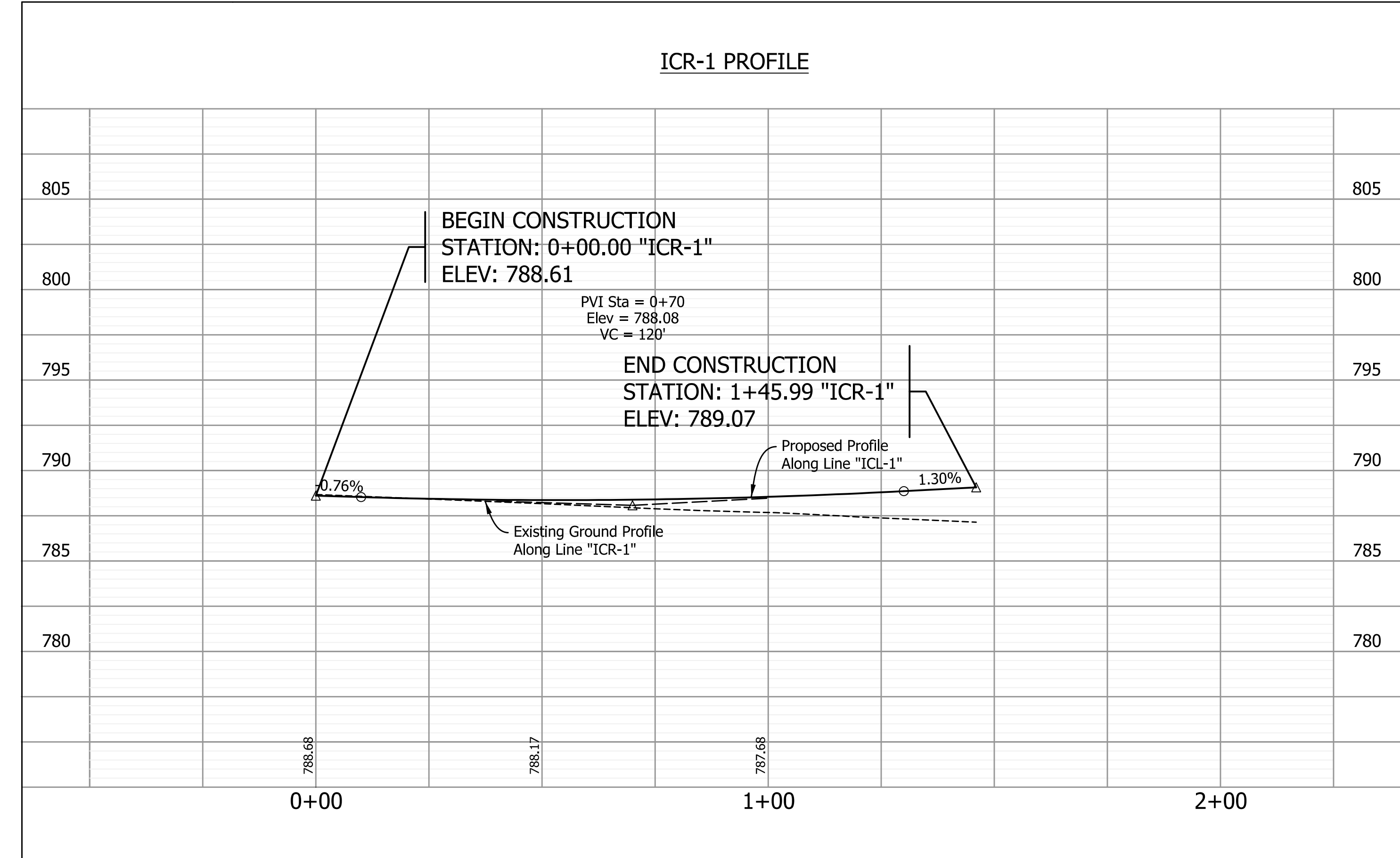
HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
1"=5'		1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		57	of 147
CONTRACT		PROJECT	
R-42227		1901880	

12/2/2024 12:22/2024 5:20:30 PM I:\190116 - SR 38_Logan St\09Road\04_Design files\02 DGN\Plans\190116_07_Sht_Line TA-1_Profile_09.dgn

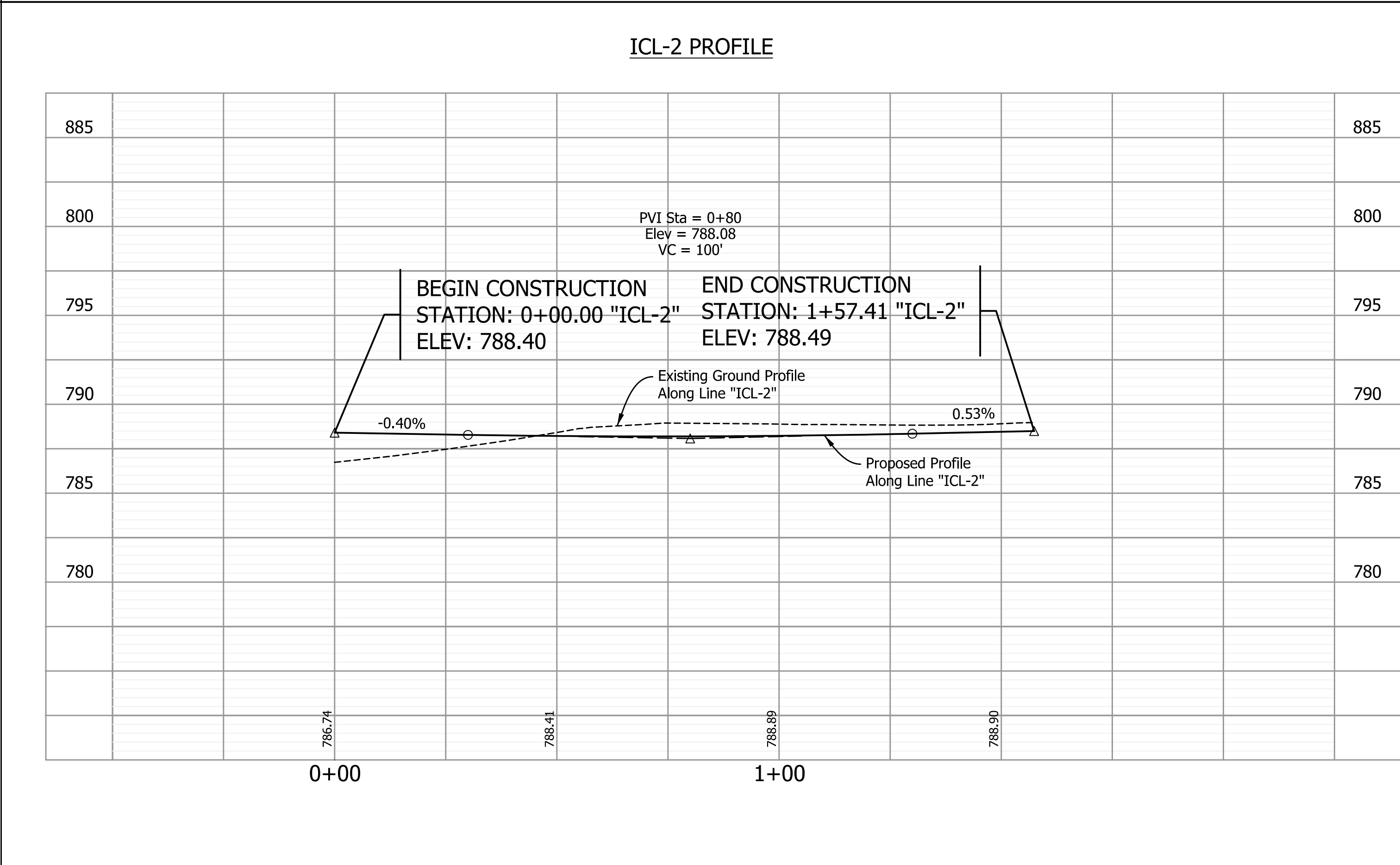
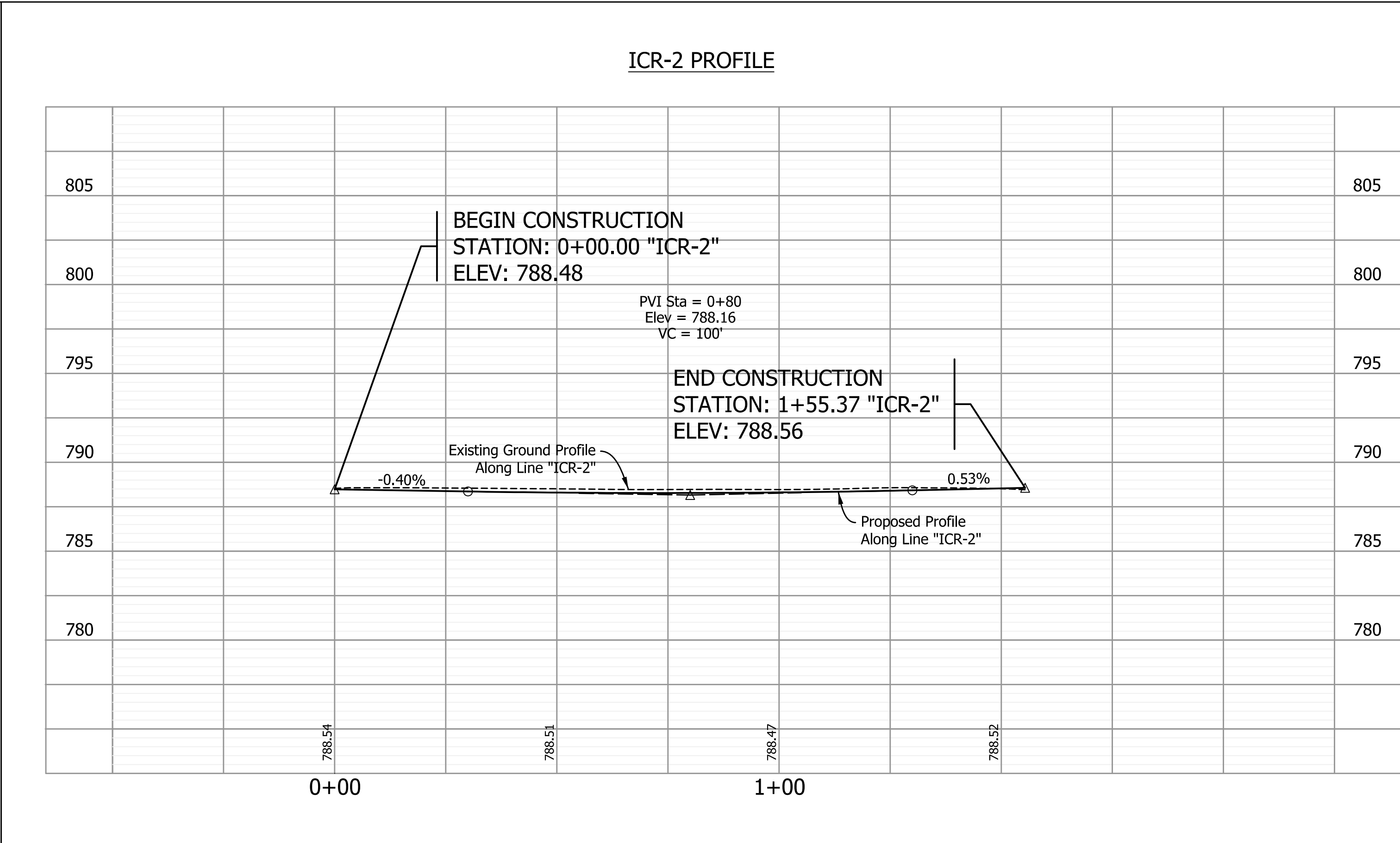


RECOMMENDED FOR APPROVAL	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE			
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			VERTICAL SCALE		DESIGNATION			
			1"=5'		1901880			
DESIGNED: AMP	DRAWN: JJP	PROFILE SHEET BEGIN TO END "LINE TA-1"		SURVEY BOOK		SHEETS		
				ELECTRONIC		58	of	147
CHECKED: JMB	CHECKED: AMP			CONTRACT		PROJECT		
				R-42227		1901880		

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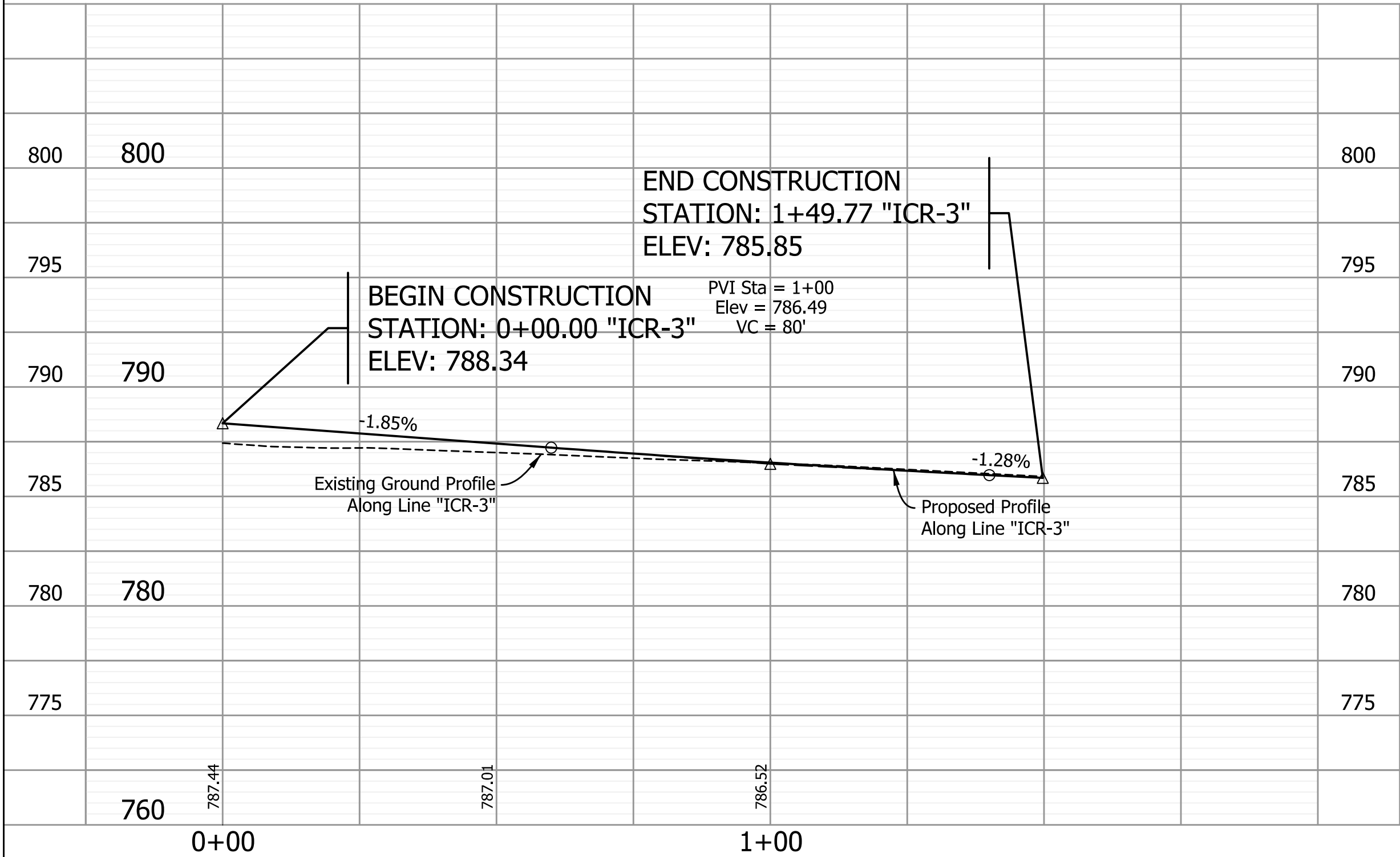
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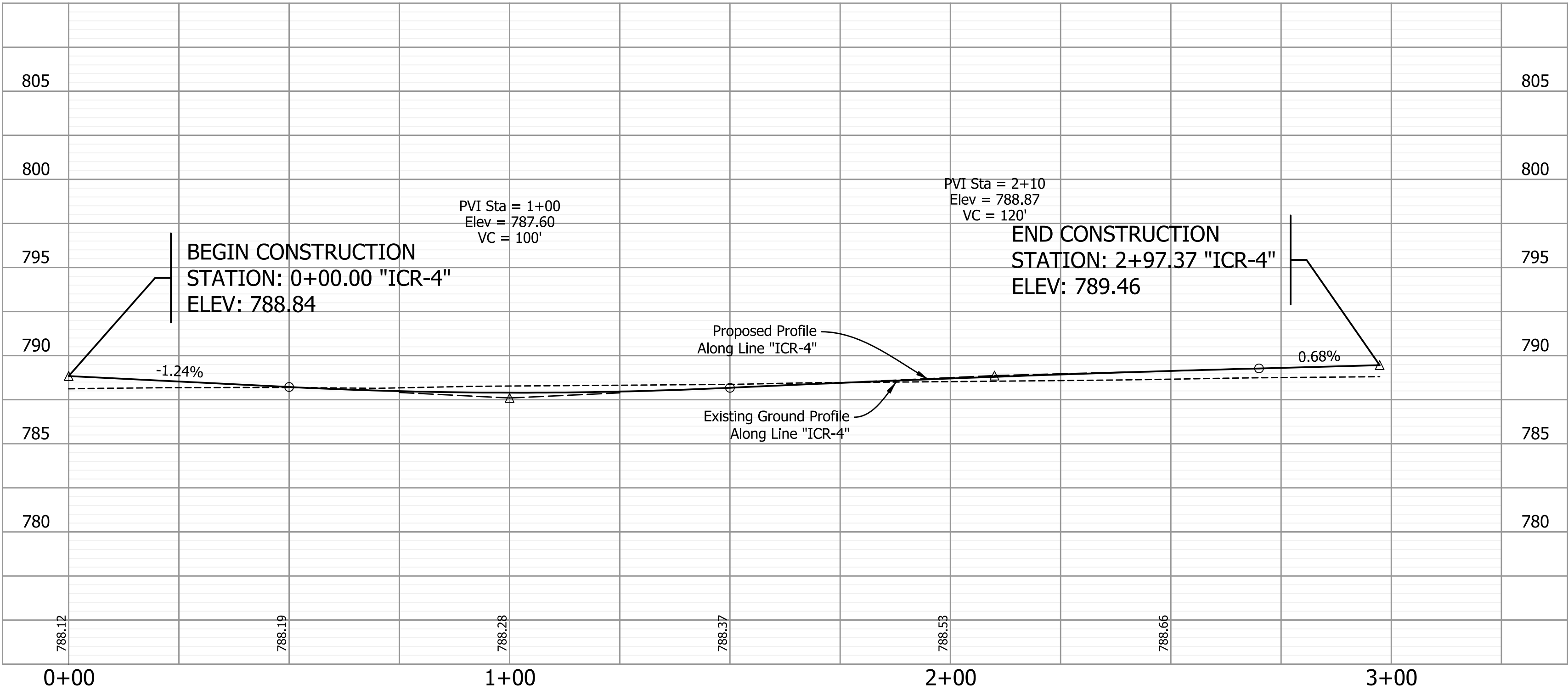
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE			
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				VERTICAL SCALE		DESIGNATION			
				1"=5'		1901880			
DESIGNED: <u>AMP</u>		DRAWN: <u>JJP</u>		PROFILE SHEET "ICL-1", "ICR-1", "ICL-2" & "ICR-2"		SURVEY BOOK		SHEETS	
		ELECTRONIC				59	of	147	
CHECKED: <u>JMB</u>		CHECKED: <u>AMP</u>				CONTRACT		PROJECT	
						R-42227		1901880	

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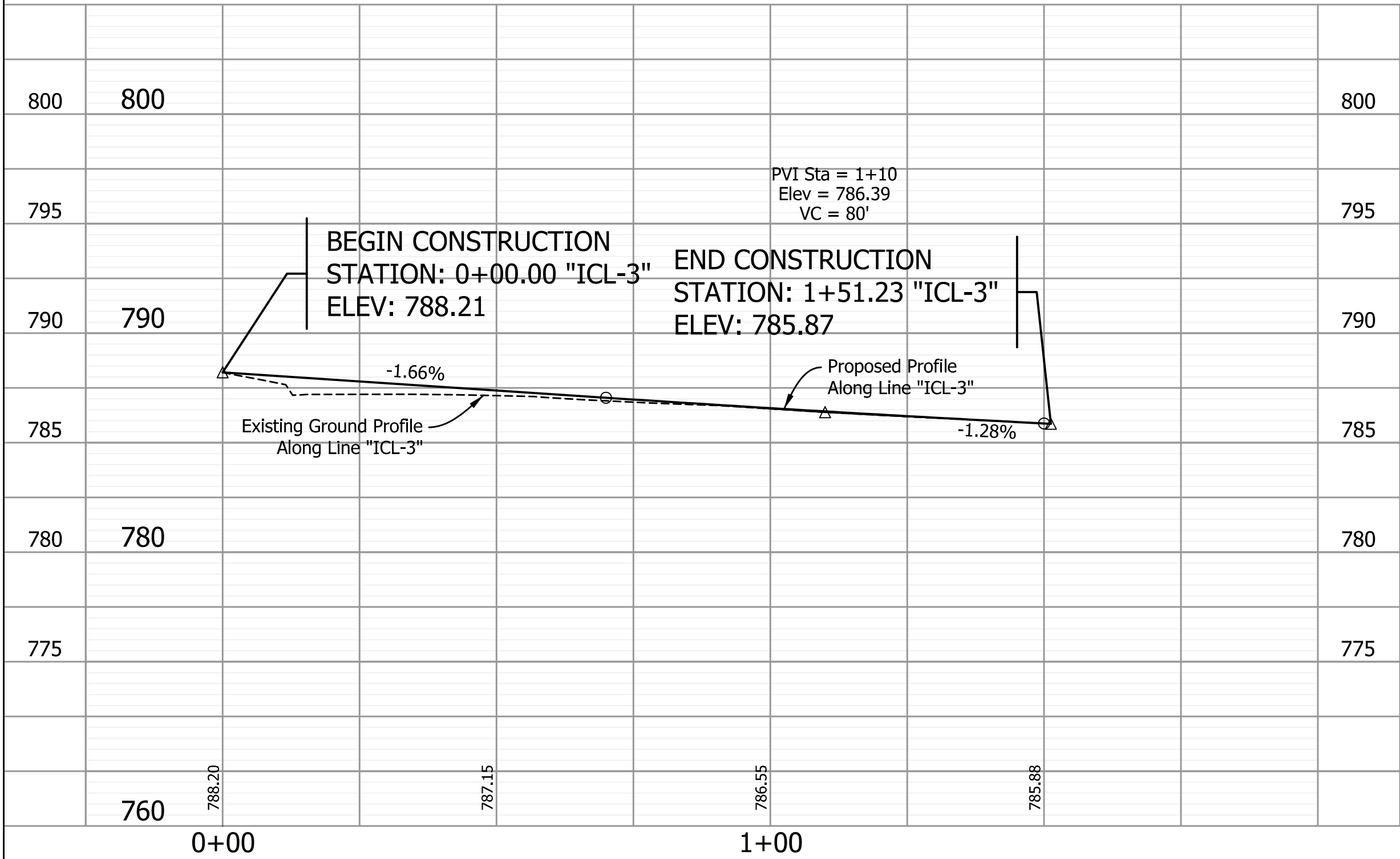
ICR-3 PROFILE



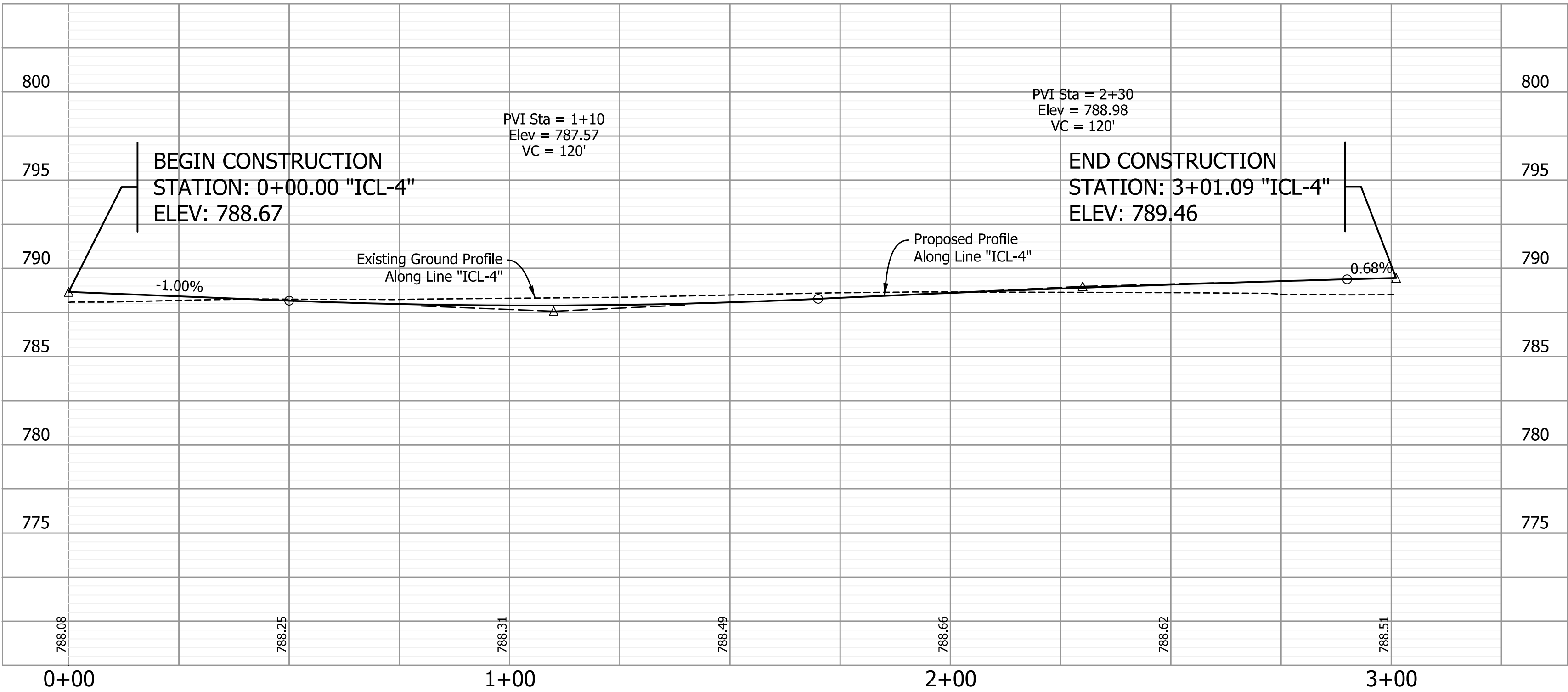
ICR-4 PROFILE



ICL-3 PROFILE



ICL-4 PROFILE



RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: AMP

DRAWN: JJP

CHECKED: JMB

CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET
"ICL-3", "ICR-3", "ICL-4" & "ICR-4"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

1"=5'

SURVEY BOOK

ELECTRONIC

CONTRACT

R-42227

BRIDGE FILE

N.A.

DESIGNATION

1901880

SHEETS

60

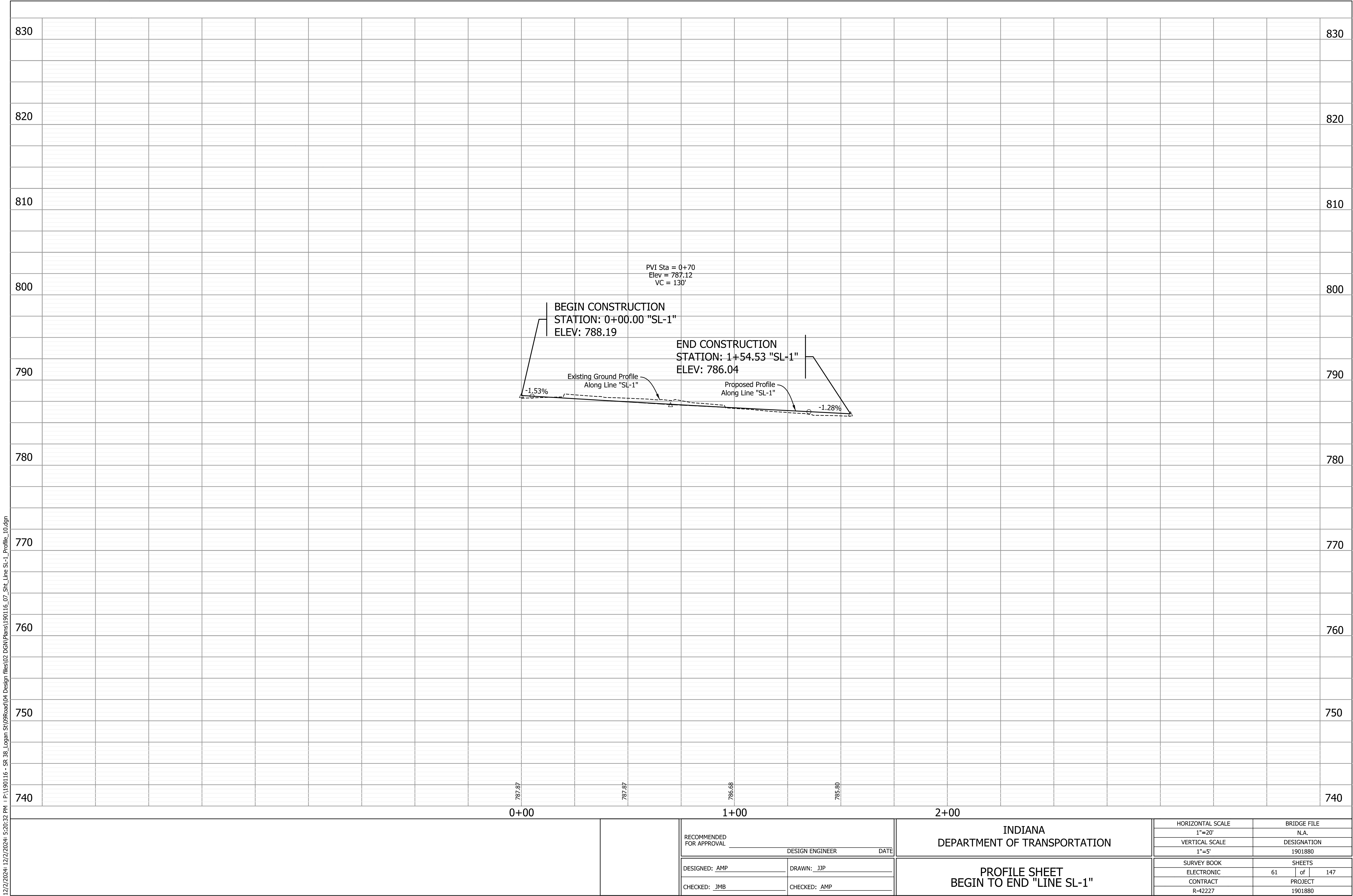
of

147

PROJECT

1901880

12/2/2024 12/2/2024 5:20:32 PM I:\190116 - SR 38_Logan St\09Road\04_Design files\02 DGN\Plans\190116_07_Sht_Line SL-1_Profile_10.dgn

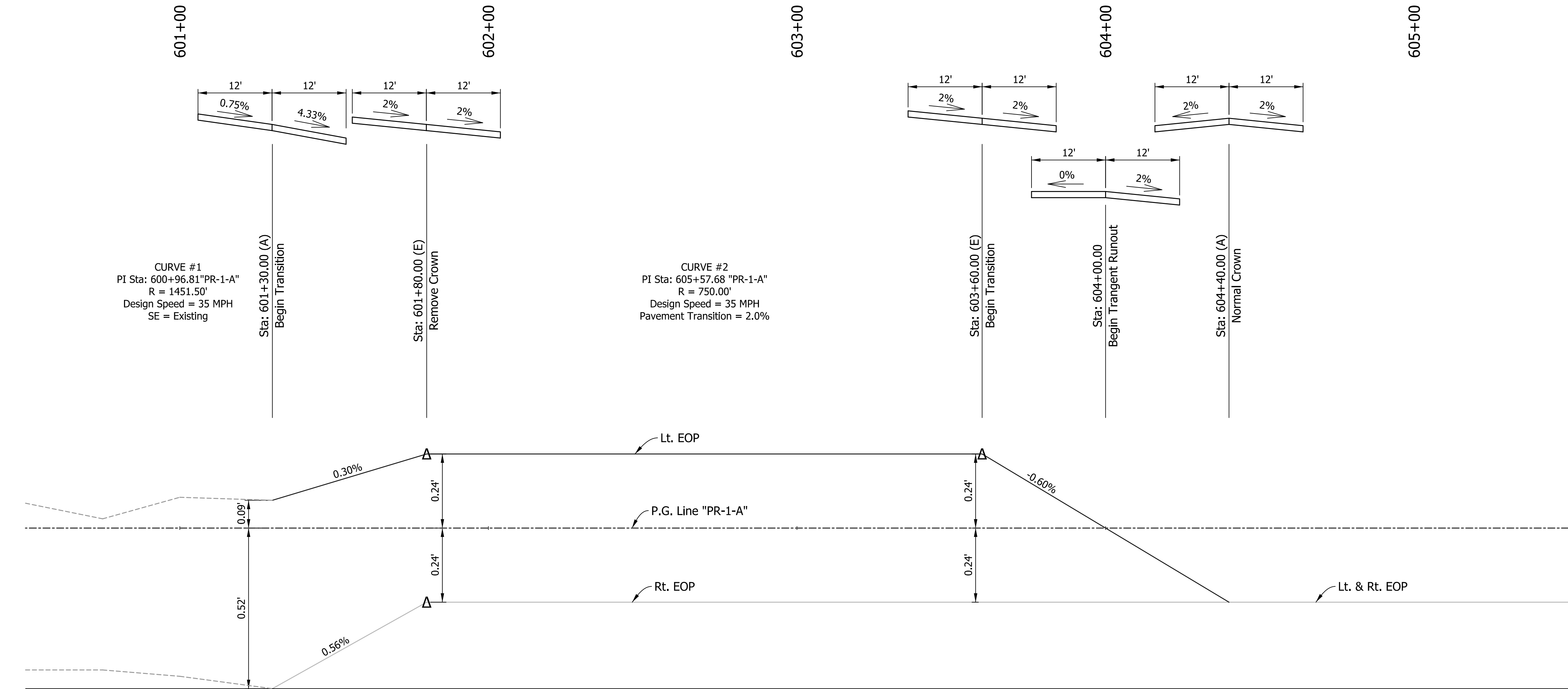


RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER _____ DATE _____	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA DEPARTMENT OF TRANSPORTATION	
PROFILE SHEET BEGIN TO END "LINE SL-1"	

HORIZONTAL SCALE 1"=20'		BRIDGE FILE N.A.	
VERTICAL SCALE 1"=5'		DESIGNATION 1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		61	of 147
CONTRACT R-42227		PROJECT 1901880	

12/2/2024 12:22/2024 5:20:32 PM I P:\190116 - SR 38_Logan st\09Road\04_Design files\02 DGN\Plans\190116_08_Sht_Super Elev_01.dgn



NOTE TO REVIEWER:

Per IDM Fig. 43-3D; for a Design Speed of 35 MPH, and curve lengths greater than 510', Curves 1 & 2 can be superelevated at 2.0%.

Per IDM Fig. 43-3E, Gmax for 1 lane being rotated is 0.62%.

A Level 2 Design Exception will be required for Superelevation Distribution.

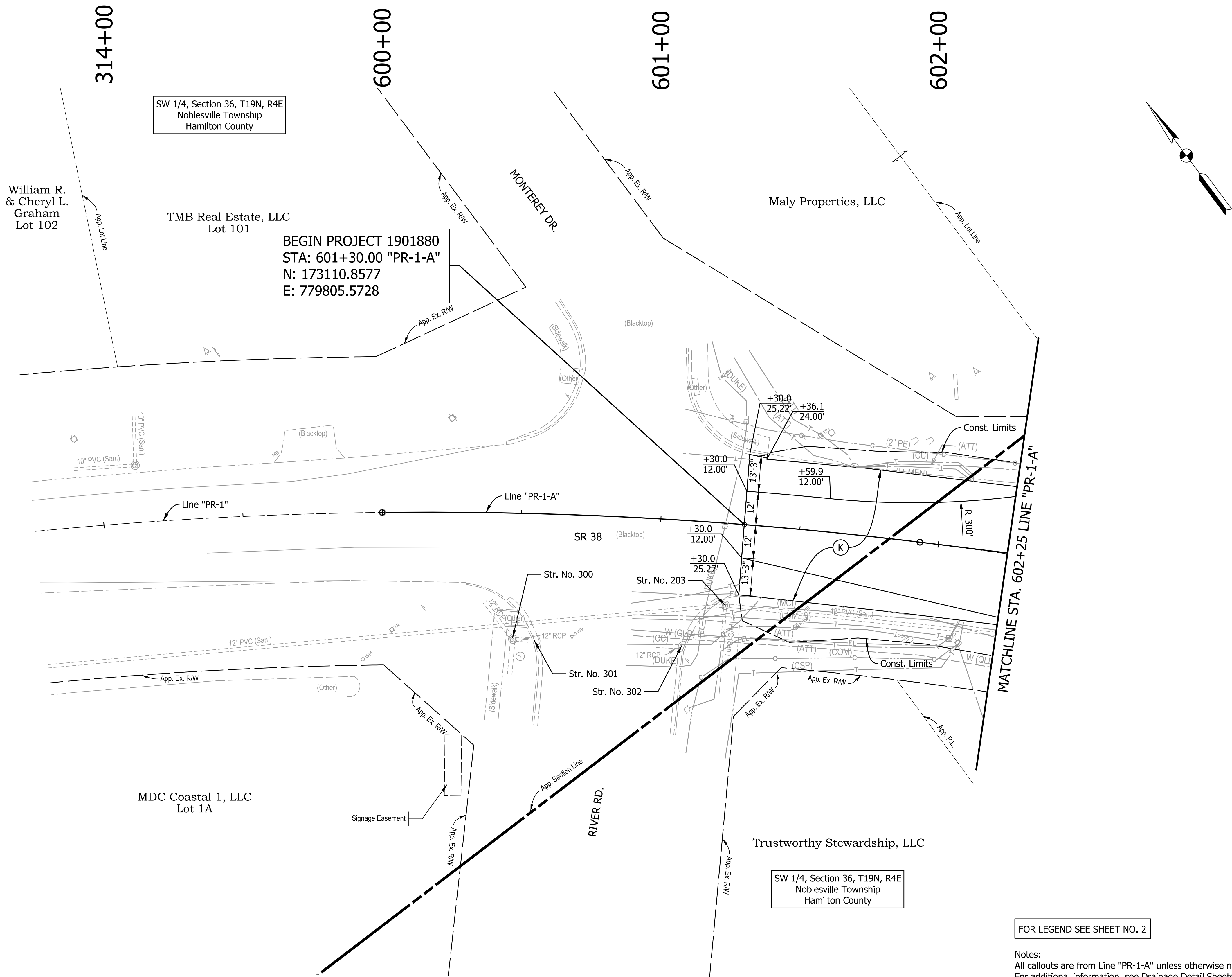
RECOMMENDED FOR APPROVAL _____	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT TRANSITION DIAGRAM
LINE "PR-1-A"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
1"=20'		1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		62	of 147
CONTRACT		PROJECT	
R-42227		1901880	

12/2/2024 12:22:2024 5:20:34 PM I P:\190116 - SR 38_Logan St\09Road\04_Design files\02 DGN\Plans\190116_09_Sht_Line PR-1-A_Const_Detail_01.dgn



FOR LEGEND SEE SHEET NO. 2

Notes:
All callouts are from Line "PR-1-A" unless otherwise noted.
For additional information, see Drainage Detail Sheets
For additional information, see Curb Ramp Detail Sheets

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	
DESIGNED: <u>AMP</u>	DRAWN: <u>JJP</u>
CHECKED: <u>JMB</u>	CHECKED: <u>AMP</u>

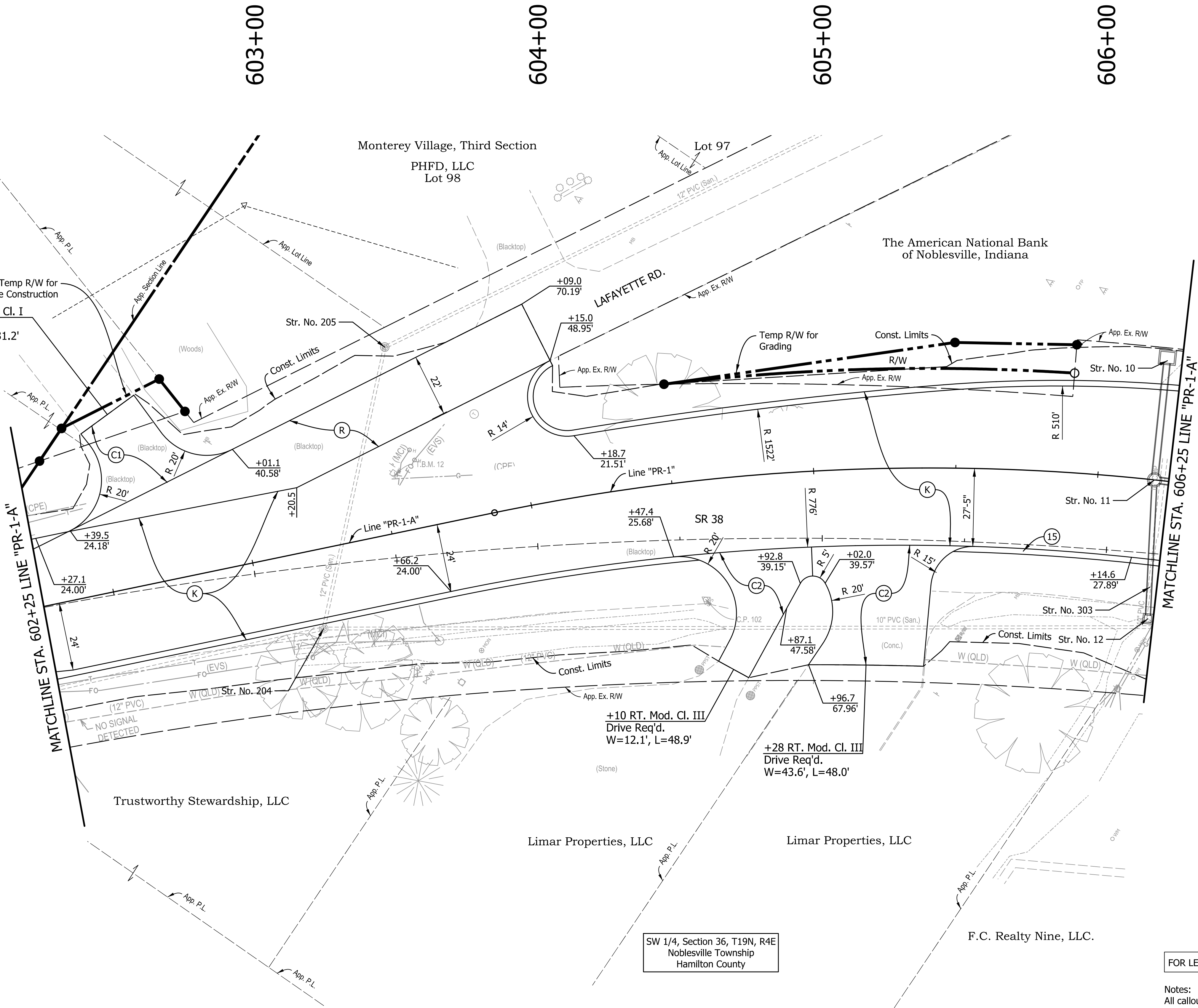
INDIANA DEPARTMENT OF TRANSPORTATION	CONSTRUCTION DETAIL SHEET STA. 313+75 "PR-1" TO STA. 602+25 LINE "PR-1-A"	

HORIZONTAL SCALE 1"=20'		BRIDGE FILE N.A.	
VERTICAL SCALE N.A.		DESIGNATION 1901880	
SURVEY BOOK ELECTRONIC		SHEETS 63 of 147	
CONTRACT R-42227		PROJECT 1901880	

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SW 1/4, Section 36, T19N, R4E
Noblesville Township
Hamilton County

Temp R/W for
Drive Construction
+89 LT. Mod. Cl. I
Drive Req'd.
W=23.1', L=31.2'



FOR LEGEND SEE SHEET NO. 2

Notes:
All callouts are from Line "PR-1-A" unless otherwise noted.
For additional information, see Drainage Detail Sheets
For additional information, see Curb Ramp Detail Sheets

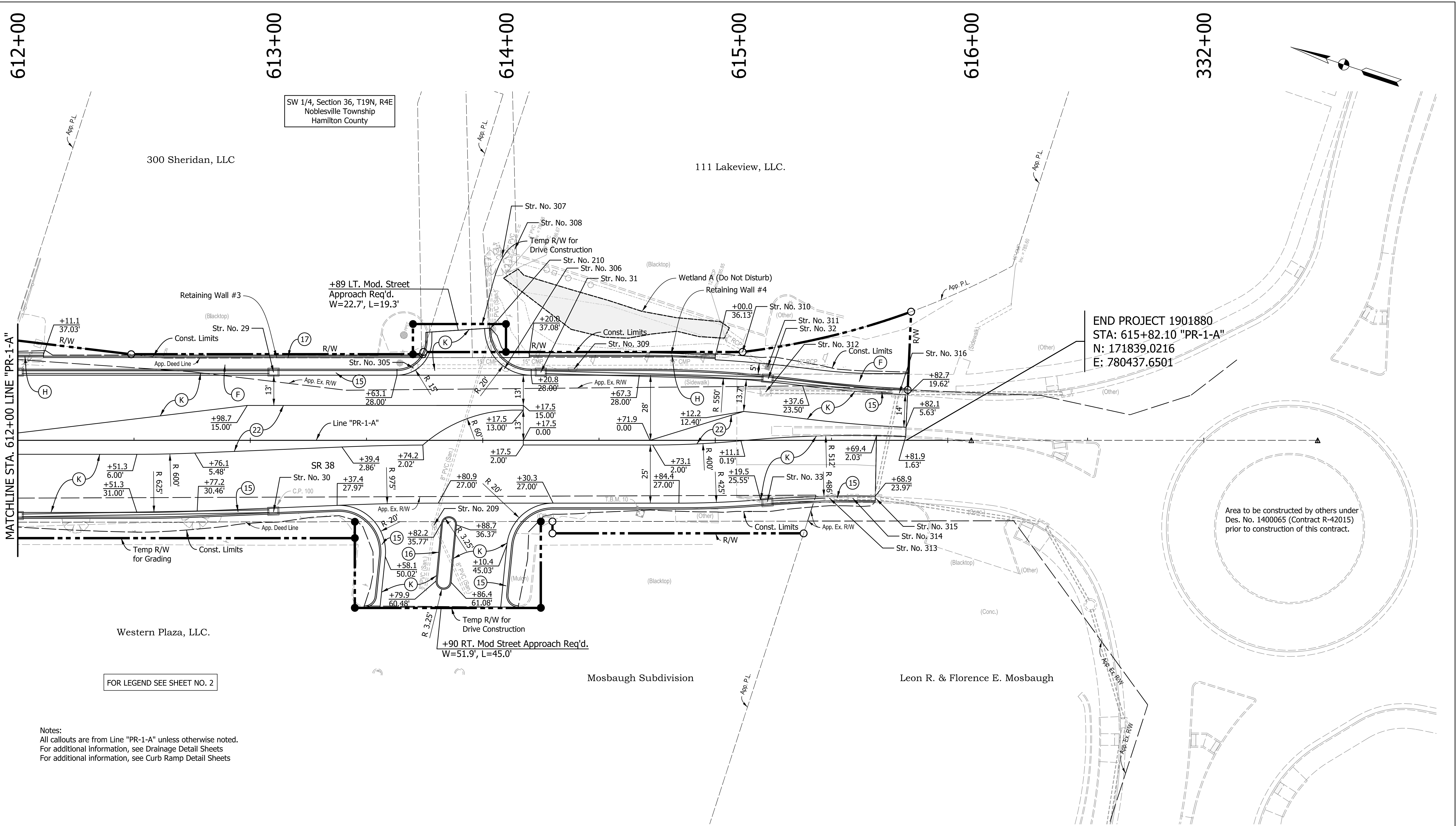
RECOMMENDED FOR APPROVAL _____	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAIL SHEET
STA. 602+25 TO STA. 606+25 LINE "PR-1-A"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		64	of 147
CONTRACT		PROJECT	
R-42227		1901880	

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Notes:
All callouts are from Line "PR-1-A" unless otherwise noted.
For additional information, see Drainage Detail Sheets
For additional information, see Curb Ramp Detail Sheets

FOR LEGEND SEE SHEET NO. 2

RECOMMENDED FOR APPROVAL _____	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

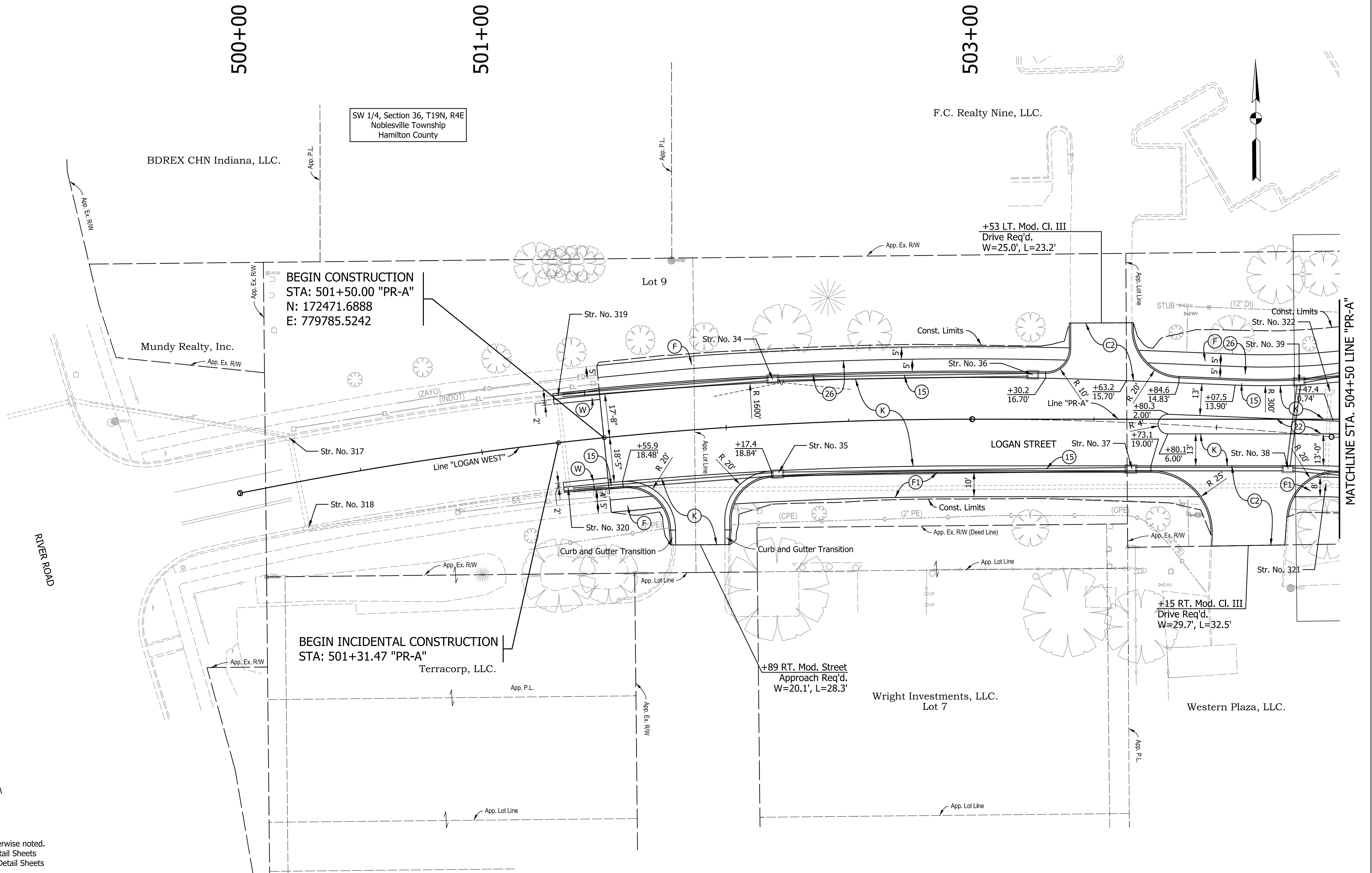
INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAIL SHEET STA. 612+00 TO END LINE "PR-1-A"	

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N.A.	
VERTICAL SCALE N.A.	DESIGNATION 1901880	
SURVEY BOOK ELECTRONIC	SHEETS 66 of 150	
CONTRACT R-42227	PROJECT 1901880	

12/2/2024 12/2/2024 5:20:41 PM I P:\190116 - SR 38_Logan St\09Road\04 Design files\02 DGN\Plans\190116_09_Sht_Line PR-A_Const Detail_05.dgn

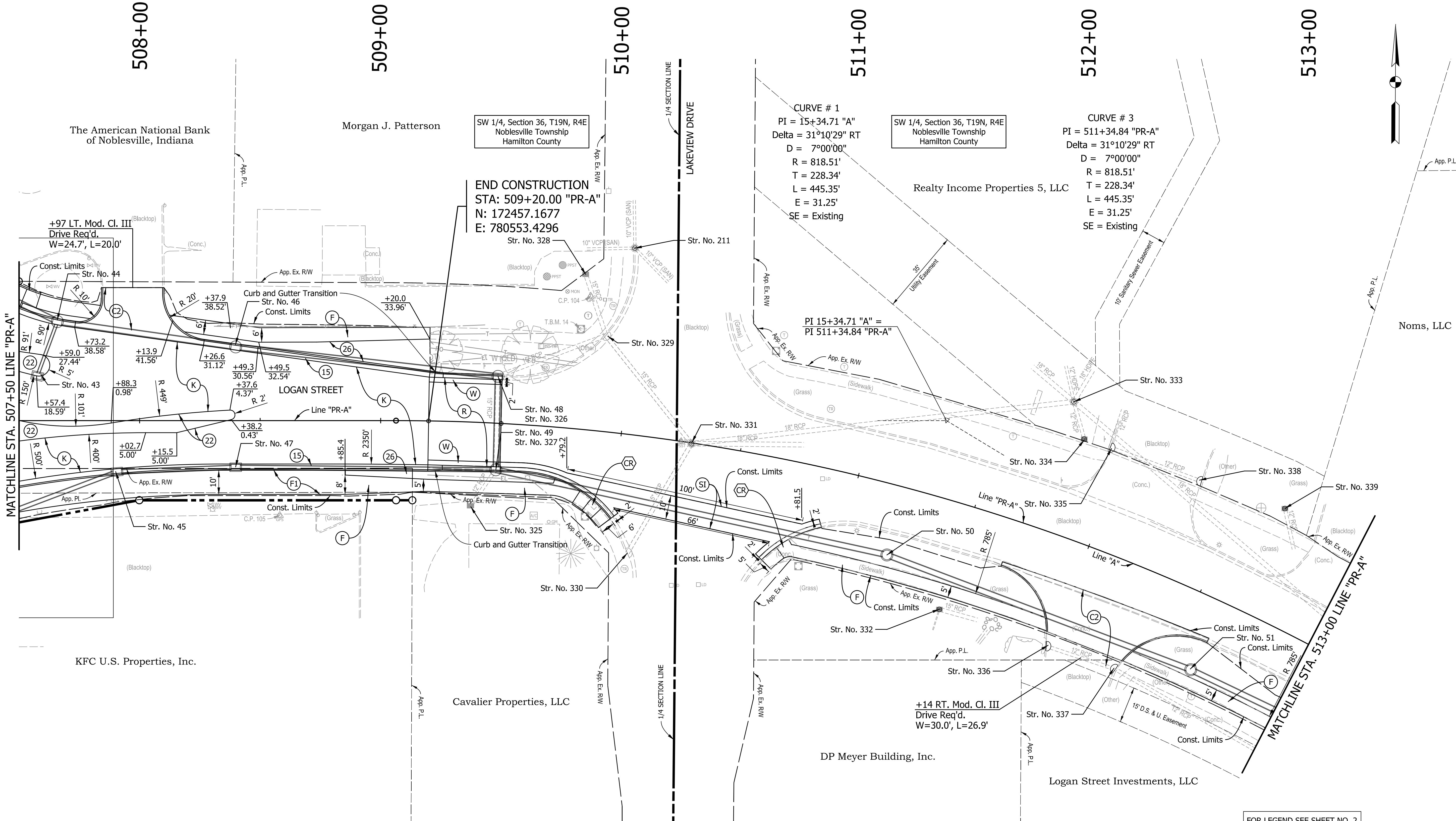
FOR LEGEND SEE SHEET NO. 2

Notes:
All callouts are from Line "PR-A" unless otherwise noted
For additional information, see Drainage Detail Sheets
For additional information, see Curb Ramp Detail Sheets



RECOMMENDED FOR APPROVAL			INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE		BRIDGE FILE		
				1"=20'		N.A.		
				VERTICAL SCALE		DESIGNATION		
				N.A.		1901880		
DESIGNED: <u>AMP</u>		DRAWN: <u>JJP</u>		CONSTRUCTION DETAIL SHEET BEGIN TO STA. 504+50 LINE "PR-A"				
CHECKED: <u>JMB</u>		CHECKED: <u>AMP</u>						
				SURVEY BOOK		SHEETS		
				ELECTRONIC		67	of	147
				CONTRACT		PROJECT		
				R-42227		1901880		

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FOR LEGEND SEE SHEET NO. 2

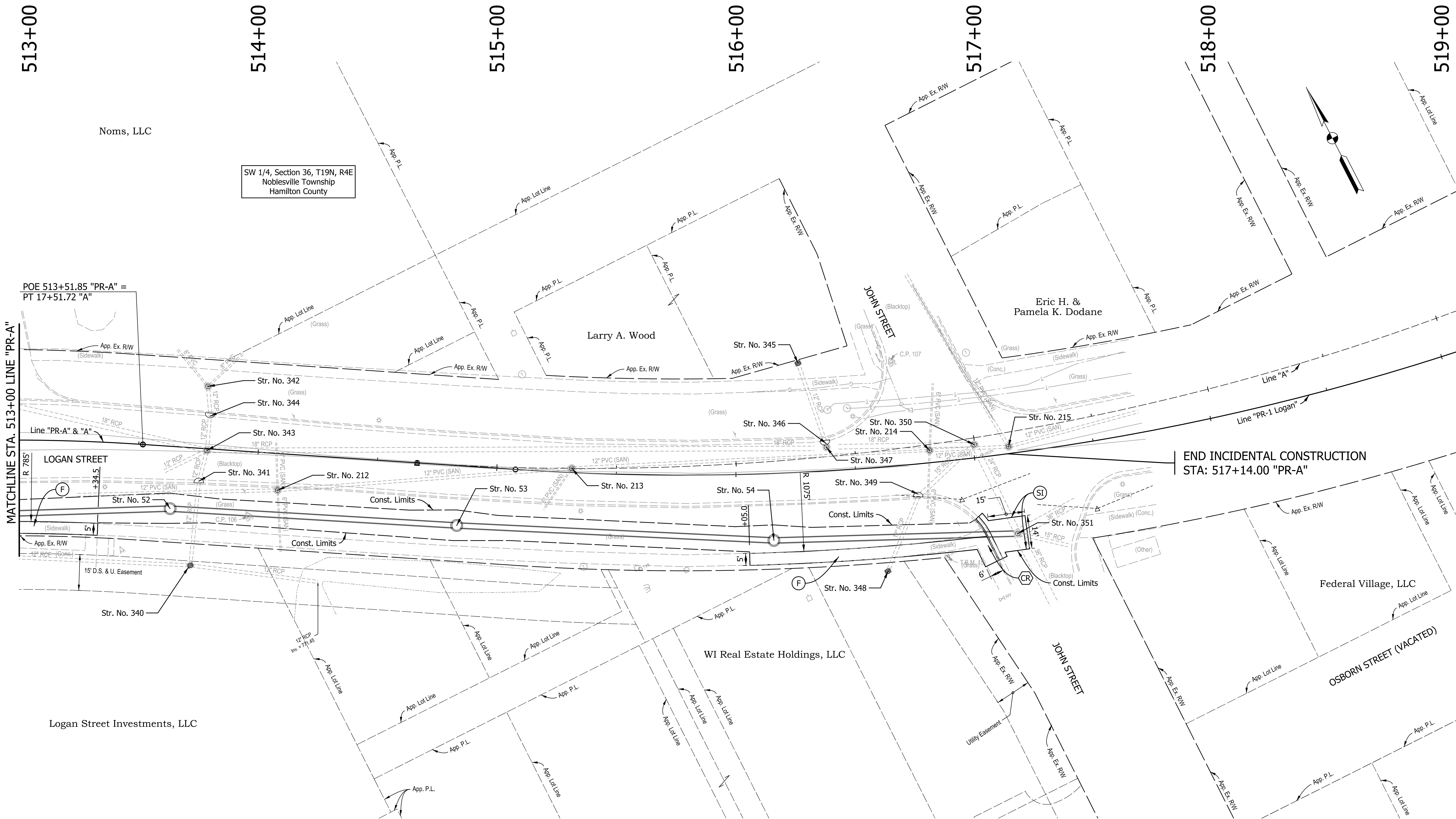
Notes:
All callouts are from Line "PR-A" unless otherwise noted.
For additional information, see Drainage Detail Sheets
For additional information, see Curb Ramp Detail Sheets

RECOMMENDED FOR APPROVAL	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAIL SHEET STA. 507+50 TO 513+00 LINE "PR-A"	

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N.A.	
VERTICAL SCALE N.A.	DESIGNATION 1901880	
SURVEY BOOK ELECTRONIC	68	SHEETS of 147
CONTRACT R-42227	PROJECT 1901880	

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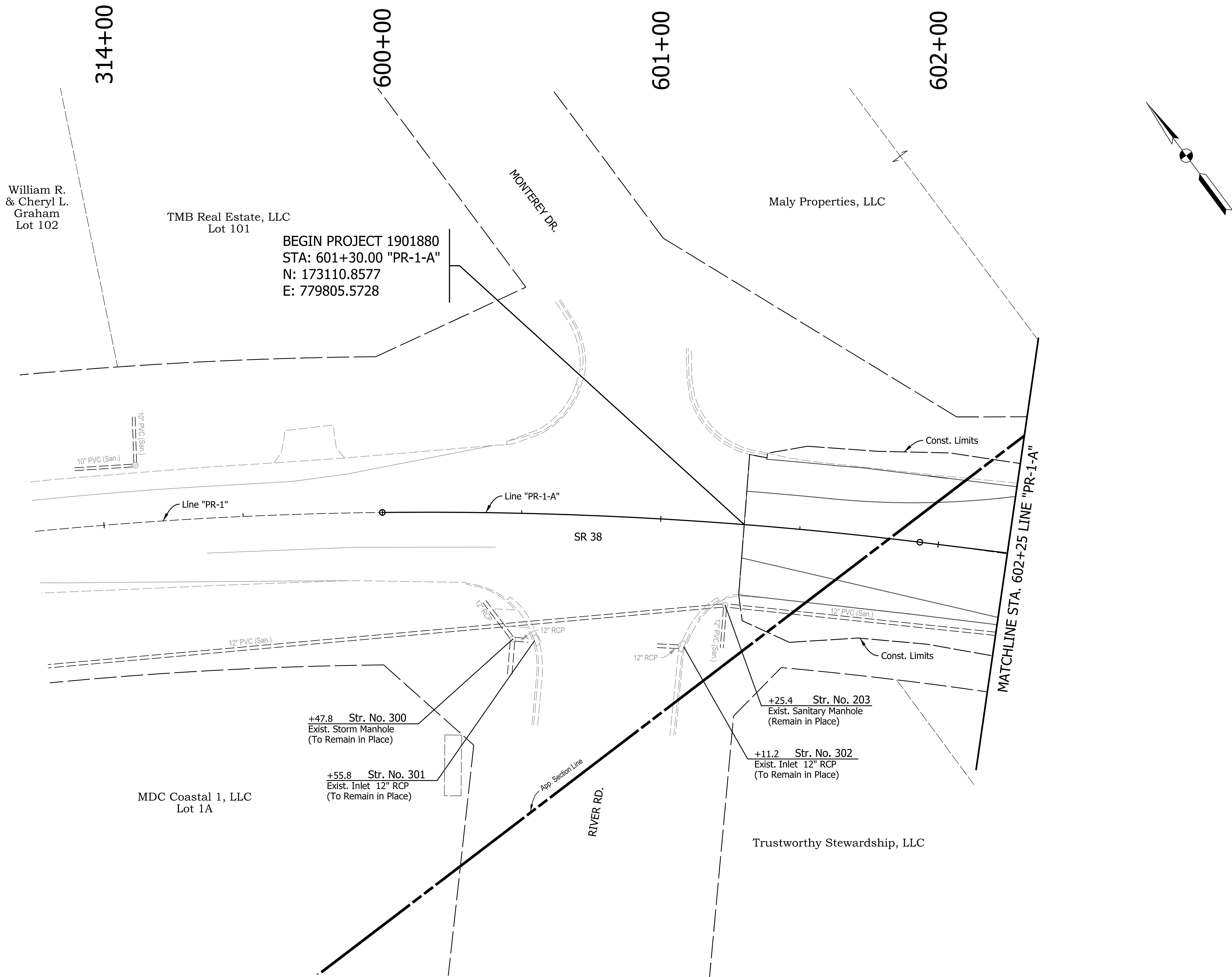
Notes:
All callouts are from Line "PR-A" unless otherwise noted.
For additional information, see Drainage Detail Sheets
For additional information, see Curb Ramp Detail Sheets

RECOMMENDED FOR APPROVAL _____	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAIL SHEET STA. 513+00 TO END LINE "PR-A"	

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N.A.	
VERTICAL SCALE N.A.	DESIGNATION 1901880	
SURVEY BOOK ELECTRONIC	69	SHEETS of 147
CONTRACT R-42227	PROJECT 1901880	

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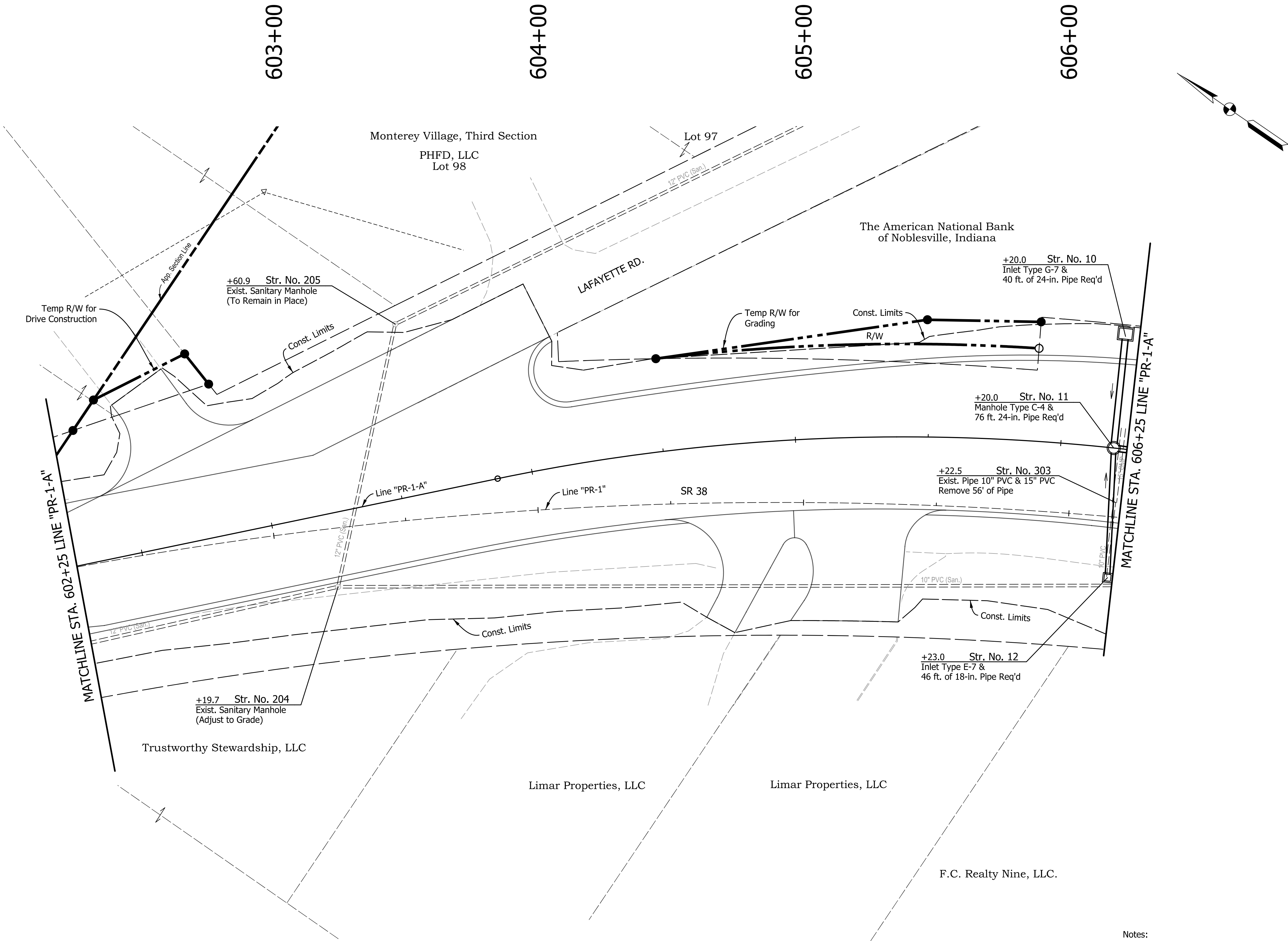


Notes:
All Alignment callouts are from Line "PR-1-A" unless otherwise noted.

RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER _____ DATE _____	
DESIGNED: AMP _____	DRAWN: JJP _____
CHECKED: JMB _____	CHECKED: AMP _____

INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE		BRIDGE FILE	
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	VERTICAL SCALE		DESIGNATION	
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		SURVEY BOOK		SHEETS
		ELECTRONIC	70	of 147
		CONTRACT	PROJECT	
		R-42227	1901880	

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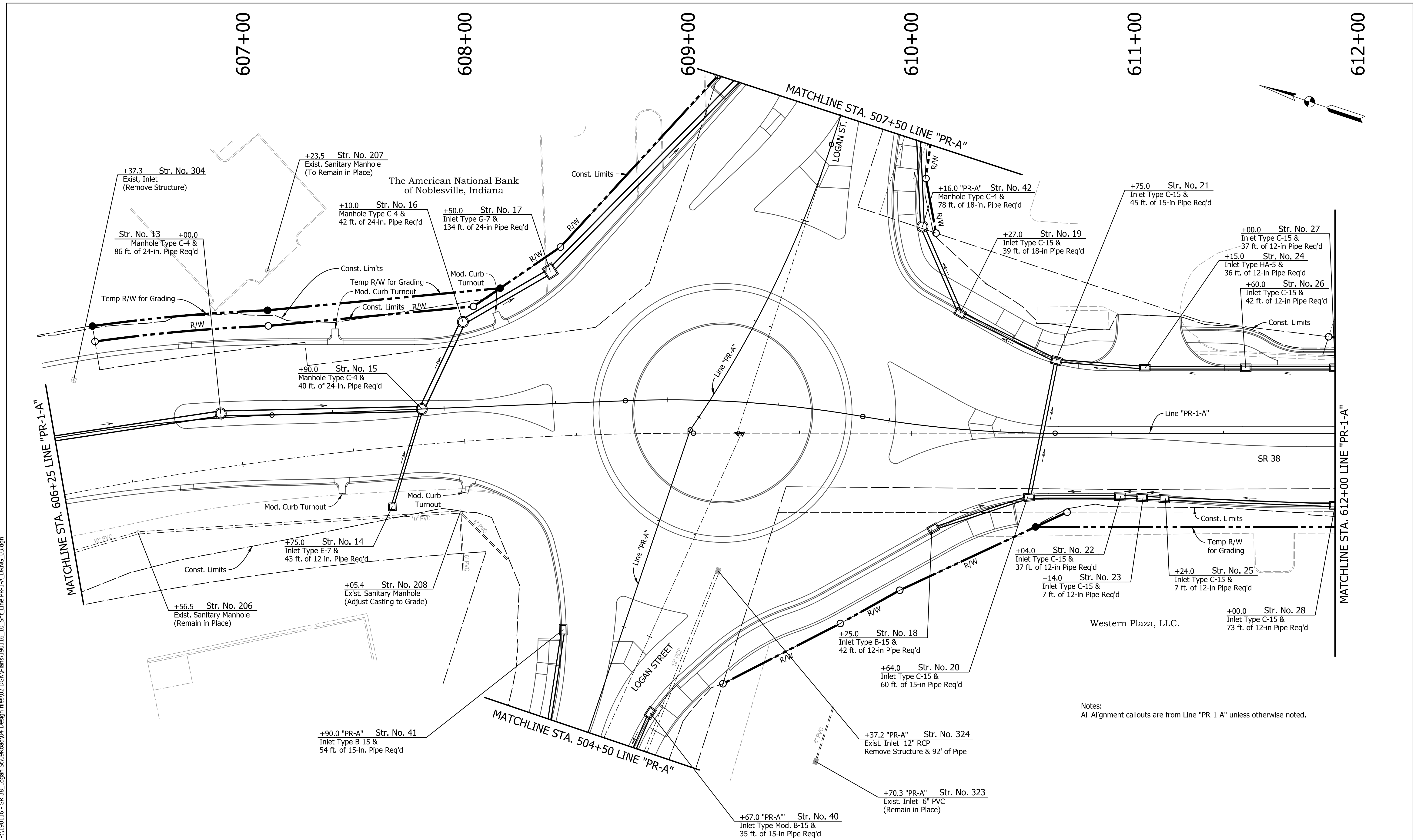
Notes:
All Alignment callouts are from Line "PR-1-A" unless otherwise noted.

RECOMMENDED FOR APPROVAL _____	
DESIGNED: JMB	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

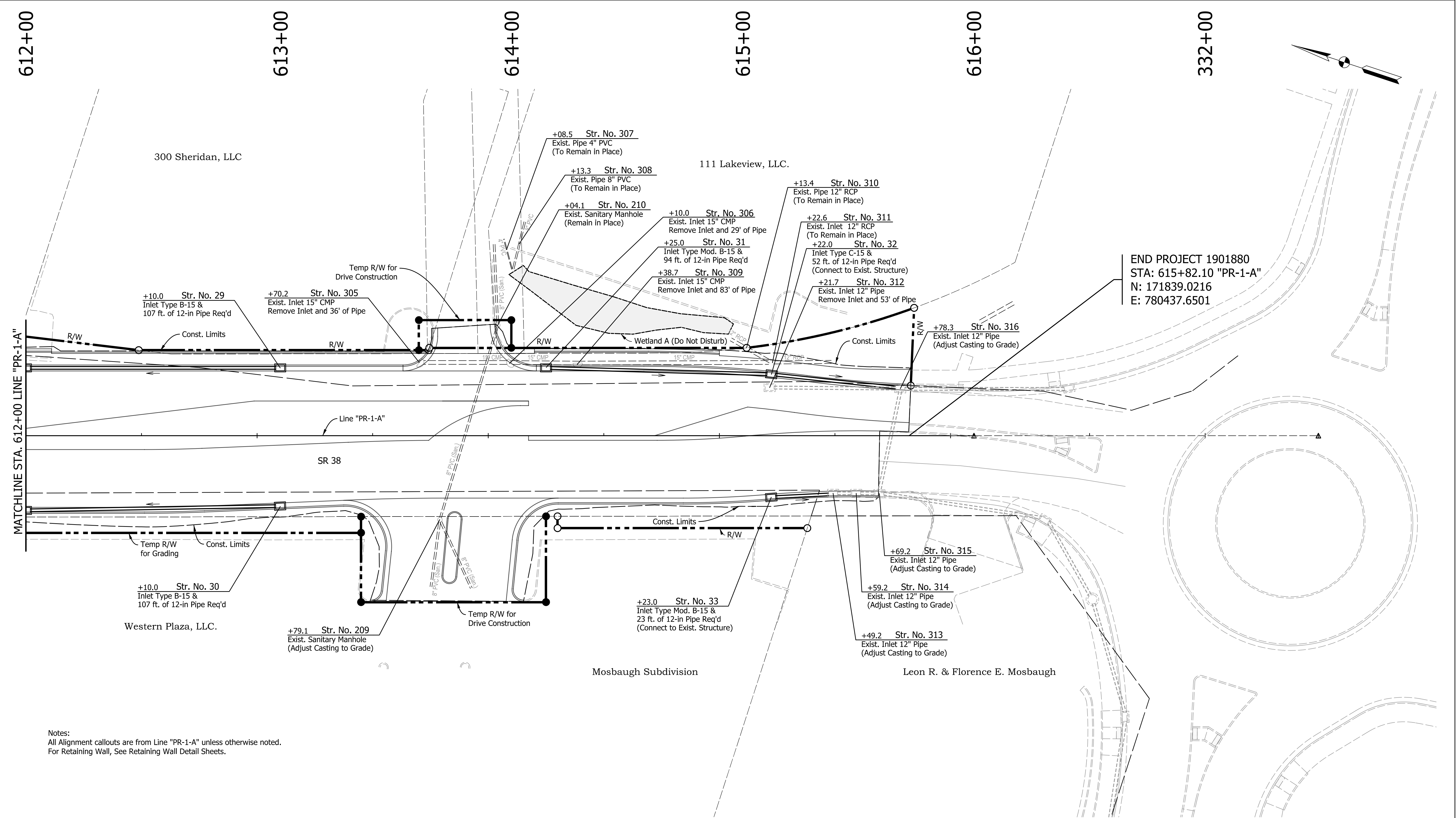
DRAINAGE DETAIL SHEET
STA. 602+25 TO STA. 606+25 LINE "PR-1-A"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		71	of 147
CONTRACT		PROJECT	
R-42227		1901880	



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE		
				1"=20'		N.A.		
				VERTICAL SCALE		DESIGNATION		
				N.A.		1901880		
DESIGNED: <u>AMP</u>		DRAWN: <u>JJP</u>		DRAINAGE DETAIL SHEET STA. 606+25 TO STA. 612+00 LINE "PR-1-A" STA. 504+50 TO STA. 507+50 LINE "PR-A"				
CHECKED: <u>JMB</u>		CHECKED: <u>AMP</u>						
				SURVEY BOOK		SHEETS		
				ELECTRONIC		72	of	147
				CONTRACT		PROJECT		
				R-42227		1901880		

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Notes:
All Alignment callouts are from Line "PR-1-A" unless otherwise noted.
For Retaining Wall, See Retaining Wall Detail Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

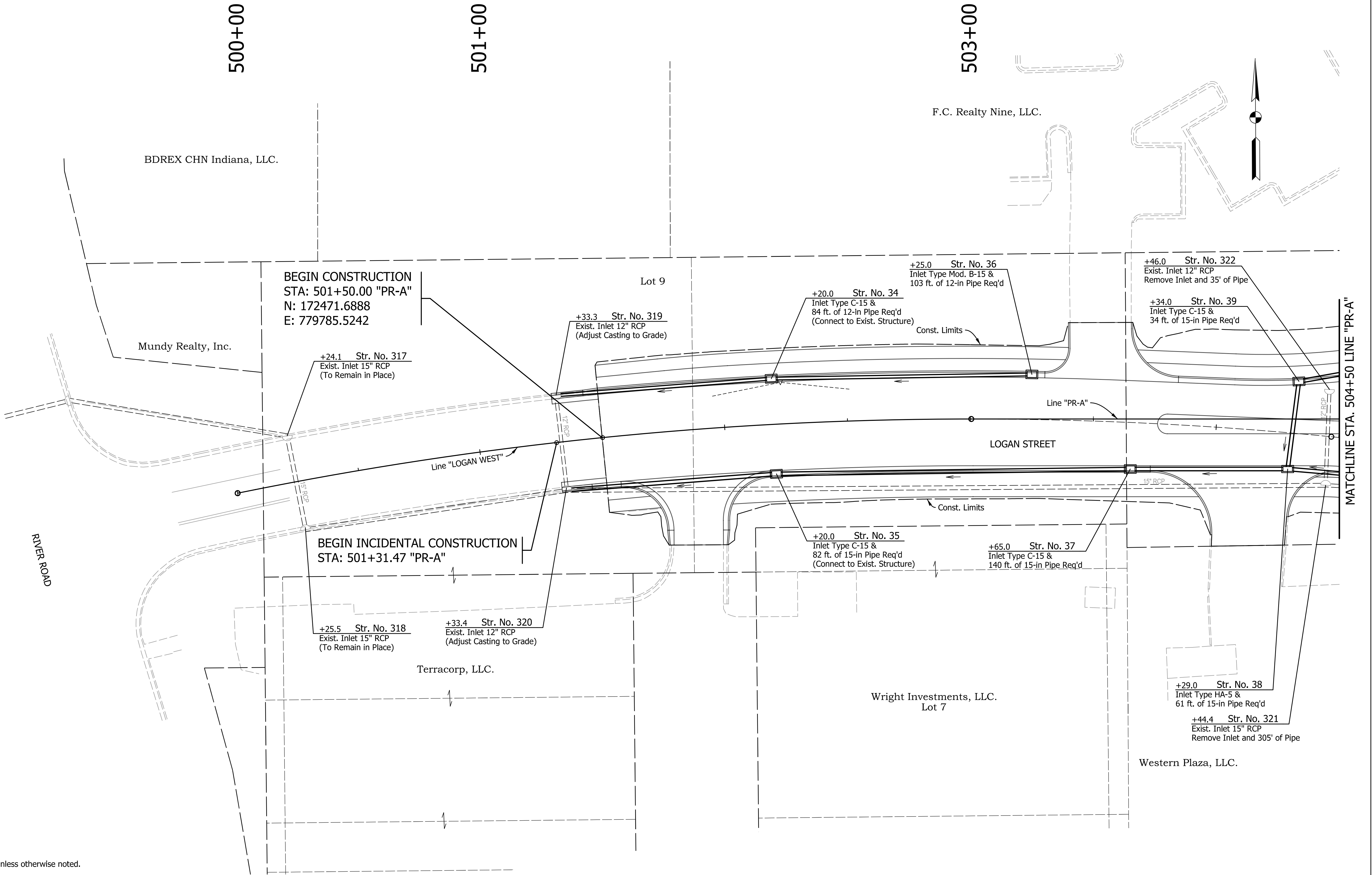
INDIANA
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAIL SHEET
STA. 612+00 TO END LINE "PR-1-A"

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VERTICAL SCALE N.A.		DESIGNATION 1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		73	of 150
CONTRACT R-42227		PROJECT 1901880	

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Notes:
All Alignment callouts are from Line "PR-A" unless otherwise noted.



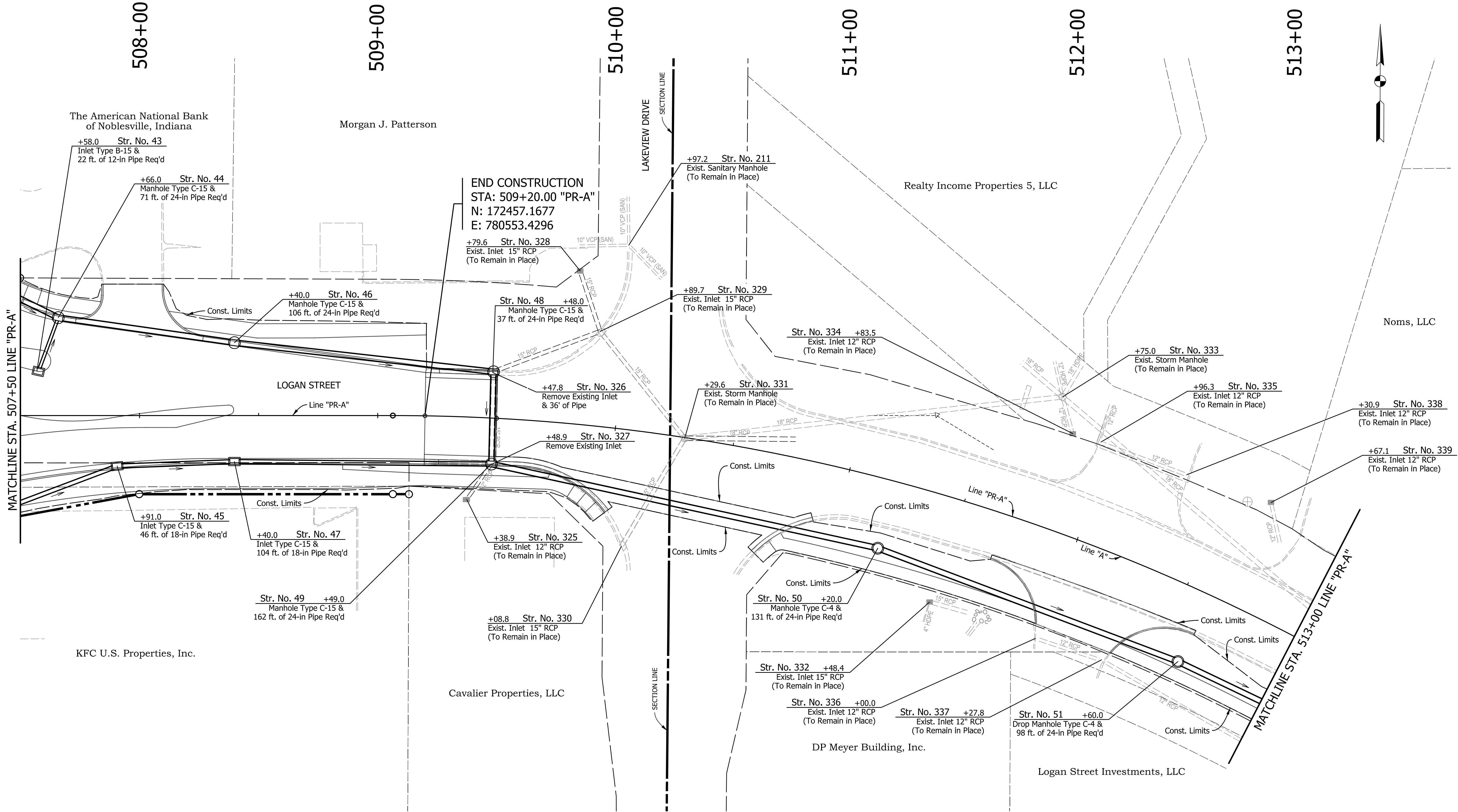
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DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAIL SHEET
BEGIN TO STA. 504+50 LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N.A.	
VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	
ELECTRONIC	74	of 147
CONTRACT	PROJECT	
R-42227	1901880	

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Notes:
All Alignment callouts are from Line "PR-A" unless otherwise noted.

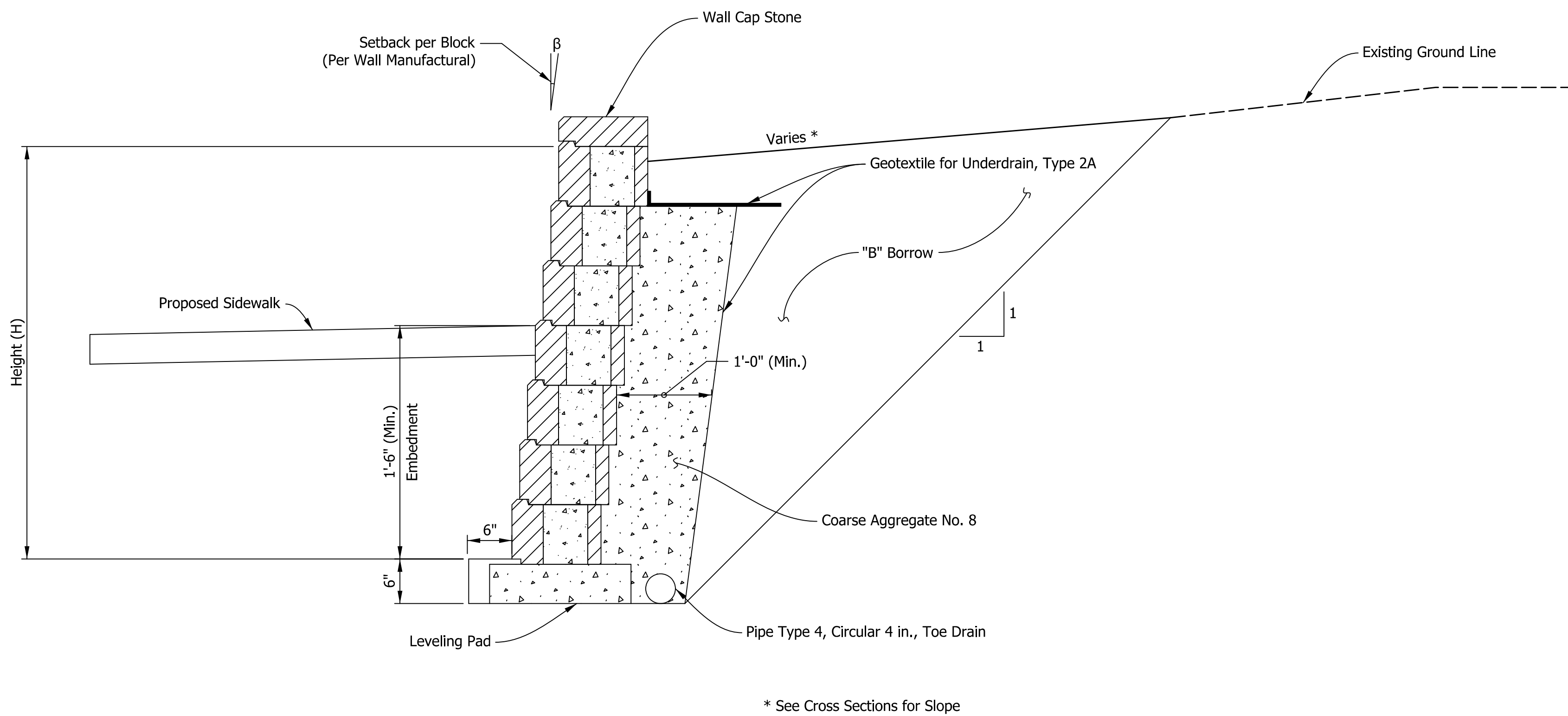
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INDIANA
DEPARTMENT OF TRANSPORTATION

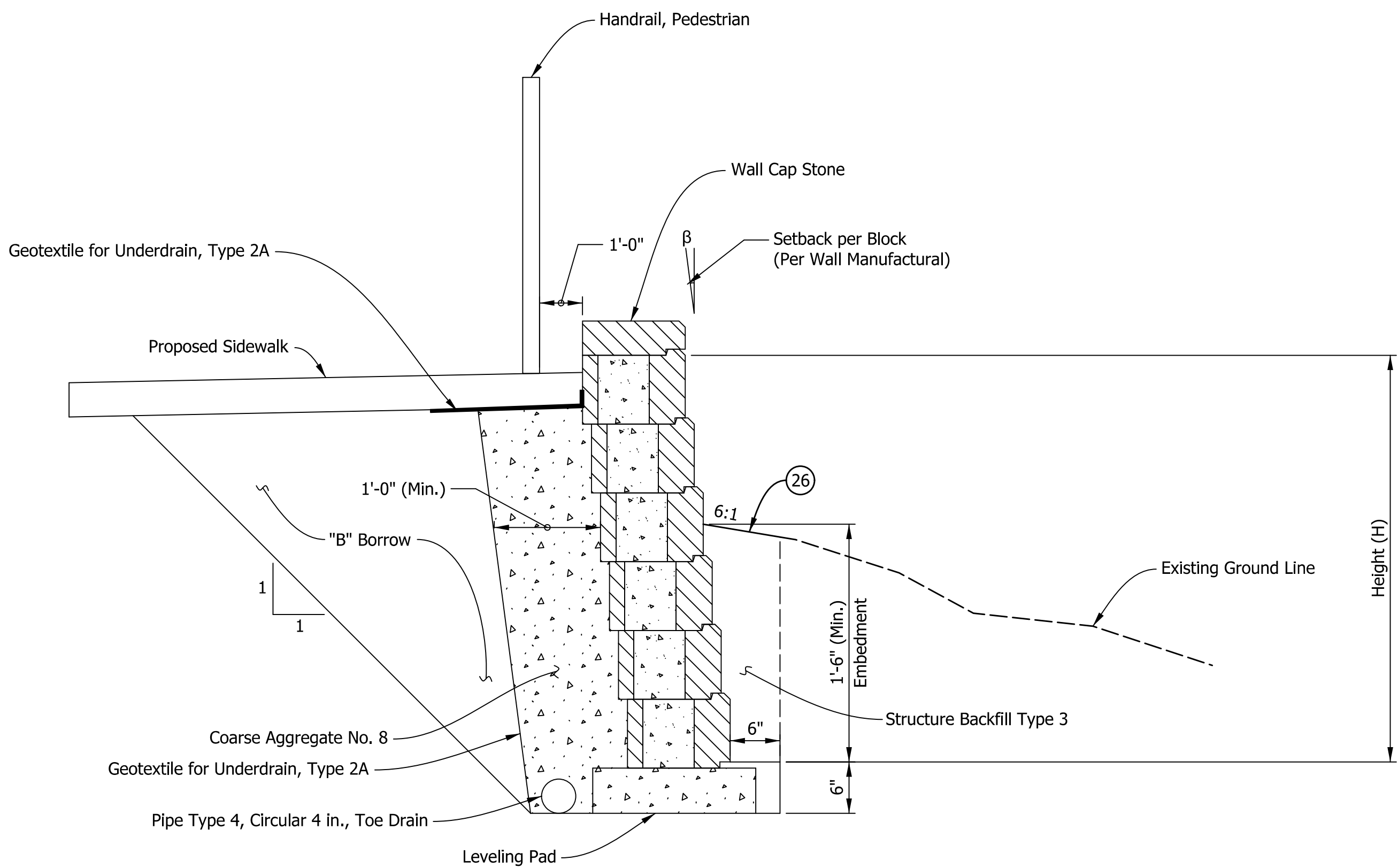
DRAINAGE DETAIL SHEET
STA. 507+50 TO 513+00 LINE "PR-A"

HORIZONTAL SCALE		BRIDGE FILE	
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VERTICAL SCALE		DESIGNATION	
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SURVEY BOOK		SHEETS	
ELECTRONIC		75	of 147
CONTRACT		PROJECT	
R-42227		1901880	

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MODULAR BLOCK RETAINING WALL - CUT SECTION



MODULAR BLOCK RETAINING WALL - FILL SECTION

Note:
For Pedestrian Handrail Details, see Handrail Details Sheet

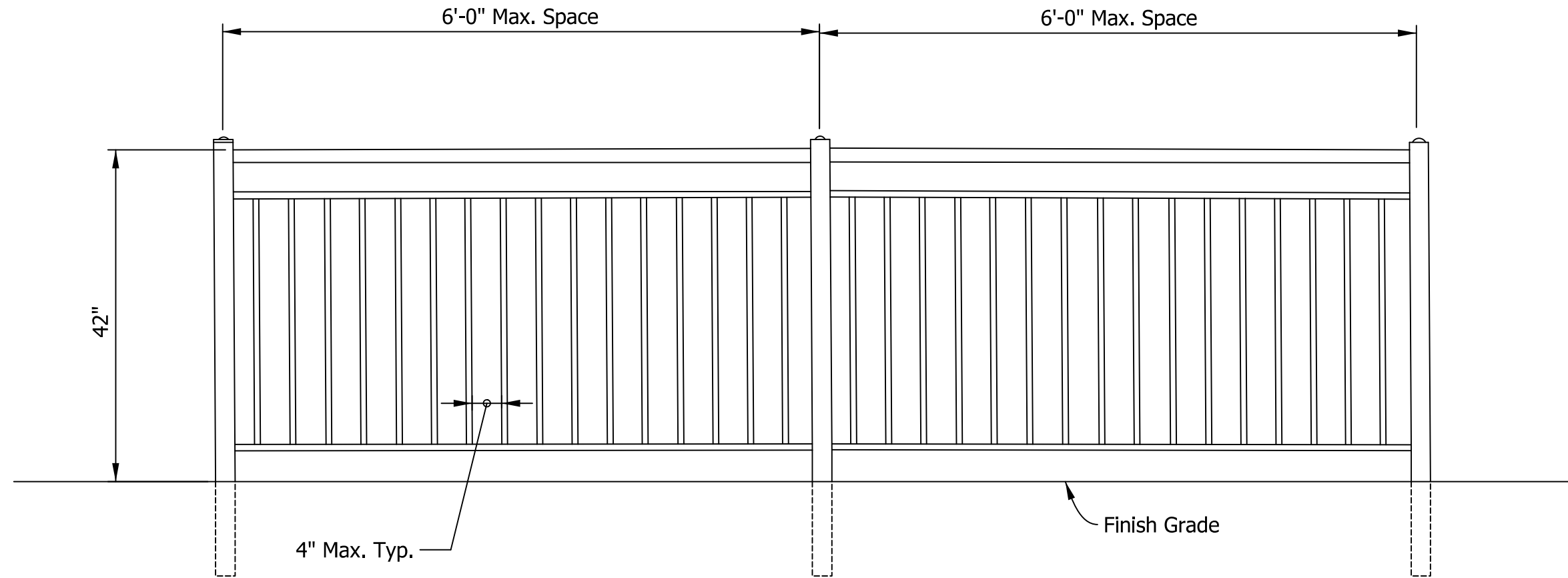
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DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

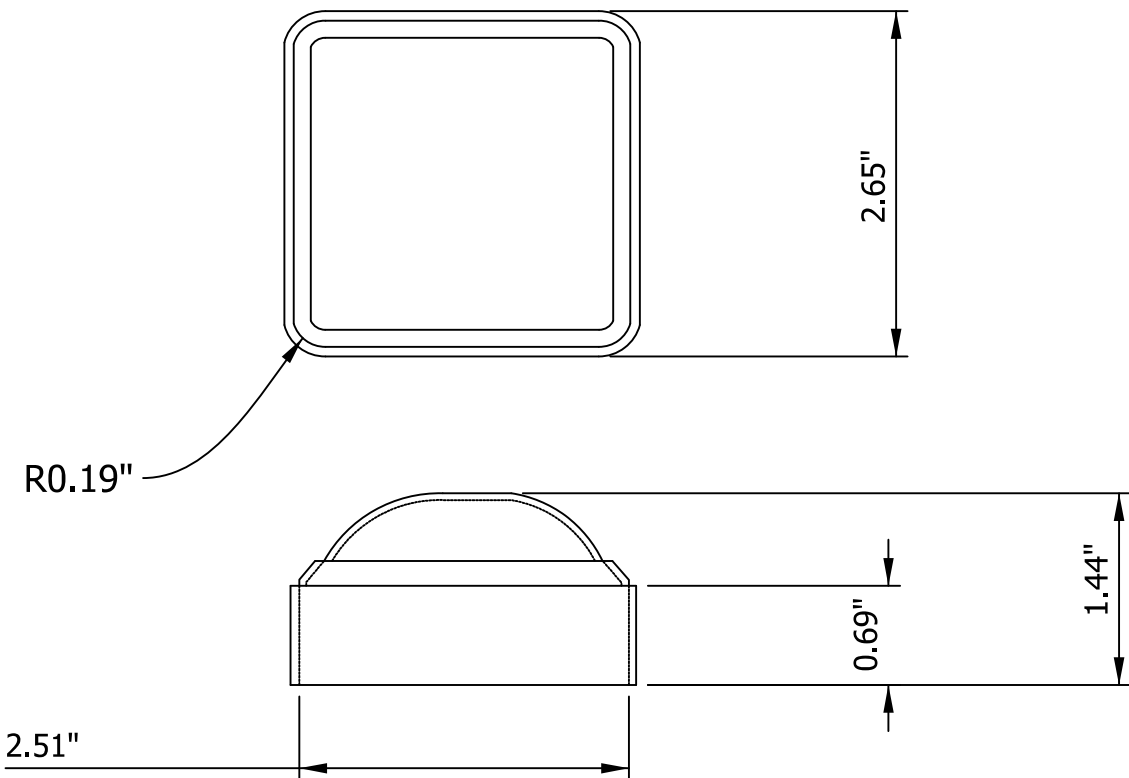
RETAINING WALL DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
N.A.		N.A.	
VERTICAL SCALE		DESIGNATION	
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SURVEY BOOK		SHEETS	
ELECTRONIC		77	of 147
CONTRACT		PROJECT	
R-42227		1901880	

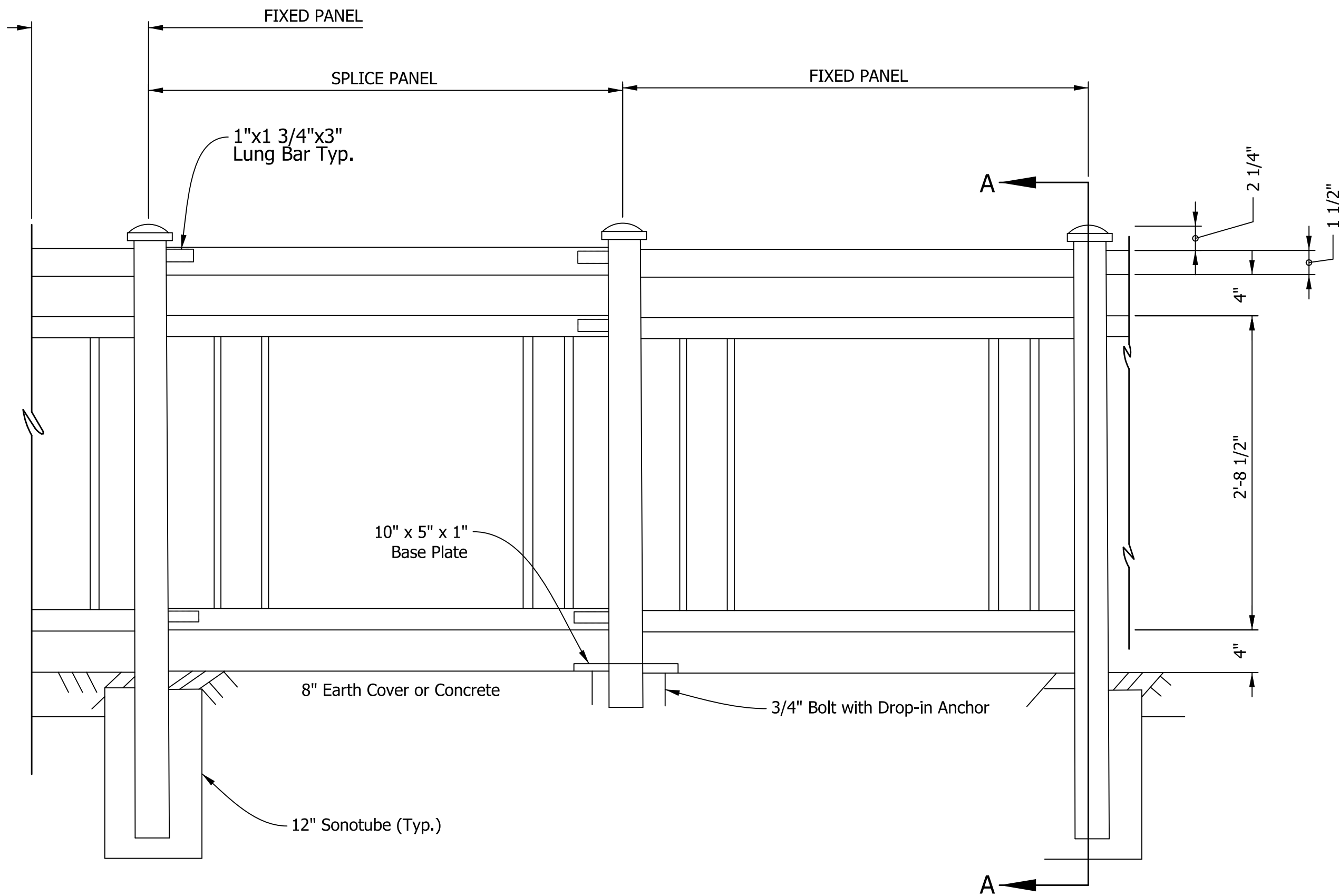
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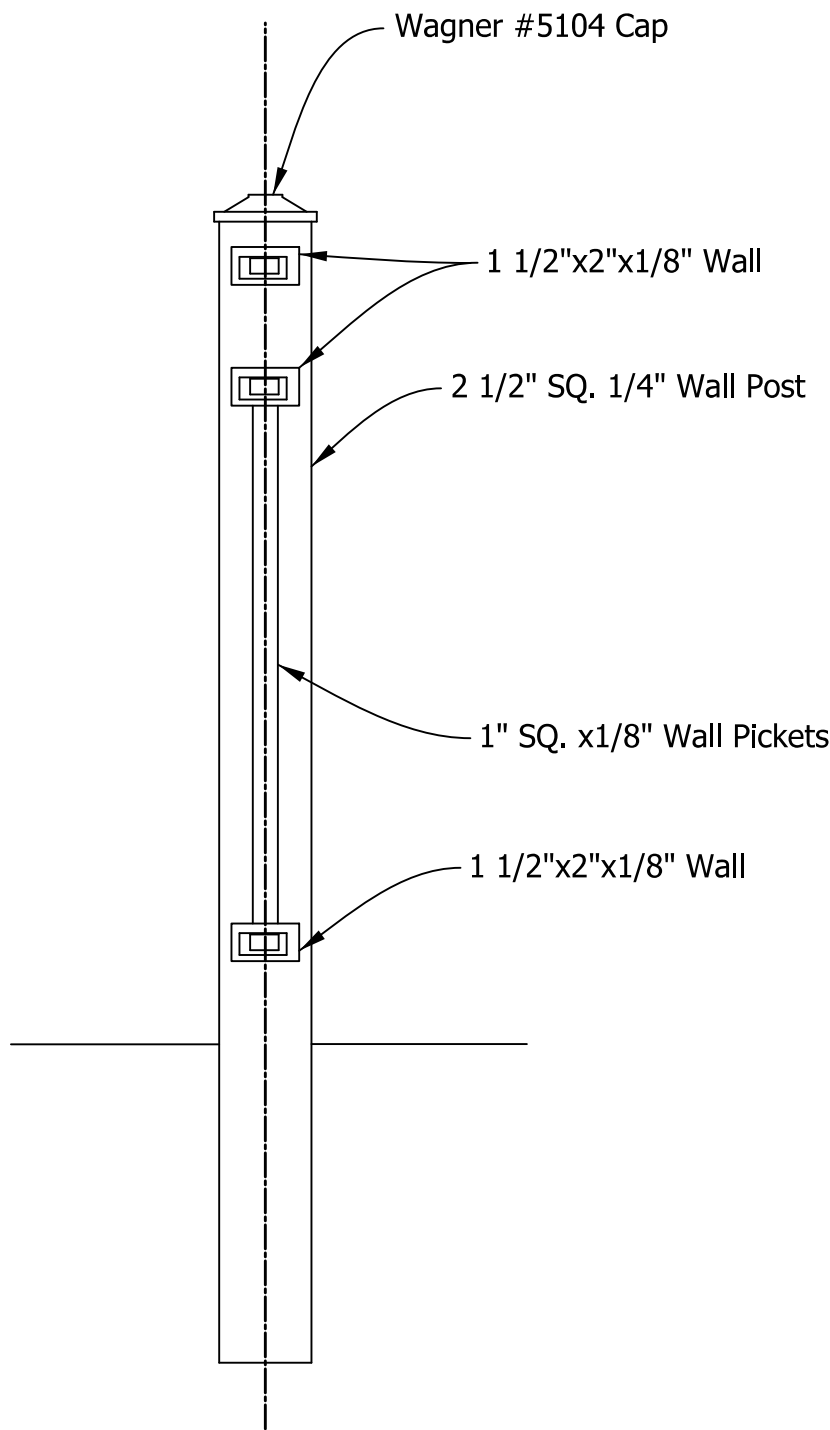
TYPICAL ELEVATION RAIL VIEW



WAGNER #5104 CAP



ELEVATION
HANDRAIL DETAILS



SECTION A-A

Notes:

- 1.All extrusions aluminum 6061-T6 or 6063-T6.
2. System to receive a Pine Green (RAL 6028) or approved equal powder coat finish.
3. Fixed panel sections will consist of two to three 6' maximum post pace sections welded as an assembly.
4. Spike panel sections will consist of a loose top rail section and a welded pick panel section field assembled onto the 1" x 1 3/4" x 3" long bar supports.
5. Field measurements will be taken once the wall is in place. No fabrication will be done till then.
6. Drop-in anchor shall have a minimum allowable tensile capacity of 3,000 LBS.
7. Footing and post embedment to be designed by the manufacturer. The use of the base plate/drop-in anchor option may be approved by the Department.

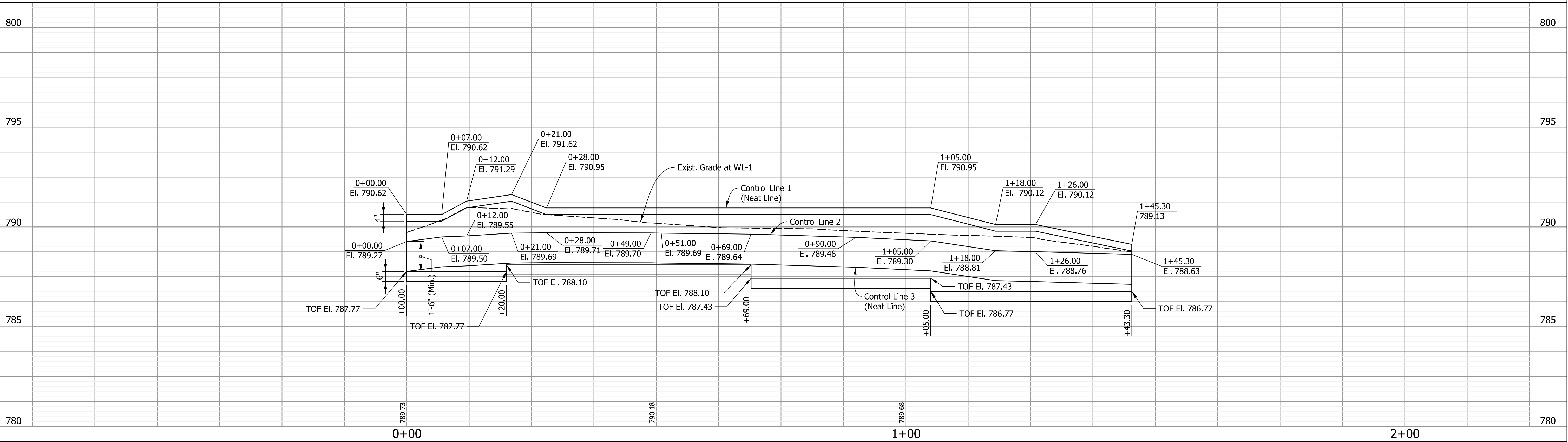
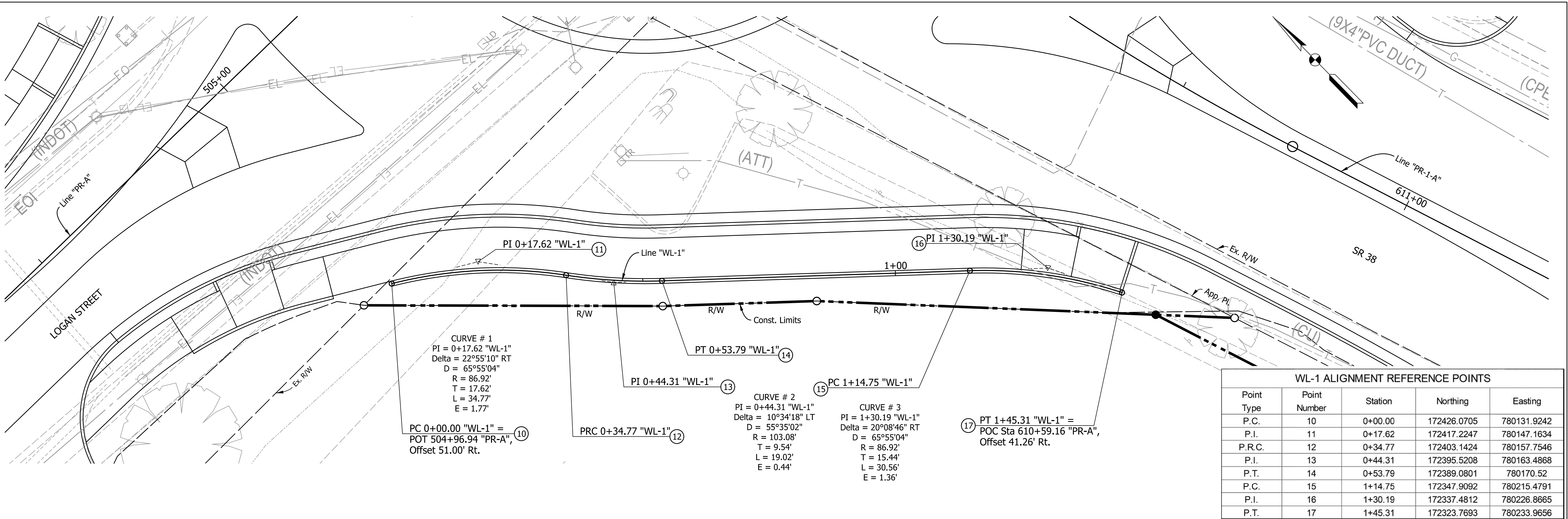
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DESIGN ENGINEER _____	DATE _____
DESIGNED: AMP _____	DRAWN: JJP _____
CHECKED: JMB _____	CHECKED: AMP _____

INDIANA
DEPARTMENT OF TRANSPORTATION

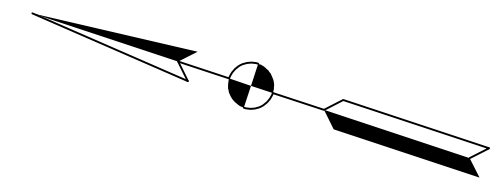
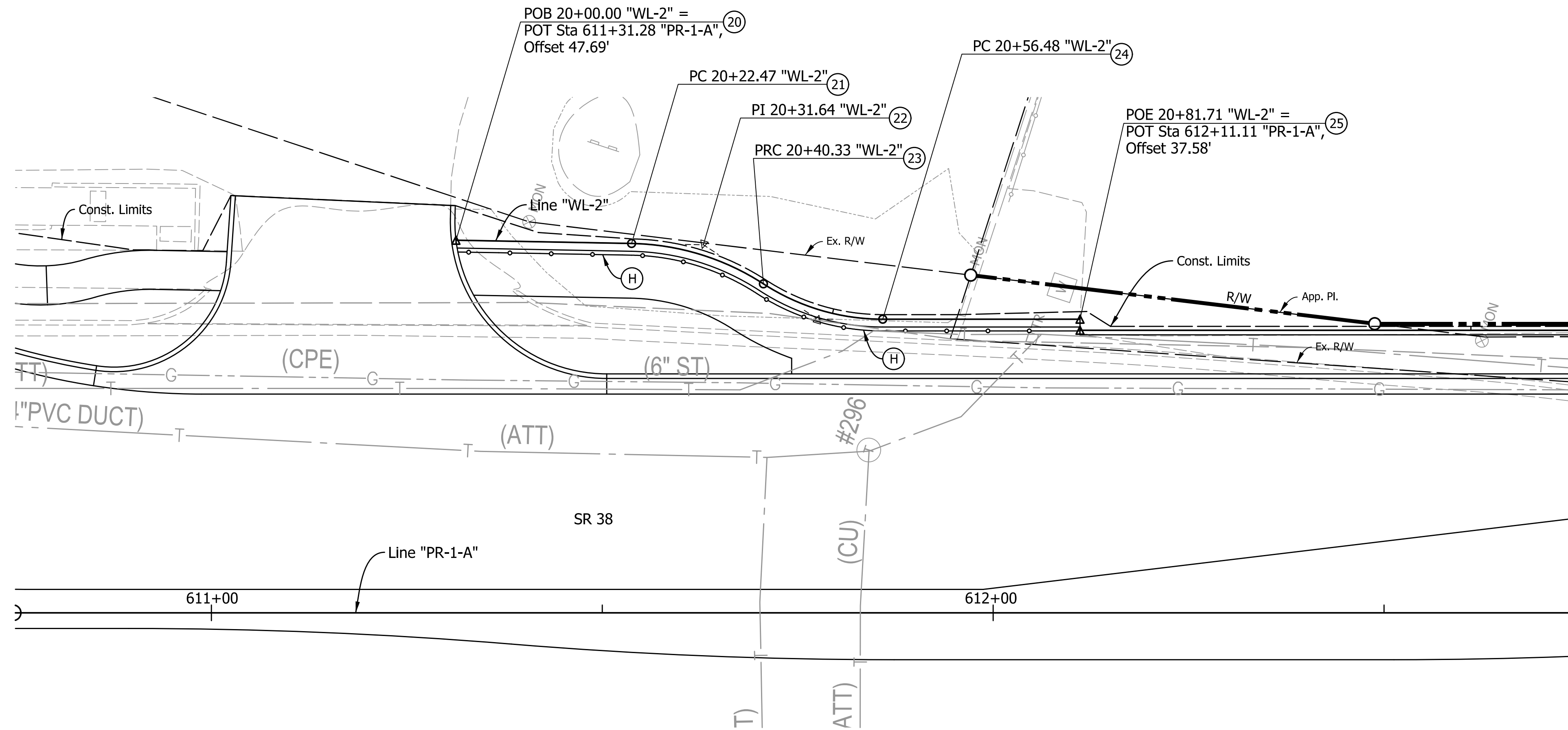
HANDRAIL DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
N.A.		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		78	of 147
CONTRACT		PROJECT	
R-42227		1901880	

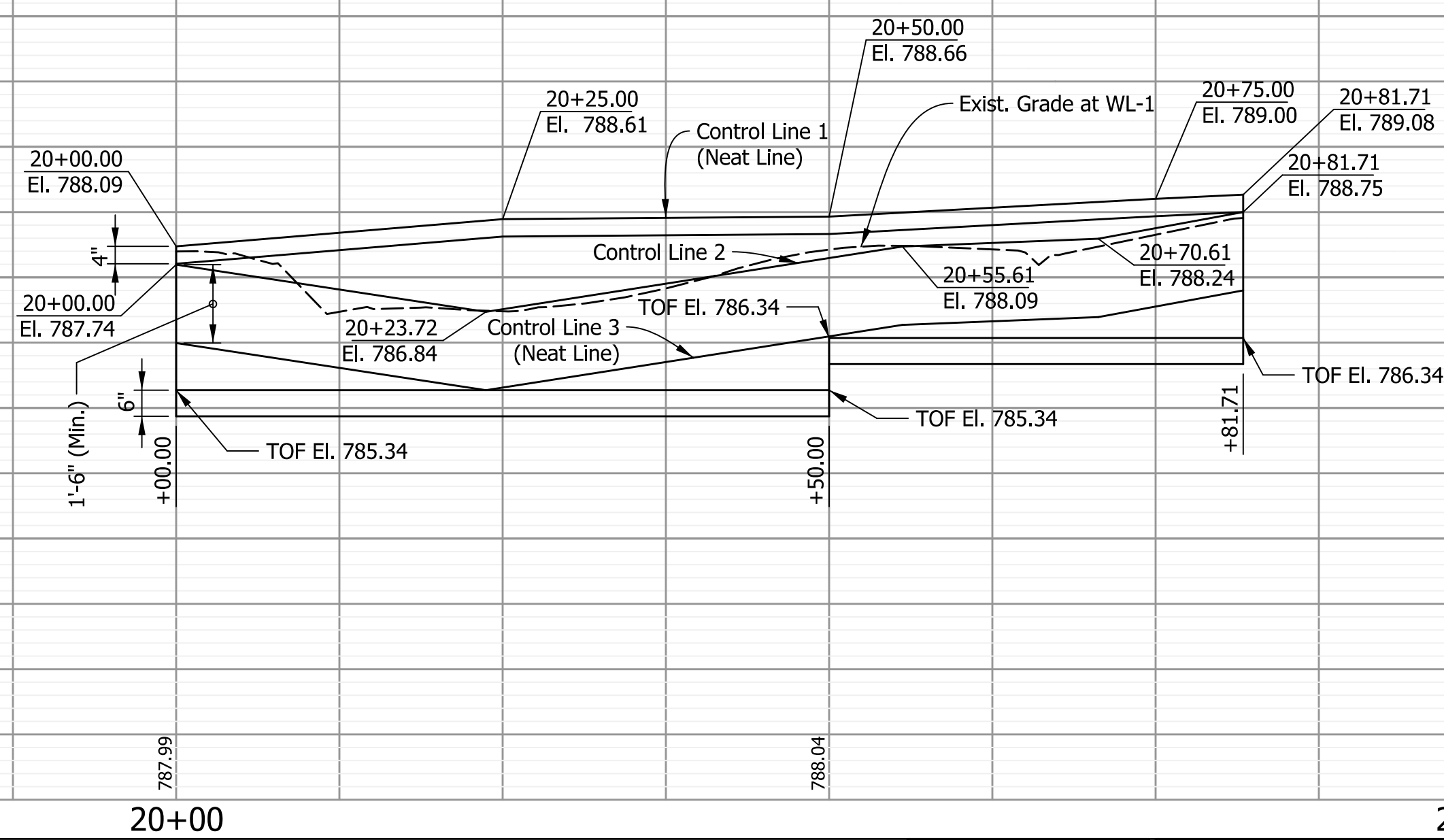
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Note: T.O.F. = Top of Footing For Cut Section Modular Block Wall Typical Section, See Retaining Wall Details Sheet.		RECOMMENDED FOR APPROVAL DESIGNED: AMP CHECKED: JMB	DESIGN ENGINEER DRAWN: JJP CHECKED: AMP	INDIANA DEPARTMENT OF TRANSPORTATION RETAINING WALL - WL-1	HORIZONTAL SCALE 1"=10'	BRIDGE FILE N.A.
					VERTICAL SCALE 1"=5'	DESIGNATION 1901880
					SURVEY BOOK ELECTRONIC	SHEETS 79 of 147
					CONTRACT R-42227	PROJECT 1901880



WL-2 ALIGNMENT POINT REFERENCE				
Point Type	Point Number	Station	Northing	Easting
POB	20	20+00.00	172282.0103	780341.3633
P.C.	21	20+22.47	172260.5532	780348.027
P.I.	22	20+31.64	172251.7939	780350.7472
P.R.C.	23	20+40.33	172242.9236	780348.4144
P.T.	24	20+56.48	172227.0098	780348.9099
POE	25	20+81.71	172203.0498	780356.8344



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Note:
T.O.F. = Top of Footing
For Cut Section Modular Block Wall Typical Section, See Retaining Wall Details Sheet.

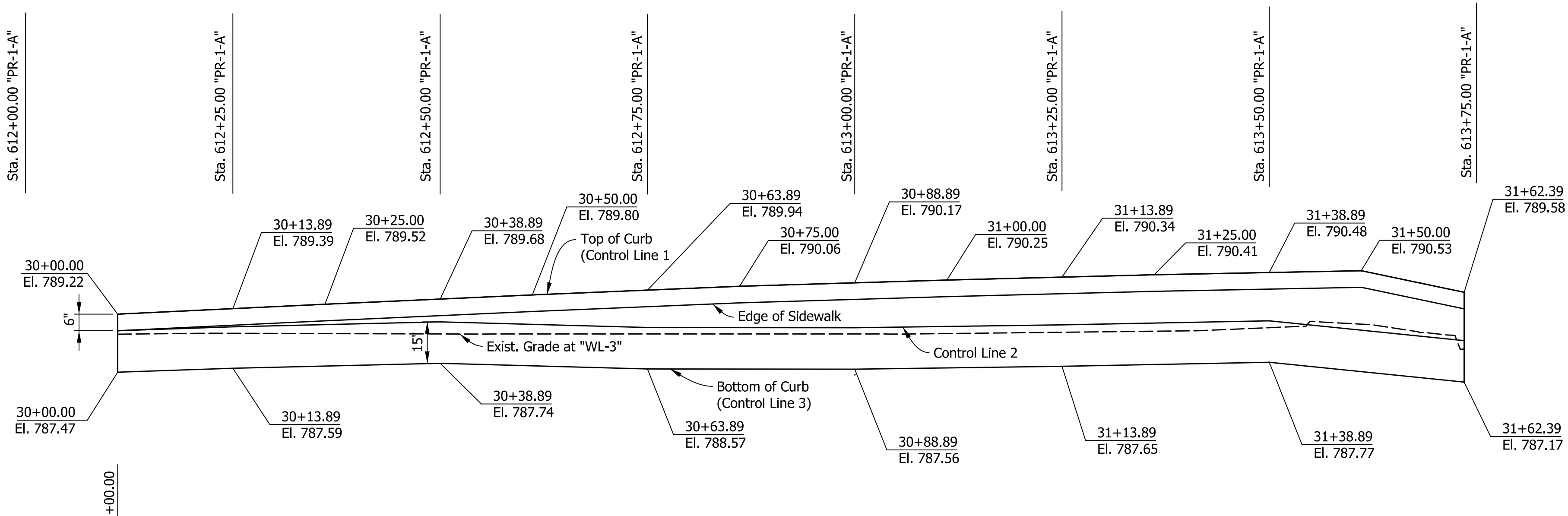
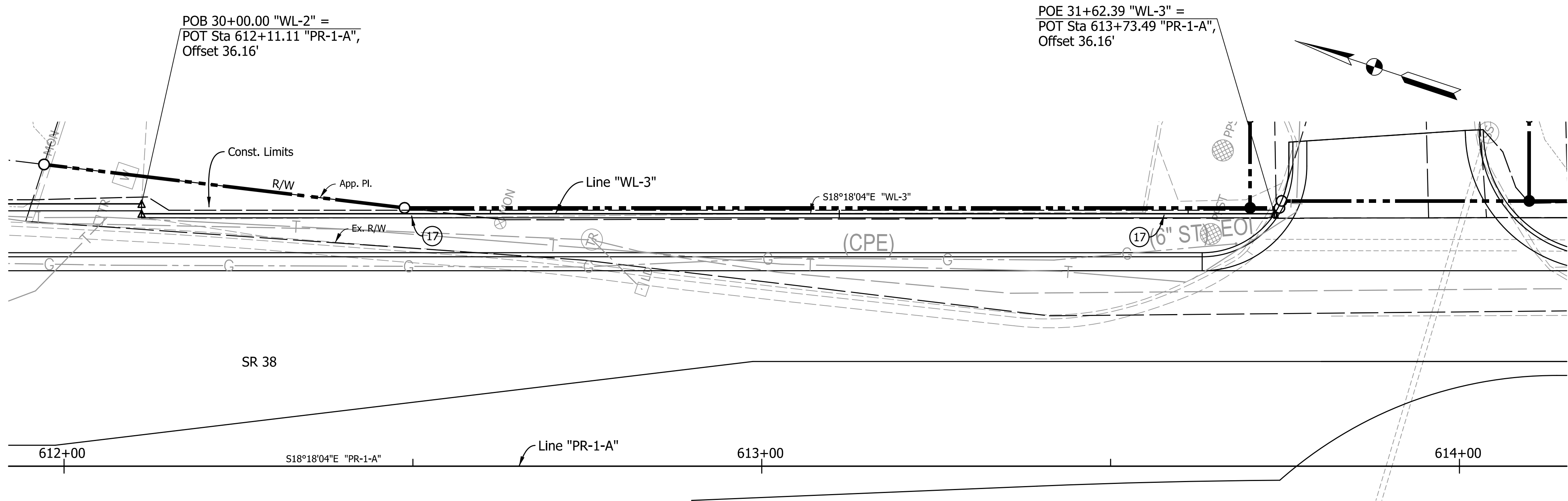
RECOMMENDED FOR APPROVAL _____	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

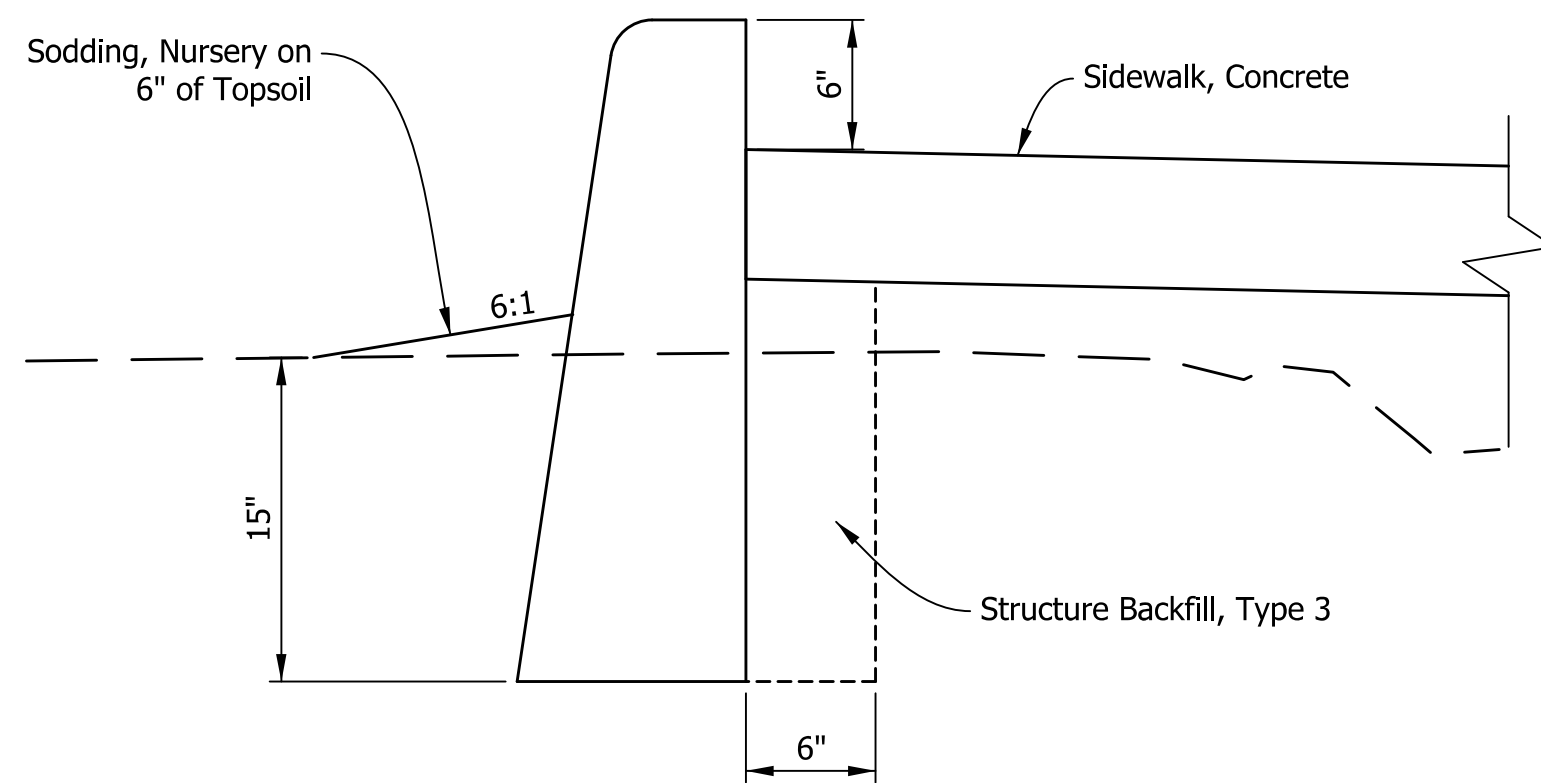
RETAINING WALL - WL-2

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N.A.	
VERTICAL SCALE 1"=5'	DESIGNATION 1901880	
SURVEY BOOK ELECTRONIC	SHEETS 80 of 147	
CONTRACT R-42227	PROJECT 1901880	

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MODIFIED CURB
ELEVATION DETAIL



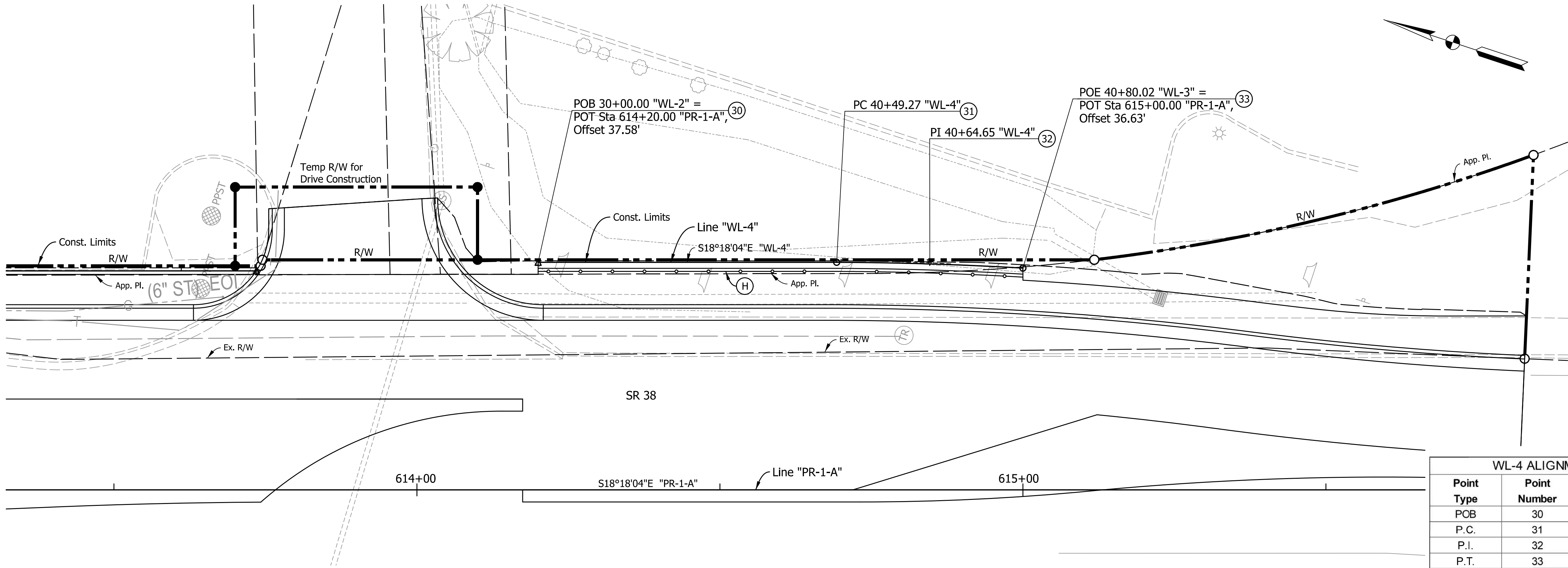
MODIFIED CURB DETAIL
NOT TO SCALE

RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER	DATE
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

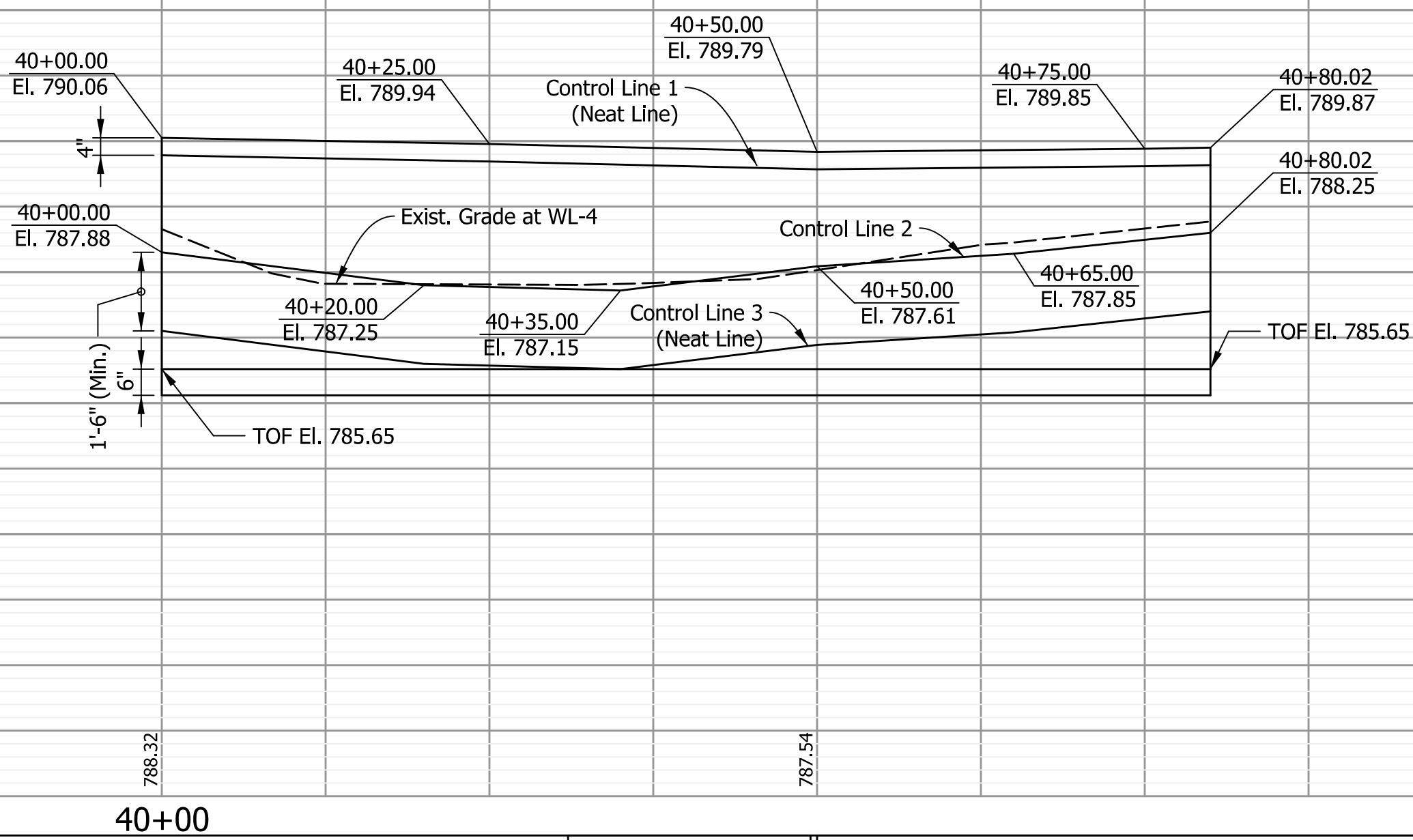
INDIANA
DEPARTMENT OF TRANSPORTATION

RETAINING WALL - WL-3

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		81	of 147
CONTRACT		PROJECT	
R-42227		1901880	



WL-4 ALIGNMENT REFERENCE POINTS				
Point Type	Point Number	Station	Northing	Easting
POB	30	40+00.00	172004.723	780422.4285
P.C.	31	40+49.27	171957.9487	780437.8985
P.I.	32	40+64.65	171943.33	780442.6775
P.T.	33	40+80.02	171928.4708	780446.6464



Note:
T.O.F. = Top of Footing
For Fill Section Modular Block Wall Typical Section, See Retaining Wall Details Sheet.

RECOMMENDED FOR APPROVAL	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

RETAINING WALL - WL-4

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N.A.	
VERTICAL SCALE	DESIGNATION	
1"=5'	1901880	
SURVEY BOOK	SHEETS	
ELECTRONIC	82	of 147
CONTRACT	PROJECT	
R-42227	1901880	

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Note:
All stations are off of Line "PR-A" unless otherwise noted.
T.C. = Top of Curb
B.C. = Bottom of Curb

RECOMMENDED FOR APPROVAL _____	
DESIGNED: AMP	DRAWN: JJP
CHECKED: JMB	CHECKED: AMP

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAIL SHEET
LINE "PR-A"

HORIZONTAL SCALE		BRIDGE FILE	
1"=5'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		1901880	
SURVEY BOOK		SHEETS	
ELECTRONIC		85	of 147
CONTRACT		PROJECT	
R-42227		1901880	

FOR LEGEND SEE SHEET NO. 2

Appendix C

Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 233-6795

Eric Holcomb, Governor
Michael Smith, Commissioner

Sample Early Coordination Letter

July 26, 2022

Early Coordination Agency

Re: Early Coordination Letter, Des. No. 1901880 Intersection Improvement at State Road (SR) 38 and Logan Street in Noblesville, Hamilton County, Indiana.

Dear Early Coordination Agency:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is developing plans for the aforementioned project. In accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ), this letter is being sent to you as part of the early coordination phase of the environmental review process, in which we are requesting comments from your area of expertise regarding any possible environmental effects associated with the project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

INDOT has identified the need to address deficiencies at the intersection of SR 38 (also known as Sheridan Road) and Logan Street in Noblesville, Hamilton County, Indiana. Specifically, this project is in Section 36, Township 19 North, Range 4 East, as shown on the Noblesville 7.5-Minute Topographic Map. SR 38 is a *principal arterial roadway* consisting of two 12-foot travel lanes, one in each direction, no paved shoulders, and a posted speed limit of 35 miles per hour. Logan Street is a *minor arterial roadway* consisting of two 12-foot travel lanes, one in each direction, no paved shoulders, and a posted speed limit of 30 miles per hour. SR 38 and Logan Street also have auxiliary turn lanes approaching the intersection. The need for this project has been prompted due to the history of crashes and delays at this intersection. Between 2015 and 2019, a total of 46 crashes were recorded. Of those, 24 were related to excessive speed, and 19 were related to turning movements. During this timeframe, 16 of the crashes resulted in 28 injuries. In addition, prolonged delays along Logan Street are experienced during the AM and PM peak hours which are a result of the traffic volumes along SR 38. The purpose of this project is to reduce the volume/severity of crashes and the backups/congestion on the side streets of the intersection.

This project involves an intersection improvement at SR 38 and Logan Street in Noblesville, Indiana. The proposed project consists of an oval roundabout with 2 entry and exit lanes in the northbound & southbound directions of travel, as well as 1 lane for eastbound and westbound traffic on Logan Street. Proposed lane widths within the circulating portion of the roundabout will be 16 feet. An auxiliary right-turn lane will be included for traffic turning from Logan Street to SR 38. The 2 lanes traveling north to south in the roundabout will narrow into the mainline single lanes on SR 38. Mainline travel lanes outside the roundabout limits will be 12 feet in width, with a curb and gutter on each side of the roadway.

Also included is the proposed improvement of an existing 15-inch concrete pipe culvert (CLV 038-029-56.55). The improvement options to the existing culvert include replacing or incorporating it as part of the new storm sewer system. In addition, a new 10-foot path is proposed along the south side of Logan Street

and existing concrete sidewalks will be reconstructed. A new sidewalk will be added along the east side of SR 38, south of Logan Street, and new street lighting will be added within the project vicinity.

The preferred method of traffic maintenance is to close half of the intersection at a time, allowing traffic to be maintained along SR 38 during phased project construction. Temporary pavement may be required to maintain two 10-foot travel lanes (one in each direction). Local detour routes will be utilized to ensure steady traffic movement on SR 38 while maintaining access to all properties during construction. Total construction duration is estimated to be 45 days per phase, for approximately 5 phases, which approximates to 225 days of traffic restrictions. Specific local detours will be submitted to the city of Noblesville in Hamilton County, Indiana, for final approval. Right-of-way acquisition will be necessary to complete this project. Approximately 0.64 acre of permanent and 0.19 acre of temporary right-of-way will be required. From the intersection of SR 38 and Logan Street, project limits will extend approximately 750 feet north and 1200 feet south on SR 38 and 450 feet west and 325 feet east on Logan Street. Construction will begin Summer of 2024.

Land use in the vicinity is primarily commercial development with some residential properties. No publicly owned parks, other recreational facilities, or wildlife refuges that would be afforded protection under Section 4(f) and no potential 6(f) sites have been identified in the immediate project area.

BLN will prepare a Waters of the U.S. Report (WOUSR), including wetland determinations as appropriate. The Waters of the U.S. Report will be reviewed by the INDOT Ecology and Waterway Permitting Office. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and Northern Long-eared bat by completing the Information for Planning and Consultation (IPaC). In addition, BLN will have Qualified Professionals (QPs) to investigate the additional right-of-way for archeological and historic resources for compliance with Section 106 of the National Historic Preservation Act (NHPA). The results of the investigation will be forwarded to the Indiana State Historic Preservation Officer (IN SHPO) for review and concurrence.

Please respond with your comments on any environmental impacts associated with this project. **If we do not receive a response within thirty (30) calendar days, it will be assumed that your agency feels there will be no adverse effects incurred as a result of the proposed project.** Should you find that an extension to the response time is necessary; a reasonable amount will be granted upon request. If you have any questions, or if we can be of any further assistance, please contact Jennifer Beck, INDOT Project Manager at jbeck@indot.in.gov or telephone 765-361-5258 or Raquel Walker at rwalker@b-l-n.com or telephone 317-558-7546. Thank you in advance for your input.

Sincerely,



Raquel Walker
Senior Environmental Analyst
Beam, Longest, and Neff

Attachments:

Mailing List

~~Maps~~

~~Photographs~~

Maps and photographs have been removed to avoid duplication and can be found in Appendix B.

EARLY COORDINATION MAILING LIST

Federal Highway Administration Federal Office Building, Room 254 575 North Pennsylvania Street Indianapolis, IN 46204 Electronic Coordination – k.carmanygeorge@dot.gov	Jennifer Beck, Project Manager Indiana Department of Transportation, Greenfield District 32 South Broadway Greenfield, IN 46140 Electronic Coordination: jbeck@indot.in.gov
Indiana Geological and Water Survey 611 North Walnut Grove Bloomington, IN 47405 Electronic Coordination https://igws.indiana.edu/eAssessment/	Indiana Department of Environmental Management Office of Land Quality, Cleanup Programs 100 North Senate Avenue Indianapolis, IN 46204-2251 institutionalcontrols@idem.IN.gov
Environmental Coordinator Indiana Department of Natural Resources Division of Fish and Wildlife 402 West Washington Street, Room W273 Indianapolis, IN 46204 Electronic Coordination – environmentalreview@dnr.in.gov	State Conservationist Natural Resources Conservation Service 6013 Lakeside Blvd. Indianapolis, IN 46278 Electronic Coordination – john.allen@usda.gov
Section Chief, Wetlands and Stormwater Programs Indiana Department of Environmental Management 100 North Senate Avenue Indianapolis, IN 46204 Electronic Coordination: jturner2@idem.in.gov; rbraun@idem.in.gov	Ms. Deborah Snyder U.S. Army Corps of Engineers Louisville District, Indianapolis Regulatory Office Indianapolis, IN 46216 Electronic Coordination – regulatoryapplicationsLRL@usace.army.mil
Regional Environmental Coordinator National Park Service, Midwest Regional Office 601 Riverfront Drive Omaha, NE 68102 Electronic Coordination – mwro_compliance@nps.gov	Ron Bales, Environmental Policy Manager Indiana Department of Transportation, Greenfield District 100 N Senate Avenue, Room N758-ES Indianapolis, IN 46204 Electronic Coordination: rbales@indot.in.gov
Field Environmental Officer U.S. Department of Housing and Urban Development Chicago Regional Office, Metcalf Federal Building 77 W. Jackson Blvd, Room 2401 Chicago, IL 60604 Electronic Coordination – erik.r.sandsted@hud.gov	Indiana Department of Environmental Management Wellhead Proximity Determinator www.in.gov/idem/cleanwater/pages/wellhead/
Andrew Rodewald, Project Manager Noblesville Engineering Department 16 S 10th St Noblesville, IN 46060 Electronic Coordination: arodewald@noblesville.in.us	Caleb Gutshall, Director Noblesville Planning Department 16 S 10th St Noblesville, IN 46060 Electronic Coordination: plandept@noblesville.in.us
Chris Jensen, Mayor Noblesville Mayor's Office 16 S 10th St Noblesville, IN 46060 Electronic Coordination: mglodowski@noblesville.in.us	Tim Stottlemeyer, MS4 Program Manager Noblesville Engineering Department 16 S 10th St Noblesville, IN 46060 Electronic Coordination: cleanwater@noblesville.in.us
Patty Johnson, Commissioner Noblesville Street Department 1575 Pleasant St Noblesville, IN 46060 Electronic Coordination: nsd@noblesville.in.us	Hamilton County Highway Department 1700 S. 10th Street Noblesville, IN 46060 Electronic Coordination – county.highway@hamiltoncounty.in.gov

Matt Mitchell, Fire Chief Noblesville Fire Department 135 S 9th St Noblesville, IN 46060 Electronic Coordination: cculp@noblesville.in.us	Shane Booker, Director Hamilton County Emergency Management 18100 Cumberland Road Noblesville, IN 46060 Electronic Coordination - shane.booker@hamiltoncounty.in.gov
Kenton C. Ward Hamilton County Surveyor 1 Hamilton County Square, Suite 188 Noblesville, IN 46060 Electronic Coordination – surveyor@hamiltoncounty.in.gov	Jonathon Mirgeaux, Utilities Director Noblesville Utilities Department 197 Washington St Noblesville, IN 46060 Electronic Coordination: jmirgeaux@noblesville.in.us
Hamilton County Commissioners 1 Hamilton County Square, Suite 157 Noblesville, IN 46060 Electronic Coordination: dan.stevens@hamiltoncounty.in.gov	Riverview Health 395 Westfield Road Noblesville, Indiana 46060 Electronic Coordination - info@riverview.org
Hamilton County Plan Commission 1 Hamilton County Square. Suite 306 Noblesville, IN 46060 Electronic Coordination- planning.dept@hamiltoncounty.in.gov	

Raquel Walker

From: Raquel Walker
Sent: Wednesday, July 27, 2022 8:34 AM
To: Shane Booker
Cc: Brian Shaw; Andrew Plough
Subject: RE: Early Coordination Letter for Des 1901880

Hello Shane,

Thank you for your response. I will forward your recommendation to our design team. Feel free to reach out if you think of anything else.

Thank you,

Raquel Walker
Senior Environmental Analyst
O: 317-558-7546
M: 260-444-1307
B-L-N.com

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From: Shane Booker <Shane.Booker@hamiltoncounty.in.gov>
Sent: Tuesday, July 26, 2022 8:36 PM
To: Raquel Walker <rwalker@b-l-n.com>
Subject: RE: Early Coordination Letter for Des 1901880

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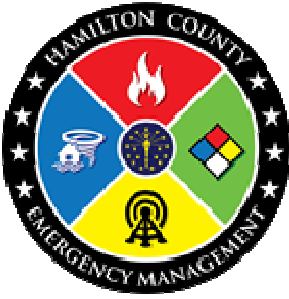
Dear Raquel,

Hamilton County Emergency Management recommends that INDOT consider a larger stormwater drainage structure for heavy rain events. Street flooding remains a significant concern, especially in the area of Riverview Hospital, Noblesville.

We appreciate your consideration.

Best Regards,

Shane Booker
Executive Director
Hamilton County Emergency Management
Office: (317) 770-3381
Mobile: (317) 716-1706
Email: shane.booker@hamiltoncounty.in.gov
<https://hamiltoncounty.in.gov/em>



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From: Raquel Walker <rwalker@b-l-n.com>

Sent: Tuesday, July 26, 2022 13:04

To: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; DNR Environmental Review <environmentalreview@dnr.in.gov>; JTurner2@idem.in.gov; rbraun@idem.in.gov; mwro_compliance@nps.gov; erik.r.sandstedt@hud.gov; Andrew Rodewald <arodewald@noblesville.in.us>; nsd@noblesville.in.us; jbeck@indot.in.gov; institutionalcontrols@idem.IN.gov; Allen, John - NRCS, Indianapolis, IN <john.allen@usda.gov>; regulatoryapplicationsLRL@usace.army.mil; Bales, Ronald <rbales@indot.in.gov>; plandept@noblesville.in.us; cleanwater@noblesville.in.us; County Highway <County.Highway@hamiltoncounty.in.gov>; cculp@noblesville.in.us; Shane Booker <Shane.Booker@hamiltoncounty.in.gov>; Surveyor <surveyor@hamiltoncounty.in.gov>; jmirgeaux@noblesville.in.us; Dan Stevens <Dan.Stevens@hamiltoncounty.in.gov>; info@riverview.org; Planning Dept <planning.Dept@hamiltoncounty.in.gov>

Cc: Brian Shaw <bshaw@b-l-n.com>; Patti Smith <psmith@b-l-n.com>

Subject: Early Coordination Letter for Des 1901880

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with an intersection improvement project in Hamilton County, Indiana. Please see the attached early coordination letter with information regarding this project.

We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. If you would like to respond, we request that you do so within 30 calendar days of the date of this letter. Please use the referenced designation number and description in your reply.

Please let me know if you have any questions or need any additional information.

Thank you,

Raquel Walker
Senior Environmental Analyst
O: 317-558-7546
M: 260-444-1307
B-L-N.com

July 28, 2022

Raquel Walker
Beam, Longest and Neff, L.L.C.
8320 Craig Street
Indianapolis, Indiana 46250
rwalker@b-l-n.com

Dear Ms. Walker:

The proposed intersection improvement project in Hamilton County, Indiana (Des. No. 1901880), as referred to in your letter received July 26, 2022, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2022.07.28 15:36:24 -04'00'

JOHN ALLEN
State Soil Scientist

Enclosers

Raquel Walker

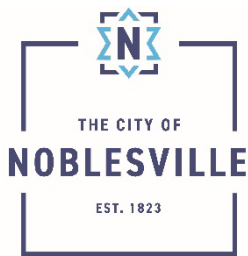
From: Clean Water <Cleanwater@noblesville.in.us>
Sent: Friday, July 29, 2022 8:44 AM
To: Raquel Walker; Carmany-George, Karstin (FHWA); DNR Environmental Review; JTurner2@idem.in.gov; rbraun@idem.in.gov; mwro_compliance@nps.gov; Andrew Rodewald; Street Department; jbeck@indot.in.gov; institutionalcontrols@idem.IN.gov; Allen, John - NRCS, Indianapolis, IN; regulatoryapplicationsLRL@usace.army.mil; Bales, Ronald; Clean Water; Jonathan Mirgeaux
Cc: Brian Shaw; John Speidel; Deon Ochoa
Subject: RE: Early Coordination Letter for Des 1901880

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Raquel,

All MS4 considerations from the City of Noblesville will be represented by the Noblesville Engineering Department project team as part of the design process.

Kind regards,



TIM STOTTLEMYER
MS4 Coordinator
Engineering
CITY OF NOBLESVILLE
P: 317.776.6330 x2623
16 S. 10th Street • Noblesville, IN • 46060
www.CityofNoblesville.org

From: Raquel Walker <rwalker@b-l-n.com>
Sent: Tuesday, July 26, 2022 1:04 PM
To: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; DNR Environmental Review <environmentalreview@dnr.in.gov>; JTurner2@idem.in.gov; rbraun@idem.in.gov; mwro_compliance@nps.gov; erik.r.sandstedt@hud.gov; Andrew Rodewald <arodewald@noblesville.in.us>; Street Department <StreetDepartment@noblesville.in.us>; jbeck@indot.in.gov; institutionalcontrols@idem.IN.gov; Allen, John - NRCS, Indianapolis, IN <john.allen@usda.gov>; regulatoryapplicationsLRL@usace.army.mil; Bales, Ronald <rbales@indot.in.gov>; PlanDept <plandept@noblesville.in.us>; Clean Water <Cleanwater@noblesville.in.us>; county.highway@hamiltoncounty.in.gov; Cara Culp <cculp@noblesville.in.us>; Shane Booker <Shane.Booker@hamiltoncounty.in.gov>; surveyor@hamiltoncounty.in.gov; Jonathan Mirgeaux <jmirgeaux@noblesville.in.us>; Dan Stevens <dan.stevens@hamiltoncounty.in.gov>; info@riverview.org; planning.dept@hamiltoncounty.in.gov
Cc: Brian Shaw <bshaw@b-l-n.com>; John Speidel <jspeidel@b-l-n.com>
Subject: Early Coordination Letter for Des 1901880

Some people who received this message don't often get email from rwalker@b-l-n.com. [Learn why this is important](#)

[EXTERNAL] Please exercise increased caution. Do not open attachments or click links from unknown senders or unexpected email messages.

Hello,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with an intersection improvement project in Hamilton County, Indiana. Please see the attached early coordination letter with information regarding this project.

We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. If you would like to respond, we request that you do so within 30 calendar days of the date of this letter. Please use the referenced designation number and description in your reply.

Please let me know if you have any questions or need any additional information.

Thank you,

Raquel Walker

Senior Environmental Analyst

O: 317-558-7546

M: 260-444-1307

B-L-N.com

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

DNR #: ER-24883

Request Received: July 26, 2022

Requestor: Beam, Longest and Neff, LLC
Raquel Walker
8320 Craig Street
Indianapolis, IN 46250

Project: SR 38 and Logan Street intersection improvement, Noblesville; Des #1901880

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: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

Natural Heritage Database: The Natural Heritage Program's data have been checked. Noblesville Parks & Recreation's Forest Park, a LWCF property, is located within 1/2 mile northeast of the project area. Also, the mussel species below have been documented in the West Fork White River within 1/2 mile of the project area.

1. Rayed Bean (*Villosa fabalis*), federally & state endangered
2. Northern Riffleshell (*Epioblasma rangiana*), federally & state endangered
3. Clubshell (*Pleurobema clava*), federally & state endangered
4. Rabbitsfoot (*Theliderma cylindrica*), federally threatened & state endangered
5. Round Hickorynut (*Obovaria subrotunda*), state endangered
6. Wavyrayed Lampmussel (*Lampsilis fasciola*), state special concern
7. Little Spectaclecase (*Villosa lienosa*), state special concern
8. Kidneyshell (*Ptychobranchus fasciolaris*), state special concern

Fish & Wildlife Comments: We do not foresee any impacts to the mussel species above as a result of this project.

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project areas:

1) Wildlife Passage:

Replacing or incorporating the existing 15-inch concrete pipe culvert into the storm sewer system could potentially impact wildlife passage for small urban tolerant wildlife species in the area. The Division of Fish & Wildlife (DFW) recommends at a minimum that potential wildlife use of the culvert be investigated. The replacement structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement structures is recommended whenever possible to improve wildlife/vehicle safety. The following links are good resources to consider in the design of stream crossing or drainage structures to maintain fish and wildlife passage:
<http://www.fs.fed.us/wildlifecrossings/library/>,
https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/,
https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html,

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<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>.

2) Drainage & Stormwater Management:

The DFW recommends considering a more sustainable approach to stormwater management. The traditional model of stormwater management aims to drain runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers drainage problems from one section of a basin to another. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project:

<https://www.epa.gov/greeningepa/epa-facility-stormwater-management>;

<https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>

3) Urban Tree Removal:

Tree removal was not mentioned in the information submitted. If tree removal is needed, the Division of Fish & Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear:

<https://www.in.gov/dnr/forestry/forestry-publications-and-presentations/> (scroll down to the Community & Urban Forestry section).

Trees removed 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 acres 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) LED 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 organisms including amphibians, birds, mammals, insects and plants (<https://www.darksky.org/light-pollution/wildlife/>). 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

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Division of Fish and Wildlife
Early Coordination/Environmental Assessment

which they have been installed."

The International Dark-Sky Association has developed recommendations (<https://www.darksky.org/our-work/lighting/lighting-for-citizens/led-guide/>) for communities choosing LED lighting systems that will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution:

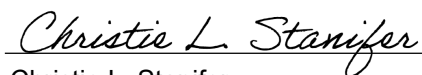
- Always choose fully shielded fixtures that emit no light upward.
- Use "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) to minimize harmful blue light emission.
- Look for products with adaptive controls like dimmers, timers, and motion sensors.
- Consider dimming or turning off lights during non-peak overnight hours.
- Avoid the temptation to over-light because of the higher luminous efficiency of LEDs.
- Only light the exact space and in the amount required for particular tasks.

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. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits all tree and brush clearing.
3. 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.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. 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
Environ. Coordinator
Division of Fish and Wildlife

Date: August 25, 2022

Raquel Walker

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Tuesday, December 6, 2022 3:28 PM
To: Raquel Walker
Subject: Re: [EXTERNAL] Early Coordination Letter for Des 1901880 - Intersection Improvement

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Dear Raquel,

This responds to your recent letter 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 project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*; NLEB) and should follow the Indiana bat/NLEB Federal Highway Administration, Federal Rail Administration, and Federal Transit Administration's programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). As discussed below, the NLEB uplisting rule was finalized on November 30, 2022, and will go into effect on January 30, 2023. For projects that are "no effect" or "not likely to adversely affect" the NLEB (per the programmatic consultation), the current determination key in IPAC may continue to be used. The Service has 14 days after a "not likely to adversely affect" determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments. The Service is working on an updated determination key that will incorporate updates to the 2018 programmatic consultation including the new listing status for the NLEB. This key should be in place early 2023.

Notice of Proposed ESA Listing Changes

Northern Long-eared Bat

In March 2022, the Service proposed to "uplist" the NLEB from its current status as federally threatened to federally endangered. The NLEB original listing and current uplisting proposal are due to sharp population declines associated with white-nose syndrome (WNS), a deadly fungal disease affecting hibernating bats such as the NLEB. On November 30, 2022, the uplisting action was finalized and the new listing will go into effect January 30, 2023. At that time, the current 4(d) rule for the NLEB will no longer apply as these types of rules are only applicable to threatened species (not endangered ones). If no form of take of NLEBs is anticipated for this project (*i.e.* the project is determined to be "no effect" or "may affect, not likely to adversely affect"), no reinitiation of this consultation will be necessary once the status change goes into effect.

Tricolored Bat

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*; TCB) as endangered under the Endangered Species Act (ESA). The Service has up to 12 months from the date the proposal was published to make a final determination, either to list the tricolored

bat under the Act or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of WNS. Because TCB populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the Act; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and “take” will apply. Therefore, if this project or other future or existing projects have the potential to adversely affect the TCB after the potential new listing goes into effect, we recommend that the effects of the project on TCBs and their habitat be analyzed to determine whether authorization under ESA section 7 or 10 is necessary. Projects or programs with an existing section 7 biological opinion may require reinitiation of consultation, and projects with an existing section 10 incidental take permit may require an amendment to provide uninterrupted authorization for covered activities. Contact your local U.S. Fish and Wildlife Service Ecological Services Office for assistance.

The following is an excerpt from the Service’s Section 7 Handbook...

Conference - a process of early interagency cooperation involving informal or formal discussions between a Federal agency and the Services pursuant to section 7(a)(4) of the Act regarding the likely impact of an action on proposed species or proposed critical habitat. **Conferences are: (1) required for proposed Federal actions likely to jeopardize proposed species, or destroy or adversely modify proposed critical habitat;**

The Service has not yet developed any guidelines regarding what level of impact may jeopardize the TCB at the species level. Therefore, in the interim, the Indiana Field Office recommends that any project that does not result in adverse impacts to Indiana bat and/or NLEB (i.e., "no effect" or "may affect, not likely to adversely affect" determinations) would not rise to the level of jeopardy for TCB. The INFO also recommends that action agencies include a written jeopardy analysis (including a conceptual logic path) for the TCB in their administrative record for each project that may affect the species.

The TCB is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters in tree branches. For more information on TCB and the proposed rule, please see: <https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus> and for more information on WNS, please see: <https://www.whitenosesyndrome.org/>

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management’s Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with agency mitigation guidelines.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. 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 contact me at robin_mckilliams@fws.gov or you may 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 47403
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Raquel Walker <rwalker@b-l-n.com>
Sent: Monday, December 5, 2022 4:59 PM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: [EXTERNAL] Early Coordination Letter for Des 1901880 - Intersection Improvement

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Hi Robin,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with an intersection improvement project in Hamilton County, Indiana. Please see the attached early coordination letter with information regarding this project.

We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. If you would like to respond, we request that you do so within 30 calendar days of the date of this letter. Please use the referenced designation number and description in your reply.

Please let me know if you have any questions or need any additional information.

Thank you,

Raquel Walker

Senior Environmental Analyst

O: 317-558-7546

M: 260-444-1307

B-L-N.com

BEAM, LONGEST, and NEFF

A Tradition of Excellence Since 1945



INDIANA GEOLOGICAL & WATER SURVEY

INDIANA UNIVERSITY

Organization and Project Information

Project ID: 190116
Des. ID: 1901880
Project Title: SR 38 & Logan Street
Name of Organization: Beam, Longest and Neff
Requested by: Raquel Walker

Environmental Assessment Report

1. Geological Hazards:
 - Moderate liquefaction potential
 - Floodway
2. Mineral Resources:
 - Bedrock Resource: High Potential
 - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
 - Petroleum Exploration Wells

*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.

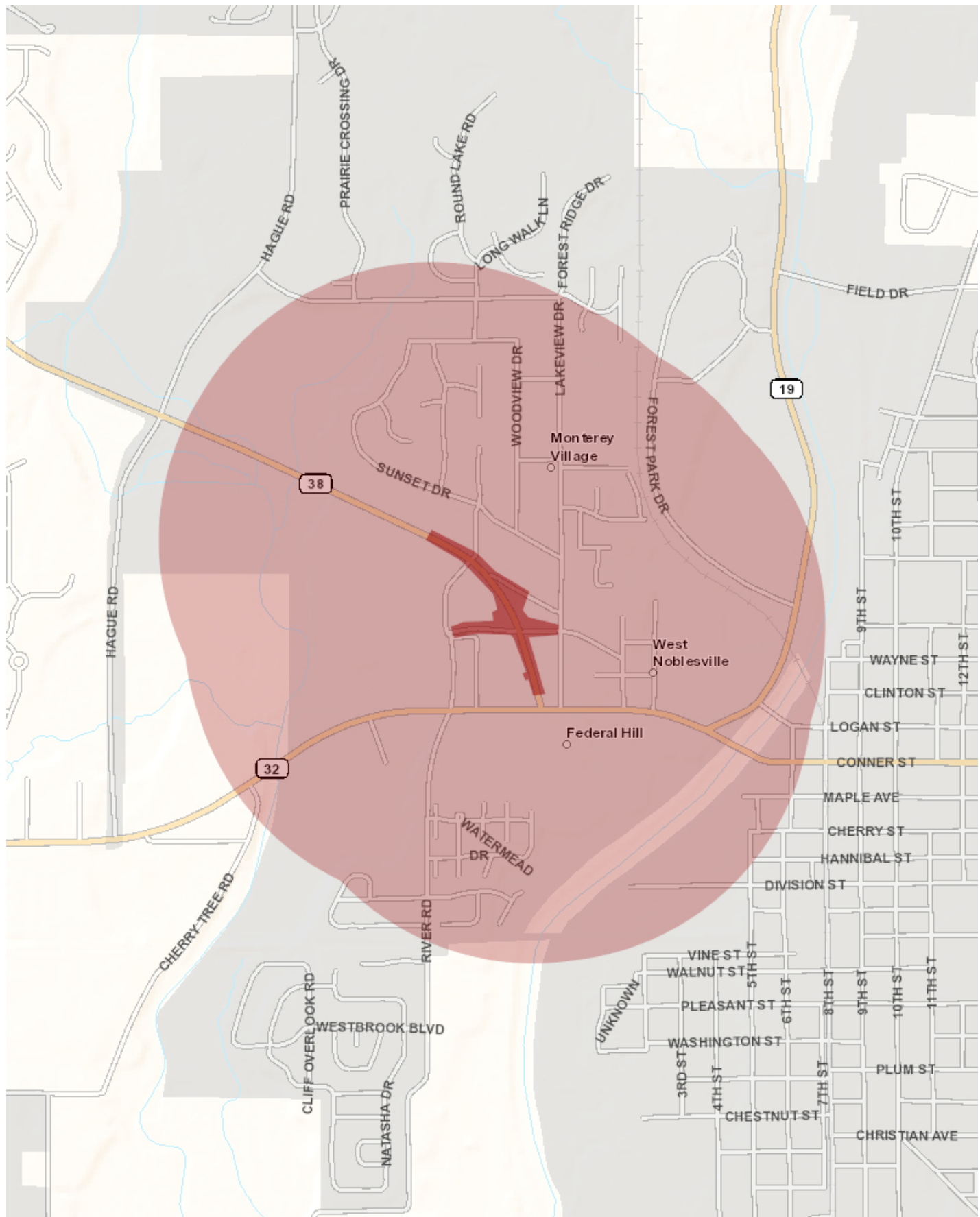
This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: March 28, 2023



Metadata:

- https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.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



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



In Reply Refer To:

04/17/2026 01:43:26 UTC

Project Code: 2023-0021691

Project Name: Des No. 1901880 - State Road (SR) 38 - Intersection Improvement Project

Subject: 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 purpose of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.), is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Act.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. You can complete this verification formally or informally or request an updated list by visiting the IPaC website at regular intervals during project planning and implementation.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at [Midwest Section 7 Technical Assistance | U.S. Fish & Wildlife Service](#). This website contains step-by-step instructions to help you determine if your project will have an adverse effect on listed species and to lead you through the Section 7 process.?

We appreciate your concern for threatened and endangered species. Federal agencies should include conservation of threatened and endangered species into their project planning to further

the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Other Trust Resources and Activities?

Bald and Golden Eagles?- Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a [permit](#). A [nest take permit](#) is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.?

Migratory Birds?- The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of [recommendations that minimize potential impacts to migratory birds](#). Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.?

Communication Towers?- Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed [voluntary guidelines for minimizing impacts](#).?

Transmission Lines?- Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to [guidelines](#) developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.?

Wind Energy?- To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's [Wind Energy Guidelines](#). In addition, please refer to the Service's [Eagle Conservation Plan Guidance](#), which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

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

Project Code: 2023-0021691

Project Name: Des No. 1901880 - State Road (SR) 38 - Intersection Improvement Project

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is planning to proceed with an intersection improvement project at State Road (SR) 38/Sheridan Road and Logan Street in Noblesville, Hamilton County, Indiana. This project is located at the intersection of SR 38 and Logan Street in Section 36, Township 19 North, Range 4 East. The proposed project includes the installation of a circular roundabout with two (2) entry and exit lanes for North Bound (NB) and South Bound (SB) traffic on SR 38, one entry and exit lane for East Bound (EB) traffic on Logan Street, one entry and exit lane for West Bound (WB) traffic on Logan Street, and one auxiliary lane for WB traffic on Logan Street to NB SR 38. Circulating lane widths within the roundabout will consist of 16 feet (ft) lanes. The mainline travel lane widths will be 12 ft with curb and gutter on both sides of the roadway, and lane widths within the circulating portion of the roundabout will be 16 feet. New storm sewer will be installed within the limits of the curb and gutter. An existing 15-inch culvert (CLV-038-029-56.55) will be replaced with a new culvert or included as part of the new storm sewer system. A 10 ft. path will be included on the south side of Logan Street and will extend the entire project length. Existing concrete sidewalks will be reconstructed, a new sidewalk will be added along the east side of SR 38, south of Logan Street, and new street lighting will be added within the project vicinity. Logan Street to SR 38 going north. Curb ramps will be installed at each corner and on the eastern, western, and southern center curbs. Four modular block retaining walls with handrails will be installed: one in the southwest corner of the intersection and three along the east side of SR 38, south of Logan Street. The project limits will extend approximately 750 feet south and 1200 feet north on SR 38 and 640 feet west and 1,150 feet east on Logan Street.

Suitable summer habitat exists within the project area, and approximately 0.31 acre of tree trimming/clearing will be necessary to complete this project. Dominant tree species within the project area consist of pin oak (*Quercus palustris*), Callery pear (*Pyrus Calleryana*), green ash (*Fraxinus pennsylvanica*), Silver maple (*Acer saccharinum*), Norway maple (*Acer platanoides*), and black cherry (*Prunus serotina*). Tree clearing will take place during the inactive season. A review of the U.S. Fish and Wildlife (USFWS) database by the Greenfield District occurred on April 12, 2022 and April 16, 2026. Their review did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Egis

personnel inspected the culvert for the presence of bats and/or signs of bats on October 31, 2024. No bats and/or signs of bats were identified. Permanent lighting will be installed as part of this project, and the use of temporary lighting during construction may be necessary. Construction is anticipated to begin in early Spring 2027.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.0495732,-86.02590422197093,14z>



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.

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.

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: Eastern Migratory NEP - U.S.A. (AL, AR, FL, GA, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, OH, SC, TN, VA, WI, WV) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

1. The [Bald and Golden Eagle Protection Act](#) of 1940.
2. The [Migratory Birds Treaty Act](#) of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

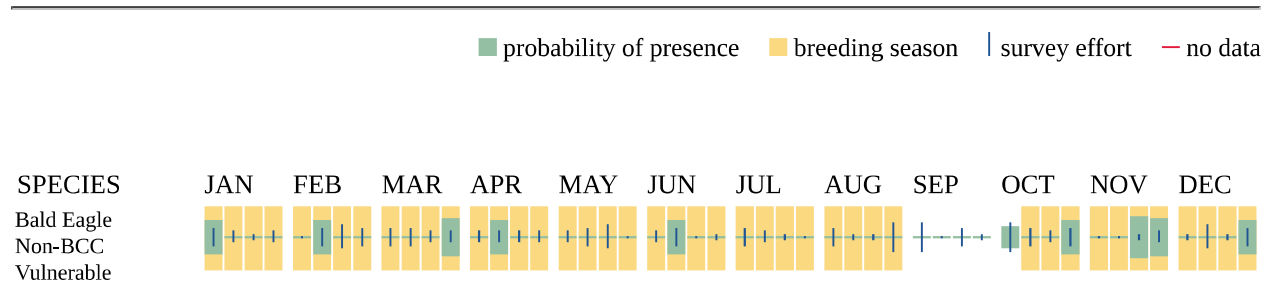
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (l)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Cerulean Warbler <i>Setophaga cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 21 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Kentucky Warbler <i>Geothlypis formosa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443	Breeds Apr 20 to Aug 20
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Pectoral Sandpiper <i>Calidris melanotos</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31

NAME	BREEDING SEASON
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Semipalmated Sandpiper <i>Calidris pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

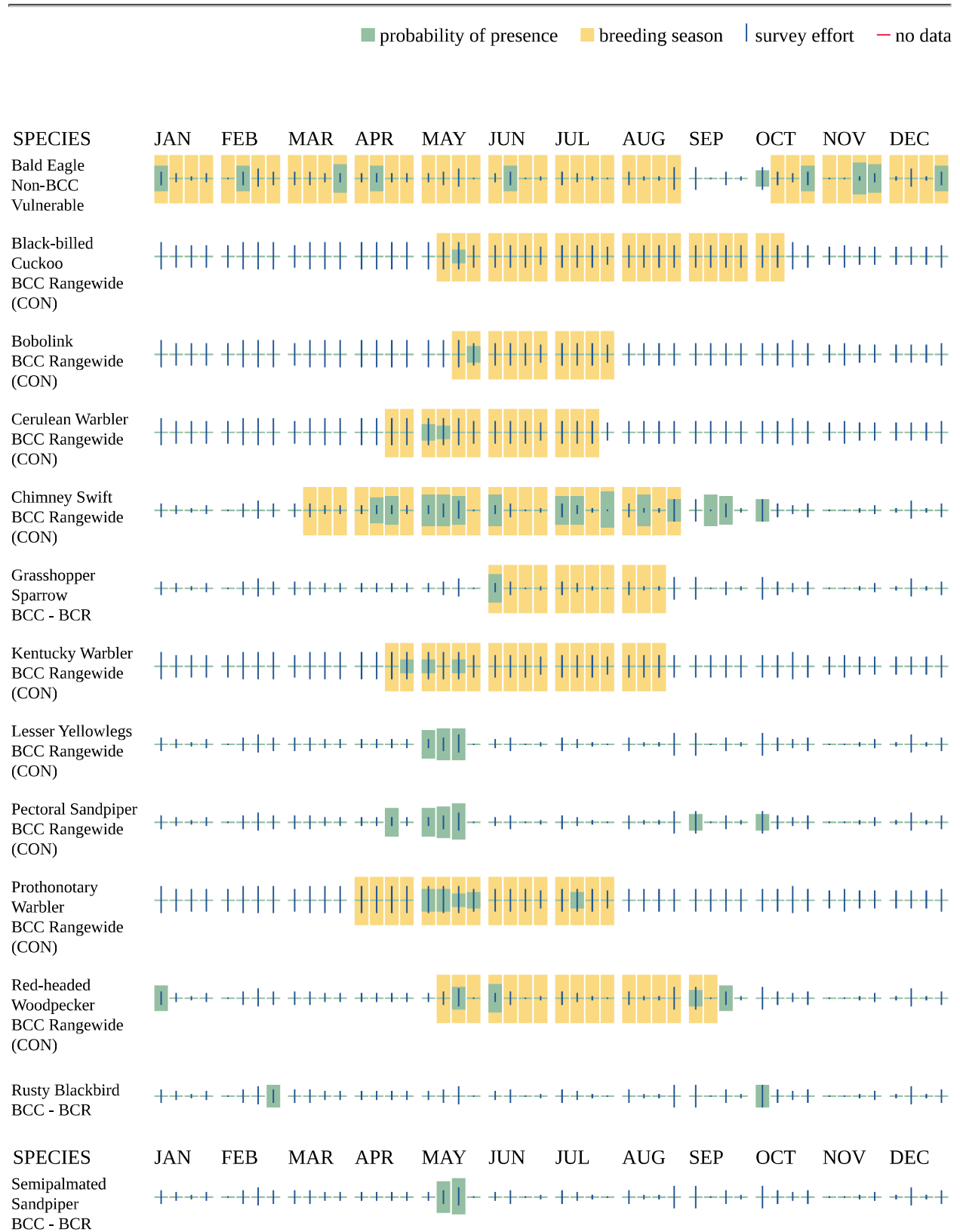
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

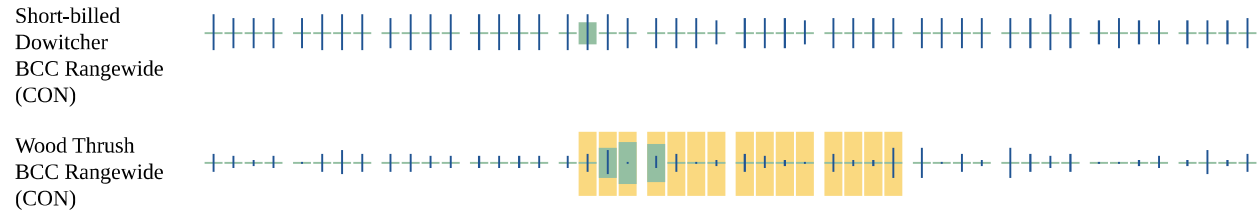
Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: Egis BLN USA, Inc.

Name: Raquel Walker

Address: 8320 Craig Street

City: Indianapolis

State: IN

Zip: 46250

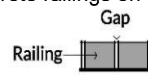
Email: rwalker@b-l-n.com

Phone: 2604441307

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Bridge/Structure Bat Assessment Form

Date & Time of Assessment 10/31/2024 - 9:30am		DOT Project 1901880 Number		Route/Facility SR 38 (Sheridan Road) Carried		County Hamilton	
Federal Structure ID CLV 038-029-56.55		Structure Coordinates 40.049913, (latitude and longitude) -86.026124		Structure Height (approximate) 15"		Structure Length Approx. 58'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place 		☐ Pre-stressed Girder 		☐ Metal		☐ None	
☐ Flat Slab/Box 		☐ Steel I-beam 		☐ Concrete		☐ Concrete	
☐ Truss 		☐ Covered 		☐ Timber		☐ Steel	
☐ Parallel Box Beam 		☐ Other:		☐ Open grid		☐ Timber	
				☐ Other:		☐ Other:	
Culvert Type				Culvert Material		Creosote Evidence	
☐ Box		☐ Other Structure		☒ Metal		☐ Yes ☐ No	
☒ Pipe/Round				☐ Concrete		☒ Unknown	
☐ Other:				☐ Plastic		Notes:	
				☐ Stone/Masonry			
				☐ Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground		☐ Open vegetation		☐ Agricultural		☐ Grassland	
☐ Rip-rap		☐ Closed vegetation		☒ Commercial		☐ Ranching	
☐ Flowing water		☐ Railroad		☐ Residential-urban		☐ Riparian/wetland	
☐ Standing water		☐ Road/trail - Type:		☐ Residential-rural		☐ Mixed use	
☐ Seasonal water		☐ Other:		☐ Woodland/forested		☐ Other:	
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☒ Not present		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Concrete surfaces (open roosting on concrete)		☐ Not present n/a		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Spaces between concrete end walls and the bridge deck		☐ Not present n/a		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Crack between concrete railings on top of the bridge deck 		☐ Not present n/a		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Vertical surfaces on concrete I-beams		☐ Not present n/a		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Spaces between walls, ceiling joists		☐ Not present n/a		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Weep holes, scupper drains, and inlets/pipes		☐ Not present n/a		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ All guiderails		☐ Not present n/a		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ All expansion joints		☐ Not present n/a		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
Name: Grace Gjerde				Signature: 			



153 N. Emerson Ave
Greenwood, IN 46143

P 317-807-2469
F 317-885-2431

MEMORANDUM

To: **Travis Foerg**
From: Roy Francis, PE, PMP
Date: August 9, 2022
Re: **Utiltiy Verification – SR 38 and Logan Street Des. 1901880**

Indiana-American Water has reviewed the preliminary information for the above referenced project.

Please refer to Attachment A for utility verification markups. Where utilities were not shown, we have provided GIS asset inventory clips, please note that these areas are shown for reference only.

I will be your primary contact for this project. Please feel free to contact me with questions.

Thank You,

Roy Francis, PE, PMP
Senior Project Engineer
Indiana-American Water Company, Inc
153 N. Emerson Ave
Greenwood, IN 46143
Phone: (317) 885-2417
Roy.Francis@amwater.com



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: 855-INDOT 4U

Eric Holcomb, Governor
Michael Smith, Commissioner

October 4, 2024

Sample Additional Information Letter

Interested Agency

Re: Additional Information Letter, Des. No. 1901880 Intersection Improvement at State Road (SR) 38 and Logan Street in Noblesville, Hamilton County, Indiana.

Dear Interested Agency:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with an intersection improvement project on SR 38 and Logan Street in Hamilton County, Indiana. An early coordination letter was sent out for this project on July 26, 2022. This letter is being sent as an additional information letter regarding changes to the above-referenced project. Changes to the project involve a modification to the maintenance of traffic (MOT) plan, an extension of the project area west of Logans Street for the installation of the new storm sewer system, and a revision to the temporary right-of-way. A detailed description of the changes is provided below.

As previously mentioned in the early coordination letter, INDOT has identified the need to address deficiencies at the intersection of SR 38 (also known as Sheridan Road) and Logan Street in Noblesville, Hamilton County, Indiana. Specifically, this project is in Section 36, Township 19 North, Range 4 East, as shown on the Noblesville 7.5-Minute Topographic Map. SR 38 is a *principal arterial roadway* consisting of two 12-foot travel lanes, one in each direction, no paved shoulders, and a posted speed limit of 35 miles per hour. Logan Street is a *minor arterial roadway* consisting of two 12-foot travel lanes, one in each direction, no paved shoulders, and a posted speed limit of 30 miles per hour. SR 38 and Logan Street also have auxiliary turn lanes approaching the intersection. The need for this project has been prompted due to the history of crashes and delays at this intersection. Between 2015 and 2019, a total of 46 crashes were recorded. Of those, 24 were related to excessive speed, and 19 were related to turning movements. During this timeframe, 16 of the crashes resulted in 28 injuries. In addition, prolonged delays along Logan Street are experienced during the AM and PM peak hours which are a result of the traffic volumes along SR 38. The purpose of this project is to reduce the volume/severity of crashes and the backups/ congestion on the side streets of the intersection.

This project involves an intersection improvement at SR 38 and Logan Street in Noblesville, Indiana. The proposed project consists of replacing the existing signalized intersection with a dual-lane roundabout with two, 12-foot entry and exit lanes in the northbound and southbound directions of travel, and two, 12-foot entry and exit lanes in the eastbound and westbound directions of travel. The lane width within the circulating portion of the roundabout will be 16 feet, and a 12-foot auxiliary right-turn lane will be included for traffic turning from Logan Street onto SR 38 North. The 2 lanes traveling north to south in the roundabout will narrow into the mainline single lanes on SR 38. Mainline travel lanes outside the roundabout limits will be 12 feet in width, with a curb and gutter on each side of the roadway. The center median of the roundabout will consist of a vegetated center surrounded by a truck apron that is 15 feet wide, which will be bordered by curb and gutter. A concrete center curb will be installed on each leg of the roundabout leading up to the intersection and for the auxiliary right turn lane from Logan Street to SR 38 going north. Curb ramps will be installed at each corner and on the eastern, western, and southern center curbs.

Also included is the proposed improvement of an existing 15-inch concrete pipe culvert (CLV 038-029-56.55). The improvement options to the existing culvert include replacing or incorporating it as part of the new storm sewer system. In addition, a new 10-foot path is proposed along the south side of Logan Street and existing concrete sidewalks will be reconstructed. A new sidewalk will be added along the east side of SR 38, south of Logan Street, and new street lighting will be added within the project vicinity. Four modular block retaining walls with handrails will be installed: one in the southwest corner of the intersection and three along the east side of SR 38, south of Logan Street.

Previously the preferred method of traffic maintenance (MOT) consisted of phased construction, closing half of the intersection at a time; however, the MOT will now consist of closing the intersection to through traffic. Through traffic along SR 38 will utilize a detour of SR 32 and Little Chicago Road while access to all properties will be maintained at all times during construction. The intersection closure is estimated to be approximately 90 days. Additional phases of construction will be required after the completion of the road closure to complete all necessary incidental construction. The construction duration for the additional phases is estimated to be 45 days per phase, for approximately 2 phases. The total construction duration with lane restrictions is approximately 180 days. Specific local detours will be submitted to the city of Noblesville in Hamilton County, Indiana, for final approval. Sidewalks will be closed during the construction of the roundabout at SR 38 & Logan Street. A pedestrian detour route consisting of River Road, SR 32, and John Street will be utilized and in place throughout all phases of MOT.

The original early coordination indicated that the project limits from the intersection of SR 38 and Logan Street, would extend approximately 750 feet north and 1200 feet south on SR 38 and 450 feet west and 325 feet east on Logan Street. However, during project development, it was determined that the project limits will extend 640 feet west and 1,150 feet east of Logan Street for the installation of the new storm sewer system. The revised project area can be seen in Figure 3 of the Attachments. In addition, the early coordination letter indicated that approximately 0.64 acre of permanent and 0.19 acre of temporary right-of-way would be acquired. The temporary right-of-way has been revised to 0.31 acre. Construction will begin Spring of 2026.

Land use in the vicinity is primarily commercial development with some residential properties. No publicly owned parks, other recreational facilities, or wildlife refuges that would be afforded protection under Section 4(f) and no potential 6(f) sites have been identified in the immediate project area.

Please provide your response within thirty (30) calendar days from the date of this letter. 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, or if we can be of any further assistance, please contact Jennifer Beck, INDOT Project Manager at jbeck@indot.in.gov or telephone 765-361-5258 or Raquel Walker at raquel.walker@egis-group.com or telephone 317-558-7546. Thank you in advance for your input.

Sincerely,



Raquel Walker
Senior Environmental Analyst
Egis BLN USA, Inc. (Egis)

Attachments:

~~Maps~~

~~Photographs~~

Maps and photographs have been removed to avoid duplication and can be found in Appendix B.

From: [DNR Environmental Review](#)
To: [WALKER Raquel](#)
Cc: [DNR Environmental Review](#)
Subject: RE: Des 1901880 - Additional Information Letter - State Road (SR) 38 & Logans Street Intersection Improvement Project - ER-24883
Date: Wednesday, October 9, 2024 2:27:18 PM

/!\ Courriel externe - Merci d'être prudent avec les liens et les pièces jointes /!\ External email - Please be careful with links and attachments /!\

Hi Raquel,

Thanks for reaching out concerning the changes to the project under ER-24833. Because these changes are minor and primarily consist of the installation of a new storm sewer system, our recommendations detailed in our previous letter should suffice. Please let me know if you have any questions or concerns.

Kind regards,

Elizabeth Adkins (she/her)
Environmental Review Biologist
Indiana Department of Natural Resources
Division of Fish & Wildlife: Environmental Unit
EAdkins@dnr.IN.gov
dnr.IN.gov/fish-and-wildlife

From: WALKER Raquel <Raquel.WALKER@egis-group.com>
Sent: Tuesday, October 8, 2024 7:52 AM
To: DNR Environmental Review <environmentalreview@dnr.IN.gov>
Subject: Des 1901880 - Additional Information Letter - State Road (SR) 38 & Logans Street Intersection Improvement Project - ER-24883

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Dear Interested Agency,

An early coordination letter was sent to your agency regarding the above-referenced project on July 26, 2022, and we received a response from your agency on August 25, 2022 (attached). During project development, changes were made to the project area, maintenance of traffic, and temporary right-of-way amounts. A detailed description of the changes is provided in the attached letter. We are requesting comments from your area of expertise regarding any possible environmental effects associated with the project changes.

Please provide your response within thirty (30) calendar days from the date of this letter. 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, or if we can be of any further assistance, please

contact Jennifer Beck, INDOT Project Manager at jbeck@indot.in.gov or telephone 765-361-5258 or Raquel Walker at raquel.walker@egis-group.com or telephone 317-558-7546. Thank you in advance for your input.

Thank you,



Raquel Walker

Senior Analyst, Environmental Services, North America

Phone: [+1 317-558-7546](tel:+13175587546)

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WALKER Raquel

From: Haulter, Crystal <CHaulter@idem.IN.gov>
Sent: Monday, October 21, 2024 10:56 AM
To: WALKER Raquel
Subject: FW: Des 1901880 - Additional Information Letter - State Road (SR) 38 & Logans Street Intersection Improvement Project
Attachments: Des 1901880 - Additional Information Letter.pdf

!! Courriel externe - Merci d'être prudent avec les liens et les pièces jointes !! External email - Please be careful with links and attachments !!

Good morning Raquel,

Thank you for the Early Coordination Letter and Additional Information Letter regarding Des. No. 1901880 Intersection Improvement at State Road (SR) 38 and Logan Street in Noblesville, Hamilton County, Indiana.

The following site with an Environmental Restrictive Covenant (ERC) was identified in proximity to the project area:

Former Tuchman Cleaners (215 Sheridan Rd; AI # 16297)

The site is subject to an ERC which restricts residential and groundwater use (VFC #[82821489](#)).

IDEM's Institutional Controls Group does not have any concerns with the proposed work as it pertains to the restrictions in the ERC described above, provided that proper handling, removal, and disposal of potentially contaminated soil and/or groundwater is conducted in accordance with applicable laws, when and where appropriate.

The location of the above referenced ERC can be found on IDEM's [What's in My Neighborhood](#) and is depicted by the polygon in the screenshot below.



Please contact me directly if you have any further questions regarding this matter.

Thank you,
Crystal Haulter



Crystal Haulter
(She/Her/Hers)
Technical Environmental Specialist
Institutional Controls Group, Remediation Services Branch

(317) 234-1957 • chaulter@idem.IN.gov

     | www.idem.IN.gov

Scan the QR code to leave your feedback.

We appreciate your input!



From: WALKER Raquel <Raquel.WALKER@egis-group.com>
Sent: Friday, October 4, 2024 7:01 AM
To: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Beck, Jennifer <JBeck@indot.IN.gov>; erik.r.sandstedt@hud.gov; IDEM Institutional Controls <InstitutionalControls@idem.IN.gov>; Bales, Ronald <rbales@indot.IN.gov>; Allen, John - NRCS, Indianapolis, IN <john.allen@usda.gov>; Turner, James <JTurner2@idem.IN.gov>; Braun, Randy <RBRAUN@idem.IN.gov>; regulatoryapplicationsLRL@usace.army.mil; arodewald@noblesville.in.us; plandept@noblesville.in.us; cjensen@noblesville.in.gov; moverby@noblesville.in.gov; nsd@noblesville.in.us; chad.knecht@hamiltoncounty.in.gov; Lee.Buckingham@hamiltoncounty.in.gov; county.highway@hamiltoncounty.in.gov; surveyor@hamiltoncounty.in.gov; jmirgeaux@noblesville.in.us; mmitchell@noblesville.in.gov; planning.dept@hamiltoncounty.in.gov; info@riverview.org;

anna.gremling@indympo.org; Northup, Sean K. <sean.northup@indympo.org>

Cc: SHAW Brian <Brian.SHAW@egis-group.com>; PLOUGH Andrew <Andrew.PLOUGH@egis-group.com>

Subject: Des 1901880 - Additional Information Letter - State Road (SR) 38 & Logans Street Intersection Improvement Project

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Dear Interested Agency,

An early coordination letter was sent to your agency regarding the above-referenced project on July 26, 2022. During project development, changes were made to the project area, maintenance of traffic, and temporary right-of-way amounts. A detailed description of the changes is provided in the attached letter. We are requesting comments from your area of expertise regarding any possible environmental effects associated with the project changes.

Please provide your response within thirty (30) calendar days from the date of this letter. 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, or if we can be of any further assistance, please contact Jennifer Beck, INDOT Project Manager at jbeck@indot.in.gov or telephone 765-361-5258 or Raquel Walker at raquel.walker@egis-group.com or telephone 317-558-7546. Thank you in advance for your input.

Thank you,



Raquel Walker

Senior Analyst, Environmental Services, North America

Phone: +1 317-558-7546

From: Raquel Walker

Sent: Tuesday, July 26, 2022 1:04 PM

To: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; DNR Environmental Review <environmentalreview@dnr.in.gov>; JTurner2@idem.in.gov; rbraun@idem.in.gov; mwro_compliance@nps.gov; erik.r.sandstedt@hud.gov; arodewald@noblesville.in.us; nsd@noblesville.in.us; jbeck@indot.in.gov; institutionalcontrols@idem.IN.gov; Allen, John - NRCS, Indianapolis, IN <john.allen@usda.gov>; regulatoryapplicationsLRL@usace.army.mil; Bales, Ronald <rbales@indot.in.gov>; plandep@noblesville.in.us; cleanwater@noblesville.in.us; county.highway@hamiltoncounty.in.gov; cculp@noblesville.in.us; shane.booker@hamiltoncounty.in.gov; surveyor@hamiltoncounty.in.gov; jmirgeaux@noblesville.in.us; dan.stevens@hamiltoncounty.in.gov; info@riverview.org; planning.dept@hamiltoncounty.in.gov

Cc: Brian Shaw <bshaw@b-l-n.com>

Subject: Early Coordination Letter for Des 1901880

Hello,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with an intersection improvement project in Hamilton County, Indiana. Please see the attached early coordination letter with information regarding this project.

We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. If you would like to respond, we request that you do so within 30 calendar days of the date of this letter.

Please use the referenced designation number and description in your reply.

Please let me know if you have any questions or need any additional information.

Thank you,

Raquel Walker

Senior Environmental Analyst

O: 317-558-7546

M: 260-444-1307

B-L-N.com

BEAM, LONGEST, and NEFF

A Tradition of Excellence Since 1945

October 4, 2024

Requel Walker
8320 Craig Street
Indianapolis, Indiana 46250
Raquel.WALKER@egis-group.com

Dear Requel Walker:

The proposed Intersection Improvement project at State Road (SR) 38 and Logan Street in Noblesville, Hamilton County, Indiana (Des. 1901880), as referred to in your letter received on October 4, 2024, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN Digitally signed by JOHN ALLEN
Date: 2024.10.07 08:45:07 -04'00'

JOHN ALLEN
State Soil Scientist

WALKER Raquel

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Monday, November 4, 2024 12:26 PM
To: WALKER Raquel
Subject: Re: [EXTERNAL] Des 1901880 - Additional Information Letter - State Road (SR) 38 & Logans Street Intersection Improvement Project

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Raquel,

If the project still falls under the same determination under the FHWA programmatic, we do not have any additional comments or concerns.

Sincerely
Robin

Robin McWilliams Munson
Fish and Wildlife Biologist/Transportation Liaison
U.S. Fish and Wildlife Service
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403
Robin_McWilliams@fws.gov
***NEW* 812-902-1752**

Mon-Tues 8:30-4:30p
Wed-Thurs 8:30-4:30p Telework

From: WALKER Raquel <Raquel.WALKER@egis-group.com>
Sent: Friday, November 1, 2024 8:53 AM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: RE: [EXTERNAL] Des 1901880 - Additional Information Letter - State Road (SR) 38 & Logans Street Intersection Improvement Project

Hi Robin,

Yes, sorry for the confusion. I imagine I had the interim policy pulled up and that's what came to my mind when typing that out.

Thank you,


Raquel Walker

Senior Environmental Analyst, Environmental Services, North America
Phone: +1 317-558-7546

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Thursday, October 31, 2024 4:14 PM
To: WALKER Raquel <Raquel.WALKER@egis-group.com>
Subject: Re: [EXTERNAL] Des 1901880 - Additional Information Letter - State Road (SR) 38 & Logans Street Intersection Improvement Project

!! Courriel externe - Merci d'être prudent avec les liens et les pièces jointes !! External email - Please be careful with links and attachments !!

Hi Raquel,

You mention the interim policy below. Do you mean the FHWA programmatic for Indiana and northern long-eared bats?

Sincerely,
Robin

Robin McWilliams Munson
Fish and Wildlife Biologist/Transportation Liaison
U.S. Fish and Wildlife Service
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403
Robin.McWilliams@fws.gov
***NEW* 812-902-1752**

Mon-Tues 8:30-4:30p
Wed-Thurs 8:30-4:30p Telework

From: WALKER Raquel <Raquel.WALKER@egis-group.com>
Sent: Thursday, October 3, 2024 10:22 PM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: [EXTERNAL] Des 1901880 - Additional Information Letter - State Road (SR) 38 & Logans Street Intersection Improvement Project

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Robin,

An early coordination letter was sent to your agency regarding the above-referenced project on July 26, 2022. During project development, changes were made to the project area, maintenance of traffic, and temporary right-of-way amounts. A detailed description of the changes is provided in the attached letter. We are requesting comments from your area of expertise regarding any possible environmental effects associated with the project changes.

This project does fall within the INDOT/USFWS interim policy, so no formal coordination with your agency is necessary, but I sent you an early coordination letter so I thought I should include your agency in the additional information list as well.

Please provide your response within thirty (30) calendar days from the date of this letter. 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, or if we can be of any further assistance, please contact Jennifer Beck, INDOT Project Manager at jbeck@indot.in.gov or telephone 765-361-5258 or Raquel Walker at raquel.walker@egis-group.com or telephone 317-558-7546. Thank you in advance for your input.

Thanks,



Raquel Walker

Senior Analyst, Environmental Services, North America

Phone: +1 317-558-7546

Appendix D

Section 106 Consultation



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

July 23, 2020

This letter was sent to the listed parties.

RE: FHWA Project: Des No 1901880; SR 38 & Logan Street Roundabout, Hamilton County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 38 & Logan Street roundabout project (Des. No. 1901880). Cultural Resource Analysts, Inc. (CRA) 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 the project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. No. and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is in Hamilton County, Indiana. It is within Noblesville Township, as shown on the Noblesville, Indiana, USGS Topographic Quadrangle, in Section 36, Townships 19 North, Range 4 East.

The project proposes to improve the intersection of SR 38 and Logan Street by creating a new roundabout. The need for the project is based on a history of crashes at the existing signalized intersection of SR 38 and Logan Street. Additionally, traffic from adjacent side streets attempting to enter SR 38 experience long delays during the am and pm peak hours. The purpose of this project is to decrease accident frequency and severity, reduce speeds along SR 38, and decrease delays on side streets.

The project proposes to construct a single-lane roundabout at the intersection of SR 38 and Logan Street. The lane width will remain at 12 ft. There is currently no paved shoulder. The paved shoulder width will be increased to 2 ft. Half of the intersection will be closed at a time and constructed in phases. Temporary pavement may be required to maintain two, 10-foot travel lanes (one in each direction).

The proposed project requires additional right-of-way from all four corners of the intersection: 0.02 acres from the Northwest Quadrant, 0.11 acres from the Northeast Quadrant, 0.04 acres from the Southwest Quadrant, and 0.13 acres from the Southeast Quadrant. It is also anticipated that some temporary right-of-way will be needed to reconstruct driveway approaches, parking



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

lots, and additional grading adjacent to the project. An existing sign will likely be relocated at the northwest corner of the intersection.

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. 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. At this time, there are no known listed National Register of Historic Places (NRHP) properties or properties potentially eligible for inclusion in the NRHP.

Please review the information in this letter and attachments 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.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) at (812) 253-3009 or adreynolds@crai-ky.com. All future responses regarding the proposed project should be forwarded to CRA at the following address:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.com



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

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,

A handwritten signature in black ink, appearing to read 'Anuradha', is written over a horizontal line. There are two small dots below the line.

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Distribution List, USGS Topographic map, and Aerial View Map, Project Plans



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Consulting Party Early Coordination

Automatic Section 106 Consulting Parties:

Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology, Indiana State Historic Preservation Office (SHPO)
402 W. Washington St., Room W274
Indianapolis, Indiana 46204

July 23, 2020

Invited Consulting Parties:

Hamilton County Commissioner

Christine Altman
One Hamilton County Square, Suite 157
Noblesville, Indiana 46060
317.776.8493
{christine.altman@hamiltoncounty.in.gov}

Hamilton County Commissioner

Steven C. Dillinger
One Hamilton County Square, Suite 157
Noblesville, Indiana 46060
317.776.8493
{steve.dillinger@hamiltoncounty.in.gov}

Hamilton County Commissioner

Mark E. Heirbrandt
One Hamilton County Square, Suite 157
Noblesville, Indiana 46060
317.776.8493
{mark.heirbrandt@hamiltoncounty.in.gov}

Hamilton County Council

Amy Massillamany
One Hamilton County Square, Suite 157
Noblesville, Indiana 46060
317.776.8401
{amy.massillamany@hamiltoncounty.in.gov}

Hamilton County Council

Ken Alexander
One Hamilton County Square, Suite 157
Noblesville, Indiana 46060
317.776.8401

Hamilton County Council

Brad Beaver
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Noblesville, Indiana 46060
317.776.8401
{Brad.Beaver@hamiltoncounty.in.gov}

Hamilton County Council

Fred Glynn
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317.776.8401
{fred.glynn@hamiltoncounty.in.gov}

Hamilton County Council

Jeff Hern
One Hamilton County Square, Suite 157
Noblesville, Indiana 46060
317.776.8401
{jeff.hern@hamiltoncounty.in.gov}

Hamilton County Council

Ralph "Rick" McKinney
One Hamilton County Square, Suite 157
Noblesville, Indiana 46060
317.776.8401
{rick.mckinney@hamiltoncounty.in.gov}

Hamilton County Council

Steve Schwartz



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

One Hamilton County Square, Suite 157
Noblesville, Indiana 46060
317.776.8401
{steve.schwartz@hamiltoncounty.in.gov}

Hamilton County Engineer

James W. Neal, P.E.
1700 South 10th Street
Noblesville, Indiana 46060
317.773.7770
{james.neal@hamiltoncounty.in.gov}

Hamilton County Genealogy Society

Kathy A. Venable, President
111 Beechmont Drive
Carmel, Indiana 46032
317.846.5714
{Kathyvena@att.net}

Hamilton County Historian

David Heighway
140 North 15th Street
Noblesville, Indiana 46060
317.773.2142
{heighwayd@earthlink.net}

Hamilton County Historical Society

Susan Lucas, Director
PO Box 397
Noblesville, Indiana 46061
317.770.0775
{hamiltoncomuseum@att.net}

Hamilton County Supervisor

Robert A. Davis
1700 South 10th Street
Noblesville, Indiana 46060
317.773.7770
{bob.davis@hamiltoncounty.in.gov}

Hamilton County Surveyor

Kenton C. Ward
One Hamilton County Square, Suite 188
Noblesville, Indiana 46060

317.776.8495
{kenton.ward@hamiltoncounty.in.gov}

Indiana Landmarks Central Regional Office

1201 Central Avenue
Indianapolis, IN 46202
317.639.4534
{central@indianalandmarks.org}

Indianapolis Metropolitan Planning Organization

Indianapolis MPO
200 East Washington Street, Suite
2322
Indianapolis, Indiana 46204
317.327.5136
{anna.gremling@indympo.org}
{sean.northup@indympo.org}

Madison County Council of Governments (MCCOG)

739 Main Street
Anderson, Indiana 46016
765.641.9482
{webmaster@mccog.net}

Noblesville Engineer

Alison Krupski
16 South 10th Street, Suite 155
Noblesville, Indiana 46060
317.776.6330
Chris Jensen
Mayor of Noblesville
16 South 10th Street
Noblesville, Indiana 46060
317.776.6324

Noblesville Main Street, Inc.

Lorna Steele, Executive Director
839 Conner Street
Noblesville, Indiana 46060
317.776.0205



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

[{lorna@noblesvillemainstreet.org}](mailto:lorna@noblesvillemainstreet.org)

Noblesville Preservation Alliance

Mike Corbett
PO Box 632
Noblesville, Indiana 46060
317.426.1672
[{info@noblesvillepreservation.com}](mailto:info@noblesvillepreservation.com)

Noblesville Street Commissioner

Patty Johnson
1575 Pleasant Street
Patty Johnson
1575 Pleasant Street
Noblesville, Indiana 46060
317.776.6348
[{pjohnson@noblesville.in.us}](mailto:pjohnson@noblesville.in.us)

Northern Hamilton County Chamber of Commerce

Catharine R. Heller, Executive Director
PO Box 466
Cicero, Indiana
317.984.4079
[{catharine@northernhamiltoncountychamber.com}](mailto:catharine@northernhamiltoncountychamber.com)

Sheridan Historical Society

Jim Pickett, Executive Director
315 South Main Street
Sheridan, Indiana 46069
317.758.5054
[{Sheridanhistorical@att.net}](mailto:Sheridanhistorical@att.net)

Westfield-Washington Historical Society

Joe Sanders, President
PO Box 103
Westfield, Indiana 46074
317.804.5365
[{president@wwhs.us}](mailto:president@wwhs.us)

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

Delaware Nation of Oklahoma

Delaware Tribe of Indians, Oklahoma

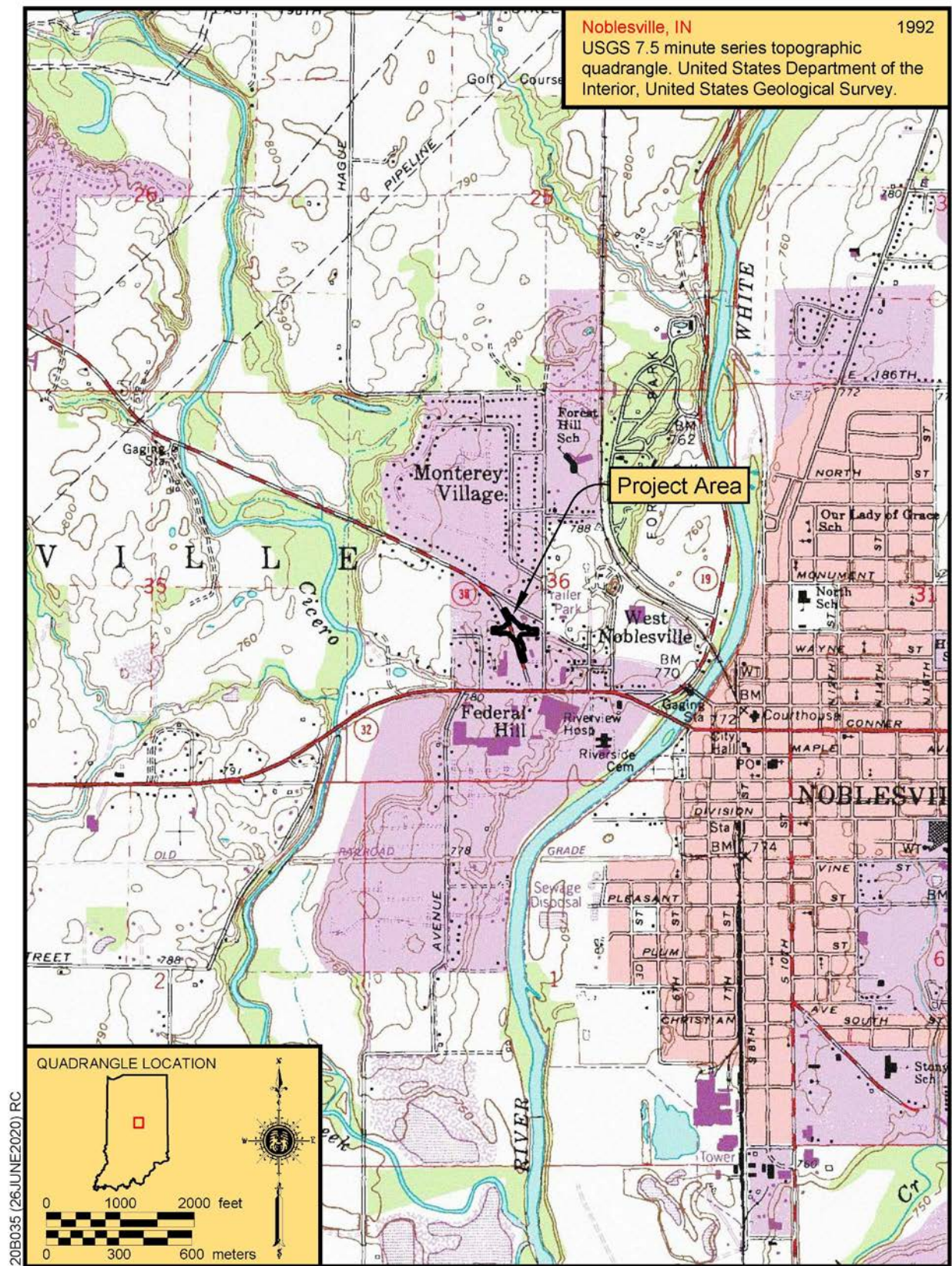


Figure 1. Topographic map depicting the location of the proposed project area.

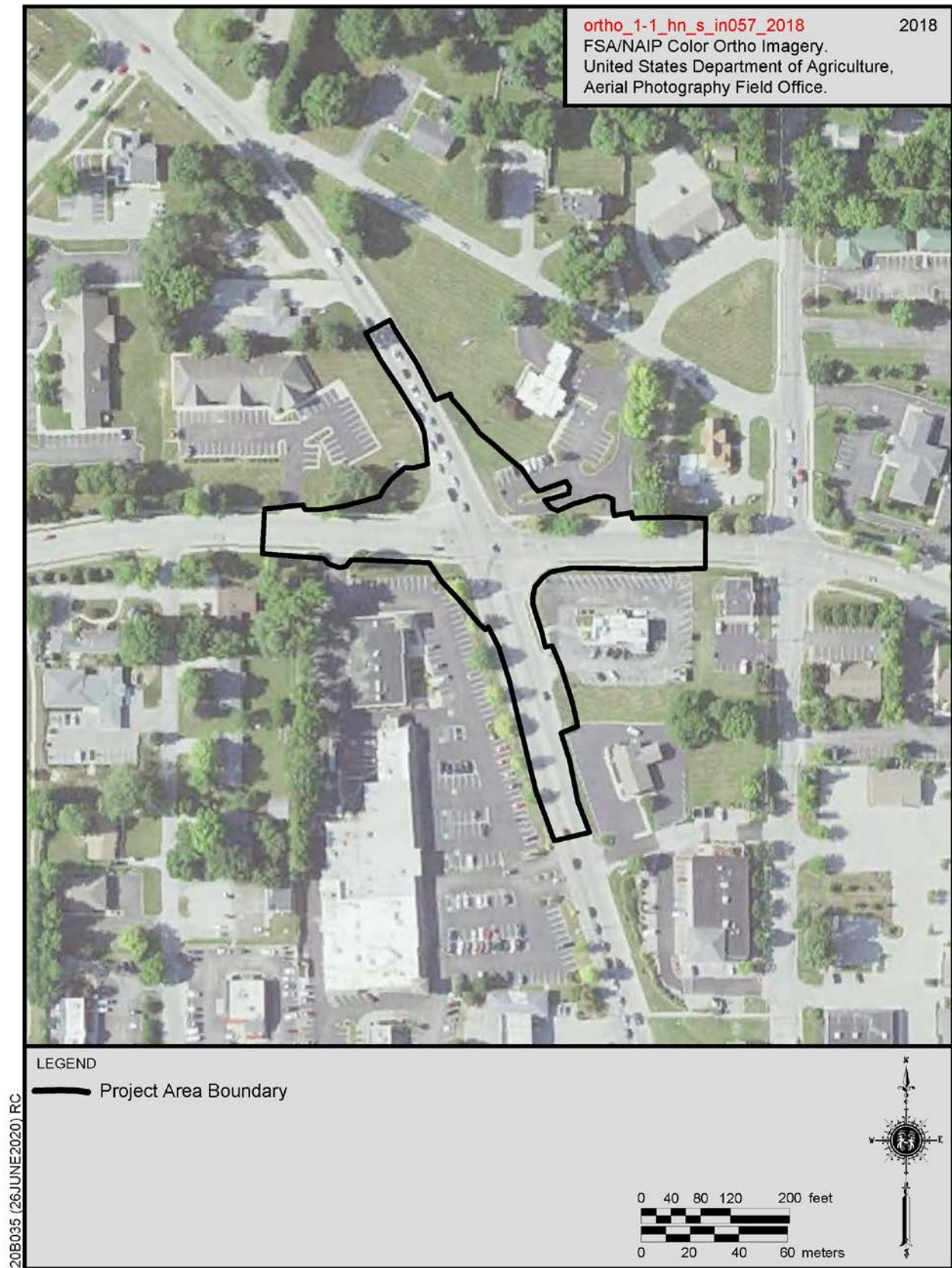


Figure 2. Aerial map depicting the location of the proposed project area.

ROUNDAABOUT

PROJECT AERIAL - ROUNDAABOUT AT SR 38 AND LOGAN STREET



1 inch = 500 feet



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

May 2020

BLN
BEAM · LONGEST · NEFF

P:\190115 - SR 38_Logan SR09Road04 Design files\11 GIS\190115_Aerial_Display.mxd | Friday, May 29, 2020 | 8:46:56 AM

Figure 3. Proposed roundabout plans for SR 38 & Logan Street from BLN.

From: [Alyssa Reynolds](#)
To: ["Lorna Oskouie"](#)
Subject: RE: FHWA Project: Des. No. 1901880; SR 38 & Logan Street Roundabout, Hamilton County, Indiana
Date: Thursday, July 30, 2020 9:04:39 AM
Attachments: [image003.jpg](#)
[image005.jpg](#)
[image001.jpg](#)

Lorna,

Thank you for your response. BLN has proposed to allow for through traffic to be maintained along SR 38 by closing half of the intersection at a time. The roundabout will be constructed in phases. Temporary pavement may be required to maintain two-10-foot travel lanes (one in each direction). Local detour routes would be required for the local streets to allow for uninterrupted through movements on SR 38 during the phased construction. The detour shall be submitted to the City of Noblesville for final approval. I will check about the approval from the City and how they will go about publicizing these routes.

Thank you,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>

Logo



Celebrating 33 Years in Business!

From: Lorna Oskouie <lorna@noblesvillemainstreet.org>
Sent: Wednesday, July 29, 2020 12:26 PM
To: Alyssa Reynolds <adreynolds@crai-ky.com>
Subject: Re: FHWA Project: Des. No. 1901880; SR 38 & Logan Street Roundabout, Hamilton County, Indiana

Hello,

The biggest hurdle I see with this project is that Logan is the second major entrance to downtown and Federal Hill Commons from the West and is heavily used, which is why this project is needed. I would just want to see some alternate and publicized routes to both downtown and the park from the west.

Thanks,

Lorna Oskouie

Executive Director

<https://www.noblesvillemainstreet.org/donate>



From: Alyssa Reynolds <adreynolds@crai-ky.com>

Date: Thursday, July 23, 2020 at 3:05 PM

To: "cslider@dnr.in.gov" <cslider@dnr.in.gov>, "christine.altman@hamiltoncounty.in.gov" <christine.altman@hamiltoncounty.in.gov>, "steve.dillinger@hamiltoncounty.in.gov" <steve.dillinger@hamiltoncounty.in.gov>, "mark.heirbrandt@hamiltoncounty.in.gov" <mark.heirbrandt@hamiltoncounty.in.gov>, "amy.massillamany@hamiltoncounty.in.gov" <amy.massillamany@hamiltoncounty.in.gov>, "Brad.Beaver@hamiltoncounty.in.gov" <Brad.Beaver@hamiltoncounty.in.gov>, "fred.glynn@hamiltoncounty.in.gov" <fred.glynn@hamiltoncounty.in.gov>, "jeff.hern@hamiltoncounty.in.gov" <jeff.hern@hamiltoncounty.in.gov>, "rick.mckinney@hamiltoncounty.in.gov" <rick.mckinney@hamiltoncounty.in.gov>, "steve.schwartz@hamiltoncounty.in.gov" <steve.schwartz@hamiltoncounty.in.gov>, "james.neal@hamiltoncounty.in.gov" <james.neal@hamiltoncounty.in.gov>, "Kathyvena@att.net" <Kathyvena@att.net>, "heighwayd@earthlink.net" <heighwayd@earthlink.net>, "hamiltoncomuseum@att.net" <hamiltoncomuseum@att.net>, "bob.davis@hamiltoncounty.in.gov" <bob.davis@hamiltoncounty.in.gov>, "kenton.ward@hamiltoncounty.in.gov" <kenton.ward@hamiltoncounty.in.gov>, "central@indianalandmarks.org" <central@indianalandmarks.org>, "anna.gremling@indympo.org" <anna.gremling@indympo.org>, "sean.northup@indympo.org" <sean.northup@indympo.org>, "webmaster@mccog.net" <webmaster@mccog.net>, Lorna Oskouie <lorna@noblesvillemainstreet.org>, "info@noblesvillepreservation.com" <info@noblesvillepreservation.com>, "pjohanson@noblesville.in.us" <pjohanson@noblesville.in.us>, "catharine@northernhamiltoncountychamber.com" <catharine@northernhamiltoncountychamber.com>, "Sheridanhistorical@att.net" <Sheridanhistorical@att.net>, "president@wwwhs.us" <president@wwwhs.us>

Cc: Andrew Martin <amartin@crai-ky.com>, Elizabeth Heavrin <egheavrin@crai-ky.com>, Robert Ball <rball@crai-ky.com>, 'Brian Shaw' <bshaw@b-l-n.com>, "'Branigin, Susan'" <SBranigin@indot.IN.gov>, "'Carpenter, Patrick A'" <PACarpenter@indot.IN.gov>, "'Branigin, Susan'" <SBranigin@indot.IN.gov>, "'Kumar, Anuradha'" <akumar@indot.IN.gov>, "'Miller, Shaun (INDOT)'" <smiller@indot.IN.gov>

Subject: FHWA Project: Des. No. 1901880; SR 38 & Logan Street Roundabout, Hamilton County, Indiana

All,

Des. No.: 1901880

Project Description: SR 38 & Logan Street Roundabout at the intersection of SR 38 & Logan Street

Location: Noblesville Township, Hamilton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a new roundabout construction at the intersection of SR 38 and Logan Street; Des. No. 1901880. Cultural Resource Analysts, Inc.

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 Department of Natural Resources
Division of Historic Preservation & Archaeology
Indiana State Historic Preservation Office (SHPO)

Delaware Nation of Oklahoma

Delaware Tribe of Indians, Oklahoma

Hamilton County Commission

Hamilton County Council

Hamilton County Engineer

Hamilton County Genealogy Society

Hamilton County Historian

Hamilton County Historical Society

Hamilton County Supervisor

Hamilton County Surveyor

Indiana Landmarks Central Regional Office

Indianapolis Metropolitan Planning Organization
Madison County Council of Governments (MCCOG)
Noblesville Engineer
Noblesville Main Street, Inc.
Noblesville Preservation Alliance
Noblesville Street Commissioner
Northern Hamilton County Chamber of Commerce
Delaware Nation of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Sheridan Historical Society
Westfield-Washington Historical Society

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,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>



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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



August 10, 2020

Alyssa Reynolds
Cultural Resources Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

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

Re: Early coordination letter for the SR 38 and Logan Street Roundabout Project in Noblesville,
Hamilton County, Indiana (Des. No. 1901880; DHPA No. 26137)

Dear Ms. Reynolds:

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 23, 2020 review request submittal form which enclosed INDOT’s early coordination letter, which we received the same day 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. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

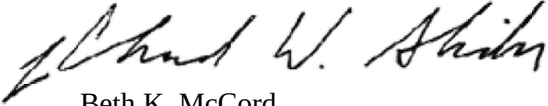
We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff’s archaeological reviewer for this project is Rachel Sharkey, 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.

Alyssa Reynolds
August 10, 2020
Page 2

In all future correspondence about the SR 38 and Logan Street Roundabout project in Noblesville, Hamilton County (Des. No. 1901880), please refer to DHPA No. 26137.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord". The signature is fluid and cursive, with the first letter of the first name being a large, stylized capital 'B'.

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Robert Dirks, PE, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Anthony Ross, INDOT
Alyssa Reynolds, CRA, Inc.
Rachel Sharkey, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA



The Delaware Nation
Historic Preservation Department
31064 State Highway 281
Anadarko, OK 73005
Phone (405)247-2448

August 11, 2020

To Whom It May Concern:

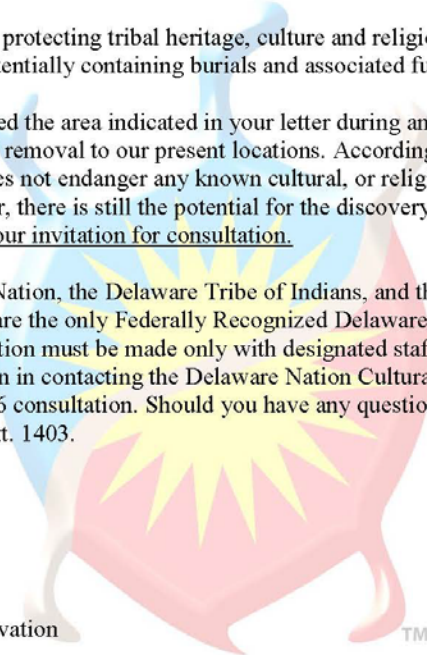
The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

Project(s): FHWA Project: Des No 1901880; State Road 38 & Logan Street Roundabout, Hamilton County, 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 Cultural 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 N. Paden

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



Miami Tribe of Oklahoma

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



Via email: smiller@indot.in.gov

August 18, 2020

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

Re: Des. No. 1901880; SR 38 & Logan Street Roundabout, Hamilton County, Indiana –
Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1901880.

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, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, 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

Diane Hunter
Tribal Historic Preservation Officer



Kenton C. Ward, CFM
Surveyor of Hamilton County
Phone (317) 776-8495
Fax (317) 776-9628

Suite 188
One Hamilton County Square
Noblesville, Indiana 46060-2230

Indiana Department of Transportation
Cultural Resources Office
Anoradha V. Kumar, Manager
100 N. Senate Avenue
Room, N642
Indianapolis, IN 46204

September 4, 2020

Re: FHWA Project: Des No. 1901880; SR 38 & Logan Street Roundabout, Hamilton County, Indiana

I received your letter dated July 23, 2020 regarding the above referenced project. I have the following comments regarding this project.

Regulated Drains –
None located in the project limits.

Section Corners –
None located in the project limits.

Benchmarks –
None located in the project limits.

Floodplains –
None located in the project limits.

If you should have any questions regarding this project, please contact me.

Sincerely,

Kenton C. Ward, CFM
Hamilton County Surveyor

Cc: Steve Cash
Alison Krupski, Noblesville City Engineer



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

September 16, 2020

This letter was sent to the listed parties.

RE: FHWA Project: SR 38 & Logan Street Roundabout, Hamilton County, Indiana: Des No 1901880; DHPA No 26137

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 38 & Logan Street roundabout project (Des. No. 1901880).

This letter is part of the early coordination phase of the environmental review process requesting comments associated with the project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. No. and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on July 23, 2020.

The proposed undertaking is in Hamilton County, Indiana at the intersection of SR 38 and Logan Street. It is within Noblesville Township, as shown on the Noblesville, Indiana, USGS Topographic Quadrangle, in Section 36, Townships 19 North, Range 4 East.

The project proposes to improve the intersection of SR 38 and Logan Street by creating a new roundabout. The need for the project is based on a history of crashes at the existing signalized intersection of SR 38 and Logan Street. Additionally, traffic from adjacent side streets attempting to enter SR 38 experience long delays during the am and pm peak hours. The purpose of this project is to decrease accident frequency and severity, reduce speeds along SR 38, and decrease delays on side streets.

The project proposes to construct a single-lane roundabout at the intersection of SR 38 and Logan Street. The lane width will remain at 12 feet. There is currently no paved shoulder. The paved shoulder width will be increased to 2 feet. Half of the intersection will be closed at a time and constructed in phases. Temporary pavement may be required to maintain two, 10-foot travel lanes (one in each direction).

The proposed project requires additional right-of-way from all four corners of the intersection: 0.02 acre from the Northwest Quadrant, 0.11 acre from the Northeast Quadrant, 0.04 acre from the Southwest Quadrant, and 0.13 acre from the Southeast Quadrant. It is also anticipated that some temporary right-of-way will be needed to reconstruct driveway approaches, parking lots,



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

and additional grading adjacent to the project. An existing sign will likely be relocated at the northwest corner of the intersection.

Cultural Resource Analysts (CRA) is acting on behalf of Beam, Longest, and Neff (BLN), who 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 above-ground survey identified 10 resources that are 50 years or older and 11 resources that are not 50 years or older.

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. All identified resources in the previous paragraph are recommended as not being eligible for listing in the National Register of Historic Places (NRHP).

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards has conducted a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. No archaeological deposits were found within the narrow project area and disturbances associated with commercial construction during the last quarter of the twentieth century, as well as the construction of the western half of Logan Street between 1998 and 2003 were documented. This urbanization around Logan Street and SR 38 appears to have significantly diminished, or destroyed, any potential for intact archaeological deposits within the survey area. Shovel testing was completed where possible due to existing utility corridors. No sites were documented within the project area. Therefore, no additional archaeological work is recommended for the project.

The Miami Tribe of Oklahoma indicated they would like to be a consulting party on August 18, 2020. The Delaware Nation of Oklahoma stated they would like to be a consulting party on August 11, 2020. On August 10, 2020, SHPO indicated they would like to be a consulting party. Lorna Oskouie, Executive Director of Noblesville Main Street voiced her concerns on July 29, 2020, about providing and publicizing alternate routes to both downtown Noblesville and the



INDIANA DEPARTMENT OF TRANSPORTATION

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Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

park from the west as Logan Street is the second major entrance to downtown Noblesville and Federal Hill commons from the west. BLN has proposed to allow for through traffic to be maintained along SR 38 by closing half of the intersection at a time. The roundabout will be constructed in phases. Temporary pavement may be required to maintain, two, 10-foot travel lanes (one in each direction). Local detour routes would be required for the local streets to allow for uninterrupted through movements on SR 38 during the phased construction.

The Historic Property Short Report and the Archaeology Report (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 within seven (7) days.

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.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. at (812) 253-3009 or adreynolds@crai-ky.com. All future responses regarding the proposed project should be forwarded to CRA at the following address:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.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



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Enclosures: BLN Project Plan, Topographic & Aerial Map, Consulting Party Emails

Consulting Party Early Coordination Acceptance (official acceptance is in bold)

**Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology,
Indiana State Historic Preservation Office (SHPO)**

402 W. Washington St., Room W274
Indianapolis, Indiana 46204

Delaware Nation of Oklahoma

Delaware Tribe of Indians, Oklahoma

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Noblesville Main Street

Peoria Tribe of Indians of Oklahoma

Shawnee Tribe

Attachments have been removed but can be made available upon request.

HISTORIC PROPERTY SHORT REPORT FOR THE PROPOSED STATE ROAD 38 AND LOGAN STREET ROUNDBOUT PROJECT IN NOBLESVILLE TOWNSHIP, HAMILTON COUNTY, INDIANA (INDOT DES. NO. 1901880; DHPA NO. 26137)



by
Alyssa Reynolds, MS

Prepared for

BLN
BEAM · LONGEST · NEFF

Prepared by

 **cra**
cultural resource analysts, inc

Kentucky | West Virginia | Wyoming
Indiana | Louisiana | Tennessee | Virginia

**HISTORIC PROPERTY SHORT REPORT FOR THE
PROPOSED STATE ROAD 38 AND LOGAN STREET
ROUNDBOUT PROJECT IN NOBLESVILLE TOWNSHIP,
HAMILTON COUNTY, INDIANA
(INDOT DES. NO. 1901880; DHPA NO. 26137)**

by

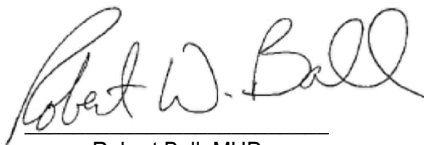
Alyssa Reynolds, MS

Prepared for

Brian Shaw
Beam, Longest, & Neff, LLC
Phone: (317) 849-5832
Email: bshaw@b-l-n.com

Prepared by

Cultural Resource Analysts, Inc.
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CRA Project No.: I20B035

A handwritten signature in cursive script that reads "Robert W. Ball". The signature is written in dark ink and is positioned above a horizontal line.

Robert Ball, MHP
Principal Investigator

August 25, 2020

INDOT Des. No.: 1901880
DHPA No.: 26137

ABSTRACT

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed State Road 38 and Logan Street Roundabout Project in Hamilton County, Indiana (INDOT Des. No. 1901880). Aboveground resources located within the project APE were identified and evaluated in accordance with Section 106, of the National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, 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 that are eligible for or listed in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

Cultural Resource Analysts, Inc. (CRA), reviewed the Indiana Historic Sites and Structure Inventory (IHSSI) and found that there were not any previously recorded resources in the APE. Following the records review, CRA conducted a field survey of all aboveground resources fifty years of age or older. During the survey, personnel identified a total of ten resources that are fifty years old or older within the APE. However, these resources are non-contributing and are recommended as not eligible for listing in the NRHP. Eleven resources did not meet the age requirement and were therefore also identified as being ineligible for listing in the NRHP. Therefore, the APE does not contain any resources that are recommended eligible for listing in the NRHP.

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I. INTRODUCTION AND PROJECT DESCRIPTION

In July 2020, Cultural Resource Analysts, Inc. (CRA), completed a historic property survey for the proposed State Road (SR) 38 and Logan Street roundabout project (Des. No. 1901880) in Hamilton County, Indiana (Figures 1 and 2). The survey was performed at the request of Beam, Longest, & Neff, LLC (BLN), on behalf of the Indiana Department of Transportation (INDOT). The Federal Highway Administration (FHWA) is the lead federal agency for the project.

The project area is located at the intersection of SR 38 and Logan Street, within the city limits of Noblesville in Noblesville Township. The need for the project is based on a history of crashes at the existing, signalized intersection of SR 38 and Logan Street. Additionally, traffic from adjacent side streets attempting to enter SR 38 experience long delays during the am and pm peak hours. The purpose of the project is to decrease accident frequency and severity, reduce speeds along SR 38, and decrease delays on side streets (Figure 3). The existing roadway alignment is anticipated to be replaced with a new, single-lane roundabout.

The survey was conducted to comply with federal regulations concerning the impact of federal actions on sites and structures listed in, or eligible for nomination to, the National Register of Historic Places (NRHP). These regulations include Section 106 of the National Historic Preservation Act of 1966 and the regulations published in the Code of Federal Regulations at 36 CFR Part 800. As such, CRA conducted this historic property survey to:

- 1) Identify and document all resources (aboveground resources 50 years of age or older) located within the Area of Potential Effects (APE).
- 2) Evaluate their eligibility for listing in the NRHP and recommend boundaries, if eligible.

Guidelines provided in the following documents were adhered to during the investigation: *Archaeology and Historic*

Preservation: Secretary of the Interior's Standards and Guidelines (National Park Service 1983); *Guidelines for Local Surveys: A Basis for Preservation Planning: National Register Bulletin No. 24* (National Park Service 1985); and the *Indiana Cultural Resources Manual* (Indiana Department of Transportation Cultural Resources Office [CRO] 2019).

According to 36 CFR Section 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. Given the nature of the proposed project, the APE was determined to include the proposed project area and a buffer zone based on topography and vegetation surrounding the proposed roundabout. Visual impacts were the driving factor in the creation of the APE, as the intersection is visible from surrounding commercial buildings and residences. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of a modern built-environment with paved parking lots and scattered tree lines surrounding the intersection (Figures 4 and 5).

The following report is a summary of the survey findings. Fieldwork was completed on July 29, 2020, by Alyssa Reynolds, who meets the Secretary of the Interior's Professional Qualification Standards. Reynolds also authored this report. Survey work was conducted from the public right-of-way (ROW).

II. LITERATURE REVIEW

Before entering the field, available surveys, reports, studies, maps, and other data pertinent to the APE were identified and reviewed to develop an understanding of the project area and to identify previously documented resources (should there be any) located in the APE. This research included a review of the NRHP database, the Indiana Register of Historic Sites and Structures (State Register), and the Indiana Historic Sites and Structures Inventory (IHSSI).

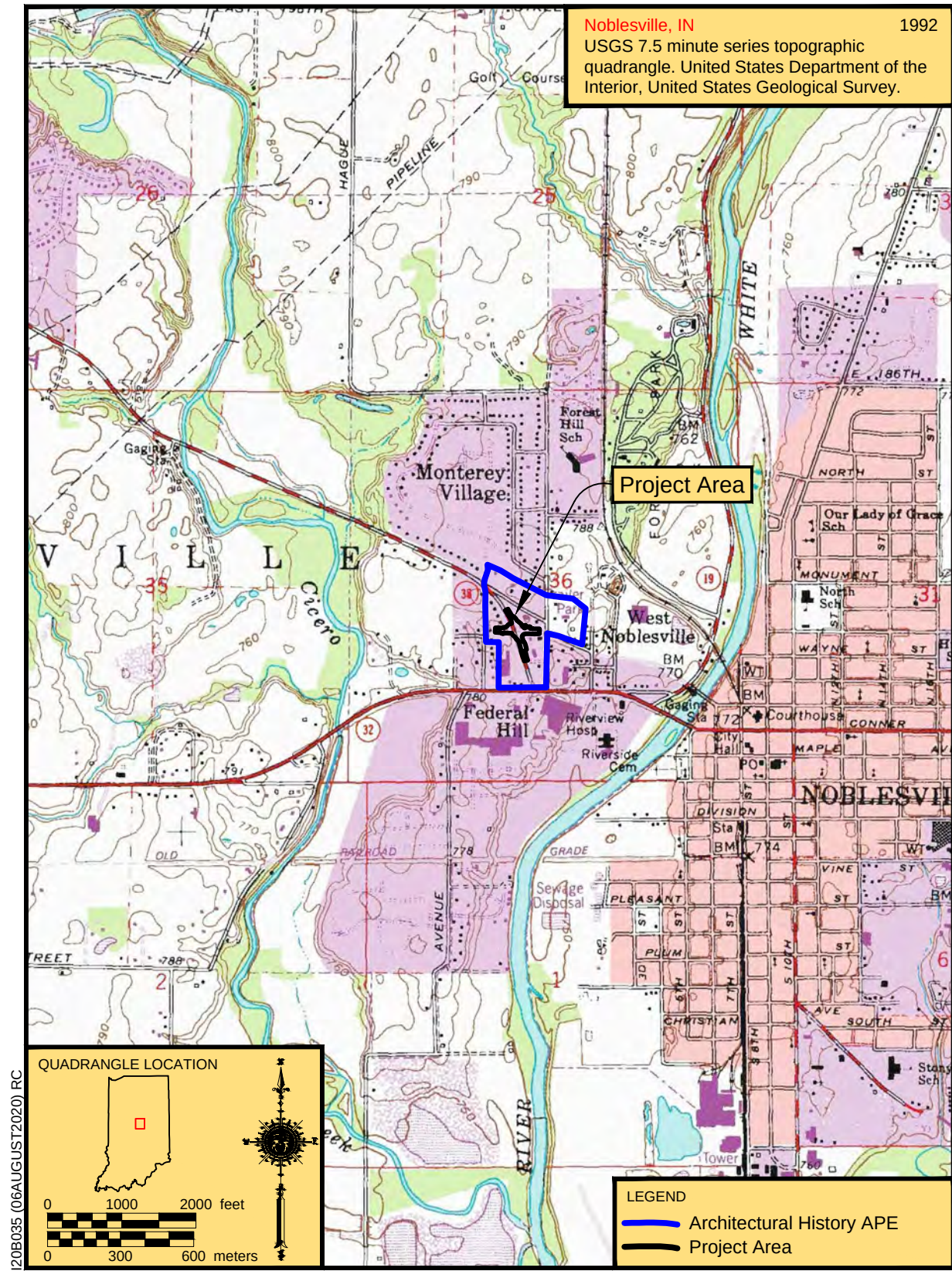


Figure 1. Topographic quadrangle showing the location of the proposed project and the APE.

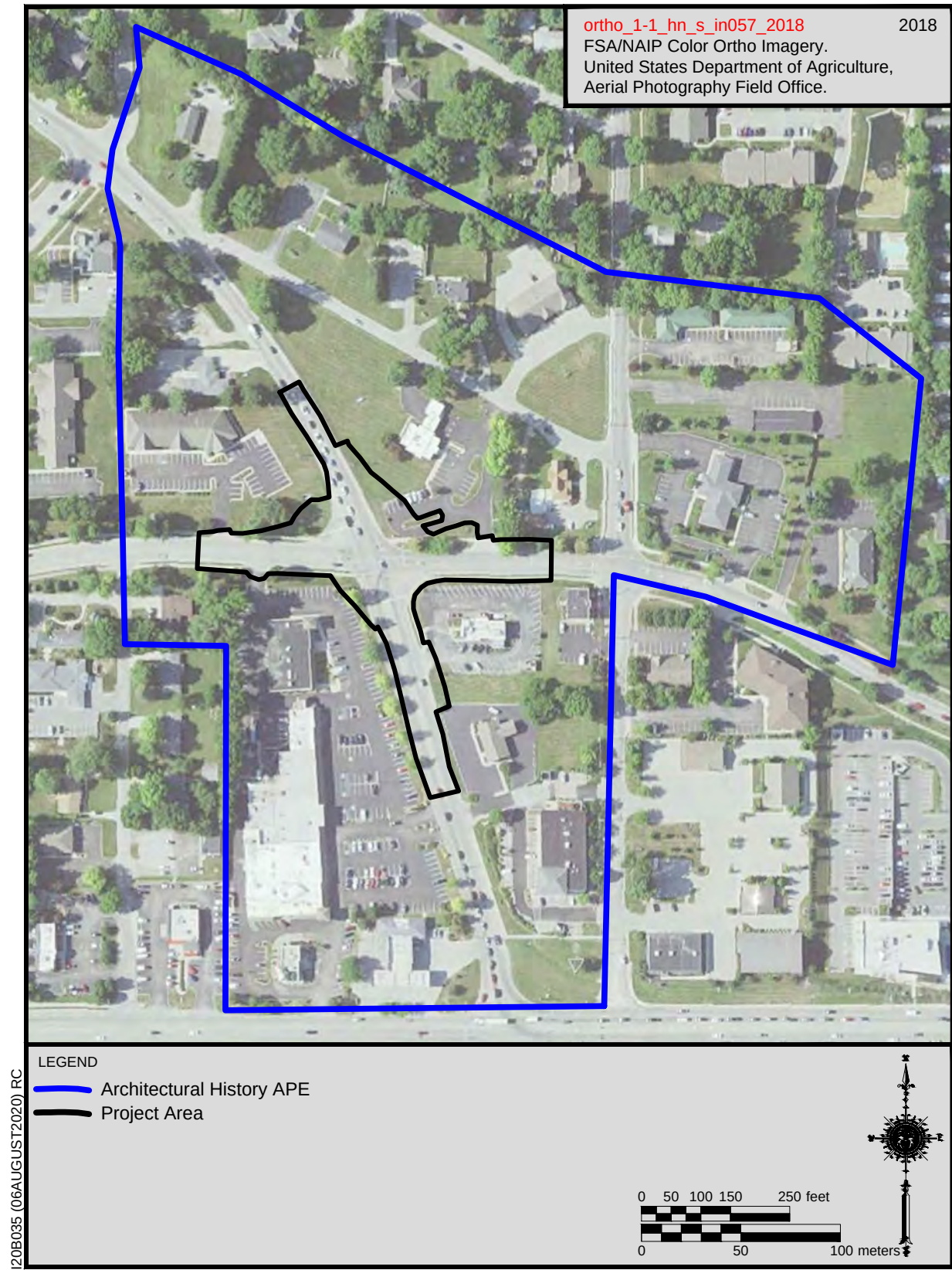


Figure 2. Aerial map showing the location of the proposed project and the APE.



Figure 3. Overview of project area at SR 38 and Logan Street intersection (site of new roundabout), facing southeast.



Figure 4. Overview of project area at SR 38 and Logan Street intersection (site of new roundabout), facing southwest.



Figure 5. Overview of project area from the intersection of SR 38 and Westfield Road, facing the site of the new roundabout, looking northeast.

This task began with a review of the *Hamilton County Interim Report* published in 1991 (Historic Landmarks Foundation of Indiana [HLFI]) and the State Historic Architecture and Archaeology Database (SHAARD) (Division of Historic Preservation and Archaeology [DHPA] 2020). Structures surveyed for inclusion in the county interim reports and SHAARD database are rated as “Outstanding,” “Notable,” “Contributing,” or “Non-Contributing.”

Properties rated “Outstanding” are those that convey enough local, state, or national historic or architectural significance that they are already listed in, or should be considered eligible for listing in, the NRHP. Properties rated “Notable” are those that are above average in their importance; further research is needed to determine their eligibility for listing in the NRHP. Those properties rated as “Contributing” meet the basic criterion of being 50 years or older and are important to an area’s historic fabric. They are not

individually eligible for listing in the NRHP, but could be considered eligible as part of a historic district, should one exist. Those properties rated as “Non-Contributing” are not included in the survey unless they are located within a historic district. These structures are usually less than 50 years of age or their integrity has been compromised so that they have lost their historic character. No inventoried resources were identified during the review of the NRHP, State Register, IHSSI, and SHAARD data.

CRA also reviewed the *Indiana Historic Bridge Inventory*, completed by Mead and Hunt Architecture in 2009 (Mead and Hunt 2009), as part of the records review. However, no bridges were located within the APE.

As part of the archival research, online resources such as a county history were consulted and used to identify potential historic resources within the APE and to develop a historic context for the APE and resources within it. These

resources are listed in the bibliography. Archival research also included a review of the following available maps to help identify potential historic resources in the APE. A sampling of these resources is located in Appendix A.

1866 Map of Hamilton County, Indiana
(C.A.O. McClellan & C.S. Warner)

1896 Map of Hamilton County, Indiana
(Fariss & Beck Publishers)

1906 Map of Hamilton County, Indiana (C.J.
Cottingham & H.L. Findley, Civil Engineers)

1919 Map of Hamilton County, Indiana
(Indiana State Library Repository)

1953 Noblesville Indiana, 7.5-minute
topographic quadrangle (United States
Geological Survey [USGS])

1960 Noblesville, Indiana, 7.5-minute
topographic quadrangle (USGS)

1969 Noblesville, Indiana, 7.5-minute
topographic quadrangle (USGS)

A review of the various map data from the late nineteenth century through the twentieth century indicates that the area in and around the APE was wholly rural during the late to early twentieth century and progressively became more urbanized as the city limits of Noblesville expanded throughout the remainder of the twentieth century.

III. SURVEY METHODOLOGY

Following the literature review, CRA conducted a field survey of the APE, during which all properties that will be 50 years of age or older by the time of the project letting (2022) were surveyed. Field documentation included architectural analysis, digital photography, and mapping of all such architectural resources in the APE. During the field survey, no resources were identified as eligible for listing in the NRHP.

The results of the survey are documented in this historic property short report (HPSR). This HPSR follows recent changes by the Indiana DHPA to the methodology of the IHSSI program. Specifically, the IHSSI will no longer survey

properties that are rated “Contributing” and located outside of historic districts. The following resources will continue to be surveyed for the IHSSI: all properties that are rated “Notable” or “Outstanding,” properties that are rated “Contributing” and located within historic districts, all bridges, and all cemeteries.

Notwithstanding DHPA’s amendment of IHSSI methodology, INDOT still requires all “Contributing” properties within a proposed project’s APE to be surveyed and documented by a qualified professional historian. However, in recognition of the change to IHSSI methodology, “Contributing” properties that are located outside of a historic district do not receive an individual NRHP-eligibility evaluation within the text of the HPR. As before, the IHSSI will serve as an aid in rating properties, but the historian continues to be responsible for confirming or adjusting this rating—using the IHSSI criteria—based on their own field work and research. Likewise, the historian continues to be responsible for identifying previously un-surveyed individual resources and historic districts. With the exception of resources already listed in the NRHP, all historic districts and all properties that the historian has rated “Notable” or “Outstanding”—whether previously surveyed or not—receives an NRHP-eligibility evaluation within the text of the HPR. As always, the historian who prepares the HPR must consider the potential NRHP eligibility of every aboveground resource within the APE.

Historic maps depicting the area associated with the property are located in Appendix A. Additional photographs are depicted in Appendix B along with a photograph map. In addition to documentation and evaluation of individual architectural resources, CRA also evaluated the area for potential historic districts with concentrations or contiguous areas of related properties with appropriate integrity. No new potential historic districts were identified as part of the survey.

In general, in order for a property to be considered “Notable” or “Outstanding” and potentially eligible for listing in the NRHP, it must be at least 50 years old and possess both historic significance and integrity. Significance may be found in the following aspects of American history recognized by the NRHP Criteria:

- A. Association with historic events or activities
- B. Association with important persons
- C. Distinctive design or physical characteristics

A fourth criterion, Criterion D, or the potential to yield important information in prehistory or history, is typically not used for aboveground resources. A property must meet at least one of the criteria for listing. Integrity must also be evident through historic qualities, including location, design, setting, materials, workmanship, feeling, and association.

IV. EVALUATION

These resources were located in a heavily urbanized area. Most of the resources were situated on flat, grassy parcels with scattered trees. The main feature of several of these lots was a large, paved parking lot.

Ten previously unsurveyed resources that are 50 years or older were identified within the APE. These resources were mainly commercial buildings, such as strip malls, with scattered residences, including Ranch houses and modern homes, both constructed during the mid- to late twentieth century (HistoricAerials.com 1957, 1969, 1981). These resources have no discernable style (Figure 6). Several of these resources have been significantly altered through the use of replacement materials, such as vinyl windows, and additions, and were identified as being ineligible for listing in the NRHP. These resources do not exhibit or possess high artistic value or the works of a master craftsman nor are they significant examples of their type, period, or method of construction. Therefore, these resources are not eligible under Criterion C. There are also no known associations warranting eligibility under Criterion A or B. Thus, the residences are recommended as ineligible for listing in the NRHP.



Figure 6. View of commercial building constructed during the 1970s, façade (east) elevation and north elevation, facing southwest.

Eleven resources that were not 50 years or older were also identified within the APE. These commercial buildings, mainly consisting of fast food restaurants and office spaces, were constructed during the late twentieth century and early twenty-first century (Figure 7) (Google Earth Pro 2020; HistoricAerials.com 1981). The identified commercial buildings have no discernable style. The resources are also not an excellent example of a type, period, or method of construction and do not exhibit the works of a master craftsman or possess high artistic value; thus, they are not eligible for listing in the NRHP under Criterion C. There are also no known associations warranting eligibility under Criterion A or B. These properties have not achieved significance within the past 50 years, making these resources ineligible for listing in NRHP under Criteria Consideration G. Therefore, the residences are recommended as ineligible for listing in the NRHP.

These resources were located in a heavily urbanized area. Most of the resources were situated on flat, grassy parcels with scattered trees. The main feature of several of these lots was a large, paved parking lot.

V. CONCLUSIONS

The APE contained ten resources 50 years or older and eleven resources not 50 years or older, identified as being ineligible for listing in the NRHP. As a result, CRA recommends that there are no resources within the APE that are eligible for listing in the NRHP.



Figure 7. View of modern, commercial landscape, constructed during the late twentieth and early twenty-first centuries, facing southeast.

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United States Geological Survey
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1960 Noblesville, Indiana, 7.5-minute series topographic quadrangle. United States Department of the Interior, Washington, DC.

1969 Noblesville, Indiana, 7.5-minute series topographic quadrangle. United States Department of the Interior, Washington, DC.

APPENDIX A. HISTORICAL MAPS.

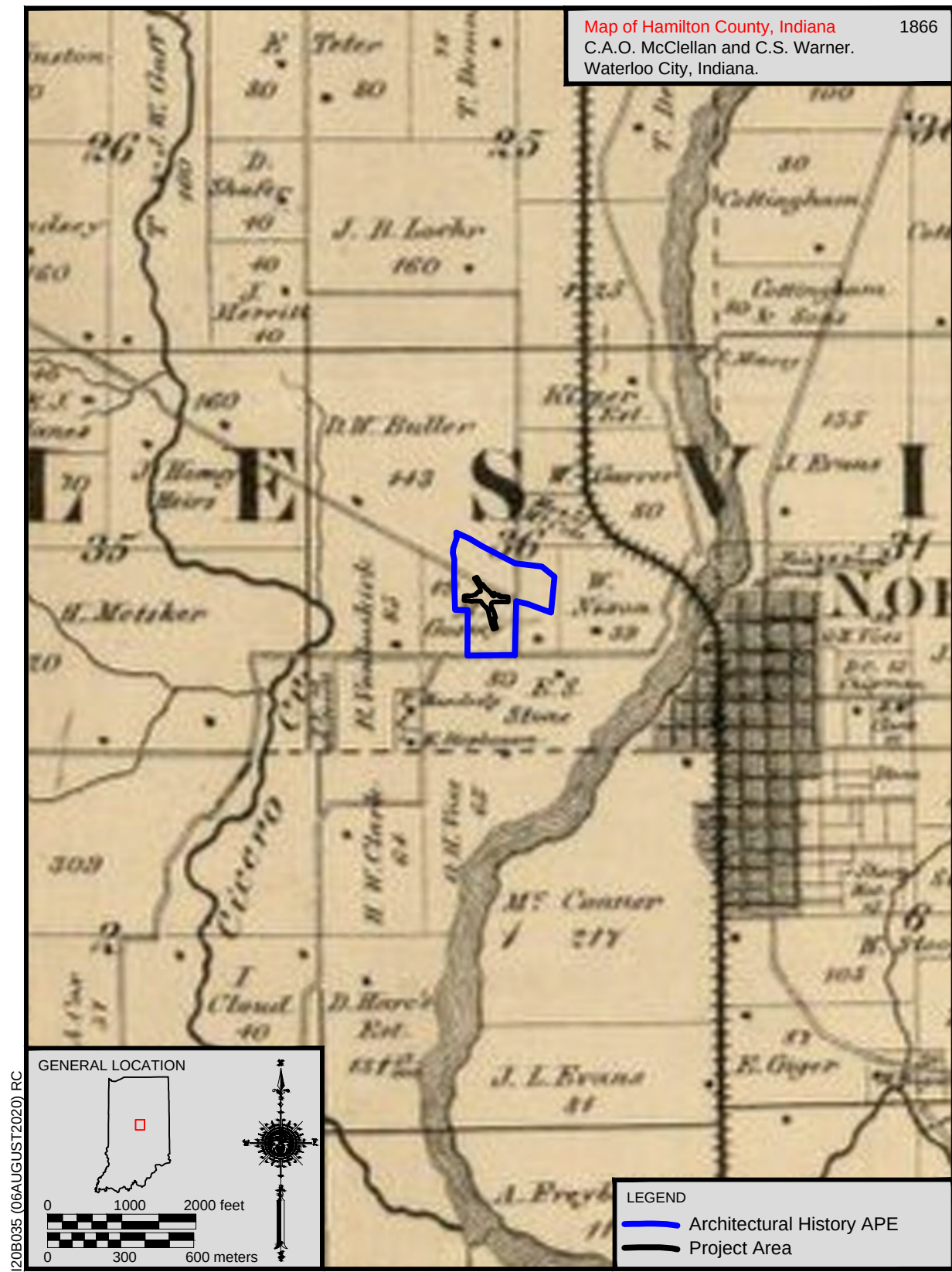


Figure A-1. APE and project area depicted on a portion of the 1866 Map of Hamilton County, Indiana.



Figure A-2. APE and project area depicted on a portion of the 1919 Map of Hamilton County, Indiana.

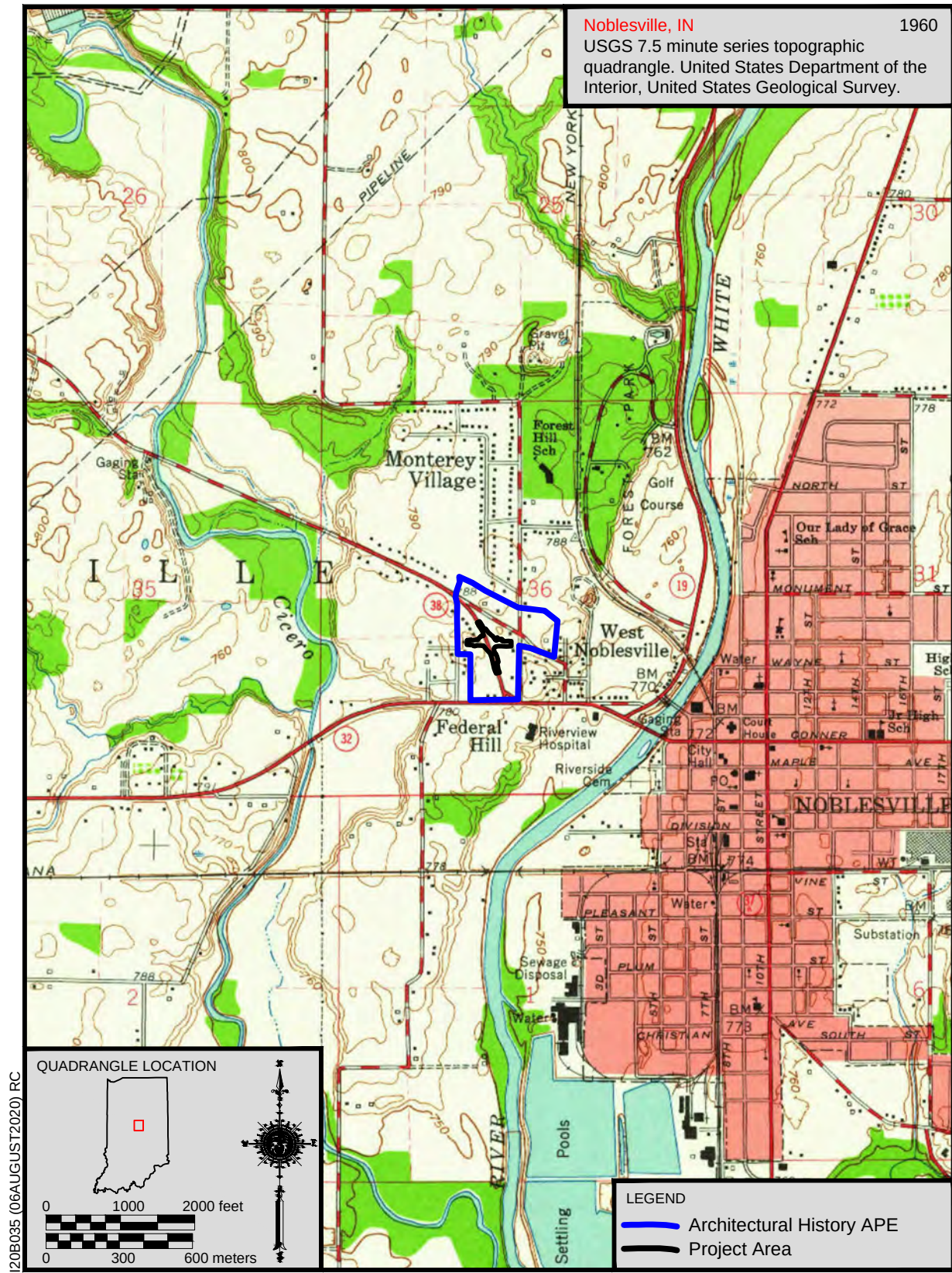


Figure A-3. APE and project area depicted on a portion of the 1960 Noblesville, Indiana, 7.5-minute topographic quadrangle.

APPENDIX B. PHOTOGRAPHS.

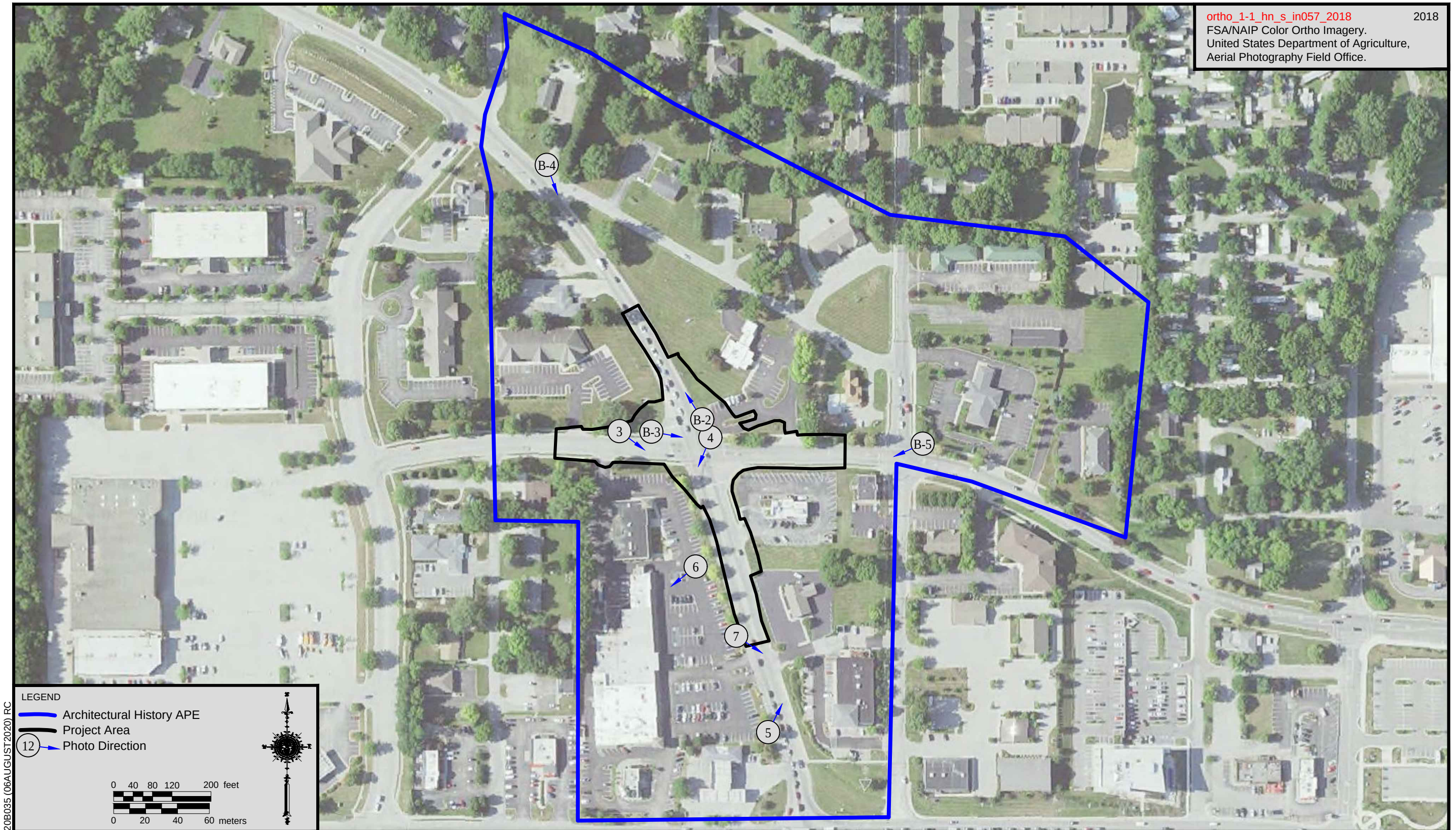


Figure B-1. SR 38 and Logan Street Roundabout Project Photomap.



Figure B-2. Overview of APE, intersection of SR 38 and Logan Street, facing northwest.



Figure B-3. Overview of APE, intersection of SR 38 and Logan Street, facing southeast.



Figure B-4. Overview toward the project area along SR 38 near the northern edge of the APE, facing southeast.



Figure B-5. Overview toward the project area along Logan Street near the eastern edge of the APE, facing southwest.



INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (1-11)

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.

Author: John P. Dickerson, MA, and Sidney J. Travis, MA

Date (month, day, year): August 18, 2020

Project Title: A Phase Ia Archaeological Survey for the Proposed Intersection Improvement Project on SR 38 at Logan Street in Hamilton County, Indiana (INDOT Des. No. 1901880) (Cultural Resource Analysts, Inc., Contract Publication Series 20-322)

PROJECT OVERVIEW

Project Description:

The purpose of this project is to improve the intersection along State Road (SR) 38 at Logan Street in Hamilton County (Figure 1). The existing intersection will be replaced with a roundabout. Other associated construction within the project area includes sidewalk rehabilitation, utility relocation, parking lot reconfiguration, and signage. The survey area for the proposed surface disturbances extend approximately 224 m (733 ft) north to south along SR 38, and approximately 181 m (595 ft) east to west along Logan Street (Figures 2 and 3). The survey area encompasses approximately 0.9 ha (2.2 acres) of paved road, existing road right-of-way (ROW), temporary ROW, proposed ROW, manicured lawns, and parking lots.

INDOT Designation Number/ Contract Number: 1901880

Project Number: CRA No. I20B034

DHPA Number: N/A

Approved DHPA Plan Number: N/A

Prepared For: Beam, Longest, and Neff, LLC

Contact Person: Brian Shaw

Address: 8320 Craig Street

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State: IN

ZIP Code: 46250

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Principal Investigator: Andrew V. Martin, RPA 61710

Signature:

Company/Institution: Cultural Resource Analysts, Inc. (CRA)

Address: 201 Northwest Fourth Street, Suite 204

City: Evansville

State: IN

ZIP Code: 47708

Telephone Number: (812) 253-3009

Email Address: amartin@crai-ky.com

Comments:

The soil profiles observed within the survey area reflect varying degrees of disturbances. They were highly inconsistent and cannot be outlined as general or conforming to a specific soil type. Soils generally consisted of a brown (10YR 4/3) silt loam that extended to a depth ranging from 5 to 24 cm (2 to 9 in) below ground surface (bgs) and in some instances contained plastic bags, Styrofoam, and common medium-sized angular road gravels. This was underlain throughout the survey area by a yellowish brown (10YR 5/6) silt loam that contained common light brownish gray (10YR 6/2) silty clay loam mottles that was excavated to a depth of at least 35 cm (14 in) bgs. The urbanization and modern construction around Logan Street and SR 38 appears to have significantly diminished, or destroyed, any potential for intact archaeological deposits within the survey area.

Soils excavated in the grassy yardlot in the northeastern portion of the survey area revealed a soil profile that consisted of a brown (10YR 4/3) silt loam that extended from the ground surface to a depth of 26 cm (10 in) bgs and contained modern trash and common medium-sized angular gravels. This was underlain by a yellowish brown (10YR 5/6) silt loam that was excavated to a depth of at least 35 cm (14 in) bgs. Soils observed within this grassy lot generally conformed to the range of characteristics attributed to Miami series soils (Soil Survey Staff 2020). However, modern trash and gravels observed in these shovel tests likely indicate that these soils are disturbed.

Results

- ☐ Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ Archaeological records check has determined that the project area has the potential to contain archaeological resources.
- ☒ Phase Ia reconnaissance has located no archaeological resources in the project area.
- ☐ Phase Ia reconnaissance has identified landforms conducive to buried archaeological deposits.

Actual Area Surveyed hectares:

acres:

Comments:

Recommendation

- ☐ The archaeological records check has determined that the project area has the potential to contain archaeological resources and a Phase Ia archaeological reconnaissance is recommended.
- ☐ The archaeological records check has determined that the project area does not have the potential to contain archaeological resources and no further work is recommended before the project is allowed to proceed.
- ☒ The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.

☐ The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits. 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 is within 100 feet of a cemetery and a Cemetery Development Plan is required per IC-14-21-1-26.5.

Cemetery Name:

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.

Additional information from the Phase 1a Archaeological Short Report has been removed but can be made available upon request.

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



September 23, 2020

Alyssa Reynolds
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

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

Re: Archaeological short report (Dickerson/Travis, 8/18/2020) and historic property short report
(Reynolds, 8/25/2020) for the proposed SR 38 and Logan Street roundabout, Noblesville,
Hamilton County, Indiana (Des. No. 1901880; DHPA No. 26137)

Dear Ms. Reynolds:

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 September 11, 2020 submittal, which enclosed the aforementioned reports, for this project in Noblesville, Hamilton County, Indiana, all of which received by our office the same day.

The proposed area of potential effects ("APE") appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur. We note that the project plans to maintain through traffic along SR 38 by closing half of the intersection at a time and local detour routes will be required during construction.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the historic property short report ("HPSR"; Reynolds, 8/25/2020) that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places within the project's APE.

Based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. We concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Dickerson/Travis, 8/18/2020), that no further archaeological investigations appear necessary at these portions of the proposed project area.

At this time, it might be appropriate Cultural Resource Analysts, Inc. to ask INDOT for a finding of effect for this undertaking.

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 INDNR-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 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.

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Alyssa Reynolds
September 23, 2020
Page 2

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, 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 SR 38 and Logan Street Roundabout project in Noblesville, Hamilton County (Des. No. 1901880), please continue to refer to DHPA No. 26137.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:RAS:ras

emc: Robert Dirks, PE, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Diane Hunter, Miami Tribe of Oklahoma
Erin Paden, Delaware Nation of Oklahoma
Loma Oskouie, Noblesville Main Street
Danielle Kauffmann, INDNR-DHPA
Rachel Sharkey, INDNR-DHPA

**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**

**SR 38 & LOGAN STREET ROUNDABOUT PROJECT
HAMILTON COUNTY, INDIANA
DES. NO.: 1901880**

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

According to 36 CFR Section 800.16(d), the area of potential effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. Visual impacts were the driving factor in the creation of the APE. Given the nature of the proposed project, the APE was determined to include the proposed project area and portions of adjacent properties based on viewsheds from the project area. The APE is comprised primarily of a commercial and urbanized area resting on flat, grassy lots with tree lines that provide a natural buffer of the surrounding parcels (Appendix A). No National Register of Historic Places (NRHP) properties were identified in the APE.

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

CRA did not identify any resources that were eligible for inclusion in the NRHP.

EFFECT FINDING

INDOT, acting on behalf of the FHWA, has determined a “No Historic Properties Affected” finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide a written concurrence with the Section 106 determination of “No Historic Properties Affected.”

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

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.

Anuradha V. Kumar

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

11/30/2020

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)**

**SR 32 & LOGAN STREET ROUNDABOUT PROJECT
HAMILTON COUNTY, INDIANA
DES. NO.: 1901880**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), on behalf of the Federal Highway Administration (FHWA), proposes to proceed with the roundabout project (Des. No. 1901880).

The proposed undertaking is in Hamilton County, Indiana at the intersection of State Road (SR) 38 and Logan Street. It is within Noblesville Township, as shown on the Noblesville, Indiana, USGS Topographic Quadrangle, in Section 36, Townships 19 North, Range 4 East.

The project proposes to improve the intersection of SR 38 and Logan Street by creating a new roundabout. The need for the project is based on a history of crashes at the existing signalized intersection of SR 38 and Logan Street. Additionally, traffic from adjacent side streets attempting to enter SR 38 experience long delays during the am and pm peak hours. The purpose of this project is to decrease accident frequency and severity, reduce speeds along SR 38, and decrease delays on side streets.

The project proposes to construct a single-lane roundabout at the intersection of SR 38 and Logan Street. The lane width will remain at twelve (12) feet. There is currently no paved shoulder. The paved shoulder width will be increased to two (2) feet. Half of the intersection will be closed at a time and constructed in phases. Temporary pavement may be required to maintain two (2), 10-foot travel lanes (one in each direction).

The proposed project requires additional right-of-way from all four corners of the intersection: 0.02 acre from the Northwest Quadrant; 0.11 acre from the Northeast Quadrant; 0.04 acre from the Southwest Quadrant; and 0.13 acre from the Southeast Quadrant. It is also anticipated that some temporary right-of-way will be needed to reconstruct driveway approaches, parking lots, and additional grading adjacent to the project. An existing sign will likely be relocated at the northwest corner of the intersection.

Federal funding from the FHWA will be utilized for this project along with an IDEM 401 permit, USACOE 404 permit, and a Rule 5 permit.

According to 36 CFR Section 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an

undertaking and may be different for different kinds of effects caused by the undertaking. Given the nature of the proposed project, the APE for the architectural survey was determined to include the proposed project area and a buffer zone based on topography and vegetation surrounding the project area. Visual impacts were the driving factor in the creation of the APE. The APE for the archaeology survey was defined by an area encompassing approximately 0.9 ha (2.2 acres) that included paved road, existing ROW, temporary ROW, proposed ROW, manicured lawns, and parking lots(Appendix A & B).

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES.

The National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Databased (SHAARD), and the Indiana Historic Building, Bridges, and Cemeteries (IHBBC) Map, and the *Hamilton County Interim Report* were consulted. As a result of this review, there were no previously recorded archaeological sites identified within the APE. There were also no previously documented above-ground resources.

The Early Coordination Letter was sent to consulting parties on July 23, 2020. Please see Appendix C for a list of consulting parties and Appendix D for consulting party email correspondence.

The Miami Tribe of Oklahoma indicated they would like to be a consulting party on August 18, 2020.

The Delaware Nation of Oklahoma stated they would like to be a consulting party on August 11, 2020.

On August 10, 2020, SHPO indicated they would like to be a consulting party.

Lorna Oskouie, Executive Director of Noblesville Main Street voiced her concerns on July 29, 2020, about providing and publicizing alternate routes to both downtown Noblesville and the park from the west as Logan Street is the second major entrance to downtown Noblesville and Federal Hill commons from the west. BLN has proposed to allow for through traffic to be maintained along SR 38 by closing half of the intersection at a time. The roundabout will be constructed in phases. Temporary pavement may be required to maintain, two, 10-foot travel lanes (one in each direction). Local detour routes would be required for the local streets to allow for uninterrupted through movements on SR 38 during the phased construction.

The APE encompasses the project limits and those areas that have a proximate viewshed of the project. Ground disturbance associated with the project, representing the direct area of potential effects, includes commercial development during the last quarter of the twentieth century, as well as the construction of the western half of Logan Street sometime between 1998 and 2003. Modern buried utility lines were present over much of the survey area. Landscaped greenspaces and artificial drainages were present along the road, as well as large portions of the survey area that had been covered with asphalt and concrete. The APE expands and contracts based on viewshed. The architectural APE expands more broadly in areas where the viewshed is less restrictive where flat, grassy parcels are located, and contracts where vegetation masks the project area. The

archaeology APE includes an area encompassing approximately 0.9 ha (2.2 acres) that includes paved road, existing ROW, temporary ROW, proposed ROW, manicured lawns, and parking lots. The APE includes all areas where ground disturbance may occur or where auditory or visual impacts might be expected. Please see Appendix A for maps of the APE.

In July 2020, CRA conducted a site visit of the indirect APE and documented all above ground resources that will be 50 years of age or older at the time of project letting (2021). The APE was investigated for the existence of any buildings, structures, objects, or districts listed in or eligible for listing in the NRHP. As result of this field survey, there were no previously identified above-ground resources within the APE. However, 10 resources were identified as 50 years or older and 11 resources were identified as not being 50 years or older. None of these resources were recommended eligible for listing in the NRHP and all are recommended to receive a rating of “non-contributing.” A Historic Property Short Report (HPSR) was completed (Reynolds, August 25, 2020). The summary of the HPR is found in Appendix E. The State Historic Preservation Officer (SHPO) staff responded to the HPR on September 23, 2020 and concurred with the recommendations therein (Appendix D).

No other consulting parties provided comments on the HPR. However, a letter from the Hamilton County Surveyor’s Office was received on September 4, 2020 in response to the early coordination letter. The letter stated that there were no benchmarks, floodplains, regulated drains, or section corners located within the project area (Appendix D).

Initially, an archaeological records review showed that there are nine previously recorded archaeological sites (12H22, 12H705, 12H706, 12H850, 12H851, 12H852, 12H859, 12H862, 12H1064) located within 1.6 kilometers (1.0 mile) of the survey area (Adderly 2002; Bennett 2001; DHPA 2020; Feldhues 1995; Plunkett 1999). None of these previously recorded sites are located within or adjacent to the current survey area. Eleven previous archaeological studies have been conducted within a 1.6 kilometer (1.0 mile) radius of the survey area (Adderley 2002, 2003; Bennett 2001; Branstner 2014; Carmany 2000; Feldhues 1995; McAlpine 2005; Plunkett 1999, 2000; Stillwell 2004, 2006). None of the previous archaeological investigations covered portions of the current survey area.

CRA completed a phase Ia archaeological reconnaissance survey of the proposed project in July 2020. There were no previously recorded archaeological sites within the survey area. There were also no archaeological sites recorded within the project area as a result of this survey. Disturbances associated with commercial development, utility lines, and drainages and landscaped green spaces were documented. Therefore, no additional archaeological work was recommended for the project. The SHPO staff responded to the Archaeological Short Report on September 23, 2020 and concurred with the recommendations therein (Appendix D). The phase Ia archaeology short report is found in Appendix E.

3. BASIS FOR FINDING

No historic properties are present within the area of potential effects. The project proposes to construct a single-lane roundabout at the intersection of SR 38 and Logan Street. The cultural

resource surveys did not identify any properties eligible for listing in the NRHP. Therefore, CRA recommends that a finding of “No Historic Properties Affected” is appropriate for this project.

The 800.11 attachments have been removed to avoid duplication but can be made available upon request.

Public Notice
Des. No. 1901880

Beam, Longest, & Neff (BLN) on behalf of the Indiana Department of Transportation (INDOT) is planning to undertake a roundabout project, funded in part by the Federal Highway Administration. The project is located at the intersection of SR 38 and Logan Street.

Under the preferred alternative, the proposed project would involve the construction of a single-lane roundabout. A two-foot shoulder will be added. The project requires additional right-of-way from all four corners of the intersection: 0.02 acre from the Northwest Quadrant; 0.11 acre from the Northeast Quadrant; 0.04 acre from the Southwest Quadrant; and 0.13 acre from the Southeast Quadrant. It is also anticipated that some temporary right-of-way will be needed to reconstruct driveway approaches, parking lots, and additional grading adjacent to the project. An existing sign will likely be relocated at the northwest corner of the intersection.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in the offices Cultural Resource Analysts, Inc., at 201 NW 4th St, Suite 204, Evansville, Indiana 47708. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to the offices Cultural Resource Analysts, Inc., at 201 NW 4th St, Suite 204, Evansville, Indiana 47708 no later than January 6, 2020.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Patrick Carpenter, 317-233-2061 or PACarpenter@indot.IN.gov

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



December 14, 2020

Alyssa Reynolds
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

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

Re: Indiana Department of Transportation’s finding of “no historic properties affected” on behalf
of the Federal Highway Administration for the proposed SR 38 and Logan Street Roundabout
in Noblesville, Hamilton County, Indiana (Des. No. 1901880; DHPA No. 26137)

Dear Ms. Reynolds:

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 December 2, 2020 submission which enclosed INDOT’s November 30, 2020 finding and supporting documentation for the aforementioned project, received by our office the same day.

As previously indicated, we agree with the conclusions of the historic property short report (Reynolds, 8/25/2020) that there are no historic properties listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the project’s area of potential effects.

Furthermore, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. We concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Dickerson/Travis, 8/18/2020) that no further archaeological investigations appear necessary at these portions of the proposed project area.

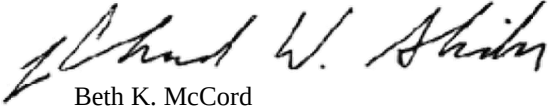
Accordingly, we concur with INDOT’s November 30, 2020 Section 106 finding of “No Historic Properties Affected” on behalf of FHWA for this federal undertaking.

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 Rachel Sharkey 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 SR 38 and Logan Street Roundabout project in Noblesville, Hamilton County, (Des. No. 1901880), please continue to refer to DHPA No. 26137.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord". The signature is fluid and cursive, with the first name "Beth" being more prominent.

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Robert Dirks, PE, FHWA
Anuradha Kumar, INDOT
Susan Branigin, INDOT
Shaun Miller, INDOT
Alyssa Reynolds, Cultural Resource Analysts, Inc.
Lorna Oskouie, Noblesville Main Street
Diane Hunter, Miami Tribe of Oklahoma
Erin Paden, Delaware Nation
Rachel Sharkey, DNR-DHPA
Danielle Kauffmann, DNR-DHPA



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

October 31, 2022

This letter was sent to the listed parties.

RE: FHWA Project: State Road (SR) 38 & Logan Street Roundabout, Hamilton County,
Indiana: Des No 1901880; DHPA No 26137

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 38 & Logan Street roundabout project (Des. No. 1901880).

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.

FHWA signed a "No Historic Properties Affected" finding for this project on November 30, 2020. Since the approval of the finding, the project sponsors approved an extension of the roadway work associated with this project.

The proposed undertaking is located in Hamilton County, Indiana at the intersection of SR 38 and Logan Street. It remains within Noblesville Township, as shown on the Noblesville, Indiana, USGS Topographic Quadrangle, in Section 36, Townships 19 North, Range 4 East.

The project proposes to improve the intersection of SR 38 and Logan Street by creating a new roundabout. The need for the project is based on a history of crashes at the existing signalized intersection of SR 38 and Logan Street. Additionally, traffic from adjacent side streets attempting to enter SR 38 experience long delays during the am and pm peak hours. The purpose of this project is to decrease accident frequency and severity, reduce speeds along SR 38, and decrease delays on side streets.

The project proposes to construct a double-lane roundabout at the intersection of SR 38 and Logan Street. The lane width will remain at twelve (12) feet. There is currently no paved shoulder. Concrete curb and gutter will be placed on the outside edge of the travel lanes. At the beginning project limits along SR 38, a minimum paved shoulder width of two (2) feet will be

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An Equal Opportunity Employer



included to tie into the existing pavement width. Half of the intersection will be closed at a time and constructed in phases. Temporary pavement may be required to maintain two (2), 10-foot travel lanes (one in each direction). An existing sign will likely be relocated at the northwest corner of the intersection. This remains unchanged from the 2020 “No Historic Properties Affected” finding.

However, the proposed project limits have changed based on recent coordination with INDOT and the City of Noblesville. This is due to the projected growth in the vicinity of the project area. The project limits along SR 38 extend approximately 750 feet south and 1200 feet north of its intersection with Logan Street. The project limits along Logan Street extend approximately 450 feet west and 325 feet east of its intersection with SR 38.

The current design still includes a roundabout, which will be two (2) lanes along SR 38 and single lanes along Logan Street. Changes include the construction of an auxiliary right turn lane for westbound Logan Street traffic to northbound SR 38. The project limits have been extended north to taper the two lanes from the roundabout down to the existing single lanes along SR 38. In addition, the project limits south of the intersection along SR 38 have been extended to tie into a proposed roundabout at SR 32 and SR 38, which is not included as part of this project’s design. Additionally, a new storm sewer will be installed within the limits of the curb and gutter. An existing 15-inch culvert (CLV-038-029-56.55) will be replaced with a new culvert or included as part of the new storm sewer system. A 10-foot path will be included on the south side of Logan Street and will extend the entire project length. Concrete sidewalks will be included on the north side of Logan Street and along the south leg (SR 38) of the roundabout.

The 2020 “No Historic Properties Affected” finding stated that approximately 0.3 acres of permanent ROW would be acquired along with some temporary ROW acquisition to reconstruct driveway approaches, parking lots, and additional grading adjacent to the project. The total amount of new, permanent ROW acquisition is 0.64 acre, and the total amount of new, temporary ROW acquisition is 0.186 acre.

Cultural Resource Analysts (CRA) is acting on behalf of Beam, Longest, and Neff (BLN), who 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--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.

Given the nature of the proposed project, the APE for the archaeology survey for the 2020 “No Historic Properties Affected” finding was defined by an area encompassing approximately 0.9 ha (2.2 acres) that included paved road, existing ROW, temporary ROW, proposed ROW, manicured lawns, and parking lots.

With regard to archaeological resources, in July of 2022, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards reviewed the previous study (Dickerson and Travis, 8/18/2020) and the current proposed project limits. The CRA QP archaeologist confirmed that the previous study did not adequately cover the archaeological APE for the realignment shift. The archaeological APE was expanded to accommodate the extension of the project area. A QP archaeologist completed an addendum (Travis, 7/27/2022) to the original report (Dickerson and Travis, 8/18/2020). Neither survey documented any new archaeological sites, nor were there any previously recorded archaeological sites within either survey area. Therefore, no sites recommended eligible for, or listed in, the NRHP are located within the proposed project, and no further work is recommended. For details of the archaeological survey conducted in July 2022, please see the addendum to the Phase Ia archaeology report.

An addendum 800.11 will be forthcoming after the review of the addendum to the Phase Ia archaeology report.

The addendum to the Phase Ia archaeology report (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). The addendum to the Phase Ia archaeology survey summarizes the consultation to date and includes information on the project changes and evaluation efforts to identify historic properties. 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. 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.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) at (812) 253-3009 or adreynolds@crai-ky.com. All future responses regarding the proposed project should be forwarded to CRA at the following address:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.com

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Coon', with a stylized flourish extending to the right.

Matthew S. Coon, Acting Manager
Cultural Resources Office
Environmental Services



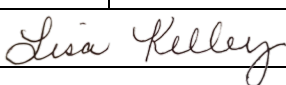
INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R3 / 3-22)

**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) Sidney Travis, MA		Date (month, day, year) July 27, 2022
Title of project Addendum to A Phase Ia Archaeological Survey for the Proposed Intersection Improvement Project on SR 38 at Logan Street in Hamilton County, Indiana (INDOT Des. No. 1901880).		
This document is being used to report on the results of: ☐ Records check only ☐ Records check and Phase 1a archaeological reconnaissance ☒ An addendum to a previous archaeological report. For an addendum, provide the following information.		
Name(s) of author(s) of previous report John P. Dickerson and Sidney Travis		
Title of previous report A Phase Ia Archaeological Survey for the Proposed Intersection Improvement Project on SR 38 at Logan Street in Hamilton County, Indiana (INDOT Des. No. 1901880) (Cultural Resource Analysts, Inc. Contract Publication Series 20-322).		
Date of previous report (month, day, year) August 18, 2020	DHPA number N/A	

PROJECT OVERVIEW			
Description of project The Indiana Department of Transportation (INDOT) is proposing to improve the intersection along State Road (SR) 38 at Logan Street in Hamilton County (Figure 1). The initial survey area for the proposed project was conducted in 2020 (Dickerson and Travis 2020). Since the initial archaeological survey, the project description has been updated with additional details. INDOT plans to construct a double-lane roundabout at the intersection of State Road (SR) 38 and Logan Street. Concrete curb and gutters will be placed on the outside edge of the travel lanes. At the beginning of the project limits along SR 38, a minimum paved shoulder width of 0.6 m will be included to tie into the existing pavement width. The project limits along SR 38 extend approximately 228.6 m south and 365.8 m north of its intersection with Logan Street. The project limits along Logan Street extend approximately 137.2 m west and 99.1 m east of its intersection with SR 38. Half of the intersection will be closed at a time and constructed in phases. Temporary pavement may be required to maintain two 3 m travel lanes. An existing 15-inch culvert (CLV-038-029-56.55) will be replaced with a new culvert or included as part of the new storm sewer system. A 3 m path will be included on the south side of Logan Street and will extend the entire project length. Concrete sidewalks will be included on the north side of Logan Street and along the south leg of the roundabout. The archaeological survey for the proposed improvements encompasses approximately 4.2 ha (10.5 acres) of paved roadways, gravel/paved driveways, commercial/residential properties, and road right-of-way (ROW) (Figures 2 and 3).			
INDOT designation number(s) 1901880	Project number CRA Project No. I220258 CRA Publication Series No. 22-277	DHPA number N/A	DHPA plan number N/A
Prepared for: (Company / Institution / Agency) Beam, Longest, and Neff, LLC			
Name of contact Brian Shaw			
Address (number and street, city, state, and ZIP code) 8320 Craig Street, Indianapolis, Indiana 46250			
Telephone number (317) 849-5832	E-mail address bshaw@b-l-n.com		
Name of principal investigator Lisa J. Kelley			
Name of company / institution Cultural Resource Analysts, Inc.			
Address (number and street, city, state, and ZIP code) 201 NW Fourth Street, Suite 204, Evansville, Indiana 47708			
Telephone number (812) 253-3009	E-mail address amartin@crai-ky.com		
Signature of principal investigator (Required) 			Date (month, day, year) July 27, 2022

PROJECT LOCATION

Records check <i>(Check all that apply)</i> ☐ 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 1a archaeological reconnaissance is recommended. ☒ Based upon the records check results, a Phase 1a archaeological reconnaissance was recommended and has been conducted. ☐ 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 1a archaeological reconnaissance <i>(Check all that apply)</i> ☒ It is recommended that the project be allowed to proceed as planned because the Phase 1a 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 1c archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase 1a archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.
Other recommendations / commitments The survey did not locate any archaeological materials associated with MS 1—8, any newly recorded archaeological sites, nor the potential for intact buried archaeological deposits. Based on this evidence, archaeological clearance is recommended.

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
☒ Figure showing project location within Indiana ☒ USGS topographic map showing the project area <i>(1:24,000 scale)</i> ☒ Aerial photograph showing the project area, land use and survey methods ☒ Photographs of the project area, including, if applicable, photographs documenting disturbances ☐ Project plans <i>(if available)</i>
Other attachments References Cited; Figures 1—10; Tables 1 and 2
References cited <i>(See short report instructions for required references to be consulted)</i> See attachments.
Comments No additional comments.

CURATION
Location of project documentation Survey notes and photographs will be retained at the office of CRA in Evansville, Indiana.

Attachments from the Phase 1a Archaeological Report have been removed but can be made available upon request.



Delaware Nation
Historic Preservation Department

31064 State Highway 281
Anadarko, OK 73005
(405) 247-2448

December 7, 2022

To Whom It May Concern:

The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

Project(s): INDOT Des. 1901880 Noblesville Township, Hamilton Co., IN

Upon review of the Phase 1a Archaeology Report, we concur with the determination of no effect to historic properties. Please continue with the project as planned keeping in mind during construction should human remains and/or any Native American archaeological resources inadvertently be uncovered, all construction and ground disturbing activities should immediately be halted until the appropriate state agencies, as well as this office, are notified (within 24 hours), and a proper archaeological assessment can be made.

Please note that Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Community are the only Federally Recognized Delaware/Lenape entities in the United States and consultation for Lenape homelands must be made with only the designated staff of these three Nations (and/or other federally recognized tribal nations who may have overlapping areas of interest). 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.

Carissa Speck

Carissa Speck
Historic Preservation Director
Delaware Nation
Ph. 405-247-2448 ext. 1403
cspeck@delawarenation-nsn.gov



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

May 19, 2025

This letter was sent to the listed parties.

RE: Des No 1901880; DHPA No 26137: Sheridan Road/State Road (SR) 38 & Logan Street Intersection Improvement Project, Noblesville, Hamilton County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Sheridan Road/SR 38 & Logan Street intersection improvement project (Des. No. 1901880). Cultural Resource Analysts, Inc. (CRA), is under contract with Egis Beam, Longest, and Neff (BLN), USA, Inc. (Egis), who is under contract with INDOT to advance the Section 106 documentation for the referenced project. Egis Beam, Longest, and Neff (BLN), USA, Inc. (Egis), is completing the environmental documentation for the referenced project.

The project went through full Section 106 review in 2020 and a Historic Property Short Report (HPSR) was written. CRA conducted field studies in July 2020 and an Area of Potential Effects (APE) was established. The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" [36 § CFR 800.16(d)].

The 2020 field studies conducted within the APE for the prepared HPSR identified 10 previously unsurveyed above-ground resources that were 50 years of age or older by the project's proposed 2024 letting date and 11 resources that had not reached 50 years of age.

All recorded resources were recommended by CRA as being not eligible for listing in the National Register of Historic Places (NRHP). CRA recommended a "No Historic Properties Affected" finding, which was signed by INDOT on behalf of FHWA on November 30, 2020. The State Historic Preservation Officer (SHPO) agreed with the finding in December, 2020.

Following approval of the 2020 finding for Des. No. 1901880, the City of Noblesville coordinated with INDOT in 2022 regarding the need to extend roadway work associated with the 2020 project. After that coordination, the City approved the 2022 project limits extension, which was necessitated by anticipated future growth in the area.

The project limits were changed again in 2024 due to detected insufficiencies with the existing storm sewer system.

Due to the referenced project changes that developed between 2022 and 2024, the 2020 APE for Des. No. 1901880 had to be expanded. CRA conducted additional fieldwork and identified the postwar Monterey Village Subdivision (INDOT 2). A full evaluation of the resource was required and is included in an addendum Historic Property Report (HPR). We are requesting comments from your area of expertise regarding any possible environmental effects associated with the

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expanded 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 proposed undertaking is located in the City of Noblesville in Hamilton County, Indiana at the intersection of Sheridan Road/SR 38 and Logan Street. It is within Noblesville Township, as shown on the Noblesville, Indiana, USGS Topographic Quadrangle, in Section 36, Townships 19 North, Range 4 East.

As was the case in 2020, the project proposes in the current design (2022-2024) to improve the intersection of Sheridan Road/SR 38 and Logan Street by creating a roundabout. The need for this project is due to traffic congestion experienced at the approach roadways of the Sheridan Road/SR 38 and Logan Street intersection. Prolonged delays along Logan Street are experienced during the AM and PM peak hours, which are a result of the traffic volumes along Sheridan Road/SR 38.

A traffic analysis was performed by Egis in July 2021 for the intersection using traffic data provided by INDOT and the City of Noblesville. The analysis examined the projected levels of service (LOS) for the approaches and peak hours for the years 2023, 2033, and 2043. The LOS characterizes the degree of congestion for a roadway segment or intersection based on 10- and 20-year traffic volume projections. An LOS of A, B, C, or D is considered an acceptable level based on INDOT 3R geometric design criteria, which are defined as projects involving either resurfacing, restoration, and/or rehabilitation.

Des. No. 1901880 was designed as a rehabilitation project based on design criteria in the *Indiana Design Manual Figure 53-7*. According to the traffic analysis, the current LOS for the existing signalized intersection is a B for AM and C for PM peak hours. The 2043 LOS for the existing signalized intersection is an E for AM peak hours and an F for PM peak hours. The purpose of this project is to reduce congestion on the approach streets of the SR 38 and Logan Street intersection. The proposed improvement will result in an LOS of D for the intersection during both AM and PM peak hours.

The 2020 proposed project limits along Sheridan Road/SR 38 extended approximately 406 feet south and 325 feet north of the Logan Street intersection. Project limits along Logan Street extended approximately 450 feet west and 303 feet east of its intersection with Sheridan Road/SR 38.

As stated in previous paragraphs, 2022 coordination between the INDOT and the City of Noblesville resulted in changes to the proposed 2020 project limits for Des. No. 1901880. The 2022 proposed expanded project limits along Sheridan Road/ SR 38 extended approximately 750 ft south and 1,200 ft north of its intersection with Logan Street. The proposed project limits along Logan Street extended approximately 450 ft west and 325 ft east of its intersection with Sheridan Road/SR 38.

As a result of the 2022 project changes, the previously proposed 2024 letting was cancelled.

As stated in previous paragraphs, 2024 coordination between INDOT and the City of Noblesville resulted in changes to the proposed 2022 project limits for Des. No. 1901880. The 2024 proposed expanded project limits along Sheridan Road/ SR 38 extend approximately 750 ft south and 1,250 ft north of its intersection with Logan Street. The proposed project limits along Logan Street extend approximately 640 ft west and 1,150 ft east of its intersection with Sheridan Road/SR 38. The updated project letting date was changed to Fall, 2026.

As was the case in the 2020 project coordination, the 2022 project design (2022) proposed the construction of a roundabout, which will be two (2) lanes along Sheridan Road/SR 38 and single lanes along Logan Street. Current design changes (2022-2023) since 2020 include the construction of an auxiliary right-turn lane for westbound Logan Street traffic to northbound Sheridan Road/SR 38. The project limits were extended north to taper the two lanes from the roundabout down to the existing single lanes along Sheridan Road/SR 38.

As was the case in the 2022 project coordination, the current project design (2024) proposes the construction of a roundabout, which will be two (2) lanes along Sheridan Road/SR 38 and single lanes along Logan Street. Current design changes (2024) since 2022 include the extension of the project limits south of the intersection along Sheridan Road/SR 38

to tie into a proposed roundabout at SR 32 and Sheridan Road/SR 38, which is not included as part of the design for Des. No. 1901880. The updated project limits are stated above.

Additionally, the project limits east of the intersection along Logan Street have been extended and are mentioned above. This was due to the projected growth in the vicinity of the project area. Additionally, the size of the project changed due to the existing storm sewer line being determined insufficient. A new storm sewer will be installed within the limits of the curb and gutter. An existing 15-inch culvert (CLV-038-029-56.55) will be replaced with a new culvert or included as part of the new storm sewer system.

A 10-ft path will be installed on the south side of Logan Street and will extend the entire project length within the project limits. The path will be composed of asphalt on compacted aggregate on top of subgrade treatment (compacted earth). Concrete sidewalks will be installed only on the north side of Logan Street within the project limits and along the west and east side of the south leg (Sheridan Road/SR 38) of the roundabout within the project limits. Sidewalk work will not be located on the west or east side of Sheridan Road/SR 38 north of its intersection with Logan Street.

The 2020 “No Historic Properties Affected” finding specified that approximately 0.3 acre of permanent right-of-way (ROW) would be acquired along with some temporary ROW acquisition to reconstruct driveway approaches, parking lots, and additional grading adjacent to the project. For the current design (2022-2024), the total amount of new, permanent ROW acquisition is 0.64 acre, and the total amount of new, temporary ROW acquisition is 0.186 acre.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic 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>.

As a result of the 2024 historic property identification and evaluation efforts, 12 previously unsurveyed above-ground resources (INDOT 1 – 12) were identified. These resources consist of residences, former residences, commercial buildings, a former school, and the Monterey Village Subdivision (INDOT 2). On April 7, 2023, and July 23, 2024, CRA completed the additional fieldwork for the revised project area and APE. As a result of CRA’s additional fieldwork and analysis, CRA does not recommend any of the 12 previously unsurveyed above-ground resources (INDOT 1 – 12) as eligible for listing in the NRHP.

Due to a change in the project’s design in 2022, an Addendum Phase 1a archaeology report (Tribes only) and report distribution letter for this project were distributed on October 31, 2022.

Given that the project area has been extended (2024) due to projected growth in the vicinity of the project area and due to the existing storm sewer line being determined insufficient, the APE has been revised and enlarged to reflect these changes. The APE was extended to the north by 875 ft, west by 281 ft, east by 336 ft, and south by 344 ft.

Additionally, an archaeological assessment was prepared due to the 2024 project changes. With regards to archaeological resources, Lisa Kelley, a federally Qualified Professional archaeologist, conducted an archaeological records review of Indiana State Historic Architectural and Archaeological Research Database (SHAARD) records. There are no archaeological sites located within, or adjacent, to the project area.

The additional project area along Logan Street is limited to existing ROW, and it appears as work will be within previously disturbed soils. There will be no work outside the typical existing roadway cross-section. The existing ROW

contains ditches as well as buried utilities. Since the project is confined to the existing ROW and within previously disturbed soils, as well as the lack of known archaeological sites in the vicinity, there are no archaeological concerns, and no further work is recommended provided the scope of the project does not change. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.”

The Addendum HPR is available for review in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document 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. 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.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) at (812) 253-3009 or adreynolds@crai-ky.com. All future responses regarding the proposed project should be forwarded to CRA at the following address:

Alyssa Reynolds
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Cultural Resource Analysts, Inc. (CRA)
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adreynolds@crai-ky.com

Tribal Nation representatives please respond to INDOT’s Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures: Consulting Party Distribution List, USGS Topographic map, Aerial View Map.

Consulting Party Coordination

Automatic Section 106 Consulting Parties:

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Invited Tribal Consulting Parties:

Delaware Nation of Oklahoma

Delaware Tribe of Indians, Oklahoma

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

Turtle Mountain Band of Chippewa Indians

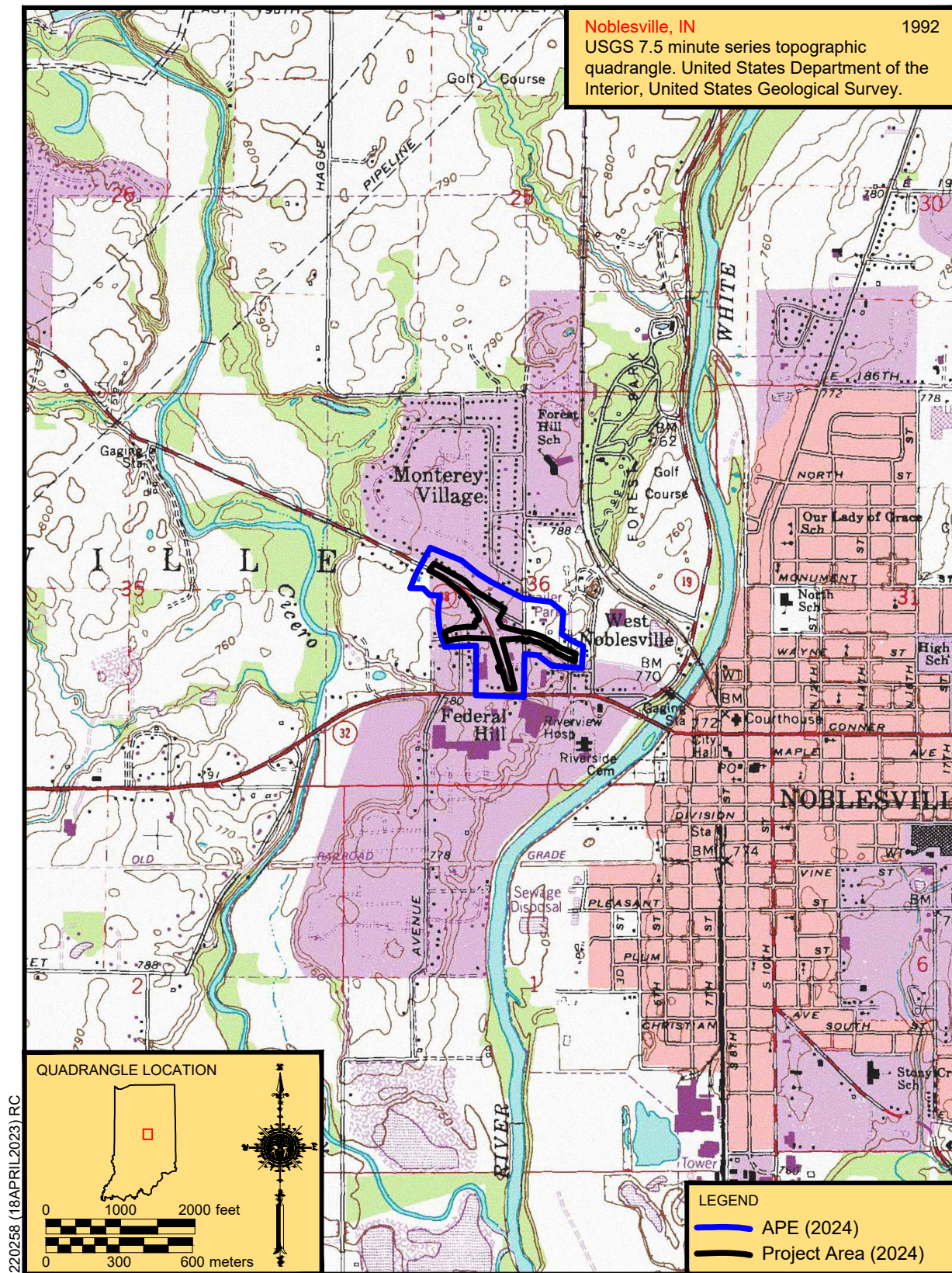


Figure 1. Topographic quadrangle showing the location of the 2024 proposed project and the APE.

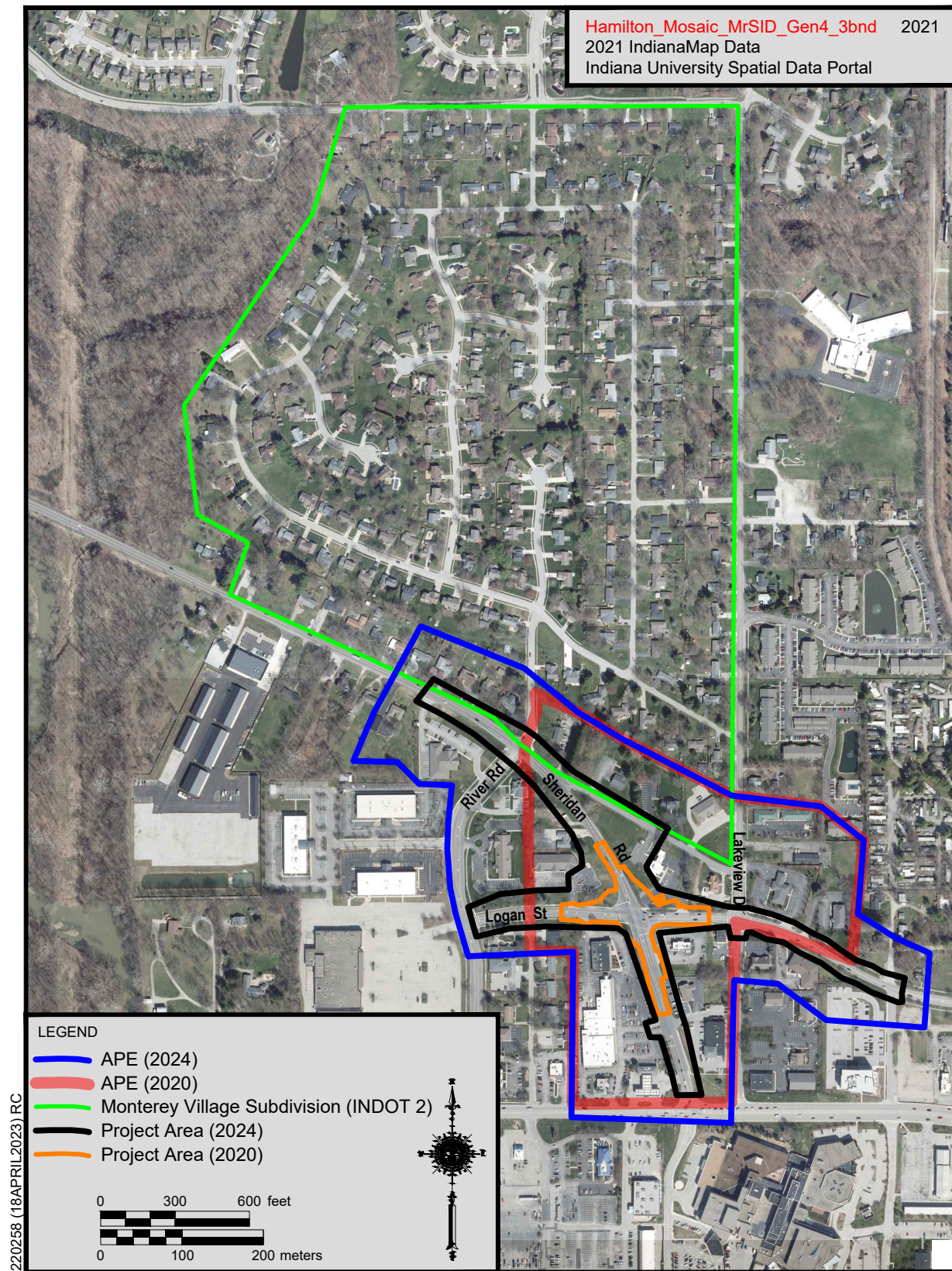


Figure 2. Aerial map showing the location of the 2020 and 2024 proposed project and the 2020 and 2024 APE.

ADDENDUM HISTORIC PROPERTY REPORT FOR THE
PROPOSED SHERIDAN ROAD/STATE ROAD 38 AND
LOGAN STREET INTERSECTION IMPROVEMENT PROJECT
IN NOBLESVILLE, NOBLESVILLE TOWNSHIP,
HAMILTON COUNTY, INDIANA
(INDOT DES. NO. 1901880; DHPA NO. 26137)



by
Alyssa Reynolds, MS

Prepared for



Prepared by



Kentucky | West Virginia | Wyoming
Indiana | Louisiana | Tennessee | Virginia

**ADDENDUM HISTORIC PROPERTY REPORT FOR THE
PROPOSED SHERIDAN ROAD/STATE ROAD 38 AND
LOGAN STREET INTERSECTION IMPROVEMENT PROJECT
IN NOBLESVILLE, NOBLESVILLE TOWNSHIP,
HAMILTON COUNTY, INDIANA
(INDOT DES. NO. 1901880; DHPA NO. 26137)**

by

Alyssa Reynolds, MS

Prepared for

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Elizabeth Gallow, MHP
Principal Investigator

May 12, 2025

INDOT Des. No.: 1901880
DHPA No.: 26137

MANAGEMENT SUMMARY

In 2020, Cultural Resource Analysts, Inc. (CRA), under contract with Egis Beam, Longest, and Neff (BLN) USA, Inc. (Egis), completed a Historic Property Short Report (HPSR) for the proposed Sheridan Road/State Road (SR) 38 and Logan Street Intersection Improvement Project in the City of Noblesville, Hamilton County, Indiana (INDOT Des. No. 1901880). The finding of “No Historic Properties Affected” was released, and consulting parties were notified of its availability on November 30, 2020. The project limits for the 2020 consultation efforts extended along SR 38 for approximately 700 ft south and 800 ft north of its intersection with Logan Street. The project limits along Logan Street extended approximately 450 ft west and 325 ft east of its intersection with SR 38. On December 14, 2020, the Indiana State Historic Preservation Officer (SHPO) concurred with the finding.

Based on coordination that occurred between INDOT and the City of Noblesville during the years 2022–2024, the proposed project limits for Des. No. 1901880 were expanded. Anticipated growth in the area was the rationale behind the 2022 extended project limits.

In 2024, the proposed size of the project changed again based on coordination between INDOT and the City of Noblesville. This was due to the existing storm sewer line being determined insufficient.

The current (2022–2024) proposed project limits along Sheridan Road/SR 38 extend approximately 750 ft south and 1,250 ft north of its intersection with Logan Street. The project limits along Logan Street extend approximately 640 ft west and 1,150 ft east of its intersection with Sheridan Road/SR 38.

This addendum historic property report (HPR) documents additional research, historic context development, and evaluation of additional resources in the 2022–2024 expanded APE. As a result of this investigation, the area of potential effects (APE) increased to accommodate the increased size of the project area. CRA reviewed the Indiana Historic Sites and Structure Inventory (IHSSI) and found that there were not any previously recorded resources in the revised APE. Following the records review, CRA conducted a field survey of all aboveground resources 50 years of age or older.

As part of the additional survey, CRA identified 12 new resources (INDOT 1–12) that are 50 years old or older by the proposed project letting date (2026) within the revised APE. As a result of CRA’s additional fieldwork and analysis, the 12 newly surveyed resources are not recommended as eligible for listing in the National Register of Historic Places (NRHP).

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I. INTRODUCTION AND PROJECT DESCRIPTION

The project area is located at the intersection of Sheridan Road/SR 38 and Logan Street, within the city limits of Noblesville in Noblesville Township (Figures 1 and 2). The current design (2024) still includes a roundabout, which will be two (2) lanes along Sheridan Road/SR 38 and single lanes along Logan Street. Changes include the construction of an auxiliary right-turn lane for westbound Logan Street traffic to northbound Sheridan Road/SR 38.

The need for this project is due to traffic congestion experienced at the approach roadways of the Sheridan Road/SR 38 and Logan Street intersection. Prolonged delays along Logan Street are experienced during the AM and PM peak hours, which are a result of the traffic volumes along Sheridan Road/SR 38.

The purpose of this project is to reduce congestion on the approach streets of the Sheridan Road/SR 38 and Logan Street intersection. The proposed improvement will result in an LOS of D for the intersection during both AM and PM peak hours (Figure 3).

In 2020, the proposed project limits along Sheridan Road/SR 38 extended approximately 406 ft south and 325 ft north of its intersection with Logan Street. Additionally, the project limits along Logan Street extended approximately 450 ft west and 303 ft east of its intersection with Sheridan Road/SR 38.

During the July 2020 survey, 10 previously unsurveyed resources 50 years old or older and 11 resources that were not 50 years old or older were identified within the 2020 area of potential effects (APE). All were recommended by Cultural Resource Analysts, Inc. (CRA), as being not eligible for listing in the National Register of Historic Places (NRHP). CRA recommended a “No Historic Properties Affected” finding that was signed by the Indiana Department of Transportation (INDOT) on behalf of the Federal Highway Administration (FHWA) in November 2020. The State Historic Preservation Officer

(SHPO) agreed with the finding in December 2020.

Based on coordination that occurred between INDOT and the City of Noblesville during the years 2022–2024, the proposed project limits for Des. No. 1901880 were expanded. Anticipated growth in the area was the rationale behind the 2022 extended project limits.

In 2024, the project limits were again extended due to identified deficiencies in the existing storm water system.

The current (2022-2024) proposed project limits along Sheridan Road/SR 38 extend approximately 750 ft south and 1,250 ft north of its intersection with Logan Street. The proposed project limits along Logan Street extend approximately 640 ft west and 1,150 ft east of its intersection with Sheridan Road/SR 28.

The current (2024) project limits extend north along Sheridan Road/SR 38 to taper the two lanes from the double-lane roundabout down to the existing single lanes along Sheridan Road/SR 38.

In addition, the project limits south of the Sheridan Road/SR 38 and Logan Street intersection along Sheridan Road/SR 38 have been extended to tie into a roundabout at SR 32 and Sheridan Road/SR 38, which is not included as part of this project’s design (Figures 4 and 5).

Additionally, a new storm sewer is proposed to be installed within the limits of the curb and gutter. An existing 15-inch culvert (CLV-038-029-56.55) will be replaced with a new culvert or included as part of the new storm sewer system.

A 10 ft path is proposed to be installed on the south side of Logan Street and will extend the entire project length within the project limits. The path will be composed of asphalt on compacted aggregate on top of subgrade treatment (compacted earth). Concrete sidewalks will be installed only on the north side of Logan Street within the project limits and along the west and east side of the south leg (Sheridan Road/SR 38) of the roundabout within the project limits. Sidewalk work will not be located on the west or east side of Sheridan Road/SR 38 north of its intersection with Logan Street.

In July 2024, CRA completed an addendum historic property survey for the proposed Sheridan Road/SR 38 and Logan Street intersection improvement project (INDOT Des. No. 1901880) in Hamilton County, Indiana as the APE was extended due to the expanded project limits in 2022 and the July 2024 scope addition of the stormwater improvements. The survey was performed at the request of Egis Beam, Longest, and Neff (BLN) USA, Inc. (Egis), on behalf of the INDOT. The FHWA is the lead federal agency for the project.

The 2024 survey was conducted to comply with federal regulations concerning the impact of federal actions on sites and structures listed in, or eligible for nomination to, the NRHP. These regulations include Section 106 of the National Historic Preservation Act (NHPA) of 1966 and the regulations published in the Code of Federal Regulations at 36 CFR Part 800. As such, CRA conducted this historic property survey to:

- 1) Identify and document all resources (aboveground resources 50 years of age or older) at the time of project letting (2024) located within the APE.
- 2) Evaluate their eligibility for listing in the NRHP and recommend boundaries, if eligible.

Guidelines provided in the following documents were adhered to during the investigation: *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (National Park Service [NPS] 1983); *Guidelines for Local Surveys: A Basis for Preservation Planning: National Register Bulletin No. 24* (NPS 1985); and INDOT's Cultural Resources Manual (INDOT 2019).

Section 800.16(d) of 36 CFR defines the APE as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

Given the nature of the proposed project, the APE was determined to include the proposed project area and a buffer zone based on

topography and vegetation surrounding the proposed roundabout. Visual impacts were the driving factor in the creation of the APE, as the intersection is visible from surrounding commercial buildings and residences. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of a mix of mid- to late-twentieth-century residences and a modern built commercial environment with paved parking lots and scattered trees surrounding the intersection.

The purpose of the following addendum report is to provide additional information about INDOT 1, INDOT 2 (Monterey Village Subdivision), and INDOT 3–12 (see Table 1, pg. 22), which are the 12 new resources identified during this survey addressing the expansion of the project area and APE.

INDOT 1 (545 Sheridan Road/SR 38), INDOT 3 (524 Sheridan Road/SR 38), and INDOT 4 (514 Sheridan Road) are all circa 1955 Linear Ranch houses. INDOT 2 is the Monterey Village Subdivision located along the north side of Sheridan Road/SR 38 with residences constructed between circa 1955 and 1990. INDOT 5 is a circa 1974 strip mall with no discernable style located at 530 Westfield Road. INDOT 6 is a circa 1917 twentieth-century functional school located at 161 Lakeview Drive. INDOT 7 is a circa 1940 residence with no discernable style but with some Folk Victorian influence located at 405 Lafayette Road. INDOT 8 is a circa 1972 bank with no discernable style located at 4810 Lafayette Road. INDOT 9 is a circa 1973 commercial building with no discernable style located at 216 Lakeview Drive. INDOT 10 is a circa 1915 residence with no discernable style but with some Dutch Colonial Revival influences located at 265 John Street. INDOT 11 is a circa 1900 Italianate T-plan residence located at 260 Logan Street. INDOT 12 is a circa 1936 Colonial Revival former residence located at 444 Lafayette Road.

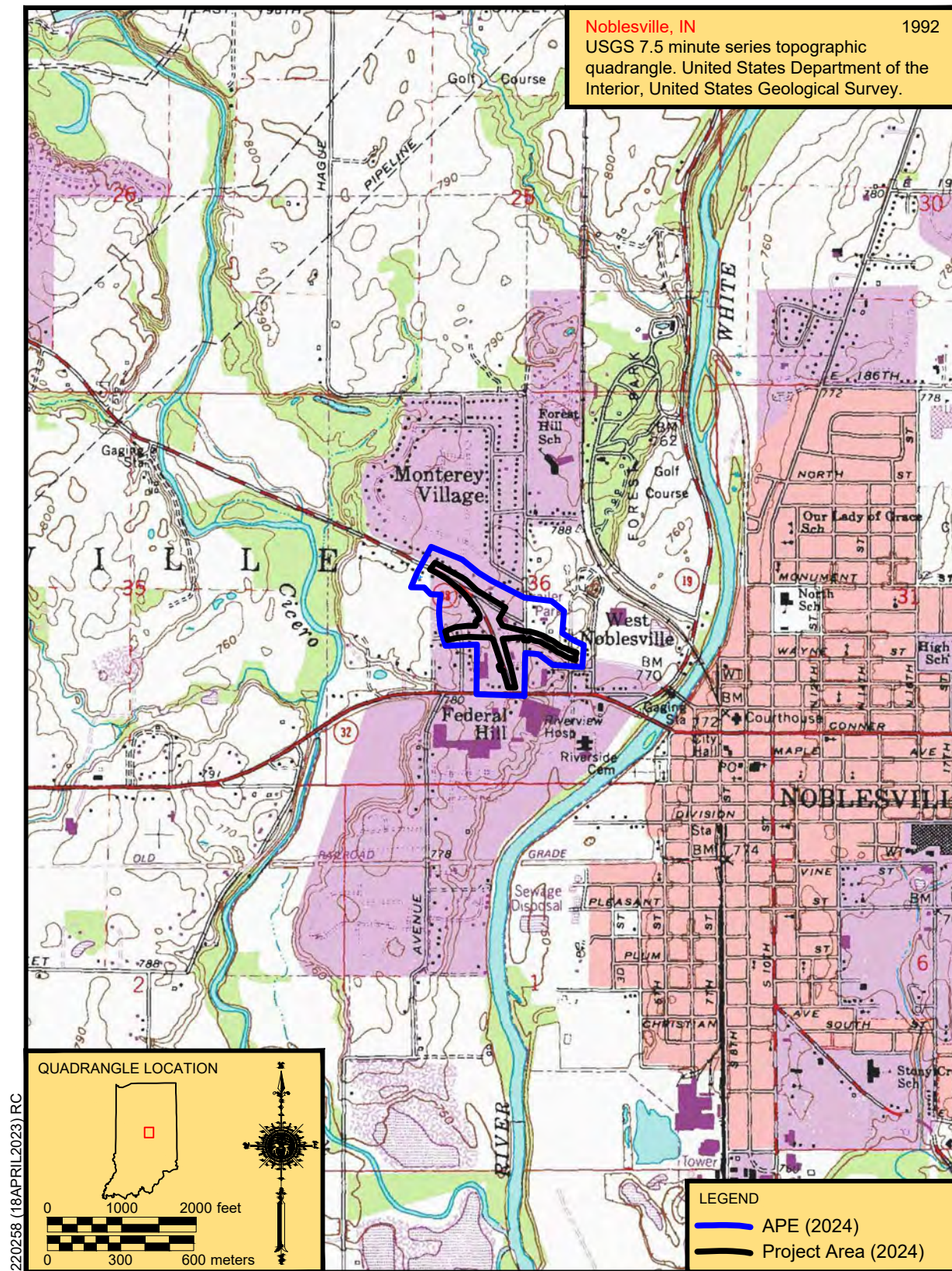


Figure 1. Topographic quadrangle showing the location of the 2024 proposed project and the APE.

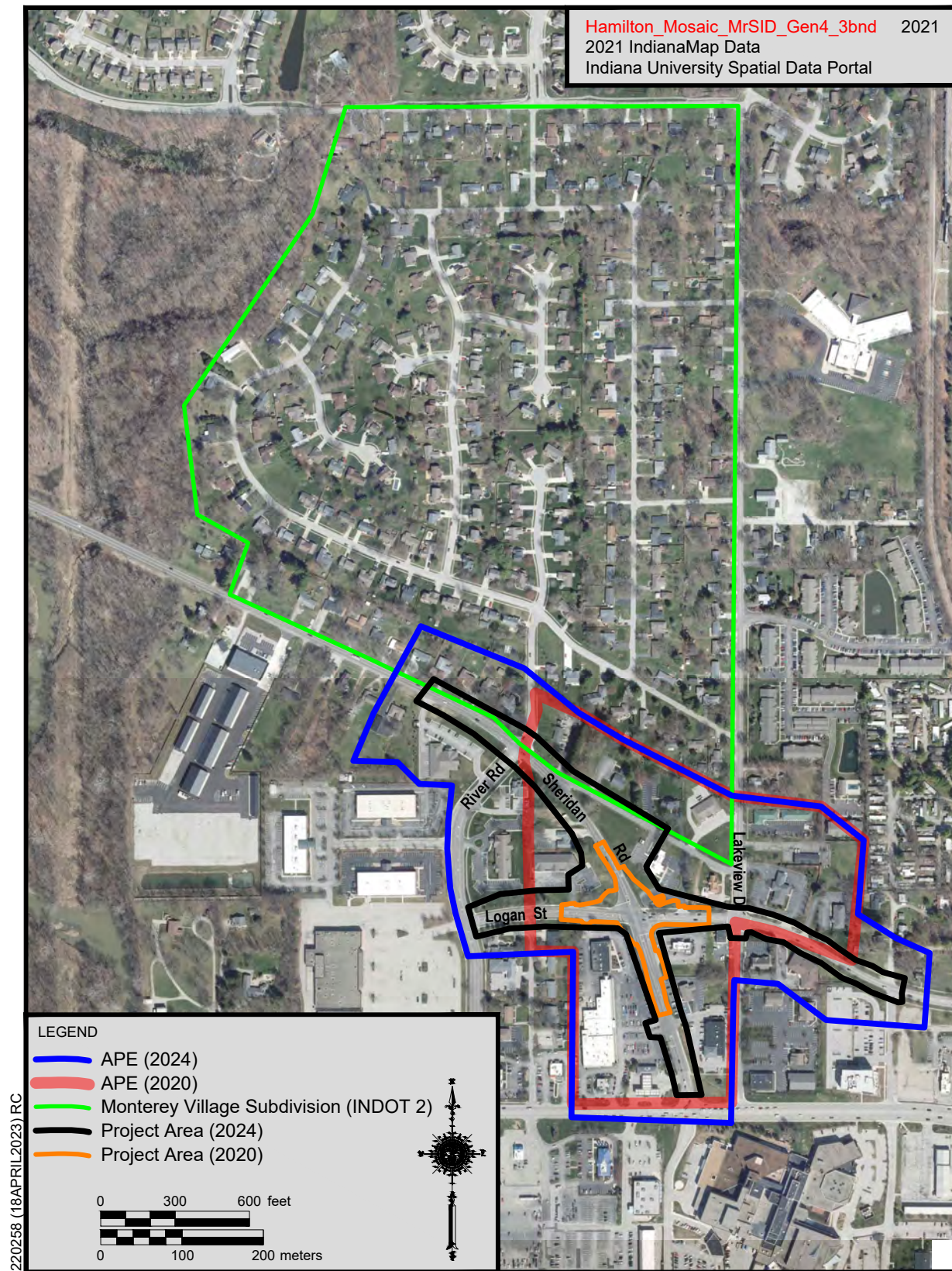


Figure 2a. Aerial map showing the location of the 2020 and 2024 proposed project and the 2020 and 2024 APE.

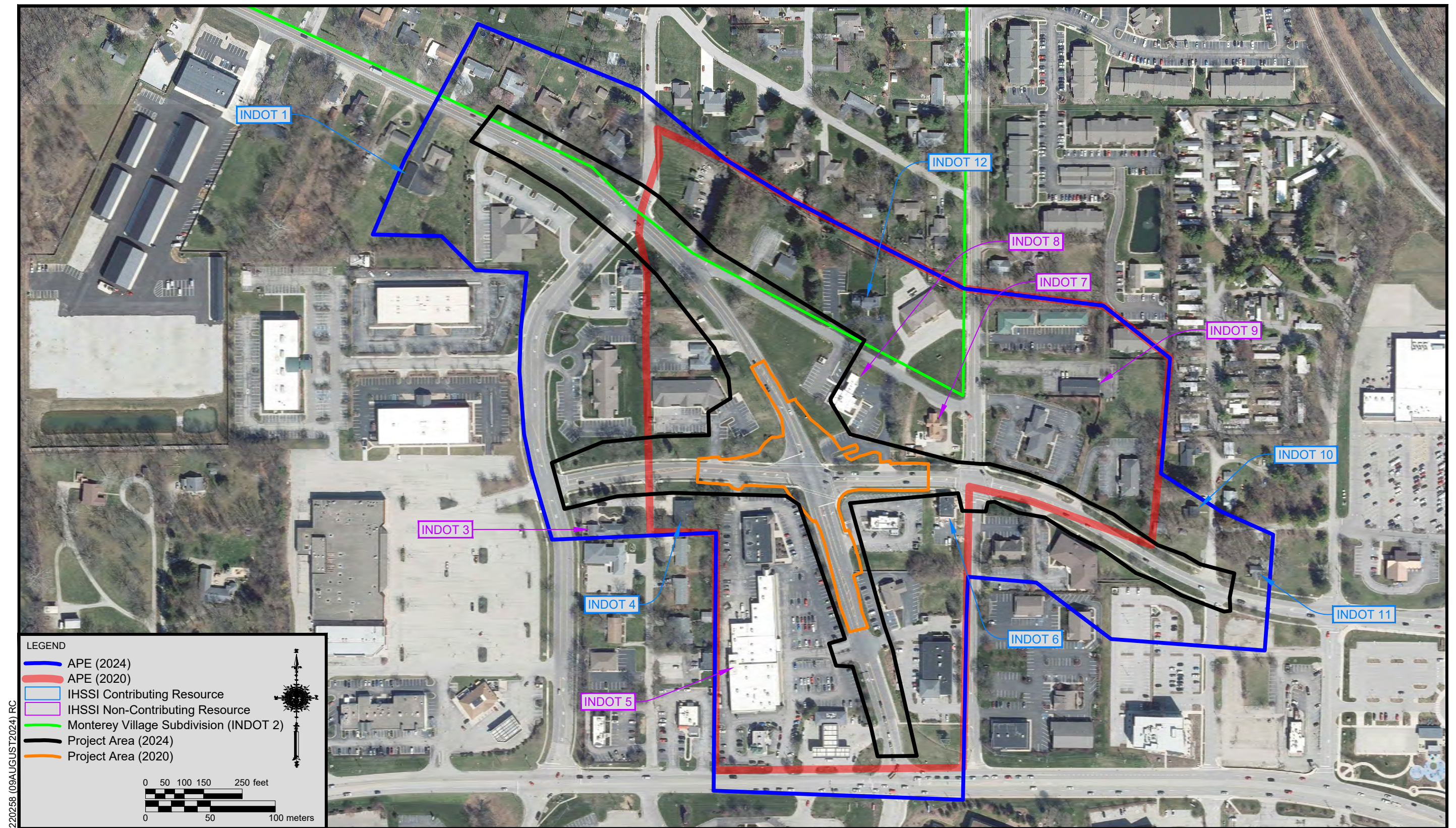


Figure 2b. Aerial map showing the location of the 2020 and 2024 proposed project, the 2020 and 2024 APE, and INDOT 1-12.



Figure 3. Overview of project area at the Sheridan Road/SR 38 and Monterey Drive intersection, facing northwest.



Figure 4. Overview of project area at the Sheridan Road/SR 38 and Monterey Drive intersection, facing southeast.



Figure 5. Overview of project area at the Sheridan Road/SR 38 and SR 32 Intersection, facing southeast.

This addendum report details the results of the NRHP evaluations and recommendations of the previously mentioned resources. Fieldwork was completed on April 7, 2023, and July 23, 2024, by Alyssa Reynolds, who meets the Secretary of the Interior’s Professional Qualification Standards. Reynolds also authored this report. Survey work was conducted from the public right-of-way (ROW), and no restrictions or limitations were placed on the survey effort.

II. LITERATURE REVIEW

Before entering the field, available surveys, reports, studies, maps, and other data pertinent to the APE were identified and reviewed to develop an understanding of the project area and to identify previously documented resources (should there be any) located in the APE. This research included a review of the NRHP database, the Indiana Register of Historic Sites and Structures (State Register), and the Indiana Historic Sites and Structures Inventory (IHSSI).

This task began with a review of the *Hamilton County Interim Report* published in 1991 (Historic Landmarks Foundation of Indiana [HLFI]) and the State Historic Architectural and Archaeological Database (SHAARD) (Division of Historic Preservation and Archaeology [DHPA] 2024). Structures surveyed for inclusion in the county interim reports and SHAARD database are rated as “outstanding,” “notable,” “contributing,” or “non-contributing.”

Properties rated “outstanding” are those that convey enough local, state, or national historic or architectural significance that they are already listed in, or should be considered eligible for listing in, the NRHP. Properties rated “notable” are those that are above average in their importance; further research is needed to determine their eligibility for listing in the NRHP. Those properties rated as “contributing” meet the basic criterion of being 50 years or older and are important to an area’s historic fabric. They are not individually eligible for listing in the NRHP, but could be considered eligible as part of a historic district, should one exist. Those properties rated as “non-contributing” are not included in the

survey unless they are located within a historic district. These structures are usually less than 50 years of age or their integrity has been compromised so that they have lost their historic character. No IHSSI-inventoried resources were identified during the review of the NRHP, State Register, IHSSI, and SHAARD data.

CRA also reviewed the 2009 INDOT-sponsored Indiana Historic Bridge Inventory (HBI) (Mead and Hunt), as part of the records review. No bridges were located within the APE.

As part of the archival research, online resources such as a county history and newspaper collections were consulted and used to identify potential historic resources within the APE and to develop a historic context for the APE and resources within it. Additionally, the Multiple Property Documentation Form (MPDF) entitled *Residential Planning and Development in Indiana, 1940-1973* ([MPDF]; Higgins 2018) was reviewed by CRA in order to properly evaluate any post-World War II resources. The MPDF entitled *Indiana's Public Common and High Schools-1816-1945* ([MPDF]; Diebold 1998) was also reviewed by CRA in order to properly evaluate any schools constructed between 1816 and 1945. These resources are listed in the References Cited.

Archival research also included a review of the following available maps to help identify potential historic resources in the APE. A sampling of these resources is located in Appendix A.

1866 Map of Hamilton County, Indiana (C.A.O. McClellan & C.S. Warner). Visible on this map are the different townships that comprise Hamilton County. The City of Noblesville is shown almost centrally located within Noblesville Township along the White River. The Lake Erie and Western Railroad is shown running north-south along the outskirts of the city limits and crossing over the White River before continuing north.

1896 Map of Hamilton County, Indiana (Fariss & Beck Publishers). The Lake Erie and Western Railroad bisects Noblesville as the city limits have increased to the west. The Chicago and South Eastern Railroad intersects the Lake Erie and Western Railroad, running east-west. The

subdivision of parcels is evident to the north of the city limits, particularly in Section 36. Individual landowner names and parcel acreage are denoted on the maps.

1906 Map of Hamilton County, Indiana (C.J. Cottingham & H.L. Findley, Civil Engineers). The city limits have increased to the north and south. The Lake Erie and Western Railroad has been renamed the Central Indiana Railroad. To the northwest of the White River, a portion of Section 36 has been annexed to the city limits of Noblesville. The Indian Union Traction Railroad, an interurban railroad, has been established running north-south through Noblesville.

1919 Map of Hamilton County, Indiana (Indiana State Library Repository). The subdivision of parcels continues as most of the parcels surrounding Noblesville have decreased in acreage. With the convergence of SR 32, Sheridan Road/SR 38, and SR 13 within Noblesville, the city limits have once again increased in all directions.

1953 Noblesville Indiana, 7.5-minute topographic quadrangle (United States Geological Survey [USGS]). The Lake Erie and Western Railroad has been renamed the New York, Chicago, and St. Louis Railroad. The interurban line has either been removed or paved over as it is no longer denoted on the map. Additional development west of the White River along Sheridan Road/SR 38 is visible in the Federal Hill neighborhood of Noblesville.

1960 Noblesville, Indiana, 7.5-minute topographic quadrangle (USGS). The Monterey Village Subdivision (INDOT 2) is visible on the map, west of the city limits of Noblesville. Although in their early phases, Sections 1 and 2 and a portion of Section 3 are denoted. The Federal Hill neighborhood has become commercially developed with the construction of the Riverview Hospital.

1969 Noblesville, Indiana, 7.5-minute topographic quadrangle (USGS). The Monterey Village Subdivision (INDOT 2) has developed to the southwest with the extension of Woodview Drive/Sunset Drive, an inner circulation road. Additional residences are depicted within the subdivision. Additional subdivisions are present,

one of which is located south of Noblesville along the east side of SR 13.

A review of the various map data from the mid-nineteenth century through the late twentieth century indicates that the area in and around the APE was wholly rural during the late nineteenth to early twentieth centuries and progressively became more urbanized as the city limits of Noblesville expanded throughout the remainder of the twentieth century.

III. HISTORIC CONTEXT

Community Development of Noblesville

During the 1940s, the population of Marion County, particularly the City of Indianapolis, grew as people moved to the area to aid in the wartime effort by working at local factories and other industries. As more people came to reside in and around the city, the population distribution began to shift outward to surrounding counties, such as Hamilton and Hancock. The emerging middle-class demographic desired space outside of the city core. Automobile transportation was at its height, and this particular demographic now had the means for a job in the city while enjoying a life in the newly established suburbs. Of the 139,700 people living in the Indianapolis metropolitan region during the 1950s, 116,000 were living in outlying areas, including Hamilton County. The population of Hamilton County increased approximately 16 percent during the 1950s and 40 percent during the 1960s (Higgins 2018).

Community planning played an important role in the creation of subdivisions after the war, as people realized the importance of planning commissions and other entities outside of large municipalities in response to the housing boom. By the late 1950s, several laws were enacted that allowed metropolitan, county, and city entities to interact and establish unified planning programs (Higgins 2018).

One of the cities that benefited from suburbanization and experienced significant population growth was Noblesville in Hamilton

County. During the 1950s, Noblesville experienced a large influx of people moving to the area as part of the post-World War II construction boom (Norwalk and Martin 2021). Noblesville functioned as a suburb to Indianapolis, growing into its own as a population center. Between 1950 and 1960, the city experienced an approximate 35 percent population increase (Higgins 2018; Norwalk and Martin 2021).

With this exodus from Indianapolis, numerous subdivisions, such as the Monterey Village Subdivision (INDOT 2), were constructed on farmland in areas surrounding Noblesville, dramatically altering the landscape. In general, Hamilton County's development was facilitated by transportation infrastructure improvements such as the completion of I-465, which surrounds Indianapolis. The first segment of the interstate was completed in 1961. The entirety of the route was completed in 1970 (Weintraut & Associates, Inc., 2018). Several subdivisions were completed along interstate frontage and other major transportation routes, such as US 31, as the interstate was easily accessed with a direct link to Indianapolis.

Suburbanization in Indiana can be divided into three "waves" according to the MPDF. The first wave (1950–1955) was defined by "pervasive... development of hundreds of subdivisions of various sizes that expanded the footprint of communities across the state into the urban-rural fringe" (Higgins 2018). The second wave (1956–1962) was defined by "irregularities in the growth cycles of many communities across the state, marked by second- and third-tier expansion and an increase in apartment living" (Higgins 2018). The third wave (1963–1973) was marked "by the juxtaposition of continued community build-out and reevaluation of post-war growth cycles during an era of increasing local regulation" (Higgins 2018).

Within these waves, four types of subdivisions emerged: 1) Transitional Developments (circa 1945–1955), 2) Tract Developments (circa 1945–1965), 3) Custom Developments (circa 1950–1973), and 4) Planned Developments (circa 1950–1973) (Higgins 2018).

Within the project APE, the Monterey Village Subdivision (INDOT 2) exhibits characteristics of both a Tract Development and Custom Development. How elements of these developments are displayed within the Monterey Village Subdivision (INDOT 2) will be discussed in Section V. Property Description and Evaluation.

As described in the MPDF:

Tract Developments were the primary mechanism of domestic development during the Post-World War II era. Developed by operative or merchant builders, Tract Developments varied considerably in size, ranging from a handful of dwellings set in a linear arrangement or modified grid to hundreds of houses situated along an intricate network of curvilinear streets or loop roads. Tract Developments were particularly prevalent during the late 1940s and into the 1950s. Many Tract Developments were developed over time through multiple plats, typically by the same builder or developer. Subdivisions commonly employed a set range of housing models, which reinforced the homogeneity and cohesiveness of the development as a singular unit. Tract Developments were particularly responsive to the requirements of the FHA, which included consistent setbacks and spatial relationships, hierarchical street development plans, minimization of intersections and corners, accommodation of local topography, and integration of community assets such as green space. Dwellings in Tract Developments typically include American Small House and Ranch subtypes, although Split-levels and Bi-levels may also be interspersed among the dwellings.

Custom Developments were most likely to be developed after 1950 as the state moved away from the war period and into an era of normalcy that witnessed the return of personal economies and the alleviation of housing shortages. Societal and cultural trends during this time spurred the evolution of the homebuyer as a sophisticated consumer with personal choice, which influenced the development of Custom Developments tailored to meet a variety of needs and preferences. Custom Developments are more distinguished in their design, layout, and configuration than Tract Developments and are typically carefully crafted to accommodate variations in topography, natural settings, or manmade features such as lakes and golf courses, which became critical selling points. More

expensive to develop than a Tract Subdivision that relied on repetition, Custom Developments were typically smaller, ranging from a dozen dwellings to less than 100 residences. However, larger examples were developed, with builders often filing multiple successive plats extending the limits of the Custom Development; subsequent plats were often distinguished by slight variations in design, layout, or housing stock. Houses may be architect-designed or custom-designed by a builder and typically exhibit more variation than housing stock associated with Transitional and Tract Developments. Ranch house subtypes, Split-levels, Bi-levels, and Massed Two-Story dwellings are common, as are Contemporary, Builder Modern, and Neo-Eclectic dwellings [Higgins 2018].

Development of the Federal Hill Community

The area on the west side of the White River near downtown Noblesville was first platted in the 1870s and was known as Federal Hill. The area was also known as West Noblesville and Garversville (Noblesville Preservation Alliance 2024).

At present, the neighborhood known as Federal Hill is roughly bounded by Westfield Road to the south, Nixon Street and Forest Park Drive to the east, Lakeview Drive to the west, and Brown Street to the north (Noblesville Preservation Commission 2009).

The name “Federal Hill” comes from the former location of a house built on the site of the current Riverview Hospital, located at 395 Westfield Road in Noblesville, by Luther Swain in the 1870s. Swain named the house and farm after the estate of John Rowan, a cousin of American composer Stephen Foster, which was also called Federal Hill (*Hamilton County Reporter* 2020).

Before the area started to become commercialized beginning in the late 1960s, Federal Hill was a rural area with several farms. With the arrival of the railroad between 1850 and 1880, the Federal Hill neighborhood grew, leading to various commercial and residential construction. Wealthy businessmen of the day constructed their homes in the neighborhood,

some of which remain and exhibit the Colonial Revival, Italianate, and Greek Revival architectural styles. Residences with influences of the Dutch Colonial Revival architectural style are present as well (e.g., INDOT 10, 265 John Street). Earlier architectural styles from the early nineteenth century and late nineteenth century are also present, including Federal and Queen Anne, respectively (e.g., INDOT 11, 260 Logan Street).

As people continued to settle in the area during the late nineteenth to early twentieth century, the need for basic public buildings arose. The neighborhood soon featured a school, the Federal Hill School/Federal Hill Elementary School. The school, located at 161 Lakeview Drive, is still extant but now houses the offices of The ELAM Group (2024). The school taught children in kindergarten through sixth grade. The former school rests on the top of the hill that historically was the site of an apple orchard within Federal Hill. The former school was dedicated in 1917 and was open until 1960 when schools around the area began to close due to consolidation (*Noblesville Ledger* 1981). The former school is an example of a Twentieth Century Functional building, likely with Neoclassical architectural elements that are no longer present, likely due to renovations throughout the late twentieth and early twenty-first centuries. A façade grant was awarded to Cavalier Properties in 2022, owners of the property at the time (Head 2022).

The former residence (now housing a non-profit organization) at 444 Lafayette Road (INDOT 12) is a circa 1936 Colonial Revival home built after Federal Hill's initial construction boom. Constructed along Lafayette Road (once known as Lafayette Pike), INDOT 12 is located within the subdivision plat of the Monterey Village Subdivision (INDOT 2). However, its construction date predates the subdivision's circa 1955 beginnings. It is unclear who was the home's original builder, but research conducted for this report revealed that the 1959 owners of INDOT 12 were S. Monte and Dorothea Jessup, who in 1954 sold part of their land for the development of Monterey Village. (*Noblesville Ledger* 1954, 1906).

As the area continued to develop during the late twentieth century, the area became more urbanized with the construction of various commercial buildings and apartment complexes. Logan Street was extended to the east between the early 1980s and late 1990s. Specifically, in 2017, Federal Hill saw significant development with the establishment of a park and apartment complex, Federal Hill Commons and Federal Hill Apartments (Google Earth Pro 2024).

IV. SURVEY METHODOLOGY

Following the literature review, CRA, under contract with Egis, completed a full HPR addendum to the 2020 HPSR for the proposed project. The completed report documented the analysis and evaluation efforts for the identified resources. Aboveground resources were evaluated in accordance with Section 106, NHPA of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

In general, in order for a property to be considered “notable” or “outstanding” and potentially eligible for listing in the NRHP, it must be at least 50 years old and possess both historic significance and integrity. Significance may be found in four aspects of American history recognized by the NRHP Criteria:

- A. Association with historic events or activities
- B. Association with important persons
- C. Distinctive design or physical characteristics

A fourth criterion, Criterion D, or the potential to yield important information in prehistory or history, is typically not used for aboveground resources. A property must meet at least one of the criteria for listing. Integrity must also be evident through historic qualities, including location, design, setting, materials, workmanship, feeling, and association.

As part of the evaluation process, architectural historians for CRA also took into account the Criteria Considerations outlined by the NRHP. Ordinarily cemeteries, birthplaces, or graves, of historical figures, properties owned by religious institutions or used for religious

purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria if they fall within the following categories:

- a. A religious property deriving primary significance from architectural or artistic distinction or historical importance.
- b. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event.
- c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.
- d. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.
- e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.
- f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance.
- g. A property achieving significance within the past 50 years if it is of exceptional importance.

During the aboveground studies conducted for the project's 2020 Section 106 consultation, 10 previously unsurveyed resources 50 years of age or older and 11 resources that had not reached 50 years of age were identified in the project's APE.

Within the 2024 revised project area and APE—portions of which are located within the 2020 survey area—the following previously unsurveyed resources 50 years of age or older were identified: INDOT 1–12.

The Monterey Village Subdivision (INDOT 2) was identified and evaluated utilizing the information from the MPDF entitled *Residential Planning and Development in Indiana, 1940-1973* (see Table 1) (Higgins 2018). INDOT 1, 3, and 4 are not located within the Monterey Village Subdivision but were also evaluated using the MPDF entitled *Residential Planning and Development in Indiana, 1940-1973* (see Table 1) (Higgins 2018). INDOT 6 is located outside of the subdivision and was identified and evaluated utilizing the information from the MPDF entitled *Indiana's Public Common and High Schools—1816-1945* MPDF (Diebold 1998) (see Table 1).

The remaining resources (INDOT 5–12) are also located outside of the subdivision. INDOT 5–12 do not fall under the parameters of the MPDF entitled *Residential Planning and Development in Indiana, 1940-1973* (Higgins 2018) or the MPDF entitled *Indiana's Public Common and High Schools—1816-1945* MPDF (Diebold 1998) (see Table 1).

The revised APE contains residences, former residences, commercial buildings, a school, and the Monterey Village Subdivision (INDOT 2) that were constructed 50 years ago or older by the proposed project letting date (2026). The revised APE contains twenty-one (21) commercial resources that were constructed less than 50 years ago and were not evaluated as part of this survey.

V. PROPERTY DESCRIPTION & EVALUATION

Monterey Village Subdivision (INDOT 2)

Address: Sheridan Road/SR 38; Lakeview Drive; Park Street; Woodview Drive; Brown Street; Louise Drive; Sunset Drive; Monterey Drive; Hollowview Drive; Hollowview Court; Whispering Willow Drive; Whispering Willow Court; and Terrace Drive, Noblesville, Indiana 46060

Building Function: Single-family residences

Architectural Style: Ranch houses, Bi-level, Split-level, Massed Two-Story, Contemporary, and modern vernacular

Construction Date: circa 1955–circa 1990

Description: Five (5) residences located within the Monterey Village Subdivision were identified within the revised APE. They are: 1) 544 Sheridan Road/SR 38; 2) 534 Sheridan Road/SR 38; 3) 525 Sheridan Road/SR 38; 4) 514 Sheridan Road/SR 38; and 5) 504 Sheridan Road/SR38. (Table 1).

Although located within the platted boundary of the Monterey Village Subdivision, the Colonial Revival residence located at 444 Lafayette Road (INDOT 12) was constructed in circa 1936, prior to the construction of the Monterey Village Subdivision (see Table 1). The remainder of the Monterey Village Subdivision is not located within the project's revised APE.

The Monterey Village Subdivision (INDOT 2) was identified during fieldwork as a subdivision that merited evaluation under the MPDF (see Figure 2). The Monterey Village Subdivision (INDOT 2) was constructed as part of the outward growth of the City of Noblesville beginning in the mid-twentieth century. Subdivisions such as Monterey Village were constructed around Noblesville as major transportation routes, I-69 and I-465, were being completed leading to Indianapolis and beyond.

The Monterey Village Subdivision (INDOT 2) was platted in 1954 on land owned by S. Monte and Dorothea H. Jessup. Weihe Engineers was the engineering firm involved with the land development of the subdivision. The first mention of the Monterey Village Subdivision was in the November 29, 1954, edition of the *Noblesville Ledger*. The list of sales specifically announced the selling of land by S. Monte Jessup to the new Monterey Village Subdivision to be used as residential lots for the first section of the subdivision (*Noblesville Ledger* 1954). Research conducted for this report revealed that C. Sowers and Hiatt & Van Riper were construction companies and real estate agents responsible for building the residences beginning in 1955 (*Noblesville Ledger* 1955). By the late 1950s, the Monterey Village Subdivision was a small but

growing residential development with dwellings costing between \$10,000 and \$13,000 (*Noblesville Ledger* 1958a, 1958b).

By 1989, the following firms were involved with the construction of residences within the subdivision: 1) Alexander Builders, Inc.; 2) Bill Ashpaugh Builders; 3) Jim Coffee, Builder; 4) Jon Garretson; 5) Earl Hardin Builder, Inc.; 6) Heaver Homes, Inc.; 7) Phil Jones; 8) Harry Linville; 9) Martin Construction; 10) Quality Custom Builders; 11) Jerry Robinette Builders; and 12) Keith Woods (*Noblesville Ledger* 1989).

The first section of the subdivision consists of 35 lots and is located along the west side of Lakeview Drive. Subsequent sections (2–5) of the subdivision platted between 1956 and 1972 with residential construction between 1956 and 1974 were plated along Lakeview Drive and continued west along Woodview Drive, south along a portion of Sunset Drive, and south along a portion of Sheridan Road/SR 38.

The later sections (6–12) were platted between 1987 and 1991 and are located along a portion of Sunset Drive, a portion of Monterey Court, a portion of Hollowview Drive, Terrace Drive, Hollowview Court, Whispering Willow Drive, and Whispering Willow Court.

In total, the Monterey Village Subdivision (INDOT 2) consists of 12 sections and 233 lots platted from 1954 to 1991 with 233 residences dating from 1955 to 1992 (Appendix C). Of the 233 residences, there are 145 (62 percent) resources within the subdivision that were constructed in 1974 or earlier, 50 years from the project let date (2024). There are 88 resources (38 percent) within the subdivision that will not be 50 years of age or older as of the project let date.

The subdivision is located in an urbanized area within the City of Noblesville. The following postwar building types are represented in Monterey Village: 1) Split-level; 2) Bi-level; and 3) Massed Two-Story. The following Ranch house subtypes are also present: 1) Compact; 2) Linear; 3) Linear-with-Cluster; and 4) Half-Courtyard. Residential types and styles in the neighborhood range from 1955 to 1992 (Figures 6–8).

The dwellings along Lakeview Drive, Woodview Drive, Sheridan Road/SR 38, and a

portion of Sunset Drive were constructed earlier (circa 1955–1974) than houses constructed within the interior streets of the subdivision along Monterey Drive, Hollowview Drive, Hollowview Court, Whispering Willow Drive, Whispering Willow Court, and Terrace Drive (c. 1987–1991). Several of the Ranch houses feature Contemporary influences.

The residences are arranged on lots of varying sizes along linear and curvilinear streets and cul-de-sacs following the slightly undulating topography within the subdivision. Lots that were platted between circa 1954 and circa 1974 are generally the same size. Lots that were platted between circa 1987 and 1991 increased in size to accommodate the increased footprints of the residences. All of the grassy, residential lots feature interspersed trees and shrubbery.

The five (5) Monterey Village Subdivision (INDOT 2) residences identified within the revised APE are Linear Ranch houses, some of which feature Contemporary influences (Figure 9). All but the resource located at 504 Sheridan Road/SR 38 are single-family dwellings. The resource at 504 Sheridan Road/SR 38 has been converted into office space.

NRHP Evaluation: The Monterey Village Subdivision (INDOT 2) was evaluated for inclusion in the NRHP as a potential historic district utilizing the MPDF. After World War II, Noblesville—now considered a “bedroom community” of Indianapolis—experienced substantial population growth and an associated housing boom that resulted in the development of several subdivisions in Noblesville in the early to mid-1950s, including the Monterey Village Subdivision. Research conducted for this HPR Addendum did not identify the reasons that S. Monte and Dorothea H. Jessup sold their land to developers. The impetus for the development appears to be the same as many others in Hamilton County during the period: population increase.

Noblesville did not have planning and/or zoning regulations until 1964 (Reynolds 2024). Thus, it appears the development of the Monterey Village Subdivision does not reflect significant local planning and zoning principles. Instead, it, like many subdivisions constructed in Indiana

and across the country during this period, reflects the influence of FHA guidelines on residential development during the mid-twentieth century. Advertisements for Monterey Village from 1956 promoted the fact that houses were approved for FHA mortgages, which required low downpayments and offered long terms (*Noblesville Ledger* 1956). As explained in the MPDF:

The FHA was tremendously influential in the buildout of communities in the post-war era, essentially serving as a ready supply of building capital tied to government-insured mortgages. This was particularly true through the readjustment period and the first wave of post-war suburbanization when the FHA accounted for a substantial percentage of financed mortgages in the state...Developers submitted drawings and plans for review by local offices of the FHA prior to receiving production advances and were given approval for FHA mortgages only if plans satisfactorily met the standards of the government program... Emerging from traditions of the garden suburb, FHA provisions emphasized the creation of idyllic, aesthetically-pleasing developments structured on curvilinear networks of tree-lined streets, with housing situated near recreational areas and community facilities. Adherence to the FHA’s guidelines was only technically required for FHA-backed developments, but they—like FHA’s guidelines for individual dwellings—were ingrained in local practice, even where FHA financing was not desired or acquired. Widespread adaptation of FHA provisions in private industry was boosted by the National Association of Home Builders’ (NAHB) endorsement of the agency’s guidelines as the de facto standard of the period, as well as their acceptance by many local communities that lacked comprehensive planning regulations until the mid-1950s or later [Higgins 2018:242–243].

The Monterey Village Subdivision (INDOT 2) is reflective of these trends described in the MPDF, although there is no evidence that it is a particularly notable example of FHA planning principles, which were ubiquitous during the period. Some of the FHA ideals described in the MPDF are evident in aerial imagery depicting Monterey Village Subdivision (INDOT 2) between the late 1950s and early 1980s, such as the regulated set-back of residences and curvilinear streets. However, the Monterey Village Subdivision (INDOT 2) did not feature

recreational areas or other community facilities promoted by FHA; rather, the development was created around an active agricultural field (Google Earth Pro 2024; HistoricAerials 1957, 1969, 1981). As the subdivision continued to be developed into the late twentieth century with new residential construction, the original layout of the subdivision was significantly altered with the introduction of new streets and cul-de-sacs in the former field. Since this new development occurred in the center of the original development, it substantially changed the traffic patterns, setting, and feeling within the subdivision such that it no longer clearly reflects post-World War II FHA planning principles.

Additionally, no distinguishable groups such as African-American architects or veteran-turned-builders, were identified in association with the subdivision. It is likely that members of the newly formed middle-class of the 1950s were homeowners in the Monterey Village Subdivision (INDOT 2) based on the architectural forms and styles exhibited in the subdivision. Therefore, the subdivision does not appear to possess significant associations with any important events or trends in the history of the region, state, or nation. Thus, CRA does not recommend the Monterey Village Subdivision (INDOT 2) as eligible for listing in the NRHP under Criterion A of the MPDF.

As previously stated, Weihe Engineers were the land developers of the subdivision. Research revealed that C. Sowers was the building company responsible for the construction of the residences within the subdivision beginning in 1958. Hiatt & Van Riper were the real estate agents responsible for the selling of the residences beginning in 1958.

Research conducted for this report revealed that Alan Weihe, the owner of Weihe Engineers, was eventually elected as the Hamilton County Surveyor in 1964. He completed numerous surveys for residential developments, including the Wellington Heights subdivision. He continued to develop hundreds of acres in the Noblesville and northern Indianapolis area. Weihe also built several residential houses and commercial buildings (Weihe Engineers 2024). Although Weihe and therefore his company,

Weihe Engineers, was a prolific land developer, his contribution to the development of the City of Noblesville and the surrounding areas of Hamilton County would be best represented at his residence or company.

Research conducted for this report concerning Hiatt & Van Riper revealed that they were real estate agents who sold multiple residences near Noblesville within the time frame of the construction of the Monterey Village Subdivision (INDOT 2). Numerous residences were listed with the real estate agency in *The Noblesville Ledger* (1957a, 1957b). Many real estate agents operated in the Noblesville area and across Indiana in the mid to late twentieth century. Based on research conducted for this report, Hiatt & Van Riper do not appear to rise to the level of significance needed for listing in the NRHP under Criterion B using the MPDF.

Research conducted for this report did not reveal that C. Sowers was a prolific or influential construction company responsible for producing additional subdivisions in Noblesville.

Although S. Monte and Dorothea H. Jessup came to live in nearby INDOT 12, a circa 1936 Colonial Revival residence (444 Lafayette Road)—and sold some of their land for the subdivision—research conducted for this report did not reveal them to have had any other significant associations with the subdivision.

Overall, research did not reveal if persons associated with the company or one of the developers lived within the subdivision. In consideration of that fact, it can be asserted that the subdivision is not associated with persons of historic significance. Thus, CRA does not recommend the Monterey Village Subdivision (INDOT 2) as eligible for listing in the NRHP under Criterion B using the MPDF.

As previously mentioned, the subdivision includes various types of Ranch houses, some of which feature Contemporary influences, Bi-level residences, Split-level residences, and Massed Two-Story dwellings, all of which are 50 years old or older and are typical for a Custom Development (Figures 10 and 11). The majority of the dwellings that are 50 years old or older are Ranch houses. The residences exhibit the

characteristic features of the Ranch house form, including the single-story massing, long, low-pitch roofline, large window openings, some of which feature faux shutters, attached carports or garages, and a mix of materials used for the exterior, including brick veneer and aluminum siding. Ranch houses that have Contemporary influences feature large overhangs and cantilevered sections, exposed rafter tails, and glass window walls.

The Split-level homes feature the classic arrangement with a one-story living space and garage with an entry adjoining a two-story mass with living spaces above and below the one-story section. The Massed Two-Story dwellings include a combination of materials, such as brick veneer and aluminum siding, are two stories, and have low-pitched, side-gable roofs and the typical double-hung sash windows.

Some of the dwellings feature rear or side elevation additions and a second-story addition. However, the predominant alteration associated with the dwellings is material replacements. Many of the residences have replacement vinyl siding and replacement vinyl sash windows. Several also have replacement metal roofs, resulting in a loss of integrity. Approximately five of the Ranch houses have their integral carports enclosed for added living space. In addition to their material replacements, the residences are typical examples of their types and do not exhibit the works of a master craftsman.

As previously noted in the report, the following five (5) Linear Ranch houses located at 544 Sheridan Road/SR 38, 534 Sheridan Road/SR 38, 524 Sheridan Road/SR 38, 514 Sheridan Road/SR 38, and 504 Sheridan Road/SR 38, were identified as “contributing” resources to the Monterey Village Subdivision (INDOT 2). They are each located within the 2024 revised APE and have undergone such physical alterations as modern vinyl replacement window sashes, modern replacement vinyl exterior siding, modern replacement doors, facade alterations and the construction of additions. In addition, the resource at 504 Sheridan Road/SR 38 has been extensively altered to function as an office space as opposed

to its original function as a single-family dwelling.

As previously mentioned, the subdivision features residences characteristic of a Custom Development and a Tract Development in its housing stock. While there are some unique residential styles present—for example the Contemporary-influenced Ranch houses—most of the subdivision's residences are Ranch houses of similar form that lack identifiable architectural styles. These Contemporary-influenced dwellings are located along the eastern side of subdivision along Lakeview Drive and Woodview Drive and were platted earlier, (mid-1950s to early 1960s) than the rest of the subdivision.

Most of the Ranch houses are either Linear, with a long, linear plan and a low-pitched roof, or Compact—a scaled-down version of the traditional Ranch house with a side-gabled roof. The Compact and Linear Ranch house form are well-suited for dense housing developments like Tract Developments. Most of the Compact and Linear Ranch houses in the Monterey Village Subdivision (INDOT 2) have the same form and window placements with only material variations, typical of Tract Developments.

However, the Monterey Village Subdivision (INDOT 2) includes elements of a Custom Development in its housing stock with architectural styles like the aforementioned Contemporary influences and more sprawling Ranch house forms, such as the Linear-with-Cluster and Half Courtyard (Figure 12). These dwellings are scattered along Lakeview Drive and Woodview Drive with a more localized concentration exhibited along Lakeview Drive and Sunset Drive in the western part of the subdivision. The western part of the subdivision was constructed during the early to mid-1960s. This perhaps indicates that the Monterey Village Subdivision (INDOT 2) was originally developed as a Tract Development that transitioned into a Custom Development over time as additional sections were developed. These residences do not reflect innovative approaches in materials, technology, or construction methods and instead are typical examples of their vernacular style and form. Research did not reveal if the Custom

houses were designed by an architect or builder specifically for an individual client.

The residences constructed between 1978 and 1991 are large, one-story and two-story vernacular dwellings that can be seen from various vantage points within the subdivision, slightly rising above the one-story Ranch houses and smaller two-story Bi-level and Split-level residences. These residences are located within the inner circulation pattern and detract from the overall significance and integrity of the Monterey Village Subdivision (INDOT 2). The lot sizes are larger as well, resulting in a lack of cohesiveness within the subdivision.

In terms of the layout of the subdivision, it shares more similarities to a Custom Development. The Monterey Village Subdivision (INDOT 2) features curvilinear streets that wind through the slightly hilly landscape, especially on the west side of the subdivision along Woodview Drive and Sunset Drive. However, the remaining portion of the subdivision is flat with some linear streets and grids, more common in a Tract Development. There are no manmade features,

such as a lake or golf course, that the subdivision is centered around.

The curvilinear and linear streets of the subdivision developed mainly from the east along Lakeview Drive to west along Woodview Drive and a portion of Sunset Drive and Sheridan Road/SR 38 between circa 1954 and 1974.

This circulation pattern was altered with the construction of the inner streets (Monterey Drive, Hollowview Drive, Hollowview Court, Whispering Winds Drive, Whispering Winds Court, Terrace Drive, and the extension of Sunset Drive [from east to west]), beginning in circa 1987.

The original circulation pattern of the one loop was altered with the inclusion of cut-through streets and cul-de-sacs introducing new traffic patterns. These new streets introduced new sidewalks as well. The alteration of the circulation system has irrevocably altered the character and plan of the development, substantially impairing its historic integrity.



Figure 6. Examples of Ranch houses located along Lakeview Drive within the Monterey Village Subdivision, facing southwest.



Figure 7. Example of Ranch houses, some with Contemporary influences, located along Woodview Drive within the Monterey Village Subdivision (INDOT 2), facing northeast.



Figure 8. Example of Ranch houses and a Massed Two-Story residence located along Woodview Drive, facing northwest.



Figure 9. Overview of the five resources along Sheridan Road/SR 38 within the APE and the Monterey Village Subdivision (INDOT 2), facing northwest. The five (5) resources are: 1) 544 Sheridan Road/SR 38; 2) 534 Sheridan Road/SR 38; 3) 524 Sheridan Road/SR 38; 4) 514 Sheridan Road/SR 38; 5) 504 Sheridan Road/SR 38.



Figure 10. Example of a residence with Contemporary influences along Lakeview Road.



Figure 11. Example of a Bi-level residence along Sunset Drive.



Figure 12. Overview of residences on the west side of the subdivision along Woodview Drive.

Table 1. Contributing Properties.

	INDOT No. and Rating	Date	Name	Address	Style	NRHP Assessment/Non-contributing Explanation
	INDOT 1 (C)	circa 1955	N/A	545 Sheridan Road/SR 38 Noblesville, IN 46060	Linear Ranch	Recommended Not Eligible. Not an excellent example of a type, period, or method of construction and does not exhibit the works of a master or possess high artistic value. The resource is not an example of dwelling subtype described in the <i>Residential Planning and Development in Indiana, 1940-1973</i> MPDF (Higgins 2018). The dwelling is not a Prefabricated residence. The dwelling is not an example of a Tract house, Speculative house, or a Custom house, as previously mentioned, it is not part of a Post-World War II subdivision. No known associations warranting eligibility under Criterion A or B.
	Monterey Village Subdivision (INDOT 2)	circa 1952	N/A	544 Sheridan Road/SR 38 Noblesville, IN 46060	Linear Ranch	The resource is a “contributing” resource to the Monterey Village Subdivision, which CRA recommends as not eligible for listing in the NRHP.

	INDOT No. and Rating	Date	Name	Address	Style	NRHP Assessment/Non-contributing Explanation
	Monterey Village Subdivision (INDOT 2)	circa 1957	N/A	534 Sheridan Road/SR 38 Noblesville, IN 46060	Linear Ranch	The resource is a “contributing” resource to the Monterey Village Subdivision, which CRA recommends as not eligible for listing in the NRHP.
	Monterey Village Subdivision (INDOT 2)	circa 1957	N/A	524 Sheridan Road/SR 38 Noblesville, IN 46060	Linear Ranch	The resource is a “contributing” resource to the Monterey Village Subdivision, which CRA recommends as not eligible for listing in the NRHP.

	INDOT No. and Rating	Date	Name	Address	Style	NRHP Assessment/Non-contributing Explanation
	Monterey Village Subdivision (INDOT 2)	circa 1957	N/A	514 Sheridan Road/SR 38 Noblesville, IN 46060	Linear Ranch	The resource is a “contributing” resource to the Monterey Village Subdivision, which CRA recommends as not eligible for listing in the NRHP.
	Monterey Village Subdivision (INDOT 2)	circa 1963	Linear Ranch	504 Sheridan Road/SR 38 Noblesville, IN 46060	Linear Ranch	The former residence has been converted into office space. The resource is a “contributing” resource to the Monterey Village Subdivision, which CRA recommends as not eligible for listing in the NRHP.

	INDOT No. and Rating	Date	Name	Address	Style	NRHP Assessment/Non-contributing Explanation
	INDOT 3 (NC)	circa 1955	Orthodynamics	185 Carey Drive Noblesville, IN 46060	Linear Ranch	<u>Non-contributing</u> . The dwelling has been converted into a business. The garage has been attached and is used as office space. Material replacements include wood weatherboard and vinyl sash windows.
	INDOT 4 (C)	circa 1955	State Farm Insurance	164 Carey Drive Noblesville, IN 46060	Linear Ranch	<u>Recommended Not Eligible</u> . Not an excellent example of a type, period, or method of construction and does not exhibit the works of a master or possess high artistic value. The resource is not an example of dwelling subtype described in the <i>Residential Planning and Development in Indiana, 1940-1973</i> MPDF (MPDF 2018). The dwelling is not a Prefabricated residence. The dwelling is not an example of a Tract house, Speculative house, or a Custom house. It is not part of a Post-World War II subdivision. No known associations warranting eligibility under Criterion A or B. Additionally, the dwelling has been converted into a business.

	INDOT No. and Rating	Date	Name	Address	Style	NRHP Assessment/Non-contributing Explanation
	INDOT 5 (NC)	circa 1974	Western Plaza	530 Westfield Road, Noblesville, IN 46060	Strip Mall/no discernable style	<u>Non-contributing.</u> The strip mall features replacement storefront windows and an altered facade. Additions are present.
	INDOT 6 (C)	1917	Federal Hill School	161 Lakeview Drive Noblesville, IN 46060	20 th Century Functional	<u>Recommended Not Eligible.</u> Not an excellent example of a type, period, or method of construction and does not exhibit the works of a master or possess high artistic value. The former school building has been converted into a business, altering its use as a school. The interior has been subdivided into office space. As such, the school's association has been severely altered. Therefore, using the MPDF entitled <i>Indiana's Public Common and High Schools</i> , the school does not warrant eligibility under Criterion A (MPDF 1998.) No known associations warranting eligibility under Criterion B. Replacement metal windows and doors are present. Some windows are infilled with brick. The former school is not eligible for listing in the NRHP under Criterion C.

	INDOT No. and Rating	Date	Name	Address	Style	NRHP Assessment/Non-contributing Explanation
	INDOT 7 (NC)	circa 1940	Top Notch Masonry	405 Lafayette Road Noblesville, IN 46060	No discernable style with Folk Victorian influence	<u>Non-contributing.</u> The residence has been converted into a business. The former residence features replacement vinyl windows. Multiple additions including an altered facade porch.
	INDOT 8 (NC)	circa 1972	Key Bank	480 Lafayette Road Noblesville, IN 46060	No discernable style	<u>Non-contributing.</u> The commercial building is a common example of its type and does not contribute to the historic fabric of the surrounding neighborhood.

	INDOT No. and Rating	Date	Name	Address	Style	NRHP Assessment/Non-contributing Explanation
	INDOT 9 (NC)	circa 1973	Noble	216 Lakeview Drive Noblesville, IN 46060	No discernable style	<u>Non-contributing</u> . The commercial building is a common example of its type and does not contribute to the historic fabric of the surrounding neighborhood.
	INDOT 10 (C)	circa 1915	N/A	265 John Street Noblesville, IN 46060	No discernable style with Dutch Colonial Revival influences	<u>Recommended Not Eligible</u> . There are no known associations warranting eligibility for listing in the NRHP under Criterion A or B. Not an excellent example of a type, period, or method of construction and does not exhibit the works of a master or possess high artistic value. The residence features replacement vinyl siding. The residence is not eligible for listing in the NRHP under Criterion C.

	INDOT No. and Rating	Date	Name	Address	Style	NRHP Assessment/Non-contributing Explanation
	INDOT 11 (C)	circa 1900	N/A	260 Logan Street Noblesville, IN 46060	Italianate T-plan	<u>Recommended Not Eligible.</u> There are no known associations warranting eligibility for listing in the NRHP under Criterion A or B. Not an excellent example of a type, period, or method of construction and does not exhibit the works of a master or possess high artistic value. The residence features replacement vinyl siding and windows. Rear addition. The residence is not eligible for listing in the NRHP under Criterion C.
	INDOT 12 (C)	circa 1936	Cooper House	444 Lafayette Road Noblesville, IN 46060	Colonial Revival	<u>Recommended Not Eligible.</u> There are no known associations warranting eligibility for listing in the NRHP under Criterion A or B. Not an excellent example of a type, period, or method of construction and does not exhibit the works of a master or possess high artistic value. The former residence now functions as a business. A garage was attached between the mid-1980s and late 1990s and is used as office space. Material replacements include wood weatherboard and vinyl sash windows. Although located within the platted boundary of the Monterey Village Subdivision (INDOT 2), the residence predates the construction of the subdivision.

As previously stated, the residences exhibit common architectural types and architectural styles, such as various forms of Ranch houses, some featuring Contemporary influences. The residences feature material replacements, including replacement vinyl window sashes, replacement doors, and replacement vinyl siding. Additionally, some of the residences have side and/or rear additions or their carports have been enclosed. Although minor, the repetition of these material replacements across the entirety of the subdivision has resulted in a loss of material and design integrity, compromising the significance of the Monterey Village Subdivision (INDOT 2).

The large quantity of late twentieth-century infill has altered the circulation pattern of the subdivision through the introduction of new streets. The subdivision also has elements of a Tract Development in its housing stock and early circulation pattern and elements of a Custom Development evident in varying architectural styles and forms along with meandering streets as the subdivision continued to expand westward during the 1960s and 1970s. Given the subdivision has elements of both a Tract Development and a Custom Development, the subdivision is not a good representation of either subdivision type. As such, CRA recommends that the Monterey Village Subdivision (INDOT 2) is ineligible for listing in the NRHP as a historic district under Criterion C using the MPDF.

Property Description & Evaluation (Cont.)

CRA recommends the Monterey Village Subdivision (INDOT 2) is ineligible for listing as a historic district in the NRHP under Criterion A, B, or C using the MPDF.

The 88 residences that were constructed between circa 1976 and 1992 have not achieved significance within the past 50 years, making these resources individually ineligible for listing in NRHP under Criteria Consideration G. Therefore, the residences are recommended as ineligible for listing in the NRHP. These resources are recommended as being non-contributing resources to the subdivision.

VI. CONCLUSIONS

The revised APE contains 12 resources (INDOT 1–12) 50 years or older. As a result of the identification and evaluation efforts associated with the addendum survey for this project, CRA recommends that there are no resources eligible for listing in the NRHP.

References and Attachments for the Addendum Historic Property Short Report have been removed but can be made available upon request.

Alyssa Reynolds

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Monday, May 19, 2025 2:17 PM
To: Alyssa Reynolds
Cc: Coon, Matthew; Payne, Taylor; Branigin, Susan
Subject: FW: FHWA Project: Des. No. 1901880_Addendum HPR; Sheridan Road/SR 38 & Logan Street Intersection Improvement, Hamilton County, Indiana

Alyssa,

FYI—Tribal response to Addendum HPR.

Thanks,

Susan R. Branigin, MS

History Team Lead/Supervisor

Cultural Resources Office (CRO)

Indiana Department of Transportation

100 North Senate Ave., N758 —Environmental Services

Indianapolis, IN 46204

Cell: 317.417.1622

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****Link to the CRO-Public Web Map App can be found [here](#)**

From: Larus Longie <larus.longie@tmbci.org>
Sent: Monday, May 19, 2025 3:15 PM
To: Branigin, Susan <SBranigin@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 1901880_Addendum HPR; Sheridan Road/SR 38 & Logan Street Intersection Improvement, Hamilton County, Indiana

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Defer to the nearest THPO/SHPO office to the APE

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Monday, May 19, 2025 12:43 PM
To: cspeck@delawarenation-nsn.gov; sbachor <sbachor@delawaretribe.org>; mthomas

<mthomas@delawaretribe.org>; thpo <thpo@estoo.net>; thpo <thpo@miamination.com>; thpo@peoriatribe.com;
matthew.bussler <matthew.bussler@pokagonband-nsn.gov>; section106 <section106@shawnee-tribe.com>; Larus
Longie <larus.longie@tmbci.org>

Cc: Tait, Erica (FHWA) <erica.tait@dot.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Branigin, Susan
<SBRanigin@indot.IN.gov>; Payne, Taylor <TaPayne@indot.IN.gov>; Lisa Kelley <ljkelley@crai-ky.com>; Alyssa Reynolds
<adreynolds@crai-ky.com>

Subject: FHWA Project: Des. No. 1901880_Addendum HPR; Sheridan Road/SR 38 & Logan Street Intersection
Improvement, Hamilton County, Indiana

Des. No. 1901880

Project Description: Sheridan Road/SR 38 & Logan Street Intersection of Sheridan Road/SR 38 & Logan
Street

Location: City of Noblesville, Noblesville Township, Hamilton County, Indiana

Dear Consulting Parties:

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 38 and Logan Street Intersection Improvement Project (Des. No. 1901880).

The project initially went through a full Section 106 review in 2020 resulting in a finding of “No Historic Properties Affected.” The finding was released, and consulting parties were notified of its availability on November 30, 2020. On December 14, 2020, the Indiana State Historic Preservation Officer (SHPO) concurred with the finding.

Based on coordination that occurred between INDOT and the City of Noblesville during the years 2022-2024, the proposed project limits for Des. No. 1901880 were expanded. Anticipated growth in the area was the rationale behind the 2022 extended project limits.

Due to a change in the project's design in 2022, an Addendum Phase 1a archaeology report (Tribes only) and report distribution letter for this project were distributed on October 31, 2022.

In 2024, the proposed size of the project changed again based on coordination between INDOT and the City of Noblesville. The size of the project changed due to the existing storm sewer line being determined insufficient.

Due to the above-referenced project design change, an Addendum to the 2020 Historic Property Report (HPR) has been prepared. The Addendum HPR is ready for review and comment by consulting parties.

Please review the attached Addendum HPR and report distribution letter, which are also located in IN SCOPE at <http://erms12c.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 comment. 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 Nation representatives please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Susan R. Branigin, MS

History Team Lead/Supervisor

Cultural Resources Office (CRO)

Indiana Department of Transportation

100 North Senate Ave., N758 —Environmental Services

Indianapolis, IN 46204

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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

June 16, 2025

Alyssa Reynolds
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

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

Re: Addendum historic property report (Reynolds 5/12/25) for the proposed SR 38 & Logan Street
Roundabout (Des. No. 1901880; DHPA No. 26137)

Dear Ms. Reynolds:

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 your submission which enclosed the addendum historic property (“HPR”), received by our office on May 19, 2025, for this project in Noblesville, Hamilton County, Indiana.

The revised and enlarged area of potential effects (“APE”) proposed in the HPR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

For the purposes of the Section 106 review of this federal undertaking, as previously indicated, based on the current submitted information and the documentation available to the staff of the Indiana SHPO we agree with the conclusions of the Addendum historic property report that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places within the project’s APE.

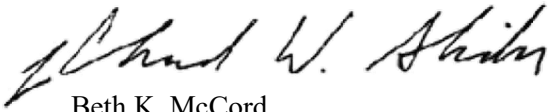
As previously indicated, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the project area. We concur with the opinion of the archaeologist, as expressed in the prior archaeological reports (Dickerson/Travis, 8/18/2020 and Travis, 7/27/2022), that no further archaeological investigations appear necessary.

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 Indiana SHPO 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 Indiana SHPO staff's archaeological reviewer for this project is Beth McCord, and the structures reviewer is Toni Lynn Giffin. 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 SR 38 and Logan Street Roundabout project in Noblesville, Hamilton County (Des. No. 1901880), please continue to refer to DHPA No. 26137.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord".

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:bkm:TLG:tlg

emc: Erica Tait, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Clint Kelly, INDOT
Lorna Oskouie, Noblesville Main Street
Alyssa Reynolds, CRA
Toni Giffin, DNR-DHPA
Beth McCord, DNR-DHPA



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

February 19, 2026

This letter was sent to the listed parties.

RE: Des. No. 1901880; DHPA No. 26137: Sheridan Road/State Road (SR) 38 & Logan Street Intersection Improvement Project, Noblesville, Hamilton County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Sheridan Road/SR 38 & Logan Street Intersection Improvement Project (Des. No. 1901880). Cultural Resource Analysts, Inc. (CRA), is under contract with Egis Beam, Longest, and Neff (BLN), USA, Inc. (Egis), to advance the Section 106 documentation for the referenced project. Egis is completing the environmental documentation for the referenced project.

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 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 proposed undertaking is located in the City of Noblesville in Hamilton County, Indiana at the intersection of Sheridan Road/SR 38 and Logan Street. It is within Noblesville Township, as shown on the Noblesville, Indiana, USGS Topographic Quadrangle, in Section 36, Townships 19 North, Range 4 East. The project area can be viewed online at <https://arcg.is/1Kj98e2> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The project went through full Section 106 review in 2020 and a Historic Property Short Report (HPSR) was written. CRA conducted field studies in July 2020 and an Area of Potential Effects (APE) was established. The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" [36 § CFR 800.16(d)].

The 2020 field studies conducted within the APE for the prepared HPSR identified 10 previously unsurveyed aboveground resources that were 50 years of age or older by the project's proposed 2024 letting date and 11 resources that had not reached 50 years of age. The HPSR can be found in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE).

All recorded resources were recommended by CRA as being not eligible for listing in the National Register of Historic Places (NRHP). CRA recommended a "No Historic Properties Affected" finding, which was signed by INDOT on behalf of FHWA on November 30, 2020. The State Historic Preservation Officer (SHPO) agreed with the finding in December, 2020.

Following approval of the 2020 finding for Des. No. 1901880, a traffic analysis was performed by Egis in July 2021 for the intersection using traffic data provided by INDOT and the City of Noblesville. The analysis examined the projected levels of service (LOS) for the approaches and peak hours for the years 2025, 2037, and 2047. The LOS characterizes the degree of congestion for a roadway segment or intersection based on 10- and 20-year traffic volume projections. An LOS of A, B, C, or D is considered an acceptable level based on INDOT 3R geometric design criteria, which are defined as projects involving either resurfacing, restoration, and/or rehabilitation.

According to the above-referenced traffic analysis, the 2021 LOS for the existing signalized intersection was a C for AM and E for PM peak hours. The 2047 LOS for the existing signalized intersection was an F for AM peak hours and an F for PM peak hours. As previously stated, the proposed project's purpose was to reduce congestion on the approach streets of the SR 38 and Logan Street intersection. The proposed improvement would result in a LOS of D for the intersection during both AM and PM peak hours.

Following the 2021 traffic analysis, the City of Noblesville coordinated with INDOT in 2022 regarding the need to extend roadway work associated with the 2020 project. After that coordination, the City approved the 2022 project-limits extension, which was necessitated by anticipated future growth in the area. The project limits were changed again in 2024 due to detected insufficiencies with the existing storm sewer system along the east side Logan Street. An Addendum HPR and archaeological assessment were distributed to consulting parties on May 19, 2025.

The 2024 proposed expanded project limits along Sheridan Road/ SR 38 extend approximately 750 ft south and 1,250 ft north of its intersection with Logan Street. The proposed project limits along Logan Street extend approximately 640 ft west and 1,150 ft east of its intersection with Sheridan Road/SR 38.

The project proposes in the current design (2022-2024) to improve the intersection of Sheridan Road/SR 38 and Logan Street by creating a roundabout. The need for this project is due to traffic congestion experienced at the approach roadways of the Sheridan Road/SR 38 and Logan Street intersection. Prolonged delays along Logan Street are experienced during the AM and PM peak hours, resulting from the traffic volumes along Sheridan Road/SR 38. The purpose of this project is to reduce congestion on the approach streets of the Sheridan Road/SR 38 and Logan Street intersection.

The current project design (2024) proposes the construction of a roundabout, which will be two (2) lanes along Sheridan Road/SR 38 and single lanes along Logan Street. Design changes (2024) since 2022 include the extension of the project limits south of the intersection along Sheridan Road/SR 38 in order to tie into a proposed roundabout at SR 32 and Sheridan Road/SR 38, which is not included as part of the design for Des. No. 1901880. The updated project limits for Des. 1901880 are stated above.

Additionally, the project limits east of the intersection along Logan Street have been extended as mentioned above. This was due to the projected growth in the vicinity of the project area. Additionally, the size of the project changed due to the existing storm sewer line being determined insufficient. A new storm sewer will be installed within the limits of the curb and gutter. An existing 15-inch culvert (CLV-54743, formerly CLV-038-029-56.55) will be incorporated into the new storm sewer system.

A 10-ft path will be installed on the south side of Logan Street and will extend the entire project length within the project limits. The path will be composed of asphalt on compacted aggregate on top of subgrade treatment (compacted earth). Concrete sidewalks will be installed only on the north side of Logan Street within the project limits and along the west and east side of the south leg (Sheridan Road/SR 38) of the roundabout within the project limits. Sidewalk work will not be located on the west or east side of Sheridan Road/SR 38 north of its intersection with Logan Street.

As the project design has progressed in 2025, additional changes have been made. The 10-ft path will still be installed on the south side of Logan Street and will extend the entire project length within the project limits. However, existing concrete sidewalks will be reconstructed. A concrete sidewalk will still be installed on the north side of Logan Street within the project limits and along the west and east side of the south leg (Sheridan Road/SR 38) of the roundabout within the project limits. Additionally, a new sidewalk will be added along the east side of Sheridan Road/SR 38, south of Logan Street. Sidewalk work will still not be located on the west or east sides of Sheridan Road/SR 38 north of its intersection

with Logan Street. New street lighting will be installed within the project vicinity. Four modular block retaining walls with handrails will be installed. One of these will be located in the southwest corner of the SR 38 and Logan Street intersection with the remaining three retaining walls installed along the east side of SR 38, south of Logan Street. Finally, the existing drainage pipe beneath SR 38 will be incorporated into the new storm sewer system that was previously mentioned. A new storm sewer trunk line will be installed along Logan Street from Lakeview Drive to John Street.

For the current design (2022-2024), the total amount of permanent right-of-way (ROW) acquisition is 0.64 acre. Originally, the total amount of temporary ROW acquisition for the current design (2022-2024) was 0.186 acre. The total amount of temporary ROW acquisition has been reduced to 0.183 acre (Appendix E [plans]). The ROW was reduced as a result of negotiations with the property owners.

The Maintenance of Traffic (MOT) for this project will require phased construction and the use of vehicular and pedestrian detours. The duration of construction during the phasing should be approximately 90 days for Phase I (Full Closure of Intersection), 45 days for Phase II (Closure of Lakeview Drive East and West of Intersection), and 30 days each for Phase IIA and III for a total duration of 195 days with traffic restrictions.

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 were invited to become a consulting party as part of the Section 106 process. Entities that have accepted consulting party status are identified in the attached list.

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 no resources 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, no properties were identified within the project area or APE that are eligible for listing in the NRHP.

Additionally, an archaeological assessment was prepared due to the 2024 project changes. With regard to archaeological resources, Lisa Kelley, a federally Qualified Professional archaeologist, conducted an archaeological records review of Indiana State Historic Architectural and Archaeological Research Database (SHAARD) records. There are no archaeological sites located within, or adjacent, to the project area.

The additional project area along Logan Street is limited to the existing ROW, and it appears that work will be within previously disturbed soils. There will be no work outside the typical existing roadway cross-section. The existing ROW contains ditches as well as buried utilities. Since the project is confined to the existing ROW and within previously disturbed soils, as well as the lack of known archaeological sites in the vicinity, there are no archaeological concerns, and no further work is recommended provided the scope of the project does not change. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

In response to the Addendum HPR and archaeological assessment the Turtle Mountain Band of Chippewa Indians responded via email on May 19, 2025, "Defer to nearest THPO/SHPO office to the APE."

The SHPO responded to the Addendum HPR and archaeological assessment via a letter on June 16, 2025. They agreed with the size of the APE and the conclusions of the Addendum HPR. They also reiterated that they concurred with the results of the archaeological reports (Dickerson/Travis, 8/18/2020 and Travis, 7/27/2022).

No further responses were received regarding the Addendum HPR or archaeological assessment.

INDOT, on behalf of FHWA, has signed a determination of "No Historic Properties Affected" 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. The document can be found in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE).

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.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.com

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures: "No Historic Properties Affected Finding"

Distribution List (Accepted Parties in Bold)

**Indiana Department of Natural Resources, Division
of Historic Preservation & Archaeology, Indiana
State Historic Preservation Office (SHPO)**

Hamilton County Surveyor

Noblesville Main Street, Inc.

Invited Tribal Consulting Parties:

Delaware Nation of Oklahoma

Delaware Tribe of Indians, Oklahoma

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

Turtle Mountain Band of Chippewa Indians

**SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**SHERIDAN ROAD/ STATE ROAD (SR) 38 & LOGAN STREET INTERSECTION
IMPROVEMENT PROJECT
NOBLESVILLE, HAMILTON COUNTY, INDIANA
DES. NO. 1901880
DHPA NO. 26137**

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

Given the nature of the proposed project, the Area of Potential Effects (APE) was determined to include the proposed project area and a buffer zone based on topography and vegetation surrounding the proposed roundabout. Visual impacts were the driving factor in the creation of the APE, as the intersection is visible from surrounding commercial buildings and residences. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of a mix of mid- to late-twentieth-century residences and a modern built commercial environment with paved parking lots and scattered trees surrounding the intersection. The APE for archaeology is the project footprint. The project location and the APE can be found in Appendix B-1 (2022-2024 Maps).

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

The project APE contains no properties listed in or eligible for listing in the National Register of Historic Places (NRHP).

EFFECT FINDING

INDOT, acting on FHWA's behalf, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Historic Properties Affected."

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

NO NATIONAL REGISTER ELIGIBLE OR LISTED PROPERTIES ARE PRESENT IN THE APE - This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.



Matthew S. Coon, Manager
Cultural Resource Offices
Environmental Services

February 19, 2026

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
ADDENDUM DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)**

**SHERIDAN ROAD/ STATE ROAD (SR) 38 & LOGAN STREET INTERSECTION
IMPROVEMENT PROJECT
NOBLESVILLE, HAMILTON COUNTY, INDIANA
DES. NO. 1901880
DHPA NO. 26137**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Sheridan Road/SR 38 & Logan Street Intersection Improvement Project (Des. No. 1901880). The proposed undertaking is located in the City of Noblesville in Hamilton County, Indiana at the intersection of Sheridan Road/SR 38 and Logan Street. It is within Noblesville Township, as shown on the Noblesville, Indiana, USGS Topographic Quadrangle, in Section 36, Townships 19 North, Range 4 East (Appendix B-1 [2022-2024 Maps]).

The need for this project is due to traffic congestion experienced at the approach roadways of the Sheridan Road/SR 38 and Logan Street intersection. Prolonged delays along Logan Street are experienced during the AM and PM peak hours, which are a result of the traffic volumes along Sheridan Road/SR 38. The purpose of this project is to reduce congestion on the approach streets of the Sheridan Road/SR 38 and Logan Street intersection. The proposed improvement will result in a Level of Service (LOS) of D for the intersection during both AM and PM peak hours. Des. No. 1901880 was designed as a rehabilitation project based on design criteria in the Indiana Design Manual Figure 53-7.

A Section 106 finding and determination of “No Historic Properties Affected” for Des. No. 1901880 was signed by INDOT and concurred by the State Historic Preservation Officer (SHPO) in 2020. This updated finding addresses changes to the project since that time. The following description of the undertaking outlines its development from 2020 to 2025.

As proposed in 2020, in order to reduce congestion on the approach streets of the Sheridan Road/SR 38 and Logan Street intersection, Des No. 1901880 included the construction of a roundabout that would be two (2) lanes along Sheridan Road/SR 38 and single lanes along Logan Street. The construction of an auxiliary right-turn lane for westbound Logan Street traffic to northbound Sheridan Road/SR 38 was also included.

The 2020 proposed project limits along Sheridan Road/SR 38 extended approximately 406 feet (ft) south and 325 ft north of the Logan Street intersection. Project limits along Logan Street extended approximately 450 ft west and 303 ft east of its intersection with Sheridan Road/SR 38.

The project went through full Section 106 review in 2020. Cultural Resource Analysts, Inc. (CRA) conducted field studies in July 2020, and an Area of Potential Effects (APE) was established. The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking” [36 § CFR 800.16(d)].

Given the nature of the proposed project, the 2020 Area of Potential Effects (APE) was determined to include the proposed project area and a buffer zone based on topography and vegetation surrounding the proposed roundabout. Visual impacts were the driving factor in the creation of the APE, as the intersection is visible from surrounding commercial buildings and residences. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of a mix of mid- to late-twentieth-century residences and a modern built commercial environment with paved parking lots and scattered trees surrounding the intersection. The APE for archaeology is the project footprint. The project location and the APE can be found in Appendix A-1 (2020 Maps).

The field studies conducted within the 2020 APE for the prepared Historic Properties Short Report (HPSR) identified 10 previously unsurveyed above-ground resources that were 50 years of age or older by the project’s proposed 2024 letting date and 11 resources that had not reached 50 years of age. All recorded resources were recommended by CRA as being not eligible for listing in the National Register of Historic Places (NRHP).

CRA completed a Phase Ia Archaeological Reconnaissance Survey of the proposed project in July 2020. There were no previously recorded archaeological sites within the survey area. There were also no archaeological sites recorded within the project area as a result of this survey. Disturbances associated with commercial development, utility lines, drainages and landscaped green spaces were documented. Therefore, no additional archaeological work was recommended for the project. The SHPO staff responded to the Archaeological Short Report on September 23, 2020 and concurred with the recommendations therein (Appendix A-3 [2020 Correspondence]). The Phase Ia archaeology short report is found in Appendix A-4 (2020 Report Abstracts).

Based on the results of the architectural and archaeological surveys, CRA recommended a "No Historic Properties Affected" finding, which was signed by INDOT on behalf of FHWA on November 30, 2020. The SHPO concurred with the finding in December 2020. The 2020 “No Historic Properties Affected” finding specified that approximately 0.3 acre of permanent right-of-way (ROW) would be acquired along with some temporary ROW acquisition to reconstruct driveway approaches, parking lots, and additional grading adjacent to the project.

Following approval of the 2020 “No Historic Properties Affected” finding for Des. No. 1901880, a traffic analysis was performed by Egis in July 2021 for the intersection using traffic data provided by INDOT and the City of Noblesville. The analysis examined the projected LOS for the approaches and peak hours for the years 2025, 2037, and 2047. The LOS characterizes the degree of congestion for a roadway segment or intersection based on 10- and 20-year traffic volume projections. An LOS of A, B, C, or D is considered an acceptable level based on INDOT

3R geometric design criteria, which are defined as projects involving either resurfacing, restoration, and/or rehabilitation.

According to the above-referenced traffic analysis, the 2021 LOS for the existing signalized intersection was a C for AM and E for PM peak hours. The 2047 LOS for the existing signalized intersection was an F for AM and PM peak hours. The purpose of this project was to reduce congestion on the approach streets of the SR 38 and Logan Street intersection. The proposed improvement would result in a LOS of D for the intersection during both AM and PM peak hours.

After the traffic analysis was performed in 2021, the City of Noblesville in 2022 coordinated with INDOT regarding the need to extend roadway work associated with the 2020 project in order to achieve the desired LOS of D for the intersection during both AM and PM peak hours. After that coordination, the City approved the 2022 project limits extension, which was necessitated by anticipated future growth in the area. The 2022 proposed expanded project limits along Sheridan Road/ SR 38 extended approximately 750 ft south and 1,200 ft north of its intersection with Logan Street. The proposed project limits along Logan Street extended approximately 450 ft west and 325 ft east of its intersection with Sheridan Road/SR 38. The project limits were extended north to taper the two lanes from the roundabout down to the existing single lanes along Sheridan Road/SR 38.

As was the case in the 2020 project coordination, the 2022 project design proposed the construction of a roundabout, that would be two (2) lanes along Sheridan Road/SR 38 and single lanes along Logan Street. The construction of an auxiliary right-turn lane for westbound Logan Street traffic to northbound Sheridan Road/SR 38 was also included.

As a result of the 2022 project changes, the project's previously proposed 2024 letting was cancelled.

In 2024, coordination between INDOT and the City of Noblesville, resulted in changes to the proposed 2022 project limits for Des. No. 1901880 due to detected insufficiencies with the existing storm sewer system. The 2024 proposed expanded project limits along Sheridan Road/ SR 38 extend approximately 750 ft south and 1,250 ft north of its intersection with Logan Street. The proposed project limits along Logan Street extend approximately 640 ft west and 1,150 ft east of its intersection with Sheridan Road/SR 38. Due to these changes, the updated project letting date is Fall, 2026.

As was the case in the 2022 project coordination, the 2024 project design proposed the construction of a roundabout, that would be two (2) lanes along Sheridan Road/SR 38 and single lanes along Logan Street. The 2024 project design changes since 2022 included the extension of the project limits south of the intersection along Sheridan Road/SR 38 in order to tie into a proposed roundabout at SR 32 and Sheridan Road/SR 38, which was not included as part of the design for Des. No. 1901880. The updated project limits are stated in a previous paragraph.

Additionally, the project limits east of the intersection along Logan Street were extended due to the projected growth in the vicinity of the project area as stated in a previous paragraph. The size

of the project also changed due to the existing storm sewer line being determined insufficient along the east side of Logan Street. A new storm sewer would be installed within the limits of the curb and gutter. An existing 15-inch culvert (CLV-54743, formerly CLV-038-029-56.55) would be incorporated into the new storm sewer system.

A 10-ft path would be installed on the south side of Logan Street and would extend the entire project length within the project limits. The path would be composed of asphalt on compacted aggregate on top of subgrade treatment (compacted earth). Concrete sidewalks would be installed only on the north side of Logan Street within the project limits and along the west and east side of the south leg (Sheridan Road/SR 38) of the roundabout within the project limits. Sidewalk work would not be located on the west or east side of Sheridan Road/SR 38 north of its intersection with Logan Street.

Due to the referenced project changes that developed between 2022 and 2024, the 2020 APE was expanded. CRA conducted additional fieldwork and identified the postwar Monterey Village Subdivision (INDOT 2). A full evaluation of the resource was required and was included in an Addendum Historic Property Report (HPR).

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards reviewed the previous studies and proposed project limits in 2022. Aside from the original 2020 survey for this project, no additional previously recorded sites or previously conducted surveys were found in the updated records review of data found in SHAARD. Therefore, there were no archaeological sites located within the updated survey area. In July 2022, CRA completed an addendum survey for the updated survey area of 4.2 ha (10.5 acres) minus the 0.9 ha (2.2 acres) that had already been investigated for the project in 2020. No new archaeological sites were recorded as a result of the survey, and various disturbances associated with utilities, roadways, commercial developments, and landscaping were documented. Due to the absence of archaeological sites and the extensive disturbances, no additional archaeological work was recommended for the project (see Appendix B-4 [2022-2024 Report Abstracts]). An Addendum to the Phase 1a Archaeology Report was developed.

As the project design progressed in 2025, additional changes were made. The overall roundabout design remains the same as described in 2024. The 10-ft path will still be installed on the south side of Logan Street and will extend the entire project length within the project limits. Additionally, the existing concrete sidewalks will be reconstructed. A concrete sidewalk will still be installed on the north side of Logan Street within the project limits and along the west and east side of the south leg (Sheridan Road/SR 38) of the roundabout within the project limits.

A new sidewalk will be added along the east side of Sheridan Road/SR 38, south of Logan Street. Sidewalk work will still not be located on the west or east side of Sheridan Road/SR 38 north of its intersection with Logan Street. New street lighting will be installed within the project limits. Four modular block retaining walls with handrails will be installed. One of these will be located in the southwest corner of the SR 38 and Logan Street intersection with the remaining three retaining walls installed along the east side of SR 38, south of Logan Street. Finally, the existing drainage pipe beneath SR 38 will be incorporated into the new storm sewer system that

was previously mentioned. A new storm sewer trunk line will be installed along Logan Street from Lakeview Drive to John Street.

For the current design (2022-2025) the total amount of permanent ROW acquisition is 0.64 acre. Originally, the total amount of temporary ROW acquisition for the updated design (2022-2024) was 0.186 acre. The total amount of temporary ROW acquisition has since been reduced to 0.183 acre (Appendix B-5 [2022-2024 Plans]). The ROW was reduced as a result of negotiations with the adjacent property owners.

The Maintenance of Traffic (MOT) for this project will require phased construction and the use of vehicular and pedestrian detours. The duration of construction during the phasing should be approximately 90 days for Phase I (Full Closure of Intersection), 45 days for Phase II (Closure of Lakeview Drive East and West of Intersection), and 30 days each for Phase IIA and III for a total duration of 195 days with traffic restrictions.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES.

Background

Efforts to identify historic properties began in 2020 when CRA initiated environmental consultation for this project.

Efforts to Identify Historic Properties and Consulting Party Correspondence: 2020

The National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Databased (SHAARD), and the Indiana Historic Building, Bridges, and Cemeteries (IHBBC) Map, and the 1991 *Hamilton County Interim Report* were consulted. As a result of this review, there were no previously recorded archaeological sites identified within the APE. There were also no previously documented above-ground resources.

The Early Coordination Letter (ECL) was distributed consulting parties on July 23, 2020. A list of the invited consulting parties is below and can be found in Appendix C (2020-2024 Consulting Party List):

- Indiana Department of Natural Resources
Division of Historic Preservation & Archaeology
- Indiana State Historic Preservation Office (SHPO)
- Delaware Nation of Oklahoma
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Hamilton County Commission
- Hamilton County Council
- Hamilton County Engineer
- Hamilton County Genealogy Society
- Hamilton County Historian

- Hamilton County Historical Society
- Hamilton County Supervisor
- Hamilton County Surveyor
- Indiana Landmarks Central Regional Office
- Indianapolis Metropolitan Planning Organization
- Madison County Council of Governments (MCCOG)
- Miami Tribe of Oklahoma
- Noblesville Engineer
- Noblesville Main Street, Inc.
- Noblesville Preservation Alliance
- Noblesville Street Commissioner
- Northern Hamilton County Chamber of Commerce
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Sheridan Historical Society
- Turtle Mountain Band of Chippewa Indians
- Westfield-Washington Historical Society

Lorna Oskouie, Executive Director of Noblesville Main Street voiced her concerns on July 29, 2020, about providing and publicizing alternate routes to both downtown Noblesville and the park from the west as Logan Street is the second major entrance to downtown Noblesville and Federal Hill commons from the west. Beam, Longest, and Neff (BLN) has proposed to allow for through traffic to be maintained along SR 38 by closing half of the intersection at a time. The roundabout will be constructed in phases. Temporary pavement may be required to maintain two 10-foot travel lanes (one in each direction). Local detour routes would be required for the local streets to allow for uninterrupted through movements on SR 38 during the phased construction (Appendix A-3 [2020 Correspondence]).

The Miami Tribe of Oklahoma indicated they would like to be a consulting party on August 18, 2020 (Appendix A-3 [2020 Correspondence]).

The Delaware Nation of Oklahoma stated they would like to be a consulting party on August 11, 2020 (Appendix A-3 [2020 Correspondence]).

On August 10, 2020, SHPO indicated they would like to be a consulting party (Appendix A-3 [2020 Correspondence]).

In July 2020, CRA conducted a site visit of the APE and documented all above-ground resources that would be 50 years of age or older at the time of the anticipated project letting (2021). The APE was investigated for the existence of any buildings, structures, objects, or districts listed in or eligible for listing in the NRHP. As a result of this field survey, there were no previously identified above-ground resources within the APE. However, 10 resources were identified as 50 years or older and 11 resources were identified as not being 50 years or older. None of these resources were recommended eligible for listing in the NRHP and all were recommended to

receive a rating of “non-contributing.” A Historic Property Short Report (HPSR) was completed (Reynolds, August 25, 2020). The summary of the 2020 HPSR is found in Appendix A-4.

The State Historic Preservation Officer (SHPO) staff responded to the HPSR on September 23, 2020 and concurred with the recommendations therein (Appendix A-3 [2020 Correspondence]).

No other consulting parties provided comments on the HPSR. However, a letter from the Hamilton County Surveyor’s Office was received on September 4, 2020, in response to the ECL. The letter stated that there were no benchmarks, floodplains, regulated drains, or section corners located within the project area (Appendix A-3 [2020 Correspondence]).

Initially, an archaeological records review showed that there were nine previously recorded archaeological sites (12H22, 12H705, 12H706, 12H850–12H852, 12H859, 12H862, 12H1064) located within 1.6 kilometers (1.0 mile) of the survey area (Adderly 2002; Bennett 2001; DHPA 2020; Feldhues 1995; Plunkett 1999). None of these previously recorded sites were located within or adjacent to the 2020 survey area. Eleven previous archaeological studies had been conducted within a 1.6-kilometer (1.0 mile) radius of the survey area (Adderly 2002, 2003; Bennett 2001; Branstner 2014; Carmany 2000; Feldhues 1995; McAlpine 2005; Plunkett 1999, 2000; Stillwell 2004, 2006). The 2020 Phase Ia Archaeological Short Report is found in Appendix A-4 (2020 Report Abstracts).

CRA completed a Phase Ia Archaeological Reconnaissance Survey of the proposed project in July 2020. There were no previously recorded archaeological sites within the survey area. There were also no archaeological sites recorded within the project area as a result of the 2020 survey. Disturbances associated with commercial development, utility lines, drainages and landscaped green spaces were documented. Therefore, no additional archaeological work was recommended for the project. The SHPO staff responded to the Archaeological Short Report on September 23, 2020, and concurred with the recommendations therein (Appendix A-3 [2020 Correspondence]).

INDOT, on behalf of FHWA, signed a "No Historic Properties Affected" finding for the project on November 3, 2020 (see A-3 [2020 Correspondence]). The signed finding was distributed to SHPO and consulting parties on November 30, 2020. A legal notice was advertised in the *Hamilton County Reporter* (Noblesville, IN) on December 7, 2020, and the *Times of Noblesville* (Noblesville, IN) on December 4, 2020. See Appendix A-3 [2020 Correspondence] for a copy of the 2020 Publisher’s Affidavit.

In a letter dated December 14, 2020, SHPO staff concurred with the “No Historic Properties Affected” finding (Appendix A-3 [2020 Correspondence]).

In a letter dated February 3, 2021, The Delaware Nation also concurred with the finding and to continue with the project as planned (Appendix A-3 [2020 Correspondence]).

No additional responses were received regarding the finding.

Efforts to Identify Historic Properties: 2022-2024

Following approval of the 2020 finding for Des. No. 1901880, the City of Noblesville coordinated with INDOT in 2022 regarding the need to extend roadway work associated with the 2020 project. After that coordination, the City approved the 2022 project limits extension, which was necessitated by anticipated future growth in the area.

As a result of the 2022 project changes, the previously proposed 2024 letting was cancelled.

The updated project letting date was changed to Fall, 2026.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards reviewed the previous studies and current proposed project limits. Aside from the original 2020 survey for this project, no additional previously recorded sites or previously conducted surveys were found in the updated records review of data found in SHAARD. Therefore, there were no archaeological sites located within the updated survey area. In July 2022, CRA completed an addendum survey for the updated survey area of 4.2 ha (10.5 acres) minus the 0.9 ha (2.2 acres) that had already been investigated for the project in 2020. No new archaeological sites were recorded as a result of the survey, and various disturbances associated with utilities, roadways, commercial developments, and landscaping were documented. Due to the absence of archaeological sites and the extensive disturbances, no additional archaeological work was recommended for the project (see Appendix B-4 [2022-2024 Report Abstracts]).

The Addendum to the Phase 1a Archaeology Report was sent to consulting parties and the SHPO on October 31, 2022 (Appendix B-3 [2022-2024 Correspondence]).

The SHPO responded to the Addendum to the Phase 1a Archaeology Report on November 17, 2022. They concurred with the results of this report. Additionally, they stated that, "an updated APE and historic property information should be submitted for our review." CRA addressed this request in the Addendum to the 800.11 (Appendix B-3 [2022-2024 Correspondence]).

On December 7, 2022, the Delaware Nation responded to the Addendum to the Phase 1a Archaeology Report. They concurred with the determination of no effect to historic properties (Appendix B-3 [2022-2024 Correspondence]).

In 2024, coordination between INDOT and the City of Noblesville resulted in changes to the proposed 2022 project limits for Des. No. 1901880 due to detected insufficiencies with the existing storm sewer system.

Due to the referenced project changes – projected area growth and an insufficient existing storm sewer line – that developed between 2022-2024, the project's original (2020) APE had to be revised/enlarged. The above-ground APE was extended to the north by 875 ft, to the west by 281 ft, to the east by 336 ft and to the south by 344 ft.

As a result of the 2022-2024 historic property identification and evaluation efforts, 12 previously unsurveyed above-ground resources (INDOT 1 – 12) were identified. These resources consist of residences, former residences, commercial buildings, a former school, and the Monterey Village Subdivision (INDOT 2). On April 7, 2023, and July 23, 2024, CRA completed the additional fieldwork for the revised project area and APE. As a result of CRA's additional fieldwork and analysis, CRA does not recommend any of the 12 previously unsurveyed above-ground resources (INDOT 1 – 12) as eligible for listing in the NRHP.

Please see Appendix B-1 for additional maps that include the revised APE and project area.

Additionally, an archaeological assessment was prepared due to the 2024 project changes. With regards to archaeological resources, Lisa Kelley, a federally Qualified Professional archaeologist, conducted an archaeological records review of Indiana State Historic Architectural and Archaeological Research Database (SHAARD) records. There are no archaeological sites located within, or adjacent, to the project area.

The additional project area along Logan Street is limited to the existing ROW, and it appears that work will be within previously disturbed soils. There will be no work outside the typical existing roadway cross-section. The existing ROW contains ditches as well as buried utilities. Since the project is confined to the existing ROW and within previously disturbed soils, as well as the lack of known archaeological sites in the vicinity, there are no archaeological concerns, and no further work is recommended provided the scope of the project does not change. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

An Addendum HPR and archaeological assessment were distributed to consulting parties on May 19, 2025. A list of the invited consulting parties is as follows and can be found in Appendix C (2020-2024 Consulting Party List):

- Chris Jensen (Mayor of Noblesville)
- Indiana Department of Natural Resources
Division of Historic Preservation & Archaeology
- Indiana State Historic Preservation Office (SHPO)
- Delaware Nation of Oklahoma
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Hamilton County Commission
- Hamilton County Council
- Hamilton County Engineer
- Hamilton County Genealogy Society
- Hamilton County Historian
- Hamilton County Historical Society
- Hamilton County Supervisor
- Hamilton County Surveyor

- Indiana Landmarks Central Regional Office
- Indianapolis Metropolitan Planning Organization
- Madison County Council of Governments (MCCOG)
- Miami Tribe of Oklahoma
- Noblesville Engineer
- Noblesville Main Street, Inc.
- Noblesville Preservation Alliance
- Noblesville Street Commissioner
- Northern Hamilton County Chamber of Commerce
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Sheridan Historical Society
- Turtle Mountain Band of Chippewa Indians
- Westfield-Washington Historical Society

In response to the Addendum HPR and archaeological assessment the Turtle Mountain Band of Chippewa Indians stated via email on May 19, 2025, “Defer to nearest THPO/SHPO office to the APE” (Appendix B-3 [2022-2024 Correspondence]).

The SHPO responded to the Addendum HPR and archaeological assessment via a letter on June 16, 2025. They agreed with the size of the APE and the conclusions of the Addendum HPR. They also reiterated that they concurred with the results of the archaeological reports (Dickerson/Travis, 8/18/2020 and Travis, 7/27/2022) (Appendix B-3 [2022-2024 Correspondence]).

No further responses were received regarding the Addendum HPR or archaeological assessment.

A public notice of the 2026 “No Historic Properties Affected” finding will be published in the *Hamilton County Reporter* and the *Times of Noblesville* seeking the views of the public regarding the effects of the proposed project. Comments from the public will be accepted for 30 days following the publication of the notice. If any substantive comments are received during this period, this document will be revised to include them.

3. BASIS FOR FINDING

No historic properties are present within the area of potential effects. Therefore, CRA recommends that a finding of “No Historic Properties Affected” remains appropriate for this project.

Appendix A: 2020 Project Information

Appendix A-1: 2020 Maps

Appendix A-2: 2020 Photos

Appendix A-3: 2020 Correspondence

Appendix A-4: 2020 Report Abstracts

Appendix A-5: 2020 Plans

Appendix B: 2022-2024 Project Information

Appendix B-1: 2022-2024 Maps

Appendix B-2: 2022-2024 Photos

Appendix B-3: 2022-2024 Correspondence

Appendix B-4: 2022-2024 Report Abstracts

Appendix B-5: 2022-2024 Plans

Appendix C: 2020-2024 Consulting Party List

The 800.11 Attachments have been removed but can be made available upon request.

From: [Alyssa Reynolds](#)
To: ["Steve Cash"](#)
Cc: [WALKER Raquel](#); [SHAW Brian](#); [BEERY John](#); ["Alison Krupski"](#); ["Jim Hellmann"](#); ["Andrew Rodewald"](#); ["Bob King"](#); ["Brad Newman"](#); ["Gary Duncan"](#); ["Branigin, Susan"](#); ["Coon, Matthew"](#); ["Elizabeth Gallow"](#); ["Beck, Jennifer"](#); ["Gary Duncan"](#)
Subject: RE: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana
Date: Friday, February 20, 2026 9:12:06 AM
Attachments: [image004.png](#)
[image005.png](#)

!! Courriel externe - Merci d'être prudent avec les liens et les pièces jointes !! External email - Please be careful with links and attachments !!

Steve,

Thank you for your interest in the project and for the information. Your response has been forwarded to INDOT CRO. Plans for the proposed project can be found within the "No Historic Properties Affected" finding document in Appendix B-5 located here:

<http://erms12c.indot.in.gov/Section106Documents/>. Please use the Des. No. when searching for the document.

I've spoken with Egis about the questions/information you have provided. They have informed me that coordination with utilities has occurred and will be ongoing. They have also stated that no proposed drainage is going to Cicero Creek. SR 32 and Lakeview Drive is not located within the proposed project area. They are aware that the existing intersection is annexed into the City of Noblesville. Additionally, the project is being coordinated with Indiana-American Water Company and they have identified no issues with the Wellhead/Wellfield.

Please let me know if you have any additional questions or comments and I will direct those to Egis.

Thank you,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>



Celebrating 42 Years in Business!

From: Gary Duncan <Gary.Duncan@hamiltoncounty.in.gov>

Sent: Friday, February 20, 2026 7:57 AM

To: Steve Cash <Steve.Cash@hamiltoncounty.in.gov>; adreynolds@crai-ky.com

Cc: Alison Krupski <akrupski@noblesville.in.gov>; Jim Hellmann <jhellmann@noblesville.in.gov>; Andrew Rodewald <arodewald@noblesville.in.gov>; Bob King <Bob.King@hamiltoncounty.in.gov>; Brad Newman <BRAD.NEWMAN@hamiltoncounty.in.gov>

Subject: RE: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana

Thanks so much Steve!

Gary

From: Steve Cash <Steve.Cash@hamiltoncounty.in.gov>

Sent: Thursday, February 19, 2026 15:48

To: adreynolds@crai-ky.com

Cc: Alison Krupski <akrupski@noblesville.in.gov>; Jim Hellmann <jhellmann@noblesville.in.gov>; Andrew Rodewald <arodewald@noblesville.in.gov>; Gary Duncan <Gary.Duncan@hamiltoncounty.in.gov>; Bob King <Bob.King@hamiltoncounty.in.gov>; Brad Newman <BRAD.NEWMAN@hamiltoncounty.in.gov>

Subject: RE: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana

Alyssa Reynolds,

Good afternoon. Thank you for the recent heads up regarding the proposed roundabout project at Sheridan Road/SR38 & Logan Street in the City of Noblesville. When plans become available, please forward a hard copy of the plans to this office for our review. Based on the project location description in your email, I have the follow preliminary comments:

- Drainage -- No Hamilton County Regulated Drains are affected by this intersection improvement. Therefore, an Outlet permit will not be required by this office.
Generally, most storm water at this intersection currently drains to existing City of Noblesville storm drains before draining to the White River to the east. Depending upon the extent of the road improvements to the northwest and west, some

drainage may go to Cicero Creek. Cicero Creek is not a Hamilton County Regulated Drain at this location.

- Section Corner Monumentation – There are no section corners located at the intersection of Sheridan Rd / SR38 & Logan Street. The nearest corner monuments are located NE of this site along Lakeview Drive and SE of this site near Lakeview Dr & SR32. For your reference, here are links to those monuments on our GIS. [19043605.pdf](#) [19043621.pdf](#)
- Annexation Status – The existing intersection at this location is annexed into the City of Noblesville.
- Wellhead / Wellfield – This intersection is identified as being located within the 10-year time of travel. It is recommended you coordinate construction practises with the local water provider for this area, Indiana – American Water Company.

If you have any questions, please feel free to contact this office.

Steve Cash

Steven T. Cash

Plan Reviewer

Hamilton County Surveyors Office

steve.cash@hamiltoncounty.in.gov



From: Brad Newman <BRAD.NEWMAN@hamiltoncounty.in.gov>
Sent: Thursday, February 19, 2026 12:25 PM
To: Steve Cash <Steve.Cash@hamiltoncounty.in.gov>
Cc: Shelby Goodman <Shelby.Goodman@hamiltoncounty.in.gov>
Subject: FW: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana

Steve,

The below project is in your plan review area.

Brad Newman
Plan Reviewer
Hamilton County Surveyors Office
317-776-8495
Brad.newman@hamiltoncounty.in.gov

From: Surveyor <surveyor@hamiltoncounty.in.gov>
Sent: Thursday, February 19, 2026 12:02 PM
To: Brad Newman <BRAD.NEWMAN@hamiltoncounty.in.gov>
Subject: FW: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana

Shelby Goodman
Clerical
Hamilton County Surveyor's Office
317-776-8495



From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Thursday, February 19, 2026 11:58 AM
To: Surveyor <surveyor@hamiltoncounty.in.gov>
Subject: FW: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana

You don't often get email from adreynolds@crai-ky.com. [Learn why this is important](#)

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From: Alyssa Reynolds <adreynolds@crai-ky.com>

Sent: Thursday, February 19, 2026 10:49 AM

To: kenton.ward@hamiltoncounty.in.gov; kate@noblesvillemainstreet.org

Cc: 'Branigin, Susan' <SBranigin@indot.IN.gov>; 'Coon, Matthew' <mcoon@indot.IN.gov>; 'Elizabeth Gallow' <eagallow@crai-ky.com>; Andrew Martin <amartin@crai-ky.com>; Lisa Kelley <ljkelley@crai-ky.com>; 'Beck, Jennifer' <JBeck@indot.IN.gov>; 'WALKER Raquel' <Raquel.WALKER@egis-group.com>; 'SHAW Brian' <Brian.SHAW@egis-group.com>; 'BEERY John' <John.BEERY@egis-group.com>

Subject: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana

Hello,

Des. No.: 1901880

Project Description: Sheridan Road/SR 38 & Logan Street Roundabout at the intersection of Sheridan Road/SR 38 & Logan Street

Location: City of Noblesville, Noblesville Township, Hamilton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with SR 38 and Logan Street intersection improvement project; Des. No. 1901880.

The project initially went through a full Section 106 review in 2020 resulting in a finding of “No Historic Properties Affected.” The finding was released and consulting parties were notified of its availability on November 30, 2020. On December 14, 2020, the Indiana State Historic Preservation Officer (SHPO) concurred with the finding.

Based on coordination that occurred between INDOT and the City of Noblesville during the years 2022-2024, the proposed project limits for Des. No. 1901880 were expanded. Anticipated growth in the area was the rationale behind the 2022 extended project limits.

Due to a change in the project's design in 2022, an Addendum Phase 1a archaeology report

(Tribes only) and report distribution letter for this project were distributed on October 31, 2022.

In 2024, the proposed size of the project changed again based on coordination between INDOT and the City of Noblesville. The size of the project changed due to the existing storm sewer line being determined insufficient.

Due to the above-referenced project design change, an Addendum to the 2020 Historic Property Report (HPR) was distributed on May 19, 2025.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other Section 106 consulting parties are being provided the documentation for this finding. You can view the determination of “No Historic Properties Affected” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. 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 within seven (7) days.

Please review this documentation located in IN SCOPE, at <http://erms12c.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.

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, 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.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

Tribal Nation representatives please respond to INDOT’s Tribal Liaison, Taylor Payne tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
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Alyssa Reynolds

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Monday, February 23, 2026 9:14 AM
To: Alyssa Reynolds
Cc: Payne, Taylor; Branigin, Susan
Subject: FW: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana

Hi Alyssa,

FYI—Tribal response to finding.

Thanks,

Susan R. Branigin, MS

History Team Lead/Supervisor

Cultural Resources Office (CRO)

Indiana Department of Transportation

100 North Senate Ave., N758 —Environmental Services

Indianapolis, IN 46204

Core Hours: 7A-3P

Cell: 317.417.1622

Email: sbranigin@indot.in.gov

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From: Larus Longie <larus.longie@tmbci.org>
Sent: Monday, February 23, 2026 10:12 AM
To: Branigin, Susan <SBranigin@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana

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TMCBI THPO office concur no effect to historic properties during upgrade project: DES. No. DES. No.1901880. Larus LongieTHPO

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Thursday, February 19, 2026 1:29 PM
To: cspeck@delawarenation-nsn.gov; Larus Longie <larus.longie@tmbci.org>
Cc: Tait, Erica (FHWA) <erica.tait@dot.gov>; Payne, Taylor <TaPayne@indot.IN.gov>; Branigin, Susan

<Sbranigin@indot.IN.gov>; 'Elizabeth Gallow' <eagallow@crai-ky.com>; Alyssa Reynolds <adreynolds@crai-ky.com>

Subject: FHWA Project: Des. No. 1901880; DHPA No. 26137; Addendum No Historic Properties Affected Finding; Sheridan Road/SR 38 & Logan Intersection Improvement Project, Hamilton County, Indiana

Des. No.: 1901880

Project Description: Sheridan Road/SR 38 & Logan Street Intersection Improvement Project at the intersection of Sheridan Road/SR 38 & Logan Street

Location: City of Noblesville, Noblesville Township, Hamilton County, Indiana

Dear Consulting Parties:

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with SR 38 and Logan Street intersection improvement project (Des. No. 1901880).

The project initially went through a full Section 106 review in 2020 resulting in a finding of “No Historic Properties Affected.” The finding was released and consulting parties were notified of its availability on November 30, 2020. On December 14, 2020, the Indiana State Historic Preservation Officer (SHPO) concurred with the finding.

Based on coordination that occurred between INDOT and the City of Noblesville during the years 2022-2024, the proposed project limits for Des. No. 1901880 were expanded. Anticipated growth in the area was the rationale behind the 2022 extended project limits.

Due to a change in the project's design in 2022, an Addendum Phase 1a archaeology report (Tribes only) and report distribution letter for this project were distributed on October 31, 2022.

In 2024, the proposed size of the project changed again based on coordination between INDOT and the City of Noblesville. The size of the project changed due to the existing storm sewer line being determined insufficient.

Due to the above-referenced project design change, an Addendum to the 2020 Historic Property Report (HPR) was distributed on May 19, 2025.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other Section 106 consulting parties are being provided the documentation for this finding. You can view the determination of “No Historic Properties Affected” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. 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 within seven (7) days.

Please review this documentation located in IN SCOPE, at <http://erms12c.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.

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, 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.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance,

Susan R. Branigin, MS

History Team Lead/Supervisor

Cultural Resources Office (CRO)

Indiana Department of Transportation

100 North Senate Ave., N758 —Environmental Services

Indianapolis, IN 46204

Core Hours: 7A-3P

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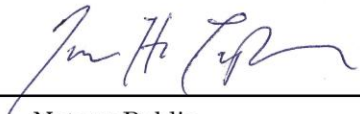
State of Indiana)
) ss:
Hamilton County)

Personally appeared before me, a notary public in and for said county and state, the undersigned Stu Clampitt who, being duly sworn, says that he is Publisher of the Hamilton County Reporter 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:

2/23/2026



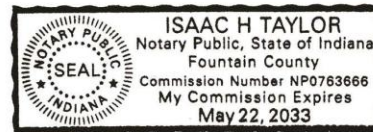
Subscribed and sworn to before me this Monday, February 23, 2026.



Notary Public

My commission expires: **05/23/2033**
Isaac H Taylor
Resident of Fountain County

Publisher's Fee: \$140.40



**Public Notice
Des. No. 1901880**

The Indiana Department of Transportation (INDOT) is planning to undertake an intersection improvement project, funded in part by the Federal Highway Administration (FHWA). The project is located at the intersection of SR 38 and Logan Street in Noblesville, Hamilton County, Indiana.

Under the preferred alternative, the proposed project would involve the construction of a double-lane roundabout. A two-foot shoulder will be added. An additional by-pass lane for westbound Logan Street traffic to northbound SR 38 will be constructed. A new storm sewer will be installed within the limits of the curb and gutter. An existing 15-inch culvert (CLV-54743, formerly CLV-038-029-56.55) will be incorporated into the new storm sewer system. A 10-foot path will be included on the south side of Logan Street and will extend the entire project length. Existing concrete sidewalks will be reconstructed. A concrete sidewalk will be installed on the north side of Logan Street within the project limits and along the west and east side of the south leg (Sheridan Road/SR 38) of the roundabout within the project limits. Additionally, a new sidewalk will be added along the east side of Sheridan Road/SR 38, south of Logan Street. New street lighting will be installed within the project vicinity. Four modular block retaining walls with handrails will be installed, one of which will be located in the southwest corner of the SR 38 and Logan Street intersection with the remaining three retaining walls installed along the east side of SR 38, south of Logan Street. The existing drainage pipe beneath SR 38 will be incorporated into the new storm sewer system. A new storm sewer trunk line will be installed along Logan Street from Lakeview Drive to John Street.

The project limits along SR 38 extend approximately 750 feet south and 1250 feet north of its intersection with Logan Street. The project limits along Logan Street extend approximately 640 feet west and 1,150 feet east of its intersection with SR 38. The total amount of permanent right-of-way (ROW) acquisition is 0.64 acre, and the total amount of temporary ROW acquisition is 0.183 acre.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in the Evansville, Indiana, office of Cultural Resource Analysts, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Alyssa Reynolds at 812.253.3009 or adreynolds@crai-ky.com at the offices of Cultural Resource Analysts, Inc., at 201 NW 4th St, Suite 204, Evansville, Indiana 47708 no later than March 27, 2026.

In accordance with the "Americans with Disabilities Act," if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Jennifer Beck, 765-745-8276 or jbeck@indot.IN.gov and Andrew Rodewald 317-776-6330 or arodewald@noblesville.in.gov

R7536

2/23/26



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 ·

March 9, 2026

Alyssa Reynolds
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

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

Re: Indiana Department of Transportation’s finding of “no historic properties affected” on behalf of the Federal Highway Administration for the proposed SR 38 and Logan Street Roundabout in Noblesville, Hamilton County, Indiana (Des. No. 1901880; DHPA No. 26137)

Dear Ms. Reynolds:

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 February 19, 2026 submission which enclosed INDOT’s finding and supporting documentation for the aforementioned project, received by our office the same day.

As previously indicated, we agree with the conclusions of the historic property short reports (Reynolds, 8/25/2020 and 5/12/25) that there are no historic properties listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the project’s area of potential effects.

Furthermore, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. We concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short reports (Dickerson/Travis, 8/18/2020 and Travis, 7/27/2022) that no further archaeological investigations appear necessary within the proposed project area.

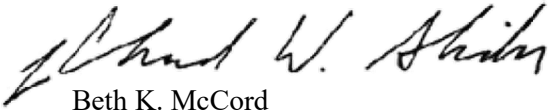
Accordingly, we concur with INDOT’s February 19, 2026 Section 106 finding of “No Historic Properties Affected” on behalf of FHWA for this federal undertaking.

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 Indiana SHPO 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 Indiana SHPO staff's archaeological reviewer for this project is Beth McCord, and the structures reviewer is Toni Lynn Giffin. 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 SR 38 and Logan Street Roundabout project in Noblesville, Hamilton County (Des. No. 1901880), please continue to refer to DHPA No. 26137.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord".

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:tlg

emc: Erica Tait, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Clint Kelly, INDOT
Lorna Oskouie, Noblesville Main Street
Kenton Ward, Hamilton County Surveyor
Alyssa Reynolds, CRA
Toni Giffin, DNR-DHPA
Beth McCord, DNR-DHPA

Appendix E

Red Flag Investigation



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: December 5, 2022

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Raquel Walker
Beam, Longest & Neff, LLC.
8320 Craig Street
Indianapolis, IN 46250
rwalker@b-l-n.com

Re: RED FLAG INVESTIGATION
DES #1901880, State Project
Intersection Improvement
State Road (SR) 38/Sheridan Road and Logan Street
Hamilton County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: INDOT, with funding from the Federal Highway Administration (FHWA), proposes an intersection improvement project at State Road (SR) 38/Sheridan Road and Logan Street in Noblesville, Hamilton County, Indiana. The proposed project includes the installation of a circular roundabout with two (2) entry and exit lanes for North Bound (NB) and South Bound (SB) traffic on SR 38, one entry and exit lane for East Bound (EB) traffic on Logan Street, one entry and exit lane for West Bound (WB) traffic on Logan Street, and one by-pass lane for WB traffic on Logan Street to NB SR 38. Circulating lane widths within the roundabout will consist of 16 feet (ft) lanes. The mainline travel lane widths will be 12 ft with curb and gutter on both sides of the roadway. New storm sewer will be installed within the limits of the curb and gutter. An existing 15-inch culvert (CLV-038-029-56.55) will be replaced with a new culvert or included as part of the new storm sewer system. A 10 ft path will be included on the south side of Logan Street and will extend the entire project length. Existing concrete sidewalks will be reconstructed, a new sidewalk will be added along the east side of SR 38, south of Logan Street, and new street lighting will be added within the project vicinity.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

If this is a bridge project, is the bridge Historical? Yes ☐ No ☐ , Select ☐ Non-Select ☐

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes ☒ No ☐ Structure #(s) CLV-038-029-56.55 (Not in BIAS)

Proposed right of way: Temporary ☒ # Acres 0.179 Permanent ☒ # Acres 0.640, Not Applicable ☐

Type and proposed depth of excavation: The proposed depth of excavation is 3.5 feet for the roadway and 7.5 feet for the proposed storm sewer. The depth of excavation for the replacement of the culvert pipe will be 5.5 feet if replaced and 7.5 feet if incorporated into the storm sewer.

Maintenance of traffic (MOT): The proposed method of traffic maintenance will be constructed in phases. Half of the intersection will be closed at a time while maintaining 10-ft travel lanes and three-ft paved shoulders for both directions. Temporary pavement may be required to maintain two lanes of traffic. Total construction duration will be approximately 45 days per phase for approximately five phases of construction for an estimated total of 225 days with traffic restrictions. The use of local detours may be required to allow for uninterrupted through movements on SR 38 during the phased construction.

Work in waterway: Yes ☐ No ☒ Below ordinary high water mark: Yes ☐ No ☐

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: N/A

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	2*	Recreational Facilities	3
Airports ¹	N/A	Pipelines	1
Cemeteries	2	Railroads	1
Hospitals	1	Trails	8
Schools	1	Managed Lands	1

¹In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Religious Facilities*: Two (2) religious facilities are located within the 0.5 mile search radius. The nearest religious facility, Circle of Hope Wesleyan Church, is located approximately 0.24 mile north of the project area. No impact is expected.

Cemeteries: Two (2) cemetery icons are located within the 0.5 mile search radius. Both icons attribute to Riverside Cemetery, which is located approximately 0.36 mile southeast of the project area. No impact is expected.

Hospitals: One (1) hospital is located within the 0.5 mile search radius. The hospital, Riverview Health, is located approximately 0.02 mile south of the project area. Coordination with Riverview Health will occur.

Schools: One (1) school is located within the 0.5 mile search radius. The nearest school, Forest Hill Elementary School, also known as Legacy Christian School on Google Maps, is located approximately 0.31 mile northeast of the project area. No impact is expected.

Recreational Facilities: Three (3) recreational facilities are located within the 0.5 mile search radius. The nearest recreational facility, Forest Hill Elementary, is located approximately 0.33 mile northeast of the project area. No impact is expected.

Pipelines: One (1) pipeline segment is located within the 0.5 mile search radius. The pipeline segment, Indiana Gas Company Incorporated Natural Gas Pipeline, is located approximately 0.39 mile east of the project area. No impact is expected.

Railroads: One (1) railroad is located within the 0.5 mile search radius. The railroad segment, Hoosier Heritage Port Authority Railroad, is located approximately 0.27 mile northeast of the project area. No impact is expected.

Trails: Eight (8) trail segments are located within the 0.5 mile search radius. The nearest trail segment, Nickel Plate-Carmel north to county line, is located approximately 0.26 mile northeast of the project area. No impact is expected.

Managed Lands: One (1) Managed Lands is located within the 0.5 mile search radius. The nearest managed land, Forest Park, is located approximately 0.26 mile northeast 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	3	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	16
Canal Structures – Historic	N/A	Lakes	4
NPS NRI Listed	1	Floodplain - DFIRM	13
NWI-Lines	5	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	6	Sinkhole Areas	N/A
Rivers and Streams	14	Sinking-Stream Basins	N/A

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

NWI - Points: Three (3) NWI - Points are located within the 0.5 mile search radius. The nearest NWI – Point is located approximately 0.24 mile southeast of the project area. No impact is expected.

NPS NRI Listed: One (1) NPS NRI listed segment is located within the 0.5 mile search radius. The nearest NPS NRI listed segment is located approximately 0.31 mile southeast of the project area. No impact is expected.

NWI - Lines: Five (5) NWI – Line segments are located within the 0.5 mile search radius. The nearest NWI – Line segment is located approximately 0.27 mile west of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes: Six (6) 303d Listed Streams are located within the 0.5 mile search radius. The nearest 303d Listed Stream segment is located approximately 0.27 mile west of the project area. No impact is expected.

Rivers and Streams: Fourteen (14) stream segments are located within the 0.5 mile search radius. The nearest stream segment, Cicero Creek, is located approximately 0.27 mile west of the project area. No impact is expected.

NWI-Wetlands: Sixteen (16) wetlands are located within the 0.5 mile search radius. The nearest wetland is located approximately 0.14 mile east of the project area. No impact is expected.

Lakes: Four (4) lakes are located within the 0.5 mile search radius. The nearest lake is located approximately 0.19 mile west of the project area. No impact is expected.

Floodplains: Thirteen (13) floodplain polygons are located within the 0.5 mile search radius. The nearest floodplain polygon is located approximately 0.16 mile southeast of the project area. No impact is expected.

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	8	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Petroleum Wells: Eight (8) petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well is located approximately 0.12 mile southeast of the project area. No impact is expected.

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	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	8	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	1
Construction Demolition Waste	N/A	Institutional Controls	1
Solid Waste Landfill	N/A	NPDES Facilities	11
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	2
Leaking Underground Storage (LUST) Sites	4	Notice of Contamination Sites	N/A

Unless otherwise noted, site-specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

UST Sites: Eight (8) UST sites are located within the 0.5 mile search radius. The nearest UST is as follows:

- Riverview Hospital, 395 Westfield Road, Noblesville, IN 46060, AI ID #: 10894, is located approximately 0.02 mile south of the project area. One (1) 15,000-gallon heating oil UST was removed from February 15-18, 1998. Soil analysis for results Total Petroleum Hydrocarbons were all below detection limits. No impact is expected.

LUST Sites: Four (4) LUST sites are located within the 0.5 mile search radius.

- Speedway Gas Station, 510 Westfield Rd, Noblesville, IN 46060, AI ID #: 10557, is adjacent to the project area at the northwest corner of SR 38 and SR 32. IDEM issued a No Further Action Approval Pursuant to IDEM RCG Guidance on March 16, 2015. The closure was unconditional for soil, groundwater, and vapor intrusion exposures, as all soil and groundwater results were below RCG residential screening levels. No impact is expected.
- Harbor Marathon, 111 Lakeview Drive, Noblesville, IN 46060, AI ID #: 18416, is adjacent to the project area at the northeast corner of SR 38 and SR 32 and was formerly the site of a gas station and is now a CVS Pharmacy. IDEM issued a No Further Action letter on November 16, 1998. Low levels of soil and groundwater petroleum contamination remained on the site after closure. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Brownfields: One (1) brownfield site is located within the 0.5 mile search radius.

- McMillan's Towing, 537 599 W Conner St, Noblesville, IN 46060, AI ID #: 17300, is located approximately 0.40 mile southeast of the project area. No impact is expected.

Institutional Controls: One (1) Institutional Control is located within the 0.5 mile search radius.

- Former Tuchman Cleaners 13, 215 Sheridan Road, Noblesville, IN, AI ID #: 16297, is located 0.03 mile west of the project area. The site was issued a Certificate of Completion for the Volunteer Remediation Work Plan on September 27, 2019. An Environmental Restrictive Covenant (ERC) was placed on the property on August 6, 2019. The ERC prohibits use of the site for Real Estate for residential purposes and the use or extraction of groundwater. in the restricted area, which includes the former dry cleaner space and surrounding tenant space within the plaza, including the delivery area. Contaminants of concern were tetrachloroethene, trichloroethene, cis-1,2-dichloroethene, trans-1,2-dichloroethene, and vinyl chloride. Groundwater depth varies from 8 to 31 feet below ground surface (bgs) and flow direction is to the east. A Phase II Environmental Site Assessment is recommended to occur before Ready for Contracts (RFC). Prior to any investigation activities, a scope of work plan will be prepared and submitted to INDOT SAM for review and approval. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC.

NPDES Facilities: Eleven (11) NPDES facilities are located within the 0.5 mile search radius.

- Vision Properties LLP, Sheridan Road and River Road Noblesville, IN 46060, Permit #INR10H357, is located adjacent to the northern terminus of the project area. The permit was terminated on October 7, 2018. No impact is expected.
- Orthodynamics Company Incorporated Parking Lot Expansion, 155 Carey Dr Noblesville, IN 46060, Permit #INR10K834, is located approximately 0.02 mile south of River Road and Logan Street near the project area. The permit expired on September 14, 2020. No impact is expected.
- Marathon Station #2460, 111 Lakeview Drive, Noblesville, IN 46060, Permit #IN0057746, is immediately north-northeast of the SR 38 and SR 32 intersection, north of the project area. The permit was terminated on February 28, 1999. No impact is expected.

NPDES Pipe Locations: Two (2) NPDES pipe locations are located within the 0.5 mile search radius.

- The nearest pipe is 0.38 mile southeast of the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Hamilton County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_hamilton.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. 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 in an urban area surrounded by houses and commercial businesses. CLV-038-029-56.55 is not in the BIAS database. Additional investigation to confirm the presence or absence of bats in the culvert will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

- Hospitals: Riverview Health is located approximately 0.02 mile south of the project area. Coordination with Riverview Health will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

LUST Sites:

- Harbor Marathon, 111 Lakeview Drive, Noblesville, IN 46060, AI ID #: 18416, is adjacent to the project area at the southeast corner of SR 38 and SR 32 and was formerly the site of a gas station and is now a CVS Pharmacy. IDEM issued a No Further Action letter on November 16, 1998. Low levels of soil and groundwater petroleum contamination remained on the site after closure. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Institutional Controls:

- Former Tuchman Cleaners 13, 215 Sheridan Road, Noblesville, IN, AI ID #: 16297, is located 0.03 mile west of the project area. The site was issued a Certificate of Completion for the Volunteer Remediation Work Plan on September 27, 2019. An Environmental Restrictive Covenant (ERC) was placed on the property on August 6, 2019. The ERC prohibits use of the site for Real Estate for residential purposes and the use or extraction of groundwater. in the restricted area, which includes the former dry cleaner space and surrounding tenant space within the plaza, including the delivery area. Contaminants of concern were tetrachloroethene, trichloroethene, cis-1,2-dichloroethene, trans-1,2-dichloroethene, and vinyl chloride. Groundwater depth varies from 8 to 31 feet below ground surface (bgs) and flow direction is to the east. A Phase II Environmental Site Assessment is recommended to occur before Ready for Contracts (RFC). Prior to any investigation activities, a scope of work plan will be prepared and submitted to INDOT SAM for review and approval. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. Additional investigation to confirm the presence or absence of bats in the culvert will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

Nicole Fohey-
Breting

Digitally signed by
Nicole Fohey-Breting
Date: 2022.12.09
17:01:53 -05'00'

INDOT ESD concurrence: _____ (Signature)

Prepared by:
Raquel Walker
Senior Environmental Analyst
Beam, Longest & Neff, LLC.

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

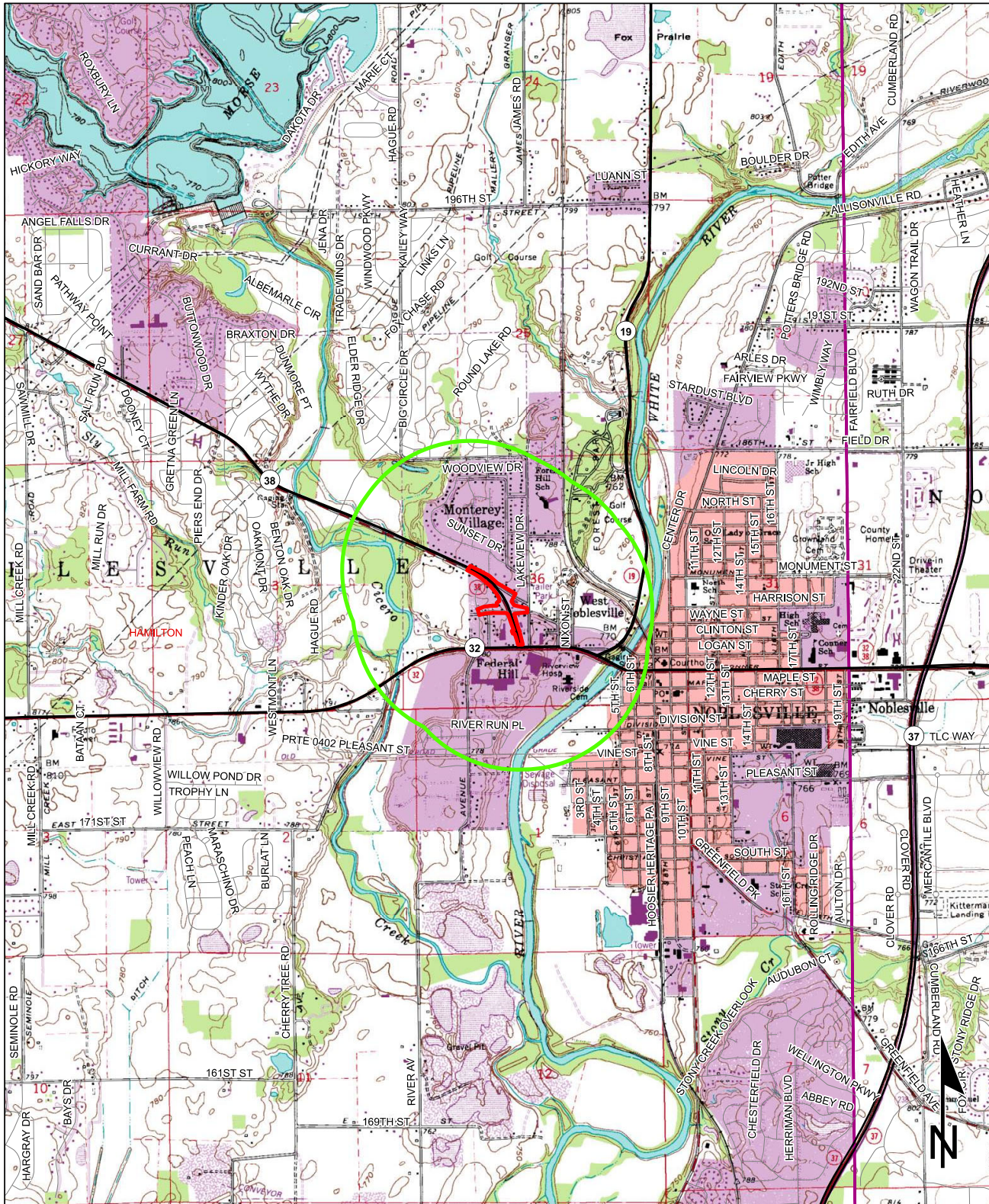
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
SR 38/Sheridan Road and Logan Street
Des. No. 1901880, Intersection Improvement
Hamilton County, Indiana



Sources:
Non Orthophotography 0.5 0.25 0 0.5 Miles
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.

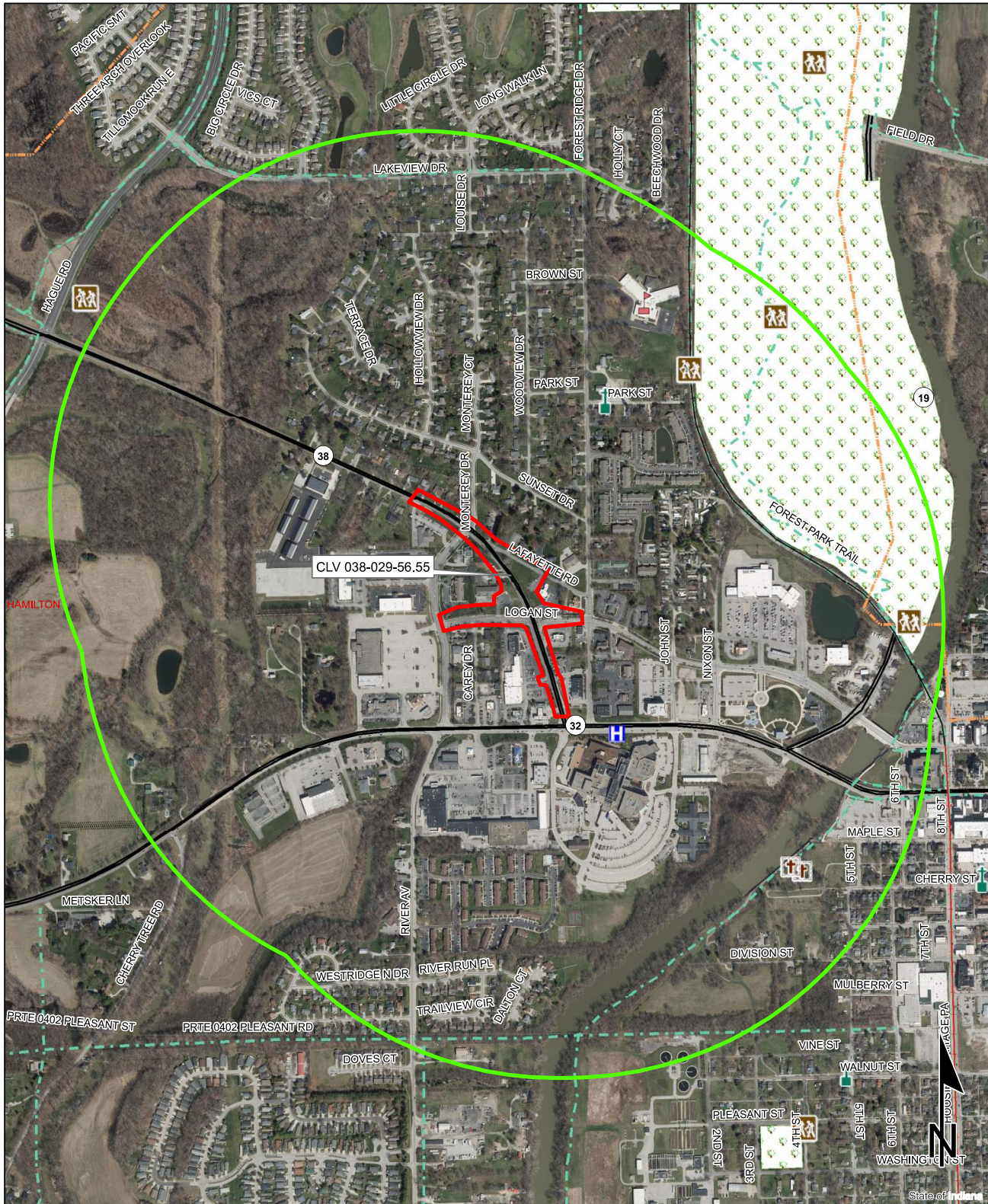
NOBLESVILLE QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure

SR 38/Sheridan Road and Logan Street

Des. No. 1901880, Intersection Improvement

Hamilton County, Indiana



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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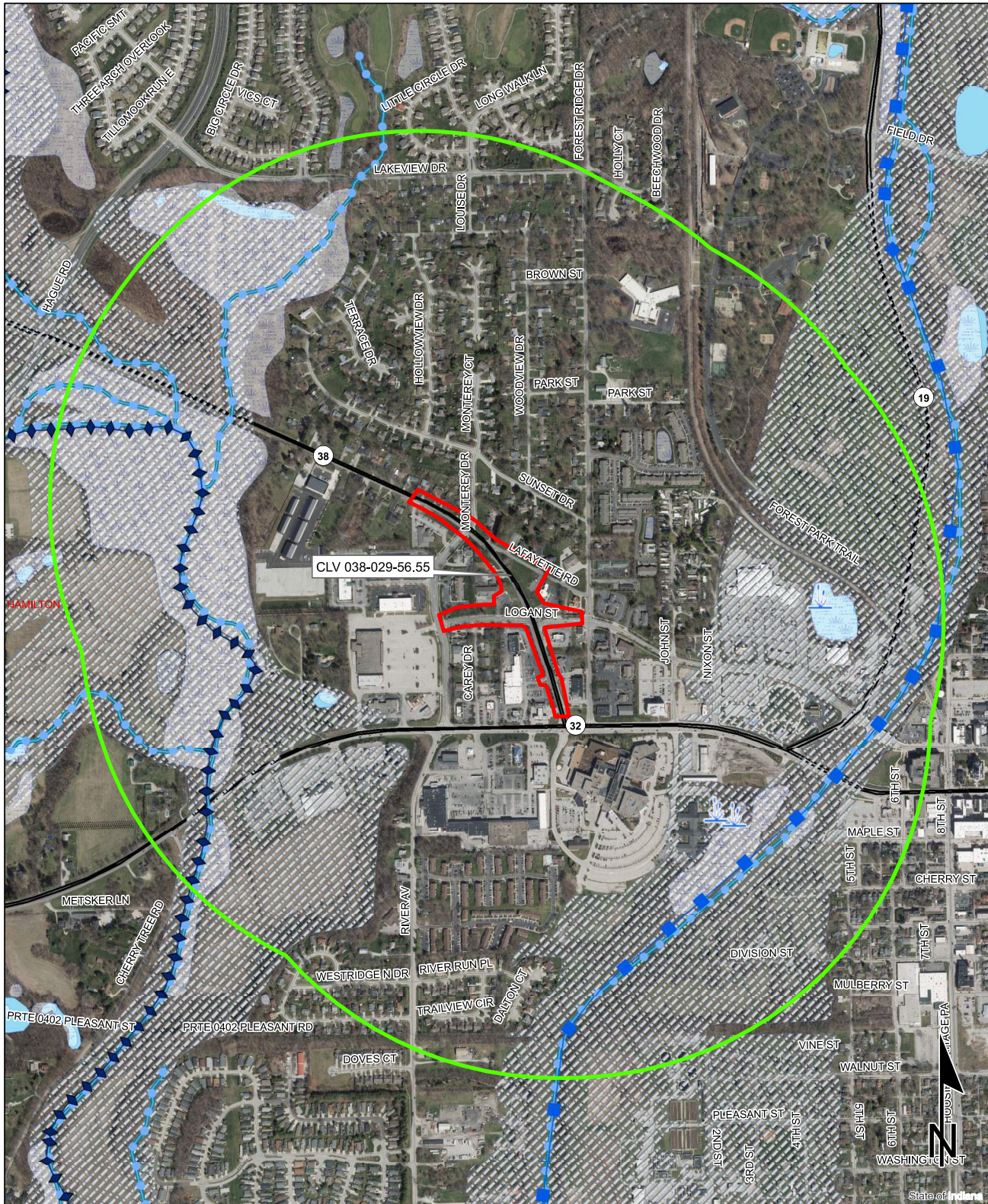
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

SR 38/Sheridan Road and Logan Street

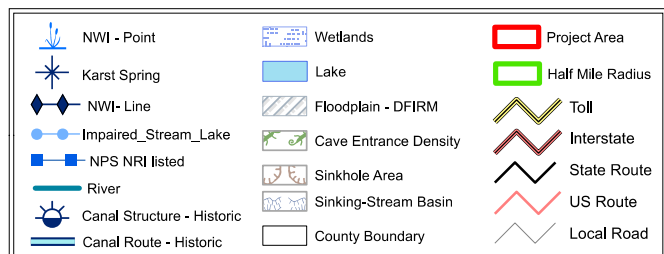
Des. No. 1901880, Intersection Improvement

Hamilton County, Indiana

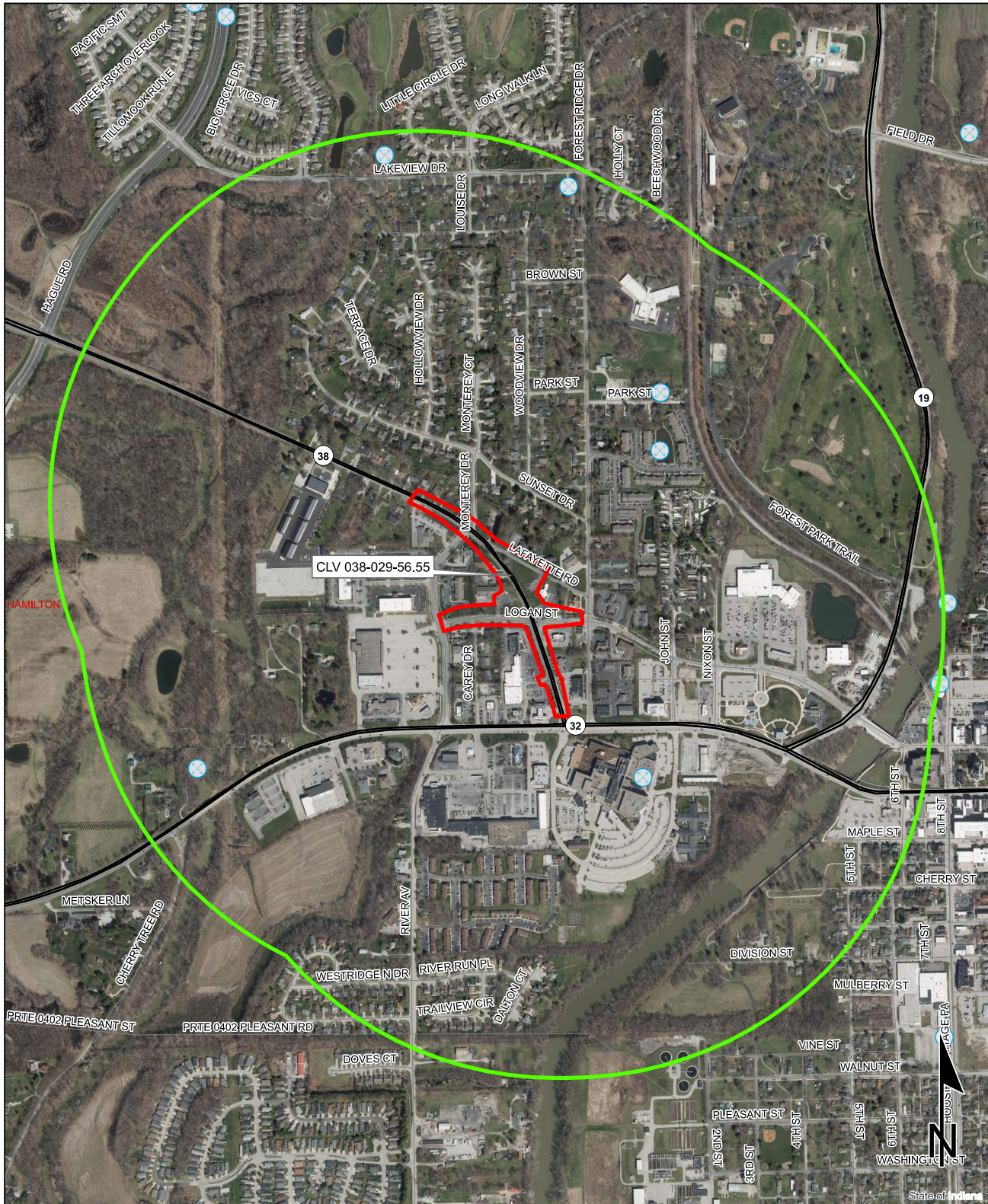


Sources:
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Data - Obtained from the State of Indiana Geographical Information Office Library
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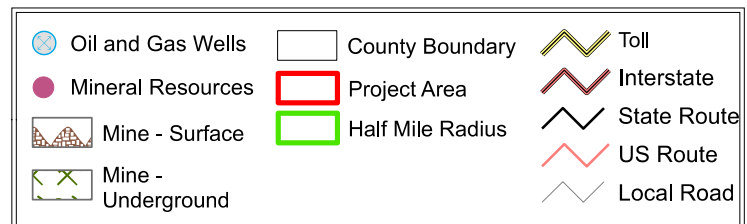
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



Red Flag Investigation - Mining and Mineral Exploration
SR 38/Sheridan Road and Logan Street
Des. No. 1901880, Intersection Improvement
Hamilton County, Indiana



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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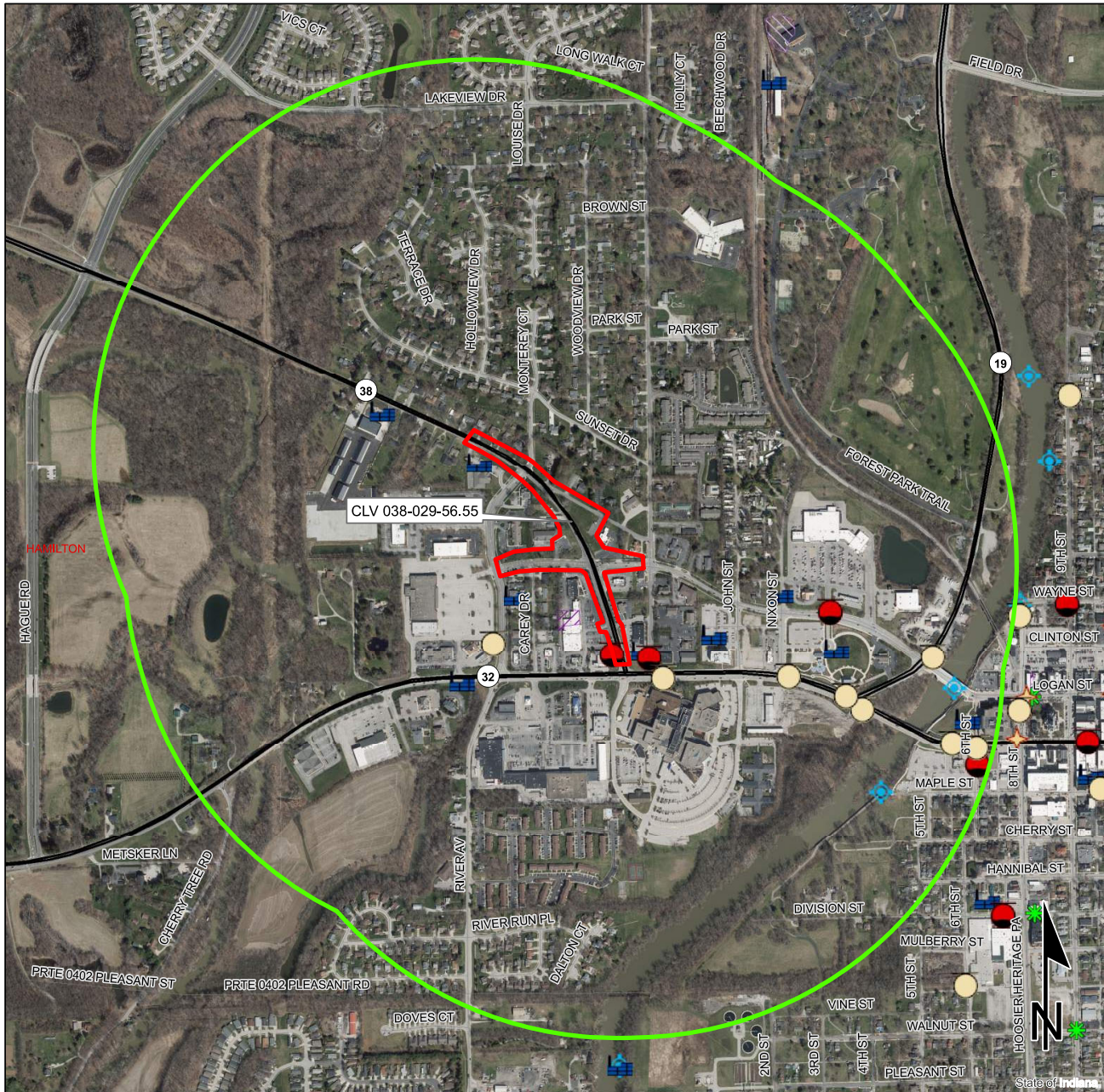


Red Flag Investigation - Hazardous Material Concerns

SR 38/Sheridan Road and Logan Street

Des. No. 1901880, Intersection Improvement

Hamilton County, Indiana



	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				

0.15 0.075 0 0.15
Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

E12

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

WALKER Raquel

From: Washburn, Peter <PWashburn1@indot.IN.gov>
Sent: Monday, October 21, 2024 11:47 AM
To: WALKER Raquel
Cc: PLOUGH Andrew; SHAW Brian; Beck, Jennifer
Subject: RE: Des No. 1901880 Red Flag Investigation

/!\ Courriel externe - Merci d'être prudent avec les liens et les pièces jointes /!\ External email - Please be careful with links and attachments /!\

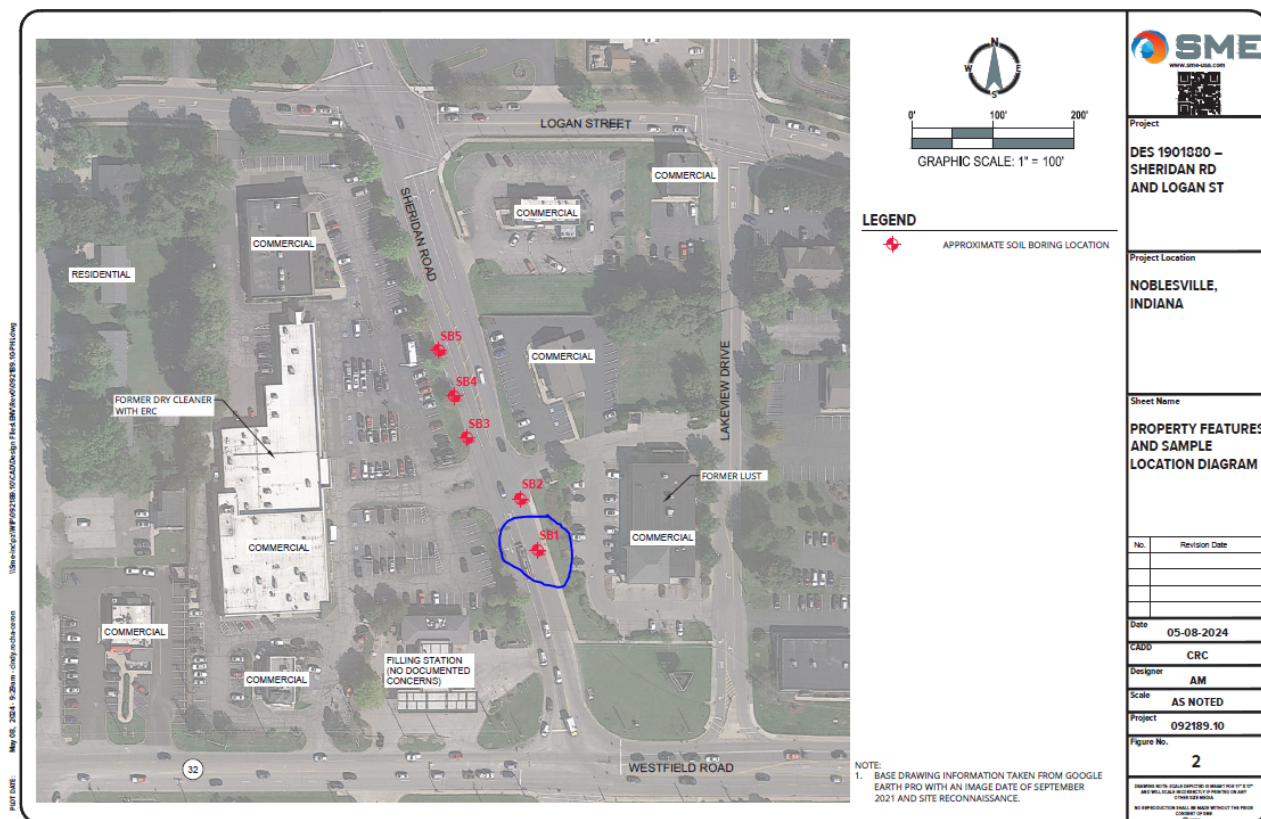
Raquel,

Thanks for the update. Since you followed the steps to make an appropriate analysis that no additional impacts are expected, you may note that in the CE document. An RFI Addendum is not necessary.

The Phase II ESA was completed in July and I put the final report in your shared folder: [Des 1901880 - 092189.10_JUL122024_PIIESA_TLB_Concur.pdf](#). Here are the recommendations:

- Identified chemical concentrations do not necessitate special worker precautions at the time of this report unless indicators of potential contamination are observed during construction activities (i.e., staining, odors).
- **Soil at SB1 does not comply with IDEM's Uncontaminated Soil Policy** (Agency Nonrule Policy Document WASTE-0064-NPD-R1, effective April 10, 2024). **Soil excavated from this portion of the Site and verified to not exhibit unacceptable levels of one or more contaminants should either be reused at the same location or disposed of at a municipal landfill.** If alternative waste handling considerations are necessary, additional soil analyses (before or during construction) may be necessary to determine final soil disposal/reuse requirements.
- Groundwater was not encountered during advancement of the soil borings to a maximum depth of 12 feet bgs. Intersection improvements are proposed to extend to a maximum depth of 7.5 feet bgs. Therefore, **we do not anticipate a need for dewatering attributable to groundwater unless excavations extend beyond planned depths.** However, the clay-rich subsurface lithology could prevent rapid infiltration of rainwater if an excavation is left open for an extended period. If dewatering of accumulated rainwater is necessary, appropriate municipal approval and/or additional analytical data may be required prior to disposal of the dewatering effluent (i.e., discharge to municipal sewer).
- The Phase II ESA was recommended due to a former dry cleaner located on the west side of SR 38. No chemical constituents associated with dry cleaning processes were detected.

See the below map for the location of **SB1**:



Please let me know if you have any questions.

Thanks!

Peter Washburn

Sr. Environmental Manager Supervisor

Site Assessment & Management (SAM) Team Lead

Indiana Department of Transportation

100 North Senate Avenue N758 – Environmental Services Division

Indianapolis, Indiana 46204

Cell: (317) 982-0912

Email: PWashburn1@indot.in.gov



From: WALKER Raquel <Raquel.WALKER@egis-group.com>

Sent: Thursday, October 17, 2024 10:35 PM

To: INDOT esd.sam <esd.sam@indot.IN.gov>

Cc: PLOUGH Andrew <Andrew.PLOUGH@egis-group.com>; SHAW Brian <Brian.SHAW@egis-group.com>; Beck, Jennifer <JBeck@indot.IN.gov>; Washburn, Peter <PWashburn1@indot.IN.gov>

Subject: FW: Des No. 1901880 Red Flag Investigation

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello,

The RFI for Des 1901880, for the intersection improvement project on State Road (SR) 38 and Logan Street in Noblesville was approved for this project on December 9, 2022. Since the approval of the RFI, the project area has been widened to the east on Logans Street for the construction of the storm sewer system.

A review of GIS revealed no additional features within the project area. However, the following additional features were located within the 0.5 mile search radius:

- 1 pipeline segment
- 1 railroad segment
- 1 managed land
- 5 303d listed stream segments
- 7 river/stream segments
- 2 lakes
- 3 floodplain polygons
- 4 LUST sites
- 1 Brownfield
- 1 Institutional control
- 5 NPDES facilities
- 1 NPDES pipeline segment

Please note that none of these features are within the project area and/or anticipated to be impacted by the project. In addition, a Phase II Environmental Site Assessment is supposed to occur before the Release for Contracts (RFC) for the Indiana Harbor Marathon, 111 Lakeview Drive, Hamilton, IN 46060, AI #18416. I believe this is in the works already but wanted to update you given the project changes.

We wanted to see if an addendum to the RFI is needed, or if we can include a statement in the CE document that coordination has occurred, and no addendum is required.

Thank you for your time,



Raquel Walker

Senior Analyst, Environmental Services, North America

Phone: +1 317-558-7546

Phase II Site Assessment Excerpt



REPORT OF ENVIRONMENTAL SITE EVALUATION

DES NO. 1901880
INTERSECTION IMPROVEMENT
STATE ROAD (SR) 38/SHERIDAN ROAD AND LOGAN STREET
NOBLESVILLE, HAMILTON COUNTY, INDIANA

SME Project Number: 092189.10
July 12, 2024



1. INTRODUCTION

We prepared this report to document the results of a site evaluation for the Indiana Department of Transportation (INDOT) at the intersection of State Road (SR) 38/Sheridan Road and Logan Street in Noblesville, Hamilton County, Indiana, herein referred to as the “Site.” The Site location is shown on Figure 1. INDOT intends to replace the current intersection with a roundabout. The assessment activities were completed in accordance with our proposal P04591.23, dated December 20, 2023. The INDOT Site Assessment and Management (SAM) notice to proceed was transmitted on January 5, 2024.

1.1 SITE DESCRIPTION AND BACKGROUND

The Site consists of the intersection of SR38/Sheridan Road and Logan Street (and the approaching portions of each road) in Noblesville, Indiana. The intersection is currently a traditional stoplight. INDOT intends to replace the current intersection with a roundabout including two approaches, as well as replace the storm sewer and an existing culvert.

Our knowledge of suspected environmental impact on the Site was developed using a red flag investigation (RFI) completed by Beam, Longest & Neff, LLC on December 5, 2022, available reports on the Indiana Department of Environmental Management’s (IDEM’s) Virtual File Cabinet (VFC), and in coordination with INDOT SAM. Two sites adjoining the Site south of the primary intersection were identified as potential sources of contaminants of concern (COCs). First, a former dry cleaner west of SR38/Sheridan Road (which previously received site closure and a Covenant Not to Sue through IDEM’s Voluntary Remediation Program (VRP)) is associated with an active Environmental Restrictive Covenant (ERC). Second, a former filling station is located east of SR38/Sheridan Road. Both adjoining sites may be adversely affecting the shallow soil and groundwater quality in the planned work area. Site features are shown on Figure 2.

1.2 PURPOSE

We designed the scope of these evaluations to help determine the following:

- If contamination is present.
- If contamination is present, evaluate whether current environmental conditions warrant additional worker precautions during INDOT’s upcoming intersection improvement activities.
- Evaluate if intersection improvements (projected up to maximum depth of approximately 7.5 feet below grade) may require dewatering.

These Site evaluation goals were achieved via the following activities:

- Completion of subsurface activities to assess potential environmental impacts associated with intersection-adjacent properties, as identified in the RFI and in coordination with INDOT SAM.
- An evaluation of whether regulated constituents are present at concentrations greater than the 2024 Indiana Department of Environmental Management (IDEM) Risk-based Closure Guide (R2) Published Levels.

5. CONCLUSIONS

We conducted a site evaluation in preparation for INDOT's planned improvement activities at the intersection of SR38/Sheridan Road and Logan Street in Noblesville, Hamilton County, Indiana (see Figure 2). We designed the scope of the evaluation to assess environmental conditions present at the Site in preparation for the improvement activities.

During sampling activities we identified 3 to 10 inches of asphalt and associated subgrade materials, which were generally underlain by native clay to a maximum investigated depth of 12 feet bgs. No concentrations of VOCs, PAHs, or metals were measured in the soil samples at concentrations above IDEM R2 published levels; however, one PAH (fluoranthene) and lead were detected above laboratory reporting limits in the near-surface soil sample collected at SB1. The source of the PAH is unknown; however, based on the surface materials and the shallow sample depth, it can likely be attributed to the asphalt and does not readily correlate to the identified potential environmental concerns.

Groundwater was not encountered during advancement of the soil borings to a maximum depth of 12 feet bgs. Intersection improvements are proposed to extend to a maximum depth of 7.5 feet bgs. Therefore, we do not anticipate a need for dewatering attributable to groundwater unless excavations extend beyond planned depths. However, the clay-rich subsurface lithology could prevent rapid infiltration of rainwater if an excavation is left open for an extended period. If dewatering of accumulated rainwater is necessary, appropriate municipal approval and/or additional analytical data may be required prior to disposal of the dewatering effluent (i.e., discharge to municipal sewer).

Identified chemical concentrations do not necessitate special worker precautions at the time of this report unless indicators of potential contamination are observed during construction activities (i.e., staining, odors). However, we do recommend INDOT be cognizant of chemical concentrations detected above laboratory reporting limits, particularly soil in the vicinity of SB1. **Soil at SB1 does not comply with IDEM's Uncontaminated Soil Policy (Agency Nonrule Policy Document WASTE-0064-NPD-R1, effective April 10, 2024). Soil excavated from this portion of the Site and verified to not exhibit unacceptable levels of one or more contaminants should either be reused at the same location or disposed of at a municipal landfill.** If alternative waste handling considerations are necessary, additional soil analyses (before or during construction) may be necessary to determine final soil disposal/reuse requirements.

The conclusions in this report are based on visual observations and chemical results from samples collected from the area of investigation only. If additional surface, subsurface, or chemical data become available after the date of issue of this report, the conclusions contained in this report may require modification after SME has reviewed the additional information. This review by SME of additional information would be conducted upon receipt of a request from the client.

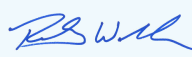
In the process of obtaining information in preparation of this report, procedures were followed that represent reasonable practices and principles in a manner consistent with that level of care and skill ordinarily exercised by members of this profession currently practicing under similar conditions.

PREPARED BY:



Mitchell Cline, LPG
Project Geologist

REVIEWED BY:



Robert B. Walker, LPG
Senior Consultant

The Phase II Site Assessment Attachments have been removed, but can be made available upon request.

From: [Davis, Dariane](#)
To: [Beck, Jennifer](#)
Cc: [SHAW Brian](#)
Subject: RE: ERMS Submittal - Des No. 1901880 - SR 38 & Logans Street - Intersection Improvement Project
Date: Thursday, April 30, 2026 2:19:52 PM
Attachments: [image013.png](#)
[image014.png](#)
[image016.png](#)
[image017.png](#)
[image018.png](#)
[image020.png](#)
[image021.png](#)

/!\ Courriel externe - Merci d'être prudent avec les liens et les pièces jointes /!\ External email - Please be careful with links and attachments /!\

I went digging and there it is! NO addendum is needed. At the very least, I would make a note in the environmental document about the USTs and RCRA appearing in the half mile buffer, but posing no additional impacts.

And if there is anything else you are waiting on from us, please let me know; you have my direct attention!

Dariane Davis

Senior Environmental Manager, Site Assessment & Management (SAM) Team

100 North Senate Avenue N758-ES

Indianapolis, Indiana 46204

Email: ddavis3@indot.in.gov

Office Hours:

6 AM – 4 PM

Tuesday - Friday



From: [WALKER Raquel](#)
To: [INDOT esd.sam](#)
Cc: [BEERY John](#); [SHAW Brian](#); "[Beck, Jennifer](#)"
Subject: RE: Des No. 1901880 Red Flag Investigation
Date: Monday, April 20, 2026 1:52:19 PM
Attachments: [image003.png](#)
[image008.png](#)
Importance: High

INDOT SAM,

The RFI for Des 1901880, for the intersection improvement project on State Road (SR) 38 and Logan Street in Noblesville was originally approved for this project on December 9, 2022. Additional coordination in the email below was conducted in October 2024 to ensure no additional resources were found within or adjacent to the project area that could be impacted by the project. The CE was pending Section 106 approval over the last year and INDOT ESD has requested that we check the layers again to ensure no addition features area present.

A review of GIS revealed no additional features within or adjacent to the project area. In addition to the features identified in October 2024, the following additional features were located within the 0.5 mile search radius:

One new religious facility added Roots of Life Church mapped adjacent to the project area; however, this feature is actually located 0.7 mile east of the project area, no religious facilities were identified adjacent to the project area.

Two added trail segments (10 total now)

One additional impaired stream segment (6 total now)

3 additional stream segments (24 total now)

1 new lake polygon (7 total now)

1 additional floodplain polygon (17 total now)

3 UST's

3 RCRA Generators

None of these additional features are within or adjacent to the project area and will not be impacted by the project. The RCRA generators were previously mapped but left off of the list in October 2024. The nearest one is 0.35 mile southeast and no impact is expected.

We wanted to see if an addendum to the RFI is needed, or if we can update the statement in the CE document that coordination has occurred, and no addendum is required.

Thank you,



Raquel Walker

Senior Environmental Analyst | Energy and Sustainable Cities | Water and Energy | Americas | North America
8320 Craig Street
46250 Indianapolis | United States
Tel. +1 317-558-7546
raquel.walker@egis-group.com | www.egis-group.com

Appendix F

Water Resources

**Waters of the U.S. Determination Report
State Road (SR) 38 & Logan Street
Hamilton County, Indiana
Intersection Improvement
Des No. 1901880**

Prepared by: Raquel Walker
raquel.walker@egis-group.com; 317-558-7546
Egis BLN USA, Inc. (Egis)
Completed Date: 12/3/2024

PROJECT INFORMATION

Date of Field Reconnaissance:

August 3, 2022 & October 1, 2024

Location:

Section 36, Township 19 North, Range 4 East
Noblesville, Indiana Quadrangle Map
Hamilton County, Indiana
Latitude: 40.049192, Longitude: -86.025584

Project Description

Des No. 1901880 is an intersection improvement project on SR 38 (also known as Sheridan Road) and Logan Street in Noblesville, Hamilton County, Indiana (Appendix A1).

The proposed project consists of a circular roundabout with 2 entry and exit lanes in the northbound & southbound directions of travel and 1 lane for eastbound and westbound traffic on Logan Street. Proposed lane widths within the circulating portion of the roundabout will be 16 feet. An auxiliary right-turn lane will be included for traffic turning from westbound Logan Street to northbound SR 38. The 2 lanes traveling north to south in the roundabout will narrow into the mainline single lanes on SR 38. Mainline travel lanes outside the roundabout limits will be 12 feet in width, with a curb and gutter on each side of the roadway.

Also included is the proposed improvement of an existing 15-inch concrete pipe culvert (CLV 038-029-56.55). The improvement options to the existing culvert include replacing or incorporating it as part of the new storm sewer system. In addition, a new 10-foot path is proposed along the south side of Logan Street, and existing concrete sidewalks will be reconstructed. A new sidewalk will be added along the east side of SR 38, south of Logan Street, and new street lighting will be added within the project vicinity. Four modular block retaining walls with handrails will be installed: one in the southwest corner of the intersection and three along the east side of SR 38, south of Logan Street. The project limits will extend approximately 750 feet north and 1200 feet south on SR 38 and 640 feet west and 1,150 feet east of Logan Street.

The general topography of the investigated area is level. Surrounding land use is commercial and urban residential. According to the United States Geological Survey (USGS) Noblesville Quadrangle 7.5-minute Topographic Map, the investigated area has an elevation of approximately 780-790 feet above the Mean Sea Level (MSL) (Appendix A2-A3). The investigated area is within the New Castle Till Plains and Drainageways Physiographic Region of the Central Till Plain Region (Indiana Geological Survey, 2000).

Desktop Data Review

Soils

According to the Soil Survey Geographic (SSURGO) Database (<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>) for Hamilton County, Indiana, there are eight soil series in the investigated area. These are identified on the National List of Hydric Soils (Appendix A9-A11) below. Table 1 lists soil types within the investigated area.

Table 1: Soil Series in Investigated Area

Soil Name	Symbol	NRCS Flooding Frequency	NRCS Drainage Class	NRCS Hydric Soil Category	SSURGO Hydric Rating
Urban land-Hennepin loam complex, 18 to 50 percent slopes	UheF	No Ponding, No Flooding	Well Drained	Nonhydric	0 % Hydric
Urban land-Miami silt loam, 0 to 2 percent slopes, eroded	UkbA	No Ponding, No Flooding	Moderately Well Drained	Nonhydric	0 % Hydric
Urban land-Miami silt loam, 2 to 6 percent slopes	UkbB2	No Ponding, No Flooding	Moderately Well Drained	Predominantly Nonhydric	3% Hydric
Urban land-Miami silt loam complex, 6 to 12 percent slopes, eroded	UmjC2	No Ponding, No Flooding	Moderately Well Drained	Predominantly Nonhydric	5% Hydric
Hennepin loam-Urban land complex, 18 to 50 percent slopes	YhnF	No Ponding, No Flooding	Well Drained	Nonhydric	0 % Hydric
Miami silt loam-Urban land complex, 0 to 2 percent slopes	YmsA	No Ponding, No Flooding	Moderately Well Drained	Nonhydric	0% Hydric
Miami silt loam-Urban land complex, 2 to 6 percent slopes, eroded	YmsB2	No Ponding, No Flooding	Moderately Well Drained	Predominantly Nonhydric	5% Hydric
Miami silt loam-Urban land complex, 6 to 12 percent slopes, eroded	YmsC2	No Ponding, No Flooding	Moderately Well Drained	Predominantly Nonhydric	5% Hydric

National Wetlands Inventory (NWI) Information

No NWI-mapped wetlands are present within the investigated area. The nearest NWI feature is a freshwater pond located approximately 0.14-mile northwest of the project area (Appendix A5).

Floodplain

An Indiana Department of Natural Resources (IDNR) Flood Hazard Map shows that the investigated area is not within the IDNR Approximate Floodway (Appendix A6).

National Hydrography Dataset (NHD)

The NHD represents surface water components of the drainage network on the USGS topographic map. Two mapped pipelines are present within the investigated area (Appendix A7).

Hydrologic Unit Code (HUC)

The investigated area is situated in the Morse Reservoir-Cicero Creek watershed, identified by the 12-digit HUC 051202010610, and the Mallory Granger Ditch-White River watershed, identified by the 12-digit HUC 051202010705 (Appendix A8).

Attached Documents

- Maps (Appendix A1 through A13)
- ~~Photo Location Maps (Appendix B1-B2)~~
- ~~Photo Log (Appendix B3 through B15)~~
- Wetland Determination Forms
- Preliminary Jurisdictional Determination (PJD) Form

Some maps and photos have been removed to avoid duplication and can be found in Appendix B

Field Reconnaissance

A field visit to inspect the investigated area for aquatic resources was conducted by BLN staff on August 3, 2022. The investigated area extends from the intersection of SR 38 and Logan Street, approximately 750 feet north and 1200 feet south on SR 38 and 450 feet west and 325 feet east on Logan Street, to encompass the maximum estimated area of disturbance based on design and construction. The field survey identified one wetland within the investigated area (Appendix A12-A13). No unusual circumstances were identified during the field visit.

Streams

The investigated area was inspected for the presence of streams. No stream features were identified during the investigation.

Wetland Sample Points

The *US Army Corps of Engineers (USACE) 1987 Wetland Delineation Manual* and the *2012 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0)* were used to determine whether wetlands were present within the survey area. Wetland/non-wetland determinations were made using guidance and techniques provided by the *Delineation Manual and Regional Supplement*, including vegetation, hydrology, and soil characteristics.

One feature that met all 3 of the USACE criteria for wetlands was observed within the investigated area, and a detailed description of the delineated feature is discussed below. Two sample points (SP-1 & SP-2) were collected within the investigated area. An aerial photograph illustrating the sample point locations and identified water resources is provided in Appendices A12-A13.

Wetland A

Wetland A was a 0.024-acre palustrine emergent (PEM) wetland located in the southeastern limit of the investigated area. It was likely formed due to its location at the outlet of a drainage pipe that runs beneath the parking lot pavement and its geomorphic position and would be considered poor quality due to the lack of species diversity and hydrological use. Standing water was present directly outside of the pipe but not throughout the wetland. Vegetation consisted of narrow-leaf cattail (*Typha augustifolia*, OBL), tall goldenrod (*Solidago altissima*, FACU), pink lady's thumb (*Persicaria maculosa*, FACW), green ash (*Fraxinus pennsylvanica*, FACW), and silver maple saplings (*Acer saccharinum*, FACW). Wetland A would not be considered a jurisdictional Waters of the U.S. as it has no surface water connection to any likely jurisdictional stream features. Since this wetland does not qualify for an exemption under 327 IAC 17-1-7, it would be considered an Isolated Class 1 State Regulated Wetland. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of the wetland.

Soil Point 1 (SP-1)

SP-1 was taken in the southeast quadrant of the investigated area, approximately 22 feet east of SR 38. Dominant vegetation consisted of narrow-leaf cattail (*Typha augustifolia*, OBL). In passing the Dominance Test and having a Prevalence Index less than 3, SP-1 met the hydrophytic vegetation criterion. Soils were a loamy clay with a color of 10YR 2/1 (98%) and 10YR 5/6 (2%) from 0 to 6 inches. From 6 to 9 inches, the soil color was 10YR 5/3 (95%), 10YR 2/1 (10%), and 10YR 5/6 (5%), and from 9 to 18 inches, soils were a loamy clay with colors of 10YR 5/6 (95%) and 10YR 2/1 (5%). SP-1 met the hydric soils criterion by meeting the Redox Dark Surface (F6) primary

indicator. The secondary hydrology indicators Drainage Patterns (B10), Geomorphic Position (D2), and FAC-Neutral Test (D5) were present. SP-1 met the hydrology criterion for wetlands. In meeting all three USACE criteria for wetlands, SP-1 was determined to be within a wetland.

Soil Point 2 (SP-2)

SP-2 was taken as an upland point for SP1 in the southeast quadrant of the investigated area approximately 40 feet east of SR 38, between the drive entrance and Wetland A. Dominant vegetation included Kentucky bluegrass (*Poa pratensis*, FAC), smooth crabgrass (*Digitaria ischaemum*, FACU), and green ash (*Fraxinus pennsylvanica*, FACW). SP-2 met the hydrophytic vegetation criterion by passing the Dominance Test. Soils were a loamy clay from 0 to 10 inches with a color of 10YR 3/4 (100%). A depth of refusal consisting of rock/riprap was encountered at 6 inches. SP2 did not meet the hydric soils criterion. No hydrology indicators were present; therefore, SP-2 did not meet the hydrology criterion. In not meeting all 3 of the USACE criteria for wetlands, SP-2 was determined not to be within a wetland.

Table 3: Wetlands Identified Within the Investigated Area

Feature Name	Photo Number	Latitude	Longitude	Wetland Size (acres)	Cowardin Classification	NWI Wetland Classification	Quality	Waters of the U.S.
Wetland A	28-30, 32-35	40.047953	-86.024869	0.024	PEM	No	Poor	No*

*INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of the wetland.

Table 4. Data Point Summary Table

Data Point	Vegetation	Soils	Hydrology	Wetland
SP1	Yes	Yes	Yes	Yes
SP2	Yes	No	No	No

Other Features

The investigated area was also surveyed for additional aquatic features, including roadside ditches and open water bodies. Any features identified were evaluated for potential jurisdictional status.

Drainage Features

Two drainage features (Drainage Features 1 and 2) and multiple swales were identified in the investigated area. One of the features was a concrete-lined ditch north of Logan Street, east of SR 38, and the other was a riprap-lined ditch north of Logan Street, west of SR 38. These features did not exhibit a defined bed, bank, or ordinary high-water mark (OHWM) to indicate jurisdictional status and would not be considered Waters of the U.S.

Open Water

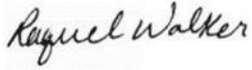
No open water features, such as lakes or ponds, were observed in the investigated area.

Conclusions

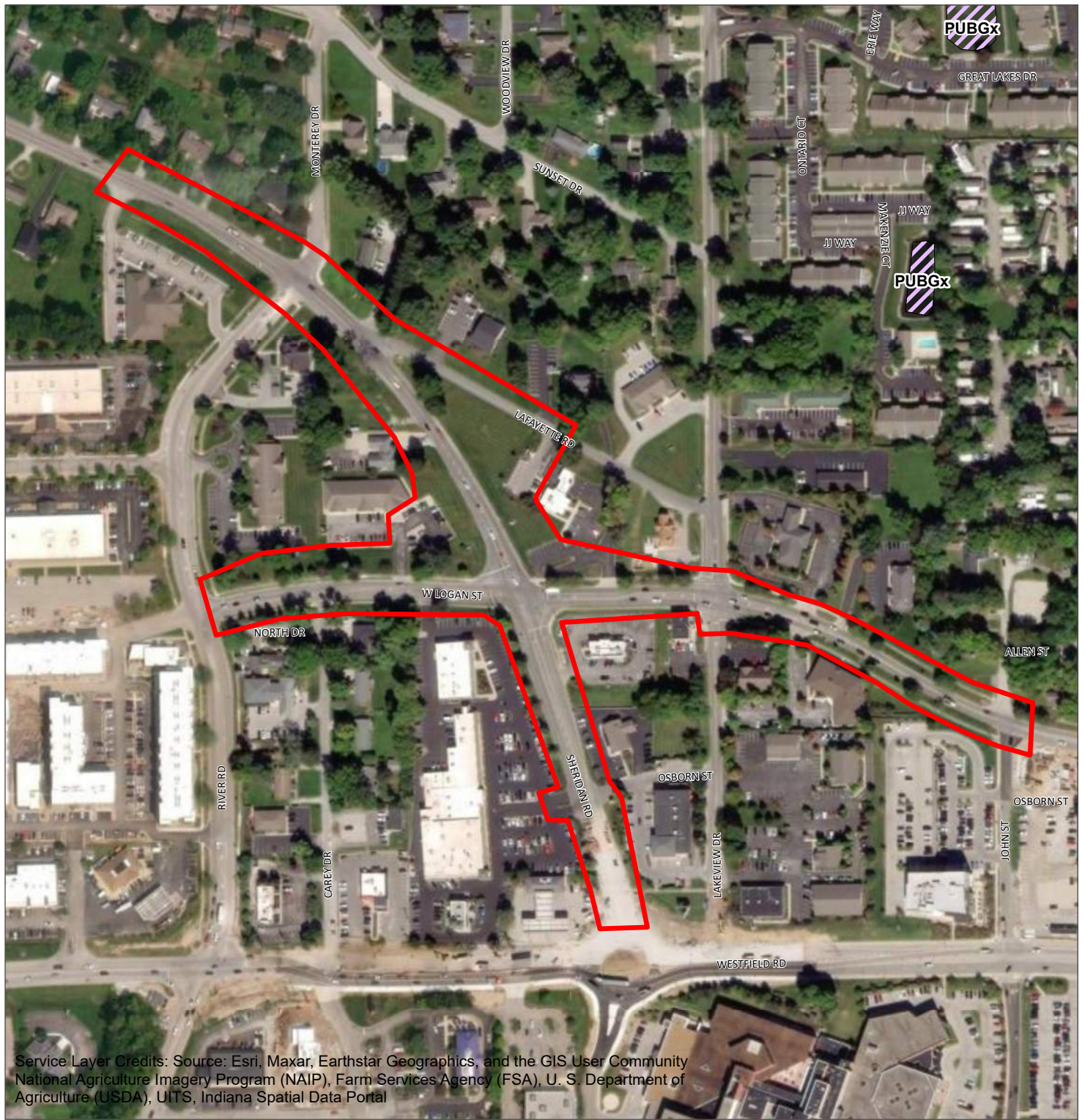
BLN conducted a field survey of wetlands and Waters of the U.S. at the investigated area on August 3, 2022. The investigation identified one wetland, Wetland A, within the surveyed limits. Wetland A does not appear to be hydrologically connected to Section 10 Traditional Navigable Water (TNW). No other water resources were identified. This wetland would likely be considered an Isolated Class 1 State Regulated Wetland. If impacts are necessary, mitigation may be required. The Indiana Department of Transportation (INDOT) Environmental Services Division (ESD) should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by USACE. This report is our best judgment based on the guidelines set forth by USACE. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of the wetland.

Acknowledgement

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgement, in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the *USACE Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

A handwritten signature in black ink that reads "Raquel Walker". The signature is written in a cursive, flowing style.

Raquel Walker
Senior Environmental Analyst
Egis BLN USA, Inc.
12/3/2024

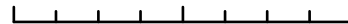


Source: U.S. Fish & Wildlife Service

1:3,600

1 in = 300 ft

0 0.025 0.05 0.1 Miles



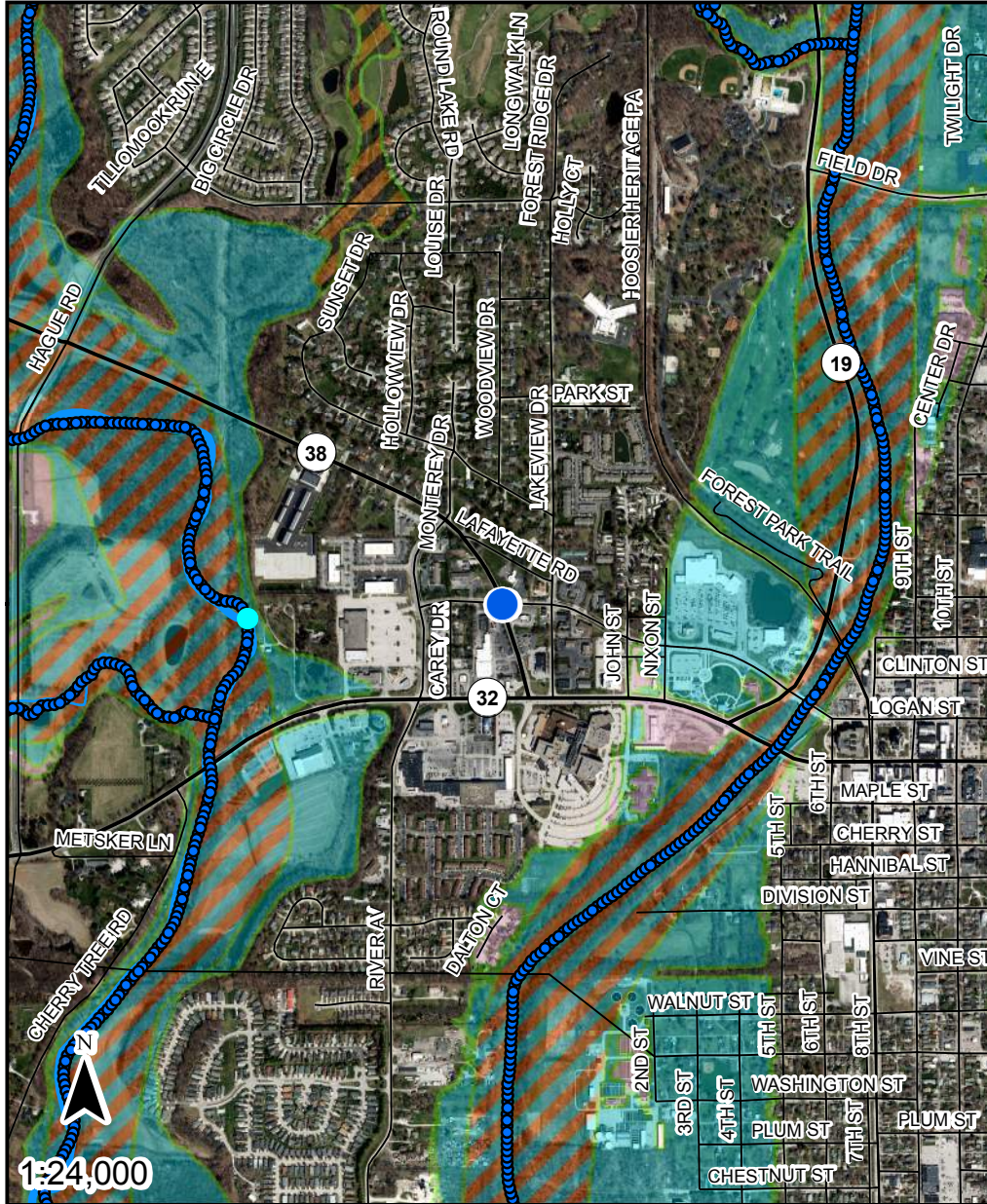
Legend

Wetland Type

-  Freshwater Pond
-  Investigated Area

National Wetlands Inventory Map

Author: Raquel Walker
SR 38 and Logan Street
Intersection Improvement
Hamilton County, Indiana
Des. No. 1901880
A5



- Point of Interest
- Base Flood Elevation Point

Flood Elevation Points

- STUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

1 - 10

100 - 500

> 500

 FEMA Zone AE Floodway; FEMA
Administrative Floodway

 FEMA Zone AE

 Additional Floodplain Area; DNR .2
Percent Flood Hazard

 FEMA Protected by Levee

Point of Interest Coordinates
(WGS84)

Long: **-86.0255531502**

Lat: **40.0491748767**

The information provided below is based on the point of interest shown in the map above.

County: **Hamilton**

Approximate Ground Elevation: **788.4 feet (NAVD88)**

Stream Name:
Cicero Creek

Base Flood Elevation: **762.6 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **Not Mapped**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **Denise Aschleman, Zoning Administrator**

Community Jurisdiction: **City Of Noblesville, ETJ**

Phone: **(317) 776-6325**

Email: **daschleman@noblesville.in.us**

US Army Corps of Engineers District: **Louisville**

Hydric Rating by Map Unit—Hamilton County, Indiana (Des 1901880)



Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey
F9

10/25/2024
Page 1 of 5

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Soil Rating Lines

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Soil Rating Points

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Hamilton County, Indiana
Survey Area Data: Version 25, Aug 27, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 15, 2022—Jun 21, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
UheF	Urban land-Hennepin loam complex, 18 to 50 percent slopes	0	0.1	0.8%
UkbA	Urban land-Miami silt loam complex, 0 to 2 percent slopes	0	5.9	46.9%
UkbB2	Urban land-Miami silt loam complex, 2 to 6 percent slopes, eroded	3	2.4	19.4%
UmjC2	Urban land-Miami silt loam complex, 6 to 12 percent slopes, eroded	5	0.4	3.0%
YhnF	Hennepin loam-Urban land complex, 18 to 50 percent slopes	0	0.0	0.1%
YmsA	Miami silt loam-Urban land complex, 0 to 2 percent slopes	0	3.6	28.8%
YmsB2	Miami silt loam-Urban land complex, 2 to 6 percent slopes, eroded	5	0.1	0.4%
YmsC2	Miami silt loam-Urban land complex, 6 to 12 percent slopes, eroded	5	0.1	0.5%
Totals for Area of Interest			12.5	100.0%



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreet Map contributors, and the GIS user community
 Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



1 in = 400 ft
 1:4,800

0 0.0425 0.085 0.17 Miles

Source: Indiana Department of Environmental Management



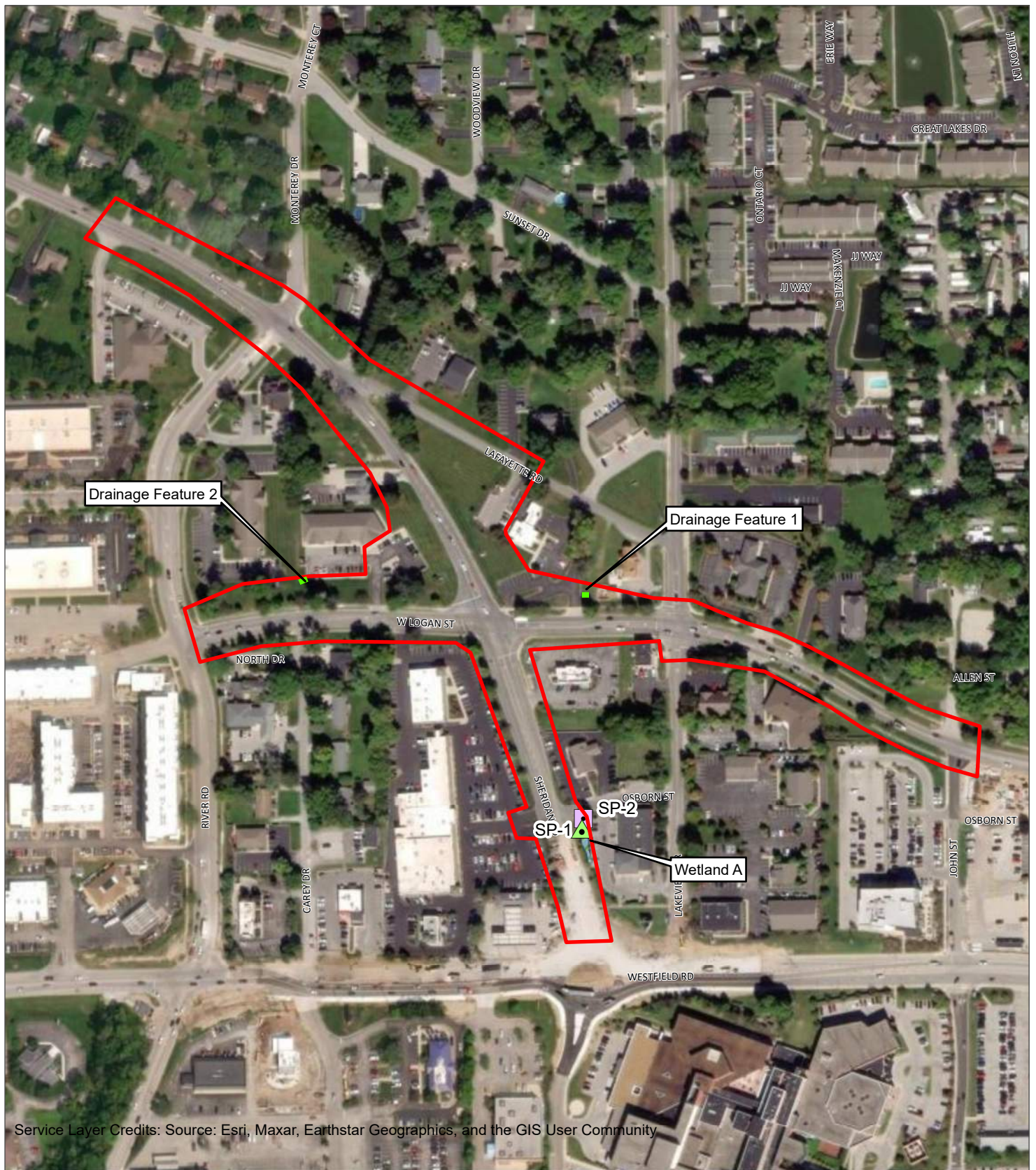
Legend

- Investigated Area
- Watershed - HUC 12

F12

October 28, 2024

Watershed Map
 Author: Raquel Walker
 SR 38 and Logan Street
 Intersection Improvement
 Hamilton County, Indiana
 Des. No. 1901880
 A11



Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Source: BLN Field Investigation

1:3,600

1 in = 300 ft

0 0.0275 0.055 0.11 Miles

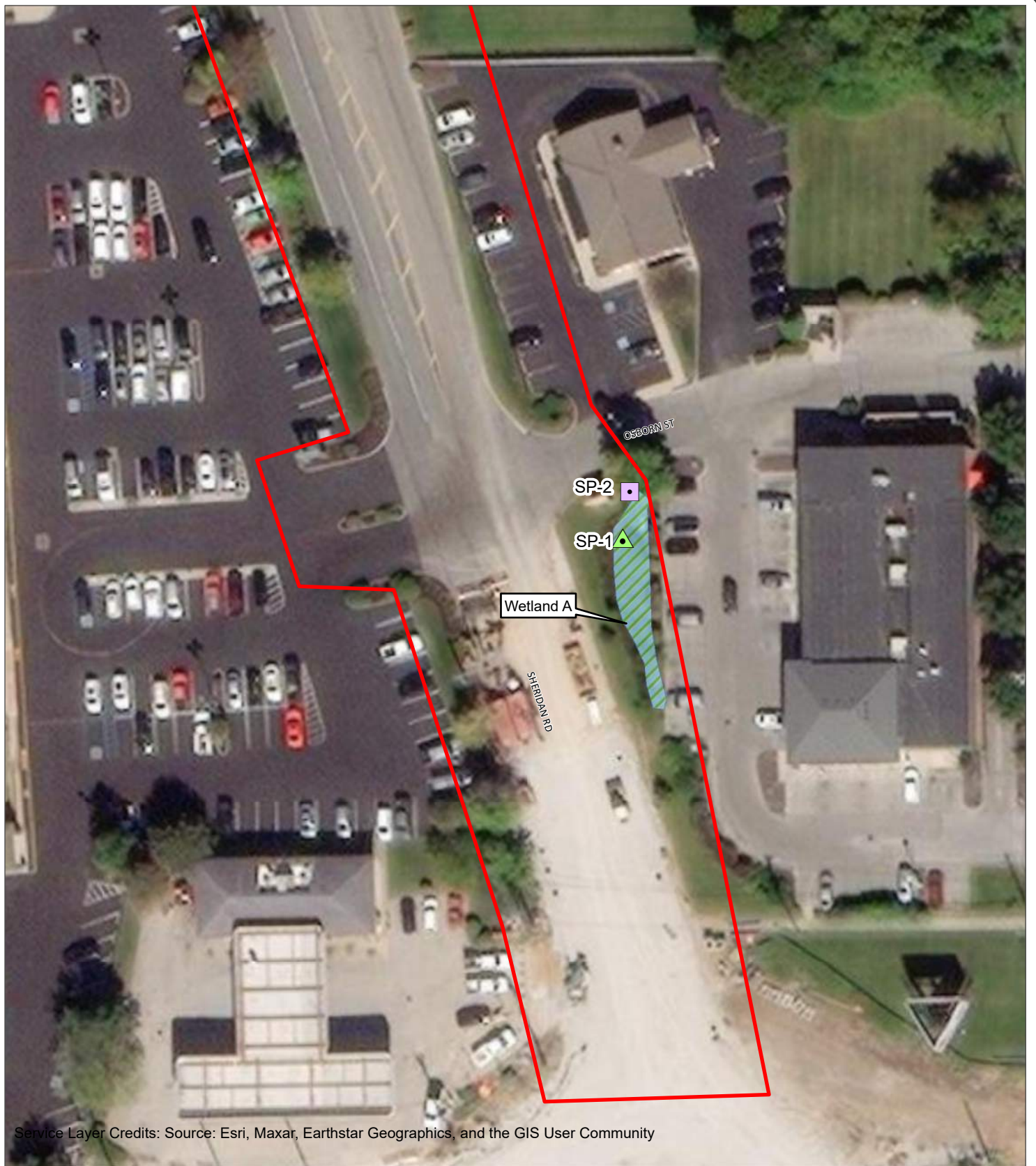
Legend

- ▭ Investigated Area
- ▬ Roadside Ditch
- ▬ Wetland
- ▲ Wetland Soil Point
- Upland Soil Point

F13
October 29, 2024



Water Resources Map
 Author: Raquel Walker
 SR 38 and Logan Street
 Intersection Improvement
 Hamilton County, Indiana
 Des. No. 1901880
 A12



Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Source: BLN Field Investigation
1:725
1 in = 60 ft

0 0.005 0.01 0.02 Miles



Legend

- | | | | |
|--|-------------------|---|--------------------|
|  | Investigated Area |  | Wetland Soil Point |
|  | Wetland |  | Upland Soil Point |

F14
October 29, 2024

Water Resources Map - Zoomed
Author: Raquel Walker
SR 38 and Logan Street
Intersection Improvement
Hamilton County, Indiana
Des. No. 1901880
A13

U.S. Army Corps of Engineers WETLAND DETERMINATION DATA SHEET – Midwest Region See ERDC/EL TR-10-16; the proponent agency is CECW-CO-R	OMB Control #: 0710-0024, Exp:11/30/2024 Requirement Control Symbol EXEMPT: (Authority: AR 335-15, paragraph 5-2a)
--	---

Project/Site: <u>SR 38 - Des 1901880</u>	City/County: <u>Noblesville, Hamilton</u>	Sampling Date: <u>8/3/2022</u>
Applicant/Owner: <u>INDOT</u>	State: <u>IN</u>	Sampling Point: <u>SP-1</u>
Investigator(s): <u>R. Walker</u>	Section, Township, Range: <u>S36, T19N, R4E</u>	
Landform (hillside, terrace, etc.): <u>Depression</u>	Local relief (concave, convex, none): <u>concave</u>	
Slope (%): <u>0</u>	Lat: <u>40.047953</u>	Long: <u>-86.024869</u>
		Datum: <u>NAD83</u>
Soil Map Unit Name: <u>Urban land-Miami silt loam, 0 to 2 percent slopes, eroded (UkbA)</u>		NWI classification: <u>N/A</u>
Are climatic / hydrologic conditions on the site typical for this time of year? Yes <u>X</u> No <u> </u> (If no, explain in Remarks.)		
Are Vegetation <u> </u> , Soil <u> </u> , or Hydrology <u> </u> significantly disturbed? Are "Normal Circumstances" present? Yes <u>X</u> No <u> </u>		
Are Vegetation <u> </u> , Soil <u> </u> , or Hydrology <u> </u> naturally problematic? (If needed, explain any answers in Remarks.)		

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u> Hydric Soil Present? Yes <u>X</u> No <u> </u> Wetland Hydrology Present? Yes <u>X</u> No <u> </u>	Is the Sampled Area within a Wetland? Yes <u>X</u> No <u> </u>
Remarks:	

VEGETATION – Use scientific names of plants.

<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Tree Stratum</th> <th style="text-align: center; border-bottom: 1px solid black;">(Plot size: <u>30</u>)</th> <th style="text-align: center; border-bottom: 1px solid black;">Absolute % Cover</th> <th style="text-align: center; border-bottom: 1px solid black;">Dominant Species?</th> <th style="text-align: center; border-bottom: 1px solid black;">Indicator Status</th> </tr> <tr><td>1. <u>Fraxinus pennsylvanica</u></td><td></td><td style="text-align: center;"><u>2</u></td><td style="text-align: center;"><u>No</u></td><td style="text-align: center;"><u>FACW</u></td></tr> <tr><td>2. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>3. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>4. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>5. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td colspan="2"></td><td style="text-align: center;"><u>2</u></td><td colspan="2" style="text-align: right;">=Total Cover</td></tr> </table> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Sapling/Shrub Stratum</th> <th style="text-align: center; border-bottom: 1px solid black;">(Plot size: <u>15</u>)</th> <th style="text-align: center; border-bottom: 1px solid black;">Absolute % Cover</th> <th style="text-align: center; border-bottom: 1px solid black;">Dominant Species?</th> <th style="text-align: center; border-bottom: 1px solid black;">Indicator Status</th> </tr> <tr><td>1. <u>Fraxinus pennsylvanica</u></td><td></td><td style="text-align: center;"><u>1</u></td><td style="text-align: center;"><u>No</u></td><td style="text-align: center;"><u>FACW</u></td></tr> <tr><td>2. <u>Acer saccharinum</u></td><td></td><td style="text-align: center;"><u>1</u></td><td style="text-align: center;"><u>No</u></td><td style="text-align: center;"><u>FACW</u></td></tr> <tr><td>3. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>4. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>5. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td colspan="2"></td><td style="text-align: center;"><u>2</u></td><td colspan="2" style="text-align: right;">=Total Cover</td></tr> </table> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Herb Stratum</th> <th style="text-align: center; border-bottom: 1px solid black;">(Plot size: <u>5</u>)</th> <th style="text-align: center; border-bottom: 1px solid black;">Absolute % Cover</th> <th style="text-align: center; border-bottom: 1px solid black;">Dominant Species?</th> <th style="text-align: center; border-bottom: 1px solid black;">Indicator Status</th> </tr> <tr><td>1. <u>Typha angustifolia</u></td><td></td><td style="text-align: center;"><u>90</u></td><td style="text-align: center;"><u>Yes</u></td><td style="text-align: center;"><u>OBL</u></td></tr> <tr><td>2. <u>Solidago altissima</u></td><td></td><td style="text-align: center;"><u>5</u></td><td style="text-align: center;"><u>No</u></td><td style="text-align: center;"><u>FACU</u></td></tr> <tr><td>3. <u>Persicaria maculosa</u></td><td></td><td style="text-align: center;"><u>5</u></td><td style="text-align: center;"><u>No</u></td><td style="text-align: center;"><u>FACW</u></td></tr> <tr><td>4. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>5. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>6. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>7. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>8. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>9. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>10. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td colspan="2"></td><td style="text-align: center;"><u>100</u></td><td colspan="2" style="text-align: right;">=Total Cover</td></tr> </table> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Woody Vine Stratum</th> <th style="text-align: center; border-bottom: 1px solid black;">(Plot size: <u>30</u>)</th> <th style="text-align: center; border-bottom: 1px solid black;">Absolute % Cover</th> <th style="text-align: center; border-bottom: 1px solid black;">Dominant Species?</th> <th style="text-align: center; border-bottom: 1px solid black;">Indicator Status</th> </tr> <tr><td>1. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td>2. _____</td><td></td><td></td><td></td><td></td></tr> <tr><td colspan="2"></td><td></td><td></td><td></td></tr> </table>	Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species?	Indicator Status	1. <u>Fraxinus pennsylvanica</u>		<u>2</u>	<u>No</u>	<u>FACW</u>	2. _____					3. _____					4. _____					5. _____							<u>2</u>	=Total Cover		Sapling/Shrub Stratum	(Plot size: <u>15</u>)	Absolute % Cover	Dominant Species?	Indicator Status	1. <u>Fraxinus pennsylvanica</u>		<u>1</u>	<u>No</u>	<u>FACW</u>	2. <u>Acer saccharinum</u>		<u>1</u>	<u>No</u>	<u>FACW</u>	3. _____					4. _____					5. _____							<u>2</u>	=Total Cover		Herb Stratum	(Plot size: <u>5</u>)	Absolute % Cover	Dominant Species?	Indicator Status	1. <u>Typha angustifolia</u>		<u>90</u>	<u>Yes</u>	<u>OBL</u>	2. <u>Solidago altissima</u>		<u>5</u>	<u>No</u>	<u>FACU</u>	3. <u>Persicaria maculosa</u>		<u>5</u>	<u>No</u>	<u>FACW</u>	4. _____					5. _____					6. _____					7. _____					8. _____					9. _____					10. _____							<u>100</u>	=Total Cover		Woody Vine Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species?	Indicator Status	1. _____					2. _____										Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>1</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B) Prevalence Index worksheet: <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Total % Cover of:</th> <th style="text-align: left; border-bottom: 1px solid black;">Multiply by:</th> </tr> <tr><td>OBL species <u>90</u></td><td>x 1 = <u>90</u></td></tr> <tr><td>FACW species <u>9</u></td><td>x 2 = <u>18</u></td></tr> <tr><td>FAC species <u>0</u></td><td>x 3 = <u>0</u></td></tr> <tr><td>FACU species <u>5</u></td><td>x 4 = <u>20</u></td></tr> <tr><td>UPL species <u>0</u></td><td>x 5 = <u>0</u></td></tr> <tr><td>Column Totals: <u>104</u> (A)</td><td><u>128</u> (B)</td></tr> <tr><td colspan="2">Prevalence Index = B/A = <u>1.23</u></td></tr> </table> Hydrophytic Vegetation Indicators: <u> </u> 1 - Rapid Test for Hydrophytic Vegetation <u>X</u> 2 - Dominance Test is >50% <u>X</u> 3 - Prevalence Index is ≤3.0¹ <u> </u> 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet) <u> </u> Problematic Hydrophytic Vegetation¹ (Explain) ¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic. Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u>	Total % Cover of:	Multiply by:	OBL species <u>90</u>	x 1 = <u>90</u>	FACW species <u>9</u>	x 2 = <u>18</u>	FAC species <u>0</u>	x 3 = <u>0</u>	FACU species <u>5</u>	x 4 = <u>20</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>104</u> (A)	<u>128</u> (B)	Prevalence Index = B/A = <u>1.23</u>	
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SOIL

Sampling Point: SP-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-6	10YR 2/1	98	10YR 5/6	2	C	M	Loamy/Clayey	Prominent redox concentrations
6-9	10YR 5/3	85	10YR 5/6	5	C	M	Loamy/Clayey	Distinct redox concentrations
9-18	10YR 5/6	95	10YR 2/1	5	C	M	Loamy/Clayey	Prominent redox concentrations

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:	Indicators for Problematic Hydric Soils ³ :
☐ Histosol (A1)	☐ Coast Prairie Redox (A16)
☐ Histic Epipedon (A2)	☐ Iron-Manganese Masses (F12)
☐ Black Histic (A3)	☐ Red Parent Material (F21)
☐ Hydrogen Sulfide (A4)	☐ Very Shallow Dark Surface (F22)
☐ Stratified Layers (A5)	☐ Other (Explain in Remarks)
☐ 2 cm Muck (A10)	
☐ Depleted Below Dark Surface (A11)	
☐ Thick Dark Surface (A12)	
☐ Sandy Mucky Mineral (S1)	
☐ 5 cm Mucky Peat or Peat (S3)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed): Type: _____ Depth (inches): _____	Hydric Soil Present? Yes <u>X</u> No _____
Remarks:	

HYDROLOGY

Wetland Hydrology Indicators:			
Primary Indicators (minimum of one is required; check all that apply)		Secondary Indicators (minimum of two required)	
☐ Surface Water (A1)	☐ Water-Stained Leaves (B9)	☐ Surface Soil Cracks (B6)	
☐ High Water Table (A2)	☐ Aquatic Fauna (B13)	☒ Drainage Patterns (B10)	
☐ Saturation (A3)	☐ True Aquatic Plants (B14)	☐ Dry-Season Water Table (C2)	
☐ Water Marks (B1)	☐ Hydrogen Sulfide Odor (C1)	☐ Crayfish Burrows (C8)	
☐ Sediment Deposits (B2)	☐ Oxidized Rhizospheres on Living Roots (C3)	☐ Saturation Visible on Aerial Imagery (C9)	
☐ Drift Deposits (B3)	☐ Presence of Reduced Iron (C4)	☐ Stunted or Stressed Plants (D1)	
☐ Algal Mat or Crust (B4)	☐ Recent Iron Reduction in Tilled Soils (C6)	☒ Geomorphic Position (D2)	
☐ Iron Deposits (B5)	☐ Thin Muck Surface (C7)	☒ FAC-Neutral Test (D5)	
☐ Inundation Visible on Aerial Imagery (B7)	☐ Gauge or Well Data (D9)		
☐ Sparsely Vegetated Concave Surface (B8)	☐ Other (Explain in Remarks)		

Field Observations: Surface Water Present? Yes _____ No <u>X</u> Depth (inches): _____ Water Table Present? Yes _____ No <u>X</u> Depth (inches): _____ Saturation Present? Yes _____ No <u>X</u> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes <u>X</u> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks:	

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Midwest Region
See ERDC/EL TR-10-16; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp:11/30/2024
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: SR 38 - Des 1901880 City/County: Noblesville, Hamilton Sampling Date: 8/3/2022
Applicant/Owner: INDOT State: IN Sampling Point: SP-2
Investigator(s): R. Walker Section, Township, Range: S36, T19N, R4E
Landform (hillside, terrace, etc.): hillside Local relief (concave, convex, none): none
Slope (%): 25 Lat: 40.048004 Long: -86.024859 Datum: NAD83
Soil Map Unit Name: Urban land-Miami silt loam, 0 to 2 percent slopes, eroded (UkbA) NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)

Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No
Hydric Soil Present? Yes No X
Wetland Hydrology Present? Yes No X

Is the Sampled Area
within a Wetland? Yes No X

Remarks:

Multiple upland points were attempted on each side of the wetland, but riprap was encountered within 3-6 inches at each location.

VEGETATION – Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species?	Indicator Status
1. <i>Fraxinus pennsylvanica</i>		<u>5</u>	<u>Yes</u>	<u>FACW</u>
2. <u> </u>		<u> </u>	<u> </u>	<u> </u>
3. <u> </u>		<u> </u>	<u> </u>	<u> </u>
4. <u> </u>		<u> </u>	<u> </u>	<u> </u>
5. <u> </u>		<u> </u>	<u> </u>	<u> </u>
		<u>5</u> =Total Cover		

Sapling/Shrub Stratum	(Plot size: <u>15</u>)	Absolute % Cover	Dominant Species?	Indicator Status
1. <u> </u>		<u> </u>	<u> </u>	<u> </u>
2. <u> </u>		<u> </u>	<u> </u>	<u> </u>
3. <u> </u>		<u> </u>	<u> </u>	<u> </u>
4. <u> </u>		<u> </u>	<u> </u>	<u> </u>
5. <u> </u>		<u> </u>	<u> </u>	<u> </u>
		<u> </u> =Total Cover		

Herb Stratum	(Plot size: <u>5</u>)	Absolute % Cover	Dominant Species?	Indicator Status
1. <i>Poa pratensis</i>		<u>58</u>	<u>Yes</u>	<u>FAC</u>
2. <i>Digitaria ischaemum</i>		<u>40</u>	<u>Yes</u>	<u>FACU</u>
3. <i>Medicago lupulina</i>		<u>1</u>	<u>No</u>	<u>FACU</u>
4. <i>Trifolium repens</i>		<u>1</u>	<u>No</u>	<u>FACU</u>
5. <u> </u>		<u> </u>	<u> </u>	<u> </u>
6. <u> </u>		<u> </u>	<u> </u>	<u> </u>
7. <u> </u>		<u> </u>	<u> </u>	<u> </u>
8. <u> </u>		<u> </u>	<u> </u>	<u> </u>
9. <u> </u>		<u> </u>	<u> </u>	<u> </u>
10. <u> </u>		<u> </u>	<u> </u>	<u> </u>
		<u>100</u> =Total Cover		

Woody Vine Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species?	Indicator Status
1. <u> </u>		<u> </u>	<u> </u>	<u> </u>
2. <u> </u>		<u> </u>	<u> </u>	<u> </u>
		<u> </u> =Total Cover		

Dominance Test worksheet:

Number of Dominant Species That
Are OBL, FACW, or FAC: 2 (A)
Total Number of Dominant Species
Across All Strata: 3 (B)
Percent of Dominant Species That
Are OBL, FACW, or FAC: 66.7% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species <u>0</u>	x 1 = <u>0</u>
FACW species <u>5</u>	x 2 = <u>10</u>
FAC species <u>58</u>	x 3 = <u>174</u>
FACU species <u>42</u>	x 4 = <u>168</u>
UPL species <u>0</u>	x 5 = <u>0</u>
Column Totals: <u>105</u> (A)	<u>352</u> (B)
Prevalence Index = B/A = <u>3.35</u>	

Hydrophytic Vegetation Indicators:

 1 - Rapid Test for Hydrophytic Vegetation
X 2 - Dominance Test is >50%
 3 - Prevalence Index is ≤3.0¹
 4 - Morphological Adaptations¹ (Provide supporting
data in Remarks or on a separate sheet)
 Problematic Hydrophytic Vegetation¹ (Explain)
¹Indicators of hydric soil and wetland hydrology must
be present, unless disturbed or problematic.

**Hydrophytic
Vegetation
Present?**

Yes X No

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: SP-2

[illegible]

HYDROLOGY

Wetland Hydrology Indicators:			
<u>Primary Indicators (minimum of one is required; check all that apply)</u>		<u>Secondary Indicators (minimum of two required)</u>	
☐ Surface Water (A1)	☐ Water-Stained Leaves (B9)	☐ Surface Soil Cracks (B6)	
☐ High Water Table (A2)	☐ Aquatic Fauna (B13)	☐ Drainage Patterns (B10)	
☐ Saturation (A3)	☐ True Aquatic Plants (B14)	☐ Dry-Season Water Table (C2)	
☐ Water Marks (B1)	☐ Hydrogen Sulfide Odor (C1)	☐ Crayfish Burrows (C8)	
☐ Sediment Deposits (B2)	☐ Oxidized Rhizospheres on Living Roots (C3)	☐ Saturation Visible on Aerial Imagery (C9)	
☐ Drift Deposits (B3)	☐ Presence of Reduced Iron (C4)	☐ Stunted or Stressed Plants (D1)	
☐ Algal Mat or Crust (B4)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Geomorphic Position (D2)	
☐ Iron Deposits (B5)	☐ Thin Muck Surface (C7)	☐ FAC-Neutral Test (D5)	
☐ Inundation Visible on Aerial Imagery (B7)	☐ Gauge or Well Data (D9)		
☐ Sparsely Vegetated Concave Surface (B8)	☐ Other (Explain in Remarks)		
Field Observations:			
Surface Water Present?	Yes ☐ No ☐	Depth (inches):	
Water Table Present?	Yes ☐ No ☐	Depth (inches):	
Saturation Present?	Yes ☐ No ☐	Depth (inches):	
(includes capillary fringe)		Wetland Hydrology Present? Yes ☐ No ☒	
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:			
Remarks:			

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 10/30/2024

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Raquel Walker, Beam, Longest and Neff, 8320 Craig Street, Indianapolis, IN46250

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: Des No. 1901880 - Intersection Improvement Project on SR 38 & Logan Street
(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Indiana County/parish/borough: Hamilton City: Noblesville

Center coordinates of site (lat/long in degree decimal format):

Lat.: 40.049198 Long.: -86.025589

Universal Transverse Mercator: NAD83

Name of nearest waterbody: White River

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Wetland A	40.047953	-86.024869	0.024 ac.	Wetland	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- ☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: Figures A1-A13.
- ☒ Data sheets prepared/submitted by or on behalf of the PJD requestor.
☐ Office concurs with data sheets/delineation report.
☐ Office does not concur with data sheets/delineation report. Rationale: _____.
- ☐ Data sheets prepared by the Corps: _____.
- ☐ Corps navigable waters' study: _____.
- ☐ U.S. Geological Survey Hydrologic Atlas: _____.
☐ USGS NHD data.
☐ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: Noblesville Indiana 7.5 Minute Series.
- ☒ Natural Resources Conservation Service Soil Survey. Citation: USDA NRCS Soil Survey Geographic (SSURGO) Database Hamilton County, Indiana.
- ☒ National wetlands inventory map(s). Cite name: NWI accessed 2022.
- ☐ State/local wetland inventory map(s): _____.
- ☒ FEMA/FIRM maps: Figure A6.
- ☐ 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date): ESRI World Imagery 2014.
or ☒ Other (Name & Date): Ground level photographs dated August 3, 2022.
- ☐ Previous determination(s). File no. and date of response letter: _____.
- ☐ Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD

Rachel Walker 10/30/2024

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Appendix G

Public Involvement

NOTICE OF SURVEY
July 1, 2022

Sample Notice of Survey Letter

Re: Intersection Improvement Project
State Road (SR) 38 and Logan Street
Hamilton County, Indiana
Des. No. 1901880

Dear Property Owner:

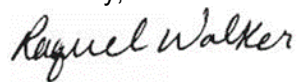
County records indicate that you own or occupy property near the proposed intersection improvement project on SR 38 and Logan Street in Noblesville, Hamilton County, Indiana. As representatives of the Indiana Department of Transportation (INDOT), Beam, Longest and Neff LLC (BLN), or other consultants will be conducting field and environmental surveys in the near future. As your property borders the project area, personnel may need to come onto your property to complete this work. This is permitted by law per Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

The environmental surveys may include but are not limited to archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), identification and mapping of wetlands and waterways (which may involve shovel probing of potential wetland areas), taking photographs of the area (including infrastructure, roads, residential properties, and commercial properties), a historical review of the properties within the vicinity, evaluation of land use, and various other environmental studies. The information we obtain from such surveys and studies is necessary for the proper planning and designing of this project.

At this stage, we generally do not know what effect, if any, our project may eventually have on your property. If it is determined that your property is involved, you will be contacted with additional information.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems occur, please contact the Project Manager, Mr. Andrew Plough, at Beam, Longest and Neff at (317) 849-5832.

Sincerely,



Raquel Walker
Senior Environmental Analyst
Beam, Longest and Neff LLC

Appendix H

Air Quality



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204
317-226-7475
317-226-7341

March 19, 2026

In Reply Refer To:
HDA-IN

Mr. Louis Feagans, PE
Managing Director of System Performance and Transportation Policy
Indiana Department of Transportation (INDOT)
100 North Senate Avenue
Indianapolis, IN 46204

Dear Mr. Feagans:

FHWA has completed its review of the INDOT's MPO Amendment 4 to the FY 2026-2030 Indiana Statewide Transportation Improvement Program (STIP) dated January 22, 2026, and revised on March 18, 2026, due to FHWA's comments. This amendment is for the inclusion of the following documents by reference:

- Area Plan Commission of Tippecanoe County (APCTC)
https://www.in.gov/indot/files/STIP_A26-MPO-04-ATCAPC.pdf
- Indianapolis Metropolitan Planning Organization (IMPO)
https://www.in.gov/indot/files/STIP_A26-MPO-04-IMPO.pdf
- Madison County Council of Governments (MCCOG)
https://www.in.gov/indot/files/STIP_A26-MPO-04-MCCOG.pdf
- Michiana Area Council of Governments (MACOG)
https://www.in.gov/indot/files/STIP_A26-MPO-04-MACOG.pdf
- Northwestern Indiana Regional Planning Commission (NIRPC)
https://www.in.gov/indot/files/STIP_A26-MPO-04-NIRPC.pdf

INDOT, APCTC, IMPO, MCCOG, MACOG, and NIRPC have re-demonstrated fiscal constraint, air quality conformity, and provided opportunity for public comment and involvement, where applicable, regarding the documents identified above. The Federal Highway Administration (FHWA) considers this amendment to be in substantial compliance with the applicable requirements as sufficient to support a consistency finding for the STIP.

FHWA and the Federal Transit Administration (FTA) take formal action, through the development of the Federal Planning Finding (FPF), to evaluate and ensure that the STIP and MPO TIPs are developed according to statewide and metropolitan planning processes consistent with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303 and 5304, as well as 23 CFR part 450, 500, and 49 CFR part 613. FHWA and FTA are required under 23 CFR 450.220 (b) to document and issue an FPF in conjunction with the approval of the STIP, or amended STIP. Based on the

recently conducted FPF (dated August 28, 2025), FHWA and FTA find that the amended Indiana FY 2026-2030 STIP substantially meets the transportation planning requirements and is approving the amended STIP (as recorded in MPO Amendment 4) subject to the corrective actions outlined in the FPF. FHWA and FTA will continue to partner with the INDOT to ensure the previously developed action plan is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY 2026-2030 STIP may not be approved by USDOT.

FHWA only recognizes years 2026-2029 in the STIP. Any projects and/or phases of projects added in years outside of 2026-2029 are considered illustrative, and thus ineligible for federal funding at this time.

Should you have any questions regarding this approval, please contact Paige Story at 317-226-7476 or e-mail at paige.story@dot.gov.

Sincerely,

**Paige
Story**

Digitally signed
by Paige Story
Date: 2026.03.19
09:52:11 -04'00'

For: Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

Enclosure

cc: Michael McNeil, INDOT
April Leckie, INDOT
Jay Mitchell, INDOT
Erica Tait, FHWA
Paige Story, FHWA



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

March 18, 2026

Mr. Christopher J Hall, Interim Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Dear Mr. Hall:

The Indiana Department of Transportation requests the projects listed in STIP Amendment A26-MPO-04 to be incorporated into the 2026-2029 Statewide Transportation Improvement Program (STIP). Any projects and/or phases of projects added in years outside of 2026-2029 are considered illustrative, and thus ineligible for federal funding at this time.

The required Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) documents have been included in this request and duly noted in the Amendment. We have determined that the proposed amendments are: 1) consistent with the transportation plan; 2) the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects; and 3) conform to state and national air quality standards.

- Lafayette - Area Plan Commission of Tippecanoe County (APC)

[STIP_A26-MPO-04-ATCAPC.pdf](#)

The total dollar amount of this amendment is \$150,000 for fiscal years 2026, which has been verified with FHWA.

The total dollar amount of this amendment is \$550,000 for fiscal years 2028, which has been verified with FHWA.

The total dollar amount of this amendment is \$700,000 for fiscal years 2026-2029, which has been verified with FHWA.

- Indianapolis - Indianapolis Metropolitan Planning Organization (IMPO)

[STIP_A26-MPO-04-IMPO.pdf](#)

The total dollar amount of this amendment is \$35,865,431 for fiscal years 2026, which has been verified with FHWA.

The total dollar amount of this amendment is \$38,746,799 for fiscal years 2027, which has been verified with FHWA.

The total dollar amount of this amendment is \$37,207,952 for fiscal years 2028, which has been verified with FHWA.

The total dollar amount of this amendment is \$18,144,899 for fiscal years 2029, which has been verified with FHWA.

The total dollar amount of this amendment is \$129,965,081 for fiscal years 2026-2029, which has been verified with FHWA.

The total dollar amount of this amendment is \$138,266,621 for fiscal years 2026-2029, which has been verified with FHWA.

- South Bend - Michiana Area Council of Governments (MACOG)

[STIP_A26-MPO-04-MACOG.pdf](#)

The total dollar amount of this amendment is \$37,250 for fiscal years 2026, which has been verified with FHWA.

The total dollar amount of this amendment is \$37,250 for fiscal years 2026-2029, has been verified with FHWA.

- Anderson - Madison County Council of Governments (MCCOG)

[STIP_A26-MPO-04-MCCOG.pdf](#)

The total dollar amount of this amendment is \$724,520 for fiscal years 2026, which has been verified with FHWA.

The total dollar amount of this amendment is \$1,400 for fiscal years 2027, which has been verified with FHWA.

The total dollar amount of this amendment is \$3,043,467 for fiscal years 2028, which has been verified with FHWA.

The total dollar amount of this amendment is \$3,088,000 for fiscal years 2029, has been verified with FHWA.

The total dollar amount of this amendment is \$6,857,387 for fiscal years 2026-2029, which has been verified with FHWA.

- Northwestern Indiana Regional Planning Commission (NIRPC)

[STIP_A26-MPO-04-NIRPC.pdf](#)

The total dollar amount of this amendment is \$3,879,500 for fiscal years 2026, which has been verified with FHWA.

The total dollar amount of this amendment is \$5,763,490 for fiscal years 2027, which has been verified with FHWA.

The total dollar amount of this amendment is \$1,930,000 for fiscal years 2028, which has been verified with FHWA.

The total dollar amount of this amendment is \$4,872,178 for fiscal years 2026, which has been verified with FHWA.

The total dollar amount of this amendment is \$16,445,168 for fiscal years 2026-2029, which has been verified with FHWA.

The grand total dollar amount of this amendment is \$154,004,886 for fiscal years 2026-2029, which has been verified with FHWA.

We request your review and approval of the subject amendment. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at (317) 232-0223 or at

mmcneil@indot.in.gov.

Sincerely,

A handwritten signature in blue ink that reads "Michael McNeil". Below the signature, the word "for" is written in a smaller, cursive script.

April Leckie, Planning Manager
Intermediate Range Planning Division

QUARTER Q4, 2025 INDOT 26-02.2

<u>LEAD AGENCY</u>	<u>DES NUM</u>	<u>DES NUM 2</u>	<u>ROAD/TRAIL</u>	<u>PROJECT TITLE</u>	<u>TYPE</u>	<u>EXEMPT?</u>	<u>TOTAL</u>	<u>TOTAL DIFF</u>	<u>PHASE</u>	<u>\$FY</u>	<u>FED FUNDS</u>	<u>LINE TOTAL</u>	<u>FED TOTAL</u>	<u>FED %</u>	<u>STATE TOTAL</u>	<u>STATE %</u>	<u>JUSTIFICATION</u>	<u>ACTION PROPOSED</u>
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
PRIOR	INDOT	1901880	2400113, 2500934	SR 38	SR 38 & Logan St. Roundabout	Intersection Improvement, Roundabout	Exempt	\$2,982,065	-	-	-	\$-	\$-	-	-	-		
PROPOSED								\$5,528,406	\$2,546,341	CN	SFY 2027 STATE TAD	\$1,115,632	\$400,000	67%	\$520,495	10%	Des 1901880 increase FY27 CN by \$4,204,950; Fed-Other new total \$3,784,455 State Other new total \$420,495; updated letting date - SDoyle 9/8/25	
PRIOR									CN	SFY 2026 STPSM		\$2,041,820	\$553,456	29%	\$138,364	7%		
PROPOSED									CN	SFY 2027 STPSM		\$748,814	\$153,456	67%	\$-	-		
PRIOR									PE/PL	SFY 2025 STPSM		\$540,245	\$216,098	40%	\$324,147	60%		
PROPOSED									-	-	-	\$-	\$-	-	-	-		



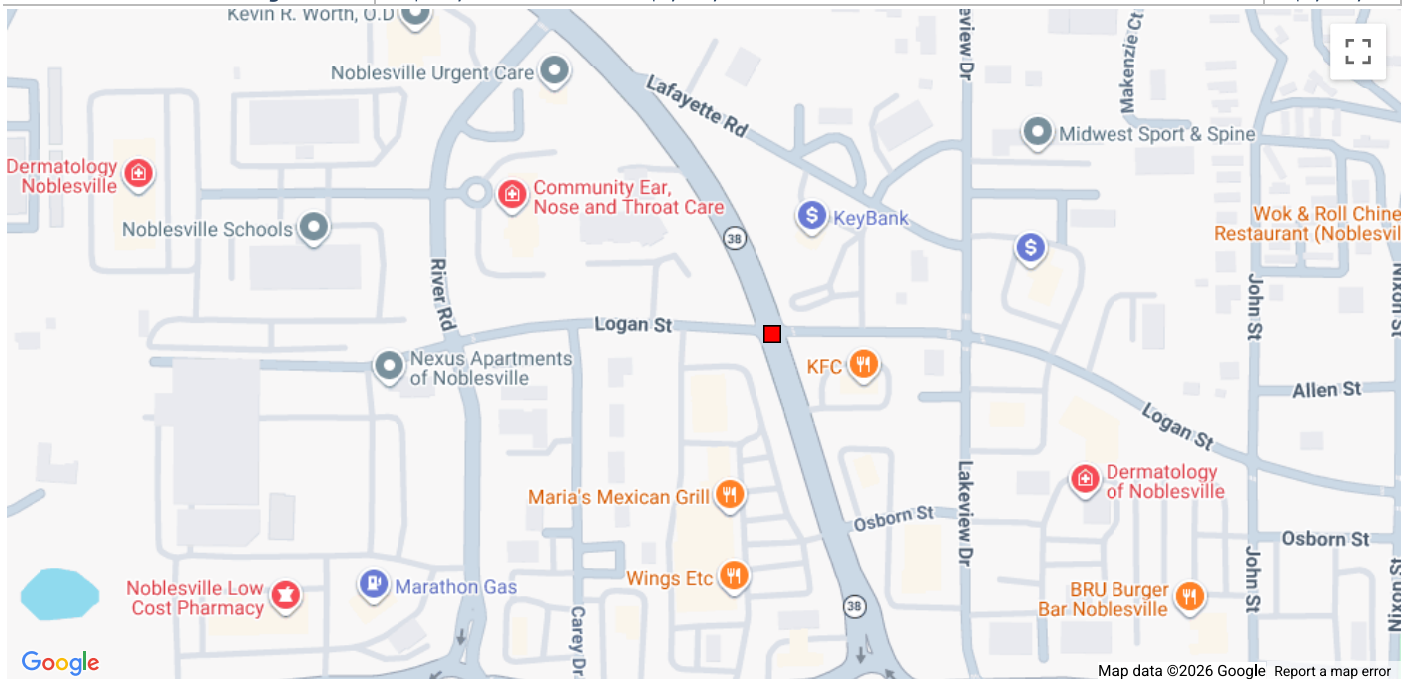
Project Overview | Funding History | Amendment History

<< Go Back

SR 38 & Logan St. Roundabout (1901880)

Des Number	1901880	Amendment	26-02.2 INDOT	Exempt Category	Exempt	Est Total Project Cost	\$5,528,406
Lead Agency	INDOT	Contact (ERC)		INDOT District	Greenfield	County	Hamilton
Project Type	Intersection Improvement, Roundabout	Letting Date		Functional Classification	Other Principal Arterial	Bike/Ped Component(s)	No
Secondary Des Number	2400113, 2500934						
Title	SR 38 & Logan St. Roundabout						
Limits	Nearest Crossstreet: Logan Street						
Description	Intersection Improvement Roundabout						

Phase	Fund Source	Prior SFY	SFY2026	SFY2027	SFY2028	SFY2029	SFY2030	Future SFY	Total
PE	FEDERAL - State STBG	\$180,000	-	-	-	-	-	-	\$180,000
PE	STATE - Other	\$20,000	-	-	-	-	-	-	\$20,000
	Total Preliminary Engineering	\$200,000	-	-	-	-	-	-	\$200,000
RW	FEDERAL - State STBG	\$160,000	-	-	-	-	-	-	\$160,000
RW	STATE - Other	\$40,000	-	-	-	-	-	-	\$40,000
	Total Right of Way	\$200,000	-	-	-	-	-	-	\$200,000
CN	FEDERAL - Other	-	-	\$3,784,455	-	-	-	-	\$3,784,455
CN	FEDERAL - State STBG	-	-	\$153,456	-	-	-	-	\$153,456
CN	FEDERAL - State TAP	-	-	\$400,000	-	-	-	-	\$400,000
CN	LOCAL - Other	-	-	\$270,000	-	-	-	-	\$270,000
CN	STATE - Other	-	-	\$520,495	-	-	-	-	\$520,495
	Total Construction	-	-	\$5,128,406	-	-	-	-	\$5,128,406
	Total Programmed	\$400,000	-	\$5,128,406	-	-	-	-	\$5,528,406



Appendix I

Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800017	1800017	Hamilton	Forest Park & Trail, White River Access Site
1800058	1800058	Hamilton	Forest Park & Trail, White River Access Site
1800128	1800128	Hamilton	Morse Park & Beach
1800198	1800198	Hamilton	Cicero Community Park
1800236	1800236	Hamilton	Forest Park & Trail, White River Access Site
1800493	1800493	Hamilton	Flowing Well Park
1800502	1800502	Hamilton	Cool Creek County Park
1800519	1800519	Hamilton	Taylor Property
1800551	1800551	Hamilton	MacGregor Park
1800581	1800581	Hamilton	MacGregor Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Raquel Walker

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Thursday, February 9, 2023 5:03 PM
To: Raquel Walker
Cc: Passmore, Andrew D
Subject: EJ Analysis For Des 1901880
Attachments: Des 1901880 EJ Analysis.pdf

Follow Up Flag: Follow up
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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

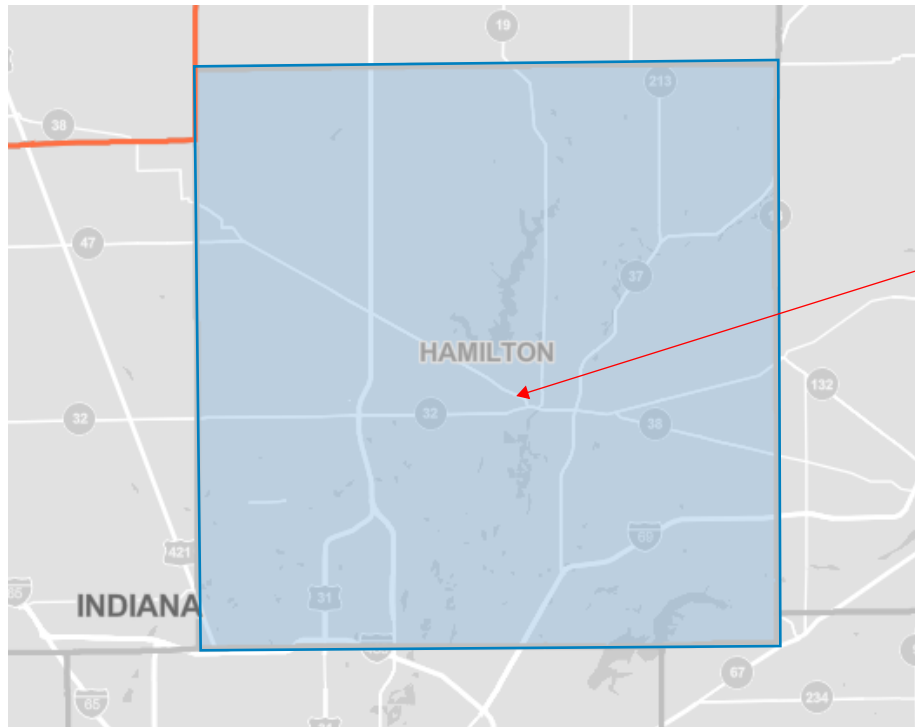
INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require minimal right-of-way, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

Environmental Justice (EJ) Analysis

SR 38 & Logan Street
Hamilton County, Indiana
Des. No. 1901880

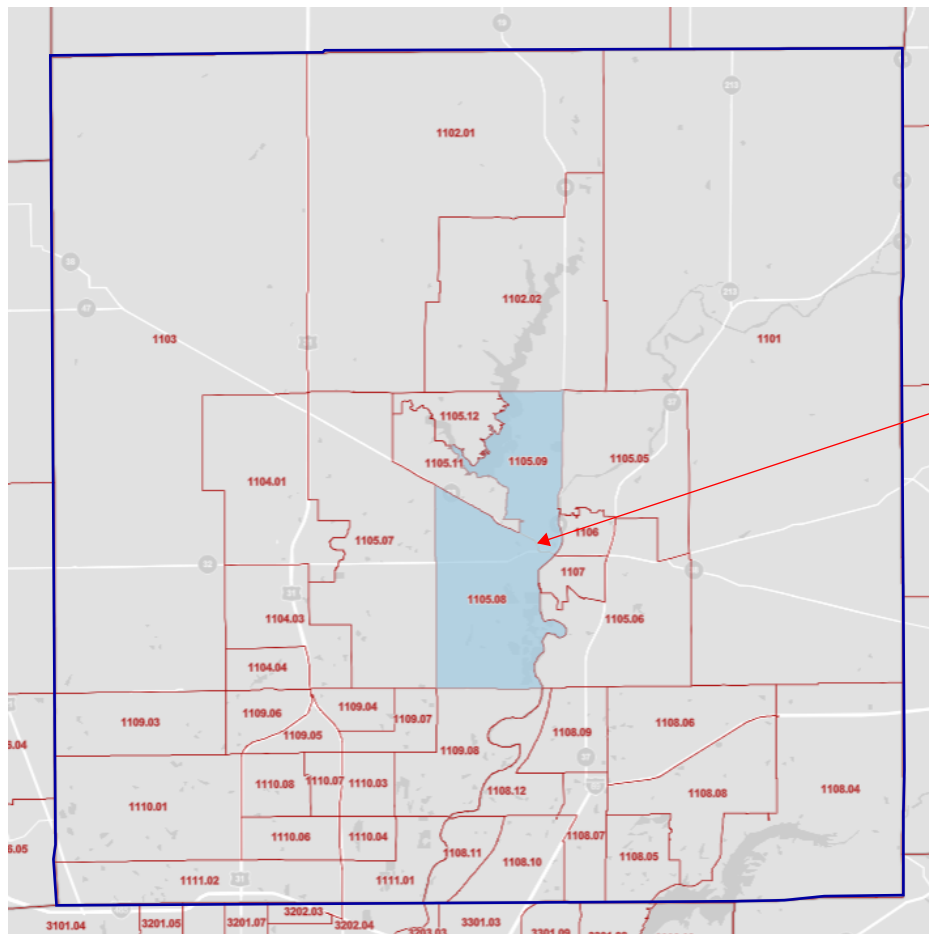
	Community of Concern (COC)	Affected Community (AC 1)	Affected Community (AC 2)
	Hamilton County, Indiana	Census Tract 1105.08	Census Tract 1105.09
Income			
Total population for the purpose of surveying poverty income:	307,705	10,410	5,569
Population with income in the past 12 months below poverty	15,322	564	450
Percent Low Income	4.98%	5.42%	8.08%
<i>125% of COC</i>	6.22%		
Potential Low-income EJ Concern?		No	Yes
Race			
Total Population for the purpose of surveying race:	309,687	10,820	5,569
Total population non-hispanic/latino; white alone:	261,564	9,375	4,851
Number of Minorities	48,123	1445	718
Percent of Minorities	15.54%	13.35%	12.89%
<i>125% of COC</i>	19.42%		
Potential Minority EJ Concern?		No	No

Community of Concern (COC)



Project Location

Affected Communities (ACs)



Project Location

B03002 | HISPANIC OR LATINO ORIGIN BY RACE2017: ACS 5-Year Estimates Detailed Tables ▼ | Universe: Total population

Notes Geos Years Topics Surveys Codes Hide Transpose Margin of Error Restore Excel CSV ZIP Print More Data Map

	Hamilton County, Indiana		Census Tract 1105.08, Hamilton County, Indiana		Census Tract 1105.09, Hamilton County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	309,687	*****	10,820	±519	5,569	±359
▼ Not Hispanic or Latino:	297,847	*****	10,113	±472	5,257	±377
White alone	261,564	±334	9,375	±565	4,851	±397
Black or African American alone	11,141	±610	116	±80	181	±190
American Indian and Alaska Native alone	439	±173	0	±18	0	±16
Asian alone	17,799	±547	232	±199	173	±144
Native Hawaiian and Other Pacific Islander alone	9	±16	0	±18	0	±16
Some other race alone	605	±350	60	±60	0	±16
▼ Two or more races:	6,290	±897	330	±208	52	±80
Two races including Some other race	341	±230	0	±18	0	±16
Two races excluding Some other race, and three or more races	5,949	±852	330	±208	52	±80
▼ Hispanic or Latino:	11,840	*****	707	±302	312	±199
White alone	9,031	±600	523	±298	248	±173
Black or African American alone	103	±74	3	±8	0	±16
American Indian and Alaska Native alone	16	±25	0	±18	0	±16
Asian alone	134	±118	28	±46	0	±16
Native Hawaiian and Other Pacific Islander alone	0	±27	0	±18	0	±16
Some other race alone	1,922	±553	99	±123	64	±105
▼ Two or more races:	634	±270	54	±77	0	±16
Two races including Some other race	358	±201	0	±18	0	±16
Two races excluding Some other race, and three or more races	276	±166	54	±77	0	±16

B17001 | POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE2017- ACS 5-Year Estimates Detailed Tables  | Universe: Population for whom poverty status is determined

 Notes
  Geos
  Years
  Topics
  Surveys
  Codes
  Hide
  Transpose
  Margin of Error
  Restore
  Excel
  CSV
  ZIP
  Print
  More Data
  Map

	Hamilton County, Indiana		Census Tract 1105.08, Hamilton County, Indiana		Census Tract 1105.09, Hamilton County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	307,705	±379	10,410	±513	5,569	±359
▼ Income in the past 12 months below poverty level:	15,322	±1,560	564	±262	450	±244
▼ Male:	6,407	±799	238	±154	182	±126
Under 5 years	466	±147	41	±53	24	±29
5 years	196	±99	0	±18	0	±16
6 to 11 years	1,271	±380	87	±86	29	±33
12 to 14 years	493	±190	46	±72	57	±50
15 years	119	±69	20	±33	0	±16
16 and 17 years	136	±94	0	±18	0	±16
18 to 24 years	587	±224	0	±18	0	±16
25 to 34 years	612	±199	10	±17	12	±19
35 to 44 years	970	±235	23	±35	51	±65
45 to 54 years	759	±214	11	±18	9	±14
55 to 64 years	489	±163	0	±18	0	±16
65 to 74 years	171	±81	0	±18	0	±16
75 years and over	138	±100	0	±18	0	±16
▼ Female:	8,915	±940	326	±132	268	±144
Under 5 years	468	±169	61	±39	0	±16
5 years	253	±164	0	±18	0	±16
6 to 11 years	731	±211	12	±19	36	±42
12 to 14 years	399	±159	12	±18	26	±29
15 years	173	±102	0	±18	13	±20
16 and 17 years	300	±136	0	±18	12	±20
18 to 24 years	1,096	±265	15	±25	24	±26
25 to 34 years	1,547	±240	121	±77	32	±33
35 to 44 years	1,249	±265	20	±32	78	±82
45 to 54 years	1,065	±263	44	±48	11	±18
55 to 64 years	865	±253	23	±37	27	±32
65 to 74 years	406	±148	18	±28	9	±15
75 years and over	363	±135	0	±18	0	±16

REVISED ENGINEERING ASSESSMENT REPORT

SR 38 and Logan Street Intersection Improvement Noblesville, IN

Des. No. 1901880 Contract No. T-42227

Date: July 2020
Revised: April 12, 2022



PREPARED FOR:

PREPARED BY: BEAM, LONGEST & NEFF

Indiana Department of Transportation - Greenfield District



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ENGINEERING ASSESSMENT REPORT

PROJECT NUMBER: 1901880

DESIGNATION NUMBER: 1901880

**PROJECT LOCATION: Intersection for SR 38 and Logan Street in Section 36, T-19-N, R-4-E,
Noblesville Township, Hamilton County, Indiana**

RP 56+0.44 to RP 56+0.75

LATITUDE: N 40° 02' 57" LONGITUDE: W 86° 01' 32"

1. PURPOSE OF REPORT

The purpose of this report is to re-evaluate the engineering assessment phase of the project development and outline the intended scope of improvements and any subsequent activities that may be required prior to construction. This report will present project specific information regarding the survey, design, any environmental concerns, potential impacts to right-of-way, project alternatives, and estimated costs. The preferred alternative identified in this document is considered pre-decisional, pending concurrence from INDOT.

The original Engineering Assessment Report was approved by INDOT on August 7, 2020. In October of 2020, new projected traffic data was provided to INDOT by the City of Noblesville which required a re-valuation of the capacity of the proposed project. Review staff in Central Office also had concerns about the capacity of the original recommended alternative in the design year of the project. The changes in projected traffic and the capacity concerns resulted in a re-evaluation of the alternatives and this revision to the original Engineering Assessment Report (EAR). Revised information for the project is provided in the Traffic Data and Project Alternatives sections of this report.

2. PROJECT LOCATION

The project is located at the intersection of SR 38 and Logan Street in Section 36, T-19-N, R-4-E within Noblesville, Indiana. This project is in the Indiana Department of Transportation's Greenfield District. Maps of the project location are provided in Appendix A. The maps include the Statewide Map, a project aerial, and a topographic map.

3. PROJECT PURPOSE AND NEED

The need for this project is based on a history of crashes at the existing signalized intersection of SR 38 and Logan Street. Between 2015 and 2019, 46 crashes were recorded. Of these forty-six crashes, twenty-four are related to excessive speed and nineteen are related to turning movements. Sixteen of the forty-six crashes resulted in a total of twenty-eight injuries during this timeframe. Additionally, traffic from the adjacent side streets attempting to enter SR 38 experience long delays during the AM and PM Peak hours.

The purpose of this project is to reduce backups/congestion on the side streets, increase the capacity and safety of the intersection by improving the intersection geometry and providing additional countermeasures such as signing and pavement markings.

An Interlocal Cooperative Agreement has been established between the City of Noblesville and INDOT to improve SR 32 and SR 38 for the purpose of improving safety, mobility, and to accommodate future economic growth in the area. See Appendix B for a copy of the Interlocal Cooperative Agreement.

4. EXISTING FACILITIES

Road History

Per the Functional Classification Map, the portion of SR 38 that this intersection is located on is classified as a Principal Arterial and is not part of the National Highway System. This project is located in an urban area and has level terrain. The posted speed limit at the project location is 35 mph. Plans were received from INDOT Archives for Project No. 251 Sec. B1; corridor improvement project from 1933 which is within the current project limits. The existing characteristics of the roadway are shown in Table 1 below.

Table 1: SR 38 Roadway Characteristics	
Functional Classification	Principal Arterial
No. of Effective Lanes	2
Lane Width	± 12'
Shoulder Width	± 0'
Roadside Drainage	Open, Poorly Graded, Ditches
Posted Speed Limit (mph)	35
National Highway System	No

Pavement Condition

There are plans on file for the 1933 corridor improvement project completed on SR 38 for approximately 0.06 miles starting from SR 32. At the time, this was a new corridor project. No typical section for this roadway was provided in the plans that were on file.

Table 2 provides a list of projects with the work type that performed in the project area.

Table 2: SR 38 Pavement History			
Des. No.	Contract No.	Work Type	Location
0500793	RS-28451	HMA Overlay, Preventative Maintenance	SR 38 from US 31 to SR 32
1700806	RS-40587	HMA Overlay, Preventative Maintenance	SR 38 from Lindley Farm Rd. to SR 32 West JCT
9027485	RS-20554	Partial 3-R	SR 38 from US 31 (RP 50.3) to West JCT with SR 32 (RP 56.5)
9567326	M-22307	-	SR 38 from White River Bridge to SR 37 in Noblesville

Table 2: SR 38 Pavement History - Continued

Des. No.	Contract No.	Work Type	Location
9706540	R-28954	HMA Overlay, Preventative Maintenance	SR 38; from 0.59 miles Southeast of US 31 to 0.14 miles West of SR 32 (RP 50+87 to 56+58)
7811369	RS-11369	HMA Overlay, Minor Structural	SR 38 from 5.13 miles East of US 31 to SR 32

Road cores were taken as a part of the HMA Overlay Preventative Maintenance (Des. No. 1700806) project that was let in 2019. There were two cores taken along SR 38 on either side of the SR 38 and Logan Street intersection. The core to the north of Logan Street indicated that the pavement consisted of 10 inches of asphalt and 6 inches of concrete pavement. The core to the south of Logan Street indicated that the pavement consisted of 12 inches of asphalt.

Based on the project type, road cores will need to be taken during the geotechnical investigation to determine the exact pavement characteristics present at the project site. The existing pavement exhibits surface cracking as well as longitudinal and transverse cracking. Photos of the existing roadway conditions are provided in Appendix C.

Drainage

Roadway drainage along SR 38 is drained through a mixture of roadside ditches and enclosed storm sewer that is conveyed east towards an Unnamed Tributary of Cicero Creek. Drainage north of Logan Street is conveyed through roadside ditches and ultimately flows to a catch basin that is located northeast of the intersection. Surface runoff from the roadway and adjacent parcels south of Logan Street is collected by storm sewer system. Land use in the project area is predominately commercial properties. A field visit was conducted, and a catch basin is located on the east side of SR 38, northeast of the intersection. At the time of the field visit, the outlet of the catch basin was not able to be determined.

There is one culvert located approximately 0.06 miles west of the intersection. The information provided from INDOT indicated that the condition of this structure is unknown and that it is covered with debris and dirt. There are manholes and inlets located west of the intersection that are part of the city storm sewer system. The structure and inlets receive surface runoff from properties located along Lafayette Road and SR 38. This water flows east through the culverts and ultimately into an Unnamed Tributary of Cicero Creek. For additional information, see Appendix D for National Wetlands Inventory information in the project area.

Land Use

The SR 38 corridor west of Noblesville leaves the urban area of the City at Logan Street. West of Logan Street, the corridor is intermittently developed and consists of primarily residential subdivisions and farmland. Signalized intersections are located at intersections of Lakeview Dr and Logan Street (approximately 500 feet east of the project), as well as SR 32 and SR 38 (approximately 800 feet South of the project).

Based on Section 40-1.02 "Urban Design Subcategories by Type of Area" of the Indiana Design Manual (IDM), the subcategory for this corridor, by definition, is "Intermediate". Neither of the other two urban subcategories accurately describe or represent the corridor from River Road to

SR 32 in which the project is located. Therefore, the design criteria from the “Intermediate” column of the design table should be used for the development of the project.

5. FIELD CHECK

A field check and site visit were completed for the project by BLN on two occasions. One was completed during the proposal stage of the project and the second was completed prior to establishing survey limits and the initiation of utility coordination. Photos, provided in Appendix C, were taken of the project area. Several key physical issues were identified that will need to be addressed during the development of the project. Each item is briefly listed below and will be discussed in the individual applicable sections of this report. They include:

- Various right of way issues
- Key utilities near and within the project limits
- Existing drainage structures and drainage patterns

6. TRAFFIC DATA

Original Base Traffic Data

Original traffic data for this report was obtained from the City of Noblesville for this report. Moderate traffic growth is anticipated in this area; therefore, the per year growth rate used for this forecast was 1.88%. A copy of the traffic data is provided in Appendix E and a summary may be seen in Table 3.

Table 3: Traffic Data Summary				
Year	AADT (VPD)	DHV	TRUCK AADT	Directional Distribution (Positive Direction)
2019	10,866	10.37%	3.63%	48.12%
2023 (Constr. Year)	11,683			
2043 (Design Year)	15,769			

Traffic count data provided for the project was in peak hour format only from Noblesville and in ADT format from INDOT. However, hourly distribution data for ADT was available from historical traffic data from the City of Noblesville for the SR 38 corridor in the project area. Estimated hourly traffic for each roadway as a percent of ADT is shown in the second column of Table No. 1 in Appendix E this report.

Existing count data and projected values for future hourly volumes were compiled and projected using known values from AM and PM peak hours from the Noblesville count data. ADT data was provided by INDOT and from INDOT’s online traffic count database. The peak PM hourly count (5 PM) was divided by the peak hour percent of traffic from the historical distribution to obtain an estimated value for ADT. When the PM hourly peak was divided by the percent hourly volume from the historical value of the hourly volume as percent of ADT, the value for ADT was determined to be 13,644 estimated based on peak hour. As the original count was obtained in

May of 2019, the seasonal adjustment factor of 0.966, obtained from INDOT's online data, was applied to the estimated ADT. The adjusted estimated ADT for SR 38 based on the peak hour hourly estimate and the seasonal adjustment factors was determined to be 13,180. Comparing the estimated value of 13,180 to the ADT value of 10,866 listed online for the count location immediately South of the project site, the calculations appear to provide reasonable results for use in estimating hour volumes at the intersection from known data.

Future traffic volumes shown in Appendix E were expanded by the growth rate forecast for INDOT using a compound growth factor. This is a conservative assumption.

Revised Traffic Data

Revised traffic data for the project was provided by the City of Noblesville for the project. The data was developed using project development data for areas along Logan Street east and west of the project location. As the area is rapidly developing, the City had traffic projections for new development created and provided them to INDOT for consideration. Traffic data was projected to 2025. Further projection required to the Horizon year for the project. All revised traffic data is provided in the Technical Memorandum for the project that was completed in September of 2021, which is included in Appendix M.

The traffic projections received from Noblesville varied from traffic data and projections previously received from INDOT which was originally used in this report. There are three traffic data scenarios and projects included in Technical Memorandum They are as follows:

- Original Data from INDOT
- Data from the City of Noblesville
- Combined and Balanced Data

While the data from Noblesville presented larger growth on Logan Street, it underestimated growth projection on SR 38. Therefore, the first two data sets were combined and balanced for the third growth scenario along SR 38.

7. CRASH HISTORY AND ANALYSIS

Vehicular crash data was obtained from INDOT for this report. INDOT provided approximately 43,000 reports for Hamilton County from January 2015 to January 2019. The crash records analyzed in the project area indicate that there were 46 accidents from 2015 to 2019. Of the 46 accidents, 16 separate accidents resulted in a total of 28 personal injuries. Rear-end collisions accounted for 19 of the 46 accidents at this location, which represents approximately 41% of the accidents. Of the 19 rear-end collisions, six of the collisions resulted in a personal injury. Right-angle collisions accounted for 14 of the 46 accidents at this location, which represents approximately 30% of the accidents. All other accidents were considered property damage consisting only of a random and assorted number of same-direction sideswipe, opposite-direction sideswipe, and left turn collisions. Three accidents were listed as "other" due to lack of information regarding the type of collision. Table 4, on the following page, provides a summary of the type of accidents that have occurred at each approach leg of the intersection. Appendix F includes all of known accident history for the project area.

TABLE NO. 4						
DES. NO. 19018880						
INTERSECTION FOR SR 38 AND LOGAN STREET IN NOBLESVILLE, INDIANA						
CRASH DATA						
Road Name	Logan Street		SR 38		Unknowns	Total
Approach	EB	WB	NB	SB		
Type of Collision	Number of Collisions					
Rear-End	1	4	7	6	-	18
Same-Direction Sideswipe	1	-	1	2	-	4
Opposite-Direction Sideswipe	-	-	-	1	-	1
Right-Angle	1	5	4	6	-	16
Left-Turns	-	-	-	4	-	4
Location Unknown	-	-	-	-	3	3
Total	4	9	12	18	3	46

8. PROJECT ALTERNATIVES

The existing LOS for the minor street approaches were analyzed in Synchro and HCM 6 as a Signalized Intersection. Those results are presented in Table 5 on page 7. As shown in the results, the peak hour level of service is poor at minor street approaches and users exiting Logan Street experience large delays during peak hours in order to enter SR 38. Additional alternatives based on revised traffic data are presented with background data as well.

Project alternatives were evaluated to improve Level of Service (LOS) utilizing the information and methodology outlined in the “Intersection Design Guide” published by INDOT. All intersection types were considered using the “Stage 1 Initial, Feasibility, Screening” decision matrix on page 5 of the Design Guide. Various at-grade intersection configurations and controls were evaluated for their effectiveness and potential of improve the LOS for the minor street approaches to the intersection. Due to the nature of the intersection and the existing right-of-way and utilities, grade-separated intersections were intuitively eliminated from the selection process due to their complexity, cost, and the impact to the adjacent areas.

Alternative 1 – No Build / Do Nothing (Not Recommended)

The no build alternative would require the existing signalized intersection to remain in place with no improvements. This signalized intersection would continue to have issues with rear end collisions, added delay, and safety issues for motorists. This alternative would do nothing to alleviate the existing and future LOS issues on the minor approaches. Alternative 1 is not recommended as it does not provide a long-term solution for the intersection of SR 38 and Logan Street and would not satisfy the purpose and need of the project.

Alternative 2 – Single Lane Roundabout (Not Recommended)

This Alternative consists of converting the existing signalized intersection into a single lane roundabout with no auxiliary lanes. Table No. 5 summarizes the LOS for maintaining the existing signalized intersection and for a single lane roundabout. The LOS provided in Table No. 5 are provided for both the AM and PM peaks for each leg of the intersection and for the overall intersection. Future traffic projections which were utilized in the LOS analysis are provided in the worksheet in Appendix E. A preliminary plan and typical cross sections for the preferred alternative are included in Appendix G. The existing and proposed intersection configurations were analyzed in SIDRA and the HCM 6th Edition for conformance and compliance with the requirements of the Indiana Department of Transportation's "Intersection Traffic Analysis Procedures" dated September 2018.

A network analysis including the adjacent intersections has been modeled utilizing Vissim traffic simulation software. The network analysis was performed for the construction year and the design year conditions. Included in the analysis is a moderate traffic growth (1.88%). The results of the analysis show that construction of a single lane roundabout with no auxiliary lanes at SR 38 and Logan Street creates more delay at the adjacent intersections. However, with future improvements at the surrounding intersections, the impact to the Level of Service at the adjacent intersections will likely not be as severe.

TABLE NO. 5							
DES. NO. 19018880							
INTERSECTION FOR SR 38 AND LOGAN STREET IN NOBLESVILLE, INDIANA							
LEVEL OF SERVICE RESULTS FROM SIDRA OUTPUT FOR SINGLE LANE ROUNDABOUT							
		Road Name	SR 38	SR 38	Logan Street	Logan Street	
		Approach	N	S	E	W	Intersection
Year	Intersection Control	Peak Hour	Level of Service				
2023	Signal	AM	B	B	A	B	B
		PM	B	B	B	C	C
2023	Roundabout	AM	A	A	A	A	A
		PM	B	B	B	B	B
2033	Roundabout	AM	A	A	A	A	A
		PM	A	A	B	B	B
2043	Roundabout	AM	A	A	B	A	A
		PM	D	D	D	B	D

Additional analyses of various alternatives using the revised traffic data are provided in the Technical Memorandum located in Appendix M. The Memorandum evaluates a variety of the existing alternatives, plus the following additional alternatives.

Alternative 3 – 2 x 1 Roundabout (Not Recommended)

2 Lane Approaches on SR 38 with 1 Lane Approaches on Logan Street. This alternative does not perform at adequate LOS based on the LOS matrix presented in the Technical Memorandum in Appendix M. Due to poor performance for future and projected growth models, this alternative is not recommended.

Alternative 4 – 2 x 1 x 1 with By-Pass Lane (Recommended)

This alternative considers the installation of a roundabout with 2 entry and exit lanes for NB and SB traffic on SR 38, one entry and exit lane for EB traffic on Logan Street, one entry and exit lane for WB traffic on Logan Street, and a by-pass lane for WB traffic on Logan Street to NB SR 38.

This alternate was determined to provide the best comparative LOS for all options considered in the Technical Memorandum in Appendix M. Correspondence was received from the district affirming this alternative from the data provided in the Technical Memorandum.

The option with the by-pass lane provides a slightly better option than two entry lanes serving traffic WB Logan Street into the roundabout for the following reasons:

- Right turns from Logan St to WB SR 38 are pulled from driving in the inner circle.
- The by-pass lane has is a slight improvement in capacity and traffic flow over two full entry lanes into the circle.
- The by-pass lane prevents the need for a lane drop inside the inner circle of the roundabout. Lane drops or reductions should be avoided at all costs in the inner circle of a roundabout due to lane shifting and driver confusion. All movements should be directed to their appropriate circulatory lane prior to each entry lane. The by-pass lane also reduces fastest path issues associate with the need for the additional lane in the inner circle.
- A single two-lane approach for westbound Logan Street would require pedestrians to cross three lanes at one time to get across the street. In the configuration with the by-pass lane, pedestrians are only required to cross a maximum of two lanes at one time. The by-pass lane offers the opportunity for a median and pedestrian refuge that two full entry lanes do not.

A layout of the design for the preferred alternative is provided in Appendix G. Displays of other iterations and configurations for this alternate are also provided in Appendix M. Various iterations of the proposed configuration were performed to analyze their effects on the fastest path speeds and proposed land acquisition. The location of the roundabout, shape, and size have significant effects on operation speeds and right-of-way impacts.

The original scope of the project has also changed for the project limits. SR 38 is presently a 2-lane facility north and south of the intersection. The preferred alternative exhibit also shows the required lane extensions and tapers required for the appropriate lane additions and lane reductions. Each exhibit illustrates the required tapers and transitions per the IDM for the facility type and design speed of the project. Due to the change in size of the roundabout for capacity matters and the need to match the size of both upstream and downstream facilities, the project limits have change significantly.

Recommended Alternative

Alternative 4 is the recommended option since it meets the purpose and need of the project. An illustration of the preliminary geometrics is provided in Appendix G. This alternative consists of constructing a 2 x 1 lane roundabout at the intersection of SR 38 and Logan Street. Roundabouts have also been documented to lessen the severity of crashes at intersections when replacing a conventional intersection. The present design configuration utilizes an oval in lieu of an inscribed circle to limit right-of-way impacts. The oval configuration provides the best geometrics to limit fastest paths for through traffic.

A summary of capacity results for each scenario and alternative is provided in the Technical Memorandum in Appendix M. The results of the SIDRA analysis completed for the design year is within the acceptable LOS for an Urban Arterial with a “Intermediate” classification for the

applicable design criteria. It should also be recognized that the roundabout should be expected to perform above that LOS for the following reasons:

- The existing upstream traffic signals will result in the interruption of continuous traffic. The signals will create artificial gaps due to their cycle time that will reduce delay from side street approaches and lessen impacts.
- Drivers in the area are familiar with roundabouts and it is a reasonable assumption that gap acceptance parameters will be less than those used in the SIDRA analysis. Lower gap acceptance parameters are a reasonable assumption based on local driving familiarity. However, the default settings in SIDRA were not altered.
- The growth rate provided by INDOT is extremely conservative for the areas served by the two minor street approaches. The surrounding area of SR 38 and Logan Street is built-out with commercial businesses and some residential subdivisions. Growth in this area is expected to be limited. Conflicting future traffic volumes from the minor approaches will be less than projected volumes and will cause less delay to traffic on SR 38.

Other Intersection At-Grade Alternatives

Other alternative at-grade intersections were briefly evaluated but were eliminated for various critical reasons. For instance, neither a Quadrant Radial Intersection, a Jug Handle, a Michigan Left, or a Partially Diverted Left-Hand Turn were feasible because of right of way impacts, costs and failure to meet signal warrants. Impractical options were quickly triaged and removed from consideration.

9. DESIGN CRITERIA

This project shall be designed in accordance with Indiana Design Manual Chapter 53, Reconstruction (Non-Freeway). The anticipated classification is an Intersection Improvement, Roundabout. The controlling design criteria for the project is defined in IDM Figure 53-7, Geometric Design Criteria for Urban Arterial, 2 Lanes. This criterion was selected based on the "Intermediate" design category and the design speed of 35 mph. A list of the proposed Level One Controlling Criteria for the project is provided in Table 6.

Table 6: Level One Controlling Criteria Summary for Preferred Alternate #2					
Project Scope of Work: RECONSTRUCTION (NON-FREEWAY)	Design Criteria Reference	Existing Condition	Does the proposed design satisfy the criteria? Enter the value provided in the appropriate column.		
			Yes	No *	N/A
Enter the minimum criteria below.					
1. Design Speed: 35 mph	Fig. 53-7	35 mph	35 mph		
2. Lane Width, Mainline: 11 ft Auxiliary Lanes: N/A ft	Fig. 53-7	12 ft	12 ft		
3a. Uncurbed Sections, Usable Shoulder Width adjacent to: Mainline: 9 ft Auxiliary Lanes: N/A ft	Fig. 53-7 Fig. 53-7	0 ft 0 ft	9 ft 2 ft		

Table 6: Level One Controlling Criteria Summary for Preferred Alternate #2					
Project Scope of Work: RECONSTRUCTION (NON-FREEWAY)	Design Criteria Reference	Existing Condition	Does the proposed design satisfy the criteria? Enter the value provided in the appropriate column.		
Enter the minimum criteria below.			Yes	No *	N/A
Uncurbed Sections, Paved Shoulder Width adjacent to: Mainline: 2 ft Auxiliary Lanes: N/A ft					
3b. Curbed Sections, Curb Offset: 1 ft	Fig. 53-7	0 ft	1 ft		
4. Bridge Clear-Roadway Width: N/A ft	Fig. 53-7	N/A			N/A
5. Structural Capacity: N/A	Fig. 53-7	N/A			N/A
6. Horizontal Curvature, Minimum Radius: 340 ft	Fig. 43-3A	N/A	> 340 ft		
7. Superelevation Transition Lengths: 155 ft	IDM 43-3.03	< 155 ft	< 155 ft		
8a. Stopping Sight Distances at Horizontal Curves 250 ft	Fig. 42-1A	> 250 ft	> 250 ft		
8b. Stopping Sight Distances at Vertical Curves: 250 ft	Fig. 42-1A	> 250 ft	> 250 ft		
9. Maximum Grades: 7.0 %	Fig. 53-7	< 7.0%	< 7.0%		
10. Through-Travel-Lane Cross Slope: 2 %	Fig. 53-7	2%	2%		
11. Superelevation Rate e_{max} : 6 %	IDM 43-3.01	< 6%	< 6%		
12. Vertical Clearances: N/A ft	Fig. 53-7	N/A			N/A
13. Americans with Disabilities Act (ADA) Criteria	Fig. 53-7	N/A	X		

* A design exception is required when minimum criteria are not satisfied. See Indiana Design Manual Section 40-8.0.

10. MAINTENANCE OF TRAFFIC

To allow for through traffic to be maintained along SR 38, half of the intersection will be closed at a time and constructed in phases. Temporary pavement may be required to maintain two-10-foot travel lanes (one in each direction). See Appendix H for a proposed typical section during the phased MOT. The duration of construction during the phasing would be approximately 45 days per phase and a total construction duration of 90 days with traffic restrictions.

Local detour routes would be required for the local streets to allow for uninterrupted through movements on SR 38 during the phased construction. The detour shall be submitted to the City

of Noblesville for final approval. project per IDM Section 503-2.02. The “Significant Work Zone Determination” form was completed for the project and is included in Appendix N. A transportation management plan (TMP) is likely for the project. The TMP will be coordinated with the District and developed in future submittals, which includes the Stage 1 submittal.

11. COST ESTIMATE

An original estimate of \$2,720,400 for a roundabout was provided by the City of Noblesville to INDOT. The original estimate included all project costs such as Preliminary Engineering (\$220,000), Construction Cost (\$1,540,000), Construction Observation (\$187,000), Mitigation (\$20,000), Utilities (\$100,000), and contingency/inflation of 20%. It should be noted that the original estimate was for a single lane option. The revised cost estimate is significantly higher due to the increase in size of the roundabout. Revised proposed cost summaries for the new recommended alternative are provided in Table 8 on the following page.

The estimate provided by the City of Noblesville was used to establish a basis for the estimate provided in the INDOT SPMS. A summary of the total project costs from the INDOT SPMS is in Table 7 and a copy of the entire INDOT SPMS may be seen in Appendix I.

Table 7: Total Cost from INDOT SPMS (2020)	
Construction Cost (CN)	\$2,651,670
Right-of-Way (Land Acquisition)	\$200,000
Preliminary Engineering	\$220,000
Total Project Cost	\$3,071,670

The total construction cost summary for the latest preferred Alternate 4 (2x1 with bypass lane) may be seen in Table 8 and the details of this cost estimate is provided in Appendix J.

Table 8: Alternate 4 Total Cost Summary (2022)	
Construction Cost (CN)	\$5,035,000
Right-of-Way (Land Acquisition)	\$1,700,000
Utility Cost (CN)	\$220,000
Total Project Cost	\$6,955,000

12. ENVIRONMENTAL IMPACTS

Land Use and Infrastructure

This project site is located at State Road (SR) 38 and Logan Street in Hamilton County, Indiana. Primary land use in the general project area consists of residential properties and commercial development. There is one religious facility, Lakeview Wesleyan Church, and cemetery, Riverside Cemetery, located within the half mile search radius, but not within the project limits. One hospital, Riverview Hospital, is located within the half mile search radius south of the project limits. Forest Hill Elementary School is located in the half mile search radius and not within the proposed project limits. There are three recreation facilities within the half mile search, Forest Park and Trail, White River Access site, Noblesville White River Access site and Forest Hill Elementary School, but not within the project limits. Vectren has one pipeline segment that goes through the half mile search radius east of the project limit. One railroad segment, Hoosier Heritage Port Authority, goes

through the half mile search radius east of the project area. Coordination with Lakeview Wesleyan Church, Riverside Cemetery, Riverside Hospital, Forest Hill Elementary School, Vectren, Hoosier Heritage Port Authority Noblesville Park and Recreation, U.S. Fish and Wildlife Service (USFWS) and the Indiana Department of Natural Resources (IDNR) is recommended. The “Initial Red Flag Summary” and “SHAARD” maps are included as exhibits in Appendix D.

Wetlands

The USFWS National Wetland Inventory (NWI) map of the project area identifies no wetlands in the immediate project vicinity. There are fourteen wetlands within the half mile search area. A Waters of the U.S. Report (WOUSR) will be prepared, and any jurisdictional wetlands will be delineated therein; coordination with the Indiana Department of Transportation (INDOT) Ecology and Waterway Permitting will confirm the presence of the jurisdictional wetlands. If any wetlands are located within the project area, additional coordination with the US Army Corps of Engineers, Louisville District (USACE) and the Indiana Department of Environmental Management (IDEM) will be required. Any identified wetlands will also be incorporated into the final design plans.

Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map listed that the project is not located in a floodplain. This project is not anticipated to affect flood heights, increase flood risks, or otherwise negatively impact the beneficial qualities of the floodplain.

Potential Historic Structures and Archaeology

The Indiana State Register of Historic Sites and Structures and the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) were reviewed to determine the presence of potential historic properties listed on or eligible for inclusion on the National Register of Historic Places (NRHP). No historic properties were found within the proposed project limits. There was one outstanding historical site property called the J.G. Mekskerhouse, a contributing historical property and one demolished bridge within the half mile search radius.

If the project limits will extend into previously undisturbed soils, an evaluation by a Qualified Professional archaeologist meeting the Secretary of Interior’s Professional Qualification Standards and coordination with INDOT-CRO and the Indiana State Historic Preservation Officer (INSHPO) will be required.

Section 4(f) – Section 6(f)

One publicly owned park, Forest Park, is located northeast of the project area and five trail segments are located within the half mile search radius that are afforded protection under Section 4(f) of the US Department of Transportation Act of 1966 have been identified in the immediate project area. Section 4(f) of the US Department of Transportation Act prohibits the use of public parks, recreational facilities, wildlife refuges, or historic sites listed on the NRHP for federally funded transportation facilities unless there is no feasible and prudent alternative to such use. Coordination with IDNR is recommended.

No potential Section 6(f) sites were identified within the project area. The National Park Service (NPS) Land and Water Conservation Fund (LWCF) was created through the Land and Water Conservation Fund Act of 1965. Section 6(f) of the Act prohibits the conversion of LWCF lands unless the NPS approves the conversion of property with reasonable equivalent usefulness and location and of at least equal fair market value. As there are no sites encumbered by Section 6(f) funds within the project area, no additional coordination will be necessary as part of the environmental documentation prepared for the project.

Noise

As proposed, the intersection improvement will be considered a Type III project. The project will not result in any added travel or auxiliary lands and the roadway will not have a substantial horizontal or vertical alteration. In accordance with 23 CFR 772 and the (2017) INDOT Traffic Noise Policy, this action does not require a formal noise analysis.

All construction equipment will be required to comply with the Occupational Safety and Health Administration's (OSHA) regulations. Proper construction equipment maintenance with original exhaust equipment will help to mitigate these impacts. Additionally, the contractor will be required to follow best management practices to reduce noise impacts from construction equipment. These provisions will be incorporated into the project specifications.

Aviation

The Federal Aviation Agency website was checked, and no public airports were found within 3.8 miles (20,000 feet) of the project.

Records Reviews and Hazardous Materials

An initial RFI of the project area was completed and can be found in Appendix D. Nineteen hazardous material (hazmat) sites of concern were identified within a 0.5-mile radius of the project area. No hazmat concerns were identified within the project limits. A full Red Flag Investigation will be developed as part of the environmental document.

Air Quality

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 7711.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required. Conformance of the project with the 2020-2024 Indiana Statewide Transportation Improvement Program (STIP) must be completed as part of the environmental documentation.

Endangered, Threatened, and Rare Species

The Hamilton County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, and rare (ETR) species and high-quality natural communities was reviewed. The county listing has numerous plant and animal species categorized as rare, endangered, and/or threatened. Due to the nature of the project activities, this project will likely fall under the guidelines set forth under the USFWS *Interim Policy for the Review of Transportation Projects in Indiana* (dated May 29, 2013). No further coordination is necessary, apart from the routine coordination with IDNR that will be done as part of the environmental document process.

A review of the USFWS database will be conducted to determine the presence of endangered bat species in or within 0.5 miles of the project area. The project area is located around residential properties, agricultural fields and commercial properties. Since the project falls within the range of the Indiana Bat and Northern Long-eared Bat, the range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's Information for Planning and Consultation (IPaC) System for Listed Bat Consultation for INDOT Projects".

Permits

The following permits may be required:

National Pollution Elimination Discharge System Permit - 327 IAC 15-5 (Rule 5)

A Rule 5 permit is anticipated since the total area of soil disturbance will be greater than 1 acre.

IDEM Section 401 Water Quality Certification (WQC)

An IDEM Regional General Permit (RGP) may be required for the project if there are impacts to the "Waters of the State", which includes streams and wetlands. The IDEM RGP is utilized for stream impacts less than 300 linear feet, wetland impacts less than 0.1 acre and no fill placed to restrict the existing low flow channel area. An individual Section 401 WQC may be required for project impacts greater than 0.1 acres of wetlands, impacts to streams greater than 300 linear feet or restrictions to the existing low flow waterway area. This determination will be made in consultation with IDEM and the INDOT Ecology and Waterway Permitting Office.

US Army Corps of Engineers (USACE) Section 404 Permit for Discharge of Dredged Material

A Section 404 Permit may be required from the USACE, Louisville District. A Regional General Permit No. 1 or a Nationwide Permit will be required for projects impacts to "Waters of the US" up to one acre. Impacts to "Waters of the US" greater than one acre will require an Individual Section 404 Permit. This determination will be made in consultation with the USACE and the INDOT Ecology and Waterway Permitting Office.

13. SURVEY REQUIREMENTS

The anticipated survey limits along SR 38 begin approximately 600 feet northwest of Logan Street and continue southeast for approximately 1,100 feet with a width of 75 feet on either side of the roadway centerline. Along Logan Street, the survey limits will begin 500 feet west of SR 38 and continue 900 feet east to the center of Lakeview Drive for a width of 75 on either side of the roadway centerline. An additional triangular shaped area (Approximately 0.1 acres) will be required to be surveyed for the northwest quadrant of the intersection. Additionally, survey will be required at the shopping center entrance which will begin 75 feet west of the centerline of SR 38 and continue 100 feet west for a width of 50 feet. The field portion of the survey is scheduled to be completed in August of 2020. Additional survey will be required for the new proposed alternative.

14. RIGHT OF WAY IMPACTS

Based on preliminary research, the right-of-way (R/W) limits along SR 38 is approximately 45 feet from the centerline on each side of the existing roadway. The preferred alternative project requires additional R/W at all four corners of the intersection. Right-of-way will be required from Key Bank to the northeast, business center to the northwest, KFC restaurant to the southeast, and a shopping center to the southwest. Small amounts of temporary R/W will also be required for driveway modifications required by the project. Parking lots will be affected on the northeast and southeast corners of the project.

An estimate of right-of-way was completed using the preliminary designs completed by the City of Noblesville and BLN. The following table summarizes the estimated permanent and temporary right-of-way required to construct the project.

Right-of-Way Summary – Alternative 4

Intersection Quadrant	Estimated Right of Way (acres)
Northwest Quadrant	0.051
Northeast Quadrant	0.235
Southwest Quadrant	0.394
Southeast Quadrant	0.118

At this point in the project, estimating the individual of value for parcels of R/W is not necessarily advisable for a variety of reasons, including fair market value disclosure concerns and well as the fluctuation in the land value. Estimating the actual value of land can also cause issues because they are not true appraisals. In reviewing the SPMS report dated February 28, 2020 provided by INDOT, additional funds will be required for the project.

The parcel area estimates are based on information obtained from the Hamilton County GIS site and are included in the preliminary layout drawings attached to this document. The results of the project survey will be needed to determine the limits of the actual R/W. Right-of-way estimates could change pending research into the discrepancy between the apparent right of way and that indicated by GIS.

It is also expected that some temporary right-of-way will be needed to reconstruct driveway approaches, parking lots, and additional grading adjacent to the project. There is an existing commercial business sign located on the parcel at the northwest corner of the intersection which has a significant probability of being affected by the project. The status of the sign will need to be determined during the design phase of the project once the survey is completed and the layout and design of the roundabout has occurred. Compensation, impact, and relocation will most likely be a consideration, if the sign is impacted by design. Relocation of the sign could add expense to the project.

15. RAILROAD IMPACTS

There are no existing railroads within the vicinity of the project area.

16. UTILITY IMPACTS

Overhead and underground utilities exist within the project limits. Refer to Appendix K for the 811 utility locate report for a list of utility companies within the limits of the project. It is recommended that Subsurface Utility Exploration (SUE) be used at this location. Utility coordination procedures will be in accordance with the IDM. Relocations are anticipated due to various utilities being impacted by the proposed design. The following is a brief overview of the major utilities in the project area, refer to the appendix for a complete list.

A 12" water main is located along the north side of Logan Street and continues north along SR 38. This line could be impacted by the proposed construction. The water main does not appear to be reimbursable.

Vectren has a 6" gas line that runs along the east side of SR 38. This gas line may be impacted by the proposed construction but does not appear to be reimbursable.

AT&T has conduits containing fiber and copper along the east side of SR 38. AT&T also has conduits south of Logan Street along the west side of SR 38. These conduits may be impacted by the proposed construction but do not appear to be reimbursable.

Utility poles located on the southwest quadrant of the intersection will most likely require relocation due to the proposed construction. These poles belong to Duke Energy and have Comcast facilities on these poles. This relocation does not appear to be reimbursable.

Sanitary Sewer lines are located within the project limits. These are anticipated to be impacted by the proposed construction. The sanitary sewer lines would only be reimbursable along Logan Street. Underground electric for street lighting and traffic signals are also present at this intersection.

17. RELATED PROJECTS

There are no other known projects in the vicinity that are anticipated to be executed concurrent with this contract. This will be confirmed with INDOT Greenfield District, the City of Noblesville, and Hamilton County. There is also a current roundabout project under development at the intersection of SR 32 and SR 38 just south of this project to which the proposed alternative will match up and align.

18. COORDINATION AND MEETINGS

A scoping meeting as part of this Engineering Assessment process was held at INDOT Greenfield District on October 2, 2019. The following personnel were in attendance. The items discussed and decisions made during the scoping meeting are summarized in the scoping meeting minutes provided in Appendix L.

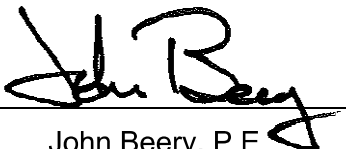
- JoAnn Wooldridge INDOT, Greenfield District, Consultant Services Manager
- Luis Laracuenta INDOT, Greenfield District, District Traffic Engineer
- Dave Vorndran INDOT, Greenfield District, Contract Engineer
- Jennifer Beck INDOT, Greenfield District, Project Manager
- Allison Krupski City of Noblesville, City Engineer
- Andrew Rodewald City of Noblesville, Project Manager
- Scott Wilkinson Beam, Longest and Neff, L.L.C. (BLN)
- John Beery BLN
- Andrew Plough BLN

Additional project meetings were held in July and September of 2021 to discuss the capacity of the initial preferred alternative and the revised traffic data from the City of Noblesville. Those meetings resulted in the completion and submittal of the Technical Memorandum included in Appendix M.

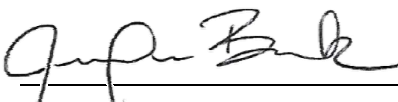
19. CONCURRENCE

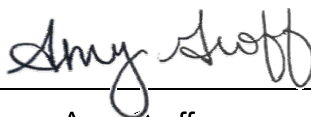
The aforementioned information regarding the Intersection Improvement on SR 38 and Logan Street (Des. No. 1901880) has been agreed upon by:

This document prepared by:

 DATE: April 12, 2022
John Beery, P.E.
Traffic and Pedestrian Services Manager
Beam, Longest & Neff, LLC

Reviewed by:

 DATE: 5/4/2022
Jennifer Beck
INDOT Greenfield District
Project Manager
Recommend: yes, pending amended interlocal agreement

 DATE: 4/26/2022
Amy Groff
INDOT Greenfield District
System Asset Manager
Recommend: _____

See following page for the continuation of concurrences.

Concurrences, Continued

Aschalew Aberra DATE: 4/26/2022

Aschalew Aberra

INDOT Greenfield District

Scoping Manager

Recommend:  _____

Luis A. Laracuenta DATE: 04/26/2022

Luis Laracuenta

INDOT Greenfield District

Traffic Engineer

Recommend:  _____

Appendices have been removed to avoid duplication and for the sake of the appendices size. The full report can be made available upon request.



TRANSPORTATION MANAGEMENT PLAN

**FOR THE
INTERSECTION OF SR 38 AND LOGAN STREET
IN NOBLESVILLE, INDIANA**

DES. NO. 1901880

June 16, 2023

INTRODUCTION

This project is located at the intersection of SR 38 and Oakmont Drive/Whitcomb Place in the City of Noblesville, which is in Hamilton County, Indiana. The project is for the construction of a double-lane roundabout at the intersection. It is in INDOT's Greenfield District and within the urbanized boundary of the Indianapolis MPO. The Des. No. for the project is 1901880. This Transportation Management Plan (TMP) is prepared in accordance with Section 503-2.0 of the Indiana Department of Transportation's Design Manual (IDM). Elements of this TMP include the Temporary Traffic Control Plan (TTCP), the Traffic Operations Plan (TOP), and the Public Information Plan (PIP). This TMP shall be considered a "living document" and will be updated throughout the course of the design phase of the project.

The "Significant Work Zone Impact Determination Worksheet" for the project is provided as Appendix A to this document. The project is in the Indianapolis Traffic Management Area and has been designated as a "significant" project.

TEMPORARY TRAFFIC CONTROL PLAN (TTCP)

A Temporary Traffic Control Plan is required for the project per Section 503-3.01 of the Indiana Design Manual.

A project kick-off and scoping meeting was held for the project with representatives from INDOT and the City of Noblesville to discuss elements of the project, which included Maintenance of Traffic (MOT) and the TTCP on February 24, 2019. At the meeting, BLN was requested to develop a preliminary TTCP scheme for construction as part of the Engineering Assessment Report for the project. Representatives from INDOT and the City of Noblesville expressed interest in maintaining through traffic on SR 38 during construction of the project and minimizing the effects of the project on through traffic by reducing the need for detours and full closure. The proposed MOT scheme minimizes the need to detour through traffic on SR 38. Phase III of the MOT utilizes a short detour of through traffic on SR 38 to complete resurfacing and pavement markings and other critical items of work.

A preliminary scheme for the TTCP and construction staging was developed for the Engineering Assessment Report (EAR) for the project, which was submitted in May of 2020. Due to the impacts of adjacent development, the project was re-evaluated and re-scoped in the fall of 2021. After several iterations and evaluations, the original single lane roundabout was change to two through lanes on SR 38, a single lane approach on the west side of the roundabout and a single lane for through and lefts and a right-hand turn lane for the east approach. A revised EAR was developed, submitted and approved in April of 2022. A preliminary set of TTCPs were developed and submitted for the Stage 1 Submittal on August 9, 2022. The latest set of TTCPs, for the Stage 2 submittal is provided as Appendix B. The "Traffic Control Plan Checklist" is attached as Appendix C.

The Maintenance of Traffic (MOT) sequencing for the TTCP is as follows:

Sequence of Construction

Phase I

1. Notify the appropriate agencies and project manager 14 days prior to work.
2. Establish work zone speed limits, work zone, including drums and barrier, and temporary signage and pavement markings for Phase I.
3. Install and maintain the pedestrian detour route for **the entire** project duration. See Pedestrian Detour Plan for route details.
4. Establish detour for Lafayette Rd.
5. Close Lafayette Road and construct Lafayette Rd. approach.
6. Construct temporary pavement along SR 38.
7. Shift north-south traffic on SR 38 to west side of roadway.

Phase II

1. Notify the appropriate agencies and project manager 14 days prior to work.
2. The existing traffic signal will be removed.
3. Maintain Pedestrian Detour Route from previous phase.
3. Maintain closure and local detour for Lafayette Rd from Phase I.
4. Establish detour for Logan Street to SR 32 and River Road.
5. Establish work zone speed limits, work zone, including drums and barrier, and temporary signage and pavement markings for Phase II.
6. Shift north-south traffic on SR 38 to west side of roadway.
7. Close Logan Street (East Leg) for construction.
8. Construct permanent widening along the east side SR 38 between Monterey Dr and Station 611+50 on Line "PR-1-A" and reconstruct driveways within Phase II.
9. Construct the east approach and splitter island along Logan Street.
10. Construct temporary pavement needed for Phase III.

Phase III

1. Notify the appropriate agencies and project manager 14 days prior to work.
2. Logan Street will be stop controlled.
3. Establish work zone speed limits, work zone, including drums and barrier, and temporary signage and pavement markings for Phase III.
4. Maintain Pedestrian Detour Route from previous phase.
5. Reopen Lafayette Rd. intersection.
6. Reopen east leg of Logan Street.
7. Shift north-south traffic on SR 38 to the east side of SR 38.
8. Close Logan Street (West Leg) for construction.

9. Reconstruct center of roadway from Logan Street intersection to north project limits.
10. Construct permanent widening along the west side of SR 38 between Monterey Dr. and Station 611+50 on Line "PR-1-A" and reconstruct driveways within Phase III.
11. Construct the west approach and splitter island along Logan Street.

Phase IV

1. Notify the appropriate agencies and project manager 14 days prior to work.
2. Establish work zone speed limits, work zone, including drums and barrier, and temporary signage and pavement markings for Phase IV.
3. Maintain Pedestrian Detour Route from previous phase.
4. Logan Street approaches are open but closed to through traffic.
5. Shift north-south traffic on SR 38 to the outside of the roadway. One lane of traffic is maintained in each direction on SR 38.
6. Construct splitter islands along SR 38.
7. Construct the center island.

Phase V

1. Notify the appropriate agencies and project manager 14 days prior to work.
2. Establish work zone speed limits, work zone, including drums and barrier, and temporary signage and pavement markings for Phase V.
3. Maintain Pedestrian Detour Route from previous phase.
4. Establish detour for SR 38 south of Logan St. See Phase V Detour Plan for Route Detour.
5. SR 38 is closed south of Logan St from Station 611+50 to 615+82.10 on Line "PR-1-A" to reconstruct and widen SR 38 and driveways.

Phase VI

1. Place final surface.
2. Complete sidewalks and trails.
3. Complete pavement markings.
4. Complete restoration.

Pedestrian MOT

The pedestrian detour for the project will be established in Phase I for the project and be in place for the entirety of the project. The pedestrian detour route will start at Logan Street and River Road and run along the north side of SR 32. The detour route will run along the north side of SR 32 from River Road eastward to John Street. At John Street, the pedestrian detour route will run from SR 32 to Logan Street.

TRANSPORTATION OPERATIONS PLAN (TOP)

The posted speed limit on SR 38 through the project limits is 35 mph and the posted speed limit on Logan Street is 30 mph. During construction, the speed limit will be dropped 10 mph and the speed limit through the work zone will be 25 mph. Traffic will be maintained through the work zone during construction on SR 38 for a majority of the project. Representatives of the City of Noblesville will provide monitoring and enforcement for speed and safety issues within the work zone. The existing signal will be utilized through Phase 1 and be removed during Phase II, when Logan Street will become stop controlled until the roundabout is open.

Enforcement of the work zone speed limit will be under the jurisdiction of local law enforcement. The contractor will be responsible for MOT traffic operations in the work zone and any modifications to the work zone required to address any issues associated with operations and safety within the work zone.

Public Information Plan (PIP)

The present status of the project is awaiting final environmental approval on the CE Document. Environmental staff is presently preparing the CE Document for the project and future public information and input plans are presently being developed. All public information will be coordinated through the RPR for the project, the INDOT PM, and the City of Noblesville. Also, no commitments are on record to date for the project.

Appendices have been removed to avoid duplication and for the sake of the appendices size. The full report can be made available upon request.

HCM 7th Signalized Intersection Summary

2:

02/03/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	140	10	80	246	150	15	266	91	187	499	16
Future Volume (veh/h)	24	140	10	80	246	150	15	266	91	187	499	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	173	12	83	256	156	16	292	100	217	580	19
Peak Hour Factor	0.81	0.81	0.81	0.96	0.96	0.96	0.91	0.91	0.91	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	454	31	132	281	171	129	904	766	445	622	20
Arrive On Green	0.07	0.26	0.26	0.07	0.26	0.26	0.07	0.48	0.48	0.34	0.34	0.34
Sat Flow, veh/h	1810	1756	122	1810	1088	663	1810	1900	1610	1008	1829	60
Grp Volume(v), veh/h	30	0	185	83	0	412	16	292	100	217	0	599
Grp Sat Flow(s),veh/h/ln	1810	0	1878	1810	0	1750	1810	1900	1610	1008	0	1889
Q Serve(g_s), s	1.1	0.0	5.7	3.1	0.0	16.0	0.6	6.7	2.4	12.7	0.0	21.4
Cycle Q Clear(g_c), s	1.1	0.0	5.7	3.1	0.0	16.0	0.6	6.7	2.4	12.7	0.0	21.4
Prop In Lane	1.00		0.06	1.00		0.38	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	132	0	486	132	0	453	129	904	766	445	0	642
V/C Ratio(X)	0.23	0.00	0.38	0.63	0.00	0.91	0.12	0.32	0.13	0.49	0.00	0.93
Avail Cap(c_a), veh/h	132	0	486	132	0	453	129	904	766	445	0	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.6	0.0	21.3	31.5	0.0	25.2	30.4	11.4	10.3	19.4	0.0	22.3
Incr Delay (d2), s/veh	4.0	0.0	2.3	20.6	0.0	25.0	2.0	0.9	0.4	3.8	0.0	22.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.7	2.1	0.0	9.3	0.3	2.8	0.9	3.2	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.6	0.0	23.6	52.2	0.0	50.1	32.4	12.3	10.6	23.2	0.0	44.6
LnGrp LOS	C		C	D		D	C	B	B	C		D
Approach Vol, veh/h	215				495		408				816	
Approach Delay, s/veh	25.1				50.5		12.7				38.9	
Approach LOS	C				D		B				D	
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	37.8		9.6		22.6		9.5		28.3		9.6	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	33.3		5.1		18.1		5.0		23.8		5.1	
Max Q Clear Time (g_c+l1), s	8.7		5.1		7.7		2.6		23.4		3.1	
Green Ext Time (p_c), s	2.1		0.0		0.7		0.0		0.2		0.0	
Intersection Summary												
HCM 7th Control Delay, s/veh			34.8									
HCM 7th LOS			C									

Existing 2025 PM Peak Hours

HCM 7th Signalized Intersection Summary

2:

02/03/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	320	29	116	223	335	33	494	82	235	552	31
Future Volume (veh/h)	88	320	29	116	223	335	33	494	82	235	552	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	395	36	121	232	349	36	543	90	273	642	36
Peak Hour Factor	0.81	0.81	0.81	0.96	0.96	0.96	0.91	0.91	0.91	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	497	45	156	205	309	82	952	807	308	739	41
Arrive On Green	0.07	0.29	0.29	0.09	0.30	0.30	0.05	0.50	0.50	0.41	0.41	0.41
Sat Flow, veh/h	1810	1716	156	1810	674	1013	1810	1900	1610	807	1782	100
Grp Volume(v), veh/h	109	0	431	121	0	581	36	543	90	273	0	678
Grp Sat Flow(s),veh/h/ln	1810	0	1872	1810	0	1687	1810	1900	1610	807	0	1882
Q Serve(g_s), s	6.5	0.0	23.4	7.2	0.0	33.5	2.1	22.0	3.3	33.1	0.0	36.3
Cycle Q Clear(g_c), s	6.5	0.0	23.4	7.2	0.0	33.5	2.1	22.0	3.3	45.6	0.0	36.3
Prop In Lane	1.00		0.08	1.00		0.60	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	130	0	543	156	0	514	82	952	807	308	0	780
V/C Ratio(X)	0.84	0.00	0.79	0.77	0.00	1.13	0.44	0.57	0.11	0.89	0.00	0.87
Avail Cap(c_a), veh/h	130	0	543	156	0	514	82	952	807	308	0	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	36.0	49.2	0.0	38.3	51.1	19.2	14.5	40.3	0.0	29.5
Incr Delay (d2), s/veh	44.6	0.0	11.4	30.4	0.0	80.9	16.0	2.5	0.3	28.9	0.0	12.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	12.2	4.6	0.0	25.1	1.3	10.1	1.2	10.0	0.0	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	95.0	0.0	47.4	79.6	0.0	119.1	67.2	21.7	14.8	69.1	0.0	42.1
LnGrp LOS	F		D	E		F	E	C	B	E		D
Approach Vol, veh/h	540				702				669		951	
Approach Delay, s/veh	57.0				112.3				23.2		49.8	
Approach LOS	E				F				C		D	
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	59.6		14.0		36.4		9.5		50.1		12.4	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	55.1		9.5		31.9		5.0		45.6		7.9	
Max Q Clear Time (g_c+I1), s	24.0		9.2		25.4		4.1		47.6		8.5	
Green Ext Time (p_c), s	4.2		0.0		1.4		0.0		0.0		0.0	
Intersection Summary												
HCM 7th Control Delay, s/veh	60.3											
HCM 7th LOS	E											

HCM 7th Signalized Intersection Summary

2:

02/03/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	198	14	113	348	212	21	376	129	264	705	23
Future Volume (veh/h)	34	198	14	113	348	212	21	376	129	264	705	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	244	17	118	362	221	23	413	142	307	820	27
Peak Hour Factor	0.81	0.81	0.81	0.96	0.96	0.96	0.91	0.91	0.91	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	504	35	194	349	213	129	784	665	319	507	17
Arrive On Green	0.07	0.29	0.29	0.11	0.32	0.32	0.07	0.41	0.41	0.28	0.28	0.28
Sat Flow, veh/h	1810	1756	122	1810	1087	663	1810	1900	1610	867	1829	60
Grp Volume(v), veh/h	42	0	261	118	0	583	23	413	142	307	0	847
Grp Sat Flow(s),veh/h/ln	1810	0	1878	1810	0	1750	1810	1900	1610	867	0	1889
Q Serve(g_s), s	1.5	0.0	8.1	4.4	0.0	22.5	0.8	11.4	4.0	17.5	0.0	19.4
Cycle Q Clear(g_c), s	1.5	0.0	8.1	4.4	0.0	22.5	0.8	11.4	4.0	19.4	0.0	19.4
Prop In Lane	1.00		0.07	1.00		0.38	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	132	0	539	194	0	563	129	784	665	319	0	524
V/C Ratio(X)	0.32	0.00	0.48	0.61	0.00	1.04	0.18	0.53	0.21	0.96	0.00	1.62
Avail Cap(c_a), veh/h	132	0	539	194	0	563	129	784	665	319	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	20.7	29.8	0.0	23.8	30.6	15.4	13.2	28.8	0.0	25.3
Incr Delay (d2), s/veh	6.3	0.0	3.1	13.4	0.0	47.7	3.0	2.5	0.7	41.4	0.0	286.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.8	2.5	0.0	16.0	0.5	5.0	1.5	8.7	0.0	49.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.1	0.0	23.7	43.3	0.0	71.4	33.6	17.9	14.0	70.2	0.0	312.0
LnGrp LOS	D		C	D		F	C	B	B	E		F
Approach Vol, veh/h	303				701				578		1154	
Approach Delay, s/veh	25.6				66.7				17.6		247.7	
Approach LOS	C				E				B		F	
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	33.4		12.0		24.6		9.5		23.9		9.6	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	28.9		7.5		20.1		5.0		19.4		5.1	
Max Q Clear Time (g_c+l1), s	13.4		6.4		10.1		2.8		21.4		3.5	
Green Ext Time (p_c), s	2.7		0.0		1.0		0.0		0.0		0.0	
Intersection Summary												
HCM 7th Control Delay, s/veh	128.1											
HCM 7th LOS	F											

Existing 2047 PM Peak Hours

HCM 7th Signalized Intersection Summary

2:

02/03/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	452	41	164	315	474	47	698	116	332	780	44
Future Volume (veh/h)	124	452	41	164	315	474	47	698	116	332	780	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	558	51	171	328	494	52	767	127	386	907	51
Peak Hour Factor	0.81	0.81	0.81	0.96	0.96	0.96	0.91	0.91	0.91	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	452	41	115	182	274	60	1108	939	238	927	52
Arrive On Green	0.06	0.26	0.26	0.06	0.27	0.27	0.03	0.58	0.58	0.52	0.52	0.52
Sat Flow, veh/h	1810	1715	157	1810	673	1014	1810	1900	1610	632	1782	100
Grp Volume(v), veh/h	153	0	609	171	0	822	52	767	127	386	0	958
Grp Sat Flow(s),veh/h/ln	1810	0	1872	1810	0	1687	1810	1900	1610	632	0	1882
Q Serve(g_s), s	8.5	0.0	39.5	9.5	0.0	40.5	4.3	42.3	5.4	45.2	0.0	74.7
Cycle Q Clear(g_c), s	8.5	0.0	39.5	9.5	0.0	40.5	4.3	42.3	5.4	78.0	0.0	74.7
Prop In Lane	1.00		0.08	1.00		0.60	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	103	0	493	115	0	456	60	1108	939	238	0	979
V/C Ratio(X)	1.49	0.00	1.24	1.49	0.00	1.80	0.86	0.69	0.14	1.62	0.00	0.98
Avail Cap(c_a), veh/h	103	0	493	115	0	456	60	1108	939	238	0	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.8	0.0	55.3	70.3	0.0	54.8	72.2	21.8	14.1	57.0	0.0	35.2
Incr Delay (d2), s/veh	265.8	0.0	122.6	261.7	0.0	370.7	81.0	3.6	0.3	296.9	0.0	24.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	0.0	35.4	12.8	0.0	64.1	3.4	19.7	2.1	28.9	0.0	39.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	336.5	0.0	177.8	332.0	0.0	425.5	153.1	25.4	14.4	353.8	0.0	59.3
LnGrp LOS	F		F	F		F	F	C	B	F		E
Approach Vol, veh/h	762			993			946			1344		
Approach Delay, s/veh	209.7			409.4			30.9			143.9		
Approach LOS	F			F			C			F		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	92.0		14.0	44.0	9.5	82.5	13.0	45.0				
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	87.5		9.5	39.5	5.0	78.0	8.5	40.5				
Max Q Clear Time (g_c+l1), s	44.3		11.5	41.5	6.3	80.0	10.5	42.5				
Green Ext Time (p_c), s	7.3		0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	195.0											
HCM 7th LOS	F											