FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	United States Highway (U.S.) 31/Marion and Johnson Counties
Designation Number(s):	2200074, 2200075, 2200076, 2200077, 2301252
Project Description/Termini:	This Pedestrian Facilities and Traffic Signal project is located along U.S. 31 from County Line Road to Thompson Road for a total of approximately 4.2 miles. Des. No. 2200074: U.S. 31 from County Line Road to Shelby Street (1.3 miles) Des. No. 2200075: U.S. 31 from Shelby Street to Banta Road (1.4 miles) Des. No. 2200076: U.S. 31 from Banta Road to Gilbert Avenue (0.8 miles) Des. No. 2200077: U.S. 31 from Gilbert Avenue to Thompson Road (0.7 miles) Des. No. 2301252: U.S. 31 and Shelby Street Intersection

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 3/14/2025
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: Ashley Taylor, Lochmueller Group Inc.

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 May 25, 2023 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey letter is included in Appendix G, G1.

INDOT conducted a Public Information Meeting (PIM) on July 9, 2024 at the Indianapolis Public Library – Southport Branch (2630 E. Stop Rd., Indianapolis, IN 46227). The purpose of the PIM was to offer all interested persons an opportunity to review and comment on preliminary plans for the proposed project. Preceding the PIM, mailed notices were circulated among all adjacent property owners and shared with local media, and the meeting was advertised through INDOT on social media and their website. Additionally, the Mayor's Neighborhood Advocate was used to contact organizations and resource agencies to reach traditionally underserved populations. See Appendix G, G2 to G19, for a copy of the mailed notice, mailing list, sign-in sheets, presentation slides, project information handout given to those in attendance, and written comments received. Feedback was generally positive. Comments included general support of providing pedestrian access, suggestions to relocate mailboxes from along U.S. 31, and repainting street lines.

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: INDOT INDOT District: Greenfield

Local Name of the Facility: U.S. 31 (locally known as S. East St.)

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

*If other is selected, please identify the funding source: N/A

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 project need stems from the lack of safe non-motorized access to the existing transit facilities along U.S. 31 between County Line Road and Thompson Road and safe non-motorized connectivity and mobility to essential commercial, educational, medical, and public-use facilities. According to the *Engineering Report* dated December 22, 2021 (Appendix I, I18 to I46), greater than 95% of U.S. 31 within the project area does not currently have sidewalks. The corridor is fully developed with land use consisting of single-family and multi-family residential intermixed with commercial, educational, medical, and public-use land uses. Per 2018 census data extracted from the U.S. Census Bureau's Master Address File/Topologically Integrated Geographic Encoding and Referencing (MAF/TIGER) database, a majority of the residential properties, especially within the large multi-family apartment complexes, are rental properties, and a significant portion of these renters do not own vehicles.

Data was obtained from the U.S. Census Bureau (https://data.census.gov/) on August 1, 2024 regarding American Community Survey (ACS) 5-year estimates for 2018-2022 for Physical Housing Characteristics for Occupied Housing Units. According to the Census Tracts overlapping the project area, 9,786 (52.5%) of 18,652 total households are renter-occupied and 8,866 (47.5%) are owner-occupied. Of the 9,786 renter-occupied households, 1,662 (17.0%) have no vehicle. Of the 8,866 owner-occupied households, 210 (2.4%) have no vehicle. With greater than 50% of the total households in this corridor representing renter-occupied households and 17% of those households not having a vehicle, there is a need to provide pedestrian facilities to enable safe pathways for people to walk and bike to local businesses as well as larger transit opportunities such as public bus stops. Specifically, there are 25 bus stops present within the project area. Of these bus stops, only one location has a sidewalk and is Americans with Disabilities (ADA) compliant.

According to the *Engineering Report* dated December 22, 2021 (Appendix I, I31 to I32), data from the Automated Reporting Information Exchange System (ARIES) database from 2016-2020 was reviewed and revealed 17 crashes involving a pedestrian or pedal cyclist occurred along the U.S. 31 corridor within the project limits. Of the 17 crashes, 13 crashes involved personal injury, while two crashes involved fatalities. Seven of the injury crashes resulted in incapacitating injuries while six of the injury crashes were non-incapacitating.

There is also a need to preserve and upgrade safety features, such as traffic signals, along the transportation system (Appendix I, I47 to I52). The traffic signal at the intersection of U.S. 31 and Shelby Street was last modernized in 2002 and visibility was improved in 2019. This traffic signal has reached its service life.

Purpose:

The purpose of the project is to provide appropriate ADA compliant facilities for pedestrians to safely access the local transit system and essential services within the corridor. An additional purpose is to modernize the existing traffic signal at the intersection of U.S. 31 and Shelby Street to ensure it meets current design standards as referenced in Section 502-3.03, Traffic Signal Equipment and Operations, of the *Indiana Design Manual* (2013).

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Marion & Johnson Municipality: Indianapolis

Limits of Proposed Work: U.S. 31 from County Line Road to Thompson Road

Total Work Length: 4.2 Mile(s) Total Work Area: 13.3 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: N/A	

[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.

The INDOT Greenfield District, with funding from the Federal Highway Administration (FHWA), intends to proceed with the following pedestrian facilities projects involving U.S. 31 in Johnson and Marion Counties, Indiana (Des. Nos. 2200074, 2200075, 2200076, and 2200077). The project was programmed into four segments along U.S. 31: 1) from County Line Road to Shelby Street (Des. No. 2200074), 2) from Shelby Street to Banta Road (Des. No. 2200075), 3) from Banta Road to Gilbert Avenue (Des. No. 2200076), and 4) from Gilbert Avenue to Thompson Road (Des. No. 2200077) (Appendix B, B1 and B4 to B6). Additionally, a traffic signal project located at the intersection of U.S. 31 and Shelby Street (Des. No. 2301252) will be included as part of this project (Appendix B, B1, B5, and B6).

Location:
The proposed project is located along U.S. 31 from County Line Road to Thompson Road for a total of approximately 4.2 miles in Johnson and Marion Counties, Indiana. Specifically, the project is located in Section 36, Township 15 North, Range 3 East; Sections 1, 12, and 13, Township 14 North, Range 3 East; and Sections 18, 19, and 30, Township 14 North, Range 4 East in Pleasant and Perry Townships as depicted on the Maywood Quadrangle of the U.S. Geological Survey (USGS) 1:24,000 scale map (Appendix B, B2 to B3).

Existing Conditions:
U.S. 31 is a north/south highway, which is functionally classified as a principal arterial roadway (Appendix I, I34). The typical cross section along U.S. 31 is a 6-lane roadway (Appendix B, B24). From the intersection of U.S. 31 and County Line Road to 775 feet north of the U.S. 31 and Shelby Street intersection, the roadway consists of three 12-foot-wide travel lanes with one 12-foot-wide continuous right turn lane in each direction (Appendix I, I34). The lanes are separated by a 19-foot-wide paved median, which is raised in portions to provide channelized reverse left-turn lanes for signalized intersections. From north of Shelby Street to the U.S. 31 and Thompson Road intersection, the roadway consists of three 12-foot-wide travel lanes in each direction (Appendix I, I34). The lanes are separated by a 16-foot-wide paved median, which is raised in portions to provide channelized reverse left-turn lanes for signalized intersections. Curb and gutter with closed drainage is located throughout the project area. Traffic signals exist throughout the corridor. The traffic signal equipment at U.S. 31 and Shelby Street has reached its service life and requires modernization (Appendix I, I47 to I52). The posted speed limit along U.S. 31 is 45 miles per hour (mph). There is approximately 960 feet of existing sidewalk within the project area, which is present in isolated locations throughout the area including the bridge over Little Buck Creek and along various commercial facilities. Nine large culvert structures and two bridges are located within the project area (Appendix I, I34 to I35). Additionally, 45 other drainage structures are located within the project area. No work will occur to any of these structures. All of the structures are summarized within Appendix C, C49 to C50. Refer to the *Bridges and/or Small Structure(s)* section for more information.

There are 25 bus stops present within the project area. Of these bus stops, only one location has a sidewalk and is ADA compliant. The project need stems from the lack of safe non-motorized access to the existing transit facilities along U.S. 31 and safe non-motorized connectivity and mobility to essential commercial, educational, medical, and public-use facilities. There is also a need to preserve and upgrade safety features, such as traffic signals, along the transportation system. Refer to the *Purpose and Need* section for more information.

Adjacent land use is urban and primarily consists of educational, medical, public-use, commercial, and residential properties (Appendix B, B4 to B6).

Preferred Alternative:
The proposed project will construct 6-foot-wide ADA compliant sidewalks and curb ramps along both sides of U.S. 31 from County Line Road to Thompson Road (Des. Nos. 2200074, 2200075, 2200076, and 2200077). The project will also include minor drainage improvements, the relocation of utility poles, and upgrading traffic signals with pedestrian heads/pushbuttons. Curb removal and replacement will occur at select locations as identified in Appendix D, D3. The existing storm sewer will be upgraded to accommodate the additional impervious surface created by the addition of sidewalks throughout the corridor. Underground stormwater detention facilities will be incorporated into the project. Stormwater inlets may be relocated and would include the removal of the existing structures, placement of a new structure several feet from the existing locations, and placement of a new pipe to tie into the existing system. Additionally, inlets which will outlet to open drainage will include the installation of riprap at the outlet of the structure. Some ditch regrading may also be necessary. Retaining walls and pedestrian rails will be installed to avoid impacts to existing culverts and waterways.

Additionally, the proposed traffic signal work at the intersection of U.S. 31 and Shelby Street (Des. No. 2301252) will include modernizing the signal with new strain poles for the signal heads along U.S. 31 as well as utilizing a cantilever structure and ground-mounted signal head for the signal heads along Shelby Street. No work is proposed to occur on any of the drainage structures as part of the pedestrian facilities and traffic signal project. Pavement work is anticipated to be localized to areas required to complete other

work such as storm sewer improvements beneath the roadway, installing new stormwater inlets, or replacing existing traffic loops within the roadway. A total of 16 IndyGo bus stop bump outs will be added along the project area. These are areas where the concrete will be widened to accommodate standing room for bus riders and potentially benches in the future. The project plans are located in Appendix B, B22 to B92.

The project requires approximately 1.95 acres of permanent right-of-way (ROW) and 0.38 acres of temporary ROW. The project is not anticipated to permanently or temporarily impact any streams within the project area. The project is anticipated to permanently impact a total of 0.006 acre of wetlands due to installation of the pedestrian facilities as well as upgraded stormwater outlets and associated riprap. The project is not anticipated to temporarily impact any wetlands. Approximately 0.25 acre of tree clearing will occur throughout the corridor to facilitate the construction of the pedestrian facilities. The project will minimize impacts to wetlands and terrestrial habitat by limiting the extent of the construction limits to what is necessary to achieve the purpose and need. Avoidance of these impacts is not practicable to meet the purpose and need of the project. No mitigation is anticipated.

The Maintenance of Traffic (MOT) plan will involve phased construction and temporary lane closures during construction. Refer to the *Maintenance of Traffic (MOT) During Construction* section for more detail.

The proposed alternative will meet the purpose and need of the project by providing safe non-motorized access to the existing transit facilities along U.S. 31 and safe non-motorized connectivity and mobility to essential commercial, educational, medical, and public-use facilities. The proposed alternative will also preserve and upgrade safety features along the transportation system by modernizing the traffic signal at the U.S. 31 and Shelby Street intersection.

Logical Termini/Independent Utility:
The termini of the project occur along U.S. 31, from County Line Road to approximately 0.09 miles south of Thompson Road (4.2 miles in length). The termini of the project provide the logical beginning and end points and encompass only that area necessary to complete the pedestrian facility and traffic signal improvements. The project is independent of any other action and able to be constructed without relying on the completion of any other project.

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 Alternative: This alternative would involve no improvements to the pedestrian facilities or traffic signal. This alternative would result in limited connectivity for pedestrians throughout the corridor and allow the existing traffic signal equipment to deteriorate. While this alternative eliminates immediate costs and environmental impacts, it would not meet the purpose and need of the project. Therefore, this alternative was dismissed from further consideration.

Porous Concrete Sidewalk Alternative: This alternative would include the use of porous concrete instead of typical non-porous concrete to construct the sidewalks. The porous concrete would allow for stormwater to percolate through the concrete and into the ground and therefore, would not be considered an impervious surface. This alternative would eliminate the need for stormwater improvements because there would not be any additional impervious surface incorporated throughout this corridor. This alternative would meet the purpose and need of the project. However, the alternative was determined to not be prudent by INDOT due to increased lifetime maintenance costs required to vacuum the surfaces twice a year. Therefore, this alternative was dismissed from further consideration.

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

It would not correct existing capacity deficiencies;	
It would not correct existing safety hazards;	X
It would not correct the existing roadway geometric deficiencies;	
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: U.S. 31 from County Line Road to 775 feet north of Shelby Street
Functional Classification: Principal arterial
Current ADT: 40,483 VPD (2023) Design Year ADT: 45,177 VPD (2043)
Design Hour Volume (DHV): 4,066 Truck Percentage (%): 3
Designed Speed (mph): 45 Legal Speed (mph): 45

	Existing		Proposed	
Number of Lanes:	8		8	
Type of Lanes:	3 NB through lanes, 3 SB through lanes, 1 NB right turn lane, 1 SB right turn lane		3 NB through lanes, 3 SB through lanes, 1 NB right turn lane, 1 SB right turn lane	
Pavement Width:	127	ft.	127	ft.
Shoulder Width:	2.7	ft.	2.7	ft.
Median Width:	19-28	ft.	19-28	ft.
Sidewalk Width:	0	ft.	6	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Name of Roadway: U.S. 31 from 775 feet north of Shelby Street to Thompson Road
Functional Classification: Principal arterial
Current ADT: 40,483 VPD (2023) Design Year ADT: 45,177 VPD (2043)
Design Hour Volume (DHV): 4,066 Truck Percentage (%): 3
Designed Speed (mph): 45 Legal Speed (mph): 45

	Existing		Proposed	
Number of Lanes:	6		6	
Type of Lanes:	3 NB through lanes, 3 SB through lanes		3 NB through lanes, 3 SB through lanes	
Pavement Width:	93	ft.	93	ft.
Shoulder Width:	2.7	ft.	2.7	ft.
Median Width:	3-16	ft.	3-16	ft.
Sidewalk Width:	0-5	ft.	6	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.

A total of 56 structures including two bridges, nine large culverts, and 45 other drainage structures are located within the project area. The bridges and large culverts are summarized in the table below. The remaining structures are summarized on the bridge/structure habitat assessment form (Appendix C, C49 to C50). The structures do not exhibit wood, stone, or brick structures or parts therein and would not be considered historic. No work is proposed to occur to any of these structures.

Structure No.	Asset No.	Type of Structure	Historic? Y/N	Feature Crossed	GPS Coordinates (Latitude, Longitude)
CV 031-049-102.88	93003861	Reinforced Concrete Box – Multi-Barrel Two 3.0 ft. H x 6.0 ft. W x 145 ft. L Cells	N	Fountain Creek	39.640327, -86.129864
CV 031-049-103.12	93003865	Reinforced Concrete Box – 2.5 ft. H x 6.5 ft. W x 150 ft. L	N	N/A	39.64285, -86.13200
CV 031-049-103.95	93003884	Reinforced Concrete Box – 4.0 ft. H x 6.25 ft. W x 150 ft. L	N	Pond Branch	39.653452, -86.139505
CV 031-049-104.90	93003901	Elliptical Concrete Pipe – 4.0 ft. H x 8.0 ft. W x 165 ft. L	N	N/A	39.665595, -86.147943
CV 031-049-104.99 R	93003913	Elliptical Concrete Pipe – 4.0 ft. H x 7.0 ft. W x 120 ft. L	N	UNT 1 to Little Buck Creek	39.66656, -86.14809
CV 031-049-105.04 R	93003916	Elliptical Concrete Pipe – 4.0 ft. H x 7.0 ft. W x 115 ft. L	N	UNT 1 to Little Buck Creek	39.66744, -86.14840
CV 031-049-105.20	93003920	Reinforced Concrete Box – 4.0 ft. H x 5.0 ft. W x 150 ft. L	N	UNT 2 to Little Buck Creek	39.669718, -86.149155
CV 031-049-105.37	93003846	Reinforced Concrete Box – 3.0 ft. H x 4.5 ft. W x 150 ft. L	N	UNT 3 to Little Buck Creek	39.672191, -86.149230
CV 031-049-106.60	93003854	Reinforced Concrete Box – 2.5 ft. H x 5.75 ft. W x 400 ft. L Structure widened at west end with corrugated metal pipe (CMP) measuring 2.5 ft. x 4.0 ft.	N	N/A	39.69005, -86.14880
Bridge No. 031-49-08384	NBI No. 009427	Reinforced Concrete Box – Multi-Barrel Three 4.0 ft. H x 6.0 ft. W X 24.1 ft. L Cells	N	Buffalo Creek	39.645337, -86.133774
Bridge No. 031-49-08625	NBI No. 080020	Steel Continuous Beam Bridge – 115.5 ft. W x 144.7 ft. L	N	Buck Creek	39.68184, -86.14898

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.		
Provisions will be made for through-traffic dependent businesses.		
Provisions will be made to accommodate any local special events or festivals.		
Will the proposed MOT substantially change the environmental consequences of the action?		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 MOT will consist of temporary lane closures, which will be completed in phases throughout the corridor (Appendix B, B25 to B28). Temporary traffic barriers and signage will inform traveling motorists of the lane closures.

Phase 1 (Appendix B, B29 to B32; B36 to B38; B42 to B43; B46 to B47): From County Line Road to approximately 815 feet north of Shelby Street, one NB travel lane and one NB right turn lane will be temporarily closed. The remaining cross section will include two 12-foot-wide NB U.S. 31 travel lanes, three 12-foot-wide SB U.S. 31 travel lanes, one 12-foot-wide right turn only lane, and the variable width median, which will remain in place throughout construction. From approximately 815 feet north of Shelby Street to Thompson Road, one NB travel lane will be temporarily closed. The remaining cross section will include two 11-foot-wide NB U.S. 31 travel lanes, three 12-foot-wide SB U.S. 31 travel lanes, and the variable width median will remain in place throughout construction.

Phase 2 (Appendix B, B33 to B35; B39 to B41; B44 to B45; B48 to B49): From County Line Road to approximately 500 feet north of Shelby Street, two SB travel lanes will be temporarily closed. The remaining cross section will include two 12-foot-wide SB U.S. 31 travel lanes, four 12-foot-wide NB U.S. 31 travel lanes, and the variable width median, which will remain in place throughout construction. From approximately 500 feet north of Shelby Street to Thompson Road, one SB travel lane will be temporarily closed. The remaining cross section consisting of two 11-foot-wide SB U.S. 31 travel lanes, three 12-foot-wide NB U.S. 31 travel lanes, and the variable width median, will remain in place throughout construction.

Due to the lack of pedestrian facilities throughout the corridor, there is no pedestrian MOT anticipated with the exception of the U.S. 31 and County Line Road intersection. It is anticipated the construction of the curb ramps at this intersection will be limited to one quadrant at a time to facilitate all movements with the curb ramp in the southeast quadrant being completed first. It is anticipated construction will be completed over the 2026 and 2027 construction seasons and the associated MOT will remain in place throughout construction. The MOT will be implemented per the *Manual on Uniform Traffic Control Devices (MUTCD)* guidelines. Access to all properties will be maintained throughout project construction.

The closures/lane restrictions 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: $ 2,050,000 (2023) Right-of-Way: $ 357,500 (2025) Construction: $ 11,490,479 (2027)

Anticipated Start Date of Construction: Summer of 2026

RIGHT OF WAY:

Land Use Impacts	Amount (acres) Permanent	Temporary
Residential	0.23	0.04
Commercial	1.71	0.34
Agricultural	N/A	N/A
Forest	0	0
Wetlands	0.01	0
Other:	N/A	N/A
Other:	N/A	N/A
TOTAL	1.95	0.38

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.

Existing ROW varies widely throughout the corridor. Existing ROW ranges from 31 to 159 feet east of the U.S. 31 centerline and from 46 to 189 feet west of the U.S. 31 centerline.

The project requires approximately 1.95 acres of permanent ROW including 0.23 acre from residential properties, 1.71 acres from commercial properties, and 0.01 acre from wetlands. The project also requires approximately 0.38 acre of temporary ROW including 0.04 acre from residential properties and 0.34 acre from commercial properties. Existing ROW, permanent ROW, and temporary ROW limits can be found in Appendix B, B7 to B15 as well as within the preliminary plan sheets (Appendix B, B50 to B90).

Current land use consists of pavement, maintained roadside vegetation, and wetland areas (Appendix B, B7 to B15). The new permanent ROW will include purchasing ROW in areas where minimal ROW is present. The new permanent ROW will increase the minimum amount of ROW present throughout the corridor. New permanent ROW will range from 37.5 to 159 feet east of the U.S. 31 centerline and from 55 to 189 feet west of the U.S. 31 centerline.

If the scope of work or permanent or temporary right-of-way amounts change during design or construction, 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 December 7, 2023 (Appendix C, C1 to C5). Separate coordination with the IDEM Institutional Controls section occurred on April 29, 2024 and with the National Pollutant Discharge Elimination System (NPDES) permit contact on November 20, 2024.

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Agency	Date Sent	Date Response Received	Appendix
Federal Highway Administration, Indiana Division	December 7, 2023	No response received	N/A
National Park Service, Midwest Regional Office	December 7, 2023	No response received	N/A
U.S. Department of Housing and Urban Development, Chicago Regional Office	December 7, 2023	No response received	N/A
U.S. Department of Agriculture, Natural Resources Conservation Service	December 7, 2023	December 21, 2023	Appendix C, C13
U.S. Army Corps of Engineers, Louisville District	December 7, 2023	No response received	N/A
INDOT Greenfield District Office, Environmental Section Manager	December 7, 2023	No response received	N/A

INDOT Greenfield District Office, Project Manager	December 7, 2023	No response received	N/A
INDOT Environmental Services Division	December 7, 2023	No response received	N/A
INDOT Utilities & Railroad	December 7, 2023	No response received	N/A
INDOT Office of Aviation	December 7, 2023	No response received	N/A
Indiana Dept. of Natural Resources, Division of Fish and Wildlife	December 7, 2023	January 5, 2024	Appendix C, C14 to C17
Indiana Geological and Water Survey	Online Coordination Completed December 7, 2023	Automated Response Generated December 7, 2023	Appendix C, C6 to C7
Indianapolis Metropolitan Planning Organization	December 7, 2023	No response received	N/A
Indianapolis Department of Public Works	December 7, 2023	No response received	N/A
Marion County Board of Commissioners	December 7, 2023	No response received	N/A
Marion County City-County Council	December 7, 2023	No response received	N/A
Marion County Surveyor's Office	December 7, 2023	No response received	N/A
Marion County Office of Public Health and Safety	December 7, 2023	No response received	N/A
Marion County Sheriff's Office	December 7, 2023	No response received	N/A
Perry Township Metropolitan School District	December 7, 2023	No response received	N/A
Marion County Metropolitan Emergency Services Agency	December 7, 2023	No response received	N/A
Perry Township Trustee, Marion County	December 7, 2023	No response received	N/A
City of Indianapolis Floodplain Administrator	December 7, 2023	No response received	N/A
City of Indianapolis Mayor	December 7, 2023	No response received	N/A
Indianapolis Metropolitan Police Department	December 7, 2023	No response received	N/A
Indianapolis Fire Department	December 7, 2023	No response received	N/A
Johnson County MS4 Stormwater Division	December 7, 2023	No response received	N/A
City of Greenwood MS4 Coordinator	December 7, 2023	No response received	N/A
Johnson County Highway Department	December 7, 2023	No response received	N/A
Johnson County District 3 Commissioner	December 7, 2023	No response received	N/A
Johnson County District 3 County Council	December 7, 2023	No response received	N/A
Johnson County Surveyor's Office	December 7, 2023	December 19, 2023	Appendix C, C12
Johnson County Health Department	December 7, 2023	No response received	N/A
Johnson County Sheriff's Office	December 7, 2023	No response received	N/A
Greenwood Community School Corporation	December 7, 2023	No response received	N/A
Johnson County Emergency Management Agency	December 7, 2023	No response received	N/A
Pleasant Township Trustee, Johnson County	December 7, 2023	No response received	N/A
Emmanuel Living Christian Church	December 7, 2023	No response received	N/A
St. Mark the Evangelist Catholic Church Indianapolis Inc.	December 7, 2023	No response received	N/A
Full Gospel Churches International	December 7, 2023	No response received	N/A
Faith Community Church	December 7, 2023	No response received	N/A
St. Johns United Church of Christ	December 7, 2023	No response received	N/A
Chin Baptist Churches USA Inc.	December 7, 2023	No response received	N/A
Metro Ministries	December 7, 2023	No response received	N/A
Christ Indianapolis United Methodist Church	December 7, 2023	December 15, 2023	Appendix C, C8 to C11
Indiana Myanmar Christian Church	December 7, 2023	No response received	N/A
Johnson County Plan Commission	December 7, 2023	No response received	N/A
IDEM Institutional Controls Section	April 29, 2024	May 3, 2024	Appendix C, C18 to C20
NPDES Facility - Stephen Schoolcraft	November 20, 2024	No response received	N/A

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

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	X		X
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: 3,654 Linear feet Total impacted stream(s): 0 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e., location, flow direction, likely Water of the US, appendix reference)
Fountain Creek	Perennial	248	0	Located approximately 500 feet south of U.S. 31 and Lilac Dr.; Flow northeast to southwest; Likely Water of the U.S.; Appendix F, F1 to F12
Buffalo Creek	Perennial	290	0	Located approximately 1,930 feet south of U.S. 31 and E. Stop 11 Rd.; Flow northeast to southwest; Likely Water of the U.S.; Appendix F, F1 to F12
Pond Branch	Intermittent	255	0	Located approximately 1,440 feet north of U.S. 31 and E. Stop 11 Rd.; Flow northeast to southwest; Likely Water of the U.S.; Appendix F, F1 to F12
Little Buck Creek	Perennial	724	0	Northern Location: Approximately 1,000 feet north of U.S. 31 and Edgewood Ave.; Flow southeast to northwest Southern Location: Along the east side of U.S. 31 beginning approximately 750 feet north of U.S. 31 and Tulip Dr.; Flow south to north Likely Water of the U.S.; Appendix F, F1 to F12
UNT 1 to Little Buck Creek	Ephemeral	1691	0	Located along the east side of U.S. 31 beginning approximately 350 north of U.S. 31 and Southport Rd.; Flow south to north; Not likely Water of the U.S.; Appendix F, F1 to F12
UNT 2 to Little Buck Creek	Ephemeral	242	0	Located approximately 750 feet north of U.S. 31 and Tulip Dr.; Flow southwest to northeast; Not likely Water of the U.S.; Appendix F, F1 to F12
UNT 3 to Little Buck Creek	Ephemeral	204	0	Located approximately 175 feet north of U.S. 31 and Banta Rd.; Flow west to east; Not likely Water of the U.S.; Appendix F, F1 to F12

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 maps of the project area (Appendix B, B4 to B6), and the Red Flag Investigation (RFI) report (Appendix E, E1 to E19), there are 97 streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are 17 streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area. That number was updated to seven streams by the site visits on September 13 and 14, 2023 by Lochmueller Group.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on June 4, 2024. Please refer to Appendix F, F1 to F12 for the *Waters of the U.S. Determination / Wetland*

Delineation Report. It was determined that seven streams, identified as Fountain Creek, Buffalo Creek, Pond Branch, Little Buck Creek, UNT 1 to Little Buck Creek, UNT 2 to Little Buck Creek, and UNT 3 to Little Buck Creek, are located within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Fountain Creek

Fountain Creek is a perennial stream that flows from northeast to southwest through the project area. The ordinary high water mark (OHWM) is 11.8 feet wide and 1.9 feet deep. Fountain Creek connects to the White River via Pleasant Run Creek. The White River is considered a traditional navigable water (TNW). Fountain Creek would likely be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to its designation as a perennial stream channel and connection to a TNW. The stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.

Buffalo Creek

Buffalo Creek is a perennial stream that flows from northeast to southwest through the project area. The OHWM is 17.5 feet wide and 1.5 feet deep. Buffalo Creek connects to the White River via Pleasant Run Creek. The White River is considered a TNW. Buffalo Creek would likely be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to its connection to a TNW. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.

Buffalo Creek is listed as impaired for impaired biotic communities (IBC) and *E. coli*. Concerning IBCs, best management practices (BMPs) will be used to avoid further degradation to the streams. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. This firm commitment is included in the *Environmental Commitments* section of this document.

Pond Branch

Pond Branch is an intermittent stream that flows from northeast to southwest through the project area. The OHWM is 10.3 feet wide and 1.2 feet deep. Pond Branch connects to the White River via Buffalo Creek and Pleasant Run Creek. The White River is considered a TNW. Pond Branch would likely be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to its connection to a TNW. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.

Little Buck Creek

Little Buck Creek is a perennial stream that flows from south to north through the project area and then crosses through the project area again from the southeast to the northwest. The OHWM was measured at both locations where Little Buck Creek crosses the project area. Little Buck Creek was measured to be 31.5 feet wide and 1.0 foot deep at the southern location and 40.2 feet wide and 1.3 feet deep at the northern location. Little Buck Creek connects to the White River. The White River is considered a TNW. Little Buck Creek would likely be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to its connection to a TNW. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.

UNT 1 to Little Buck Creek

UNT 1 to Little Buck Creek is an ephemeral stream that flows from south to north through the project area. The OHWM is 3.8 feet wide and 0.5 feet deep. UNT 1 to Little Buck Creek connects to the White River via Little Buck Creek. The White River is considered a TNW. Due to its ephemeral status, UNT 1 to Little Buck Creek would not likely be subject to USACE jurisdiction under Section 404 or the Clean Water Act. INDOT acknowledges that ephemeral streams would likely not meet the definition of a Waters of the U.S.; however, is requesting that the USACE take jurisdiction of ephemeral streams. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.

UNT 2 to Little Buck Creek

UNT 2 to Little Buck Creek is an ephemeral stream that flows from southwest to northeast through the project area. The OHWM is 6.1 feet wide and 0.8 feet deep. UNT 2 to Little Buck Creek connects to the White River via Little Buck Creek. The White River is considered a TNW. Due to its ephemeral status, UNT 2 to Little Buck Creek would not likely be subject to USACE jurisdiction under Section 404 or the Clean Water Act. INDOT acknowledges that ephemeral streams would likely not meet the definition of a Waters of the U.S.; however, is requesting that the USACE take jurisdiction of ephemeral streams. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.

UNT 3 to Little Buck Creek

UNT 3 to Little Buck Creek is an ephemeral stream that flows from west to east through the project area. The OHWM is 1.9 feet wide and 0.9 feet deep. UNT 3 to Little Buck Creek connects to the White River via Little Buck Creek. The White River is considered a TNW. Due to its ephemeral status, UNT 3 to Little Buck Creek would not likely be subject to USACE jurisdiction under Section 404 or the Clean Water Act. INDOT acknowledges that ephemeral streams would likely not meet the definition of a Waters of the U.S.; however,

is requesting that the USACE take jurisdiction of ephemeral streams. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.

Roadside Ditch 1 (RSD 1)
One roadside ditch, RSD 1, was identified within the project area. RSD 1 carries drainage from CLV-66179 near the intersection of Shelby St. and U.S. 31. No bed and bank characteristics were observed. Therefore, this is not considered a jurisdictional stream feature.

No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or Nationwide Rivers Inventory waterways are present in the project area.

While the project area will cross several streams, the proposed impacts are all above the OHWM and therefore, no permanent or temporary stream impacts are anticipated. The streams (Fountain Creek, Buffalo Creek, Pond Branch, Little Buck Creek, UNT 1 to Little Buck Creek, UNT 2 to Little Buck Creek, and UNT 3 to Little Buck Creek) will be labeled “Do Not Disturb” on the project plans. This firm commitment is included in the *Environmental Commitments* section of this document.

The Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR DFW) responded on January 5, 2024 with recommendations regarding minimizing impacts to the stream, such as evaluating a more sustainable approach to stormwater management, implementing best management practices (BMPs) to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways because PAHs negatively impact aquatic systems, time of year limits on stream disturbance, minimizing sediment disturbance, utilizing 6-inch graded riprap stone extended below the normal water level, not depositing construction debris into the stream, and protecting areas around concentrated discharge points with appropriate structural armament such as riprap (Appendix C, C14 to C17). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

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

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

Based on the desktop review, the aerial maps of the project area (Appendix B, B4 to B6), and the RFI report (Appendix E, E1 to E19), there are 28 open water features within the 0.5-mile search radius. There is one open water feature adjacent to the project area, which was reduced to zero by the site visits on September 13 and 14, 2023 by Lochmueller Group. Therefore, no impacts are expected.

	Presence	**Impacts**	
		Yes	**No**
Wetlands	X	X	

Total wetland area: 0.151 Acre(s) Total wetland area impacted: 0.006 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e., location, likely Water of the US, appendix reference)
Wetland A	PEM1	0.01	0	Located on the southeast side of U.S. 31 and Stop 12 Rd.; Likely Water of the U.S.; Appendix F, F1 to F12
Wetland B	PEM1	0.02	0	Located on the northeast side of U.S. 31 and Stop 12. Rd.; Likely Water of the U.S.; Appendix F, F1 to F12

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e., location, likely Water of the US, appendix reference)
Wetland C	PEM1	0.02	0	Located on the northeast side of U.S. 31, adjacent to Buffalo Creek.; Likely Water of the U.S.; Appendix F, F1 to F12
Wetland D	PEM1	0.001	0	Located on the northeast side of U.S. 31, adjacent to Buffalo Creek.; Likely Water of the U.S.; Appendix F, F1 to F12
Wetland E	PEM5	0.04	0.002	Located on the east side of U.S. 31 in the northeast quadrant of U.S. 31 and Southport Rd.; Likely Water of the U.S.; Appendix F, F1 to F12
Wetland F	PEM1	0.06	0.004	Located on the east side of U.S. 31, south of Thompson Rd.; Likely Water of the U.S.; Appendix F, F1 to F12

Wetlands (*Mark all that apply*)	**Documentation**	**ESD Approval Dates**
Wetland Determination	**X**	**June 4, 2024**
Wetland Delineation	**X**	**June 4, 2024**
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.	**X**

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 maps of the project area (Appendix B, B4 to B6), and the RFI report (Appendix E, E1 to E19), there are 30 wetlands within the 0.5-mile search radius. There is one wetland adjacent to the project area. That number was updated to six wetlands by the site visits on September 13 and 14, 2023 by Lochmueller Group.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on June 4, 2024. Please refer to Appendix F, F1 to F12 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that six wetlands, Wetlands A-F, are located within the project area. The USACE makes all final determinations regarding jurisdiction.

Wetland A

Wetland A is a 0.01 acre wetland on the southeast side of the U.S. 31 and Stop 12 Road intersection. This wetland receives drainage from the adjacent road and parking lot. As defined by *Cowardin et al*. (1979), this wetland would be classified as a palustrine, emergent, persistent (PEM1) wetland. Based on a qualitative assessment of Wetland A, this wetland is of poor quality due to available habitat. Wetland A is drained by CLV-66138 to the west side of U.S. 31 into a National Hydrography Dataset (NHD) line outside of the project area. The NHD line is a UNT to Fountain Creek. Wetland A has hydrologic connectivity to the White River (a TNW) via the UNT to Fountain Creek, Fountain Creek, and Pleasant Run Creek. Therefore, Wetland A would likely be considered subject to USACE jurisdiction due to a significant nexus to the White River.

Wetland B

Wetland B is a 0.02 acre wetland on the northeast side of the U.S. 31 and Stop 12 Road intersection. This wetland receives drainage from the adjacent road and parking lot. As defined by *Cowardin et al.* (1979), this wetland would be classified as a PEM1 wetland. Based on a qualitative assessment of Wetland B, this wetland is of poor quality due to available habitat. Wetland B is drained by CV 031-049-103.12 to the west side of U.S. 31 into an NHD line outside of the project area. The NHD line is a UNT to Fountain Creek. Wetland B has hydrologic connectivity to the White River (a TNW) via the UNT to Fountain Creek, Fountain Creek, and Pleasant Run Creek. Therefore, Wetland B would likely be considered subject to USACE jurisdiction due to a significant nexus to the White River.

Wetland C
Wetland C is a 0.02 acre wetland located on the northeast side of U.S. 31, adjacent to Buffalo Creek. This wetland receives drainage from the adjacent road. As defined by *Cowardin et al.* (1979), this wetland would be classified as a PEM1 wetland. Based on a qualitative assessment of Wetland C, this wetland is of poor quality due to available habitat. Wetland C continues outside of the project area. Wetland C has hydrologic connectivity to the White River (a TNW) via Buffalo Creek and Pleasant Run Creek. Therefore, Wetland C would likely be considered subject to USACE jurisdiction due to a significant nexus to the White River.

Wetland D
Wetland D is a 0.001 acre wetland on the northeast side of U.S. 31, adjacent to Buffalo Creek. This wetland receives drainage from the adjacent road. As defined by *Cowardin et al.* (1979), this wetland would be classified as a PEM1 wetland. Based on a qualitative assessment of Wetland D, this wetland is of poor quality due to available habitat. Wetland D extends east outside of the project area. Wetland D has hydrologic connectivity to the White River (a TNW) via Buffalo Creek and Pleasant Run Creek. Therefore, Wetland D would likely be considered subject to USACE jurisdiction due to a significant nexus to the White River.

Wetland E
Wetland E is a 0.04 acre wetland on the east side of U.S. 31 in the northeast quadrant of the intersection of U.S. 31 and Southport Road. This wetland receives drainage from the adjacent road and parking lot. As defined by *Cowardin et al.* (1979), this wetland would be classified as a palustrine, emergent, *Phragmites australis* (PEM5) wetland. Based on a qualitative assessment of Wetland E, this wetland is of poor quality due to invasive species and available habitat. Wetland E has hydrologic connectivity to the White River (a TNW) via UNT 1 to Little Buck Creek and Little Buck Creek. Therefore, Wetland E would likely be considered subject to USACE jurisdiction due to a significant nexus to the White River.

Wetland F
Wetland F is a 0.06 acre wetland on the east side of U.S. 31, south of Thompson Road. This wetland receives drainage from the adjacent road and parking lots. As defined by *Cowardin et al.* (1979), this wetland would be classified as a PEM1 wetland. Based on a qualitative assessment of Wetland F, this wetland is of poor quality due to species diversity and available habitat. Wetland F has hydrologic connectivity to the White River (a TNW) via Haueisen Ditch and Thompson Run. Therefore, Wetland F would likely be considered subject to USACE jurisdiction due to a significant nexus to the White River.

Wetlands A, B, C, and D are located entirely outside of the construction limits; therefore, no permanent or temporary impacts are anticipated to occur to these wetlands. Wetlands A, B, C, and D will be labeled “Do Not Disturb” on the project plans. This firm commitment is included in the *Environmental Commitments* section of this document. Approximately 0.002 acre of Wetland E will be permanently impacted due to the installation of stormwater outlets and adjacent grading activities. Approximately 0.004 acre of Wetland F will be permanently impacted due to the installation of pedestrian facilities and associated grading activities. No temporary impacts to Wetlands E and F are anticipated. The portions of Wetlands E and F which occur outside of the construction limits will be labeled “Do Not Disturb” on the project plans. This firm commitment is included in the *Environmental Commitments* section of this document.

The Wetland Avoidance Alternative was considered and dismissed because it would not address the purpose and need of the project to provide pedestrian facilities throughout the corridor. The project will minimize impacts to wetlands by limiting the extent of the construction limits to what is necessary to address the purpose and need of the project. Due to impacts to likely jurisdictional wetlands, a USACE Section 404 Nationwide Permit (NWP) and an Indiana Department of Environmental Management (IDEM) Section 401 Water Quality Certification (WQC) NWP are anticipated. No mitigation is anticipated as a result of this project.

The IDNR DFW responded on January 5, 2024 with recommendations regarding minimizing impacts to wetlands, such as preventing sediment from entering the waterbody or leaving the construction site (Appendix C, C14 to C17). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

	Presence	Impacts	
		Yes	No
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 8.7 Acre(s) Total tree clearing: 0.25 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, the site visits on September 13 and 14, 2023 by Lochmueller Group, and the aerial maps of the project area (Appendix B, B4 to B6), the terrestrial habitat consists of maintained lawns, unmaintained roadside vegetation, forested habitat, wetland habitat, and forested riparian habitat. The most common herbaceous vegetation present throughout the project area includes Kentucky bluegrass (*Poa pratensis*), tall fescue (*Schedonorus arundinaceus*), red fescue (*Festuca rubra*), broadleaf plantain (*Plantago major*), narrowleaf plantain (*Plantago lanceolata*), hairy crabgrass (*Digitaria sanguinalis*), hairyseed paspalum (*Paspalum pubiflorum*), and common threeseed mercury (*Acalypha rhomboidea*). The most common tree species present throughout the project area include silver maple (*Acer saccharinum*), sugar maple (*Acer saccharum*), black walnut (*Juglans nigra*), common hackberry (*Celtis occidentalis*), pin oak (*Quercus palustris*), red maple (*Acer rubrum*), white mulberry (*Morus alba*), Bradford pear (*Pyrus calleryana*), Eastern cottonwood (*Populus deltoides*), crabapple species (*Malus sp.*), Siberian elm (*Ulmus pumila*), and tulip popular (*Liriodendron tulipifera*).

A total of approximately 8.7 acres of terrestrial habitat will be impacted as a result of this project. Of this total, approximately 0.25 acre of tree clearing is anticipated to occur within 100 feet of the existing roadway and will take place during the bat inactive season. The tree clearing is necessary to install pedestrian facilities throughout the corridor. The dominant tree species to be removed include sugar maple (*Acer saccharum*), crabapple species (*Malus sp.*), black walnut (*Juglans nigra*), silver maple (*Acer saccharinum*), red maple (*Acer rubrum*), Bradford pear (*Pyrus calleryana*), pin oak (*Quercus palustris*), and redbud (*Cercis canadensis*). Impacts to terrestrial habitat have been minimized to the greatest extent possible, while still meeting the project purpose and need. Mitigation is not anticipated.

The IDNR DFW responded on January 5, 2024 with recommendations regarding minimizing impacts to the terrestrial environment, such as implementation of sediment and erosion control measures, reseeding disturbed areas, potential mitigation requirements, benefits of urban trees, and tree clearing time of year restrictions (Appendix C, C14 to C17). Programmatic coordination with the United States Fish and Wildlife Service (USFWS) on August 1, 2024 resulted in several Avoidance and Minimization Measures (AMMs) regarding tree removal (Appendix C, C35 to C48). All applicable recommendations are included in the *Environmental Commitments* section of this CE 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)		X
Section 7 formal consultation Biological Assessment (BA) required		X

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, E1 to E19), completed by Lochmueller Group on February 14, 2024, the IDNR Marion County and Johnson County Endangered, Threatened and Rare (ETR) Species Lists have been checked. According to the IDNR DFW early coordination response letter dated January 5, 2024 (Appendix C, C14 to C17), the Natural Heritage Program's Database has been checked. The state endangered Kirtland's Snake (*Clonophis kirtlandii*) has been documented within 0.5 mile of the project area. The IDNR DFW does not anticipate any significant effects to the Kirtland's Snake due to this project. An INDOT 0.5-mile bat review occurred on August 25, 2023 and the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The database did indicate the project is within a five-mile maternity buffer for the Indiana bat (*Myotis sodalis*).

Indiana Bat and Northern Long-Eared Bat
Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C21 to C34). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*). Other species were generated in the IPaC species list along with the Indiana bat. Refer to paragraph below.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. Bridge and culvert inspections occurred on September 13 and 14, 2023 (Appendix C, C49 to C50). Evidence of bird use and a roosting bat were observed under a bridge carrying a private road over Little Buck Creek (no Federal ID; GPS Coordinates: 39.670258, -86.148788). No impacts to this structure are anticipated. Evidence of bird use was observed on Bridge No. 031-49-08625 A. No evidence of birds and/or bats was found on any other structures. None of these structures will be impacted by project activities.

An effect determination key was completed on July 31, 2024, and based on the responses provided, the project was found to "not likely adversely affect (NLAA)" the Indiana bat and/or the NLEB (Appendix C, C35 to C48). INDOT reviewed and verified the effect finding on August 1, 2024 and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) include ensuring all operators, employees, and contractors are aware of all FHWA/FRA/FTA environmental commitments (General AMM 1); directing temporary lighting away from suitable habitat (Lighting AMM 1); using downward-facing, full cut-off lens lights, and for transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable (Lighting AMM 2); modifying the project to avoid tree removal (Tree Removal AMM 1); applying time of year restrictions to when trees can be removed (Tree Removal AMM 2); ensuring tree removal is limited to that specified in the project plans (Tree Removal AMM 3); and not removing documented Indiana bat or NLEB roosts or trees within 0.25 mile of roosts (Tree Removal AMM 4). AMMs and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

Other Protected Species
The official species list generated from IPaC indicated three other listed species present within the project area: the tricolored bat (*Perimyotis subflavus*), the whooping crane (*Grus americana*), and the monarch butterfly (*Danaus plexippus*). The tricolored bat is listed as proposed endangered. The whooping crane is listed as endangered wherever found, except where listed as an experimental population according to the Environmental Conservation Online System (https://ecos.fws.gov/ecp/species/758). The whooping crane is listed as an experimental population in this location. The monarch butterfly is listed as proposed threatened. Therefore, these species were not considered as part of this project, and the USFWS Interim Policy is not applicable because there are no other federally protected species identified within the project area. 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): N/A

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

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topographic maps of the project area (Appendix B, B2 to B3), and the RFI report (Appendix E, E1 to E19), there are no karst features identified within or adjacent to the project area. In the early coordination response dated December 7, 2023, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, C6 to C7). The IGWS did indicate high

liquefaction potential, moderate potential for encountering bedrock resources, high potential for encountering sand and gravel resources, and the presence of a floodway. No active or abandoned mineral resources extraction sites were identified. The features will not be affected because of the limited excavation associated with installing sidewalks, retaining walls, utility poles, and storm sewer improvements. Response from IGWS has been communicated to the designer on December 7, 2023. No impacts are expected.

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	X		X
Public Water System(s)	X		X

	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.

Sole Source Aquifer
The project is located in Marion and Johnson Counties, which are 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/Environmental Protection Agency (EPA)/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection Area and Source Water
IDEM's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on September 15, 2023 by Lochmueller Group. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells
The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on February 16, 2024 by Lochmueller Group. Numerous boreholes drilled to bedrock are located adjacent to the project area and one unspecified well type is mapped within the project area. The features will not be affected because of the limited excavation associated with installing sidewalks, retaining walls, utility poles, and storm sewer improvements. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells. This firm commitment is included in the *Environmental Commitments* section of this document.

Urban Area Boundary
Based on a desktop review of IDEM's municipal separate storm sewer system (MS4) boundaries map for Indiana (https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/) by Lochmueller Group on February 19, 2024, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on December 7, 2023, to the Indianapolis Department of Public Works (MS4 Coordinator), Johnson County MS4 Stormwater Division, and City of Greenwood MS4 Coordinator. The MS4 coordinators did not respond within the 30-day time frame. All required stormwater management control best management practices (BMPs) will be installed, inspected, maintained, and subsequently removed for all earth disturbing activity areas. These items will follow INDOT Standard Specifications for Stormwater Management.

Public Water System
Based on a desktop review, the site visits on September 13 and 14, 2023 by Lochmueller Group, the aerial maps of the project area (Appendix B, B4 to B6), and the project plans (Appendix B, B22 to B92), this project is located where there is a public water system. The public water system will not be affected because of the limited excavation associated with installing sidewalks, retaining walls,

utility poles, and storm sewer improvements. Early coordination letters were sent on December 7, 2023 to the Indianapolis Department of Public Works and Johnson County Highway Department. No responses were received. No impacts are expected.

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

If applicable, indicate the Floodplain Level?

Level 1 [X] 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.

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e) by Lochmueller Group on April 25, 2024, and the RFI report (Appendix E, E1 to E19), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F23 to F25). An early coordination letter was sent on December 7, 2023, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. This project qualifies as a Category 1 per the current INDOT CE Manual, which states:

- Category 1 – Although this project involves work within the horizontal limits of the 100-year floodplain, no work is being performed below the 100-year flood elevation and as a result this project does not encroach upon the base floodplain.

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

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

**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, the site visits on September 13 and 14, 2023 by Lochmueller Group, and the aerial maps of the project area (Appendix B, B4 to B6), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on December 7, 2023, to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). The USDA NRCS responded on December 21, 2023 and indicated the project will not cause a conversion of prime farmland (Appendix C, C13).

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	A-5, A-9, B-1	October 4, 2024; March 6, 2025 (Amend.)	

Full 106 Effect Finding

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

Eligible and/or Listed Resources Present

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

Documentation Prepared (mark all that apply)		ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination			
800.11 Documentation			
Historic Properties Report or Short Report			
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	October 8, 2024	N/A
Archaeological Phase Ic Survey Report			
Other:			

		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.

On October 4, 2024, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type 1 under the Minor Projects Programmatic Agreement (MPPA). On March 6, 2025, INDOT CRO amended the MPPA determination based on updated project information (Appendix D, D1 to D8). Lochmueller Group also determined that this project falls within the guidelines of Category A, Types 5 and 9 under the MPPA (Appendix D, D9 to D10).

- A-5: Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.
- A-9: Installation, repair, or replacement of erosion control measures along roadways, waterways, and bridge piers within previously disturbed soils.
- B-1: Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, under certain conditions.

Because the project will occur within undisturbed soils, an archaeological records check and Phase Ia archaeological reconnaissance were completed on September 20, 2023 and approved by INDOT CRO on October 8, 2024 (Appendix D, D11 to D13). A 128.0-acre survey area was investigated using methods consisting of systematic screened shovel testing, visual inspection of obviously disturbed areas, and bucket augering. One archaeological site was identified within the project area. However, it was determined that the site lacks the potential to provide important information regarding the prehistory of this region and no further work is recommended. It is recommended that the project be allowed to proceed as planned. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

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

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

Section 4(f) of the 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.

Based on a desktop review, the aerial maps of the project area (Appendix B, B4 to B6), MPPA Project Assessment Form (Appendix D, D1 to D8), and the RFI report (Appendix E, E1 to E19), there are 19 potential 4(f) resources located within the 0.5-mile search radius. According to additional research and by the site visits on September 13 and 14, 2023 by Lochmueller Group, there are two potential 4(f) resources, one recreational facility and one potential trail segment, located within or adjacent to the project area.

Arthur R. Baxter YMCA: This property is a recreational facility located 0.02 mile west of the project area. The property is privately owned and is not open to the general public. Therefore, it was determined that this property is not considered a Section 4(f) resource.

U.S. 31 Corridor – Potential Trail Segment: This trail segment is mapped in the southeast quadrant of the intersection of U.S. 31 and County Line Rd. The trail is identified as a potential trail segment; however, there is no existing sidewalk or other multi-use trail present at this location. Additionally, there are no existing plans to install a trail at this location. Therefore, no Section 4(f) use is expected.

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 U.S. 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 6(f) properties on the INDOT Environmental Services Division (ESD) website revealed a total of 32 properties in Marion and Johnson Counties (Appendix I, I17). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 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?	X	
Is the project exempt from conformity?	X	
If No, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Location in STIP: Incorporated by reference into FY 2024-2028 STIP (Appendix H, H2 to H6)

Name of MPO (if applicable): Indianapolis Metropolitan Planning Organization (IMPO)

Location in TIP (if applicable): Appendix H, H1

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.

STIP/TIP

Des. Nos. 2200074, 2200075, 2200076, and 2200077 are included in the Fiscal Year (FY) 2024-2028 IMPO Indianapolis Regional Transportation Improvement Program (IRTIP), which was directly incorporated into the INDOT FY 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix H, H1 and H3 to H6). Des. No. 2301252 was incorporated through FY 2024-2028 IMPO IRTIP Modification 24-09.1 and INDOT FY 2024-2028 STIP Modification A24-61 (Appendix H, H1 and H2).

Attainment Status

This project is located in Marion and Johnson Counties, which are currently maintenance areas for the 1997 Ozone 8-hour standard, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. Marion County is also a maintenance area for the 1979 1-hour Ozone standard, 1971 Carbon Monoxide standard, 1978 Lead standard, 1997 PM-2.5 standard, 1971 Sulfur Dioxide standard, 2010 Sulfur Dioxide standard. Johnson County is currently a maintenance area for the 1997 PM-2.5 standard. The 1979 1-hour Ozone standard has been revoked. These projects have been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

MSAT

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: N/A

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 *INDOT Traffic Noise Analysis Procedure*, this action does not require a formal noise 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.

The project complies with the IMPO Regional Pedestrian Plan (https://www.indympo.org/whats-completed/regional-plans/bike-pedestrian-plans), the May 2021 IndyGo ADA Transition Plan (https://www.indygo.net/wp-content/uploads/2021/06/ADA-Transition-Plan-FINAL-May-2021-For-INDOT.pdf), and the 2020 Greenwood Community ADA Transition Plan (https://www.indympo.org/whats-completed/local-plans/ada-transition-plan?county[]=johnson-county&county[]=marion-county). Sidewalks and curb ramps shall be constructed in accordance with the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). All sidewalk facilities shall comply with ADA standards. The project will substantially increase the connectivity for non-motorized modes of transportation. The project will not infringe on people with disabilities' ability to participate or enjoy community programs, services, or activities. The project is not anticipated to impact the local tax base or property values.

A review of the Visit Indiana website (https://www.visitindiana.com/events/?bounds=false&view=grid&sort=date&filter_keyword=indianapolis) revealed numerous festivals and fairs scheduled for downtown Indianapolis. Individuals travelling from the south side of Indianapolis may experience mild delays associated with the temporary lane closures. However, these impacts are anticipated to be minimal and temporary in nature. After construction is complete, it is anticipated the travel time will remain the same as a result of this project.

Public Facilities and Services

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

Based on a desktop review, the aerial maps of the project area (Appendix B, B4 to B6), and the RFI report (Appendix E, E1 to E19), there are 36 religious facilities, one public-use airport, one cemetery, one hospital, six schools, seven recreational facilities, two pipeline

segments, and six trail segments located within the 0.5 mile of the project. There are ten public facilities (seven religious facilities, one public-use airport, one pipeline segment, and one trail segment) within or adjacent to the project area. That number was reduced to nine (since the trail segment is not constructed) by the site visits on September 13 and 14, 2023 by Lochmueller Group.

Early coordination letters were sent to the Emmanuel Living Christian Church, St. Mark the Evangelist Catholic Church Indianapolis Inc., Faith Community Church, St. Johns United Church of Christ, Chin Baptist Churches USA Inc., Christ Indianapolis United Methodist Church, Indiana Myanmar Christian Church, INDOT Office of Aviation, INDOT Utilities and Railroads, Indianapolis Department of Public Works, and Johnson County Plan Commission on December 7, 2023. The Christ Indianapolis United Methodist Church responded on December 15, 2023 with questions regarding whether their sign will be disturbed and the amount of ROW from the property (Appendix C, C8 to C11). Through additional correspondence, it was determined the existing sign is located outside of the proposed ROW limits and will not be disturbed. No other responses were received. All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

The project will require ROW from three religious facilities (Emmanuel Living Christian Church, St. Mark the Evangelist Catholic Church Indianapolis Inc., and Christ Indianapolis United Methodist Church). The ROW is comprised of a narrow strip along the existing roadway and will not impede the function of these properties. The existing signs associated with these properties will not require relocation. Aside from ROW, the public facilities may be temporarily impacted by the proposed MOT and may experience mild delays associated with the temporary lane closures. However, these impacts are anticipated to be minimal and temporary in nature. After construction is complete, it is anticipated the travel time will remain the same as a result of this project. Access to all properties will be maintained during construction.

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 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 a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. The project will require approximately 1.95 acres of permanent ROW and no relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists 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). For this project, the two COCs are identified as Marion County, Indiana and Johnson County, Indiana. The community that overlaps the project limits is called the affected community (AC). For this project there are nine ACs: seven occur within Marion County, Indiana (COC 1) and two occur within Johnson County, Indiana (COC 2).

- COC 1: Marion County, Indiana
  - AC 1: Census Tract 3806
  - AC 2: Census Tract 3807
  - AC 3: Census Tract 3811.01
  - AC 4: Census Tract 3810.04

- AC 5: Census Tract 3811.02
- AC 6: Census Tract 3812.03
- AC 7: Census Tract 3812.04

- COC 2: Johnson County, Indiana
  - AC 8: Census Tract 6103
  - AC 9: Census Tract 6104.01

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. A review of the U.S. Census Bureau data (2018-2022) was completed on January 23, 2024 by Lochmueller Group. The data was obtained from the U.S. Census Bureau's webpage (https://data.census.gov/). The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Marion County Minority and Low-Income Data (U.S. Census Bureau (2018-2022))

	COC 1 - Marion County, Indiana	**AC 1 -** Census Tract 3806, Marion County, Indiana	**AC 2 –** Census Tract 3807, Marion County, Indiana	**AC 3 -** Census Tract 3811.01, Marion County, Indiana	**AC 4 -** Census Tract 3810.04, Marion County, Indiana	**AC 5 -** Census Tract 3811.02, Marion County, Indiana	**AC 6 -** Census Tract 3812.03, Marion County, Indiana	**AC 7 -** Census Tract 3812.04, Marion County, Indiana
Percent Low-Income	15.4%	5.5%	20.0%	3.4%	18.9%	6.0%	26.9%	14.7%
125% of COC	19.2%	AC < 125% COC	AC > 125% COC	AC < 125% COC	AC < 125% COC	AC < 125% COC	AC > 125% COC	AC < 125% COC
EJ Population of Concern		No	Yes	No	No	No	Yes	No
Percent Minority	47.5%	52.3%	41.1%	23.5%	47.0%	40.2%	58.8%	43.6%
125% of COC	59.3%	AC < 125% COC	AC < 125% COC	AC < 125% COC	AC < 125% COC	AC < 125% COC	AC < 125% COC	AC < 125% COC
EJ Population of Concern		Yes	No	No	No	No	Yes	No

Table: Johnson County Minority and Low-Income Data (U.S. Census Bureau (2018-2022))

	COC 2 - Johnson County, Indiana	**AC 8 -** Census Tract 6103, Johnson County, Indiana	**AC 9 –** Census Tract 6104.01, Johnson County, Indiana
Percent Low-Income	7.5%	12.4%	15.1%
125% of COC	9.4%	AC > 125% COC	AC > 125% COC
EJ Population of Concern		Yes	Yes
Percent Minority	13.8%	10.2%	32.0%
125% of COC	17.3%	AC < 125% COC	AC > 125% COC
EJ Population of Concern		No	Yes

Low Income Populations

AC-1, Census Tract 3806, has a percent low-income of 5.5%, which is below 50% and is below the 125% COC 1 threshold. AC-2, Census Tract 3807, has a percent low-income of 20.0%, which is below 50% and is above the 125% COC 1 threshold. AC-3, Census Tract 3811.01, has a percent low-income of 3.4%, which is below 50% and is below the 125% COC 1 threshold. AC-4, Census Tract 3810.04, has a percent low-income of 18.9%, which is below 50% and is below the 125% COC 1 threshold. AC-5, Census Tract 3811.02, has a percent low-income of 6.0%, which is below 50% and is below the 125% COC 1 threshold. AC-6, Census Tract 3812.03, has a percent low-income of 26.9%, which is below 50% and is above the 125% COC 1 threshold. AC-7, Census Tract 3812.04, has a percent low-income of 14.7%, which is below 50% and is below the 125% COC 1 threshold. AC-8, Census Tract 6103, has a percent low-income of 12.4%, which is below 50% and is above the 125% COC 2 threshold. AC-9, Census Tract 6104.01, has a percent low-

income of 15.1%, which is below 50% and is above the 125% COC 2 threshold. Therefore, AC-2, AC-6, AC-8, and AC-9 have low income populations of EJ concern.

Minority Populations
AC-1, Census Tract 3806, has a percent minority of 52.3%, which is above 50% and is below the 125% COC 1 threshold. AC-2, Census Tract 3807, has a percent minority of 41.1%, which is below 50% and is below the 125% COC 1 threshold. AC-3, Census Tract 3811.01, has a percent minority of 23.5%, which is below 50% and is below the 125% COC 1 threshold. AC-4, Census Tract 3810.04, has a percent minority of 47.0%, which is below 50% and is below the 125% COC 1 threshold. AC-5, Census Tract 3811.02, has a percent minority of 40.2%, which is below 50% and is below the 125% COC 1 threshold. AC-6, Census Tract 3812.03, has a percent minority of 58.8%, which is above 50% and is below the 125% COC 1 threshold. AC-7, Census Tract 3812.04, has a percent minority of 43.6%, which is below 50% and is below the 125% COC 1 threshold. AC-8, Census Tract 6103, has a percent minority of 10.2%, which is below 50% and is below the 125% COC 2 threshold. AC-9, Census Tract 6104.01, has a percent minority of 32.0%, which is below 50% and is above the 125% COC 2 threshold. Therefore, AC-1, AC-6, and AC-9 have minority populations of EJ concern.

Conclusion
The census data sheets, map, and calculations can be found in Appendix I, I1 to I15. The EJ analysis was reviewed and approved by INDOT ESD on June 13, 2024 (Appendix I, I16). The proposed project is expected to require the acquisition of approximately 1.95 acres of permanent ROW. ROW acquisition is anticipated to be required from areas containing populations of EJ concern and non-EJ populations of concern, primarily from the northern and southern ends of the project area. The project is not anticipated to disproportionately impact populations of EJ concern compared to non-EJ populations of concern. No relocations are anticipated.

Overall, the project will benefit EJ communities in this area due to the improved pedestrian connectivity throughout the corridor. Additionally, the project will maintain existing traffic safety measures at the intersection of U.S. 31 and Shelby Street. The negative impacts to property owners within the project area will be minimal and consist primarily of short-term construction impacts and the loss of strip ROW along the property frontage. The ROW to be acquired will not substantially diminish the remaining properties' existing use. The MOT plan will involve temporary lane closures during construction. Access will be maintained for property owners during construction of the project. While the southern extent of the project area extends into the northern portion of Johnson County, the project is not anticipated to acquire any ROW from Johnson County. Therefore, no impacts to the EJ populations of concern identified within Johnson County are anticipated. It is expected that the project will not have a disproportionately high and adverse environmental or health impact to low-income or minority populations of EJ concern when compared to non EJ populations. No further environmental justice analysis is warranted.

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: N/A Businesses: N/A Farms: N/A Other: N/A

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?	

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 the geographic information systems (GIS) and available public records, the RFI was completed on February 14, 2024 by Lochmueller Group and INDOT Site Assessment & Management (SAM) provided their concurrence on February 22, 2024 (Appendix E, E1 to E19). There are 21 Resource Conservation and Recovery Act (RCRA) generator/Treatment, Storage, and Disposal (TSD) sites located within 0.5 mile of the project area. There are two state cleanup sites located within 0.5 mile of the project area. There are 12 underground storage tank (UST) sites located within 0.5 mile of the project area. There are two voluntary remediation program (VRP) sites located within 0.5 mile of the project area. There are 21 leaking underground storage (LUST) sites located within 0.5 mile of the project area. There are three brownfields located within 0.5 mile of the project area. There are five institutional controls located within 0.5 mile of the project area. There are 20 National Pollutant Discharge Elimination System (NPDES) facilities located within 0.5 mile of the project area.

Seven unmapped RCRA generator/TSD sites are located adjacent to the project area. One state cleanup site is located adjacent to the project area. Seven UST sites are located adjacent to the project area. Two VRP sites are located adjacent to the project area. There are 16 LUST sites located adjacent to the project area. Two brownfield sites are located adjacent to the project area. Four institutional control sites are located adjacent to the project area. Five NPDES facilities are located within or adjacent to the project area. The following sites may impact the project:

- State Cleanup Site/VRP/Institutional Control: Former Shoney's Restaurant, 5010 S. East Street, AI ID #23155, is located adjacent to the project area. The site was formerly a gas station, and gasoline and used oil USTs were removed from the site in 1985. Petroleum contaminants of concern (COCs) remain in the soil and groundwater at levels above the 1996 VRP Residential Closure Levels, with benzene above the Non-residential Closure Levels in groundwater. IDEM issued a Certificate of Completion on September 24, 2010, as part of the VRP, which indicated a confirmatory soil and groundwater event was conducted at the site to confirm that residual impacts were not migrating beyond the property boundaries. An Environmental Restrictive Covenant (ERC) was placed on the property on February 12, 2010. The ERC specifically prohibits any activity that may interfere with the response activities, long-term monitoring, or measures necessary to assure the effectiveness and integrity of any response action; the use of the property for residential purposes; the use of the property for growing food crops; and the installation or use of groundwater wells on the property. Excavation and construction activities may occur on the property provided the excavated soil is disposed of pursuant to state and federal law. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- Brownfield/Institutional Control: Arlo Price Discount Dry Cleaner, 7007 U.S. 31 S., AI ID #100884, is located adjacent to the project area. Site investigations indicate that soil and groundwater contamination from tetrachloroethylene (PCE) is confined to beneath the building. Groundwater depth ranges from 5 to 7 feet below ground surface (bgs), and flow is to the north-northeast towards Little Buck Creek. IDEM issued a Comfort Letter on July 26, 2019. An ERC was placed on the property on October 10, 2019. The ERC specifically prohibits the occupying any residential and/or commercial/industrial buildings, existing or newly constructed without completing a sampling plan for the presence or absence of intrusion of contaminated vapor into indoor air or through the installation of a vapor mitigation system. Additionally, the ERC prohibits the use or extraction of ground water. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC.
- UST Site: Car X Muffler Shop, 8012 U.S. 31 S., AI ID #21147, is located adjacent to the project area. Documentation reviewed indicates that all USTs on the property were removed in 1987. Documentation reviewed indicates a release occurred. In the Site Status Letter dated February 24, 2005, soil and groundwater samples were obtained and indicated total petroleum hydrocarbons (TPH) within the soil and semi-volatile organic compounds (SVOCs) in the groundwater which exceeded the IDEM guidance. Groundwater was encountered approximately 5-6 feet bgs and was flowing to the north-northeast. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- UST Site: Ray Skillman Oldsmobile & GMC, 8424 U.S. 31 S., AI ID #20051, is located adjacent to the project area. Documentation reviewed indicates that all USTs on the property were removed in 1988; however, no additional information regarding soil or groundwater sampling was found. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

- UST Site: Indy Tire Centers Incorporated, 7701 U.S. 31 S., AI ID #23927, is located adjacent to the project area. Documentation reviewed indicates that the UST was closed and removed in 1991; however, no record of soil or groundwater sampling was found. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- LUST Site/Institutional Control Site: Jack in the Box Store #6290 (BP Site #10089 and the Former Amoco Station #10089), 8950 U.S. 31 S., AI ID #19731, is located adjacent to the project area. The site previously operated as a gas station, but currently operates as a fast food restaurant. According to the No Further Action (NFA) Determination Pursuant to Risk Integrated System of Closure (RISC) issued by IDEM on March 1, 2016, petroleum contamination was below the non-default industrial closure levels for RISC. After revisions to the ERC, the most recent ERC was recorded on July 9, 2015, and specifically prohibits the use of the property for residential purposes, the use or extraction of groundwater, and indicates soil disturbed as a result of excavation and construction activities shall be restored in such a manner that the remaining contaminant concentrations do not present a threat to human health or the environment. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- LUST Site/Institutional Control Site: Speedway #5033 (Former SSA #5033), 5345 S. East Street, AI ID #13828, is located adjacent to the project area. According to the NFA Determination Approval Pursuant to IDEM RISC Guidance issued by IDEM on December 22, 2009, contamination remains on the site. An ERC was recorded on the property on September 18, 2009. The ERC specifically prohibits any activity that may interfere with the response activities, long-term monitoring, or measures necessary to assure the effectiveness and integrity of any response action; the use of the property for residential purposes; the use of the property for agricultural purposes; the installation or use of drinking water wells on the property; the use or construction of any subsurface basements on the property; and the excavation of soil below five feet deep anywhere in the affected areas. The asphalt and concrete covers shall be maintained and IDEM shall be notified if there is a change in land use and/or any zoning changes that affect the property. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- LUST Site/Institutional Control Site: Fast Max/Sunoco #1321 (Former Kocolene #131), 5960 S. East Street, AI ID #100005, is now a Speedway and is located adjacent to the project area. IDEM issued a No Further Action Approval Determination Pursuant to Risk-based Closure Guide on September 29, 2023. The closure was unconditional for soil and conditional for groundwater due to the residual contamination above screening levels in the area near the UST basin and dispenser islands. An ERC was recorded on the property on July 6, 2021. The ERC prohibits the use of the property for residential purposes; prohibits the use or extraction of groundwater for any purpose; requires the removal, excavation, or disturbance of soil from the property must be managed and disposed of in accordance with all applicable federal and state laws and regulations; and requires the owner shall confirm there is no unacceptable exposure risk due to vapor migration before change in use of the site or construction of new structures. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- LUST Site: SS #484 (Former BP #00484), 5943 U.S. 31, AI ID #23733, is located adjacent to the project area. According to the NFA Approval Determination Pursuant to RISC Remediation Closure Guide, dated March 13, 2013, contamination remains on the site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- LUST Site: Former Bigfoot Station #025, 505 East Thompson Road, AI ID #15900, is located adjacent to the project area. According to the NFA Approval letter issued by IDEM on January 3, 2002, petroleum contamination remains on the site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- LUST Site: Circle K-Midwest (Former Shell Gasoline Station), 514 E. Thompson Road, AI ID #18880, is located adjacent to the project area. According to the Status Review/Confirmation of NFA Status Approval letter dated February 17, 2011, IDEM is satisfied with the remedial efforts to address the soil and groundwater contamination due to the removal and disposal of the UST at this site. Groundwater sampling indicated that BTEX (benzene, toluene, ethylbenzene, and xylenes) with methyl tert-butyl ether (MTBE) concentrations were below the IDEM RISC Residential Default Closure Levels. Low levels of petroleum contamination remain in the soil on the east side of the property. However, if excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- LUST Site: Speedway Unit #5007 (SSA #5007), 2004 E. County Line Road, AI ID #12420, is located adjacent to the project area. An NFA Approval letter was issued by IDEM on March 16, 2001 and indicated the highest contaminant level remaining at the site is less than 100 ppm TPH in the soil. The groundwater concentrations for benzene, toluene, ethyl benzene, and/or xylene are below the Maximum Contaminant Levels (MCLs). MTBE concentrations in the groundwater are below 45 ppb. The site was razed and rebuilt in 2007. Petroleum contamination encountered at that time was determined to be from previous releases, and low

levels of soil and groundwater contamination may still be present. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

- LUST Site: Jiffy Lube, 8125 U.S. 31 S., AI ID #19241, is located adjacent to the project area. An NFA letter was issued by IDEM on September 13, 2004 and indicated some petroleum contamination remains on-site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- LUST Site: Shell Service Station, 8003 U.S. 31 S., AI ID #28020, is located adjacent to the project area. According to the NFA Approval Determination Pursuant to RISC Guidelines letter issued by IDEM on October 31, 2007, benzene, toluene, ethyl benzene, xylenes, and MTBE concentrations within soil samples are at or below RDCLs. BTEX w/MTBE in groundwater were at or below the Industrial Default Closure Levels. Groundwater depth is from 4 to 5 feet bgs and flow is to the west/southwest, toward the project area. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- NPDES Facility: Commercial Development, 8616 U.S. 31 South, Permit No. INRA08570, is located adjacent to the project area. The permit is in effect until October 19, 2026. Coordination with Stephen Schoolcraft, Fountain Creek LLC, 317-889-6527, will occur.

The IDEM Institutional Controls section was contacted on April 29, 2024 regarding the above Institutional Control sites. The IDEM Institutional Controls section responded on May 3, 2024 and indicated "IDEM's Institutional Controls Group does not have any concerns with the proposed work as it pertains to the restrictions in the [ERCs] described [above], provided that proper handling, removal, and disposal of potentially contaminated soil and/or groundwater is conducted in accordance with applicable laws, when and where appropriate. Additionally, if there is any disturbance to the concrete or asphalt covers that are required to be maintained at the 5345 S. East Street property, the integrity of the covers should be immediately restored. No further coordination is anticipated." (Appendix C, C18 to C20). Fountain Creek LLC was contacted on November 20, 2024 regarding the above NPDES facility. No response was received. All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Other	
IN Department of Environmental Management (401/Rule 5)	
Nationwide Permit (NWP)	X
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."

Due to impacts to jurisdictional wetlands, a USACE Section 404 NWP and an IDEM Section 401 WQC NWP are anticipated.

An IDEM Indiana Construction Stormwater General Permit (CSGP), formerly identified as a Rule 5 permit, is anticipated to be required because the project will disturb greater than one acre of terrestrial habitat.

The IDNR DFW responded on January 5, 2024 and indicated the project may require formal approval of the IDNR pursuant to the Flood Control Act (IC 14-28-1) for any project to construct, excavate, or fill in or on the floodway of a stream or other flowing waterway which has a drainage area greater than one square mile (Appendix C, C14 to C17). A IDNR Construction in a Floodway (CIF) permit is not required because no work will occur below the base flood elevation (BFE) of the regulated streams within the project 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 during design or construction, the INDOT Environmental Services Division (ESD) and the INDOT Greenfield District Environmental Section will be contacted immediately. Changes to scope of work include tree or habitat removal, temporary and/or permanent lighting changes, and/or hibernacula/karst impacts not included in the original environmental documentation. (INDOT ESD and INDOT Greenfield District)
2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT Greenfield District)
3) Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT EWPSO)
4) GENERAL AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
5) LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6) LIGHTING AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
7) TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
8) TREE REMOVAL AMM 2: Apply time of year restrictions (April 1 – September 30) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS)
9) TREE REMOVAL AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
10) TREE REMOVAL AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
11) Buffalo Creek is listed as impaired for impaired biotic communities (IBC) and *E. coli*. Concerning IBCs, best management practices (BMPs) will be used to avoid further degradation to the streams. Workers who are working in or near water with *E.*

coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)

12) State Cleanup Site/Voluntary Remediation Program (VRP)/Institutional Control: Former Shoney's Restaurant, 5010 S. East Street, AI ID #23155, is located adjacent to the project area. The site was formerly a gas station, and gasoline and used oil USTs were removed from the site in 1985. Petroleum contaminants of concern (COCs) remain in the soil and groundwater at levels above the 1996 VRP Residential Closure Levels, with benzene above the Non-residential Closure Levels in groundwater. IDEM issued a Certificate of Completion on September 24, 2010, as part of the VRP, which indicated a confirmatory soil and groundwater event was conducted at the site to confirm that residual impacts were not migrating beyond the property boundaries. An Environmental Restrictive Covenant (ERC) was placed on the property on February 12, 2010. The ERC specifically prohibits any activity that may interfere with the response activities, long-term monitoring, or measures necessary to assure the effectiveness and integrity of any response action; the use of the property for residential purposes; the use of the property for growing food crops; and the installation or use of groundwater wells on the property. Excavation and construction activities may occur on the property provided the excavated soil is disposed of pursuant to state and federal law. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
13) Brownfield/Institutional Control: Arlo Price Discount Dry Cleaner, 7007 U.S. 31 S., AI ID #100884, is located adjacent to the project area. Site investigations indicate that soil and groundwater contamination from tetrachloroethylene (PCE) is confined to beneath the building. Groundwater depth ranges from 5 to 7 feet below ground surface (bgs), and flow is to the north-northeast towards Little Buck Creek. IDEM issued a Comfort Letter on July 26, 2019. An ERC was placed on the property on October 10, 2019. The ERC specifically prohibits the occupying any residential and/or commercial/industrial buildings, existing or newly constructed without completing a sampling plan for the presence or absence of intrusion of contaminated vapor into indoor air or through the installation of a vapor mitigation system. Additionally, the ERC prohibits the use or extraction of ground water. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. (INDOT SAM)
14) Underground Storage Tank (UST) Site: Car X Muffler Shop, 8012 U.S. 31 S., AI ID #21147, is located adjacent to the project area. Documentation reviewed indicates that all USTs on the property were removed in 1987. Documentation reviewed indicates a release occurred. In the Site Status Letter dated February 24, 2005, soil and groundwater samples were obtained and indicated total petroleum hydrocarbons (TPH) within the soil and semi-volatile organic compounds (SVOCs) in the groundwater which exceeded the IDEM guidance. Groundwater was encountered approximately 5-6 feet bgs and was flowing to the north-northeast. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
15) UST Site: Ray Skillman Oldsmobile & GMC, 8424 U.S. 31 S., AI ID #20051, is located adjacent to the project area. Documentation reviewed indicates that all USTs on the property were removed in 1988; however, no additional information regarding soil or groundwater sampling was found. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
16) UST Site: Indy Tire Centers Incorporated, 7701 U.S. 31 S., AI ID #23927, is located adjacent to the project area. Documentation reviewed indicates that the UST was closed and removed in 1991; however, no record of soil or groundwater sampling was found. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
17) Leaking Underground Storage Tank (LUST) Site/Institutional Control Site: Jack in the Box Store #6290 (BP Site #10089 and the Former Amoco Station #10089), 8950 U.S. 31 S., AI ID #19731, is located adjacent to the project area. The site previously operated as a gas station, but currently operates as a fast food restaurant. According to the No Further Action (NFA) Determination Pursuant to Risk Integrated System of Closure (RISC) issued by IDEM on March 1, 2016, petroleum contamination was below the non-default industrial closure levels for RISC. After revisions to the ERC, the most recent ERC was recorded on July 9, 2015, and specifically prohibits the use of the property for residential purposes, the use or extraction of groundwater, and indicates soil disturbed as a result of excavation and construction activities shall be restored in such a manner that the remaining contaminant concentrations do not present a threat to human health or the environment. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
18) LUST Site/Institutional Control Site: Speedway #5033 (Former SSA #5033), 5345 S. East Street, AI ID #13828, is located adjacent to the project area. According to the NFA Determination Approval Pursuant to IDEM RISC Guidance issued by IDEM on December 22, 2009, contamination remains on the site. An ERC was recorded on the property on September 18, 2009.

The ERC specifically prohibits any activity that may interfere with the response activities, long-term monitoring, or measures necessary to assure the effectiveness and integrity of any response action; the use of the property for residential purposes; the use of the property for agricultural purposes; the installation or use of drinking water wells on the property; the use or construction of any subsurface basements on the property; and the excavation of soil below five feet deep anywhere in the affected areas. The asphalt and concrete covers shall be maintained and IDEM shall be notified if there is a change in land use and/or any zoning changes that affect the property. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM and IDEM Institutional Controls Group)

19) LUST Site/Institutional Control Site: Fast Max/Sunoco #1321 (Former Kocolene #131), 5960 S. East Street, AI ID #100005, is now a Speedway and is located adjacent to the project area. IDEM issued a No Further Action Approval Determination Pursuant to Risk-based Closure Guide on September 29, 2023. The closure was unconditional for soil and conditional for groundwater due to the residual contamination above screening levels in the area near the UST basin and dispenser islands. An ERC was recorded on the property on July 6, 2021. The ERC prohibits the use of the property for residential purposes; prohibits the use or extraction of groundwater for any purpose; requires the removal, excavation, or disturbance of soil from the property must be managed and disposed of in accordance with all applicable federal and state laws and regulations; and requires the owner shall confirm there is no unacceptable exposure risk due to vapor migration before change in use of the site or construction of new structures. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
20) LUST Site: SS #484 (Former BP #00484), 5943 U.S. 31, AI ID #23733, is located adjacent to the project area. According to the NFA Approval Determination Pursuant to RISC Remediation Closure Guide, dated March 13, 2013, contamination remains on the site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
21) LUST Site: Former Bigfoot Station #025, 505 East Thompson Road, AI ID #15900, is located adjacent to the project area. According to the NFA Approval letter issued by IDEM on January 3, 2002, petroleum contamination remains on the site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
22) LUST Site: Circle K-Midwest (Former Shell Gasoline Station), 514 E. Thompson Road, AI ID #18880, is located adjacent to the project area. According to the Status Review/Confirmation of NFA Status Approval letter dated February 17, 2011, IDEM is satisfied with the remedial efforts to address the soil and groundwater contamination due to the removal and disposal of the UST at this site. Groundwater sampling indicated that BTEX (benzene, toluene, ethylbenzene, and xylenes) with methyl tert-butyl ether (MTBE) concentrations were below the IDEM RISC Residential Default Closure Levels. Low levels of petroleum contamination remain in the soil on the east side of the property. However, if excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
23) LUST Site: Speedway Unit #5007 (SSA #5007), 2004 E. County Line Road, AI ID #12420, is located adjacent to the project area. An NFA Approval letter was issued by IDEM on March 16, 2001 and indicated the highest contaminant level remaining at the site is less than 100 ppm TPH in the soil. The groundwater concentrations for benzene, toluene, ethyl benzene, and/or xylene are below the Maximum Contaminant Levels (MCLs). MTBE concentrations in the groundwater are below 45 ppb. The site was razed and rebuilt in 2007. Petroleum contamination encountered at that time was determined to be from previous releases, and low levels of soil and groundwater contamination may still be present. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
24) LUST Site: Jiffy Lube, 8125 U.S. 31 S., AI ID #19241, is located adjacent to the project area. An NFA letter was issued by IDEM on September 13, 2004 and indicated some petroleum contamination remains on-site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
25) LUST Site: Shell Service Station, 8003 U.S. 31 S., AI ID #28020, is located adjacent to the project area. According to the NFA Approval Determination Pursuant to RISC Guidelines letter issued by IDEM on October 31, 2007, benzene, toluene, ethyl benzene, xylenes, and MTBE concentrations within soil samples are at or below RDCLs. BTEX w/MTBE in groundwater were at or below the Industrial Default Closure Levels. Groundwater depth is from 4 to 5 feet bgs and flow is to the west/southwest, toward the project area. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)

26) National Pollutant Discharge Elimination System (NPDES) Facility: Commercial Development, 8616 U.S. 31 South, Permit No. INRA08570, is located adjacent to the project area. The permit is in effect until October 19, 2026. Coordination with Stephen Schoolcraft, Fountain Creek LLC, 317-889-6527, will occur. (INDOT SAM)
27) Maintain in place the existing free standing pylon sign in front of Christ Indianapolis United Methodist Church. (INDOT Greenfield District and Christ Indianapolis United Methodist Church)
28) Identified streams within the project area (Fountain Creek, Buffalo Creek, Pond Branch, Little Buck Creek, UNT 1 to Little Buck Creek, UNT 2 to Little Buck Creek, and UNT 3 to Little Buck Creek) will be labeled “Do Not Disturb” on the project plans. Wetlands A, B, C, and D will be labeled “Do Not Disturb” on the project plans. The portions of Wetlands E and F which occur outside of the construction limits will be labeled “Do Not Disturb” on the project plans. (INDOT ESD)
29) Numerous boreholes drilled to bedrock are located adjacent to the project area and one unspecified well type is mapped within the project area. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells. (INDOT ESD)

For Further Consideration:

1) Any new/replacement/rehabilitated crossing structures, and any bank stabilization under or around the structures, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. Bank lines should be maintained or restored within structures to allow for wildlife passage above the ordinary high-water mark (OHWM) whenever possible. All wildlife passage designs should include a smooth level pathway a minimum of 1-3 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area. (IDNR DFW)
2) The Division of Fish and Wildlife 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.). (IDNR DFW)
3) Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the OHWM with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR DFW)
4) 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. (IDNR DFW)
5) Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10” diameter-at-breast height (dbh) or greater by planting five trees, 1” to 2” in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If impacts to forested wetland are below 0.10 acre they should be combined with non-wetland forested impacts. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed. (IDNR DFW)
6) The Division of Fish and Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. (IDNR DFW)
7) 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)
8) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
9) Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)

10) The sideslopes of the outlet section must be 2:1 or flatter. (IDNR DFW)
11) Protect the area around and below any concentrated discharge points, down to the waterway's normal flow level, with an appropriate structural armament such as riprap. (IDNR DFW)

Appendix A: INDOT Supporting Documentation
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Response Email (January 5, 2024)....C14-C17
Indiana Department of Environmental Management, Institutional Controls Group
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Categorical Exclusion

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

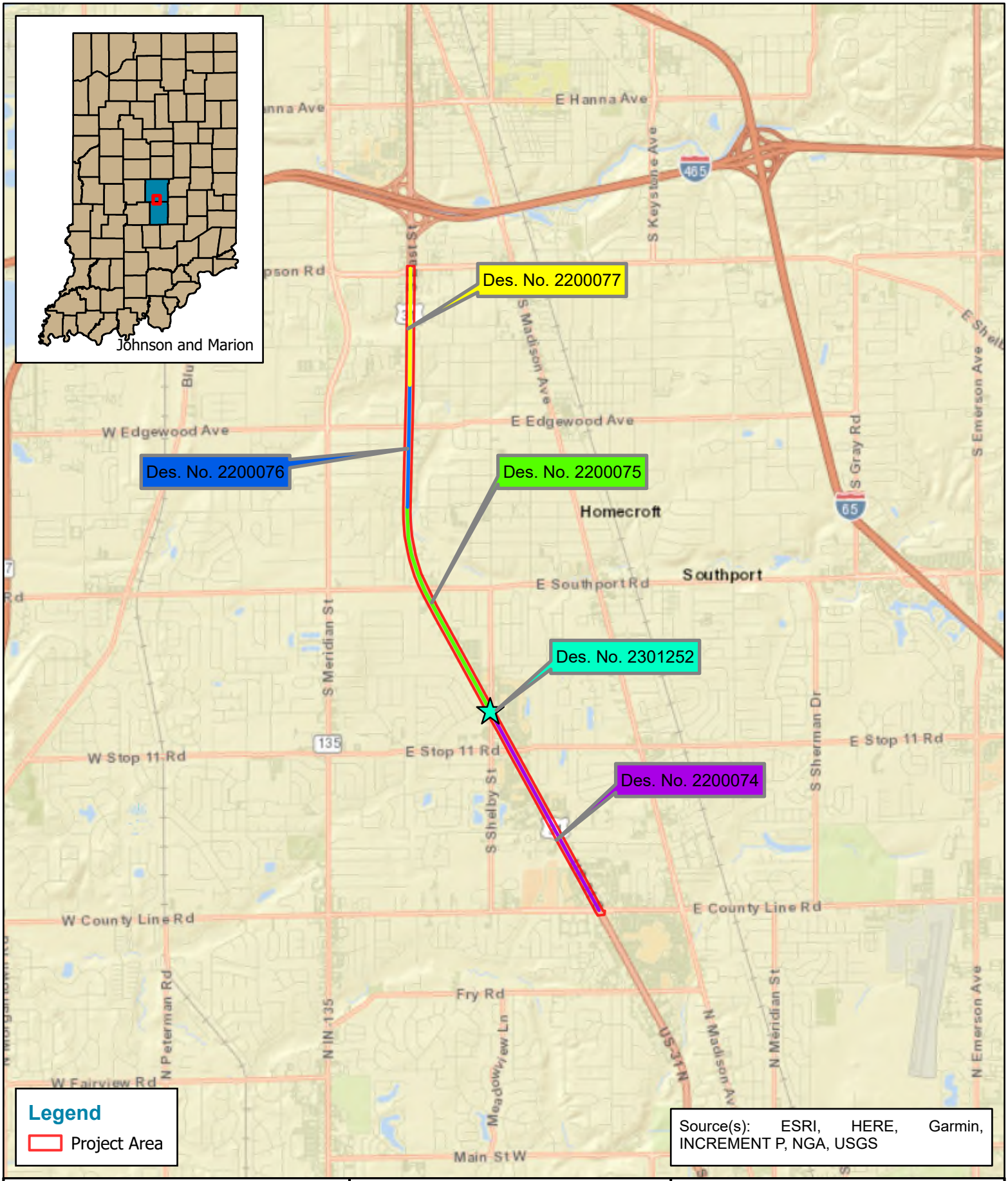
	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 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	No disproportionately high and adverse impacts	-	-	-	Potential[9]
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.

Categorical Exclusion

Appendix B

Graphics



LOCHMUELLER GROUP

1690 Broadway Street
Building 19, Suite 410
Fort Wayne, IN 46802
Phone: (260) 494-1901

General Location Map

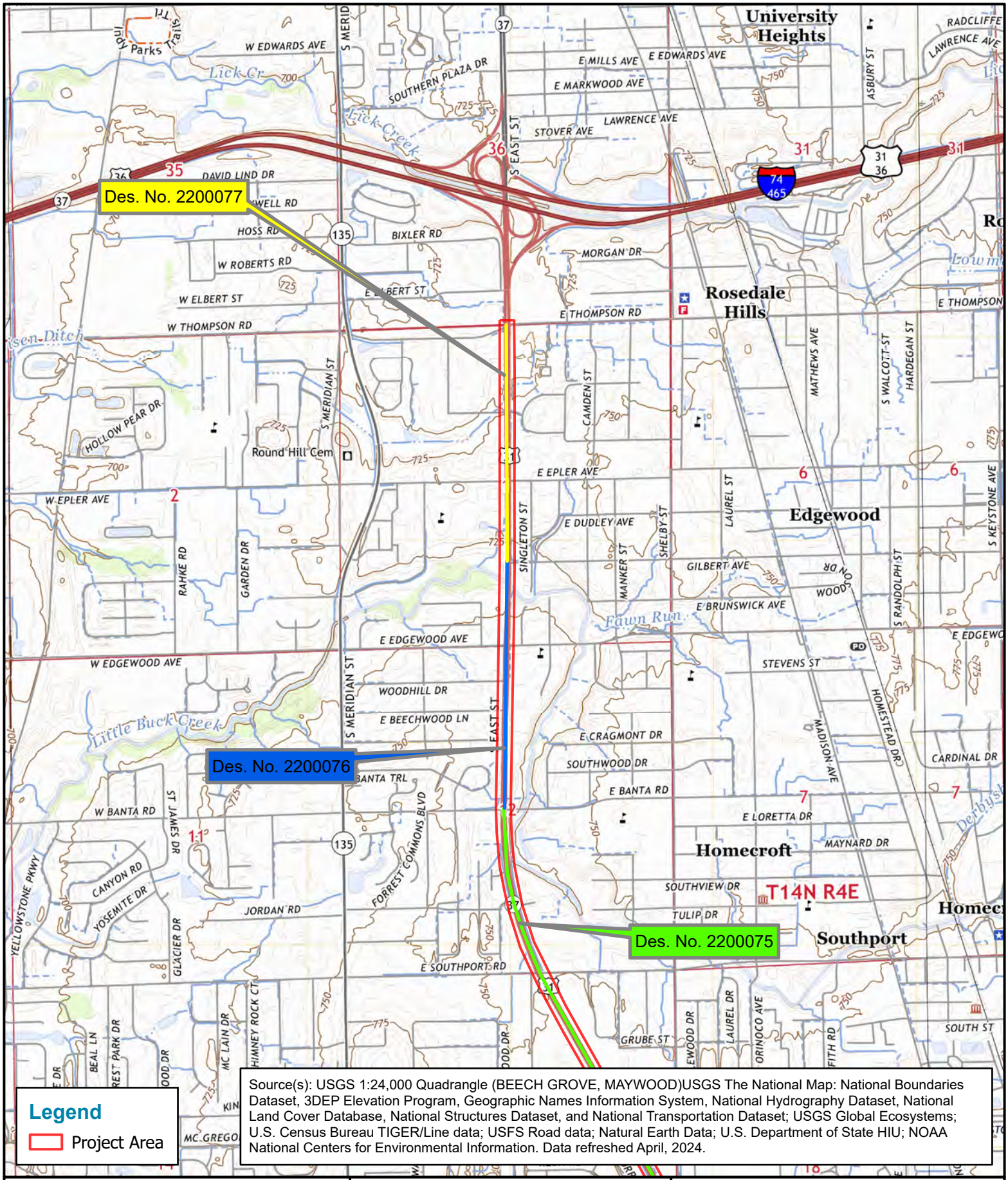
Des. No. 2200074 et al.

0 0.5 1 Miles

N

County: Johnson and Marion
Township: Pleasant and Perry
State: Indiana

U.S. 31 from County Line Rd. to Thompson Rd.
Pedestrian Facilities & Traffic Signal Project
Created: 1/22/2025, Ashley.Taylor



Legend

Project Area

Source(s): USGS 1:24,000 Quadrangle (BEECH GROVE, MAYWOOD)USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road data; Natural Earth Data; U.S. Department of State HIU; NOAA National Centers for Environmental Information. Data refreshed April, 2024.

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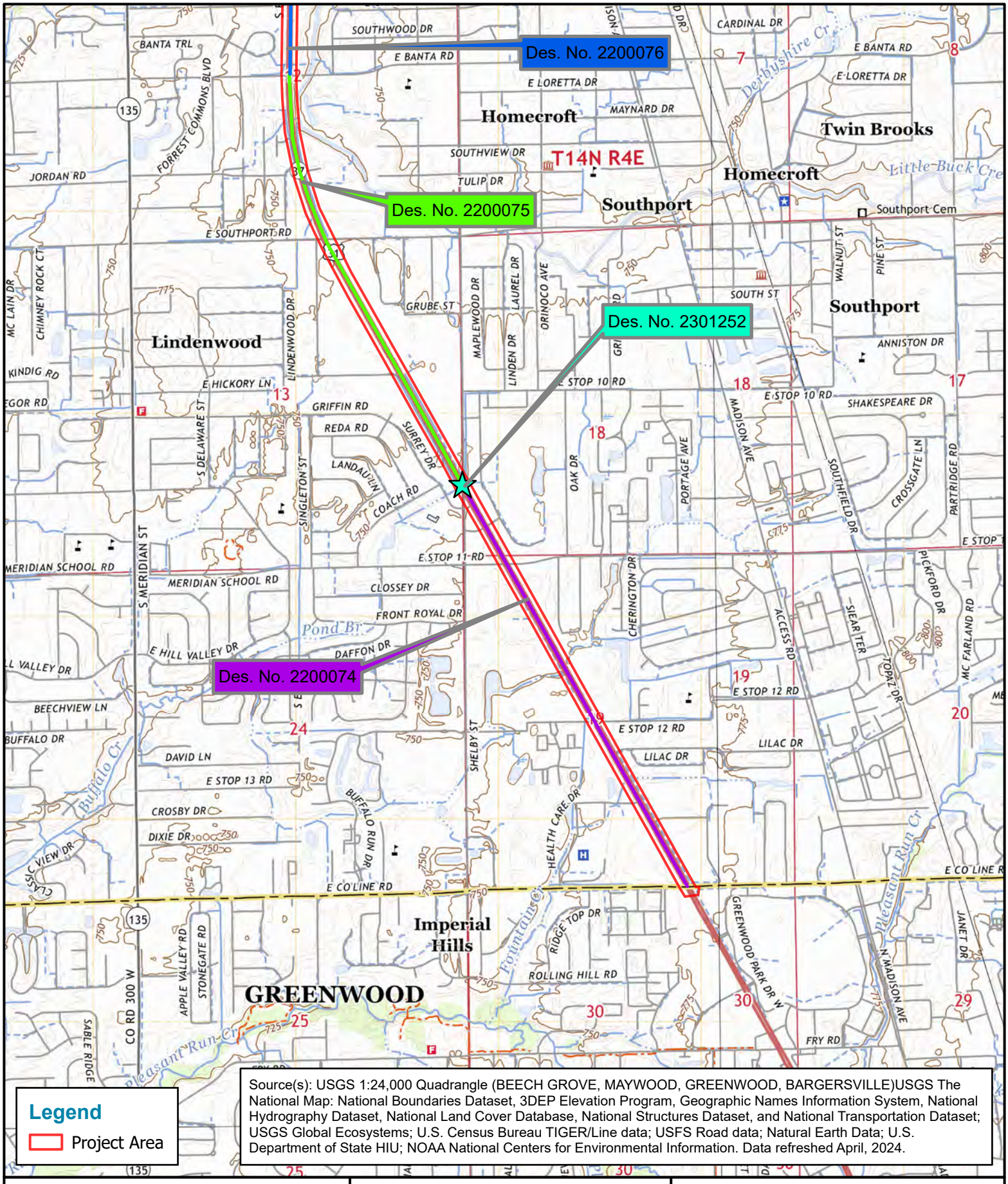
USGS Topographic Map (1:24,000)
Maywood Quadrangle
Des. No. 2200074 et al.

0 1,000 2,000 Feet

N

County: Johnson and Marion
Township: Pleasant and Perry
State: Indiana

U.S. 31 from County Line Rd. to Thompson Rd.
Pedestrian Facilities & Traffic Signal Project
Created: 2/4/2025, Ashley.Taylor



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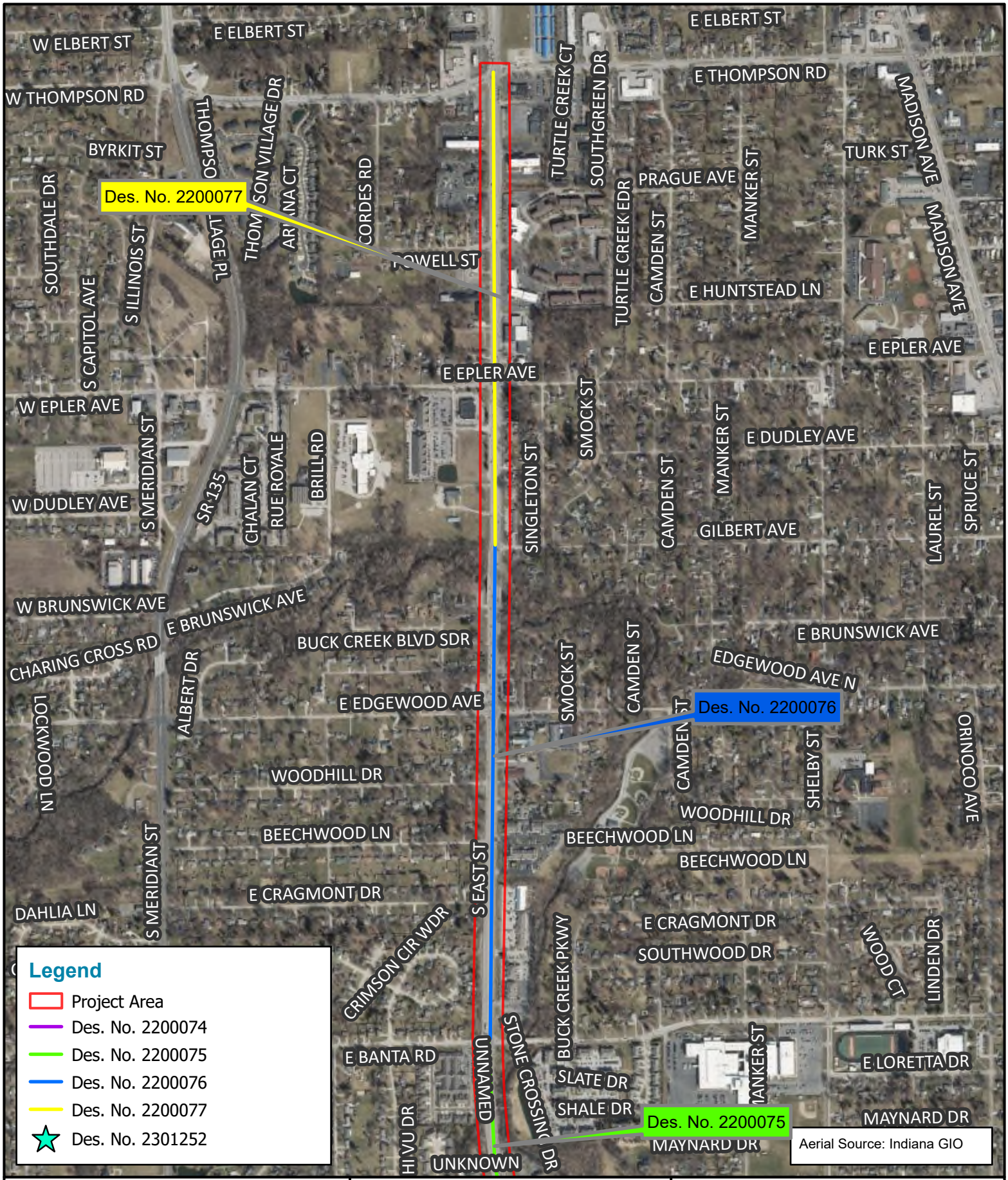

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Aerial Map (2021)

Des. No. 2200074 et al.

0 500 1,000 Feet

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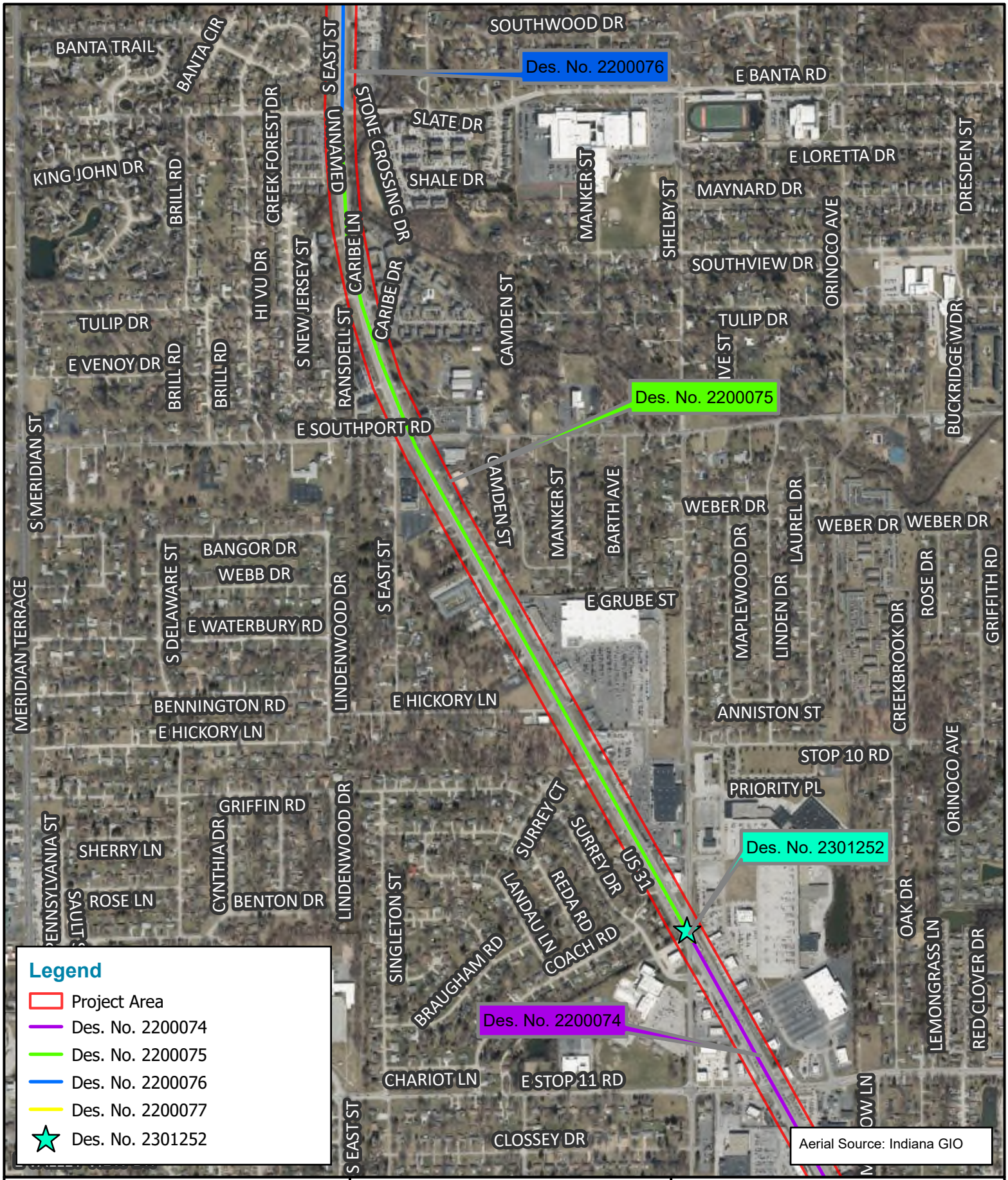

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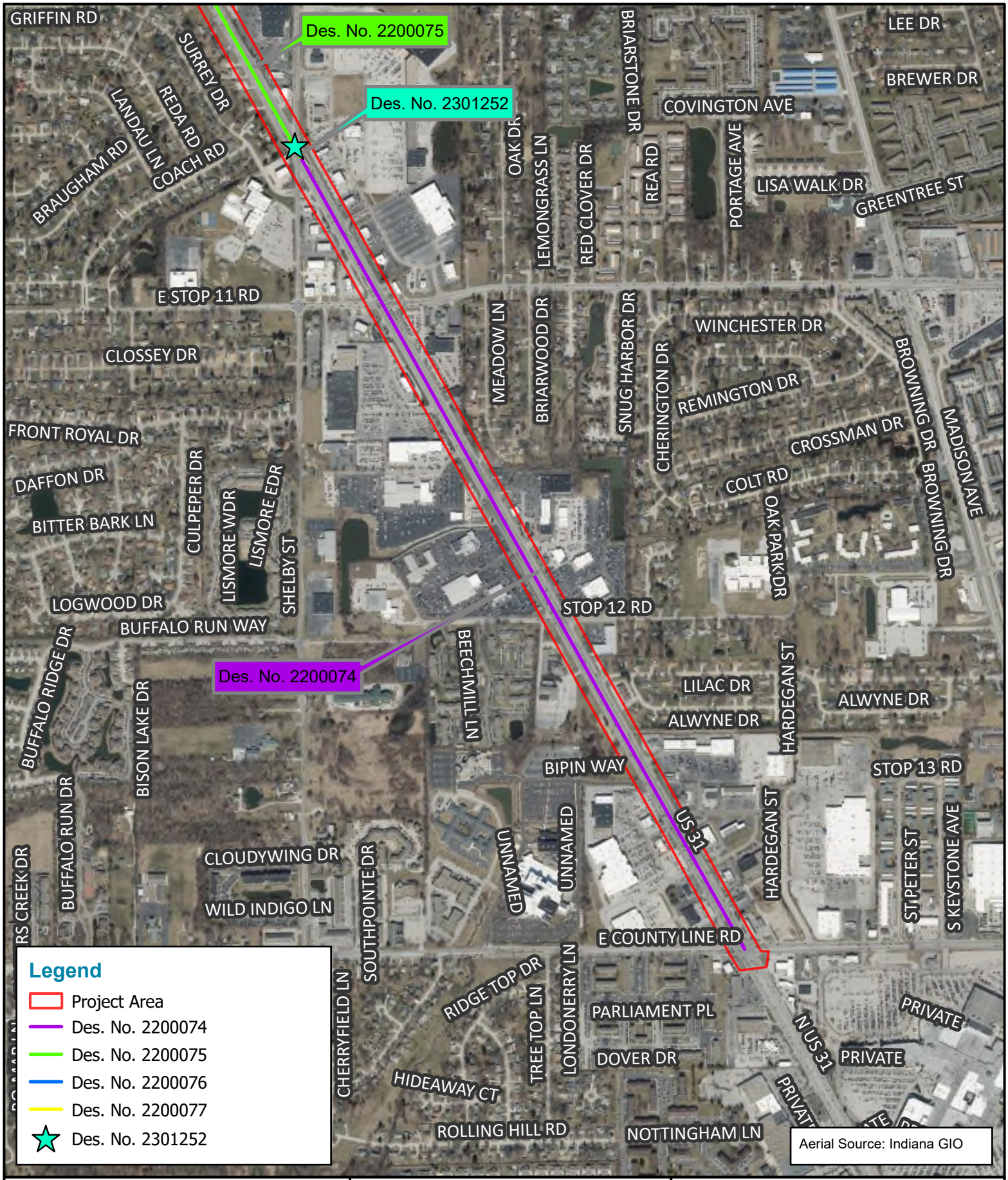

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Right-of-Way Map

Des. No. 2200074 et al.

County: Johnson and Marion
Township: Pleasant and Perry
State: Indiana

0 200 400 Feet

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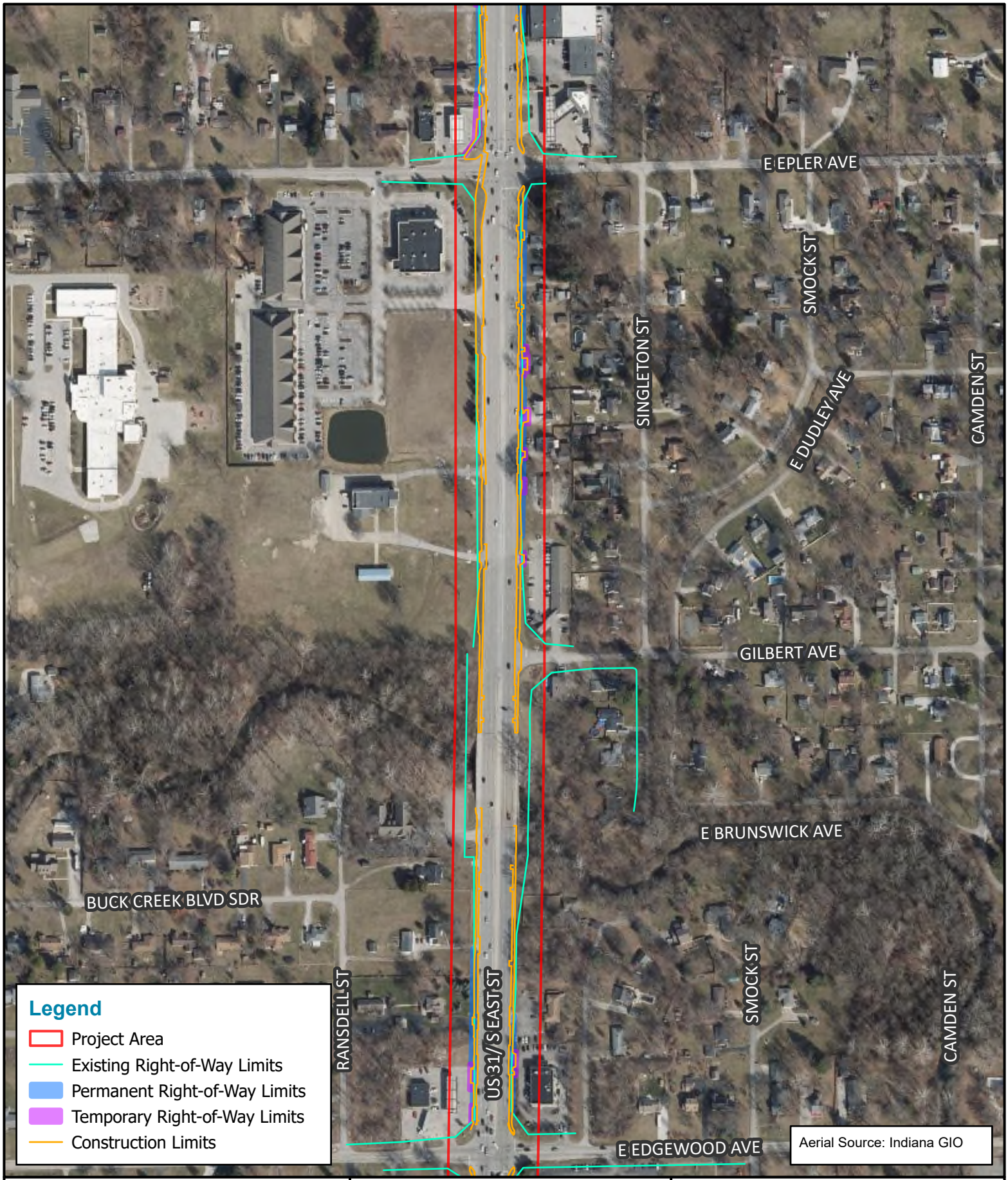
Created: 1/22/2025, Ashley.Taylor



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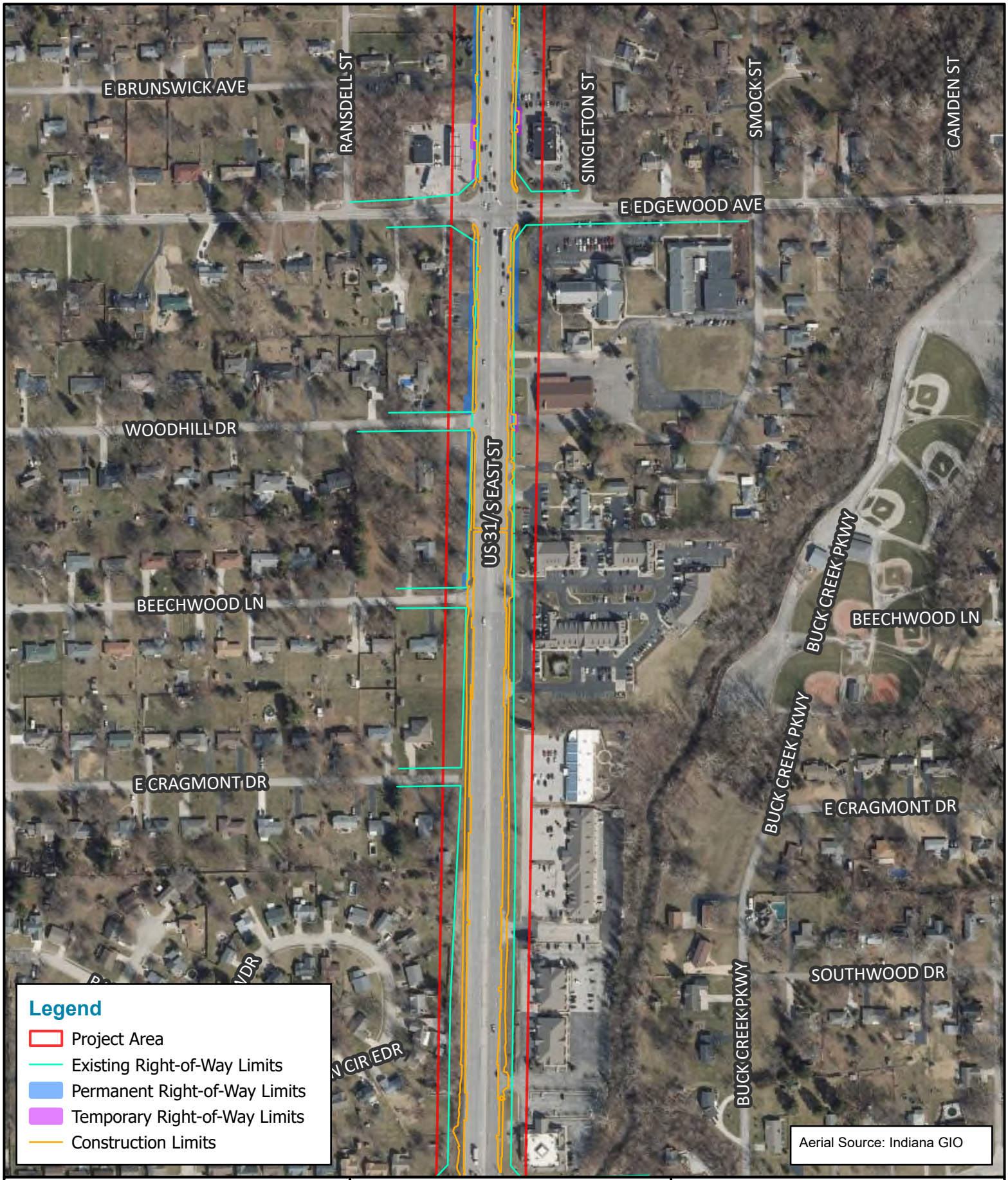

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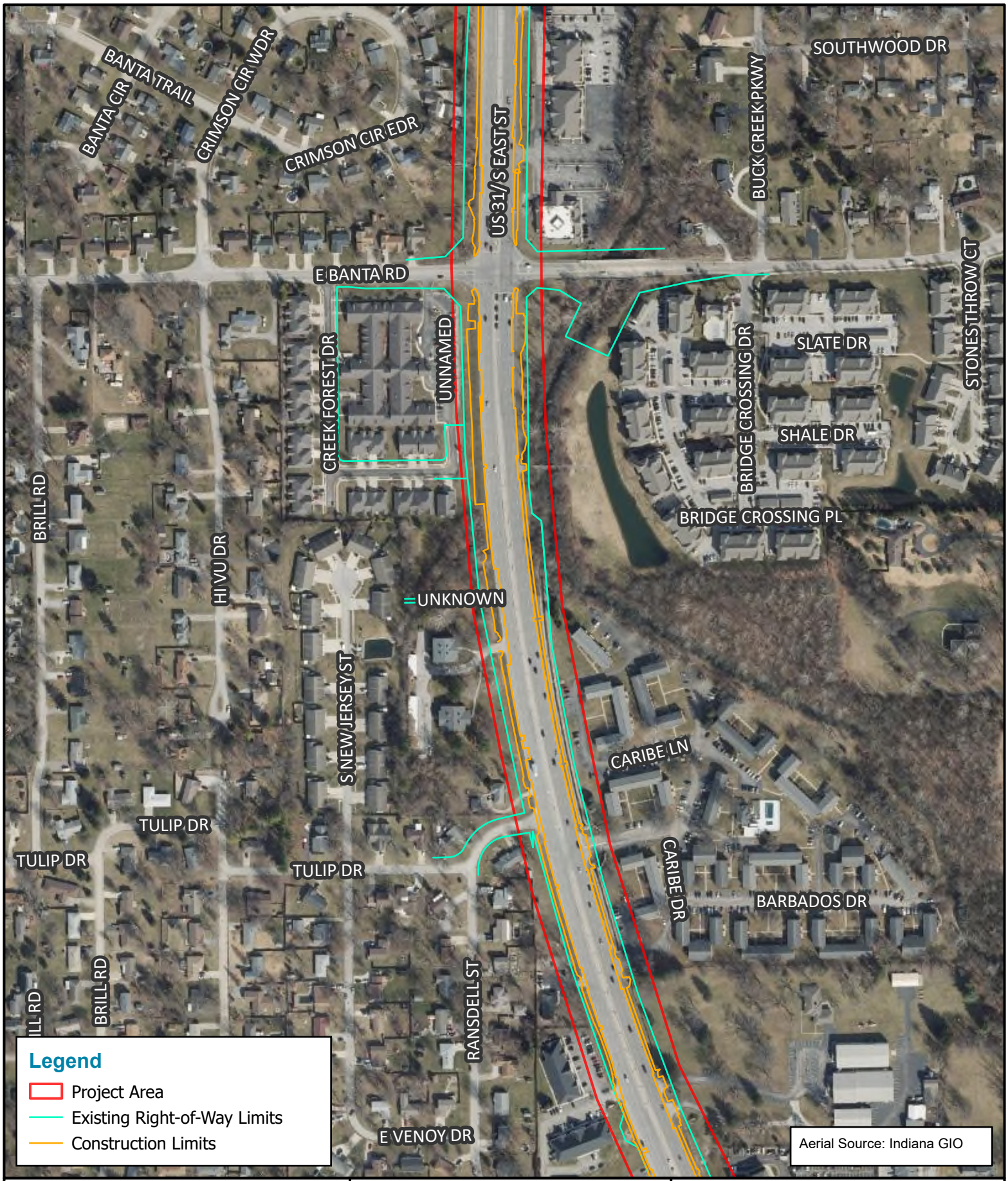

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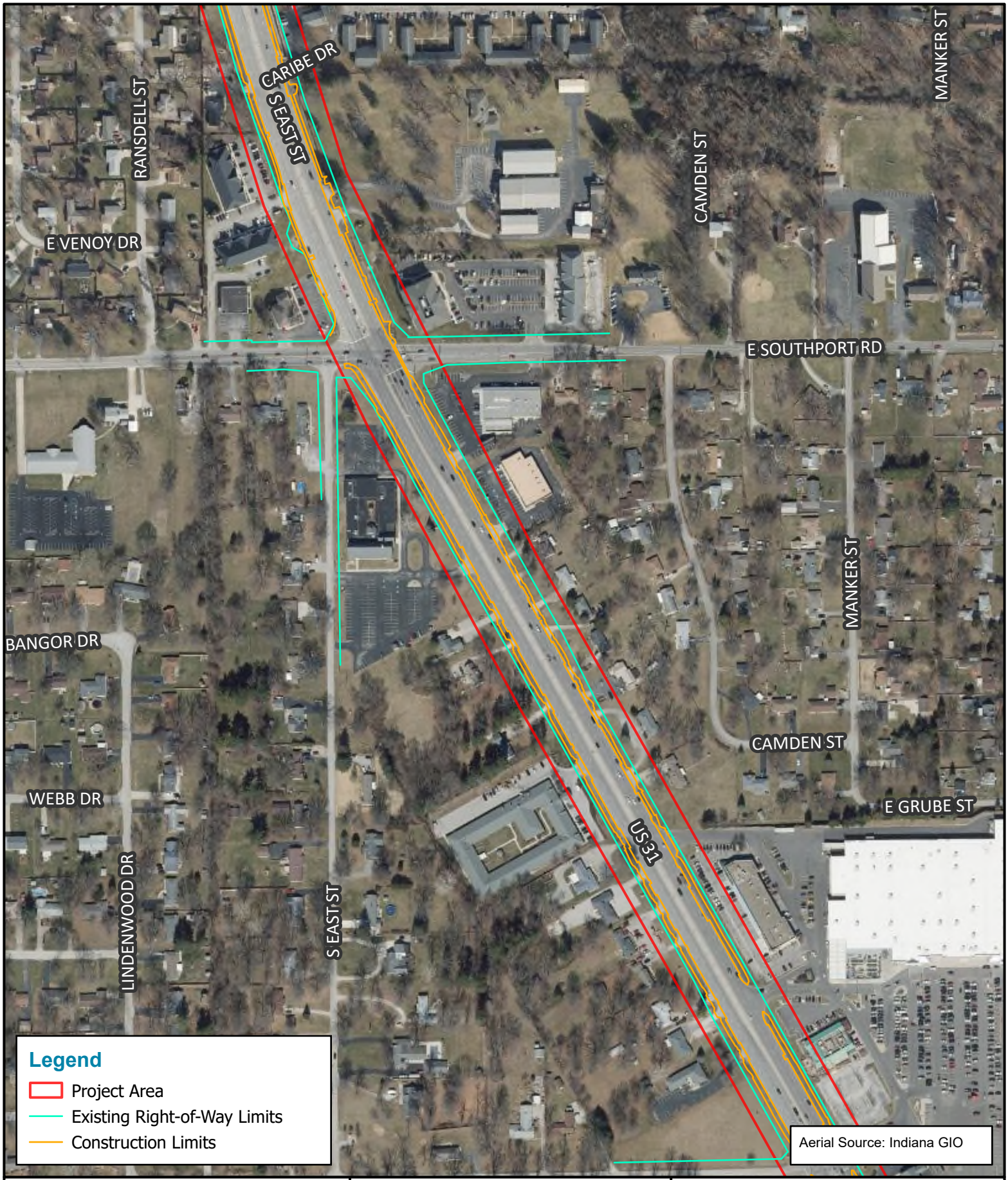

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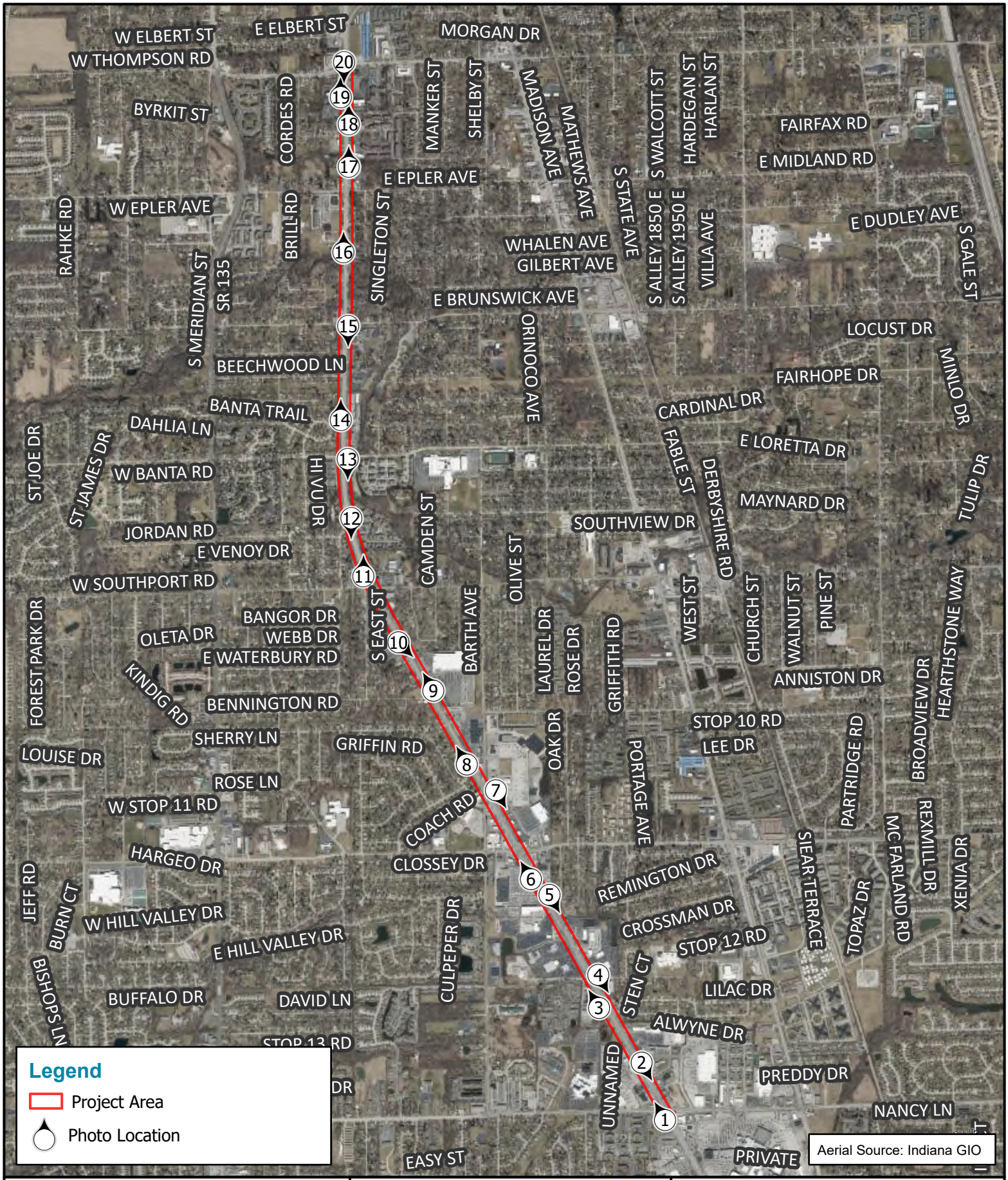

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Photo Location Map

Des. No. 2200074 et al.

0 1,500 3,000 Feet

N

County: Johnson and Marion
Township: Pleasant and Perry
State: Indiana

U.S. 31 from County Line Rd. to Thompson Rd.
Pedestrian Facilities & Traffic Signal Project
Created: 1/22/2025, Ashley.Taylor

1. Looking northwest along the west side of U.S. 31 towards County Line Road.

2. Looking southeast along east side of U.S. 31.

3. Looking northwest along the west side of U.S. 31.

4. Looking southeast along the east side of U.S 31 from Stop 12 Rd.

5. Looking southeast along the east side of U.S. 31.

6. Looking northwest along the west side of U.S. 31.

7. Looking southeast along the east side of U.S. 31.

8. Looking northwest along the west side of U.S. 31.

9. Looking northwest along the east side of U.S. 31.

10. Looking southeast along west side of U.S. 31.

11. Looking north along the west side of U.S. 31.

12. Looking south along the east side of U.S. 31.

13. Looking south along the east side of U.S. 31 from Banta Rd.

14. Looking north along the west side of U.S. 31.

15. Looking south along the east side of U.S. 31 from Edgewood Ave.

16. Looking north along the west side of U.S. 31.

17. Looking north along the east side of U.S. 31.

18. Looking north along the east side of U.S. 31 at potential wetland area.

19. Looking north along the west side of U.S. 31 at drainage basin.

20. Looking south towards the intersection of Thompson Rd. and U.S. 31.

Excerpt from:

PROJECT	DESIGNATION
2200074	2200074
CONTRACT	
R-44411	

DESIGNATION	DESCRIPTION
2200074 (Primary)	From County Line Rd. to South of Shelby St.
2200075	From South of Shelby St. to South of Banta Rd.
2200076	From South of Banta Rd. to South of Gilbert Ave.
2200077	From South of Gilbert Ave. to South of Thompson Rd.
2301252	Traffic Signal Modernization at U.S. 31 and Shelby St.

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN FACILITIES

ROUTE: U.S. 31

PROJECT NO. 2200074 P.E.
2200074 R/W
2200074 CONST.

Bike/Pedestrian Facilities on U.S. 31,
Located From County Line Road to 0.09 Miles South of Thompson Road,
Sections 1, 12, & 13, T-14-N, R-3-E,
Sections 18 & 19, T-14-N, R-4-E,
Perry Township, Marion County, Indiana

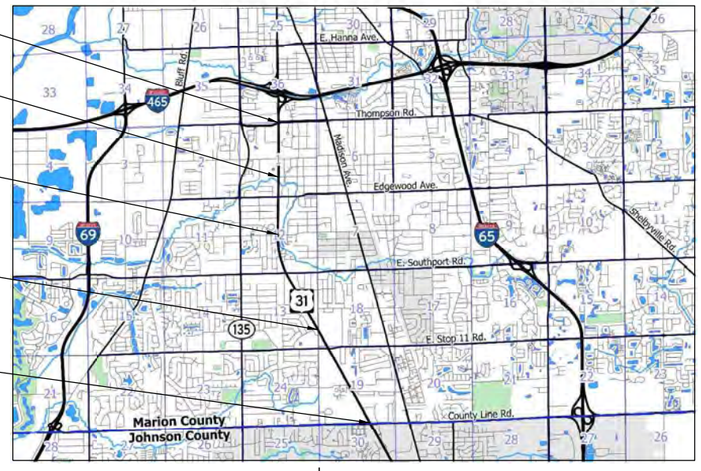
End Project Des. No. 2200077
Sta. 834+00.00 "H"

Begin Project Des. No. 2200077
End Project Des. No. 2200076
Sta. 797+75.00 "H"

Begin Project Des. No. 2200076
End Project Des. No. 2200075
Sta. 757+00.00 "H"

Begin Project Des. No. 2200075
End Project Des. No. 2200074
Sta. 681+60.00 "H"

Begin Project Des. No. 2200074
Sta. 610+93.75 "H"

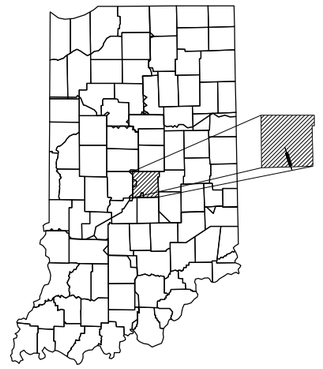


T-14-N

SCALE: 1" = 1 Mile

TRAFFIC DATA		
A.A.D.T.	(2026)	42,068 V.P.D.
A.A.D.T.	(2046)	46,945 V.P.D.
D.H.V.	(2046)	4,695 V.P.H.
DIRECTIONAL DISTRIBUTION		62 %
TRUCKS		3 % A.A.D.T.
		3 % D.H.V.

DESIGN DATA	
DESIGN SPEED	45 mph
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL
RURAL/URBAN	URBAN (INTERMEDIATE)
ACCESS CONTROL	NONE



PROJECT LOCATION SHOWN BY
MARION COUNTY

LATITUDE: 39° 39' 52" N LONGITUDE: 86° 08' 50" W

GROSS LENGTH: 4.225 MI.
NET LENGTH: 4.225 MI.
MAX. GRADE: 2.63 %

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

ms consultants, inc.
engineers, architects, planners
115 West Washington Street, Suite 1310
Indianapolis, IN 46204
Phone: (317) 566-0050
Fax: (317) 566-0052

STAGE 2 PLANS
NOT FOR CONSTRUCTION

PLANS PREPARED BY: 317-566-0050 PHONE NUMBER

CERTIFIED BY: DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

DESIGNATION
2200074 - 2200077

SURVEY BOOK	SHEETS
Electronic	1 of 530
CONTRACT	PROJECT
R-44411	2200074

Plot: 10/21/2024 6:53 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.Title.dgn
Model: Roadway Sheet

UTILITIES

Everstream, LLC (South)	Communications Fiber Optic	Greg Weber gweber@everstream.net 217-663-3120 342 Massachusetts Ave., Suite 203 Indianapolis, IN 46237
Level 3 Now Lumen (Formerly Level 3 Now Centurylink)	Fiber Optic	Leslie Dingman leslie.dingman@lumen.com 877-366-8344 Ext. 2
Metro Fibernet, LLC	Fiber Optic	Lori Kemper lori.kemper@metronet.com 812-213-1050
Comcast Cable (Indianapolis)	Cable TV	William Morris William_Morris@cable.@comcast.com 5330 E. 65th St. Indianapolis, IN 46220
Duke Energy	Electric	Don McDuffy 317-776-5320 dei-dline-corod@duke-energy.com 100 S. Mill Creek Rd. Noblesville, IN 46062
Indianapolis Power & Light Company	Electric	James Herin james.herin@aes.com 317-261-4980 1230 W. Morris St. Indianapolis, IN 46221
Crown Castle	Communications	Kelly Klinefelter kelly.klinefelter@crowncastle.com 724-743-6085 1500 Corporate Dr. Canonsburg, PA 15317
Indianapolis, City of	Fiber Optic Storm Streetlights Traffic Lights Other	David Haas david.haas@indy.gov 317-315-3805 1200 S. Madison Ave., Suite 200 Indianapolis, IN 46225

UTILITIES (Cont.)

RVP Fiber Company, LLC (US Signal)	Fiber Optic Signal	Turnkey Network Solutions Sai Teja Koneru skoneru@tkns.net 616-988-8728 201 Ionia Ave. SW Grand Rapids, MI 49503
Zayo Bandwidth	Fiber Optic	Hudson Fiber Network Consulting, LLC Glen M. Hudson glen.m.hudson@gmail.com 317-820-9293 722 N. High School Rd. Indianapolis, IN 46214
AT&T Transmission	Fiber Optic	Randy Retschlag rretschlag@jmceainc.com 574-344-8076 555 E. Cook St. Springfield, IL 62703
MCI	Fiber Optic	
Community Health Network	Fiber Optic	Andy Roeder aroeder@ecommunity.com 317-355-5738 8103 Clearvista Parkway, Suite 195 Indianapolis, IN 46256
Charter Communications Indianapolis (Formerly Bright House)	Communication	Spectrum Byron Posey Byron.Posey@charter.com 317-538-2016 3030 Roosevelt Ave. Indianapolis, IN 46218
AT&T Distribution	Communication	Jim Coovert jcoovert@undc.com 317-442-2210 5870 N. College Ave. Indianapolis, IN 46220
Citizens Energy (Indianapolis)	Gas Sewer Water	Utility Coordination utilitycoordination@citizensenergygroup.com 2150 Dr. Martin Luther King Jr. St. Indianapolis, IN 46200

INDEX

SHEET NO.	DRAWINGS INDEX
1	TITLE SHEET
2	INDEX, GENERAL NOTES, AND UTILITIES
3	TYPICAL SECTIONS
4 - 11	PLAT 1
12 - 14	GEOMETRIC TIES
15 - 39	MAINTENANCE OF TRAFFIC
40 - 52	PLAN AND PROFILE (DES. NO. 2200074)
53 - 65	PLAN AND PROFILE (DES. NO. 2200075)
66 - 73	PLAN AND PROFILE (DES. NO. 2200076)
74 - 80	PLAN AND PROFILE (DES. NO. 2200077)
81 - 130	CONSTRUCTION DETAILS (DES. NO. 2200074)
131 - 182	CONSTRUCTION DETAILS (DES. NO. 2200075)
183 - 210	CONSTRUCTION DETAILS (DES. NO. 2200076)
211 - 236	CONSTRUCTION DETAILS (DES. NO. 2200077)
237 - 260	RETAINING WALL DETAILS
261 - 270	CURB RAMP DETAILS (DES. NO. 2200074)
271 - 276	CURB RAMP DETAILS (DES. NO. 2200075)
277 - 279	CURB RAMP DETAILS (DES. NO. 2200076)
280 - 281	CURB RAMP DETAILS (DES. NO. 2200077)
282 - 301	PEDESTRIAN SIGNAL DETAILS
302 - 308	DRAINAGE DETAILS
309 - 312	APPROACH TABLES
313 - 327	STRUCTURE DATA TABLES
328 - 530	CROSS SECTIONS

Know what's **below. 811** before you dig.

INDIANA UNDERGROUND
1-800-382-5544 OR CALL 811
24 HOURS A DAY, 7 DAYS A WEEK

Per Indiana State Law IC-8-1-26-16, it is against the law to excavate without notifying the underground location service two (2) days before commencing work.

NOTE: Utility locations are shown based upon information (maps and paint marks) supplied by others. There is no guarantee of the accuracy or completeness of said locations.

GENERAL NOTES

1. Contractor to field verify all existing utilities.
2. The design consultant does not warrant the accuracy of this data and advises the contractor to field verify all horizontal and vertical information. Where proposed work is to be fitted to existing work, the contractor shall verify all dimensions and conditions in the field, report any errors or discrepancies to the engineer, and assume responsibility for the correctness and the fit of the proposed to the existing.
3. All earth shoulders, median areas, cut and fill slopes shall be plain or mulch seeded except where sodding is specified.

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Fax: (317) 566-0052

STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: DLW DRAWN: DLW

CHECKED: WJW CHECKED: WJW

INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX, GENERAL NOTES
AND UTILITIES

SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200074 - 2200077
SURVEY BOOK	SHEETS
Electronic	2 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 7:20 PM
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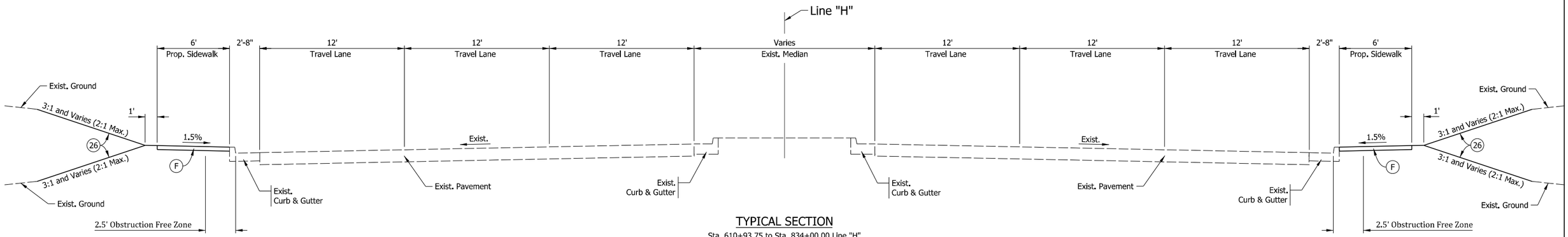
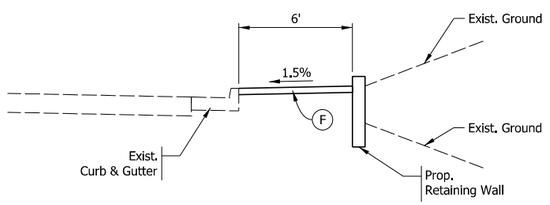
User: JWatson

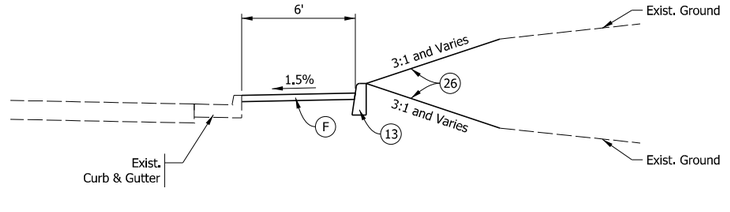


TYPICAL SECTION

Sta. 610+93.75 to Sta. 834+00.00 Line "H"



TYPICAL SECTION - RETAINING WALL



TYPICAL SECTION - SIDEWALK CURB

Note To Reviewer

Pedestrian railing locations to be finalized prior to final field check.

LEGEND

- (F) Sidewalk, Concrete, 4"
- (13) Concrete Curb
- (26) Sodding, Nursery

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DESIGNED: DLW | DRAWN: DLW

CHECKED: WJW | CHECKED: WJW

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE	BRIDGE FILE
AS SHOWN	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200074 - 2200077
SURVEY BOOK	SHEETS
Electronic	3 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:53 PM

File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.Typical Sections.dgn

GENERAL NOTES

1. ALL SIGNS SHALL MEET THE LATEST INDIANA MANUAL ON TRAFFIC CONTROL DEVICES (MUTCD) REQUIREMENTS.

2. ACCESS TO DRIVEWAYS AND APPROACHES SHALL BE PROVIDED AT ALL TIMES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

3. DESIRABLE MINIMUM PAVEMENT WIDTHS ARE 11-FT TRAVEL LANES AND 2-FT SHOULDERS.

4. DURING CONSTRUCTION, EXISTING SIGNS SHALL REMAIN IN PLACE OR RELOCATED TO AN APPROPRIATE LOCATION AS NEAR AS POSSIBLE TO THEIR ORIGINAL LOCATIONS, UNLESS OTHERWISE DIRECTED.

5. U.S. 31 NB AND SB LANES SHALL NOT HAVE SIMULTANEOUS LONG-TERM LANE CLOSURES.

6. FOR CONSTRUCTION OF DRAINAGE CROSS PIPES AND DRIVEWAY ADJUSTMENTS, MAINTAIN TRAFFIC WITH FLAGGING OPERATIONS USING INDOT STANDARD DRAWING 801-TCLC-08 AND IMUTCD TA-27.

7. THERE IS NO EXISTING PEDESTRIAN ACCESSIBILITY ACROSS INTERSECTIONS. THEREFORE, PEDESTRIAN MAINTENANCE OF TRAFFIC IS NOT REQUIRED.

8. SPACING OF CHANNELIZING DEVICES SHALL BE A MAXIMUM OF 25' ON TAPERED SECTIONS AND 50' ON TANGENT SECTIONS.

9. PERMANENT PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY MARKINGS SHALL BE REMOVED IN ACCORDANCE WITH 808.10.

MAINTENANCE OF TRAFFIC (MOT) PHASING

MOT PHASE 1

CLOSE U.S. 31 NORTHBOUND OUTSIDE TWO LANES AND MAINTAIN TWO THROUGH LANES THROUGHOUT THE PROJECT LIMITS.

CONSTRUCT CONCRETE SIDEWALK, CURB, AND ADA RAMPS.

CONSTRUCT DRAINAGE STRUCTURES AS SHOWN ON THE PLAN. CONSTRUCT DRAINAGE CROSS PIPES IN HALF-WIDTHS DURING NON-PEAK HOURS USING FLAGGING OPERATIONS.

MOT PHASE 2

CLOSE U.S. 31 SOUTHBOUND OUTSIDE TWO LANES AND MAINTAIN TWO THROUGH LANES THROUGHOUT THE PROJECT LIMITS.

CONSTRUCT CONCRETE SIDEWALK, CURB, AND ADA RAMPS.

CONSTRUCT DRAINAGE STRUCTURES AS SHOWN ON THE PLAN. CONSTRUCT DRAINAGE CROSS PIPES IN HALF-WIDTHS DURING NON-PEAK HOURS USING FLAGGING OPERATIONS.

MOT PHASE 3

CONSTRUCT THE SPLITTER ISLANDS AT U.S. 31 INTERSECTIONS WITH STOP 12 ROAD AND STOP 11 ROAD. TRAFFIC SHALL BE MAINTAINED USING FLAGGER OPERATIONS AND NON-PEAK HOUR TEMPORARY LANE RESTRICTIONS. MOT DETAIL IS NOT SHOWN FOR THIS PHASE.

REMOVE PORTIONS OF THE RAISED MEDIAN ISLANDS THAT FALL WITHIN THE PATH OF THE PROPOSED CROSSWALKS. TRAFFIC SHALL BE MAINTAINED USING FLAGGER OPERATIONS AND NON-PEAK HOUR TEMPORARY LANE RESTRICTIONS. MOT DETAIL IS NOT SHOWN FOR THIS PHASE.

MOT PHASE 4

CONSISTS OF INSTALLING FINAL SURFACE, FINAL PAVEMENT MARKINGS, TRAFFIC ITEMS, AND CLEANUP. MOT DETAIL IS NOT SHOWN FOR THIS PHASE. TRAFFIC SHALL BE MAINTAINED USING FLAGGER OPERATIONS AND NON-PEAK HOUR TEMPORARY LANE RESTRICTIONS.

DESIGN NUMBER 2200074

PAY ITEM NO.	DESCRIPTION	UNIT	PHASE 1	PHASE 2	TOTAL
801-06209	TEMPORARY PAVEMENT MARKING, REMOVABLE, 6 IN.	LFT	9229	7957	17186
801-06211	TEMPORARY PAVEMENT MESSAGE MARKING, REMOVABLE, LANE INDICATION ARROW	EACH	0	11	11
801-06640	CONSTRUCTION SIGN, TYPE A	EACH	45	40	45
801-06645	CONSTRUCTION SIGN, TYPE B	EACH	9	8	9
801-06775	MAINTAINING TRAFFIC	LS			1
801-07023	ENERGY ABSORBING TERMINAL, CZ, TL-2	EACH	3	1	3
801-07119	BARRICADE, III-B	LFT	276	324	324
801-08401	TEMPORARY TRAFFIC BARRIER, TYPE 2	LFT	100	60	100
801-08508	TEMPORARY TRAFFIC BARRIER, ANCHORED, TYPE 2	LFT	463	0	463
801-12324	LAW ENFORCEMENT OFFICER	HRS			184
808-06716	LINE, REMOVE	LFT	3059	2187	5246

DESIGN NUMBER 2200075

PAY ITEM NO.	DESCRIPTION	UNIT	PHASE 1	PHASE 2	TOTAL
801-06209	TEMPORARY PAVEMENT MARKING, REMOVABLE, 6 IN.	LFT	8716	9313	18029
801-06211	TEMPORARY PAVEMENT MESSAGE MARKING, REMOVABLE, LANE INDICATION ARROW	EACH	0	3	3
801-06640	CONSTRUCTION SIGN, TYPE A	EACH	25	20	25
801-06645	CONSTRUCTION SIGN, TYPE B	EACH	8	6	8
801-06775	MAINTAINING TRAFFIC	LS			1
801-07023	ENERGY ABSORBING TERMINAL, CZ, TL-2	EACH	0	1	1
801-07119	BARRICADE, III-B	LFT	108	84	108
801-08508	TEMPORARY TRAFFIC BARRIER, ANCHORED, TYPE 2	LFT	0	590	590
801-12324	LAW ENFORCEMENT OFFICER	HRS			184
808-06716	LINE, REMOVE	LFT	3207	3578	6785

DESIGN NUMBER 2200076

PAY ITEM NO.	DESCRIPTION	UNIT	PHASE 1	PHASE 2	TOTAL
801-06209	TEMPORARY PAVEMENT MARKING, REMOVABLE, 6 IN.	LFT	4762	4698	9460
801-06640	CONSTRUCTION SIGN, TYPE A	EACH	14	12	14
801-06645	CONSTRUCTION SIGN, TYPE B	EACH	4	2	4
801-06775	MAINTAINING TRAFFIC	LS			1
801-07023	ENERGY ABSORBING TERMINAL, CZ, TL-2	EACH	1	0	1
801-07119	BARRICADE, III-B	LFT	48	72	72
801-08401	TEMPORARY TRAFFIC BARRIER, TYPE 2	LFT	30	0	30
801-12324	LAW ENFORCEMENT OFFICER	HRS			136
808-06716	LINE, REMOVE	LFT	1870	1886	3756

DESIGN NUMBER 2200077

PAY ITEM NO.	DESCRIPTION	UNIT	PHASE 1	PHASE 2	TOTAL
801-06209	TEMPORARY PAVEMENT MARKING, REMOVABLE, 6 IN.	LFT	4304	5624	9928
801-06211	TEMPORARY PAVEMENT MESSAGE MARKING, REMOVABLE, LANE INDICATION ARROW	EACH	0	1	1
801-06640	CONSTRUCTION SIGN, TYPE A	EACH	18	32	32
801-06645	CONSTRUCTION SIGN, TYPE B	EACH	4	8	8
801-06775	MAINTAINING TRAFFIC	LS			1
801-07023	ENERGY ABSORBING TERMINAL, CZ, TL-2	EACH	0	3	3
801-07119	BARRICADE, III-B	LFT	84	144	144
801-08508	TEMPORARY TRAFFIC BARRIER, ANCHORED, TYPE 2	LFT	0	229	229
801-12324	LAW ENFORCEMENT OFFICER	HRS			136
808-06716	LINE, REMOVE	LFT	1915	2555	4470

ms consultants, inc.
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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RAP | DRAWN: RAP

CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
GENERAL NOTES

SCALE	BRIDGE FILE
N.T.S.	N/A
VERTICAL SCALE	DESIGNATION
N.T.S.	2200074 - 2200077
SURVEY BOOK	SHEETS
Electronic	15 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

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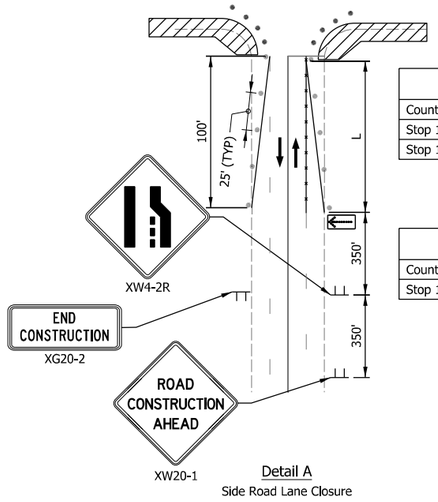
Des. No. 2200074 et al.



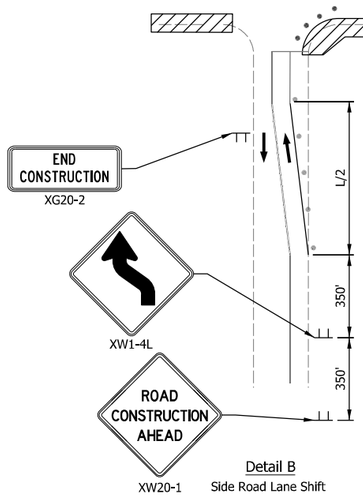
Phase 1

Road	S (mph)	W (ft)	L (ft)
County Line Rd.	35	12	245
Stop 13 Rd.	25	11	115
Stop 11 Rd.	35	12	245

Phase 2

Road	S (mph)	W (ft)	L (ft)
County Line Rd.	35	12	125
Stop 11 Rd.	35	12	245

Detail A
Side Road Lane Closure



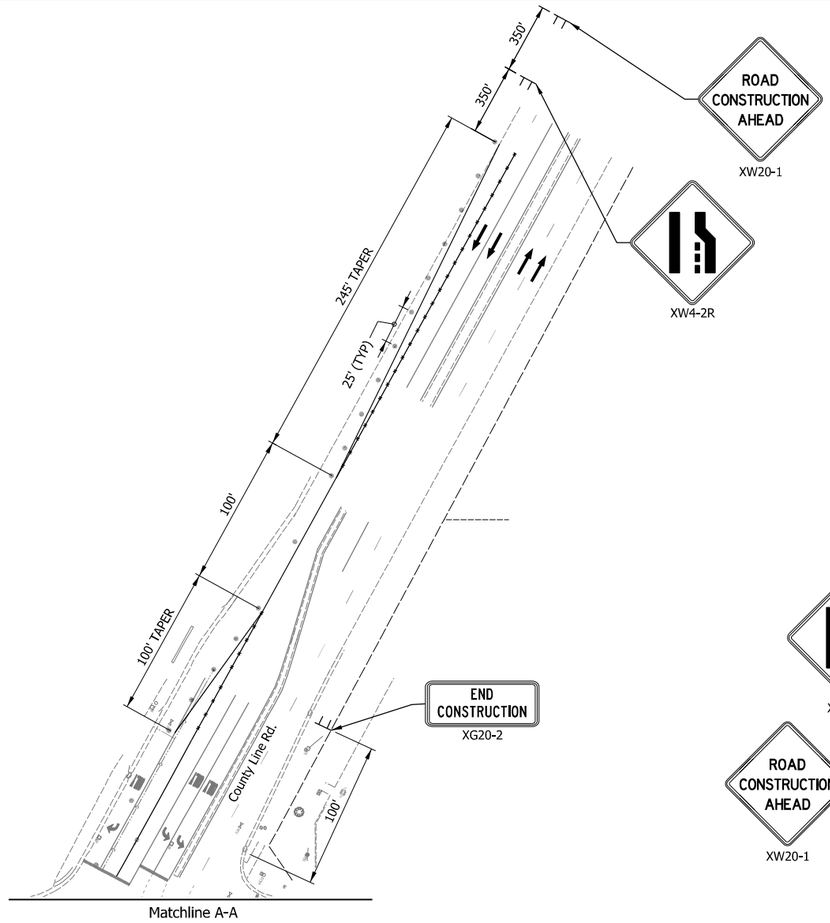
Phase 1

Road	S (mph)	W (ft)	L/2 (ft)
Stop 12 Rd.	30	12	90

Phase 2

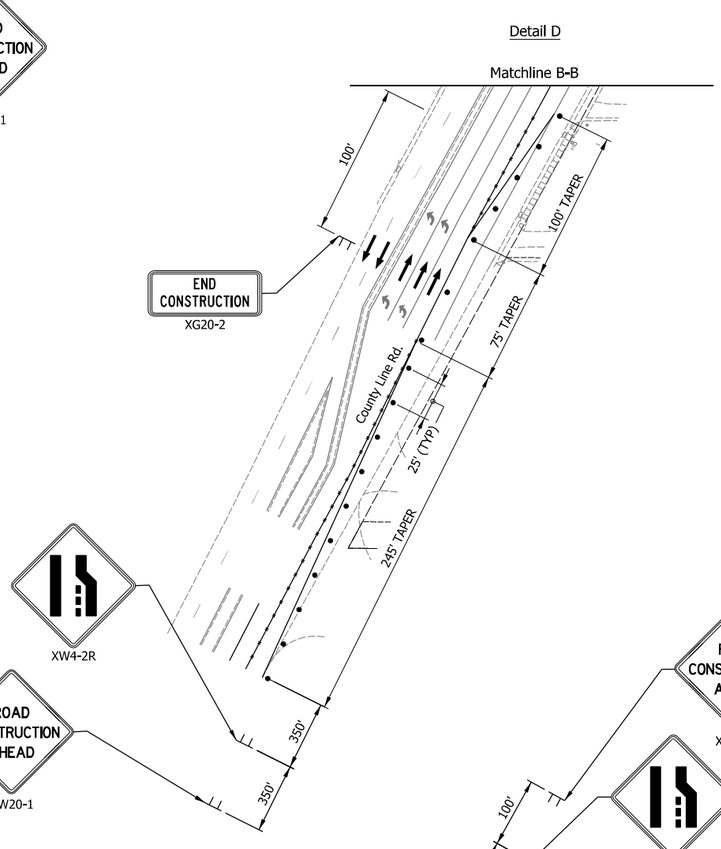
Road	S (mph)	W (ft)	L/2 (ft)
Stop 12 Rd.	30	12	90

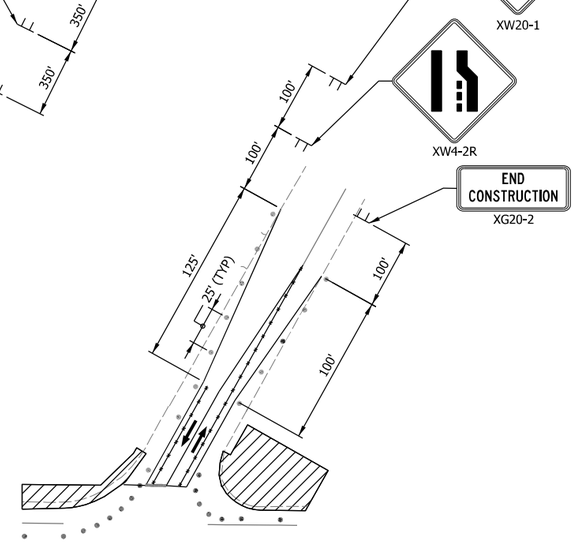
Detail B
Side Road Lane Shift



Matchline A-A

Detail C





Detail E

Legend

34	Temporary Pavement Marking, Solid, White, 6-in		Construction Sign
35	Temporary Pavement Marking, Solid, Yellow, 6-in		Flashing Arrow Sign
48	Line, Thermoplastic, Broken, White, 6-in		Traffic Flow Arrows
DW	Line, Thermoplastic, Dotted, White, 6-in (2 ft. Line, 4 ft. Gap)		Barricade, Type III-B
	Line, Remove		Temporary Traffic Barrier, Type II
	Construction Area		Energy Absorbing Terminal, TL-2

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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: RMO DRAWN: RMO

CHECKED: DJG CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
DETAILS

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200074
SURVEY BOOK	SHEETS
Electronic	16 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

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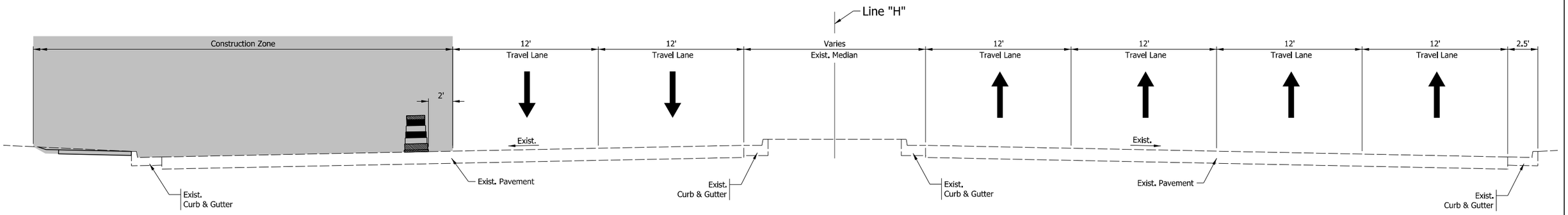
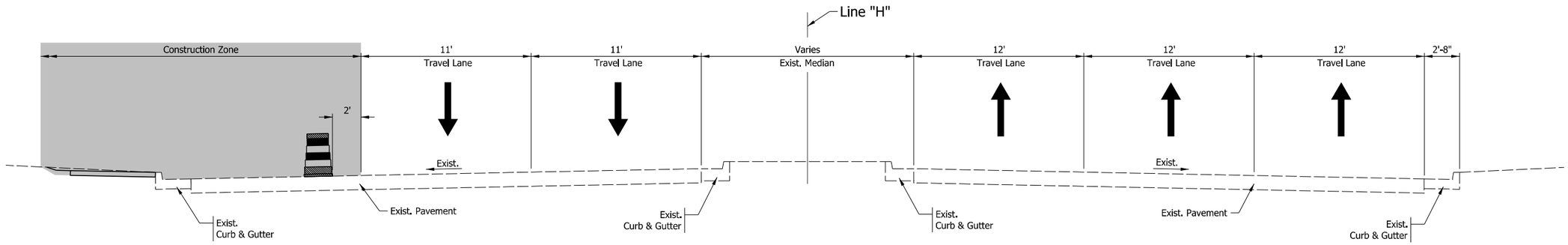


STAGE 2
MAINTENANCE OF TRAFFIC SECTION
STA 610+75 TO STA 690+00



STAGE 2
MAINTENANCE OF TRAFFIC SECTION
STA 690+00 TO STA 836+54

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Plot: 10/21/2024 6:54 PM

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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CT DRAWN: CT

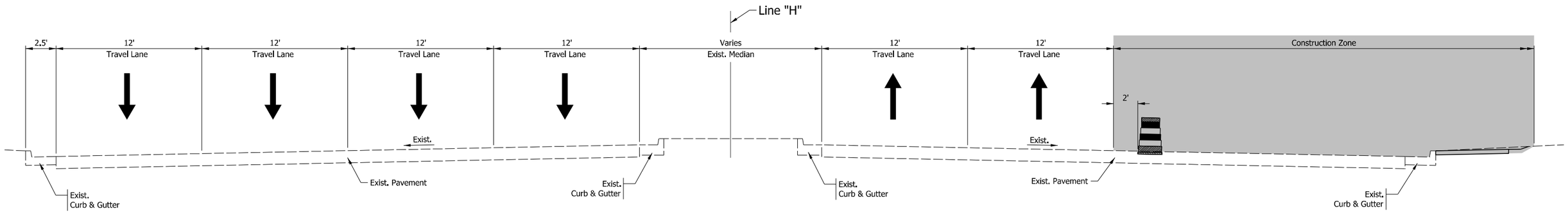
CHECKED: DJG CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTION

SCALE	BRIDGE FILE
N.T.S.	N/A
VERTICAL SCALE	DESIGNATION
N.T.S.	2200074 - 2200077

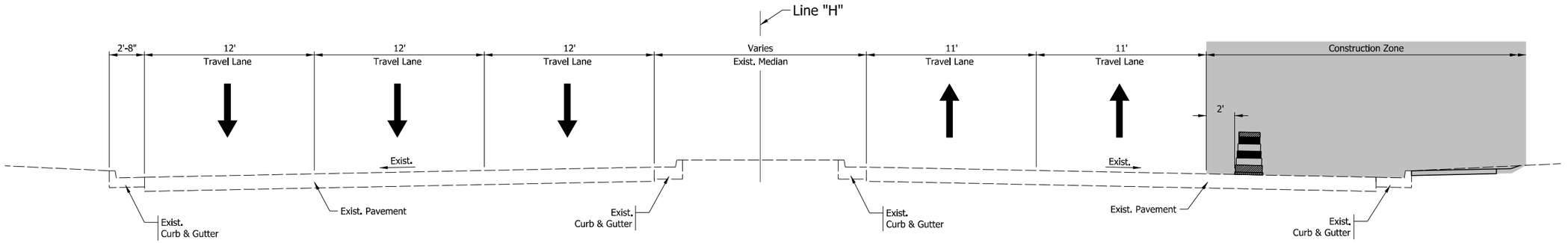
SURVEY BOOK	SHEETS
Electronic	17 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077



U.S. 31 Southbound

U.S. 31 Northbound

PHASE 1
MAINTENANCE OF TRAFFIC SECTION
STA 610+75 TO STA 693+15



U.S. 31 Southbound

U.S. 31 Northbound

PHASE 1
MAINTENANCE OF TRAFFIC SECTION
STA 693+15 TO STA 834+74

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CHECKED: DJG CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTION

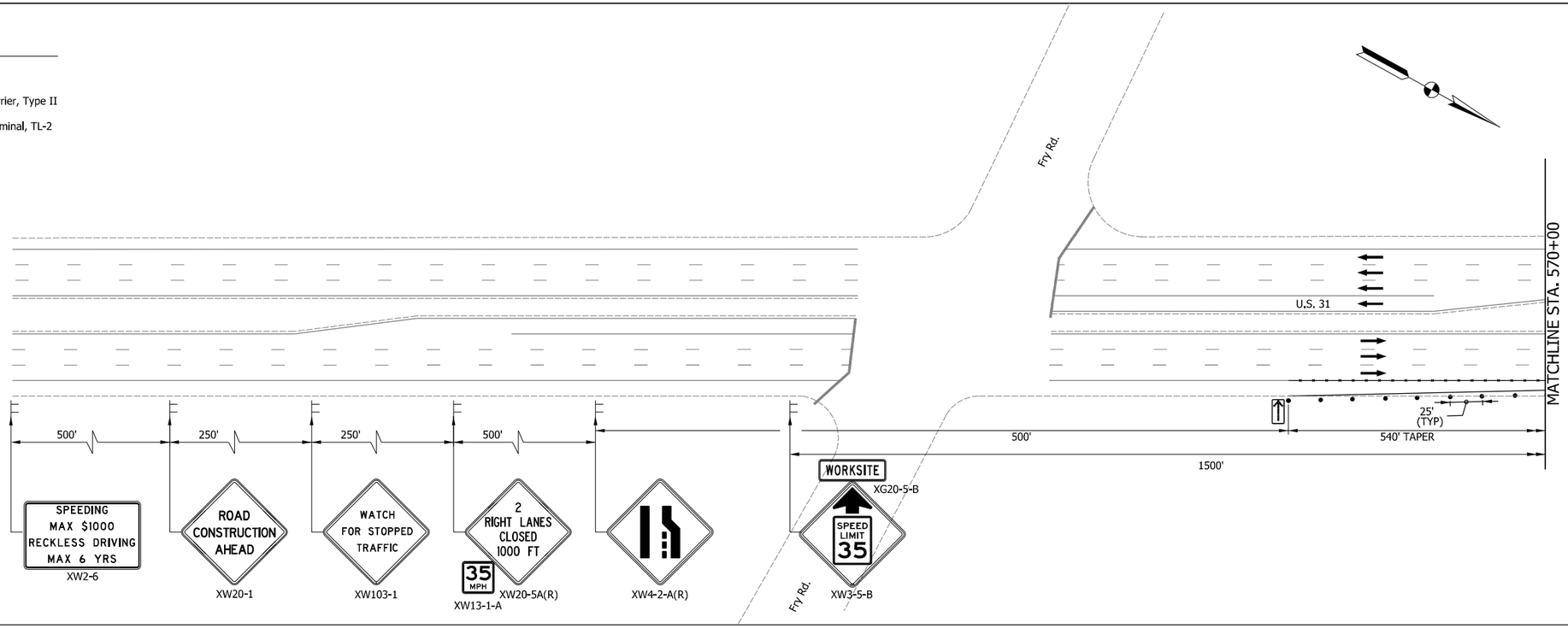
SCALE	BRIDGE FILE
N.T.S.	N/A
VERTICAL SCALE	DESIGNATION
N.T.S.	2200074 - 2200077
SURVEY BOOK	SHEETS
Electronic	18 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

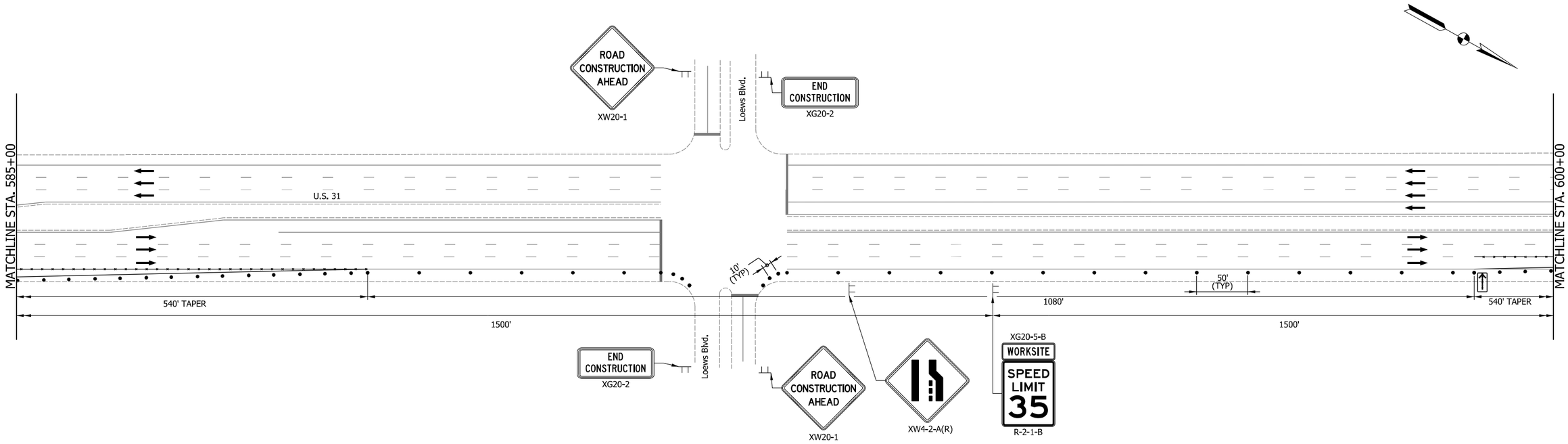
Plot: 10/21/2024 6:54 PM

File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Typical Sections (NB) Phase 1.dgn

Legend

- (34) Temporary Pavement Marking, Solid, White, 6-in
- (48) Line, Thermoplastic, Broken, White, 6-in
- Line, Remove
- Construction Area
- Construction Sign
- Flashing Arrow Sign
- Traffic Flow Arrows
- Barricade, Type III-B
- Temporary Traffic Barrier, Type II
- Energy Absorbing Terminal, TL-2





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115 West Washington Street, Suite 1310
Indianapolis, IN 46204
Phone: (317) 566-0050
Fax: (317) 566-0052

CONSTRUCTION ZONE
DESIGN SPEED = 35 MPH

NOTES:
1. SIGN SPACING MAY VARY AS NEEDED TO AVOID DRIVES.
2. SIGNS ON SIDE STREETS TO BE PLACED A MINIMUM 100' FROM INTERSECTION.
3. ACCESS TO DRIVES MUST BE MAINTAINED AT ALL TIMES. IF THERE IS MORE THAN ONE ACCESS TO A PROPERTY, THEN ALTERNATE DRIVEWAY CLOSURES.
4. BARRIER TAPER RATE = 10:1

STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RMO DRAWN: RMO

CHECKED: DJG CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

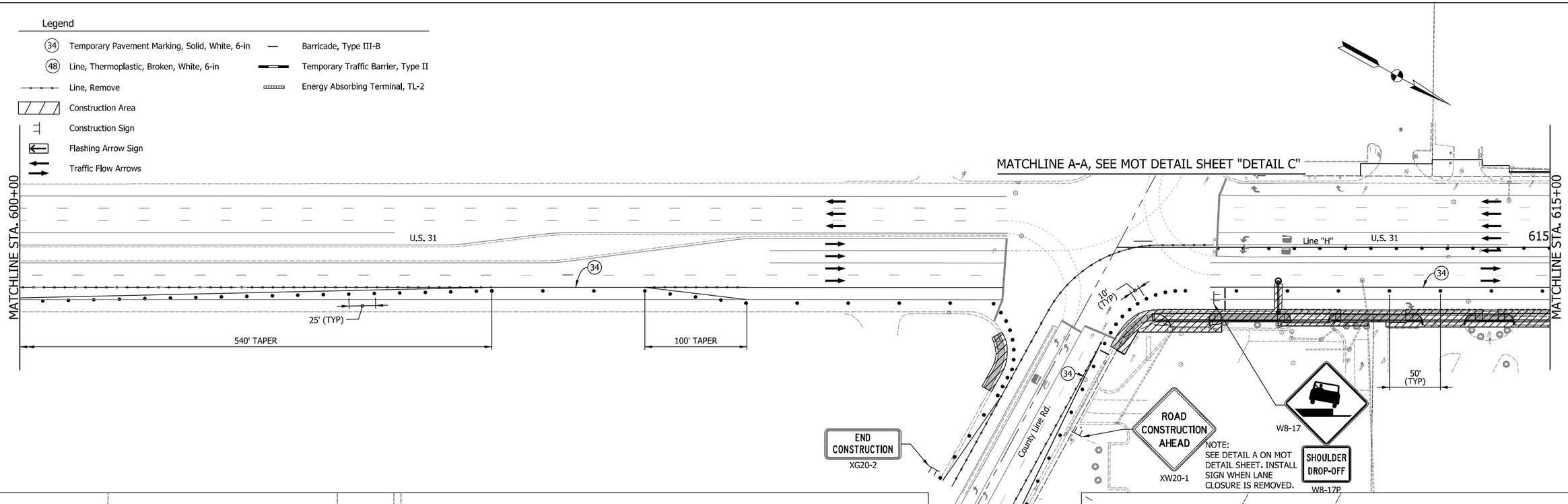
MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200074
SURVEY BOOK	SHEETS
Electronic	19 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:54 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200074 Phase 1.dgn
User: rmarquardt

Legend

- (34) Temporary Pavement Marking, Solid, White, 6-in
- (48) Line, Thermoplastic, Broken, White, 6-in
- Line, Remove
- Construction Area
- Construction Sign
- Flashing Arrow Sign
- Traffic Flow Arrows
- Barricade, Type III-B
- Temporary Traffic Barrier, Type II
- Energy Absorbing Terminal, TL-2



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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: RMO | DRAWN: RMO

CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200074
SURVEY BOOK	SHEETS
Electronic	20 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:54 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200074 Phase 1.dgn
User: rmoore

Legend

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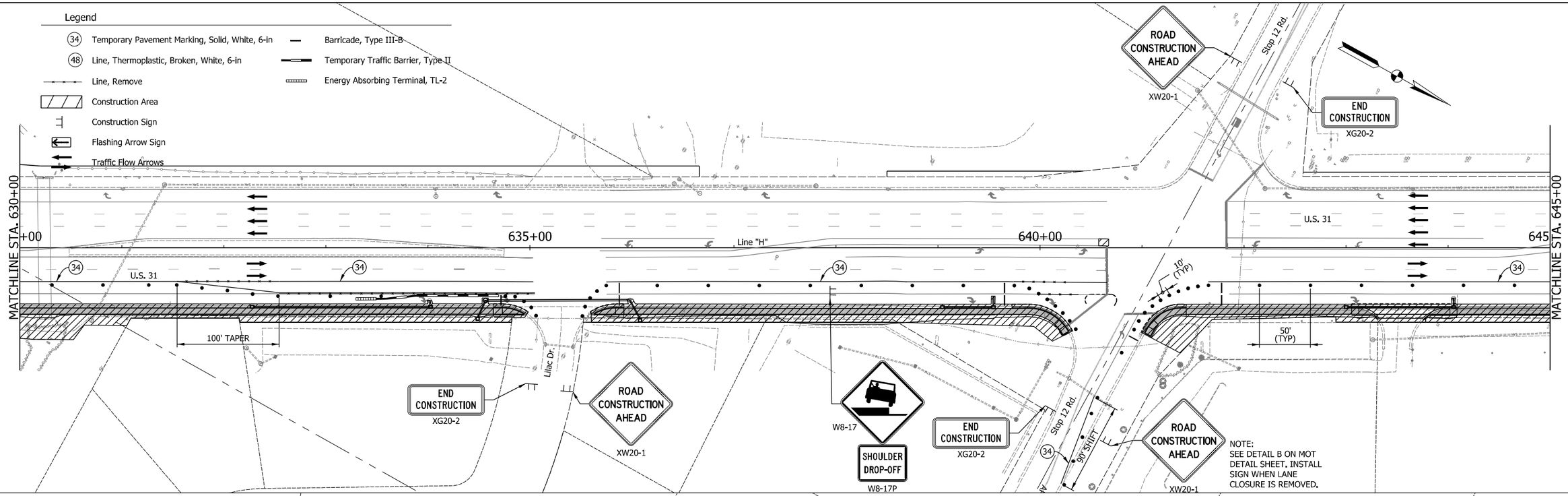
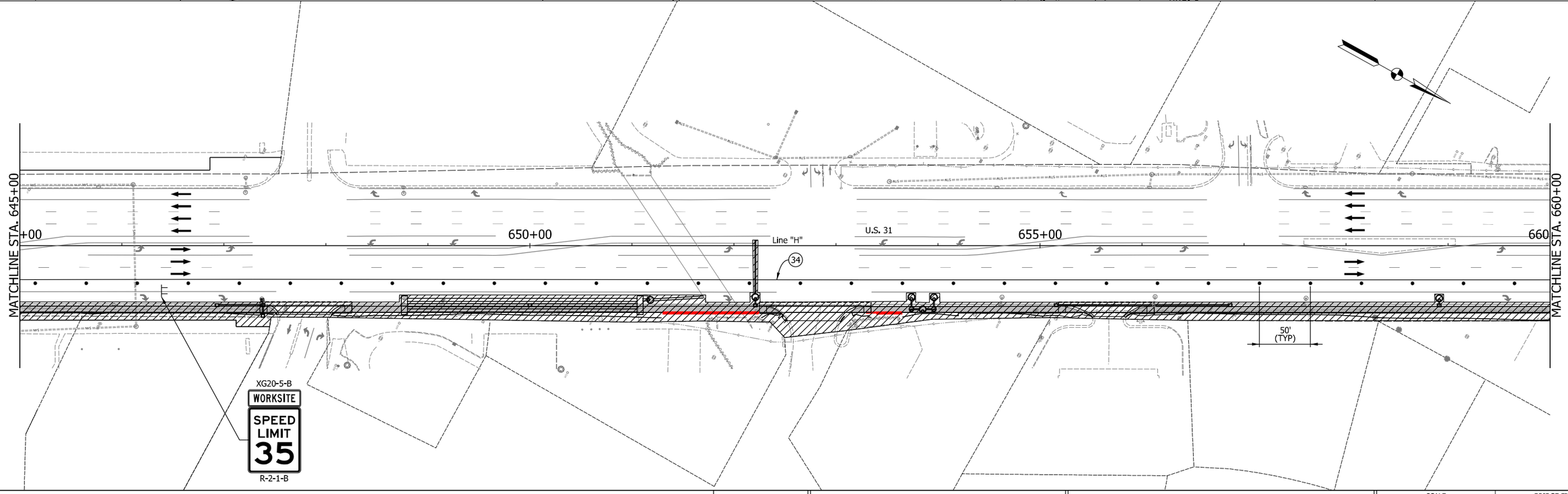
- (48) Line, Thermoplastic, Broken, White, 6-in
- Line, Remove
- Construction Area
- Construction Sign
- Flashing Arrow Sign
- Traffic Flow Arrows
- Barricade, Type III-B
- Temporary Traffic Barrier, Type II
- Energy Absorbing Terminal, TL-2



NOTE:
SEE DETAIL B ON MOT DETAIL SHEET. INSTALL SIGN WHEN LANE CLOSURE IS REMOVED.



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STAGE 2 PLANS

NOT FOR CONSTRUCTION

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DESIGNED: RMO | DRAWN: RMO

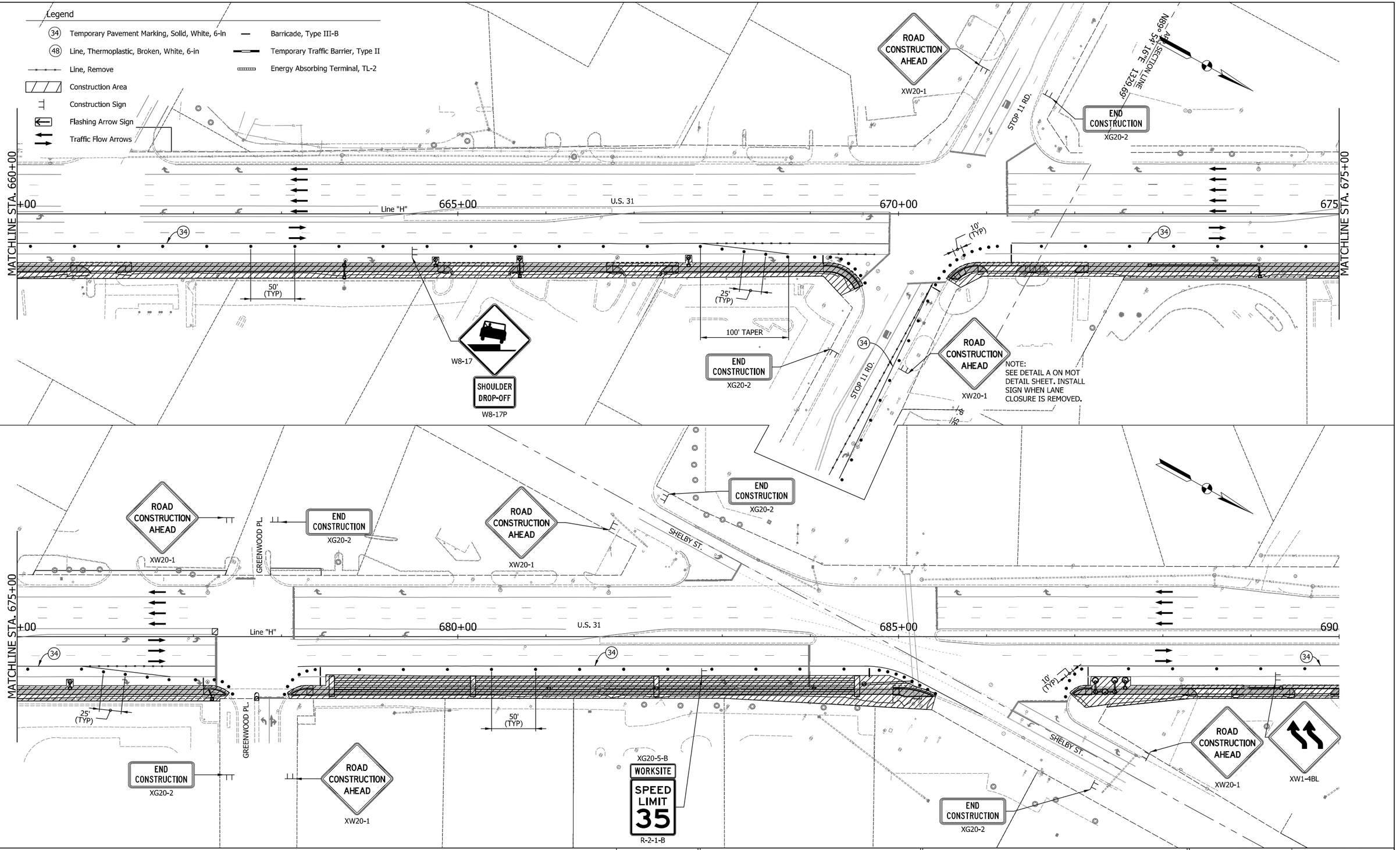
CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200074
SURVEY BOOK	SHEETS
Electronic	21 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:54 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200074 Phase 1.dgn



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STAGE 2 PLANS
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RMO DRAWN: RMO
CHECKED: DJG CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

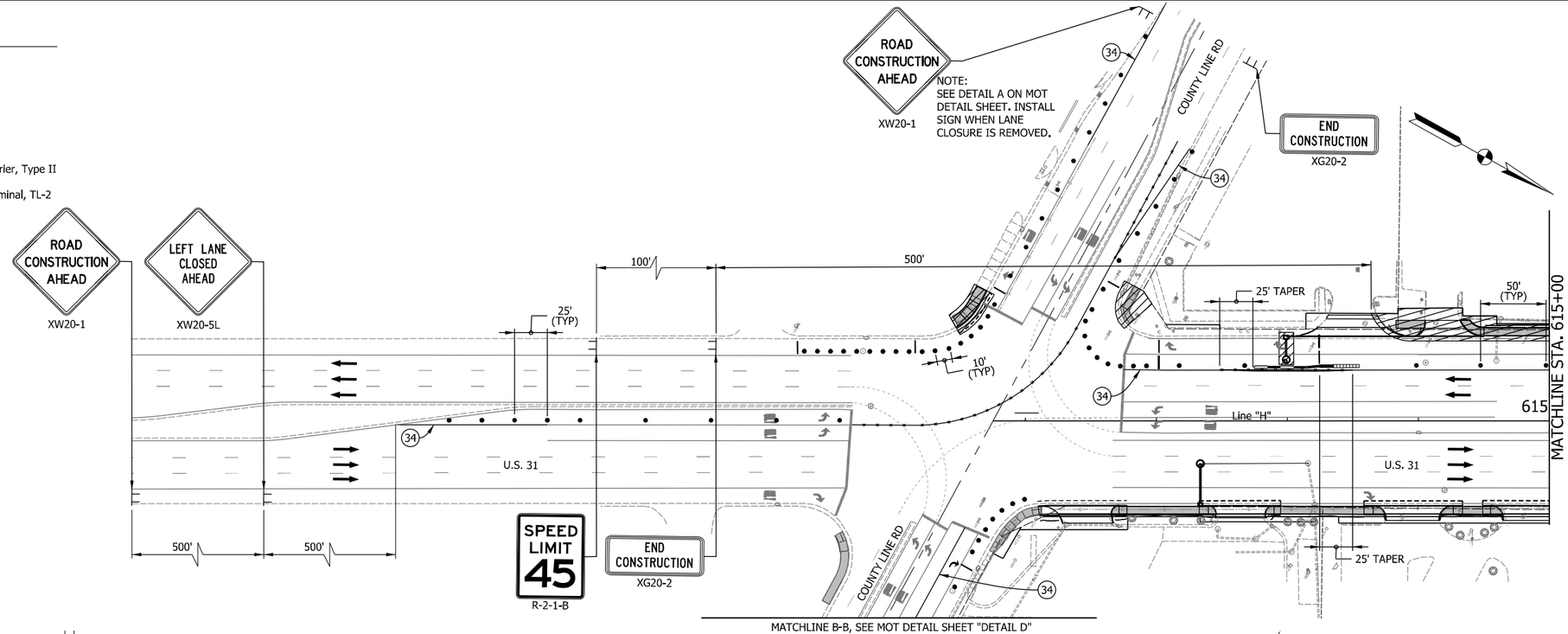
SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200074

SURVEY BOOK	SHEETS
Electronic	22 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:54 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200074 Phase 1.dgn
User: mwarner

Legend

(34)	Temporary Pavement Marking, Solid, White, 6-in		Construction Sign
(35)	Temporary Pavement Marking, Solid, Yellow, 6-in		Flashing Arrow Sign
(48)	Line, Thermoplastic, Broken, White, 6-in		Traffic Flow Arrows
DW	Line, Thermoplastic, Dotted, White, 6-in (2 ft. Line, 4 ft. Gap)		Barricade, Type III-B
	Line, Remove		Temporary Traffic Barrier, Type II
	Construction Area		Energy Absorbing Terminal, TL-2



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DESIGN SPEED = 35 MPH

STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CT DRAWN: CT

CHECKED: DJG CHECKED: DJG

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2

SCALE	BRIDGE FILE
	N/A
VERTICAL SCALE	DESIGNATION

SURVEY BOOK	SHEETS
Electronic	23 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:54 PM
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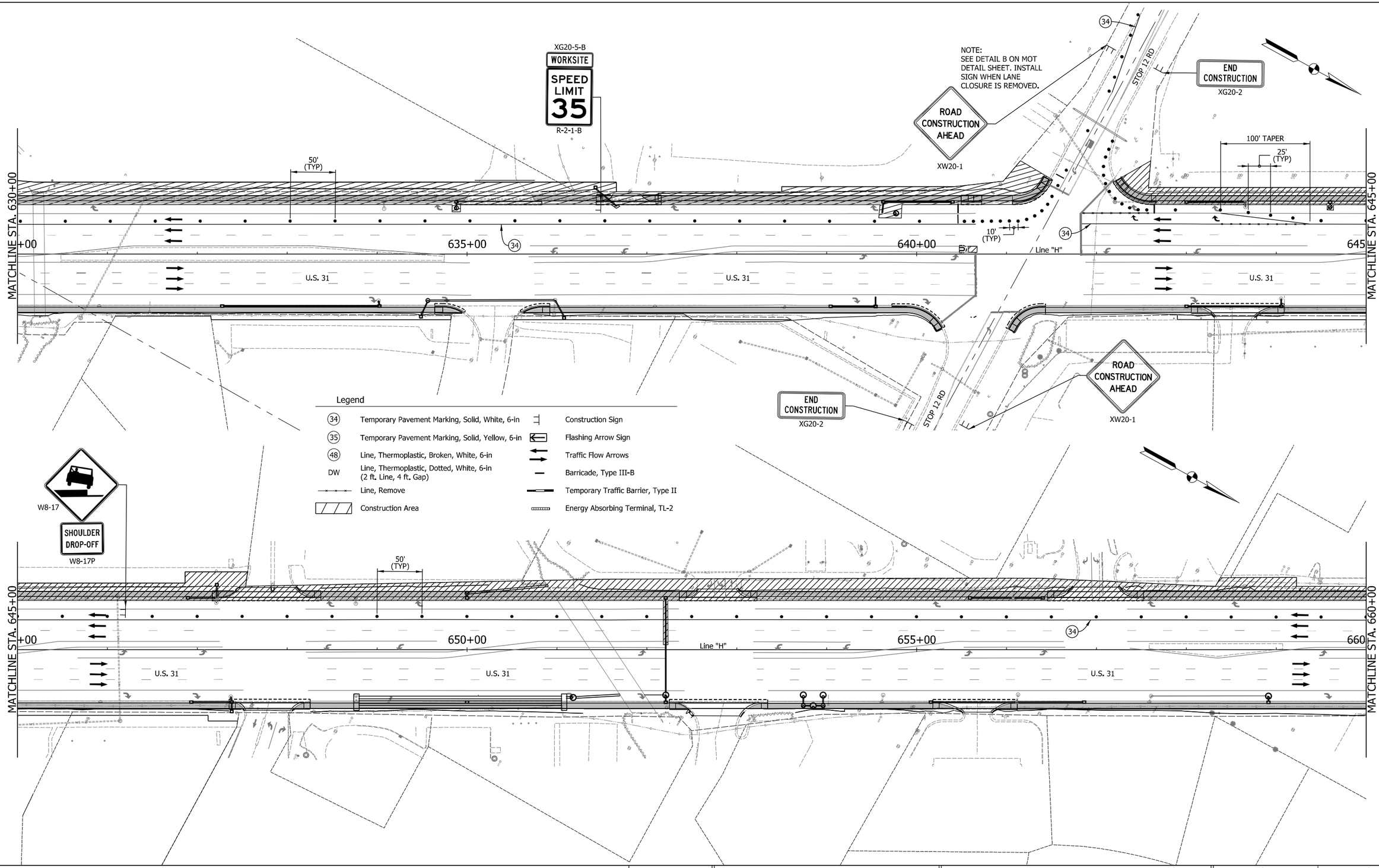
User: tmorgan



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STAGE 2 PLANS
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CT | DRAWN: CT
CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

SCALE	BRIDGE FILE
	N/A
VERTICAL SCALE	DESIGNATION

SURVEY BOOK	SHEETS
Electronic	24 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:54 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200074 Phase 2.dgn

NOTE:
SEE DETAIL E ON MOT DETAIL SHEET. INSTALL SIGN WHEN LANE CLOSURE IS REMOVED.

ROAD CONSTRUCTION AHEAD
XW20-1

END CONSTRUCTION
XG20-2

XG20-5-B
WORKSITE
SPEED LIMIT 35
R-2-1-B

W8-17
SHOULDER DROP-OFF
W8-17P

NOTE:
SEE DETAIL A ON MOT DETAIL SHEET. INSTALL SIGN WHEN LANE CLOSURE IS REMOVED.

STOP 11 RD

50' (TYP)

10' (TYP)

100' TAPER

25' (TYP)

+00

665+00

670+00

675

Line "H"

U.S. 31

MATCHLINE STA. 675+00

680+00

685+00

690

SHELBY ST

GREENWOOD PL

Legend

34	Temporary Pavement Marking, Solid, White, 6-in		Construction Sign
35	Temporary Pavement Marking, Solid, Yellow, 6-in		Flashing Arrow Sign
48	Line, Thermoplastic, Broken, White, 6-in		Traffic Flow Arrows
DW	Line, Thermoplastic, Dotted, White, 6-in (2 ft. Line, 4 ft. Gap)		Barricade, Type III-B
	Line, Remove		Temporary Traffic Barrier, Type II
	Construction Area		Energy Absorbing Terminal, TL-2

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STAGE 2 PLANS
NOT FOR CONSTRUCTION

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DESIGNED: CT | DRAWN: CT
CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

SCALE	BRIDGE FILE
	N/A
VERTICAL SCALE	DESIGNATION

SURVEY BOOK	SHEETS
Electronic	25 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:54 PM
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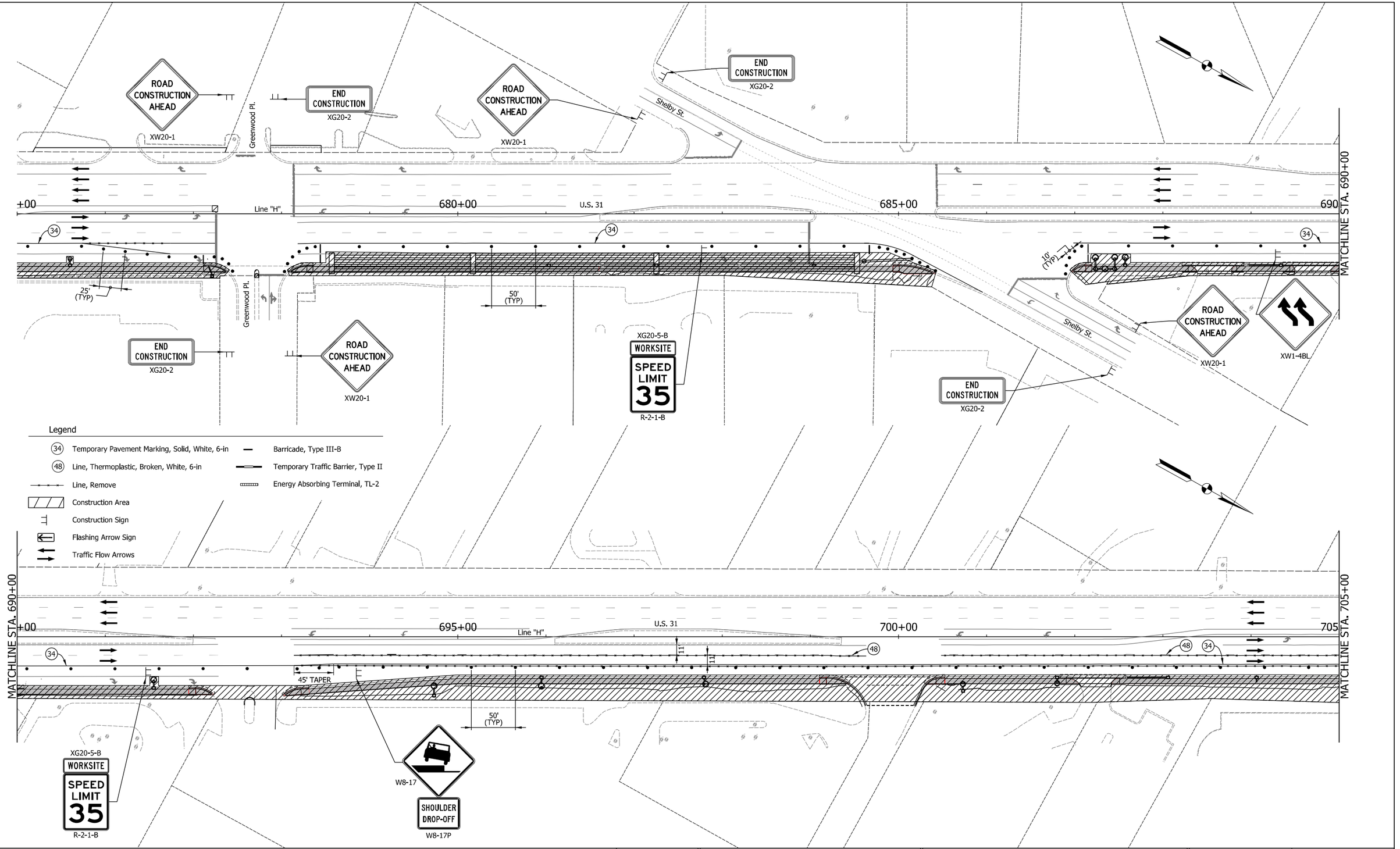
Plotted: 10 Mar 2025



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CONSTRUCTION ZONE
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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RMO
DRAWN: RMO
CHECKED: DJG
CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200075
SURVEY BOOK	SHEETS
Electronic	26 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
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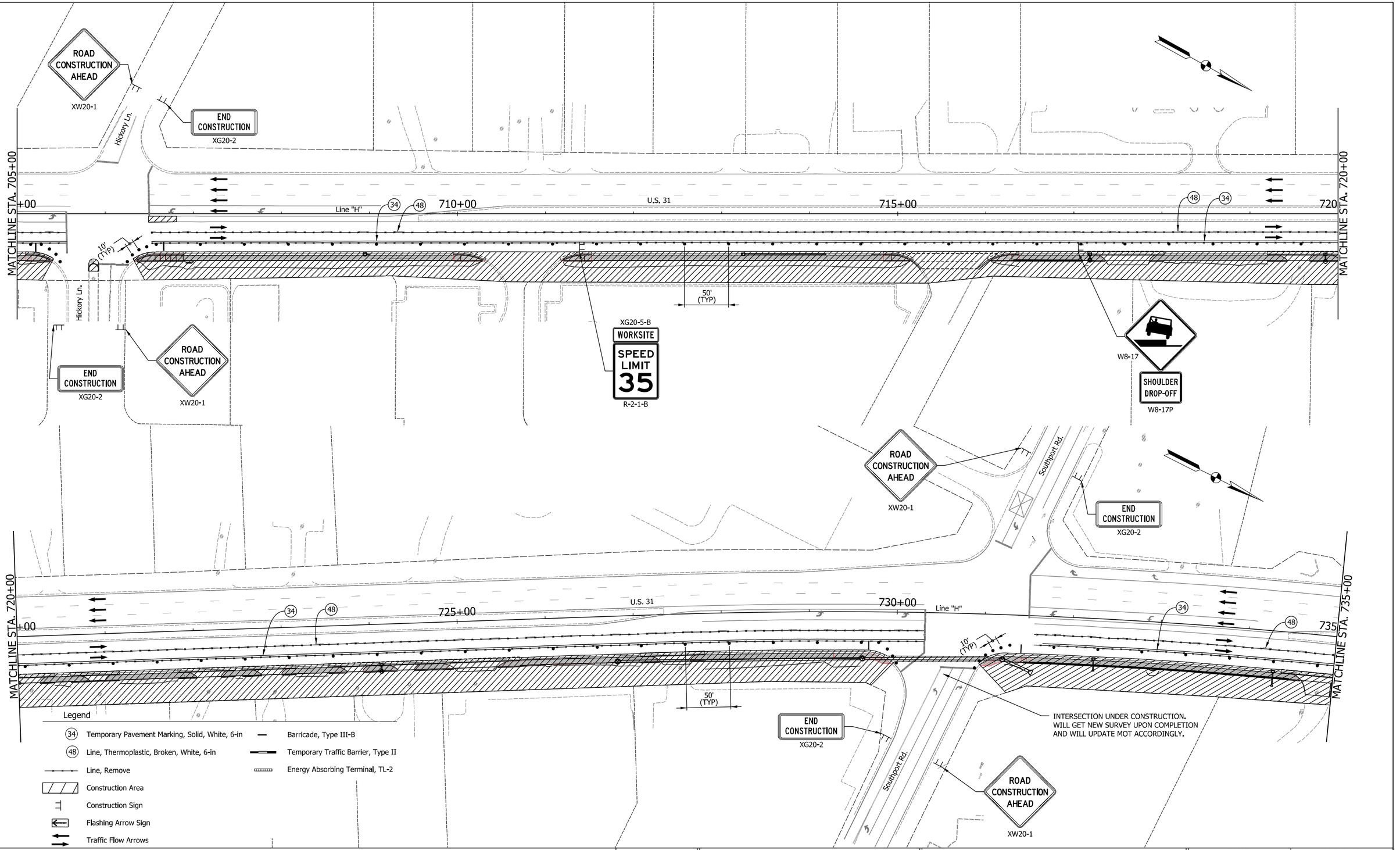
Plotted By: DJG



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STAGE 2 PLANS
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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RMO DRAWN: RMO
CHECKED: DJG CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200075

SURVEY BOOK	SHEETS
Electronic	27 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
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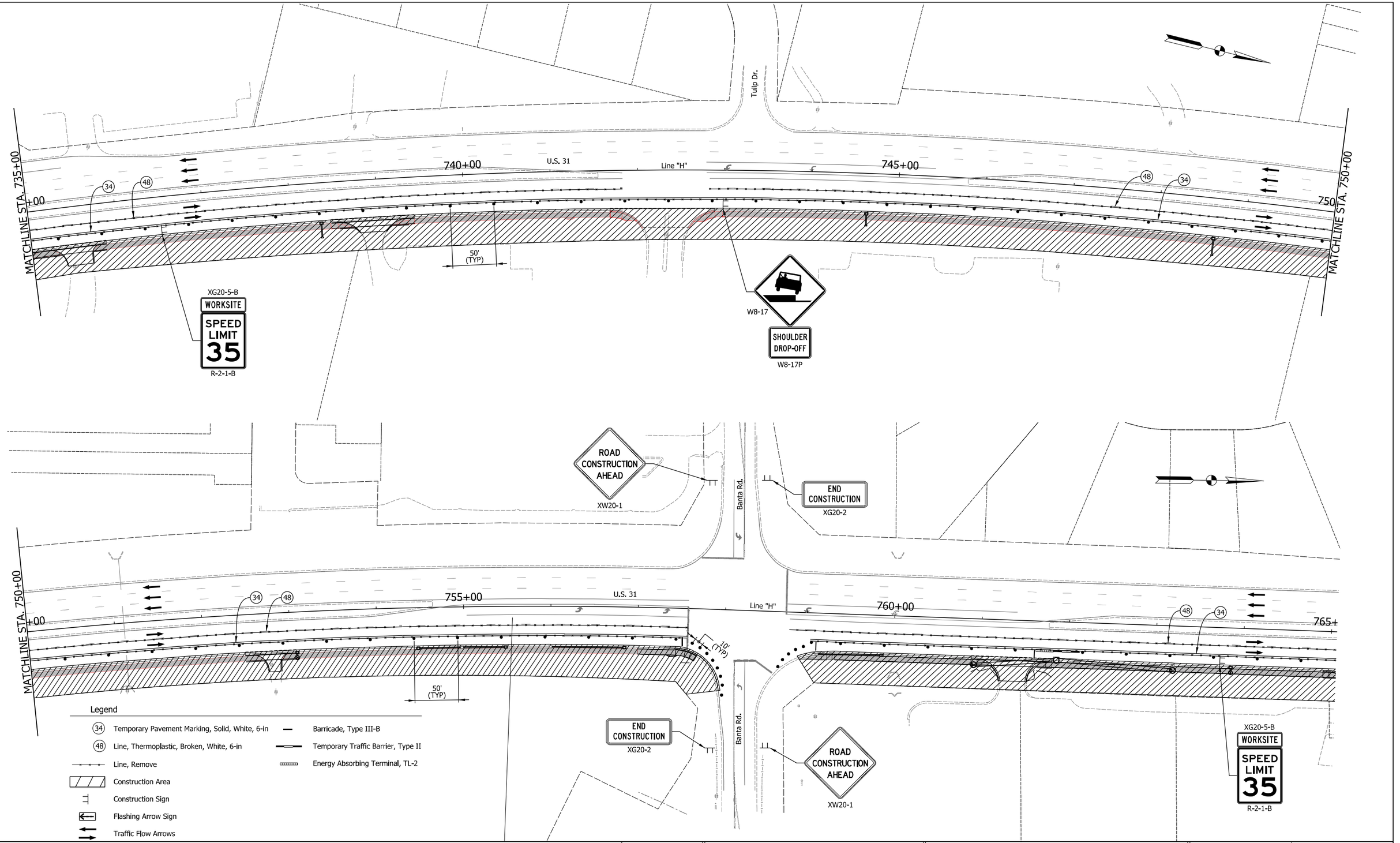

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INDIANA
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MAINTENANCE OF TRAFFIC
PHASE 1

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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
Electronic	28 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
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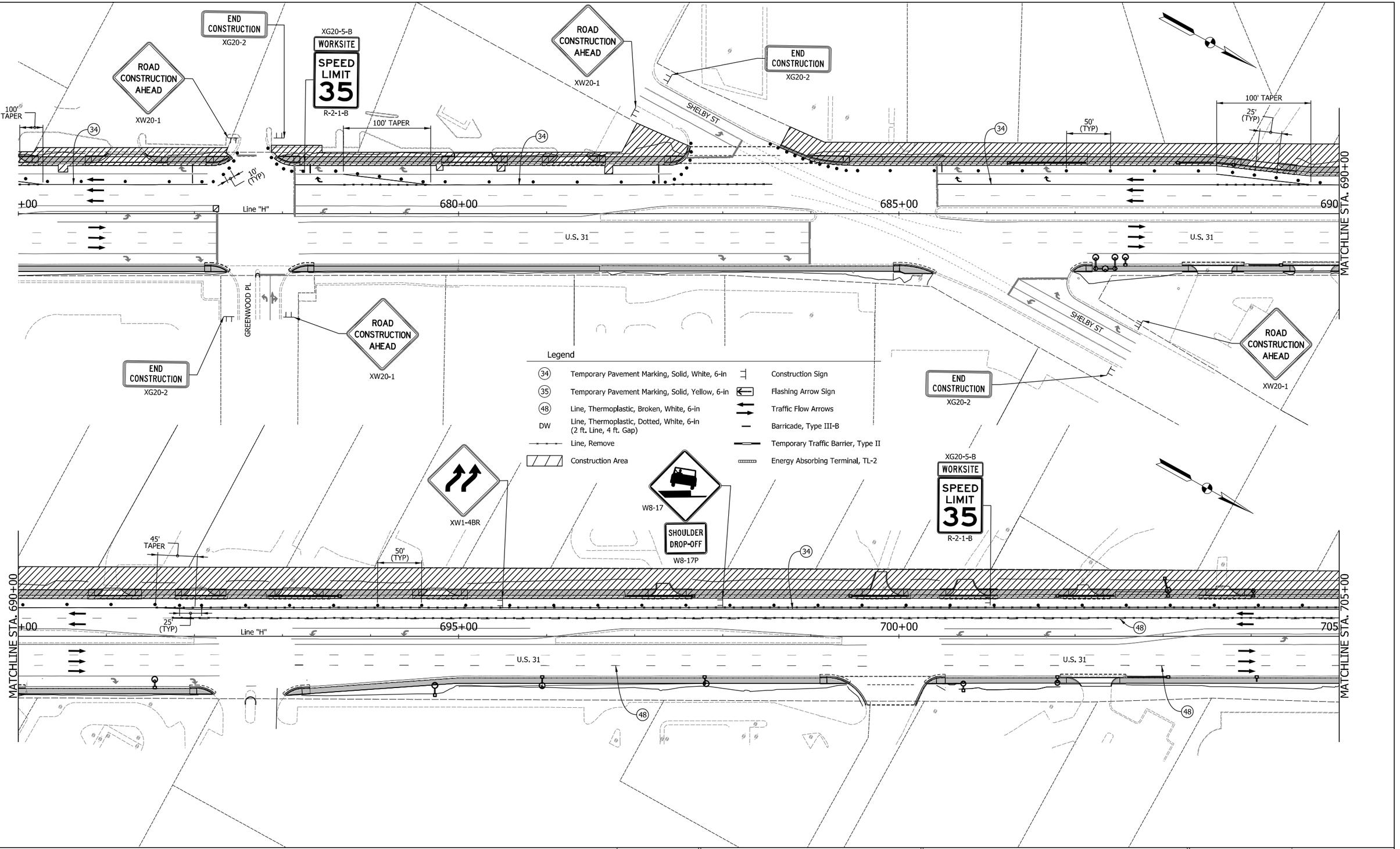

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STAGE 2 PLANS
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DESIGN ENGINEER DATE

DESIGNED: CT | DRAWN: CT
CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

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1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200075
SURVEY BOOK	SHEETS
Electronic	29 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
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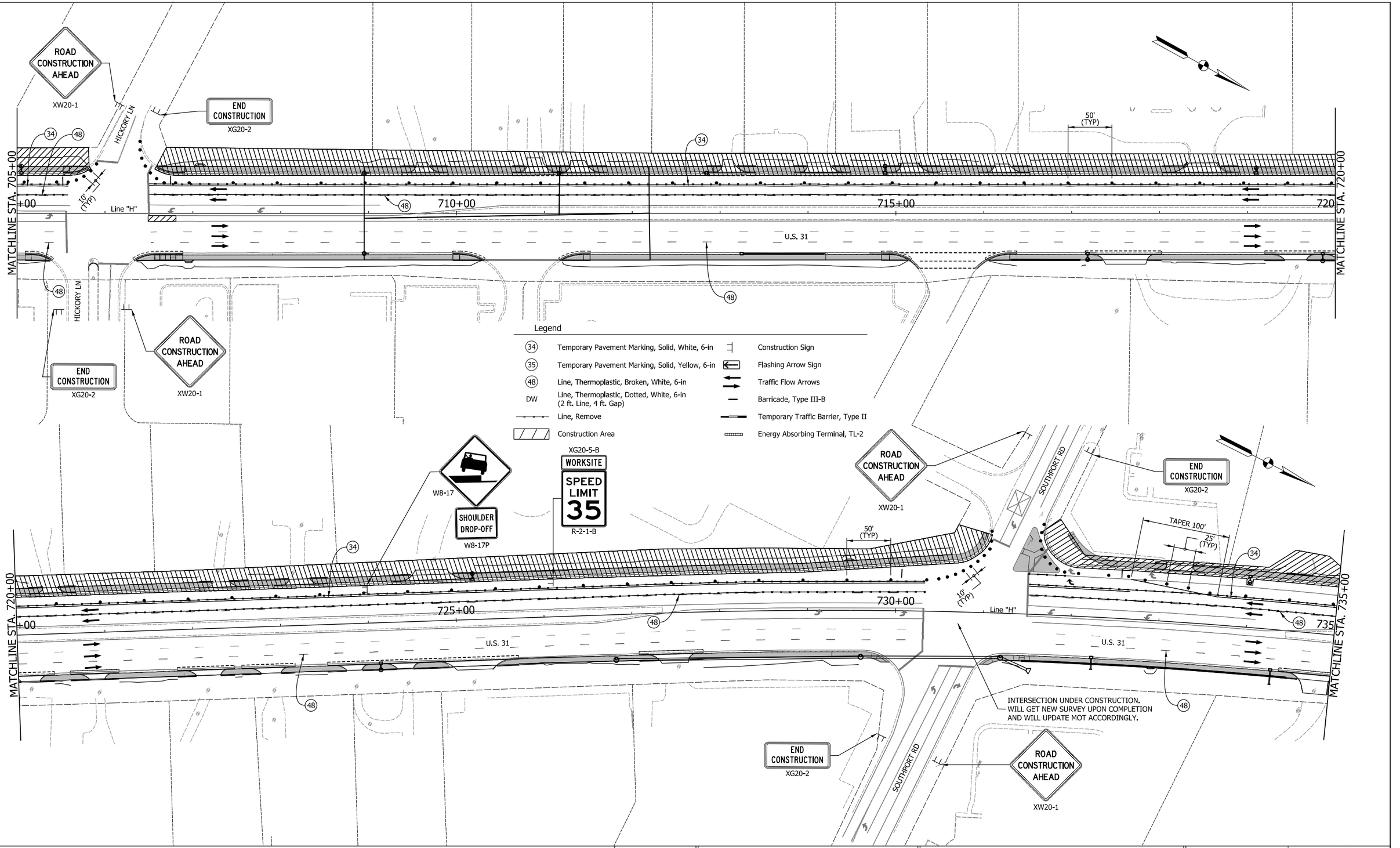

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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200075
SURVEY BOOK	SHEETS
Electronic	30 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
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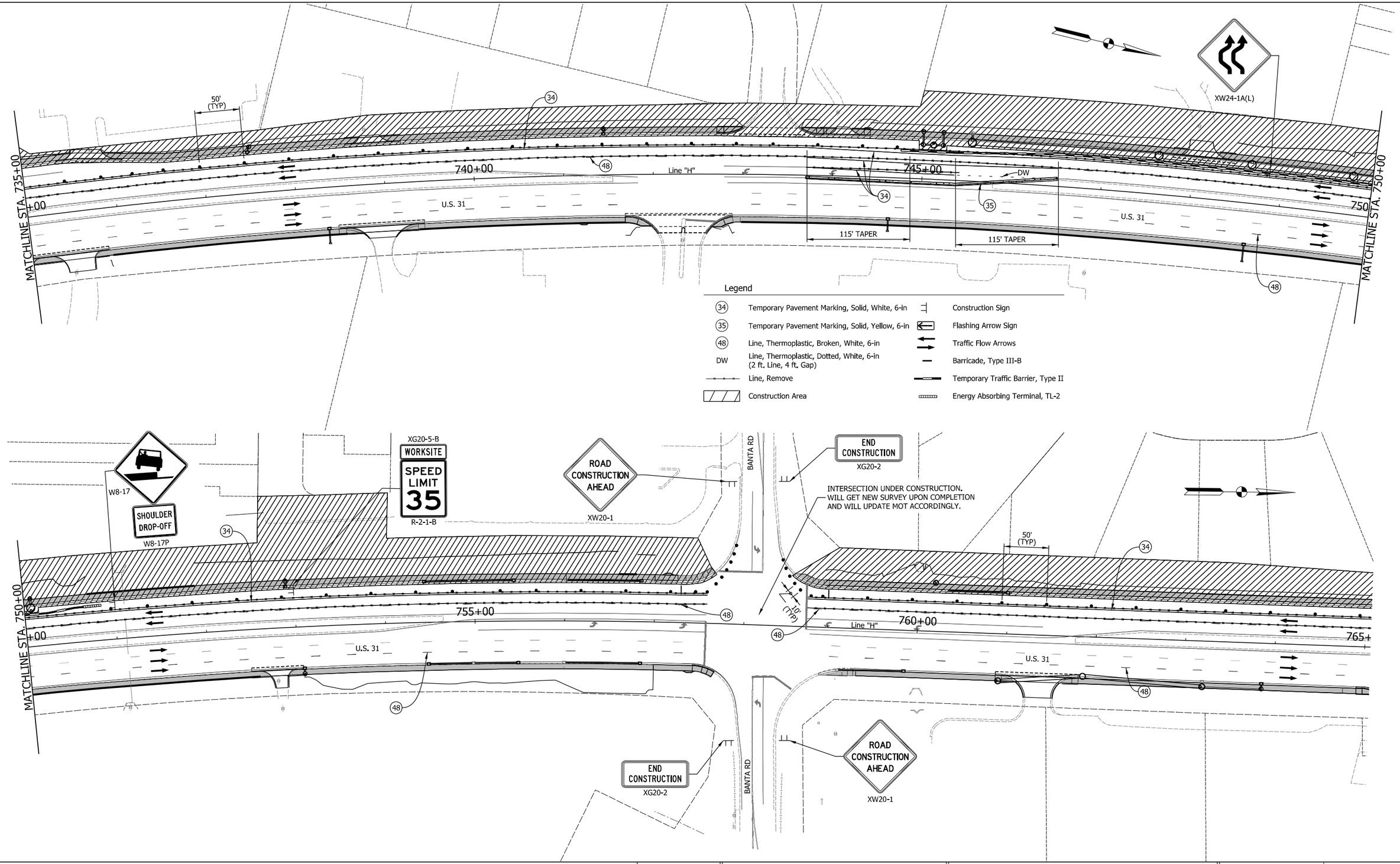
User: jhall



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INDIANA
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MAINTENANCE OF TRAFFIC
PHASE 2

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1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200075
SURVEY BOOK	SHEETS
Electronic	31 of 530
CONTRACT	PROJECT
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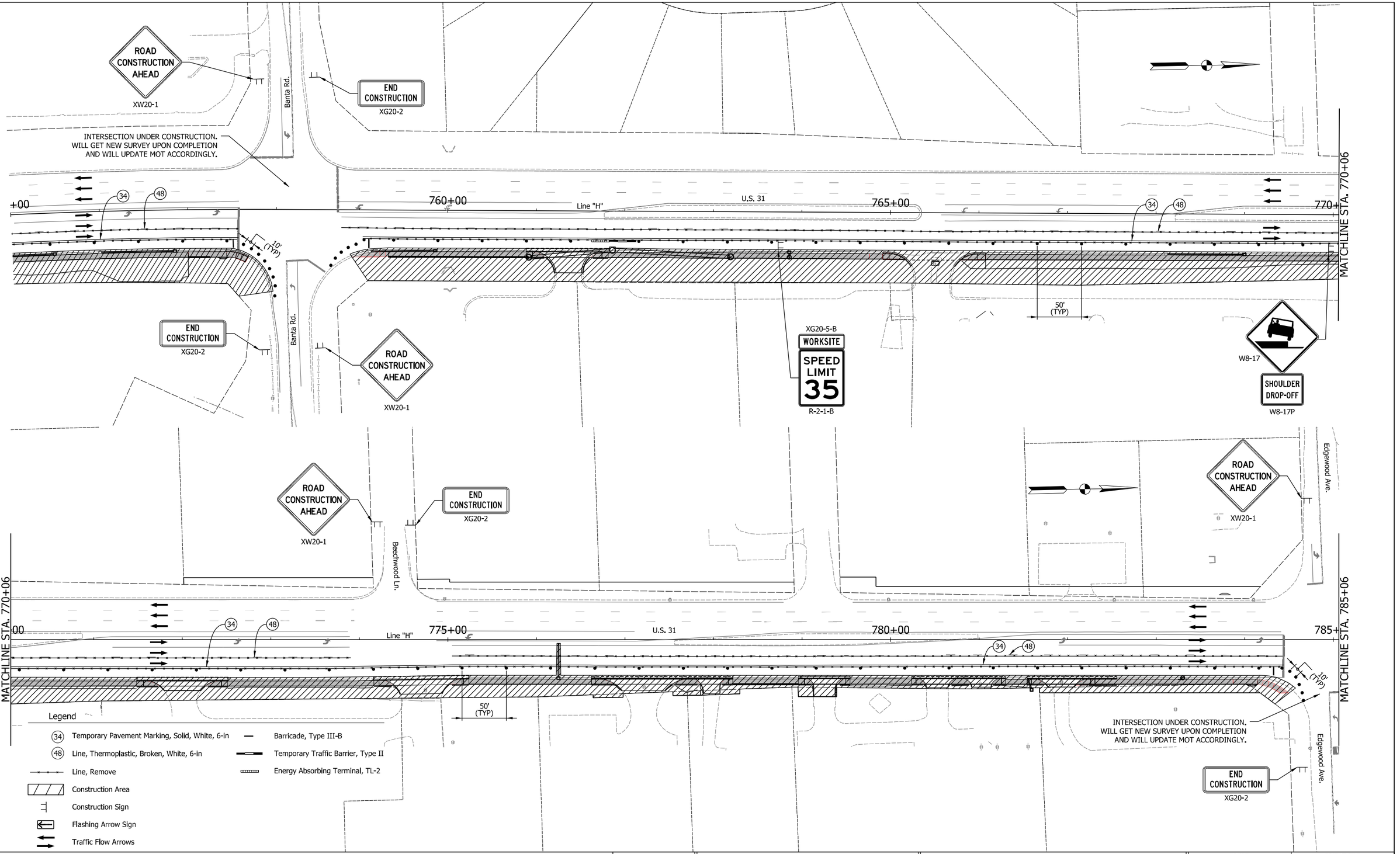
Plot: 10/21/2024 6:55 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200075 Phase 2.dgn



ms consultants, inc.
engineers, architects, planners
115 West Washington Street, Suite 1310
Indianapolis, IN 46204
Phone: (317) 566-0050
Fax: (317) 566-0052

CONSTRUCTION ZONE
DESIGN SPEED = 35 MPH

NOTES:
1. SIGN SPACING MAY VARY AS NEEDED TO AVOID DRIVES.
2. SIGNS ON SIDE STREETS TO BE PLACED A MINIMUM 100' FROM INTERSECTION.
3. ACCESS TO DRIVES MUST BE MAINTAINED AT ALL TIMES. IF THERE IS MORE THAN ONE ACCESS TO A PROPERTY, THEN ALTERNATE DRIVEWAY CLOSURES.
4. BARRIER TAPER RATE = 10:1

STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RMO | DRAWN: RMO

CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200076
SURVEY BOOK	SHEETS
Electronic	32 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
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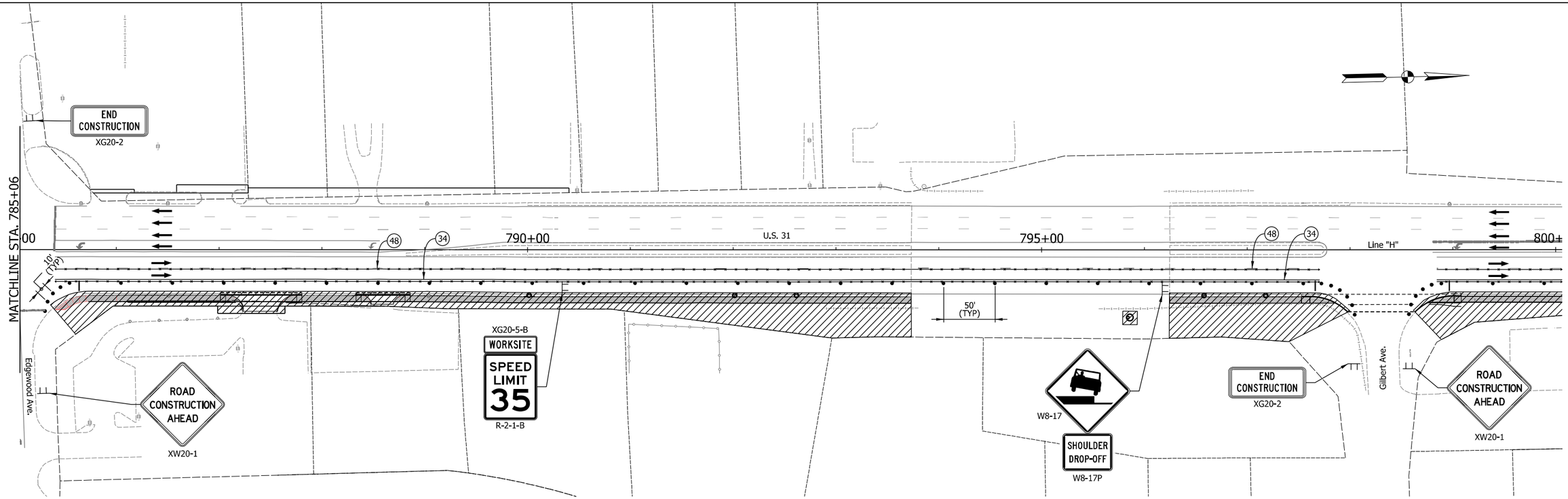
User: rmoore



Legend

(34) Temporary Pavement Marking, Solid, White, 6-in	Barricade, Type III-B
(48) Line, Thermoplastic, Broken, White, 6-in	Temporary Traffic Barrier, Type II
Line, Remove	Energy Absorbing Terminal, TL-2
Construction Area	
Construction Sign	
Flashing Arrow Sign	
Traffic Flow Arrows	

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CONSTRUCTION ZONE
DESIGN SPEED = 35 MPH

NOTES:
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4. BARRIER TAPER RATE = 10:1

STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RMO | DRAWN: RMO

CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200076
SURVEY BOOK	SHEETS
Electronic	33 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
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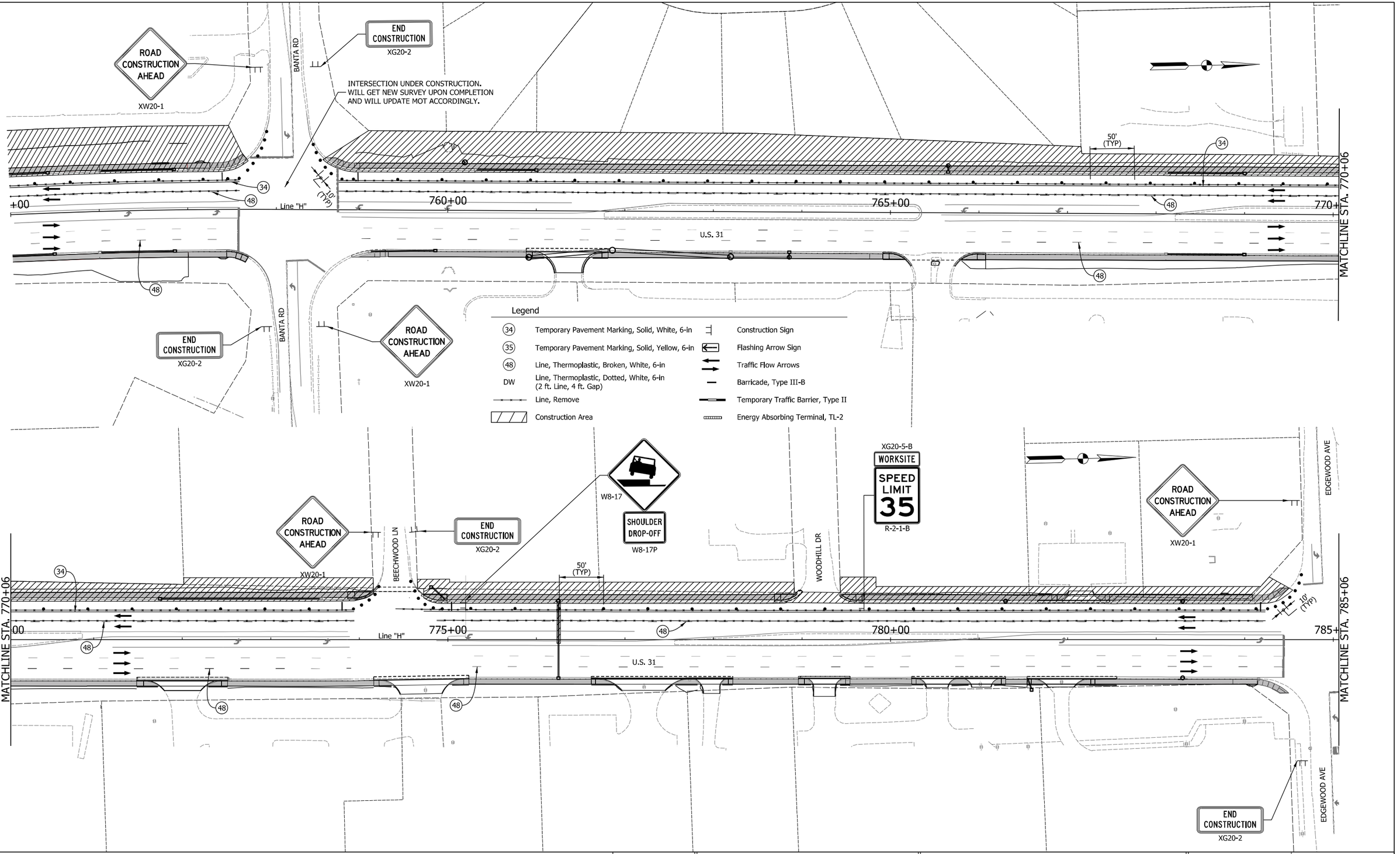

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CONSTRUCTION ZONE
DESIGN SPEED = 35 MPH

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4. BARRIER TAPER RATE = 10:1

STAGE 2 PLANS
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

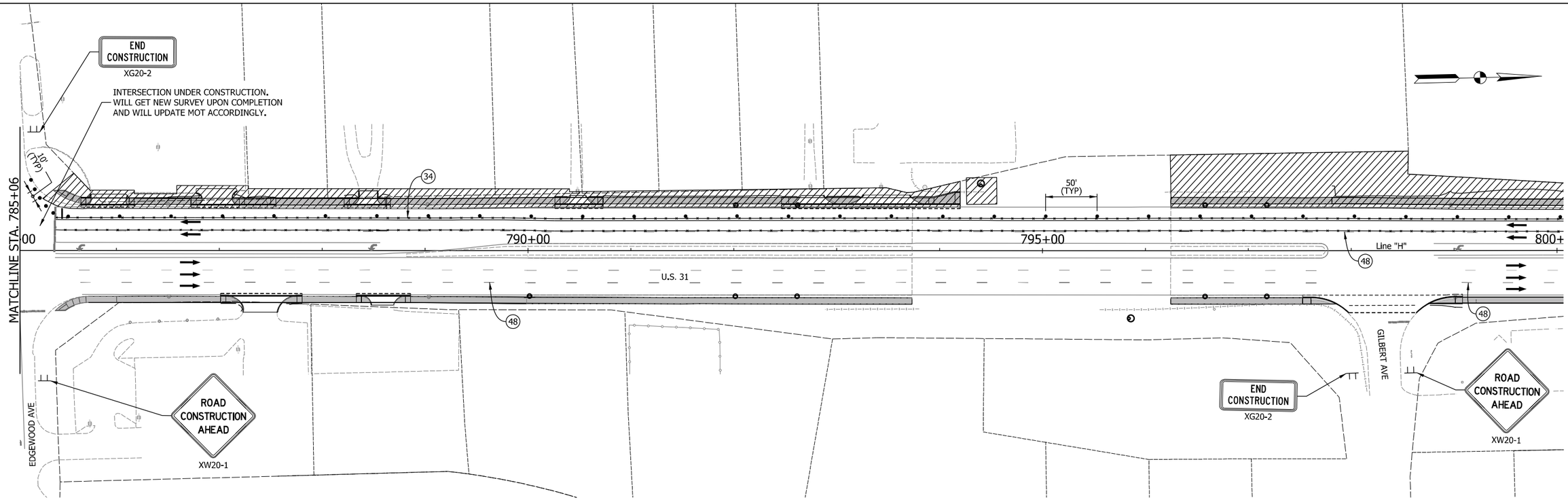
DESIGNED: CT | DRAWN: CT
CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200076
SURVEY BOOK	SHEETS
Electronic	34 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200076 Phase 2.dgn



Legend

34	Temporary Pavement Marking, Solid, White, 6-in		Construction Sign
35	Temporary Pavement Marking, Solid, Yellow, 6-in		Flashing Arrow Sign
48	Line, Thermoplastic, Broken, White, 6-in		Traffic Flow Arrows
DW	Line, Thermoplastic, Dotted, White, 6-in (2 ft. Line, 4 ft. Gap)		Barricade, Type III-B
	Line, Remove		Temporary Traffic Barrier, Type II
	Construction Area		Energy Absorbing Terminal, TL-2

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CONSTRUCTION ZONE
DESIGN SPEED = 35 MPH

NOTES:
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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CT | DRAWN: CT

CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

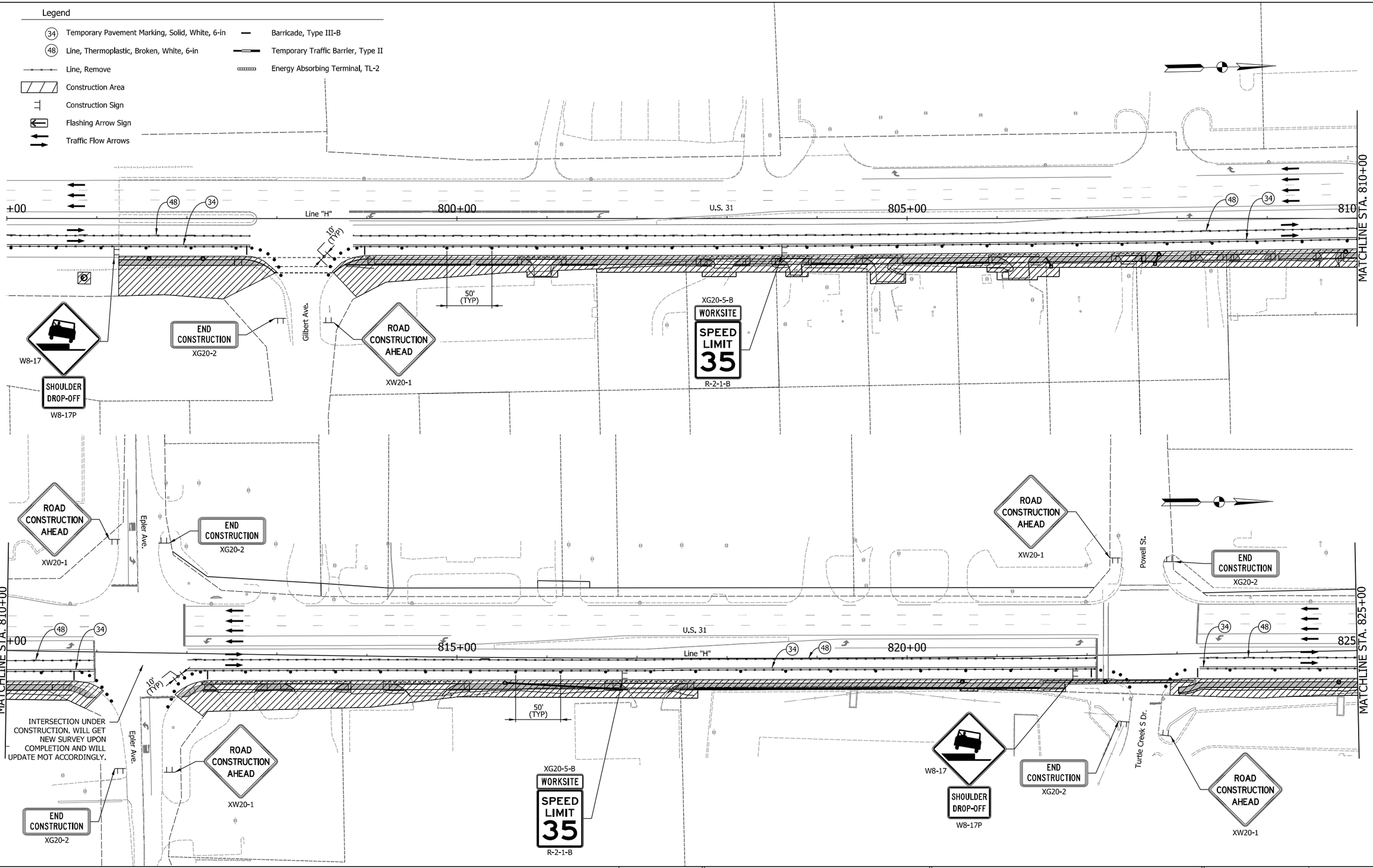
SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200076
SURVEY BOOK	SHEETS
Electronic	35 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM

File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200076 Phase 2.dgn

Legend

- (34) Temporary Pavement Marking, Solid, White, 6-in
- (48) Line, Thermoplastic, Broken, White, 6-in
- Line, Remove
- Construction Area
- Construction Sign
- Flashing Arrow Sign
- Traffic Flow Arrows
- Barricade, Type III-B
- Temporary Traffic Barrier, Type II
- Energy Absorbing Terminal, TL-2



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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RMO DRAWN: RMO

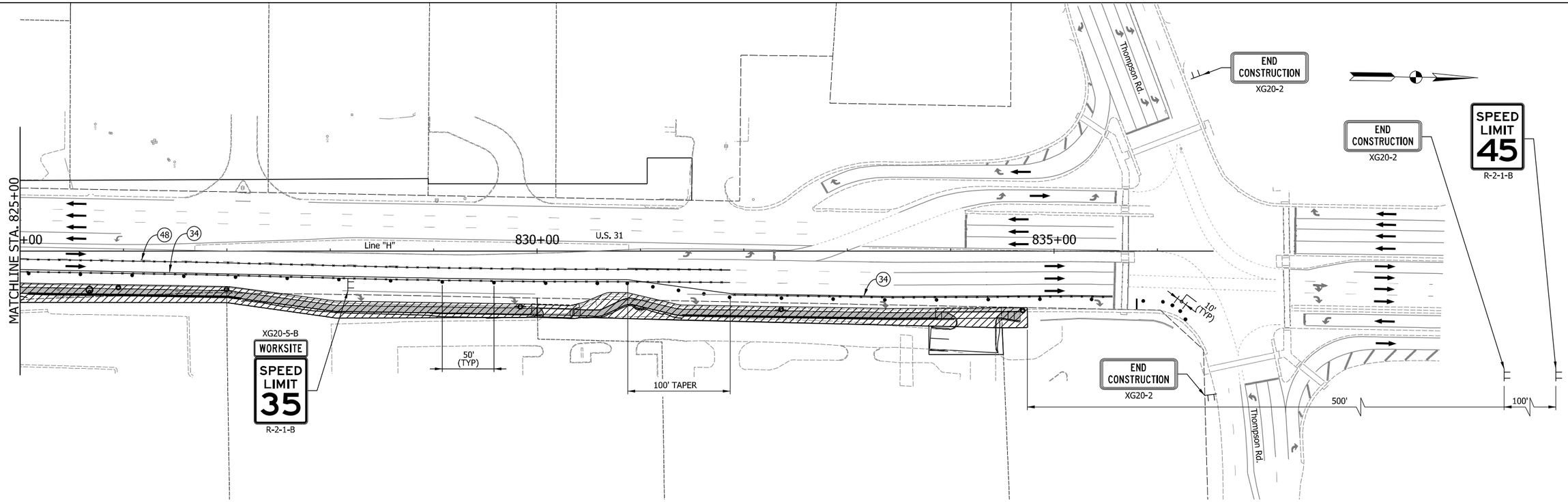
CHECKED: DJG CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200077
SURVEY BOOK	SHEETS
Electronic	36 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200077 Phase 1.dgn



Legend

(34)	Temporary Pavement Marking, Solid, White, 6-in	—	Barricade, Type III-B
(48)	Line, Thermoplastic, Broken, White, 6-in	▬	Temporary Traffic Barrier, Type II
	Line, Remove		Energy Absorbing Terminal, TL-2
	Construction Area		
	Construction Sign		
	Flashing Arrow Sign		
	Traffic Flow Arrows		

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CONSTRUCTION ZONE
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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RMO DRAWN: RMO

CHECKED: DJG CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200077
SURVEY BOOK	SHEETS
Electronic	37 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM

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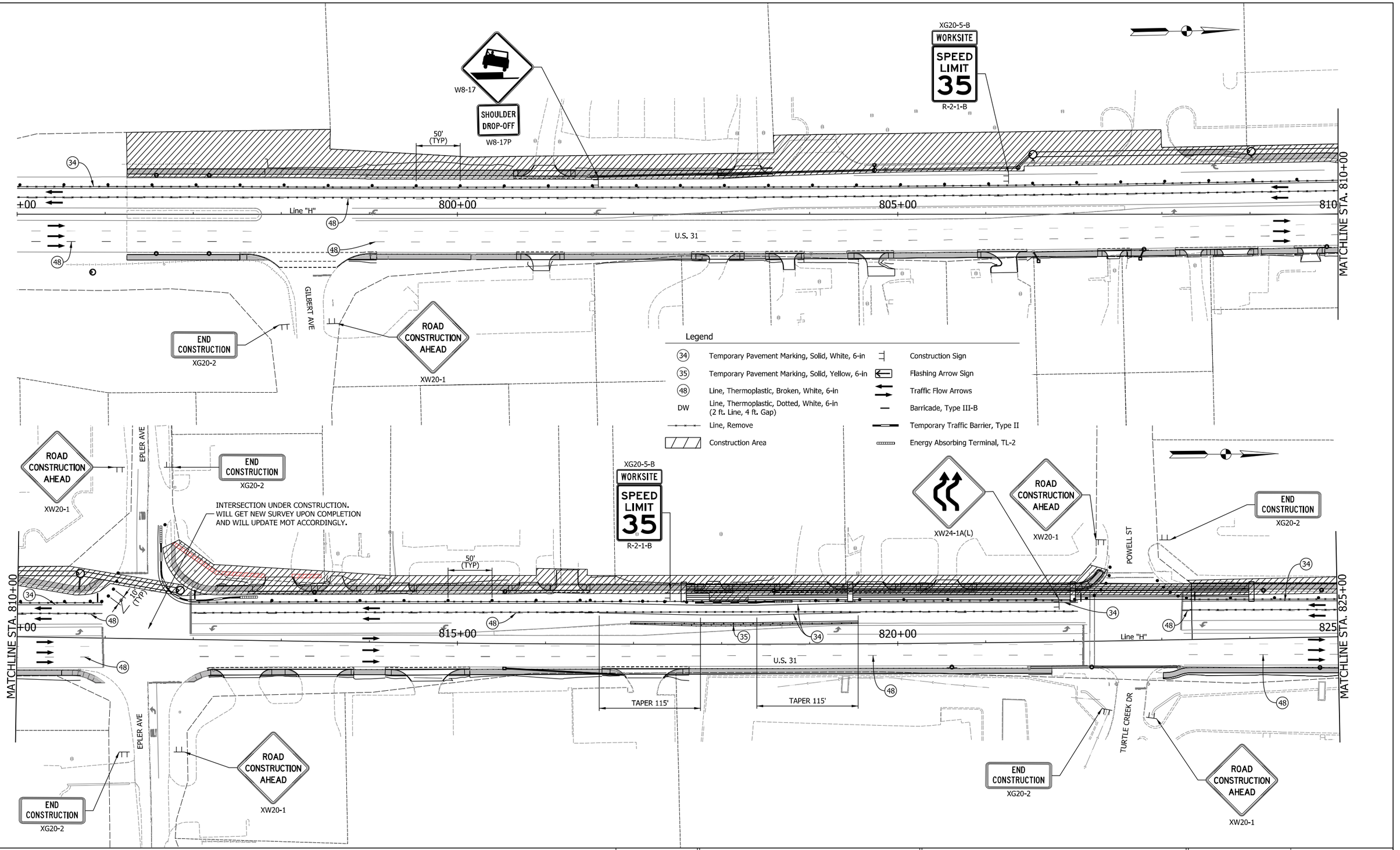

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STAGE 2 PLANS
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CT | DRAWN: CT
CHECKED: DJG | CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200077
SURVEY BOOK	SHEETS
Electronic	38 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:55 PM
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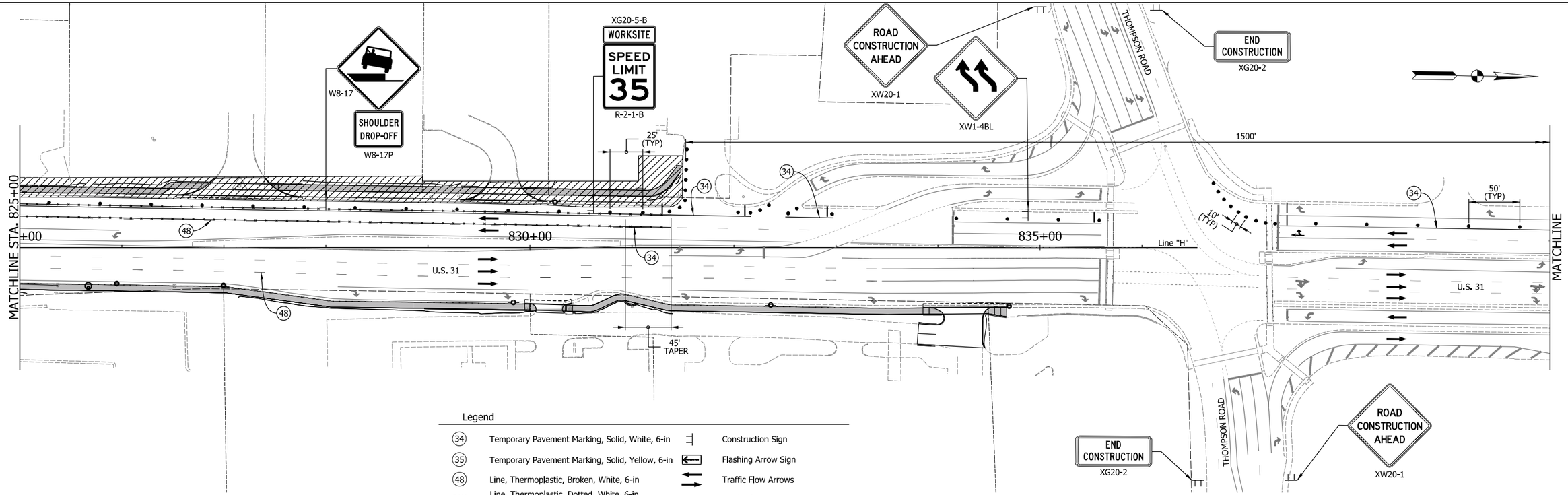
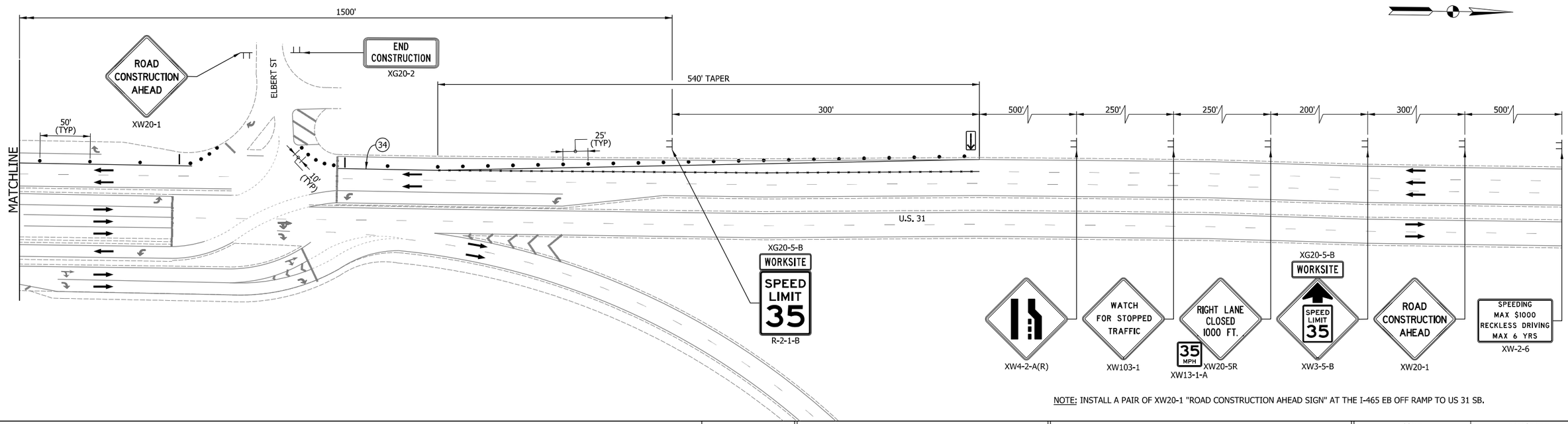
User: Nathan Hall



Legend

34	Temporary Pavement Marking, Solid, White, 6-in		Construction Sign
35	Temporary Pavement Marking, Solid, Yellow, 6-in		Flashing Arrow Sign
48	Line, Thermoplastic, Broken, White, 6-in		Traffic Flow Arrows
DW	Line, Thermoplastic, Dotted, White, 6-in (2 ft. Line, 4 ft. Gap)		Barricade, Type III-B
	Line, Remove		Temporary Traffic Barrier, Type II
	Construction Area		Energy Absorbing Terminal, TL-2



NOTE: INSTALL A PAIR OF XW20-1 "ROAD CONSTRUCTION AHEAD SIGN" AT THE I-465 EB OFF RAMP TO US 31 SB.

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Phone: (317) 566-0050
Fax: (317) 566-0052

CONSTRUCTION ZONE
DESIGN SPEED = 35 MPH

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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CT DRAWN: CT

CHECKED: DJG CHECKED: DJG

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2

SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2200077
SURVEY BOOK	SHEETS
Electronic	39 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 10/21/2024 6:56 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.MOT Plans 2200077 Phase 2.dgn
User: mwarner

Note To Reviewer
Supplemental Survey will be Obtained for Curb Ramp Design at This Intersection.

Jack In The Box Properties, LLC

+53, Str. No. EX-203 Leave In Place

+51, Cl. III Drive Req'd

Const. Limits

Prop. R/W

App. Exist. R/W

County Line Rd.

Temp. R/W for Grading

Begin Project
Des. No. 2200074
Sta. 610+93.75 "H"

+99, Str. No. 1003
Manhole, Type J-4 &
Connect to Ex. 30" Storm (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+99, Str. No. 1002
Inlet, Type J-10 &
14' of 12" Type 2 Pipe

611+00 612+00 613+00 U.S. 31 Line "H"

MATCHLINE STA. 614+00

+00, Str. No. EX-204 Leave In Place

+15, Str. No. EX-559 Leave In Place

MODIFY WATER MANHOLE TO SANITARY MANHOLE PER CEG SANITARY COMMENTS

+34, Str. No. 1000
Manhole, Type J-4 &
Connect to Ex. 30" Storm (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+34, Str. No. 1001
Inlet, Type J-10 &
28' of 12" Type 2 Pipe

+30, Str. No. EX-552 Leave In Place

+88, Str. No. EX-201 Leave In Place

+20, Str. No. EX-202 Leave In Place

TBM #30

Const. Limits

Prop. R/W

App. Exist. R/W

+71, Str. No. EX-200 Leave In Place

+46, Str. No. EX-553 Leave In Place

+46, Str. No. EX-554 Leave In Place

+47, Cl. III Drive Req'd

+75, Str. No. EX-557 Leave In Place

+96, Cl. III Drive Req'd

Temp. R/W for Drive Const.

+56, Str. No. EX-555 Leave In Place

+59, Str. No. EX-556 Leave In Place

+64, Cl. III Drive Req'd

+03, Str. No. EX-558 Leave In Place

Temp. R/W for Drive Const.

6' (Typ.)

Baldwin, David J, Et Ux

Sec. 18, T-14-N, R-4-E
Perry Twp.
Marion County

Note:
All Stations and Offsets described from Line "H", except as noted.

TBM #30: Cut X in the north bolt of a traffic pole at the northeast corner of the intersection of U.S. 31 and County Line Rd.
Elev. 772.644

Exist. Grade at Line "H"

780 775 770 765 760 755 750

771.0 770.8 770.6 770.5 770.5 770.3 770.1

608+00 609+00 610+00 611+00 612+00 613+00 614+00

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STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: DLW DRAWN: DLW

CHECKED: WJW CHECKED: WJW

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000074
SURVEY BOOK	SHEETS
Electronic	40 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 1/21/2025 4:11 PM

File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.Plan and Profile 2200074.dgn

Note:
All Stations and Offsets described from Line "H", except as noted.

Greenwood 153, LLC
Indiana Properties, Inc.
Greenwood 153, LLC
+17, Cl. III Drive Req'd
+63, Str. No. EX-206 Leave In Place
+28, Str. No. EX-207 Leave In Place
Temp. R/W for Grading
+06, Cl. III Drive Req'd
Temp. R/W for Drive Const.
Const. Limits
+21, Cl. III Drive Req'd
Temp. R/W for Drive Const. and Grading
Temp. R/W for Grading
App. Exist. PL
App. Exist. R/W
Prop. R/W
6' (Typ.)
+60, Str. No. EX-205 Leave In Place
+59, Str. No. EX-561 Leave In Place
+99, Str. No. EX-209 Leave In Place
+04, Str. No. EX-563 Leave In Place
+91 Str. No. 1006 Mod. Manhole, Type J-10 & 155' of 36" Type 2 Pipe
+90, Str. No. EX-211 Remove Ex. Structure & 20' of Ex. 12" Pipe (SE) & Oversized Storm Sewer Detention
+84, Str. No. EX-565 Leave In Place
MATCHLINE STA. 614+00
MATCHLINE STA. 620+00
615+00
616+00
617+00
U.S. 31
Line "H"
618+00
619+00
+05, Str. No. EX-560 Leave In Place
+00, Str. No. EX-204 Leave In Place
+00, Cl. Northport Rd
+62, Str. No. 1004 Manhole, Type J-4 & Connect to Ex. 30" Storm (S & N) w/ 4' Pipe Stub, Each Ex. Connection
+24, Str. No. EX-562 Leave In Place
+61, Str. No. 1005 Inlet, Type J-10 & 14' of 12" Type 2 Pipe
+91, Str. No. EX-566 Leave In Place
+29, Str. No. EX-208 Leave In Place
+89, Str. No. EX-210 Leave In Place
Temp. R/W for Grading
+86, Cl. III Drive Req'd
Const. Limits
+61, Str. No. 1005A Inlet, Type E-7 & 9' of 12" Type 2 Pipe
+53, Str. No. EX-212 Leave In Place
+69, Str. No. EX-564 Remove Ex. Structure & 33' of Ex. 12" Pipe (W)
+75, Str. No. EX-100 Leave in Place
Northport Rd.
Baldwin, David J., Heather J. Shields & Peter M. Baldwin
Sec. 18, T-14-N, R-4-E Perry Twp. Marion County
Commercial Net Lease Reality, LP
RCG HRP Indianapolis, LLC
JVL Properties, LLC

Exist. Grade at Line "H"
Str. No. 1006
155' of 36" Pipe @ 0.00%
Inv. 755.60
Oversized Storm Sewer Detention

780 775 770 765 760 755 750

770.1 770.1 769.9 769.7 770.2 770.4 770.5 770.4 770.1 769.8 769.5 769.6 769.3

614+00 615+00 616+00 617+00 618+00 619+00 620+00

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STAGE 2 PLANS
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

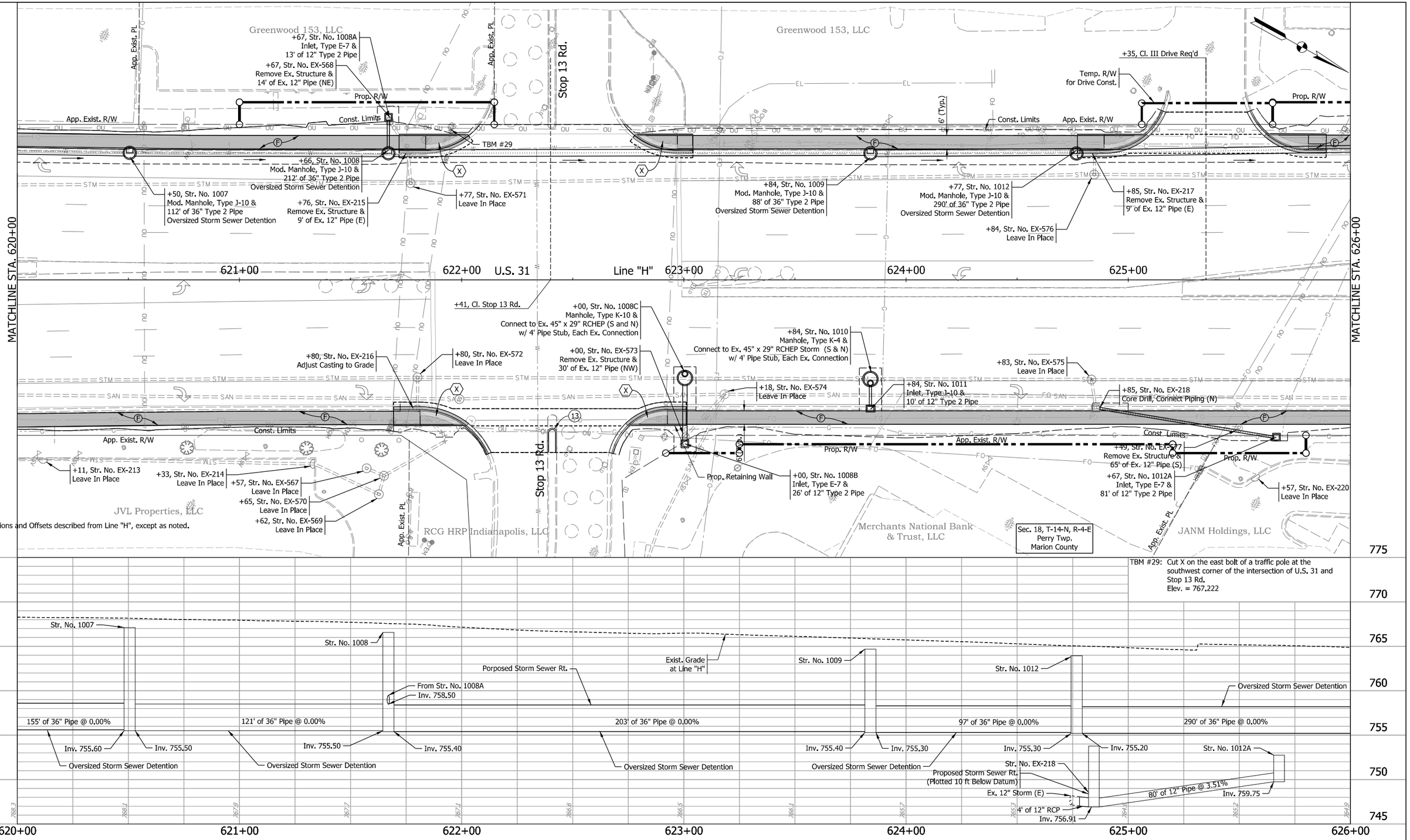
DESIGNED: DLW DRAWN: DLW
CHECKED: WJW CHECKED: WJW

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000074
SURVEY BOOK	SHEETS
Electronic	41 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 1/21/2025 3:53 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.Plan and Profile 2200074.dgn
Des. No. 2200074 et al.



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Plot: 1/21/2025 3:53 PM

File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.Plan and Profile 2200074.dgn

STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

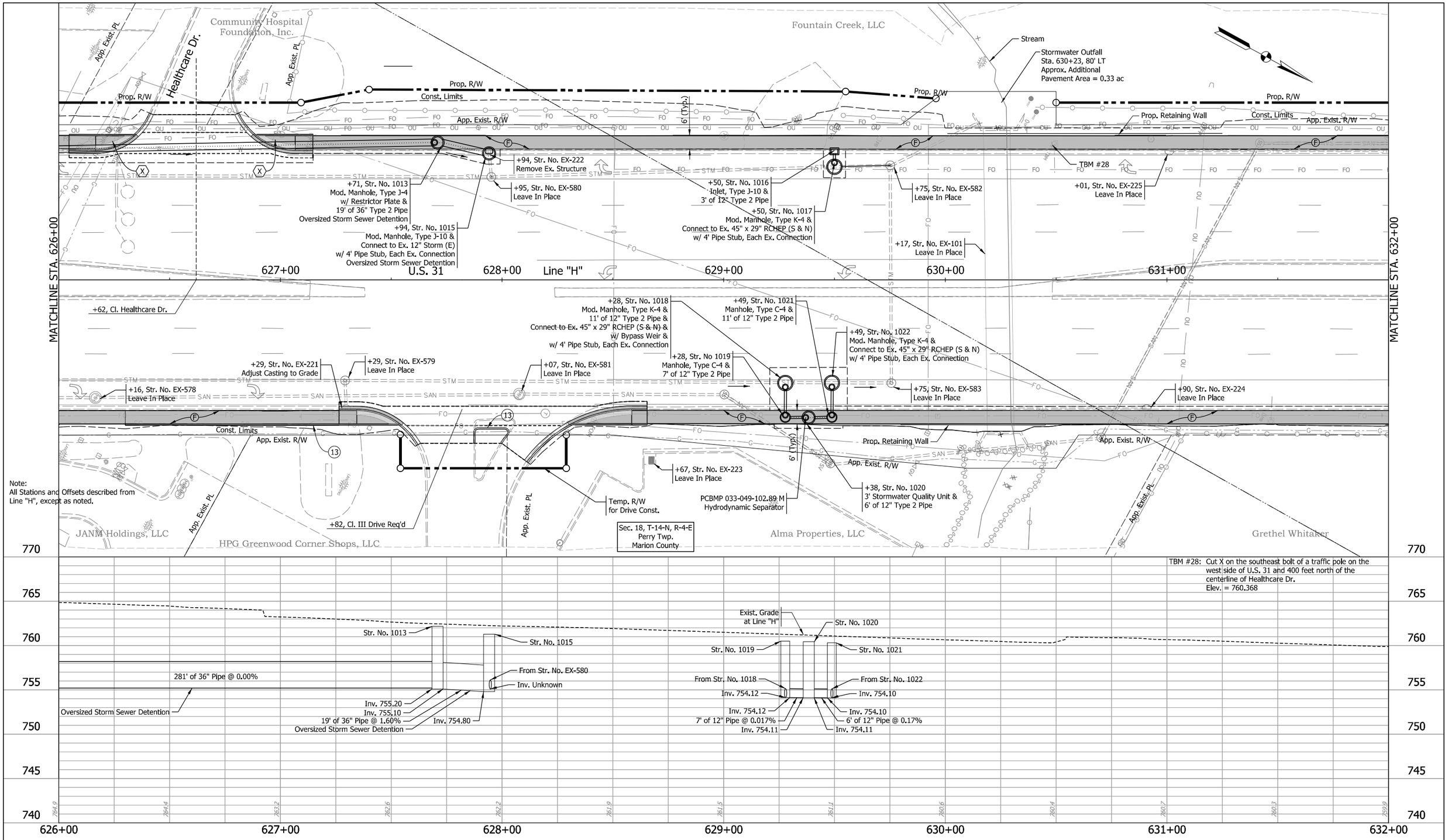
DESIGNED: DLW DRAWN: DLW

CHECKED: WJW CHECKED: WJW

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000074
SURVEY BOOK	SHEETS
Electronic	42 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077



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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: DLW | DRAWN: DLW
CHECKED: WJW | CHECKED: WJW

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	2200074
SURVEY BOOK	SHEETS
Electronic	43 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 1/21/2025 3:53 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.Plan and Profile 2200074.dgn
User: JJONES

Note:
All Stations and Offsets described from Line "H", except as noted.

MATCHLINE STA. 632+00

MATCHLINE STA. 638+00

Fountain Creek, LLC

Methodist Church of Christ
Board of Trustees

BAS Enterprises, LLC

Brar Group, LLC

Sec. 18, T-14-N, R-4-E
Perry Twp.
Marion County

Lilac Dr.

U.S. 31

Line "H"

633+00 634+00 635+00 636+00 637+00

Prop. R/W

App. Exist. R/W

Const. Limits

6' (Typ.)

App. Exist. PL

+36, Cl. III Drive Req'd

+30, Cl. Lilac Dr

+76, Cl. III Drive Req'd

+07, Str. No. EX-587
Leave In Place

+07, Str. No. EX-228
Leave In Place

+88, Str. No. 1024
Inlet, Type J-10 &
4' of 12" Type 2 Pipe

+88, Str. No. 1025
Manhole, Type C-4 &
Connect to Ex. 15" Storm (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+49, Str. No. EX-591
Remove Ex. Structure &
25' of Ex. 12" Pipe

+56, Str. No. 1025B
Inlet, Type E-7 &
31' of 12" Type 2 Pipe

+66, Str. No. EX-592
Core Drill, Connect Piping (NE)

+11, Str. No. EX-233
Adjust Casting to Grade

+56, Str. No. 1023B
Manhole, Type C-4 &
Connect to Ex. 18" Storm (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+02, Str. No. 1023C
Mod. Inlet, Type J-10 &
5' of 15" Type 2 Pipe

+02, Str. No. EX-586
Core Drill, Connect Piping (E)

+02, Str. No. EX-227
Remove Ex. Structure &
6' of Ex. 12" Pipe (W)

+28, Str. No. 1023
Inlet, Type J-10 &
172' of 15" Type 2 Pipe

+98, Str. No. EX-590
Core Drill, Connect Piping (NE)

+08, Str. No. EX-232
Leave In Place

+08, Str. No. 1025A
Inlet, Type E-7 &
22' of 12" Type 2 Pipe

+22, Str. No. EX-584
Leave In Place

+50, Str. No. EX-226
Leave In Place

+36, Str. No. EX-585
Leave In Place

+50, Str. No. EX-588
Remove Ex. Structure &
21' of Ex. 12" Pipe (W)

+48, Str. No. 1023A
Inlet, Type E-7 &
17' of 12" Type 2 Pipe

+62, Str. No. EX-229
Leave In Place

+14, Str. No. EX-230
Leave In Place

+96, Str. No. EX-589
Remove Ex. Structure &
12' of Ex. 12" Pipe (W)

+42, Str. No. EX-231
Leave In Place

765 760 755 750 745 740 735

759.9 759.4 759.0 758.6 758.1 756.9 756.3 755.9 755.6 755.1 754.7 755.1 754.2

Str. No. 1023
Inv. 753.04

172' of 15" Pipe @ 0.58%

Str. No. 1023C
Inv. 752.04

Str. No. 1023A
From Str. No. EX-586
Inv. Unknown

Inv. 752.04
17' of 12" Pipe @ 3.79%
Inv. 751.42

Str. No. 1023B
Ex. 15" Storm (N)
4' of 15" RCP

Exist. Grade
at Line "H"

Str. No. 1025A
Str. No. EX-590
Ex. 30" x 19" Storm (N)
4' of 30" x 19" RCP
Inv. 750.25
22' of 12" Pipe @ 5.02%
Inv. 751.31
Inv. 750.72
31' of 12" Pipe @ 1.34%

Str. No. 1025B
Str. No. EX-592
Ex. 30" x 19" Storm (N)
4' of 30" x 19" RCP
Inv. 750.31

632+00 633+00 634+00 635+00 636+00 637+00 638+00

ms consultants, inc.
engineers, architects, planners
115 West Washington Street, Suite 1310
Indianapolis, IN 46204
Phone: (317) 566-0050
Fax: (317) 566-0052

STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: DLW DRAWN: DLW

CHECKED: WJW CHECKED: WJW

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000074
SURVEY BOOK	SHEETS
Electronic	44 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 1/21/2025 3:53 PM

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MATCHLINE STA. 638+00

MATCHLINE STA. 644+00

Methodist Church of Christ
Board of Trustees

Ray Skillman Oldsmobile
& GMC Truck, Inc.

M & B Reality, LLC

Rohrman Family
Realty, LP

Stop 12 Rd.

U.S. 31

Line "H"

639+00 640+00 641+00 642+00 643+00

App. Exist. R/W

Prop. R/W

Const. Limits

6' (Typ.)

+87, Str. No. EX-593
Leave In Place

Stormwater Outfall
Sta. 640+60, 84' LT
Approx. Additional
Pavement Area = 0.33 ac

TBM #27

MODIFY SANITARY LINE LOCATION
(SUPPLEMENTAL SURVEY)

+51, Str. No. EX-219
Leave In Place

+63, Str. No. 1028
Mod. Inlet, Type J-10 &
Connect to Ex. 12" Storm &
12' of 12" Type 2 Pipe

+63, Str. No. EX-237
Remove Ex. Structure &
12' of Ex. 12" Pipe (E)

+77, Str. No. 1027
4' Stormwater Quality Unit
Connect to Ex. 30" x 19" RCHEP (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+40, Str. No. 1029
Mod. Inlet, Type J-10 &
74' of 12" Type 2 Pipe

PCBMP 033-049-103.09 M
Hydrodynamic Separator

Center Curb,
Concrete

+00, Str. No. 1030
Inlet, Type J-10 &
63' of 12" Type 2 Pipe

+65, Str. No. EX-239
Core Drill, Connect Piping (E)

+66, Str. No. EX-595
Leave In Place

+54, Str. No. 1026A
Mod. Inlet, Type J-10 &
Connect to Ex. 15" Storm
10' of 12" Type 2 Pipe

+04, Str. No. 1026
Mod. Inlet, Type J-10 &
47' of 12" Type 2 Pipe

+54, Str. No. EX-236
Remove Ex. Structure &
12' of Ex. 12" Pipe (W)

REVISE WATERLINE LOCATION
PER CEG COMMENTS

+00, Str. No. 1031
Mod. Inlet, Type J-10 &
103' of 12" Type 2 Pipe

+52, Str. No. EX-238
Leave In Place

+03, Str. No. EX-234
Leave In Place

+77, Str. No. EX-235
Leave In Place

+97, Str. No. EX-594
Leave In Place

Temp. R/W
for Drive Const.
and Grading

+50, Cl. III Drive Req'd

Wetland

Sec. 18, T-14-N, R-4-E
Perry Twp.
Marion County

TBM #27: Cut X on the southeast bolt of a traffic pole at the southwest corner of the intersection of U.S. 31 and Stop 12 Rd.
Elev. = 755.129

765 760 755 750 745 740 735

Str. No. 1026A
From Str. No. Ex. Pipe
Inv. 749.60
Inv. 749.60

Str. No. EX-237
From Str. No. Ex. Pipe
Inv. 749.50
Inv. 749.50

Str. No. 1026
Inv. 749.82

47' of 12" Pipe @ 0.44%

74' of 12" Pipe @ 0.48%

Str. No. 1029
Inv. 749.87

Exist. Grade
at Line "H"

Str. No. 1031
Proposed Storm Sewer Rt.
103' of 12" Pipe @ 0.85%
Inv. 749.50

Str. No. EX-239
Str. No. 1030
From Str. No. EX-595
Proposed Storm Sewer Lt.
(Plotted 10 ft Below Data)
Inv. Unknown
63' of 12" Pipe @ 0.64%
Inv. 749.04
Inv. 748.62

754.2 754.0 754.0 754.2 754.5 754.7 754.6 754.7 754.8 754.7 754.4 754.2 753.9

638+00 639+00 640+00 641+00 642+00 643+00 644+00

ms consultants, inc.
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Indianapolis, IN 46204
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Fax: (317) 566-0052

STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: DLW DRAWN: DLW

CHECKED: WJW CHECKED: WJW

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000074
SURVEY BOOK	SHEETS
Electronic	45 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 1/21/2025 3:54 PM

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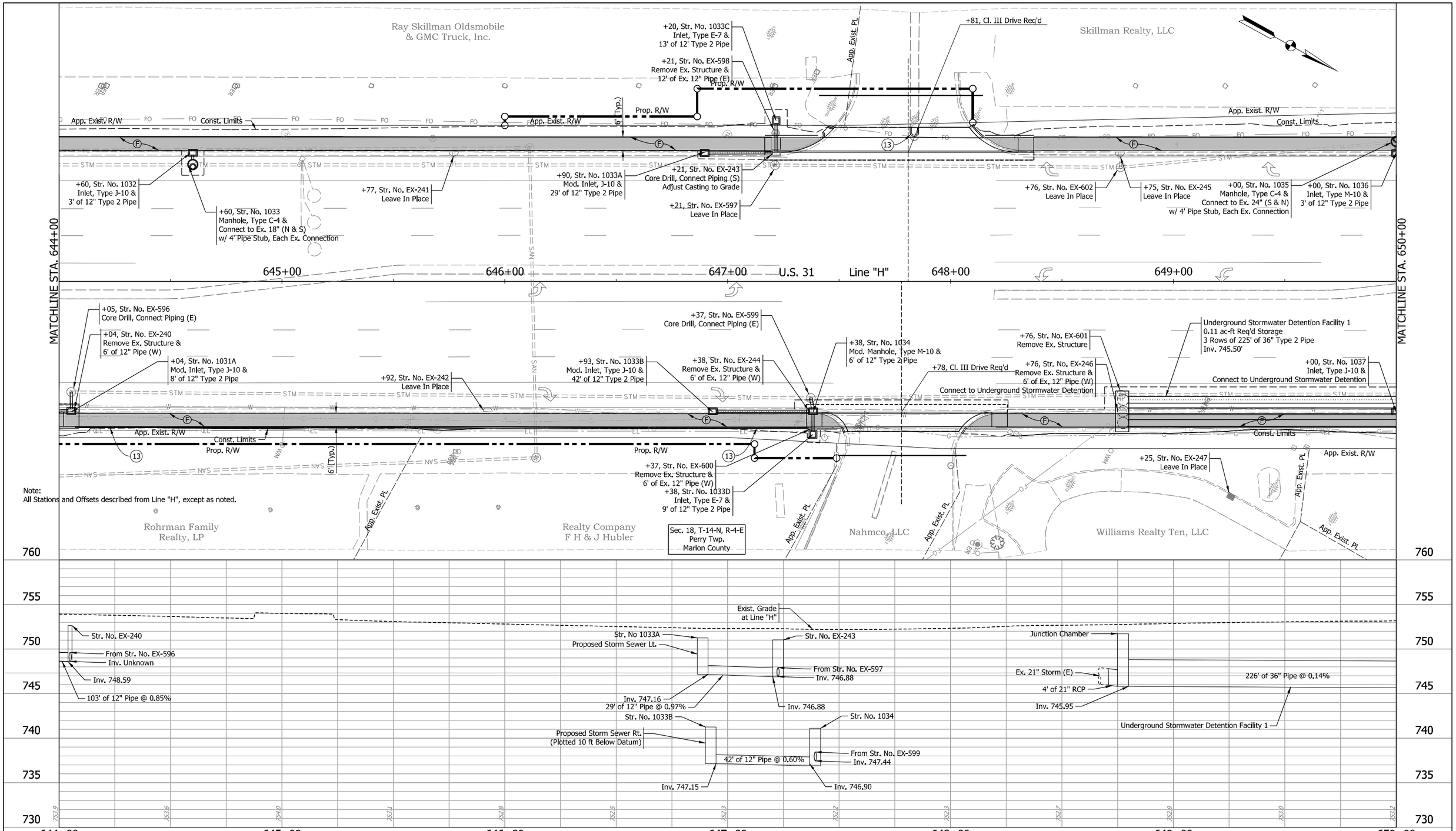

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LINE "H"

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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
Electronic	46 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 1/21/2025 3:54 PM

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Note:
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Line "H", except as noted.

MATCHLINE STA. 650+00

MATCHLINE STA. 656+00

Dahm No. 9, ELC

Hubler Realty Co.

+44, Str. No. EX-248
Leave In Place

+40, Str. No. EX-249
Leave In Place

+13, Str. No. EX-250
Leave In Place

+59, Str. No. EX-604
Leave In Place

+78, Cl. III Drive Req'd

Stormwater Outfall
Sta. 651+04, 72' RT
Approx. Additional
Pavement Area = 0.63 ac

App. Exist. PL

App. Exist. R/W

Prop. Retaining Wall

Const. Limits

+52, Str. No. EX-603
Adjust Casting to Grade

6' (Tal.)

+57, Str. No. EX-251
Leave In Place

+21, Str. No. 1039
Inlet, Type J-10 &
104' of 12" Type 2 Pipe

+00, Str. No. 1035
Manhole, Type C-4 &
Connect to Ex. 24" (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+56, Str. No. EX-102
Leave In Place

+59, Str. No. 1047
Mod. Inlet, Type J-10 &
45' of 12" Type 2 Pipe

+00, Str. No. 1036
Inlet, Type M-10 &
3' of 12" Type 2 Pipe

651+00 652+00 U.S. 31 Line "H" 653+00 654+00 655+00

+18, Str. No. 1038
Mod. Manhole, Type K-4 &
50' of 24" Type 2 Pipe &
Connect to Ex. Three Sided Culvert
w/ Restrictor Plate

Underground Stormwater Detention Facility 1
0.11 ac-ft Req'd Storage
3 Rows of 225' of 36" Type 2 Pipe
Inv. 745.50'

+21, Str. No. 1041
Inlet, Type J-10 &
4' of 12" Type 2 Pipe

+21, Str. No. 1040
Mod Manhole, Type K-4 &
Connect to Ex. 45" x 29" RCHEP (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+85, Str. No. 1044
3' Stormwater Quality Unit &
7' of 12" Type 2 Pipe

+74, Str. No. 1042
Mod Manhole, Type K-4 &
Connect to Ex. 45" x 29" RCHEP (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+96, Str. No. 1046
Mod Manhole, Type K-4 &
w/ Bypass Weir &
7' of 12" Type 2 Pipe &
Connect to Ex. 45" x 29" RCHEP (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+00, Str. No. 1037
Inlet, Type J-10 &
Connect to Underground Stormwater Detention

+78, Cl. III Drive Req'd

+74, Str. No. 1043
Manhole, Type C-4 &
6' of 12" Type 2 Pipe

+96, Str. No. 1045
Manhole, Type C-4 &
8' of 12" Type 2 Pipe
+61, Str. No. EX-252
Leave In Place

+62, Str. No. EX-605
Leave In Place

+14, Str. No. 1047B
Mod. Inlet, Type J-10 &
93' of 12" Type 2 Pipe

Const. Limits

Prop. Retaining Wall

App. Exist. R/W

PCBMP 033-049-103.35 M
Hydrodynamic Separtor

TBM #26

+68, Cl. III Drive Req'd

Cheri Roth
Real Estate, LLC

Stream

Wetland

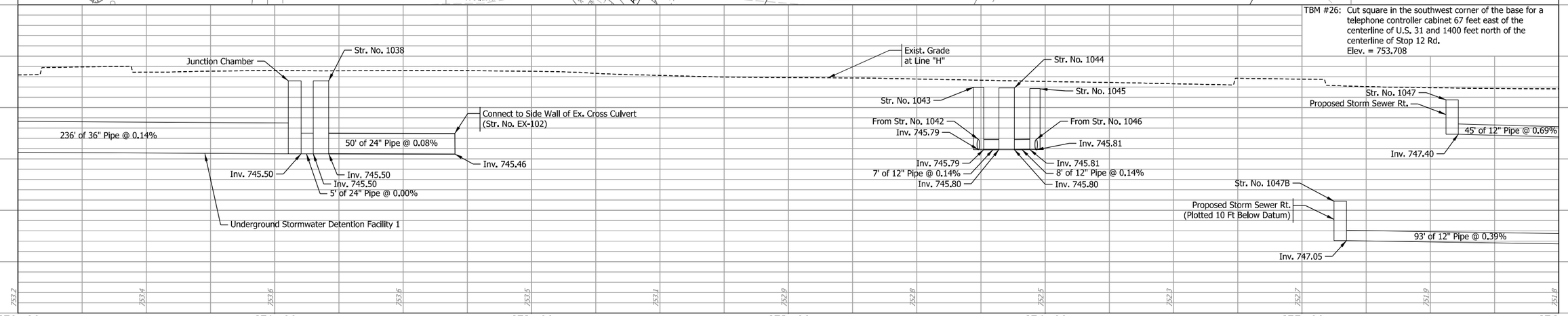
Nahmco, LLC

Albrecht Family Trust

Flatlander Properties, LLC

Sec. 18, T-14-N, R-4-E
Perry Twp.
Marion County

TBM #26: Cut square in the southwest corner of the base for a telephone controller cabinet 67 feet east of the centerline of U.S. 31 and 1400 feet north of the centerline of Stop 12 Rd.
Elev. = 753.708



ms consultants, inc.
engineers, architects, planners
115 West Washington Street, Suite 1310
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Fax: (317) 566-0052

STAGE 2 PLANS

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: DLW DRAWN: DLW

CHECKED: WJW CHECKED: WJW

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000074
SURVEY BOOK	SHEETS
Electronic	47 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 1/21/2025 3:54 PM

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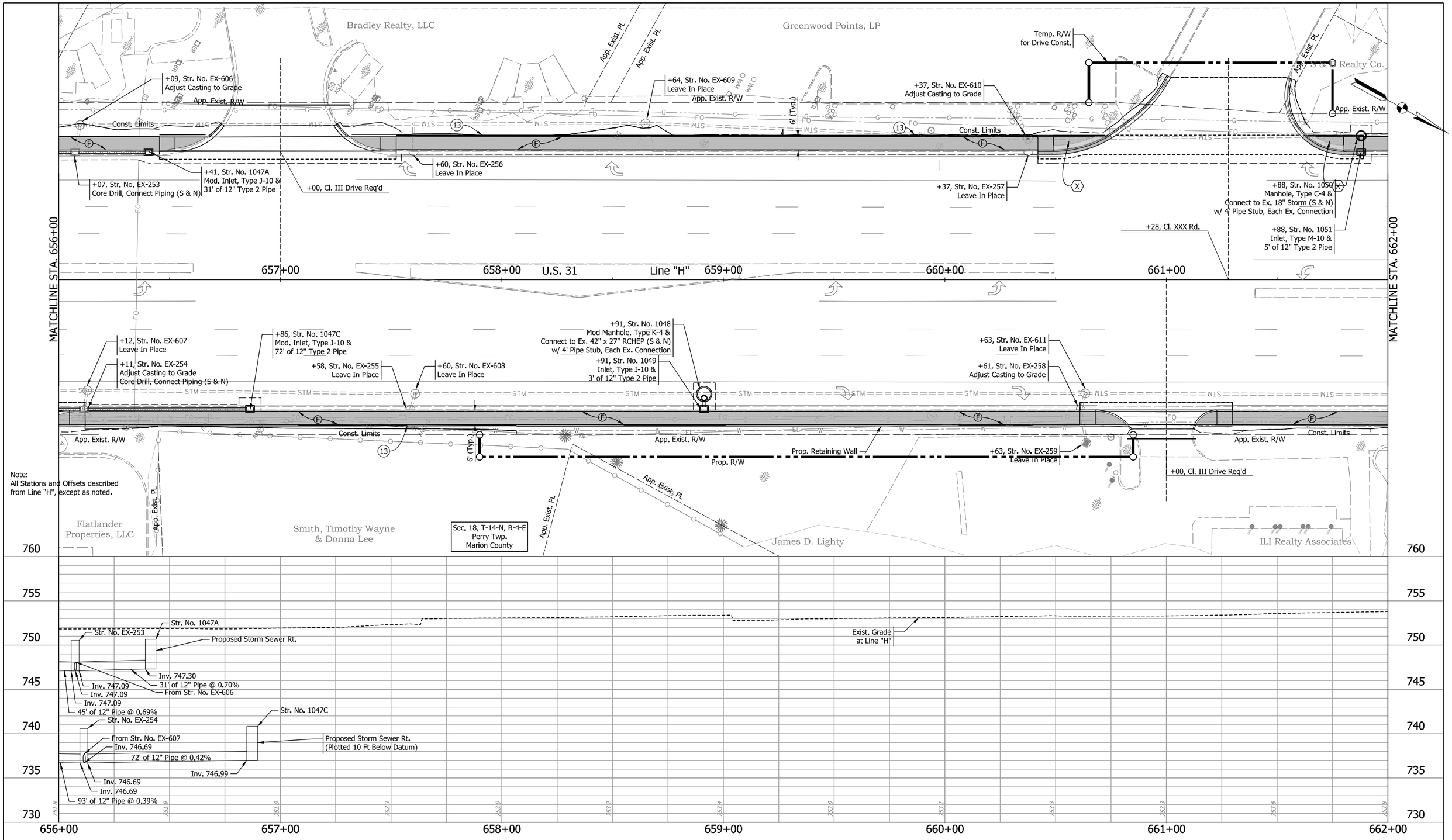

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1" = 5'	22000074
SURVEY BOOK	SHEETS
Electronic	48 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Plot: 1/21/2025 3:54 PM
File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.Plan and Profile 2200074.dgn

S & B Realty Co.

S & B Realty Co.

Greenwood Point, LP

App. Exist. PL

App. Exist. R/W

Const. Limits

+35, Str. No. EX-265
Leave In Place

TBM #25

+01, Str. No. EX-264
Leave In Place

+63, Str. No. EX-266
Leave In Place

+32, Cl. III Drive Req'd

6' (Typ.)

+68, Str. No. EX-260
Leave In Place

+68, Str. No. EX-612
Adjust Casting to Grade

+75, Str. No. 1052
Manhole, Type C-4 &
Connect to Ex. 15" Storm (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+75, Str. No. 1053
Inlet, Type M-10 &
6' of 12" Type 2 Pipe

+75, Str. No. EX-615
Adjust Casting to Grade

+75, Str. No. EX-268
Adjust Casting to Grade

MATCHLINE STA. 662+00

MATCHLINE STA. 668+00

663+00

664+00

U.S. 31

665+00

Line "H"

666+00

667+00

+71, Str. No. 1051B
Inlet, Type J-10 &
Connect to Ex. 12" Storm
w/ 4' Pipe Stub, Each Ex. Connection

+71, Str. No. EX-261
Remove Ex. Structure &
5' of Ex. 12' Pipe

+72, Str. No. EX-613
Leave In Place

+75, Str. No. 1054
Manhole, Type C-4 &
Connect to Ex. 24" Storm (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+75, Str. No. 1055
Inlet, Type J-10 &
4' of 12" Type 2 Pipe

+70, Str. No. 1055B
Manhole, Type C-4 &
Connect to Ex. 24" Storm (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+80, Str. No. EX-616
Leave In Place

+70, Str. No. EX-614
Remove Ex. Structure &
22' of Ex. 12' Pipe (W)

+73, Str. No. EX-267
Adjust Casting to Grade

+62, Str. No. 1056
Manhole, Type C-4 &
Connect to Ex. 24" Storm (S & N)
w/ 4' Pipe Stub, Each Ex. Connection

+62, Str. No. 1057
Inlet, Type J-10 &
6' of 12" Type 2 Pipe

Const. Limits

App. Exist. R/W

Prop. R/W

6' (Typ.)

+71, Str. No. 1051A
Inlet, Type E-7 &
12' of 12" Type 2 Pipe &
Connect to Ex. 12" Storm (E)
w/ 4' Pipe Stub, Each Ex. Connection

+71, Str. No. EX-262
Remove Ex. Structure &
8' of Ex. 12" Pipe (W)

+71, Str. No. EX-263
Leave In Place

+70, Str. No. 1055A
Inlet, Type E-7 &
17' of 12" Type 2 Pipe

+26, Cl. III Drive Req'd

+XX, Cl. III Drive Req'd

App. Exist. PL

Note:
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Beck Realty, LLC

Beck Realty, LLC

Sec. 18, T-14-N, R-4-E
Perry Twp.
Marion County

TBM #25: Cut X in the southeast bolt at the base of a light pole base 90 feet west of the centerline of U.S. 31 and 560 feet south of the cetnerline of Stop 11 Rd.
Elev. = 755.523

Exist. Grade at Line "H"

765 760 755 750 745 740 735

753.8 754.0 754.2 754.4 754.6 754.7 755.6 755.8 755.9 756.1 755.6 755.8 756.0

662+00 663+00 664+00 665+00 666+00 667+00 668+00

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STAGE 2 PLANS

NOT FOR CONSTRUCTION

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CHECKED: WJW CHECKED: WJW

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000074
SURVEY BOOK	SHEETS
Electronic	49 of 530
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