FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 109/ Hancock County
Designation Number(s):	2100216
Project Description/Termini:	SR 109 Road Reconstruction Project/1.84 miles south of SR 234 to 1.06 miles south of SR 234 within Town of Wilkinson

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

REB 5/16/2025
INDOT DE Initials and Date

N/A
INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer: Andrew Getting, CHA Consulting, Inc.

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.**

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

**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 September 19, 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 F-1 to F-2.

Section 106:
To meet the public involvement requirements of Section 106, a legal notice of the "No Adverse Effect" finding was published in the *Daily Reporter* newspaper on April 26, 2025, 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 will close 30 days later on May 26, 2025. The text of the public notice and the affidavit of publication appear in Appendix D, pages D-132 to D-138. This document will be updated after the comment period has concluded.

Public Information Meetings
On behalf of INDOT, Hanson Professional Services, Inc., conducted one public information meeting (PIM) for the project. Legal Notice of Public Information Meeting (PIM) was sent to adjacent land and business owners impacted by the project, locally elected officials, and representatives of INDOT (Appendix F, pages F-3 to F-4). An ad for the PIM was ran in the *Daily Reporter* on March 29, 2025 to inform the public of the meeting time, location, and purpose of the project (Appendix F, pages F-7 to F-9). A project page was created on the INDOT website (INDOT: S.R. 109 Pavement Enhancement Project in Wilkinson) with copies of meeting materials. Social media blasts were sent on Facebook via facebook.com/INDOTEast and X via @INDOTEast.

The PIM was held on April 8, 2025, at the Wilkinson Church of Christ, located at 7293 N. S.R. 109, Wilkinson, IN. Seventy-two (72) people signed in at the meeting, including twenty-one (21) public officials (Appendix F, pages F-10 to F-11). There were fifty-one (51) attendees from the general public. The meeting started with INDOT and consulting project team introductions followed by a formal presentation; consisting of the need for the project, the scope of the project, the alternatives considered, an overview of the environmental process, and proposed design information (Appendix F, pages F-13 to F-27). After the presentation, the meeting was opened up for informal project discussion, providing attendees the opportunity to review project displays and plans (Appendix F, pages F-28 to F-33). At this time attendees were given the opportunity to ask questions and to provide comments on the project.

Comments from the public were accepted via comment sheets, U.S. Postal Service, email, and telephone. Thirty-five (35) people submitted written comments (Appendix F, pages F-38 to F-74). The comments received mainly consisted of concerns about parking, speed of traffic, safety, drainage, tree removal, and sidewalk replacement. A comment response matrix is provided in Appendix F, pages F-34 to F-37.

Public Hearing
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: Greenfield

Local Name of the Facility: SR 109

Funding Source (*mark all that apply*): Federal [X] State [X] Local [ ] Other* [ ]

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

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 the project is due to age-related distress affecting the roadway along SR 109, the lack of ADA-compliant pedestrian facilities in the Town of Wilkinson, and drainage deficiencies as evidenced by areas of ponding within the project area. An additional need due to traffic safety issues was identified at the intersection of CR 1050 (1st Street) at SR 109 and the six-way intersection of SR 109 at Station St. and E 700 N. At CR 1050 (1st Street) and SR 109, the data from INDOT's Traffic Count Database reflects the need for improved sight distance, as two crashes occurred between 2019 and 2021 as a result of inadequate sight distance.

Purpose: The purpose of the project is to provide continued safe vehicular roadway along SR 109 for motorists throughout the Town of Wilkinson, provide ADA-compliant pedestrian crossings, and to address the drainage deficiencies along the roadway. The project's purpose is also to correct the poor angles and sight-distance deficiencies at SR 109's intersections with CR 1050 (1st Street) and Station Street.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Hancock Municipality: Wilkinson

Limits of Proposed Work: 1.84 miles south of SR 234 to 0.99 miles south of SR 234

Total Work Length: 0.843 Mile(s) Total Work Area: 5.78 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?	[ ]	[X]
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date:	

[1] *If 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.*

Describe location of 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.

Location: This project is along SR 109 in the Town of Wilkinson, from 1.84 miles south of SR 234 to 0.99 mile south of SR 234 in Wilkinson, Brown Township, Hancock County, Indiana. Specifically, the project is located within Sections 27, 28, and 34, Township 17 North, Range 8 West as shown in the attached 7.5 Minute Shirley United States Geological Survey (USGS) Quadrangle Map (Appendix B, page B-1).

Existing Conditions: SR 109 is functionally classified as a rural minor arterial road. The roadway has a posted speed limit of 30 miles per hour (mph). The existing road through the project area is a two-lane, undivided highway, with a typical section consisting of one 12-foot travel lane and varying shoulders in each direction. The existing asphalt pavement is experiencing a combination of longitudinal cracking and rutting, as well as minor raveling along the centerline. Sidewalks along both sides of the roadway are approximately 4 feet wide with a variable width buffer from SR 109. Sidewalks and ramps along both sides of SR 109 do not comply with current ADA requirements and are in disrepair. There are also sections of missing sidewalk, particularly at the northern portion of the project area near the northern terminus. The existing curbed and closed drainage system appears to be insufficient, and areas of ponding and eroded curbs were noted. Existing right-of-way (ROW) through this corridor is varied. ROW typically follows along the back of the existing sidewalk, a distance of 25 feet to 30 feet from the centerline of SR 109.

The intersections of G Street/SR 109 and 1st Street/SR 109 are within 100 feet of each other and connect at an angle (40 degrees) that impedes driver sight-distance. Also, the intersection of SR 109/County Road (CR) 700/Station Street has poor geometry for turning vehicles and pedestrian crossings.

This section is not part of the National Highway System; however, it is part of the National Truck Network. The average annual daily traffic (2026) is 4,505 vehicles per day with 11.76% of that volume being truck traffic. The terrain is flat and the adjacent land use is generally residential within the project limits.

Preferred Alternative: The proposed project includes a full depth reconstruction of SR 109 through the Town of Wilkinson. Reconstruction includes stormwater drainage, paved shoulders, curbs and curb ramps, sidewalk reconstruction where needed and new hot mix asphalt (HMA) overlay. The new roadway will retain the 12 ft travel lanes, while providing 2 ft to 3 ft paved shoulders, curbs, and 5 ft wide sidewalks. Curb ramps at pedestrian intersections will be updated to ADA standards. Approximately 400 ft of new sidewalk will be constructed from the driveway entrance for Wilkinson Church of Christ to the point where the sidewalk ends on the northeast side of SR 109 near address 435 S. Main Street. Storm sewer reconstruction includes relocation and replacement of 128 structures. The approach at 1st Street and SR 109 will be reconfigured to improve the sight distance and geometry at the intersection. The project will realign the 40-degree angle intersection into a 90-degree intersection. G Street will terminate at 2nd Street, approximately 200 feet from SR 109. The intersection of CR 700, Station St, and SR 109 will also have slight adjustments to the alignment to improve turn radii as permissible.

Logical Termini/Independent Utility: The preferred alternative satisfies the purpose and need for the project as described above because it will address the overall deficiencies associated with the pavement, drainage, and pedestrian facilities. The alternative includes the minimum area necessary to complete this project, therefore it has logical termini. This alternative does not create the need for additional work and does not rely on another project to meet the purpose and need, therefore it has independent utility.

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.

No Build/Do Nothing: While this alternative would have the lowest economic cost and the fewest environmental and cultural impacts, this alternative would not meet the project's purpose and need, which is to improve the deteriorating conditions of the roadway, correct sight distance issues, and drainage and to provide updated ADA facilities. Therefore, this alternative will no longer be considered.

No other alternatives were considered for this project.

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;	X
It would not correct the existing roadway geometric deficiencies;	X
It would not correct existing deteriorated conditions and maintenance problems; or	X
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (Describe):	

ROADWAY CHARACTER:

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

Name of Roadway	SR 109				
Functional Classification:	Minor Arterial				
Current ADT:	4505	VPD (2026)	Design Year ADT:	4972	VPD (2046)
Design Hour Volume (DHV):	497	Truck Percentage (%)	11.76		
Designed Speed (mph):	30	Legal Speed (mph):	30		

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel		Travel	
Pavement Width:	12	ft.	12	ft.
Shoulder Width:	2	ft.	2	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	4	ft.	5	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	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): N/A Sufficiency Rating: N/A
(Rating, Source of Information)

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

No bridges or small structures are located within the project area.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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 includes a road closure and detour. The detour will travel over SR 234, SR 9, and I-70. This detour will add approximately 25 travel miles for through travelers and last during the length of construction, approximately 2 years (Appendix B, B-16 to B-21). All adjacent property owners will retain access during construction. A local detour will be utilized for in-town traffic and will be coordinated with the Town of Wilkinson. A temporary sidewalk will be provided for pedestrian access during construction.

The closures will pose a temporary inconvenience to traveling motorists (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: $ 732,000 (2025) Right-of-Way: $ 55,000 (2025) Construction: $ 3,203,000 (2026)

Anticipated Start Date of Construction: Spring 2026

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.903	0.123
Commercial	0	0.018
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other: Reacquisition of Presumed Right-of-way	0.065	0
Other: Weir Cook Community Park	0.001	0
TOTAL	0.969	0.141

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 project requires approximately 0.969 acres of permanent right-of-way, 0.065 acres of which is reacquisition of presumed right-of-

way, 0.903 acre from residential properties, and 0.001 acre from the Weir Cook Community Park. As this is a Section 4(f) property, further discussion can be found in the *Section 4(f)* section of this document. Permanent right-of-way will be used to reconstruct the roadway, install and upgrade curbs and gutters, and install pedestrian facilities.

There will be approximately 0.141 acre of temporary right-of-way needed for construction activities associated with this project.

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 January 22, 2024 (Appendix C-1).

Agency	Date Sent	Date Response Received	Appendix
Federal Highway Administration (FHWA)	January 22, 2024	N/A	N/A
Natural Resources Conservation Services (NRCS)	January 22, 2024	February 8, 2024	C-5 to C-6
Indiana Geological and Water Survey (online submission)	April 9, 2024	April 9, 2024 (automated response)	C-7 to C-9
Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR-DFW)	January 22, 2024	February 21, 2024	C-10 to C-11
US Fish and Wildlife Service (USFWS)	January 22, 2024	January 23, 2024	C-12 to C-14
US Army Corps of Engineers (USACE)	January 22, 2024	N/A	N/A
INDOT Greenfield District Environmental Services	January 22, 2024	N/A	N/A
INDOT Central Office Document Review Team	January 22, 2024	N/A	N/A
Indiana Department of Environmental Management (IDEM) Wetlands and Stormwater Programs	January 22, 2024	N/A	N/A
INDOT Project Manager	January 22, 2024	N/A	N/A
Town of Wilkinson	January 22, 2024	N/A	N/A
Hancock County Highway	January 22, 2024	N/A	N/A
Hancock County Engineer	January 22, 2024	N/A	N/A
Hancock County Soil and Water Conservation District	January 22, 2024	N/A	N/A
Hancock County Commissioners	January 22, 2024	N/A	N/A
IDNR Division of Reclamation	April 2, 2025	April 3, 2025	C-39 to C-40

Notification to local emergency services was completed on March 27, 2025 by invitation to the April 8, 2025 public information meeting (Appendix F, page F-11).

Resource specific recommendations are included in the applicable sections throughout the remainder of this document. All applicable recommendations are include in the *Environmental Commitments* section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
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			

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page E-1 to E-11), there are 10 streams, rivers, watercourse 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. That number was confirmed at the site visit conducted by CHA Consulting on May 18, 2023. Therefore, no impacts are expected.

	Presence	Impacts	
		Yes	No
Open Water Feature(s)			
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 a desktop review, the aerial map of the project area, and the RFI report (Appendix E, page E-1 to E-11), there are five (5) 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 May 18, 2023 by CHA Consulting. Therefore, no impacts are expected.

	Presence	Impacts Yes	Impacts No
Wetlands			

Total wetland area: N/A Acre(s) Total wetland area impacted: N/A 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)
N/A	N/A	N/A	N/A	N/A

Wetlands (*Mark all that apply*)	Documentation	ESD Approval Dates
Wetland Determination		
Wetland Delineation		
USACE Isolated Waters Determination		

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, page E-1 to E-11), there are nine wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area which was confirmed by the site visit on May 18, 2023 by CHA Consulting. Therefore, no impacts are expected.

	Presence	Impacts Yes	Impacts No
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 2.67 Acre(s) Total tree clearing: 0.06 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent 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.

Based on a desktop review, a site visit on May 18, 2023 by CHA Consulting, the aerial map of the project area (Appendix B, B-2), there is approximately 2.67 acres of terrestrial habitat in the project area, largely consisting of trees and residential lawns. Approximately 0.06 acre of trees, specifically 12 street trees, will be removed as part of this project. These trees consist of silver maple, black maple, and Callery pear. All practicable measures to minimize harm to terrestrial habitat were considered and there are no practicable measures to minimize harm to terrestrial habitat due to proposed construction that would result in less impact.

#	Scientific Name	Common Name	DBH (inches)	Remove?	Historic Property
1	*Acer saccharinum*	Silver maple	30	Yes	n/a
2	*Acer saccharinum*	Silver maple	29	Yes	n/a
3	*Pyrus calleryana*	Callery pear	14	Yes	n/a
4	*Acer saccharinum*	Silver maple	31	No	171 S Main St
5	*Acer saccharinum*	Silver maple	41	No	171 S Main St
6	*Fraxinus americana*	White ash	14	No	n/a
7	*Acer rubrum*	Red maple	46	No	n/a
8	*Acer saccharinum*	Silver maple	Multi-stem 10, 12	Yes	n/a
9	*Acer saccharinum*	Silver maple	Multi-stem 8, 7, 10	Yes	n/a
10	*Acer saccharinum*	Silver maple	27	Yes	n/a
11	*Acer saccharinum*	Silver maple	31	No	169 S Main St
12	*Acer nigrum*	Black maple	21	Yes	n/a
13	*Acer nigrum*	Black maple	22	Yes	n/a
14	*Pyrus calleryana*	Callery pear	23	No	382 N Main St
15	*Acer nigrum*	Black maple	5	No	302 N Main St
16	*Acer saccharinum*	Silver maple	25	Yes	n/a
17	*Acer saccharinum*	Silver maple	Multi-stem 15, 14	Yes	n/a
18	*Acer saccharinum*	Silver maple	24	No	n/a
19	*Acer saccharinum*	Silver maple	48	No	169 S Main St
20	*Acer nigrum*	Black maple	12	Yes	n/a
21	*Acer nigrum*	Black maple	11	No	150 S Main St
22	*Cercis canadensis*	Eastern redbud	Multi-stem 3, 3	No	172 S Main St
23	*Acer nigrum*	Black maple	22	No	172 S Main St
24	*Acer saccharinum*	Silver maple	25	Yes	n/a
25	*Acer saccharinum*	Silver maple	37	No	n/a

Early coordination letters were sent to IDNR and USFWS on January 22, 2024. IDNR responded with standard recommendations on February 21, 2024 (Appendix C, C-10 to C-11), including recommendations to revegetate all bare and disturbed areas that are not currently mowed and maintained, and to plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter at breast height.

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

Protected Species

Federally Listed Bats	**Yes**	**No**
Information for Planning and Consultation (IPaC) determination key completed	X	
Section 7 informal consultation completed (IPaC cannot be completed)		
Section 7 formal consultation Biological Assessment (BA) required		

Determination Received for Listed Bats from USFWS: NE [ ] NLAA [X] LAA [ ]

Other Species not included in IPaC	**Yes**	**No**
Additional federal species found in project area (based on IPaC species list)		X
State species (not bird) found in project area (based upon consultation with IDNR)		X

Migratory Birds	**Yes**	**No**
Known usage or presence of birds (i.e. nests)		X
State bird species based upon coordination with IDNR		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, page E-1 to E-11), completed by CHA Consulting on January 18, 2024 the IDNR Hancock County Endangered, Threated and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated February 21, 2024 (Appendix C, C-10 to C-11), the Natural Heritage Program's Database has been checked and there were no species or critical habitats present within or adjacent to the project area. An INDOT 0.5 mile bat review occurred on September 19, 2023 and no species or habitats were identified during this search.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-15 to C-25). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and proposed endangered tricolored bat (*Perimyotis subflavus*). Two additional species were generated in the IPaC species list other than the Indiana Bat and are discussed below.

The project qualifies for the *Rangewide Programmatic Informal Consultation* for the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024, between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on May 14, 2025, and based on the responses provided the project was found to have "may effect – not likely to adversely effect," on the Indiana bat and tricolored bat (Appendix C-26 to C-38). INDOT reviewed and verified the effect finding on May 15, 2025 and requested USFWS's review of the finding. USFWS is provided a 14-day review period. This section will be updated after public involvement requirements are fulfilled.

The official species list generated from IPaC indicated two other species present within the project area. The project is within range of the Monarch Butterfly (*Danaus plexippus*) and Whooping Crane (*Grus americana*). The Monarch Butterfly is listed as proposed threatened. The Whooping Crane is listed as experimental population, non-essential. There are no Section 7 requirements for these species. No further coordination is needed with USFWS.

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 project plans are changed, USFWS will be contacted for consultation.

Geological and Mineral Resources	**Yes**	**No**
Project located within the Indiana Karst Region		X
Karst features identified within or adjacent to the project area		X
Oil/gas or exploration/abandoned wells identified in the project area	X	

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* document. According to the topographic map of the project area (Appendix B, B-1), there are no karst features identified within or adjacent to the project area. In the early coordination response April 9, 2024, the IGWS did not indicate that karst features exist in the project area (Appendix C, C-7

to C-9). Response from IGWS has been communicated with the designer on April 9, 2024. No impacts are expected.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page E-1 to E-11), there are two (2) petroleum wells located within the project area. One well is located at the intersection of SR 109 and W B Street (Permit # 140023) and the other well located along SR 109 just south of G Street (permit # 140049). In correspondence dated April 3, 2025, the IDNR Division of Reclamation (DOR) Oil & Gas Program noted that limited records for the natural gas wells are available (Appendix C, pages C-39 to C-40). During inspections, the wells were not visible at the surface. The IDNR recommended that if a void, steel piping, or other subsurface structure is encountered, to proceed with caution. The well is required to be plugged, which entails drilling out to a depth of 250 ft and filling with cement to the surface.

SECTION C – OTHER RESOURCES

	Presence	Impacts	
Drinking Water Resources		Yes	No
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)	X		X
Urbanized Area Boundary			
Public Water System(s)			

	Yes	No
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		X
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

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.

This project is located in Hancock 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.

The IDEM's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on March 9, 2023 by CHA Consulting. This project is not located within a Wellhead Protection Area or a Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (https://wwwin.gov/dnr/water/3595.htm) was accessed on March 9, 2023 by CHA Consulting. As Wilkinson is a rural community, there are many water wells adjacent to the project area. The features will not be affected because depth of excavation will not exceed 12 feet. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these well will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the IDEM MS4 database by CHA Consulting on March 9, 2023, this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, a site visit on May 18, 2023 by CHA Consulting, and the aerial map of the project area (Appendix B, B-2), no public water systems were identified. Therefore, no impacts are expected.

Floodplains	Presence	Impacts Yes	Impacts No
Project located within a regulated floodplain			
Longitudinal encroachment			
Transverse encroachment			
Homes located in floodplain within 1000' up/downstream from project			

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 IDNR Indiana Floodway Information Portal website (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e) was accessed on March 13, 2023. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B-2). Therefore, it does not fall withing the guidelines for the implementation 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	Presence	Impacts Yes	Impacts No
Agricultural Lands	X	X	
Prime Farmland (per NRCS)	X	X	

Total Points (from Section VII of CPA-106/AD-1006*) **102**

**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 May 18, 2023 by CHA Consulting, and the aerial map of the project area (Appendix B, B-2), the project will convert 0.04 acres of farmland as defined by the Farmland Protection Policy Act (FPPA) within the project. An early coordination letter was sent on January 22, 2024, to the Natural Resources Conservation Service (NRCS). NRCS responded on February 8, 2024, stating that the project would cause a conversion of prime farmland. Coordination with NRCS resulted in a score of 102 on the NRCS AD 1006 Form (Appendix C-6). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

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

Full 106 Effect Finding

No Historic Properties Affected ☐ No Adverse Effect X Adverse Effect ☐

Indiana Department of Transportation

County Hancock Route SR 109 Des. No. 2100216

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) [X] Archaeology [ ] NRHP Bridge(s) [ ]

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination	X	March 22, 2023	April 21, 2023
800.11 Documentation	X	April 21, 2025	pending
Historic Properties Report or Short Report	X	June 17, 2024	July 17,2024
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	May 10, 2024	July 17, 2024
Archaeological Phase Ic Survey Report			
Other: NAE Effects Report	X	February 7, 2024	March 10, 2025

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

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): SJCA, qualified professionals meeting the Secretary of Interior's Professional Qualification Standards, defined the APE. 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, as defined by 36 CFR Section 800.16 (d).

The APE includes all properties adjacent to the project and those with a proximate viewshed of the project. The dimensions of the APE were defined by open agricultural space at the northwestern and southeastern project limits, the elevation of the roadway, the residential and commercial structures along the project area, and the intersections along SR 109. At it's widest point, the APE measures 0.35 miles across; at its narrowest point, it measures 0.09 mile across (Appendix D, page D-7).

Coordination with Consulting Parties: Section 106 of the National Historic Preservation Act requires Federal Agencies (or their representatives) 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 potential historic properties that might possibly be affected by the undertaking, share views on the project's effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. In an early coordination letter (ECL) letter sent March 22, 2023 (Appendix D, D-65 to D-69), the following parties were invited to join Section 106 consultation: Indiana Landmarks Central Regional Office, Hancock County Historian, Hancock County Historical Society, Hancock County Commissioners, Hancock County Highway Department, Town of Wilkinson, Indianapolis Metropolitan Planning Organization, Eastern Shawnee Tribe of Oklahoma, Miami Tribe of Oklahoma, Peoria Tribe of Indians of Oklahoma, Pokagon Band of Potawatomi Indians, and Shawnee Tribe. The Indiana State Historic Preservation Office (SHPO) is an automatic consulting party. The table below lists the agencies and organizations that were invited to join Section 106 consultation. The organizations were given 30-days to review the information and decide if they would like to serve as a consulting party for the proposed project. Organizations listed in bold accepted the invitation to serve as a consulting party.

A Historic Properties Report (HPR) and an Archaeology Short Report (ASR) were prepared by SJCA Inc. The reports, accompanied by a report distribution letter (RDL) dated June 17, 2024, were distributed to accepted consulting parties for review and comment. In the HPR, "House" (IHSSI No. 059-589-02007), 10227 E 700 N was recommended for listing on the National Register of Historic Places (NRHP)(Appendix D, pages D-79 to D-87).

Organization	**ECL Date of Reply**	**RDL Date of Reply**
Indiana State Historic Preservation Officer (IN SHPO)	April 21, 2023	July 17, 2024
Indiana Landmarks Central Regional Office	March 29, 2023	June 20,2024
Hancock County Historian		
Hancock County Historical Society		
Hancock County Commissioners		
Hancock County Highway Department		
Town of Wilkinson		
Indianapolis Metropolitan Planning Organization		
Eastern Shawnee Tribe of Oklahoma	May 4, 2023	

Miami Tribe of Oklahoma	April 3, 2023	September 19, 2024
Peoria Tribe of Indians of Oklahoma		
Pokagon Band of Potawatomi Indians		
Shawnee Tribe	April 24, 2023	

Historic Properties:
Historians prepared a Historic Property Report (HPR) (SJCA June 17, 2024). Research did not identify any previous Section 106 investigations that occurred within the project APE. The NRHP, Indiana Register of Historic Sites and Structures, the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Bridges, Buildings, and Cemetery Map (IHBBC), showing the results of the Indiana Historic Sites and Structures Inventory (IHSSI), and the Hancock County Interim Report (1983) were consulted. The HPR identified four resources to be eligible for listing in the NRHP, House, IHSSI No. 059-589-02007, Lorenzo Cook Farm, IHSSI No. 059-589-00022, Commercial Building, IHSSI No. 059-589-02009, and Methodist Episcopal Church, IHSSI No. 059-589-02009. Only one property, “Condo House” IHSSI No. 059-589-02007, was recommended eligible for listing in the NRHP.

- The Condo House located at 10227 E 700 N (IHSSI No. 059-589-02007) – SHPO identified the property as eligible for listing in the HRHP under Criterion C for architecture. Specifically, the 1925 structure embodies the English Tudor Cottage substyle that includes notable features like the rounded Tudor arch around the inset front door, a massive central chimney with decorative chimney pots, a steeply pitched multi-level, cross-gable roof, and tall, narrow windows in groups with multi-pane glazing. The overall design of the structure is asymmetrical, with a prominent front gable that houses the front door. The exterior is made of brown brick with a concrete foundation.

On June 20, 2024, Indiana Landmarks stated they have no issues with the six listed improvements of the project (Appendix D, page D-88). On September 19, 2024, the Miami Tribe of Oklahoma offered no objection to the project (Appendix D, page D-106). SHPO responded on July 17, 2024, and concurred with the APE and agreed that the “House” IHSSI No. 059-589-02007 is eligible for inclusion (Appendix D, pages D-90 to D-92). However, SHPO stated that “Based on our NR staff’s research, we disagree that the following properties are not eligible for inclusion” in the NRHP:

- Lorenzo Cook Farm located at 7393 N 1000 E (IHSSI No. 059-589-00022) – SHPO identified this farm to be eligible under Criteria A for agriculture and C. The farm retains its large barn, which has significant architectural detailing. The house retains its front and side elevations, wood siding, porch, and window placement. Other farm buildings contribute to the sense of a locally significant agricultural practice.

- Methodist Episcopal Church located at 310 S. Main Street (IHSSI No. 059-589-02009) – SHPO identified this property is eligible under Criterion C as it retains its Gothic Revival stylistic elements, despite having been sided with vinyl. The Modern style addition is sufficiently off to the side to not detract too much from the original church. Additions of this sort were common for congregations that continued to grow during the post-war period and in a sense are evidence of continued significance to the community. The interior plan is a key consideration of its condition and state of interior integrity would be important toward determining eligibility.

- The House located at 172 S. Main Steet – SHPO identified this story-and-a-half frame house is a locally significant example of a Craftsman Bungalow and is eligible under Criterion C. It has been covered in vinyl siding but retains window shape, placement and configuration. The house has a well-detailed Craftsman porch with refined glacial boulder stonework.

- The House located at 150 S. Main St. (IHSSI # 059-589-02008) - SHPO identified this one-and-a-half story Craftsman Bungalow is veneered in variegated brown brick is eligible under Criterion C and is locally significant. The house has significant Craftsman design elements: jerkin-head roof, deep eaves with cross-braced wood braces, which is basketweave brick panels and other brickwork, square bay window, and a full porch with brick piers.

- The House located at 169 N. Main St. (IHSSI # 059-589-02006) - SHPO identified this one-and-a-half story Craftsman Bungalow with brown brick veneer first story and sided gable ends is eligible under Criterion C and is locally significant. The large, gabled porch has brick piers and square wood columns. A finely-crafted low boulder stone wall encloses the yard. The house retains its significant Craftsman Bungalow elements. The house is locally significant under Criterion C.

- The House located at 112 East B St. (SJCA 12) - SHPO identified the house is eligible under Criterion C and is locally significant. For this house, the builder used a pyramidal hip roof with centered, gabled porch on the front of this one-and-a-half story house. The rear dormer appears to be an early addition to the house. Walls are of honey-colored brick, with soldier coursing at the lower portion of the walls. The house is a locally significant Craftsman Bungalow. The yard of 112 E. B St. is

enclosed by a boulder stone low wall."

- The House located at 302 N. Main St. (SJCA 8) - NR staff believe this is eligible under Criterion C and is locally significant. This large Craftsman Bungalow has significant Craftsman style detailing, including: variegated brown brick veneer with soldier belting, large, full-width porch with brick piers and battered wood columns with recessed panels, front gabled dormer with recessed center and flanking 3/1 windows, side bay with chamfered walls and gable roof, deep eaves with flared pitch and large wood braces.

- The House located at 382 N. Main St. (SJCA 4) - NR staff believe this house is eligible under Criterion C and is locally significant. This small but finely crafted Tudor Revival "small house" is locally significant for its architecture. It has significant Tudor Revival elements, including: typically irregular plan and massing, very likely derived from a pattern book; variegated brown/tan/honey brick veneer, stone voussoirs for entryway arch, stone detailing elsewhere; massive front chimney with buttressing; steep roof with close eaves."

- The House located at 171 S. Main Street - SHPO noted the property, a one-story Craftsman Bungalow, is eligible for inclusion in the NRHP which had not been previously identified.

Archaeology
An Archaeological Short Report was prepared on May 9, 2024, by an archaeologist meeting the Secretary of the Interior's Qualified Professional Standards. No sites were identified within the project area. In the letter dated July 17, 2024, SHPO concurred that no sites are listed or eligible for inclusion in the NRHP within the proposed project area and that no further archaeological investigations appear necessary (Appendix D, pages D-90 to D-92). No additional comments were received from consulting parties regarding archaeological resources.

Describe the Undertakings Effects on Historic Properties
An Effect Finding report was prepared on April 21, 2025 by SJCA, Inc. describing the project undertaking's effects on the historic properties (Appendix D, pages D-18 to D-20). The report was distributed to accepted consulting parties for review and comment.

- Condo House located at 10227 E 700 N (IHSSI No. 059-589-02007) - The property is adjacent to the project area. The undertaking will remove and replace the preexisting sidewalk, curb, and curb ramp on the northeast corner of the property. A curb is being added along E 700 N and Station St. Under the preferred alternative, approximately 2831 sq. ft. of permanent right-of-way will be taken from northeast corner of the property parcel, which is within the NRHP parcel boundary. This acquired right-of-way will follow the existing edge of pavement. This portion consists of the existing sidewalk, curb, and curb ramp but does not include the grass lawn. No preexisting grant could be found which demonstrated the sidewalk was originally meant to be acquired during its construction. As such, the area containing the sidewalk and curb will need to be acquired as part of this project. No contributing features to the "Condo House" will be altered or removed. Within the viewshed of the property, to the northeast and southeast, SR 109 will undergo an HMA full depth reconstruction, and the sidewalks, curbs, and curb ramps will be modified to meet current ADA standards, including at the northeast corner of the property.
- Lorenzo Cook Farm located at 7393 N 1000 E (IHSSI No. 059-589-00022) - The preferred alternative would avoid the Lorenzo Cook Farm, resulting in no direct impacts to the historic property. No contributing features will be altered or removed. No temporary or permanent right-of-way will be acquired from the property. Within the ranged viewshed of the property, SR 109 will undergo an HMA full depth reconstruction. However, the Lorenzo Cook Farm is approximately 391 ft. to the northeast of the project area and while the second floor of the house is visible from project area, the project area itself cannot be seen while standing on the property due to the local topography.
- Methodist Episcopal Church located at 310 S. Main Street (IHSSI No. 059-589-02009) - The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. No contributing features will be altered or removed. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, new sidewalks, curbs, and curb ramps will be installed on the northeast corner at the intersection of SR 109 at F St. New sidewalk will additionally be installed along the northeast side of the Methodist Episcopal Church and SR 109 will undergo an HMA full depth reconstruction. Within the viewshed, to the southeast of the property, the intersection of CR 1050 at SR 109 will be reconfigured to create a T-intersection.
- The House located at 172 S. Main Steet - The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. No contributing features will be altered or removed. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards.
- The House located at 150 S. Main St. (IHSSI # 059-589-02008) - The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. No contributing features will be altered or removed. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA

standards.

- The House located at 169 N. Main St. (IHSSI # 059-589-02006) - The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. The boulder-stone wall surrounding the property will be called out on the plans with “Do Not Disturb” and an environmental commitment for avoidance has been added to the project. No contributing features will be altered or removed. Under the preferred alternative, approximately 7 sq. ft. of permanent right-of-way will be taken from northeast corner of the property parcel. Within the viewshed of the property, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards.
- The House located at 112 East B St. (SJCA 12) - The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. No contributing features will be altered or removed. The boulder-stone wall will not be altered by the construction. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, to the northwest and southwest, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards. Additionally, within the viewshed, to the west, there will be the installation of a raised curb and the potential replacement of existing gravel with sodding at the southeast corner of Station St. and SR 109.
- The House located at 302 N. Main St. (SJCA 8) - The property is adjacent to the project area. No contributing features will be altered or removed. Under the preferred alternative, approximately 246 sq. ft. of temporary right-of-way will be taken from the northeast portion of the property parcel to remove and replace the existing concrete sidewalk. Within the viewshed of the property, to the northeast and southeast, SR 109 will undergo an HMA full depth reconstruction.
- The House located at 382 N. Main St. (SJCA 4) - The property is adjacent to the project area. No contributing features will be altered or removed. Under the preferred alternative, approximately 35 sq. ft. of temporary right-of-way will be taken from the east portion of the property parcel, near the driveway, to remove and replace the existing concrete sidewalk. Within the northeast viewshed of the property, SR 109 will undergo an HMA full depth reconstruction.
- The House located at 171 S. Main Street - The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. No contributing features will be altered or removed. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards.

Documentation Findings: INDOT, acting on behalf of the FHWA, approved the APE and issued the determination of “No Adverse Effect” (Appendix D, pages D-7 to D-11). The preferred project alternative would have “No Adverse Effect” on the named historic resources because mitigative measures have been taken – such as no removal of mature trees and plans marked “do not disturb near contributing architectural elements like the boulder walls – and the project activities do not impact the resources’ abilities to be eligible for NRHP listing under Criterion C.

The documentation supporting the determination of “No Adverse Effect” as per 36 CFR 800.11 was submitted to the SHPO and consulting parties on February 7, 2025 (Appendix D, pages D-93 to D-102). On March 10, 2025, the SHPO had no comment in relation to the project and the details provided stating the proposed effect finding of “No Adverse Effect” (Appendix D, pages D-107 to D-108).

On March 11, 2025, the Shawnee Tribe responded to the effects report and offered no objection (Appendix D, pages D-109). On April 8, 2025, the Eastern Shawnee Tribe responded to the effects report and offered no objection (Appendix D, pages D-110).

Public Involvement: This finding was advertised as a legal notice in a local paper, The *Daily Reporter* (Hancock Co, IN), on April 26, 2025, and the public will be given a 30-day period in which to comment on the finding of “No Adverse Effect.” This document will be revised to reflect any substantive comments received.

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

	Presence	Use	
Parks and Other Recreational Land		Yes	No
Publicly owned park	X	X	
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	X	X	

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

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 U.S. 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.

Public Parks & Recreation Areas

Based on a desktop review, the aerial map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, page E-1 to E-11), there is one potential 4(f) resources located within the 0.5-mile search radius. According to the site visit on May 18, 2023 by CHA Consulting, there is one 4(f) resource located within or adjacent to the project area. The Weir Cook Community Park is adjacent to the project area. This project will have minor impacts including repaving and reconstructing the roadway at the corner of the property and improving the drainage. This project will also create an ADA compliant ramp at the road crossing and reconstruct the sidewalks. During the development process, it was determined that this project would constitute a "transportation enhancement" of Section 4(f) resources.

Pursuant to 23 CFR 774.13(g), a transportation enhancement results when a Section 4(f) property, in whole or in part, is required for a portion of the Section 4(f) resource but will be used for the purposes of preserving or enhancing an activity, feature, or attribute. This right-of-way, approximately 0.001 acre, will be permanently incorporated into a transportation facility but the activity is not considered to be adverse in terms of the preservation purpose of Section 4(f). Section 4(f) Transportation Enhancement will not constitute as a Section 4(f) use. To comply with this use, the following conditions must be satisfied:

1. The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection
2. The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) (above).

The Section 4(f) Transportation Enhancement was agreed to by the acting Wilkinson Town Board President on March 14, 2025 (Appendix H, H-9 to H-13).

Historic Properties

As discussed in the "Cultural Resources" section of this document, ten (10) individual properties were identified with in the APE and are listed in, or eligible for listing in, the NRHP. This qualifies each property as a Section 4(f) historic resource. A brief description of

each resource is provided below:

- The Condo House located at 10227 E 700 N (IHSSI No. 059-589-02007) – SHPO identified the property as eligible for listing in the HRHP under Criterion C for architecture. Specifically, the 1925 structure embodies the English Tudor Cottage substyle.

- Lorenzo Cook Farm located at 7393 N 1000 E (IHSSI No. 059-589-00022) – SHPO identified this farm to be eligible under Criteria A for agriculture and C. The farm retains its large barn, which has significant architectural detailing. The house retains its front and side elevations, wood siding, porch, and window placement. Other farm buildings contribute to the sense of a locally significant agricultural practice.

- Methodist Episcopal Church located at 310 S. Main Street (IHSSI No. 059-589-02009) – SHPO identified this property is eligible under Criterion C as it retains its Gothic Revival stylistic elements, despite having been sided with vinyl. The Modern style addition is sufficiently off to the side to not detract too much from the original church. Additions of this sort were common for congregations that continued to grow during the post-war period and in a sense are evidence of continued significance to the community. The interior plan is a key consideration of its condition and state of interior integrity would be important toward determining eligibility.

- The House located at 172 S. Main Steet – SHPO identified this story-and-a-half frame house is a locally significant example of a Craftsman Bungalow and is eligible under Criterion C. It has been covered in vinyl siding but retains window shape, placement and configuration. The house has a well-detailed Craftsman porch with refined glacial boulder stonework.

- The House located at 150 S. Main St. (IHSSI # 059-589-02008) - SHPO identified this one-and-a-half story Craftsman Bungalow is veneered in variegated brown brick is eligible under Criterion C and is locally significant. The house has significant Craftsman design elements: jerkin-head roof, deep eaves with cross-braced wood braces, which is basketweave brick panels and other brickwork, square bay window, and a full porch with brick piers.

- The House located at 169 N. Main St. (IHSSI # 059-589-02006) - SHPO identified this one-and-a-half story Craftsman Bungalow with brown brick veneer first story and sided gable ends is eligible under Criterion C and is locally significant. The large, gabled porch has brick piers and square wood columns. A finely-crafted low boulder stone wall encloses the yard. The house retains its significant Craftsman Bungalow elements. The house is locally significant under Criterion C.

- The House located at 112 East B St. (SJCA 12) - SHPO identified the house is eligible under Criterion C and is locally significant. For this house, the builder used a pyramidal hip roof with centered, gabled porch on the front of this one-and-a-half story house. The rear dormer appears to be an early addition to the house. Walls are of honey-colored brick, with soldier coursing at the lower portion of the walls. The house is a locally significant Craftsman Bungalow. The yard of 112 E. B St. is enclosed by a boulder stone low wall."

- The House located at 302 N. Main St. (SJCA 8) - NR staff believe this is eligible under Criterion C and is locally significant. This large Craftsman Bungalow has significant Craftsman style detailing, including: variegated brown brick veneer with soldier belting, large, full-width porch with brick piers and battered wood columns with recessed panels, front gabled dormer with recessed center and flanking 3/1 windows, side bay with chamfered walls and gable roof, deep eaves with flared pitch and large wood braces.

- The House located at 382 N. Main St. (SJCA 4) - NR staff believe this house is eligible under Criterion C and is locally significant. This small but finely crafted Tudor Revival "small house" is locally significant for its architecture. It has significant Tudor Revival elements, including: typically irregular plan and massing, very likely derived from a pattern book; variegated brown/tan/honey brick veneer, stone voussoirs for entryway arch, stone detailing elsewhere; massive front chimney with buttressing; steep roof with close eaves."

- The House located at 171 S. Main Street - SHPO noted the property, a one-story Craftsman Bungalow, is eligible for inclusion in the NRHP which had not been previously identified.

Land from a Section 4(f) resource may be used directly by permanent or temporary occupancy or indirectly through constructive use. A *de minimis* impact involves the use of Section 4(f) property that is generally minor in nature. For historic properties, a *de minimis* impact is one that results in a Section 106 determination of "no adverse effect" or "no historic properties affected." A determination of *de minimis* impact on a historic site may be made when all three of the following criteria are satisfied:

1. The process required by Section 106 of the National Historic Preservation Act (NHPA) results in the determination of "no adverse effect" or no historic properties affected" with the concurrence of the SHPO;

2. The SHPO is informed of FHWA's intent to make a *de minimis* impact determination based on their written concurrence in the Section 106 determination; and
3. FHWA has considered the views of any consulting parties participating in the Section 106 consultation.

The fulfillment of conditions 1-3 are detailed in the Effects Documentation (800.11 documentation)(Appendix D, page D-10), and falls within the MOU between FHWA, INDOT, and SHPO (2020), and can be found below:

- "Condo House" (IHSSI No. 059-589-02007, 10227 E 700 N) - This undertaking will convert property from "Condo House" (IHSSI No. 059-589-02007), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore FHWA hereby intends to issue a "de minimis" finding for the "House" (IHSSI No. 059-589-02007) pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

- Lorenzo Cook Farm (IHSSI No. 059-589-00022, 7393 N 1000 E) – This undertaking will have no effect on the Lorenzo Cook Farm (IHSSI No. 059-589-00022), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determine the appropriate Section 106 finding is "No Adverse Effect."

- Methodist Episcopal Church (IHSSI No. 059-589-02009, 310 S. Main St.) - This undertaking will have no effect on the Methodist Episcopal Church (IHSSI No. 059-589-02009), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determine the appropriate Section 106 finding is "No Adverse Effect."

- "House" (IHSSI No. 059-589-02008, 150 S. Main St.) - This undertaking will have no effect on the "House" (IHSSI No. 059-589-02008), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determine the appropriate Section 106 finding is "No Adverse Effect."

- "House" (IHSSI No. 059-589-02006, 169 S. Main St.) - This undertaking will convert property from "House" (IHSSI No. 059-589-02006), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore FHWA hereby intends to issue a "de minimis" finding for the "House" (IHSSI No. 059-589-02006) pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

- "House" (SJCA 12, 112 East B St.) - This undertaking will have no effect on the "House" (SJCA 12), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determine the appropriate Section 106 finding is "No Adverse Effect."

- "House" (SJCA 8, 302 N. Main St.) - This undertaking will have no effect on the "House" (SJCA 8), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determine the appropriate Section 106 finding is "No Adverse Effect."

- "House" (SJCA 4, 382 N. Main St.) - This undertaking will have no effect on the "House" (SJCA 4), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determine the appropriate Section 106 finding is "No Adverse Effect."

- "House" (171 S. Main St.) - This undertaking will have no effect on the "House," a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determine the appropriate Section 106 finding is "No Adverse Effect."

- "House" (172 S. Main St.) - This undertaking will have no effect on the "House," a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determine the appropriate Section 106 finding is "No Adverse Effect."

This satisfies the requirements of Section 4(f).

Section 6(f) Involvement	**Presence**	**Use**	
		Yes	**No**
Section 6(f) Property			

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 conversion of lands purchased with LWCF monies to a non-recreation use.

A review of the Section 6(f) properties on the INDOT ESD website revealed a total of five properties in Hancock County (Appendix H-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project	**Yes**	**No**
Is the project in the most current STIP/TIP?	X	
Is the project located in an MPO Area?		X
Is the project in an air quality non-attainment or maintenance area?		X
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)?		

Location in STIP: Pg. 143 FY 2024-2028 STIP

Name of MPO (if applicable):

Location in TIP (if applicable):

Level of MSAT Analysis required?

Level 1a [X] 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 Fiscal Year (FY) 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix G-1).

This project is located in Hancock County, which is currently in attainment for all criteria pollutants according to the IDEM Non-Attainment Map 2022. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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, and 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?		X

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 analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	**Yes**	**No**
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		X
Does the community have an approved transition plan?	X	
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)	X	

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 will be temporary impacts associated with construction activities. There will be temporary lane closures and detours associated with this project. All adjacent property owners will retain access during construction.

CHA Consulting researched possible fairs and festivals that may be in the area that could be potentially impacted by construction activities. Fairsandfestivals.net and IndianaFestivals.org was accessed on March 28, 2024 and showed no possible fairs or festivals. The Weir Cook Community Day Car Show is scheduled for June 28, 2025, and Halloween Parade is scheduled for October 31, 2025. It is expected that these events, though not yet scheduled for 2026, may occur during construction. The public information meeting on April 8, 2025, provided advance notice to local officials and residents of the project's construction schedule. Local access will be maintained during the construction of the project.

This project will repair the deteriorating roadway, improve stormwater drainage, and improve pedestrian facilities. This project will not have substantial impacts to property values or increase development in the area.

Hancock County has an American with Disabilities Act (ADA) transition plan. This project will comply with the community transition plan by upgrading existing features to be ADA compliant, including ADA-compliant ramps at crosswalks.

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-2), and the RFI report (Appendix E, page E-1 to E-11), there is one recreational facility located within 0.5 mile of the project area. The Weir Cook Community Park is adjacent to the project area. This was confirmed by the site visit on May 18, 2023 by CHA Consulting and the RFI report. This project will have minor impacts including repaving and reconstructing the roadway at the corner of the property, and improving the drainage. This project will also create an ADA compliant ramp at the road crossing and reconstruct the sidewalks.

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)	**Yes**	**No**
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?	X	
Will the project result in adversely high and disproportionate impacts to EJ populations?		X

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 that their programs, policies and activities do not have disproportionately high and adverse effects 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. This project will require 1.10 acres of additional, new permanent right-of-way. 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 that is called the community of comparison (COC). In this project, the COC is Hancock County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 4101. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or minority population is 125% of the COC. Data from data.census.gov from the 2020 data set was obtained on January 9, 2025 by CHA. The data collected for minority and low-income populations within the AC are summarized in the table below.

Table: Minority and Low-Income Data (Census and 2020)

	COC - Hancock County	AC-1 - Census Tract 4101
Percent Minority	8.11%	3.65%
125% of COC	10.13%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	5.89%	8.24%
125% of COC	7.36%	AC > 125% COC
EJ Population of Concern		Yes

AC-1 Census Tract 4101 has a percent minority of 3.65% which is below 50% and below the 125% COC threshold. Therefore AC-1 is not a minority population of EJ concern.

AC-1 Census Tract 4101 has a percent low-income of 8.24%, which is below 50% and above the 125% COC threshold. Therefore, AC-1 is a low-income population of EJ concern.

The project will address the roadway deterioration and pedestrian mobility and deficiencies by reconstructing the existing SR 109 facility, including adjacent sidewalks, curbs, curb ramps, and drainage. SR 109 will be designed to 4R standards and requires approximately 1.10 acres of new permanent right-of way. Apparent right-of-way will be re-acquired where the project extends past the original town plat. Existing right-of-way is shown to be located to the existing sidewalk in some locations and at the pavement edge in some locations. The new permanent right-of-way acquisition occurs at the following locations where there is insufficient space to reconstruct the facility to current standards, and has been limited to only what is necessary to complete the project:

- Station Street & CR E 700 N – this 6-way intersection on SR 109 will have the local street approaches included in the reconstruction for transition purposes. The right-of-way acquisition includes existing roadway and follows the edge of sidewalks.
- 1st Street (CR 1050) & G Street – the two streets intersect on the west side of SR 109 with less than 100 feet apart between their respective angled connections to SR 109. This causes geometric and sight distance issues. 1st Street will be realigned

slightly to allow 1st Street to merge with G Street traffic to create a single T-intersection. The right-of-way acquisition includes existing roadway and follows the existing back edge of sidewalks.

- Right-of-way width varies from 25ft to 35ft along the corridor to reconstruct existing sidewalks and address ADA compliance issues.

The maintenance of traffic (MOT) for this project includes a closure and detour. The detour will travel over SR 234, SR 9, and I-70. This detour will add approximately 25 travel miles for through travelers and will last the length of construction. All adjacent property owners will retain access during construction. A local detour will be utilized for in-town traffic and will be coordinated with the Town of Wilkinson. A pedestrian MOT will include closure and detours using existing sidewalks where available.

The closures will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion. There will be no undue impacts to potential EJ populations of concern as all populations will be impacted by temporary closures.

There will be no relocations, change in access, or changes in community cohesion as a result of the project. The low-income EJ population will not experience a disproportionately high and adverse impact from the project. The improvements will be implemented equally through the corridor. ADA compliance issues will be resolved. The functional footprint of the facility will remain the same except on the northeast end of the project where sidewalk will be extended to the church. The extension occurs within existing right-of-way and there is evidence of a latent demand and pedestrian activity.

Due to the facility improvements for residents and the general public, including improved roadway and drainage and pedestrian facilities, no disproportionately high and adverse effect to EJ populations of concern is expected. The EJ analysis was approved by INDOT on January 13, 2025. (Appendix H, page H-8).

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a BIS or CSRS required?		X

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.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation (RFI)	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): January 18, 2024

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 GIS and available public records, the RFI was completed on January 18, 2024 by CHA Consulting and INDOT SAM provided their concurrence on January 18, 2024 (Appendix E, page E-6). Supplemental correspondence from INDOT is provided in Appendix E, page E-12. One underground storage tank (UST) is located within 0.5 mile of the project area. The UST site, George Hall Garage, 101 Station/ 203 North Main, AI ID # 33383, is mapped within/adjacent to the project area. The location of this property is assumed to be at the intersection of SR 109 and Station Street. Two (2) gasoline USTs, both 2,000 gallons and listed as installed in 1953, were removed from the ground in August 1990. If excavation occurs in this area, petroleum contamination may be encountered. Before proper handling, removal, and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. Further investigation for hazardous material concerns is not required at this time.

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	X
Other	
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."

A Construction Stormwater General Permit (formerly Rule 5 Permit) will be required as the proposed project activities will disturb more than one acre of total land area.

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.

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) A local detour will be utilized for in-town traffic and will be coordinated with the Town of Wilkinson (INDOT Greenfield District and Town of Wilkinson)
3) 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)
4) One natural gas well is located at the intersection of SR 109 and W B Street (Permit # 140023) and the other well located along SR 109 just south of G Street (permit # 140049). If a void, steel piping, or other subsurface structure is encountered during construction, proceed with caution. The well is required to be plugged, which entails drilling out to a depth of 250 ft and filling with cement to the surface. (IDNR-DOR)
5) The trees at the following addresses, as marked on plans, shall not be disturbed: 171 S Main St, 169 S Main St, 382 N Main St, 302 N Main St, 150 S Main St, 172 S Main St. (IDNR - DHPA)
6) The House at 169 S Main St (IHSSI No. 059-589-02006) has a boulder-stone wall that shall not be disturbed. (IDNR - DHPA)
7) The House at 112 East B St (SJCA 12) has a low boulder stone wall that shall not be disturbed. (IDNR - DHPA)
8) One underground storage tank (UST) is located within the project area. The UST site, George Hall Garage, 101 Station/ 203 North Main, AI ID # 33383, is assumed to be at the intersection of SR 109 and Station Street. Two (2) gasoline USTs, both 2,000 gallons and listed as installed in 1953, were removed from the ground in August 1990. If excavation occurs in this area, petroleum contamination may be encountered. Before proper handling, removal, and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
9) General AMM1: Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)
10) Lighting AMM1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
11) Tree Removal AMM1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely. (USFWS)
12) Tree Removal AMM2: Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits). (USFWS)
13) Tree Removal AMM3: Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB. (USFWS)

For Further Consideration:

1) Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR -DFW)
2) Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height. (IDNR -DFW)

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Appendix E: Red Flag and Hazardous Materials

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Appendix F: Public Involvement

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Appendix G: Air Quality

2024- 2028 Statewide Transportation Improvement Program (STIP) G-1

Appendix H: Additional Studies

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Appendix A

Threshold Chart

Item	Appendix Page
CE Threshold Chart	A-1

Categorical Exclusion Level Thresholds

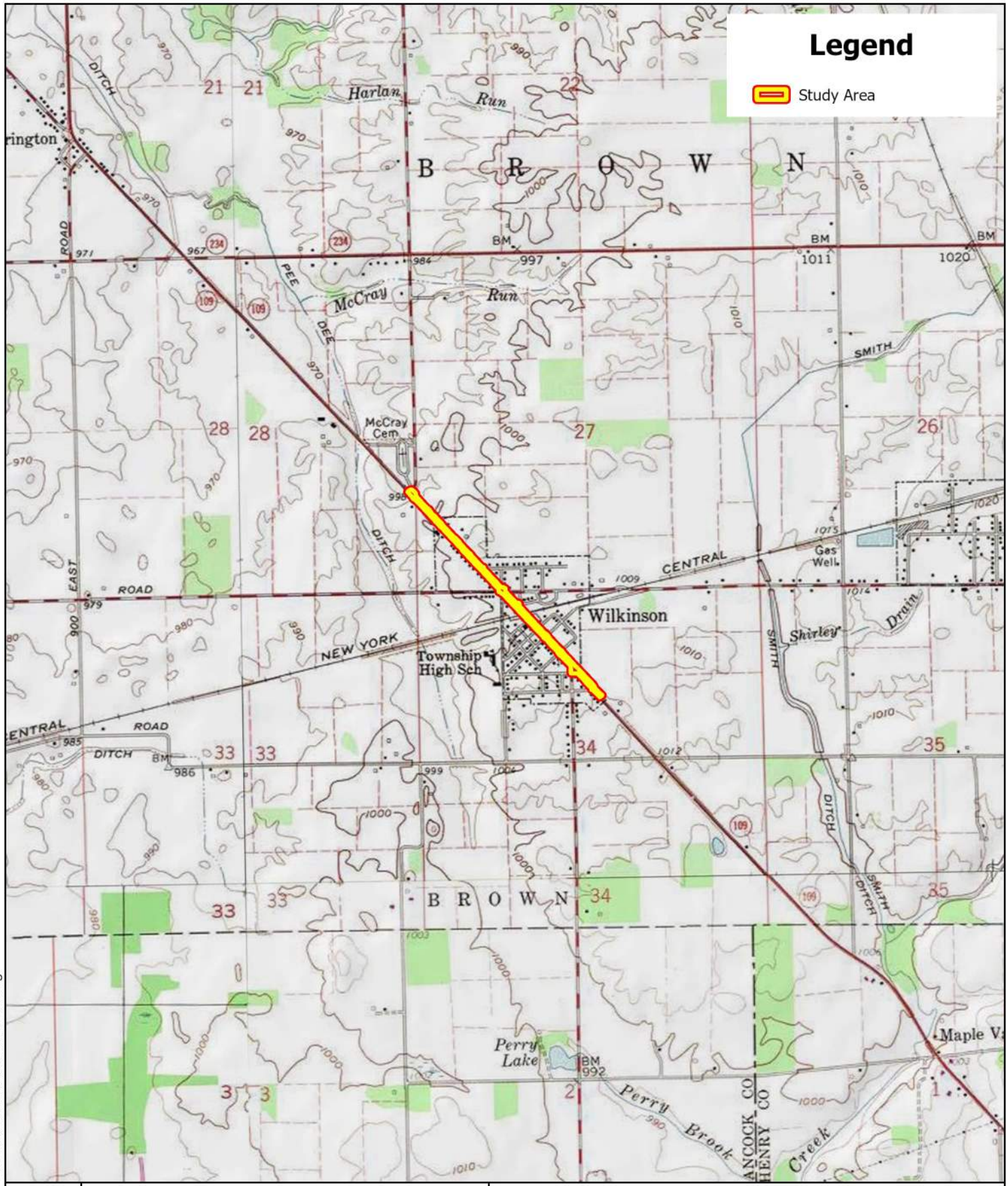
	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations[6]	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"
Environmental Justice	This section is no longer applicable per the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173.				
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

Item	Appendix Page
USGS Project Location Map	B-1
Aerial Map	B-2
Photo Location Map	B-3
Photographs of the Project Area	B-4 to B-6
Project Plans	B-7 to B-47



Date Saved: 2/5/2025 A. Getting

Indiana Department of Transportation

CHA

USGS Topo Map

SR 109 Pavement Replacement
Wilkinson, IN Hancock County

Scale: 1" = 2,000'

Des No.: 2100216

Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed



Date Saved: 2/5/2025 A. Getting

Indiana Department of Transportation

CHA

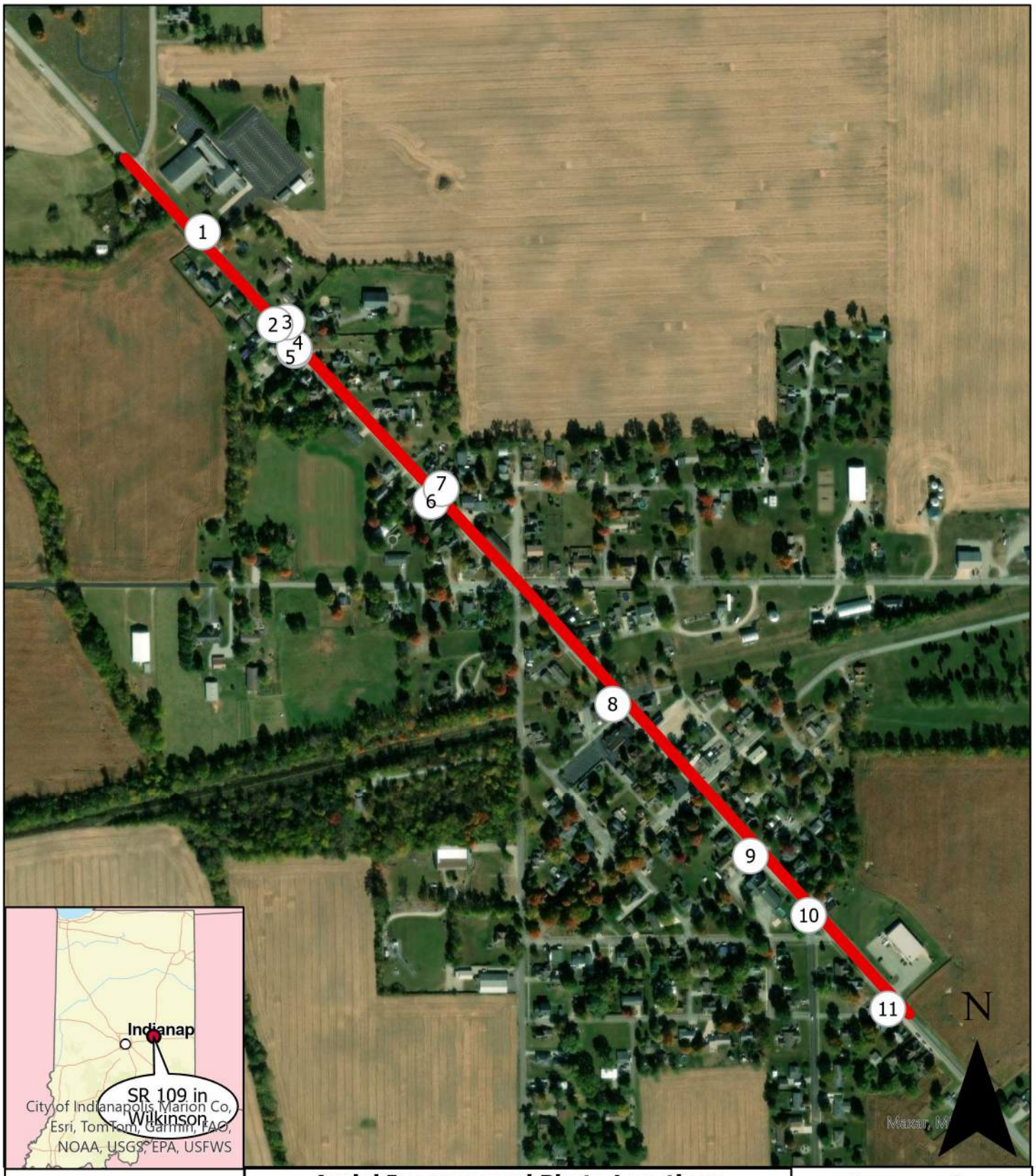
IDNR Floodplain Map

SR 109 Pavement Replacement
Wilkinson, IN Hancock County

Scale: 1" = 500'

Des No.: 2100216

Service Layer Credits: Maxar



Aerial Imagery and Photo Locations
Des No 2100216
SR 109 Wilkinson, Hancock County, Indiana

Legend

- photos
- SR 109 Wilkinson Study Area



Photo 1: Northern portion of the project area, looking north (May 18, 2023)



Photo 2: On SR 109, looking south (May 18, 2023)



Photo 3: On SR 109, looking north (May 18, 2023)



Photo 4: On SR 109, looking south (May 18, 2023)



Photo 5: Northern portion of the project area, looking north (May 18, 2023)



Photo 6: Near A Street, looking northwest (May 18, 2023)



Photo 7: Near A Street, looking southeast (May 18, 2023)



Photo 8: Near D Street, looking south (May 18, 2023)



Photo 9: Southern portion of the project area, looking north (May 18, 2023)



Photo 10: Near 1st Street, looking south (May 18, 20230)



Photo 11: Southern portion of the project area, looking north. (May 18, 20230)

PROJECT	DESIGNATION
2100216	2100216
CONTRACT	BRIDGE FILE
R-43940	N/A

KIN DESIGNATION NUMBERS	
DES. NO.	DESCRIPTION
2100216 (Lead)	SR 109 Pavement Replacement
2100281	SR 38 @ Dennis Dr. Small Structure Replacement

INDIANA DEPARTMENT OF TRANSPORTATION

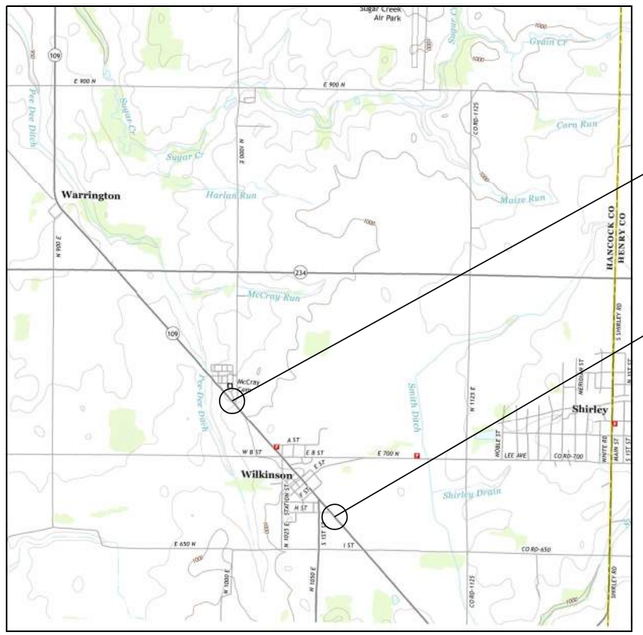
ROAD PLANS

ROUTE: SR 109 FROM: RP 7+0.56 TO: RP 8+0.41

PROJECT NO. 2100216 P.E.
2100216 R/W
2100216 CONST.

ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

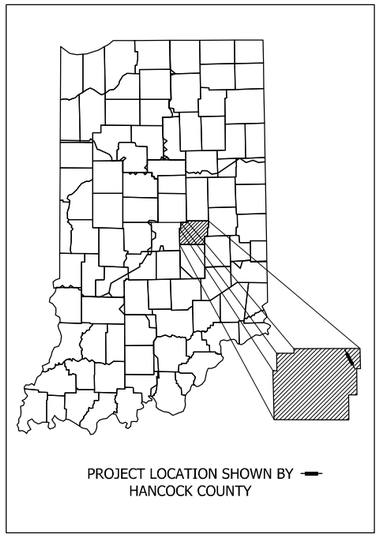
PAVEMENT REPLACEMENT OF SR 109
LOCATED FROM 1.84 MILES SOUTH OF SR 234
TO 0.99 MILES SOUTH OF SR 234
IN SECTION 27,28,34 T-17-N, R-8-W
BROWN TOWNSHIP, HANCOCK COUNTY, INDIANA



SCALE: 1:2000

TRAFFIC DATA		
A.A.D.T.	(2026)	4505 V.P.D.
A.A.D.T.	(2046)	4972 V.P.D.
D.H.V	(2046)	497 V.P.H.
DIRECTIONAL DISTRIBUTION		49.84%
TRUCKS		11.76% A.A.D.T.
		7.53% D.H.V.

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



PROJECT LOCATION SHOWN BY
HANCOCK COUNTY

LATITUDE: 39° 52' 57.1" N LONGITUDE: 85° 36' 16.6" W

BRIDGE LENGTH: 0.000 MI.
ROADWAY LENGTH: 0.843 MI.
TOTAL LENGTH: 0.843 MI.
MAX. GRADE: -2.28 %

STAGE 2 SUBMITTAL
APRIL 2, 2024

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

PLANS PREPARED BY: HANSON (317)293-9024 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
N/A
DESIGNATION
2100216

SURVEY BOOK	SHEETS
	1 of 99
CONTRACT	PROJECT
R-43940	2100216

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UTILITIES

CABLE TV:
Comcast Cable
720 Taylor St.
Fort Wayne, IN 46802
Contact: William Fishburn
Phone: 260-410-3504
Email: william_fishburn@comcast.com

COMMUNICATIONS:
Brightspeed
1120 S. Tryon St., Suite 700
Charlotte, NC 28203
Contact: Sonni Smith
Phone: (704) 314-2662
Email: relocations@brightspeed.com

ELECTRIC:
Duke Energy
100 S. Mill Creek Rd.
Noblesville, IN 46062
Contact: Don McDuffy
Phone: (317) 776-5320
Email: dei-dline-coord@duke-energy.com

GAS:
Fountaintown Gas Co., Inc.
106 E. Main St.
Morristown, IN 46161
Contact: Andrea Warfield
Phone: (765) 763-6393
Email: andrea@ftgas.net

SEWER:
Town of Wilkinson
P.O. Box 6
Wilkinson, IN 46186
Contact: Janette Young
Phone: (765) 781-6055
Email: wilkinsontownof@yahoo.com
Contact: Sam Weist
Phone: (765) 748-0606
Email: sweist761@gmail.com

TELECOM:
NineStar Connect
2243 E. Main St.
Greenfield, IN 46140
Contact: NineStar Engineering
Phone: (317) 326-3131
Email: engineering@ninestarconnect.com

REVISIONS

SHEET NO.	DATE	REVISED

INDEX

SHEET NO.	SUBJECT
1	TITLE
2	INDEX
3 - 4	TYPICAL SECTIONS
5 - 9	PLAT NO. 1
10 - 15	MAINTENANCE OF TRAFFIC
16 - 24	PLAN AND PROFILE
25 - 30	CONSTRUCTION DETAILS
31 - 41	CURB RAMP DETAILS
42 - 46	PAVEMENT MARKINGS AND TRAFFIC SIGNS
47 - 48	SUMMARY TABLES
49 - 99	CROSS SECTIONS



"IT'S THE LAW"
1-800-382-5544 or 811

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

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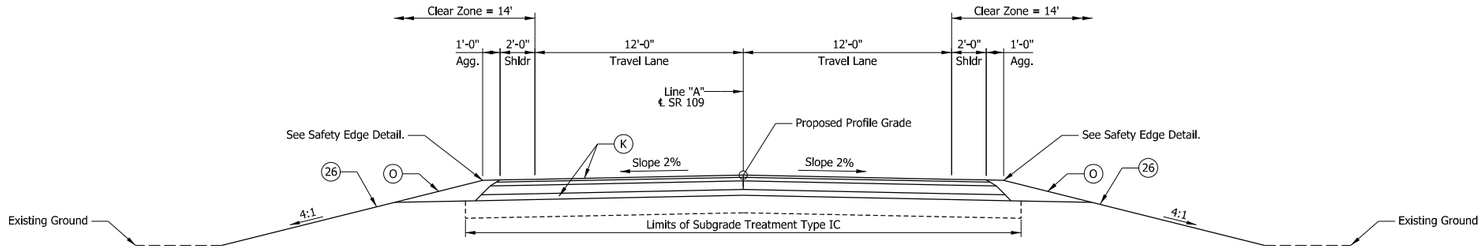
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INDIANA
DEPARTMENT OF TRANSPORTATION

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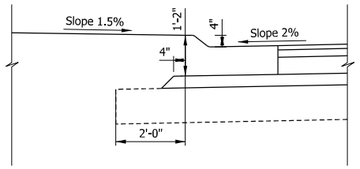
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	2100216
SURVEY BOOK	SHEETS
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CONTRACT	PROJECT
R-43940	2100216

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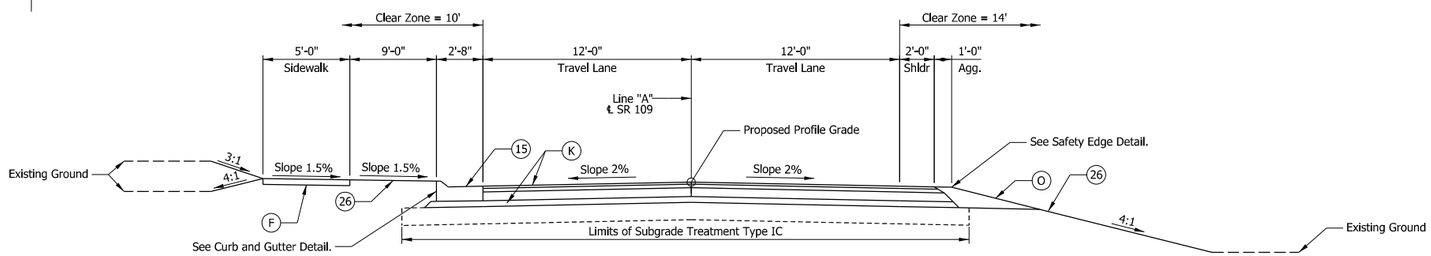


PROPOSED TYPICAL SECTION SR 109

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Sta. 445+97.87 to Sta. 449+50.00 Line "A"

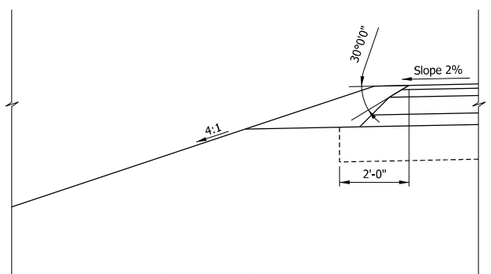


CURB AND GUTTER DETAIL



PROPOSED TYPICAL SECTION SR 109

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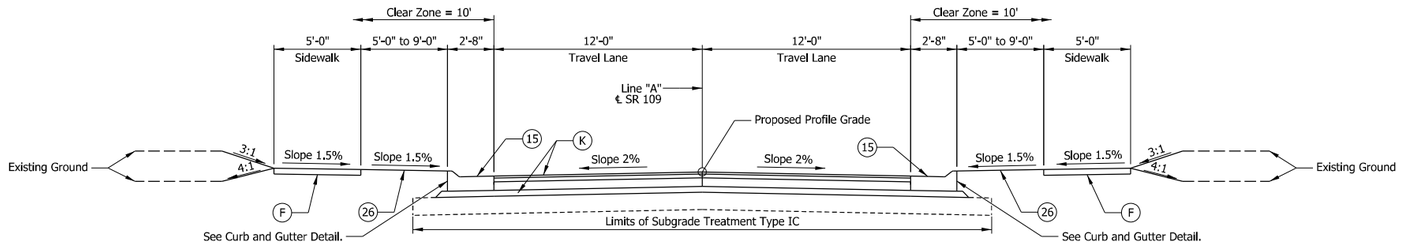
SAFETY EDGE DETAIL

LEGEND

- (F) Concrete Sidewalk
- (K) 165 LB/SYD QC/QA-HMA, 3, 70, Surface, 9.5 mm, on 275 LB/SYD QC/QA-HMA, 3, 70, Intermediate, 19.0 mm, on 660 LB/SYD QC/QA-HMA, 3, 64, Base, 25.0 mm, on 4" Compacted Aggregate No. 53, on Subgrade Treatment Type IC
- (M) Milling, Asphalt, 1.5 in.
- (O) Compacted Aggregate No. 53
- (R) 165 LB/SYD QC/QA-HMA, 3, 70, Surface, 9.5 mm
- (15) Curb and Gutter, Concrete, B
- (26) Nursery Sodding

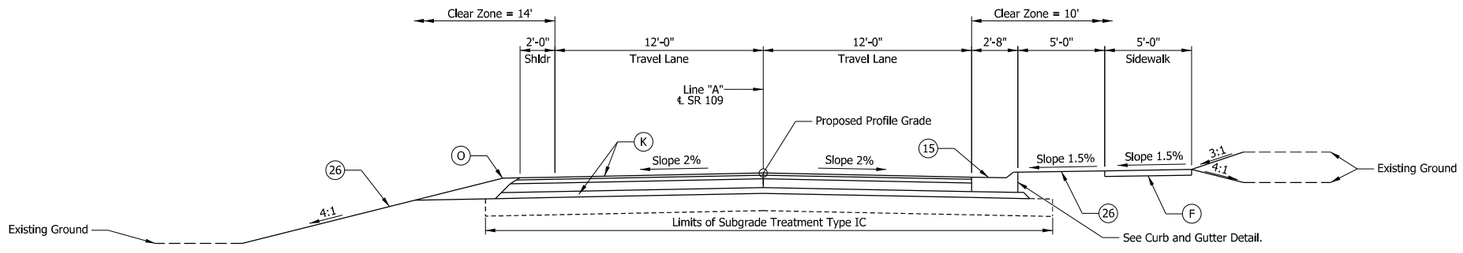
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CHECKED: RMM 4/4/23	CHECKED: RMM 4/4/23		SURVEY BOOK / SHEETS: 3 of 99
			CONTRACT: R-43940 / PROJECT: 2100216

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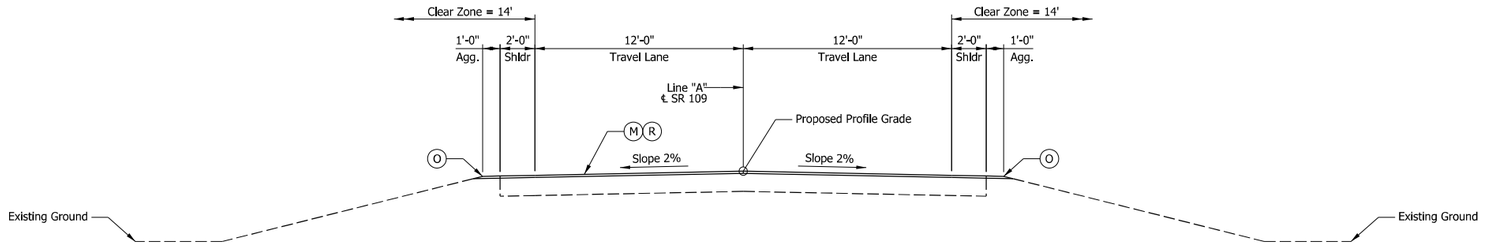
PROPOSED TYPICAL SECTION SR 109

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PROPOSED TYPICAL SECTION SR 109

Sta. 442+00.00 to Sta. 445+97.87 Line "A"



PROPOSED INCIDENTAL TYPICAL SECTION SR 109

Sta. 404+00.00 to Sta. 405+00.00 Line "A"
Sta. 449+50.00 to Sta. 450+50.00 Line "A"

LEGEND

- (F) Concrete Sidewalk
- (K) 165 LB/SYD QC/QA-HMA, 3, 70, Surface, 9.5 mm, on 275 LB/SYD QC/QA-HMA, 3, 70, Intermediate, 19.0 mm, on 660 LB/SYD QC/QA-HMA, 3, 64, Base, 25.0 mm, on 4" Compacted Aggregate No. 53, on Subgrade Treatment Type IC
- (M) Milling, Asphalt, 1.5 in.
- (O) Compacted Aggregate No. 53
- (R) 165 LB/SYD QC/QA-HMA, 3, 70, Surface, 9.5 mm
- (15) Curb and Gutter, Concrete, B
- (26) Nursery Sodding

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER — DATE

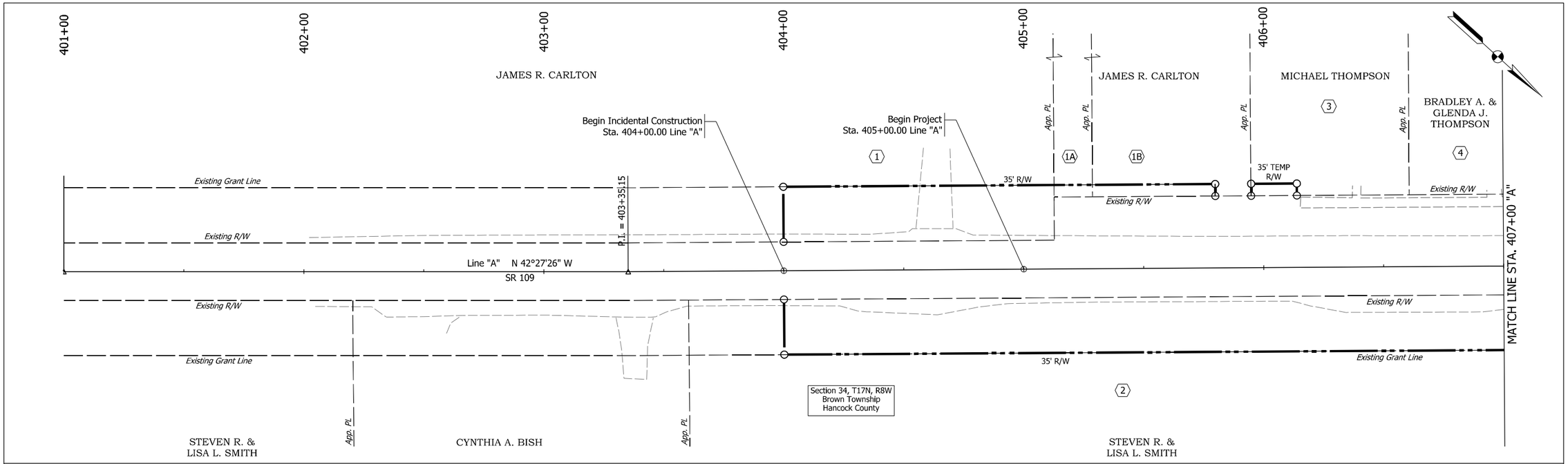
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CHECKED: RMM 4/4/23 | CHECKED: RMM 4/4/23

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

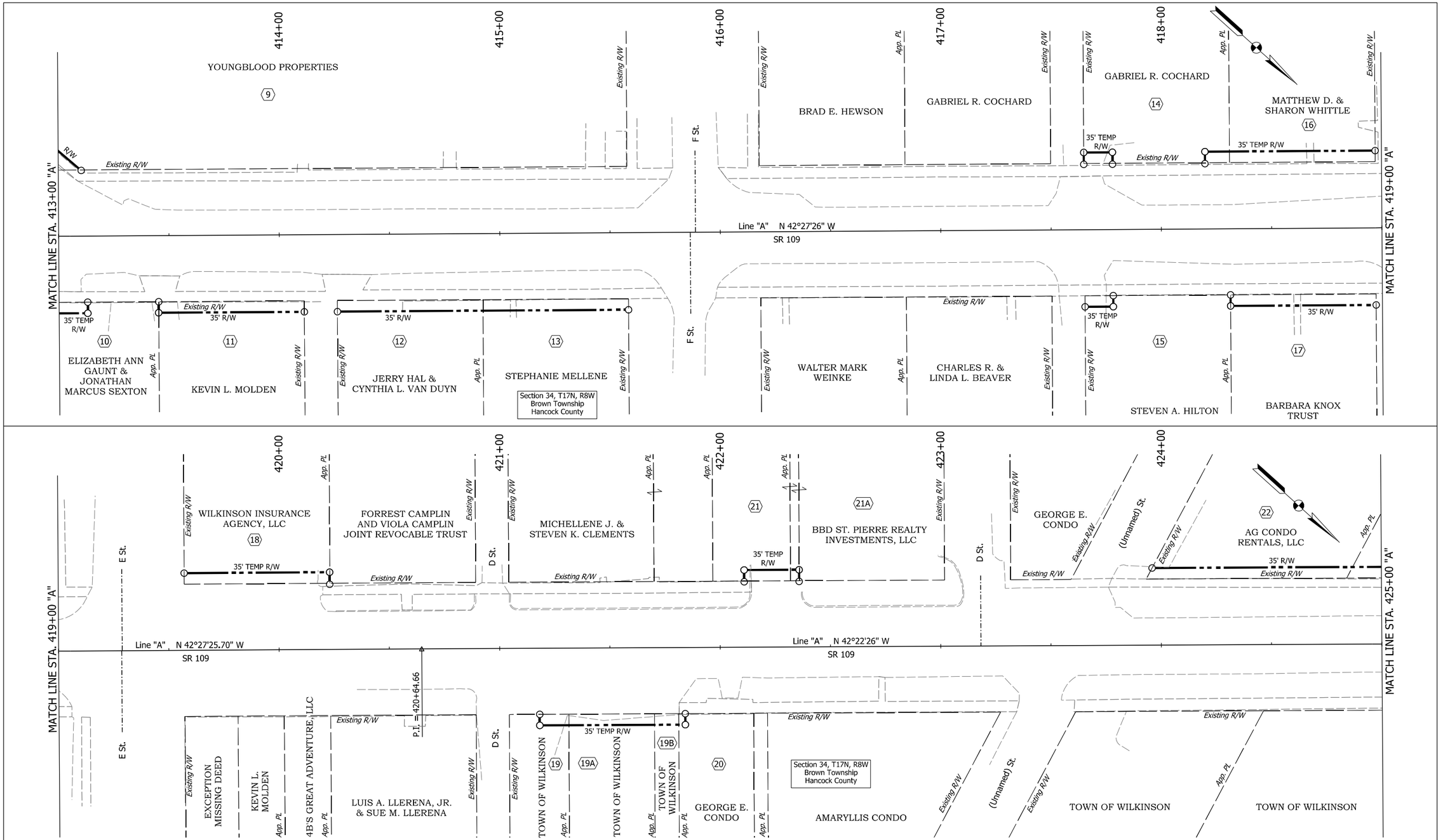
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1/4" = 1'-0"	2100216
SURVEY BOOK	SHEETS
	4 of 99
CONTRACT	PROJECT
R-43940	2100216

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CHECKED: RMM 8/21/23	CHECKED: WBB 8/21/23		SURVEY BOOK / SHEETS: 5 of 99
			CONTRACT: R-43940 / PROJECT: 2100216

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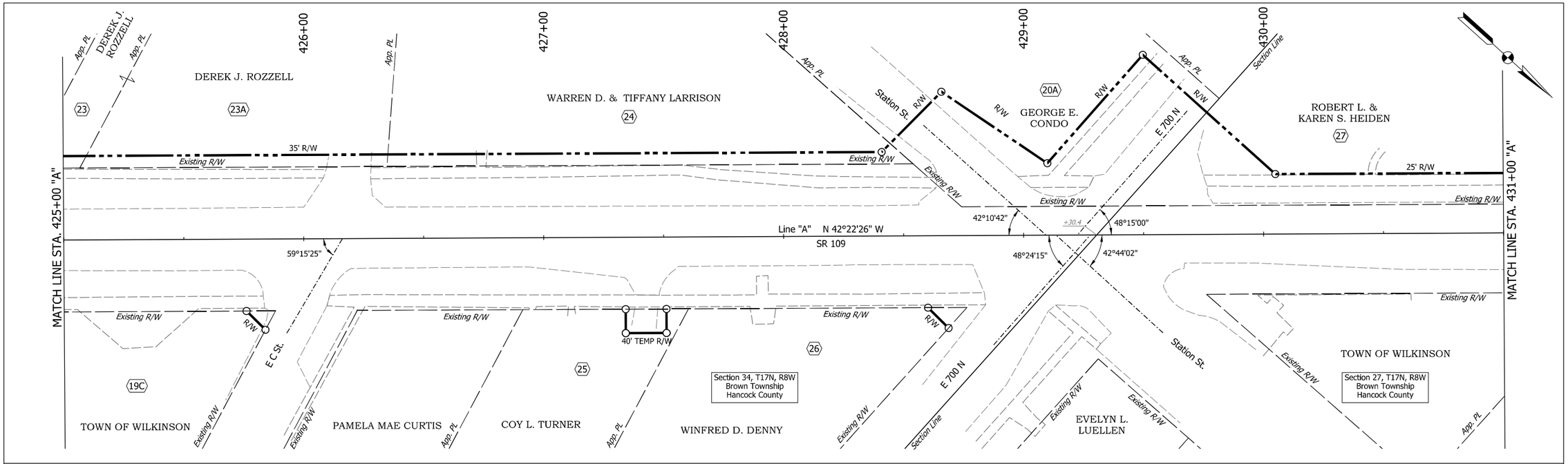
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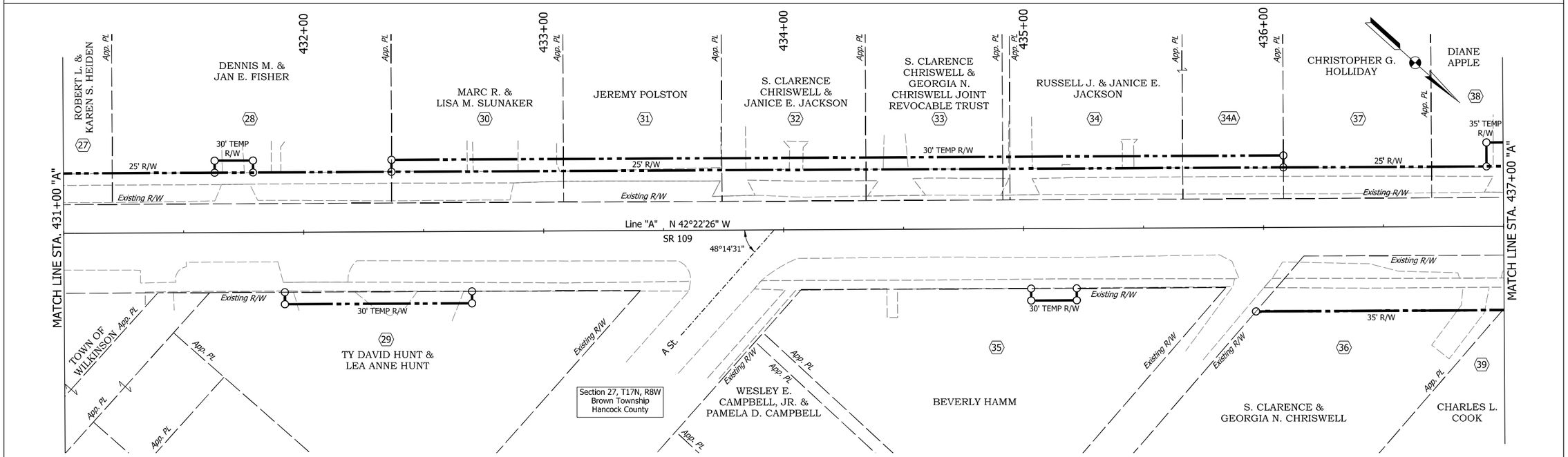
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1
STA. 413+00.00 TO STA. 425+00.00

	BRIDGE FILE
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SURVEY BOOK	SHEETS
	6 of 99
CONTRACT	PROJECT
R-43940	2100216

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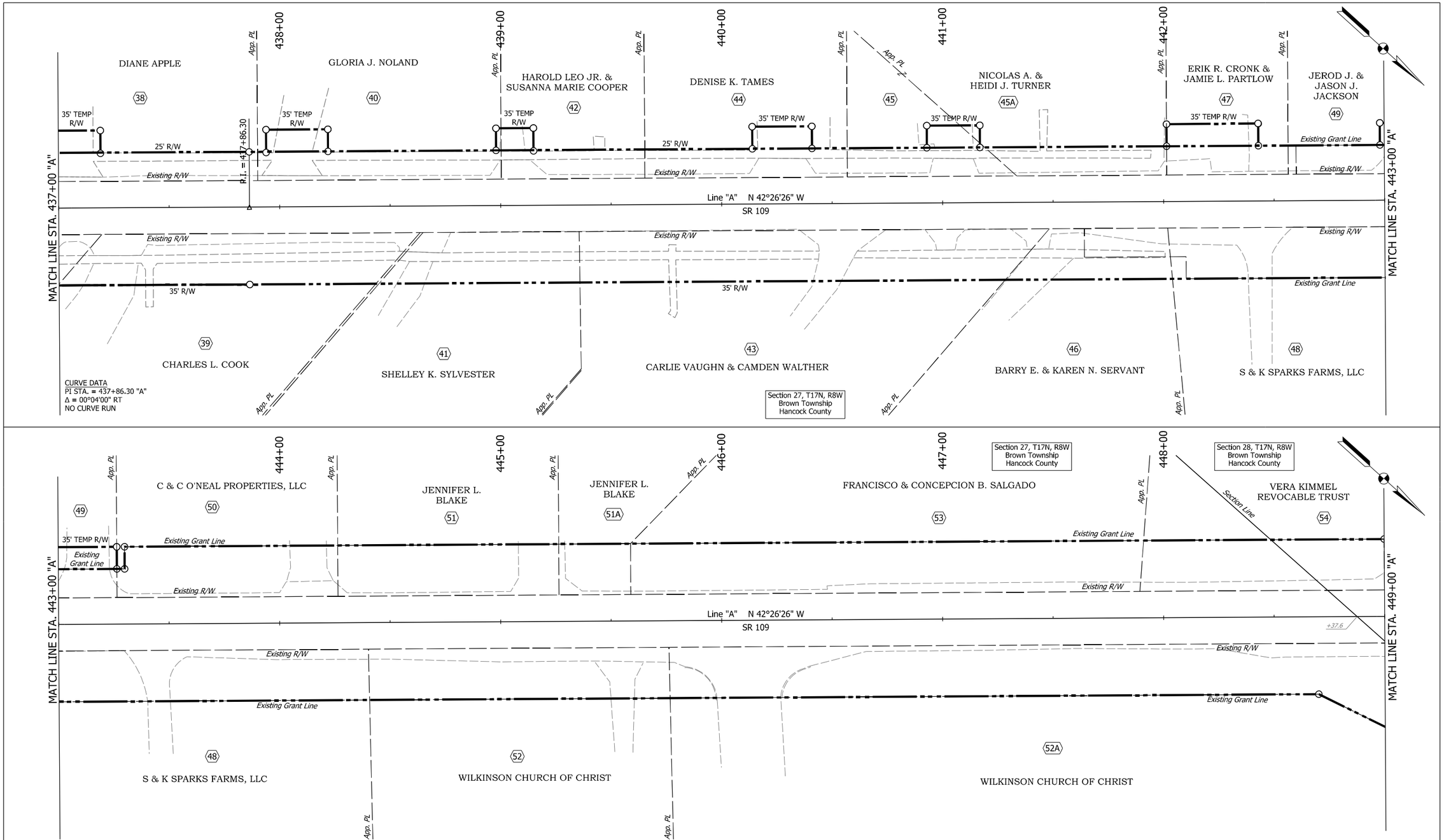
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CHECKED: RMM 8/21/23	CHECKED: WBB 8/21/23

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1
STA. 425+00.00 TO STA. 437+00.00

	BRIDGE FILE
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SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
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CONTRACT	PROJECT
R-43940	2100216

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RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

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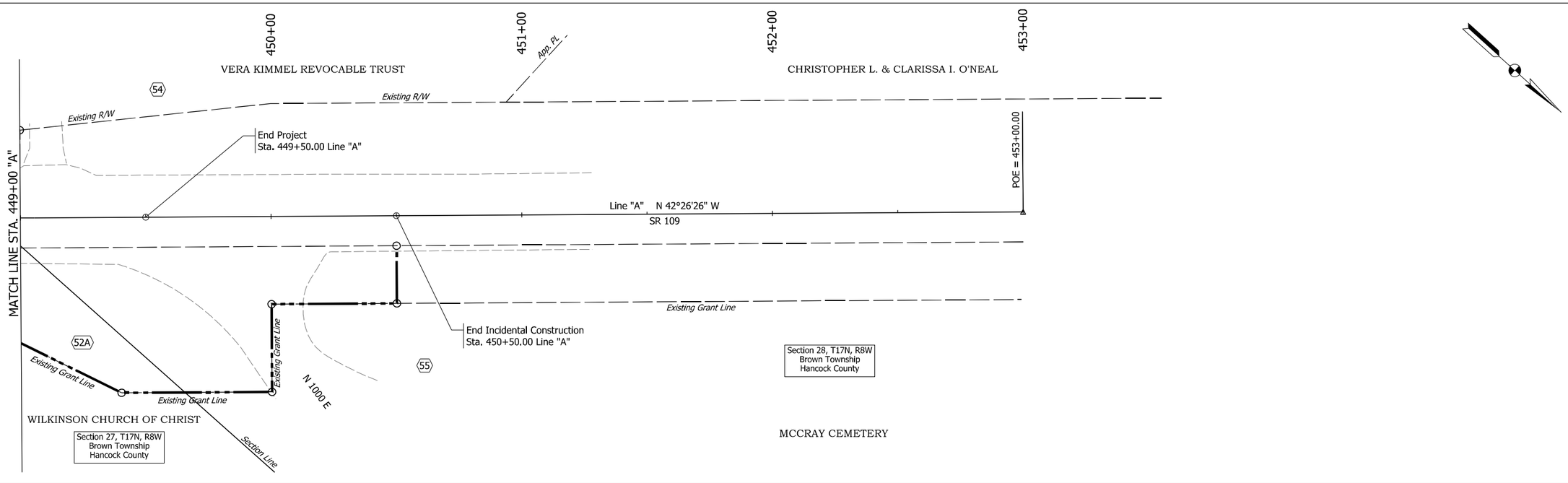
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STA. 437+00.00 TO STA. 449+00.00

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CONTRACT	PROJECT
R-43940	2100216

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RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: WBB 8/21/23 DRAWN: MWH 8/21/23

CHECKED: RMM 8/21/23 CHECKED: WBB 8/21/23

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1
STA. 449+00.00 TO STA. 453+00.00

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CONTRACT	PROJECT
R-43940	2100216

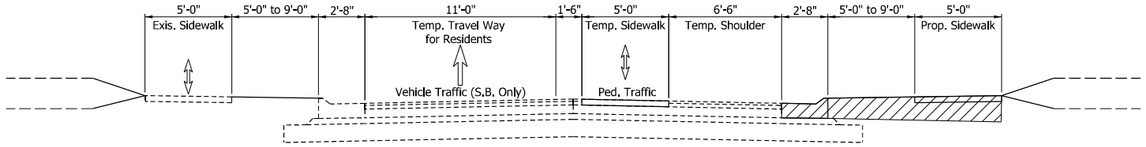
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MOT Phase 1A Narrative
1. SR 109 is to be closed for reconstruction. A detour will be provided for non-local traffic.

2. The existing sidewalk and half of each existing driveway on the west side of the facility are to be closed for reconstruction.

3. For local traffic, the existing northbound lane will be used as a one-way travel lane during this phase. The existing southbound lane will be used as a parking lane for residents whose driveways are being reconstructed.

4. A temporary 5-foot-wide pedestrian path down the middle of the closed road will be constructed and used to carry the pedestrian travel from the sidewalk being re-constructed on the west side of the facility.



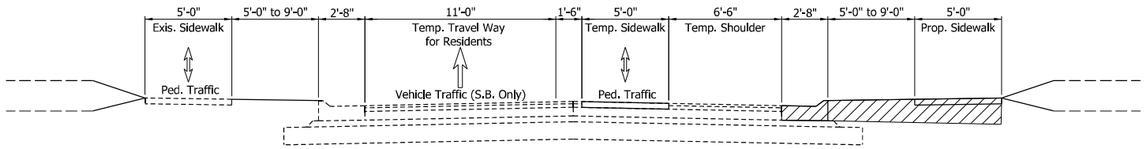
MOT SECTION PHASE 1A
LOOKING SOUTH

MOT Phase 1B Narrative
1. SR 109 is to remain closed for reconstruction with a detour route for non-local traffic.

2. The other half of the driveways being reconstructed on the west side of the facility will be reconstructed.

3. For local traffic, the existing northbound lane will be used as a one-way travel lane during this phase. The existing southbound lane will be used as a parking lane for residents whose driveways are being reconstructed.

4. The temporary pedestrian path will be used to carry the pedestrian travel from the sidewalk being re-constructed on the west side of the facility.



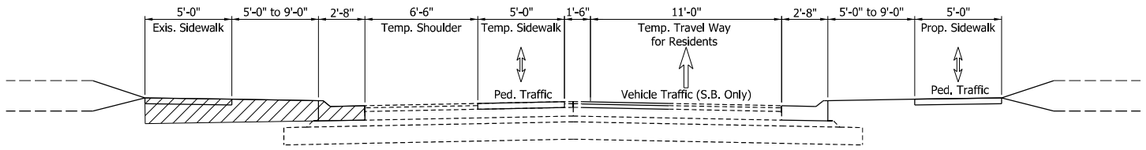
MOT SECTION PHASE 1B
LOOKING SOUTH

MOT Phase 2A Narrative
1. SR 109 is to remain closed for reconstruction with a detour route for non-local traffic.

2. The existing sidewalk and half of each existing driveway on the east side of the facility are to be closed for reconstruction.

3. For local traffic, the existing southbound lane will be used as a one-way travel lane during this phase. The existing northbound lane will be used as a parking lane for residents whose driveways are being reconstructed.

4. The temporary pedestrian path will be used to carry the pedestrian travel from the sidewalk being re-constructed on the east side of the facility.



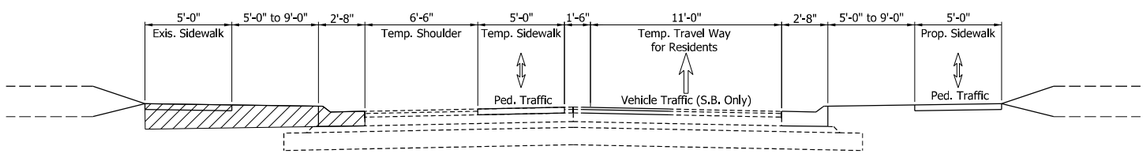
MOT SECTION PHASE 2A
LOOKING SOUTH

MOT Phase 2B Narrative
1. SR 109 is to remain closed for reconstruction with a detour route for non-local traffic.

2. The other half of the driveways being reconstructed on the west side of the facility will be reconstructed.

3. For local traffic, the existing southbound lane will be used as a one-way travel lane during this phase. The existing northbound lane will be used as a parking lane for residents whose driveways are being reconstructed.

4. The temporary pedestrian path will be used to carry the pedestrian travel from the sidewalk being re-constructed on the east side of the facility.



MOT SECTION PHASE 2B
LOOKING SOUTH

***Contractor shall provide a temporary gravel wedge that is placed to within 3 in. of the top of the pavement elevation before the end of a days work

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: WBB 11/18/22
DRAWN: MWH 11/22/22
CHECKED: RMM 4/4/23
CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
	2100216
SURVEY BOOK	SHEETS
	10 of 99
CONTRACT	PROJECT
R-43940	2100216

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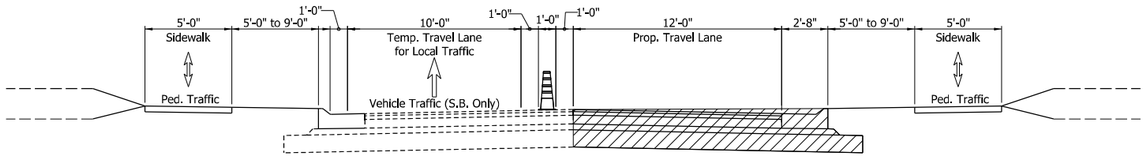
MOT Phase 3A Narrative
1. SR 109 is to remain closed for reconstruction with a detour route for non-local traffic.

2. The temporary pedestrian path in the middle of the closed road will be removed during this phase. Pedestrian traffic will be able to travel on the sidewalks reconstructed in previous phases.

3.The southbound travel lane is to be reconstructed.

4. Half of the pavement in front of each driveway is to remain in place to allow access to each driveway.

5. The existing northbound travel lane is to carry local traffic.



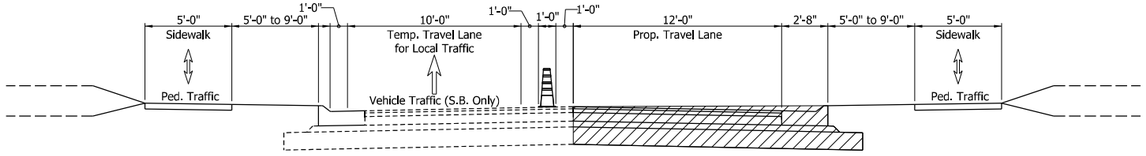
MOT SECTION PHASE 3A
LOOKING SOUTH

MOT Phase 3B Narrative
1. SR 109 is to remain closed for reconstruction with a detour route for non-local traffic.

2. Pedestrian traffic will be able to travel on the sidewalks reconstructed in previous phases.

3. The remaining portions of the southbound travel lane that were not reconstructed in Phase 3A are to be reconstructed.

4. The existing northbound travel lane is to carry local traffic.



MOT SECTION PHASE 3B
LOOKING SOUTH

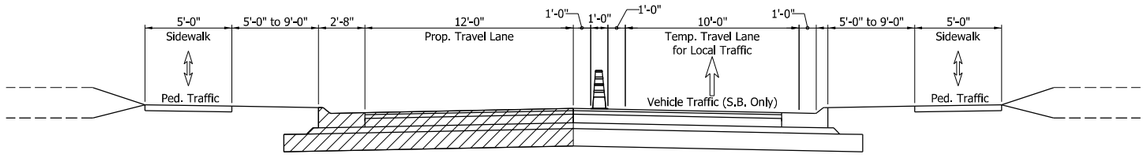
MOT Phase 4A Narrative
1. SR 109 is to remain closed for reconstruction with a detour route for non-local traffic.

2. Pedestrian traffic will be able to travel on the sidewalks reconstructed in previous phases.

3. The northbound travel lane is to be reconstructed.

4. Half of the pavement in front of each driveway is to remain in place to allow access to each driveway.

5. The newly constructed southbound travel lane is to carry local traffic.



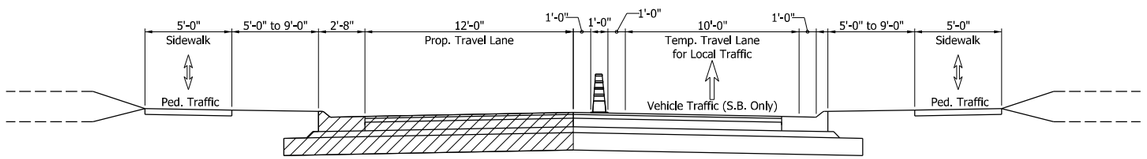
MOT SECTION PHASE 4A
LOOKING SOUTH

MOT Phase 4B Narrative
1. SR 109 is to remain closed for reconstruction with a detour route for non-local traffic.

2. Pedestrian traffic will be able to travel on the sidewalks reconstructed in previous phases.

3. The remaining portions of the northbound travel lane that were not reconstructed in Phase 4A are to be reconstructed.

4. The newly constructed southbound travel lane is to carry local traffic.



MOT SECTION PHASE 4B
LOOKING SOUTH

***Contractor shall provide a temporary gravel wedge that is placed to within 3 in. of the top of the pavement elevation before the end of a days work

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

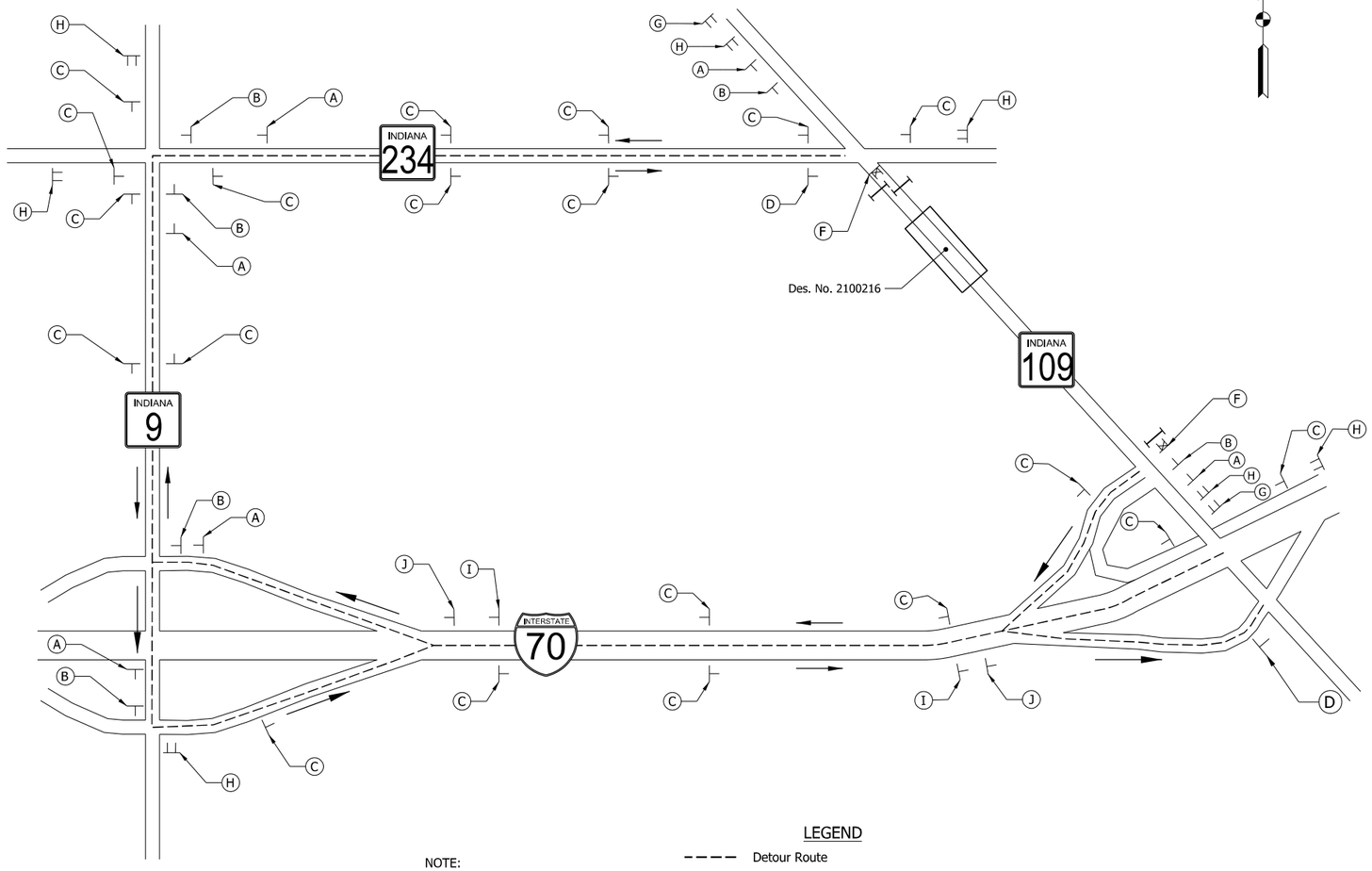
DESIGNED: WBB 11/18/22 | DRAWN: MWH 11/22/22
CHECKED: RMM 4/4/23 | CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
	2100216
SURVEY BOOK	SHEETS
	11 of 99
CONTRACT	PROJECT
R-43940	2100216

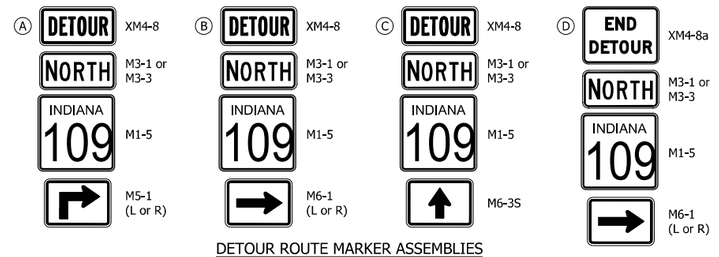
I:\21Jobs\21H0012A\CAD\Road\Sheet\Sht_Pedestrian MOT Typical Section_02.dgn



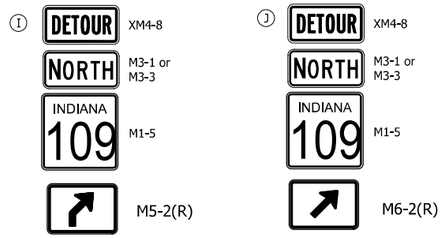
NOTE:
Refer to INDOT Standard Drawings E801-TCDT-01 and E801-TCDT-04 for Sign Spacing (Typ.)

LEGEND

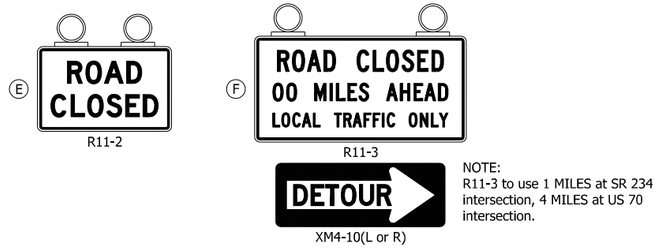
- Detour Route
- Detour Route Marker Assembly
- Road Closure Assembly
- Construction Sign and Supports
- Barricade Type III-A
- Barricade Type III-B



DETOUR ROUTE MARKER ASSEMBLIES

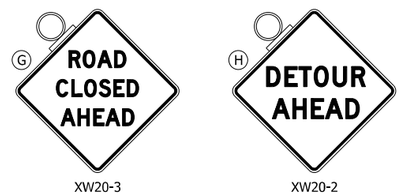


DETOUR ROUTE MARKER ASSEMBLIES



NOTE:
R11-3 to use 1 MILES at SR 234 intersection, 4 MILES at US 70 intersection.

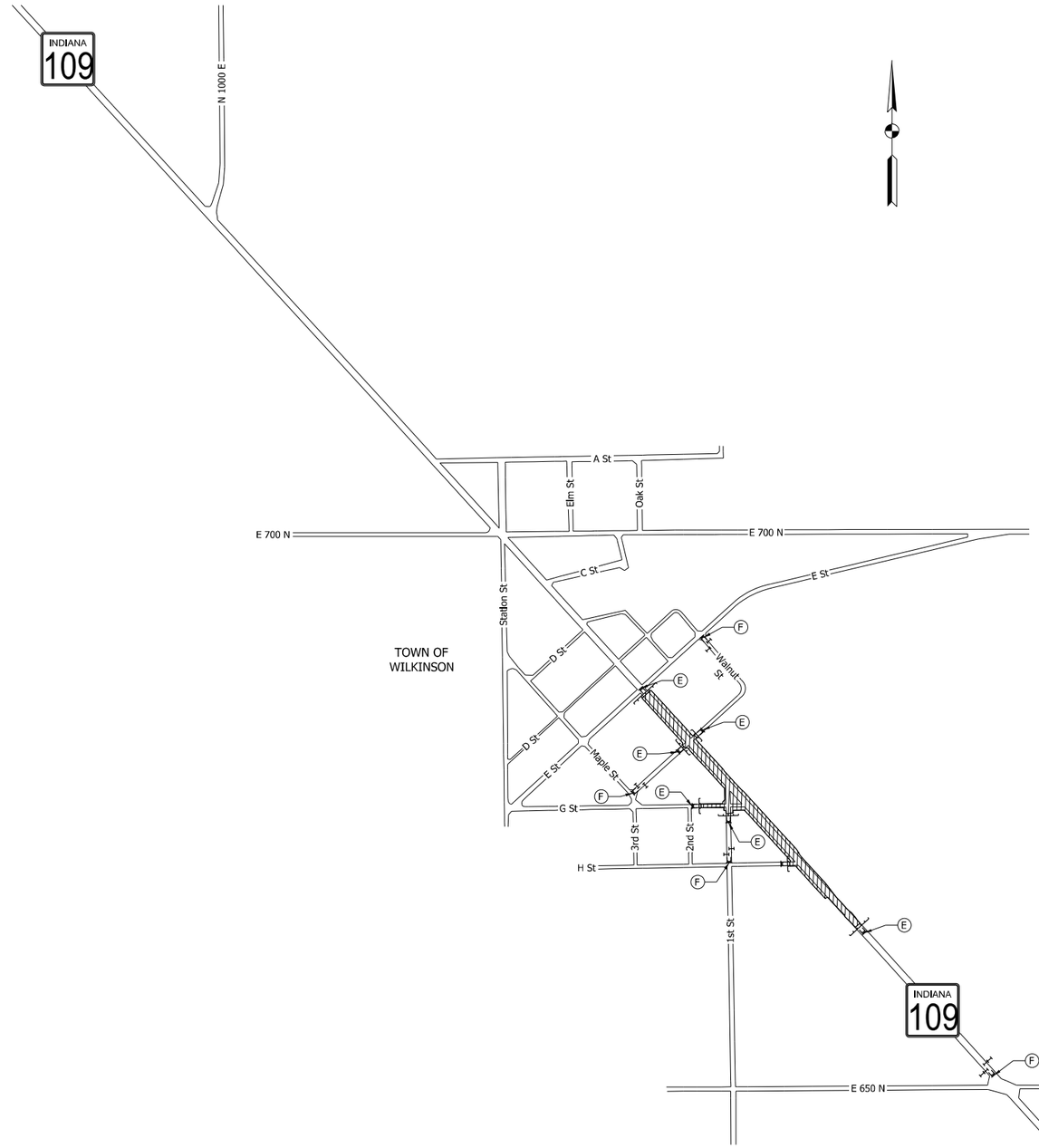
ROAD CLOSURE SIGN ASSEMBLIES



CONSTRUCTION SIGNS TYPE "A"

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE		INDIANA DEPARTMENT OF TRANSPORTATION	BRIDGE FILE: N/A
DESIGNED: WBB 11/18/22	DRAWN: MWH 11/22/22	MAINTENANCE OF TRAFFIC DETOUR ROUTE	SCALE: NOT TO SCALE; DESIGNATION: 2100216
CHECKED: RMM 4/4/23	CHECKED: RMM 4/4/23		SURVEY BOOK; SHEETS: 12 of 99; CONTRACT: R-43940; PROJECT: 2100216

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R11-2 R11-3

ROAD CLOSURE SIGN ASSEMBLIES



XW20-3 XW20-3 XW20-3

CONSTRUCTION SIGNS TYPE "A"

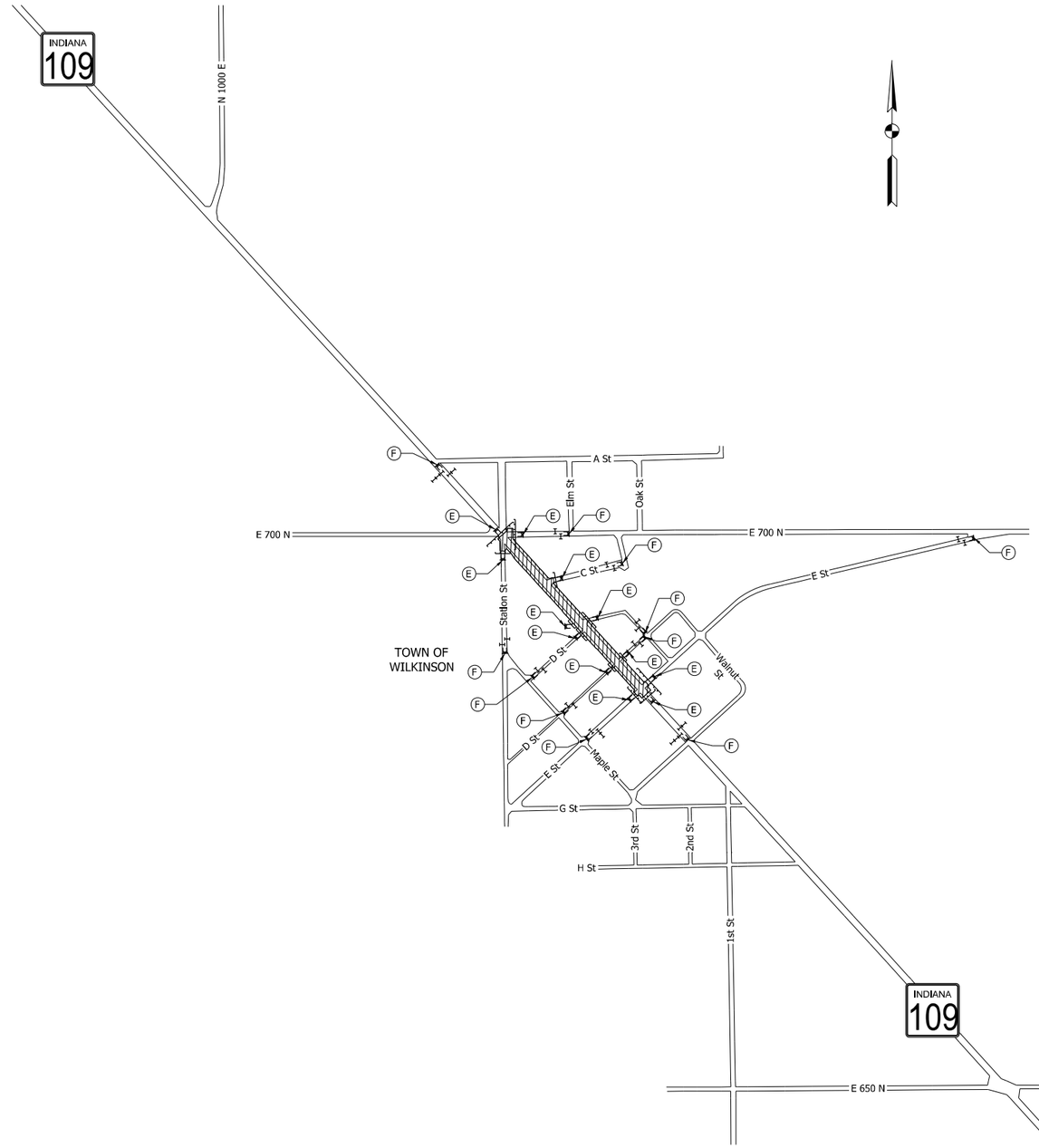
NOTE: Advance sign spacing shall be 500' per Standard Drawing 801-TCDT-01. Appropriate locations of signs in field should be verified.

LEGEND

- Segment Under Construction
- Typical Sign Standard (Road Closure Assembly)
- Construction Sign and Supports
- Barricade Type III-A
- Barricade Type III-B

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	BRIDGE FILE: N/A
DESIGNED: WBB 1/8/24	DRAWN: MWH 1/8/24	MAINTENANCE OF TRAFFIC ROAD CLOSURE PHASE 1	SCALE: 1" = 300' / DESIGNATION: 2100216
CHECKED: RMM 1/8/24	CHECKED: RMM 1/8/24		SURVEY BOOK / SHEETS: 13 of 99
			CONTRACT: R-43940 / PROJECT: 2100216

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R11-2 R11-3

ROAD CLOSURE SIGN ASSEMBLIES



XW20-3 XW20-3 XW20-3

CONSTRUCTION SIGNS TYPE "A"

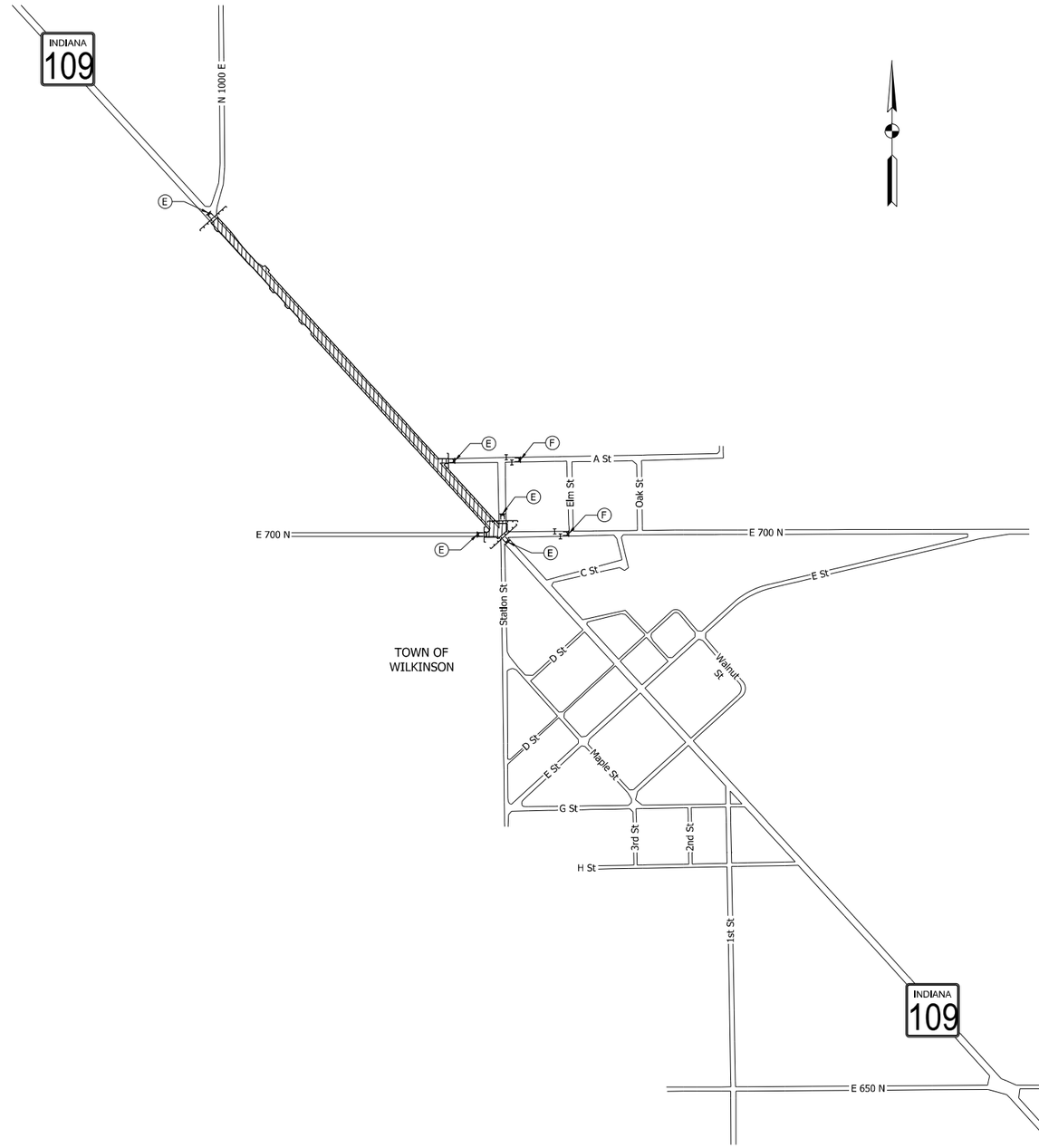
NOTE: Advance sign spacing shall be 500' per Standard Drawing 801-TCDT-01. Appropriate locations of signs in field should be verified.

LEGEND

- Segment Under Construction
- Typical Sign Standard (Road Closure Assembly)
- Construction Sign and Supports
- Barricade Type III-A
- Barricade Type III-B

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	BRIDGE FILE: N/A
DESIGNED: WBB 1/8/24	DRAWN: MWH 1/8/24	MAINTENANCE OF TRAFFIC ROAD CLOSURE PHASE 2	SCALE: 1" = 300' / DESIGNATION: 2100216
CHECKED: RMM 1/8/24	CHECKED: RMM 1/8/24		SURVEY BOOK / SHEETS: 14 of 99
			CONTRACT: R-43940 / PROJECT: 2100216

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R11-2 R11-3

ROAD CLOSURE SIGN ASSEMBLIES



XW20-3 XW20-3 XW20-3

CONSTRUCTION SIGNS TYPE "A"

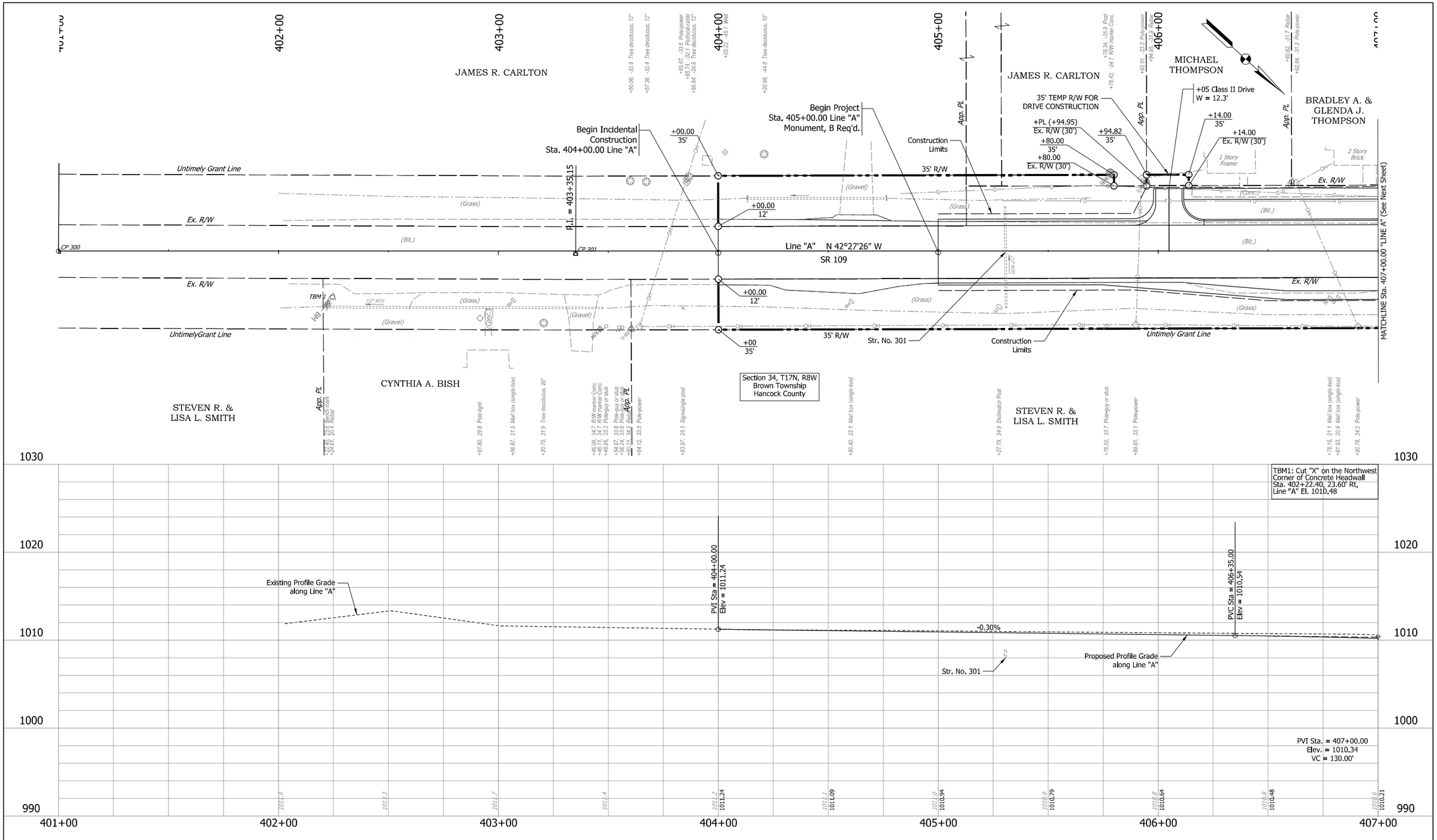
NOTE: Advance sign spacing shall be 500' per Standard Drawing 801-TCDT-01. Appropriate locations of signs in field should be verified.

LEGEND

- Segment Under Construction
- Typical Sign Standard (Road Closure Assembly)
- Construction Sign and Supports
- Barricade Type III-A
- Barricade Type III-B

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	BRIDGE FILE: N/A
DESIGNED: WBB 1/8/24	DRAWN: MWH 1/8/24	MAINTENANCE OF TRAFFIC ROAD CLOSURE PHASE 3	SCALE: 1" = 300' / DESIGNATION: 2100216
CHECKED: RMM 1/8/24	CHECKED: RMM 1/8/24		SURVEY BOOK / SHEETS: 15 of 99
			CONTRACT: R-43940 / PROJECT: 2100216

I:\21jobs\21H0012A\CAD\Road\Sheet\Sht MOT_05.dgn



CP 300
NORTH 202576.7435
EAST 842507.4832
P.O.B. 401+00.00 LINE "A"

CP 301
NORTH 202751.2453
EAST 842349.8613
P.I. 403+35.15 LINE "A"

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 04/04/25 | DRAWN: MWH 04/04/25

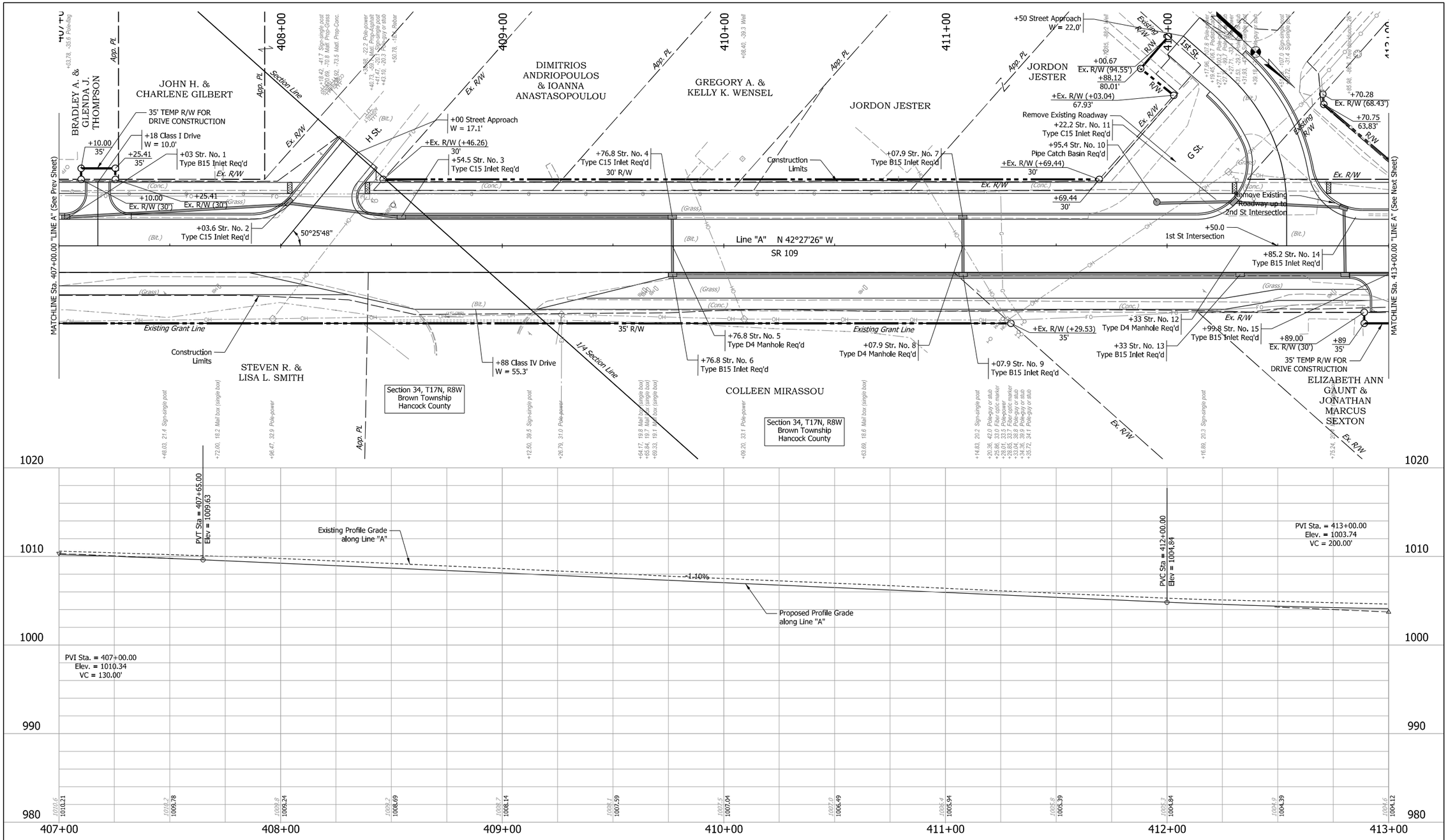
CHECKED: RMM 04/04/25 | CHECKED: WBB 04/04/25

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PLAN AND PROFILE
STA. 401+00.00 TO STA. 407+00.00

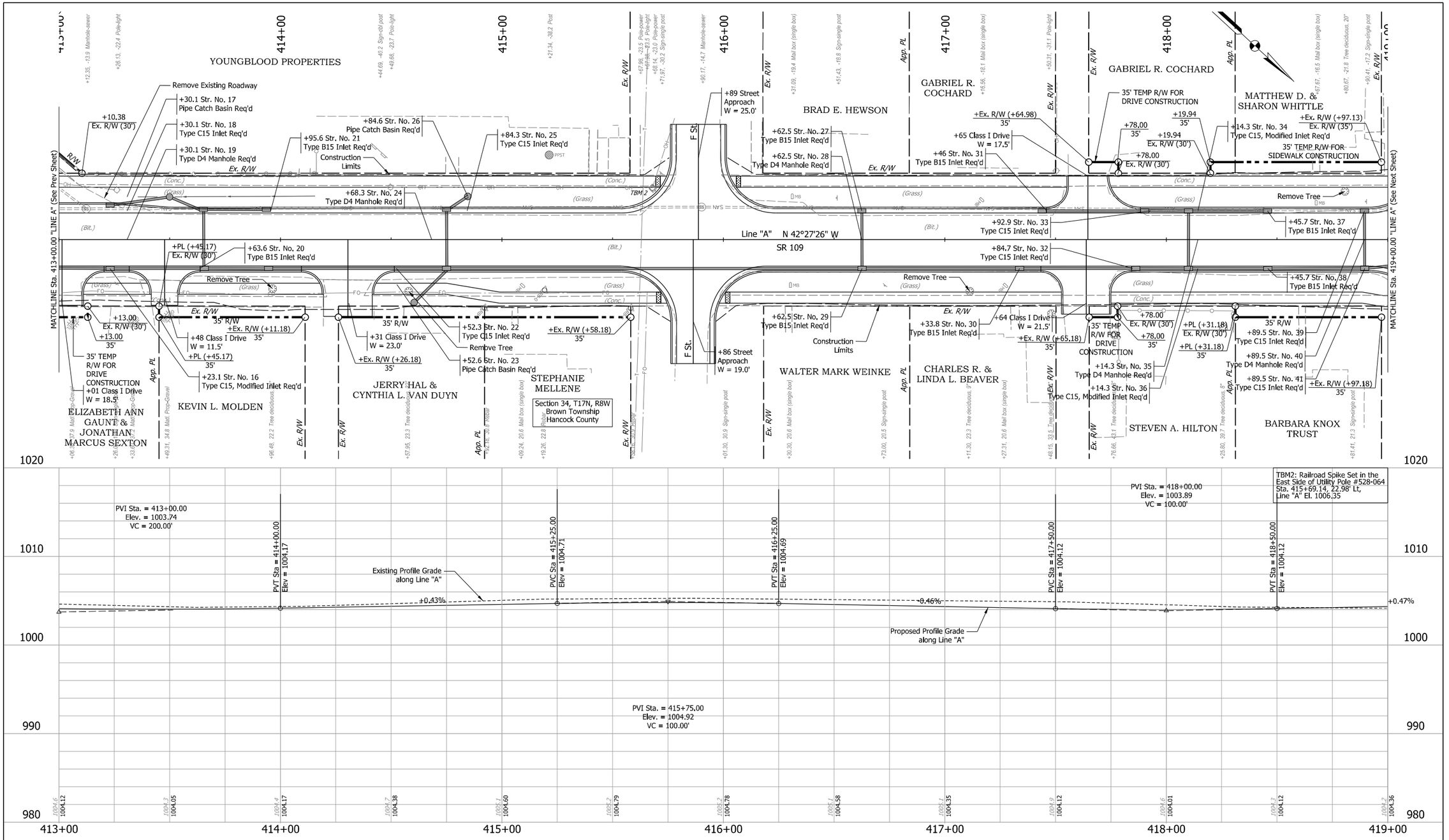
SCALE	BRIDGE FILE
1" = 20' H 1" = 5' V	N/A
	DESIGNATION
SURVEY BOOK	SHEETS
	16 of 67
CONTRACT	PROJECT
R-43940	2100216

Plot: 4/7/2025 12:32 PM
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Model: Line A - Plan 1 [Sheet]



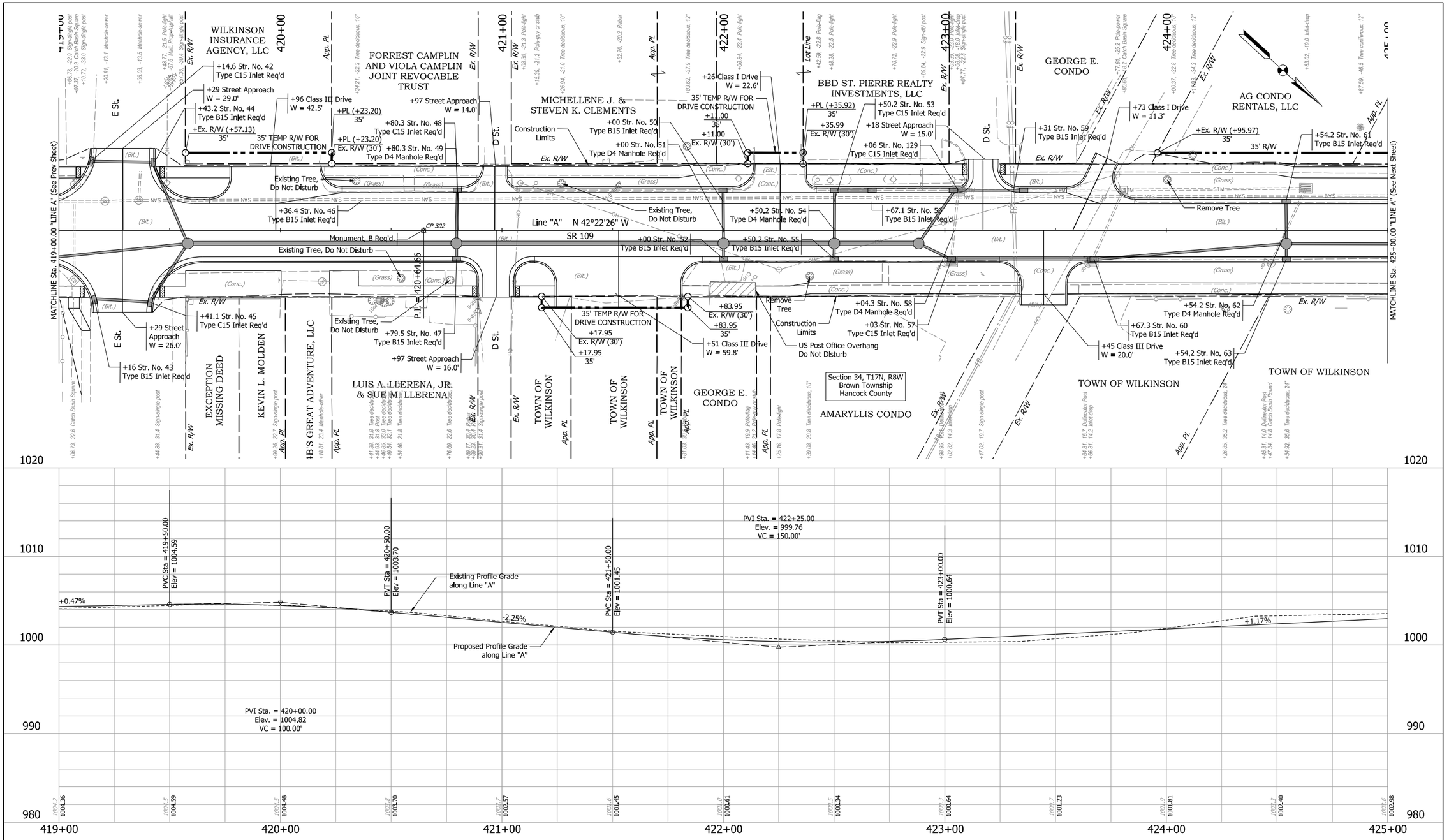
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 20' H 1" = 5' V	BRIDGE FILE: N/A
			DESIGNATION: 2100216
DESIGNED: WBB 04/04/25 DRAWN: MWH 04/04/25	PLAN AND PROFILE STA. 407+00.00 TO STA. 413+00.00	SURVEY BOOK	SHEETS: 17 of 67
CHECKED: RMM 04/04/25 CHECKED: WBB 04/04/25		CONTRACT: R-43940	PROJECT: 2100216

Plot: 4/7/2025 12:32 PM
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Model: Line A - Plan 2 [Sheet]



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 20' H 1" = 5' V	BRIDGE FILE: N/A
DESIGNED: WBB 04/04/25 DRAWN: MWH 04/04/25	PLAN AND PROFILE STA. 413+00.00 TO STA. 419+00.00		DESIGNATION
CHECKED: RMM 04/04/25 CHECKED: WBB 04/04/25		SURVEY BOOK	SHEETS: 18 of 67
		CONTRACT: R-43940	PROJECT: 2100216

Plot: 4/7/2025 12:32 PM
File: I:\21jobs\21H0012A\CAD\Road\Sheet\Sht Plan and Profile_20_ORD.dgn
Model: Line A - Plan 3 [Sheet]



CP 302
SE CORNER BUILDING POST OFFICE
SW CORNER BUILDING
REBAR W/ "SJCA CONTROL" CAP
NORTH 204027.2475
EAST 841182.3755
P.I. 420+64.66 LINE "A"

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: WBB 04/04/25 | DRAWN: MWH 04/04/25

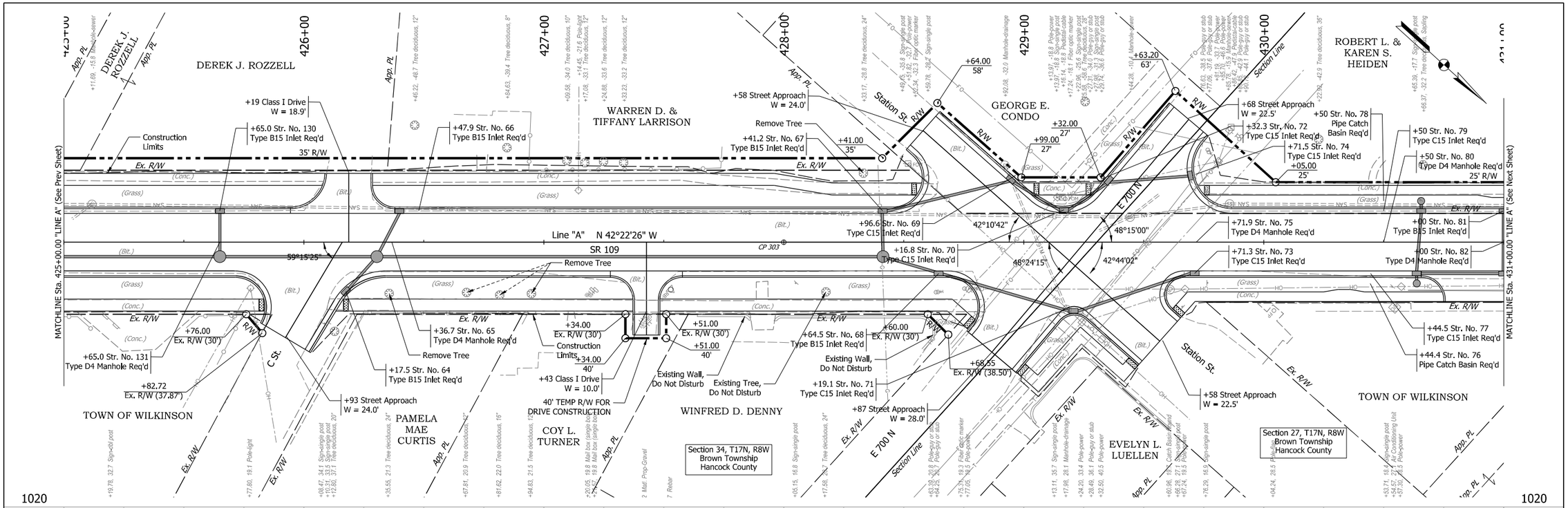
CHECKED: RMM 04/04/25 | CHECKED: WBB 04/04/25

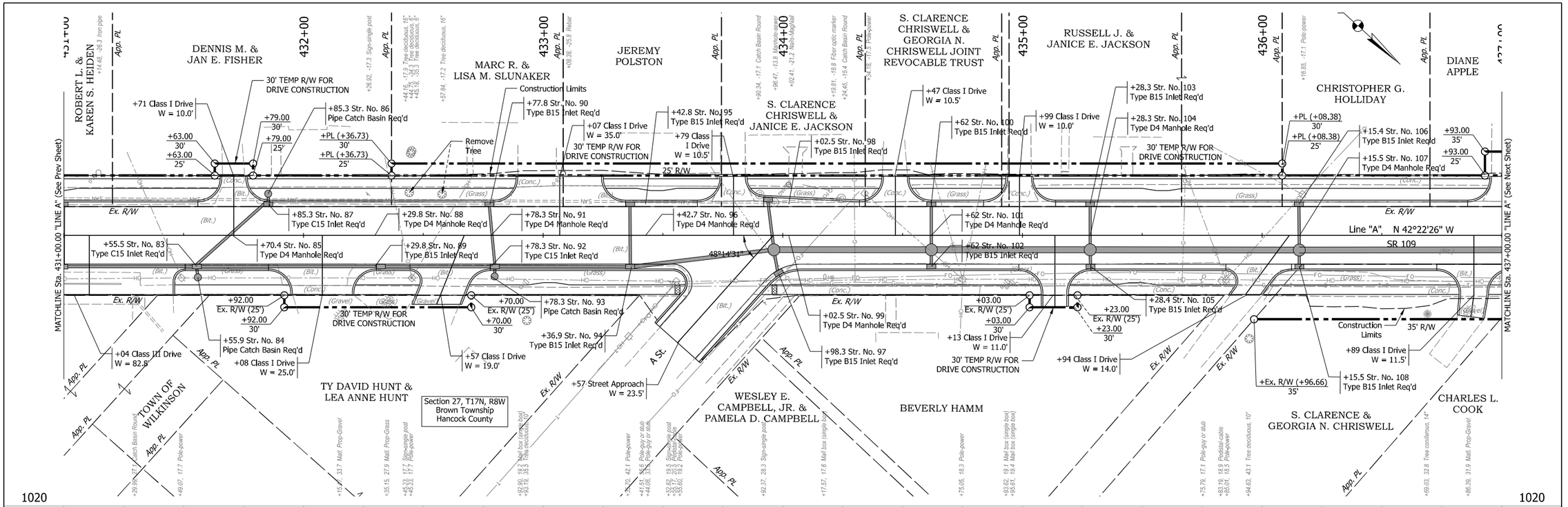
INDIANA DEPARTMENT OF TRANSPORTATION

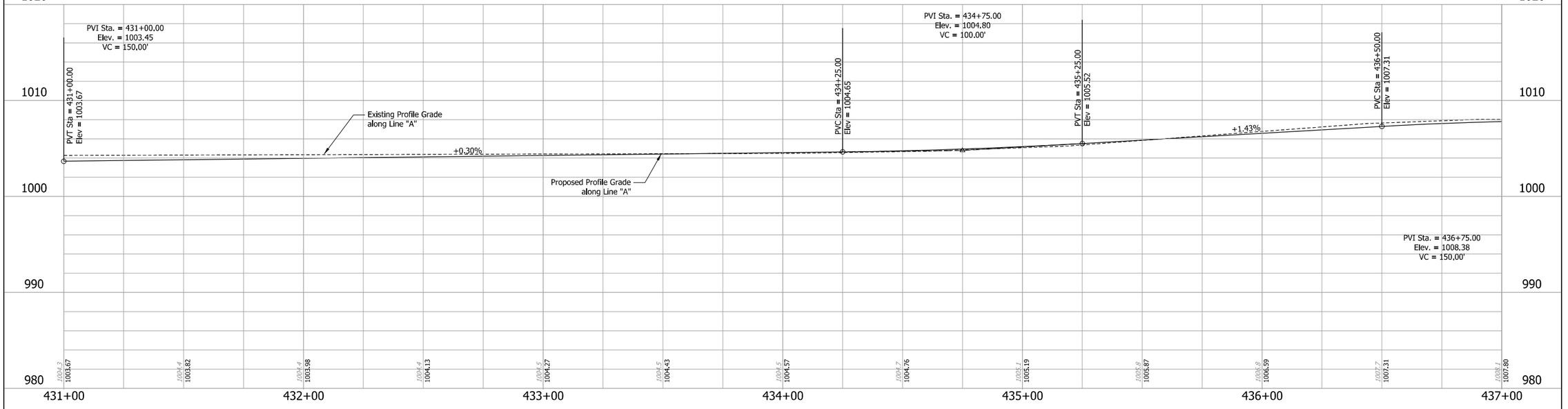
PLAN AND PROFILE STA. 419+00.00 TO STA. 425+00.00

SCALE	BRIDGE FILE
1" = 20' H 1" = 5' V	N/A
	DESIGNATION
	2100216
SURVEY BOOK	SHEETS
	19 of 67
CONTRACT	PROJECT
R-43940	2100216

Plot: 4/7/2025 12:32 PM
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Model: Line A - Plan 4 [Sheet]

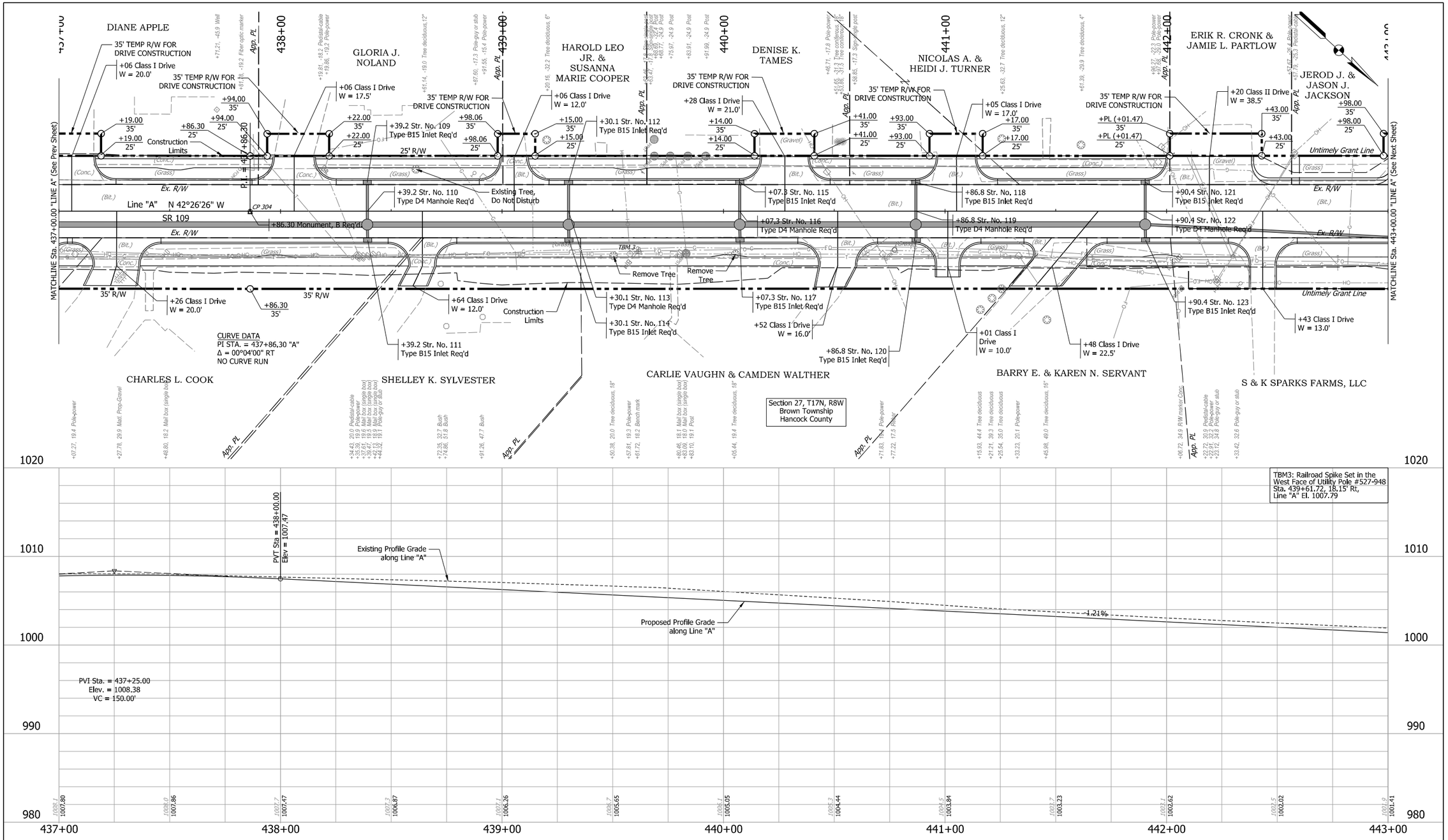

DEREK J. ROZZELL
WARREN D. & TIFFANY LARRISON
GEORGE E. CONDO
ROBERT L. & KAREN S. HEIDEN
TOWN OF WILKINSON
PAMELA MAE CURTIS
COY L. TURNER
WINFRED D. DENNY
EVELYN L. LUELLEN
Line "A" N 42°22'26" W
SR 109
CP 303
E 700 N
Station St.
Section Line
C St.
Construction Limits
Remove Tree
Existing Wall, Do Not Disturb
Existing Tree, Do Not Disturb
40' TEMP R/W FOR DRIVE CONSTRUCTION
Section 34, T17N, R8W Brown Township Hancock County
Section 27, T17N, R8W Brown Township Hancock County
MATCHLINE Sta. 425+00.00 "LINE A" (See Prev Sheet)
MATCHLINE Sta. 431+00.00 "LINE A" (See Next Sheet)
+19 Class I Drive W = 18.9'
+65.0 Str. No. 130 Type B15 Inlet Req'd
+47.9 Str. No. 66 Type B15 Inlet Req'd
+41.2 Str. No. 67 Type B15 Inlet Req'd
+58 Street Approach W = 24.0'
+64.00 58'
+41.00 35'
+32.00 27'
+99.00 27'
+63.20 63'
+68 Street Approach W = 22.5'
+50 Str. No. 78 Pipe Catch Basin Req'd
+32.3 Str. No. 72 Type C15 Inlet Req'd
+71.5 Str. No. 74 Type C15 Inlet Req'd
+05.00 25'
+50 Str. No. 79 Type C15 Inlet Req'd
+50 Str. No. 80 Type D4 Manhole Req'd
25' R/W
+80 Str. No. 81 Type B15 Inlet Req'd
+80 Str. No. 82 Type D4 Manhole Req'd
+71.9 Str. No. 75 Type D4 Manhole Req'd
+71.3 Str. No. 73 Type C15 Inlet Req'd
+44.5 Str. No. 77 Type C15 Inlet Req'd
+44.4 Str. No. 76 Pipe Catch Basin Req'd
+96.6 Str. No. 69 Type C15 Inlet Req'd
+16.8 Str. No. 70 Type C15 Inlet Req'd
+19.1 Str. No. 71 Type C15 Inlet Req'd
+87 Street Approach W = 28.0'
+58 Street Approach W = 22.5'
+36.7 Str. No. 65 Type D4 Manhole Req'd
+17.5 Str. No. 64 Type B15 Inlet Req'd
+64.5 Str. No. 68 Type B15 Inlet Req'd
+65.0 Str. No. 131 Type D4 Manhole Req'd
+93 Street Approach W = 24.0'
+43 Class I Drive W = 10.0'
+76.00 Ex. R/W (30')
+82.72 Ex. R/W (37.87')
+34.00 Ex. R/W (30')
+34.00 40'
+51.00 Ex. R/W (30')
+51.00 40'
+60.00 Ex. R/W (30')
+68.55 Ex. R/W (38.50')
35' R/W
59°15'25"
42°10'42"
48°24'15"
48°15'00"
42°44'02"
Ex. R/W
R/W
Construction Limits
(Conc.)
(Bit.)
(Grass)
NYS
HO
OH
Ex. R/W
App. Pl.
Sign-single post
Pole-power
Pole-guy or stub
Fiber optic marker
Manhole-drainage
Manhole-sewer
Pole-light
Tree deciduous
Mail box (single box)
2 Mail, Prop-Gravel
7 Rebar
1020
1010
1000
990
980
425+00
426+00
427+00
428+00
429+00
430+00
431+00
PVC Sta = 426+50.00
Elev = 1004.74
PVI Sta. = 427+25.00
Elev. = 1005.62
VC = 150.00'
PVT Sta = 428+00.00
Elev = 1005.08
PVC Sta = 429+50.00
Elev = 1003.99
PVI Sta. = 430+25.00
Elev. = 1003.45
VC = 150.00'
PVT Sta = 431+00.00
Elev = 1003.67
Existing Profile Grade along Line "A"
Proposed Profile Grade along Line "A"
+1.17%
-0.72%
1002.98
1003.57
1004.16
1004.74
1005.17
1005.28
1005.08
1004.72
1004.35
1003.99
1003.72
1003.61
1003.67
CP 303
E 700 N
MAG NAIL E/FACE PWP
MAG NAIL W/FACE PWP
MAG NAIL E/FACE PWP
NORTH 204570.4899
EAST 840686.7823
STATION
POT 428+00.00 LINE "A"
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER
DATE
DESIGNED: WBB 04/04/25
DRAWN: MWH 04/04/25
CHECKED: RMM 04/04/25
CHECKED: WBB 04/04/25
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
STA. 425+00.00 TO STA. 431+00.00
SCALE
1" = 20' H 1" = 5' V
BRIDGE FILE
N/A
DESIGNATION
2100216
SURVEY BOOK
SHEETS
20 of 67
CONTRACT
R-43940
PROJECT
2100216
Plot: 4/7/2025 12:32 PM
File: I:\21jobs\21H0012A\CAD\Road\Sheet\Sht Plan and Profile_20_ORD.dgn
Model: Line A - Plan 5 [Sheet]





RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 20' H 1" = 5' V	BRIDGE FILE: N/A
			DESIGNATION: 2100216
DESIGNED: WBB 04/04/25 DRAWN: MWH 04/04/25	PLAN AND PLAN AND PROFILE STA. 431+00.00 TO STA. 437+00.00	SURVEY BOOK	SHEETS: 21 of 67
CHECKED: RMM 04/04/25 CHECKED: WBB 04/04/25		CONTRACT: R-43940	PROJECT: 2100216

Plot: 4/7/2025 12:32 PM
File: I:\21jobs\21H0012A\CAD\Road\Sheet\Sht Plan and Profile_20_ORD.dgn
Model: Line A - Plan 6 [Sheet]



CP 304
NORTH 205299.1324
EAST 840022.0509
MAG NAIL E/FACE PWP
MAG NAIL W/FACE PWP
MAG NAIL E/FACE PWP
P.I. 437+86.30 LINE "A"

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 04/04/25 | DRAWN: MWH 04/04/25

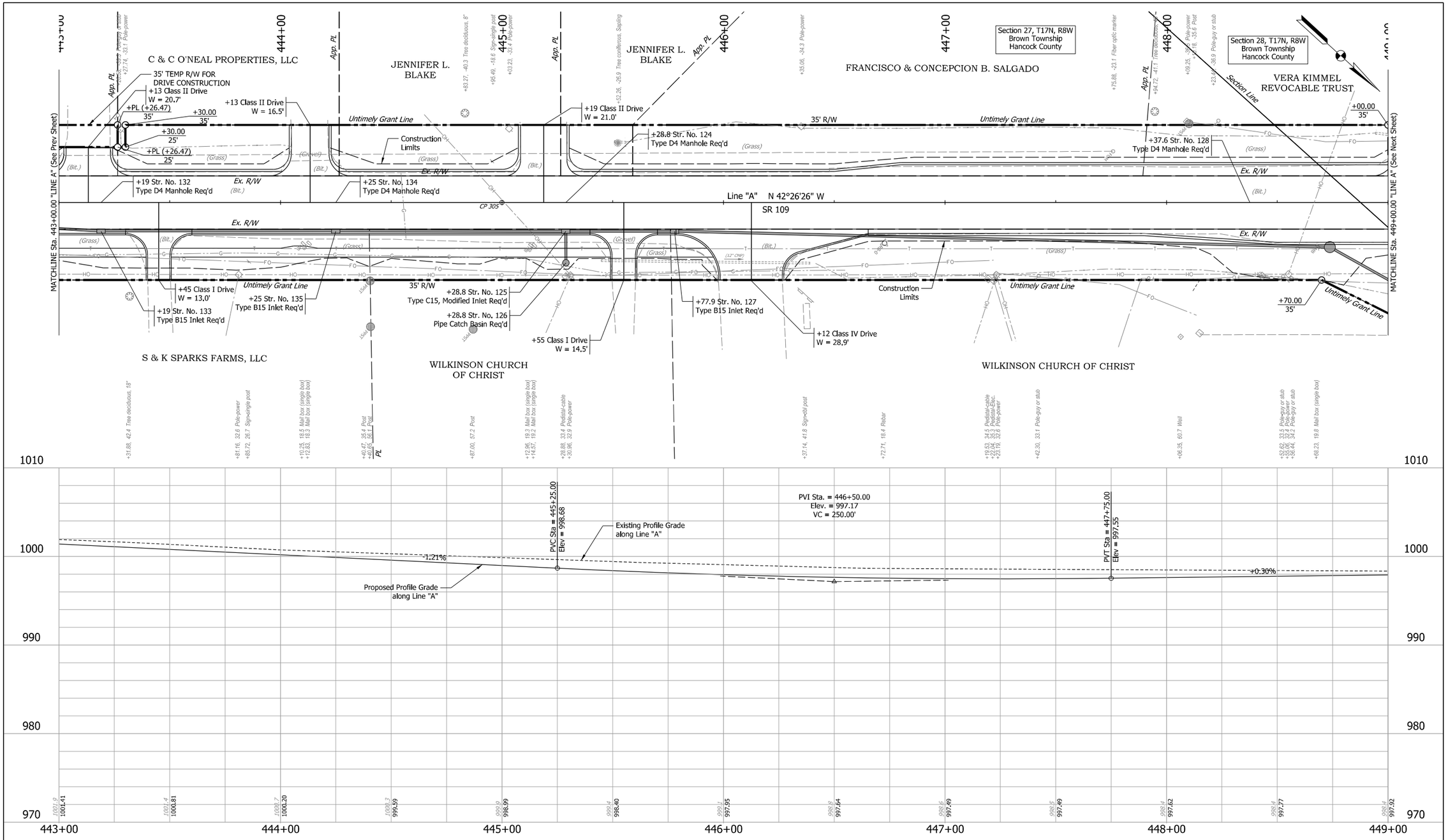
CHECKED: RMM 04/04/25 | CHECKED: WBB 04/04/25

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 437+00.00 TO STA. 443+00.00

SCALE	BRIDGE FILE
1" = 20' H 1" = 5' V	N/A
	DESIGNATION
	2100216
SURVEY BOOK	SHEETS
	22 of 67
CONTRACT	PROJECT
R-43940	2100216

Plot: 4/7/2025 12:32 PM
File: I:\21jobs\21H0012A\CAD\Road\Sheet\Sht Plan and Profile_20_ORD.dgn
Model: Line A - Plan 7 [Sheet]



CP 305
NORTH 205825.8279
EAST 839540.4291
MAG NAIL W/FACE PWP
MAG NAIL IN PVMT.
MAG NAIL E/FACE PWP
POT 445+00.00 LINE "A"

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 04/04/25 DRAWN: MWH 04/04/25

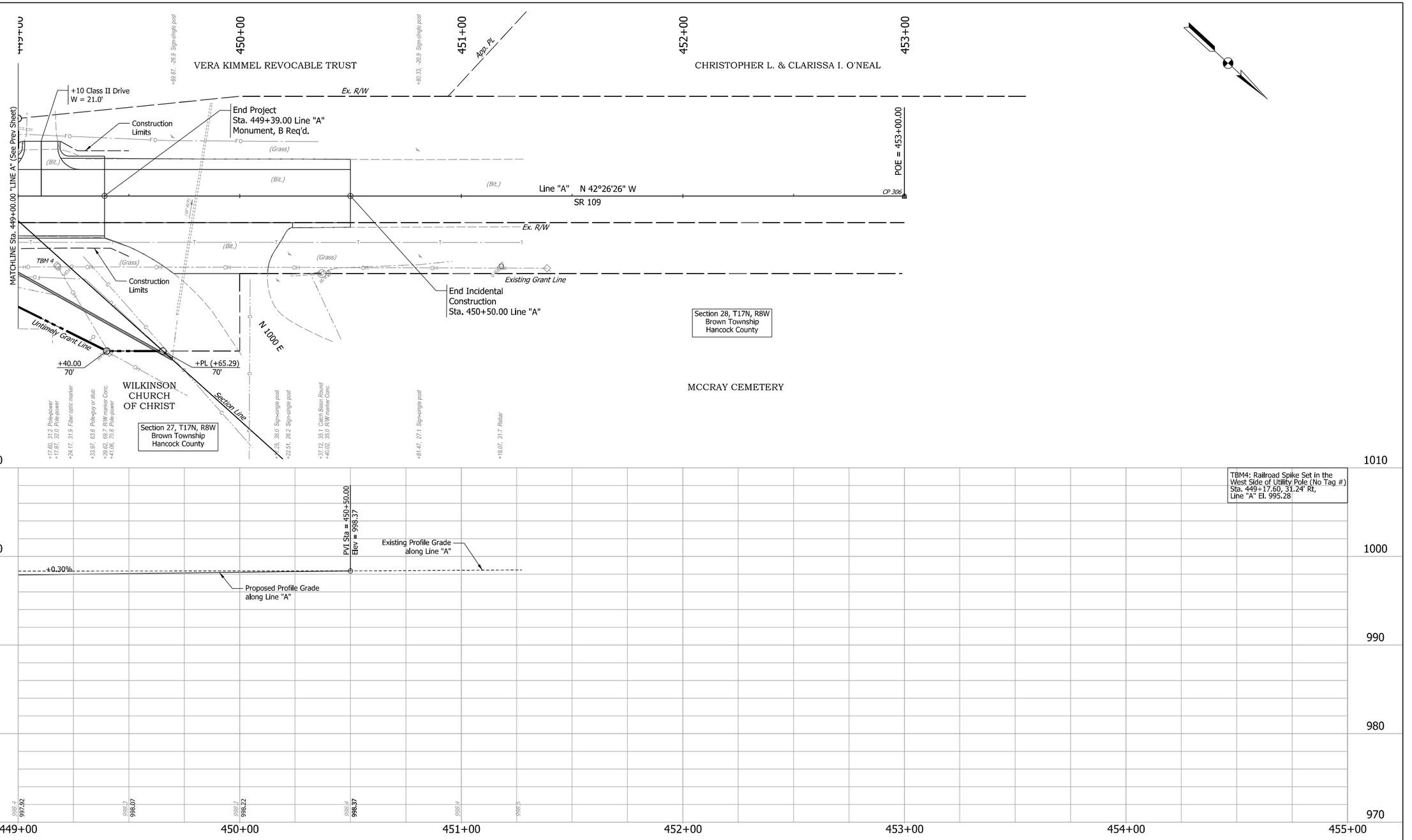
CHECKED: RMM 04/04/25 CHECKED: WBB 04/04/25

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE STA. 443+00.00 TO STA. 449+00.00

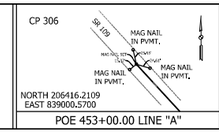
SCALE	BRIDGE FILE
1" = 20' H 1" = 5' V	N/A
	DESIGNATION
	2100216
SURVEY BOOK	SHEETS
	23 of 67
CONTRACT	PROJECT
R-43940	2100216

Plot: 4/7/2025 12:32 PM
File: I:\21jobs\21H0012A\CAD\Road\Sheet\Sht Plan and Profile_20_ORD.dgn
Model: Line A - Plan 8 [Sheet]



TBM4: Railroad Spike Set in the West Side of Utility Pole (No Tag #) Sta. 449+17.60, 31.24' Rt, Line "A" El. 995.28

CP 306



NORTH 206416.2109
EAST 839000.5700

POE 453+00.00 LINE "A"

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: WBB 04/04/25 | DRAWN: MWH 04/04/25

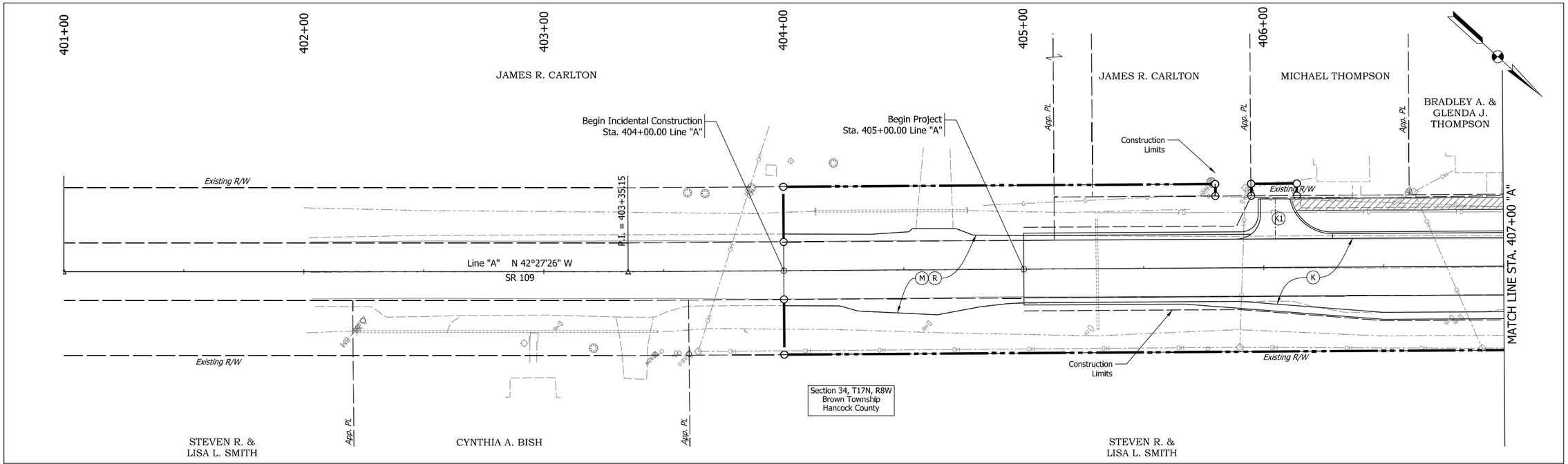
CHECKED: RMM 04/04/25 | CHECKED: WBB 04/04/25

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 449+00.00 TO STA. 453+00.00

SCALE	BRIDGE FILE
1" = 20' H 1" = 5' V	N/A
	DESIGNATION
	2100216
SURVEY BOOK	SHEETS
	24 of 67
CONTRACT	PROJECT
R-43940	2100216

Plot: 4/7/2025 12:32 PM
File: I:\21jobs\21H0012A\CAD\Road\Sheet\Sht Plan and Profile_20_ORD.dgn
Model: Line A - Plan 9 [Sheet]



LEGEND

(K) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm, on 275 lb/sys QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on 660 lb/sys QC/QA-HMA, 3, 64, Base, 25.0mm, on 4" Compacted Aggregate No. 53, on Subgrade Treatment Type IC

(M) Milling, Asphalt, 1.5"

(R) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm

(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 Geogrid Type 1B, on Subgrade Treatment Type II

(K1) HMA For Approaches, Type B consisting of: 165 lbs/sys HMA Surface, on 275 lbs/sys HMA Intermediate, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II

(K2) HMA For Approaches, Type B consisting of: 165 lbs/sys HMA Surface, on 275 lbs/sys HMA Intermediate, on 660 lbs/sys HMA Base, on Subgrade Treatment Type II, on Geogrid, Type 1B

Proposed Sidewalk

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 1/30/23 | DRAWN: MWH 2/8/23

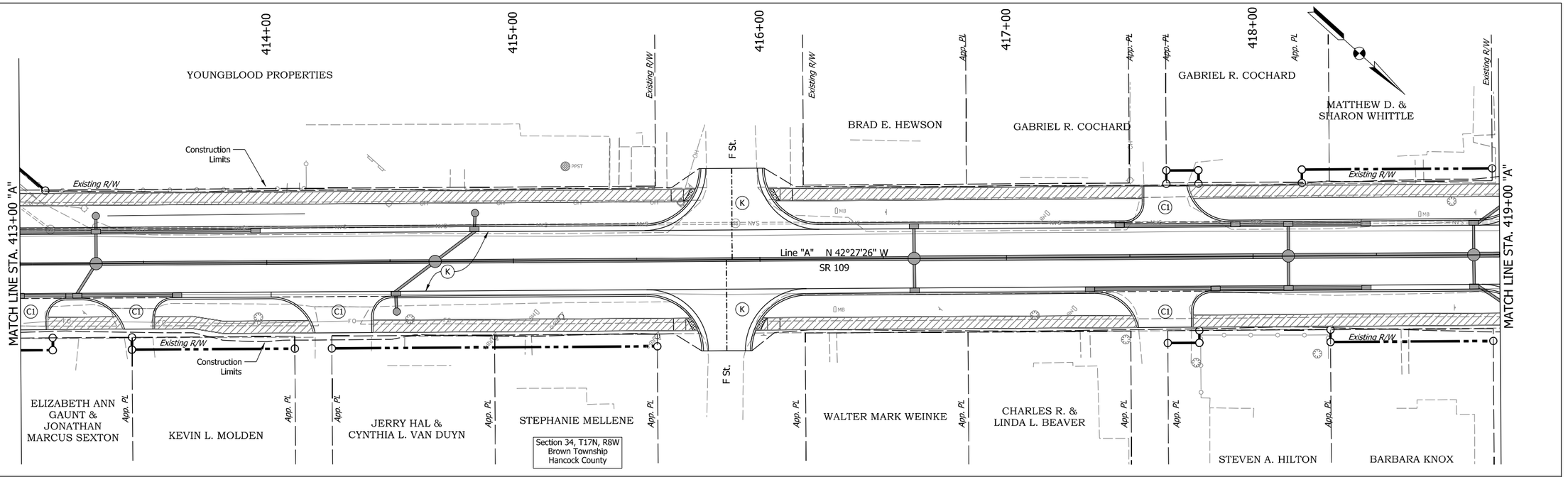
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INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 401+00.00 TO STA. 413+00.00

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 20'	2100216
SURVEY BOOK	SHEETS
	25 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

- (K) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm, on 275 lb/sys QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on 660 lb/sys QC/QA-HMA, 3, 64, Base, 25.0mm, on 4" Compacted Aggregate No. 53, on Subgrade Treatment Type IC
- (M) Milling, Asphalt, 1.5"
- (R) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm
- (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 Geogrid Type 1B, on Subgrade Treatment Type II
- (K1) HMA For Approaches, Type B consisting of: 165 lbs/sys HMA Surface, on 275 lbs/sys HMA Intermediate, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II
- (K2) HMA For Approaches, Type B consisting of: 165 lbs/sys HMA Surface, on 275 lbs/sys HMA Intermediate, on 660 lbs/sys HMA Base, on Subgrade Treatment Type II, on Geogrid, Type 1B
- Proposed Sidewalk

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 1/30/23 | DRAWN: MWH 2/8/23

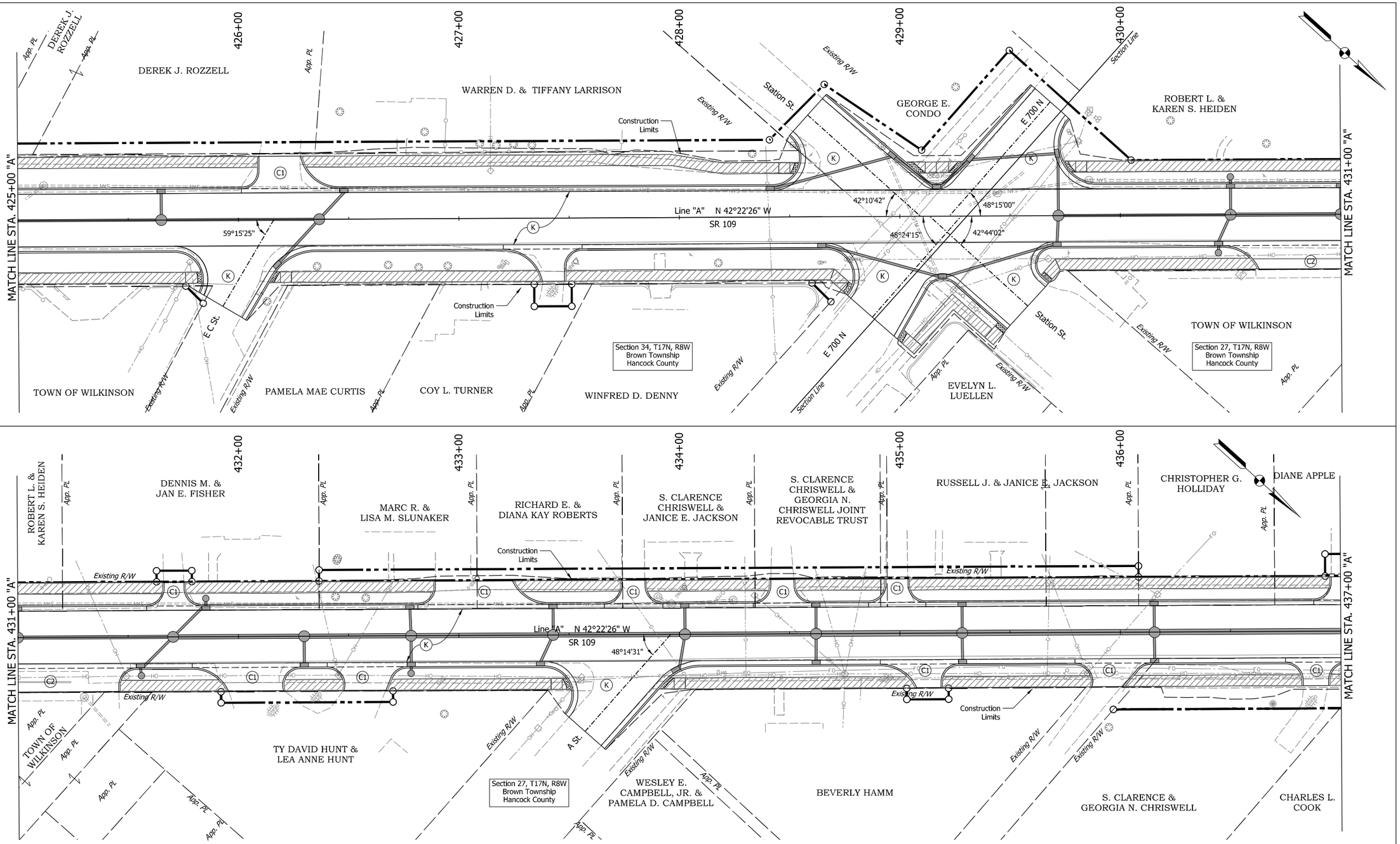
CHECKED: RMM 4/4/23 | CHECKED: WBB 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 413+00.00 TO STA. 425+00.00

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 20'	2100216
SURVEY BOOK	SHEETS
	26 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

- (K) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm, on 275 lb/sys QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on 660 lb/sys QC/QA-HMA, 3, 64, Base, 25.0mm, on 4" Compacted Aggregate No. 53, on Subgrade Treatment Type IC
- (M) Milling, Asphalt, 1.5"
- (R) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm
- (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 Geogrid Type 1B, on Subgrade Treatment Type II
- (K1) HMA For Approaches, Type B consisting of: 165 lbs/sys HMA Surface, on 275 lbs/sys HMA Intermediate, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II
- (K2) HMA For Approaches, Type B consisting of: 165 lbs/sys HMA Surface, on 275 lbs/sys HMA Intermediate, on 660 lbs/sys HMA Base, on Subgrade Treatment Type II, on Geogrid, Type 1B
- Proposed Sidewalk

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 1/30/23 | DRAWN: MWH 2/8/23

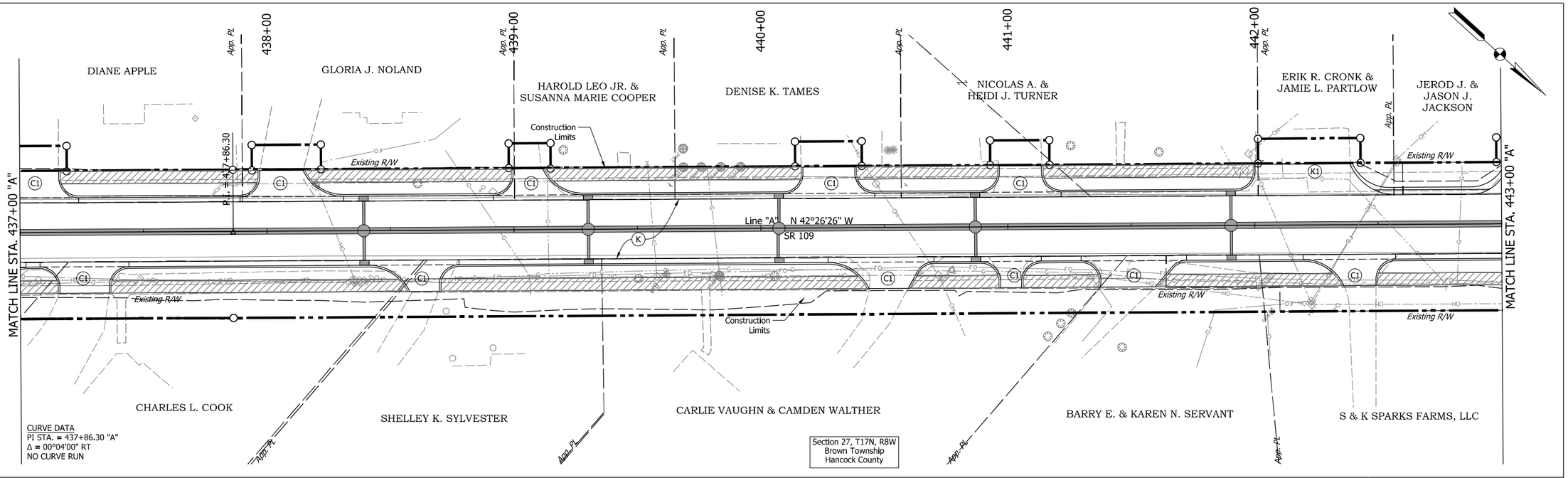
CHECKED: RMM 4/4/23 | CHECKED: WBB 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 425+00.00 TO STA. 437+00.00

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 20'	2100216
SURVEY BOOK	SHEETS
	27 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

- (K) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm, on 275 lb/sys QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on 660 lb/sys QC/QA-HMA, 3, 64, Base, 25.0mm, on 4" Compacted Aggregate No. 53, on Subgrade Treatment Type IC
- (M) Milling, Asphalt, 1.5"
- (R) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm
- (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 Geogrid Type 1B, on Subgrade Treatment Type II
- (K1) HMA For Approaches, Type B consisting of: 165 lbs/sys HMA Surface, on 275 lbs/sys HMA Intermediate, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II
- (K2) HMA For Approaches, Type B consisting of: 165 lbs/sys HMA Surface, on 275 lbs/sys HMA Intermediate, on 660 lbs/sys HMA Base, on Subgrade Treatment Type II, on Geogrid, Type 1B
- Proposed Sidewalk

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 1/30/23 | DRAWN: MWH 2/8/23

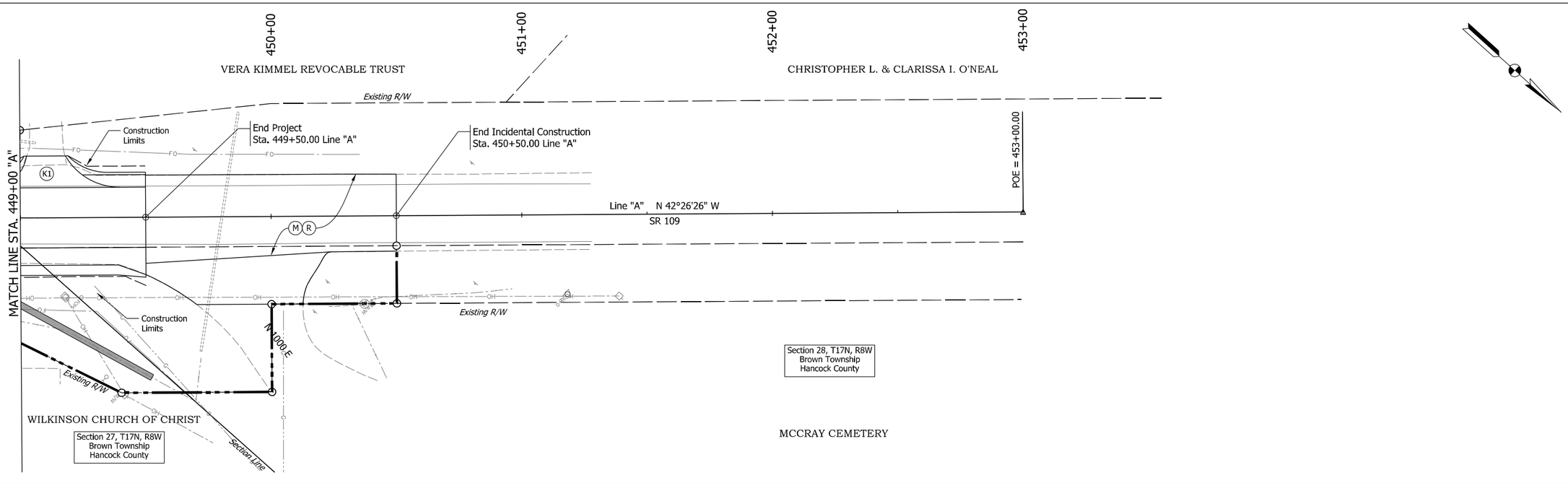
CHECKED: RMM 4/4/23 | CHECKED: WBB 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 437+00.00 TO STA. 449+00.00

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 20'	2100216
SURVEY BOOK	SHEETS
	28 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

(K) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm, on
275 lb/sys QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
660 lb/sys QC/QA-HMA, 3, 64, Base, 25.0mm, on
4" Compacted Aggregate No. 53, on
Subgrade Treatment Type IC

(M) Milling, Asphalt, 1.5"

(R) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm

(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
Geogrid Type 1B, on
Subgrade Treatment Type II

(K1) HMA For Approaches, Type B consisting of:
165 lbs/sys HMA Surface, on
275 lbs/sys HMA Intermediate, on
6" Compacted Aggregate No. 53, on
Subgrade Treatment Type II

(K2) HMA For Approaches, Type B consisting of:
165 lbs/sys HMA Surface, on
275 lbs/sys HMA Intermediate, on
660 lbs/sys HMA Base, on
Subgrade Treatment Type II, on Geogrid, Type 1B

Proposed Sidewalk

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 1/30/23	DRAWN: MWH 2/8/23
CHECKED: RMM 4/4/23	CHECKED: WBB 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 449+00.00 TO STA. 453+00.00

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 20'	2100216
SURVEY BOOK	SHEETS
	29 of 99
CONTRACT	PROJECT
R-43940	2100216

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411+00

Section 34, T17N, R8W
Brown Township
Hancock County

412+00

413+00

414+00

1st St.

G St.

JORDON JESTER

JORDON JESTER

YOUNGBLOOD PROPERTIES

Remove Existing Roadway

Remove Existing Roadway
up to 2nd St Intersection

Construction
Limits

Construction
Limits

App. PL

Existing R/W

Line "A" N 42°27'26" W
SR 109

Construction
Limits

Existing R/W

Existing R/W

Existing R/W

ELIZABETH ANN GAUNT &
JONATHAN MARCUS SEXTON

KEVIN L. MOLDEN

App. PL

LEGEND

(K) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm, on
275 lb/sys QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
660 lb/sys QC/QA-HMA, 3, 64, Base, 25.0mm, on
4" Compacted Aggregate No. 53, on
Subgrade Treatment Type IC

(M) Milling, Asphalt, 1.5"

(R) 165 lb/sys QC/QA-HMA, 3, 70, Surface, 9.5mm

(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
Geogrid Type 1B, on
Subgrade Treatment Type II

(K1) HMA For Approaches, Type B consisting of:
165 lbs/sys HMA Surface, on
275 lbs/sys HMA Intermediate, on
6" Compacted Aggregate No. 53, on
Subgrade Treatment Type II

(K2) HMA For Approaches, Type B consisting of:
165 lbs/sys HMA Surface, on
275 lbs/sys HMA Intermediate, on
660 lbs/sys HMA Base, on
Subgrade Treatment Type II, on Geogrid, Type 1B

Proposed Sidewalk

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

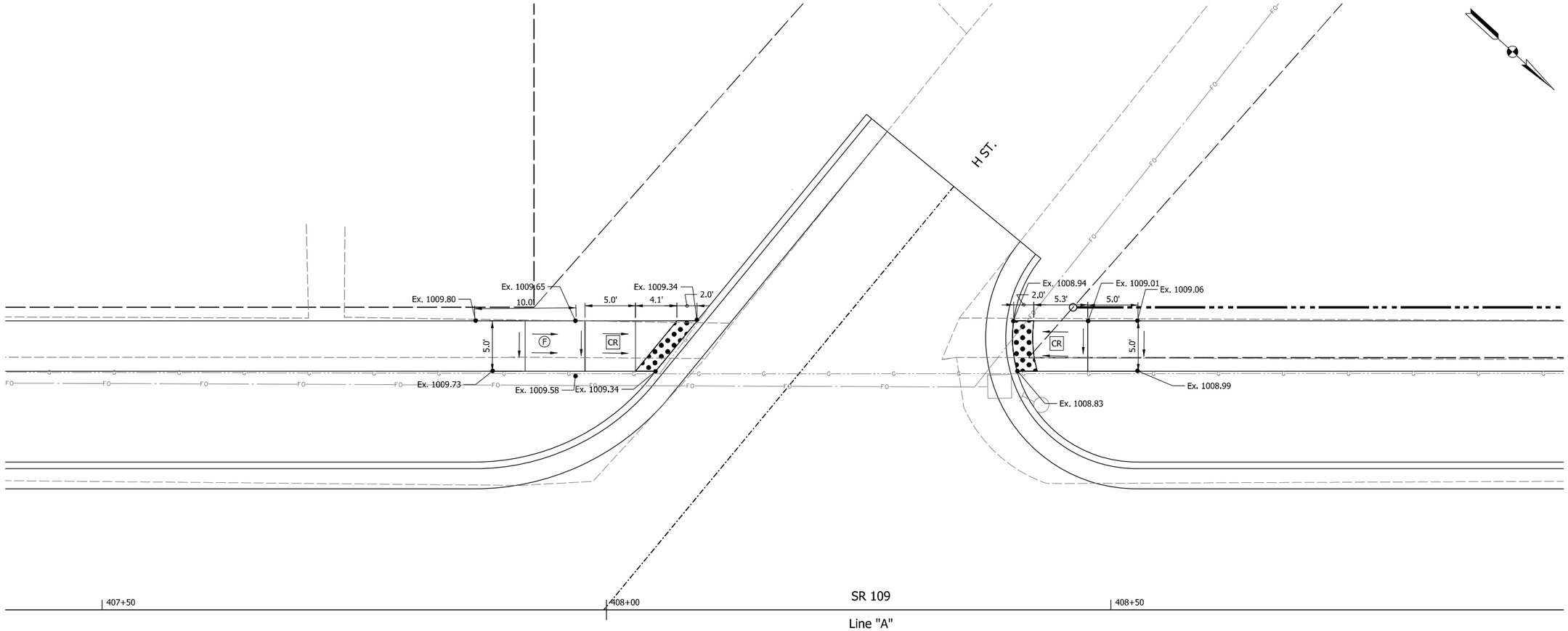
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DRAWN: MWH 2/8/23
CHECKED: RMM 4/4/23
CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
SR 109 & 1ST ST.

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 10'	2100216
SURVEY BOOK	SHEETS
	30 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface
- Profile Milling
- CR Curb Ramp
- TS Turning Space
- CS Clear Space
- PC Pedestrian Clear Space
- FS Flared Side
- (F) Sidewalk, Concrete, 4"
- (MS) Mulched Seeding, U
- (O) 165 LBS/SYD HMA Surface on Approach Milling
- (P) HMA Patching, Type C 440 LBS/SYD HMA Intermediate, Type C, on 440 LBS/SYD HMA Base, Type C
- (13) Concrete Curb
- (14) Curb, Concrete, Modified
- (15) Concrete Curb and Gutter, Modified
- (16) Return Curb
- x.x% → Proposed or Existing Slopes
- ● Proposed or Existing Elevations
- Ex. Existing Slope or Elevation
- T.C. Top of Curb
- B.C. Bottom of Curb
- Pedestrian Push Button

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

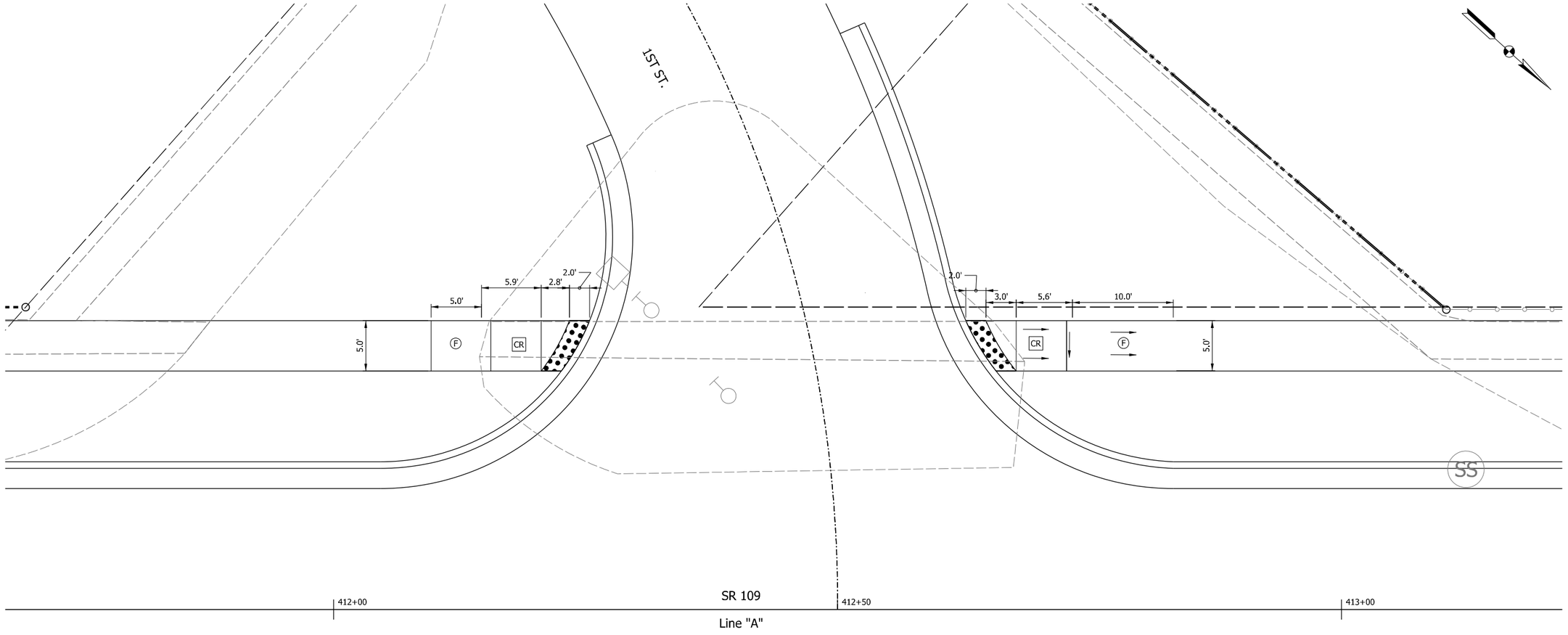
DESIGNED: WBB 1/30/23
DRAWN: MWH 2/8/23
CHECKED: RMM 4/4/23
CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
H ST. & SR 109

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 5'	2100216
SURVEY BOOK	SHEETS
	31 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface
- Profile Milling
- CR Curb Ramp
- TS Turning Space
- CS Clear Space
- PC Pedestrian Clear Space
- FS Flared Side
- (F) Sidewalk, Concrete, 4"
- (MS) Mulched Seeding, U
- (O) 165 LBS/SYD HMA Surface on Approach Milling
- (P) HMA Patching, Type C 440 LBS/SYD HMA Intermediate, Type C, on 440 LBS/SYD HMA Base, Type C
- (13) Concrete Curb
- (14) Curb, Concrete, Modified
- (15) Concrete Curb and Gutter, Modified
- (16) Return Curb
- x.x% → Proposed or Existing Slopes
- • Proposed or Existing Elevations
- Ex. Existing Slope or Elevation
- T.C. Top of Curb
- B.C. Bottom of Curb
- Pedestrian Push Button

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: WBB 1/30/23 | DRAWN: MWH 2/8/23

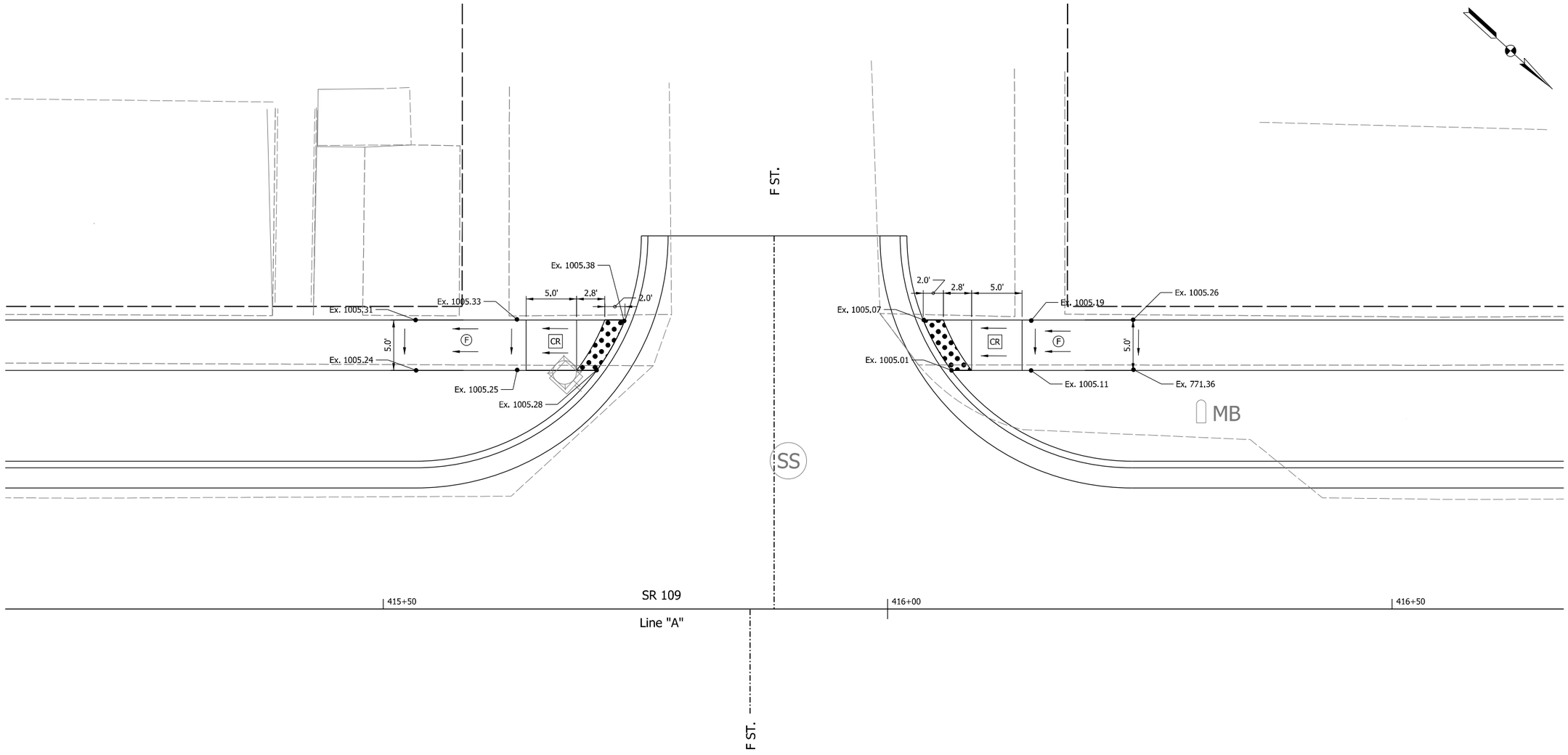
CHECKED: RMM 4/4/23 | CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
1ST ST. & SR 109

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 5'	2100216
SURVEY BOOK	SHEETS
	32 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface
- Profile Milling
- CR Curb Ramp
- TS Turning Space
- CS Clear Space
- PC Pedestrian Clear Space
- FS Flared Side
- (F) Sidewalk, Concrete, 4"
- (MS) Mulched Seeding, U
- (O) 165 LBS/SYD HMA Surface on Approach Milling
- (P) HMA Patching, Type C 440 LBS/SYD HMA Intermediate, Type C, on 440 LBS/SYD HMA Base, Type C
- (13) Concrete Curb
- (14) Curb, Concrete, Modified
- (15) Concrete Curb and Gutter, Modified
- (16) Return Curb
- x.x% Proposed or Existing Slopes
- Proposed or Existing Elevations
- Ex. Existing Slope or Elevation
- T.C. Top of Curb
- B.C. Bottom of Curb
- Pedestrian Push Button

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

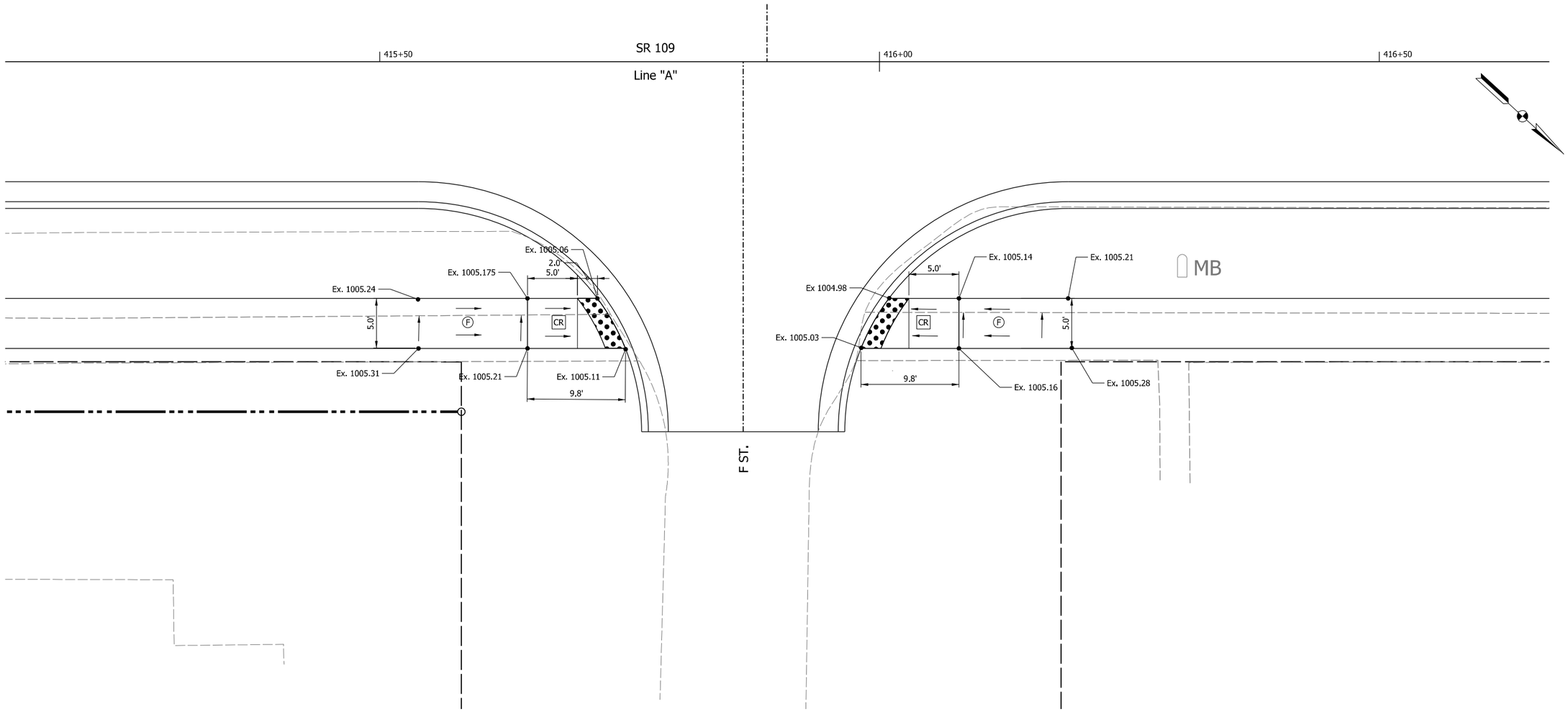
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CHECKED: RMM 4/4/23 | CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
F ST. & SR 109

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 5'	2100216
SURVEY BOOK	SHEETS
	33 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface
- Profile Milling
- CR Curb Ramp
- TS Turning Space
- CS Clear Space
- PC Pedestrian Clear Space
- FS Flared Side
- (F) Sidewalk, Concrete, 4"
- (MS) Mulched Seeding, U
- (O) 165 LBS/SYD HMA Surface on Approach Milling
- (P) HMA Patching, Type C 440 LBS/SYD HMA Intermediate, Type C, on 440 LBS/SYD HMA Base, Type C
- (13) Concrete Curb
- (14) Curb, Concrete, Modified
- (15) Concrete Curb and Gutter, Modified
- (16) Return Curb
- x.x% → Proposed or Existing Slopes
- ● Proposed or Existing Elevations
- Ex. Existing Slope or Elevation
- T.C. Top of Curb
- B.C. Bottom of Curb
- Pedestrian Push Button

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: WBB 1/30/23 | DRAWN: MWH 2/8/23

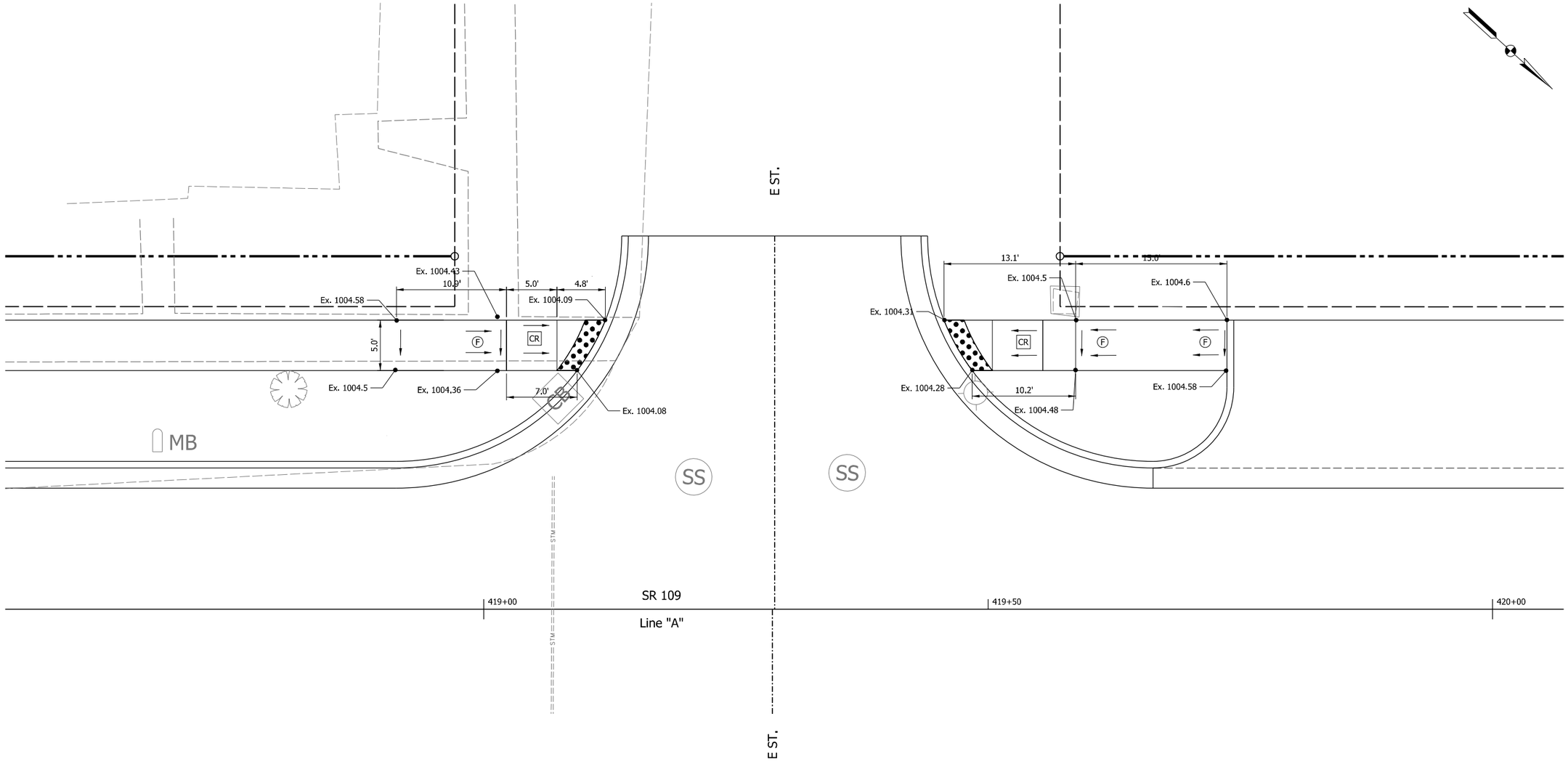
CHECKED: RMM 4/4/23 | CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
F ST. & SR 109

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 5'	2100216
SURVEY BOOK	SHEETS
	34 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface
- Profile Milling
- CR Curb Ramp
- TS Turning Space
- CS Clear Space
- PC Pedestrian Clear Space
- FS Flared Side
- (F) Sidewalk, Concrete, 4"
- (MS) Mulched Seeding, U
- (O) 165 LBS/SYD HMA Surface on Approach Milling
- (P) HMA Patching, Type C 440 LBS/SYD HMA Intermediate, Type C, on 440 LBS/SYD HMA Base, Type C
- (13) Concrete Curb
- (14) Curb, Concrete, Modified
- (15) Concrete Curb and Gutter, Modified
- (16) Return Curb
- x.x% Proposed or Existing Slopes
- Proposed or Existing Elevations
- Ex. Existing Slope or Elevation
- T.C. Top of Curb
- B.C. Bottom of Curb
- Pedestrian Push Button

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

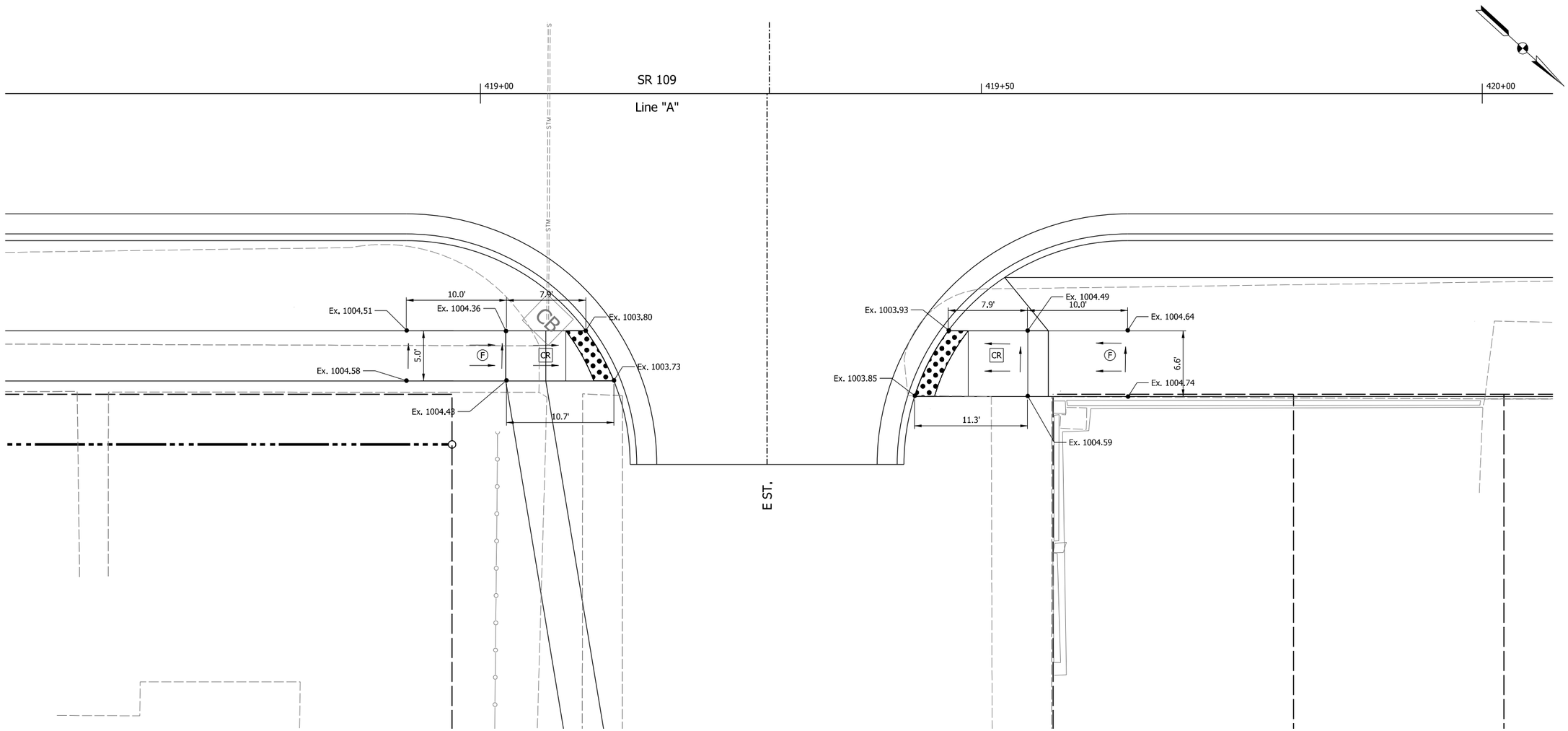
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DRAWN: MWH 2/8/23
CHECKED: RMM 4/4/23
CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
E ST. & SR 109

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 5'	2100216
SURVEY BOOK	SHEETS
	35 of 99
CONTRACT	PROJECT
R-43940	2100216

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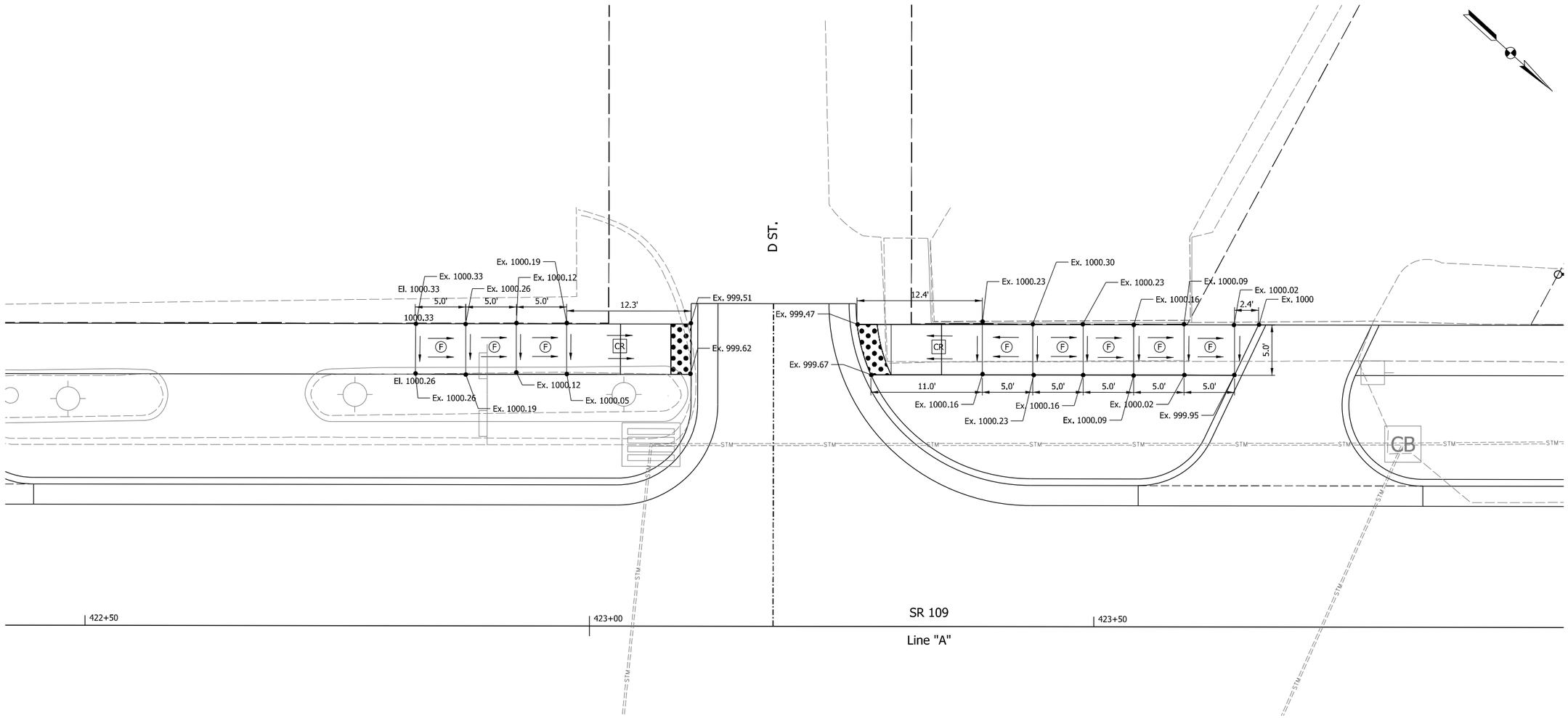


LEGEND

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface
- Profile Milling
- CR Curb Ramp
- TS Turning Space
- CS Clear Space
- PC Pedestrian Clear Space
- FS Flared Side
- (F) Sidewalk, Concrete, 4"
- (MS) Mulched Seeding, U
- (O) 165 LBS/SYD HMA Surface on Approach Milling
- (P) HMA Patching, Type C 440 LBS/SYD HMA Intermediate, Type C, on 440 LBS/SYD HMA Base, Type C
- (13) Concrete Curb
- (14) Curb, Concrete, Modified
- (15) Concrete Curb and Gutter, Modified
- (16) Return Curb
- x.x% → Proposed or Existing Slopes
- ● Proposed or Existing Elevations
- Ex. Existing Slope or Elevation
- T.C. Top of Curb
- B.C. Bottom of Curb
- Pedestrian Push Button

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE		INDIANA DEPARTMENT OF TRANSPORTATION	BRIDGE FILE: N/A
DESIGNED: WBB 1/30/23	DRAWN: MWH 2/8/23	CURB RAMP DETAILS E ST. & SR 109	SCALE: 1" = 5' / DESIGNATION: 2100216
CHECKED: RMM 4/4/23	CHECKED: RMM 4/4/23		SURVEY BOOK / SHEETS: 36 of 99
			CONTRACT: R-43940 / PROJECT: 2100216

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LEGEND

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface
- Profile Milling
- CR Curb Ramp
- TS Turning Space
- CS Clear Space
- PC Pedestrian Clear Space
- FS Flared Side
- (F) Sidewalk, Concrete, 4"
- (MS) Mulched Seeding, U
- (O) 165 LBS/SYD HMA Surface on Approach Milling
- (P) HMA Patching, Type C 440 LBS/SYD HMA Intermediate, Type C, on 440 LBS/SYD HMA Base, Type C
- (13) Concrete Curb
- (14) Curb, Concrete, Modified
- (15) Concrete Curb and Gutter, Modified
- (16) Return Curb
- x.x% → Proposed or Existing Slopes
- ● Proposed or Existing Elevations
- Ex. Existing Slope or Elevation
- T.C. Top of Curb
- B.C. Bottom of Curb
- Pedestrian Push Button

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

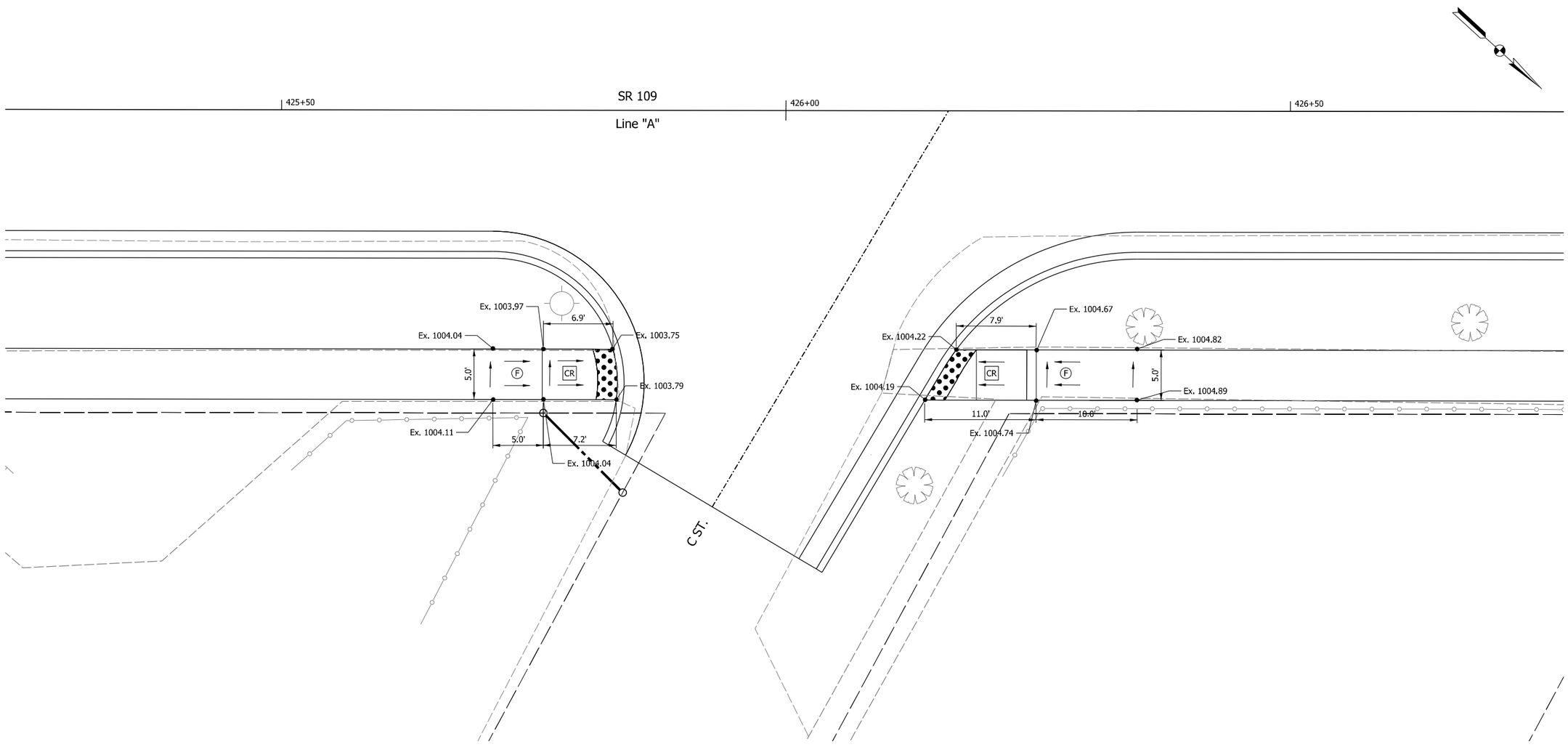
INDIANA DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
D ST. & SR 109

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SCALE	DESIGNATION
1" = 5'	2100216
SURVEY BOOK	SHEETS
	37 of 99
CONTRACT	PROJECT
R-43940	2100216

DESIGNED: WBB	1/30/23	DRAWN: MWH	2/8/23
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LEGEND

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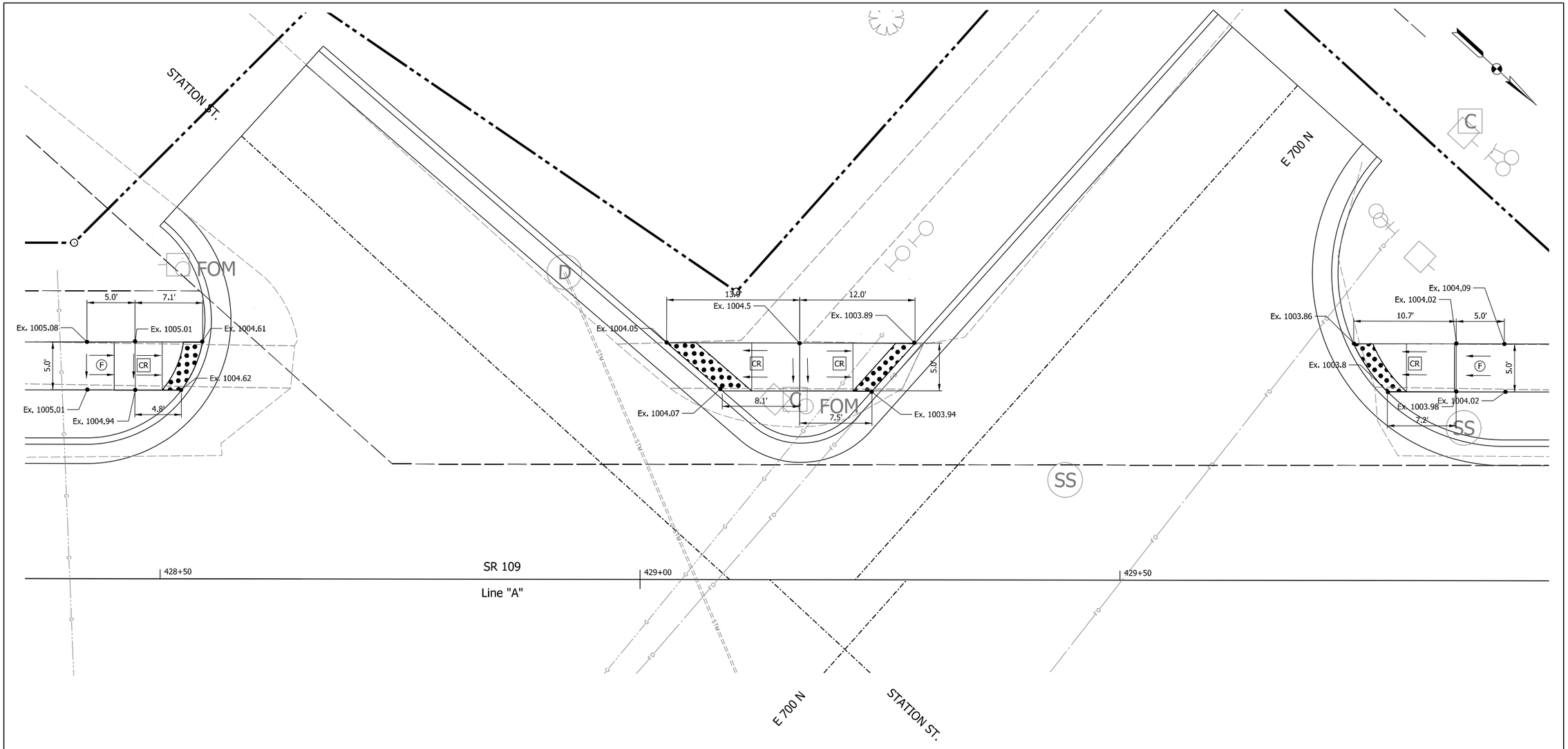
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CHECKED: RMM 4/4/23 | CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
C ST. & SR 109

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SCALE	DESIGNATION
1" = 5'	2100216
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	38 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

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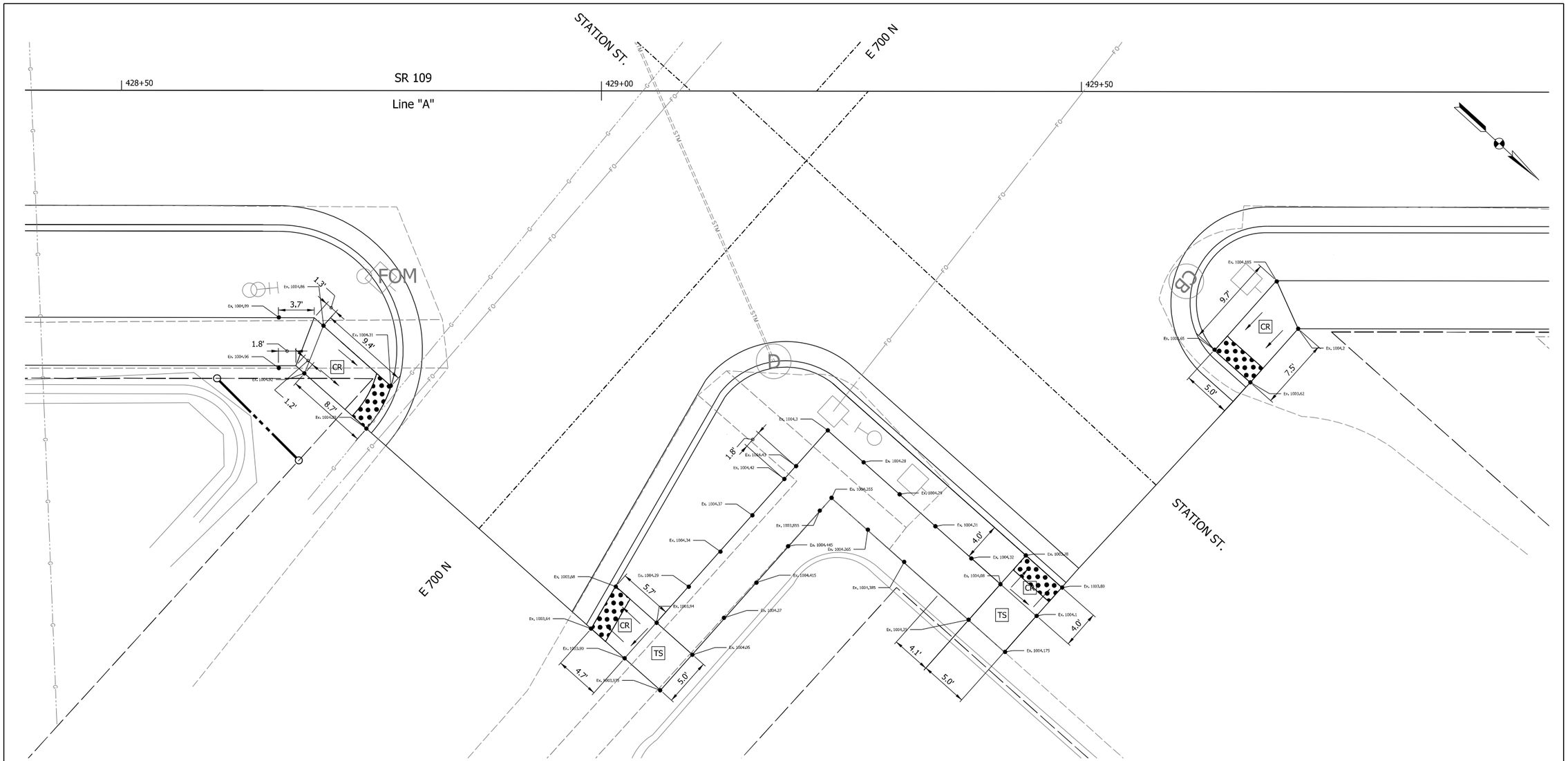
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DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
STATION ST. / E 700 N & SR 109

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SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
	39 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

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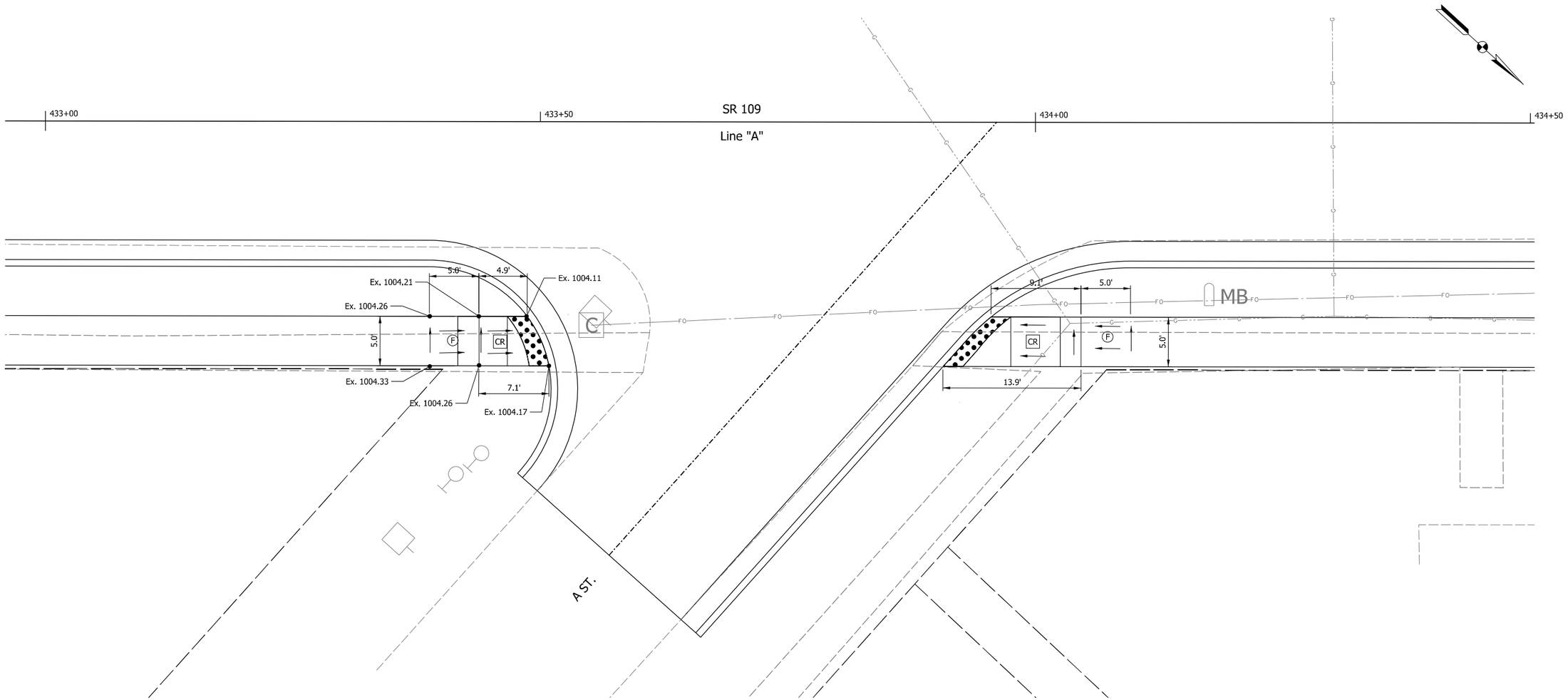
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INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
E 700 N / STATION ST. & SR 109

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SCALE	DESIGNATION
1" = 5'	2100216
SURVEY BOOK	SHEETS
	40 of 99
CONTRACT	PROJECT
R-43940	2100216

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LEGEND

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CHECKED: RMM 4/4/23 | CHECKED: RMM 4/4/23

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS
A ST. & SR 109

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 5'	2100216
SURVEY BOOK	SHEETS
	41 of 99
CONTRACT	PROJECT
R-43940	2100216

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Appendix C

Early Coordination

Item	Appendix Page
Early Coordination Example Letter	C-1 to C-4
Response – Natural Resources Conservation Service	C-5 to C-6
Response – Indiana Geological Water Survey	C-7 to C-9
Response – IDNR, Fish and Wildlife	C-10 to C-11
Response – US Fish and Wildlife Service	C-12 to C-14
Response – USFWS – Information for Planning and Consultation (IPaC)	C-15 to C-38
Response – DNR, Division of Reclamation	C-39 to C-40

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 232-2096
FAX: (317) 233-4929

Eric Holcomb, Governor
Michael Smith, Commissioner

January 22, 2024

Sample Early Coordination Letter

{See Attached List}

Re: Early Coordination Letter, Des. No. 2100216 SR 109 in Wilkinson, Small Town Reconstruction 1.84 miles south of SR 234 to 0.99 mile south of SR 234 in Wilkinson, Hancock County, Indiana

To whom it may concern:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proposing to proceed with roadway pavement reconstruction on SR 109 through the town of Wilkinson, from 1.84 miles south of SR 234 to 0.99 mile south of SR 234 in Wilkinson, Brown Township, Hancock County, Indiana, Des. No. 2100216. CHA Consulting, Inc. is under contract with the INDOT to advance the environmental documentation for the above referenced project. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts. Your cooperation in this endeavor is appreciated.

Project Location

The proposed project is along SR 109 in the Town of Wilkinson, from 1.84 miles south of SR 234 to 0.99 mile south of SR 234 in Wilkinson, Brown Township, Hancock County, Indiana. Specifically, the project is located within Sections 27, 28, and 34, Township 17 North, Range 8 West as shown on the attached 7.5 minute Shirley, United States Geological Survey (USGS) quadrangle map.

Existing Conditions

SR 109 is functionally classified as a rural minor arterial road. The roadway has a posted speed limit of 30 miles per hour (mph). The existing road through the project area is a two-lane, undivided highway, with a typical section consisting of one 12-foot travel lanes and varying shoulders in each direction. The existing asphalt pavement is experiencing a combination of longitudinal cracking and rutting, as well as minor raveling along the centerline. Sidewalks and ramps along both sides of SR 109 do not comply with current ADA requirements and are in disrepair. The existing curbed and closed drainage system appears to be insufficient, and areas of ponding and eroded curbs were noted. Existing right-of-way through this corridor is varied.

Land use in the project area is generally residential, commercial, and agricultural. Electric and telecommunications utilities were identified within the project area. Utility coordination will be completed by an INDOT certified utility coordinator following the appropriate guidelines.

The National Wetland Inventory (NWI) maps was reviewed for the presence of water features in the project area. There are no streams or wetlands mapped within the project area. A Waters of the US Report is not expected to be prepared, however, coordination with INDOT Environmental Services (ESD) Ecology and Waterway Permitting Office (EWPO) will occur. This 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) separately. It is anticipated that approximately 0.15 acre of tree clearing will occur.

Project Need and Purpose

The need for the project is due to the deterioration of the roadway along this section of SR 109. These conditions include poor drainage, deteriorating curbs and drainage facilities and overall surface condition of the roadway. The current sidewalks are also deficient, and ramps do not follow Americans with Disability Act (ADA) compliance.

The purpose of this project is to provide an improved pavement structure and drainage to increase the service life of the roadway for 20 years. The purpose is also to improve sidewalk conditions and ADA compliance where feasible.

Proposed Improvements

The proposed project includes milling and reconstructing SR 109 through the town of Wilkinson. Reconstruction includes stormwater drainage, paved shoulders, curbs and curb ramps, sidewalk reconstruction where needed and new HMA overlay. The new roadway will retain the 12 ft travel lanes, while providing 2 ft to 3 ft paved shoulders, curbs, and 5 ft wide sidewalks. Curb ramps at pedestrian intersections will be updated to ADA standards. The approach at 1st St/CR 1050 and SR 109 will be reconfigured to improve the sight distance and geometry at the intersection. The intersection of CR 700, Station St and SR 109 will also have slight adjustments to the alignment to improve turn radii as permissible. Based on preliminary layouts, it has been determined that approximately 1.0 acre of new, permanent right-of-way will be needed for construction of the proposed project, approximately 1.3 acres of reacquired right-of-way to be permanently incorporated into the transportation system, and 0.2 acre of temporary right-of-way for construction activities. There will be no residential, commercial, or industrial relocations necessary to complete this project.

The Maintenance of Traffic (MOT) for this project will require closure and a detour for through-travelers. The official detour will travel over SR 234, SR 9, and I-70 and will add approximately 16 miles for travelers. Construction is anticipating to be phased in three phases to allow local access to be maintained throughout construction. All inconveniences will be temporary and resolve upon project completion.

Historic Resources

Due to known historic resources, the Section 106 process will be followed as part of the NEPA process. The project area will be surveyed by individuals satisfying the Secretary of the Interior Professional Qualification Standards to determine an area of potential effect (APE), make recommendations on eligibility determinations, and assess effects on potential historic resources. Additionally, the project area will be subjected to an archaeological reconnaissance by a qualified archaeologist. Coordination with INDOT Cultural Resources Office will occur. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence.

Early Coordination

As part of our early coordination effort for the proposed project, please study the enclosed information and provide a written evaluation of the potential impacts upon resources that are under your jurisdiction. It is requested, that you return a reply within 30-days of receipt of this packet. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

Your cooperation in expediting the development of the referenced project is appreciated. If you have any questions, or if we can be of any further assistance, please do not hesitate to contact Leigh Montano, at (317) 493-3034, lmontano@chacompanies.com or the INDOT Project Manager, Mark Blake, at (317) 467-3982 or mblake@indot.in.gov.

Best Regards,

CHA Consulting, Inc.

Leigh Montano
Environmental Scientist

Attachments-
Maps (State Location, Topographic, Aerial Location with photo locations)
Photographs

cc: Mark Blake, PM, INDOT Greenfield District
Kyle Ellis, P.E., Project Manager, CHA
Carey Stranahan, P.E., Project Manager, Hanson

US 36 Pavement Replacement Small Town Reconstruction
Henry County, Indiana
Des. No. 2002304
Agencies Receiving Early Coordination Packet Distribution Date: January 22, 2024

Kari Carmany-George,
Federal Highway Administration
Federal Office Building, Room 254
575 North Pennsylvania Street
Indianapolis, IN 46204
k.carmanygeorge@dot.gov

State Conservationist
Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis, IN 46278
john.allen@usda.gov

Indiana Geological and Water Survey
611 North Walnut Grove
Bloomington, IN 47405
(Website submittal)

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
402 West Washington Street, Rm. W273
Indianapolis, IN 46204
environmentalreview@dnr.in.gov

Field Supervisor
US Fish and Wildlife Service
Bloomington Indiana Field Office
620 S Walker St
Bloomington, IN 47403
Robin_mcwilliams@fws.gov

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
601 Riverfront Drive
Omaha, NE 68102
mwro_compliance@nps.gov

Ms. Deborah Snyder
US Army Corps of Engineers
Louisville District, Indianapolis Regulatory Office
Indianapolis, IN 46216
RegulatoryApplicationsLRL@usace.army.mil

Ron Bales, Environmental Section Manager
Indiana Department of Transportation
32 S Broadway St
Hancock County, Greenfield, IN 46140
rbales@indot.in.gov

Drew Passmore, Document Review Team Lead
Indiana Department of Transportation
100 North Senate Avenue, Room N758-ES
Indianapolis, IN 46204
apassmore@indot.in.gov

Section Chief, Wetlands Stormwater Programs
Indiana Department of Environmental Management
100 N. Senate Ave.
Indianapolis, IN 46204
Jturner2@idem.in.gov, rbraun@idem.in.gov

Mark Blake, Project Manager
Indiana Department of Transportation
32 S Broadway St
Greenfield, IN 46140
mblake@indot.in.gov

Town of Wilkinson
215 N Main St,
Wilkinson, IN, 46186

Hancock County Highway
Superintendent Randy Moore
rmoore@hancockcoingov.org

Hancock County Engineer
Greg Pool
gpool@hancockcoingov.org

Hancock County Soil and Water Conservation District
cindy.newkirk@in.nacdnet.net

Hancock County Commissioners
President – Bill Spalding
bspalding@hancockcoingov.org

Attachments were removed to avoid duplication. See Appendix B for maps and photographs.

United States Department of Agriculture
Farm Production and Conservation
Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

February 8, 2024

Leigh Montano
201 N Illinois St
Indianapolis, Indiana 46204

Dear Leigh Montano:

The proposed SR 109 roadway reconstruction project through The Town of Wilkinson, Hancock County, Indiana (Des. No. 2100216), as referred to in your letter received on January 22, 2024, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

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

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2024.02.08 15:14:45 -05'00'

JOHN ALLEN
State Soil Scientist

Enclosers

USDA is an equal opportunity provider, employer, and lender.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request
Name of Project DES2100216 SR109 Road Recon	Federal Agency Involved FHWA
Proposed Land Use sidewalk	County and State Hancock County, IN
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 1/22/2024 / Person Completing Form: JRA

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size: 308 ac
Major Crop(s): Corn	Farmable Land In Govt. Jurisdiction: Acres: 191125 % 97	Amount of Farmland As Defined in FPPA: Acres: 18415 % 94	
Name of Land Evaluation System Used: LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS: 2/8/2024	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating: Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site				
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.04			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	34			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	95			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	7			
2. Perimeter In Non-urban Use	(10)	0			
3. Percent Of Site Being Farmed	(20)	0			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	0			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	0			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	0			
10. On-Farm Investments	(20)	0			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	0			
TOTAL SITE ASSESSMENT POINTS	160	7	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	95	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	7	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	102	0	0	0

Site Selected: A	Date Of Selection 3/25/2025	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

The site meets the purpose and need without significant impact to farmland.

Name of Federal agency representative completing this form: Summer Elmore, CHA Consulting, Inc	Date: 3/25/2025

(See Instructions on reverse side) **Form AD-1006 (03-02)**

Organization and Project Information

Organization Name: CHA Consulting, Inc.

First Name: Leigh

Last Name: Montano

Phone: (317) 493-3034

Email: lmontano@chacompanies.com

Address Line 1: 201 N. Illinois St

Address Line 2: Ste. 800

City: Indianapolis

State: IN

Zip: 46204

Customer Id: 75557

Destination Id: 2100216

Project Title: SR 109 in Wilkinson

Project Description: SR 109 reconstruction in Wilkinson IN

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

Active or abandoned mineral resources extraction sites:

1. Petroleum Exploration Wells

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

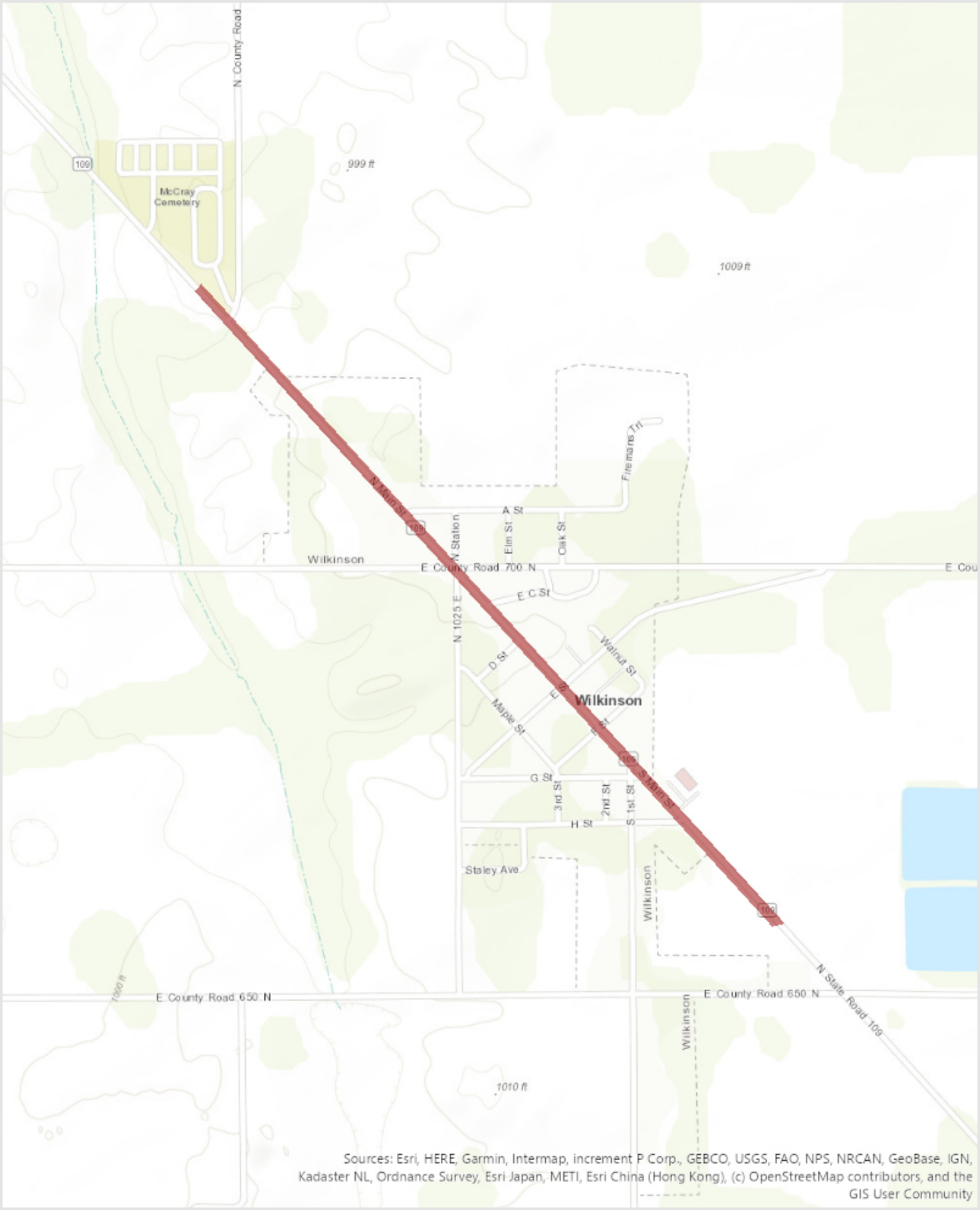
Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428

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Metadata:

https://portal.igs.indiana.edu/arcgis/rest/services/Seismic_Earthquake_Liquefaction_Potential/MapServer/info/metadata/

https://portal.igs.indiana.edu/arcgis/rest/services/Bedrock_Geology/MapServer/info/metadata/

https://portal.igs.indiana.edu/arcgis/rest/services/Industrial_Minerals_SandAndGravel_Resources/MapServer/info/metadata/

https://igws.indiana.edu/pdms/

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THIS IS NOT A PERMIT

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

DNR#: ER-26232

Request Received: January 22, 2024

Requestor:
Leigh Montano
CHA Solutions
201 N. Illinois Street, Suite 800
Indianapolis, IN 46204

Project:
SR 109 pavement reconstruction, from 1.84 miles south of SR 234 to 0.99 miles south of SR 234, Wilkinson; Des #2100216

County/Site Info: Hancock County

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. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish and Wildlife Comments:
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 area:

A) Drainage and Stormwater Management
The Division of Fish and Wildlife (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

B) Pavement Rehabilitation

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.

C) Street Trees

If tree removal is required, DFW recommends replacing trees that must be removed. Indiana's street trees provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. 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. 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).

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 and specifically for stream bank/floodway stabilization purposes 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 (3 inches or greater diameter-at-breast height, 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. If erosion control blankets are used, they shall be heavy-duty, biodegradable, and net free or 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.
6. Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Rachel Van Voorhis **Date:** February 21, 2024

Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Tuesday, January 23, 2024 2:56 PM
To: Montano, Leigh
Subject: [--EXTERNAL--]: Re: [EXTERNAL] Des. No. 2100216 SR 109 Road Reconstruction in Wilkinson, Hancock County, IN - Early Coordination Letter

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Leigh,

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*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). The Service has 14 days after 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.

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 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 ESA or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of White Nose Syndrome (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 ESA; 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.

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_mcwilliams@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/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: Montano, Leigh <LMontano@chasolutions.com>
Sent: Monday, January 22, 2024 3:40 PM
Subject: [EXTERNAL] Des. No. 2100216 SR 109 Road Reconstruction in Wilkinson, Hancock County, IN - Early Coordination Letter

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

Hello!

Please find the early coordination letter packet for the above listed INDOT-sponsored project attached to this email. This is a roadway reconstruction project through the town of Wilkinson, Hancock County, Indiana, along SR 109.

Please let me know if you need any further information!

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: 05/14/2025 22:31:53 UTC
Project Code: 2025-0073923
Project Name: SR 109 Road Reconstruction

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 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/or 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 Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

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 feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. 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. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act 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.

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

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to 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.**

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: 2025-0073923
Project Name: SR 109 Road Reconstruction
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The proposed project is along SR 109 in the Town of Wilkinson, from 1.84 miles south of SR 234 to 0.99 mile south of SR 234 in Wilkinson, Brown Township, Hancock County, Indiana.

SR 109 is functionally classified as a rural minor arterial road. The existing road through the project area is a two-lane, undivided highway, with a typical section consisting of one 12-foot travel lanes and varying shoulders in each direction. The existing asphalt pavement is experiencing a combination of longitudinal cracking and rutting, as well as minor raveling along the centerline. Sidewalks and ramps along both sides of SR 109 do not comply with current ADA requirements and are in disrepair. The existing curbed and closed drainage system appears to be insufficient, and areas of ponding and eroded curbs were noted. Existing right-of-way through this corridor is varied.

Land use in the project area is generally residential, commercial, and agricultural. It is anticipated that approximately 0.06 acre of tree clearing will occur. Trees that will be removed are 12 street trees along SR 109 which include the following species: silver maple, Callery pear, black maple.

The need for the project is due to the deterioration of the roadway along this section of SR 109. These conditions include poor drainage, deteriorating curbs and drainage facilities and overall surface condition of the roadway. The current sidewalks are also deficient, and ramps do not follow Americans with Disability Act (ADA) compliance.

The purpose of this project is to provide an improved pavement structure and drainage to increase the service life of the roadway for 20 years. The purpose is also to improve sidewalk conditions and ADA compliance where feasible.

The proposed project includes milling and reconstructing SR 109 through the town of Wilkinson. Reconstruction includes stormwater drainage, paved shoulders, curbs and curb ramps, sidewalk reconstruction where needed and new HMA overlay. The new roadway will retain the 12 ft travel lanes, while providing 2 ft to 3 ft paved shoulders, curbs, and 5 ft wide sidewalks. Curb ramps at pedestrian intersections will be updated to ADA standards. The approach at 1st St/CR 1050 and SR 109 will be reconfigured to improve the sight distance

and geometry at the intersection. The intersection of CR 700, Station St and SR 109 will also have slight adjustments to the alignment to improve turn radii as permissible. Based on preliminary layouts, it has been determined that approximately 1.0 acre of new, permanent right-of-way will be needed for construction of the proposed project, approximately 1.3 acres of reacquired right-of-way to be permanently incorporated into the transportation system, and 0.2 acre of temporary right-of-way for construction activities. There will be no residential, commercial, or industrial relocations necessary to complete this project.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.8873234,-85.61032177774193,14z



Counties: Hancock County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 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 Fisheries[1], 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.

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

MAMMALS

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane *Grus americana* Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) 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 *Danaus plexippus* 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.

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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)

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

The data in this location indicates that no eagles have been observed in this area. This does not mean eagles are not present in your project area, especially if the area is difficult to survey. Please review the 'Steps to Take When No Results Are Returned' section of the Supplemental Information on Migratory Birds and Eagles document to determine if your project is in a poorly surveyed area. If it is, you may need to rely on other resources to determine if eagles may be present (e.g. your local FWS field office, state surveys, your own surveys).

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 conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

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). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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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
Bobolink *Dolichonyx oryzivorus* 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
Chimney Swift *Chaetura pelagica* 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

NAME	BREEDING SEASON
Lesser Yellowlegs *Tringa flavipes* 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 *Calidris melanotos* 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
Rusty Blackbird *Euphagus carolinus* 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

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.

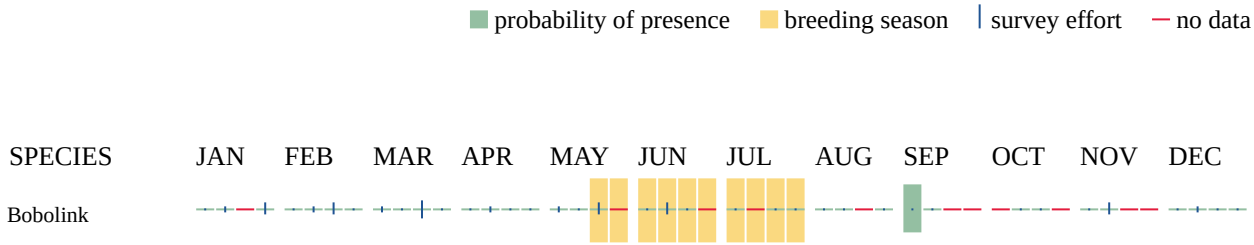
Probability of Presence (▪)

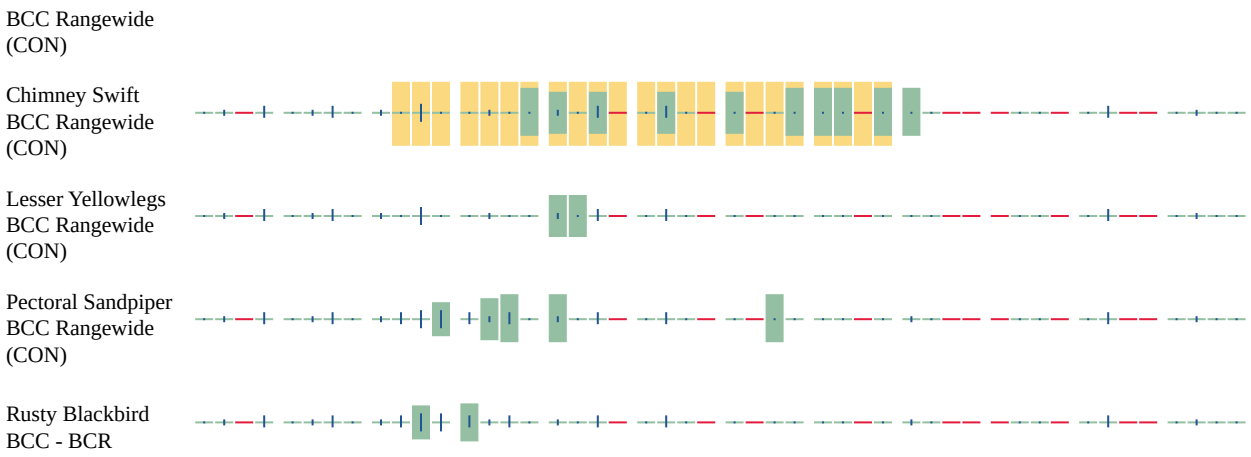
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

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: Private Entity
Name: Summer Elmore
Address: 201 North Illinois Street
Address Line 2: Suite 800
City: Indianapolis
State: IN
Zip: 46204
Email selmore@chacompanies.com
Phone: 3177807182

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration
Name: Delaney Weston
Email: dweston@indot.in.gov
Phone: 3176462392

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: 05/14/2025 22:34:23 UTC
Project code: 2025-0073923
Project Name: SR 109 Road Reconstruction

Subject: Not Likely to Adversely Affect Technical assistance letter for the 'SR 109 Road Reconstruction' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the SR 109 Road Reconstruction (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above. **This letter does not satisfy compliance requirement under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended**. Those requirements will be met upon taking the actions described below.

Ensuring Accurate Determinations When Using IPaC:

The Service developed the IPaC system and this Dkey in accordance with the ESA and based on the PBO/PCO. All information submitted by the project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in the Dkey invalidates this letter. Answers to certain questions in the Dkey commit the project proponent to implementation of conservation measures that must be followed for the ESA determinations to remain valid. Carefully review this letter, your ESA requirements are <u>NOT</u> yet complete.

Determinations:

Based on the information you provided (Project Description shown below), you have determined that the Project is within the scope and adheres to the criteria of the PBO/PCO, including the

adoption of applicable avoidance and minimization measures. Based on your IPaC submission and the PBO/PCO, the Project is consistent with the following effect determinations:

Species	Listing Status	Determination
Indiana Bat (*Myotis sodalis*)	Endangered	NLAA
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	NLAA

The tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can confer under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if and when the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a no effect or not likely to adversely affect (NLAA) determination from the key to confirm that the determination is still accurate.

This "may affect - not likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO/PCO to satisfy the agency's consultation requirements for this project. **To fulfill the next steps in the consultation process, add the lead Federal action agency or designated non-federal representative as a Project Member in the IPaC system and provide this letter to the lead Federal action agency or its designated non-federal representative with a request for review, and as the agency deems appropriate, submit for concurrence verification through the IPaC system. ESA section 7 compliance for this Proposed Action is NOT yet complete until the Federal action agency or its designated non-federal representative receives a not likely to adversely affect verification letter from the Service IPaC system.**

If the Project is modified, or new information reveals that it may affect the Indiana bat, northern long-eared bat, or tricolored bat in a manner or to an extent not considered in the PBO/PCO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge, culvert, or structure assessment failed to detect Indiana bat, northern long-eared bat, or tricolored bat use or occupancy, yet bats are later detected prior to, or during construction, promptly notify the local Service Field Office within 2 working days of the discovery. In addition, please document whether incidental take occurred, and if so, the type (i.e. kill or harm) and amount (i.e. number of individuals) and submit documentation to the local Service Field Office within 5 working days from the completion of the bridge, culvert, or structure construction (use Appendix E - Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form in the User’s Guide). In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to

the Service. In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service.

If the Project may affect any other federally listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Field Office is required for those species/designated critical habitat. If the Project has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency to contact this Service Field Office

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

NAME

SR 109 Road Reconstruction

DESCRIPTION

The proposed project is along SR 109 in the Town of Wilkinson, from 1.84 miles south of SR 234 to 0.99 mile south of SR 234 in Wilkinson, Brown Township, Hancock County, Indiana.

SR 109 is functionally classified as a rural minor arterial road. The existing road through the project area is a two-lane, undivided highway, with a typical section consisting of one 12-foot travel lanes and varying shoulders in each direction. The existing asphalt pavement is experiencing a combination of longitudinal cracking and rutting, as well as minor raveling along the centerline. Sidewalks and ramps along both sides of SR 109 do not comply with current ADA requirements and are in disrepair. The existing curbed and closed drainage system appears to be insufficient, and areas of ponding and eroded curbs were noted. Existing right-of-way through this corridor is varied.

Land use in the project area is generally residential, commercial, and agricultural. It is anticipated that approximately 0.06 acre of tree clearing will occur. Trees that will be removed are 12 street trees along SR 109 which include the following species: silver maple, Callery pear, black maple.

The need for the project is due to the deterioration of the roadway along this section of SR 109. These conditions include poor drainage, deteriorating curbs and drainage facilities and overall surface condition of the roadway. The current sidewalks are also deficient, and ramps do not follow Americans with Disability Act (ADA) compliance.

The purpose of this project is to provide an improved pavement structure and drainage to increase the service life of the roadway for 20 years. The purpose is also to improve sidewalk conditions and ADA compliance where feasible.

The proposed project includes milling and reconstructing SR 109 through the town of Wilkinson. Reconstruction includes stormwater drainage, paved shoulders, curbs and curb ramps, sidewalk reconstruction where needed and new HMA overlay. The new roadway will retain the 12 ft travel lanes, while providing 2 ft to 3 ft paved shoulders, curbs, and 5 ft wide sidewalks. Curb ramps at pedestrian intersections will be updated to ADA standards. The approach at 1st St/CR 1050 and SR 109 will be reconfigured to improve the sight distance and geometry at the intersection. The intersection of CR 700, Station St and SR 109 will also have slight adjustments to the alignment to improve turn radii as permissible. Based on preliminary layouts, it has been determined that approximately 1.0 acre of new, permanent right-of-way will be needed for construction of the proposed project, approximately 1.3 acres of reacquired right-of-way to be permanently incorporated into the transportation system, and 0.2 acre of temporary right-of-way for construction activities. There will be no residential, commercial, or industrial relocations necessary to complete this project.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.8873234,-85.61032177774193,14z



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

1. Which Federal Agency is the lead federal agency the action?

   A) Federal Highway Administration (FHWA)

2. Does the Action Area intersect the species list area of the Indiana bat?

   Automatically answered
   Yes

3. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

   Automatically answered
   Yes

4. Is the project within 0.5 miles radius of an entrance/opening to any known Indiana bat hibernaculum?

   No

5. Does your project's activities include raising the road profile above the tree canopy in documented habitat for the Indiana bat, NLEB, or TCB?

   Note: For the definition of documented habitat, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

   No

6. Is your project located within a karst area?

   No

7. Will the project include bridge, culvert, or structure removal, replacement, and/or alteration activities?

   Note: For definitions of bridge, culvert, and structure, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat.

   No

8. Do your project’s activities involve tree removal/trimming, temporary lighting, new/additional permanent lighting, ground disturbance, percussives that involves noise/vibration above existing background levels, vibrations, or slash pile burning?

   Yes

9. Is there suitable summer habitat for the Indiana bat, NLEB, or TCB within the project action area?

   Note: See the Service's summer survey guidance for current definitions of suitable habitat [https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html].

   Yes

10. Have P/A surveys for the Indiana bat, NLEB, or TCB been conducted within the suitable summer habitat located within your project action area? This refers to mist-netting or acoustic surveys, not bridge assessments.

    Note: See the Service's survey guidance https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html

    No

11. Will the project involve the removal or trimming of trees within suitable habitat for the Indiana bat, NLEB, or TCB?

    Yes

12. Will any tree removal or trimming occur during the bat pup season?

    Note: For more information about bat pup seasons please visit https://www.fws.gov/sites/default/files/documents/2024-10/2024_usfws_rangewide_ibat-nleb_survey_guidelines.pdf

    No

13. Will the removal or trimming of trees occur **within documented habitat** for the Indiana bat, NLEB, or TCB?

    Note: For the definition of documented habitat, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

    No

14. Will all tree removal or trimming occur within 100 feet of the road or rail surface?

    Yes

15. Does your project include activities involving the temporary or permanent exclusion of Indiana bats, NLEBs, or TCBs from a bridge/culvert or structure?

    Note: exclusion is conducted to deny bats' entry or reentry into a bridge/culvert or structure. To be effective and to avoid harming bats, it should be done according to established standards.

    No

16. Does your project involve the use of temporary lighting within Indiana bat, NLEB, or TCB suitable habitat?

    Note: For the definition of lighting, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

    Yes

17. Will the use of temporary lighting be conducted during the Indiana bat, NLEB, or TCB active season?

    Yes

18. Will temporary lighting be directed away from Indiana bat, NLEB, or TCB suitable habitat)?

    Yes

19. Will the project substantially increase baseline light conditions via the use of permanent lighting (replacement or new/additional) in suitable habitat.

    No

20. Will your project include percussive activities?

    Note: Refer to Stressor #2 Noise/Vibration on page 109 of the PBO/PCO.

    No

21. Will the project involve the removal or trimming of more than 20 acres of Indiana bat, NLEB, or TCB suitable habitat per 5-mile section of road/rail?

    No

22. Will the removal or trimming of trees occur within 0.5 miles of a known Indiana bat, NLEB, or TCB hibernaculum?

    No

23. Will the removal or trimming of these trees occur during the active season?

    No

24. Will the removal or trimming of trees occur **beyond 100 feet** of the existing road/rail surfaces?

    No

25. Does the Action Area intersect the species list area of the Indiana bat?

    Automatically answered
    Yes

26. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

    Automatically answered
    Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determinations for all other species included on the FWS IPaC generated species list?

   Yes

2. Have you made a May Affect determination for any other species on the FWS IPaC generated list?

   No

3. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the inactive season (NLAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.06

4. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the active season **(outside the pup season and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

5. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the pup season **(trees must be <9 in DBH, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

6. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surface during the inactive season (LAA)? Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

7. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surfaces during the active season **(outside the pup season, and not between Dec 15-Feb 15 in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

8. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the inactive season (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

9. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the active season **(outside the pup season, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

GAMM1
Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.

LAMM1
Direct temporary lighting away from suitable habitat during the active season

TRTAMM1
Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely.

TRTAMM2
Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits

TRTAMM3
Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING IBAT, NLEB, OR TCB

This key was last updated in IPaC on April 29, 2025. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) and may affect the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and/or federally proposed endangered tricolored bat (*Perimyotis subflavus*).

This decision key should only be used to verify project applicability with the Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024. The programmatic consultation limited transportation activities that may affect the covered bat species and addresses situations that are both likely and not likely to adversely affect the covered bat species. This decision key will assist in identifying the effect of a specific project/activity and the applicability of the programmatic consultation. The programmatic consultation is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic consultation, or that may affect ESA-listed species other than the Indiana bat, northern long-eared bat, or tricolored bat, or their designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Summer Elmore
Address: 201 North Illinois Street
Address Line 2: Suite 800
City: Indianapolis
State: IN
Zip: 46204
Email selmore@chacompanies.com
Phone: 3177807182

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration
Name: Delaney Weston
Email: dweston@indot.in.gov
Phone: 3176462392

Elmore, Summer

From: Brower, Jocelyne <JoBrower@dnr.IN.gov>
Sent: Thursday, April 3, 2025 6:40 AM
To: Getting, Andrew
Cc: Elmore, Summer
Subject: [--EXTERNAL--]: RE: Des 2100216 SR 109 Small Town Pavement Replacement

Good morning.

In response to your stage 2 plans review request, it appears there are two historic wells which the project will encroach upon. There are limited records corresponding to these wells, as they were drilled before the state required permitting and drilling logs. We do not have records that these have been plugged, though both wells were marked as natural gas wells. During inspections, these wells were indicated as not present at the surface.

Proceed with caution, if you encounter an unexpected void, steel piping, or other subsurface structures during activities in this area, it is likely the well(s) will require plugging. This will entail drilling out to a depth of 250’ and then filling with cement to the surface.
Permit/IGS #’s
North at intersection 140023
Southern 140049



Please contact our office if you have any additional questions or concerns.

Thank you,

Jocelyne Brower
Orphan Well Program Manager
Indiana Department of Natural Resources
Division of Reclamation
Oil & Gas Program
463-304-1804
jobrower@dnr.IN.gov
www.dnr.IN.gov

Please let us know about the quality of our service by taking this brief customer survey.

From: Getting, Andrew <AGetting@chasolutions.com>
Sent: Wednesday, April 2, 2025 5:24 PM
To: Brower, Jocelyne <JoBrower@dnr.IN.gov>
Cc: Elmore, Summer <SElmore@chacompanies.com>
Subject: Des 2100216 SR 109 Small Town Pavement Replacement

This is the first time you received an email from this sender (AGetting@chasolutions.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

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 Jocelyn,

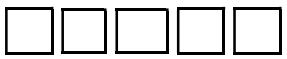
The Red Flag Investigation for the Des 2100216 project identified 2 wells within the project area. Is the location of these wells correct and will the project have any impact on them?

Attached are the Stage 2 plans for the project and approved Red Flag Investigation.

Thank you,

Andrew Getting
Scientist II
CHA
Office: (317) 493-3024
agetting@chasolutions.com
www.chasolutions.com





Please note my email address has changed

Finding a better way.

Appendix D

Section 106 Consultation

Item	Appendix Page
Effect Finding/800.11 Distribution Letter	D-1 to D-5
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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

April 21, 2025

This letter was sent to the listed parties.

RE: State Road (SR) 109 Road Reconstruction Project, Des. No. 2100216; DHPA No. 30526; Town of Wilkinson, Hancock County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with the SR 109 Road Reconstruction Project, Des. No. 2100216.

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.

A Section 106 early coordination letter was distributed on March 22, 2023. In addition, a letter distributed on June 17, 2024, notified consulting parties that a Historic Property Report (HPR) and Archaeology Report (Tribes only) were available for review and comment. An Effects Report was distributed on February 7, 2025.

The proposed undertaking is on SR 109 from 1.84 miles south of SR 234, extending north 1.06 miles south of SR 234 in Hancock County, Indiana. It is within Brown Township, USGS Topographic Quadrangle Shirley, in Sections 27 and 34, Township 17 North, Range 8 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

SR 109 is a two-lane highway with a typical section consisting of two 12-foot-wide travel lanes and 2-foot-wide shoulders on each side. It is functionally classified as a Minor Arterial route. While it is not part of the National Highway System (NHS), it is part of the National Truck Network (NTN) with adjacent residential land usage. The proposed preferred alternative would provide the following improvements:

1. A 24-foot-wide hot mix asphalt (HMA) full-depth reconstruction is anticipated along the project alignment on SR 109. The original brick and concrete pavement used when SR 109 was first constructed circa 1920 is still present underneath the existing pavement. The underlying materials need to be removed to ensure the proper subgrade treatment for the new full depth pavement is installed and compacted accordingly.

2. Existing sidewalks, curbs, and curb ramps on both sides of SR 109 will be replaced at or as close to the current elevation to meet current Americans with Disabilities Act (ADA) standards and avoid damaging

the roots of mature trees within the project area. Signage for crosswalks may be installed. All curb ramps at the approaches to SR 109 within the project area will be replaced.

3. Approximately 400 ft. of new sidewalk will be constructed from the driveway entrance for the Wilkinson Church of Christ to the point where the existing sidewalk ends on the northeast side of SR 109, which is in front of 435 S. Main St.

4. Drainage improvements will include storm sewer relocations and replacements along the entirety of the project alignment for a total of 128 structures, including type B15 and C15 inlets and manholes.

5. The intersection at County Road (CR) 1050 and SR 109 will be reconfigured. It should be noted that within the Town of Wilkinson's borders, CR 1050 is designated as 1st St. The proposed preferred alternative would realign CR 1050 (1st Street) from a 40-degree angle intersection with SR 109 to a 90-degree intersection. Within the Town of Wilkinson, G Street would be closed off and terminate at 2nd Street to prevent encroachment into adjacent lanes caused by CR 1050 (1st Street)'s realignment. Existing pavement would be removed, and the location would be sodded to discourage traffic.

6. There will be an installation of a raised curb and the replacement of existing sidewalk and gravel with sodding and sidewalk behind the raised curb on the private property located on the southeast corner of Station St. and SR 109.

The need for the project is due to age-related distress affecting the roadway along SR 109, the lack of ADA-compliant pedestrian facilities in the Town of Wilkinson, and drainage deficiencies as evidenced by areas of ponding within the project area any time it rains or the snow melts.

An additional need is due to traffic safety issues identified at the intersection of CR 1050 (1st Street) at SR 109 and the six-way intersection of SR 109 at Station St. at E700N. At CR 1050 (1st Street) and SR 109, the data from INDOT's Traffic Count Database reflects the need for improved sight distance, as two crashes occurred between 2019 and 2021 as a result of inadequate sight distance. The crashes were both right-angle crashes due to a failure to yield right-of-way at the intersection.

At the existing intersection, CR 1050 (1st Street) is a two-lane road that is routed from south to north before intersecting with SR 109 at approximately a 40-degree angle. The two-lane SR 109 is routed from the southeast to the northwest. While there is a stop sign at CR 1050 (1st Street), visibility at the intersection is poor. At Station St. and SR 109, traffic cuts across private property, using an existing gravel area, to make a right turn from Station St. onto SR 109, heading southeast.

The purpose of the project is to provide continued safe vehicular roadway along SR 109 for motorists throughout the Town of Wilkinson, provide ADA-compliant pedestrian crossings, and to address the drainage deficiencies along the roadway. The project's purpose is also to correct the poor angles and sight-distance deficiencies at SR 109's intersections with CR 1050 (1st Street) and Station Street.

No relocations are anticipated. The anticipated ROW to be acquired for this project is 0.14 acre of temporary, 0.97 acre of permanent, and 0.065 acre of reacquired permanent ROW.

While the Effects Report distributed on March 10, 2025 anticipated no tree removal, anticipated impacts now include the removal of 12 trees within the project area. The trees adjacent to the historic properties determined eligible for the NRHP will not be removed. Every effort to avoid, minimize, and/or mitigate project impacts will be made. Plans have been marked accordingly, and this information will be added to

the project's environmental commitments. SJCA advised CRO in an email dated August 4, 2024 that project letting was anticipated to be extended to April 2026.

Hanson Professional Services is under contract with INDOT to advance the environmental documentation for the referenced project. SJCA, Inc. has been subcontracted by Hanson Professional Services to complete the Section 106 documentation for the project.

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

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains 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, ten (10) above-ground resources are recommended as eligible for listing in the NRHP:

- "Condo House" (IHSSI No. 059-589-02007, 10227 E 700 N)
- Lorenzo Cook Farm (IHSSI No. 059-589-00022, 7393 N 1000 E)
- Methodist Episcopal Church (IHSSI No. 059-589-02009, 310 S. Main St.)
- "House" (IHSSI No. 059-589-02008, 150 S. Main St.)
- "House" (IHSSI No. 0590589-02006, 169 S. Main St.)
- "House" (SJCA 12, 112 East B St.)
- "House" (SJCA 8, 302 N. Main St.)
- "House" (SJCA 4, 382 N. Main St.)
- "House" (171 S. Main St.)
- "House" (172 S. Main St.)

No historic district was identified in Wilkinson.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no further work was recommended.

On March 8, 2025, INDOT CRO forwarded a letter dated September 19, 2024 from the Miami Tribe of Oklahoma. In the letter, the Miami Tribe of Oklahoma offered no objection to the project at the time of the HPR's distribution.

In a letter dated March 10, 2025, the Indiana State Historic Preservation Officer (IN SHPO) responded to the Effects Report and stated that staff "have no comment in relation to the project and the details provided stating the proposed effect finding."

On March 11, 2025, the Shawnee Tribe responded to the Effects Report and offered no objection to the project at the time of the report's distribution.

The Effect Finding/800.11 Documentation 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 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 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 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 Heather Dewey of SJCA Inc. at 317-566-0629 or hdewey@sjcainc.com. All future responses regarding the proposed project should be forwarded to SJCA Inc. at the following address:

Heather Dewey
Cultural Resources Associate
SJCA Inc.
9102 North Meridian St., Suite 200
Indianapolis, IN 46203
317-566-0629
hdewey@sjcainc.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,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Effect Finding/800.11 Documentation (available via INSCOPE)

Distribution List:
Indiana State Historic Preservation Officer
Indiana Landmarks – Central Regional Office
AG Condo Rentals LLC (owner of 10227 E 700 N)
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

State Road (SR) 109 Road Reconstruction Project

800.11(e) Document and Effect Finding

Town of Wilkinson, Hancock County, Indiana

Des. No. 2100216; DHPA No. 30526

April 2025



Prepared for:
Hanson Professional Services, Inc.
6510 Telecom Drive, Suite 210
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By:

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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 109 Road Reconstruction Project
Wilkinson, Hancock County, Indiana
DES. No.: 2100216; DHPA No. 30526

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

The Area of Potential Effects (APE) of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. The dimensions of the APE were defined by open agricultural space at the northwestern and southeastern project limits, the elevation of the roadway, the residential and commercial structures along the project area, and the intersections along SR 109. At its widest point, the APE measures 0.35 mile across; at its narrowest point, it measures 0.09 mile across. The Archaeological APE consists of 6.2 acres (2.5 hectares), including all proposed new, temporary, and existing right-of-way as well as any additional areas investigated beyond it. Please see Appendix A for a map of the APE.

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

There are ten (10) resources recommended eligible for listing in the National Register of Historic Places (NRHP) within the APE:

"Condo House" (IHSSI No. 059-589-02007) 10227 E 700 N, is a representative example of the English Tudor Cottage architectural style, exhibiting an asymmetrical design and brown brick exterior. It also possesses several notable stylistic elements, such as the rounded Tudor arch around the inset front door, a massive central chimney with decorative chimney pots, a steeply pitched multi-level, cross-gable roof, and tall, narrow windows in groups with multi-pane glazing. The property is recommended eligible for listing under Criterion C: Architecture.

Lorenzo Cook Farm (IHSSI No. 059-589-00022) 7393 N 1000E, is an example of the Free Classic substyle of the Queen Anne architectural style and is a two-story, T-plan structure constructed c. 1900. The bank barn was built c. 1900. The barn is capped by a distinctive cupola. As an example of the Free Classic style, Lorenzo Cook farmhouse lacks intricate Queen Anne spindlework and instead features columns that are in place around the characteristic wraparound porch. The porch runs the full length of the west and south faces of the house. Most of the windows are centered, tall, rectangular, one-over-ones (1/1). Under the gables on the west, south, and north facing sides, there is a three-part window in the Palladian style, composed of a tall arched window flanked by two square casement windows, a typical feature of Free Classic style. The property is recommended eligible for listing under Criterion C: Architecture.

Methodist Episcopal Church (IHSSI No. 059-589-02009) 310 S. Main St., is a two-story church constructed in the Carpenter Gothic style in 1911. The primary structure has key Carpenter Gothic features including windows with arched triangular transoms above them, a steep central gable, a tower, and stained glass. The original siding material was wood, a significant element of Carpenter Gothic, but this was replaced with vinyl at some point prior to 1983. Multiple alterations have been made to the property, including the construction of a large rectangular addition along the south side of the structure in 1970. The property is recommended eligible for listing under Criterion C: Architecture.

"House" (IHSSI No. 059-589-02008) 150 S. Main St., is a one-and-half-story Craftsman Bungalow veneered in variegated brown brick. The property has key Craftsman elements, including a full porch with brick piers, basketweave brick panels, deep eaves, and a jerkin-head roof. The property is recommended eligible for listing under Criterion C: Architecture.

"House" (IHSSI No. 059-589-02006) 169 S. Main St., is a one-and-a-half story Craftsman Bungalow with a brown brick veneer first story and sided gable ends. It has significant Craftsman elements, including a large, gabled porch with brick piers and square wood columns. There is also a low stone wall that encompasses the front yard and is a contributing feature of the property. The property is recommended eligible for listing under Criterion C: Architecture.

"House" (SJCA 12) 112 East B St., is a one-and-a-half story house in the Craftsman Bungalow style with several notable features. According to the IN SHPO letter, these features include "a pyramidal hip roof, a centered gabled porch, and soldier coursing at the lower portion of the walls."[1] The house also has a contributing low boulder-stone wall. The property is recommended eligible for listing under Criterion C: Architecture.

"House" (SJCA 8) 302 N. Main St., is a one-and-a-half story house built in the Craftsman Bungalow style. The design includes several features significant to the style, including "variegated brown brick veneer with soldier belting, large, full-width porch with brick piers and battered wood columns with recessed panels, front gabled dormer with recessed center and flanking 3/1 windows, a side bay with chamfered walls and gable roof, and deep eaves with flared pitch and large wood braces."[2] The property is recommended eligible for listing under Criterion C: Architecture.

"House" (SJCA 4) 382 N. Main St., is a one-and-a-half story house built in the Tudor Revival style with several notable elements, including "typically irregular plan and massing, very likely derived from a pattern book; variegated brown/tan/honey brick veneer, stone voussoirs for entryway arch, stone detailing elsewhere; massive front chimney with buttressing; steep roof with close eaves."[3] The property is recommended eligible for listing under Criterion C: Architecture.

"House" 171 S. Main St., is a one-story frame Craftsman Bungalow with multiple significant elements. These elements include the wood siding, wood shingles in the gable ends, refined

[1] Beth K. McCord, "IN SHPO Response to Des. No. 2100216 Historic Property Report," July 17, 2024, p. 1
[2] McCord, "IN SHPO Response," p. 2.
[3] Ibid.

boulder stonework on the high foundational wall and porch, and flared eaves with matching pitch bargeboards.[4] The property is recommended eligible for listing under Criterion C: Architecture.

"House" 172 S. Main St., is an example of the Craftsman Bungalow style. The exterior has been covered in vinyl siding but "retains window shape, placement and configuration." The house additionally has a "well-detailed Craftsman porch with refined glacial boulder stonework."[5] The property is recommended eligible for listing under Criterion C: Architecture.

EFFECT FINDING

"Condo House" (IHSSI No. 059-589-02007) 10227 E 700 N – The undertaking will have "No Adverse Effect" on the "Condo House."

Lorenzo Cook Farm (IHSSI No. 059-589-00022) 7393 N 1000 E – The undertaking will have "No Adverse Effect" on the Lorenzo Cook Farm.

Methodist Episcopal Church (IHSSI No. 059-589-02009) 310 S. Main St. – The undertaking will have "No Adverse Effect" on the Methodist Episcopal Church.

"House" (IHSSI No. 059-589-02008) 150 S. Main St. – The undertaking will have "No Adverse Effect" on the "House" (IHSSI No. 059-589-02008); 150 S. Main St.

"House" (IHSSI No. 059-589-02006) at 169 S. Main St. – The undertaking will have "No Adverse Effect" on the "House" (IHSSI 059-589-02006); 169 S. Main St.

"House" (SJCA 12) at 112 East B St. – The undertaking will have "No Adverse Effect" on the "House" (SJCA 12); 112 East B St.

"House" (SJCA 8) at 302 N. Main St. – The undertaking will have "No Adverse Effect" on the "House" (SJCA 8); 302 N. Main St.

"House" (SJCA 4) at 382 N. Main St. – The undertaking will have "No Adverse Effect" on the "House" (SJCA 4); 382 N. Main St.

"House" at 171 S. Main St. – The undertaking will have "No Adverse Effect" on the "House" at 171 S. Main St.

"House" at 172 S. Main St. – The undertaking will have "No Adverse Effect" on the "House" at 172 S. Main St.

INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking.

[4] Ibid.
[5] Ibid.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

"Condo House" (IHSSI No. 059-589-02007, 10227 E 700 N) - This undertaking will convert property from the "Condo House" (IHSSI No. 059-589-02007), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, FHWA hereby intends to issue a "*de minimis*" finding for the "Condo House" (IHSSI No. 059-589-02007) pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

Lorenzo Cook Farm (IHSSI No. 059-589-00022, 7393 N 1000 E) – This undertaking will have no effect on the Lorenzo Cook Farm (IHSSI No. 059-589-00022), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect."

Methodist Episcopal Church (IHSSI No. 059-589-02009, 310 S. Main St.) - This undertaking will have no effect on the Methodist Episcopal Church (IHSSI No. 059-589-02009), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect."

"House" (IHSSI No. 059-589-02008, 150 S. Main St.) - This undertaking will have no effect on the "House" (IHSSI No. 059-589-02008), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect."

"House" (IHSSI No. 059-589-02006, 169 S. Main St.) - This undertaking will convert property from "House" (IHSSI No. 059-589-02006), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, FHWA hereby intends to issue a "*de minimis*" finding for the "House" (IHSSI No. 059-589-02007) pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

"House" (SJCA 12, 112 East B St.) - This undertaking will have no effect on the "House" (SJCA 12), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect."

"House" (SJCA 8, 302 N. Main St.) - This undertaking will have no effect on the "House" (SJCA 8), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect."

"House" (SJCA 4, 382 N. Main St.) - This undertaking will have no effect on the "House" (SJCA 4), a Section 4(f) historic property. Therefore, INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect."

“House” (171 S. Main St.) - This undertaking will have no effect on the “House,” a Section 4(f) historic property. Therefore, INDOT, acting on FHWA’s behalf, has determine the appropriate Section 106 finding is “No Adverse Effect.”

“House” (172 S. Main St.) - This undertaking will have no effect on the “House,” a Section 4(f) historic property. Therefore, INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect.”



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

April 21, 2025
Approved Date

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
SR 109 Road Reconstruction Project
Wilkinson, Hancock County, Indiana
DES. NO.: 2100216; DHPA No. 30526

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 109 Road Reconstruction Project, Des. No 2100216. The proposed undertaking is on SR 109 from 1.84 miles south of SR 234, extending north to 1.06 miles south of SR 234 in the Town of Wilkinson, Hancock County, Indiana. It is within Brown Township, Shirley USGS Topographic Quadrangle, in Section 27 and 34, Township 17 North, Range 8 East.

SR 109 is a two-lane highway with a typical section consisting of two 12-foot-wide travel lanes and 2-foot-wide shoulders on each side. It is functionally classified as a Minor Arterial route. While it is not part of the National Highway System (NHS), it is part of the National Truck Network (NTN) with adjacent residential land usage. The proposed preferred alternative would provide the following improvements:

1. A 24-foot-wide hot mix asphalt (HMA) full-depth reconstruction is anticipated along the project alignment on SR 109. The original brick and concrete pavement used when SR 109 was first constructed circa 1920 is still present underneath the existing pavement. The underlying materials need to be removed to ensure the proper subgrade treatment for the new full depth pavement is installed and compacted accordingly.

2. Existing sidewalks, curbs, and curb ramps on both sides of SR 109 will be replaced at or as close to the current elevation to meet current Americans with Disabilities Act (ADA) standards and avoid damaging the roots of mature trees within the project area. Signage for crosswalks may be installed. All curb ramps at the approaches to SR 109 within the project area will be replaced.

3. Approximately 400 ft. of new sidewalk will be constructed from the driveway entrance for the Wilkinson Church of Christ to the point where the existing sidewalk ends on the northeast side of SR 109, which is in front of 435 S. Main St.

4. Drainage improvements will include storm sewer relocations and replacements along the entirety of the project alignment for a total of 128 structures, including type B15 and C15 inlets and manholes.

5. The intersection at County Road (CR) 1050 and SR 109 will be reconfigured. It should be noted that within the Town of Wilkinson's borders, CR 1050 is designated as 1st St. The proposed preferred alternative would realign CR 1050 (1st Street) from a 40-degree angle intersection with SR 109 to a 90-degree intersection. Within the Town of Wilkinson, G Street would be closed off and terminate at 2nd Street to prevent encroachment into adjacent lanes caused by CR 1050 (1st Street)'s realignment. Existing pavement would be removed, and the location would be sodded to discourage traffic.

6. There will be an installation of a raised curb and the replacement of existing sidewalk and gravel with sodding and sidewalk behind the raised curb on the private property located on the southeast corner of Station St. and SR 109.

The need for the project is due to age-related distress affecting the roadway along SR 109, the lack of ADA-compliant pedestrian facilities in the Town of Wilkinson, and drainage deficiencies as evidenced by areas of ponding within the project area any time it rains or the snow melts.

An additional need is due to traffic safety issues identified at the intersection of CR 1050 (1st Street) at SR 109 and the six-way intersection of SR 109 at Station St. at E700N. At CR 1050 (1st Street) and SR 109, the data from INDOT's Traffic Count Database reflects the need for improved sight distance, as two crashes occurred between 2019 and 2021 as a result of inadequate sight distance. The crashes were both right-angle crashes due to a failure to yield right-of-way at the intersection.

At the existing intersection, CR 1050 (1st Street) is a two-lane road that is routed from south to north before intersecting with SR 109 at approximately a 40-degree angle. The two-lane SR 109 is routed from the southeast to the northwest. While there is a stop sign at CR 1050 (1st Street), visibility at the intersection is poor. At Station St. and SR 109, traffic cuts across private property, using an existing gravel area, to make a right turn from Station St. onto SR 109, heading southeast.

The purpose of the project is to provide continued safe vehicular roadway along SR 109 for motorists throughout the Town of Wilkinson, provide ADA-compliant pedestrian crossings, and to address the drainage deficiencies along the roadway. The project's purpose is also to correct the poor angles and sight-distance deficiencies at SR 109's intersections with CR 1050 (1st Street) and Station Street.

The anticipated ROW to be acquired for this project is 0.14 acre of temporary, 0.97 acre of permanent, and 0.065 acre of reacquired permanent ROW. **While the Effects Report distributed on March 10, 2025 anticipated no tree removal, anticipated impacts now include the removal of 12 trees within the project area. None of the trees adjacent to the historic properties determined eligible for the NRHP will be removed. Every effort to avoid, minimize, and/or mitigate project impacts will be made. Plans have been marked accordingly and this information will be added to the project's environmental commitments.** SJCA advised CRO in an email dated August 4, 2024 that project letting was anticipated to be extended to April 2026.

The Area of Potential Effects (APE), as defined in 36 CFR 800.16(d), 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 of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. At its widest point, the APE measures 0.35 mile across; at its narrowest point, it measures 0.09 mile across. The Archaeological APE consists of 6.2 acres (2.5 hectares), including all proposed new, temporary, and existing right-of-way as well as any additional areas investigated beyond it. Please see Appendix A for map of the APE.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Research using the INDOT Cultural Resources Office (CRO) Public Map Web App did not identify any previous Section 106 review investigations that have occurred within the project APE.

The National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures, the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Bridges, Buildings, and Cemetery Map (IHBBC), showing the results of the Indiana Historic Sites and Structures Inventory (IHSSI), and the *Hancock County Interim Report* (1983) were consulted. The *Hancock County Interim Report* designates the Town of Wilkinson as a Multiple Property Resource Area (059-589-02001-015). A Multiple Property Resource Area refers to an area where "the density of eligible buildings was not sufficient enough to warrant a historic district." The APE contains no properties listed in the NRHP. The project's APE contains eleven (11) above-ground structures and one (1) cemetery that were previously surveyed by the IHSSI.

There are no resources documented in the Historic American Buildings Survey (HABS), the Historic American Engineering Record (HAER), and Historic American Landscapes Survey (HALS) within the

vicinity of the project. The INDOT-sponsored *Historic Bridge Inventory* (HBI) (February 2009) by M & H Architecture, Inc. was also reviewed. No historic bridges were found within the APE.

On March 22, 2023, a Section 106 Early Coordination Letter (ECL) was distributed to consulting parties inviting them to participate in the Section 106 process (see Appendix C, Pages C-6 through C-10). The Indiana State Historic Preservation Officer (INSHPO) is an automatic consulting party; that office and others that accepted consulting party status are shown in boldface type below. All consulting party correspondence is located in Appendix C.

Indiana State Historic Preservation Officer – INSHPO
Indiana Landmarks Central Regional Office
Hancock County Historian
Hancock County Historical Society
Hancock County Commissioners
Hancock County Highway Department
Town of Wilkinson
Indianapolis Metropolitan Planning Organization
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

On March 29, 2023, the Indiana Landmarks Central Regional Office accepted consulting party status (C-11).

On April 3, 2023, the Miami Tribe of Oklahoma accepted consulting party status and stated they are "not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site." All ground disturbing activity must stop should artifacts be discovered, and the Tribe should be contacted (C-13).

On April 13, 2023, Heather Dewey, a Qualified Professional (QP) historian who meets the Secretary of Interior standards, conducted a site visit of the project area. Dewey investigated the APE for the existence of any historic properties, structures, objects, or districts listed in or eligible for the NRHP. Dewey walked and/or drove the entire project area and the APE, documenting above-ground resources. All resources that will be at least 50 years of age at the time of project letting (expected 2025) were surveyed. Photographic documentation of "contributing" resources was prepared. Please see Appendix B for photographs of the project area.

With regard to archaeological resources, Kirk Smith, an archaeologist who meets the Secretary of the Interior's Qualified Professional Standards identified no sites within the project area. As a result of these efforts, no sites were recommended eligible for listing in the NRHP and no further work is recommended.

In a letter dated April 21, 2023, INSHPO staff replied to the ECL, stating that they were not aware of any additional parties that needed to be invited to participate in the Section 106 consultation process beyond those already invited. INSHPO staff asked the consultant to advise them "as to which of the invited consulting parties has accepted the invitation" (C-14).

On April 24, 2023, the Shawnee Tribe accepted consulting party status (C-15-C-16).

On May 4, 2023, the Eastern Shawnee Tribe accepted consulting party status and responded that the project "proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe." The Tribe asks that it be consulted within 24 hours should the project inadvertently discover an archeological site or object (C-17).

A Historic Property Report (HPR) (Dewey, June 2024) and an Archaeology Report (Tribes Only) (Smith, May 2024) were prepared by SJCA Inc. The reports, accompanied by a report distribution letter (RDL) dated June 17, 2024, were distributed to invited consulting parties for review and comment. In the HPR, "House" (IHSSI No. 059-589-02007), 10227 E 700 N was recommended for listing on the NRHP. Please see Appendix C (pages C-20 through C-28) for the RDL, and please see Appendix D for a summary of the HPR and Archaeology Report.

On June 20, 2024, Indiana Landmarks stated they have "no issues with the six listed improvements" of the project and would like to remain a consulting party (C-29).

In a letter dated July 17, 2024, the Indiana State Historic Preservation Officer (IN SHPO) responded to the HPR and agreed that the proposed APE is adequate in size for this project. IN SHPO staff also agreed that the previously identified "Commercial Building" (IHSSI No. 059-589-02009, 179 S. Main St.) is not eligible for listing in the NRHP while the "House" (IHSSI No. 059-589-02007, 10227 E 700 N) is eligible for inclusion.

However, IN SHPO staff further stated the following in their response to the HPR: "Based on our NR staff's research, we disagree that the following properties are not eligible for inclusion" in the NRHP:

- Lorenzo Cook Farm (IHSSI No. 059-589-00022, 7393 N 1000 E)
- Methodist Episcopal Church (IHSSI No. 059-589-02009, 310 S. Main St.)
- "House" (IHSSI No. 059-589-02008, 150 S. Main St.)
- "House" (IHSSI No. 059-589-02006, 169 S. Main St.)
- "House" (SJCA 12, 112 East B St.)
- "House (SJCA 8, 302 N. Main St.)
- "House" (SJCA 4, 382 N. Main St.)
- "House" (171 S. Main St.)
- "House" (172 S. Main St.)

Lastly, IN SHPO staff stated, "In terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana Archaeological Short Report (Smith, 05/09/2024), that no further archaeological investigations appear necessary at the proposed project area."

On September 19, 2024, the Miami Tribe of Oklahoma offered no objection to the project at the time of the HPR's distribution (C44).

On December 13, 2024, SJCA Inc. returned to Wilkinson to get additional photos of the properties and project area adjacent to the properties determined eligible for the NRHP by IN SHPO.

Per IN SHPO's recommendation, an Effects Report (Dewey, February 2025) was prepared by SJCA Inc. The report, accompanied by an RDL, dated February 7, 2025, was distributed to invited consulting parties for review and comment. It recommended a determination of "No Adverse Effect." Please see Appendix C (C31-C36) for the RDL, and please see Appendix D for a summary of the Effects Report.

In a letter dated March 10, 2025, the Indiana State Historic Preservation Officer (IN SHPO) responded to the Effects Report and stated that staff "have no comment in relation to the project and the details provided stating the proposed effect finding" (C45-C46).

On March 11, 2025, the Shawnee Tribe responded to the effects report and offered no objection to the project at the time of the report's distribution (C47).

On April 8, 2025, the Eastern Shawnee Tribe responded to the effects report and offered no objection to the project at the time of the report's distribution (C48).

None of the other consulting parties provided any additional comments regarding the ECL or related to the identification of historic properties within the APE. Copies of all consulting party correspondence are found in Appendix C.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

"Condo House," IHSSI No. 059-589-02007, 10227 E 700 N., was rated "outstanding" in the 1983 *Hancock County Interim Report.* In a letter dated July 17, 2024, the Indiana State Historic Preservation Officer (IN SHPO) identified the property eligible for listing in the National Register of Historic Places (NRHP) under Criterion C for Architecture. Specifically, the 1925 structure embodies the English Tudor Cottage substyle that became moderately popular in the Midwest in the mid-1920s-1930s. The house at 10227 E 700 N includes notable features like the rounded Tudor arch around the inset front door, a massive central chimney with decorative chimney pots, a steeply pitched multi-level, cross-gable roof, and tall, narrow windows in groups with multi-pane glazing. The overall design of the structure is asymmetrical, with a prominent front gable that houses the front door. The exterior is made of brown brick with a concrete foundation.

Lorenzo Cook Farm, IHSSI No. 059-589-00022, 7393 N 1000 E, was rated "notable" in the 1983 *Hancock County Interim Report*. In a letter dated July 17, 2024, the IN SHPO determined the property eligible for listing in the NRHP under Criterion A for Agriculture and Criterion C for Architecture. The property consists of 3.19 acres and eight (8) structures: a house and seven (7) outbuildings. The farmhouse is an example of the Free Classic substyle of the Queen Anne architectural style and is a two-story, T-plan structure constructed c. 1900. The property's c. 1900 bank barn is capped by a distinctive cupola. As an example of the Free Classic style, Lorenzo Cook farmhouse lacks intricate Queen Anne spindlework and instead features columns that are in place around the characteristic wraparound porch. The porch runs the full length of the west and south faces of the house. Most of the windows are centered, tall, rectangular, one-over-ones (1/1). Under the gables on the west, south, and north facing sides, there is a three-part window in the Palladian style, composed of a tall arched window flanked by two square casement windows, a typical feature of Free Classic style. These Palladian windows are on the second floor and are part of the original structure. The house also has a steep front-gabled roof and a large rear addition built c. 1984. The farmhouse and the bank barn are the only contributing resources on the property. The boundary of the Lorenzo Cook Farm, IHSSI No. 059-589-00022, is the address's current property parcel. It has an area of 3.19 acres and is bounded to the north, east, and south by farmland; and by N 1000 E to the west. The Lorenzo Cook Farm, IHSSI No. 059-589-00022 originally operated as a commercial farm in a rural area and is now a small family farm, still in a semi-rural location.

Methodist Episcopal Church, IHSSI No. 059-589-02009, 310 S. Main St., was identified as "outstanding" in the 1983 *Hancock County Interim Report*. In a letter dated July 17, 2024, the IN SHPO determined the property eligible for listing in the NRHP under Criterion C for Architecture. The Methodist Episcopal Church, IHSSI No. 059-589-02009, is a two-story church constructed in the Carpenter Gothic style in 1911. The primary structure has key Carpenter Gothic features including windows with arched triangular transoms above them, a steep central gable, a tower, and stained glass. The original siding material was wood, a significant element of Carpenter Gothic, but this was replaced with vinyl at some point prior to 1983. Multiple alterations have been made to the property, including the construction of a large rectangular addition along the south side of the structure in 1970. This addition was built in the same style as the remainder of the church. The boundary of the Methodist Episcopal Church, IHSSI No. 059-589-02009, is the address's current property parcel. It has an area of 1.85 acres and is bounded to the northeast and northwest by SR 109 (S. Main St.), G St. to the south, and 3rd St. to the west. The property used to operate as a Methodist church in a residential neighborhood but is currently a commercial business. It remains in its original location.

"House," IHSSI No. 059-589-02008, is located at 150 S. Main St., was surveyed for the *Hancock County Interim Report* in 1983 and was rated "contributing." In a letter dated July 17, 2024, the IN SHPO determined the property eligible for listing in the NRHP under Criterion C for Architecture. The "House," IHSSI No. 059-589-02008, is a one-and-half-story Craftsman Bungalow veneered in variegated brown

brick. According to the IN SHPO letter dated July 17, 2024, the property "has significant Craftsman elements, including a jerkin-head roof, deep eaves with cross-braced wood braces – which is basketweave brick panels and other brickwork – a square bay window, and a full porch with brick piers."[1] The boundary of the "House," IHSSI No. 059-589-02008, is the address's current property parcel. It has an area of 0.45 acre and is bounded to the northeast by SR 109 (labeled S. Main St. on the maps), to the southeast by D St., to the southwest by an unlabeled back road, and to the northwest by the Condo & St. Pierre Funeral Service and Crematory. The property remains in its original location and continues to serve its original purpose as a residence.

"House," IHSSI No. 059-589-02006, 169 S. Main St., was surveyed for the *Hancock County Interim Report* in 1983 and was rated "contributing." In a letter dated July 17, 2024, the IN SHPO determined the property eligible for listing in the NRHP under Criterion C for Architecture. The "House," IHSSI No. 059-589-02006, is a one-and-a-half story Craftsman Bungalow with a brown brick veneer first story and sided gable ends. According to the IN SHPO letter dated July 17, 2024, the property "has multiple elements significant to the style, including a large, gabled porch with brick piers and square wood columns. A low boulder stone wall encloses the yard."[2] The boundary of the "House," IHSSI No. 059-589-02006, is the address's current property parcel. It has an area of 0.215 acre and is bounded to the north by E 700 N, to the west and south by SR 109 (also called N. Main St.), and to the east by residential properties. The property remains in its original location and continues to serve its original purpose as a residence.

"House" (SJCA 12), 112 East B St., was not surveyed for or included in the *Hancock County Interim Report* in 1983. SJCA's 2024 Historic Property Report (Dewey) rated the property "contributing" per the IHSSI standards. In a letter dated July 17, 2024, the IN SHPO determined the property eligible for listing in the NRHP under Criterion C for Architecture. The "House" (SJCA 12) is a one-and-a-half story house in the Craftsman Bungalow style with several notable features. According to the IN SHPO letter, these features include "a pyramidal hip roof, a centered gabled porch, and soldier coursing at the lower portion of the walls."[3] IN SHPO further identified the walls to be honey brick and described the wall enclosing the yard as a "boulder stone low wall."[4] The boundary of the "House" (SJCA 12) is the address's current property parcel. It has an area of 0.11 acre and is bounded to the south by B St., to the west by Station St., and to the north and east by other residential properties. The property remains in its original location and continues to serve its original purpose as a private residence.

"House" (SJCA 8), 302 N. Main St., was not surveyed for or included in the *Hancock County Interim Report* in 1983. SJCA's 2024 Historic Property Report (Dewey) rated the property "contributing" per the IHSSI standards. In a letter dated July 17, 2024, the IN SHPO determined the property eligible for listing in the NRHP under Criterion C for Architecture. The "House" (SJCA 8) is a one-and-a-half story house built in the Craftsman Bungalow style. According to the IN SHPO letter, the design includes several features significant to the style, including "variegated brown brick veneer with soldier belting, large, full-width porch with brick piers and battered wood columns with recessed panels, front gabled dormer with recessed center and flanking 3/1 windows, a side bay with chamfered walls and gable roof, and deep eaves with flared pitch and large wood braces."[5] The boundary of the "House" (SJCA 8) is the address's current property parcel. It has an area of 0.37 acre and is bounded to the northeast by SR 109 (also called N. Main St.) and by residential properties in the remaining directions. The property is in its original location and continues to serve its original purpose as a private residence.

"House" (SJCA 4), 382 N. Main St., was not surveyed until SJCA's 2024 Historic Property Report (Dewey), where it was rated "contributing" per the IHSSI standards. In a letter dated July 17, 2024, the IN SHPO determined the property eligible for listing in the NRHP under Criterion C for Architecture. The property is an example of the Tudor Revival style, according to the IHSSI letter, with several notable elements, including "typically irregular plan and massing, very likely derived from a pattern book;

[1] Beth K. McCord, "IN SHPO Response to Des. No. 2100216 Historic Property Report," July 17, 2024, p. 1.
[2] McCord, "IN SHPO Response," p. 2.
[3] Ibid.
[4] Ibid.
[5] Ibid.

variegated brown/tan/honey brick veneer, stone voussoirs for entryway arch, stone detailing elsewhere; massive front chimney with buttressing; steep roof with close eaves."[6] The boundary of the "House" (SJCA 4) is the address's current property parcel. It has an area of 0.53 acre and is bounded to the northeast by SR 109 (N. Main St.), to the northwest and southeast by residential properties, and to the southwest by agricultural fields. The property is in its original location and continues to serve its original purpose as a private residence.

"House," 171 S. Main St., was not surveyed for or included in the *Hancock County Interim Report* in 1983 nor SJCA's 2024 Historic Property Report (Dewey). In a letter dated July 17, 2024, the IN SHPO determined the property eligible for listing in the NRHP under Criterion C for Architecture. The property is a one-story frame Craftsman Bungalow with multiple significant elements. According to IN SHPO, these elements include the wood siding, wood shingles in the gable ends, refined boulder stonework on the high foundational wall and porch, and flared eaves with matching pitch bargeboards.[7] The boundary of the "House" is the address's current property parcel. It has an area of 0.23 acre and is bounded by SR 109 (S. Main St.) to the southwest, Post St. to the northwest, a residential property to the northeast, and a commercial property to the southeast.

"House," 172 S. Main St., was not surveyed for or included in the *Hancock County Interim Report* in 1983 or SJCA's 2024 Historic Property Report (Dewey). In a letter dated July 17, 2024, the IN SHPO determined the property eligible for listing in the NRHP under Criterion C for Architecture. The property is an example of the Craftsman Bungalow style. The exterior has been covered in vinyl siding but "retains window shape, placement and configuration." According to the IN SHPO letter, "the house has a well-detailed Craftsman porch with refined glacial boulder stonework."[8] The boundary of the "House" is the address's current property parcel. It has an area of 0.23 acre and is bounded by the northeast and southeast by SR 109 (S. Main St.), and by residential properties to the northwest and southwest.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

"Condo House," IHSSI No. 059-589-02007, 10227 E 700 N
The property is adjacent to the project area. The undertaking will remove and replace the preexisting sidewalk, curb, and curb ramp on the northeast corner of the property. A curb is being added along E 700 N and Station St. Under the preferred alternative, approximately 2831 sq. ft. of permanent right-of-way will be taken from northeast corner of the property parcel, which is within the NRHP parcel boundary. This acquired right-of-way will follow the existing edge of pavement. This portion consists of the existing sidewalk, curb, and curb ramp but does not include the grass lawn. No preexisting grant could be found which demonstrated the sidewalk was originally meant to be acquired during its construction. As such, the area containing the sidewalk and curb will need to be acquired as part of this project. No contributing features to the "Condo House" will be altered or removed. Within the viewshed of the property, to the northeast and southeast, SR 109 will undergo an HMA full depth reconstruction, and the sidewalks, curbs, and curb ramps will be modified to meet current ADA standards, including at the northeast corner of the property. Several trees will be removed to accommodate sidewalk repairs, but none adjacent to the property. Please see Appendix E, page E-6 for the plans.

Lorenzo Cook Farm, IHSSI No. 059-589-00022, 7393 N 1000 E
The preferred alternative would avoid the Lorenzo Cook Farm, resulting in no direct impacts to the historic property. No contributing features will be altered or removed. No temporary or permanent right-of-way will be acquired from the property. Within the viewshed of the property, SR 109 will undergo an HMA full depth reconstruction. However, the Lorenzo Cook Farm is approximately 391 ft. to the northeast of the project area and while the second floor of the house is visible from project area, the project area itself cannot be seen while standing on the property due to the local topography.

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[6] Ibid.
[7] Ibid.
[8] Ibid.

Methodist Episcopal Church, IHSSI No. 059-589-02009, 310 S. Main St.
The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. No contributing features will be altered or removed. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, new sidewalks, curbs, and curb ramps will be installed on the northeast corner at the intersection of SR 109 at F St. New sidewalk will additionally be installed along the northeast side of the Methodist Episcopal Church and SR 109 will undergo an HMA full depth reconstruction. Within the viewshed, to the southeast of the property, the intersection of CR 1050 at SR 109 will be reconfigured to create a T-intersection. Several trees will be removed to accommodate sidewalk repairs, but none adjacent to the property. Please see Appendix E, page E-3 for the plans.

"House," 172 S. Main St.
The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. No contributing features will be altered or removed. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards. Several trees will be removed to accommodate sidewalk repairs, but none adjacent to the property. Please see Appendix E, page E-5 for the plans.

"House," IHSSI No. 059-589-02008, 150 S. Main St.
The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. No contributing features will be altered or removed. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards. Several trees will be removed to accommodate sidewalk repairs, but none adjacent to the property. Please see Appendix E, page E-5 for the plans.

"House," IHSSI No. 059-589-02006, 169 N. Main St.
The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. The boulder-stone wall surrounding the property is a contributing feature and will be called out on the plans with "Do Not Disturb." An environmental commitment for avoidance has been added to the project to not disturb the boulder-stone wall, the mature tree, or the tree's root system west of the property. No contributing features will be altered or removed. Under the preferred alternative, approximately 7 sq. ft. of permanent right-of-way will be taken from northeast corner of the property parcel. Within the viewshed of the property, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards. Several trees will be removed to accommodate sidewalk repairs, but none adjacent to the property. Please see Appendix E, page E-6 for the plans.

"House" (SJCA 12), 112 East B St.
The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. The boulder-stone wall surrounding the property is a contributing feature and will be called out on the plans with "Do Not Disturb." An environmental commitment for avoidance has been added to the project to not disturb the boulder-stone wall, the mature tree, or the tree's root system south of the property. No contributing features will be altered or removed. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, to the northwest and southwest, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards. Additionally, within the viewshed, to the west, there will be the installation of a raised curb and the potential replacement of existing gravel with sodding at the southeast corner of Station St. and SR 109. Several trees will be removed to accommodate sidewalk repairs, but none adjacent to the property. Please see Appendix E for the plans.

"House" (SJCA 8), 302 N. Main St.
The property is adjacent to the project area. No contributing features will be altered or removed. Under the preferred alternative, approximately 246 sq. ft. of temporary right-of-way will be taken from the northeast portion of the property parcel to remove and replace the existing concrete sidewalk. Within the

viewshed of the property, to the northeast and southeast, SR 109 will undergo an HMA full depth reconstruction. Several trees will be removed to accommodate sidewalk repairs, but none adjacent to the property. Please see Appendix E, page E-7 for the plans.

"House" (SJCA 4), 382 N. Main St.
The property is adjacent to the project area. No contributing features will be altered or removed. Under the preferred alternative, approximately 35 sq. ft. of temporary right-of-way will be taken from the east portion of the property parcel, near the driveway, to remove and replace the existing concrete sidewalk. Within the northeast viewshed of the property, SR 109 will undergo an HMA full depth reconstruction. Several trees will be removed to accommodate sidewalk repairs, but none adjacent to the property. Please see Appendix E, page E-8 for the plans.

"House," 171 S. Main St.
The property is adjacent to the project area. The undertaking will not directly affect the historic property and there will be no physical impacts to the property. No contributing features will be altered or removed. No permanent or temporary right-of-way will be acquired from the property. Within the viewshed of the property, SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards. Several trees will be removed to accommodate sidewalk repairs, but none adjacent to the property. Please see Appendix E, page E-5 for the plans.

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

According to 36 CFR § 800.5(a)(1): "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."

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

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

"Condo House," IHSSI No. 059-589-02007, 10227 E 700 N.

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the "physical destruction or damage to all or part of the property." Approximately 2,831 sq. ft. of permanent right-of-way will be taken from the northeast portion of the "Condo House's" property parcel (which measures approximately 17,424 sq. ft.) to install a raised curb at the southwestern corner of the intersection of SR 109, Station St., and E 700 N, replacing the existing sidewalk and curb. The gravel around the existing curb will be replaced with sodding. Within the viewshed of the property, the undertaking will remove the existing sidewalk, curbs, and curb ramps and replace them with ones that meet current ADA standards. Though these modifications will take place, they are being done to existing current pedestrian facilities and will not result in physical destruction or damage to the property.

Per 800.5(a)(2)(ii), the undertaking will not result in the "alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines." Though alterations will take place to existing pedestrian facilities on the northeast portion of property, this work will not result in the damage or physical destruction to contributing elements of the historic property.

Per 800.5(a)(2)(iii), the undertaking will not result in the "removal of a property from its historic location."

Per 800.5(a)(2)(iv), the undertaking will not result in the "change of the character of the property's use or of physical features within the property's setting that contribute to its historic features." The northeast part of the property is already being used for pedestrian facilities that were meant to have been acquired in the past but were not. As such, the acquisition of permanent right-of-way and the modification of the existing sidewalk, curb, and curb ramp will not change the character's use, physical features, or the property's setting within a residential neighborhood.

Per 800.5(a)(2)(v), the undertaking will not result in the "introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." Generally, what is visible from the historic property will remain the same following the completion of the undertaking. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk, but the silver maple adjacent to the property will not be disturbed. The proposed work will not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the "neglect of a property which causes its deterioration."

Per 800.5(a)(2)(vii), the undertaking will not result in the "transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance." Ownership of the historic resource will not change as a result of this project.

Lorenzo Cook Farm, IHSSI No. 059-589-00022, 7393 N 1000 E.

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the "physical destruction or damage to all or part of the property." No work is being completed on the property as part of the proposed project.

Per 800.5(a)(2)(ii), the undertaking will not result in the "alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of

handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines." No alterations will occur as part of the proposed project.

Per 800.5(a)(2)(iii), the undertaking will not result in the "removal of a property from its historic location."

Per 800.5(a)(2)(iv), the undertaking will not result in the "change of the character of the property's use or of physical features within the property's setting that contribute to its historic features." No alterations, changes, or effects to the physical features of the property will occur as part of the project.

Per 800.5(a)(2)(v), the undertaking will not result in the "introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." The proposed undertaking is not visible from the historic property. The proposed work will not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the "neglect of a property which causes its deterioration."

Per 800.5(a)(2)(vii), the undertaking will not result in the "transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance." Ownership of the historic resource will not change as a result of this project.

Methodist Episcopal Church, IHSSI No. 059-589-02009, 310 S. Main St.
According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the "physical destruction or damage to all or part of the property." No work is being completed on the property as part of the proposed project.

Per 800.5(a)(2)(ii), the undertaking will not result in the "alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines." No alterations to the property will occur as part of the proposed project.

Per 800.5(a)(2)(iii), the undertaking will not result in the "removal of a property from its historic location."

Per 800.5(a)(2)(iv), the undertaking will not result in the "change of the character of the property's use or of physical features within the property's setting that contribute to its historic features." Within the viewshed of the property, the undertaking will remove the existing roadway of CR 1050, which intersects with SR 109 at a 30-degree angle, and replace it with an updated roadway that intersects at a 90-degree angle. At both the intersections of CR 1050 at SR 109 and F St. at SR 109, the existing sidewalks, curbs, and curb ramps will be replaced to be compliant with current ADA standards. Within the property's viewshed, SR 109 will undergo an HMA full-depth reconstruction. However, these changes will not alter the property's use or its existing setting within a residential neighborhood with pedestrian facilities.

Per 800.5(a)(2)(v), the undertaking will not result in the "introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." Generally, what is visible from the historic property will remain the same following the completion of the undertaking. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk, but none adjacent to the property. The proposed work will not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the "neglect of a property which causes its deterioration."

Per 800.5(a)(2)(vii), the undertaking will not result in the "transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance." Ownership of the historic resource will not change as a result of this project.

"House," 172 S. Main St.
According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the "physical destruction or damage to all or part of the property." No work is being completed on the property as part of the proposed project.

Per 800.5(a)(2)(ii), the undertaking will not result in the "alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines." No alterations to the property will occur as part of the proposed project.

Per 800.5(a)(2)(iii), the undertaking will not result in the "removal of a property from its historic location."

Per 800.5(a)(2)(iv), the undertaking will not result in the "change of the character of the property's use or of physical features within the property's setting that contribute to its historic features." Within the viewshed of the property, the undertaking will SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards. This work will not alter the property's use or its existing setting within a residential neighborhood with pedestrian facilities.

Per 800.5(a)(2)(v), the undertaking will not result in the "introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." Generally, what is visible from the historic property will remain the same following the completion of the undertaking. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk, but none adjacent to the property. Their removal will have a minor visual impact, but it will not diminish the integrity of the property's historic features. The proposed work will also not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the "neglect of a property which causes its deterioration."

Per 800.5(a)(2)(vii), the undertaking will not result in the "transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance." Ownership of the historic resource will not change as a result of this project.

"House," IHSSI No. 059-589-02008, 150 S. Main St.
According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the "physical destruction or damage to all or part of the property." No work is being completed on the property as part of the proposed project.

Per 800.5(a)(2)(ii), the undertaking will not result in the “alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.” No alterations to the property will occur as part of the proposed project.

Per 800.5(a)(2)(iii), the undertaking will not result in the “removal of a property from its historic location.”

Per 800.5(a)(2)(iv), the undertaking will not result in the “change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic features.” Within the viewshed of the property, the undertaking will SR 109 will undergo an HMA full depth reconstruction, and the sidewalk will be removed and replaced to meet current ADA standards. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk but no trees adjacent to the property will be removed. This work will not alter the property’s use or its existing setting within a residential neighborhood with pedestrian facilities.

Per 800.5(a)(2)(v), the undertaking will not result in the “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” Generally, what is visible from the historic property will remain the same following the completion of the undertaking. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk, but none adjacent to the property. While this will have a minor visual impact, it will not diminish the integrity of the property’s historic features. The proposed work will not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the “neglect of a property which causes its deterioration.”

Per 800.5(a)(2)(vii), the undertaking will not result in the “transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.” Ownership of the historic resource will not change as a result of this project.

“House,” IHSSI No. 059-589-02006, 169 S. Main St.
According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the “physical destruction or damage to all or part of the property.” While approximately 7 sq. ft. of permanent right-of-way will be taken from the northwest corner of the property parcel to renovate the sidewalk, curb, and curb ramp, the existing boulder-stone wall that contributes to the property will be called out on plans with “Do Not Disturb” and an environmental commitment added for avoidance.

Per 800.5(a)(2)(ii), the undertaking will not result in the “alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.” Though a small amount of permanent right-of-way will be taken from the northwest corner of the property, this work will not result in damage or physical destruction of contributing elements to the historic property.

Per 800.5(a)(2)(iii), the undertaking will not result in the “removal of a property from its historic location.”

Per 800.5(a)(2)(iv), the undertaking will not result in the “change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic features.” Though the undertaking will acquire 7 sq. ft. of permanent right-of-way to update the existing curb, this work will not

result in the damage or physical destruction of contributing elements to the historic property like the boulder-stone wall as the plans will be marked with “Do Not Disturb” and an environmental commitment added for avoidance.

Per 800.5(a)(2)(v), the undertaking will not result in the “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” Generally, what is visible from the historic property will remain the same following the completion of the undertaking. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk, but the trees adjacent to the property will remain. The proposed work will not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the “neglect of a property which causes its deterioration.”

Per 800.5(a)(2)(vii), the undertaking will not result in the “transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.” Ownership of the historic resource will not change as a result of this project.

“House” (SJCA 12), 112 East B St.

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the “physical destruction or damage to all or part of the property.” No work is being completed on the property as part of the proposed project.

Per 800.5(a)(2)(ii), the undertaking will not result in the “alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.” No alterations to the property will occur as part of the proposed project.

Per 800.5(a)(2)(iii), the undertaking will not result in the “removal of a property from its historic location.”

Per 800.5(a)(2)(iv), the undertaking will not result in the “change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic features.” Within the viewshed of the property, the undertaking will remove the existing curb at the southwest corner of the three-way intersection of SR 109, Station St., and E 700 N and replace it with one that meets current ADA standards. SR 109 will also undergo an HMA full depth reconstruction. This work will not alter the property’s use or its existing setting within a residential neighborhood with pedestrian facilities. The contributing low boulder stone wall that contributes to the property will not be impacted by marking it with “Do Not Disturb” on the plans and an environmental commitment.

Per 800.5(a)(2)(v), the undertaking will not result in the “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” Generally, what is visible from the historic property will remain the same following the completion of the undertaking. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk, but the trees adjacent to the property will remain. The proposed work will not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the “neglect of a property which causes its deterioration.”

Per 800.5(a)(2)(vii), the undertaking will not result in the “transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.” Ownership of the historic resource will not change as a result of this project.

“House” (SJCA 8), 302 N. Main St.
According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the “physical destruction or damage to all or part of the property.” While 246 sq. ft. of temporary right-of-way will be taken from the northeast portion of the property parcel to renovate the driveway to accommodate the updated sidewalk, curb, and curb ramps, no physical destruction or damage will occur to the property.

Per 800.5(a)(2)(ii), the undertaking will not result in the “alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.” Though temporary right-of-way will be taken from the northeast portion of the property to renovate the driveway, this work will not result in the damage or physical destruction to contributing elements of the historic property.

Per 800.5(a)(2)(iii), the undertaking will not result in the “removal of a property from its historic location.”

Per 800.5(a)(2)(iv), the undertaking will not result in the “change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic features.” Though 246 sq. ft. of temporary right-of-way will be used to renovate the existing driveway, there will be no change in the character of the property or of physical features within the property’s setting. The trees within the right-of-way will also not be damaged or removed.

Per 800.5(a)(2)(v), the undertaking will not result in the “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” Generally, what is visible from the historic property will remain the same following the completion of the undertaking. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk, but the trees adjacent to the property will remain. The proposed work will not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the “neglect of a property which causes its deterioration.”

Per 800.5(a)(2)(vii), the undertaking will not result in the “transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.” Ownership of the historic resource will not change as a result of this project.

“House” (SJCA 4), 382 N. Main St.
According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the “physical destruction or damage to all or part of the property.” While 35 sq. ft. of temporary right-of-way will be taken to reconstruct the existing driveway, no physical destruction or damage will occur to the property.

Per 800.5(a)(2)(ii), the undertaking will not result in the “alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 800.5(a)(2)(iii), the undertaking will not result in the “removal of a property from its historic location.”

Per 800.5(a)(2)(iv), the undertaking will not result in the “change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic features.” Though 35 sq. ft. of temporary right-of-way will be taken from the northeast side of the “House’s” property parcel, it is done to reconstruct the existing driveway during the renovation of the sidewalk and curbs. The trees within the right-of-way will also not be damaged or removed.

Per 800.5(a)(2)(v), the undertaking will not result in the “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” Generally, what is visible from the historic property will remain the same following the completion of the undertaking. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk, but the trees adjacent to the property will remain. The proposed work will not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the “neglect of a property which causes its deterioration.”

Per 800.5(a)(2)(vii), the undertaking will not result in the “transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.” Ownership of the historic resource will not change as a result of this project.

“House,” 171 S. Main St.
According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter it in a way that will affect its historic integrity or eligibility for inclusion in the NRHP.

Per 800.5(a)(2)(i), the undertaking will not result in the “physical destruction or damage to all or part of the property.” No right-of-way or work will be completed on the property as a result of this project.

Per 800.5(a)(2)(ii), the undertaking will not result in the “alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.” There will be no alteration of the property as a result of this project.

Per 800.5(a)(2)(iii), the undertaking will not result in the “removal of a property from its historic location.”

Per 800.5(a)(2)(iv), the undertaking will not result in the “change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic features.” Work will not occur on the property. Therefore, the property’s character and physical features will not be affected.

Per 800.5(a)(2)(v), the undertaking will not result in the “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” Generally, what is visible from the historic property will remain the same following the completion of the proposed undertaking as the existing state road, concrete sidewalks, curbs, and curb ramps will be updated but not significantly modified. Several trees will be removed along SR 109 to accommodate repairs to the preexisting sidewalk, but the trees adjacent to the property will remain. While this will have a minor visual impact, it

will not diminish the integrity of the property's historic features. The proposed work will not increase audible sound levels or atmospheric elements to the historic property.

Per 800.5(a)(2)(vi), the undertaking will not result in the "neglect of a property which causes its deterioration."

Per 800.5(a)(2)(vii), the undertaking will not result in the "transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance." Ownership of the historic resource will not change as a result of this project.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

On March 22, 2023, a Section 106 Early Coordination Letter (ECL) was distributed to consulting parties inviting them to participate in the Section 106 process (see Appendix C, Pages C-6 through C-10). The Indiana State Historic Preservation Officer (INSHPO) is an automatic consulting party.

On March 29, 2023, the Indiana Landmarks Central Regional Office accepted consulting party status (C-11).

On April 3, 2023, the Miami Tribe of Oklahoma accepted consulting party status (C-13).

In a letter dated April 21, 2023, the Indiana State Historic Preservation Officer (INSHPO) staff replied to the ECL, stating that they were not aware of any additional parties that needed to be invited to participate in the Section 106 consultation process beyond those already invited. INSHPO staff asked the consultant to advise them "as to which of the invited consulting parties has accepted the invitation" (C-14).

On April 24, 2023, the Shawnee Tribe accepted consulting party status (C-15-C-16).

On May 4, 2023, the Eastern Shawnee Tribe accepted consulting party status and responded that the project "proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe." The Tribe asks that it be consulted within 24 hours should the project inadvertently discover an archeological site or object (C-17).

A Historic Property Report (HPR) (Dewey, June 2024) and an Archaeology Report (Tribes Only) (Smith, May 2024) were prepared by SJCA Inc. The reports, accompanied by a report distribution letter (RDL) dated June 17, 2024, were distributed to invited consulting parties for review and comment. In the HPR, "House" (IHSSI No. 059-589-02007), 10227 E 700 N was recommended for listing on the NRHP. Please see Appendix C (pages C-20 through C-28) for the RDL, and please see Appendix D for a summary of the HPR and Archaeology Report.

On June 20, 2024, Indiana Landmarks stated they have "no issues with the six listed improvements" of the project and would like to remain a consulting party (C-29).

In a letter dated July 17, 2024, the Indiana State Historic Preservation Officer (IN SHPO) responded to the HPR and agreed that the proposed APE is adequate in size for this project. IN SHPO staff also agreed that the previously identified "Commercial Building" (IHSSI No. 059-589-02009, 179 S. Main St.) is not eligible for listing in the NRHP while the "House" (IHSSI No. 059-589-02007, 10227 E 700 N) is eligible for inclusion.

However, IN SHPO staff further stated the following in their response to the HPR: "Based on our NR staff's research, we disagree that the following properties are not eligible for inclusion" in the NRHP:

- Lorenzo Cook Farm (IHSSI No. 059-589-00022, 7393 N 1000 E)
- Methodist Episcopal Church (IHSSI No. 059-589-02009, 310 S. Main St.)
- "House" (IHSSI No. 059-589-02008, 150 S. Main St.)
- "House" (IHSSI No. 059-589-02006, 169 S. Main St.)
- "House" (SJCA 12, 112 East B St.)

- "House (SJCA 8, 302 N. Main St.)
- "House" (SJCA 4, 382 N. Main St.)
- "House" (171 S. Main St.)
- "House" (172 S. Main St.)

Lastly, IN SHPO staff stated, "In terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana Archaeological Short Report (Smith, 05/09/2024), that no further archaeological investigations appear necessary at the proposed project area."

On September 19, 2024, the Miami Tribe of Oklahoma offered no objection to the project at the time of the HPR's distribution (C44).

On December 13, 2024, SJCA Inc. returned to Wilkinson to get additional photos of the properties and project area adjacent to the properties determined eligible for the NRHP by IN SHPO.

Per IN SHPO's recommendation, an Effects Report (Dewey, February 2025) was prepared by SJCA Inc. The report, accompanied by an RDL, dated February 7, 2025, was distributed to invited consulting parties for review and comment. It recommended a determination of "No Adverse Effect." Please see Appendix C (C31-C36) for the RDL, and please see Appendix D for a summary of the Effects Report.

In a letter dated March 10, 2025, the Indiana State Historic Preservation Officer (IN SHPO) responded to the Effects Report and stated that staff "have no comment in relation to the project and the details provided stating the proposed effect finding" (C45-C46).

On March 11, 2025, the Shawnee Tribe responded to the effects report and offered no objection to the project at the time of the report's distribution (C47).

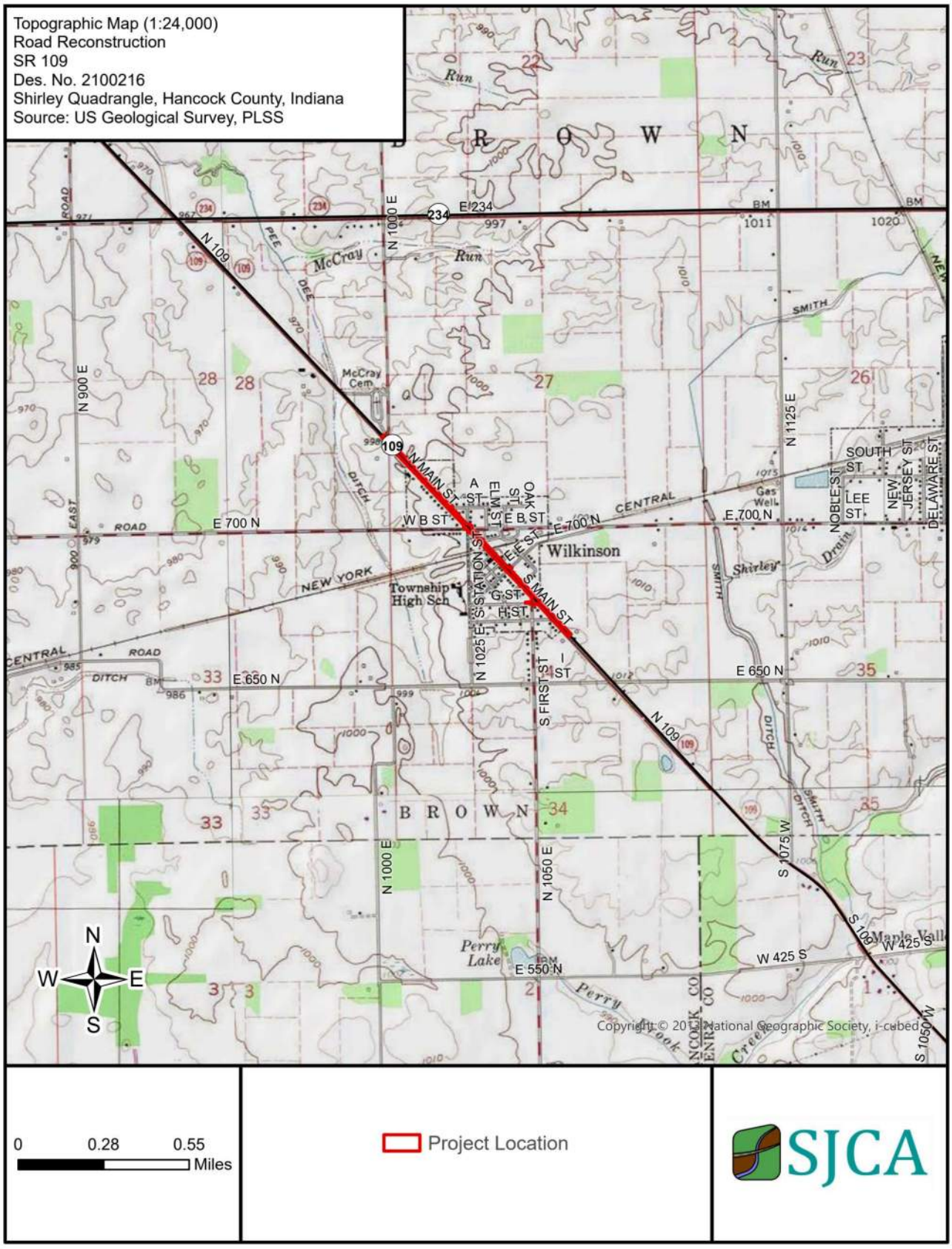
On April 8, 2025, the Eastern Shawnee Tribe responded to the effects report and offered no objection to the project at the time of the report's distribution (C48).

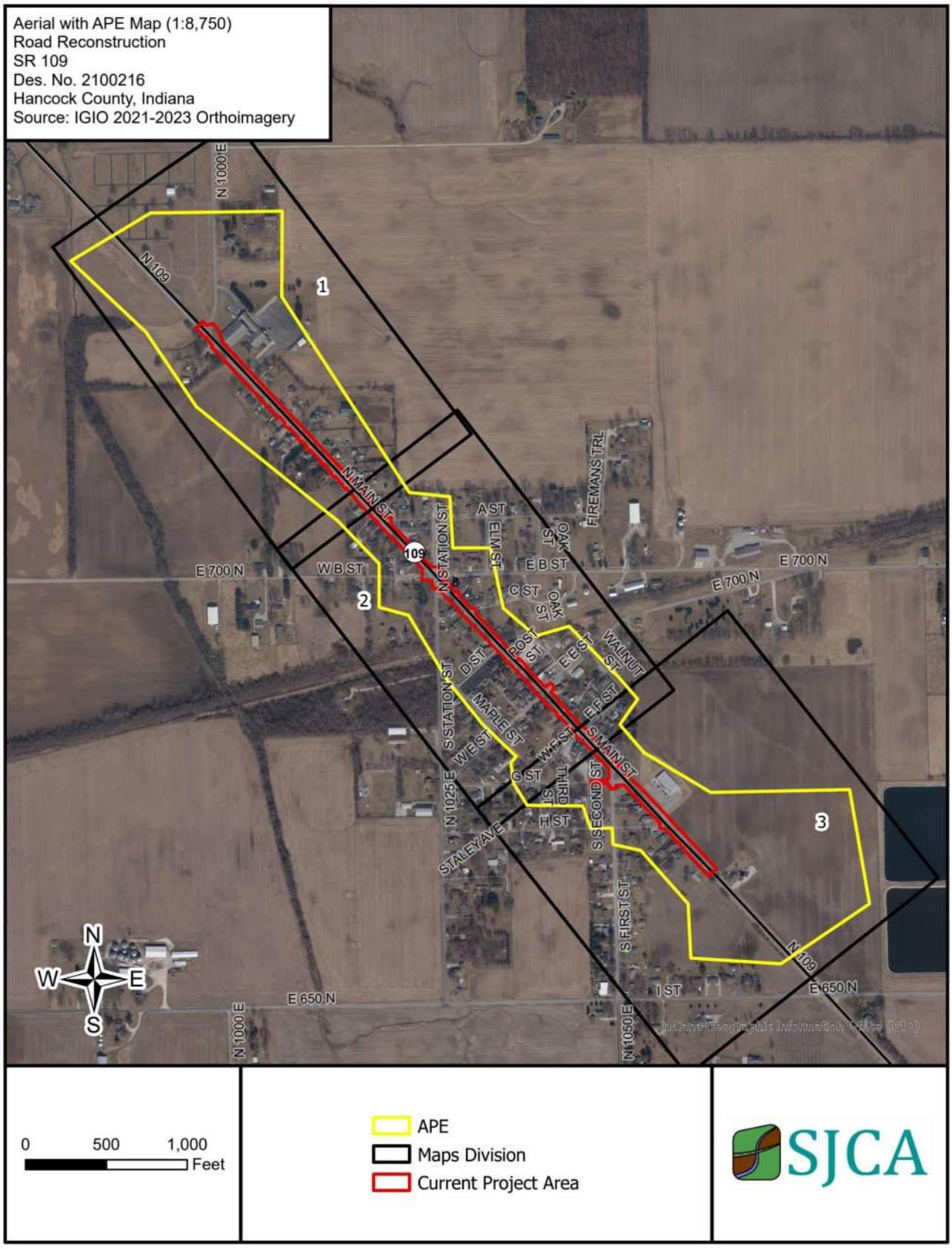
None of the other consulting parties provided any additional comments regarding the ECL or related to the identification of historic properties within the APE. Copies of all consulting party correspondence are found in Appendix C.

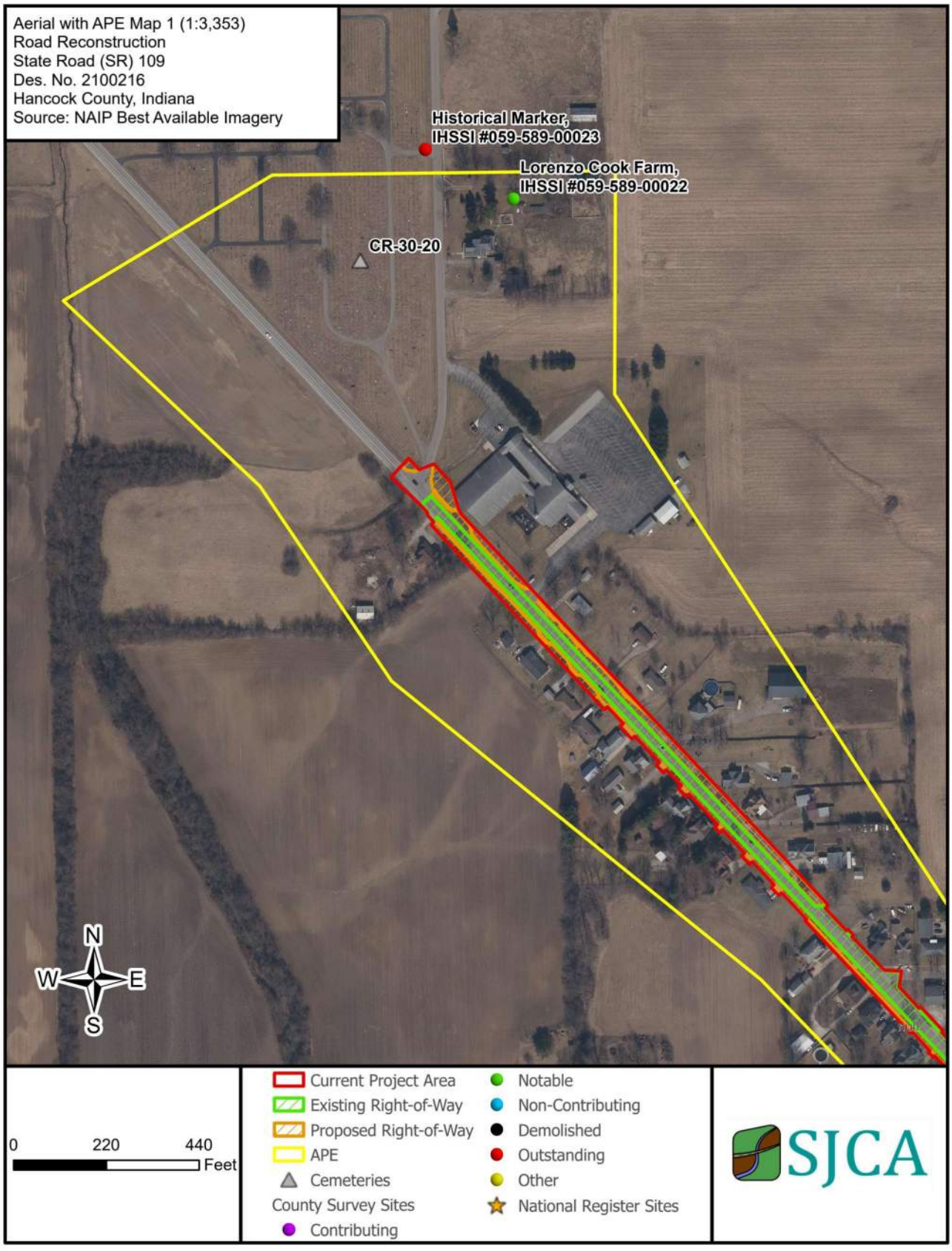
This finding will be advertised as a legal notice in a local paper, *The Daily Reporter* (Hancock Co., IN), and the public will be given a 30-day period in which to comment on the finding of "No Adverse Effect." This documentation will be revised to reflect any substantive comments received.

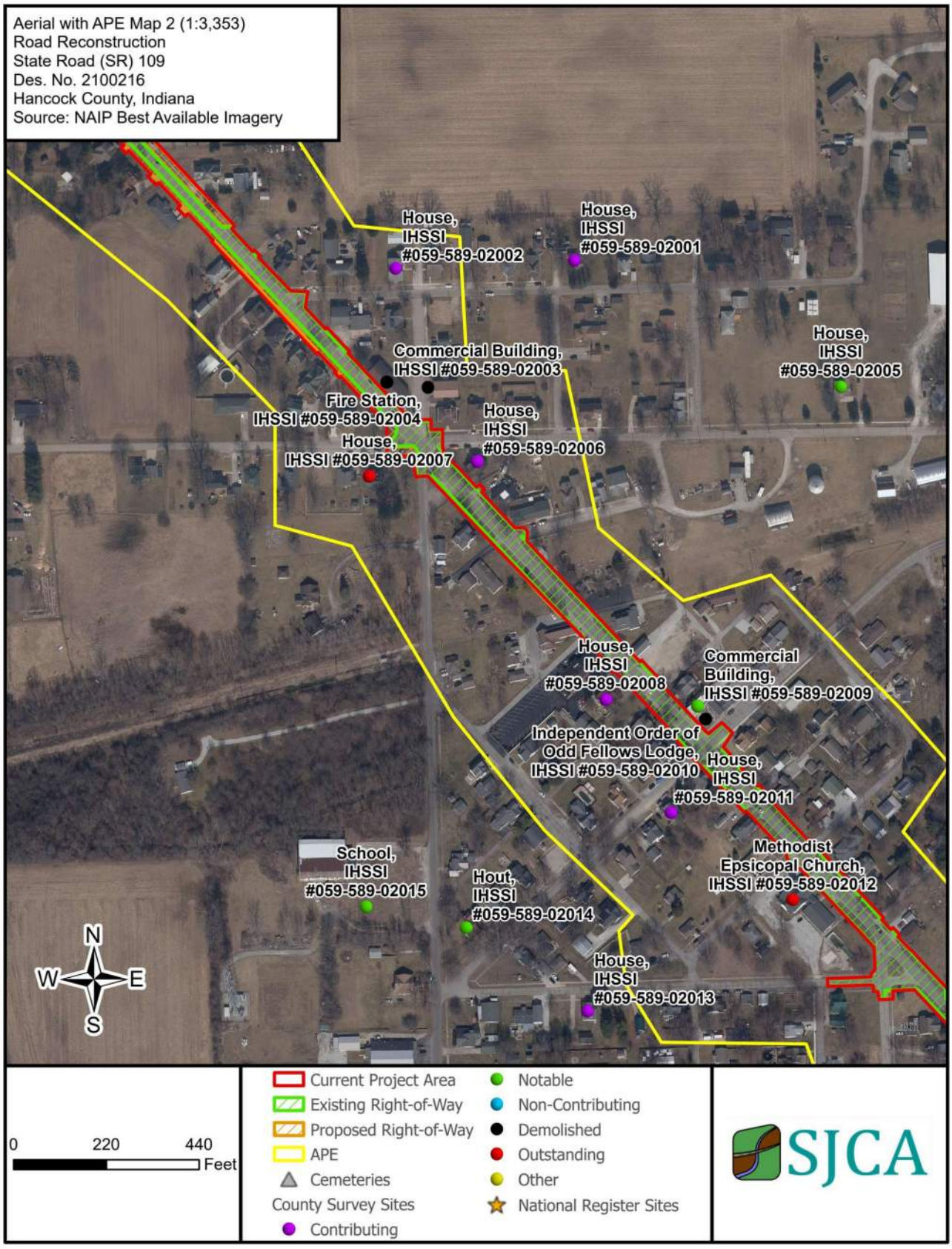
APPENDIX

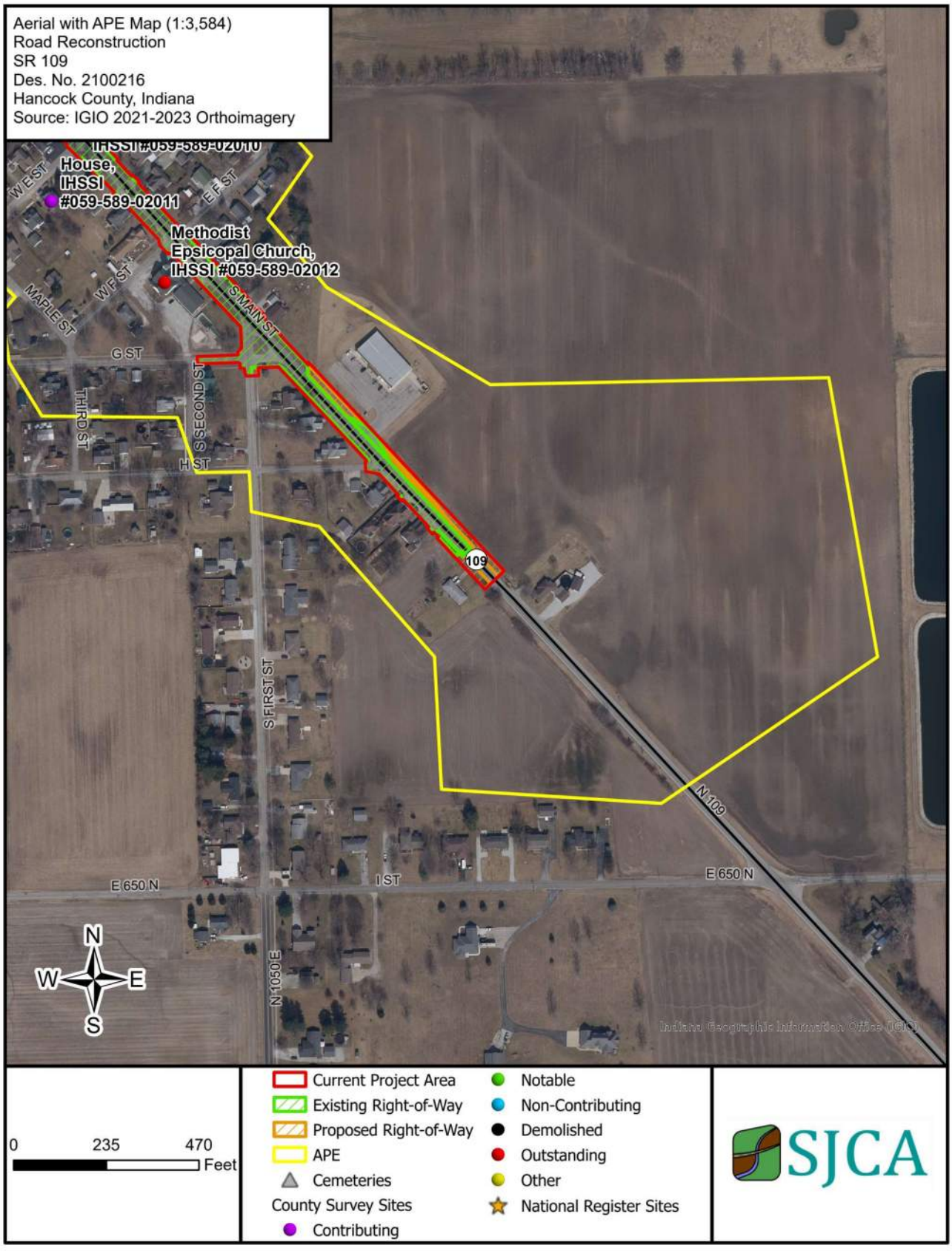
Appendix A – Maps
Appendix B – Photographs
Appendix C – Consulting Party Correspondence
Appendix D – Summaries of the HPR and Archaeology Report
Appendix E – Plans

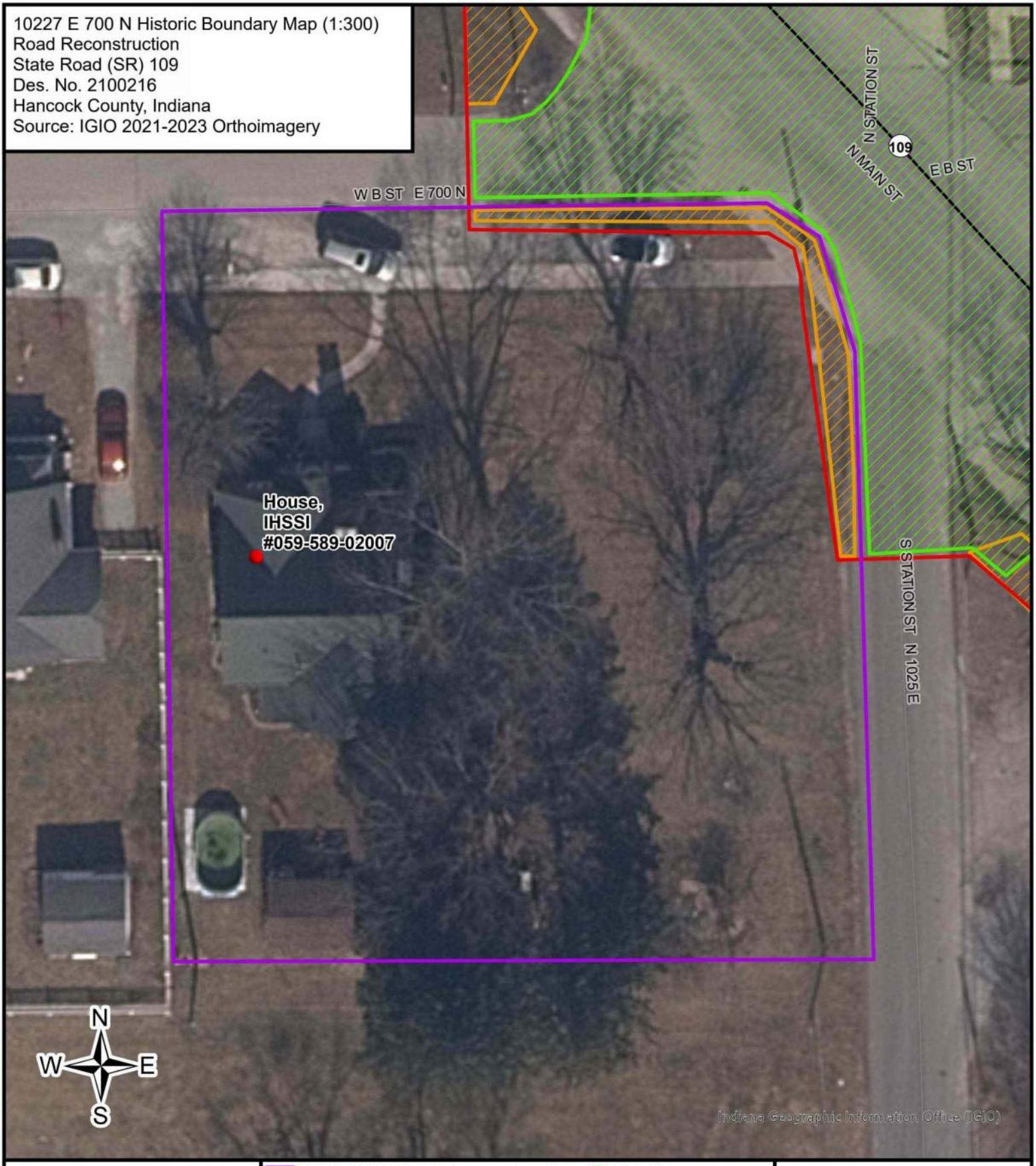

Topographic Map (1:24,000)
Road Reconstruction
SR 109
Des. No. 2100216
Shirley Quadrangle, Hancock County, Indiana
Source: US Geological Survey, PLSS
Wilkinson
Township High Sch
McCray Cem
McCray Run
Perry Lake
N MAIN ST
S MAIN ST
S STATION ST
S FIRST ST
E 700 N
E 650 N
E 550 N
W 425 S
N 109
N 1000 E
N 900 E
N 1125 E
N 1050 E
N 1025 E
S 1075 W
S 1050 W
CENTRAL ROAD
NEW YORK
SMITH
SOUTH ST
LEE ST
NOBLE ST
NEW JERSEY ST
DELAWARE ST
A ST
B ST
G ST
H ST
I ST
ELM ST
OAK ST
Gas Well
Shirley Drain
Maple Valley
Perry Creek
BROWN
Copyright © 2013 National Geographic Society, i-cubed
0
0.28
0.55
Miles
Project Location
SJCA


Aerial with APE Map (1:8,750)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery
N 1000 E
N 109
1
N MAIN ST
N STATION ST
A ST
ELM ST
OAK ST
FIREMANS TRL
E 700 N
W B ST
109
E B ST
C ST
2
D ST
S STATION ST
MAPLE ST
WEST ST
G ST
THIRD ST
H ST
N 1025 E
STALEY AVE
S SECOND ST
S FIRST ST
WALNUT ST
E FIRST ST
S MAIN ST
3
I ST
E 650 N
N 1050 E
N
W
E
S
0
500
1,000
Feet
APE
Maps Division
Current Project Area
SJCA

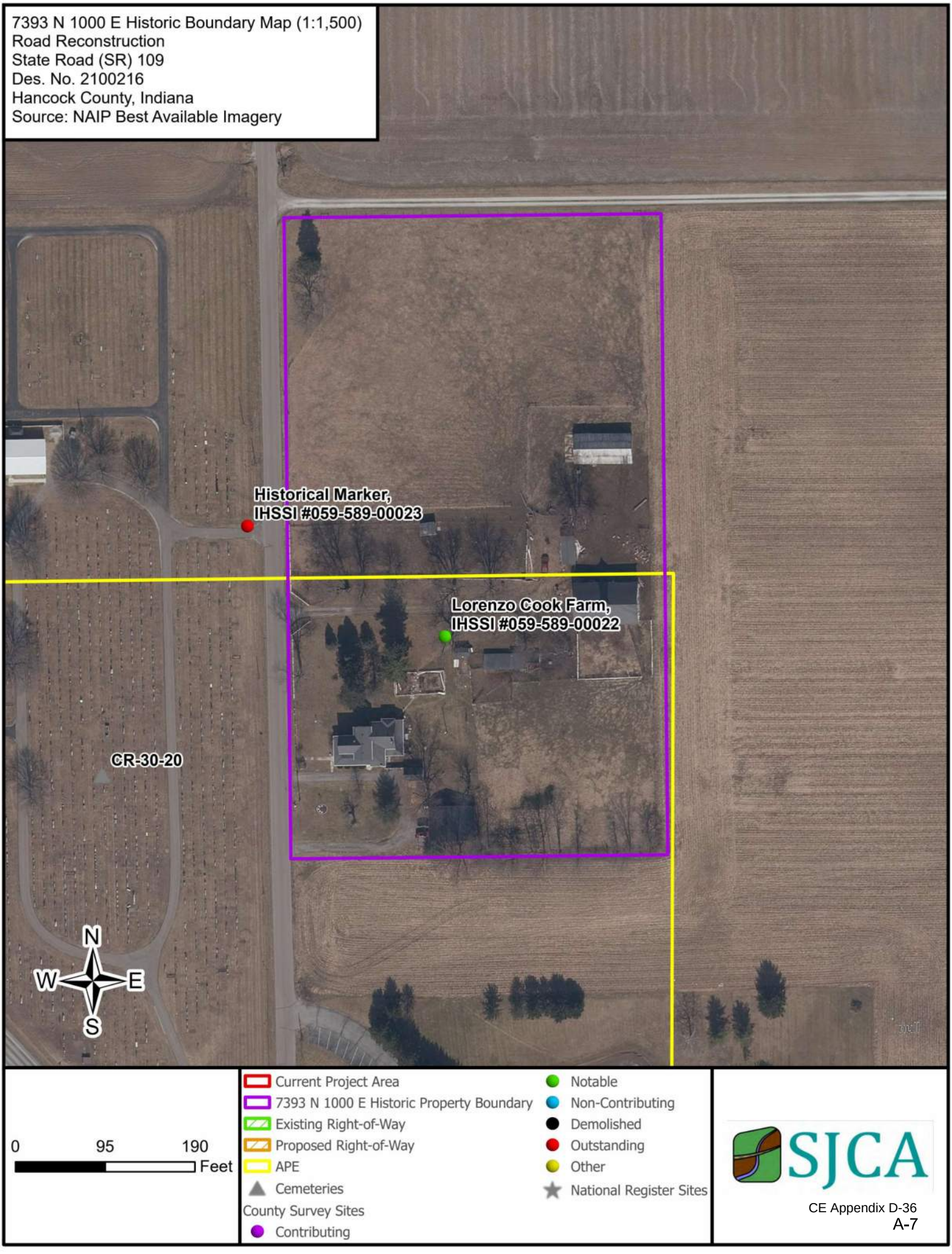

Aerial with APE Map 1 (1:3,353)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
Historical Marker, IHSSI #059-589-00023
Lorenzo Cook Farm, IHSSI #059-589-00022
CR-30-20
N
W
E
S
0
220
440
Feet
Current Project Area
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA

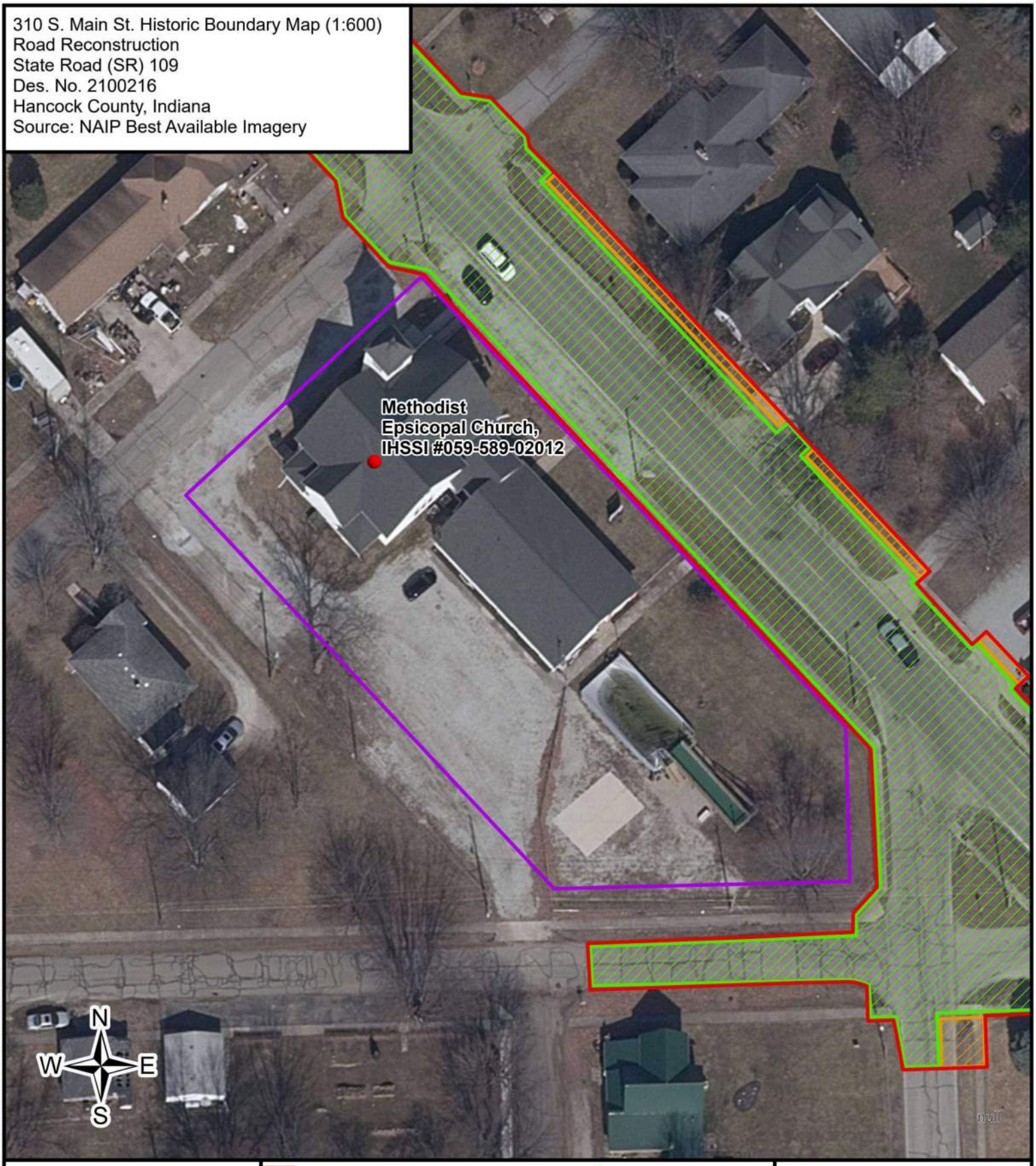

Aerial with APE Map 2 (1:3,353)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
House, IHSSI #059-589-02002
House, IHSSI #059-589-02001
Commercial Building, IHSSI #059-589-02003
House, IHSSI #059-589-02005
Fire Station, IHSSI #059-589-02004
House, IHSSI #059-589-02006
House, IHSSI #059-589-02007
House, IHSSI #059-589-02008
Commercial Building, IHSSI #059-589-02009
Independent Order of Odd Fellows Lodge, IHSSI #059-589-02010
House, IHSSI #059-589-02011
School, IHSSI #059-589-02015
Hout, IHSSI #059-589-02014
Methodist Epsicopal Church, IHSSI #059-589-02012
House, IHSSI #059-589-02013
N
W
E
S
0
220
440
Feet
Current Project Area
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA

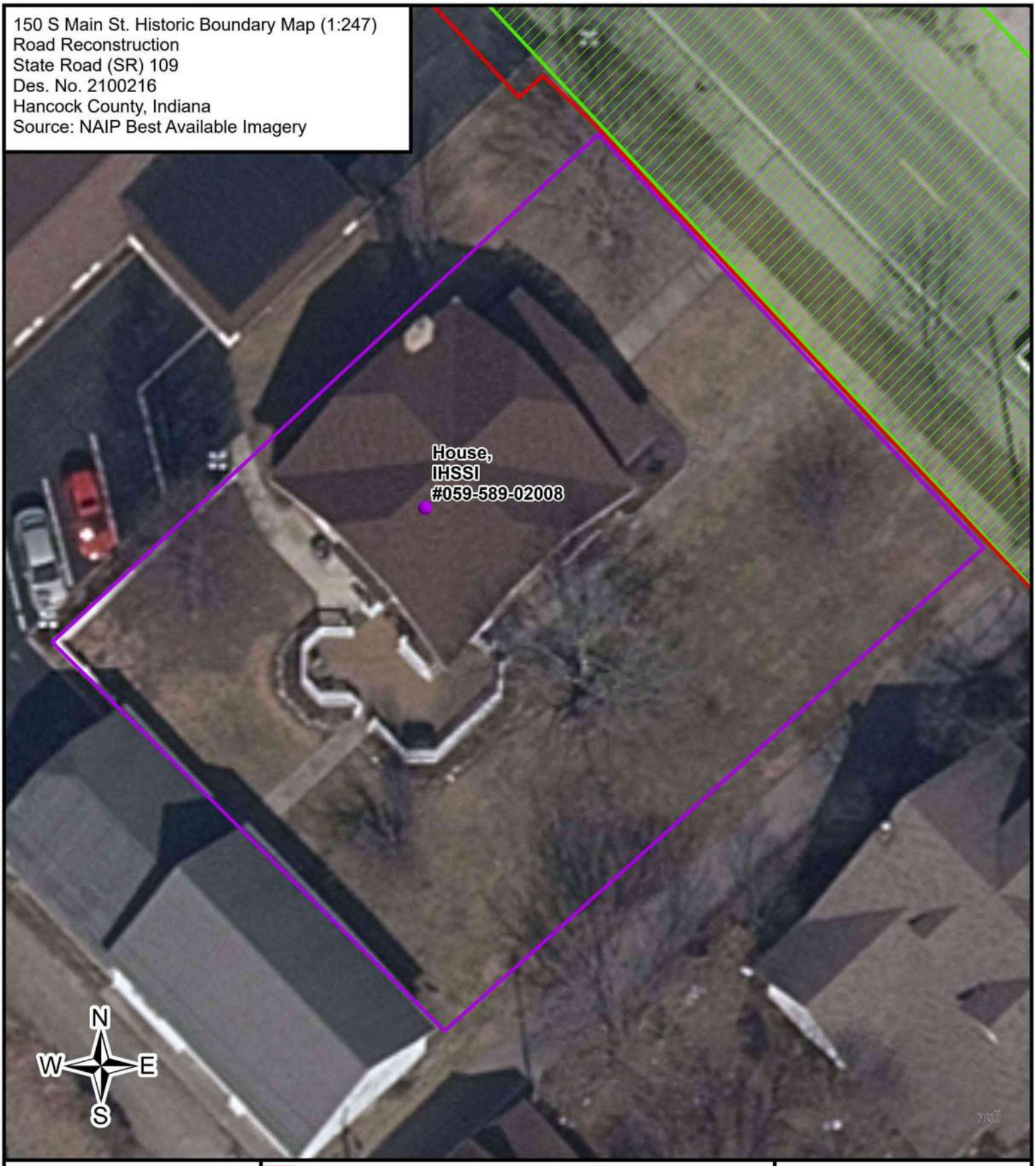

Aerial with APE Map (1:3,584)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery
IHSSI #059-589-02010
House, IHSSI #059-589-02011
Methodist Episcopal Church, IHSSI #059-589-02012
W E ST
E F ST
W F ST
MAPLE ST
S MAIN ST
G ST
THIRD ST
S SECOND ST
H ST
109
S FIRST ST
N 109
E 650 N
I ST
E 650 N
N 1050 E
N
W
E
S
Indiana Geographic Information Office (IGIO)
0
235
470
Feet
Current Project Area
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA

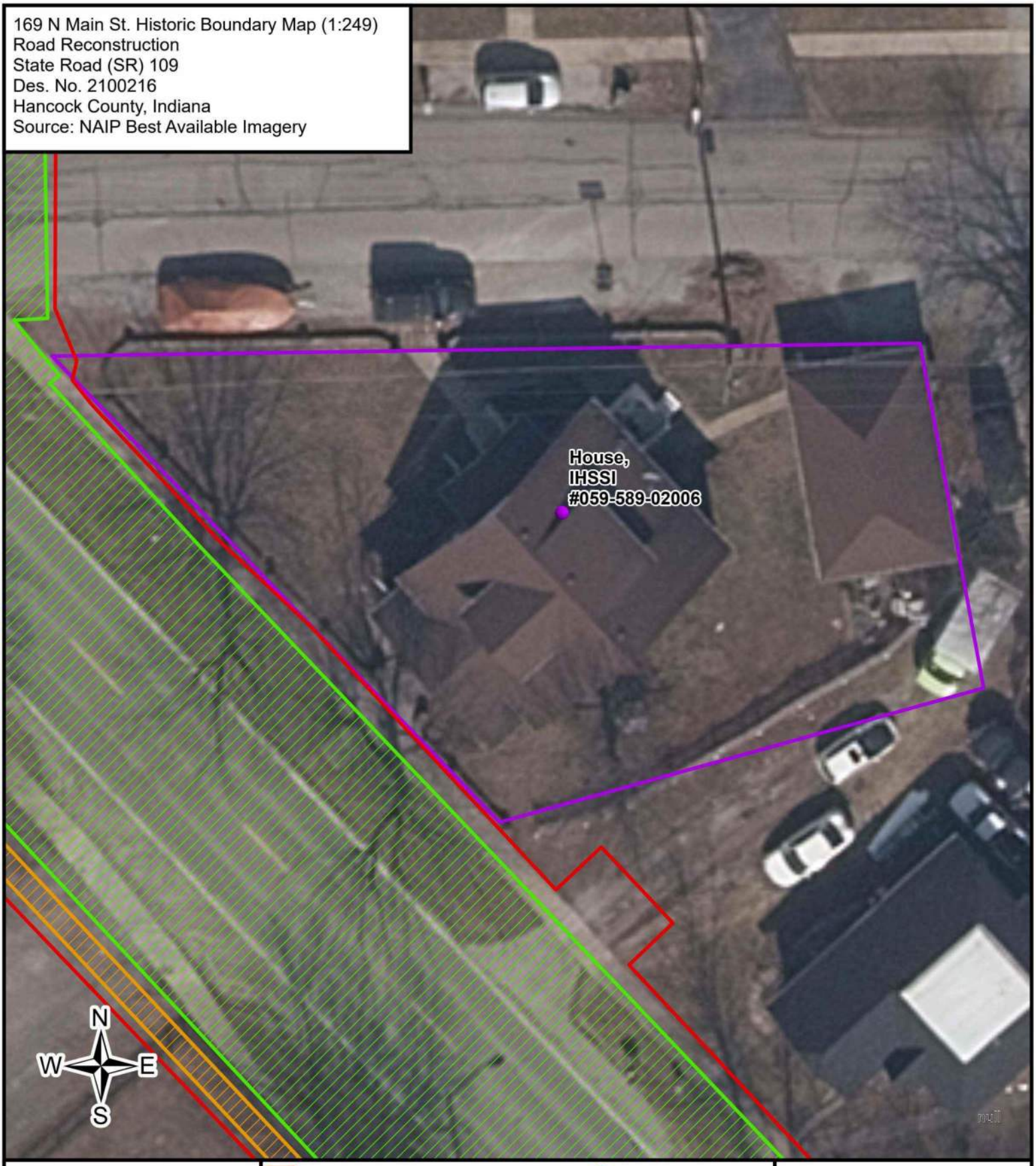

10227 E 700 N Historic Boundary Map (1:300)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery
W B ST E 700 N
N STATION ST
N MAIN ST
109
E B ST
S STATION ST N 1025 E
House,
IHSSI
#059-589-02007
N
W
E
S
Indiana Geographic Information Office (IGIO)
0 15 30
Feet
10227 E700N Historic Property Boundary
Project Area
Existing Right-of-Way
Proposed Right-of-Way
Cemeteries
Cemetery Areas
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
Historic Districts

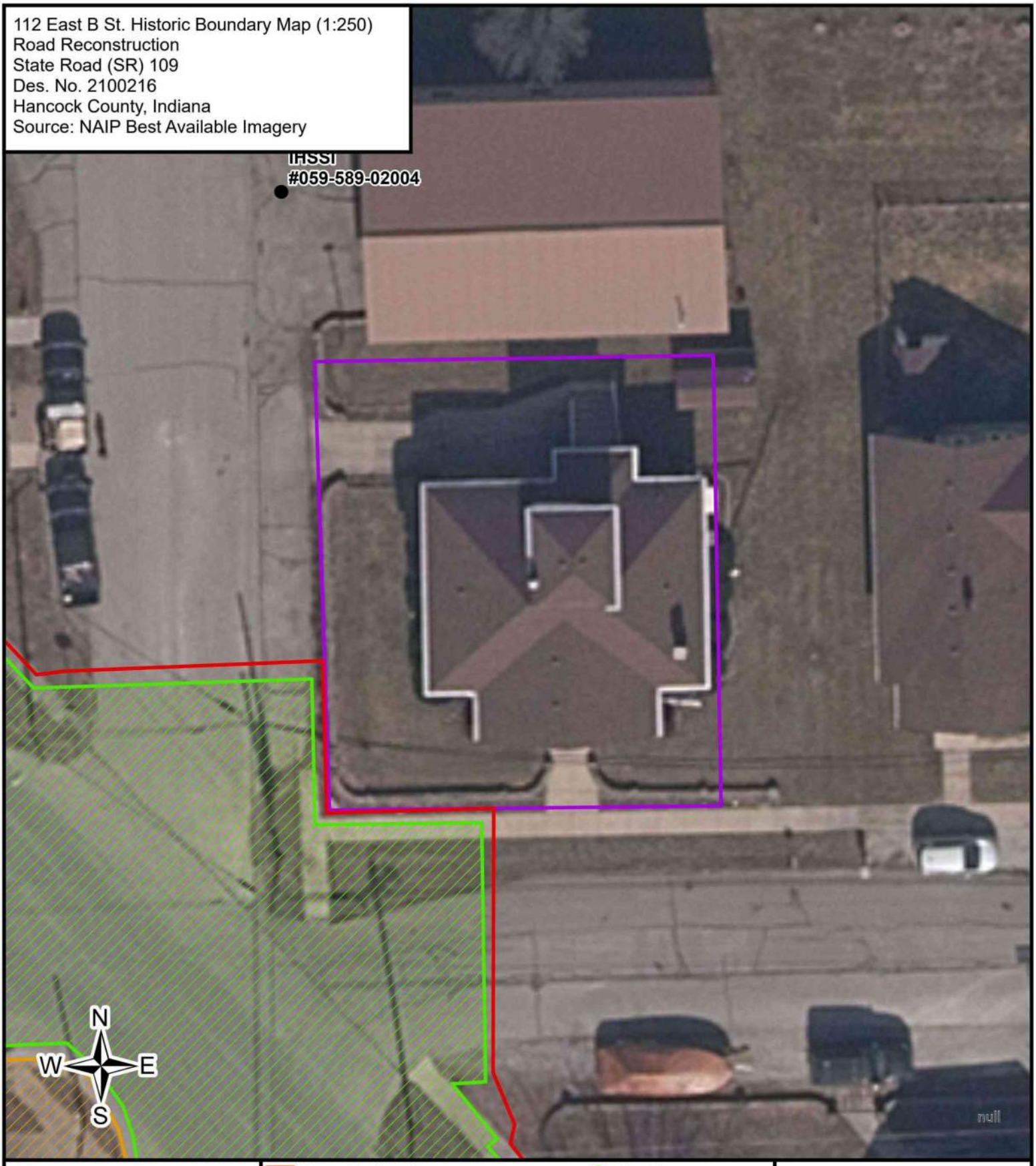
SJCA

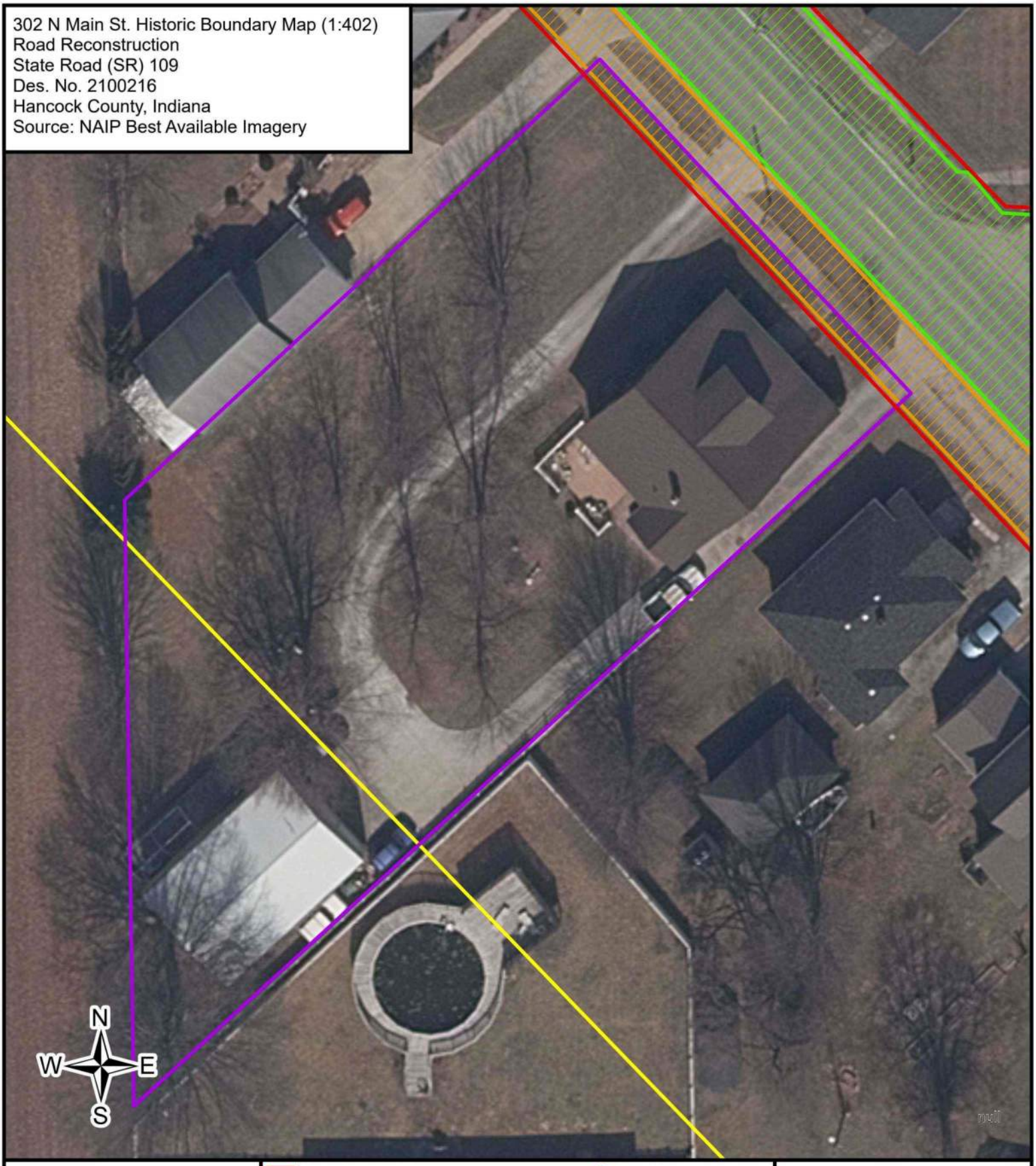

7393 N 1000 E Historic Boundary Map (1:1,500)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
Historical Marker,
IHSSI #059-589-00023
Lorenzo Cook Farm,
IHSSI #059-589-00022
CR-30-20
N
W
E
S
0
95
190
Feet
Current Project Area
7393 N 1000 E Historic Property Boundary
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA

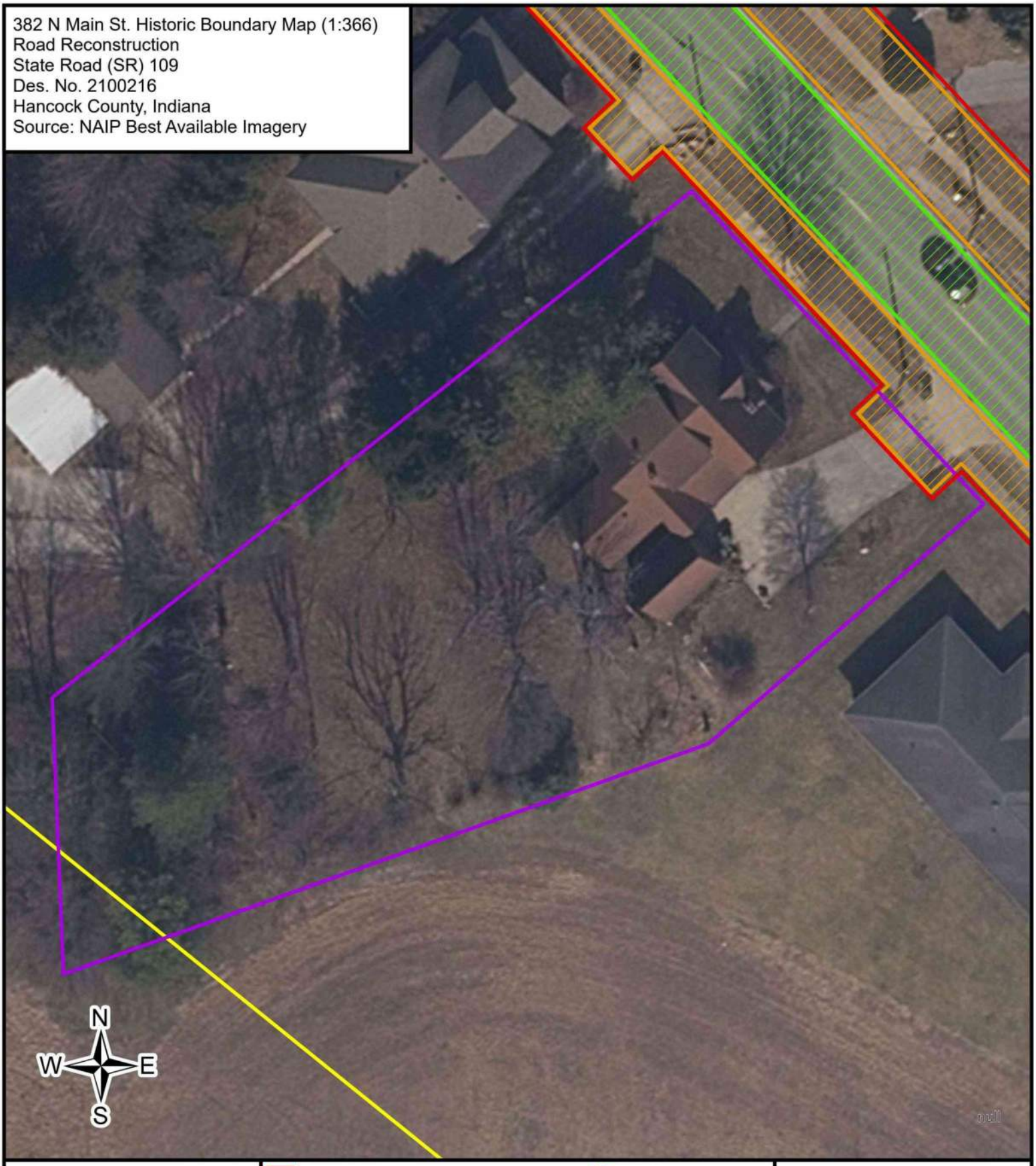

310 S. Main St. Historic Boundary Map (1:600)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
Methodist
Epsicopal Church,
IHSSI #059-589-02012
N
W
E
S
0
37.5
75
Feet
Current Project Area
310 S Main St Historic Property Boundary
Existing Right-of-Way
Proposed Right-of-Way
10227 E700N Historic Property Boundary
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA

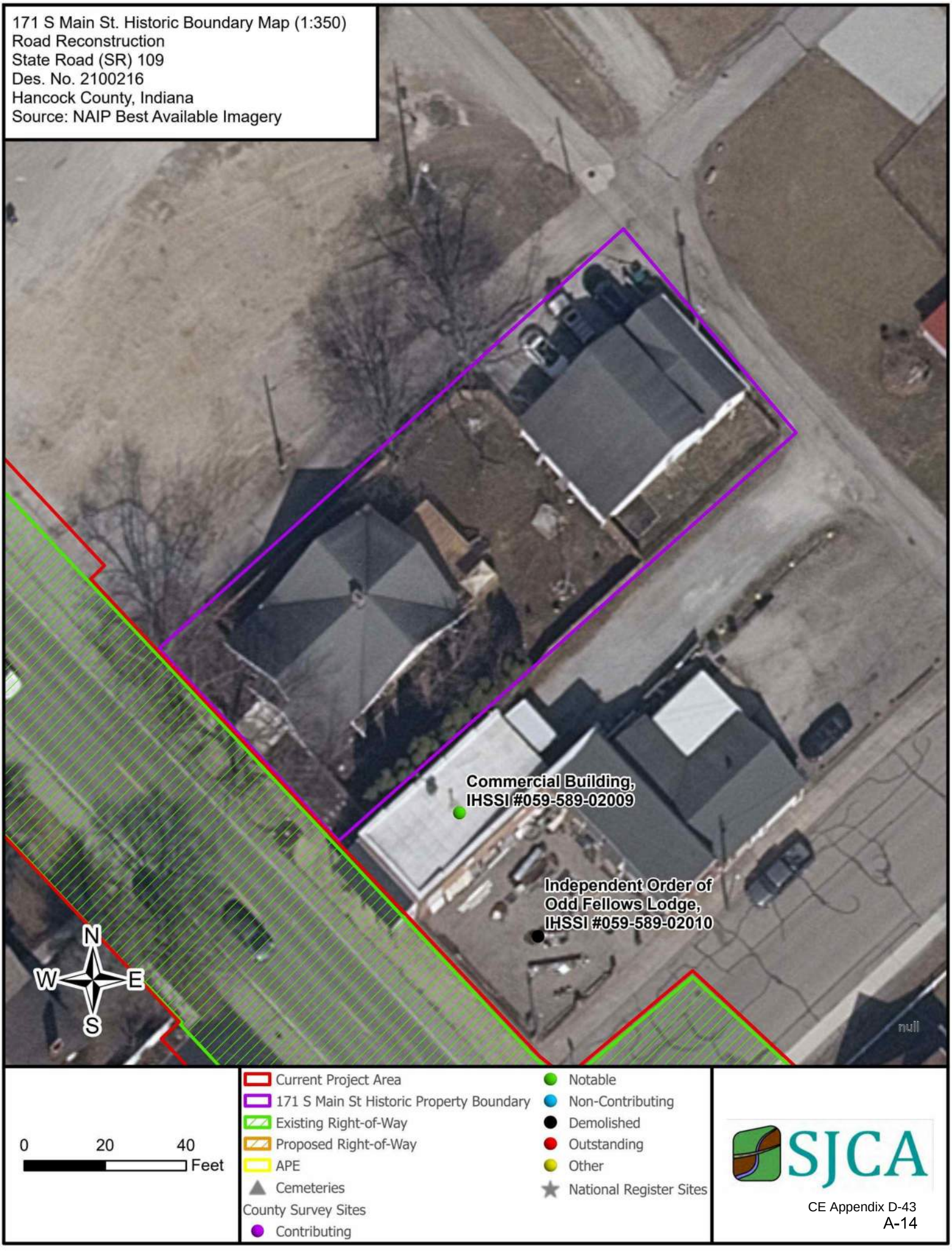

150 S Main St. Historic Boundary Map (1:247)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
House,
IHSSI
#059-589-02008
N
W
E
S
0
15
30
Feet
Current Project Area
150 S Main St Historic Property Boundary
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA

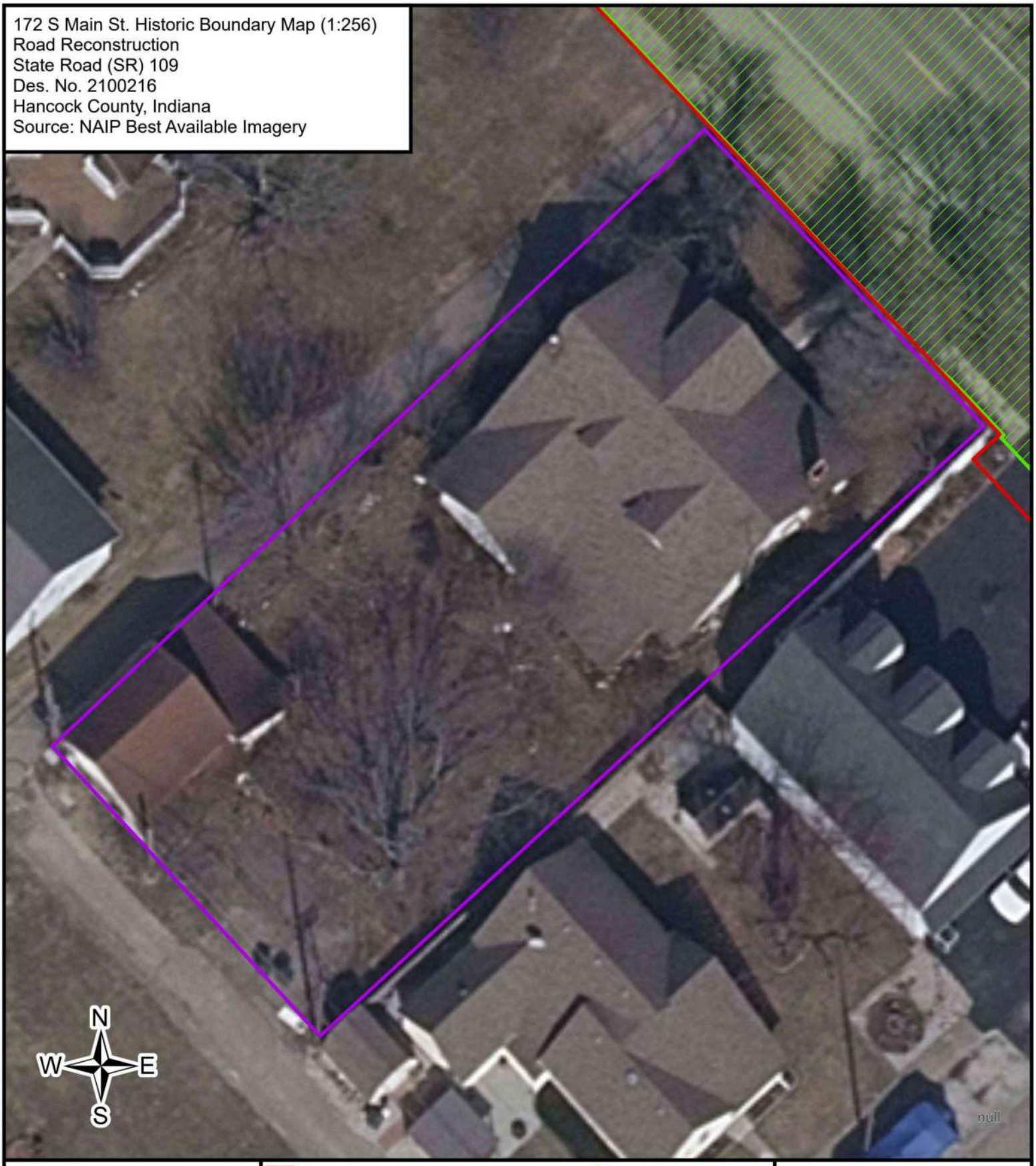

169 N Main St. Historic Boundary Map (1:249)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
House,
IHSSI
#059-589-02006
N
W
E
S
0
15
30
Feet
Current Project Area
169 N Main St Historic Property Boundary
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA


112 East B St. Historic Boundary Map (1:250)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
IHSSI
#059-589-02004
N
W
E
S
0
15
30
Feet
Current Project Area
112 East B St Historic Property Boundary
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA


302 N Main St. Historic Boundary Map (1:402)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
N
W
E
S
0
25
50
Feet
Current Project Area
302 N Main St Historic Property Boundary
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA


382 N Main St. Historic Boundary Map (1:366)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
N
W
E
S
0
20
40
Feet
Current Project Area
382 N Main St Historic Property Boundary
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA


171 S Main St. Historic Boundary Map (1:350)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
Commercial Building,
IHSSI #059-589-02009
Independent Order of
Odd Fellows Lodge,
IHSSI #059-589-02010
N
W
E
S
0
20
40
Feet
Current Project Area
171 S Main St Historic Property Boundary
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA


172 S Main St. Historic Boundary Map (1:256)
Road Reconstruction
State Road (SR) 109
Des. No. 2100216
Hancock County, Indiana
Source: NAIP Best Available Imagery
N
W
E
S
0
15
30
Feet
Current Project Area
172 S Main St Historic Property Boundary
Existing Right-of-Way
Proposed Right-of-Way
APE
Cemeteries
County Survey Sites
Contributing
Notable
Non-Contributing
Demolished
Outstanding
Other
National Register Sites
SJCA

Appendix B – Photographs

Photos taken June 2023 to December 2024

"House," IHSSI No. 059-589-02007, rated "outstanding"



1. Facing northwest at the intersection of SR 109 (N. Main St.), Station St., and E 700 N by the "House," 10227 E 700 N



2. Facing west at the sidewalk along Station St. and E 700 N by the "House" 10227 E 700 N



3. Facing southwest at Station St. and the sidewalk along SR 109 by the “House” 10227 E 700 N



4. Facing southwest at the “House” 10227 E 700 N

Methodist Episcopal Church, IHSSI No. 059-589-02009, rated "outstanding"



5. Facing north along the west sidewalk of SR 109 by the Methodist Episcopal Church



6. Facing east along the sidewalk by F St. at SR 109 alongside the Methodist Episcopal Church



7. Facing south at the west sidewalk and the gravel parking area along SR 109 by the Methodist Episcopal Church



8. Facing southwest at the Methodist Episcopal Church and the intersection of SR 109 and F St.

Lorenzo Cook Farm, IHSSI No. 059-589-00022, rated "notable"



9. Facing southeast at the Lorenzo Cook Farm



10. Facing south at SR 109 at north end of project area (closest spot to Lorenzo Cook Farm)



11. Facing southeast at N 1000E at SR 109 at edge of McCray Cemetery

"House," IHSSI No. 059-589-02008, rated "contributing," 150 S. Main St.



12. Facing northwest at 150 S. Main St.



13. Facing north at west sidewalk of SR 109 and concrete curb adjacent to 150 S. Main St.

"House," IHSSI No. 059-589-02006, rated "contributing," 169 S. Main St.



14. Facing north at east sidewalk of SR 109 adjacent to the front of 169 S. Main St. at trees and low boulder stone wall



15. Facing north at east sidewalk of SR 109 adjacent to 169 S. Main St at trees and low boulder stone wall.



16. Facing north at the intersection of SR 109, Station St., and East B St. adjacent to 169 S. Main St. adjacent to low boulder stone wall



17. Facing east at 169 S. Main St., the low boulder stone wall, and trees marked DO NOT DISTURB on plans

"House" (SJCA 12) – 112 East B St.



18. Facing north at 112 East B St. and the low boulder stone wall



19. Facing northeast at 112 East B St., the low boulder stone wall, and the adjacent curb and sidewalk



20. Facing northeast at 112 East B St. and adjacent curb

“House” (SJCA 8) – 302 N. Main St.



21. Facing north along the west side of SR 109 adjacent to 302 N. Main St.



22. Facing north along the west side of SR 109 adjacent to 302 N. Main St. II

“House” (SJCA 4) – 382 N. Main St.



23. Facing northwest at 382 N. Main St.

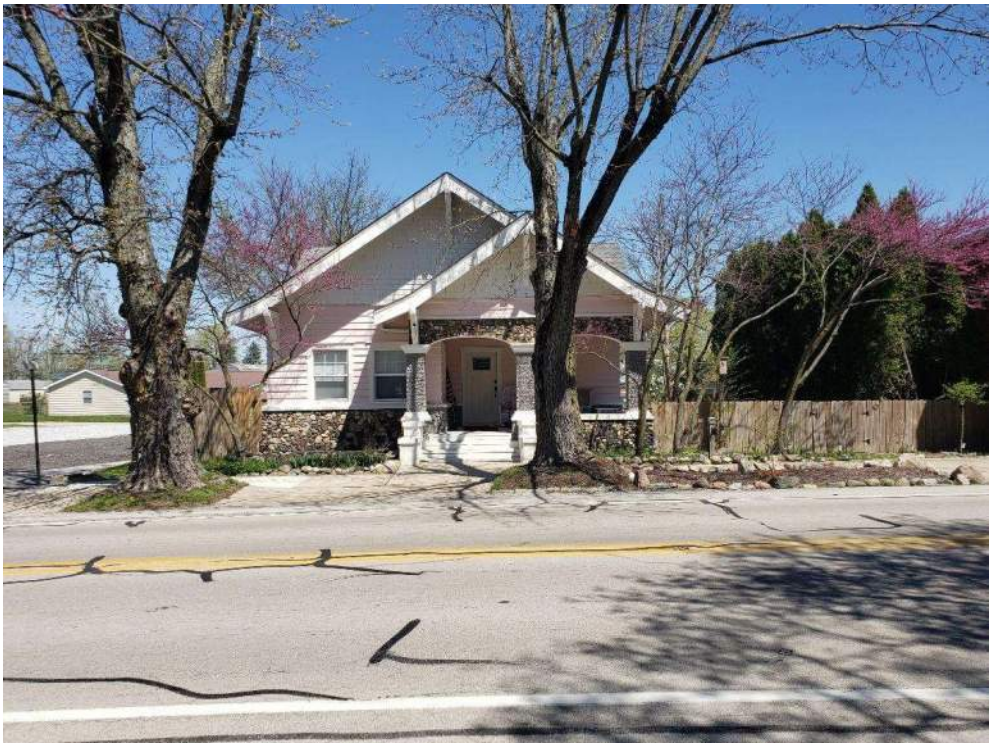


24. Facing north at the west sidewalk of SR 109 adjacent to 382 N. Main St.



25. Facing south at the west sidewalk of SR 109 adjacent to 382 N. Main St.

“House” – 171 S. Main St.



26. Facing northeast at 171 S. Main St. and front sidewalk



27. Closeup facing northeast at 171 S. Main St.

"House" – 172 S. Main St.



28. Facing north on west sidewalk of SR 109 adjacent to 172 S. Main St.



29. Facing north on west sidewalk of SR 109 adjacent to 172 S. Main St.

Des. No. 2100216 Consulting Parties List (parties who accepted are highlighted

Name	Organization	Email Contact
Wade T. Tharp and Toni Lynn Giffin	Indiana State Historic Preservation Office	Wtharp1@dnr.in.gov; Tgiffin@dnr.in.gov
Alex Brooks	Indiana Landmarks Central Regional Office	abrooks@indianalandmarks.org
Joe Skvarenina	Hancock County Historian	jskvarenina@hotmail.com
	Hancock County Historical Society	hancockhistory@live.com
John Jessup	Hancock County Commissioner	john@hancockcounty.in
Marc Huber	Hancock County Commissioner	mhuber@hancockcoingov.org
Bill Spalding	Hancock County Commissioner	bspalding@hancockcoingov.org
Trish George	Hancock County Commissioner	tgeorge@hancockcoingov.org
Gary Pool	Hancock County Highway Department	gpool@hancockcoingov.org
	Town of Wilkinson	wilkinsontownof@yahoo.com
Anna Gremling; Sean Northup	Indianapolis Metropolitan Planning Organization	anna.gremling@indympo.org; sean.northup@indympo.org

Tribes

Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

Scott Henley (Jeffrey Scott)

From: Scott Henley (Jeffrey Scott)
Sent: Wednesday, March 22, 2023 9:48 AM
To: Slider, Chad (DNR); abrooks@indianalandmarks.org; 'jskvarenina@hotmail.com'; 'hancockhistory@live.com'; 'john@hancockcounty.in'; 'mhuber@hancockcoingov.org'; 'bspalding@hancockcoingov.org'; 'tgeorge@hancockcoingov.org'; 'gpool@hancockcoingov.org'; 'wilkinsontownof@yahoo.com'; anna.gremling@indympo.org; 'sean.northup@indympo.org'
Cc: Branigin, Susan; Coon, Matthew; 'APattison@indot.IN.gov'; Ron Bales; Karen Wood; Heather Dewey
Subject: FHWA Project: Des. No. 2100216; SR 109 Road Reconstruction Project, ECL, Town of Wilkinson, Hancock County, Indiana
Attachments: SR109RoadReconstruction_Des2100216_ECL_2023-3-22.pdf

Des. No.: 2100216
Project Description: Road reconstruction project
Location: Wilkinson, Hancock Co., IN

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 109 Road Reconstruction Project, Des. No. 2100216.

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

Indiana State Historic Preservation Officer
Indiana Landmarks – Central Regional Office
Hancock County Historian
Hancock County Historical Society
Hancock County Commissioners
Hancock County Highway Department
Town of Wilkinson
Indianapolis Metropolitan Planning Organization
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

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 https://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 Contacts 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 Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Scott Henley (Jeffrey Scott)
Cultural Resource Associate

SJCA Inc.
1028 Virginia Ave, Suite 201
Indianapolis, IN 46203

Tel: 317-566-0629



Scott Henley (Jeffrey Scott)

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Wednesday, March 22, 2023 10:14 AM
To: thpo@estoo.net; THPO; bfletcher@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; Section106
Cc: Carmany-George, Karstin (FHWA); Coon, Matthew; Branigin, Susan; Scott Henley (Jeffrey Scott); Karen Wood
Subject: FHWA Project: Des. No. 2100216; SR 109 Road Reconstruction Project, ECL, Town of Wilkinson, Hancock County
Attachments: SR109RoadReconstruction_Des2100216_ECL_2023-3-22.pdf

Dear Consulting Parties:

Des. No.: 2100216
Project Description: Road reconstruction project
Location: Wilkinson, Hancock Co., IN

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 109 Road Reconstruction Project, Des. No. 2100216.

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Hancock County Historical Society
Hancock County Commissioners
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Town of Wilkinson
Indianapolis Metropolitan Planning Organization
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

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Thank you in advance for your input,

Susan R. Branigin, MS
Team Lead/Supervisor: History Unit
Cultural Resources Office (CRO)
Environmental Services Division
Indiana Department of Transportation
100 N. Senate Ave., Rm. N758-ES
Indianapolis IN 46204
Phone: 317.417.1622
Email: sbranigin@indot.in.gov
Work Hours: M-F_7:30 a.m.-3:30 p.m.

****For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv:** https://www.in.gov/indot/3217.htm

****Link to the CRO-Public Web Map App can be found** here

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

March 22, 2023

This letter was sent to the listed parties.

RE: State Route (SR) 109 Road Reconstruction Project, Des. No. 2100216, Town of Wilkinson, Hancock County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 109 Road Reconstruction Project, Des. No 2100216. SJCA Inc. is under contract with Hanson Professional Services, who is under contract with INDOT to advance the environmental documentation for the referenced project.

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

The proposed undertaking is on SR 109 from 1.84 miles south of SR 234, extending north 1.06 miles south of SR 234 in Hancock County, Indiana. It is within Brown Township, Shirley USGS Topographic Quadrangle, in Section 27 and 34, Township 17 North, Range 8 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

SR 109 is a two-lane highway with a typical section consisting of 12-foot-wide travel lanes and 2-foot-wide shoulders on each side. It is functionally classified as a Minor Arterial route. While it is not part of the National Highway System (NHS), it is part of the National Truck Network (NTN) with adjacent residential land usage. The proposed preferred alternative would provide the following improvements:

1. A 24-foot-wide hot mix asphalt (HMA) full-depth reconstruction is anticipated along the project alignment on SR 109.The original brick and concrete pavement used when SR 109 was first constructed circa 1920 is still present underneath the existing pavement. The underlying materials will need to be removed, as previous work completed overlaid and resurfaced the roadway rather than removing them.

2. Existing sidewalks, curbs, and curb ramps on both sides of SR 109 will be replaced to meet current Americans with Disabilities Act (ADA) standards. Signage for crosswalks may potentially be installed. The roots of mature maple and ash trees have damaged sidewalks in areas along the project route. Due to this fact, it is anticipated that multiple trees will need to be removed for installation and maintenance of the clear zone. All curb ramps within the project area will be replaced at any approach to SR 109.

3. New sidewalk will be constructed from the point where existing sidewalk ends on the northeast side of SR 109 and the driveway entrance for Wilkinson Church of Christ.

4. Drainage improvements including storm sewer relocations and replacements. The locations of the improvements are still in the early design phase and will be provided later as they become available.

5. The intersection at County Road (CR) 1050 and SR 109 will be reconfigured. It should be noted that within the Town of Wilkinson's borders, CR 1050 is labeled 1st St. The proposed preferred alternative would realign CR 1050 from a 40-degree angle intersection with SR 109 to a 90-degree intersection, creating a T-intersection. Within the Town of Wilkinson, G Stteet would be closed off and terminate at 2nd Street to prevent encroachment into adjacent lanes caused by CR 1050/1st Street's realignment. Existing pavement would be removed, and the location would be sodded to discourage traffic.

6. There will be an installation of a raised curb and the potential replacement of existing gravel with sodding on the private property located on the southeast corner of Station St. and SR 109.

The need for the project is due to age-related distress affecting the roadway along SR 109; the lack of ADA compliant pedestrian facilities in the Town of Wilkinson; and drainage deficiencies as evidenced by notable areas of ponding within the project area.

An additional need is due to the traffic safety issues identified at the intersection of CR 1050/1st Street and SR 109 and Station St. and SR 109. At CR 1050/1st Street and SR 109, the data from INDOT's Traffic Count Database reflects the need for improved sight distance as two crashes occurred between 2019 and 2021 as a result of inadequate sight distance when approaching the intersection. The crashes were both right angle crashes due to a failure to yield right-of-way at the intersection. Both resulted in property damage only. There were no known injuries or fatalities involved. At the current intersection, CR 1050/1st Street is a two-lane road which is routed from south to north before intersecting with SR 109 at approximately a 40-degree angle. The two-lane SR 109 is routed from southeast to northwest. While there is a stop sign at CR 1050/1st Street, visibility at the intersection is poor. At Station St. and SR 109, traffic cuts across private property, using an existing gravel area, to make a right turn from Station St. onto SR 109, heading southeast.

The purpose of the project is to provide continued safe vehicular roadway along SR 109 for motorists throughout the Town of Wilkinson, ADA-compliant pedestrian crossings, and to address the drainage deficiencies along the roadway. The project's purpose is also to correct the geometric issues and sight-distance deficiencies at SR 109's intersections with CR 1050/1st Street and Station Street.

No relocations are anticipated with this project. Right-of-way is anticipated; however, at this time the amount and type (permanent or temporary) is not known. Tree clearing is anticipated with the replacement and construction of new sidewalk; however, the number of trees to be removed is not yet known. Letting is anticipated in 2025.

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 .

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

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

For questions concerning specific project details, you may contact Scott Henley of SJCA Inc. at 317-566-0629 x430 or shenley@sjcainc.com. All future responses regarding the proposed project should be forwarded to SJCA Inc. at the following address:

Scott Henley
Project Coordinator/Cultural Resources Associate
SJCA Inc.
9102 N. Meridian St., Suite 200
Indianapolis, IN 46260
shenley@sjcainc.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).

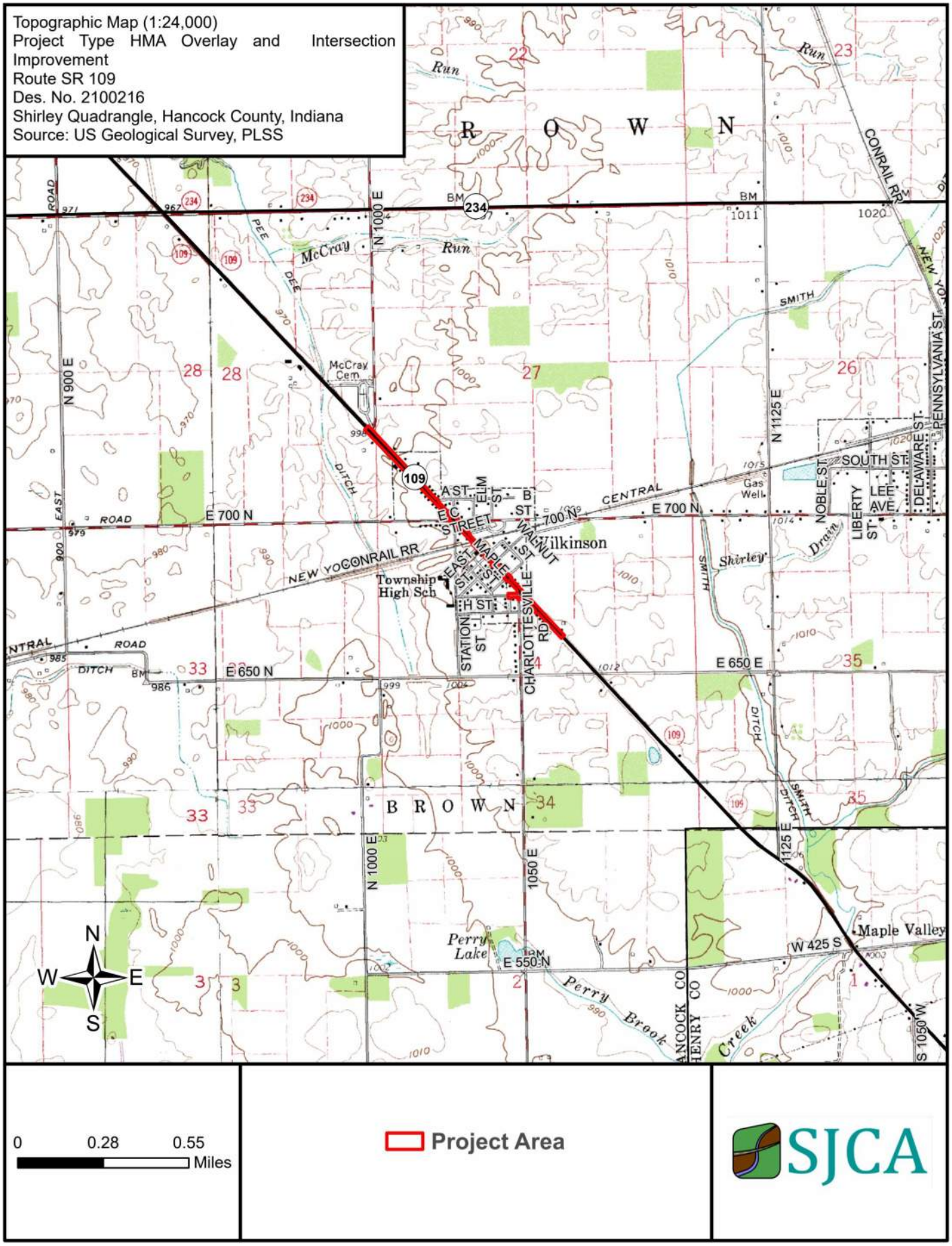
Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic Map

Distribution List:
Indiana State Historic Preservation Officer cslider@dnr.in.gov
Indiana Landmarks – Central Regional Office abrooks@indianalandmarks.org
Hancock County Historian jskvarenina@hotmail.com
Hancock County Historical Society hancockhistory@live.com
Hancock County Commissioners john@hancockcounty.in; mhuber@hancockcoingov.org; bspalding@hancockcoingov.org; tgeorge@hancockcoingov.org
Hancock County Highway Department gpool@hancockcoingov.org
Town of Wilkinson wilkinsontownof@yahoo.com
Indianapolis Metropolitan Planning Organization anna.gremling@indympo.org; sean.northup@indympo.org
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe


Topographic Map (1:24,000)
Project Type HMA Overlay and Intersection Improvement
Route SR 109
Des. No. 2100216
Shirley Quadrangle, Hancock County, Indiana
Source: US Geological Survey, PLSS
R O W N
B R O W N
McCray Run
Perry Lake
Perry Brook Creek
Maple Valley
Wilkinson
Shirley
Township High Sch
McCray Cem
Gas Well
CONRAIL RR
NEW YO CONRAIL RR
CENTRAL ROAD
EAST ROAD
E 700 N
E 650 N
E 650 E
E 550 N
W 425 S
S 1050 W
N 1000 E
N 900 E
N 1125 E
1050 E
A ST
B ST
C STREET
ELM ST
MAPLE ST
WALNUT ST
EAST ST
STATION ST
H ST
CHARLOTTESVILLE RD
SOUTH ST
NOBLE ST
LIBERTY ST
LEE AVE
DELAWARE ST
PENNSYLVANIA ST
SMITH
DITCH
Drain
HANCOCK CO
HENRY CO
N
S
E
W
0
0.28
0.55
Miles
Project Area
SJCA

Scott Henley (Jeffrey Scott)

From: Alex Brooks <abrooks@indianalandmarks.org>
Sent: Wednesday, March 29, 2023 3:12 PM
To: Scott Henley (Jeffrey Scott)
Subject: Re: FHWA Project: Des. No. 2100216; SR 109 Road Reconstruction Project, ECL, Town of Wilkinson, Hancock County, Indiana

Scott,

We at Indiana Landmarks would like to be a consulting party.

Best,

Alex Brooks
Community Preservation Specialist
Indiana Landmarks
1201 Central Avenue
Indianapolis, IN 46202
Ph. 317-822-7908, 800-450-4534
Fax: 317-639-6734
www.indianalandmarks.org

Indiana Landmarks revitalizes communities, strengthens connections to our diverse heritage, and saves meaningful places.

Become a member | Subscribe to our e-letter | Find us on Facebook

---

From: Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>
Sent: Wednesday, March 22, 2023 9:48 AM
To: Slider, Chad (DNR) <CSlider@dnr.IN.gov>; Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; hancockhistory@live.com <hancockhistory@live.com>; john@hancockcounty.in <john@hancockcounty.in>; mhuber@hancockcoingov.org <mhuber@hancockcoingov.org>; bspalding@hancockcoingov.org <bspalding@hancockcoingov.org>; tgeorge@hancockcoingov.org <tgeorge@hancockcoingov.org>; gpool@hancockcoingov.org <gpool@hancockcoingov.org>; wilkinsontownof@yahoo.com <wilkinsontownof@yahoo.com>; anna.gremling@indympo.org <anna.gremling@indympo.org>; sean.northup@indympo.org <sean.northup@indympo.org>
Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; APattison@indot.IN.gov <APattison@indot.IN.gov>; Ron Bales <rbales@indot.IN.gov>; Karen Wood <kwood@sjcainc.com>; Heather Dewey <hdewey@sjcainc.com>
Subject: FHWA Project: Des. No. 2100216; SR 109 Road Reconstruction Project, ECL, Town of Wilkinson, Hancock County, Indiana

Des. No.: 2100216
Project Description: Road reconstruction project
Location: Wilkinson, Hancock Co., IN

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 109 Road Reconstruction Project, Des. No. 2100216.

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

Indiana State Historic Preservation Officer
Indiana Landmarks – Central Regional Office
Hancock County Historian
Hancock County Historical Society
Hancock County Commissioners
Hancock County Highway Department
Town of Wilkinson
Indianapolis Metropolitan Planning Organization
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

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 https://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 Contacts 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 Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Scott Henley (Jeffrey Scott)
Cultural Resource Associate

SJCA Inc.
1028 Virginia Ave, Suite 201
Indianapolis, IN 46203

Tel: 317-566-0629

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

Via email: mcoon@indot.in.gov

April 3, 2023

Matt Coon, Tribal Liaison
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204

Re: Des. No. 2100216, SR 109 Road Reconstruction, Hancock County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr Coon:

Aya, kweehsitoolaani– 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. 2100216, SR 109 Road Reconstruction in Hancock County, Indiana.

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 THPO@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

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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 ·

April 21, 2023

Scott Henley
Project Coordinator/Cultural Resources Associate
SJCA Inc.
9102 N. Meridian St., Suite 200
Indianapolis, Indiana 46260

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

Re: Early coordination letter for the SR 109 road reconstruction project (Des. No. 2100216; DHPA No. 30526)

Dear Mr. Henley:

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 March 22, 2023, review request submission which enclosed INDOT's early coordination letter, received by our office the March 23, 2023, for this project in the Town of Wilkinson, Brown Township, Hancock County, Indiana.

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

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

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, 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 109 road reconstruction project in the Town of Wilkinson, Hancock County, Indiana County (Des. No. 2100216), please refer to DHPA No. 30526.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:WTT:wtt

emc: Matt Coon, INDOT
Susan Branigin, INDOT
Scott Henley, SJCA Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Scott Henley (Jeffrey Scott)

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Tuesday, April 25, 2023 7:49 AM
To: Scott Henley (Jeffrey Scott)
Cc: Coon, Matthew; Branigin, Susan
Subject: FW: Section 106 Consultation - No. 2100216; SR 109 Road Reconstruction Project, ECL, Town of Wilkinson, Hancock County

Hi Scott,

FYI—Tribal response to ECL.

Susan R. Branigin, MS
Team Lead/Supervisor: History Unit
Cultural Resources Office (CRO)
Environmental Services Division
Indiana Department of Transportation
100 N. Senate Ave., Rm. N758-ES
Indianapolis IN 46204
Phone: 317.417.1622
Email: sbranigin@indot.in.gov
Work Hours: M-F_7:30 a.m.-3:30 p.m.

****For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv:** https://www.in.gov/indot/3217.htm

****Link to the CRO-Public Web Map App can be found** here

From: Laserfiche Notification <donotreply@laserfiche.com>
Sent: Monday, April 24, 2023 5:08 PM
To: Branigin, Susan <SBranigin@indot.IN.gov>
Subject: Section 106 Consultation - No. 2100216; SR 109 Road Reconstruction Project, ECL, Town of Wilkinson, Hancock County

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

This email is in response to No. 2100216; SR 109 Road Reconstruction Project, ECL, Town of Wilkinson, Hancock County.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

We have no issues or concerns at this time, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com

Erin Paden
TRIBAL HISTORIC PRESERVATION SPECIALIST
Office: (918) 542-2441, x140
Email: epaden@shawnee-tribe.com
29 S Hwy 69A
Miami, OK 74354
shawnee-tribe.com

EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70500 East 128 Road, Wyandotte, OK 74370

May 4, 2023
INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: ***Des No. 2100216, Hancock County, IN***

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Hancock County, IN. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.
Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
THPO@estoo.net

FHWA Project: Des. No. 2100216; State Route (SR) 109 Road Reconstruction Project, HPR & Archaeology Report (Tribes only), Hancock County, Indiana

Heather Dewey <hdewey@sjcainc.com>

Mon 6/17/2024 12:57 PM

To:abrooks@indianalandmarks.org <abrooks@indianalandmarks.org>;Tharp, Wade <WTharp1@dnr.in.gov>;Giffin, Toni L <TGiffin@dnr.in.gov>
Cc:Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>;Kirk Smith <ksmith@sjcainc.com>;Karen Wood <kwood@sjcainc.com>; Branigin, Susan <SBranigin@indot.IN.gov>;Blum, Kaylee <KBlum@indot.IN.gov>;Pattison, Ashleigh N <APattison1@indot.IN.gov>

SR109RoadReconstruction_DesNo2100216_RDL_6.17.2024 1.pdf

Des. No. 2100216

Project Description: Road Reconstruction Project

Location: Wilkinson, Hancock County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Route (SR) 109 Road Reconstruction Project, Des. No. 2100216. The Section 106 Early Coordination Letter for this project was originally distributed on March 22, 2023.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report (HPR) and Archaeology Report (Tribes only) have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE: https://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.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. 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 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).

Thank you in advance for your input,

Heather Dewey

FHWA Project: Des. No. 2100216; State Route (SR) 109 Road Reconstruction Project, HPR & Archaeology Report (Tribes only), Hancock County, Indiana

Branigin, Susan <SBranigin@indot.IN.gov>

Mon 6/17/2024 1:33 PM

To:thpo@estoo.net <thpo@estoo.net>;THPO <THPO@MiamiNation.com>;bfletcher@peoriatribe.com <bfletcher@peoriatribe.com>;Matthew.Bussler@pokagonband-nsn.gov <Matthew.Bussler@pokagonband-nsn.gov>;Section106 <Section106@shawnee-tribe.com>
Cc:Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>;Coon, Matthew <mcoon@indot.IN.gov>;Blum, Kaylee <KBlum@indot.IN.gov>;Branigin, Susan <SBranigin@indot.IN.gov>;Karen Wood <kwood@sjcainc.com>;Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>;Heather Dewey <hdewey@sjcainc.com>

Des. No. 2100216
Project Description: Road Reconstruction Project
Location: Wilkinson, Hancock County, Indiana

Dear Consulting Parties:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Route (SR) 109 Road Reconstruction Project, Des. No. 2100216. The Section 106 Early Coordination Letter for this project was originally distributed on March 22, 2023. As part of Section 106 of the National Historic Preservation Act, a Historic Property Report (HPR) and Archaeology Report (Tribes only) have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE: https://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.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. 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 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).

Thank you in advance for your input,

Susan R. Branigin, MS
Senior Environmental Manager/Supervisor
History Team Lead/Cultural Resources Office (CRO)
Indiana Department of Transportation
100 North Senate Ave., N758 —Environmental Services
Indianapolis, IN 46204
Cell: 317.417.1622
Email: sbranigin@indot.in.gov
Find us on social media!



-

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

June 17, 2024

This letter was sent to the listed parties.

RE: State Road (SR) 109 Road Reconstruction Project, Des. No. 2100216; DHPA No. 30526; Town of Wilkinson, Hancock County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with the SR 109 Road Reconstruction Project, Des. No. 2100216.

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.

A Section 106 early coordination letter was distributed on March 22, 2023.

The proposed undertaking is on SR 109 from 1.84 miles south of SR 234, extending north 1.06 miles south of SR 234 in Hancock County, Indiana. It is within Brown Township, USGS Topographic Quadrangle Shirley, in Sections 27 and 34, Township 17 North, Range 8 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

SR 109 is a two-lane highway with a typical section consisting of 12-foot-wide travel lanes and 2-foot-wide shoulders on each side. It is functionally classified as a Minor Arterial route. While it is not part of the National Highway System (NHS), it is part of the National Truck Network (NTN) with adjacent residential land usage. The proposed preferred alternative would provide the following improvements:

1. A 24-foot-wide hot mix asphalt (HMA) full-depth reconstruction is anticipated along the project alignment on SR 109. The original brick and concrete pavement used when SR 109 was first constructed circa 1920 is still present underneath the existing pavement. The underlying materials need to be removed to ensure the proper subgrade treatment for the new full depth pavement is installed and compacted accordingly.

2. Existing sidewalks, curbs, and curb ramps on both sides of SR 109 will be replaced to meet current Americans with Disabilities Act (ADA) standards. Signage for crosswalks may be installed. The roots of mature maple and ash trees have damaged sidewalks in areas along the project route. Therefore, it is

anticipated that multiple trees will need to be removed for installation and maintenance of the clear zone. All curb ramps at the approaches to SR 109 within the project area will be replaced.

3. New sidewalk will be constructed from the point where existing sidewalk ends on the northeast side of SR 109 to the driveway entrance for Wilkinson Church of Christ.

4. Drainage improvements include storm sewer relocations and replacements. The locations of the improvements are still in the early design phase and will be provided later as they become available.

5. The intersection at County Road (CR) 1050 and SR 109 will be reconfigured. It should be noted that within the Town of Wilkinson's borders, CR 1050 is labeled 1st St. The proposed preferred alternative would realign CR 1050 from a 40-degree angle intersection with SR 109 to a 90-degree intersection, creating a T-intersection. Within the Town of Wilkinson, G Street would be closed off and terminate at 2nd Street to prevent encroachment into adjacent lanes caused by CR 1050/1st Street's realignment. Existing pavement would be removed, and the location would be sodded to discourage traffic.

6. There will be an installation of a raised curb and the potential replacement of existing gravel with sodding on the private property located on the southeast corner of Station St. and SR 109.

Since the distribution of the early coordination letter dated March 22, 2023, the project area has been narrowed. The original project area delineated in the maps which accompanied the early coordination letter represented the topographic survey area completed by Hanson Professional Services. The revised project area was adjusted to show the proposed right-of-way (ROW) acquisition.

According to the most recent plans, ROW is proposed to be acquired from the northeast corner of the 10227 E 700 N, adjacent to the southwest corner of the three-way intersection of SR 109 at Station St. and E 700 N. Online mapping uses both E 700 N and E CR 700 N to identify this roadway. For the purposes of this section 106 review, to match the transportation layer on the maps, E 700 N will be used throughout the report. The proposed ROW will be used for sidewalk grading. Approximately 4,144.96 square feet (sq. ft.) of permanent ROW will be taken from inside the NRHP boundary of the property. SJCA Inc. worked with Hanson to minimize ROW impacts to the property, and updates will be shared in future correspondence.

Additionally, a small amount of ROW is proposed to be acquired from McCray Cemetery (CR-30-20). Approximately 5031 sq. ft. of reacquired permanent ROW will be taken from the southwest portion of the cemetery's property. According to State Law IC 14-21-1-26.5, work within 100 feet of a cemetery requires that "a person may not disturb the ground within one hundred (100) feet of a burial ground for the purpose of excavating or covering over the ground or erecting, altering, or repairing any structure without having an approved development plan." The construction activities that will occur within the cemetery parcel are located within a road embankment that slopes down to a drain inlet. The nearest graves to the project limits are between 136 and 148 feet. Based on this information, a cemetery development plan is not anticipated at this time. INDOT respectfully requests DHPA to concur with this assessment.

Please see the enclosed aerial map for a comparison of the original and revised project areas.

The need for the project is due to age-related distress affecting the roadway along SR 109, the lack of ADA-compliant pedestrian facilities in the Town of Wilkinson, and drainage deficiencies as evidenced by notable areas of ponding within the project area any time it rains or the snow melts.

An additional need is due to the traffic safety issues identified at the intersection of CR 1050/1st St. at SR 109 and the three-way intersection of SR 109 at Station St. at E700N. At CR 1050/1st Street and SR 109, the data from INDOT's Traffic Count Database reflects the need for improved sight distance, as two crashes occurred between 2019 and 2021 as a result of inadequate sight distance. The crashes were both right-angle crashes due to a failure to yield right-of-way at the intersection. Both resulted in property damage only. There were no known injuries or fatalities involved.

At the current intersection, CR 1050/1st Street is a two-lane road that is routed from south to north before intersecting with SR 109 at approximately a 40-degree angle. The two-lane SR 109 is routed from the southeast to the northwest. While there is a stop sign at CR 1050/1st Street, visibility at the intersection is poor. At Station St. and SR 109, traffic cuts across private property, using an existing gravel area, to make a right turn from Station St. onto SR 109, heading southeast.

The purpose of the project is to provide continued safe vehicular roadway along SR 109 for motorists throughout the Town of Wilkinson, provide ADA-compliant pedestrian crossings, and to address the drainage deficiencies along the roadway. The project's purpose is also to correct the poor angles and sight-distance deficiencies at SR 109's intersections with CR 1050/1st Street and Station Street.

No relocations are anticipated. Approximately 0.14 acre of temporary, 0.97 acre of permanent, and 1.3 acres of reacquired permanent ROW will be acquired for a total of approximately 2.41 acres. Tree clearing is anticipated with the replacement and construction of new sidewalk; however, the number of trees to be removed is not yet known. Letting is proposed for 2025.

Hanson Professional Services is under contract with INDOT to advance the environmental documentation for the referenced project. SJCA, Inc. has been subcontracted by Hanson Professional Services to complete the Section 106 documentation for the project.

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

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains 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, one (1) above-ground resource is recommended as eligible for listing in the NRHP: "House" (IHSSI No. 009-589-02007), 10227 E 700 N.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no further work is recommended.

On March 29, 2023, the Indiana Landmarks – Central Regional Office accepted consulting party status.

On April 3, 2023, the Miami Tribe of Oklahoma accepted consulting party status and stated they are "not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site." All ground disturbing activity must stop should artifacts be discovered, and the Tribe should be contacted.

In a letter dated April 21, 2023, the Indiana State Historic Preservation Officer (INSHPO) staff replied to the ECL, stating that they were not aware of any additional parties that needed to be invited to participate in the Section 106 consultation process beyond those already invited. INSHPO staff asked the consultant to advise them "as to which of the invited consulting parties has accepted the invitation."

On May 4, 2023, the Eastern Shawnee Tribe accepted consulting party status and responded that the project "proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe." The Tribe asks that it be consulted within 24 hours should the project inadvertently discover an archeological site or object.

The Historic Property Report and Archaeology Report (Tribes only) are 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 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 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 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 Heather Dewey of SJCA Inc. at 317-566-0629 or hdewey@sjcainc.com. All future responses regarding the proposed project should be forwarded to SJCA Inc. at the following address:

Heather Dewey
Cultural Resources Associate
SJCA Inc.
9102 North Meridian St., Suite 200
Indianapolis, IN 46203
317-566-0629
hdewey@sjcainc.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).

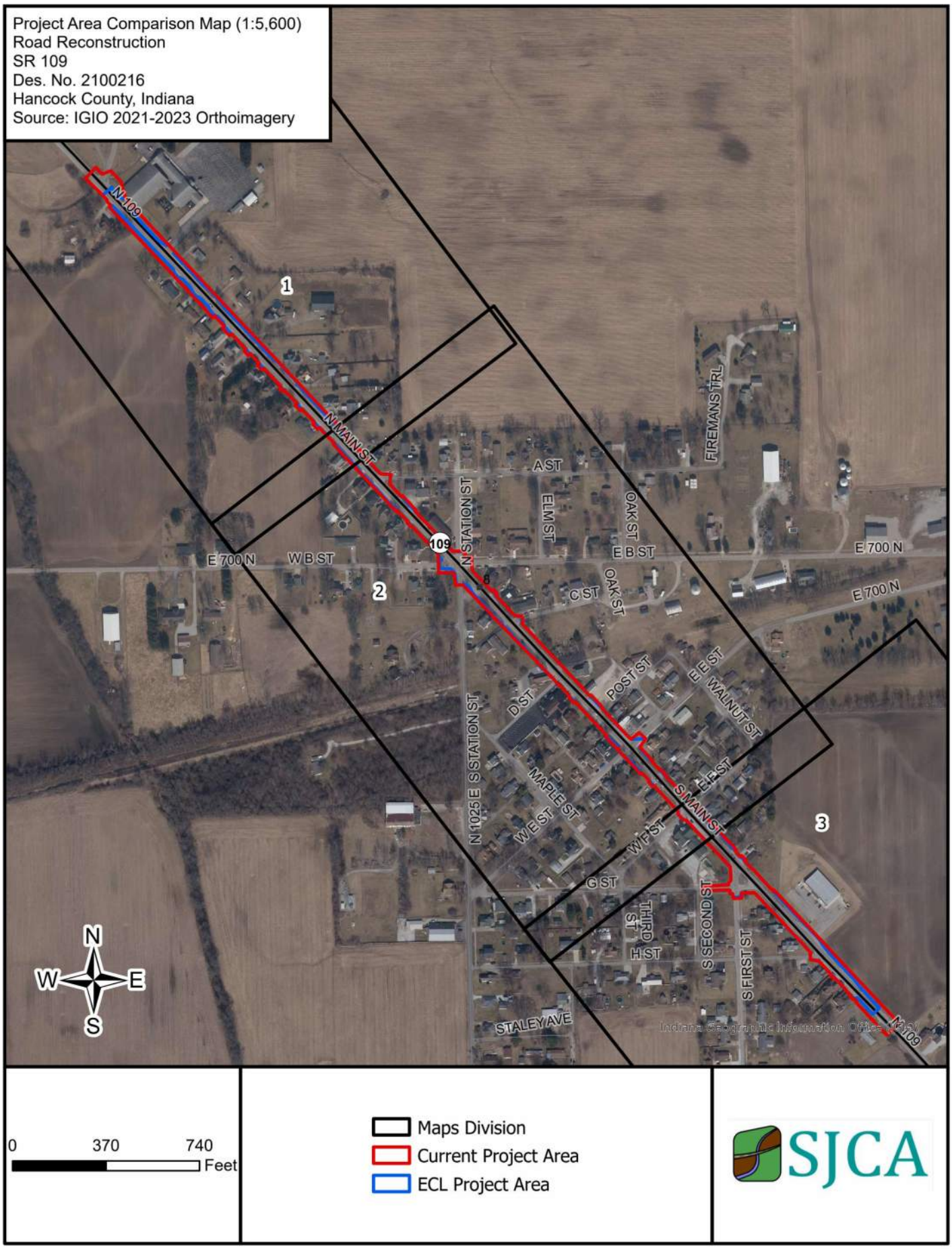
Sincerely,

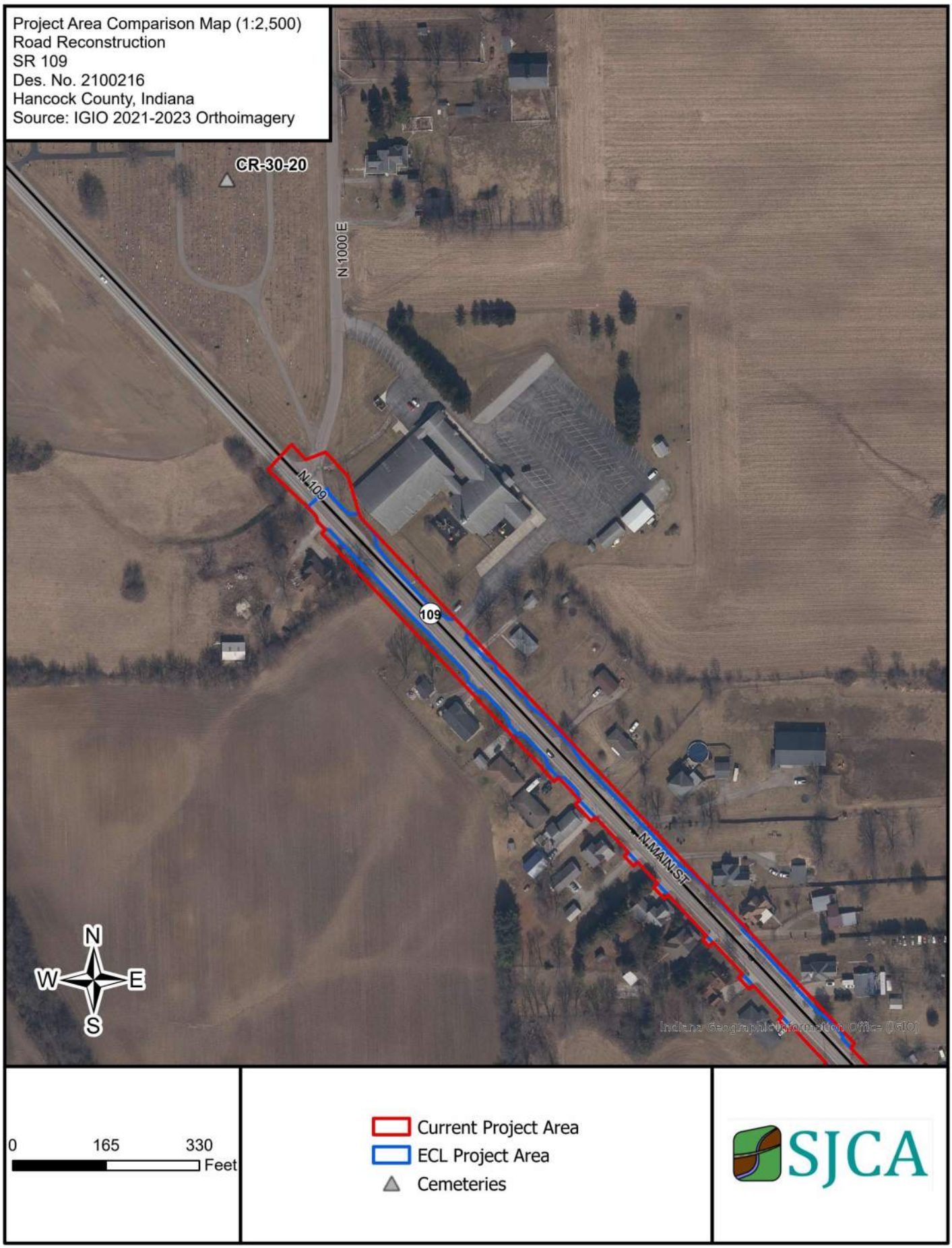


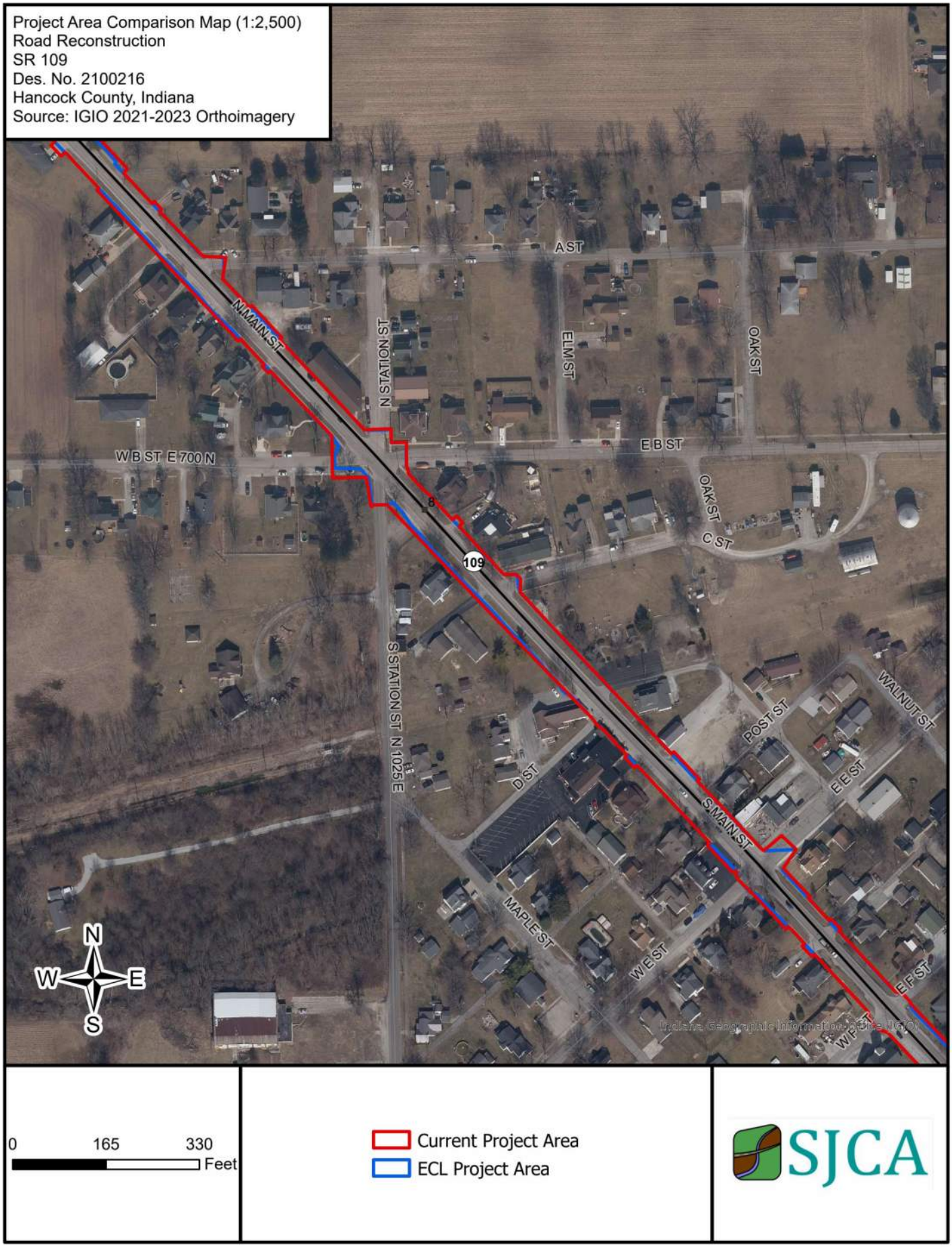
Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

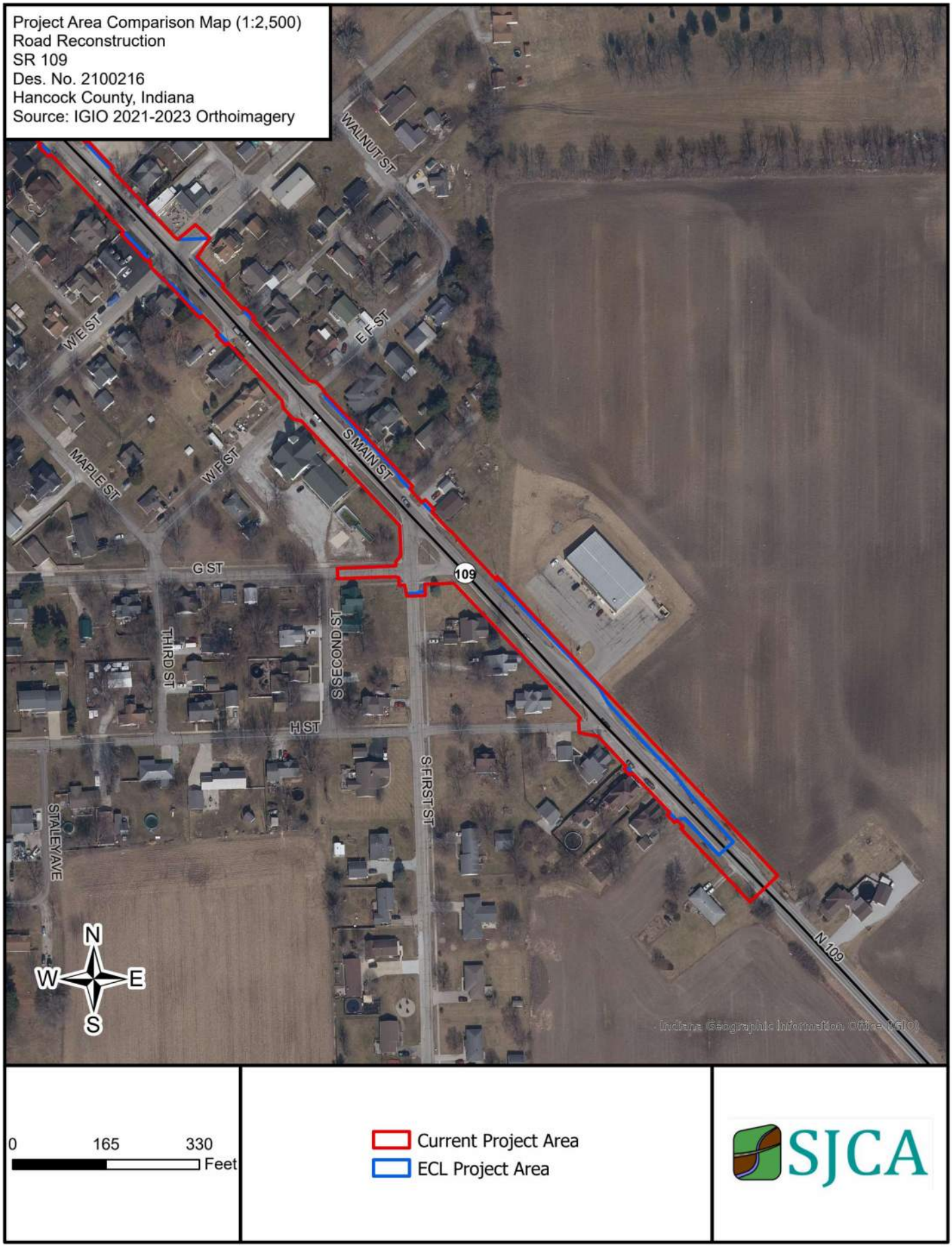
Enclosures:
Aerial Map with Original and Revised Project Areas
Historic Property Report (available via IN SCOPE)
Archaeology Report (Tribes only) (available via IN SCOPE)

Distribution List:
Indiana State Historic Preservation Officer
Indiana Landmarks – Central Regional Office
AG Condo Rentals LLC (owner of 10227 E 700 N)
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe


Project Area Comparison Map (1:5,600)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery
N 109
N MAIN ST
1
A ST
FIREMANS TRL
N STATION ST
ELM ST
OAK ST
E B ST
E 700 N
109
E 700 N
W B ST
2
C ST
OAK ST
E 700 N
D ST
POST ST
E E ST
WALNUT ST
S STATION ST
N 1025 E
MAPLE ST
W E ST
E F ST
S MAIN ST
3
W F ST
G ST
THIRD ST
H ST
S SECOND ST
S FIRST ST
STALEY AVE
109
N
W
E
S
0
370
740
Feet
Maps Division
Current Project Area
ECL Project Area
SJCA


Project Area Comparison Map (1:2,500)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery
CR-30-20
N 1000 E
N 109
109
N MAIN ST
N
W
E
S
0
165
330
Feet
Current Project Area
ECL Project Area
Cemeteries
SJCA


Project Area Comparison Map (1:2,500)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery
A ST
N MAIN ST
N STATION ST
ELM ST
OAK ST
E B ST
W B ST E 700 N
C ST
109
S STATION ST N 1025 E
D ST
POST ST
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Feet
Current Project Area
ECL Project Area
SJCA


Project Area Comparison Map (1:2,500)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery
WALNUT ST
W E ST
E F ST
S MAIN ST
MAPLE ST
W F ST
G ST
109
THIRD ST
S SECOND ST
H ST
S FIRST ST
STALEY AVE
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W
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Indiana Geographic Information Office (IGIO)
0
165
330
Feet
Current Project Area
ECL Project Area
SJCA

Re: FHWA Project: Des. No. 2100216; State Route (SR) 109 Road Reconstruction Project, HPR & Archaeology Report (Tribes only), Hancock County, Indiana

Alex Brooks <abrooks@indianalandmarks.org>
Thu 6/20/2024 3:23 PM
To:Heather Dewey <hdewey@sjcainc.com>
Cc:Mark Dollase <MDollase@indianalandmarks.org>

Heather,

We have no issues with the six listed improvements but would like to remain a consulting party due to the proximity of several historic buildings to the APE. We hope their preservation will be considered when making these road adjustments.

Best,

.....
Alex Brooks
Community Preservation Specialist
.....
Indiana Landmarks
1201 Central Avenue
Indianapolis, IN 46202
Ph. 317-822-7908, 800-450-4534
Fax: 317-639-6734
www.indianalandmarks.org

Indiana Landmarks revitalizes communities, strengthens connections to our diverse heritage, and saves meaningful places.

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From: Heather Dewey <hdewey@sjcainc.com>
Sent: Monday, June 17, 2024 12:57 PM
To: Alex Brooks <abrooks@indianalandmarks.org>; Tharp, Wade <WTharp1@dnr.in.gov>; Giffin, Toni L <TGiffin@dnr.in.gov>
Cc: Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>; Kirk Smith <ksmith@sjcainc.com>; Karen Wood <kwood@sjcainc.com>; Branigin, Susan <SBranigin@indot.IN.gov>; Blum, Kaylee <KBlum@indot.IN.gov>; Pattison, Ashleigh N <APattison1@indot.IN.gov>
Subject: FHWA Project: Des. No. 2100216; State Route (SR) 109 Road Reconstruction Project, HPR & Archaeology Report (Tribes only), Hancock County, Indiana

You don't often get email from hdewey@sjcainc.com. Learn why this is important

SR109RoadReconstruction_DesNo2100216_RDL_6.17.2024 1.pdf

Des. No. 2100216

Project Description: Road Reconstruction Project

Location: Wilkinson, Hancock County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Route (SR) 109 Road Reconstruction Project, Des. No. 2100216. The Section 106 Early Coordination Letter for this project was originally distributed on March 22, 2023.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report (HPR) and Archaeology Report (Tribes only) have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE: https://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.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. 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 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).

Thank you in advance for your input,

Heather Dewey

SJCA

Heather Dewey
Cultural Resource Associate
T 317-566-0629 • M 317-473-9659
We're Hiring!

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 ·

July 17, 2024

Heather Dewey
SJCA Inc.
9102 N. Meridian St., Suite 200
Indianapolis, Indiana 46260

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

Re: Historic Property Report (Dewey, 06/2024), and Indiana Archaeological Short Report (Smith, 05/09/2024), for the State Road 109 Road Reconstruction Project (Des. No. 2100216; DHPA No. 30526)

Dear Ms. Dewey:

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 two (2) June 17, 2024, Review Request Submittal Forms, which enclosed INDOT's June 17, 2024, RDL, the Historic Property Report (Dewey, 06/2024), and the Indiana Archaeological Short Report (Smith, 05/09/2024), for the State Road 109 Road Reconstruction Project (Des. No. 2100216; DHPA No. 30526), and which was received June 17, 2024, for this project, which is proposed for areas located at the Town of Wilkinson, in Brown Township, Hancock County, Indiana.

The 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, we agree with the HPR that the Commercial Building, (Indiana Historic Sites and Structures Inventory, "IHSSI" No. 059-589-02009), is not eligible for listing in the National Register of Historic Places ("NRHP").

Additionally, we agree with the HPR that the House located at 10227 E 700 N (IHSSI No. 059-589-02007), is eligible for listing in the NRHP. Based on our National Register ("NR") staff's research, this is one of two equally refined Tudor Revival "small houses" located within the Town of Wilkinson. This example also has significant period style detailing. Its plan and massing also appear to derive from a pattern book of the 1920s or 30s. For this house, the builder used reddish brown brick. The stone detailing on the entry foyer projection is noteworthy, including a full stone surround with radiating voussoirs and quoin work ("long and short work") enframing the round arched doorway. Stone corbels and a small, leaded glass window complete the entry foyer. The house is locally significant under Criterion C.

However, based on our NR staff's research, we disagree that the following properties are not eligible for inclusion in the NRHP:

- Lorenzo Cook Farm located at 7393 N 1000 E (IHSSI No. 059-589-00022) - NR staff believe this farm to be eligible under Criteria A and C. The farm retains its large barn, which has significant architectural detailing. The house retains its front and side elevations, wood siding, porch, and window placement. Other farm buildings contribute to the sense of a locally significant agricultural practice.

- Methodist Episcopal Church located at 310 S. Main Street (IHSSI No. 059-589-02009) – NR staff believe that this property is eligible under Criterion C as it retains its Gothic Revival stylistic elements, despite having been sided with vinyl. The Modern style addition is sufficiently off to the side to not detract too much from the original church. Additions of this sort were common for congregations that continued to grow during the post-war period and in a sense are evidence of continued significance to the community. The interior plan is a key consideration of its condition and state of interior integrity would be important toward determining eligibility.

- The House located at 172 S. Main Steet – NR staff believe this story-and-a-half frame house is a locally significant example of a Craftsman Bungalow and is eligible under Criterion C. It has been covered in vinyl siding but retains window shape, placement and configuration. The house has a well-detailed Craftsman porch with refined glacial boulder stonework.

- The House located at 150 S. Main St. (IHSSI # 059-589-02008) - NR staff believe this one-and-a-half story Craftsman Bungalow is veneered in variegated brown brick is eligible under Criterion C and is locally significant. The house has significant Craftsman design elements: jerkin-head roof, deep eaves with cross-braced wood braces, which is basketweave brick panels and other brickwork, square bay window, and a full porch with brick piers.

- The House located at 169 N. Main St. (IHSSI # 059-589-02006) - NR staff believe this one-and-a-half story Craftsman Bungalow with brown brick veneer first story and sided gable ends is eligible under Criterion C and is locally significant. The large, gabled porch has brick piers and square wood columns. A finely-crafted low boulder stone wall encloses the yard. The house retains its significant Craftsman Bungalow elements. The house is locally significant under Criterion C.

- The House located at 112 East B St. (SJCA 12) - NR staff believe that the house is eligible under Criterion C and is locally significant. For this house, the builder used a pyramidal hip roof with centered, gabled porch on the front of this one-and-a-half story house. The rear dormer appears to be an early addition to the house. Walls are of honey-colored brick, with soldier coursing at the lower portion of the walls. The house is a locally significant Craftsman Bungalow. The yard of 112 E. B St. is enclosed by a boulder stone low wall.

- The House located at 302 N. Main St. (SJCA 8) - NR staff believe this is eligible under Criterion C and is locally significant. This large Craftsman Bungalow has significant Craftsman style detailing, including: variegated brown brick veneer with soldier belting, large, full-width porch with brick piers and battered wood columns with recessed panels, front gabled dormer with recessed center and flanking 3/1 windows, side bay with chamfered walls and gable roof, deep eaves with flared pitch and large wood braces.

- The House located at 382 N. Main St. (SJCA 4) - NR staff believe this house is eligible under Criterion C and is locally significant. This small but finely crafted Tudor Revival "small house" is locally significant for its architecture. It has significant Tudor Revival elements, including: typically irregular plan and massing, very likely derived from a pattern book; variegated brown/tan/honey brick veneer, stone voussoirs for entryway arch, stone detailing elsewhere; massive front chimney with buttressing; steep roof with close eaves.

Additionally, based on our NR staff's research, we have identified one additional property within the APE of the proposed project, the House located at 171 S. Main Street, that our NR staff believes it is locally significant under Criterion C and is eligible for inclusion in the NRHP. This one-story frame Craftsman Bungalow retains its wood siding and in the gable ends, wood shingles. The high foundation wall and porch feature significant, refined boulder stonework. The flared eaves with matching pitch bargeboards are an additional high-style Craftsman refinement.

We believe that there will be effects on one or more historic properties discussed above given the nature of the project and given the proposed scope of work, i.e. sidewalks, curbs, curb ramps, raised curbs, drainage improvements, reconfiguration of the roadway. We look forward to receiving an effects assessment report, and request that project plans be included with the report submission

In terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana Archaeological Short Report (Smith, 05/09/2024), that no further archaeological investigations appear necessary at the proposed project area.

Thank you for uploading the Indiana Archaeological Short Report (Smith, 05/09/2024) to the Indiana DNR-DHPA SHAARD system database; it has been assigned the identifier *AR-30-00210*. The report has been reviewed and approved.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, the structures reviewer is Toni Lynn Giffin, and input on National Register eligibility was provided by Paul Diebold. 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 State Road 109 Road Reconstruction Project (Des. No. 2100216), which is proposed for areas located at the Town of Wilkinson, in Hancock County, Indiana, please refer to DHPA No. 30526.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:WTT:TLG:tlg

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Heather Dewey, SJCA Inc.
Galen K. Smith, SJCA Inc.
Scott Henley, SJCA Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Mike Braun, Governor
Kent Abernathy, Commissioner

February 7, 2025

This letter was sent to the listed parties.

RE: State Road (SR) 109 Road Reconstruction Project, Des. No. 2100216; DHPA No. 30526; Town of Wilkinson, Hancock County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with the SR 109 Road Reconstruction Project, Des. No. 2100216.

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.

A Section 106 early coordination letter was distributed on March 22, 2023. In addition, a letter distributed on June 17, 2024, notified consulting parties that a Historic Property Report (HPR) and Archaeology Report (Tribes only) were available for review and comment.

The proposed undertaking is on SR 109 from 1.84 miles south of SR 234, extending north 1.06 miles south of SR 234 in Hancock County, Indiana. It is within Brown Township, USGS Topographic Quadrangle Shirley, in Sections 27 and 34, Township 17 North, Range 8 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

SR 109 is a two-lane highway with a typical section consisting of two 12-foot-wide travel lanes and 2-foot-wide shoulders on each side. It is functionally classified as a Minor Arterial route. While it is not part of the National Highway System (NHS), it is part of the National Truck Network (NTN) with adjacent residential land usage. The proposed preferred alternative would provide the following improvements:

1. A 24-foot-wide hot mix asphalt (HMA) full-depth reconstruction is anticipated along the project alignment on SR 109. The original brick and concrete pavement used when SR 109 was first constructed circa 1920 is still present underneath the existing pavement. The underlying materials need to be removed to ensure the proper subgrade treatment for the new full depth pavement is installed and compacted accordingly.

2. Existing sidewalks, curbs, and curb ramps on both sides of SR 109 will be replaced at or as close to the current elevation to meet current Americans with Disabilities Act (ADA) standards and avoid damaging the roots of mature trees within the project area. Signage for crosswalks may be installed. All curb ramps at the approaches to SR 109 within the project area will be replaced.

3. Approximately 400 ft. of new sidewalk will be constructed from the driveway entrance for the Wilkinson Church of Christ to the point where the existing sidewalk ends on the northeast side of SR 109, which is in front of 435 S. Main St.

4. Drainage improvements will include storm sewer relocations and replacements along the entirety of the project alignment for a total of 128 structures, including type B15 and C15 inlets and manholes.

5. The intersection at County Road (CR) 1050 and SR 109 will be reconfigured. It should be noted that within the Town of Wilkinson's borders, CR 1050 is designated as 1st St. The proposed preferred alternative would realign CR 1050 (1st Street) from a 40-degree angle intersection with SR 109 to a 90-degree intersection. Within the Town of Wilkinson, G Street would be closed off and terminate at 2nd Street to prevent encroachment into adjacent lanes caused by CR 1050 (1st Street)'s realignment. Existing pavement would be removed, and the location would be sodded to discourage traffic.

6. There will be an installation of a raised curb and the replacement of existing sidewalk and gravel with sodding and sidewalk behind the raised curb on the private property located on the southeast corner of Station St. and SR 109.

Since the distribution of the early coordination letter (ECL) dated March 22, 2023, the project area has been narrowed. The original project area delineated in the maps which accompanied the early coordination letter represented the topographic survey area completed by Hanson Professional Services. The revised project area was adjusted to show the proposed right-of-way (ROW) acquisition. A report distribution letter dated June 17, 2024, informed consulting parties a historic property report (HPR) and archaeology report were available on INSCOPE for comment and included an aerial map for a comparison of the original and revised project areas.

The need for the project is due to age-related distress affecting the roadway along SR 109, the lack of ADA-compliant pedestrian facilities in the Town of Wilkinson, and drainage deficiencies as evidenced by areas of ponding within the project area any time it rains or the snow melts.

An additional need is due to traffic safety issues identified at the intersection of CR 1050 (1st Street) at SR 109 and the six-way intersection of SR 109 at Station St. at E700N. At CR 1050 (1st Street) and SR 109, the data from INDOT's Traffic Count Database reflects the need for improved sight distance, as two crashes occurred between 2019 and 2021 as a result of inadequate sight distance. The crashes were both right-angle crashes due to a failure to yield right-of-way at the intersection.

At the existing intersection, CR 1050 (1st Street) is a two-lane road that is routed from south to north before intersecting with SR 109 at approximately a 40-degree angle. The two-lane SR 109 is routed from the southeast to the northwest. While there is a stop sign at CR 1050 (1st Street), visibility at the intersection is poor. At Station St. and SR 109, traffic cuts across private property, using an existing gravel area, to make a right turn from Station St. onto SR 109, heading southeast.

The purpose of the project is to provide continued safe vehicular roadway along SR 109 for motorists throughout the Town of Wilkinson, provide ADA-compliant pedestrian crossings, and to address the drainage

deficiencies along the roadway. The project's purpose is also to correct the poor angles and sight-distance deficiencies at SR 109's intersections with CR 1050 (1st Street) and Station Street.

No relocations are anticipated. In the ECL dated March 22, 2023 and the RDL for the Historic Property Report (HPR) dated June 17, 2024, it was anticipated that approximately 0.14 acre of temporary, 0.97 acre of permanent, and 1.3 acres of reacquired permanent ROW would be acquired for a total of approximately 2.41 acres. Tree removal adjacent to historic properties was also anticipated; however, changes to the sidewalk design depth have eliminated the need for those trees being removed. The new anticipated ROW to be acquired for this project is 0.14 acre of temporary, 0.97 acre of permanent, and 0.065 acre of reacquired permanent ROW. **No trees will be removed as part of this project. Plans have been marked accordingly and this information will be added to the project's environmental commitments.** SJCA advised CRO in an email dated August 4, 2024 that project letting was anticipated to be extended to April 2026.

Hanson Professional Services is under contract with INDOT to advance the environmental documentation for the referenced project. SJCA, Inc. has been subcontracted by Hanson Professional Services to complete the Section 106 documentation for the project.

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

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE for this project 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, one (1) above-ground resource was recommended as eligible for listing in the NRHP: "House" (IHSSI No. 009-589-02007, 10227 E 700 N).

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no further work was recommended.

Based on these findings, IN SHPO staff expressed their belief there could be "effects on one or more historic properties discussed above given the nature of the project and given the proposed scope of work," and requested the submission of an effects report.

On June 20, 2024, Indiana Landmarks responded to the HPR in a letter that stated they have "no issues with the six listed improvements" of the project and would like to remain a consulting party.

In a letter dated July 17, 2024, the Indiana State Historic Preservation Officer (IN SHPO) responded to the HPR and agreed that the proposed APE is adequate in size for this project. IN SHPO staff also agreed that the previously identified "Commercial Building" (IHSSI No. 059-589-02009, 179 S. Main St.) is not eligible for listing in the NRHP while the "House" (IHSSI No. 059-589-02007, 10227 E 700 N) is eligible for inclusion.

However, IN SHPO staff further stated the following in their response to the HPR:

"Based on our NR staff's research, we disagree that the following properties are not eligible for inclusion in the NRHP:

- Lorenzo Cook Farm located at 7393 N 1000 E (IHSSI No. 059-589-00022) - NR staff believe this farm to be eligible under Criteria A and C. The farm retains its large barn, which has significant architectural detailing. The house retains its front and side elevations, wood siding, porch, and window placement. Other farm buildings contribute to the sense of a locally significant agricultural practice.

- Methodist Episcopal Church located at 310 S. Main Street (IHSSI No. 059-589-02009) – NR staff believe that this property is eligible under Criterion C as it retains its Gothic Revival stylistic elements, despite having been sided with vinyl. The Modern style addition is sufficiently off to the side to not detract too much from the original church. Additions of this sort were common for congregations that continued to grow during the post-war period and in a sense are evidence of continued significance to the community. The interior plan is a key consideration of its condition and state of interior integrity would be important toward determining eligibility.

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- The House located at 150 S. Main St. (IHSSI # 059-589-02008) - NR staff believe this one-and-a-half story Craftsman Bungalow is veneered in variegated brown brick is eligible under Criterion C and is locally significant. The house has significant Craftsman design elements: jerkin-head roof, deep eaves with cross-braced wood braces, which is basketweave brick panels and other brickwork, square bay window, and a full porch with brick piers.

- The House located at 169 N. Main St. (IHSSI # 059-589-02006) - NR staff believe this one-and-a-half story Craftsman Bungalow with brown brick veneer first story and sided gable ends is eligible under Criterion C and is locally significant. The large, gabled porch has brick piers and square wood columns. A finely-crafted low boulder stone wall encloses the yard. The house retains its significant Craftsman Bungalow elements. The house is locally significant under Criterion C.

- The House located at 112 East B St. (SJCA 12) - NR staff believe that the house is eligible under Criterion C and is locally significant. For this house, the builder used a pyramidal hip roof with centered, gabled porch on the front of this one-and-a-half story house. The rear dormer appears to be an early addition to the house. Walls are of honey-colored brick, with soldier coursing at the lower portion of the walls. The house is a locally significant Craftsman Bungalow. The yard of 112 E. B St. is enclosed by a boulder stone low wall.

- The House located at 302 N. Main St. (SJCA 8) - NR staff believe this is eligible under Criterion C and is locally significant. This large Craftsman Bungalow has significant Craftsman style detailing, including: variegated brown brick veneer with soldier belting, large, full-width porch with brick piers and battered wood columns with recessed panels, front gabled dormer with recessed center and flanking 3/1 windows, side bay with chamfered walls and gable roof, deep eaves with flared pitch and large wood braces.

- The House located at 382 N. Main St. (SJCA 4) - NR staff believe this house is eligible under Criterion C and is locally significant. This small but finely crafted Tudor Revival "small house" is locally significant for its architecture. It has significant Tudor Revival elements, including: typically irregular plan and massing, very likely derived from a pattern book; variegated brown/tan/honey brick veneer, stone voussoirs for entryway arch, stone detailing elsewhere; massive front chimney with buttressing; steep roof with close eaves."

IN SHPO staff also included another property, 171 S. Main Street, a one-story Craftsman Bungalow which had not been previously identified and which they believed to be eligible for inclusion in the NRHP.

No historic district was identified in Wilkinson.

Lastly, IN SHPO staff stated, "In terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana Archaeological Short Report (Smith, 05/09/2024), that no further archaeological investigations appear necessary at the proposed project area."

The Effects Report 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 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 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 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:

Heather Dewey
Cultural Resources Associate
SJCA Inc.
9102 North Meridian St., Suite 200
Indianapolis, IN 46203
317-566-0629
hdewey@sjcainc.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,

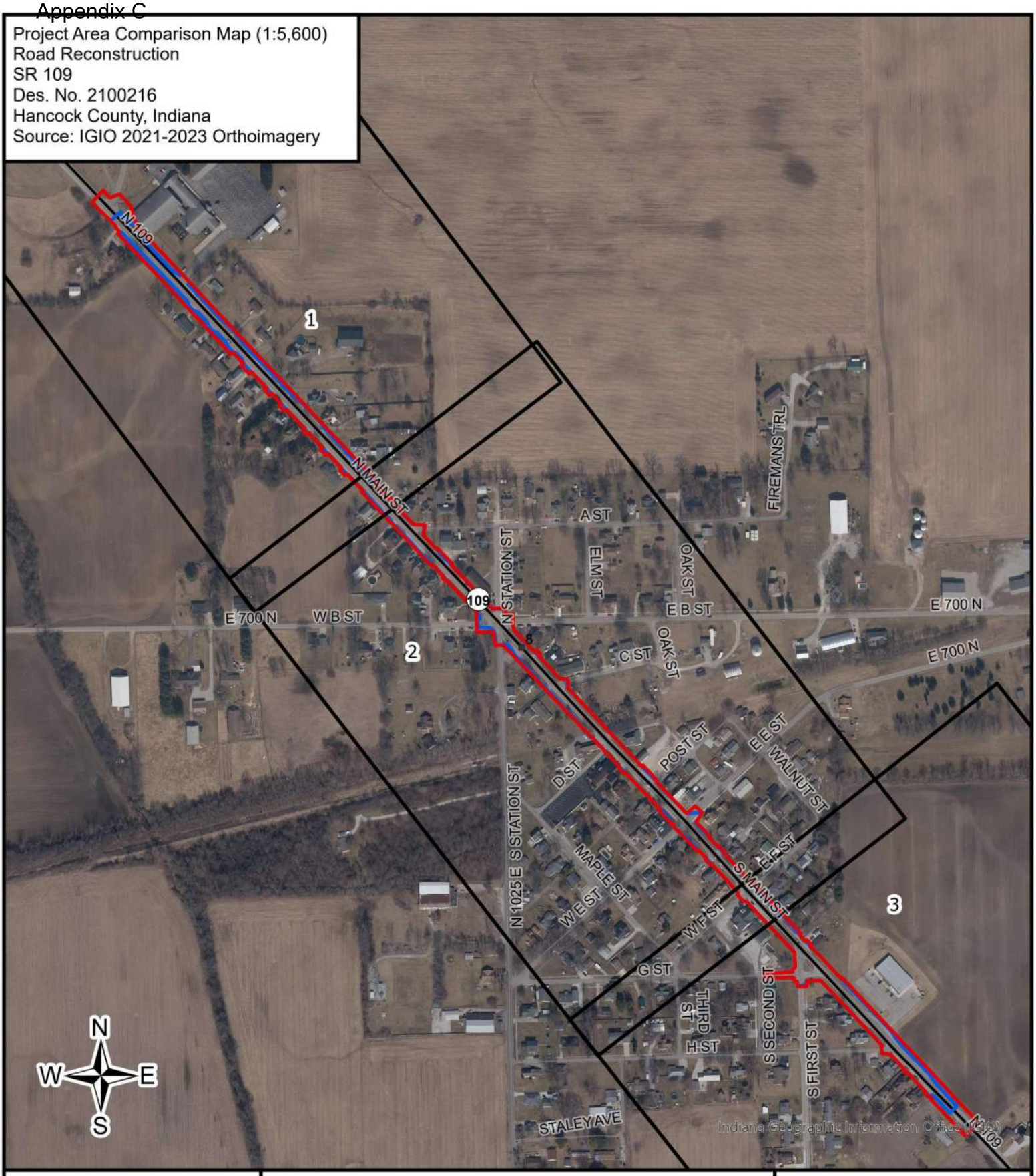


Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

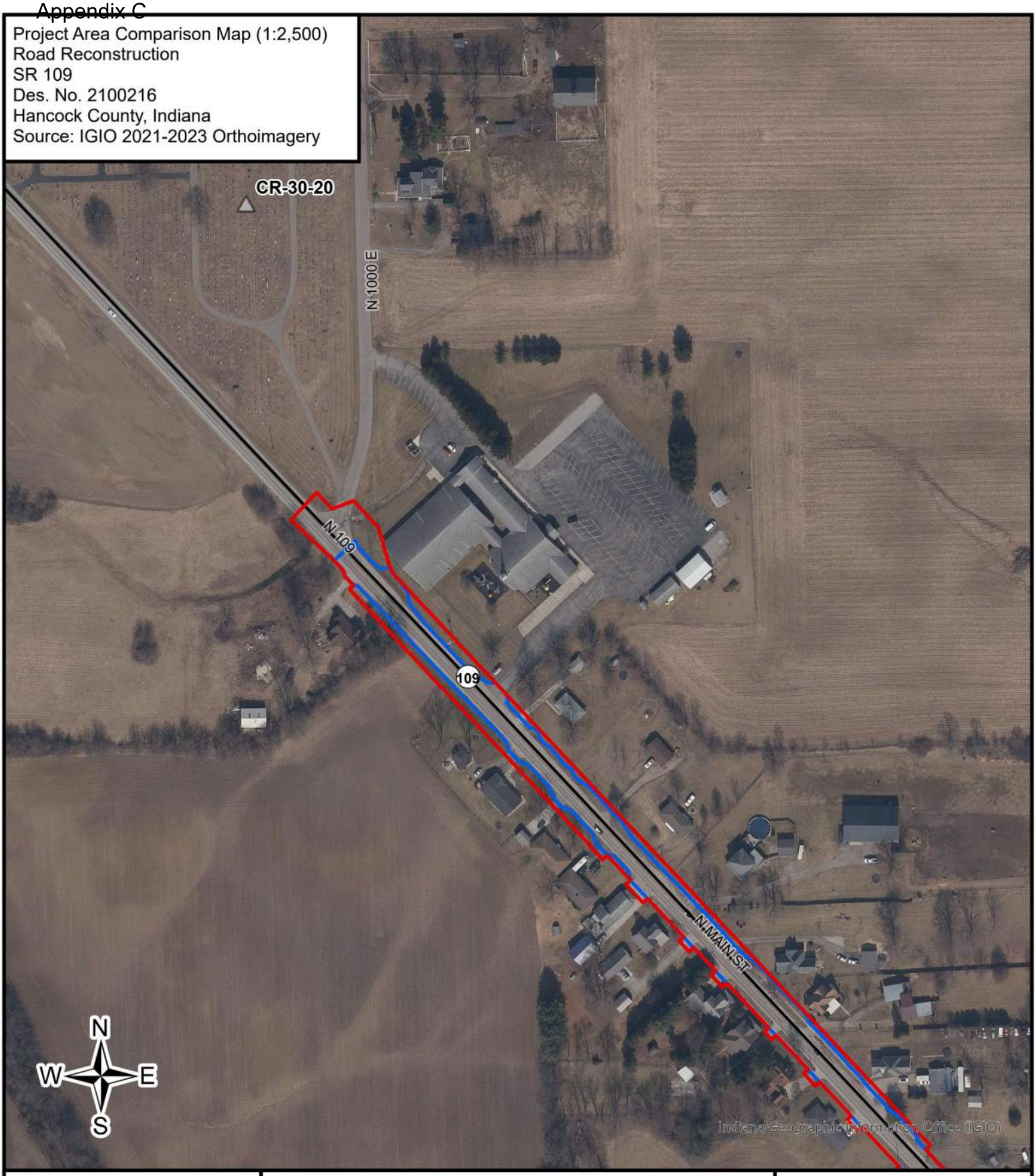
Enclosures:
Effect Report (available via INSCOPE)
Revised Project Area Maps
IN SHPO Response Letter date July 17, 2024

Distribution List:
Indiana State Historic Preservation Officer
Indiana Landmarks – Central Regional Office
AG Condo Rentals LLC (owner of 10227 E 700 N)
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

Project Area Comparison Map (1:5,600)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery



Project Area Comparison Map (1:2,500)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery



0 165 330 Feet

Current Project Area
ECL Project Area
Cemeteries

SJCA

Project Area Comparison Map (1:2,500)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery

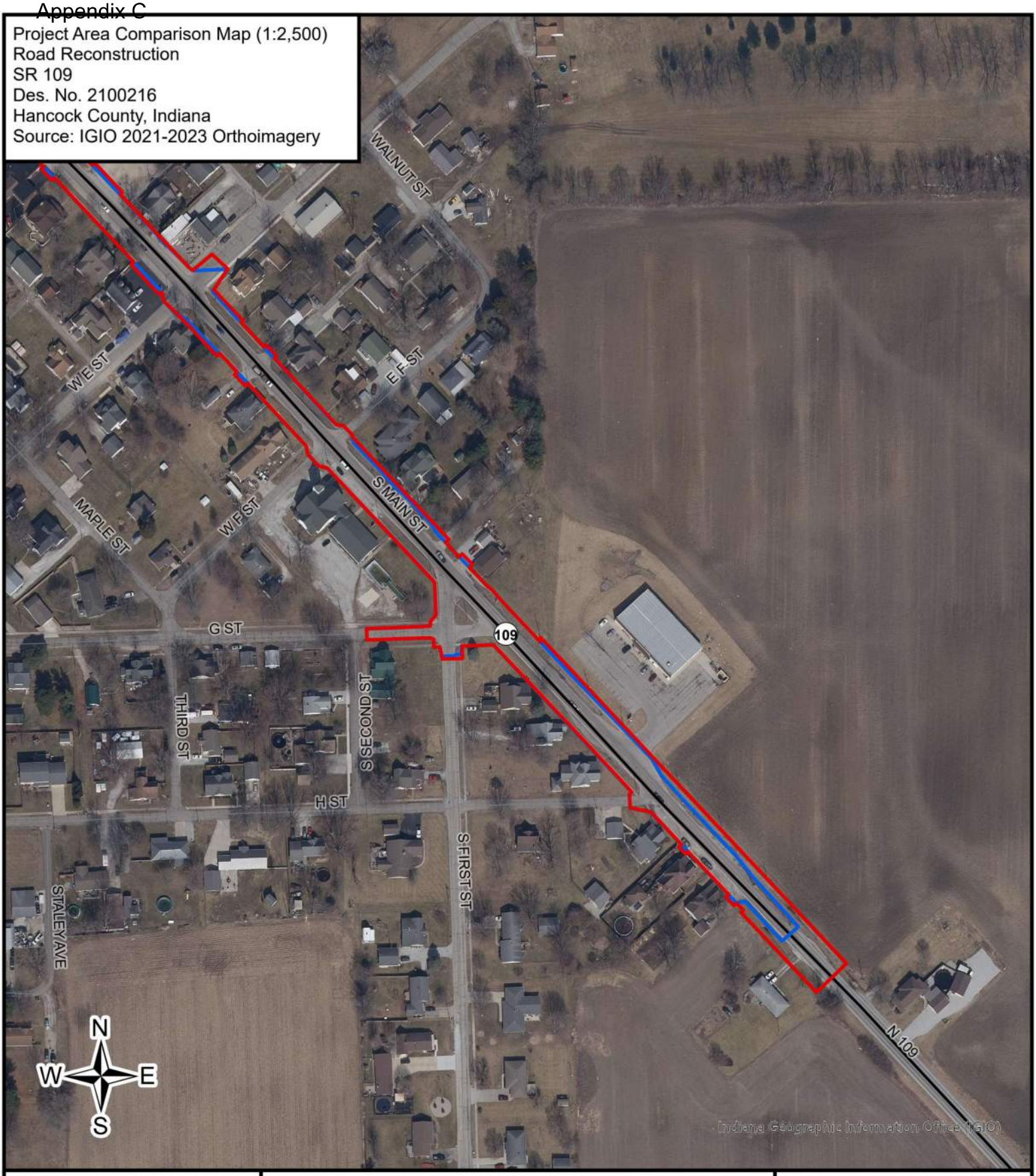


0 165 330 Feet

Current Project Area
ECL Project Area

SJCA

Project Area Comparison Map (1:2,500)
Road Reconstruction
SR 109
Des. No. 2100216
Hancock County, Indiana
Source: IGIO 2021-2023 Orthoimagery



0 165 330 Feet

Current Project Area
ECL Project Area

SJCA

Outlook

FHWA Project: Des. No. 2100216; Effects Report, State Road (SR) 109 Road Reconstruction Project, Hancock County, Indiana

From Heather Dewey <hdewey@sjcainc.com>

Date Fri 2/7/2025 2:35 PM

To abrooks@indianalandmarks.org <abrooks@indianalandmarks.org>; Tharp, Wade <WTharp1@dnr.in.gov>; Giffin, Toni L <TGiffin@dnr.in.gov>

Cc Branigin, Susan <SBranigin@indot.IN.gov>; Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>; Bales, Ronald <rbales@indot.IN.gov>; Carey Stranahan <cstranahan@hanson-inc.com>; Kirk Smith <ksmith@sjcainc.com>; Pattison, Ashleigh N <APattison1@indot.IN.gov>; Blum, Kaylee <KBlum@indot.IN.gov>; JWOOLDRIDGE@indot.IN.gov <JWOOLDRIDGE@indot.IN.gov>

1 attachment (5 MB)

SR109RoadReconstruction_DesNo2100216_EffectsReportRDL_2.7.2025.pdf;

Des. No.: 2100216

Project Description: Road Reconstruction Project
Location: Wilkinson, Hancock County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 109 Road Reconstruction Project, Des. No. 2100216. A Section 106 Early Coordination Letter for this project was originally distributed on March 22, 2023. A Historic Properties Report and an Archaeology Report (tribes only) were originally distributed on June 17, 2024.

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

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.

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 Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Heather Dewey

Outlook

FHWA Project: Des. No. 2100216; Effects Report, State Road (SR) 109 Road Reconstruction Project, Hancock County, Indiana

From Branigin, Susan <SBranigin@indot.IN.gov>
Date Fri 2/7/2025 3:00 PM
To thpo@estoo.net <thpo@estoo.net>; THPO <THPO@MiamiNation.com>; bfletcher@peoriatribe.com <bfletcher@peoriatribe.com>; Matthew.Bussler@pokagonband-nsn.gov <Matthew.Bussler@pokagonband-nsn.gov>; Section106 <Section106@shawnee-tribe.com>
Cc Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Blum, Kaylee <KBlum@indot.IN.gov>; Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>; Heather Dewey <hdewey@sjcainc.com>

1 attachment (5 MB)
SR109RoadReconstruction_DesNo2100216_EffectsReportRDL_2.7.2025.pdf;

Des. No.: 2100216
Project Description: Road Reconstruction Project
Location: Town of Wilkinson, Brown Township Hancock County, Indiana

Dear Consulting Parties:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 109 Road Reconstruction Project, Des. No. 2100216. A Section 106 Early Coordination Letter for this project was originally distributed on March 22, 2023. A Historic Properties Report and an Archaeology Report (tribes only) were originally distributed on June 17, 2024.

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

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.

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 Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Susan R. Branigin
Senior Environmental Manager/Supervisor
History Team Lead/Cultural Resources Office (CRO)
Indiana Department of Transportation
100 North Senate Ave., N758 —Environmental Services
Indianapolis, IN 46204
Cell: 317.417.1622
Email: sbranigin@indot.in.gov
Find us on social media!



**For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: https://www.in.gov/indot/3217.htm

**Link to the CRO-Public Web Map App can be found here

Miami Tribe of Oklahoma

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

Via email: mcoon@indot.in.gov

September 19, 2024

Matthew Coon
Manager, Cultural Resources Office
Acting Tribal Liaison
Indiana Department of Transportation
Central Office

Re: Des. No. 2100216 – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon,

Aya, kweehsitoolaanki – 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. 2100216.

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 Hancock, 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 918-541-7885 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe requests 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 all Section 106 consultation.

Respectfully,

Logan York

Logan York
Tribal Historic Preservation Officer «CC»

Indiana Department of Natural Resources

Mike Braun, Governor
Alan Morrison, Director

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 10, 2025

Heather Dewey
SJCA, Inc.
9102 N. Meridian St., Suite 200
Indianapolis, Indiana 46260

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

Re: Effects report for the State Road 109 Road Reconstruction Project (Des. No. 2100216; DHPA No. 30526)

Dear Ms. Dewey:

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 February 7, 2025, submission, which was received by our office February 7, 2025, for the above-referenced project, which is proposed for areas located at the Town of Wilkinson, in Brown Township, Hancock County, Indiana.

Thank you for providing the effects report for the above-mentioned project. We appreciate the attention to detail provided in the report and shown on the plans provided. At this time, we have no comment in relation to the project and the details provided stating the proposed effect finding.

In terms of archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana Archaeological Short Report (Smith, 05/09/2024), that no further archaeological investigations appear necessary at the proposed project area.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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.

Unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, the structures reviewer is Toni Lynn Giffin, and input on National Register eligibility was provided by Paul Diebold. 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 State Road 109 Road Reconstruction Project (Des. No. 2100216), which is proposed for areas located at the Town of Wilkinson, in Hancock County, Indiana, please refer to DHPA No. 30526.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Heather Dewey, SJCA, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Outlook

Section 106 Consultation - Des. No. 2100216

From Laserfiche Notification <donotreply@laserfiche.com>
Date Tue 3/11/2025 1:28 PM
To Coon, Matthew <mcoon@indot.IN.gov>

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.

This email is in response to Des. No. 2100216.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.

We have no issues or concerns at this time. Please continue with the project as planned, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com

Thank you for giving us the opportunity to comment on this project

EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70500 East 128 Road, Wyandotte, OK 74370

April 8, 2025
INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: ***Des No. 2100216, Hancock County, Indiana***

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Hancock County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.
Sincerely,

Lora Nuckolls

Lora Nuckolls, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 238-5151 Ext:1840
THPO@estoo.net

State Road (SR) 109 Road Reconstruction Project

HISTORIC PROPERTY REPORT

Town of Wilkinson, Hancock County, Indiana

Des. No. 2100216; DHPA No. 30526

June 2024



Prepared for:
Hanson Professional Services, Inc.
6510 Telecom Drive, Suite 210
Indianapolis, IN 46278

By:

Heather Dewey
Cultural Resources Associate
SJCA Inc.
9102 N. Meridian St., Suite 200
Indianapolis, IN 46260

p.317.566.0629 f. 866.422.2046 hdewey@sjcainc.com

Management Summary

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the State Road (SR) 109 Road Reconstruction Project in Hancock County, Indiana (Des. No. 2100216). Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, 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.

The APE contains no properties listed in the NRHP. The APE contains one property that is recommended eligible for listing in the NRHP: "House" (IHSSI No. 059-589-02007), 10227 East 700 North (E700N).



A Phase Ia Archaeological Reconnaissance for the Proposed State Road 109 Reconstruction Project, 1.84 Miles South of State Road 234 to 1.06 Miles South of State Road 234, Town of Wilkinson, Brown Township, Hancock County, Indiana (INDOT Des. No. 2100216)

Archaeological Short Report

Lead Agency: Federal Highway Administration

May 9, 2024

Prepared for:

Hanson Professional Services, Inc.
6510 Telecom Drive
Suite 210
Indianapolis, Indiana 46278

SJCA

Galen K. Smith, M.A.
Archaeologist, QP
SJCA, Inc.
9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

p. 317.566.0629 f. 866.422.2046 e. ksmith@sjcainc.com

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)	Date *(month, day, year)*
Galen K. Smith, M.A.	5/9/24

Title of project
A Phase Ia Archaeological Reconnaissance Survey for the proposed State Road 109 Reconstruction Project, 1.84 Miles South of State Road 234 to 1.06 Miles South of State Road 234, Town of Wilkinson, Brown Township, Hancock County, Indiana (INDOT Des. No. 2100216)

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	
Title of previous report	
Date of previous report *(month, day, year)*	DHPA number

PROJECT OVERVIEW

Description of project

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 109 Road Reconstruction Project (INDOT Des. No 2100216), located within the limits of the Town of Wilkinson, Brown Township, Hancock County, Indiana.

SR 109 is a two-lane highway with a typical section consisting of 12-foot-wide travel lanes and 2-foot-wide shoulders on each side. It is functionally classified as a Minor Arterial route. While it is not part of the National Highway System (NHS), it is part of the National Truck Network (NTN) with adjacent residential land usage. The proposed preferred alternative would provide the following improvements:

1.) A 24-foot-wide hot mix asphalt (HMA) full-depth reconstruction is anticipated along the project alignment on SR 109. The original brick and concrete pavement used when SR 109 was first constructed circa 1920 still exists underneath the existing pavement. The underlying materials will need to be removed, as previous work resurfaced the roadway rather than removing them.

2.) Existing sidewalks, curbs, and curb ramps on both sides of SR 109 will be replaced to meet current Americans with Disabilities Act (ADA) standards. Signage for crosswalks may potentially be installed. The roots of mature maple and ash trees have damaged sidewalks in areas along the project route. Due to this fact, it is anticipated that multiple trees will need to be removed to install and maintain the clear zone. All curb ramps within the project area will be replaced at any approach to SR 109.

3.) A new sidewalk will be constructed between where the existing sidewalk ends on the northeast side of SR 109 and the driveway entrance for Wilkinson Church of Christ.

4.) Drainage improvements, including storm sewer relocations and replacements. The locations of the improvements are still in the early design phase and will be provided later as they become available.

5.) The intersection at County Road (CR) 1050 and SR 109 will be reconfigured. It should be noted that within the Town of Wilkinson's borders, CR 1050 is 1st Street. The proposed preferred alternative would realign CR 1050 from a 40-degree angle intersection with SR 109 to a 90-degree intersection, creating a T-intersection. Within the Town of Wilkinson, G Street would be closed off and terminate at 2nd Street to prevent encroachment into adjacent lanes caused by CR 1050/1st Street's realignment. The existing pavement would be removed, and the location would be sodded to discourage traffic.

6.) Installation of a raised curb and the potential replacement of existing gravel with sodding on the private property located on the southeast corner of Station Street and SR 109.

The need for the project is due to age-related distress affecting the roadway along SR 109, the lack of ADA-compliant pedestrian facilities in the Town of Wilkinson, and drainage deficiencies as evidenced by notable areas of ponding within the project area. An additional need is due to the traffic safety issues identified at the intersection of CR 1050/1st Street, SR 10

Records check *(Check all that apply)*

- ☐ No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ A Phase 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 *(Check all that apply)*

- ☒ 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

Although the McCray cemetery is located within the proposed project, a cemetery development plan is not warranted per the INDOT Cultural Resources Office manual (2024).The proposed workspace within the cemetery parcel is limited to existing disturbances (i.e. road embankment and drain system; Photographs 12-13). The nearest graves to the project limits are between 136 and 148 feet to the north.

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 *(1:24,000 scale)*
- ☒ Aerial photograph showing the project area, land use and survey methods
- ☒ Photographs of the project area, including, if applicable, photographs documenting disturbances
- ☒ Project plans *(if available)*

Other attachments

References cited *(See short report instructions for required references to be consulted)*

Baskin, Forster, and Company
1876 Illustrated Historical Atlas of the State of Indiana. Baskin, Forster, and Company, Chicago.

Griffing, B.N.
1887 Atlas of Hancock County Indiana. Griffing, Gordon, & Company, Philadelphia.

Historic Aerials
2023 Historic aerials. http://www.historicaerials.com. Electronic Document, accessed September 11, 2023.

Indiana Department of Natural Resources Division of Historic Preservation and Archaeology.
2022 Guidebook for Indiana Historic Sites and Structures Inventory-Archaeological Sites, Indianapolis.

2023 State Historic Architectural and Archaeological Research Database. Electronic document, https://secure.in.gov/apps/dnr/shaard/welcome.html, accessed September 11, 2023.

Indiana Department of Transportation and Federal Highway Administration
2023 Indiana Cultural Resource Manual. Indiana Department of Transportation, Office of Environmental Services, Cultural Resources Section and Federal Highway Administration, Indiana Division, Indianapolis, Indiana.Electronic Document https://www.in.gov/indot/crm/, accessed September 11, 2023.

King, James K.
1875 Map of Hancock County, Indiana. Worley and Bracher, Philadelphia.

McCord, Beth K.
2007 A Profile of Till Plain Archaeology: A Survey of Hancock County, Indiana. Grant #21517-7. ARMS. Prepared for DHPA. Copies available at Division of Historic Preservation and Archaeology, Indianapolis.

Monger, Oliver H.
1906 Atlas of Hancock County, Indiana, U.S.A. William Mitchell Printing Company, Greenfield.

PROJECT	DESIGNATION
2100216	2100216
CONTRACT	BRIDGE FILE
R-43940	N/A

KIN DESIGNATION NUMBERS	
DES. NO.	DESCRIPTION
2100216 (Lead)	SR 109 Pavement Replacement
2100281	SR 38 @ Dennis Dr. Small Structure Replacement

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

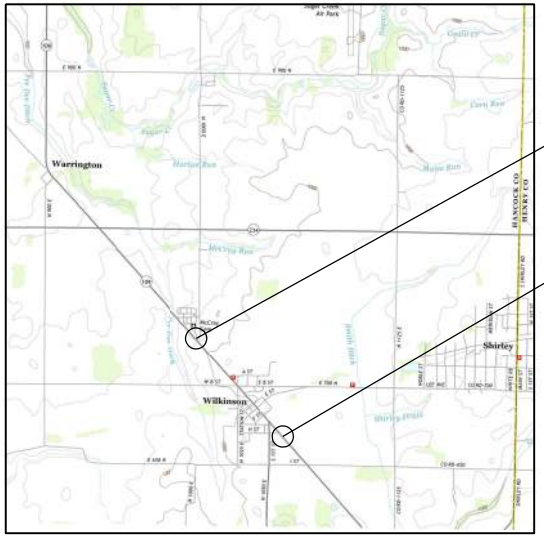
ROUTE: SR 109 FROM: RP 7+0.56 TO: RP 8+0.41

PROJECT NO. 2100216 P.E.
2100216 R/W
2100216 CONST.

Please note that SR 109 is referred to as North and South Main Street in Historic Property Addresses

ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

PAVEMENT REPLACEMENT OF SR 109
LOCATED FROM 1.84 MILES SOUTH OF SR 234
TO 0.99 MILES SOUTH OF SR 234
IN SECTION 27,28,34 T-17-N, R-8-W
BROWN TOWNSHIP, HANCOCK COUNTY, INDIANA

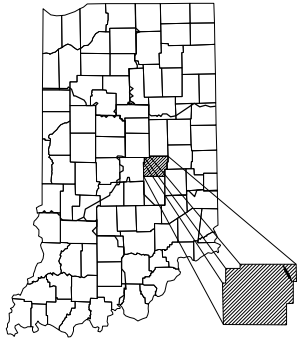


SCALE: 1:2000

STAGE 2 SUBMITTAL
APRIL 2, 2024

TRAFFIC DATA		
A.A.D.T.	(2026)	4505 V.P.D.
A.A.D.T.	(2046)	4972 V.P.D.
D.H.V.	(2046)	497 V.P.H.
DIRECTIONAL DISTRIBUTION		49.84%
TRUCKS		11.76% A.A.D.T.
		7.53% D.H.V.

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



PROJECT LOCATION SHOWN BY
HANCOCK COUNTY

LATITUDE: 39° 52' 57.1" N LONGITUDE: 85° 36' 16.6" W

BRIDGE LENGTH: 0.000 MI.
ROADWAY LENGTH: 0.843 MI.
TOTAL LENGTH: 0.843 MI.
MAX. GRADE: -2.28 %

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

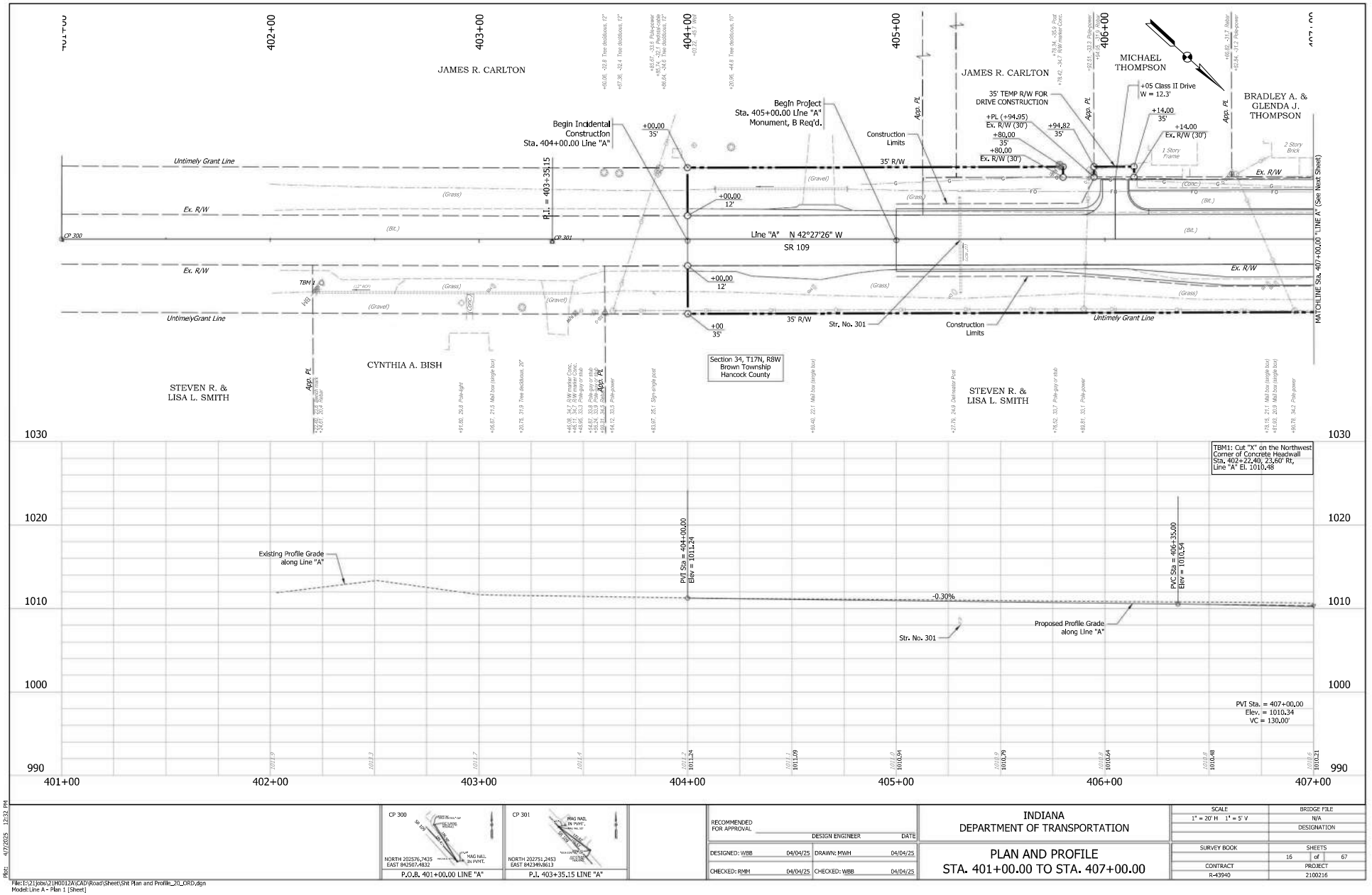
PLANS PREPARED BY: HANSON (317)293-9024 PHONE NUMBER

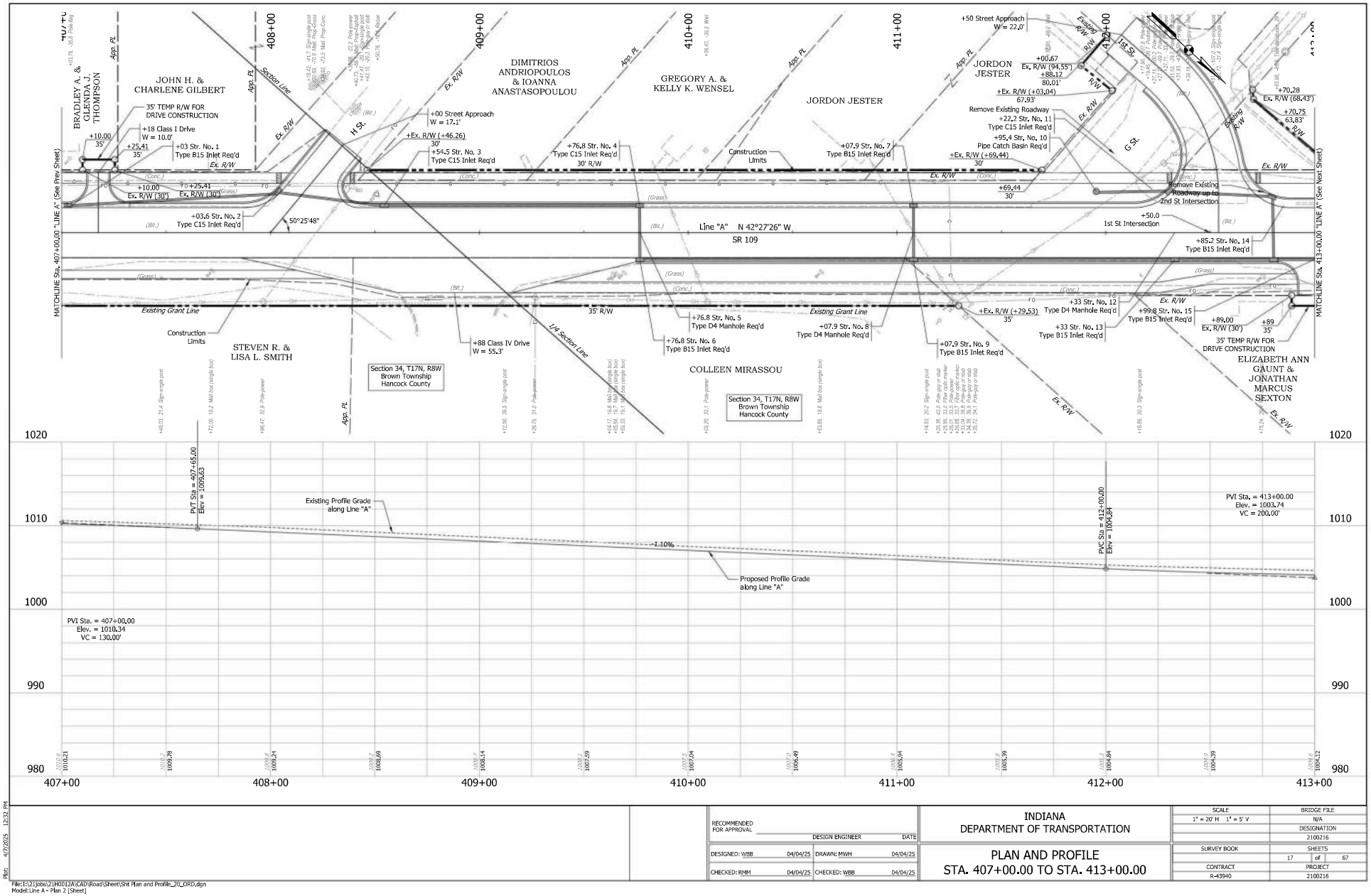
CERTIFIED BY: DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
N/A	
DESIGNATION	
2100216	
SURVEY BOOK	SHEETS
	1 of 99
CONTRACT	PROJECT
R-43940	2100216

I:\21jobs\21H0012A\CAD\Road\Sheet\Sht Title.dgn


JAMES R. CARLTON
JAMES R. CARLTON
MICHAEL THOMPSON
BRADLEY A. & GLENDA J. THOMPSON
CYNTHIA A. BISH
STEVEN R. & LISA L. SMITH
STEVEN R. & LISA L. SMITH
Begin Incidental Construction Sta. 404+00.00 Line "A"
Begin Project Sta. 405+00.00 Line "A" Monument, B Req'd.
Construction Limits
35' TEMP R/W FOR DRIVE CONSTRUCTION
+05 Class II Drive W = 12.3'
Untimely Grant Line
Ex. R/W
P.I. = 403+35.15
Line "A" N 42°27'26" W
SR 109
35' R/W
Str. No. 301
CP 300
CP 301
TBM 1
Section 34, T17N, R8W Brown Township Hancock County
MATCHLINE Sta. 407+00.00 "LINE A" (See Next Sheet)
TBM1: Cut "X" on the Northwest Corner of Concrete Headwall Sta. 402+22.40, 23.60' Rt, Line "A" El. 1010.48
Existing Profile Grade along Line "A"
PVI Sta = 404+00.00
Elev = 1011.24
PVC Sta = 406+35.00
Elev = 1010.54
-0.30%
Proposed Profile Grade along Line "A"
PVI Sta. = 407+00.00
Elev. = 1010.34
VC = 130.00'
1030
1020
1010
1000
990
401+00
402+00
403+00
404+00
405+00
406+00
407+00
CP 300
NORTH 202576.7435
EAST 842507.4832
P.O.B. 401+00.00 LINE "A"
CP 301
NORTH 202751.2453
EAST 842349.8613
P.I. 403+35.15 LINE "A"
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER
DATE
DESIGNED: WBB 04/04/25
DRAWN: MWH 04/04/25
CHECKED: RMM 04/04/25
CHECKED: WBB 04/04/25
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
STA. 401+00.00 TO STA. 407+00.00
SCALE
1" = 20' H 1" = 5' V
BRIDGE FILE
N/A
DESIGNATION
SURVEY BOOK
SHEETS
16 of 67
CONTRACT
R-43940
PROJECT
2100216
Plot: 4/7/2025 12:22 PM
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Model:Line A - Plan 1 [Sheet]

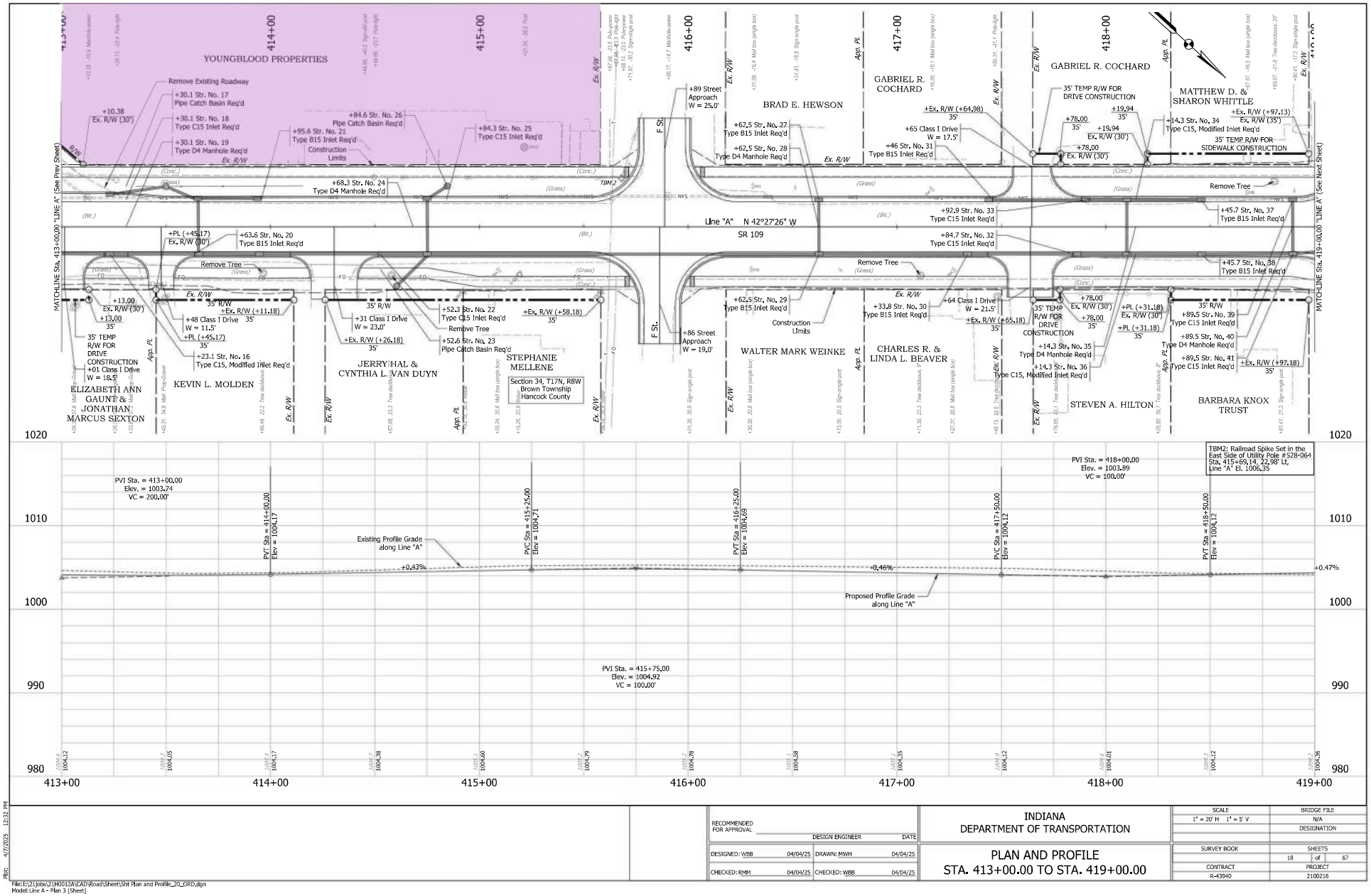


RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 20' H 1" = 5' V; BRIDGE FILE: N/A
DESIGNED: WBB 04/04/25	DRAWN: MWH 04/04/25	PLAN AND PROFILE STA. 407+00.00 TO STA. 413+00.00	DESIGNATION: 2100216
CHECKED: RMM 04/04/25	CHECKED: WBB 04/04/25		SURVEY BOOK; SHEETS: 17 of 67
			CONTRACT: R-43940; PROJECT: 2100216

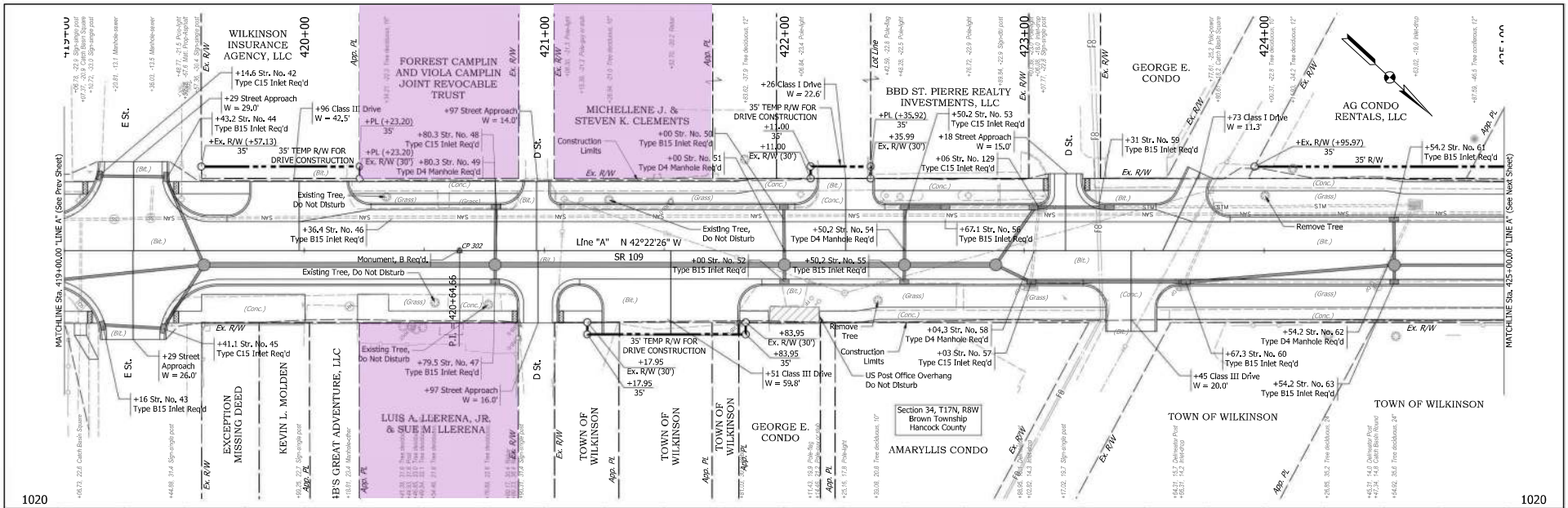
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Appendix E

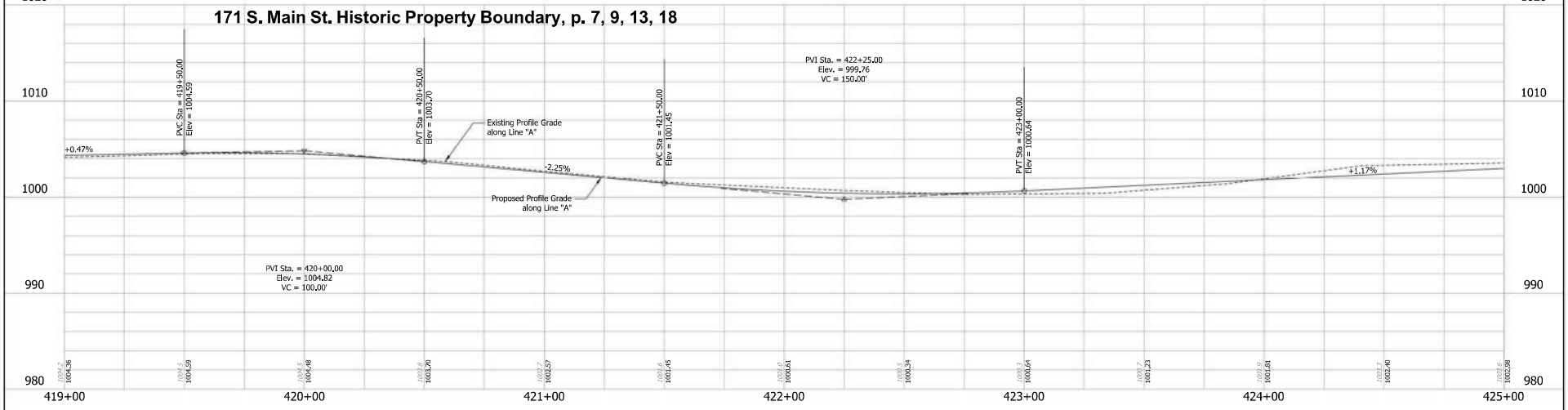
310 S. Main St. Historic Property Boundary,
p. 5, 8, 12-13



172 S. Main St. Historic Property Boundary, p. 7,8,13; 150 S. Main St. Historic Property Boundary, p. 5, 8-9, 15



171 S. Main St. Historic Property Boundary, p. 7, 9, 13, 18



CP 302
NORTH 204027.2475
EAST 841182.3755
P.I. 420+64.66 LINE "A"

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: WBB 04/04/25 DRAWN: MWH 04/04/25

CHECKED: RMM 04/04/25 CHECKED: WBB 04/04/25

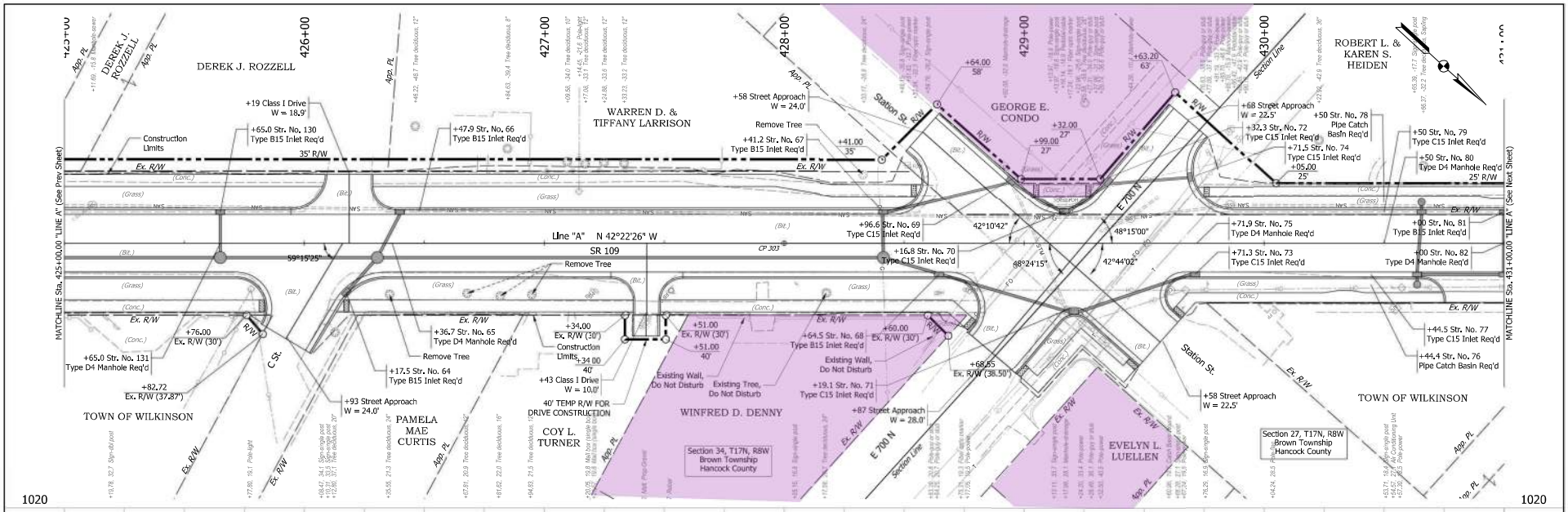
INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 419+00.00 TO STA. 425+00.00

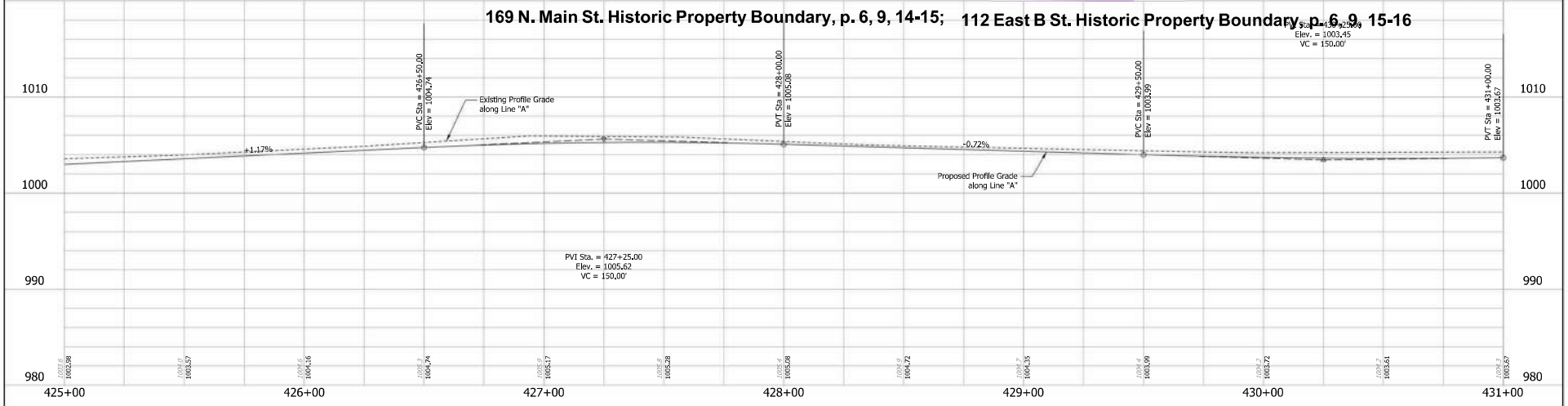
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1" = 20' H 1" = 5' V	N/A
	DESIGNATION
	2100216
SURVEY BOOK	SHEETS
	19 of 67
CONTRACT	PROJECT
R-43940	2100216

Plot: 4/7/2025 12:02 PM
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Model: Line A - Plan 4 [Sheet]

10227 E 700 N Historic Property Boundary, p. 4, 8, 10-11



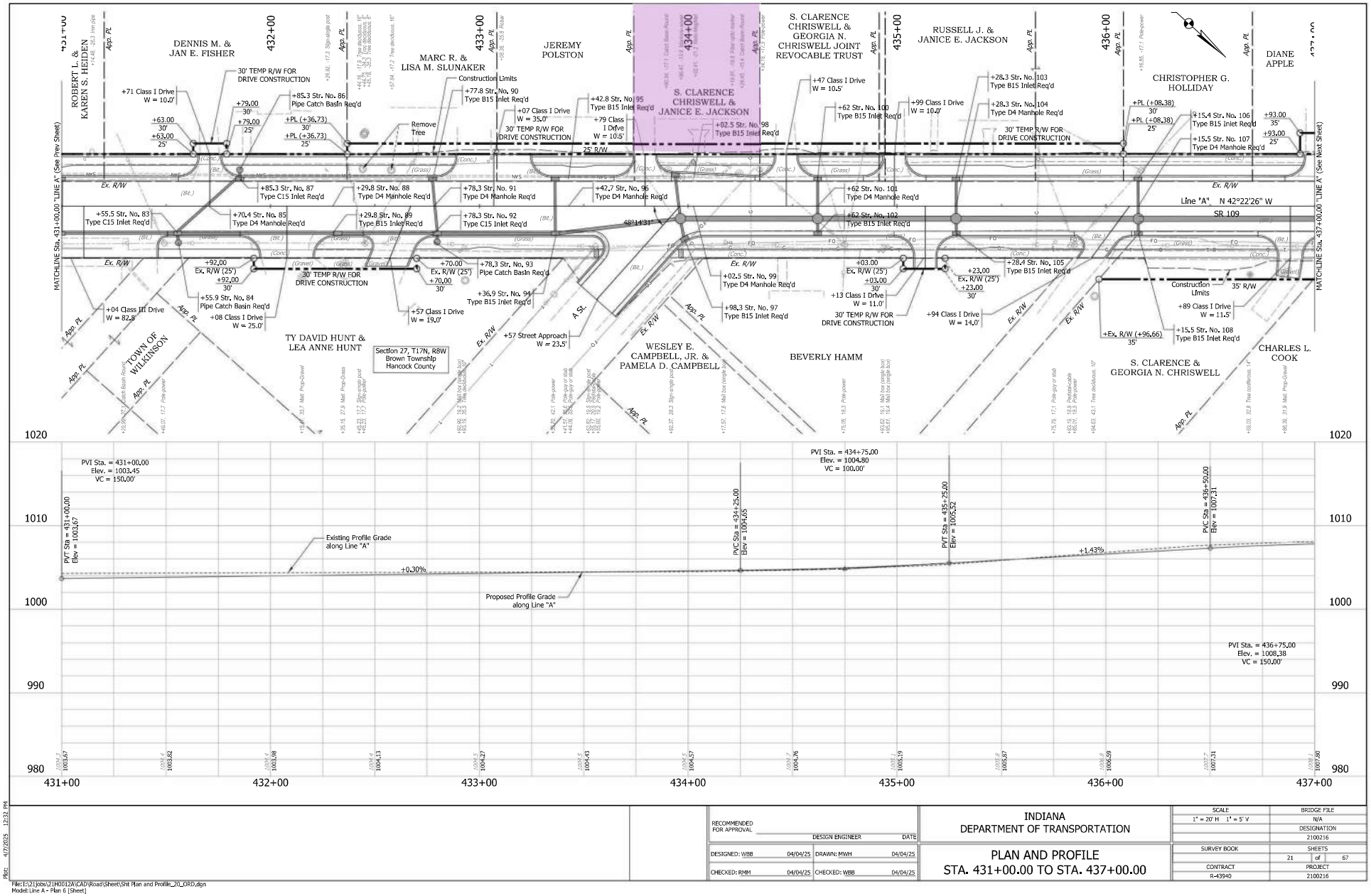
169 N. Main St. Historic Property Boundary, p. 6, 9, 14-15; 112 East B St. Historic Property Boundary, p. 6, 9, 15-16



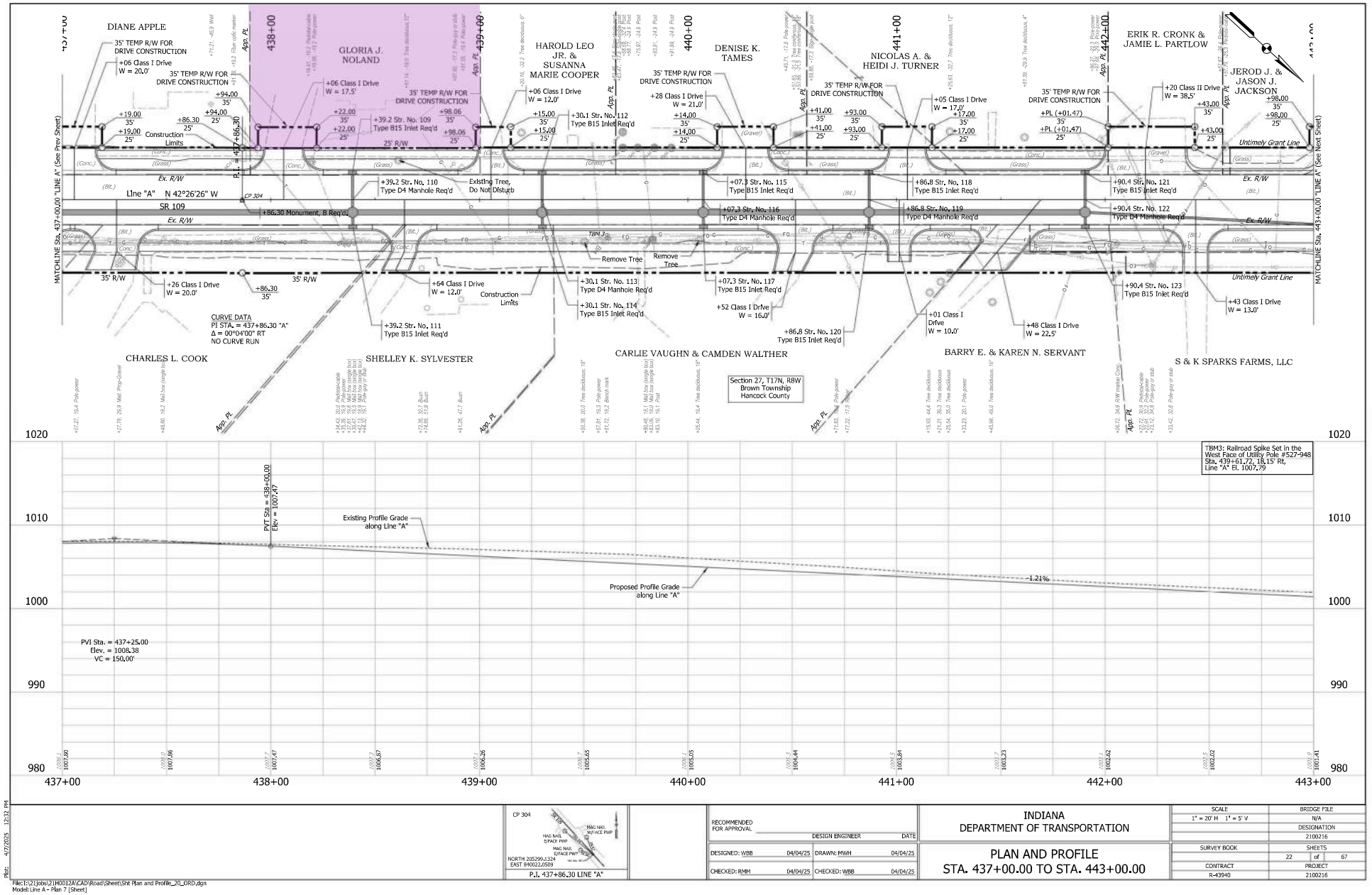
CP 303 N 204570.4899 E 840886.7823	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 20' H 1" = 5' V; BRIDGE FILE: N/A
POT 428+00.00 LINE "A"	DESIGNED: WBB 04/04/25 DRAWN: MWH 04/04/25 CHECKED: RMM 04/04/25 CHECKED: WBB 04/04/25	PLAN AND PROFILE STA. 425+00.00 TO STA. 431+00.00	DESIGNATION: 2100216; SURVEY BOOK; SHEETS: 20 of 67; CONTRACT: R-43940; PROJECT: 2100216

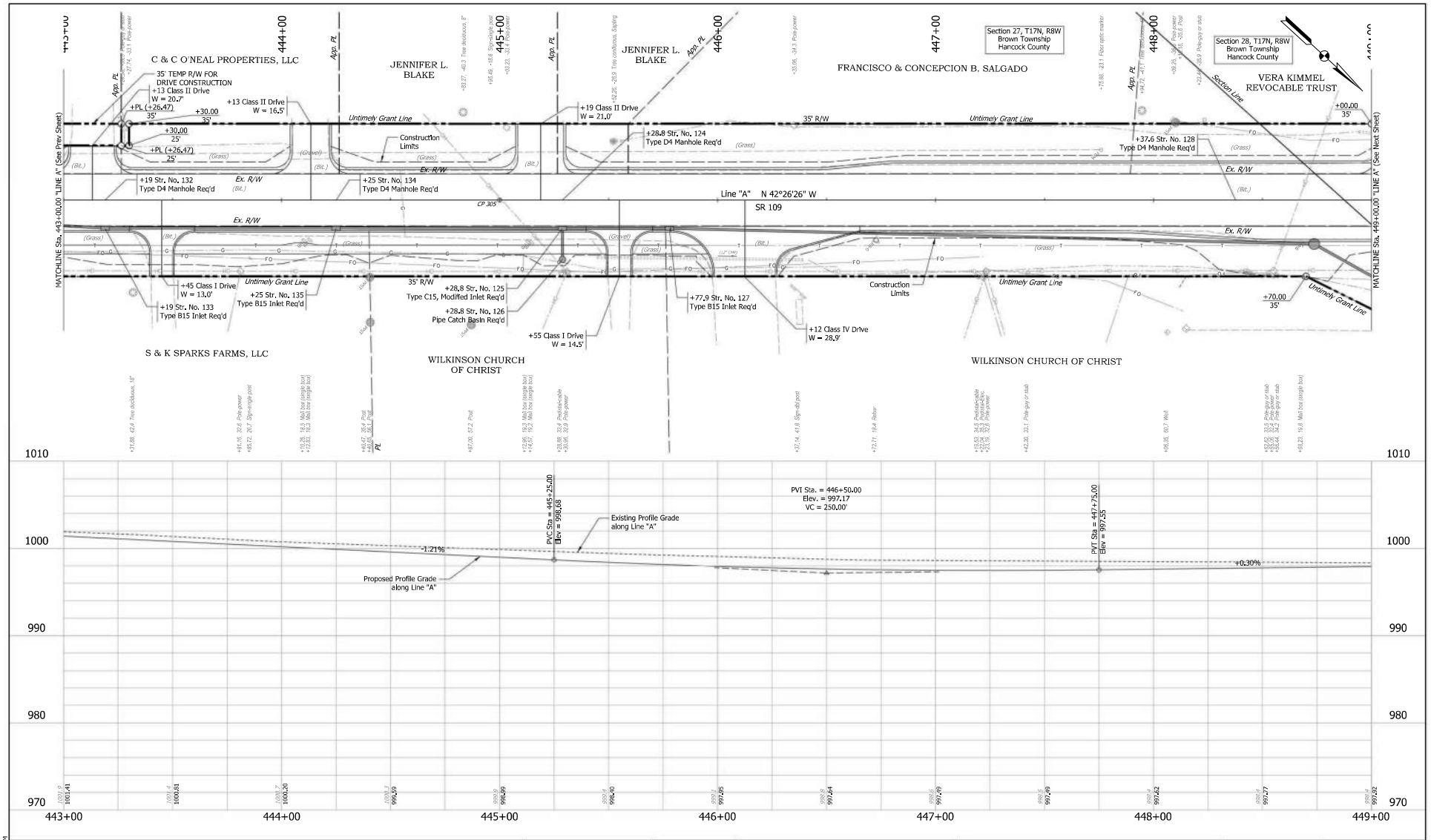
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Model: Line A - Plan 5 [Sheet]

302 N. Main St. Historic Property Boundary, p. 6, 9, 16-17



382 N. Main St. Historic Property Boundary, p. 7, 9, 17





CP 305
NORTH 205825.8279
EAST 839540.4291
MAG NAIL W/FACE PWP
MAG NAIL IN PVMT.
MAG NAIL W/FACE PWP
POT 445+00.00 LINE "A"

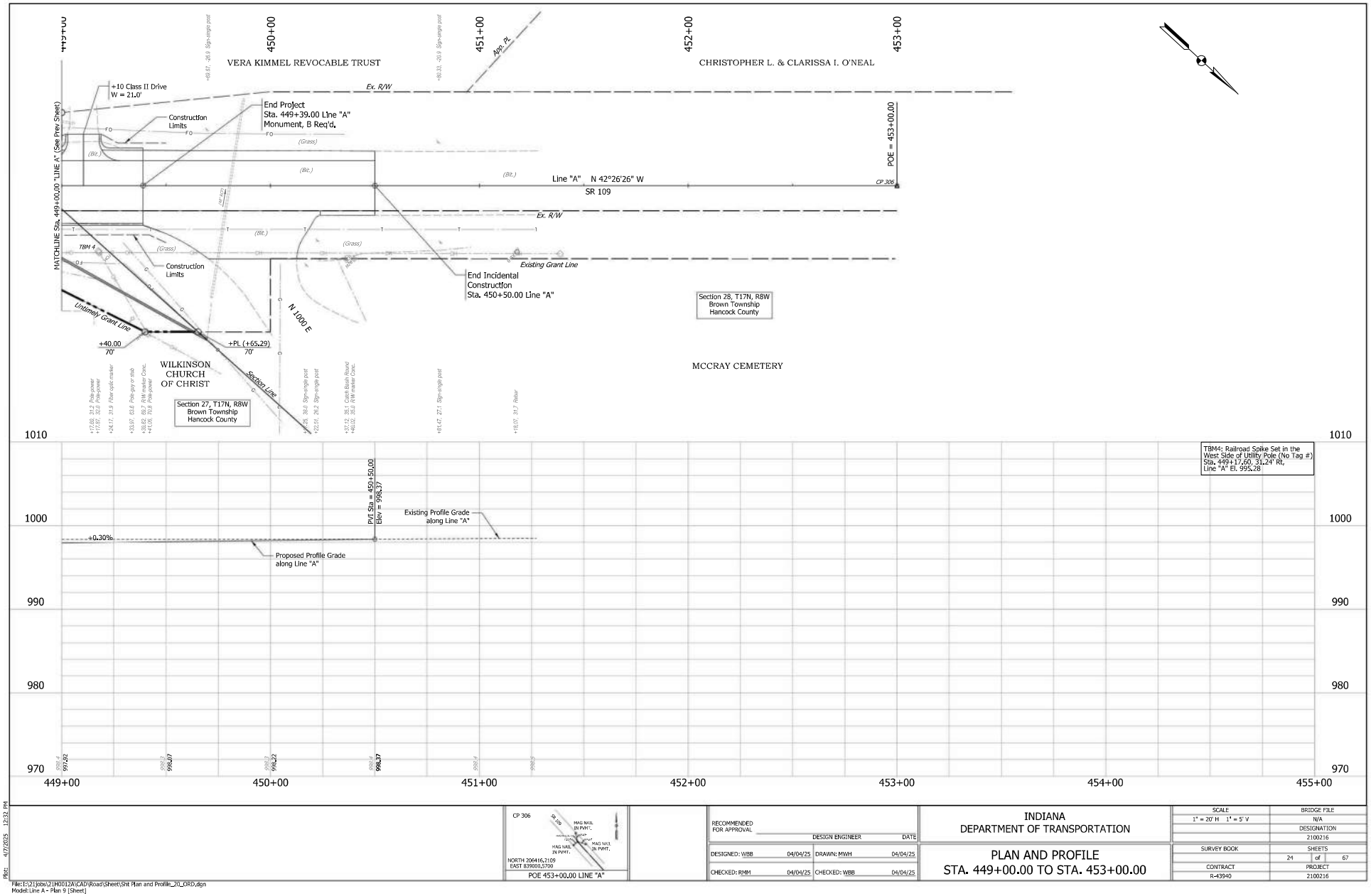
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE
DESIGNED: WBB 04/04/25
DRAWN: MWH 04/04/25
CHECKED: RMM 04/04/25
CHECKED: WBB 04/04/25

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 443+00.00 TO STA. 449+00.00

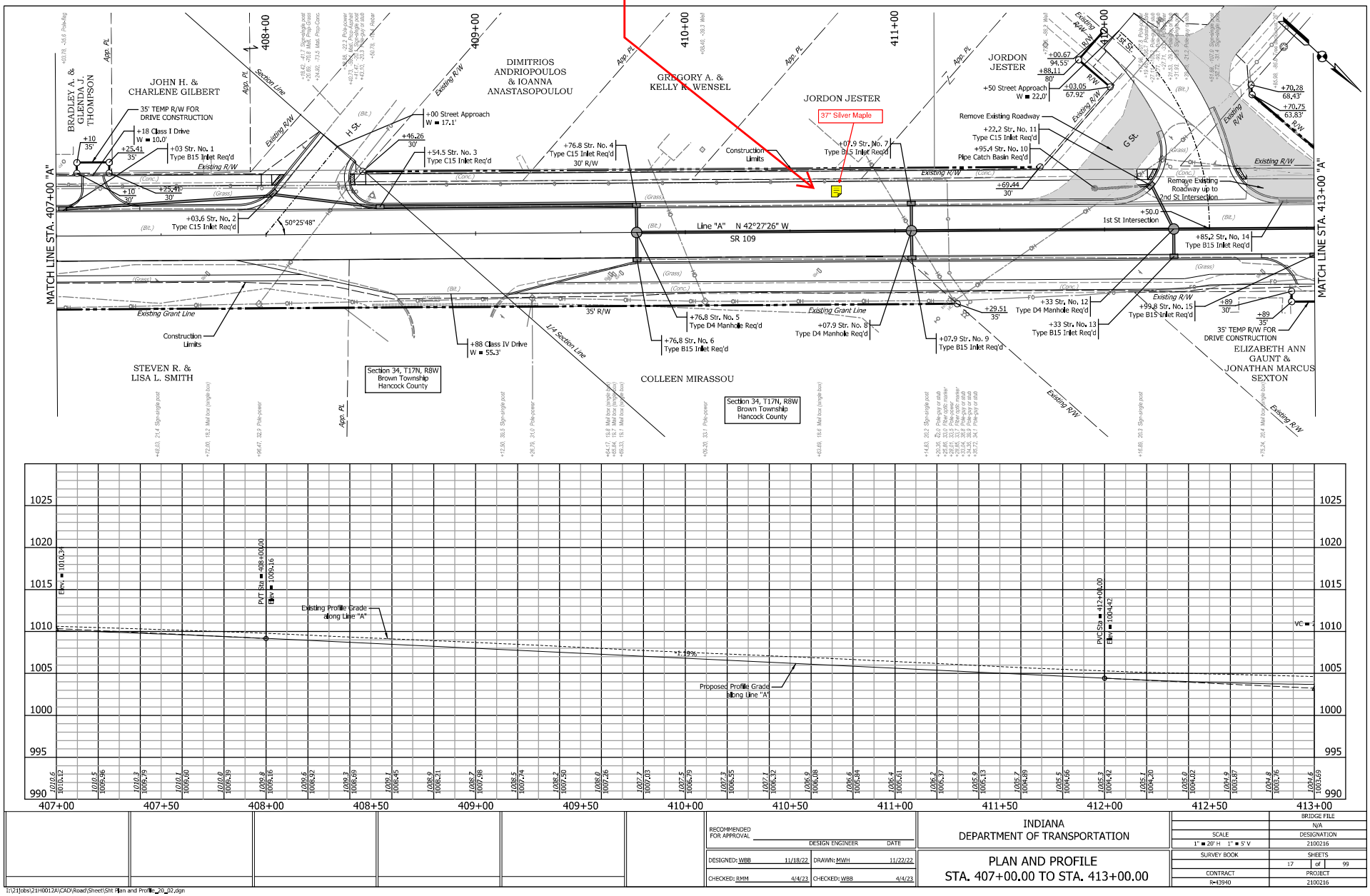
SCALE	BRIDGE FILE
1" = 20' H 1" = 5' V	N/A
	DESIGNATION
	2100216
SURVEY BOOK	SHEETS
	23 of 67
CONTRACT	PROJECT
R-43940	2100216

Plot: 4/7/2025 12:32 PM
File: I:\21Jobs\21H0012A\CAD\Road\Sheet\Sht Plan and Profile_20_ORD.dgn
Model: Line A - Plan & [Sheet]


449+00
450+00
451+00
452+00
453+00
VERA KIMMEL REVOCABLE TRUST
CHRISTOPHER L. & CLARISSA I. O'NEAL
+10 Class II Drive
W = 21.0'
Ex. R/W
End Project
Sta. 449+39.00 Line "A"
Monument, B Req'd.
Construction Limits
POE = 453+00.00
Line "A" N 42°26'26" W
SR 109
CP 306
Ex. R/W
Existing Grant Line
End Incidental
Constructfon
Sta. 450+50.00 Line "A"
Section 28, T17N, R8W
Brown Township
Hancock County
MATCHLINE Sta. 449+00.00 "LINE A" (See Prev. Sheet)
TBN 4
Untimely Grant Line
N 1000 E
+40.00
70'
+PL (+65.29)
70'
WILKINSON
CHURCH
OF CHRIST
Section Line
Section 27, T17N, R8W
Brown Township
Hancock County
MCCRAY CEMETERY
TBM4: Railroad Spike Set in the West Side of Utility Pole (No Tag #) Sta. 449+17.60, 31.24' Rt, Line "A" El. 995.28
PVT Sta = 450+50.00
Elev = 998.37
Existing Profile Grade along Line "A"
+0.30%
Proposed Profile Grade along Line "A"
1010
1000
990
980
970
449+00
450+00
451+00
452+00
453+00
454+00
455+00
CP 306
NORTH 206416.2109
EAST 839000.5700
POE 453+00.00 LINE "A"
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER
DATE
DESIGNED: WBB 04/04/25
DRAWN: MWH 04/04/25
CHECKED: RMM 04/04/25
CHECKED: WBB 04/04/25
INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
STA. 449+00.00 TO STA. 453+00.00
SCALE
1" = 20' H 1" = 5' V
BRIDGE FILE
N/A
DESIGNATION
2100216
SURVEY BOOK
SHEETS
24 of 67
CONTRACT
R-43940
PROJECT
2100216
Plot: 4/7/2025 12:22 PM
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Appendix E

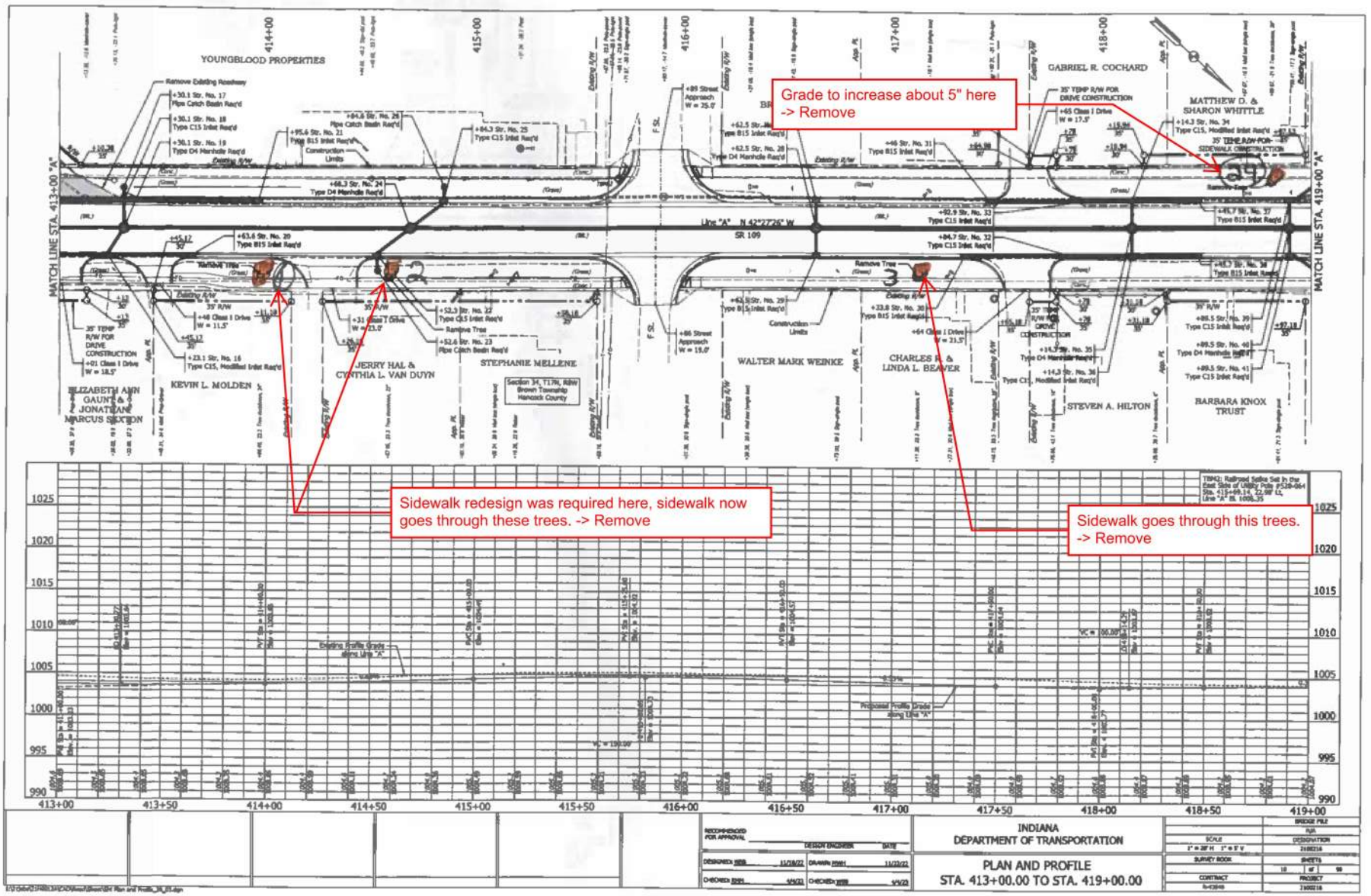
Minimal grading required between Sidewalk and Curb
-> Keep



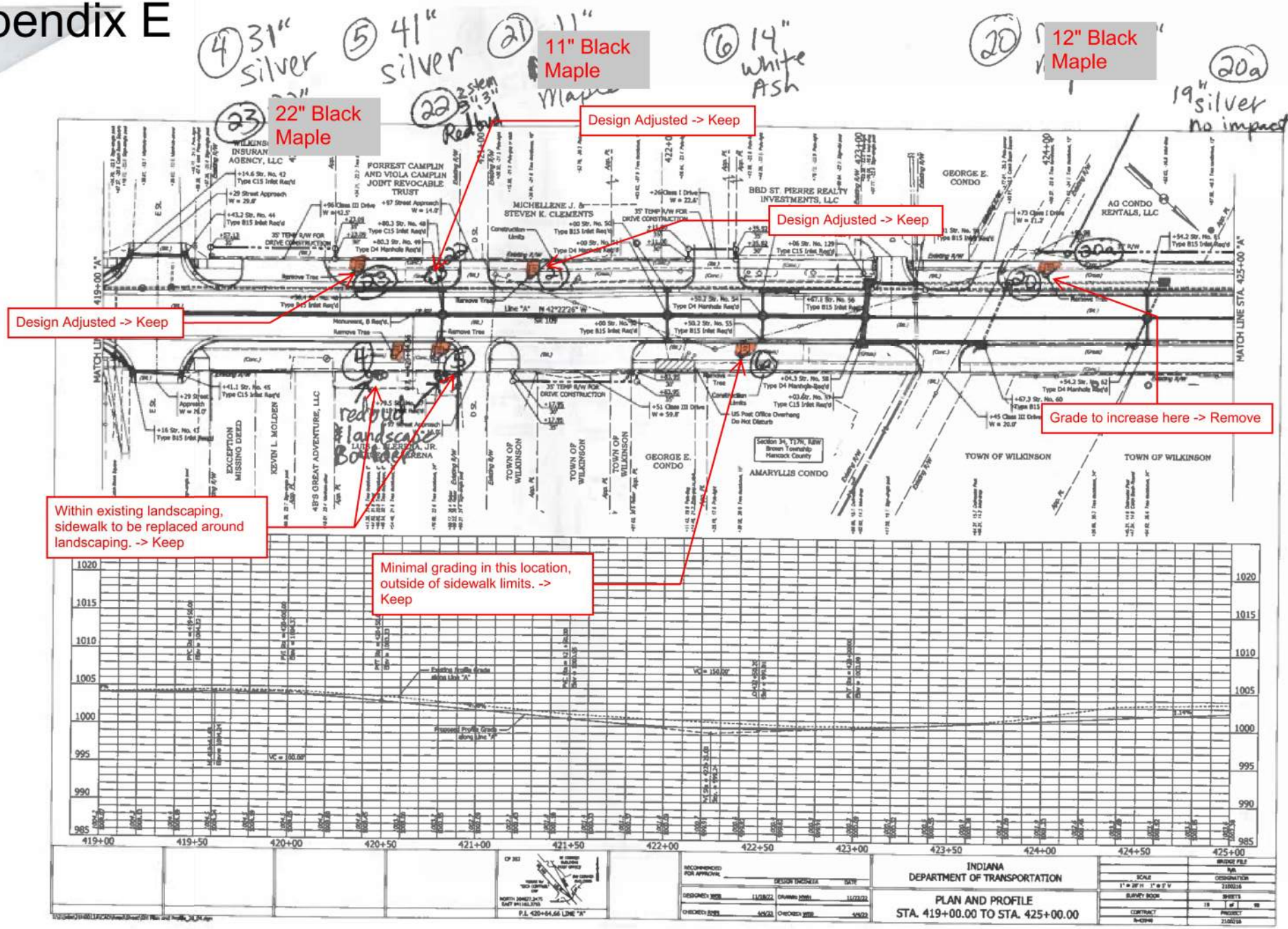
RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE	INDIANA DEPARTMENT OF TRANSPORTATION	BRIDGE FILE: N/A
DESIGNED: WBB 11/18/22 — DRAWN: MWH 11/22/22	PLAN AND PROFILE STA. 407+00.00 TO STA. 413+00.00	SCALE: 1" = 20' H 1" = 5' V — DESIGNATION: 2100216
CHECKED: RMM 4/4/23 — CHECKED: WBB 4/4/23		SURVEY BOOK — SHEETS: 17 of 99
		CONTRACT: R-43940 — PROJECT: 2100216

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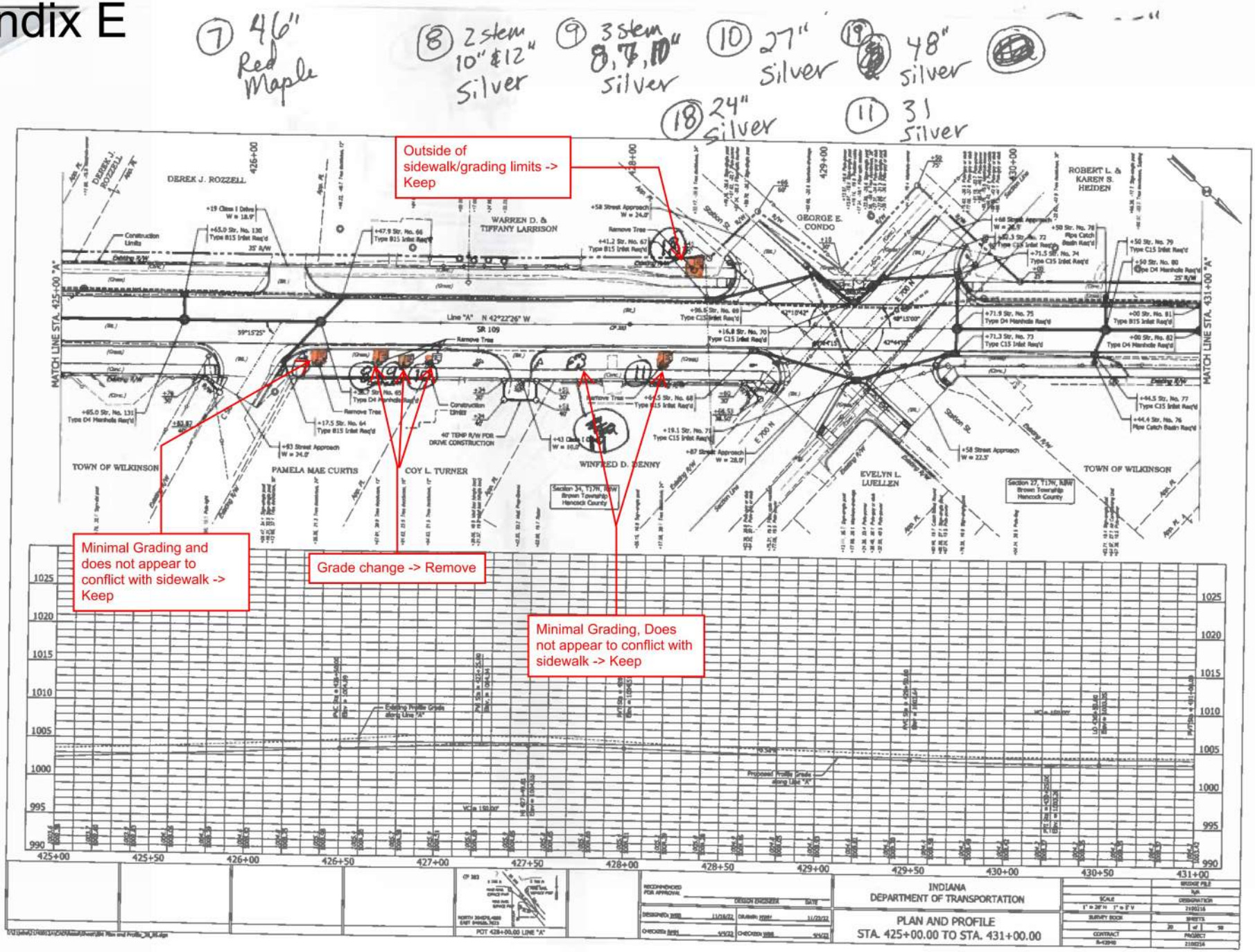
Appendix E


① 30" Silver Maple
② 29" Silver Maple
③ 14" Callery Pear
24 25" Silver Maple
37" Silver Maple
Grade to increase about 5" here -> Remove
Sidewalk redesign was required here, sidewalk now goes through these trees. -> Remove
Sidewalk goes through this trees. -> Remove
YOUNGBLOOD PROPERTIES
GABRIEL R. COCHARD
MATTHEW D. & SHARON WHITTLE
JERRY HAL & CYNTHIA L. VAN DUYN
STEPHANIE MELLENE
WALTER MARK WEINKE
CHARLES R. & LINDA L. BEAVER
STEVEN A. HILTON
BARBARA KNOX TRUST
KEVIN L. MOLDEN
ELIZABETH ANN GAUNT & JONATHAN MARCUS SIXTON
SR 109
MATCH LINE STA. 413+00 "A"
MATCH LINE STA. 419+00 "A"
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
STA. 413+00.00 TO STA. 419+00.00

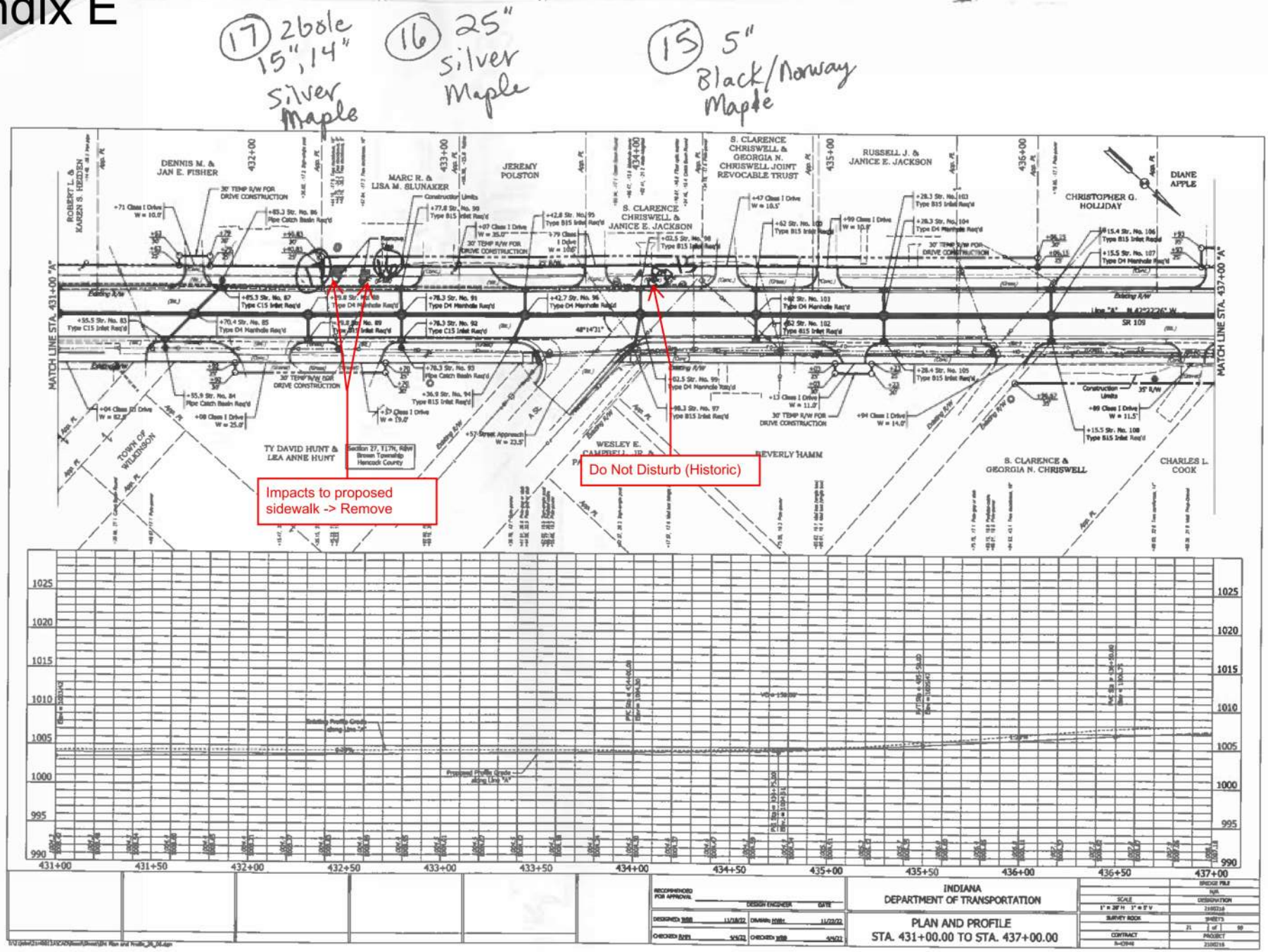
Appendix E

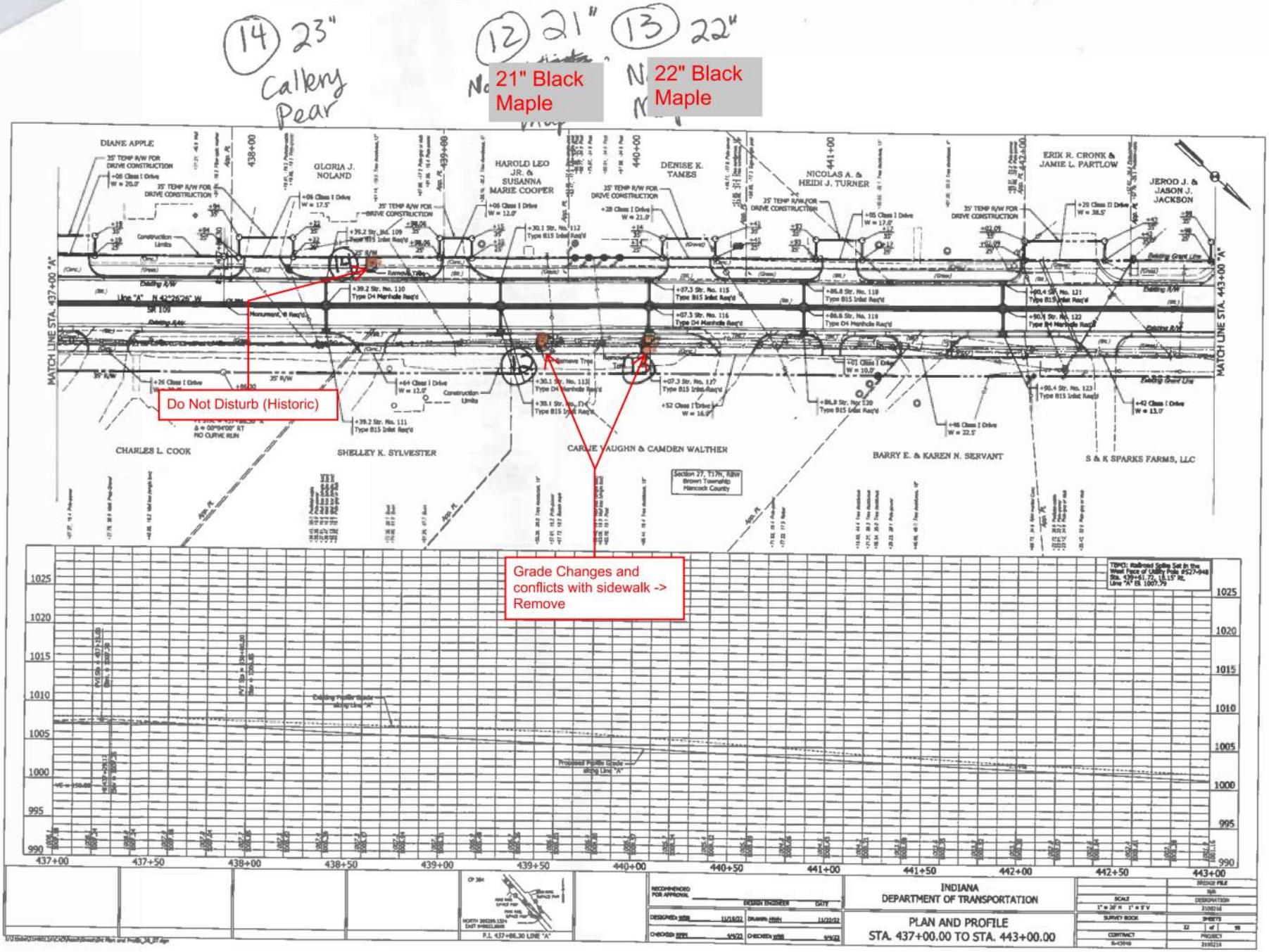

22" Black Maple
11" Black Maple
12" Black Maple
Design Adjusted -> Keep
Design Adjusted -> Keep
Design Adjusted -> Keep
Grade to increase here -> Remove
Within existing landscaping, sidewalk to be replaced around landscaping. -> Keep
Minimal grading in this location, outside of sidewalk limits. -> Keep
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
STA. 419+00.00 TO STA. 425+00.00

Appendix E


(7) 46" Red Maple
(8) 2 stem 10" & 12" Silver
(9) 3 stem 8, 7, 10" Silver
(10) 27" Silver
(19) 48" Silver
(18) 24" Silver
(11) 31 Silver
Outside of sidewalk/grading limits -> Keep
Minimal Grading and does not appear to conflict with sidewalk -> Keep
Grade change -> Remove
Minimal Grading, Does not appear to conflict with sidewalk -> Keep
DEREK J. ROZZELL
WARREN D. & TIFFANY LARRISON
GEORGE E. CONDO
ROBERT L. & KAREN S. HEIDEN
TOWN OF WILKINSON
PAMELA MAE CURTIS
COY L. TURNER
WINFRED D. DENNY
EVELYN L. LUELLEN
SR 109
MATCH LINE STA. 425+00 "A"
MATCH LINE STA. 431+00 "A"
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
STA. 425+00.00 TO STA. 431+00.00

Appendix E


(17) 2 bale 15", 14" Silver Maple
(16) 25" Silver Maple
(15) 5" Black/Norway Maple
Impacts to proposed sidewalk -> Remove
Do Not Disturb (Historic)
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
STA. 431+00.00 TO STA. 437+00.00


(14) 23" Callery Pear
(12) 21"
(13) 22"
21" Black Maple
22" Black Maple
Do Not Disturb (Historic)
Grade Changes and conflicts with sidewalk -> Remove
DIANE APPLE
GLORIA J. NOLAND
HAROLD LEO JR. & SUSANNA MARIE COOPER
DENISE K. TAMES
NICOLAS A. & HEIDI J. TURNER
ERIK R. CRONK & JANIE L. PARTLOW
JEROD J. & JASON J. JACKSON
CHARLES L. COOK
SHELLEY K. SYLVESTER
CARLIE VAUGHN & CAMDEN WALTHER
BARRY E. & KAREN N. SERVANT
S & K SPARKS FARMS, LLC
MATCH LINE STA. 437+00 "A"
MATCH LINE STA. 443+00 "A"
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
STA. 437+00.00 TO STA. 443+00.00

Public Notice
Des. No. 2100216

The Indiana Department of Transportation (INDOT) is planning to undertake a road reconstruction project, funded in part by the Federal Highway Administration. The project is located on State Road (SR) 109 from 1.84 miles south of SR 234, extending north 1.06 miles south of SR 234 in the Town of Wilkinson, Hancock County, Indiana.

The Indiana Department of Transportation (INDOT) will host a public hearing on June 7, 2025 at the Wilkinson Church of Christ, 7293 SR 109, Wilkinson, Indiana 46186. The hearing will begin at 8 am. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the State Road (SR) 109 Pavement Replacement Project (DES. # 2100216). The need for this project is due to the deterioration of the roadway and deficient sidewalks. The purpose of the project is to provide improved pavement to increase the service life of the roadway for at least 20 years and to improve sidewalk conditions and Americans with Disabilities Act (ADA) compliance.

As proposed, this project will mill and reconstruct SR 109 through the Town of Wilkinson. The reconstruction includes new stormwater drainage infrastructure, paved shoulders, curbs and curb ramps, sidewalk reconstruction where needed, and new hot mix asphalt (HMA) overlay. The new roadway will retain the 12-foot travel lanes with 2-to-3-foot shoulders and 5-foot-wide sidewalks. Curb ramps at pedestrian intersections will be updated to current ADA compliance standards.

The approach at 1st Street and SR 109 will be reconfigured to improve sight distance and geometry at the intersection. The intersection of CR 700, Station Street, and SR 109 will also have slight adjustments to the alignment to improve turn radii as permissible. Utilities will be relocated as necessary. The project will require approximately 0.97 acre of permanent right-of-way (ROW), 0.14 acre of temporary ROW, and 0.65 acre of reacquired ROW from 55 parcels. No relocation of homes or businesses is required. Anticipated impacts include the removal of **12 trees**. Every effort to avoid, minimize, and/or mitigate project impacts will be made.

The maintenance of traffic (MOT) for the project includes a closure and detour. The detour will travel over SR 234, SR 9, and I-70, totaling 25 miles for through-travelers. All adjacent property owners will retain access during construction. A local detour will be utilized for in-town traffic. A temporary 5-foot-wide pedestrian path will be constructed for pedestrian access. The detours will remain for the duration of construction for the project, approximately two construction seasons. INDOT will coordinate with emergency services, local school corporation officials, and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. A Categorical Exclusion (CE) environmental document has been prepared for the project. The environmental documentation and preliminary design information is available to view at the following locations:

1. Lapel Branch Library – 610 Main Street Lapel, IN 46051
2. INDOT Greenfield District Office, 32 South Broadway Greenfield, IN 46140; 855-INDOT4U (463-6848)
3. INDOT Greenfield District Website https://www.in.gov/indot/about-indot/central-office/welcome-to-the-greenfield-district/

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Andrew Getting, CHA Consulting, Inc, 201 North Illinois Street, Suite 800, Indianapolis, IN 46204, phone (317) 493-3024, or by email at agetting@chasolutions.com. **INDOT respectfully requests comments be submitted by XX**

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the following: 1) "Condo House" (IHSSI No. 059-589-02007, 10227 E 700 N); 2) Lorenzo Cook Farm (IHSSI No. 059-589-00022, 7393 N 1000 E); 3) Methodist Episcopal Church (IHSSI No. 059-589-02009, 310 S. Main St.); 4) "House" (172 S. Main Street); 5) "House" (IHSSI # 059-589-02008, 150 S. Main St.); 6) "House" (IHSSI # 059-589-02006, 169 N. Main St.); 7) "House" (SJCA 12, 112 East B St.) 8) "House" (SJCA 8, 302 N. Main St.); 9) "House" (SJCA 4, 382 N. Main St.); and "House" (171 S. Main Street).

The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. 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)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in Hanson Professional Services 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 Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Heather Dewey, 1028 Virginia Ave. Suite 201, 317-566-0629, hdewey@sjcainc.com no later than XX.

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Andrew Getting, CHA Consulting, Inc, 201 North Illinois Street, Suite 800, Indianapolis, IN 46204, phone (317) 493-3024, or by email at agetting@chasolutions.com.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

Order Number	:	60148305
PO Number	:	
Customer	:	G11196022 SJCA/L
Contact	:	MIKE MUROSKI
Address1	:	9102 N. Meridian St., Ste. 200
Address2	:	
City St Zip	:	Indianapolis IN 46260
Phone	:	(317) 566-0629
Fax	:	
Credit Card	:	
Printed By	:	Kris Lewis
Entered By	:	Kris Lewis
Keywords	:	Des. No. 2100216
Notes	:	hdewey@sjcainc.com
Zones	:	

Ad Number	:	50189013
Ad Key	:	
Salesperson	:	17 - Kris Lewis
Publication	:	Daily Reporter
Section	:	60 Notices
Sub Section	:	60 Notices
Category	:	6015 Legals
Dates Run	:	04/26/2025-04/26/2025
Days	:	1
Size	:	1 x 32.40, 334 lines
Words	:	1113
Ad Rate	:	L-Government
Ad Price	:	131.86
Amount Paid	:	0.00
Amount Due	:	131.86

Legal Advertisement
Public Notice
Des. No. 2100216

The Indiana Department of Transportation (INDOT) is planning to undertake a road reconstruction project, funded in part by the Federal Highway Administration. The project is located on State Road (SR) 109 from 1.84 miles south of SR 234, extending north 1.06 miles south of SR 234 in the Town of Wilkinson, Hancock County, Indiana.

The Indiana Department of Transportation (INDOT) will host a public hearing on June 7, 2025 at the Wilkinson Church of Christ, 7293 SR 109, Wilkinson, Indiana 46186. The hearing will begin at 8 am. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the State Road (SR) 109 Pavement Replacement Project (DES. # 2100216). The need for this project is due to the deterioration of the roadway and deficient sidewalks. The purpose of the project is to provide improved pavement to increase the service life of the roadway for at least 20 years and to improve sidewalk conditions and Americans with Disabilities Act (ADA) compliance.

As proposed, this project will mill and reconstruct SR 109 through the Town of Wilkinson. The reconstruction includes new stormwater drainage infrastructure, paved shoulders, curbs and curb ramps, sidewalk reconstruction where needed, and new hot mix asphalt (HMA) overlay. The new roadway will retain the 12-foot travel lanes with 2-to-3-foot shoulders and 5-foot-wide side-

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City St Zip	:	Indianapolis IN 46260
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Printed By	:	Kris Lewis
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Notes	:	hdewey@sjcainc.com
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walks. Curb ramps at pedestrian intersections will be updated to current ADA compliance standards.

The approach at 1st Street and SR 109 will be reconfigured to improve sight distance and geometry at the intersection. The intersection of CR 700, Station Street, and SR 109 will also have slight adjustments to the alignment to improve turn radii as permissible. Utilities will be relocated as necessary. The project will require approximately 0.97 acre of permanent right-of-way (ROW), 0.14 acre of temporary ROW, and 0.65 acre of reacquired ROW from 55 parcels. No relocation of homes or businesses is required. Anticipated impacts include the removal of 12 trees. Every effort to avoid, minimize, and/or mitigate project impacts will be made.

The maintenance of traffic (MOT) for the project includes a closure and detour. The detour will travel over SR 234, SR 9, and I-70, totaling 25 miles for through-travelers. All adjacent property owners will retain access during construction. A local detour will be utilized for in-town traffic. A temporary 5-foot-wide pedestrian path will be constructed for pedestrian access. The detours will remain for the duration of construction for the project, approximately two construction seasons. INDOT will coordinate with emergency services, local school corporation officials, and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

Federal and state funds are proposed to be used for construction of this project. INDOT and the

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City St Zip	:	Indianapolis IN 46260
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Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. A Categorical Exclusion (CE) environmental document has been prepared for the project. The environmental documentation and preliminary design information is available to view at the following locations:

1. Lapel Branch Library – 610 Main Street Lapel, IN 46051
2. INDOT Greenfield District Office, 32 South Broadway Greenfield, IN 46140; 855-INDOT4U (463-6848) 3. INDOT Greenfield District Website https://www.in.gov/indot/about-indot/central-office/welcome-to-the-greenfield-district/

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Dewey, 1028 Virginia Ave. Suite 201, 317-566-0629, hdewey@sjcainc.com no later than May 27, 2025.

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60148305 hspaxlp
DR 04-26-2025

Appendix E

Red Flag and Hazardous Materials

Item	Appendix Page
Red Flag Investigation Report	E-1 to E-11
Supplemental Correspondence	E-12

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: January 18, 2024

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: Leigh Montano
CHA Consulting, Inc.,
201 N. Illinois St, Ste. 800
Indianapolis, IN 46204
lmontano@chasolutions.com

Re: RED FLAG INVESTIGATION
DES # 2100216, State Project
Small Town Pavement Replacement
SR 109 through the Town of Wilkinson
Hancock County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: This project will mill and replace the existing pavement on SR 109 through the Town of Wilkinson, from 1.84 miles south of SR 234 to 1.06 miles south of SR 234. Existing sidewalks, curbs, and curb ramps on both sides of SR 109 will be replaced. Drainage improvements will also be made, including relocating storm sewer locations. The intersection of CR 1050 and SR 109 will be reconfigured to improve sight distances.

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) _____

Proposed right of way: Temporary ☒ # Acres 0.14 Permanent ☒ # Acres 0.35, Not Applicable ☐

Type and proposed depth of excavation: Max depth of excavation for sidewalks, curb ramps and roadway is four feet. The relocation of storm sewer will require excavation of eight feet.

Maintenance of traffic (MOT): Closure and detour using SR 234, SR 9, and I-70.

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	**1***	Recreational Facilities	**1**
Airports[1]	**N/A**	Pipelines	**1**
Cemeteries	**1**	Railroads	**1**
Hospitals	**N/A**	Trails	**N/A**
Schools	**N/A**	Managed Lands	**N/A**

[1]In 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*: One (1) unmapped religious facility is located within the 0.5 mile search radius. The nearest facility, the Wilkinson Church of Christ, is north of the project area. Coordination with the Wilkinson Church of Christ will occur.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. McCray Cemetery is located 0.08 mile northwest of the project area. No impact is expected.

Recreational Facilities: One (1) recreational facility is located within the 0.5 mile search radius. The recreational facility, the Wilkinson City Park and War Memorial, also known as the Weir Cook Community Park, is adjacent to the project area. Coordination will occur with the Town of Wilkinson.

Pipelines: One (1) pipeline segment is located within the 0.5 mile search radius. The pipeline, the Fountaintown Gas Company, Inc., is located 0.06 mile east of the project area. No impact is expected.

Railroads: One (1) railroad segment is located within the 0.5 mile search radius. The Conrail Railroad segment is mapped perpendicular to the project area, however, aerial imagery shows that the rails are no longer there and this rail is abandoned. 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:			
Karst Springs	**N/A**	Canal Routes - Historic	**N/A**
Canal Structures – Historic	**N/A**	NWI - Wetlands	**9**
NPS NRI Listed	**N/A**	Lakes	**5**
IDEM 303d Listed Streams and Lakes (Impaired)	**1**	Floodplain - DFIRM	**N/A**
Rivers and Streams	**10**	Cave Entrance Density	**N/A**
Sinking-Stream Basins	**N/A**	Sinkhole Areas	**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:

Rivers and Streams: Ten (10) river and stream segments are located within the 0.5 mile radius of the project radius. The closest segment is 0.19 mile northwest of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes: One (1) IDEM 303d listed stream segment is located within the 0.5 mile radius of the project radius. This segment is 0.19 mile northwest of the project area. No impact is expected.

Wetlands: Nine (9) wetland polygons are located within the 0.5 mile radius of the project area. The closest wetland is 0.15 mile west of the project area. No impact is expected.

Lakes: Five (5) lake polygons are located within the 0.5 mile radius of the project area. The closest lake polygon is 0.21 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	**20**	Mineral Resources	**N/A**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Explanation:

Petroleum Wells: Twenty (20) petroleum wells are located within 0.5 mile radius of the project area. Two (2) petroleum wells are located within/adjacent to the project area. Coordination with IDNR Oil and Gas Division will occur.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	**N/A**	Manufactured Gas Plant Sites	**N/A**
RCRA Generator/ TSD	**N/A**	Open Dump Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Restricted Waste Sites	**N/A**
State Cleanup Sites	**N/A**	Waste Transfer Stations	**N/A**
Septage Waste Sites	**N/A**	Tire Waste Sites	**N/A**
Underground Storage Tank (UST) Sites	**1**	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**N/A**
Construction Demolition Waste	**N/A**	Institutional Controls	**N/A**
Solid Waste Landfill	**N/A**	NPDES Facilities	**1**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**1**
Leaking Underground Storage (LUST) Sites	**N/A**	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:

Underground Storage Tank (UST) Site: One (1) UST site is located within the 0.5 mile search radius of the project area. The UST site, George Hall Garage, 101 Station/ 203 North Main, AI ID # 33383, is mapped within/adjacent to the project area. The location of this property is unknown, however, it would be assumed that it is at the intersection of SR 109 and Station Street. Two (2) gasoline USTs, both 2,000 gallons and listed as installed in 1953, were removed from the ground in August 1990. No additional information was found in the VFC. If excavation occurs in this area, petroleum contamination may be encountered. Before proper handling, removal, and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

NPDES Facilities: One (1) NPDES facility is located within the 0.5 mile search radius of the project area. The Shirley WWTP, 10784 East CR 650 North, Shirley, NPDES ID IN0024503, is located 0.21 mile west of the project area. No impact is expected.

NPDES Pipe Location: One (1) NPDES Pipe Location is located within the 0.5 mile search radius of the project area. The NPDES pipe, NPDES ID IN0024503001A, is associated with the above listed NPDES Facility, and is located 0.21 mile west of the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Hancock 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_hancock.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. Due to the nature of project activities, this project may fall under the guidelines set forth under USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013. However, if a Waters of the US (WOTUS) Report is prepared for the project, coordination will need to occur with IDNR at a minimum. Results of the WOTUS report may indicate the need to coordinate with USFWS.

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 range-wide programmatic consultation for the Indiana bat and the 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:
Religious Facilities*: One (1) unmapped religious facility is located adjacent to the project area. Coordination with Wilkinson Church of Christ will occur.

Recreational Facilities: One (1) recreational facility, the Wilkinson City Park and War Memorial, also known as the Weir Cook Community Park, is adjacent to the project area. Coordination with the Town of Wilkinson Parks and Recreational Department will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION:
Petroleum Wells: Two (2) petroleum wells are located within the project area. Coordination with IDNR Oil and Gas Division will occur.

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: If a WOTUS Report is prepared for the project, coordination will need to occur with IDNR at a minimum. Results of the WOTUS report may indicate the need to coordinate with USFWS. The range-wide programmatic consultation for the Indiana bat and the 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."

INDOT ESD concurrence: Dariane Davis Digitally signed by Dariane Davis Date: 2024.01.18 15:18:41 -05'00' (Signature)

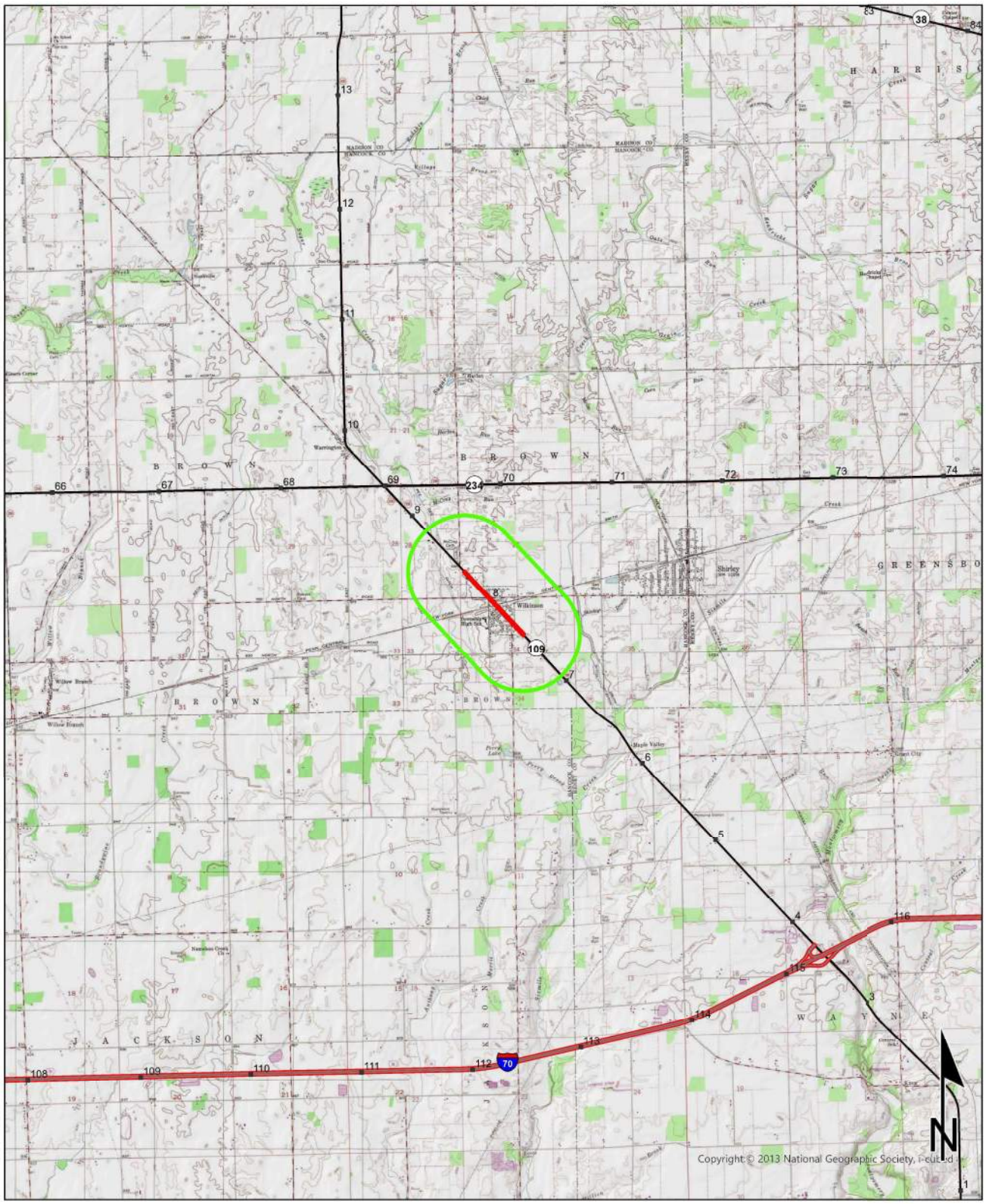
Prepared by:
Leigh Montano
Scientist
CHA Consulting, Inc.

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES
INFRASTRUCTURE: YES
WATER RESOURCES: YES
MINING/MINERAL EXPLORATION: YES
HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
SR 109 Through the Town of Wilkinson
Des. No. 2100216, Small Town Pavement Replacement
Hancock County, Indiana



Sources:
1 0.5 0 1 Miles
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

SHIRLEY QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
SR 109 Through the Town of Wilkinson
Des. No. 2100216, Small Town Pavement Replacement
Hancock County, Indiana



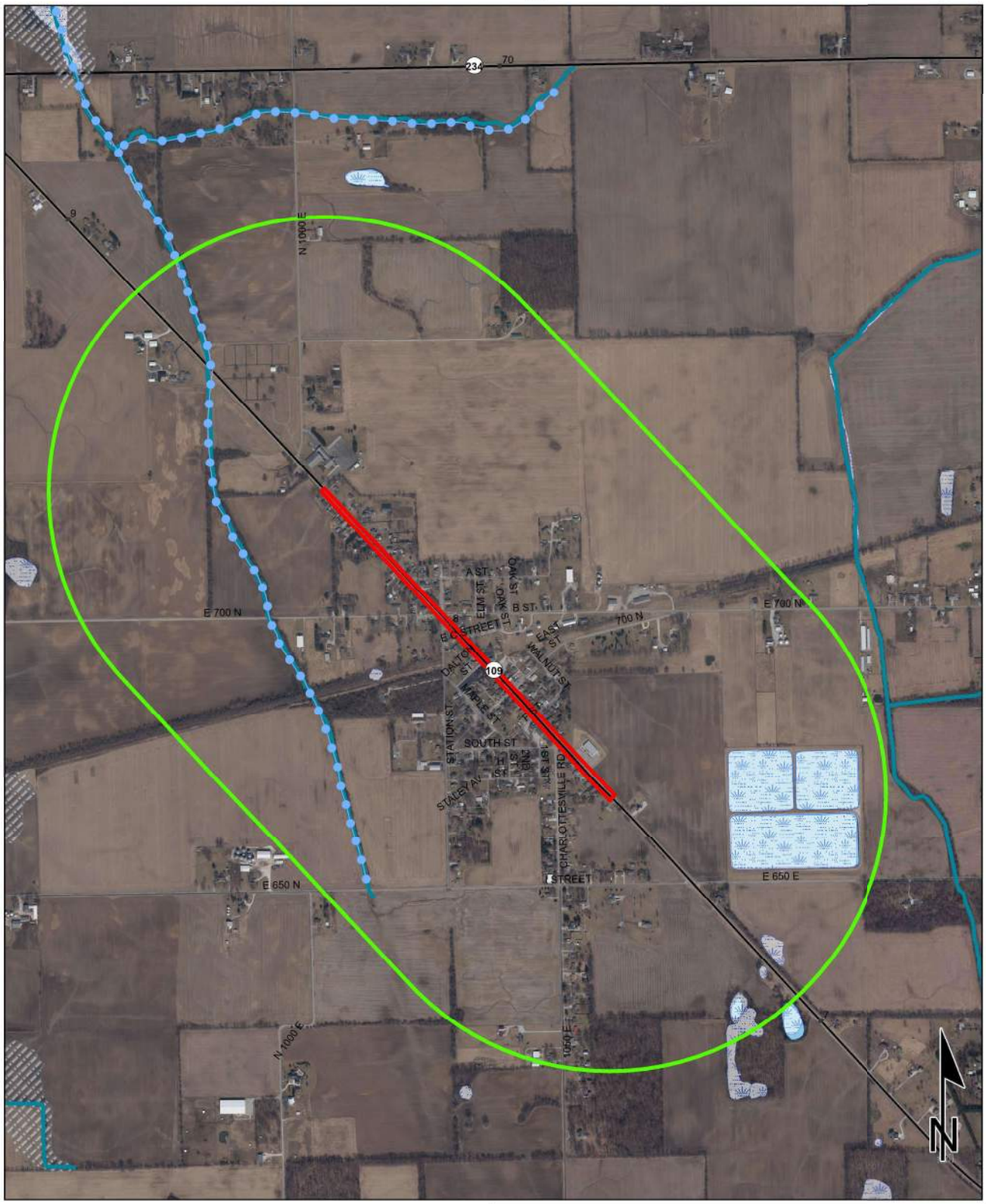
0.2 0.1 0 0.2 Miles

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

Red Flag Investigation - Water Resources
SR 109 Through the Town of Wilkinson
Des. No. 2100216, Small Town Pavement Replacement
Hancock County, Indiana



0.2 0.1 0 0.2 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- Karst Spring
- Impaired_Stream_Lake
- NPS NRI listed
- River
- Canal Structure - Historic
- Canal Route - Historic
- Wetlands
- Lake
- Floodplain - DFIRM
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Mining and Mineral Exploration
SR 109 Through the Town of Wilkinson
Des. No. 2100216, Small Town Pavement Replacement
Hancock County, Indiana



0.2 0.1 0 0.2 Miles

Sources:

Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- Oil and Gas Wells
- Mineral Resources
- Mine - Surface
- Mine - Underground
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Hazardous Material Concerns
SR 109 Through the Town of Wilkinson
Des. No. 2100216, Small Town Pavement Replacement
Hancock County, Indiana



- Brownfield
- RCRA Corrective Action Sites
- Confined Feeding Operation
- Notice_Of_Contamination
- Construction/Demolition Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- NPDES Facilites
- NPDES Pipe Locations
- Open Dump Waste Site
- RCRA Generator/TSD
- Restricted Waste Site
- Septage Waste Site
- Solid Waste Landfill
- State Cleanup Site
- Superfund
- Tire Waste Site
- Underground Storage Tank
- Voluntary Remediation Program
- Waste Transfer Station
- Institutional Controls
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

0.2 0.1 0 0.2 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

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

Elmore, Summer

From: Leek, Chris
Sent: Tuesday, April 8, 2025 6:12 PM
To: Elmore, Summer; Getting, Andrew
Subject: Fw: [--EXTERNAL--]: Des 2100216

Fyi, see below

Chris Leek
Senior Scientist
CHA Consulting, Inc.
201 N. Illinois Street, STE 800 46204

From: Washburn, Peter <PWashburn1@indot.IN.gov>
Sent: Tuesday, April 8, 2025 4:30:01 PM
To: Leek, Chris <CLeek@chasolutions.com>
Subject: [--EXTERNAL--]: Des 2100216

Hi Chris,

I got your voicemail and looked into your question. The appropriate recommendation was made in the body of the report for the UST site, “If excavation occurs in this area, petroleum contamination may be encountered. Before proper handling, removal, and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.” However, it was not listed in the recommendations section on the approved/signed RFI. You can make a note of this in the CE rather than doing an RFI addendum. Please let me know if you have any questions.

Thanks!

Peter Washburn
Site Assessment & Management (SAM) Team Lead
Indiana Department of Transportation
Central Office
Cell: (317) 982-0912
Email: PWashburn1@indot.in.gov

Appendix F

Public Involvement

Item	Appendix Page
Notice of Survey	F-1 to F-2
Public Information Meeting Mailings	F-3 to F-6
Publishers Affidavit	F-7 to F-9
Public Information Meeting Attendance	F-10 to F-11
Public Information Meeting Project Overview	F-12
Public Information Meeting Presentation	F-13 to F-27
Public Information Meeting Plans	F-28 to F-33
Public Information Meeting Comments Matrix	F-34 to F-37
Public Information Meeting Comments	F-38 to F-74

Sample Notice of Survey

Certified MBE, State of Indiana; City of Indianapolis | INDOT Certified DBE

Job #22SU053

NOTICE OF SURVEY

September 19, 2022

RE: PROJECT: State Road 109 (from CR 1000 E to .18-mile past H street)
Road Reconstruction Project
Wilkinson, Indiana

Dear Property Owner:

Our information indicates that you own or occupy property near this proposed Road Reconstruction Project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by 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 someone else occupies it, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as buildings, trees, fences, and drives, and obtaining ground elevations. This work is necessary for the proper planning and design of the Road Reconstruction Project. Please be assured of our sincere desire to cause you as little inconvenience as possible during the survey. If any problems do occur, please contact our field crew, or contact me at the phone number or address shown below.

We do appreciate your input regarding any issues that this project may encounter during the design phase. Included with this notice is a short questionnaire (on other side) that you can fill out and return to us in the enclosed self-addressed stamped envelope. Thank you, in advance, for your participation in this process.

Sincerely,

SJCA Inc.

Corey A. Chenault

Corey A. Chenault
Survey Crew Coordinator
CChenault@SJCAinc.com
317-566-0629 ext 441

Job #22SU053

SURVEY QUESTIONNAIRE

September 19, 2022

RE: PROJECT: State Road 109 (from CR 1000 E to .18-mile past H street)
Road Reconstruction Project
Wilkinson, Indiana

Name of person completing questionnaire: _____

Have you received the Notice of Survey letter? (yes or no): _____

If different from the letter, the correct occupant's name and address should be:

Name: _____

Address: _____

If you have any special requests (instructions to close gates, beware of dog, etc.), please list here:

_____

_____

Please describe any areas where you feel there may be stormwater problems (e.g. flooding, clogged pipes, standing water, etc.)

_____

_____

If the property utilizes water wells and/or septic systems, please describe their location: _____

_____

Please describe any facilities that are underground and not visible: _____

_____

Any other issues we should be aware of? _____

_____

PUBLIC INFORMATIONAL MEETING

R 43940: DES: 2100216 Public Information Meeting to be held for SR 109 for Pavement Replacement and Pedestrian Enhancement Project in Wilkinson, Hancock County, Indiana.

Tuesday, April 8, 2025, at 6:00 p.m. Presentation. (Doors open at 5:30 p.m.)

Wilkinson Church of Christ (7293 N. State Road 109, Wilkinson, IN 46186)

The Indiana Department of Transportation announces a public information meeting for a proposed pavement replacement project on SR 109 in the Town of Wilkinson from 1.84 miles south of SR 234 to 0.99 miles south of SR 234. Pedestrian enhancements include: Sidewalks and Curb Ramps New curb ramps are proposed at the intersection of SR 109 and H St., 1st St, F St., E St., D St., C St., E 700 N, and A St.

The purpose of the April 8, 2025, public meeting is to discuss the project and proposed improvements with the community, answer questions, and gather community input before making decisions.

The presentation will begin at 6:00 p.m. with a question-and-answer session and open house to follow. Anyone needing special meeting assistance should call Ashleigh Pattison by April 2, 2025. Following the meeting, a recording of the presentation and discussion session will be posted on the website at INDOT Calendar - State of Indiana with copies of the meeting materials.

Questions and comments may be submitted on the project website and by mail, email, or phone. Comments received by **April 15, 2025** will be compiled and posted on the website.

PROJECT AREA



Pavement rehabilitation Project: 1.84 mi S of SR 234 (SCL Wilkinson) to 1.06 mi S of SR 234 (NCL Wilkinson) (photo taken from Google Maps)

CONTACT

Ashleigh Pattison, INDOT Project Manager

apattison1@indot.in.gov • 855-463-6848

Marie Spitler, Hanson Project Manager
espitler@hanson-inc.com 317-447-2401

LEARN MORE ONLINE

https://on.in.gov/SR109Wilkinson

Individuals who may require interpretation or translation services or a reasonable accommodation to participate in this meeting should contact Ashleigh Pattison, 855-463-6848 or apattison1@indot.in.gov no later than 15 calendar days prior to the public meeting. Public participation is solicited without regard to race, color, sex, age, national origin, or disability.

SR 109 Wilkinson, IN
PUBLIC INFORMATION MEETING



April 8th at 5:30 PM

Wilkinson Church of Christ

7293 N. SR 109,

Wilkinson, IN 46186

Indiana
Department of Transportation

HANSON

SR 109

PUBLIC INFORMATION MEETING. April 8 at 5:30 PM open doors → Presentation at 6:00 PM →

Open House from 7:00 – 7:30 PM



ADDITIONAL INFORMATION.

Project encompasses: 1.84 mi S of SR 234 (SCL Wilkinson) to 1.06 mi S of SR 234 (NCL Wilkinson), then SR 109
Roughly from The Church of Christ to just southeast of the Dollar General

STAY CONNECTED. For more information on this project, visit our website: INDOT: Welcome to the Greenfield District

PRESENTER CONTACT INFORMATION.

Marie Spitler, espitler@hanson-inc.com, 317-447-2401

Daily Reporter

Prescribed by State Board of Accounts

General Form No 99P (Rev. 2024A)

Attn:
Name: Hanson Professional Services
Address: 6510 Telecom Dr Ste 210
City/State: Indianapolis, IN 46278
Acct # F11212438
Order # 60147320

AIM MEDIA INDIANA
d/b/a DAILY REPORTER
PO BOX 3213
McALLEN, TX 78502-3213
FED I.D. #32-0472774

(Government Unit) County: Hancock

PUBLISHER'S CLAIM

LINE COUNT

Data for computing costs: Number of equivalent lines per column	89
Number of Columns	1
Number of insertions	1

COMPUTATION OF CHARGES

89 lines, 1 column(s) x rate of 0.3948 cents per line

Additional charges for notices containing rule or tabular work
(50 percent surcharge included in rate above)
Charges for extra proofs of publication ($1.00 for each proof in excess of two included in rate above)

TOTAL AMOUNT OF CLAIM ---------- 35.14

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

PUBLISHER'S AFFIDAVIT

I, Cheryl Spurgeon, Legal Advertising Clerk of the newspaper of general circulation printed and published in the English language in the (city/town) of Greenfield in state and county aforesaid, and that the printed matter attached hereto is a true copy, which publication being as follows:

3/29/2025

Cheryl Spurgeon

Cheryl Spurgeon/Legal Advertising Clerk

3/31/2025

Date

Page	:	1 of 2 03/31/2025 09:55:37	**Ad Number**	:	50187897
			Ad Key	:	
Order Number	:	60147320	**Salesperson**	:	17 - Kris Lewis
PO Number	:		**Publication**	:	Daily Reporter
Customer	:	F11212438 Hanson Professional Services	**Section**	:	60 Notices
Contact	:		**Sub Section**	:	60 Notices
Address1	:	6510 Telecom Dr Ste 210	**Category**	:	6015 Legals
Address2	:		**Dates Run**	:	03/29/2025-03/29/2025
City St Zip	:	Indianapolis IN 46278	**Days**	:	1
Phone	:	(317) 803-8954	**Size**	:	1 x 8.63, 89 lines
Fax	:		**Words**	:	290
Credit Card	:		**Ad Rate**	:	L-Government
Printed By	:	Cheryl Spurgeon	**Ad Price**	:	35.14
Entered By	:	Kris Lewis	**Amount Paid**	:	0.00
			Amount Due	:	35.14
Keywords	:	Wilkinson Pedestrian enhancements			
Notes	:	JStahly@hanson-inc.com			
Zones	:				

Legal Advertisement
PUBLIC
INFORMATIONAL
MEETING

R 43940: DES: 2100216 Public Information Meeting to be held for SR 109 for Pavement Replacement and Pedestrian Enhancement Project in Wilkinson, Hancock County, Indiana.

Tuesday, April 8, 2025, at 6:00 p.m. Presentation. (Doors open at 5:30 p.m.)

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Questions and comments

Order Number	:	60147320	**Ad Number**	:	50187897
PO Number	:		**Ad Key**	:	
Customer	:	F11212438 Hanson Professional Services	**Salesperson**	:	17 - Kris Lewis
Contact	:		**Publication**	:	Daily Reporter
Address1	:	6510 Telecom Dr Ste 210	**Section**	:	60 Notices
Address2	:		**Sub Section**	:	60 Notices
City St Zip	:	Indianapolis IN 46278	**Category**	:	6015 Legals
Phone	:	(317) 803-8954	**Dates Run**	:	03/29/2025-03/29/2025
Fax	:		**Days**	:	1
Credit Card	:		**Size**	:	1 x 8.63, 89 lines
Printed By	:	Cheryl Spurgeon	**Words**	:	290
Entered By	:	Kris Lewis	**Ad Rate**	:	L-Government
			Ad Price	:	35.14
			Amount Paid	:	0.00
			Amount Due	:	35.14
Keywords	:	Wilkinson Pedestrian enhancements			
Notes	:	JStahly@hanson-inc.com			
Zones	:				

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may be submitted on the project website and by mail, email, or phone. Comments received by April 15, 2025 will be compiled and posted on the website.

PROJECT AREA

Pavement rehabilitation Project: 1.84 mi S of SR 234 (SCL Wilkinson) to 1.06 mi S of SR 234 (NCL Wilkinson)

CONTACT

Ashleigh Pattison, INDOT Project Manager apattison1@indot.in.gov • 855-463-6848

Marie Spitler, Hanson Project Manager espitler@hanson-inc.com 317-447-2401

60147320 hspaxlp

DR 03-29-2025

SR 109 Improvement Project, Des 2100216
Public Information Meeting Sign-in Sheet, April 8, 2025

#	Category	Name	Representing	Phone	Email
1	Public	Dimitros Andriopodus	Direct Auto		
2	Public	Jon Sexton			
3	Public	Kevin Eakin			
4	Public	Winfred Denny			
5	Public	Janice Jackson			
6	Public	Clarence Chriswell			
7	Public	Derek Rozzell			
8	Officials	Jeannine Gray	Hancock County Commissoners		
9	Public	Cheryl and Steve Middendorf	Wilkinson Insurance		
10	Public	Charles & Linda Beaver			
11	Public	Robert Heiden			
12	Public	Steve Wurster			
13	Public	Samantha Youngblood	Youngblood's Natural Animal		
14	Public	Kim Youngblood	Youngblood's Natural Animal		
15	Public	Jim and Amy Jackson			
16	Public	S.E. Sill			
17	Public	Carlie Vaughn Walther	Carlie Vaughn Walther		
18	Public	Michellene & Steve Clements	Self		
19	Public	Cheryl Denny	Cheryl Denny		
20	Public	Sam Sparks	S & K Sparks, LLC		
21	Public	Sally Cain			
22	Public	Janice Marley			
23	Public	John C. Marley			
24	Public	Andy Ebbert			
25	Public	Wendell Hester			
26	Public	Dennis Hoppes			
27	Public	Phyllis Vest			
28	Public	Russell Spiker			
29	Public	Diane Apple			
30	Public	Mike and Parnie Rawlins			
31	Public	Chris Stunda			
32	Public	Robert L Piland			
33	Public	Janet Harris			
34	Public	Julia Cain	Maple Rental		
35	Public	Harold & Susie Cooper			
36	Public	Adam Westfall	HTNB		
37	Public	Matthew Whittle	Self		
38	Public	Sharon Whittle	Self		
39	Public	Chad Bozell	Bozell Funeral Home		
40	Public	Shala Coe	Self		

#	Category	Name	Representing	Phone	Email
41	Public	James Carlton	Self		
42	Public	Hal & Cindy Van Duyn	Self		
43	Public	Terry & Sally Molden	Self		
44	Public	Leesa Hilton	Self		
45	Public	Steve Hilton	Self		
46	Public	Joe Neeves	Self		
47	Public	Warren & Patricia Larrison	Self		
48	Public	Barbara Knox	Self		
49	Public	Dennis Fisher	Self		
50	Public	Krista Pieri	Self		
51	Public	Kevin Mozden	Self		
52	Officials	Joseph Munden	Wilkinson PD	317-908-6434	joe_munden@hotmail.com
53	Officials	Raine Kale		330-968-7790	kaleraine@yahoo.com
54	Officials	Jo Ann Wooldridge			
55	Officials	Jeremy Polston	Town of Wilkinson	317-498-2564	ares4590@gmail.com
56	Officials	Naomi Carlton	Town of Wilkinson	317-498-9945	nkcarlton@gmail.com
57	Officials	Jennifer Blake			
58	Officials	Joe Copeland		317-498-2160	civil79@att.net
59	Officials	Marcie Henry	INDOT		mhenry@indot.in.gov
60	Officials	Jake Gardner	HNTB	317-800-2194	jgardner@hntb.com
61	Officials	Greg Garrison	INDOT	317-467-3424	ggarrison@indot.in.gov
62	Officials	Mark Tuggle	Hanson/Buyer	317-489-1140	mark@roadwayservices.net
63	Officials	Rick Emmel	Fountaintown Gas	765-745-0140	rick.emmel@ovgas.com
64	Officials	Kreigh Stout	Fountaintown Gas	765-745-1241	kreigh.stout@ovgas.com
65	Officials	Adelle Dusold	INDOT	317-832-5245	adusold@indot.in.gov
66	Officials	Tom Walker	Veteran Right of Way, Inc.	317-363-0454	twalker@vrowinc.com
67	Officials	Scott Walker	Veteran Right of Way, Inc.	765-586-8066	swalker@vrowinc.com
68	Officials	Josshe Palm	INDOT	317-282-5515	jpalme@indot.in.gov
69	Officials	John Collins	Wilkinson Fire Department	317-407-8365	jwcollins937@hotmail.com
70	Officials	Tammy Settergren	Hancock County Council	317-339-2064	tammy.settergren@hancock.in.gov
71	Officials	Ethan Lawson	State Representative	317-426-0066	h53@iga.in.gov
72	Officials	Katie Repp	Repp RES - INDOT Rep	317-331-0832	katie.repp@outlook.com

Project Overview

Why

Purpose and Need

Address existing deficiencies along SR 109 corridor:

. Age-related deterioration of existing pavement and sidewalks
. Lack of ADA-compliant pedestrian facilities
. Stormwater drainage limitations
. Safety issues at two intersections due to poor angles and substandard sight distance

What

Preferred Alternative

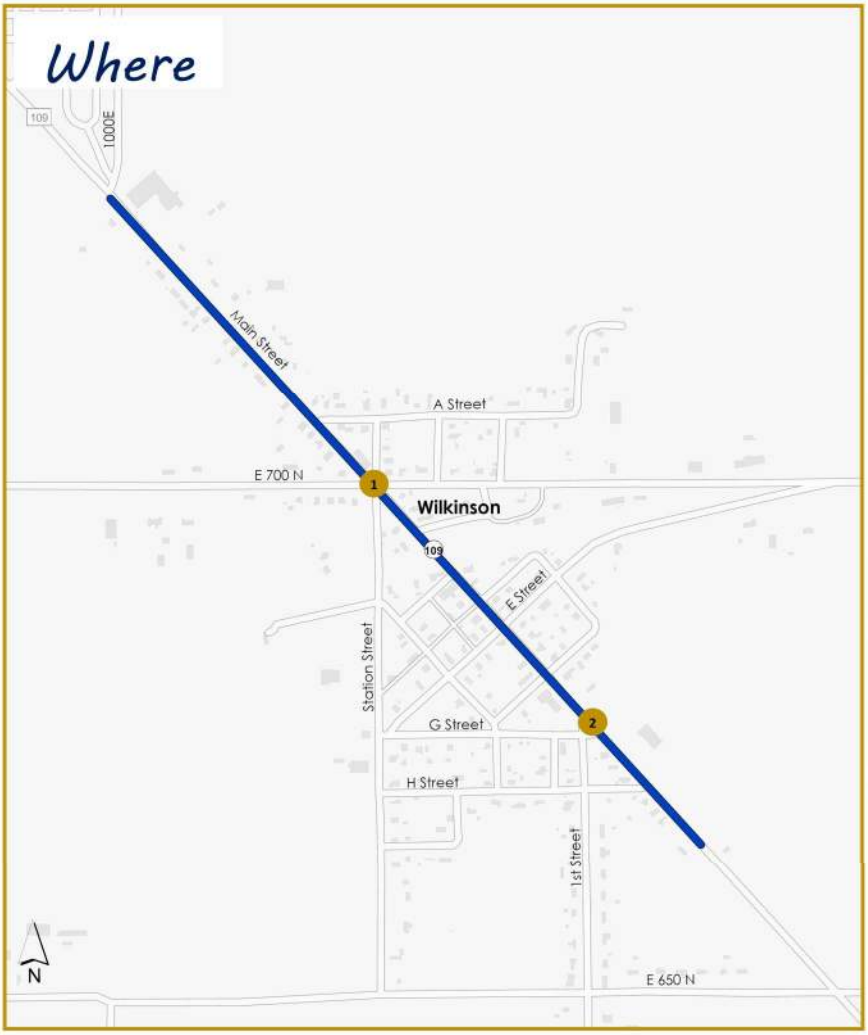
. Full-depth pavement replacement
. Paved shoulders with mountable curbs
. Drainage inlets and underground storm sewer pipes
. 5-foot sidewalks and ADA-compliant curb ramps at pedestrian crossings
. Intersection reconfiguration at the confluence of SR 109, 1st Street, and G Street
. Intersection improvements at SR 109, Station Street, and 700 N

When

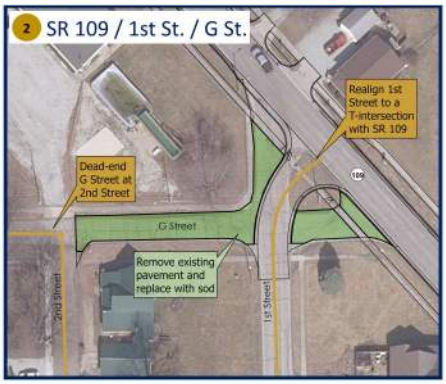
Project Schedule

Phased construction beginning Spring of 2026

Where







Project Comment Form

INDOT Post Meeting Survey

Pavement Replacement Project

State Road 109 in Town of Wilkinson
Hancock County
Des. No. 2100216

Indiana Department of Transportation
Greenfield District



F-13

Welcome

Agenda

- Purpose of the Meeting
- Public Comment Process
- Overview of Environmental Document
- Review of Project Design
- Right-of-Way
- Project Schedule

F-14

How to Submit a Public Comment

- On-Site Tonight
  - Complete comment sheet and leave in comment box.
  - Scan QR Code for digital submission
- Comments will be reviewed, evaluated, and given full consideration during the decision-making process.

F-15

Project Development



Public Information Meeting

Public Hearing (June 2025)

Public Involvement
Communicate Project Decision

F-16

National Environmental Policy Act



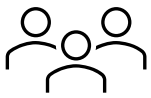
F-17

Environmental Document

- Processed as a Level 2 Categorical Exclusion
  - Pavement Replacement Project, Town of Wilkinson
  - Historic resources “No Adverse Affect”
- Establishes the Purpose and Need for the proposed project.
- Evaluates possible alternatives, including a “Do Nothing” alternative as a baseline.
- Solicits public comment on environmental document and project design.
- Addresses and fully considers public comments as part of the decision-making process.

F-18

Project Stakeholders



- Indiana Department of Natural Resources
- Indiana Department of Transportation
- Federal Highway Administration
- Indiana Department of Environmental Management
- Section 106 Consulting Parties
- Community
- Elected Officials

F-19

Purpose & Need

- **Need:**
  - Age-related distress of the roadway
  - Lack of ADA-compliant pedestrian facilities
  - Drainage deficiencies
  - Traffic safety issues
- **Purpose:**
  - Provide improvements along SR 109 through the Town Wilkinson
    - Safe vehicular roadway, ADA compliant pedestrian crossings, and address drainage deficiencies
  - Secondary purpose of this project is to correct the poor angles and sight-distance deficiencies at selected intersections
    - SR 109 and 1st Street
    - SR 109 and CR 700/Station Street

F-20

Elements of Environmental Document

- Threatened & Endangered Species
- Historic & Archaeological
- Community Impacts
- Floodplains
- Farmland
- Wetlands & Waterways
- Noise
- Air Quality
- Hazardous Materials
- Section 4(f)
- Section 6(f)

F-21

No Impact Anticipated



- Floodplains
- Farmland
- Wetlands & Waterways
- Air Quality
- Hazardous Materials
- Section 6(f)

F-22


Indiana Bat, *USGS*


Tri-Colored Bat, *USFWS*

Threatened & Endangered Species

U.S. Fish and Wildlife Service

- No "suitable habitat" within 1,000 feet of project area
- Range-Wide Programmatic Informal Consultation for the Indiana Bat – "No Effect"
- Other species were listed that may be present within the project area:
  - Tricolored Bat, *Proposed Endangered* – "No Effect"

Tree removal will be minimized throughout the project corridor.

F-23

Cultural Resources


House, "Contributing"

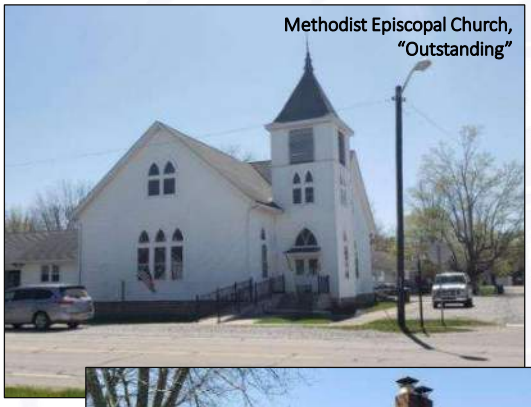
- Archaeological
  - No archaeological sites present.
- Historic Properties
  - Ten resources eligible for the National Register of Historic Properties within the Area of Potential Effects (APE).
    - Outstanding (2), Notable (1), Contributing (5), Not Rated (2)

F-24

Cultural Resources


Lenzo Cook Farm, "Notable"

- Effect Finding:
  - "No Adverse Effect" to be published with local news outlets
  - State Historic Preservation Officer concurred with Finding on March 10, 2025
- Mitigative Measures
  - No removal of mature trees on historic properties
  - Mark plans as "Do Not Disturb" for contributing architectural elements


Methodist Episcopal Church, "Outstanding"


Condo House, "Outstanding"

Section 4(f) – US DOT 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.

Historic Properties:

- Historic Buildings
- Section 4(f) is fulfilled under Section 106 of the National Historic Preservation Act (NHPA) process.
  - No Section 4(f) analysis required.





Section 4(f) cont.

Other Section 4(f) Properties:

- Weir Cook Community Park
  - Public park and recreation area.
  - Permanent right-of-way totaling 0.001 ac. will be acquired from park property.
  - Access to the park and park facilities will not be restricted.
  - Considered a transportation enhancement exception
  - Official with Jurisdiction (Wilkinson Town Board President) gave concurrence March 14, 2025

F-27

Alternatives

- No Build or Do Nothing Alternative
  - No expenditure of capital funds – utilize existing facility.
  - Result in deterioration of facilities.
  - Does not meet purpose of project.
  - Not prudent.
- Preferred Alternative – Rehabilitate the existing roadway, drainage, pedestrian facilities, and address intersection safety deficiencies
  - Meets Purpose and Need.
  - Feasible and prudent.

F-28





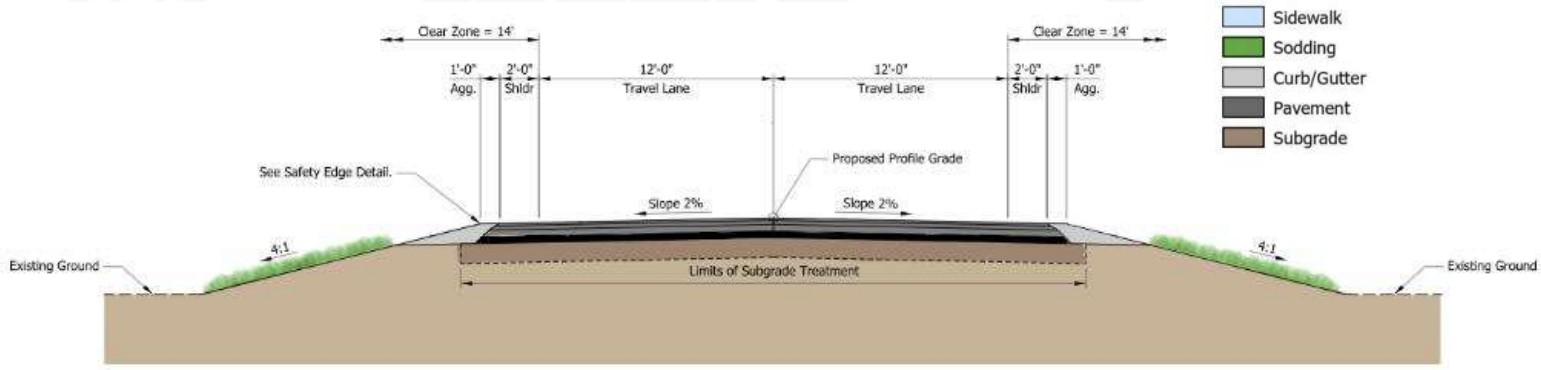
Preferred Alternative

Rehabilitation of the existing roadway and improvement of drainage, pedestrian facilities, and intersection configuration.

- Existing roadway: Two lane highway with 12 ft. wide travel lanes, 2 ft. wide shoulders, and 4 ft. wide sidewalks
  - Full-depth reconstruction of roadway,
  - Paved shoulders,
  - Improve stormwater drainage,
  - Install ADA facilities,
  - Sidewalk reconstruction, and
  - Improved sight distance and geometry at two intersections

F-29

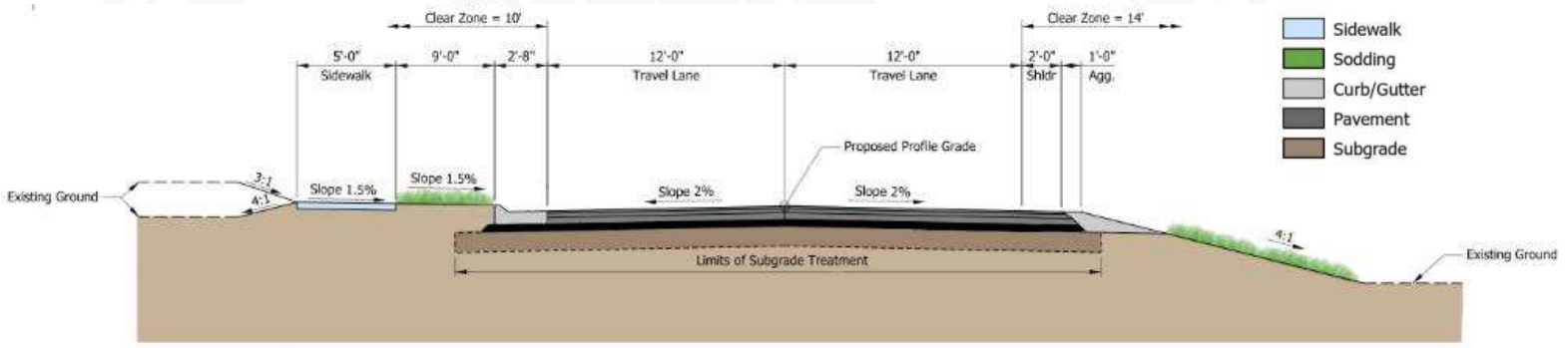
Proposed Project Typicals



For areas with no proposed sidewalk.

F-30

Proposed Project Typicals

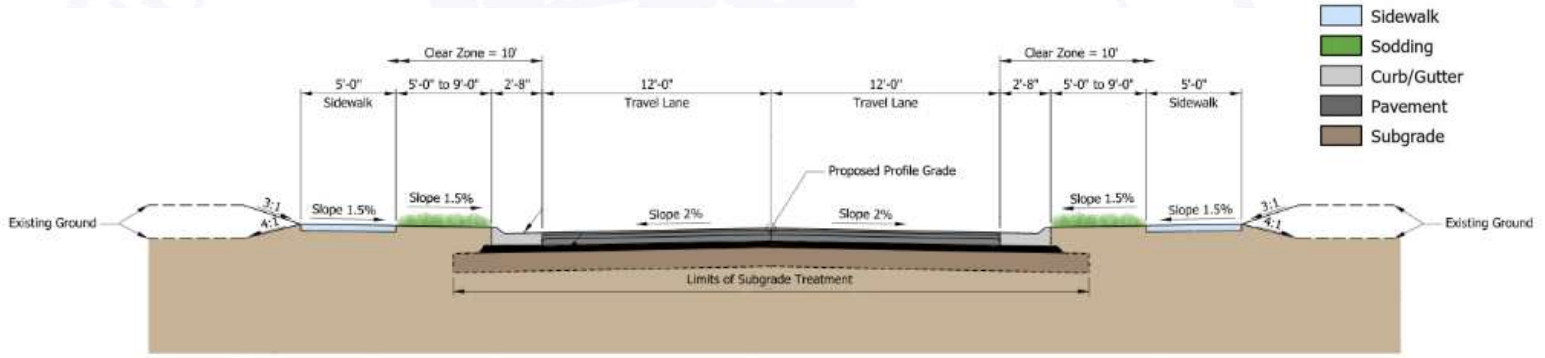


For areas with proposed sidewalk on one side of the road.
(left or right)

Sidewalks will be improved to 5 ft. wide and match the backline of the existing sidewalk.

F-31

Proposed Project Typicals



For areas with proposed sidewalk on both sides of the road

Sidewalks will be improved to 5 ft. wide and match the backline of the existing sidewalk.

F-32



SR 109 & 1st Street



SR 109 & CR 700 N/Station St.

Preferred Alternative Cont…

- Paved Shoulders: mountable curb to accommodate farm equipment
- 1st Street Intersection: Sight distance and geometry
  - Realign 1st Street to make a T-intersection
  - Terminate G Street at 2nd Street
  - Removed areas will be sodded
- CR 700/Station St. Intersection: Access control and pedestrian improvements

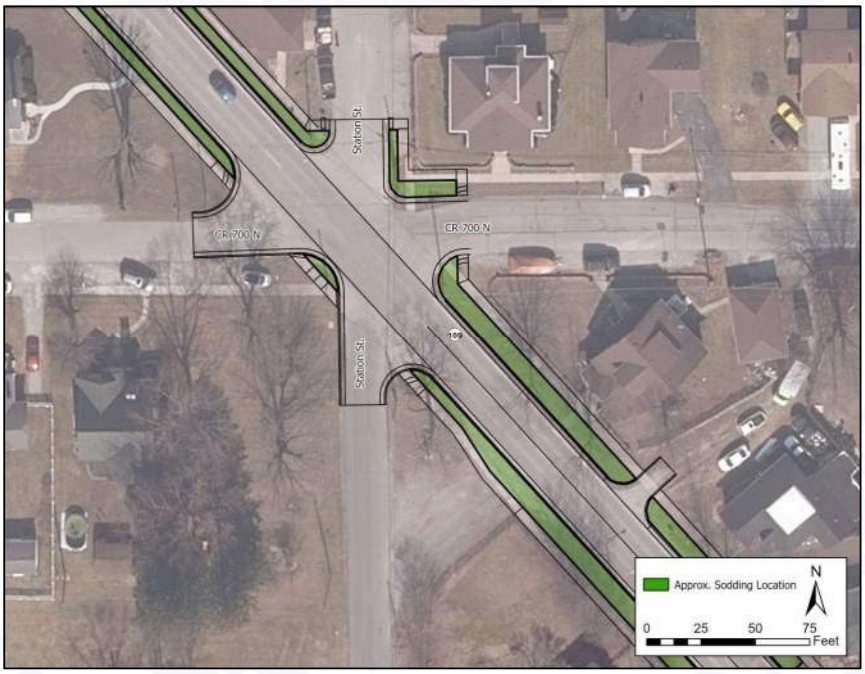
F-33

SR 109 and 1st Street

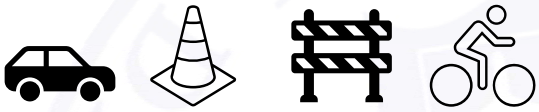


F-34

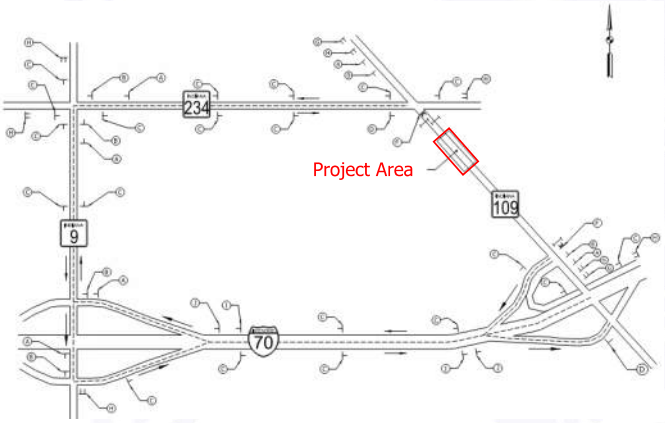
SR 109 and CR 700 N/Station St.



F-35



Maintenance of Traffic



- Road closure with official detour
  - SR 234, SR 9, and I-70
  - 25 travel miles
- Local traffic will be maintained
  - Phased along SR 109
  - One travel lane and one pedestrian lane
  - Access to residential and commercial properties will be maintained

F-36

Local Maintenance of Traffic



- Phased Construction
  - One lane will be used as a one-way travel lane for local traffic
  - Construction will occur on other travel lane and sidewalk
  - Pedestrian traffic will be accommodated utilizing existing and temporary sidewalks
- Local Access
  - Residential and commercial drives will have temporary aggregate to maintain access
  - Phased construction allows local traffic to commute through the town

F-37

Local Maintenance of Traffic





Access to residential and commercial properties will be maintained throughout project construction

F-38

Right-of-Way

- This project will require 1.109 acre of right-of-way
  - Permanent: 0.904 acre
  - Temporary: 0.140 acre
  - Re-acquired: 0.065 acre
- Consists of residential and commercial properties
- Sidewalks will be improved to 5 ft. wide and match the backline of the existing sidewalk.

Project Schedule



Project Resource Locations

INDOT Greenfield District Website

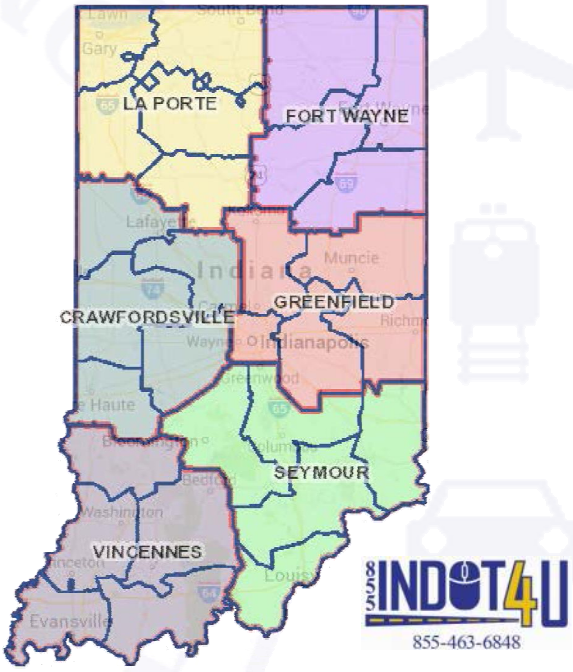
https://www.in.gov/indot/about-indot/central-office/welcome-to-the-greenfield-district/

Scan QR-Code for Post Meeting Survey

Transportation Services Call Center

Provides citizens and business customers with a single point of contact to request transportation services, obtain information, or provide feedback through multiple channels of communication.

855-463-6848 • INDOT4U.com • INDOT@indot.in.gov



NextLevel INDIANA

Share Your Feedback

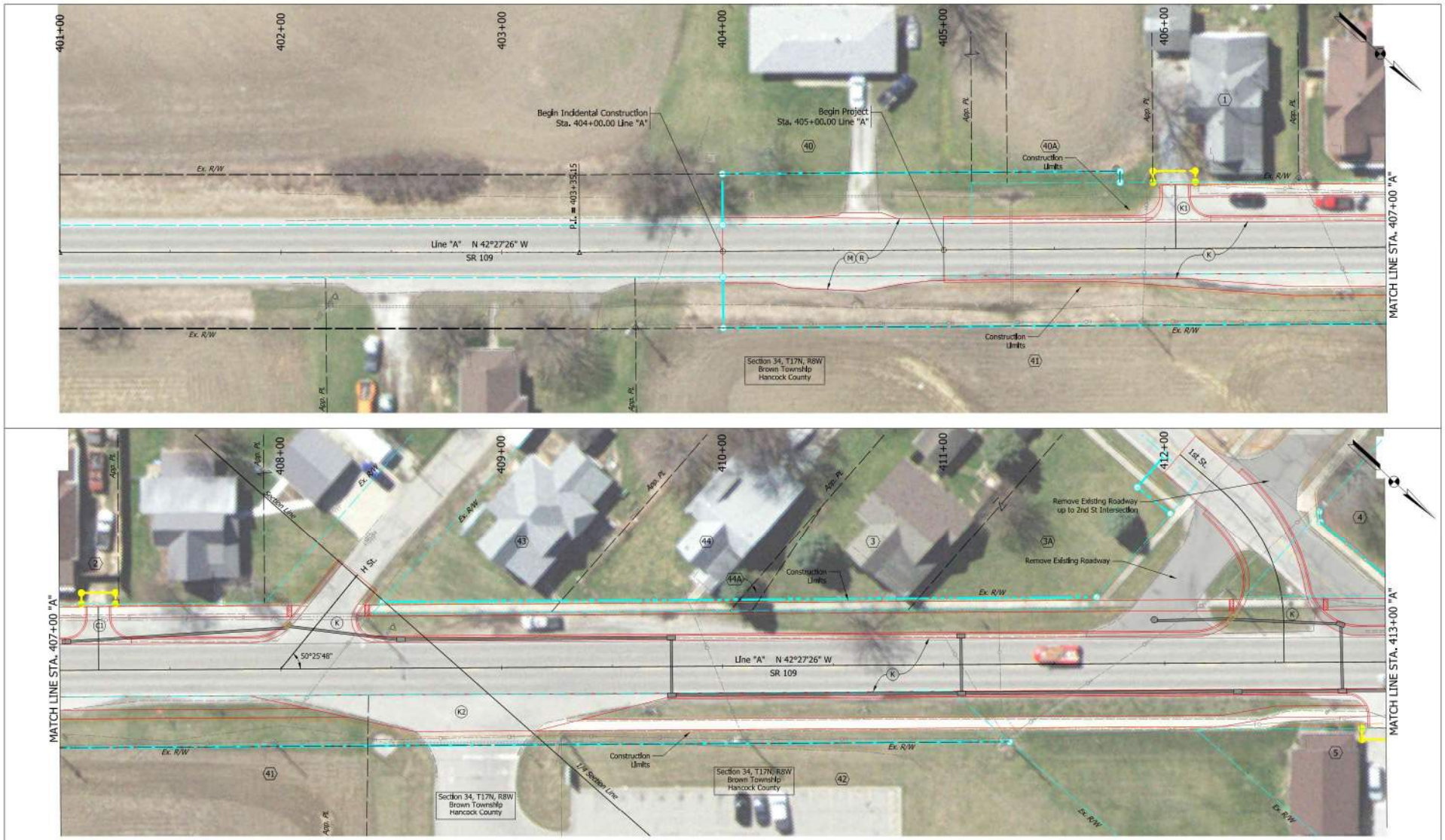
Comments are accepted until the conclusion of this meeting.

Leave your written comment at the comment table.

OR

Scan the QR-Code provided to submit comments digitally.

Thank you to Wilkinson Church of Christ for hosting.



K K1 C1 R
M K2 C2 Pavement Replacement

Parcel Number

Project Design
Construction Limits
Existing ROW
Proposed Permanent ROW
Proposed Temporary ROW

ADA Curb Ramps
Drainage Structures

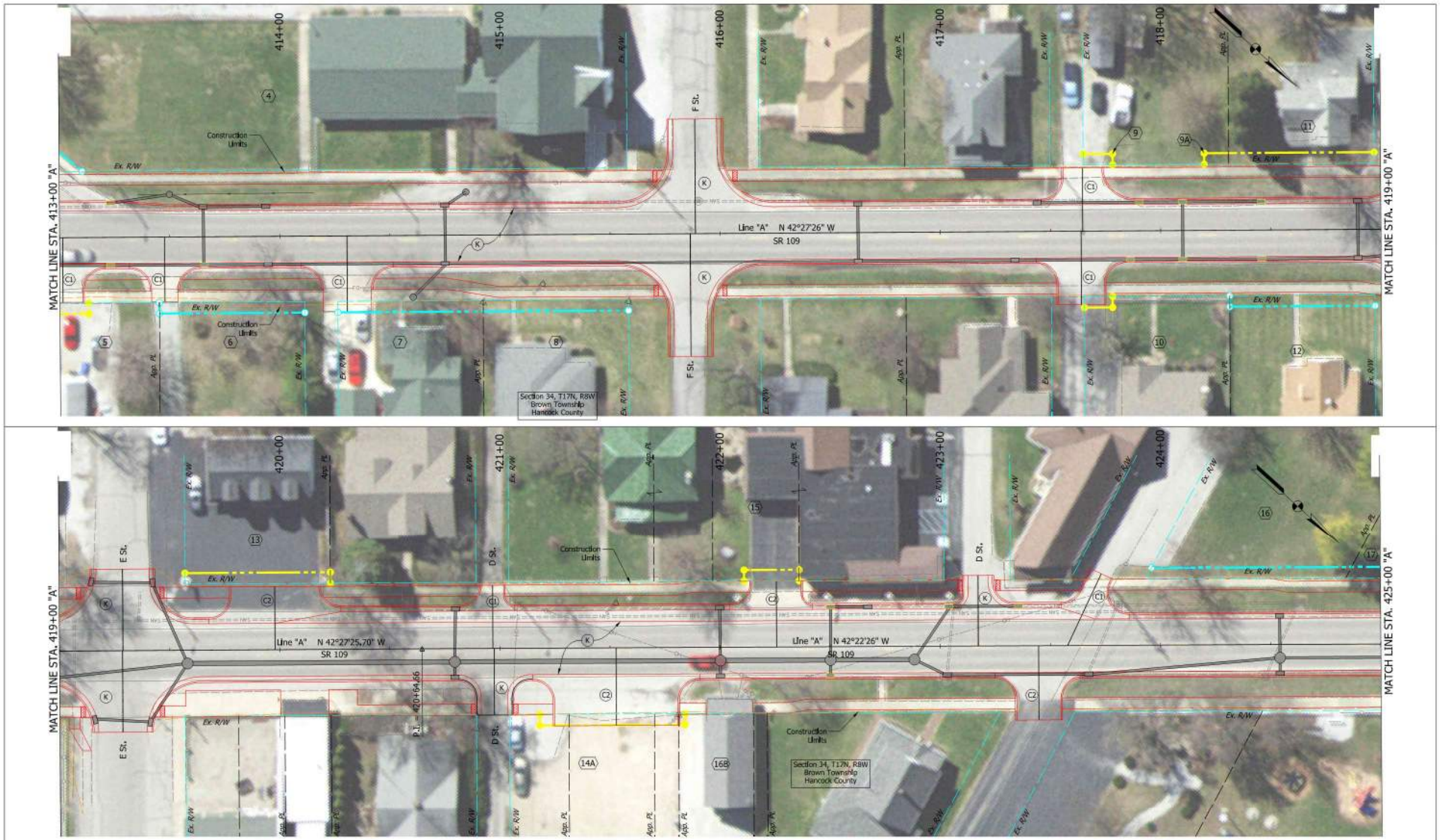
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: WBB 01/15/25
DRAWN: MWH 01/15/25
CHECKED: RMM 01/15/25
CHECKED: WBB 01/15/25

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 401+00.00 TO STA. 413+00.00

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 20'	2100216
SURVEY BOOK	SHEETS
	25 of 99
CONTRACT	PROJECT
R-43940	2100216



Pavement Replacement | Parcel Number

Project Design
Construction Limits
Existing ROW
Proposed Permanent ROW
Proposed Temporary ROW

ADA Curb Ramps
Drainage Structures

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

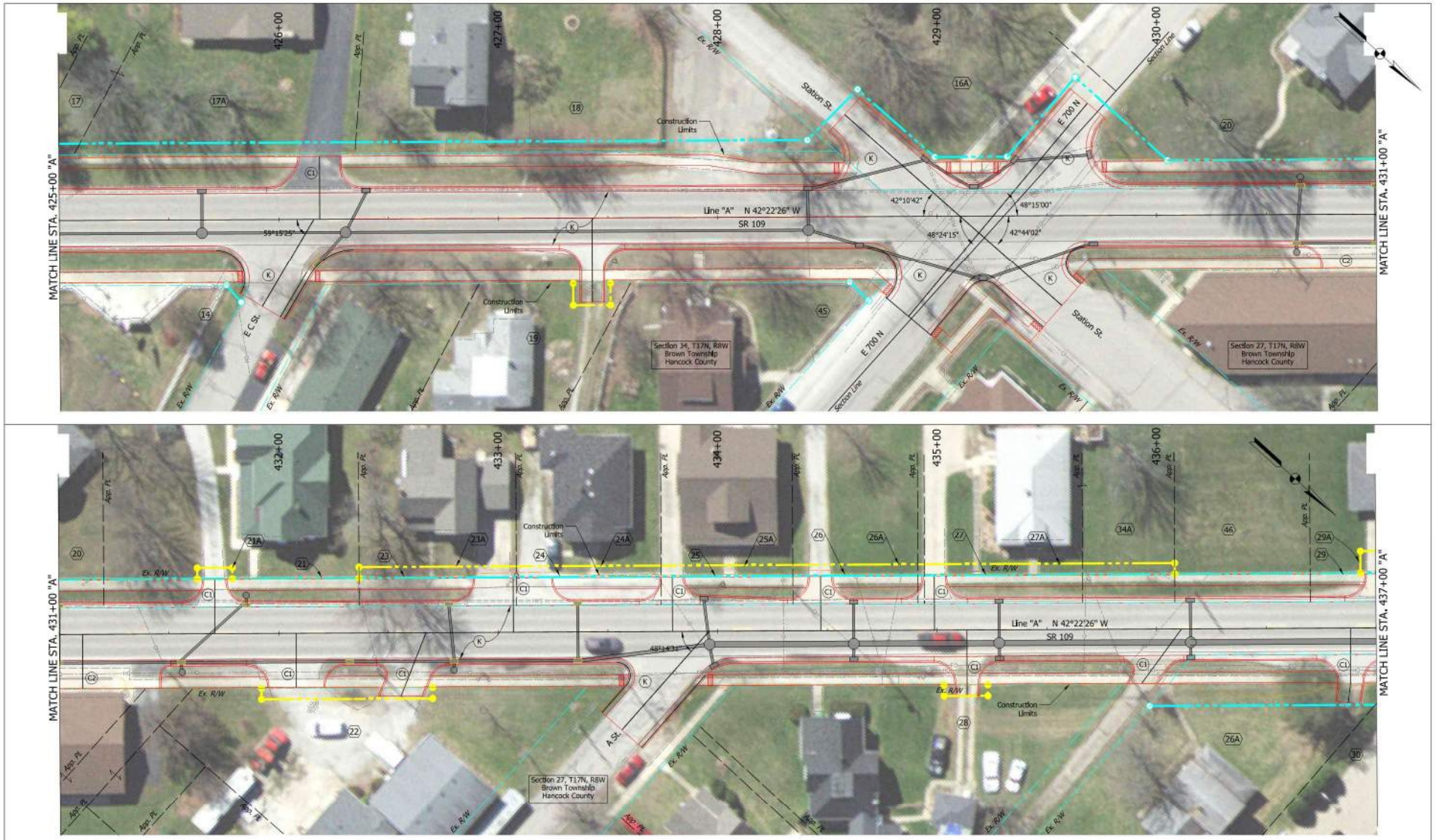
DESIGNED: WBB 01/15/25 | DRAWN: MWH 01/15/25

CHECKED: RMM 01/15/25 | CHECKED: WBB 01/15/25

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 413+00.00 TO STA. 425+00.00

	BRIDGE FILE N/A
SCALE 1" = 20'	DESIGNATION 2100216
SURVEY BOOK	SHEETS 26 of 99
CONTRACT R-43940	PROJECT 2100216



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 01/15/25 DRAWN: MWH 01/15/25

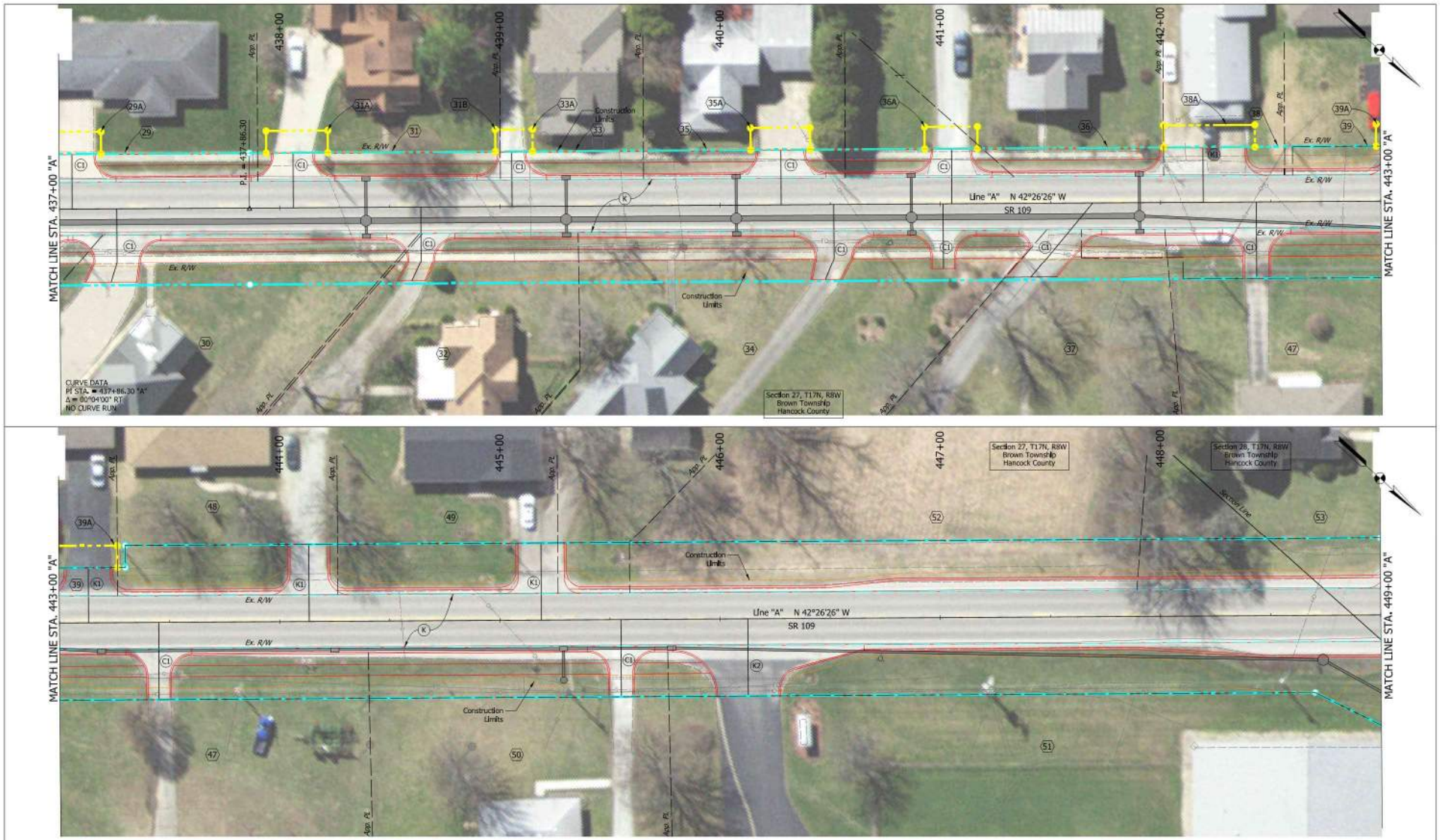
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INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 425+00.00 TO STA. 437+00.00

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 20'	2100216
SURVEY BOOK	SHEETS
	27 of 99
CONTRACT	PROJECT
R-43940	2100216

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Pavement Replacement | Parcel Number

Project Design
Construction Limits
Existing ROW
Proposed Permanent ROW
Proposed Temporary ROW

ADA Curb Ramps
Drainage Structures

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: WBB 01/15/25 | DRAWN: MWH 01/15/25

CHECKED: RMM 01/15/25 | CHECKED: WBB 01/15/25

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 437+00.00 TO STA. 449+00.00

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 20'	2100216
SURVEY BOOK	SHEETS
	28 of 99
CONTRACT	PROJECT
R-43940	2100216

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Pavement Replacement

Parcel Number

Project Design
Construction Limits
Existing ROW
Proposed Permanent ROW
Proposed Temporary ROW

ADA Curb Ramps
Drainage Structures

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: WBB 01/15/25 | DRAWN: MWH 01/15/25

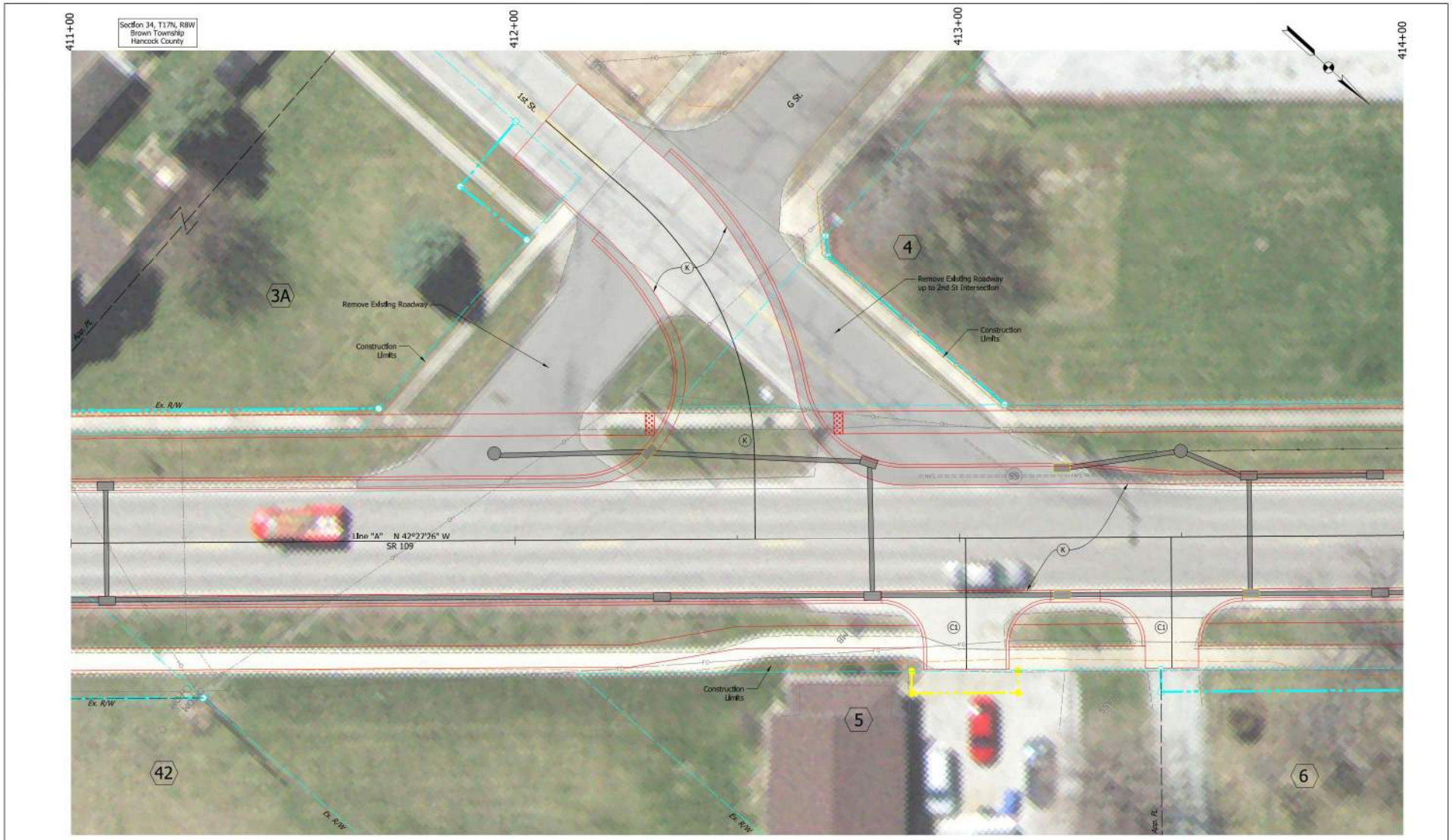
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INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STA. 449+00.00 TO STA. 453+00.00

	BRIDGE FILE
	N/A
SCALE	DESIGNATION
1" = 20'	2100216
SURVEY BOOK	SHEETS
	29 of 99
CONTRACT	PROJECT
R-43940	2100216

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411+00
412+00
413+00
414+00
Section 34, T17N, R8W
Brown Township
Hancock County
1st St.
G St.
3A
4
5
6
42
Remove Existing Roadway
Remove Existing Roadway up to 2nd St Intersection
Construction Limits
Ex. R/W
Line "A" N 42°27'26" W
SR 109
Project Design
Construction Limits
Existing ROW
Proposed Permanent ROW
Proposed Temporary ROW
ADA Curb Ramps
Drainage Structures
Pavement Replacement
Parcel Number
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER
DATE
DESIGNED: WBB 01/15/25
DRAWN: MWH 01/15/25
CHECKED: RMM 01/15/25
CHECKED: RMM 01/15/25
INDIANA
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS
SR 109 & 1ST ST.
BRIDGE FILE
N/A
SCALE
1" = 10'
DESIGNATION
2100216
SURVEY BOOK
SHEETS
30 of 99
CONTRACT
R-43940
PROJECT
2100216

Comment #	Name	Address	Comments	Action
1	Dimtrios Andriopoulos	458 S Main St., Wilkinson, IN 46186	Hi, my name is Dimtrios Andriopoulos I am building as we speak a car lot (Dealer) at this location. All this is good thing when the pavement and drain and the curb (First St. and 109. My question is could I tie my lot drain storm water to you drain on 109. There is a drain box right on your corner. Please contact me (redacted contact information).	Reached out to INDOT PM to coordinate a response.
2	Samantha Youngblood	310 S. Main St., Wilkinson, IN 46186	1) How will my delivery drivers access my business? They are in semi-trucks.	Access can remain the same.
			2) We host events all summer - we need a lot of parking. Where will people park?	Parking will not be available along SR 109. Other parking options will need to be utilized.
			3) Will my front parking be eliminated? My store entrance is in the front. If my parking is eliminated in the front, where will people park? Back and side only?	Parking will not be available along SR 109. Other parking options will need to be utilized.
			4) You seem to have been only concerned only over the DG. It was mentioned multiple times. What about my small business?	Dollar General only has one entrance.
			5) How long will this project take?	The construction will take approximately 2 years.
			6) Is the work only during the week, or on weekends as well?	That will be determined by the contractor.
			7) My building is Historic, so I will be eager to find how this affects us, as I understand nothing will be available to me until summer 2025 at the earliest.	The offer can not be presented until after the environmental document has been approved which hopefully will be in summer of 2025.
			8) What about people cutting through my parking lot?	Removing G Street
			9) How will this impact my customers coming from other cities, which is the majority of my customers.	Local access will be available
			10) Look what happened to Fortville - look at how many businesses closed.	
3	Steve Wurster	7681 N 1125 E, Wilkinson, IN 46186	1) Entry to church.	Entrance being widened.
			2) Drainage onto property @ CR 1000E	Being addressed.
			3) Extend sidewalk to Cemetery	Not a part of this project. (Constrained with both time and money)
			4) Is outlet at detention structure inverted higher than normal high water of our ditch?	Under review
			I spoke with Marie and Will, I will send an email to Marie. Additional Contacts: Matt Tice- , Denny Spegal-	

Comment #	Name	Address	Comments	
4	Charles Beaver	239 S. Main, Wilkinson, IN 46186	We are interested in some of (the) historic bricks that are under the road. Like in front of my house - my house is a perfect place to get some - older home.	Reached out to INDOT PM to coordinate a response.
5	John and Janice Marley	572 S 1st St., Wilkinson, IN 46186	Response to "Other" on comment form: Additional phase of sewer project that will continue down "1050" (1st Street)	
6	John Collins	5678 N 700 E, Wilkinson, IN 46186	Eliminating the southbound "sweeping" turn onto First Street is safety hazard for everyone instead of slowing to turn south they would have to almost make a 90-degree turn.	Being addressed
7	A. Ebbert	1003 South St., Shirley, IN 47384	1) I would like yo to look into speed control through the town. Part time law enforcement struggles to slow traffic. The semi traffic has grown exponentially the last few years and the speed had been ignored making crossing or joining the roadway difficult.	INDOT has a project planned to install electronic speed feedback signs
			2) I like the 1st Street realignment, but would encourage a little more of a sweeping turn SB SR 109 to 1st to allow traffic to avoid a complete stop of the larger traffic flow to Eastern Hancock Schools.	Under review
			3) Obviously the roadway and drainage need attention and I appreciate your efforts.	
8	Steve Clements	150 N. Main, Wilkinson, IN 46186	Propose stoplight/flasher, Serious traffic hazard and speeding through town, Street lights	INDOT has a project planned to install electronic speed feedback signs
9	Blank		Blank, provided responses to questionnaire	
10	Krista Pieri	412 N. Main St., Wilkinson, IN 46186	Blank, provided responses to questionnaire	
11	Diane Apple	364 Main St., Wilkinson, IN 46186	Very informative, met with the appropriate pewople, got any questions answered. Thank you!	
12	Blank (Online Comment)	5678 N. 700 E, Wilkinson, IN 46186	I believe you need to take a look at the intersection of main and I street. The plan you have for northbound is great and is much needed. I think the new plan for southbound needs to be adjusted. You may or may not know but I street turns into county road 1050 east which leads to Eastern Hancock high school. Currently the southbound main to I is a large sweeping turn which you can comfortably drive 15-20 mph while taking the turn. This prevents back up etc on main in the morning when buses and kids etc are going to school. The new plan basically has this turning into 90 degree right turn. I feel this is going to back up traffic at times and could cause accidents as semi's are coming south on 109 and someone is turning. There is plenty of room to keep the southbound the way it is according to the new plans. Thank you i believe this really needs to be considered.	Being Addressed

Post-It Note Comments

Comment #	Location	Topic	Comment							
13	Station 409+00, Parcel # 43 (Photo 1)	Drainage	Would like to know if I can tie parking drain to your drain, Site is Null and Void	Reached out to INDOT for review.						
14	SR 109 and 1st St. Intersection (Photo 1)	Safety	For semis seeing the incoming trucks coming to SR 109 they have no location to move to avoid being hit safety concern that requires review.	Being Addressed						
15	SR 109 and 1st St. Intersection (Photo 2)	Safety	Please confirm that trucks (semis) and busses can turn at 1st St. Can you have someone do a traffic count.	Being Addressed						
16	SR 109 and 1st St. Intersection (Photo 1)	Safety	Show sight distance & turning movement graphics at 1st and SR 109 at the next meeting please	Being Addressed						
17	Wilkinson Church of Christ (Photo 7)	Design	Should walk continue to cemetery to allow us to have a safe walkway to and from	Not a part of this project. (Constrained with both time and money)						
18	Wilkinson Church of Christ (Photo 7)	Design	Sidewalk needs to be extended to the 1st church driveway for safety	Not a part of this project. (Constrained with both time and money)						
19	Wilkinson Church of Christ (Photo 7)	Design	Entry needs to be same size at minimum	Being Addressed						
20	Wilkinson Church of Christ (Photo 7)	Drainage	Should this outfall into the existing structure under 109 instead of flowing against flow of ditch creating a pool or more erosion	Being addressed.						
21	SR 109 and 1st St. Intersection (Photo 2)	Safety	Not good eliminating sweeping curve at 109 and 1st	Being Addressed						
22	Station 417+00 north side of road (Photo 2)	Tree	Can we keep our tree?	No sidewalk will go through						
23	Station 420+66, Historic Property (Photo 3)	Tree	Will the trees that impact the sidewalk be removed? Also, will the sidewalk be replaced. The trees are dangerous for semis.	Will be adding a USP for tree trimming						
24	Parcel 49 to 52 (Photo 7)	Drainage	Drainage from 49 and field out of town to the north. Driveway doesn't block drainage.	Being Addressed						
25	D St. Intersection (Photo 3)	Drainage	Lots of water problems with heavy rain	Being Addressed						
26	D St. Intersection (Photo 3)	Drainage	Water flows south on 109 drained into drive around "apartments" then flows right to garage behind apartments on D St.	Being reviewed						
27	Parcel 24 (Photo 6)	Design	Curb may cause difficulty to cars turning to go south	Being reviewed						

Comment #	Location	Topic	Comment							
28	Parcel 34 and 34A (Photo 6)	Landowner	Janice Jackson owner of 27A and 27. 34A is the parcel marked as her side yard and parcel 34 is down the street.	Being Addressed						
29	CR 700/Station St. Intersection (Photo 4/5)	Drainage	Where will the road drainage water go to? The current drainage system cannot handle the surface runoff now. Adding more water to the current systems will only cause additional flooding in town.	Being Addressed						
30	CR 700/Station St. Intersection (Photo 4/5)	Tree	Can I keep my mature trees?	Adding a DND to the plans						
31	CR 700/Station St. Intersection (Photo 4/5)	Design	Can the sidewalk go straight, it is cutting into my driveway its all I have to park?	Being Addressed						
32	CR 700/Station St. Intersection (Photo 4/5)		Actual well for 148 N. Main	Adding a DND to the plans						
33	CR 700/Station St. Intersection (Photo 4/5)	Tree	Tree removed?	Adding a DND to the plans						
34	CR 700/Station St. Intersection (Photo 4/5)	Safety	Sight distance concern with pedestrian and traffic from SR 109	Being Addressed						
35	CR 700/Station St. Intersection (Photo 4/5)	Design	Can I keep my sidewalk approach?	Yes, if there is an approach currently there it will be returned.						

Comment #1

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: Dimitrios Andriopoulos Phone: _____

Street Address: 458 S Main St (#43) City/State/Zip: Wilkinson

Email: _____

Address of impacted property (or nearest cross streets): 458 S Main St

Business/Organization Name: DIRECT AUTO

Business/Organization Address: _____

How did you hear about this meeting? (Select all that apply.)

- ☐ Newspaper
- ☐ TV or radio
- ☐ Word-of-mouth
- ☐ Social media
- ☒ Mailed Letter
- ☐ Church
- ☐ INDOT website
- ☐ Email
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☒ Area Resident
- ☒ Area Business owner or employee
- ☐ Commuter
- ☐ Other: _____

How often do you usually travel in the project area?

- ☒ Daily
- ☐ A few times a week
- ☐ Weekly
- ☐ A few times a month
- ☐ Monthly
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☒ Automobile
- ☐ Bicycle
- ☐ Walk
- ☐ Other: _____

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ◻ SIGN IN-SHEET

Comment #1

Comment:

Hi My name is Dimithos ANDRIOPOULOS I am Building as we speak a Car Lot (Dealer) at this Location.
ALL THIS is good thank ner the Pavement and Drain and the curb (First st and 109).
My question is COULD I tie my Lot Drain storm water to your Drain on 109 ther is a Drain Box Right on yor Corner
Please Contact me

Dimithos

Please print clearly • Contact information is optional but must be included if you wish to receive updates.
INDOT □ SIGN-IN-SHEET

Comment #2

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: Samantha Youngblood Phone:

Street Address: 310 S Main St City/State/Zip: Wilkinson, IN 46186

Email:

Address of impacted property (or nearest cross streets): See Above

Business/Organization Name: Youngblood's Natural Animal Care Center

Business/Organization Address: See Above

How did you hear about this meeting? (Select all that apply.)

- ☐ Newspaper
- ☐ TV or radio
- ☐ Word-of-mouth
- ☐ Social media
- ☑ Mailed Letter
- ☐ Church
- ☐ INDOT website
- ☐ Email
- ☐ Other:

What is your interest in the proposed project? (Select all that apply.)

- ☐ Area Resident
- ☑ Area Business owner or employee
- ☐ Commuter
- ☐ Other:

How often do you usually travel in the project area?

- ☑ Daily
- ☐ A few times a week
- ☐ Weekly
- ☐ A few times a month
- ☐ Monthly
- ☐ Other:

What is your interest in the proposed project? (Select all that apply.)

- ☑ Automobile
- ☐ Bicycle
- ☑ Walk
- ☐ Other:

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ▫ SIGN IN-SHEET

Comment #2

Comment:

★ How will my delivery drivers access my business?
~ They are in semi trucks

★ We host events all summer ~ we need a lot of parking - where will people park?

★ Will my front parking be eliminated?
~ My store entrance is in the front, if my parking is eliminated in the front where will people park - back and side only?

★ You seem to have been concerned only over the DG as it was mentioned multiple times - what about my small business?

★ How long will this project take?

★ Is the work only during the week or on weekends as well?

★ My building is historic so it will be eager to find how this affects us as I understand nothing will be available to me until summer 2025 at the earliest.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT □ SIGN-IN-SHEET

Comment:

* What about people cutting through my parking lot?
* This will impact my customers coming from other cities (which is the majority of my customers).
* Look what happened to Fortville - look at how many businesses closed.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT □ SIGN-IN-SHEET

Comment #3

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: STEVE WURSTER Phone: _____

Street Address: 7681 N. 1125 E City/State/Zip: WILKINSON, 46186

Email: [redacted]

Address of impacted property (or nearest cross streets): WILKINSON CHURCH OF CHRIST

Business/Organization Name: " "

Business/Organization Address: 7293 N SR 109 46186 WILKINSON.

How did you hear about this meeting? (Select all that apply.)

- ☐ Newspaper
- ☐ TV or radio
- ☐ Word-of-mouth
- ☐ Social media
- ☐ Mailed Letter
- ☐ Church
- ☒ INDOT website
- ☐ Email
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☐ Area Resident
- ☐ Area Business owner or employee
- ☐ Commuter
- ☒ Other: REPRESENT CHURCH OF CHRIST.

How often do you usually travel in the project area?

- ☒ Daily
- ☐ A few times a week
- ☐ Weekly
- ☐ A few times a month
- ☐ Monthly
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☒ Automobile
- ☐ Bicycle
- ☒ Walk
- ☐ Other: _____

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ▫ SIGN-IN-SHEET

Comment #3

Comment:

1.) ENTRY TO CHURCH.

2.) DRAINAGE ONTO PROPERTY @ CR 1000E

3) EXTEND SIDEWALK to CEMETARY.

~~AV~~ AV Spoke

4.) IS OUTLET @ ~~TREAM~~ DETENTION STRUCTURE INVERT HIGHER THAN NORMAL HIGH WATER of our DITCH.

I SPOKE W/ MARIE & Will & I will SEND AN EMAIL to MARIE.

Additional Contacts

MATT TICE

DENNY Spegal

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT □ SIGN-IN-SHEET

Comment #4

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: CHARLES BEAVER Phone: _____

Street Address: 239 S. MAIN City/State/Zip: WILKINSON IN 46186

Email: _____

Address of impacted property (or nearest cross streets): _____

_____

Business/Organization Name: _____

Business/Organization Address: _____

How did you hear about this meeting? (Select all that apply.)

☐ Newspaper ☐ TV or radio ☐ Word-of-mouth ☐ Social media

☐ Mailed Letter ☐ Church ☐ INDOT website ☐ Email

☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

☒ Area Resident ☐ Area Business owner or employee ☐ Commuter

☐ Other: _____

How often do you usually travel in the project area?

☒ Daily ☐ A few times a week ☐ Weekly ☐ A few times a month ☐ Monthly

☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

☐ Automobile ☐ Bicycle ☐ Walk

☐ Other: _____

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ▫ SIGN IN-SHEET

Comment #4

Comment:

We are interested in doing Historic bricks that are under the road. Like in front of my house - my house is a perfect place to get done - older home

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT □ SIGN IN-SHEET

Comment #5

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: John + Janice Marley Phone:

Street Address: 572 S. 1st Street City/State/Zip: Wilkinson, IN 46186

Email:

Address of impacted property (or nearest cross streets): 572 S. 1st Street Wilkinson, IN 46186

Business/Organization Name:

Business/Organization Address:

How did you hear about this meeting? (Select all that apply.)

- [x] Newspaper
- [ ] TV or radio
- [ ] Word-of-mouth
- [x] Social media
- [ ] Mailed Letter
- [ ] Church
- [ ] INDOT website
- [ ] Email
- [ ] Other:

What is your interest in the proposed project? (Select all that apply.)

- [x] Area Resident
- [ ] Area Business owner or employee
- [ ] Commuter
- [ ] Other:

How often do you usually travel in the project area?

- [x] Daily
- [ ] A few times a week
- [ ] Weekly
- [ ] A few times a month
- [ ] Monthly
- [ ] Other:

What is your interest in the proposed project? (Select all that apply.)

- [ ] Automobile
- [ ] Bicycle
- [ ] Walk
- [x] Other: Additional phase of sewer project that will continue down E 1050 N (1st Street)

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ▫ SIGN-IN SHEET

Comment #6

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: John Collins Phone:

Street Address: 5678N 700E City/State/Zip: WILKINSON

Email:

Address of impacted property (or nearest cross streets): 109 & I

Business/Organization Name: Wilkinson Fire Dept

Business/Organization Address:

How did you hear about this meeting? (Select all that apply.)

- ☐ Newspaper
- ☐ TV or radio
- ☐ Word-of-mouth
- ☑ Social media
- ☐ Mailed Letter
- ☐ Church
- ☐ INDOT website
- ☐ Email
- ☐ Other:

What is your interest in the proposed project? (Select all that apply.)

- ☑ Area Resident
- ☐ Area Business owner or employee
- ☐ Commuter
- ☑ Other: Fire Dept

How often do you usually travel in the project area?

- ☐ Daily
- ☑ A few times a week
- ☐ Weekly
- ☐ A few times a month
- ☐ Monthly
- ☐ Other:

What is your interest in the proposed project? (Select all that apply.)

- ☑ Automobile
- ☐ Bicycle
- ☐ Walk
- ☐ Other:

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT □ SIGN-IN-SHEET

Comment #6

Comment:

Eliminating the Southbound "Swooping" TURN onto First Street is Safety hazard For Everyone instead of slowing to turn South they would have to almost make 90° turn

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT □ SIGN IN-SHEET

Comment #7

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: A Ebbat Phone: ____

Street Address: 1003 South St City/State/Zip: Shirley 47384

Email: _

Address of impacted property (or nearest cross streets): _____

Business/Organization Name: _____

Business/Organization Address: _____

How did you hear about this meeting? (Select all that apply.)

- ☐ Newspaper
- ☐ TV or radio
- ☐ Word-of-mouth
- ☒ Social media
- ☐ Mailed Letter
- ☐ Church
- ☐ INDOT website
- ☒ Email
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☒ Area Resident
- ☐ Area Business owner or employee
- ☑ Commuter
- ☐ Other: _____

How often do you usually travel in the project area?

- ☒ Daily
- ☐ A few times a week
- ☐ Weekly
- ☐ A few times a month
- ☐ Monthly
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☑ Automobile
- ☐ Bicycle
- ☐ Walk
- ☐ Other: _____

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ▫ SIGN-IN-SHEET

Comment #7

Comment:

(1) I would like you to look into speed control through town. Part time law enforcement struggles to slow traffic. The semi traffic has grown exponentially the last few years and the speed has been ignored making crossing or joining the roadway difficult.

(2) I like the 1st Street realignment, but would encourage a little more of a sweeping turn SB St Rd 109 to 1st to allow traffic to avoid a complete stop of the large traffic flow to Eastern Hancock Schools.

(3) Obviously the roadway and drainage need attention and I appreciate your efforts.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT □ SIGN IN-SHEET

Comment #8

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: Steve Clements Phone: _____

Street Address: 150 S MAIN City/State/Zip: WILKINSON, IN 46186

Email: _____

Address of impacted property (or nearest cross streets): 150 S MAIN ST

Business/Organization Name: _____

Business/Organization Address: _____

How did you hear about this meeting? (Select all that apply.)

- ☐ Newspaper
- ☐ TV or radio
- ☐ Word-of-mouth
- ☑ Social media
- ☐ Mailed Letter
- ☐ Church
- ☐ INDOT website
- ☐ Email
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☑ Area Resident
- ☐ Area Business owner or employee
- ☐ Commuter
- ☐ Other: SAFETY

How often do you usually travel in the project area?

- ☑ Daily
- ☐ A few times a week
- ☐ Weekly
- ☐ A few times a month
- ☐ Monthly
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☑ Automobile
- ☑ Bicycle
- ☑ Walk
- ☐ Other: _____

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT □ SIGN IN SHEET

Comment #8

Comment:

Propose Stop Light / flasher
SERIOUS TRAFFIC HAZARD + SPEEDING THROUGH TOWN

Street lights

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

Comment #9

Public Comment Sheet

INDOT Des. No.: 2100216

Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting

Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: _____ Phone: _____

Street Address: _____ City/State/Zip: _____

Email: _____

Address of impacted property (or nearest cross streets): _____

_____

Business/Organization Name: _____

Business/Organization Address: _____

How did you hear about this meeting? (Select all that apply.)

- ☐ Newspaper
- ☐ TV or radio
- ☐ Word-of-mouth
- ☑ Social media
- ☐ Mailed Letter
- ☐ Church
- ☐ INDOT website
- ☑ Email
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☑ Area Resident
- ☑ Area Business owner or employee
- ☐ Commuter
- ☐ Other: _____

How often do you usually travel in the project area?

- ☑ Daily
- ☐ A few times a week
- ☐ Weekly
- ☐ A few times a month
- ☐ Monthly
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☑ Automobile
- ☐ Bicycle
- ☐ Walk
- ☐ Other: _____

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ▫ SIGN IN-SHEET

Comment #10

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: Krista Pieri Phone: _____

Street Address: 412 N Main St City/State/Zip: Wilkinson

Email: _____

Address of impacted property (or nearest cross streets): 412 N Main St

Business/Organization Name: _____

Business/Organization Address: _____

How did you hear about this meeting? (Select all that apply.)

- ☐ Newspaper
- ☐ TV or radio
- ☐ Word-of-mouth
- ☐ Social media
- ☒ Mailed Letter
- ☐ Church
- ☐ INDOT website
- ☐ Email
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☒ Area Resident
- ☐ Area Business owner or employee
- ☐ Commuter
- ☐ Other: _____

How often do you usually travel in the project area?

- ☐ Daily
- ☒ A few times a week
- ☐ Weekly
- ☐ A few times a month
- ☐ Monthly
- ☐ Other: _____

What is your interest in the proposed project? (Select all that apply.)

- ☒ Automobile
- ☐ Bicycle
- ☒ Walk
- ☐ Other: _____

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ▫ SIGN IN-SHEET

Comment #11

Public Comment Sheet

INDOT Des. No.: 2100216 Project Name: SR 109 Pavement Replacement Project

Meeting Type: Public Information Meeting Meeting Date/Time: April 8, 2025, 6:00 PM EST

Contact information is not required but will ensure you receive a response, should one be required.

Name: Diane, ARPO Phone:

Street Address: 364 Main St. City/State/Zip: Wilkinson IN 46186

Email:

Address of impacted property (or nearest cross streets): same as above

Business/Organization Name:

Business/Organization Address:

How did you hear about this meeting? (Select all that apply.)

- ☐ Newspaper
- ☐ TV or radio
- ☐ Word-of-mouth
- ☐ Social media
- ☒ Mailed Letter
- ☐ Church
- ☐ INDOT website
- ☐ Email
- ☐ Other:

What is your interest in the proposed project? (Select all that apply.)

- ☒ Area Resident
- ☐ Area Business owner or employee
- ☐ Commuter
- ☐ Other:

How often do you usually travel in the project area?

- ☐ Daily
- ☒ A few times a week
- ☐ Weekly
- ☐ A few times a month
- ☐ Monthly
- ☐ Other:

What is your interest in the proposed project? (Select all that apply.)

- ☒ Automobile
- ☐ Bicycle
- ☒ Walk
- ☐ Other:

Please provide your public comment on other side of this handout.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ◻ SIGN-IN-SHEET

Comment #11

Comment:

Very informative, met with the appropriate people. Got my questions answered

Thank You!.

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

INDOT ▫ SIGN IN-SHEET

Comment #12

SR 109 Public Involvement Meeting Survey

Contact Information

Mailing Address

The word cloud requires at least 20 answers to show.

Response	Count
5678 N 700 E, Wilkinson, IN, 46186, USA	1

Answered: 1 Skipped: 0

Address of impacted property or nearest cross streets

The word cloud requires at least 20 answers to show.

Response	Count
Main / I street	1

Answered: 1 Skipped: 0

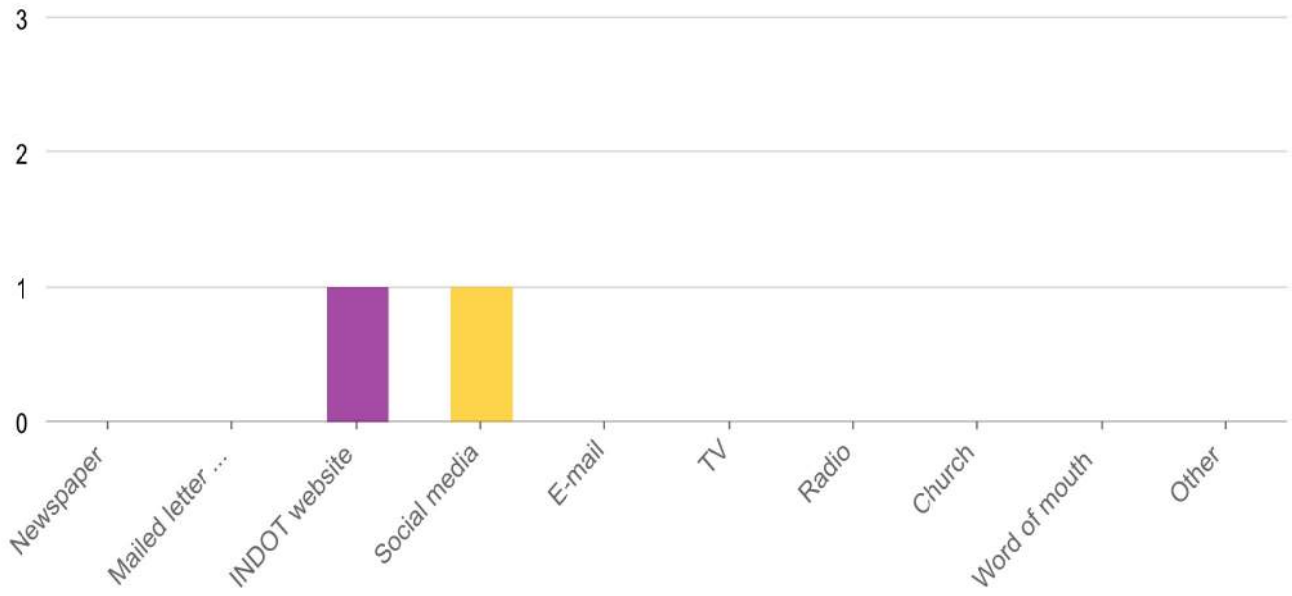
Business/Organization Name and Address

There are no answers to this question yet.

Project Questionnaire

How did you hear about this meeting?

Comment #12

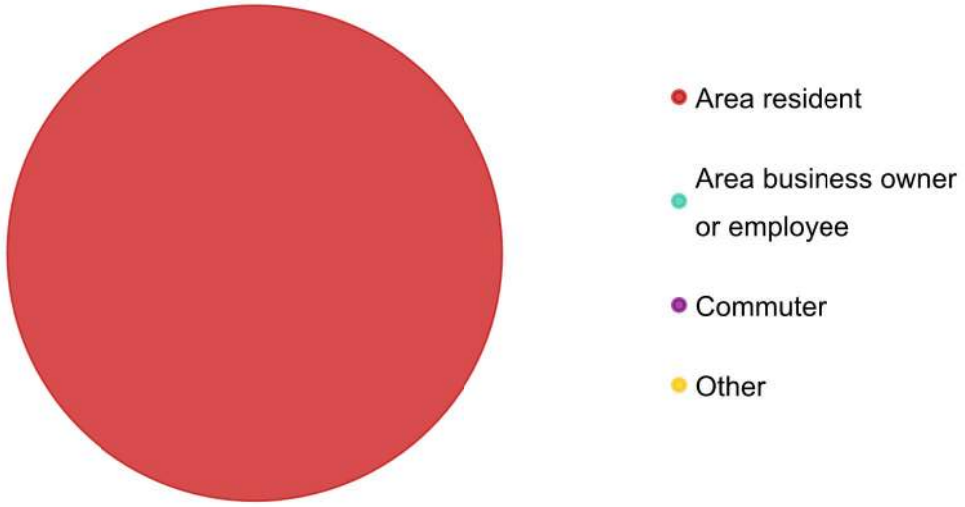


Answers	Count	Percentage
Newspaper	0	0%
Mailed letter or postcard	0	0%
INDOT website	1	100%
Social media	1	100%
E-mail	0	0%
TV	0	0%
Radio	0	0%
Church	0	0%
Word of mouth	0	0%
Other	0	0%

Answered: 1 Skipped: 0

- **What is your interest in the proposed project?**

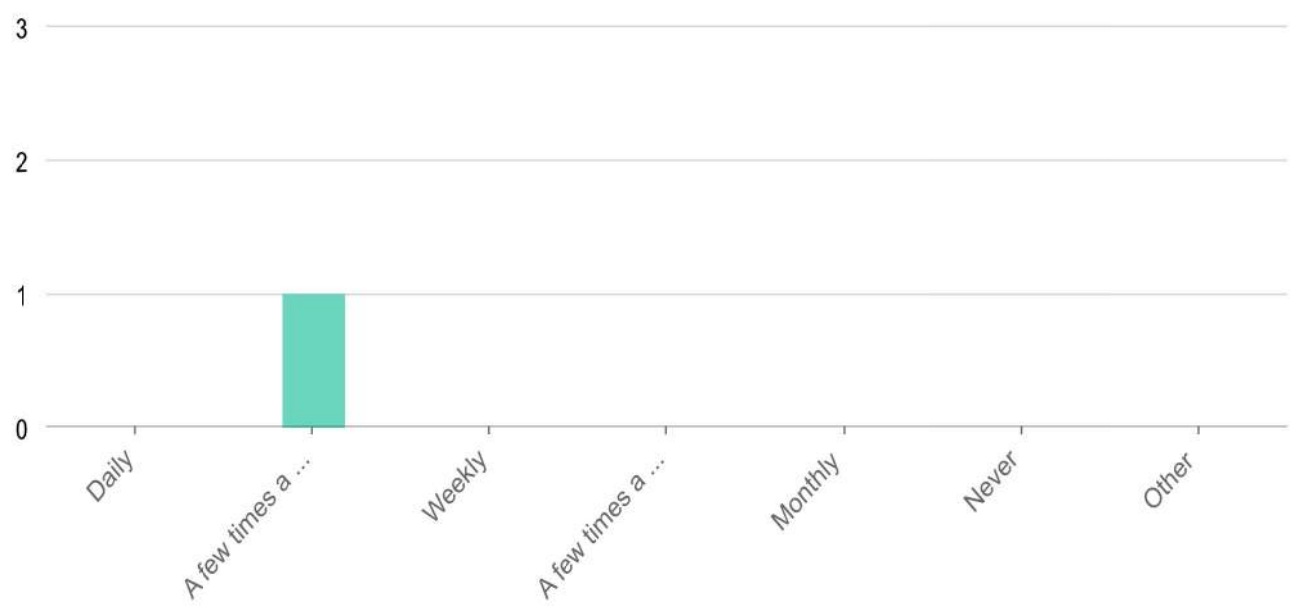
Comment #12



Answers	Count	Percentage
Area resident	1	100%
Area business owner or employee	0	0%
Commuter	0	0%
Other	0	0%

Answered: 1 Skipped: 0

- **How often do you travel in the project area?**

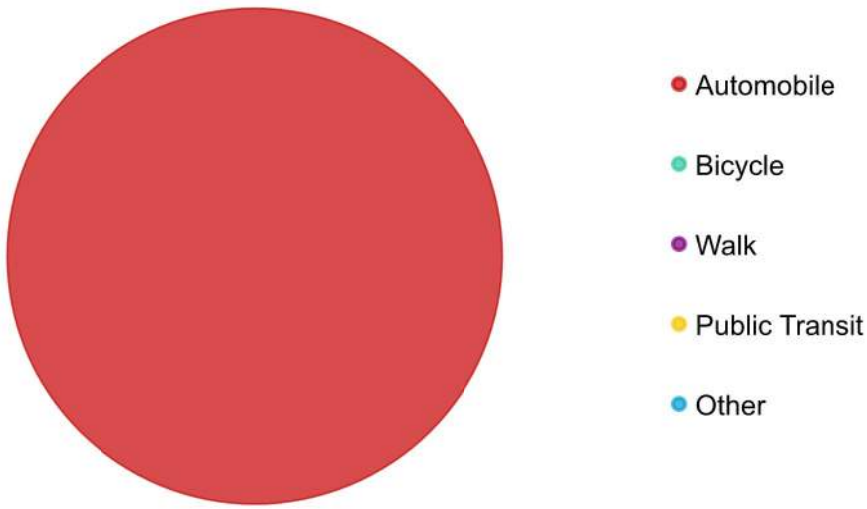


Comment #12

Answers	Count	Percentage
Daily	0	0%
A few times a week	1	100%
Weekly	0	0%
A few times a month	0	0%
Monthly	0	0%
Never	0	0%
Other	0	0%

Answered: 1 Skipped: 0

- **How do you usually travel through the project area?**



Answers	Count	Percentage
Automobile	1	100%
Bicycle	0	0%
Walk	0	0%

Comment #12

Public Transit	0	0%
Other	0	0%

Answered: 1 Skipped: 0

Please provide your comments or questions.

The word cloud requires at least 20 answers to show.

Response	Count
I believe you need to take a look at the intersection of main and I street. The plan you have for northb ound is great and is much needed. I think the new plan for southbound needs to be adjusted. You may or may not know but I street turns into county road 1050 east which leads to Eastern Hancock high sc hool. Currently the southbound main to i is a large sweeping turn which you can comfortably drive 15-20 mph while taking the turn. This prevents back up etc on main in the morning when buses and kids etc are going to school. The new plan basically has this turning into 90 degree right turn. I feel this is g oing to back up traffic at times and could cause accidents as semi's are coming south on 109 and som eone is turning. There is plenty of room to keep the southbound the way it is according to the new pla ns. Thank you i believe this really needs to be considered.	1

Answered: 1 Skipped: 0

Post-It Note Comments

Comment #13

409+00
#43 Site is Null + Void
Would like to 317-364-1392
know if I can call
tie Parking Drive
to your Drive

Comment #15

Please confirm that trucks (semis) & busses can turn @ 1st street.

Can you have someone do a traffic count.

Comment #14

~~For~~ semis seeing the incoming trucks coming to SR 109 they have no location to move to avoid being hit. Safety concern that requires review

Comment #16

Show sight distance & turning movement graphics at 1st & SR 109 at the next meeting please.

1st St. + SR 109 Intersection -



Comment #17

Should Walk Continue to Cemetary – To Allow us to have a Safe Walkway to & From



Sidewalk needs to be extended to the 1st church driveway. for safety

Comment #18



Comment #19

Entry Needs To Be Same Size @ Minimum



Comment #20

Shouldn't This Outfall into the Existing Structure under 109 instead of Flowing Against Flow of Ditch Creating a Pool or More Erosion

1st St. + SR 109 intersection

Comment #21

Not good eliminating sweeping curve at 109 & 1st

Can We keep our tree?

Comment #22

+417.00 (N) side of road

Will the trees that impact the sidewalk be removed?

Comment #23

Also, will the sidewalk be replaced. The trees are Dangerous for semis.

420+64.66
*Historic Property

Comment #24

Parcel # 49 to 52

Drainage from field out of town to North. Driveway doesn't block drainage

D St. Intersection





Comment #25

Lots of water
Problems with
heavy Rain

Water flows
South on 109
drains into drive
around "Apartments
then flows right
to garage behind
Apartments on
"D" st.

Comment #26

Parcel #24

Comment #27

Curb may cause
difficulty to cars
turning to go
South

34 + 34A
Janice Jackson
(317) 902-1080
Owner of 27A+27

Comment #28

Need to check property
info

700/Station St. Intersection

Comment #29

WHERE WILL THE ROAD DRAINAGE WATER GO TO? THE CURRENT DRAINAGE SYSTEM CAN NOT HANDLE THE SURFACE RUNOFF NOW. ADDING MORE WATER TO THE CURRENT SYSTEMS WILL ONLY CAUSE ADDITIONAL FLOODING IN TOWN.

Comment #30

Sight distance concern w/ pedestrian + traffic from SR 109

Comment #30/31

CAN I KEEP MY MATURE TREES?

CAN THE SIDEWALK GO STRAIGHT, IT IS CUTTING INTO MY DRIVEWAY. ITS ALL I HAVE TO PARK

↑ actual well for 148 N. main

↑ tree? removed

Comment #32/33

CAN I KEEP MY SIDEWALK APPROACH?

Comment #31

Photo 1

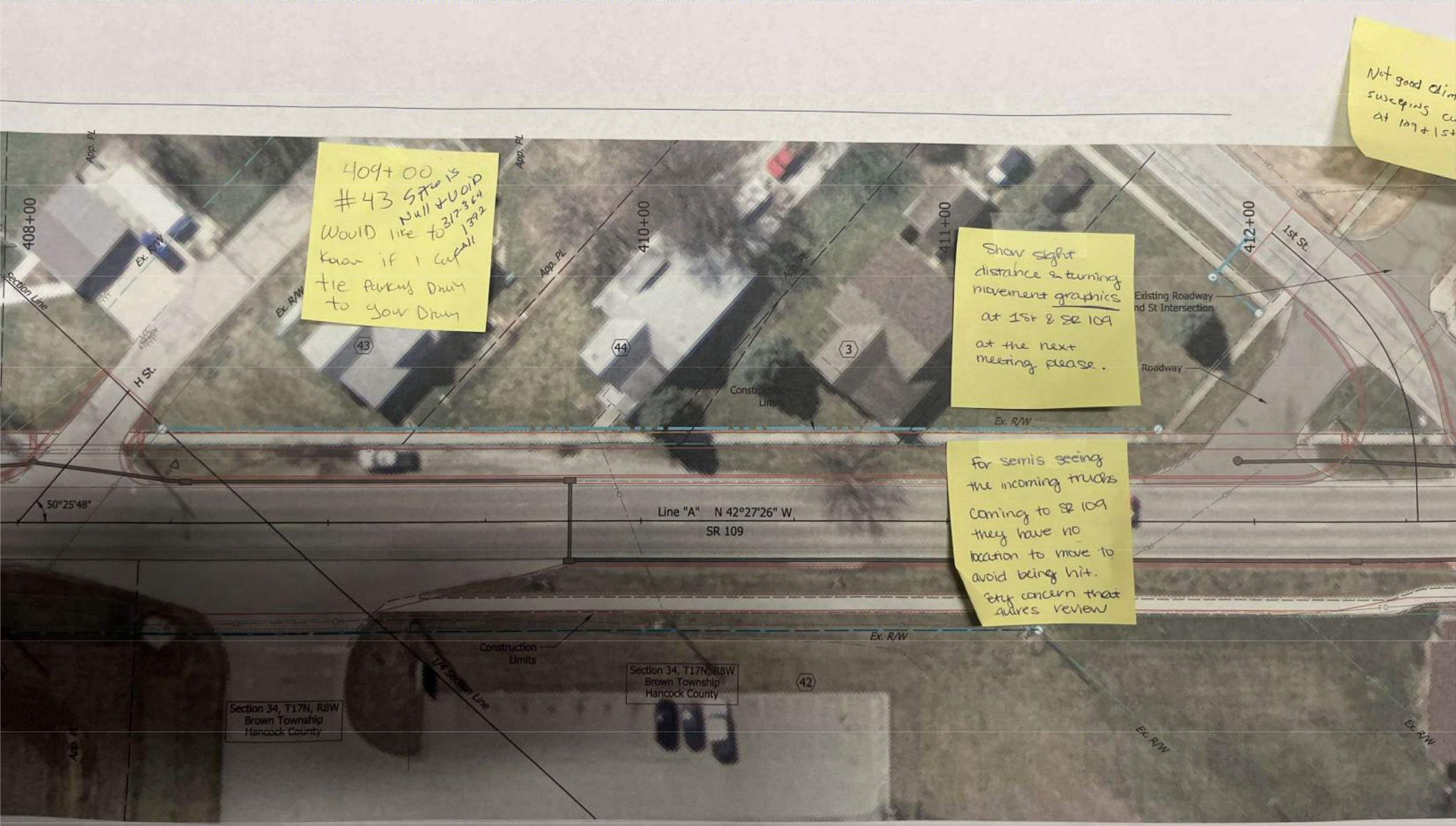

409+00
#43 State is Null & Void
Would like to 317-364-1392
know if I can all
tie Parking Drive
to your Drive
Show sight distance & turning movement graphics at 1st & SR 109 at the next meeting please.
For semis seeing the incoming trucks coming to SR 109 they have no location to move to avoid being hit. Safety concern that addres review
Not good clim
408+00
410+00
411+00
412+00
1st St.
Existing Roadway
nd St Intersection
Roadway
App. PL
Ex. R/W
Section Line
H St.
43
44
3
42
Construction Limits
50°25'48"
Line "A" N 42°27'26" W
SR 109
Section 34, T17N, R8W
Brown Township
Hancock County
1/4 Section Line

Photo 2


Not good alignment sweeping curve At 1st & 1st
Please confirm that trucks (semis) & busses can turn @ 1st street.
Can you have someone do a traffic count.
412+00
413+00
414+00
415+00
416+00
417+00
1st St.
F St.
Ex. R/W
Construction Limits
Line "A" N 42°27'26" W
SR 109
Section 34, T17N, R8W
Brown Township
Hancock County
Can We keep our tree?

Photo 3

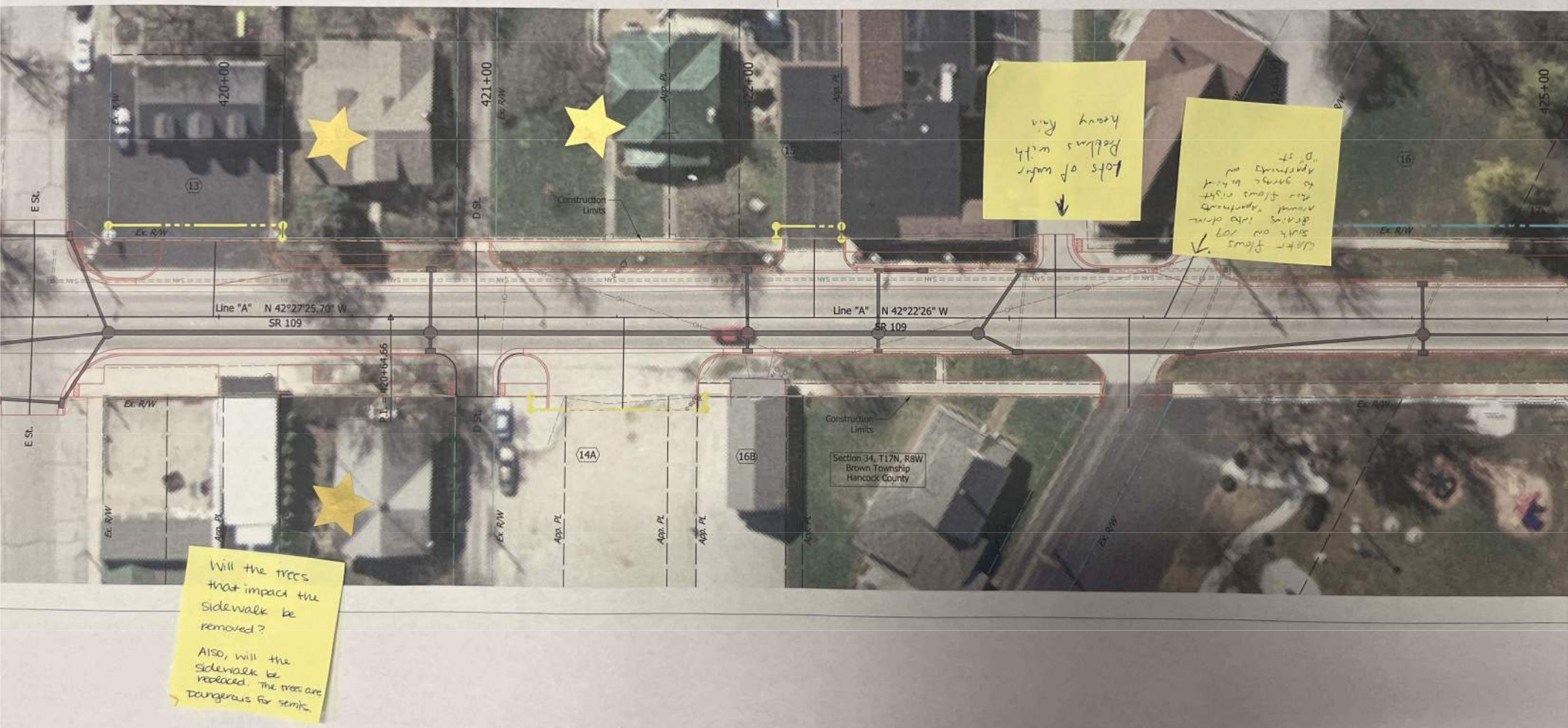
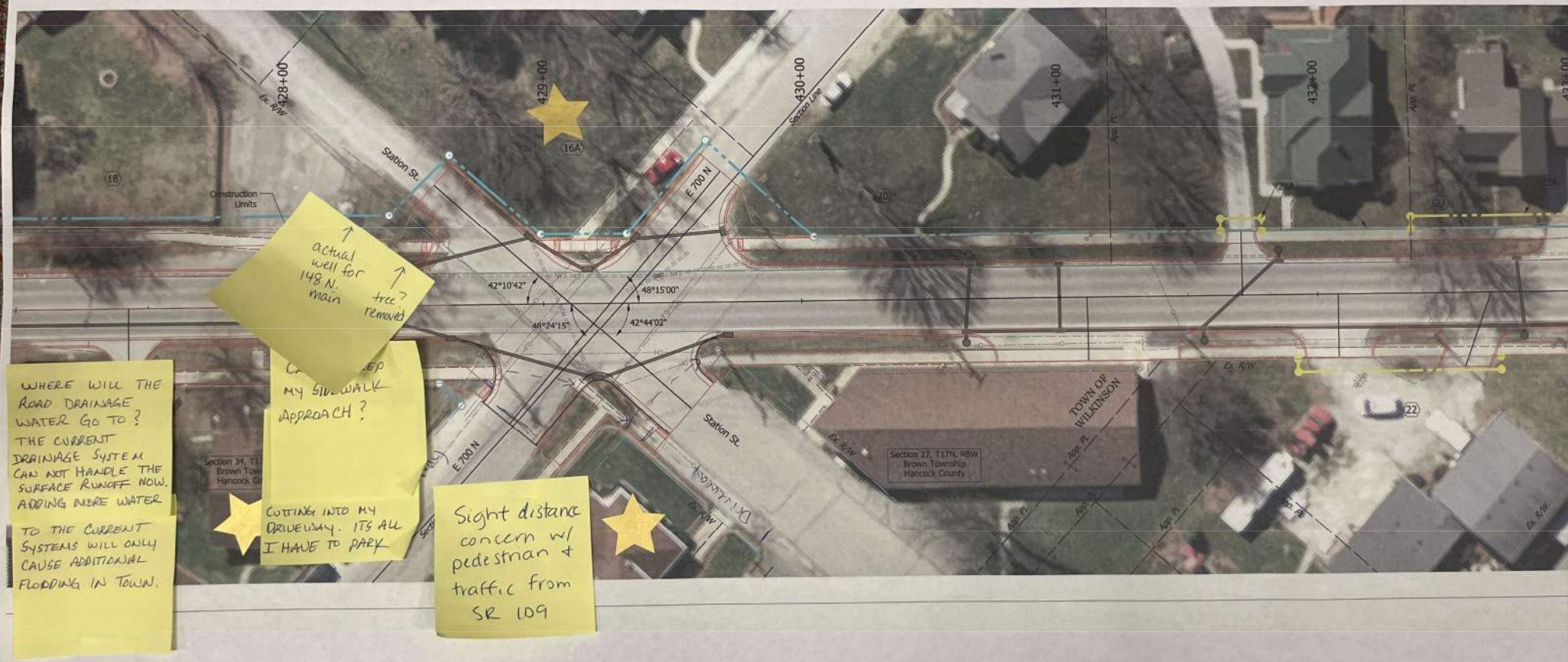

Will the trees that impact the sidewalk be removed?
Also, will the sidewalk be replaced. The trees are Dangerous for semis.
Lots of water pooling with heavy rain
Water flows south on SR 109 and drains into drive. Need flows right to drainage but it appears on to "D" St.
Construction Limits
Line "A" N 42°27'25.70" W
SR 109
Line "A" N 42°22'26" W
SR 109
Section 34, T17N, R8W
Brown Township
Hancock County
E St.
D St.
Ex. R/W
App. Pl.
420+00
421+00
422+00
425+00
420+64.66
13
14A
15
16
16B

Photo 4



actual well for 148 N. main

tree? removed

WHERE WILL THE ROAD DRAINAGE WATER GO TO? THE CURRENT DRAINAGE SYSTEM CAN NOT HANDLE THE SURFACE RUNOFF NOW. ADDING MORE WATER TO THE CURRENT SYSTEMS WILL ONLY CAUSE ADDITIONAL FLOODING IN TOWN.

C... MY SIDEWALK APPROACH?

CUTTING INTO MY DRIVEWAY. ITS ALL I HAVE TO PARK

Sight distance concern w/ pedestrian & traffic from SR 109

Photo 5

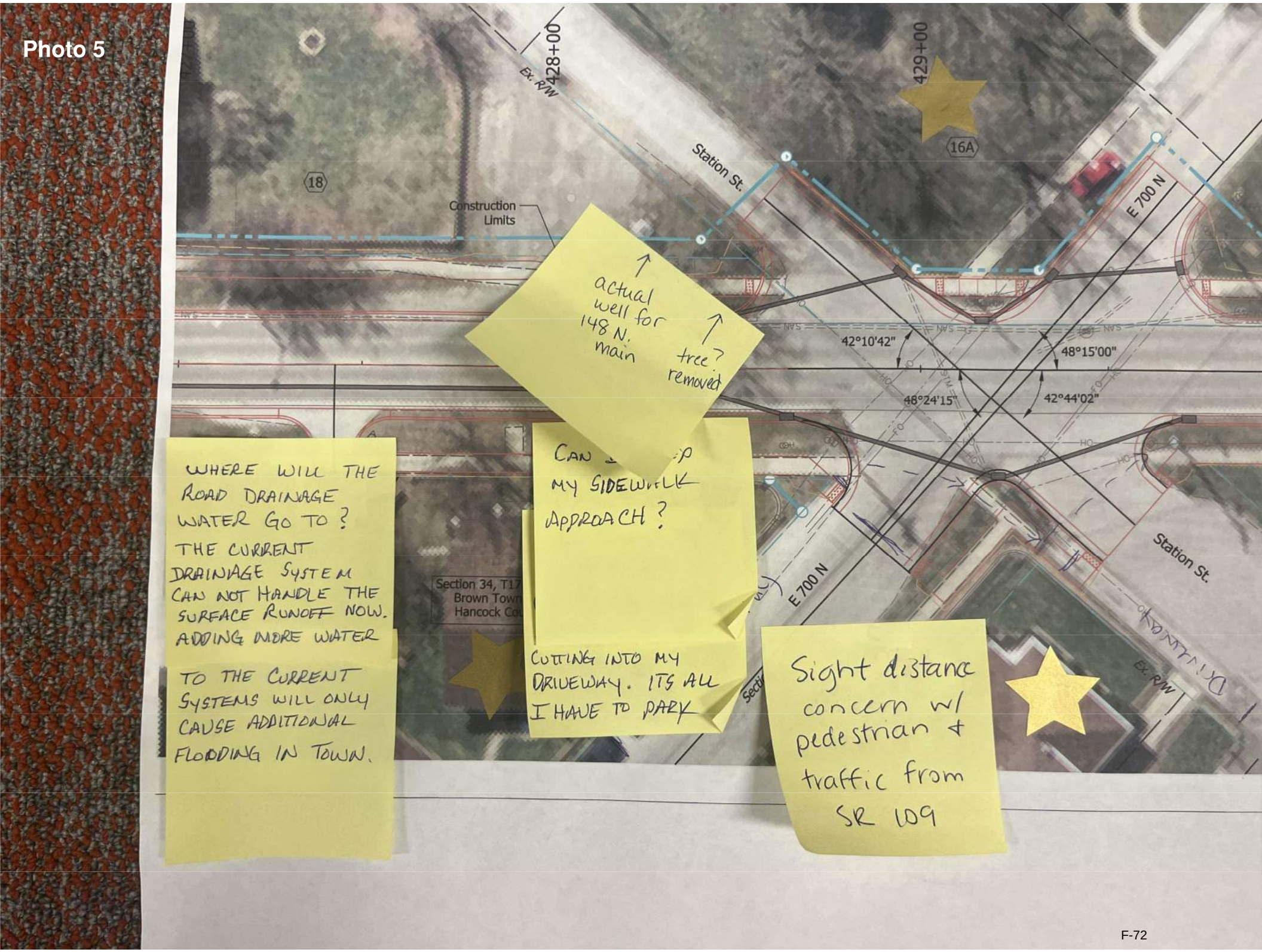
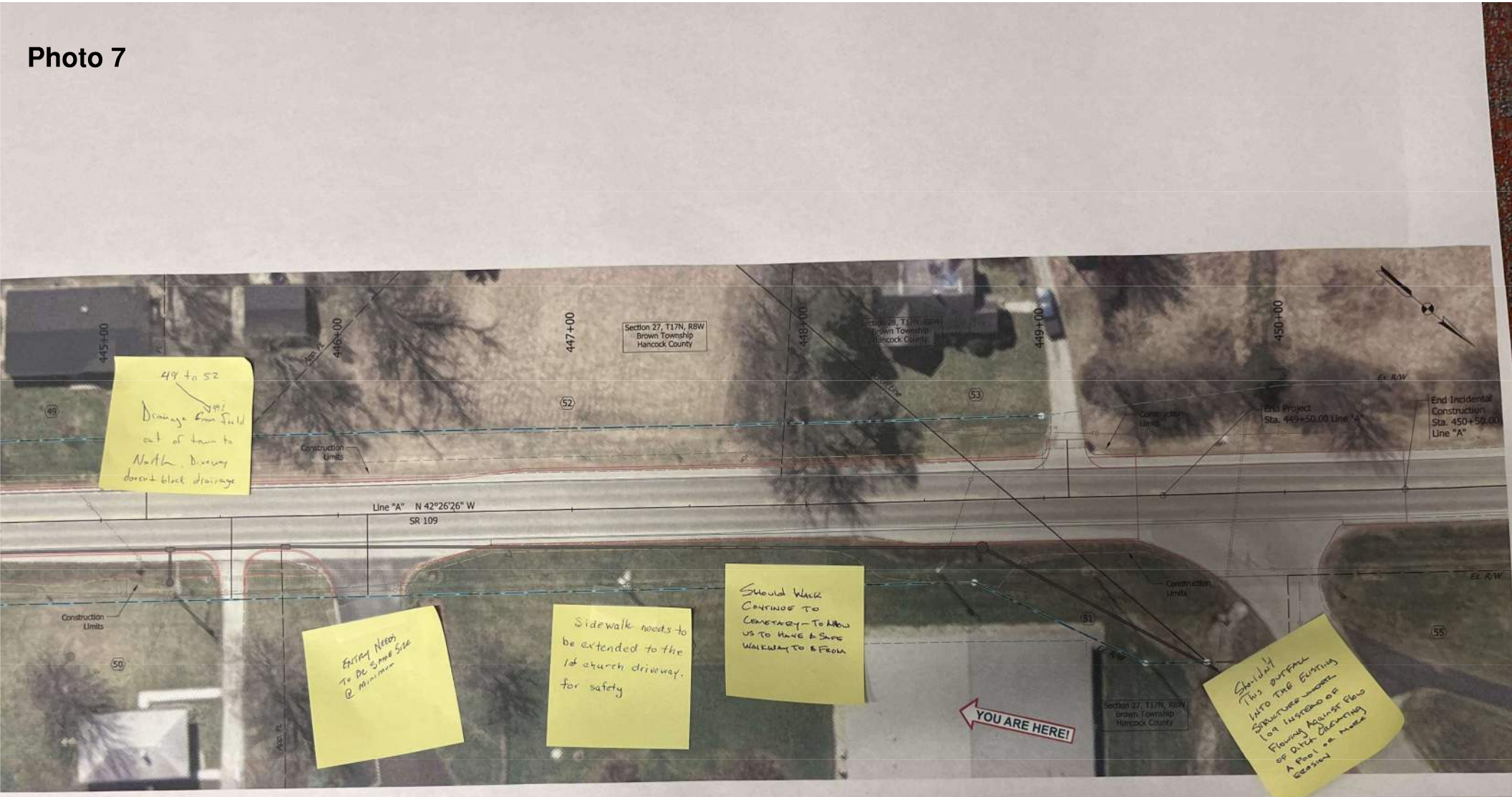

428+00
Ex. RW
429+00
Station St.
18
16A
Construction Limits
E 700 N
42°10'42"
48°15'00"
48°24'15"
42°44'02"
actual well for 148 N. main
tree? removed
WHERE WILL THE ROAD DRAINAGE WATER GO TO? THE CURRENT DRAINAGE SYSTEM CAN NOT HANDLE THE SURFACE RUNOFF NOW. ADDING MORE WATER TO THE CURRENT SYSTEMS WILL ONLY CAUSE ADDITIONAL FLOODING IN TOWN.
CAN ... MY SIDEWALK APPROACH?
CUTTING INTO MY DRIVEWAY. ITS ALL I HAVE TO PARK
Sight distance concern w/ pedestrian + traffic from SR 109
Section 34, T17
Brown Town
Hancock Co
E 700 N
Station St.
Ex. RW

Photo 6


34 + 34A
Janice Jackson
[redacted]
Owner of 27A+27
Curb may cause difficulty to cars turning to go South
Construction Limits
Line "A" N 42°22'26" W
SR 109
Ex. R/W
A St.
Section 27, T17N, R8W
Brown Township
Hancock County
App. Pl.
432+00
433+00
434+00
435+00
436+00
437+00
22
23
24
24A
25A
26
26A
27
27A
28
34A
46
29
39A

Photo 7


49 to 52
Drainage from field out of town to North. Driveway doesn't block drainage
Existing Needs To Be Same Size @ Minimum
Sidewalk needs to be extended to the 1st church driveway. for safety
Should Walk Continue To Cemetary - To Allow us to have a Safe Walkway To & From
Should This outfall into the existing structure instead of flowing against field (Log) causing ditch cleaning & pool or more erosion
YOU ARE HERE!
Lenzo Cook Farm
Section 27, T17N, R8W Brown Township Hancock County
Line "A" N 42°26'26" W
SR 109
Construction Limits
End Project Sta. 449+50.00 Line "A"
End Incidental Construction Sta. 450+50.00 Line "A"
Ex. R/W
445+00
446+00
447+00
448+00
449+00
450+00

Appendix G

Air Quality

Item	Appendix Page
Statewide Transportation Improvement Program (STIP)	G-1

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Hancock County	43627 / 2003044	M 57	IR 7881	Bridge Replacement	Greenfield	475	STBG	$2,665,447.80	Local Funds	CN	$0.00	$420,600.00		$784,000.00	($363,400.00)		
									Local Bridge Program	CN	$0.00	$0.00		$1,453,600.00	($1,453,600.00)		
Performance Measure Impacted: Bridge Condition																	
Location: BR85 (CR400S over Sugar Creek)																	
Comments:"LOCAL - Other ???? Delete funds in SFY 26 in CN for $316,000 CE for $47,400 ??? Increase funds in SFY 25 in CN from $25,000 to $761,383 Increase funds in SFY 25 in CE from $0 to $47,400 FEDERAL - Local Bridge ???? Delete funds in SFY 26 in CN for $1,264,000 CE for $189,600 ???? Add funds in SFY 25 in CN for $1,264,000 CE for $189,600 Total project cost increased from $2,287,905 to $2,665,448 (16.5%)																	
Indiana Department of Transportation	43940 / 2100216	Init.	SR 109	Pavement Replacement	Greenfield	.777	STBG	$3,713,000.00	Road ROW	RW	$44,000.00	$11,000.00	$55,000.00				
									Bridge Construction	CN	$120,000.00	$30,000.00			$150,000.00		
									Road Construction	CN	$2,562,400.00	$640,600.00			$3,203,000.00		
Performance Measure Impacted: Pavement Condition																	
Location: 1.84 mi S of SR 234 (SCL Wilkinson) to 1.06 mi S of SR 234 (NCL Wilkinson)																	
Comments:Include DES 2100216, 2100281																	
Indiana Department of Transportation	43940 / 2100216	A 14	SR 109	Pavement Replacement	Greenfield	.777	STBG	$10,087,203.00	Road Consulting	PE	$585,600.00	$146,400.00		$732,000.00			
									Road ROW	RW	$112,000.00	$28,000.00	($5,000.00)	$145,000.00			
Performance Measure Impacted: Pavement Condition																	
Location: 1.84 mi S of SR 234 (SCL Wilkinson) to 1.06 mi S of SR 234 (NCL Wilkinson)																	
Comments:Move RW funds to FY2025. Add PE $732,000 in FY2025 include DES 2100281 AQC Exempt 9-5-24																	
[illegible]	2101742			[illegible]					Local Bridge Program					$40,000.00		$1,319,200.00	
									Local Funds	PE	$0.00	-$10,000.00		($10,000.00)			
									Local Bridge Program	PE	-$40,000.00	$0.00		($40,000.00)			
									Local Funds	CN	$0.00	$389,800.00		$10,000.00		$379,800.00	
Performance Measure Impacted: Bridge Condition																	
Location: BR 86 - CR 450W over Sugar Creek																	

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Appendix H

Additional Studies

Item	Appendix Page
LWCF County Listing	H-1
Environmental Justice	H-2 to H-8
Section 4(f)	H-9 to H-13

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated April 2025)

ProjectNumber	SubProjectCode	County	Property
1800350	1800350	Hancock	Riley Memorial Park & Riley Park Pool
1800552	1800552	Hancock	Beckenholdt Park
1800561	1800561	Hancock	Sugar Creek Township Park
1800575	1800575	Hancock	Beckenholdt Park
1800615	1800615	Hancock	Brandywine Park and Connector Trail
*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination			
with Indiana State Parks, Community Grants & Trails Section, should occur.			

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 that their programs, policies and activities do not have disproportionately high and adverse effects 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. This project will require 1.10 acres of additional, new permanent right-of-way. 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 Hancock County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 4101. 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 data.census.gov from the 2020 data set was obtained on January 8, 2025 by CHA. The data collected for minority and low-income populations within the AC are summarized in the table below.

Table: Minority and Low-Income Data (Census and 2020)		
	COC - Hancock County	AC-1 - Census Tract 4101
Percent Minority	8.11%	3.65%
125% of COC	10.13%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	5.89%	8.24%
125% of COC	7.36%	AC > 125% COC
EJ Population of Concern		Yes

AC-1 Census Tract 4101 has a percent minority of 3.65% which is below 50% and below the 125% COC threshold. Therefore AC-1 does not have a minority population of EJ concern.

AC-1 Census Tract 4101 has a percent low-income of 8.24%, which is below 50% but above the 125% COC threshold. Therefore, AC-1 has a low-income population of EJ concern.

The project will address the roadway deterioration and pedestrian mobility and deficiencies by reconstructing the existing SR 109 facility, including adjacent sidewalks, curbs, curb ramps, and drainage. SR 109 will be designed to 4R standards and requires approximately 1.10 acres of new permanent right-of way. Apparent right-of-way will be re-acquired where the project extends past the original town plat. Existing right-of-way is shown to extend to the existing sidewalk in some locations and to the pavement edge in some locations. The new permanent right-of-way acquisition occurs at the following locations where there is insufficient space to reconstruct the facility to current standards, and has been limited to only what is necessary to complete the project:

- Station Street & CR E 700 N – this 6-way intersection on SR 109 will have the local street approaches included in the reconstruction for transition purposes. The right-of-way acquisition includes reacquisition of presumed existing right-of-way which includes existing roadway and follows the edge of sidewalks.
- 1st Street (CR 1050) & G Street – the two streets intersect on the west side of SR 109 with less than 100 feet between their respective angled connections to SR 109. This causes geometric and sight distance issues. 1st Street will be realigned slightly to allow 1st Street to merge with G Street traffic to create a single T-intersection. The right-of-way acquisition includes reacquisition of presumed existing right-of-way which includes existing back edge of sidewalks.

- Right-of-way width varies from 25ft to 35ft along the corridor to reconstruct existing sidewalks and address Americans with Disabilities Act compliance issues.

The maintenance of traffic (MOT) for this project includes a closure and detour. The detour will travel over SR 234, SR 9, and I-70. This detour will add approximately 25 travel miles for through travelers and will last the length of construction. All adjacent property owners will retain access during construction. A local detour will be utilized for in-town traffic and will be coordinated with the Town of Wilkinson. A pedestrian MOT will include closure and detours using existing sidewalks where available.

The closures will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion. There will be no undue impacts to potential EJ populations of concern as all populations will be impacted by temporary closures.

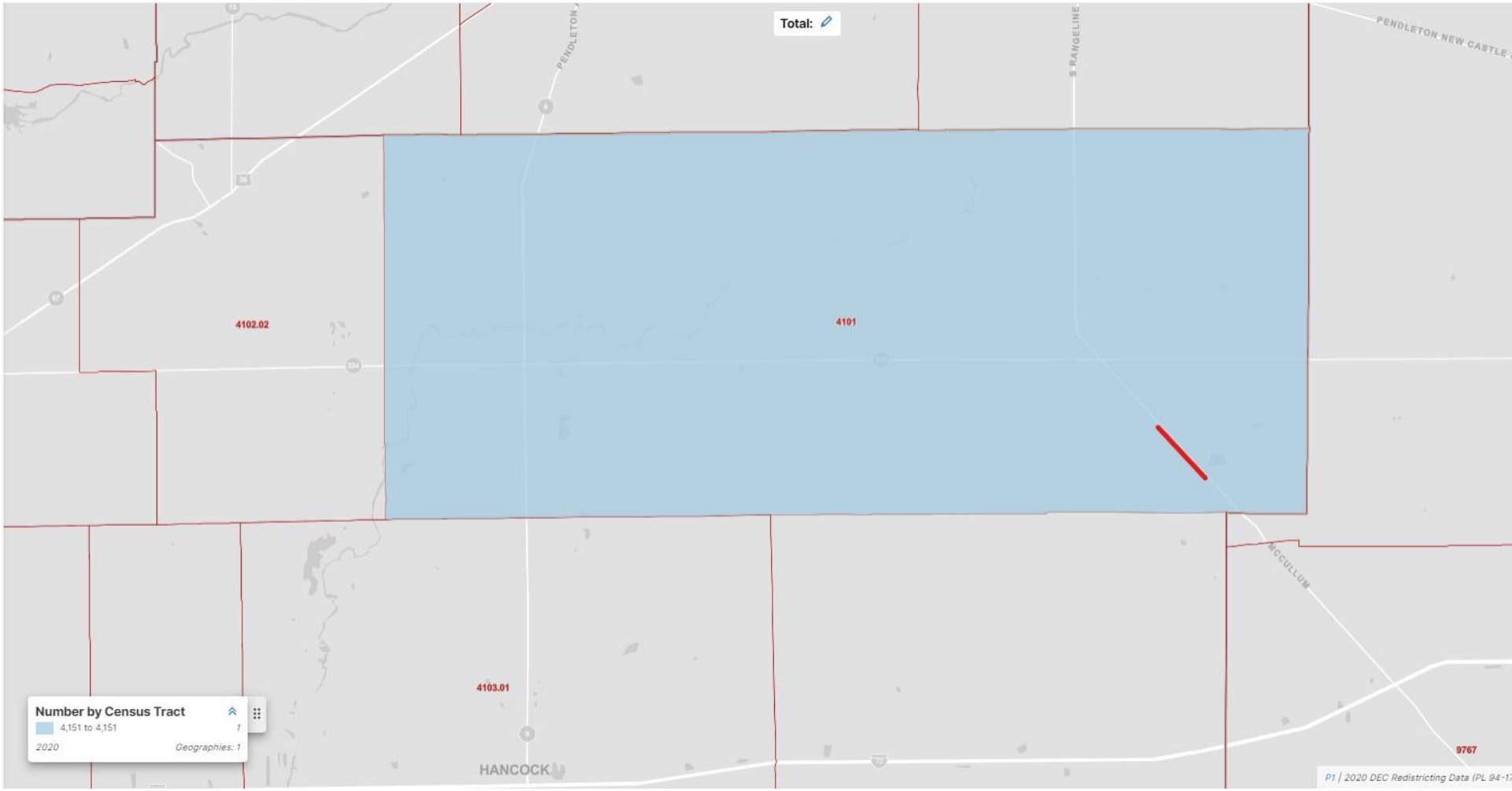
There will be no relocations, change in access, or changes in community cohesion as a result of the project. The low-income EJ population will not experience a disproportionately high and adverse impact from the project. The improvements will be implemented equally through the corridor. ADA compliance issues will be resolved. The functional footprint of the facility will remain the same except on the northeast end of the project where sidewalk will be extended to the church. This extension occurs within existing right-of-way and there is evidence of use from pedestrian activity.

Due to the facility improvements for residents and the general public, including improved roadway and drainage and pedestrian facilities, no disproportionately high and adverse effect to the EJ population of concern is expected.

Approximate project area location in COC



Approximate project area location in AC



	COC, Hancock County, Indiana		AC-1, Census Tract 4101, Hancock County, Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	76,614	*****	4,114	±304
Not Hispanic or Latino:	74,683	*****	4,108	±303
White alone	70,403	±89	3,964	±298
Black or African American alone	2,088	±288	66	±73
American Indian and Alaska Native alone	0	±29	0	±12
Asian alone	701	±145	0	±12
Native Hawaiian and Other Pacific Islander alone	0	±29	0	±12
Some other race alone	66	±71	0	±12
Two or more races:	1,425	±370	78	±85
Two races including Some other race	102	±106	0	±12
Two races excluding Some other race, and three or more races	1,323	±344	78	±85
Hispanic or Latino:	1,931	*****	6	±10
White alone	1,287	±298	6	±10
Black or African American alone	0	±29	0	±12
American Indian and Alaska Native alone	0	±29	0	±12
Asian alone	0	±29	0	±12
Native Hawaiian and Other Pacific Islander alone	0	±29	0	±12
Some other race alone	395	±296	0	±12
Two or more races:	249	±176	0	±12
Two races including Some other race	241	±178	0	±12
Two races excluding Some other race, and three or more races	8	±14	0	±12

	COC, Hancock County, Indiana		AC-1, Census Tract 4101, Hancock County, Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	75,746	±227	4,077	±299
Income in the past 12 months below poverty level:	4,461	±964	336	±146
Male:	1,872	±485	185	±98
Under 5 years	199	±129	10	±16
5 years	111	±111	0	±12
6 to 11 years	80	±68	15	±12
12 to 14 years	218	±175	17	±19
15 years	0	±29	0	±12
16 and 17 years	58	±50	11	±17
18 to 24 years	211	±146	5	±8
25 to 34 years	86	±76	10	±14
35 to 44 years	187	±147	6	±7
45 to 54 years	232	±98	42	±28
55 to 64 years	253	±167	13	±14
65 to 74 years	160	±112	47	±70
75 years and over	77	±76	9	±8
Female:	2,589	±639	151	±80
Under 5 years	169	±125	0	±12
5 years	88	±74	34	±41
6 to 11 years	293	±125	22	±34
12 to 14 years	52	±67	3	±4
15 years	25	±32	7	±10
16 and 17 years	58	±62	9	±18
18 to 24 years	253	±147	4	±7
25 to 34 years	357	±165	22	±22
35 to 44 years	337	±190	25	±15
45 to 54 years	84	±57	0	±12
55 to 64 years	361	±152	14	±10
65 to 74 years	111	±62	5	±6
75 years and over	401	±202	6	±6
Income in the past 12 months at or above poverty level:	71,285	±989	3,741	±301
Male:	35,757	±618	1,821	±204
Under 5 years	2,021	±156	44	±27
5 years	408	±199	6	±6
6 to 11 years	2,745	±310	182	±76
12 to 14 years	1,707	±289	61	±43
15 years	612	±163	11	±10
16 and 17 years	951	±175	66	±39
18 to 24 years	2,781	±207	115	±62
25 to 34 years	4,503	±231	172	±64
35 to 44 years	4,611	±238	270	±90
45 to 54 years	5,187	±268	266	±79
55 to 64 years	4,666	±188	300	±101
65 to 74 years	3,436	±202	182	±66
75 years and over	2,129	±171	146	±86
Female:	35,528	±676	1,920	±201
Under 5 years	1,940	±193	86	±51
5 years	520	±187	1	±2
6 to 11 years	2,507	±295	154	±97
12 to 14 years	1,354	±261	112	±65
15 years	387	±130	61	±54
16 and 17 years	1,138	±146	38	±31
18 to 24 years	2,452	±182	172	±63
25 to 34 years	4,161	±225	104	±37
35 to 44 years	4,756	±321	190	±52
45 to 54 years	5,462	±190	330	±84
55 to 64 years	4,803	±184	253	±79
65 to 74 years	3,691	±77	195	±64
75 years and over	2,357	±260	224	±168

From: Elmore, Summer
Sent: Tuesday, January 14, 2025 10:51 AM
To: Getting, Andrew
Subject: FW: [--EXTERNAL--]: Des No 2100216 SR 109 - EJ Evaluation
Attachments: EJ 2100216.pdf

Hey Andrew, could you save this to the project folder please? The email below and the attached approved EJ. Thanks!!

Summer Elmore, PWS

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Monday, January 13, 2025 2:50 PM
To: Elmore, Summer <SElmore@chasolutions.com>
Cc: Pattison, Ashleigh N <APattison1@indot.IN.gov>; Passmore, Andrew D <APassmore@indot.IN.gov>
Subject: [--EXTERNAL--]: Des No 2100216 SR 109 - EJ Evaluation

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 right-of-way, requires 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.

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

July 11, 2024

Rob Heiden
Wilkinson Town Board President
Rheiden55@gmail.com

RE: SR 109 Roadway Reconstruction in Wilkinson, Hancock County, IN (Des. No. 2100216)

Dear Mr. Town Board President,

The Indiana Department of Transportation, with federal funding from the Federal Highway Administration, intends to proceed with the above listed project involving the aforementioned roadway reconstruction. This letter is part of the Section 4(f) process. Please use the above designation number and description in your reply. INDOT is proposing to reconstruct the roadway through the Town of Wilkinson, Indiana. This includes full depth repavement, drainage and stormwater upgrades, curbs and Americans with Disabilities Act (ADA) compliant curb ramps, and reconstructed sidewalks. This proposed project will require approximately 2.4 acres of permanent right-of-way, 1.3 acres of which being reacquisition of presumed right-of-way, and will require 0.14 acre of temporary right-of-way for construction purposes.

Section 4(f):
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 and waterfowl refuges, and National Register of Historic Places eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources. The Weir Cook Community Park, which is adjacent to the project area, is a Section 4(f) resource. This project will have minor impacts including repaving and reconstructing the roadway at the corner of the property, and improving the drainage. This project will also create an ADA compliant ramp at the road crossing and reconstruct the sidewalks. During the development process, it was determined that this project would constitute a “transportation enhancement” of Section 4(f) resources.

Section 4(f) Transportation Enhancement:
Pursuant to 23 CFR 774.13(g), a transportation enhancement results when a Section 4(f) property, in whole or in part, is required for a portion of the Section 4(f) resource but will be used for the purposes of preserving or enhancing an activity, feature, or attribute. This right-of-way, approximately 0.001 acre, will be permanently incorporated into a transportation facility but the activity is not considered to be adverse in terms of the preservation purpose of Section 4(f). Section 4(f) Transportation Enhancement will not constitute as a Section 4(f) use. To comply with this use, the following conditions must be satisfied:

1. The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

2. The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) (above).

Under condition 2, there must be documented agreement from the Official with Jurisdiction, in this case the Wilkinson Town Board President, that the proposed project will not impact the Section 4(f) resource and will enhance the existing Section 4(f) facilities that are there: a pedestrian sidewalk. If you concur, please indicate so by signing below and returning the signed concurrence to the contact listed below.

If you have any questions regarding this manner, please contact Leigh Montano at lmontano@chasolutions.com.

Sincerely,

Leigh Montano
Scientist III
CHA Consulting, Inc., on behalf of INDOT

Attachments included:

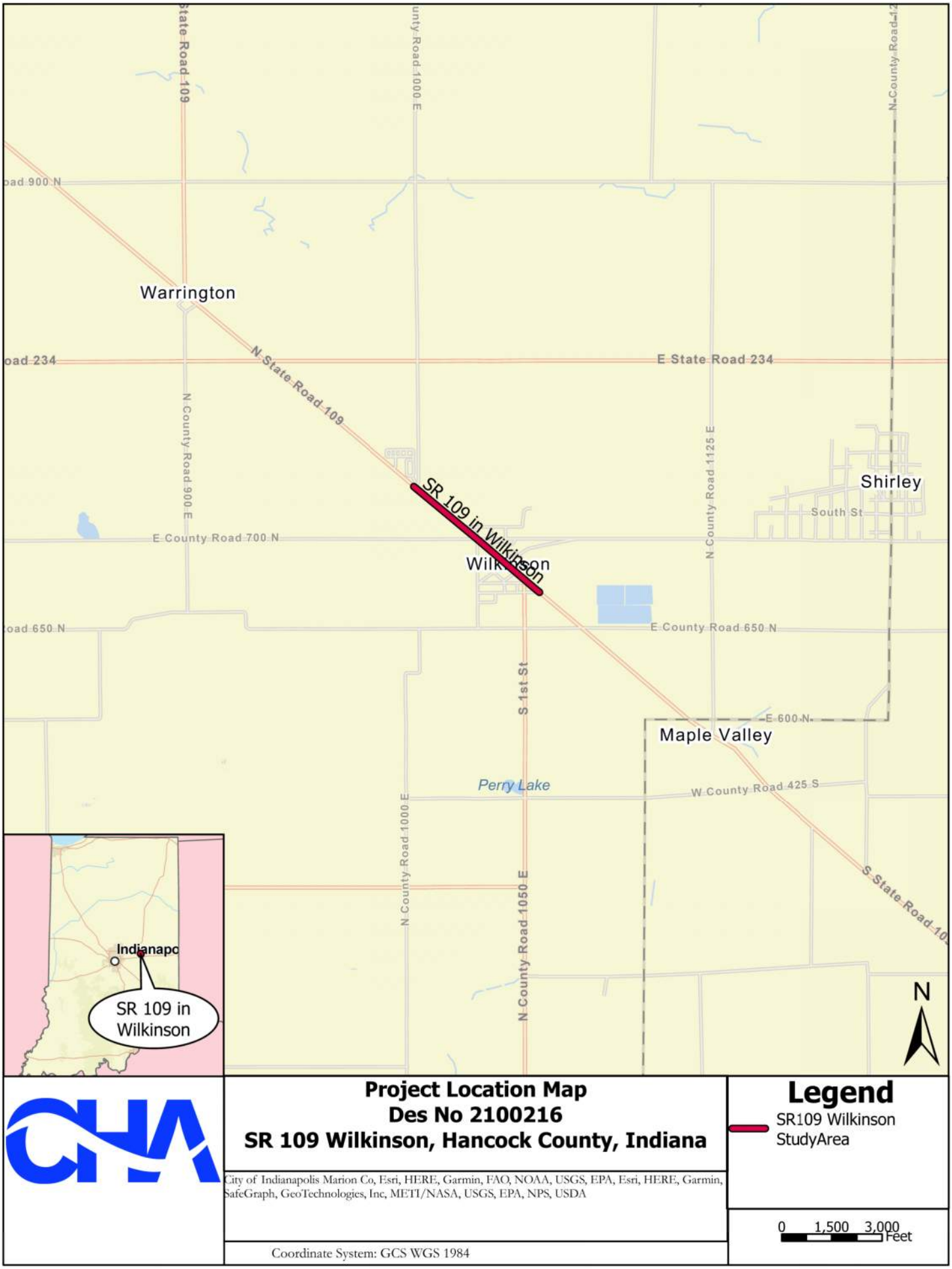
- Project Location Map
- Aerial Map of Project Area
- Plan Sheet of Proposed Right-of-way take

I concur with the criteria above regarding the Weir Cook Community Park. I am the official with jurisdiction over the Weir Cook Community Park in question.

Jeremy Polston 3/14/25

~~Rob Heiden~~, Wilkinson Town Board President — Date

Jeremy Polston



Project Location Map
Des No 2100216
SR 109 Wilkinson, Hancock County, Indiana

City of Indianapolis Marion Co, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

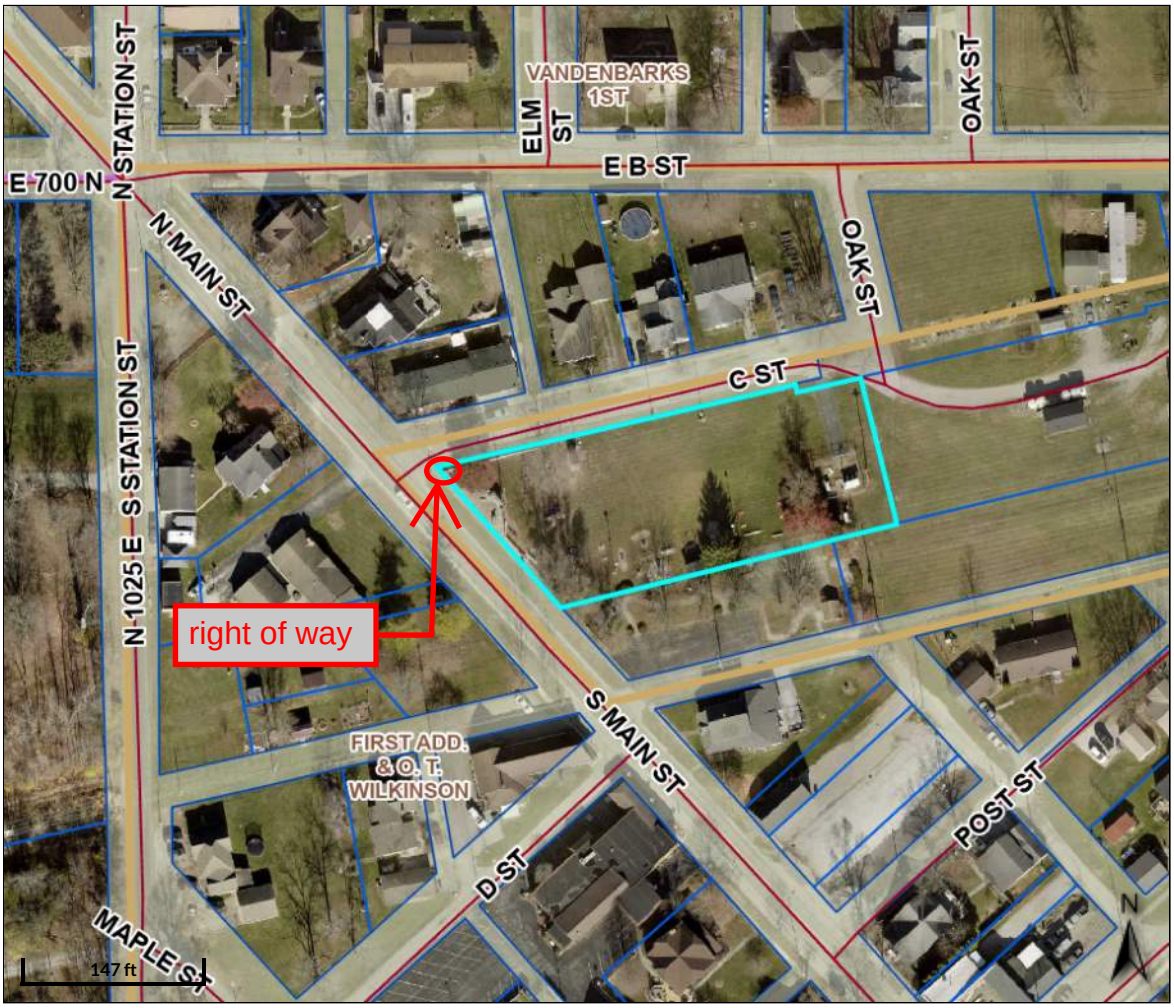
Coordinate System: GCS WGS 1984

Legend

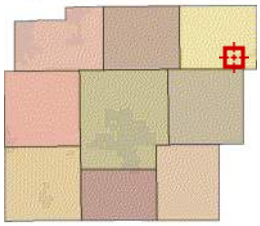
SR109 Wilkinson StudyArea

0 1,500 3,000 Feet

Beacon™ Hancock County, IN



Overview



Legend

Roads

- , PRIVATE
- , PRIVATE
- I, PUBLIC
- S, PUBLIC
- U, PUBLIC
- <all other values>

Subdivisions

Rights of Way

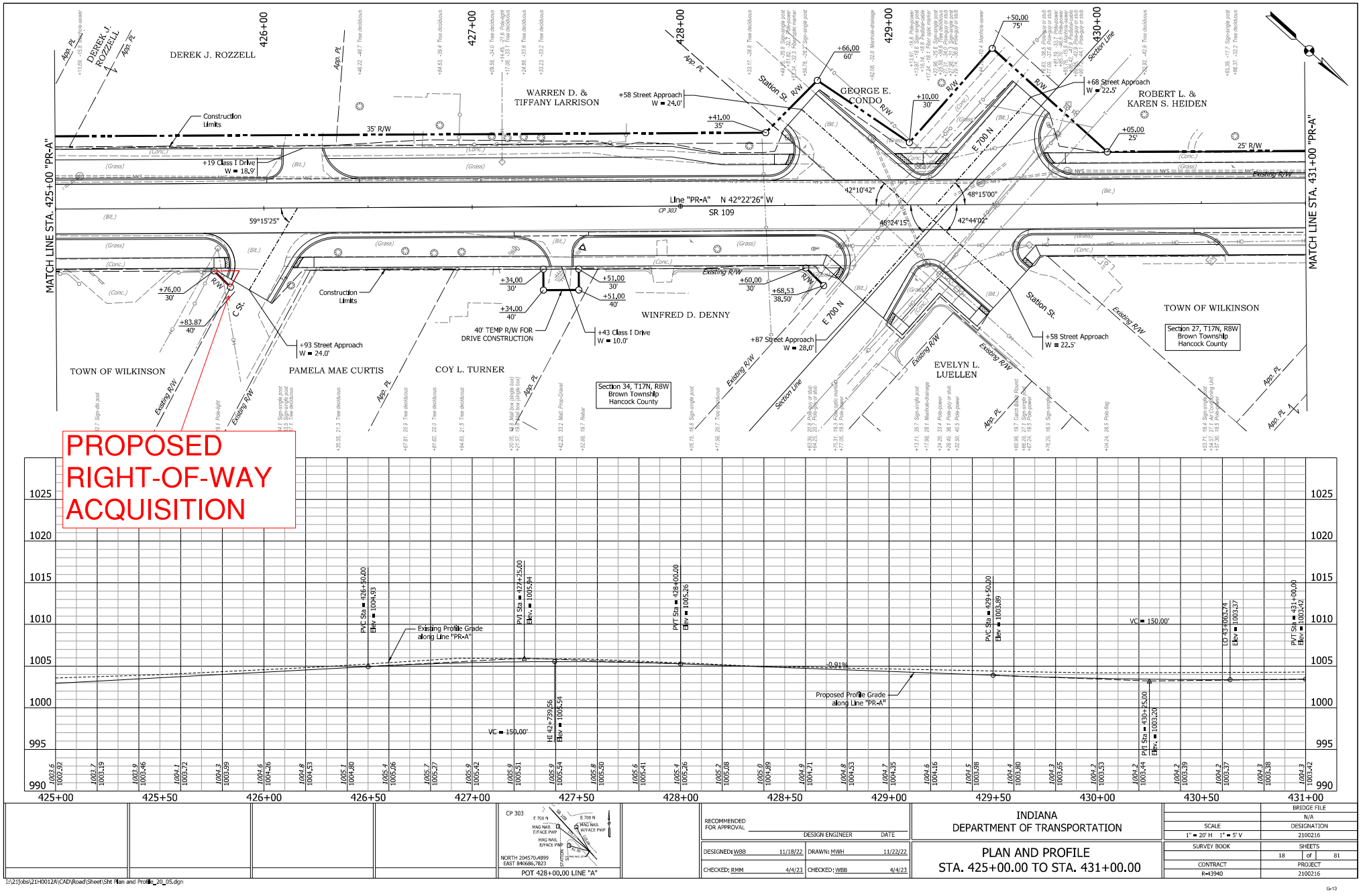
Parcel Search

Corporate Limits Boundary

Parcel ID	30-04-34-200-005.000-005	**Alternate ID**	30-04-34-200-005.000-005	**Owner Address**	Wilkinson, Town Of
Sec/Twp/Rng	n/a	**Class**	Exempt, Municipality		Po Box 215 N Main St
Property Address	Main St Wilkinson	**Acreage**	2.14		WILKINSON, IN 46186
District	WILKINSON TOWN				
Brief Tax Description	VANS 34-17-8 .7AC & NW 34-17-8 .144AC (Note: Not to be used on legal documents)				

Date created: 2/27/2025
Last Data Uploaded: 2/27/2025 6:09:32 AM

Developed by SCHNEIDER GEOSPATIAL


PROPOSED
RIGHT-OF-WAY
ACQUISITION
MATCH LINE STA. 425+00 "PR-A"
MATCH LINE STA. 431+00 "PR-A"
DEREK J. ROZZELL
WARREN D. & TIFFANY LARRISON
GEORGE E. CONDO
ROBERT L. & KAREN S. HEIDEN
WINFRED D. DENNY
PAMELA MAE CURTIS
COY L. TURNER
EVELYN L. LUELLEN
TOWN OF WILKINSON
Line "PR-A" N 42°22'26" W
SR 109
Construction Limits
+19 Class I Drive W = 18.9'
+58 Street Approach W = 24.0'
+68 Street Approach W = 22.5'
+93 Street Approach W = 24.0'
+87 Street Approach W = 28.0'
+58 Street Approach W = 22.5'
+43 Class I Drive W = 10.0'
40' TEMP R/W FOR DRIVE CONSTRUCTION
Section 34, T17N, R8W Brown Township Hancock County
Section 27, T17N, R8W Brown Township Hancock County
Existing R/W
Section Line
Station St.
C St.
E 700 N
PVC Sta = 426+50.00 Elev = 1004.93
PVI Sta = 427+25.00 Elev. = 1005.94
PVT Sta = 428+00.00 Elev = 1005.26
PVC Sta = 429+50.00 Elev = 1005.89
PVI Sta = 430+25.00 Elev. = 1003.20
PVT Sta = 431+00.00 Elev = 1003.42
VC = 150.00'
VC = 150.00'
LO 431+03.74 Elev = 1003.37
HI 427+39.56 Elev = 1005.54
-0.81%
Existing Profile Grade along Line "PR-A"
Proposed Profile Grade along Line "PR-A"
425+00
425+50
426+00
426+50
427+00
427+50
428+00
428+50
429+00
429+50
430+00
430+50
431+00
990
995
1000
1005
1010
1015
1020
1025

| | | |