

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

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

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

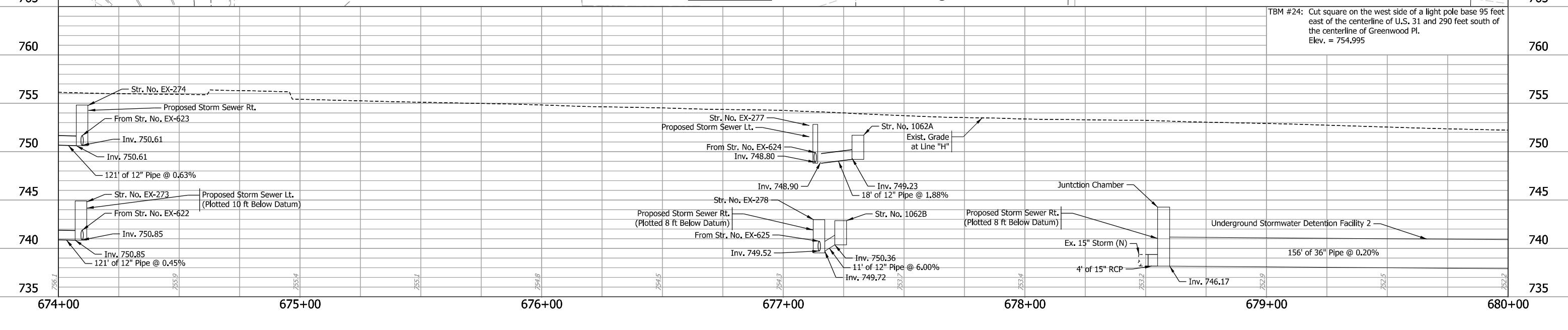
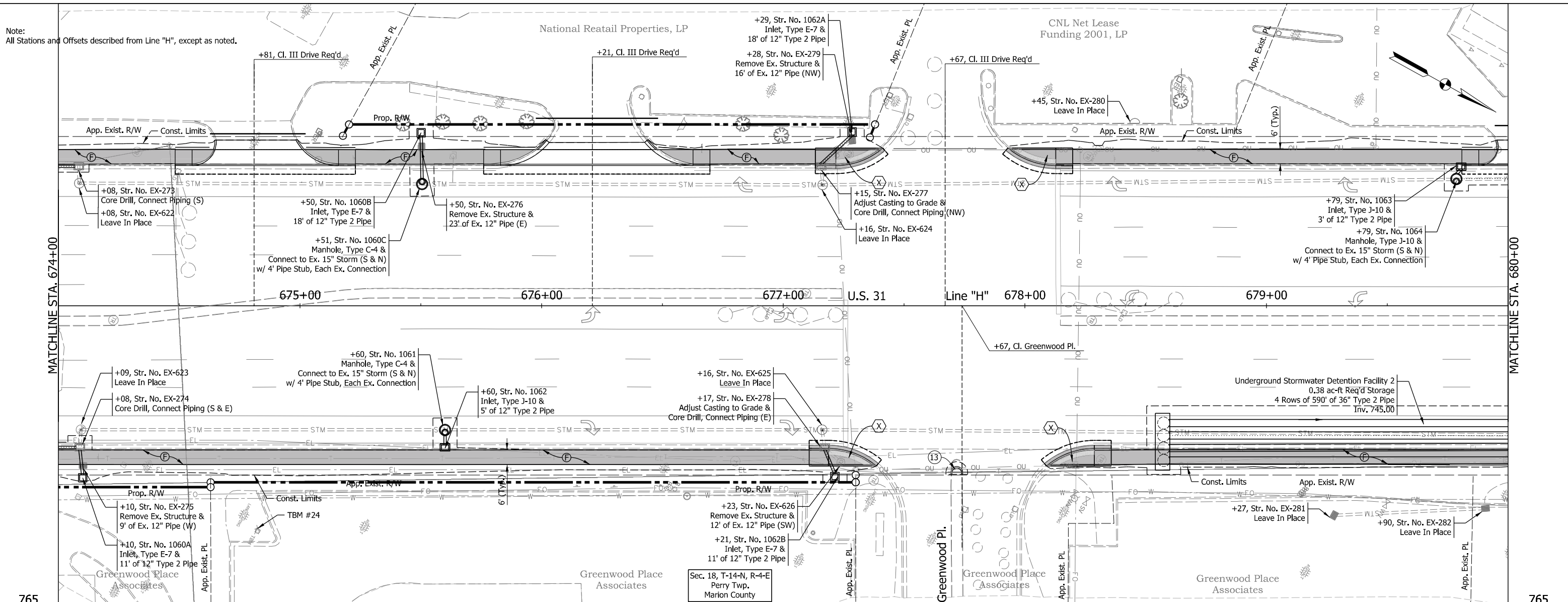
SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 22000074
SURVEY BOOK Electronic	SHEETS 50 of 530
CONTRACT R-44411	PROJECT 2200074 - 2200077

Pct: 1/21/2025 3:54 PM

Note:
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MATCHLINE STA. 674+00

MATCHLINE STA. 680+00



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STAGE 2
PLANS

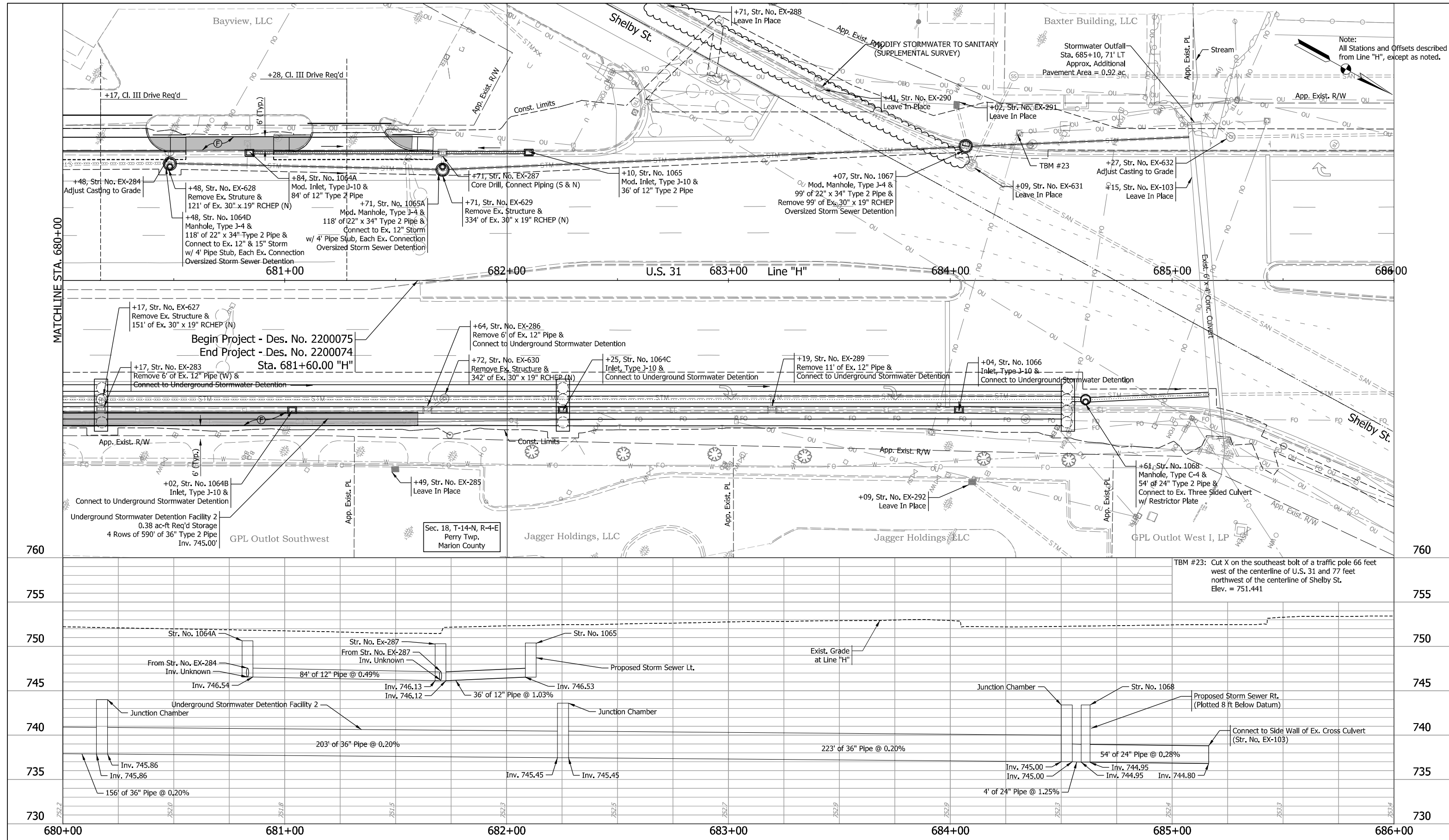
NOT FOR
CONSTRUCTION

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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	51 of 530
CONTRACT	PROJECT
R-44411	22000074 - 22000077



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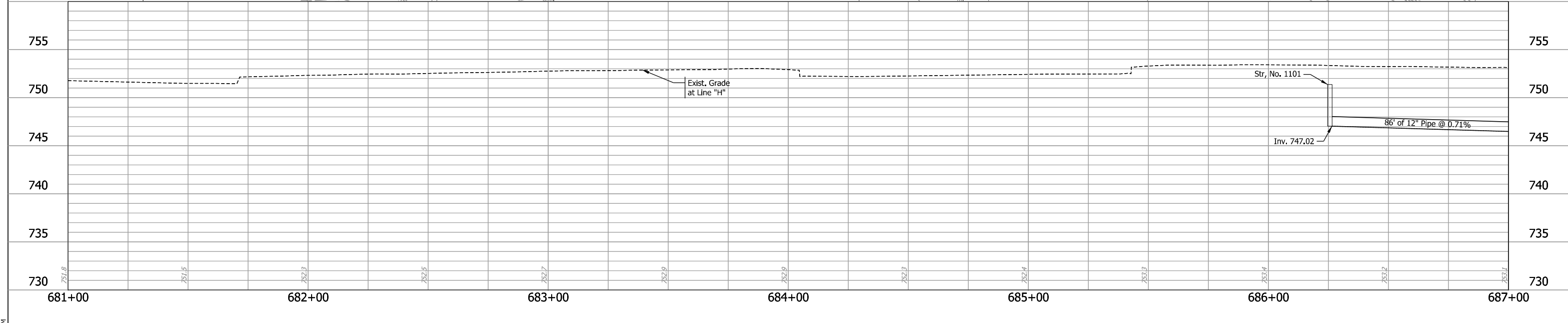
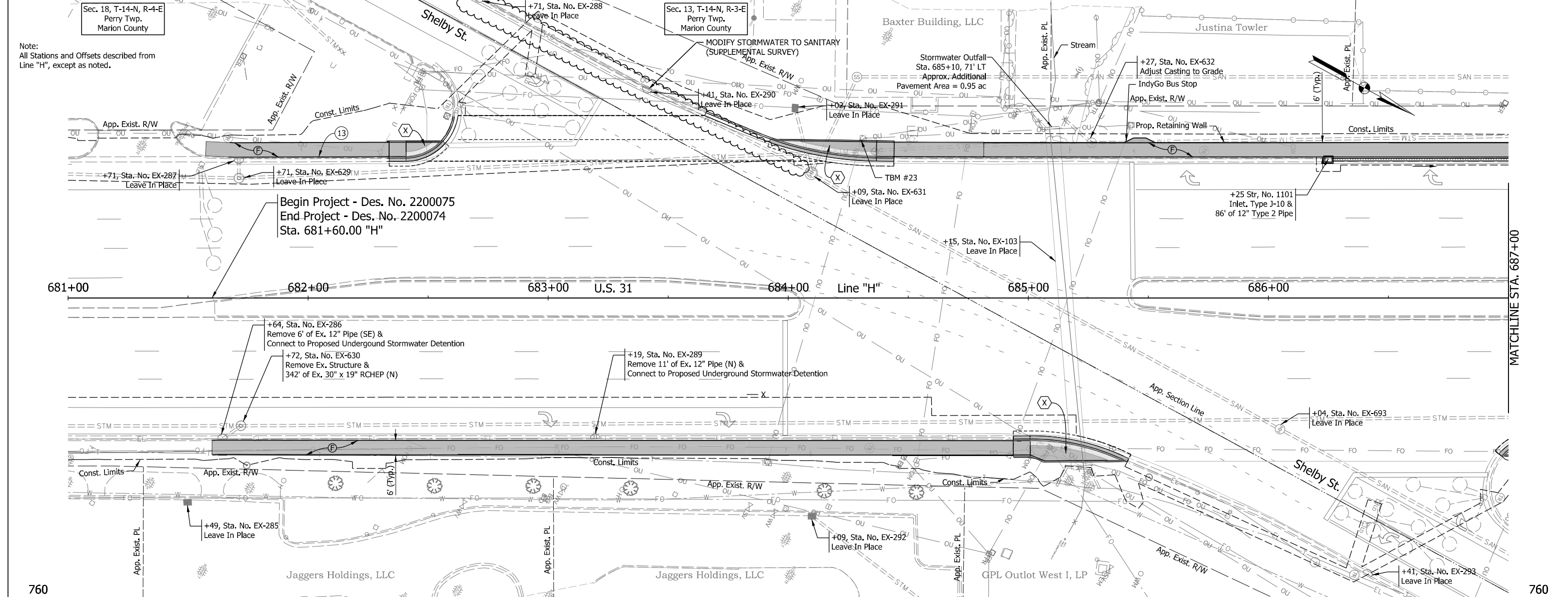
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INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000074
SURVEY BOOK	SHEETS
Electronic	52 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077



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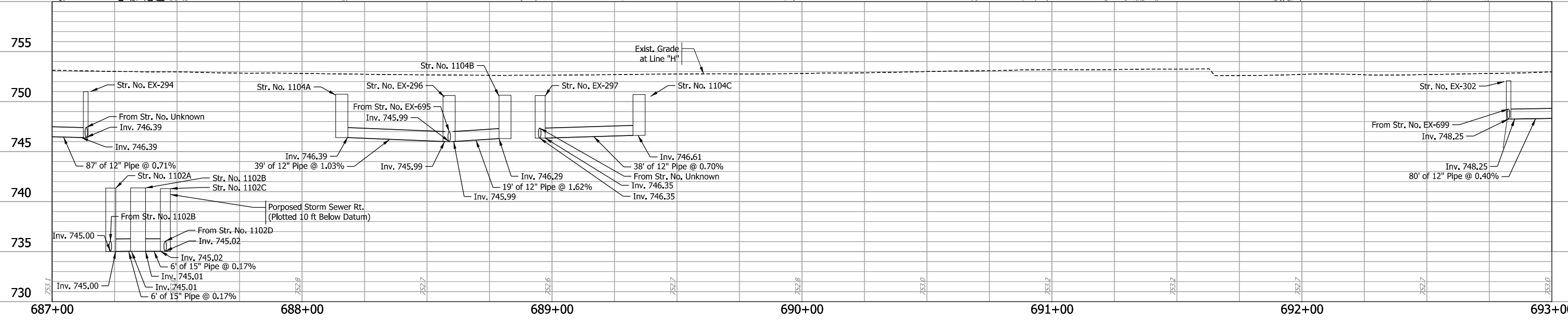
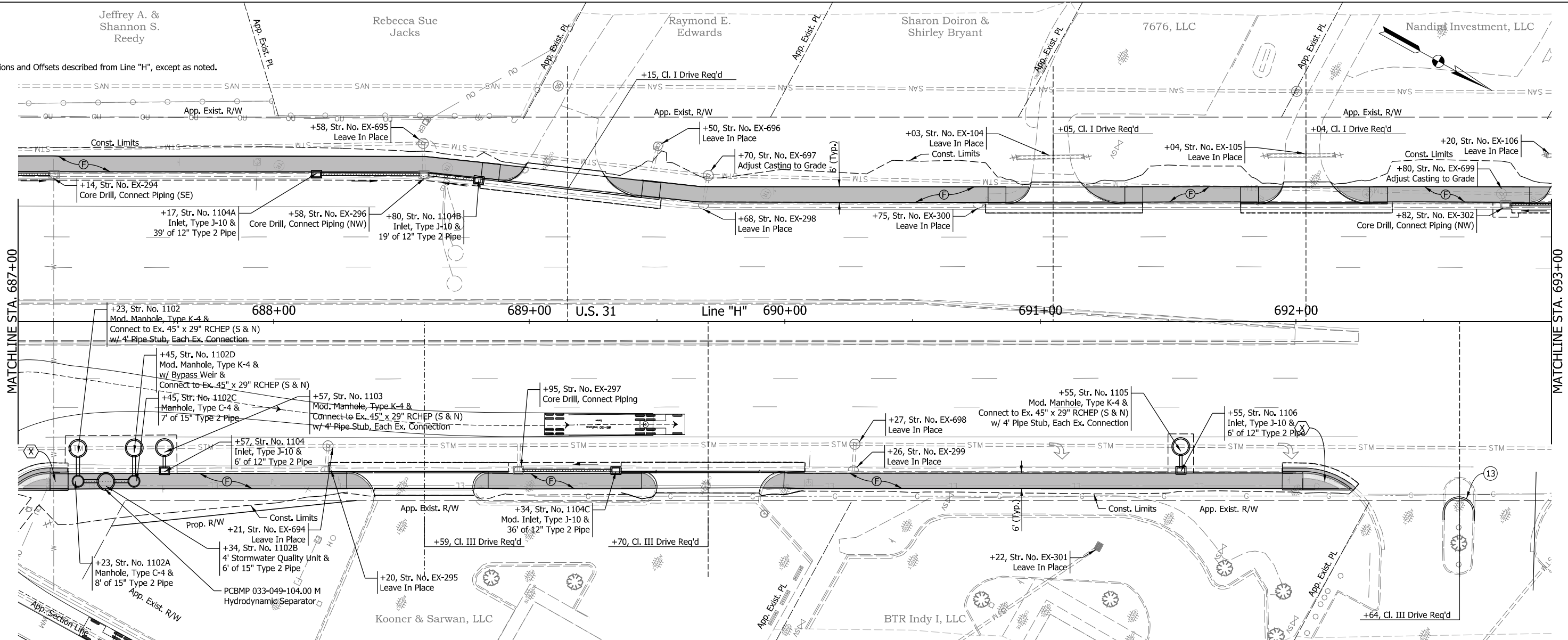
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CHECKED: WJW	CHECKED: WJW	

INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE LINE "H"

SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 22000075
SURVEY BOOK Electronic	SHEETS 53 of 530
CONTRACT R-44411	PROJECT 2200074 - 2200077

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**STAGE 2
PLANS**

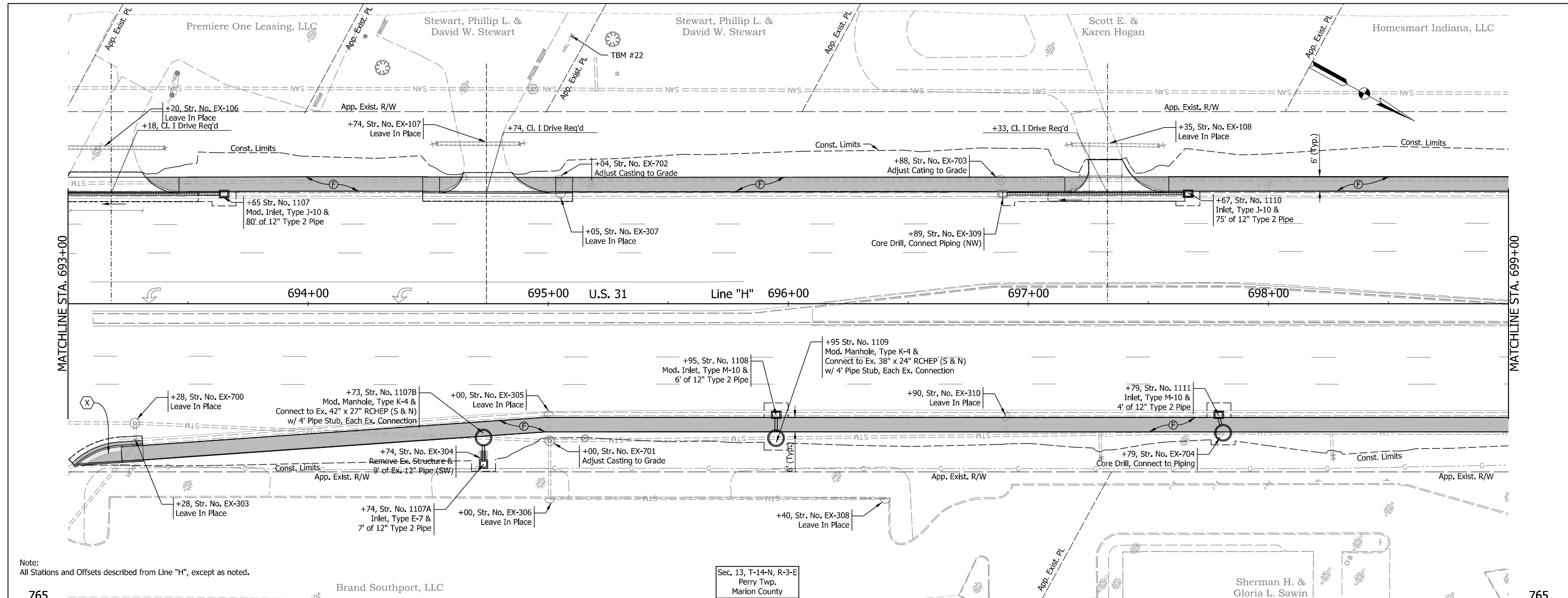
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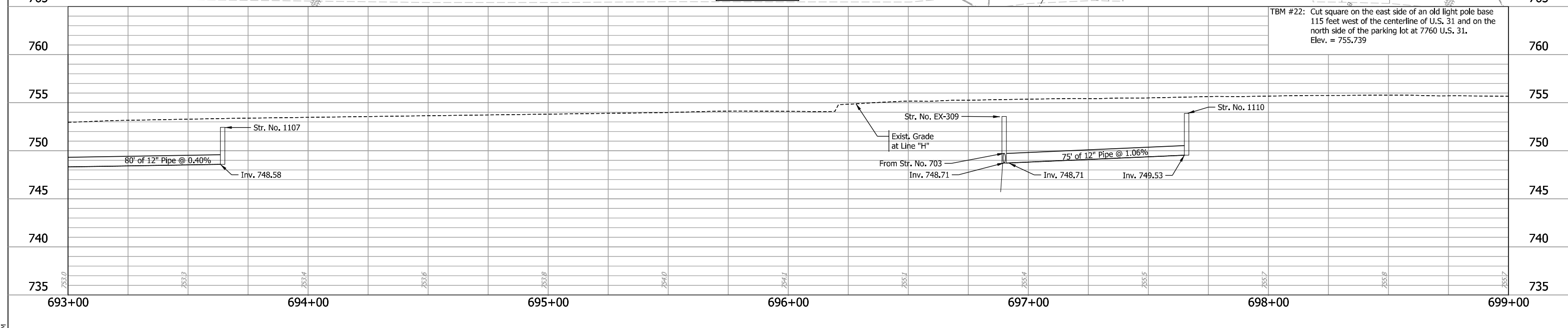
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 22000075
SURVEY BOOK Electronic	SHEETS 54 of 530
CONTRACT R-4411	PROJECT 2200074 - 2200077



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Sec. 13, T-14-N, R-3-E
Perry Twp.
Marion County

TBM #22: Cut square on the east side of an old light pole base 115 feet west of the centerline of U.S. 31 and on the north side of the parking lot at 7760 U.S. 31. Elev. = 755.739

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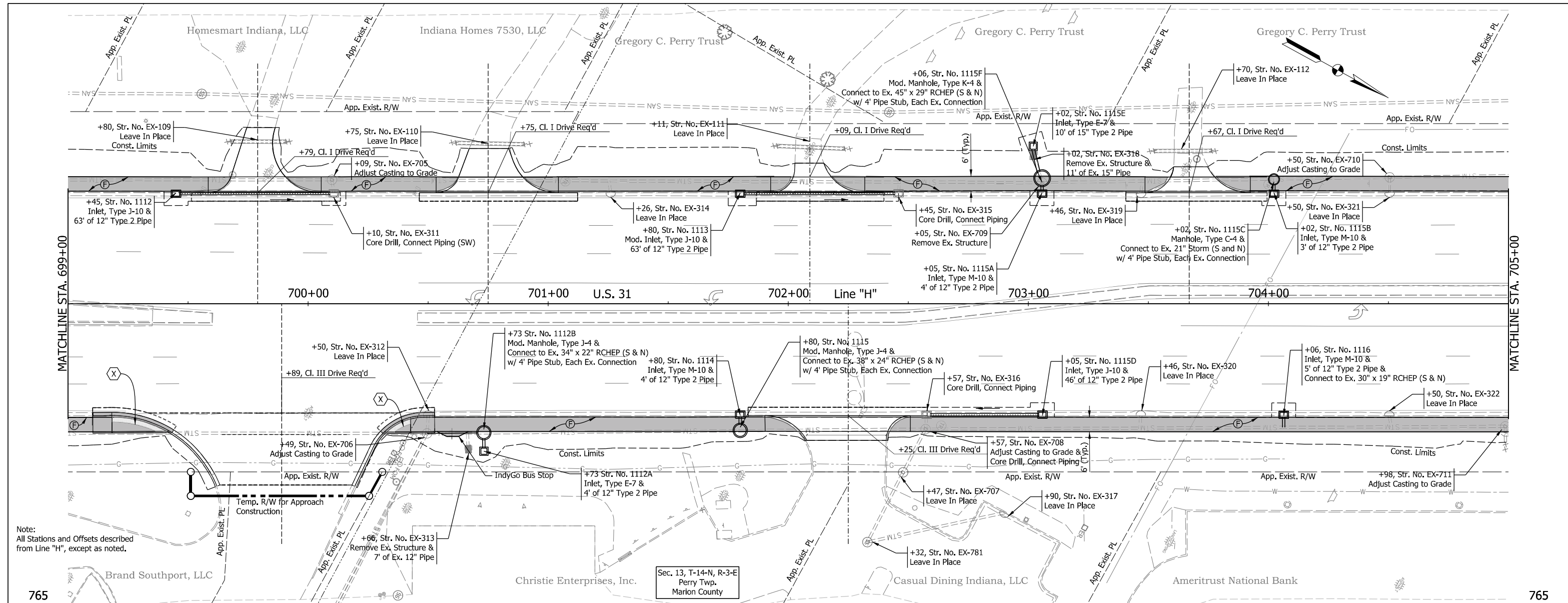
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INDIANA
DEPARTMENT OF TRANSPORTATION

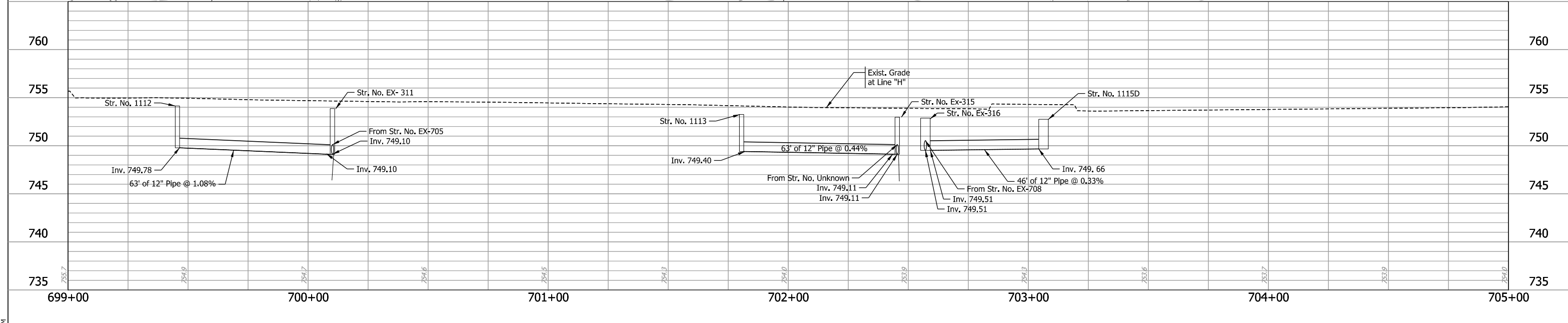
PLAN AND PROFILE
LINE "H"

SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 22000075
SURVEY BOOK Electronic	SHEETS 55 of 530
CONTRACT R-44411	PROJECT 22000074 - 22000077

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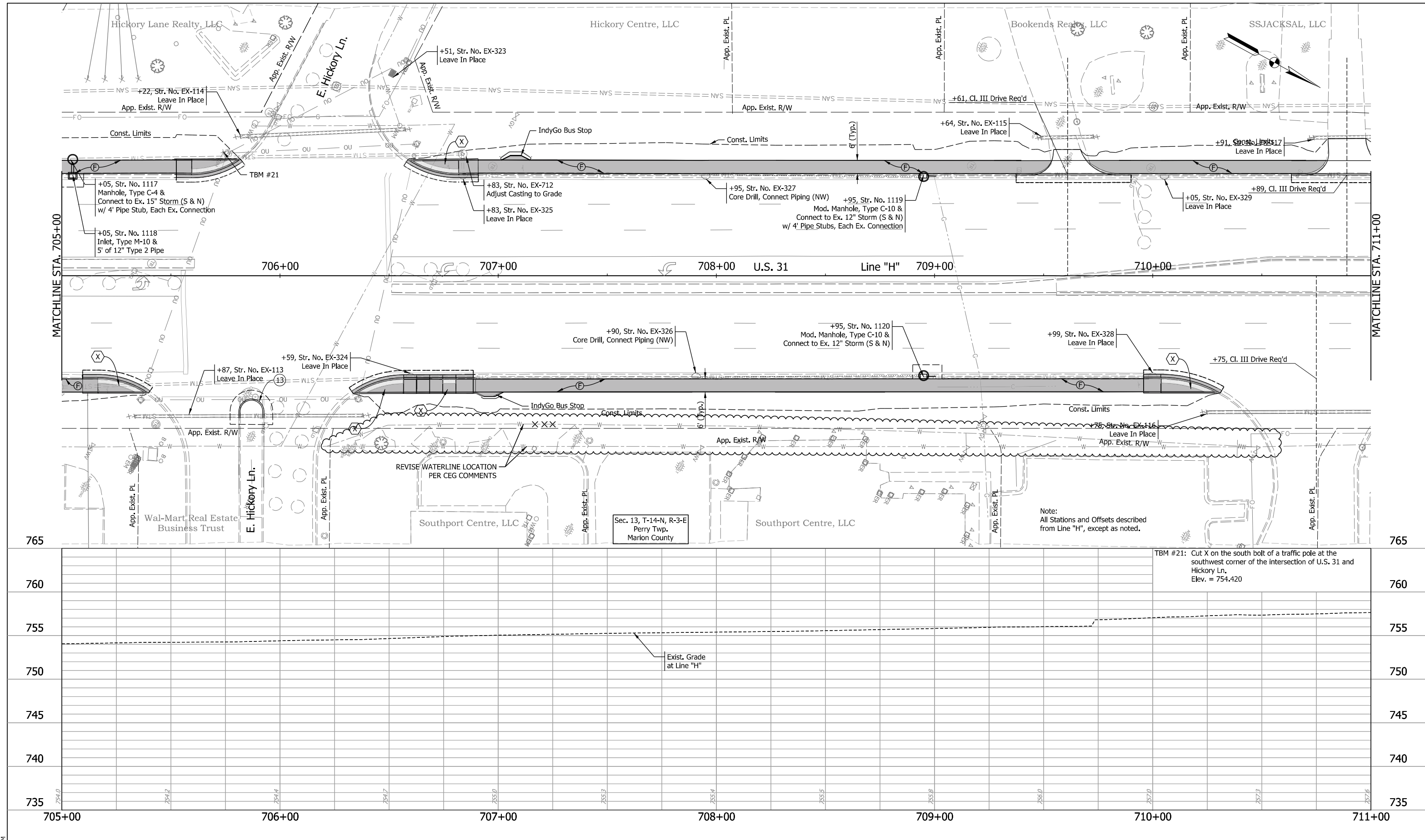
STAGE 2 PLANS
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CHECKED: WJW	CHECKED: WJW	

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000075
SURVEY BOOK	SHEETS
Electronic	56 of 530
CONTRACT	PROJECT
R-44411	22000074 - 22000077



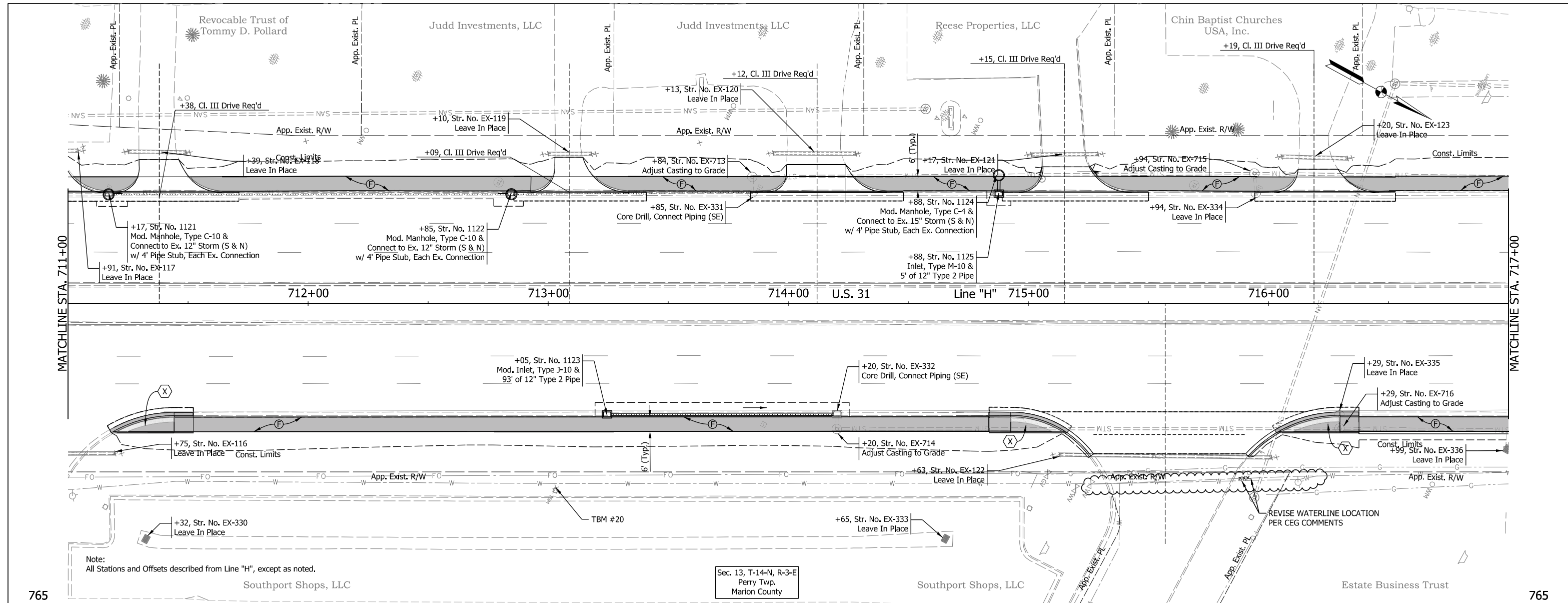
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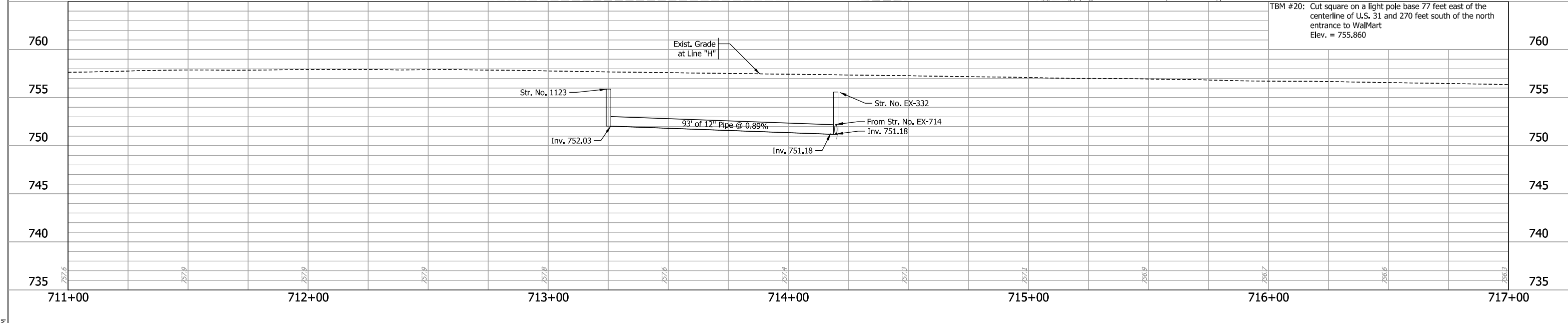
INDIANA DEPARTMENT OF TRANSPORTATION
 PLAN AND PROFILE
 LINE "H"

SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 22000075
SURVEY BOOK Electronic	SHEETS 57 of 530
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Sec. 13, T-14-N, R-3-E
Perry Twp.
Marion County



TBM #20: Cut square on a light pole base 77 feet east of the centerline of U.S. 31 and 270 feet south of the north entrance to WalMart
Elev. = 755.860

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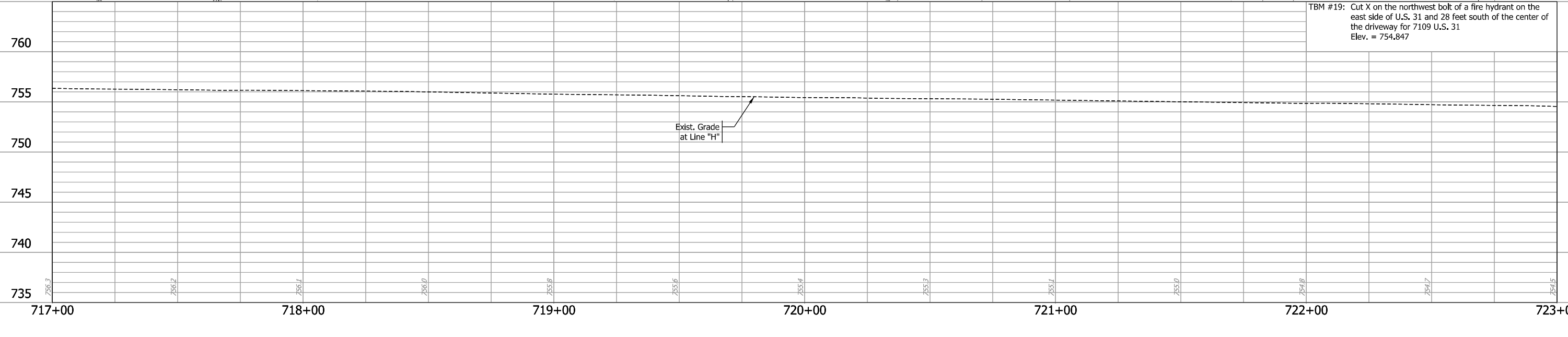
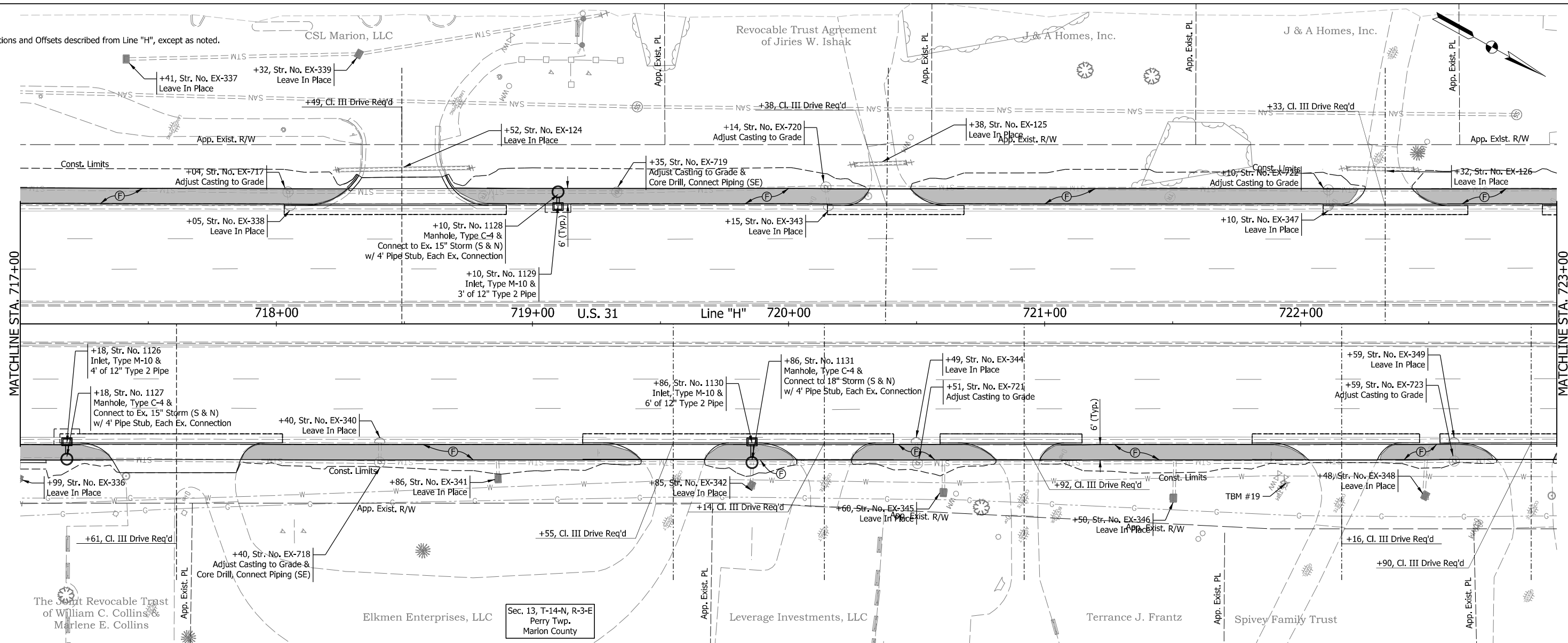
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 22000075
SURVEY BOOK Electronic	SHEETS 58 of 530
CONTRACT R-44411	PROJECT 2200074 - 2200077

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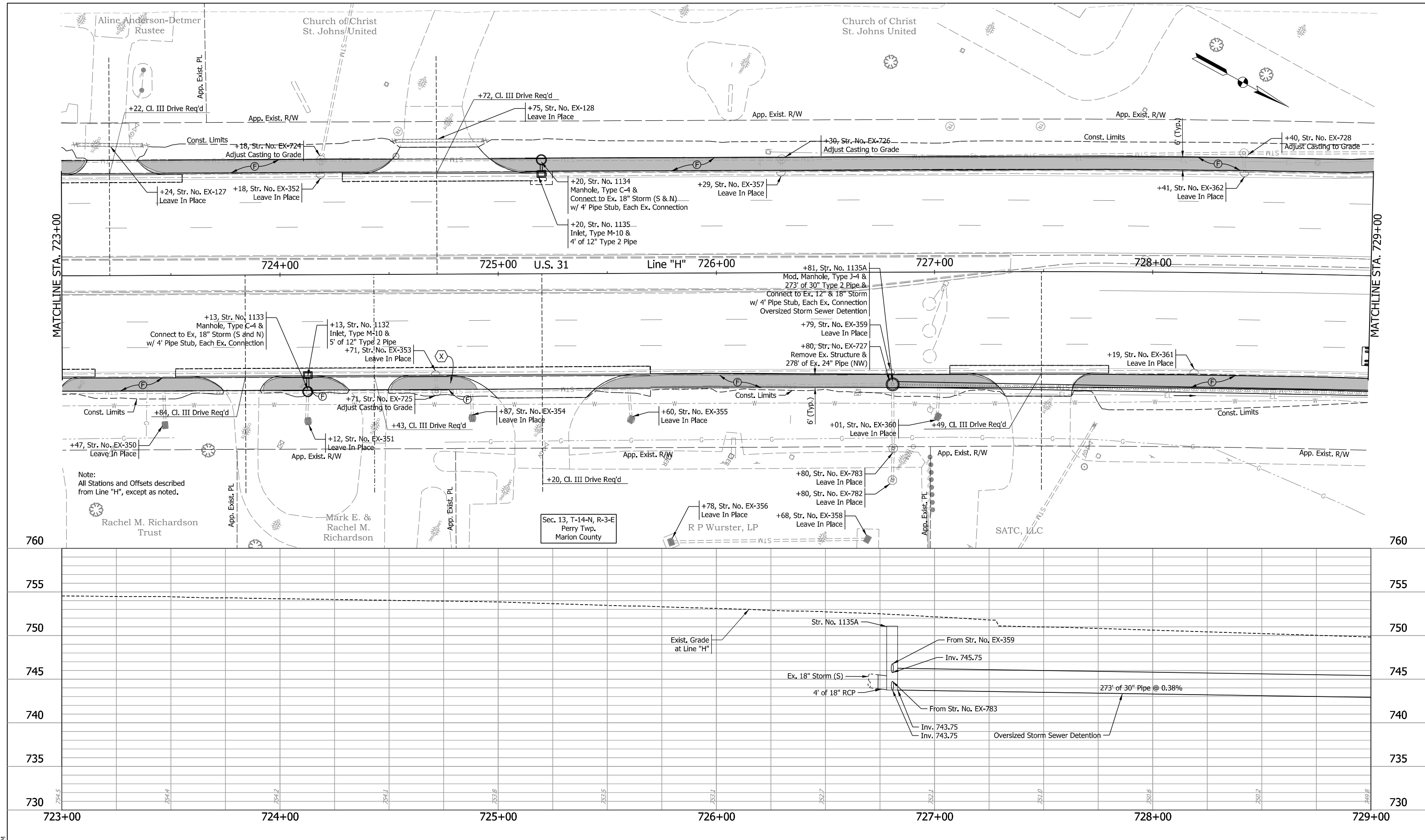
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INDIANA DEPARTMENT OF TRANSPORTATION

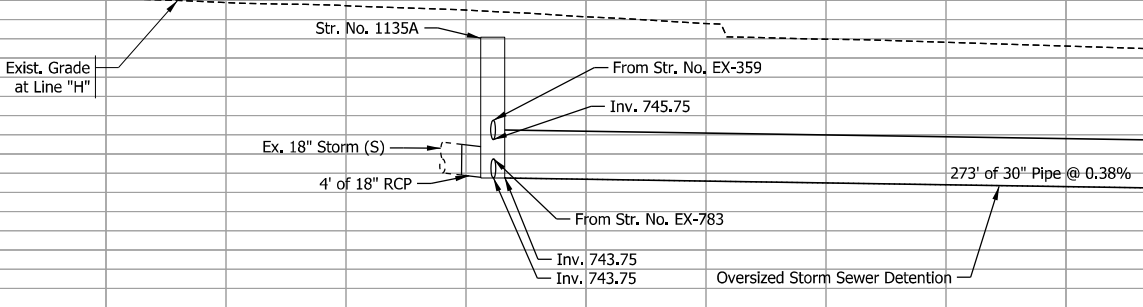
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VERTICAL SCALE 1" = 5'	DESIGNATION 22000075
SURVEY BOOK Electronic	SHEETS 59 of 530
CONTRACT R-44411	PROJECT 2200074 - 2200077



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Perry Twp.
Marion County



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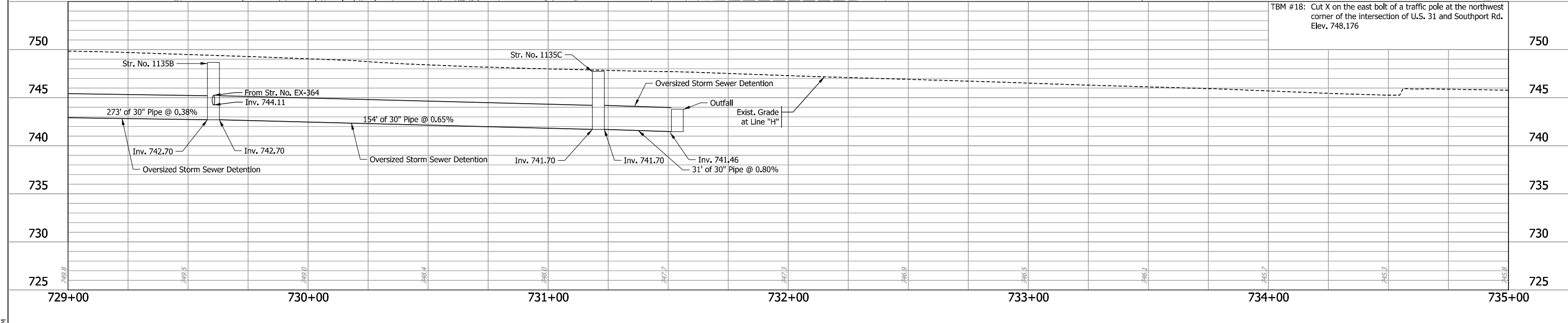
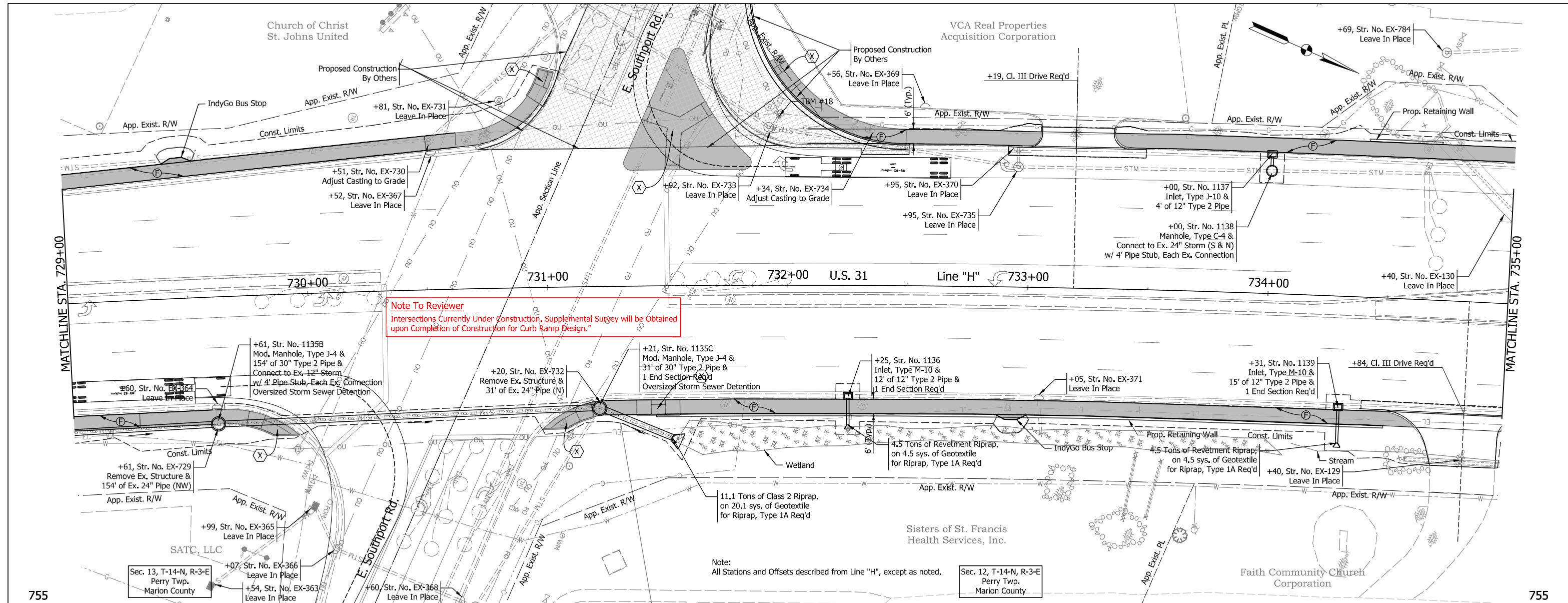
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LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000075
SURVEY BOOK	SHEETS
Electronic	60 of 530
CONTRACT	PROJECT
R-4411	2200074 - 2200077

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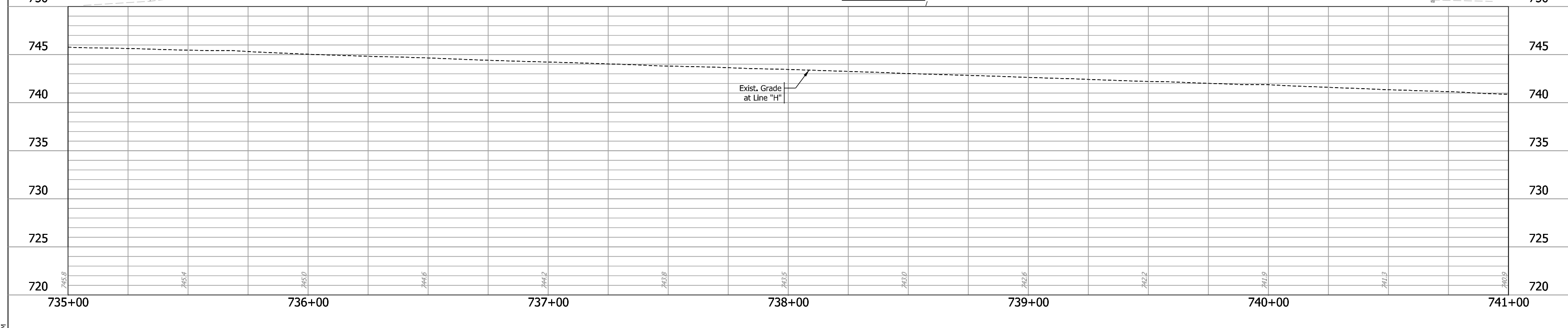
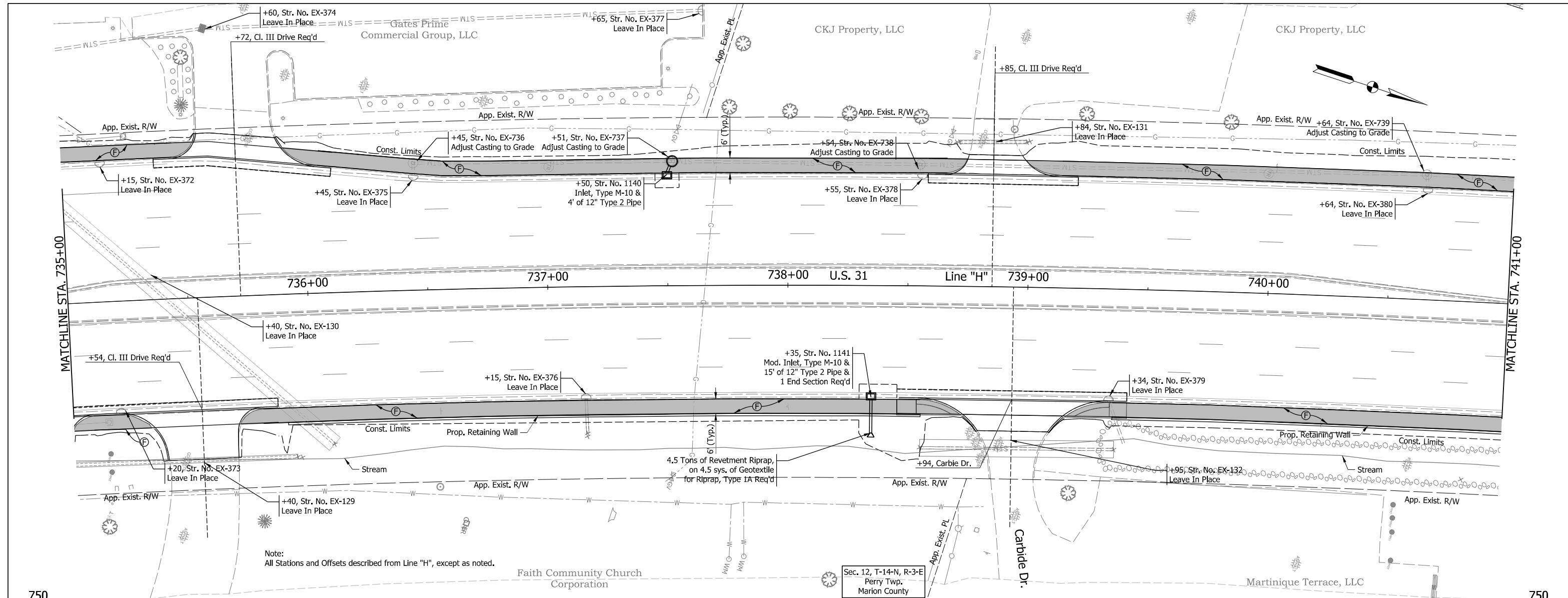
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INDIANA DEPARTMENT OF TRANSPORTATION

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LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000075
SURVEY BOOK	SHEETS
Electronic	61 of 530
CONTRACT	PROJECT
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STAGE 2 PLANS

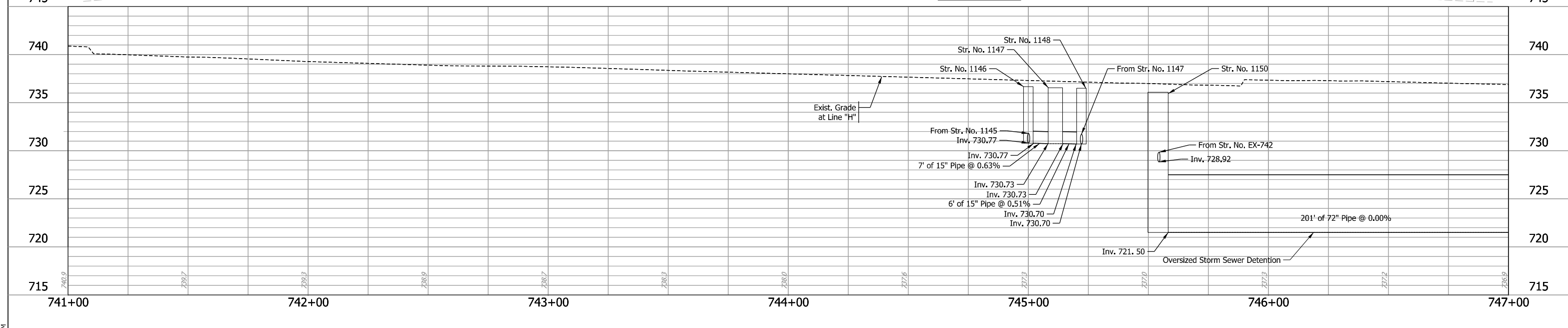
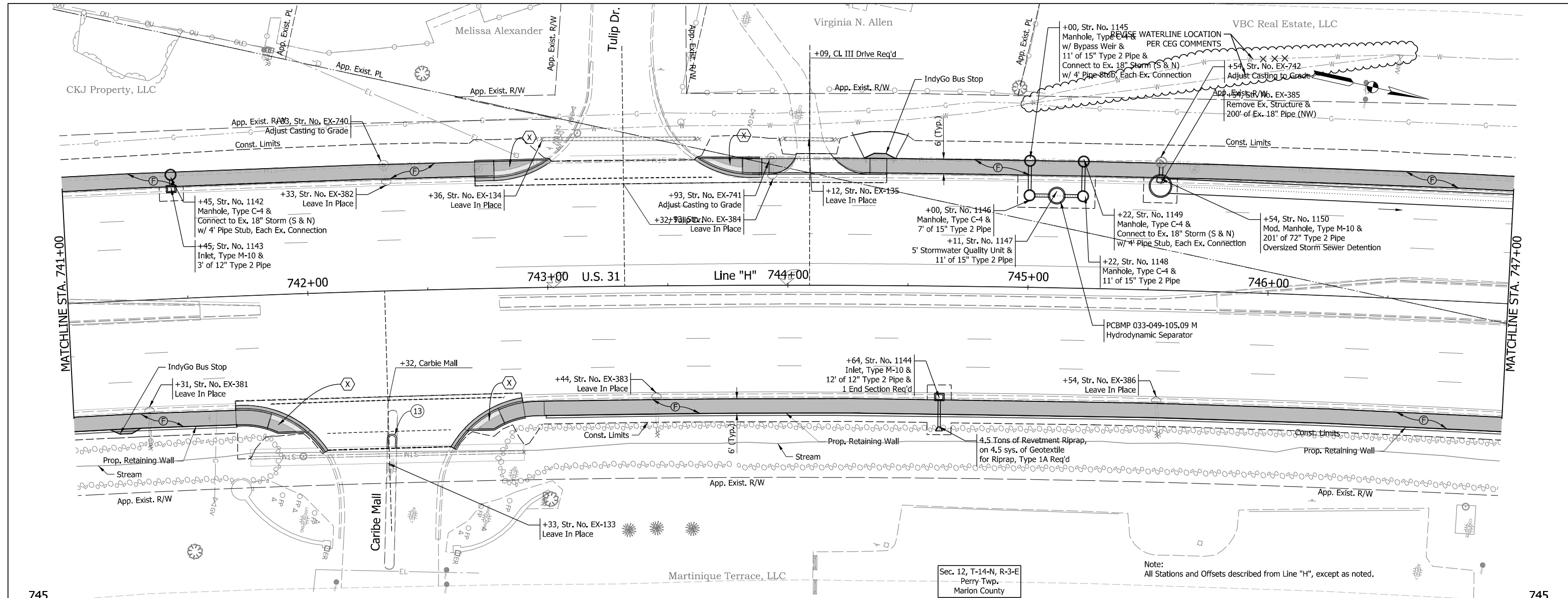
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SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000075
SURVEY BOOK	SHEETS
Electronic	62 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077



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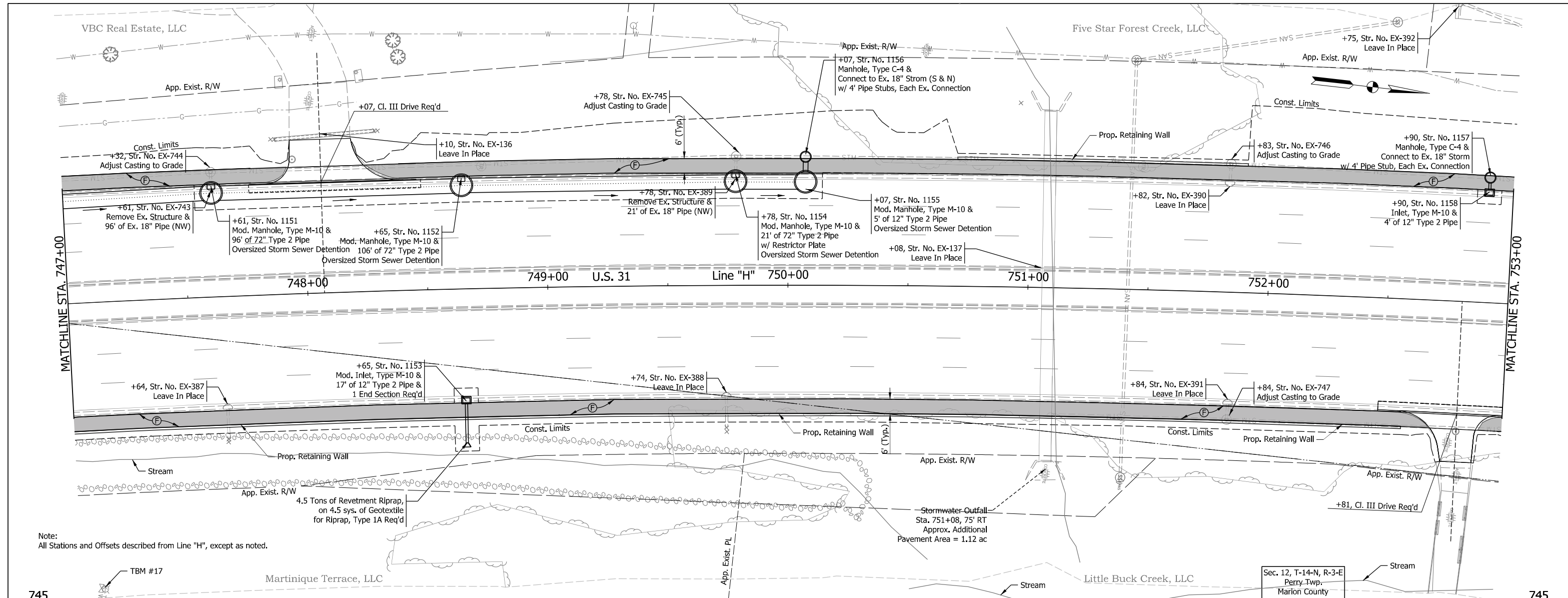
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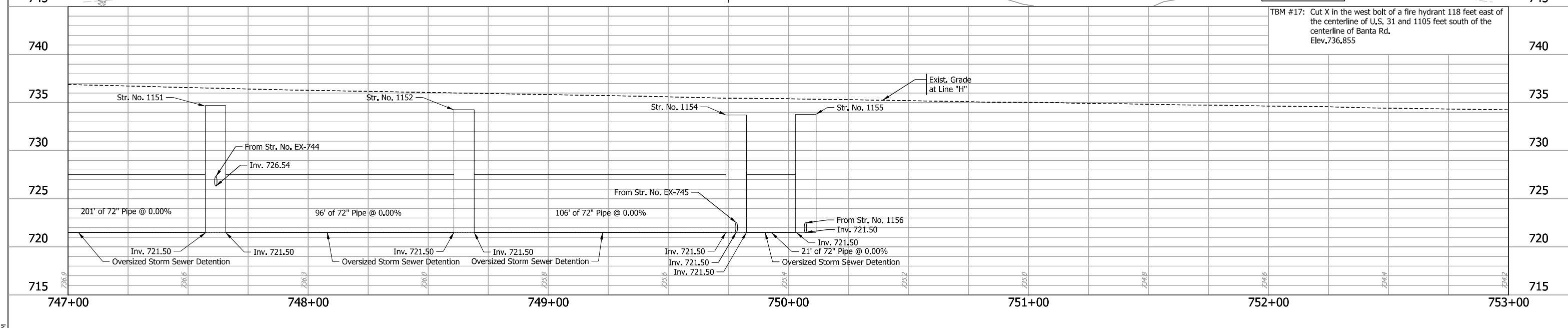
**INDIANA
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
LINE "H"**

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000075
SURVEY BOOK	SHEETS
Electronic	63 of 530
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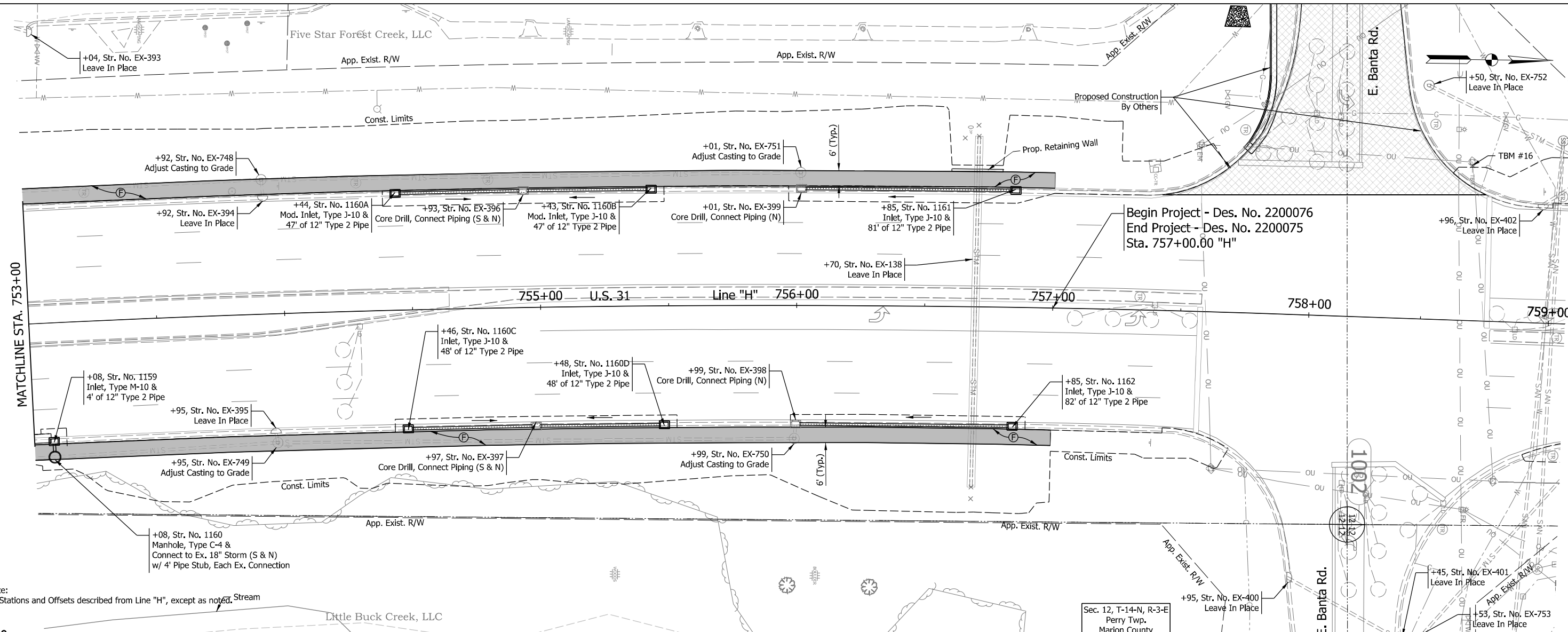
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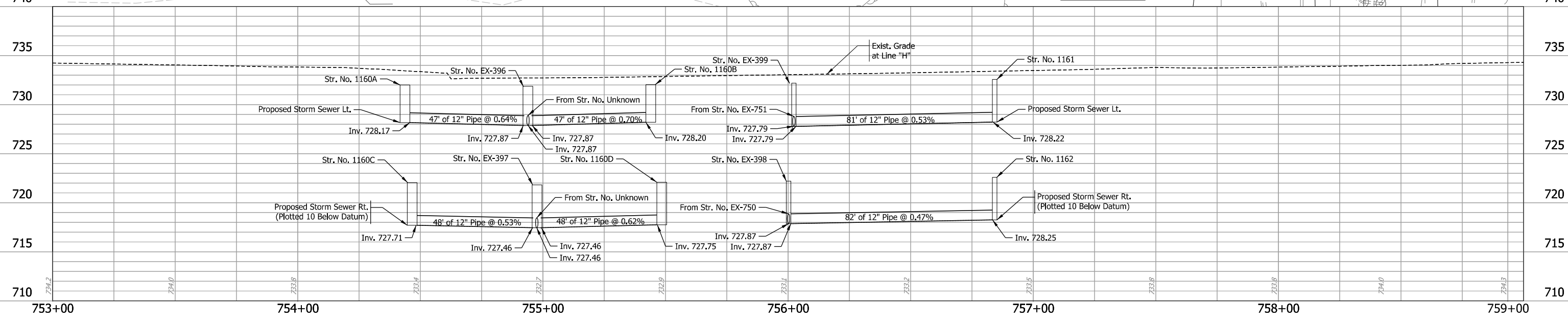
PLAN AND PROFILE
LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000075
SURVEY BOOK	SHEETS
Electronic	64 of 530
CONTRACT	PROJECT
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STAGE 2
PLANS

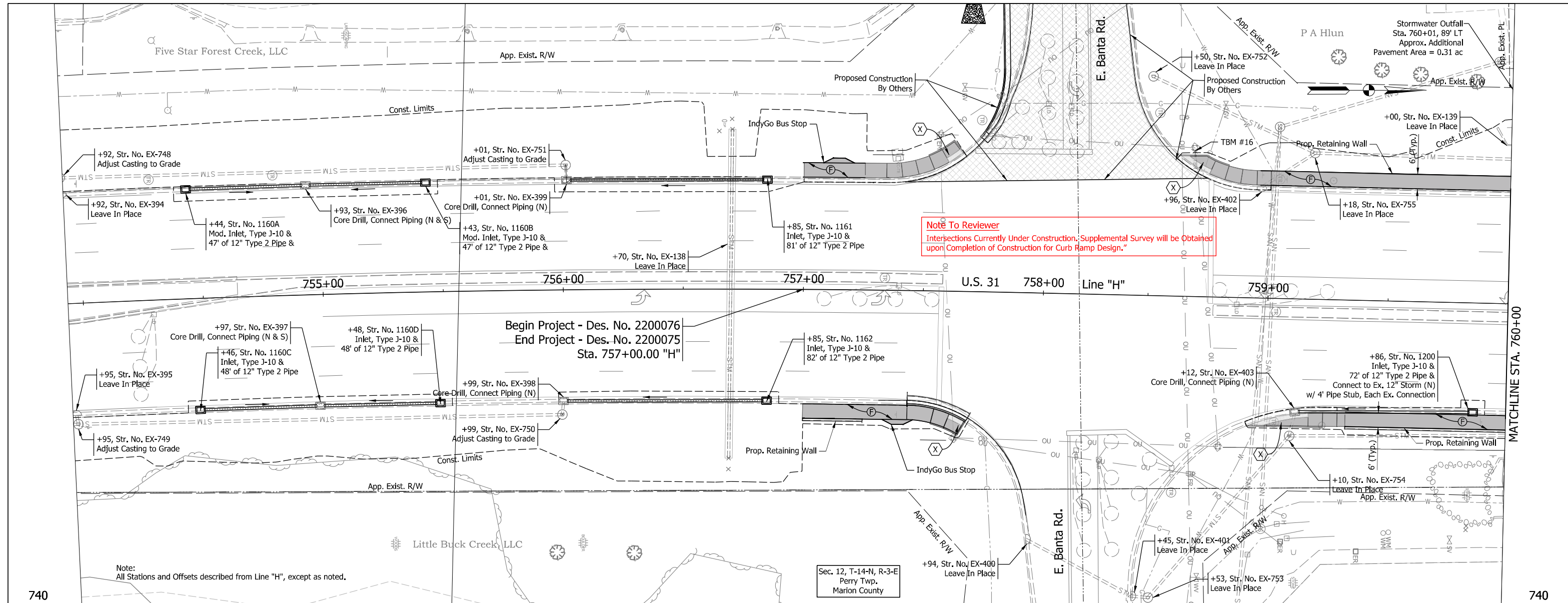
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INDIANA
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LINE "H"

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1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	22000075
SURVEY BOOK	SHEETS
Electronic	65 of 530
CONTRACT	PROJECT
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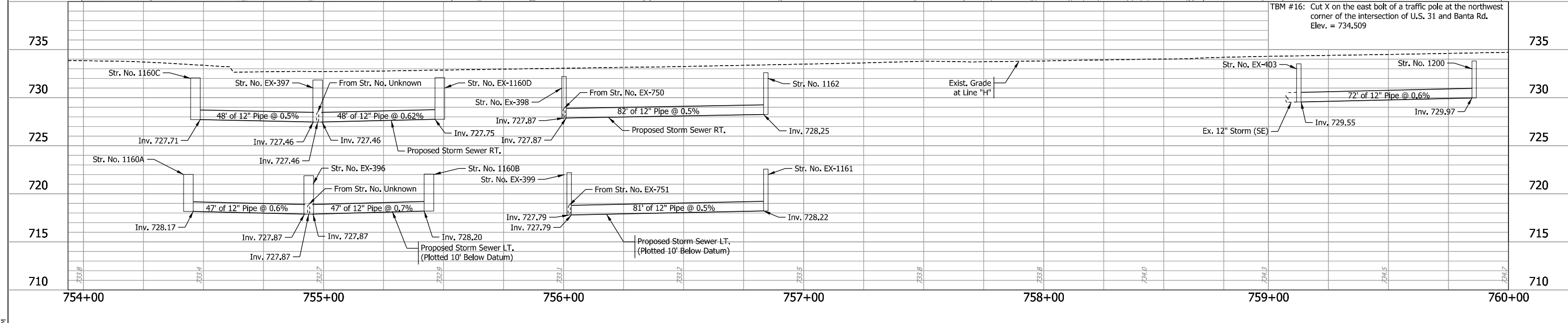


Note To Reviewer
 Intersections Currently Under Construction; Supplemental Survey will be Obtained upon Completion of Construction for Curb Ramp Design.

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

Note:
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Sec. 12, T-14-N, R-3-E
 Perry Twp.
 Marion County



TBM #16: Cut X on the east bolt of a traffic pole at the northwest corner of the intersection of U.S. 31 and Banta Rd. Elev. = 734.509

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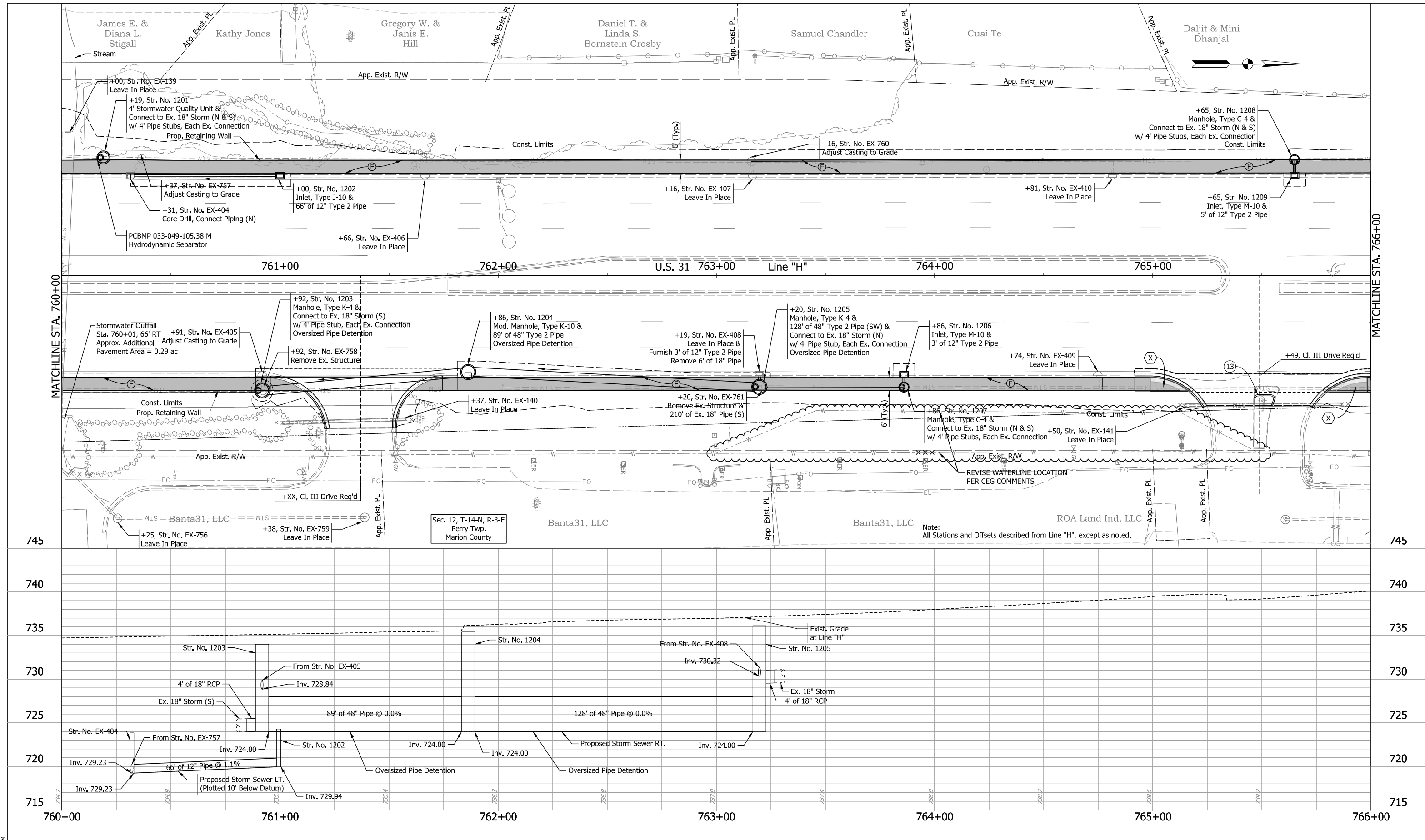
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PLAN AND PROFILE
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1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	220007X
SURVEY BOOK	SHEETS
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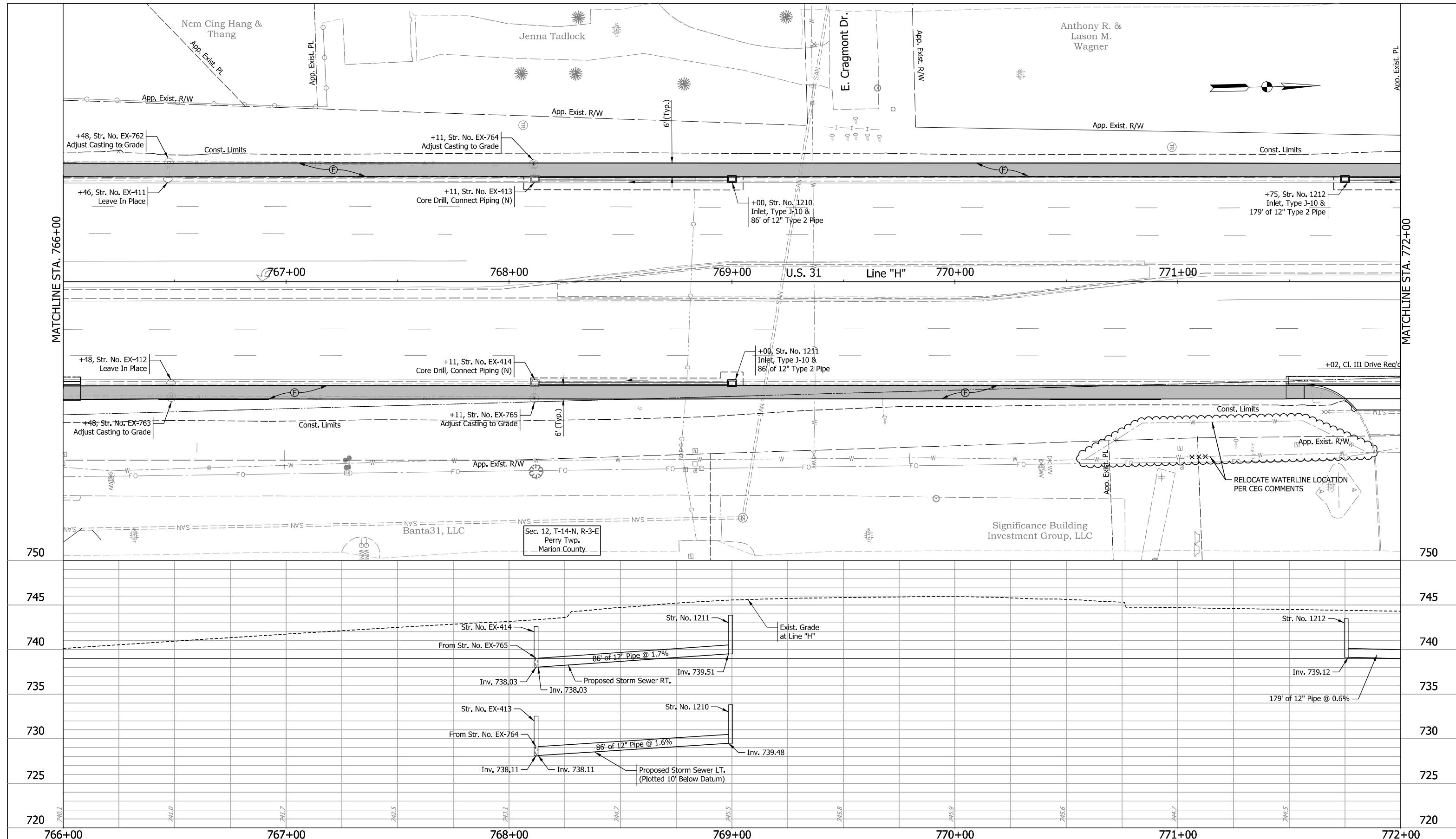
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INDIANA DEPARTMENT OF TRANSPORTATION

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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
Electronic	67 of 530
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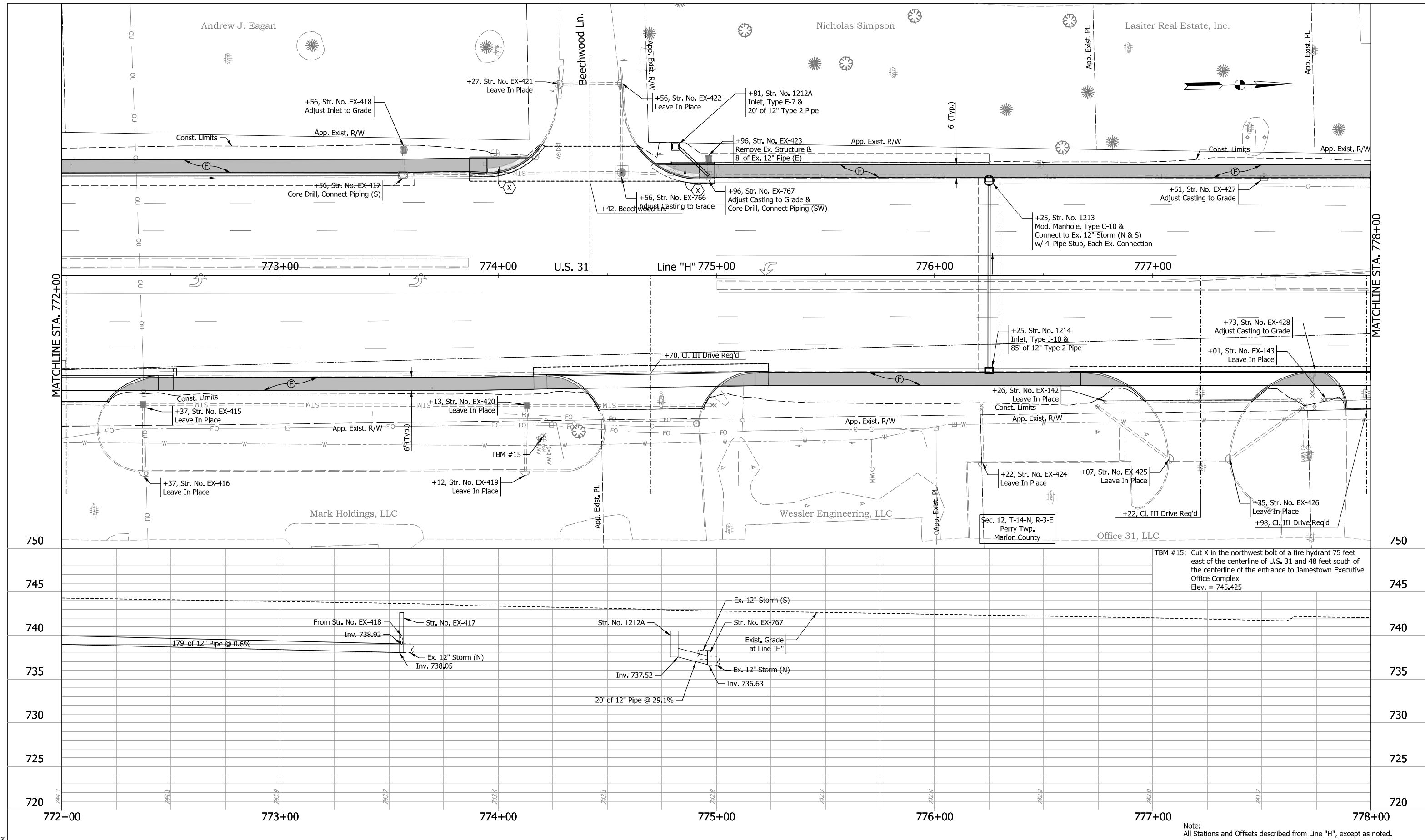
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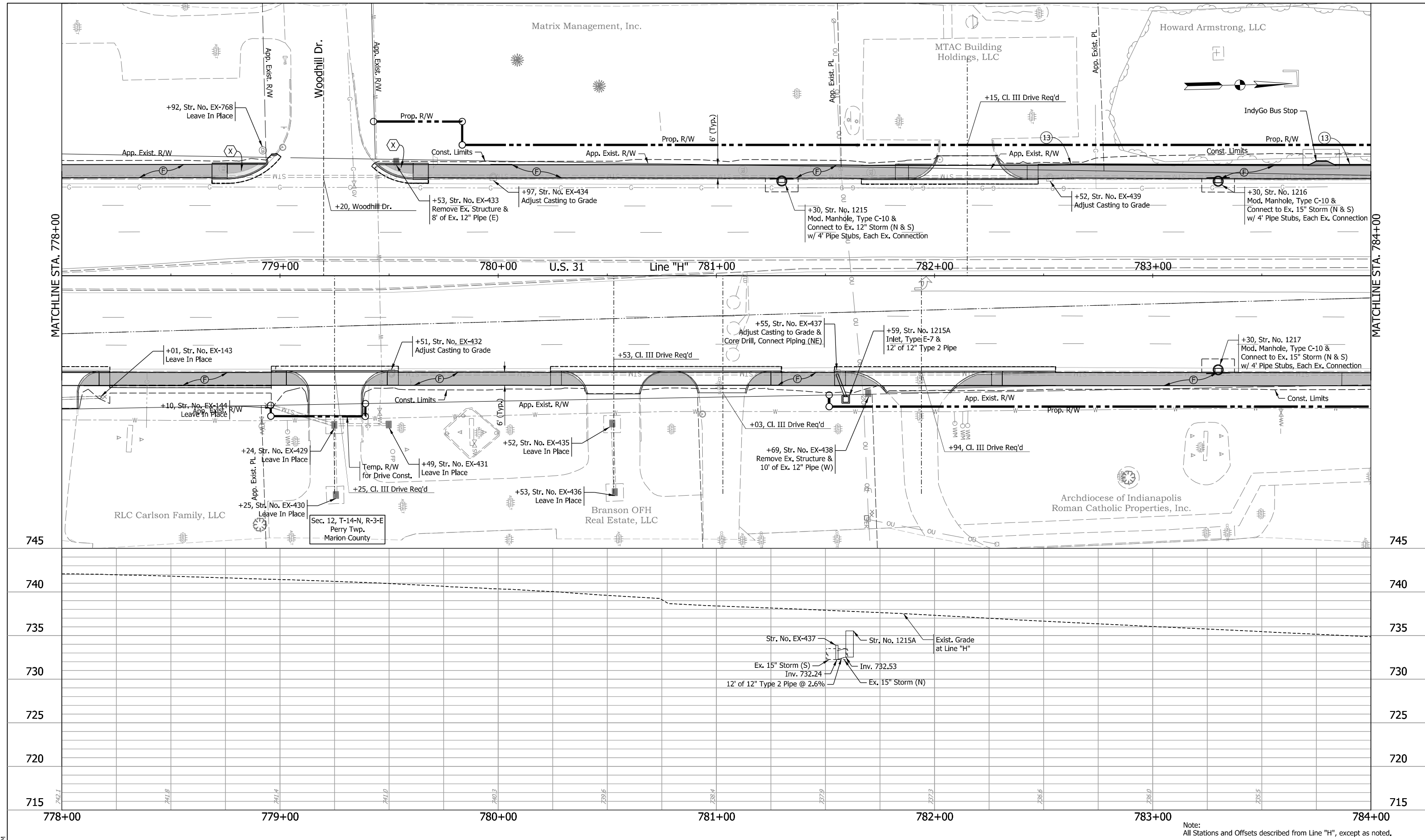
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STAGE 2 PLANS
NOT FOR CONSTRUCTION

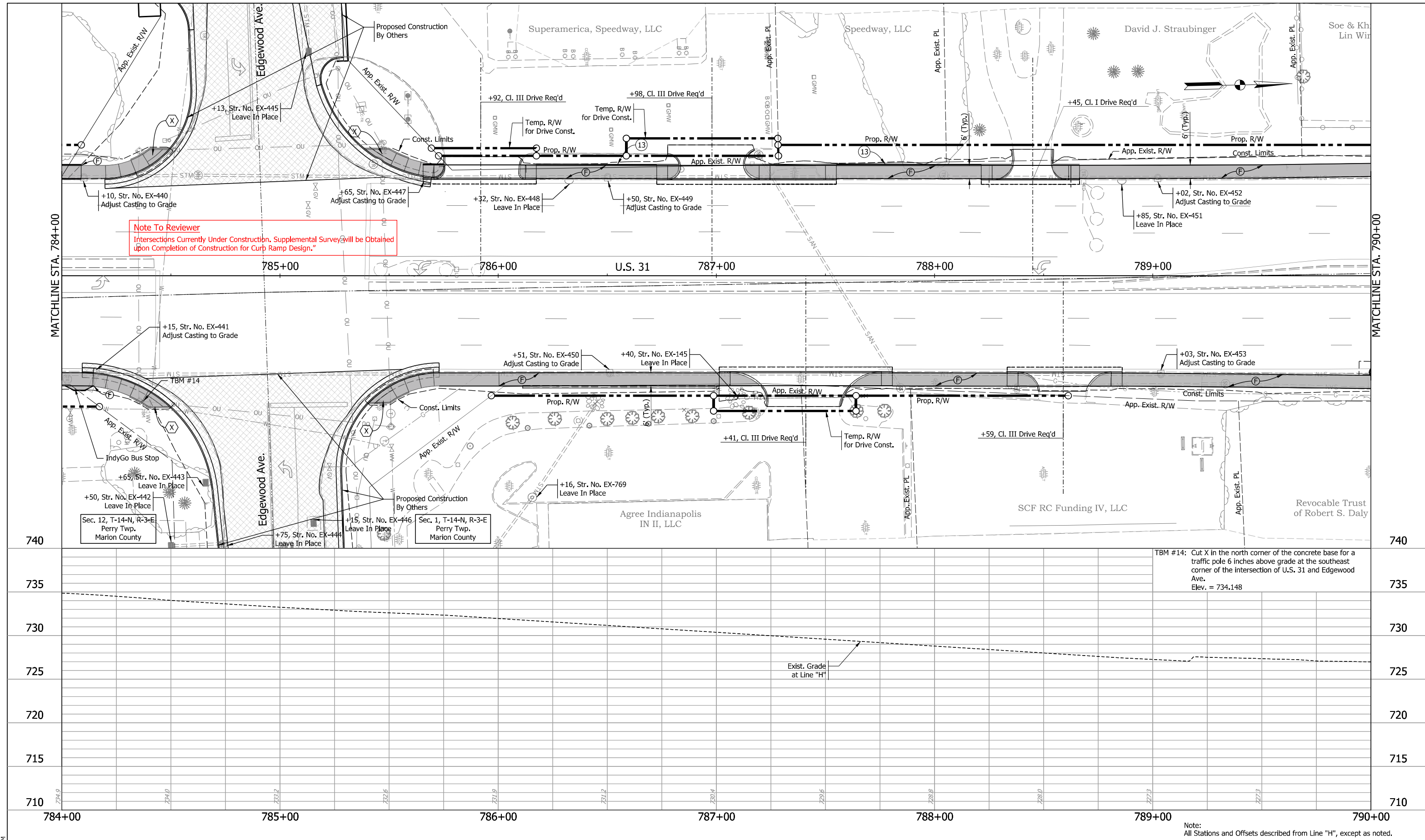
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DESIGNED: DLW	DRAWN: DLW	
CHECKED: WJW	CHECKED: WJW	

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "H"

SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	220007X
SURVEY BOOK	SHEETS
Electronic	70 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Pct: 1/21/2025 4:00 PM



Note To Reviewer
 Intersections Currently Under Construction. Supplemental Surveys will be Obtained upon Completion of Construction for Curb Ramp Design."

TBM #14: Cut X in the north corner of the concrete base for a traffic pole 6 inches above grade at the southeast corner of the intersection of U.S. 31 and Edgewood Ave. Elev. = 734.148

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

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

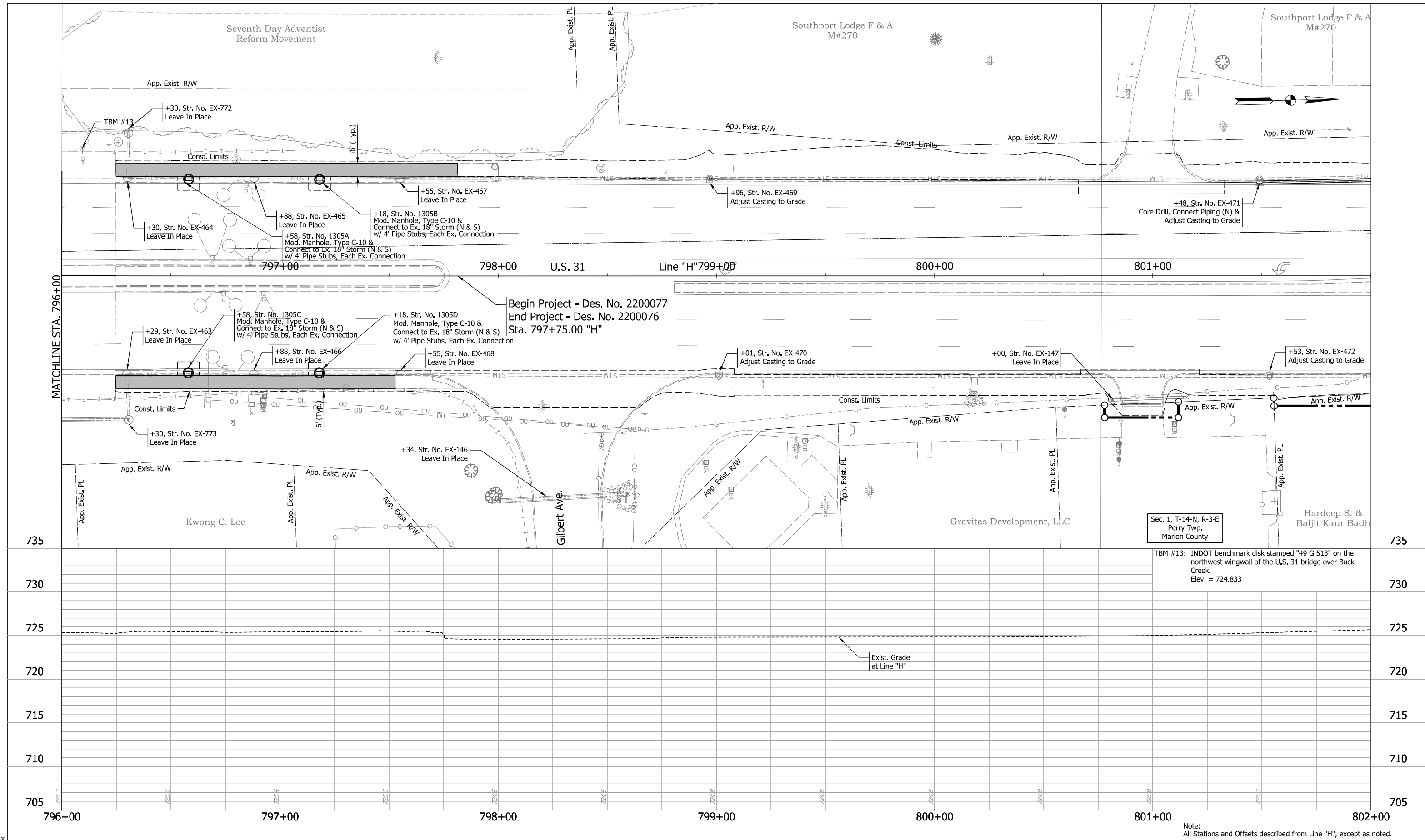
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DESIGNED: DLW	DRAWN: DLW	
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INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "H"

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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
Electronic	71 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Pct: 1/21/2025 4:00 PM



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

Sec. 1, T-14-N, R-3-E
 Perry Twp.
 Marion County

TBM #13: INDOT benchmark disk stamped "49 G 513" on the northwest wingwall of the U.S. 31 bridge over Buck Creek. Elev. = 724.833

Note:
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STAGE 2 PLANS
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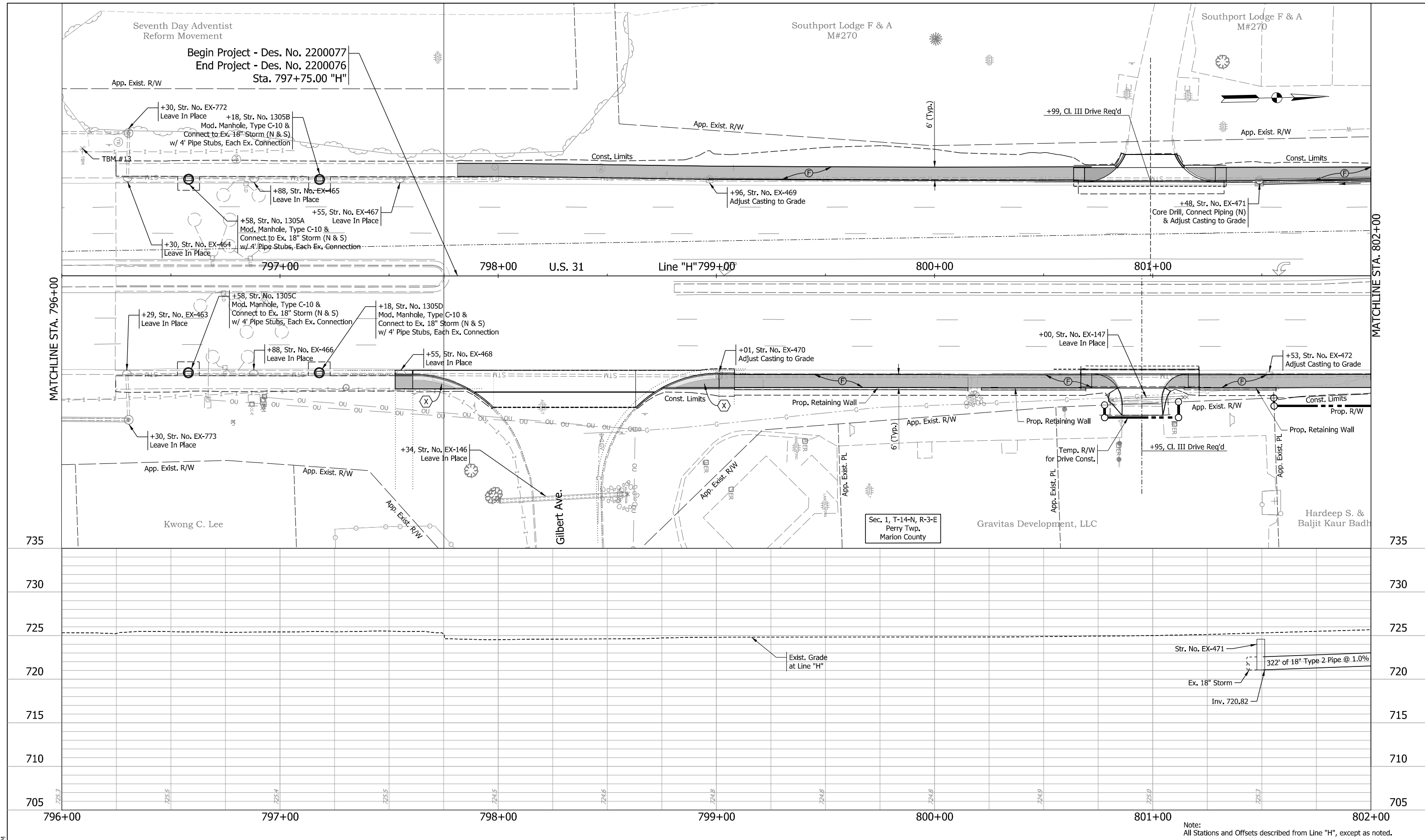
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INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
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VERTICAL SCALE 1" = 5'	DESIGNATION 220007X
SURVEY BOOK Electronic	SHEETS 73 of 530
CONTRACT R-44411	PROJECT 2200074 - 2200077

Pct: 1/21/2025 4:01 PM



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

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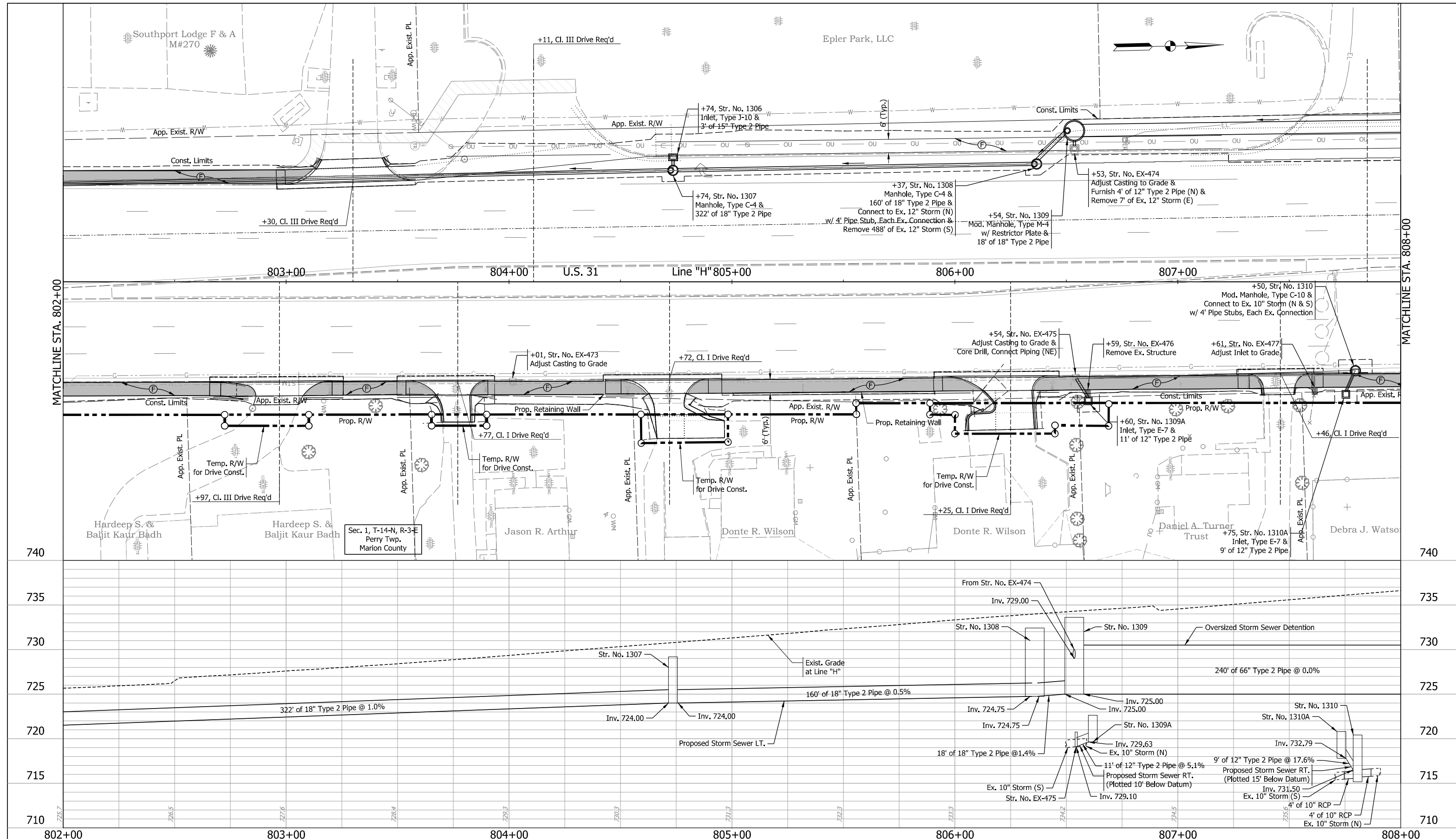
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INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "H"

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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
Electronic	74 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077

Pct: 1/21/2025 4:01 PM



Note:
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STAGE 2 PLANS

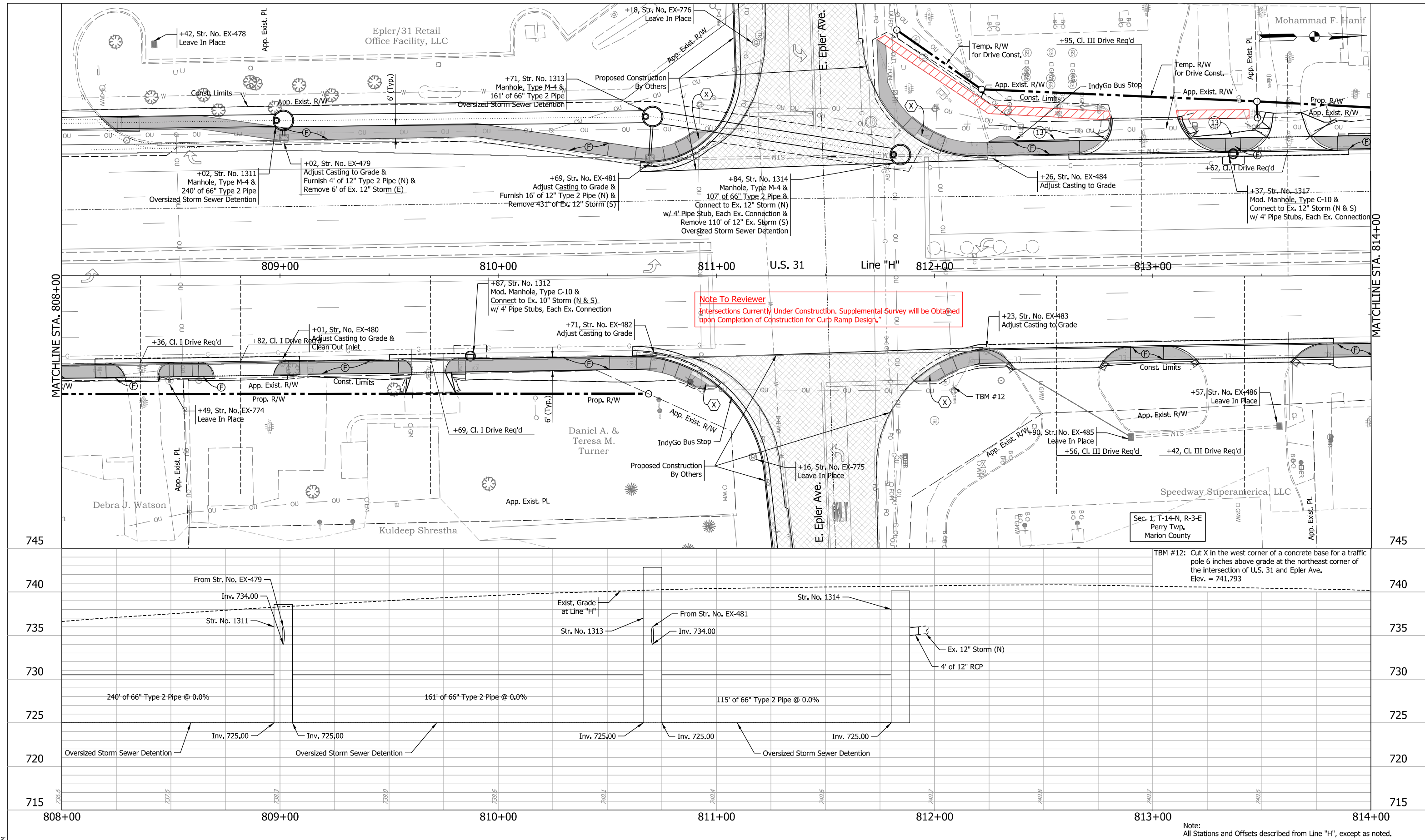
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
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INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "H"

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SURVEY BOOK	SHEETS
Electronic	75 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077



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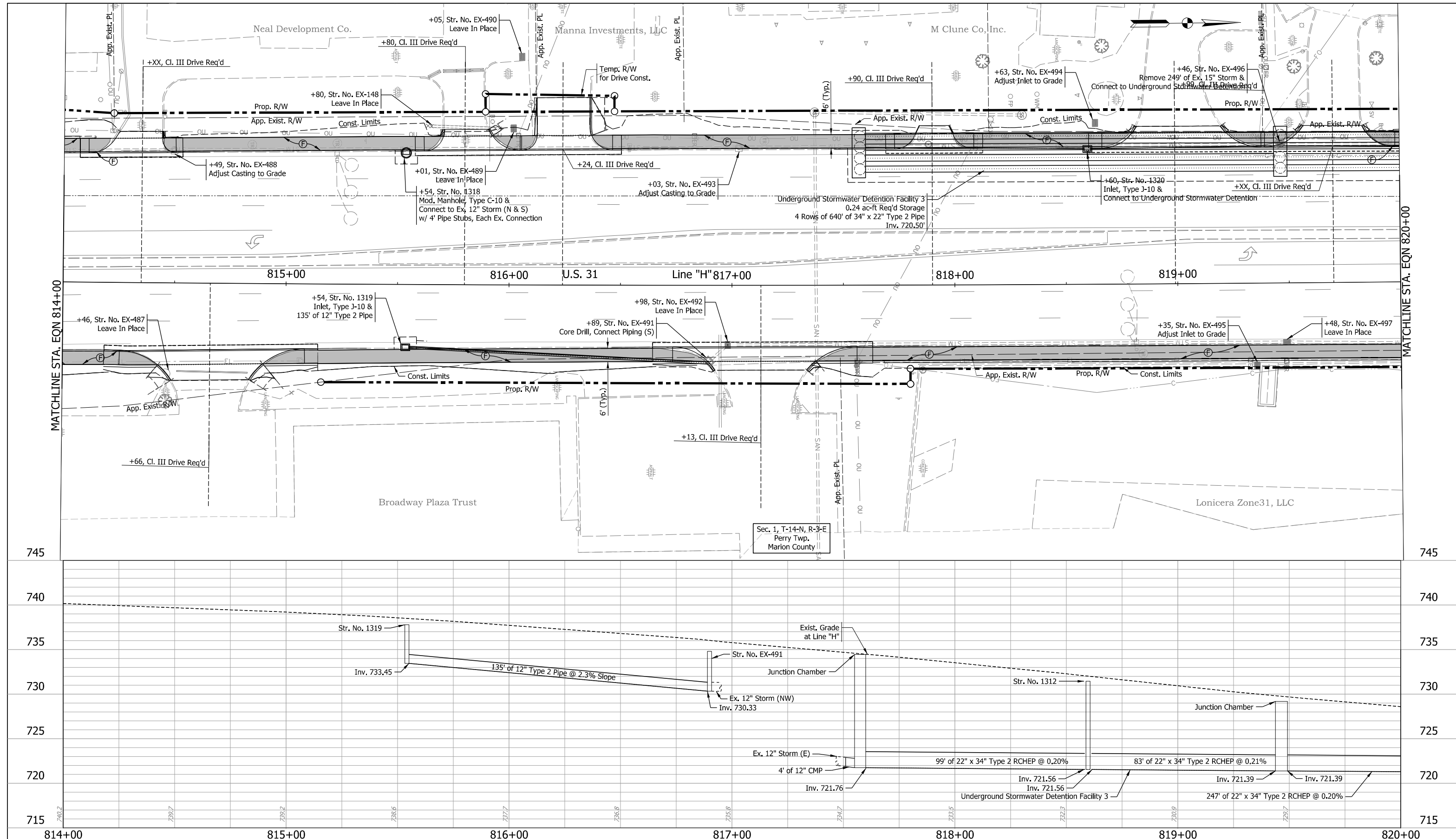
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: DLW	DRAWN: DLW	
CHECKED: WJW	CHECKED: WJW	

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "H"

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VERTICAL SCALE	DESIGNATION
1" = 5'	220007X
SURVEY BOOK	SHEETS
Electronic	76 of 530
CONTRACT	PROJECT
R-44411	2200074 - 2200077



MATCHLINE STA. EQN 814+00

MATCHLINE STA. EQN 820+00

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

Pct: 1/21/2025 4:01 PM

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

STAGE 2
PLANS

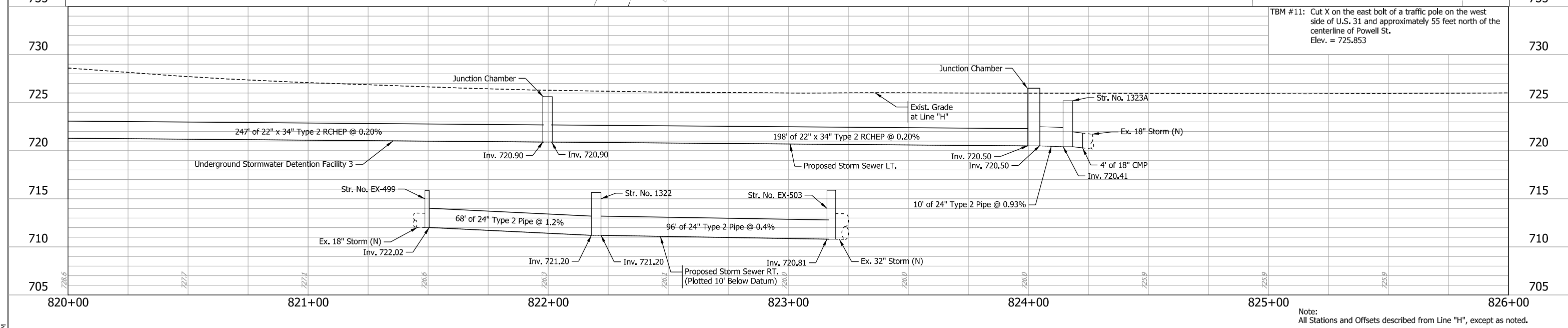
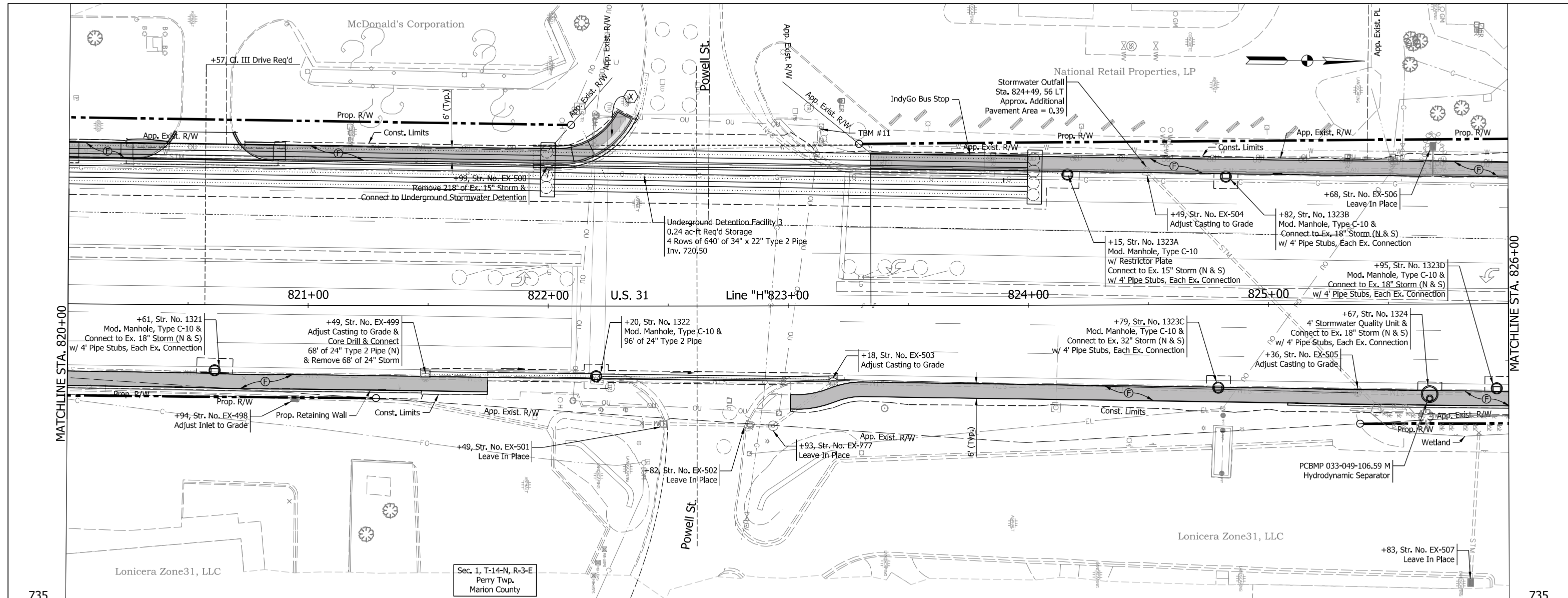
NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: DLW	DRAWN: DLW	
CHECKED: WJW	CHECKED: WJW	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

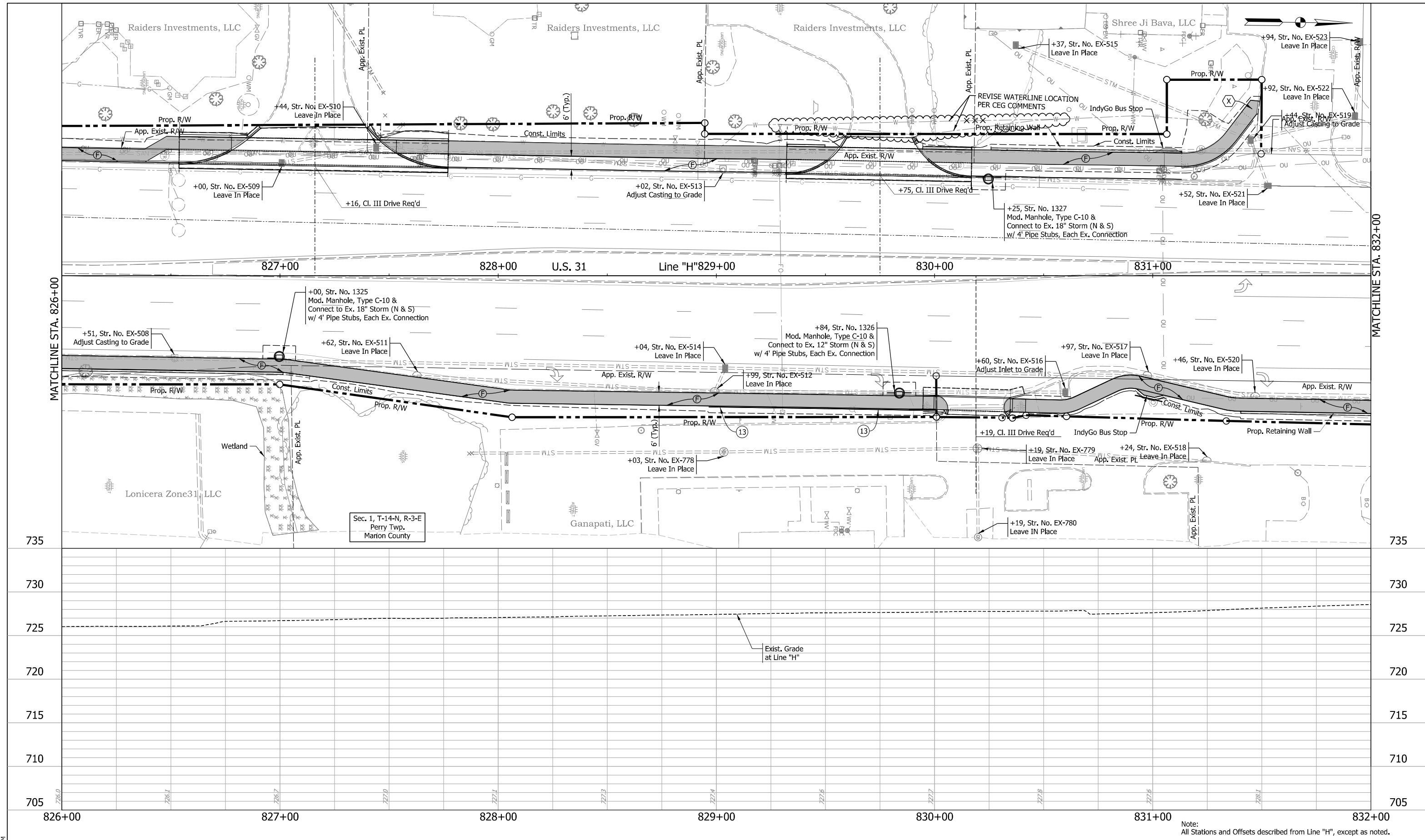
**PLAN AND PROFILE
LINE "H"**

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VERTICAL SCALE 1" = 5'	DESIGNATION 220007X
SURVEY BOOK Electronic	SHEETS 77 of 530
CONTRACT R-44411	PROJECT 2200074 - 2200077



<p>ms consultants, inc. engineers, architects, planners 115 West Washington Street, Suite 1310 Indianapolis, IN 46204 Phone: (317) 566-0050 Fax: (317) 566-0052</p>	<p>STAGE 2 PLANS</p> <p>NOT FOR CONSTRUCTION</p>	<p>RECOMMENDED FOR APPROVAL _____</p> <p>DESIGN ENGINEER _____ DATE _____</p>	<p>INDIANA DEPARTMENT OF TRANSPORTATION</p> <p>PLAN AND PROFILE LINE "H"</p>	<p>SCALE 1" = 20'</p> <p>VERTICAL SCALE 1" = 5'</p>	<p>BRIDGE FILE N/A</p> <p>DESIGNATION 220007X</p>	
		<p>DESIGNED: DLW</p> <p>CHECKED: WJW</p>		<p>DRAWN: DLW</p> <p>CHECKED: WJW</p>	<p>SURVEY BOOK Electronic</p> <p>CONTRACT R-44411</p>	<p>SHEETS 78 of 530</p> <p>PROJECT 2200074 - 2200077</p>
		<p>Appendix B - Graphics</p>		<p>Des. No. 2200074 et al.</p>	<p>B88</p>	
		<p>File: N:\05\60\06898-00\CADD\Roadway\Sheet Files\06898-00.RD.Sht.Plan and Profile 2200077.dgn</p>				

Pct: 1/21/2025 4:02 PM



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

STAGE 2 PLANS
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: DLW	DRAWN: DLW	
CHECKED: WJW	CHECKED: WJW	

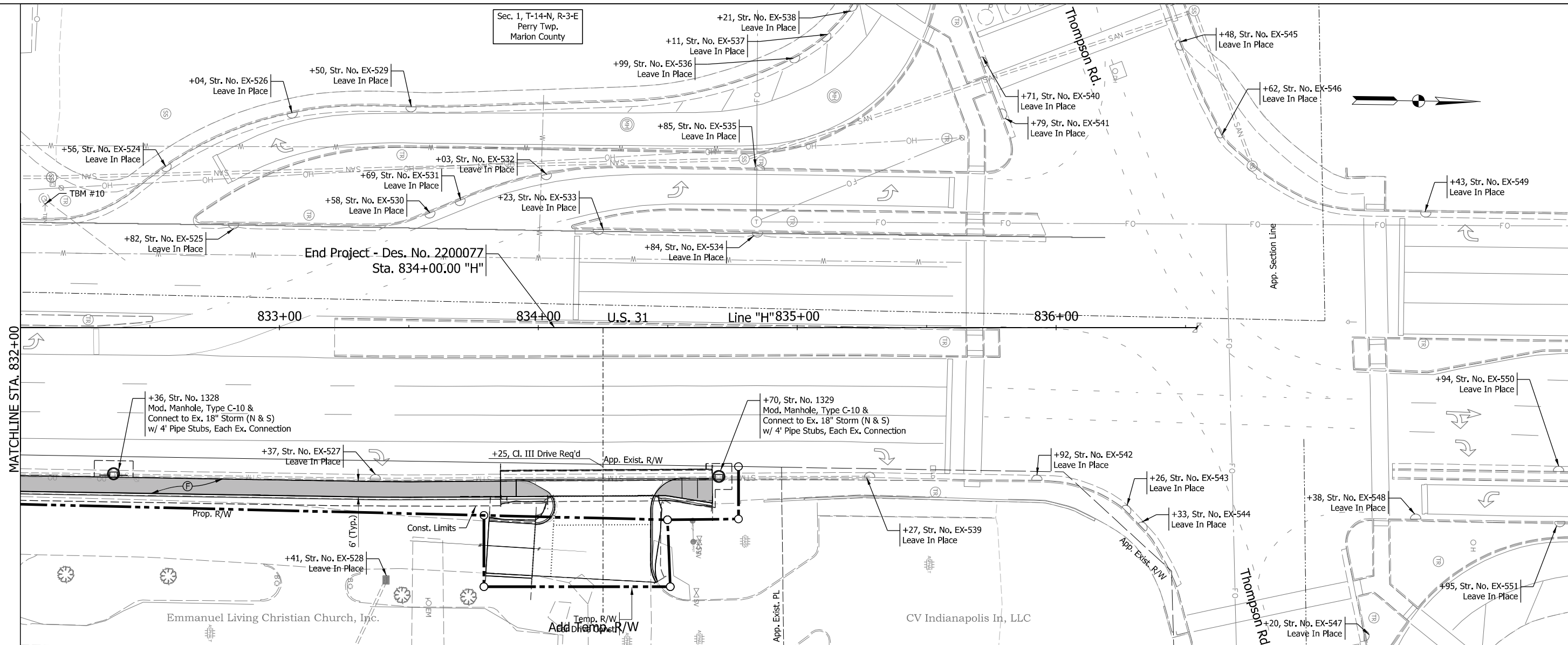
INDIANA
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
 LINE "H"

SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 220007X
SURVEY BOOK Electronic	SHEETS 79 of 530
CONTRACT R-44411	PROJECT 2200074 - 2200077

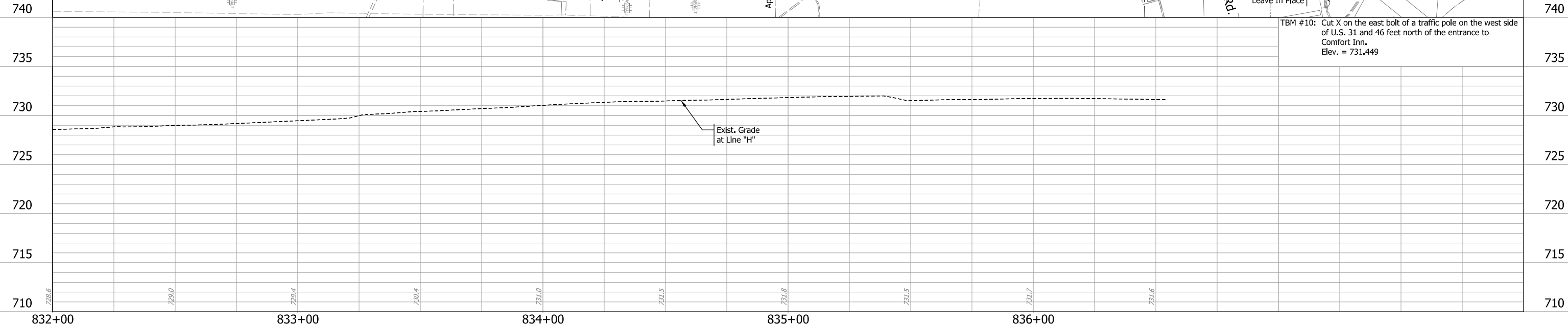
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Sec. 1, T-14-N, R-3-E
Perry Twp.
Marion County



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

MATCHLINE STA. 832+00



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

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engineers, architects, planners
115 West Washington Street, Suite 1310
Indianapolis, IN 46204
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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 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 220007X
SURVEY BOOK Electronic	SHEETS 80 of 530
CONTRACT R-44411	PROJECT 2200074 - 2200077

Pct: 1/21/2025 4:02 PM

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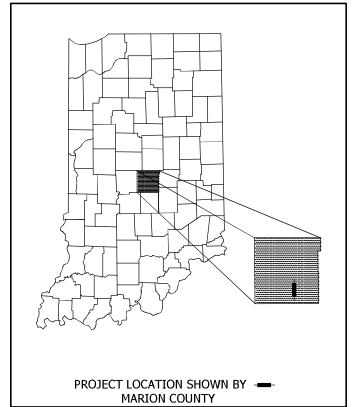
PROJECT	DESIGNATION
2301252	2301252
CONTRACT	
R-44111	

INDIANA DEPARTMENT OF TRANSPORTATION

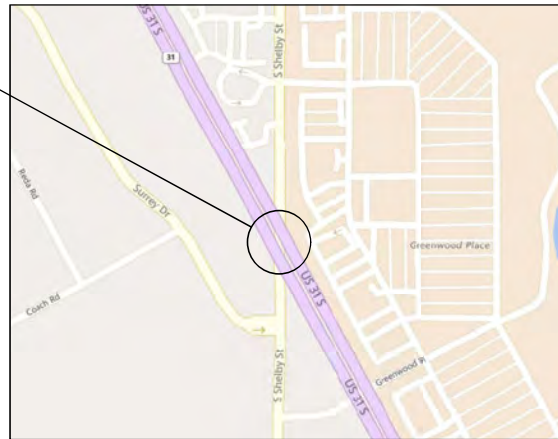


TRAFFIC SIGNAL MODERNIZATION U.S. 31 @ SHELBY ST.

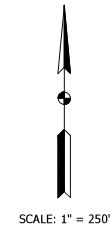
PROJECT NO. 2301252 P.E.



Traffic Signal Modernization
U.S. 31 @ Shelby St.
Johnson County, Greenfield District
R.P. 103+95
Des. No. 2301252



VICINITY MAP
MARION COUNTY



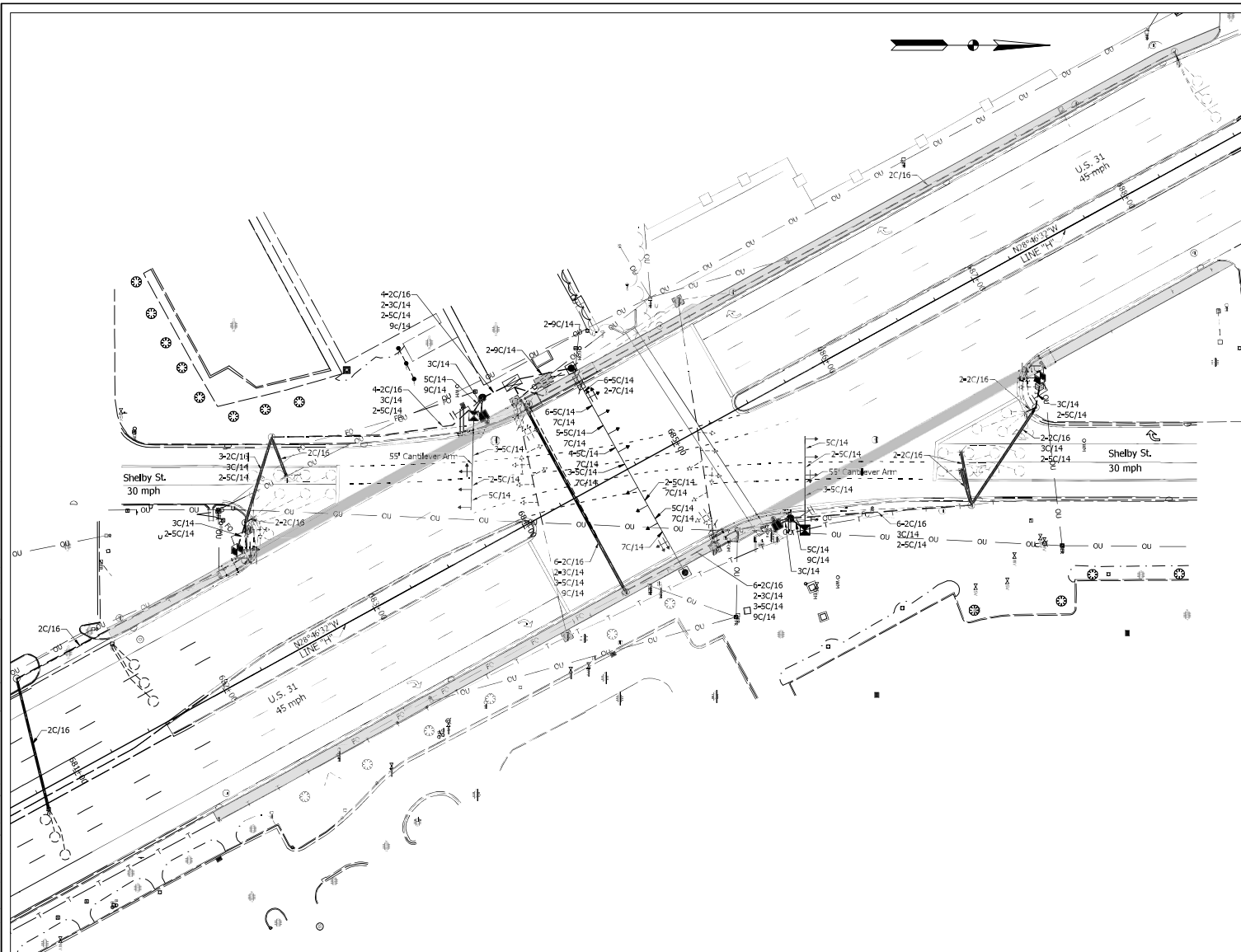
INDIANA DEPARTMENT OF TRANSPORTATION STANDARD
SPECIFICATIONS DATED 2024 TO BE USED WITH THESE PLANS.

PLANS PREPARED BY:	Butler Fairman and Seufert Inc., (317)713-4615
	PHONE
CERTIFIED BY:	DATE
APPROVED FOR LETTING:	DATE
INDIANA DEPARTMENT OF TRANSPORTATION	

BRIDGE FILE	
DESIGNATION	
2301252	
SURVEY BOOK	SHEET
1	OF 16
CONTRACT	PROJECT
R-44111	2301252

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I:\Users\241\Jobs\17047000\0000\Proj\Development\Design\Drawings\17047-2301252-Signal.dwg Alex Romsey Plot:10/22/2024 10:17 AM Save:10/22/2024 10:13 AM



- LEGEND**
- ⊕ Existing Traffic Signal Head, 3 Face 12" Red, Amber, Green
 - ⊕ Existing Traffic Signal Head, 3 Face 12" Red, Amber Arrow, Green Arrow
 - ⊕ Existing Traffic Signal Head, 5 Face 12" Red, Amber, Green, Amber Arrow, Green Arrow
 - ⊕ Existing 9' Signal Pedestal On 'A' Foundation
 - ⊕ 30' Existing Steel Strain Pole & Foundation
 - ⊕ Existing Controller & "P-1" Cabinet On "P-1" Foundation
 - ⊕ Existing Signal Handhole, Type I
 - Existing Conduit
 - Existing Span & Cantenary
 - ⊕ Existing Signal Detector Housing
 - ⊕ Existing Circular Loop, 4-Turn Series
 - ⊕ Existing Disconnect Hanger
 - ⊕ Traffic Signal Head, 3 Face 12" Red, Amber, Green w/ Backplate & Tape
 - ⊕ Traffic Signal Head, 3 Face 12" Red, Amber Arrow, Green Arrow w/ Backplate & Tape
 - ⊕ Traffic Signal Head, 5 Face 12" Red, Amber, Green, Amber Arrow, Green Arrow w/ Backplate & Tape
 - ⊕ Countdown Pedestrian Signal Head, 18" International Symbols
 - ⊕ 4' Signal On 24" x 24" x 36" Foundation & Accessible Pedestrian Signal Pushbutton w/ R10-3e Sign On Extension Bracket
 - ⊕ 10' Signal Pedestal On 24" x 24" x 36" Foundation
 - ⊕ 30' Steel Strain Pole & Foundation
 - ⊕ Signal Cantilever Structure & Foundation
 - ⊕ Accessible Pedestrian Pushbutton w/ R10-3e Sign
 - TS2 Controller & "P-1" Cabinet On "P-1" Foundation
 - 2" Conduit, PVC, Schedule 40
 - 2" Conduit, HDPE, Schedule 80
 - Signal Handhole, Type I

Note: Phase Diagram To Be Included With Next Submittal.

RECOMMENDED FOR APPROVAL:		DESIGN ENGINEER		DATE	
DESIGNED: TDW		DRAWN: BEH		CHECKED: ACE	
CHECKED: ACE		CHECKED: TDW			

INDIANA
DEPARTMENT OF TRANSPORTATION
 SIGNAL PLAN
 U.S. 31 @ SHELBY ST.
 MARION COUNTY GREENFIELD DIST.

COMM. NO. #01-049-285	
HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
DESIGNATION	2301252
SURVEY BOOK	SHEET
	14 OF 16
CONTRACT	PROJECT
R-44411	2301252

Categorical Exclusion
Appendix C
Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: December 7, 2023

Sample Early Coordination Letter

Re: Early Coordination Letter
Des. Nos. 2200074, 2200075, 2200076, 2200077, and 2301252
Pedestrian Facilities and Traffic Signal Project, State Project
U.S. 31 from County Line Road to Thompson Road
Johnson and Marion Counties, Indiana

To whom it may concern:

The Indiana Department of Transportation (INDOT) Greenfield District, with funding from the Federal Highway Administration, 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). 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.

This letter is part of the early coordination phase of the environmental review process. At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with this project. **Please use the above Des. No. and project description in your reply.** Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located along U.S. 31 from County Line Road to Thompson Road for a total of approximately 4.3 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. Adjacent land use is urban and primarily consists of commercial and residential properties.

U.S. 31 is a north/south highway, which is functionally classified as a principal arterial roadway. The typical cross section along U.S. 31 is a 6-lane roadway. 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. 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. 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; however, work is only proposed to modernize the traffic signal located at U.S. 31 and Shelby Street. Pedestrian heads and push buttons will be added at all

intersections throughout the corridor. In addition, stop bars and existing traffic loops may need to be modified to accommodate the new sidewalk facilities. 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. A summary of these structures, feature crossed, and GPS coordinates is included below:

Structure No.	Feature Crossed	GPS Coordinates (Latitude, Longitude)
CV 031-049-102.88	Not Available	39.64022, -86.13011
CV 031-049-103.12	Not Available	39.64285, -86.13200
CV 031-049-103.95	Not Available	39.65342, -86.13948
CV 031-049-104.90	Not Available	39.66559, -86.14791
CV 031-049-104.99 R	Not Available	39.66656, -86.14809
CV 031-049-105.04 R	Not Available	39.66744, -86.14840
CV 031-049-105.20	Not Available	39.66972, -86.14916
CV 031-049-105.37	Not Available	39.67219, -86.14922
CV 031-049-106.60	Not Available	39.69005, -86.14880
Bridge No. 031-49-08384	Buffalo Creek	39.64534, -86.13375
Bridge No. 031-49-08625	Buck Creek	39.68184, -86.14898

Purpose and Need

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. 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 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. Additionally, there are twenty-five bus stops present within the project area. Of these bus stops, only one location has a sidewalk and is Americans with Disabilities Act (ADA) compliant. There is also a need to preserve and upgrade safety features along the transportation system. By maintaining and improving signals, hazards to the motorized and non-motorized transportation can be reduced. The purpose of the project is to provide appropriate facilities for pedestrians to safely access the local transit system and essential services within the corridor. Additionally, the purpose is to reduce injuries, property damage, and fatalities by maintaining or improving existing safety measures.

Proposed Project

The proposed project will construct ADA compliant sidewalks and curb ramps along both sides of U.S. 31. The project will also include minor drainage improvements, the relocation of a few utility poles, and upgrading traffic signals with pedestrian heads/pushbuttons. There may be areas of curb removal and replacement. The existing storm sewer will be analyzed for sufficiency and inlets may be relocated. This work 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. As design progresses, it is possible some driveway culverts will need to be removed and replaced. Some ditch regrading may

also be necessary. Retaining walls and pedestrian rails are anticipated to be installed where feasible to avoid impacts to existing culverts and waterways. Additionally, the proposed traffic signal work at the intersection of U.S. 31 and Shelby Street will include modernizing the signal with new strain poles for the signal heads along US 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 large culvert structures or bridges as part of these pedestrian facilities and traffic signal projects. No work is anticipated to occur to the pavement associated with U.S. 31. If pavement work is determined to be necessary, it would be localized to areas required to complete other work such as storm sewer improvements beneath the roadway or existing traffic loops within the roadway. The Maintenance of Traffic (MOT) plan will involve temporary lane closures during construction. The MOT will be implemented per the *Manual on Uniform Traffic Control Devices (MUTCD)* guidelines. Construction is anticipated to begin in the Summer of 2026.

Right-of-Way (ROW)

The project is anticipated to require greater than 0.5 acre of permanent ROW for the installation of new sidewalks and curb ramps. The project is anticipated to require temporary ROW to facilitate construction access. Tree clearing may be required, but its extents are currently unknown and will be minimal in nature, occurring within 100 feet of the roadway.

Environmental Resources

A Red Flag Investigation (RFI) was performed within a 0.5-mile radius around the project area. Several “Red Flag” resources of concern were identified, including various infrastructure resources (such as Greenwood Municipal Airport, Emmanuel Living Christian Church, St. Mark the Evangelist Catholic Church Indianapolis Inc., Full Gospel Churches International, Faith Community Church, St. Johns United Church of Christ, Chin Baptist Churches USA Inc., Metro Ministries, Christ United Methodist Church, and Indiana Myanmar Christian Church), water resources, and hazardous material concerns; however, not all will impact the proposed project. These resources will be monitored throughout project development.

Lochmueller Group will perform waters and wetlands determinations to identify water resources that may be present. Coordination with INDOT Environmental Services Division (ESD) Ecology and Waterway Permitting Office will occur regarding any applicable permits.

Cultural Resources

Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. This project is expected to be eligible for evaluation under the Minor Projects Programmatic Agreement (MPPA) between INDOT, FHWA, State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation.

Range-wide Informal Programmatic Consultation

Johnson and Marion counties are within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*). The project is anticipated to qualify for the U.S. Fish and Wildlife Service (USFWS) Range-wide Programmatic Informal Consultation for the Indiana bat and the NLEB.

Early Coordination

As a recipient of this early coordination letter, you are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project’s

3

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environmental impacts. To facilitate the development of this project, you are asked to reply within **30 calendar days** of receipt of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this project, please feel free to contact me at (260) 339-3621 or at Ashley.Taylor@lochgroup.com. Additionally, should you want to contact the sponsor of this project, INDOT Greenfield District, please contact Hung Thai Pham at (317) 467-3984 or at hpham@indot.in.gov. Thank you in advance for your input.

Sincerely,



Ashley Taylor
Environmental Specialist II – Northern Indiana
Lochmueller Group, Inc.

Attachments:

- | | |
|----------------------------------------------|----------------------------------------------------------|
| • General Location Map | |
| • USGS Topographic Map (1:24,000) | <i>Removed to avoid duplication, Refer to Appendix B</i> |
| • Aerial Map (2021) | |
| • Red Flag Investigation Maps | <i>Removed to avoid duplication, Refer to Appendix E</i> |
| • Photo Location Map and Project Photographs | <i>Removed to avoid duplication, Refer to Appendix B</i> |

Distribution List (sent via email unless noted otherwise)

- Federal Highway Administration, Indiana Division
- National Park Service, Midwest Regional Office
- U.S. Department of Housing and Urban Development, Chicago Regional Office
- U.S. Department of Agriculture, Natural Resources Conservation Service
- U.S. Army Corps of Engineers, Louisville District
- INDOT Greenfield District Office, Environmental Section Manager
- INDOT Greenfield District Office, Project Manager
- INDOT Environmental Services Division
- INDOT Utilities & Railroad
- INDOT Office of Aviation
- Indiana Dept. of Natural Resources, Division of Fish and Wildlife
- Indiana Geological and Water Survey
- Indianapolis Metropolitan Planning Organization

Marion County

- Indianapolis Department of Public Works
- Marion County Board of Commissioners
- Marion County City-County Council

- Marion County Surveyor's Office
- Marion County Office of Public Health and Safety
- Marion County Sheriff's Office
- Perry Township Metropolitan School District
- Marion County Metropolitan Emergency Services Agency
- Perry Township Trustee, Marion County
- City of Indianapolis Floodplain Administrator
- City of Indianapolis Mayor
- Indianapolis Metropolitan Police Department
- Indianapolis Fire Department

Johnson County

- Johnson County MS4 Stormwater Division
- City of Greenwood MS4 Coordinator
- Johnson County Highway Department
- Johnson County District 3 Commissioner
- Johnson County District 3 County Council
- Johnson County Surveyor's Office
- Johnson County Health Department
- Johnson County Sheriff's Office
- Greenwood Community School Corporation
- Johnson County Emergency Management Agency
- Pleasant Township Trustee, Johnson County

RFI Recommendations

- Emmanuel Living Christian Church
- St. Mark the Evangelist Catholic Church Indianapolis Inc.
- Full Gospel Churches International
- Faith Community Church
- St. Johns United Church of Christ
- Chin Baptist Churches USA Inc.
- Metro Ministries
- Christ United Methodist Church
- Indiana Myanmar Christian Church
- Johnson County Plan Commission

Note: Separate emails were sent to:

- IDEM Institutional Controls Section on April 29, 2024
- NPDES Permit Holder: Stephen Schoolcraft on November 20, 2024



Organization and Project Information

Project ID:

Des. ID: 2200074 et al.

Project Title: U.S. 31 Pedestrian Facilities and Traffic Signal Project

Name of Organization: Lochmueller Group

Requested by: Ashley Taylor

Environmental Assessment Report

1. Geological Hazards:

- High liquefaction potential
- Floodway

2. Mineral Resources:

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

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

*Map layers from the [Indiana Geological and Water Survey](#) and [Indiana Map](#)

DISCLAIMER:

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

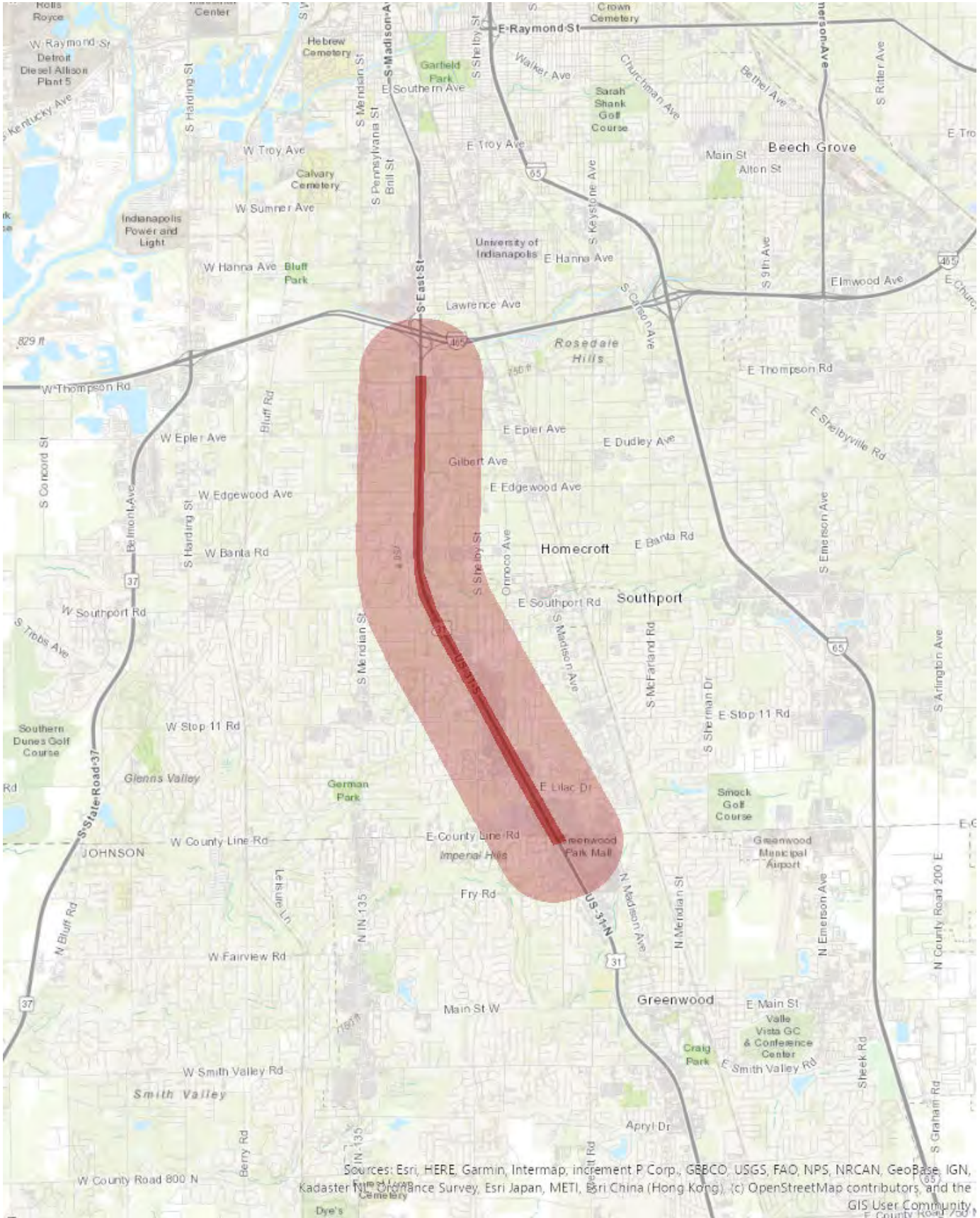
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: December 07, 2023



Ashley Taylor

From: Damon Cox <damon.cox@cumc-indy.net>
Sent: Friday, January 5, 2024 2:28 PM
To: Ward, Bill; Ashley Taylor
Cc: Trevor Wieseke
Subject: RE: Early Coordination Letter - Des. Nos. 2200074 et al. - US 31 Project - Lochgroup #122-1009

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL

Bill,

Thank you for your prompt response to my email.

The sign is staying in its existing location – we are simply adding an electronic messaging center to the existing structure.

Damon C. Cox, Facilities Coordinator
Christ Indianapolis United Methodist Church

From: Ward, Bill <wward@msconsultants.com>
Sent: Tuesday, January 2, 2024 8:13 AM
To: Ashley Taylor <Ashley.Taylor@lochgroup.com>; Damon Cox <damon.cox@cumc-indy.net>
Cc: Trevor Wieseke <TWieseke@lochgroup.com>
Subject: RE: Early Coordination Letter - Des. Nos. 2200074 et al. - US 31 Project - Lochgroup #122-1009

You don't often get email from wward@msconsultants.com. [Learn why this is important](#)

Hi Damon,

As Ashley stated in her email below, the project is still in the early design phases and right-of-way has not yet been finalized.

Are you planning on replacing your sign in the same location or will the sign be moved? The existing sign in its current location appears to be outside of our disturbed area and outside of the proposed right-of-way limits. Again, this is preliminary and subject to change, but as long as you aren't moving the sign closer to US 31, I don't anticipate it being impacted.

Also, the current plan for the proposed sidewalk is to place it directly behind the curb on US 31 at your location. The sidewalk will likely be 6 feet wide and adjacent to the curb so you would lose 6 feet of grass immediately behind the existing curb.

We can still organize a Teams meeting if you'd like, or feel free to give me a call at my cell number, which has been provided below.

Thank you,

Bill Ward, PE

ms consultants, inc | engineers, architects, planners
115 West Washington St., Suite 1310, Indianapolis, Indiana 46204-4618

p: 317-566-0050 Ext. 15106

c: 317-658-4770

f: 317-566-0052

e: wward@msconsultants.com

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From: Ashley Taylor <Ashley.Taylor@lochgroup.com>

Sent: Tuesday, January 2, 2024 7:34 AM

To: Damon Cox <damon.cox@cumc-indy.net>; Ward, Bill <wward@msconsultants.com>

Cc: Trevor Wieseke <TWieseke@lochgroup.com>

Subject: RE: Early Coordination Letter - Des. Nos. 2200074 et al. - US 31 Project - Lochgroup #122-1009

[EXTERNAL MESSAGE] This message has originated outside of ms consultants. Do not open attachments or click on links from unknown or unexpected senders.

Good Morning Damon,

I hope you also had a great Christmas. I apologize for the delay in my response. We were unable to set up a meeting with everyone prior to the holiday break. I am preparing the environmental documentation for this project and have included Bill Ward with MS Consultants, Inc. on this email because they are completing the design for the project. He should be able to give the most up-to-date information regarding your concerns below. The project is still early in development and right-of-way amounts have not yet been finalized.

Thank you again and hopefully we can get your design questions addressed as we continue developing the project.

Best Regards,

Ashley



Ashley Taylor
Environmental Specialist II



Web: <http://lochgroup.com>



Lochmueller Group

7223 Engle Road, Suite 105, Fort Wayne, IN 46804



Email: Ashley.Taylor@lochgroup.com



Direct: 260.399.3621

Mobile: 260.205.2452

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From: Damon Cox <damon.cox@cumc-indy.net>
Sent: Friday, December 29, 2023 12:35 PM
To: Ashley Taylor <Ashley.Taylor@lochgroup.com>
Subject: Re: Early Coordination Letter

EXTERNAL

Good Afternoon Ms. Taylor,

I hope you had a lovely Christmas. I wanted to reach out again to discuss the letter we had received from you.

My largest concern at the moment is:

1. We are working to obtain zoning variance to replace our free standing pylon sign. I am concerned that it's location may be impacted by the future pedestrian walkway project.
2. The location of the sidewalk in reference to our current parking lot/right of way. How much grass area will be lose?

Please let me know if there is a time we can connect to discuss.

Happy New Year!
Damon

Damon C. Cox, Facilities Coordinator
Christ Indianapolis United Methodist Church

From: Damon Cox <damon.cox@cumc-indy.net>
Date: Friday, December 15, 2023 at 1:31 PM
To: "Ashley.Taylor@lochgroup.com" <Ashley.Taylor@lochgroup.com>
Cc: Damon Cox <damon.cox@cumc-indy.net>
Subject: Early Coordination Letter

Regarding: Des. Nos. 2200074, 2200075, 2200076, 2200077, and 2301252
Pedestrian Facilities and Traffic Signal Project, State Project
US.. 31 from County Line Road to Thompson Road
Johnson and Marion Counties, Indiana

Ms. Taylor:

I am the Facilities Coordinator for Christ Indianapolis United Methodist Church located at 8540 US 31 South. I am in receipt of the Early Coordination Letter you have distributed regarding the pedestrian walk-ways that will be constructed on both the north bound and south bound sides of US 31.

I am certain that adequate work will be done by the Indiana Department of Transportation and their designees to prevent any disruptions to the general businesses and services offered by the properties impacted by this potential new construction. With that in mind, I still would like to schedule a quick Teams meeting with you to address some questions I have on how this will have an impact on our property. Please let me know if this is something you would be open to. If not, I will do my best to compile a list of detailed questions.

Regards,

Damon Cox



[Damon C. Cox, Facilities Coordinator](#)
Christ Indianapolis United Methodist Church

Phone: 317.882.1549 x. 205

Mobile: 317.662.5897

Email: damon.cox@christindyumc.com

8540 US 31 South Indianapolis, IN 46227

www.christindyumc.com

Ashley Taylor

From: Bailey Joe - Surveyor Office <jbailey@co.johnson.in.us>
Sent: Tuesday, December 19, 2023 9:13 AM
To: Ashley Taylor

Follow Up Flag: Follow up
Flag Status: Completed

EXTERNAL

Good Morning Ashley,

The Johnson County Surveyor's Office does not have any comments or concerns about:

Des Nos. 2200074 75 76 77 or 2301252

Pedestrian Facilities and Traffic Signal Project US 31

Thank you

Joe Bailey
Johnson County
Surveyor's Office

December 21, 2023

Ashley Taylor
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Mr. Broadwater:

The proposed U.S. 31 Pedestrian Facilities and Traffic Signal Project in Marion and Johnson Counties, Indiana (Des. No. 2200074), as referred to in your letter received December 7, 2023, will not cause a conversion of prime farmland.

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

Sincerely,

JOHN ALLEN

JOHN ALLEN
State Soil Scientist

Digitally signed by JOHN ALLEN
Date: 2023.12.21 13:15:04 -05'00'

THIS IS NOT A PERMIT

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

DNR#: ER-26143

Request Received: December 7, 2023

Requestor:

Ashley Taylor
Lochmueller Group
7223 Engle Road, Suite 105
Fort Wayne, IN 46804

Project:

Greenfield District: US 31 4.3-mile pedestrian and traffic signal improvements, from County Line Road to Thompson Road

- 1) sidewalk and curb ramp installations on both sides of US 31, from County Line Road to Shelby Street (Des #2200074), from Shelby Street to Banta Road (Des #2200075), from Banta Road to Gilbert Avenue (Des #2200076), from Gilbert Avenue to Thompson Road (Des #2200077)
- 2) one traffic signal modernization at the intersection of US 31 and Shelby Street (Des #2301252)

County/Site Info: Johnson, Marion Counties

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

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

Regulatory Assessment:

This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. To determine if a permit will be required, the Indiana Floodplain Information Portal (INFIP) is a mapping application developed by the DNR, Division of Water to generate a Floodplain Analysis and Regulatory Assessment (FARA) that provides floodplain information. The portal is on the Division of Water's webpage at infip.dnr.in.gov.

Natural Heritage Database:

The Natural Heritage Program's data have been checked. The State endangered Kirtland's Snake (*Clonophis kirtlandii*) has been documented within .5 mile of the project area.

Fish and Wildlife Comments:

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

A) Heritage Species

The Division of Fish and Wildlife does not anticipate any significant effects to the Kirtland's Snake due to this project.

B) Small Structure Replacement/Rehabilitation

Even small drainage culverts can be important for fish and wildlife passage in urban environments. 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.

There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

<https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems>

<https://www.fs.usda.gov/wildlifecrossings/library/index.php>

https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/

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

C) Drainage and Stormwater Management

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.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: <https://www.epa.gov/greeningepa/epa-facility-stormwater-management>;
<https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>

D) Streambank Stabilization

Some form of bank stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources:

- Geotextiles (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles)
- Vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap.

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. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <https://directives.sc.egov.usda.gov/17553.wba>

E) Pavement Rehabilitation

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

F) Tree Removal in a Floodway

The Division of Fish and Wildlife recommends a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <https://www.in.gov/nrc/files/IB-17.pdf>.

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.

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

G) Tree Removal Outside a Floodway

The Division of Fish and Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/forestry-publications-and-presentations/> (scroll down to the Community & Urban Forestry section).

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

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. 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.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. The sideslopes of the outlet section must be 2:1 or flatter.
10. Minimize the movement of resuspended bottom sediment from the immediate project area.
11. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
13. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
14. 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.
15. Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height.

Contact Staff:

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

Rachel Van Voorhis
Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

Date: January 5, 2024

Ashley Taylor

From: Haulter, Crystal <CHaulter@idem.IN.gov>
Sent: Friday, May 3, 2024 10:16 AM
To: Ashley Taylor
Cc: Trevor Wieseke; Ward, Bill
Subject: FW: Hazardous Material Site Coordination - Des. No. 2200074 et al, US 31 Pedestrian Facilities, Lochgroup #122-1009
Attachments: Des Nos 2200074 et al - US 31 Pedestrian Facilities and Traffic Signal - Aerial Maps.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL

Good morning Ashley,

Thank you for your message regarding Des. Nos. 2200074, 2200075, 2200076, 2200077, and 2301252 - US 31 Pedestrian Facilities and Traffic Signal projects.

IDEM's Institutional Controls Group does not have any concerns with the proposed work as it pertains to the restrictions in the Environmental Restrictive Covenants (ERCs) described below, 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 and 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. Please contact me directly if you have any further questions regarding this matter.

Thank you,
Crystal Haulter



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

(317) 234-1957 • chaulter@idem.IN.gov



www.idem.IN.gov

Scan the QR code to leave your feedback.

We appreciate your input!



From: Ashley Taylor <Ashley.Taylor@lochgroup.com>
Sent: Monday, April 29, 2024 3:24 PM
To: IDEM Institutional Controls <InstitutionalControls@idem.IN.gov>
Cc: Trevor Wieseke <TWieseke@lochgroup.com>; Ward, Bill <wward@msconsultants.com>

Subject: Hazardous Material Site Coordination - Des. No. 2200074 et al, US 31 Pedestrian Facilities, Lochgroup #122-1009

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

Good Afternoon!

During the preparation of a Red Flag Investigation (RFI) for these US 31 Pedestrian Facilities and Traffic Signal projects (Des. Nos. 2200074, 2200075, 2200076, 2200077, and 2301252), there were five institutional controls identified adjacent to the project.

Project Description: The Indiana Department of Transportation (INDOT) Greenfield District, with funding from the Federal Highway Administration, 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). 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.

The proposed projects are located along U.S. 31 from County Line Road to Thompson Road for a total of approximately 4.3 miles in Johnson and Marion Counties, Indiana. The proposed project will construct ADA compliant sidewalks and curb ramps along both sides of U.S. 31. The project will also include minor drainage improvements, the relocation of a few utility poles, and upgrading traffic signals with pedestrian heads/pushbuttons. There may be areas of curb removal and replacement. The existing storm sewer will be analyzed for sufficiency and inlets may be relocated. This work 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. As design progresses, it is possible some driveway culverts will need to be removed and replaced. Some ditch regrading may also be necessary. Retaining walls and pedestrian rails are anticipated to be installed where feasible to avoid impacts to existing culverts and waterways. Additionally, the proposed traffic signal work at the intersection of U.S. 31 and Shelby Street will include modernizing the signal with new strain poles for the signal heads along US 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 large culvert structures or bridges as part of these pedestrian facilities and traffic signal projects. No work is anticipated to occur to the pavement associated with U.S. 31. If pavement work is determined to be necessary, it would be localized to areas required to complete other work such as storm sewer improvements beneath the roadway or existing traffic loops within the roadway.

The project is anticipated to require greater than 0.5 acre of permanent right-of-way (ROW) for the installation of new sidewalks and curb ramps. The project is anticipated to require temporary ROW to facilitate construction access. Tree clearing may be required, but its extents are currently unknown and will be minimal in nature, occurring within 100 feet of the roadway. The maximum depth of excavation will be approximately four feet below ground surface (bgs) for the installation of any footings required for retaining walls. In areas where retaining walls are not required, excavation will be limited to approximately two feet bgs. Excavation will occur approximately ten feet bgs in areas where new or relocated utility poles will be installed. Excavation will occur approximately five feet bgs for storm sewer improvements.

Hazardous Material Sites of Concern:

ROW is not anticipated to be acquired from Sites 1-4 below. Permanent ROW is anticipated to be acquired from Site 5 at a maximum distance of approximately 70 feet west of the centerline of U.S. 31.

- 1) 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 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 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.
- 2) Brownfield/Institutional Control: Arlo Price Discount Dry Cleaner, 7007 US 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 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.

- 3) LUST Site/Institutional Control Site: Jack in the Box Store #6290 (BP Site #10089 and the Former Amoco Station #10089), 8950 US 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 NFA Determination Pursuant to 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.
- 4) 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.
- 5) 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.

Please review this information and provide any comments you may have relative to anticipated impacts of the projects and these hazardous material sites of concern.

Thank you,

Ashley



Ashley Taylor

Environmental Specialist II



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United States Department of the Interior



FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To:

12/17/2024 16:21:43 UTC

Project Code: 2024-0123949

Project Name: Des. No. 2200074 et al., U.S. 31 Pedestrian Facilities and Traffic Signal Project

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

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

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

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

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

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

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

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

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

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

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

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

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

OFFICIAL SPECIES LIST

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

This species list is provided by:

Indiana Ecological Services Field Office

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

PROJECT SUMMARY

Project Code: 2024-0123949
Project Name: Des. No. 2200074 et al., U.S. 31 Pedestrian Facilities and Traffic Signal Project
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The Indiana Dept. of Transportation (INDOT) Greenfield District, with funding from the Federal Highway Administration, intends to proceed with the following pedestrian facilities and traffic signal project involving US 31 in Johnson and Marion Counties, IN. The project was programmed into 4 segments along US 31: 1) County Line Rd. to Shelby St. (Des. 2200074), 2) Shelby St. to Banta Rd. (Des. 2200075), 3) Banta Rd. to Gilbert Ave. (Des. 2200076), and 4) Gilbert Ave. to Thompson Rd. (Des. 2200077). Additionally, a traffic signal project located at the intersection of US 31 and Shelby St. (Des. 2301252) will be included as part of this project. The project is located along US 31 from County Line Rd. to Thompson Rd. for a total of 4.3 miles.

The proposed project will construct Americans with Disabilities Act (ADA) compliant sidewalks and curb ramps along both sides of US 31. The project will also include minor drainage improvements, relocation of utility poles, and upgrading traffic signals with pedestrian heads/pushbuttons. There may be areas of curb removal/replacement. The existing storm sewer will be analyzed for sufficiency and inlets may be relocated. This work 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. Some ditch regrading may also be necessary. Retaining walls and pedestrian rails may be installed to avoid impacts to existing culverts and waterways. Additionally, the traffic signal work at the intersection of US 31 and Shelby St. will include modernizing the signal with new strain poles for the signal heads along US 31 as well as utilizing a cantilever structure and ground-mounted signal head for the signal heads along Shelby St. If pavement work is determined to be necessary, it would be localized to areas required to complete other work such as storm sewer improvements beneath the roadway or existing traffic loops within the roadway. Approximately 16 IndyGo Bus Stop widened concrete bump outs will be added along the corridor.

A total of 56 structures including bridges, culverts, and drainage pipes are located throughout the project area (see bat inspection form). No work is proposed to occur on any of these structures as part of this project.

This project will require 2.5 acres of new permanent right-of-way (ROW) and 0.3 acre of temporary ROW. While this is primarily a developed

urban area, there is suitable summer bat habitat present within and adjacent to the project area. There are individual landscaping trees scattered throughout the corridor in addition to forested riparian corridors. The dominant tree species to be removed includes 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*). Tree clearing totaling approximately 0.25 acre is anticipated within 100 feet of the roadway and will take place during the inactive season (Oct. 2026 to Mar. 2027). Mitigation for removed suitable summer bat habitat is not anticipated. Permanent lighting associated with the traffic signal at US 31 and Shelby St. is anticipated to be replaced. Use of temporary lighting may be necessary if night work is required. Construction is anticipated to begin in summer of 2026.

A review of the USFWS database was completed on Aug. 25, 2023 by INDOT Greenfield District did not indicate the presence of endangered bat species or their hibernacula within 0.5 mile of the project area. The database did indicate the project is within a 5-mile maternity buffer for the Indiana bat. An inspection of the structures by Lochmueller Group staff occurred on September 13 & 14, 2023. There was one bat present on a private bridge (Str. 52). No evidence of bat use was observed on any of the other structures.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.66423935,-86.14708444864505,14z>



Counties: Johnson and Marion counties, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

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

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

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

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

MAMMALS

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

BIRDS

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

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

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

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

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

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

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

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

PROBABILITY OF PRESENCE SUMMARY

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

Probability of Presence (■)

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

Breeding Season (■)

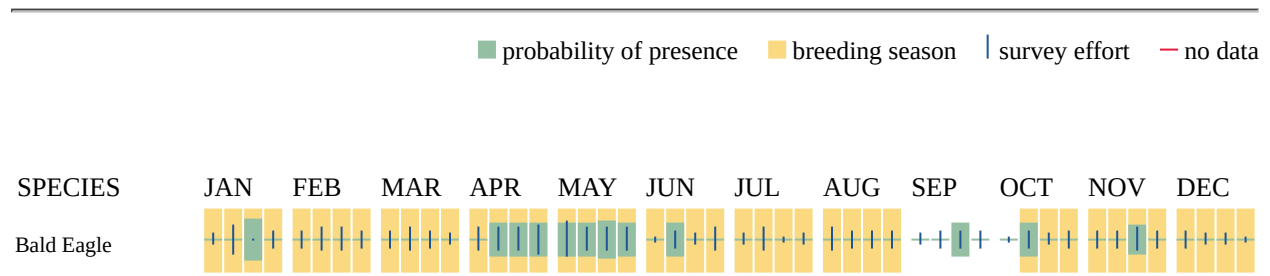
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

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

No Data (-)

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



Non-BCC
Vulnerable

Additional information can be found using the following links:

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

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

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

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

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

NAME	BREEDING SEASON
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Cerulean Warbler <i>Setophaga cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 21 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Kentucky Warbler <i>Geothlypis formosa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443	Breeds Apr 20 to Aug 20
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Pectoral Sandpiper <i>Calidris melanotos</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10

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

PROBABILITY OF PRESENCE SUMMARY

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

Probability of Presence (■)

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

Breeding Season (■)

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

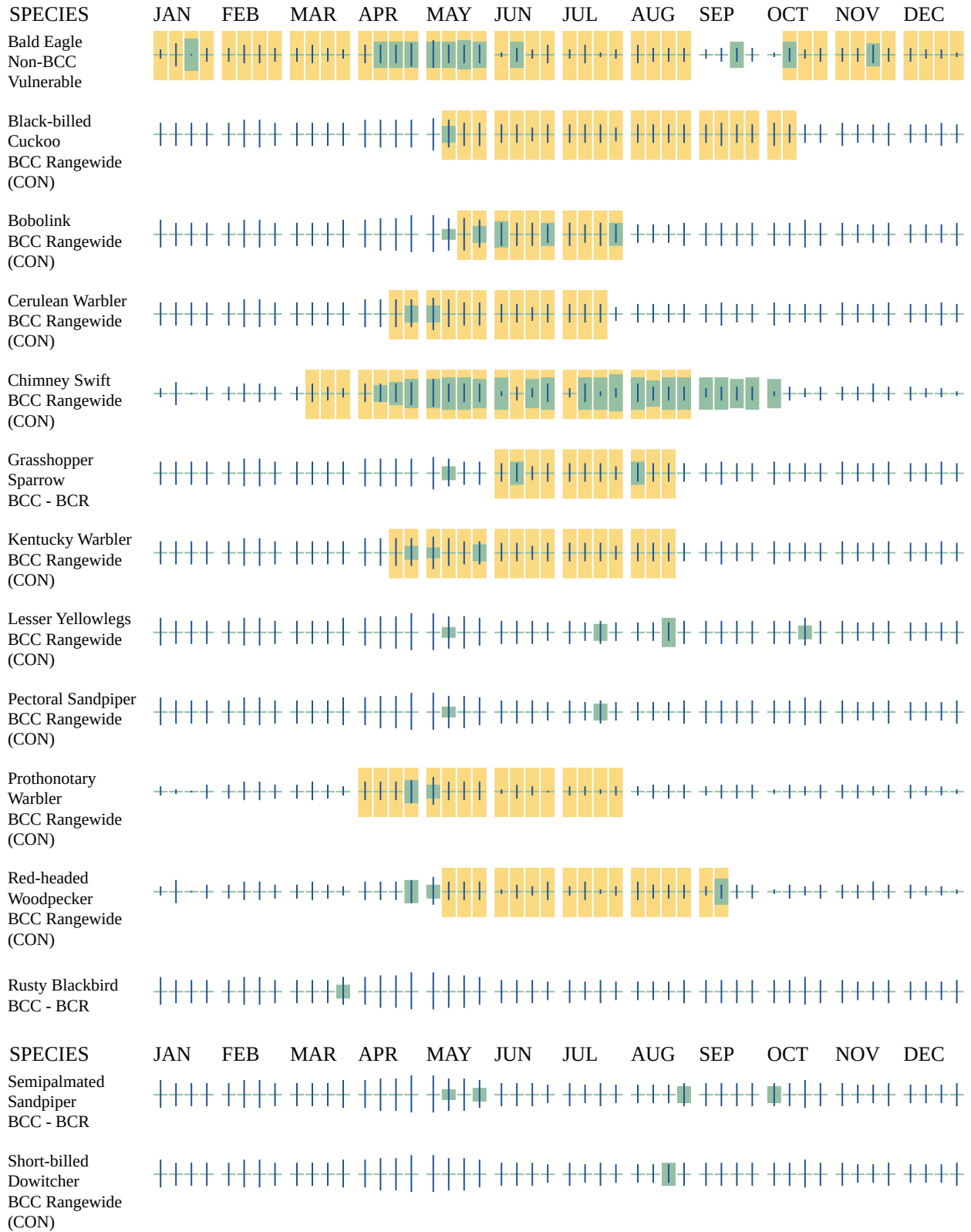
Survey Effort (|)

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

No Data (—)

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

■ probability of presence ■ breeding season | survey effort — no data



Wood Thrush
BCC Rangewide
(CON)



Additional information can be found using the following links:

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

WETLANDS

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

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

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

RIVERINE

- R4SBCx
- R4SBC
- R2UBH

IPAC USER CONTACT INFORMATION

Agency: Lochmueller Group
Name: Ashley Taylor
Address: 7223 Engle Road
Address Line 2: Suite 105
City: Fort Wayne
State: IN
Zip: 46804
Email: ashley.taylor@lochgroup.com
Phone: 2603993621

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To:

08/01/2024 14:42:15 UTC

Project code: 2024-0123949

Project Name: Des. No. 2200074 et al., U.S. 31 Pedestrian Facilities and Traffic Signal Project

Subject: Concurrence verification letter for the 'Des. No. 2200074 et al., U.S. 31 Pedestrian Facilities and Traffic Signal Project' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated August 01, 2024 to verify that the **Des. No. 2200074 et al., U.S. 31 Pedestrian Facilities and Traffic Signal Project** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures. **At least one of the qualification interview questions indicated an activity or portion of your project is consistent with a not likely to adversely affect determination therefore, the overall determination for your project is, may affect, and is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*).** Consultation with the Service pursuant to section 7(a)(2) of ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period

allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (provided that the take is reported to the Service).

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

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

If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet bats are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

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

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

- Monarch Butterfly *Danaus plexippus* Candidate
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Des. No. 2200074 et al., U.S. 31 Pedestrian Facilities and Traffic Signal Project

DESCRIPTION

The Indiana Dept. of Transportation (INDOT) Greenfield District, with funding from the Federal Highway Administration, intends to proceed with the following pedestrian facilities and traffic signal project involving US 31 in Johnson and Marion Counties, IN. The project was programmed into 4 segments along US 31: 1) County Line Rd. to Shelby St. (Des. 2200074), 2) Shelby St. to Banta Rd. (Des. 2200075), 3) Banta Rd. to Gilbert Ave. (Des. 2200076), and 4) Gilbert Ave. to Thompson Rd. (Des. 2200077). Additionally, a traffic signal project located at the intersection of US 31 and Shelby St. (Des. 2301252) will be included as part of this project. The project is located along US 31 from County Line Rd. to Thompson Rd. for a total of 4.3 miles.

The proposed project will construct Americans with Disabilities Act (ADA) compliant sidewalks and curb ramps along both sides of US 31. The project will also include minor drainage improvements, relocation of utility poles, and upgrading traffic signals with pedestrian heads/pushbuttons. There may be areas of curb removal/replacement. The existing storm sewer will be analyzed for sufficiency and inlets may be relocated. This work 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. Some ditch regrading may also be necessary. Retaining walls and pedestrian rails may be installed to avoid impacts to existing culverts and waterways. Additionally, the traffic signal work at the intersection of US 31 and Shelby St. will include modernizing the signal with new strain poles for the signal heads along US 31 as well as utilizing a cantilever structure and ground-mounted signal head for the signal heads along Shelby St. If pavement work is determined to be necessary, it would be localized to areas required to complete other work such as storm sewer improvements beneath the roadway or existing traffic loops within the roadway. Approximately 16 IndyGo Bus Stop widened concrete bump outs will be added along the corridor.

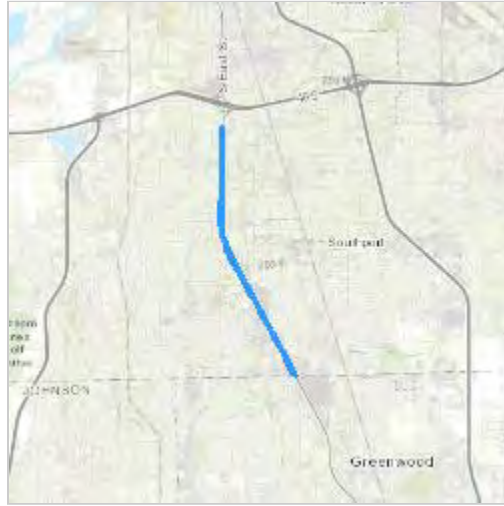
A total of 56 structures including bridges, culverts, and drainage pipes are located throughout the project area (see bat inspection form). No work is proposed to occur on any of these structures as part of this project.

This project will require 2.5 acres of new permanent right-of-way (ROW) and 0.3 acre of temporary ROW. While this is primarily a developed urban area, there is suitable summer bat habitat present within and adjacent to the project area. There are individual landscaping trees scattered throughout the corridor in addition to forested riparian corridors. The dominant tree species to be removed includes 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*). Tree clearing totaling approximately 0.25 acre is anticipated within 100 feet of the roadway and will take place during the inactive season (Oct. 2026 to Mar. 2027). Mitigation for removed suitable summer bat habitat is not anticipated. Permanent lighting associated with the traffic signal at US 31 and Shelby St. is anticipated to be replaced. Use of temporary lighting may be necessary if night work is required. Construction is anticipated to begin in summer of 2026.

A review of the USFWS database was completed on Aug. 25, 2023 by INDOT Greenfield District did not indicate the presence of endangered bat species or their hibernacula within 0.5 mile of the project area. The database did indicate the project is within a 5-mile maternity buffer for the Indiana bat. An inspection of the structures by Lochmueller Group staff occurred on September 13 & 14, 2023. There was one bat present on a private bridge (Str. 52). No evidence of bat use was observed on any of the other structures.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.66433895,-86.14714623601449,14z>



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

QUALIFICATION INTERVIEW

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the northern long-eared bat^[1]?

[1] See [northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

20. Are *all* trees that are being removed clearly demarcated?
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
23. Does the project include slash pile burning?
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
No
25. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)
No
26. Will the project involve the use of **temporary** lighting *during* the active season?
Yes
27. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?
Yes
28. Will the project install new or replace existing **permanent** lighting?
Yes
29. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?
Yes
30. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?
No
31. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.
Yes

32. Will the project raise the road profile **above the tree canopy**?

No

33. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

34. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

35. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

36. **General AMM 1**

Will the project 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 Avoidance and Minimization Measures?

Yes

37. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word "trees" as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS' current summer survey guidance for our latest definitions of suitable habitat.

Yes

38. Tree Removal AMM 3

Can tree removal be 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)?

Yes

39. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

40. Lighting AMM 1

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

41. Lighting AMM 2

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society^[1] to rate the amount of light emitted in unwanted directions?

[1] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

42. Lighting AMM 2

Will the **permanent** lighting be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

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

N/A

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.25

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

Apply time of year restrictions 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.

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.

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

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.

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

This key was last updated in IPaC on October 30, 2023. Keys are subject to periodic revision.

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

This decision key should only be used to verify project applicability with the Service's [amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion \(dated March 23, 2023\) for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation

Name: Delaney Weston

Address: 32 S Broadway

City: Greenfield

State: IN

Zip: 46140

Email: dweston@indot.in.gov

Phone: 3174673901

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Bridge/Structure Habitat Assessment Form

Des. No.	Structure		INDOT Asset No.	Structure Size	Length of Structure (feet)	Location	Waterbody	Roadway Name	Date of Inspection	Evidence of Bats	Evidence of Birds	Type of Work
	No.	Type of Structure										
2200074 et al.	1	CMP	CLV-66097	12"	46	39.638307, -86.128469	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	2	Box Culvert	CV 031-049-102.88	3' High x 12' Wide	138	39.640327, -86.129864	Fountain Creek	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	3	CMP	CLV-66138	18"	67	39.642873, -86.132367	N/A	E Stop 12 Road	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	4	Box Culvert	Bridge No. 031-49-08384	Triple Barrel 4' High x	168	39.645337, -86.133774	Buffalo Creek	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	5	Box Culvert	CV 031-049-103.95	4' High x 6.25' Wide	150	39.653452, -86.139505	Pond Branch	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	6	CMP	N/A	18"	26	39.654772, -86.140715	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	7	CMP	N/A	18"	26	39.655005, -86.140874	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	8	CMP	N/A	18"	42	39.655280, -86.141073	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	9	CMP	N/A	18"	35	39.655657, -86.141348	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	10	CMP	N/A	18"	37	39.656283, -86.141782	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	11	CMP	N/A	18"	23	39.656873, -86.142205	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	12	CMP	N/A	18"	29	39.657102, -86.142365	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	13	CMP	N/A	18"	28	39.657429, -86.142598	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	14	CMP	N/A	18"	24	39.657818, -86.142858	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	15	CMP	CLV-66245	18"	76	39.658511, -86.142820	N/A	E Hickory Lane	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	16	CONC.	CLV-66241	18"	105	39.658408, -86.143313	N/A	E Hickory Lane	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	17	CMP	N/A	18"	24	39.659238, -86.143882	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	18	CMP	N/A	18"	31	39.659672, -86.143679	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	19	CMP	N/A	18"	24	39.659548, -86.144096	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	20	CONC.	N/A	18"	96	39.659663, -86.144185	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	21	CMP	N/A	18"	18	39.660072, -86.144483	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	22	CMP	N/A	18"	34	39.660323, -86.144648	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	23	CMP	N/A	18"	28	39.660570, -86.144836	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	24	CMP	N/A	18"	28	39.660839, -86.144527	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	25	CMP	N/A	18"	88	39.660824, -86.145007	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	26	CMP	N/A	18"	51	39.661377, -86.145416	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	27	CMP	N/A	18"	20	39.661829, -86.145716	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	28	CMP	N/A	18"	26	39.662306, -86.146042	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	29	CMP	N/A	18"	30	39.662521, -86.146205	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	30	CMP	N/A	18"	40	39.662867, -86.146473	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	31	CMP	N/A	24"	132	39.665692, -86.147723	UNT 1 to Little Buck Creek	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	32	ELLIPTICAL CONC.	CV 031-049-104.90	4' High x 7' Wide	193	39.665595, -86.147943	N/A	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	33	CMP	N/A	18"	28	39.666451, -86.148530	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	34	ELLIPTICAL CONC.	N/A	7' High x 4' Wide	81	39.666563, -86.148108	UNT 1 to Little Buck Creek	Caribe Drive	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	35	ELLIPTICAL CONC.	N/A	7' High x 4' Wide	114	39.667451, -86.148425	UNT 1 to Little Buck Creek	Caribe Mall	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	36	CMP	CLV-66281	18"	64	39.667628, -86.148971	N/A	Tulip Drive	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	37	CMP	N/A	18"	20	39.667850, -86.148991	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	38	CMP	N/A	18"	42	39.668930, -86.149252	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	39	Box Culvert	CV 031-049-105.20	4.0' High x 5' Wide	150	39.669718, -86.149155	UNT 2 to Little Buck Creek	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	40	CMP	CLV-66313	36"	137	39.671371, -86.149279	N/A	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	41	Box Culvert	CV 031-049-105.37	3.0' High x 4.5' Wide	150	39.672191, -86.149230	UNT 3 to Little Buck Creek	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	42	CONC.	N/A	18"	56	39.672579, -86.148997	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	43	CONC.	N/A	18"	72	39.673704, -86.148965	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	44	CONC.	N/A	15"	88	39.676917, -86.148858	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	45	CMP	N/A	12"	39	39.677125, -86.148871	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	46	CMP	N/A	15"	55	39.677478, -86.148882	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	47	CPP	N/A	12"	57	39.679718, -86.148807	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	48	CMP	N/A	24"	59	39.682701, -86.148616	N/A	Gilbert Ave	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	49	CMP	N/A	12"	32	39.683438, -86.148683	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	50	CMP	N/A	15"	29	39.687516, -86.149043	N/A	Driveway	Sept. 13 & 14, 2023	No	No	Leave in Place

Bridge/Structure Habitat Assessment Form (cont.)

2200074 et al.	51	Steel Continuous Girder Bridge	Bridge No. 031-49-08625 A	115.5' Wide	144.7	39.68184, -86.14898	Little Buck Creek	US 31	Sept. 13 & 14, 2023	No	Yes	Leave in Place
2200074 et al.	52	Private Bridge	N/A	Unknown	Unknown	39.670258, -86.148788	Little Buck Creek	Private Entry	Sept. 13 & 14, 2023	Yes	Yes	Leave in Place
2200074 et al.	53	Box Culvert	CV 031-049-103.12	2.5' High x 6.5' Wide	150	39.64285, -86.13200	N/A	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	54	ELLIPTICAL CONC.	CV 031-049-104.99 R	4' High x 7' Wide	120	39.66656, -86.14809	UNT 1 to Little Buck Creek	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	55	ELLIPTICAL CONC.	CV 031-049-105.04 R	4' High x 7' Wide	115	39.66744, -86.14840	UNT 1 to Little Buck Creek	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place
2200074 et al.	56	Box Culvert	CV 031-049-106.60	2.5' High x 5.75' Wide	400	39.69005, -86.14880	N/A	US 31	Sept. 13 & 14, 2023	No	No	Leave in Place

CMP = Corrugated metal pipe

CONC. = Concrete pipe

Categorical Exclusion

Appendix D

**Section 106 of the National Historic
Preservation Act (NHPA)**

Minor Projects PA Project Submittal and Assessment Form

SECTION 1

Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B-1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B-9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.

Part I: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)*

*A qualified professional historian (QP) is not required to complete Part I. INDOT-CRO staff will be responsible for completion of Part II.

Original Submission Date: May 24, 2024

Amended Submission Date*: January 22, 2025

*Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below. Please use **red font** to distinguish the revisions/updates.

Submitted By (Provide Name and Firm/Organization): Hannah Blad, Lochmueller Group

Project Designation Number: 2200074, 2200075, 2200076, 2200077, 2301252

Route Number: U.S. Route (US) 31

Feature crossed (if applicable): 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

City/Township: City of Greenwood/Pleasant Township, City of Indianapolis/Perry Township

County: Johnson and Marion Counties

Project Description: The proposed project is located along U.S. 31 from County Line Road to Thompson Road for a total of approximately 4.3 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. Adjacent land use is urban and primarily consists of commercial and residential properties.

U.S. 31 is a north/south highway, which is functionally classified as a principal arterial roadway. The typical cross section along U.S. 31 is a 6-lane roadway. 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. 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. 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; however, work is only proposed to modernize the traffic signal located at U.S. 31 and Shelby Street. Pedestrian heads and push buttons will be added at all intersections throughout the corridor. In addition, stop bars and existing traffic loops may need to be modified to accommodate the new sidewalk facilities. 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. A summary of these structures, feature crossed, and GPS coordinates is included below:

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Structure No.	Feature Crossed	GPS Coordinates (Latitude, Longitude)
CV 031-049-102.88	Fountain Creek	39.64022, -86.13011
CV 031-049-103.12	Not Available	39.64285, -86.13200
CV 031-049-103.95	Pond Branch	39.65342, -86.13948
CV 031-049-104.90	Not Available	39.66559, -86.14791
CV 031-049-104.99 R	UNT 1 to Little Buck Creek	39.66656, -86.14809
CV 031-049-105.04 R	UNT 1 to Little Buck Creek	39.66744, -86.14840
CV 031-049-105.20	UNT 2 to Little Buck Creek	39.66972, -86.14916
CV 031-049-105.37	UNT 3 to Little Buck Creek	39.67219, -86.14922
CV 031-049-106.60	Not Available	39.69005, -86.14880
Bridge No. 031-49-08384	Buffalo Creek	39.64534, -86.13375
Bridge No. 031-49-08625	Little Buck Creek	39.68184, -86.14898

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. 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 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. Additionally, there are twenty-five bus stops present within the project area. Of these bus stops, only one location has a sidewalk and is Americans with Disabilities Act (ADA) compliant. There is also a need to preserve and upgrade safety features along the transportation system. By maintaining and improving signals, hazards to the motorized and non-motorized transportation can be reduced. The purpose of the project is to provide appropriate facilities for pedestrians to safely access the local transit system and essential services within the corridor. Additionally, the purpose is to reduce injuries, property damage, and fatalities by maintaining or improving existing safety measures.

The proposed project will construct ADA compliant sidewalks and curb ramps along both sides of U.S. 31. The project will also include minor drainage improvements, the relocation of a few utility poles, and upgrading traffic signals with pedestrian heads/pushbuttons. There may be areas of curb removal and replacement. The existing storm sewer will be analyzed for sufficiency and inlets may be relocated. This work 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. As design progresses, it is possible some driveway culverts will need to be removed and replaced. Some ditch re-grading may also be necessary. Retaining walls and pedestrian rails are anticipated to be installed where feasible to avoid impacts to existing culverts and waterways. Additionally, the proposed traffic signal work at the intersection of U.S. 31 and Shelby Street will include modernizing the signal with new strain poles for the signal heads along US 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 large culvert structures or bridges as part of these pedestrian facilities and traffic signal projects. No work is anticipated to occur to the pavement associated with U.S. 31. If pavement work is determined to be necessary, it would be localized to areas required to complete other work such as storm sewer improvements beneath the roadway or existing traffic loops within the roadway. It is anticipated that sixteen (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 requires approximately 1.95 acres of permanent right-of-way (ROW) and 0.38 acre of temporary ROW.

The Maintenance of Traffic (MOT) plan will involve temporary lane closures during construction. The MOT will be implemented per the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. Construction is anticipated to begin in the Summer of 2026.

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If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:
New sidewalk on both sides of US 31 throughout the project area (see attached PFC plans for additional details)

Curb ramp work (also see attached PFC plans for locations):

- **County Line Road, all four quadrants**
- Northport Road, NE and SE quadrants
- Stop 13 Road, all four quadrants
- Commercial Drive, SW and NW quadrants
- Healthcare Drive, SW and NW quadrants
- Commercial Drive, NE and SE quadrants
- Lilac Drive, NE and SE quadrants
- Stop 12 Road, NE and SW quadrants (pedestrian islands at SE and NW quadrants)
- Commercial Drive, all four quadrants
- Commercial Drive, all four quadrants
- Commercial Drive, SW and NW quadrants
- Commercial Drive, SW and NW quadrants
- Stop 11 Road, SW quadrant (pedestrian islands at SE and NW quadrants)
- Greenwood Place, all four quadrants
- Shelby Street, all four quadrants (~~pedestrian island at NE quadrant~~)
- Commercial Drive, NE and SE quadrants
- Commercial Drive, NE and SE quadrants
- Hickory Lane, NE, SE, and NW quadrants
- Commercial Drive, NE quadrant
- Commercial Drive, NE and SE quadrant
- Southport Road, all four quadrants (**pedestrian island at NW quadrant**)
- Tulip Drive, SW and NW quadrants
- Caribe Mall, NE and SE quadrants
- Beechwood Lane, SW and NW quadrants
- Woodhill Drive, SW and NW quadrants
- Edgewood Avenue, all four quadrants
- Gilbert Avenue, NE and SE quadrants
- Commercial Drive, SW and NW quadrants
- Commercial Drive, SW and NW quadrants
- Epler Avenue, all four quadrants
- Commercial Drive, SW and NW quadrants

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:

For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (<https://www.in.gov/indot/2531.htm>)?

Yes No

If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.

Yes No

Inventory Page # _____

Will there be right-of-way acquisition as part of this project?

Yes No

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If yes was checked above, please check all that apply:

Permanent Temporary Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way:

1.95 acres of permanent ROW and 0.38 acre of temporary ROW.

See attached map for locations of ROW.

Proposed work within temporary and permanent ROW includes grading, curb ramp construction, and sidewalk construction.

Is there *any* potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?

Yes No

Archaeology (check one):

All proposed activities are presumed to occur in previously disturbed soils.*

**INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*

Project takes place in undisturbed soils and the archaeology report is included with the submission.*

**If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO Archaeology Team Lead. See CRM Pt. 1 Ch. 3 for current contact information.*

Please specify all applicable categories and condition(s) (INDOT will highlight applicable conditions in yellow):

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 the following conditions [***BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied***]:

Condition A (Archaeological Resources)

One of the two conditions listed below must be satisfied (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the Division of Historic Preservation and Archaeology (DHPA) and any archaeological site form information will be entered directly into the State Historic Architectural and Archaeological Database (SHAARD) by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

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Condition B (Above-Ground Resources)

One of the two conditions listed below must be satisfied (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
- ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below (*EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below*):
 - a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
 - b. Unusual features, including but not limited to historic brick or stone sidewalks curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions (*1, 2, or 3*) listed below must be fulfilled:
 1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
 2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
 3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

Check if SECTION 2: Minor Projects PA Category B-1, Condition B-ii Submission is included.

Check if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is included.

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Part II: Completed by INDOT-CRO

Information reviewed (please check all that apply):

General project location map USGS map Aerial photographs Soil survey data

General project area photos Archaeology Reports Historic Property Reports

Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report

Bridge inspection information/iTAMS Historic Bridge Inventory Database

SHAARD SHAARD GIS Streetview Imagery County GIS Data/Property Cards

Other (please specify):

Lawhorn, Ashley

2024 A Phase Ia Archaeological Reconnaissance for the Bike and Pedestrian Facilities Project Along US 31, From County Line Road to Thompson Road in Johnson and Marion Counties, Indiana (Des Nos. 2200074, 2200075, 2200076, and 2200077). Cultural Resource Analysts, Inc., Evansville. Document on file at INDOT CRO.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. Yes No

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. Yes No

Additional Comments:

Above-ground Resources

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Johnson and Marion County. No listed resources are present immediately adjacent to the project area, a distance that serves as an adequate area of potential effects given the project scope and terrain.

The National Register & Indiana Historic Sites and Structures Inventory (IHSSI) information for Johnson and Marion County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Johnson County Interim Report* (1985; Pleasant Township) of the IHSSI was consulted. The SHAARD information was checked against the Interim Report hard copy maps. The IHBBCM contains the most up to date IHSSI information. No IHSSI documented resources rated higher than "Contributing" are located immediately adjacent to the project area.

According to the IHSSI rating system, generally properties rated "Contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register-eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "Notable" might possess the necessary level of significance after further research. Properties rated "Outstanding" usually possess the necessary level of significance to be considered National Register-eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

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It should be noted that this review only focuses on the Category B-1 curb ramp and sidewalk work associated with the project's scope of work. The remaining portion is limited to Category A-5 signal modernization work which will not impact any listed or eligible resources.

Because the location of the project is not adjacent to a National Register-listed or eligible resource, a field visit by a QP historian is not required to review the ADA updates and sidewalk installations along the project area. Therefore, Category B-1, Condition B-i is applicable for the proposed work.

The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial, street-view photography, and the Johnson and Marion County GIS website. The project area is located along US 31 within an urban setting. The immediately adjacent built environment consists primarily of mid-twentieth to early twenty first century residential and commercial structures. None of these structures appear to possess the age or integrity and/or significance necessary to be considered National Register-eligible.

JANUARY 2025 Update

In January, the project consultant notified INDOT-CRO of changes to the project scope of work that was not originally assessed in the October 2024 determination. This work includes ADA curb ramp reconstruction in all four quadrants of US 31 and County Line Road and the addition of a pedestrian island within the northwest quadrant of US 31 and Southport Road. Right-of-way acquisition is now anticipated to consist of 1.95-acres of permanent ROW and 0.38-acre of temporary ROW.

US 31 and County Line Road

To account for the ADA curb ramp reconstruction, a review of structures immediately adjacent to the above-mentioned intersection was utilized. The immediately adjacent building stock consists of mid-twentieth to early twenty-first century commercial structures. None of these structures appear to possess either the age or integrity and/or significance necessary to be considered National Register-eligible.

Since this intersection is not adjacent to a National Register-listed or eligible resource, a field visit by a Qualified Professional historian is not required. Therefore, Category B-1, Condition B-i is applicable for the proposed work.

US 31 and Southport Road

The changes put forth in the amended submittal do not affect the results of the previous above-ground review for this intersection.

Therefore, based on the available information, no above-ground concerns exist so long as the project scope remains unchanged.

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia field reconnaissance survey report completed for the project by Cultural Resource Analysts, Inc. (Lawhorn 2024). There are no previously recorded archaeological sites within or adjacent to the proposed project area.

A 51.8-hectare (128-acre) survey area was investigated via a combination of visual inspection of areas with obvious disturbance and systematic shovel probing of areas with undisturbed soils. Bucket augers were also used to investigate the potential for deeply buried archaeological resources in the Little Buck Creek floodplain. The results from shovel probes and augers within the floodplain revealed this area is not conducive to the preservation of deeply buried archaeological resources. However, shovel probes placed north of the floodplain and west of US 31 in the northern third of the project area detected one newly recorded archaeological site (12MA1107). This site is comprised of an unidentified precontact period lithic scatter. While the site may extend farther to the west beyond

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the limits of the proposed project area, Lawhorn (2024) does not recommend additional work for the site within the proposed project area. Archaeological resources were not located elsewhere in the survey area.

Therefore, there are no archaeological concerns provided that the project scope and footprint do not change.

January 2025 Update: In January 2025, the consultant submitted project scope changes consisting of four additional curb ramp upgrades at County Line Road and an additional pedestrian island in the northwest quadrant of Southport Road. All newly added project scope additions will occur within the existing roadway, thus there are no intact soils. Therefore, there are no additional archaeological concerns as long as the project scope and footprint do not change.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (IDNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Taylor Payne, David Walton, and KayLee Blum

INDOT Approval Date: 10/4/2024

Amendment Approval Date (if applicable): 3/6/2025

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Category A consists of projects that, by their nature, have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the “National Register”) and do not require review by INDOT Cultural Resources Office. All of the work under this Category must occur in previously disturbed soils, which are defined as soils that have been completely altered or displaced by earthmoving or other modern manipulation.

1. Any work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure under the conditions listed below (***BOTH Conditions A and B must be met***). This category **does not** include bridge replacement projects (when both superstructure and substructure are removed):
 - A. The project takes place in previously disturbed soils; *AND*
 - B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied:
 - i. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
 - ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
 - iii. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.
2. All work within interchanges and within medians of divided highways in previously disturbed soils.
3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.
4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.
5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.
6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.
7. Repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of way within previously disturbed soils.
8. Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.
9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

10. Routine roadside maintenance activities necessary to preserve existing infrastructure or maintain roadway safety in previously disturbed soils.
11. Rehabilitation of existing rest areas and truck weigh stations within previously disturbed soils.
12. Removal and disposal of hazardous waste.
13. Work on concrete and asphalt decks of bridges identified in the Historic Bridge Inventory as National Register-listed or National Register-eligible (see <http://www.in.gov/indot/2531.htm>), which is limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.
14. Repair and/or replace existing MSE walls, retaining walls and noise walls in previously disturbed soils, using similar design, dimensions and materials.

Excerpt from:

Contract Publication Series 23-433

A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE FOR
THE BIKE AND PEDESTRIAN FACILITIES PROJECT ALONG
US 31, FROM COUNTY LINE ROAD TO THOMPSON ROAD
IN JOHNSON AND MARION COUNTIES, INDIANA
(DES NOS. 2200074, 2200075, 2200076, 2200077)

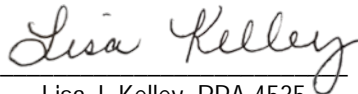
by
Ashley Lawhorn, MA
with a contribution by Katharine Alexander, RPA 5461

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CRA Project No.: I230415



Lisa J. Kelley, RPA 4535
Principal Investigator

October 8, 2024

Lead Agency: Federal Highway Administration
Applied Archaeology Laboratories at Ball State University Accession No.: 23.34

ABSTRACT

Between September 18 and 20, 2023, Cultural Resource Analysts, Inc., personnel conducted a phase Ia archaeological reconnaissance for the proposed bike and pedestrian facilities project along US 31 in Marion and Johnson Counties, Indiana. The survey was conducted at the request of Lochmueller Group with the purpose of identifying archaeological resources that could be affected by the project and assessing their eligibility for the National Register of Historic Places. The survey area for the proposed project covers approximately 51.8 ha (128.0 acres). The survey area was investigated using methods consisting of systematic screened shovel testing, visual inspection of obviously disturbed areas, and bucket augering.

Prior to conducting this survey, an archaeological records review was completed using the Indiana Division of Historic Preservation and Archaeology's State Historic Architectural and Archaeological Research Database. The review indicated that there were no previously recorded archaeological sites mapped within or adjacent to the survey area. The survey located one new archaeological site (12MA1107) during the investigation. Overall, the portion of Site 12MA1107 that was investigated lacks the potential to provide important information on the precontact archaeological record of this region. No further work is recommended for Site 12MA1107 within the survey area. Furthermore, auger probing conducted on the small portion of the Little Buck Creek floodplain within the survey area did not identify any buried archaeological deposits and no further deep testing is recommended for the project. Ultimately, archaeological clearance is recommended for the proposed project.

Summary and NRHP Recommendations

Site 12MA1107 is a lithic artifact scatter that was initially discovered during systematic shovel testing. All archaeological deposits were found within 25 cm bgs, and the soils at the site do not have the potential for deeply buried deposits. There also has been extensive disturbance to the north and east of the site. There were no tools or culturally or temporally diagnostic artifacts found, and the site has an overall lack of research potential. Therefore, no further work is recommended for the investigated portion of Site 12MA1107. However, because the site could extend outside the current survey area, it remains unassessed for inclusion in the NRHP. If project plans change, further work may be necessary.

VI. CONCLUSIONS AND RECOMMENDATIONS

Between September 18 and 20, 2023, CRA personnel conducted a phase Ia archaeological reconnaissance for the proposed bike and pedestrian facilities along US 31 in Marion and Johnson Counties, Indiana. The survey was conducted at the request of Lochmueller Group with the purpose of identifying archaeological resources that could be affected by the project and assessing their eligibility for the NRHP. The survey area for the proposed project covers approximately 51.8 ha (128.0 acres). The survey area was investigated using methods consisting of systematic screened shovel testing, visual inspection of obviously disturbed areas, and bucket augering.

Prior to conducting this survey, an archaeological records review was completed using the Indiana Division of Historic Preservation and Archaeology's SHAARD. The review indicated that there were no previously recorded archaeological sites mapped within or adjacent to the survey area. The survey located one new archaeological site (12MA1107) during the investigation. Overall, the portion of Site 12MA1107 that was investigated lacks the potential to provide important information on the

precontact archaeological record of this region. No further work is recommended for Site 12MA1107 within the survey area. Furthermore, auger probing conducted on the small portion of the Little Buck Creek floodplain within the survey area did not identify any buried archaeological deposits and no further deep testing is recommended for the project. Ultimately, archaeological clearance is recommended for the proposed project.

Note that a principal investigator or field archaeologist cannot grant or withhold clearance to a project. Although the decision to grant or withhold clearance is reached, at least in part, on the recommendations made by the field investigator, clearance may be obtained only through an administrative decision made by a lead federal agency in consultation with lead agency and the State Historic Preservation Officer (Indiana DHPA).

If any previously unrecorded archaeological materials are encountered during construction activities, the DHPA should be notified immediately at (317) 232-1646, as well as the INDOT Cultural Resources Office (CRO) at (317) 697-9752, respectively. If human remains are discovered, construction activities should cease immediately, and the DHPA, the INDOT CRO, the local coroner, and the local law enforcement agency must be notified.

Categorical Exclusion

Appendix E

**Red Flag Investigation
& Hazardous Materials**



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: February 14, 2024

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Ashley Taylor
Lochmueller Group, Inc.
7223 Engle Road, Suite 105
Fort Wayne, Indiana 46804
Ashley.Taylor@lochgroup.com

Re: RED FLAG INVESTIGATION
Des. Nos. 2200074, 2200075, 2200076, 2200077, and 2301252 State Project
Pedestrian Facilities and Traffic Signal Project
US 31, from County Line Road to Thompson Road
Johnson and Marion Counties, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) Greenfield District with funding from the Federal Highway Administration (FHWA) intends to proceed with a pedestrian facilities project along US 31 from County Line Road to Thompson Road in Johnson and Marion Counties, Indiana. The project was programmed into four segments along US 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). The proposed project will construct Americans with Disabilities Act (ADA) compliant sidewalks and curb ramps along both sides of US 31. The project will also include minor drainage improvements, the relocation of a few utility poles, and upgrading traffic signals with pedestrian heads/pushbuttons. There may be areas of curb removal and replacement. The existing storm sewer will be analyzed for sufficiency and inlets may be relocated. This work 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. As design progresses, it is possible some driveway culverts will need to be removed and replaced. Some ditch regrading may also be necessary. Retaining walls and pedestrian rails are anticipated to be installed where feasible to avoid impacts to existing culverts and waterways.

Additionally, Des. No. 2301252 is a traffic signal project located at the intersection of US 31 and Shelby Street, which will be included as part of this project. The proposed work will include modernizing the signal with new strain poles for the signal heads along US 31 as well as utilizing a cantilever structure and ground-mounted signal head for the signal heads along Shelby Street. The project will include installing ADA compliant sidewalks and curb ramps at the intersection.

No work is anticipated to occur to the pavement associated with US 31. If pavement work is determined to be necessary, it would be localized to areas required to complete other work such as storm sewer improvements beneath the roadway or existing traffic loops within the roadway.

Bridge Work Included in Project: Yes No Structure #(s) N/A

If this is a bridge project, is the bridge Historical? Yes No , Select Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes No Structure #(s) N/A

Proposed right of way: Temporary # Acres >0.5 Permanent # Acres >0.5, Not Applicable

Type and proposed depth of excavation: Maximum depth of excavation will be approximately four (4) feet below ground surface (bgs) for the installation of any footings required for retaining walls. In areas where retaining walls are not required, then excavation will be limited to approximately two (2) feet bgs. Excavation will occur approximately ten (10) feet bgs in areas where new or relocated utility poles will be installed. Excavation will occur approximately five (5) feet bgs for storm sewer improvements.

Maintenance of traffic (MOT): It is anticipated the outside travel lane in each direction will be temporarily closed, while the two (2) inside travel lanes in each direction will remain open along US 31. It is anticipated that the lane closures will be restricted to one side of US 31 at a time. The MOT plan will be updated as the design progresses.

Work in waterway: Yes No Below ordinary high-water mark: Yes No

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	36*	Recreational Facilities	7
Airports ¹	1	Pipelines	2
Cemeteries	1	Railroads	N/A
Hospitals	1	Trails	6
Schools	6	Managed Lands	N/A

¹In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

* Unmapped resources were identified within the 0.5 mile buffer.

Explanation:

Religious Facilities*: Thirty-six (36) religious facilities, twenty seven (27) mapped and nine (9) unmapped, are located within the 0.5 mile search radius. Of these facilities, ten (10) of the mapped facilities are inaccurately mapped within the project area and one facility, Chin Evangelical Baptist Church, is listed twice. Seven (7) religious facilities are located adjacent to the project area. Coordination with 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 United Methodist Church, and Indiana Myanmar Christian Church will occur.

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Greenwood Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located approximately 1.94 miles southeast of the project area; therefore, early coordination with INDOT Aviation will occur.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. Round Hill Cemetery is located approximately 0.38 mile west of the project area. No impact is expected.

Hospitals: One (1) hospital is located within the 0.5 mile search radius. Community Hospital South is located approximately 0.12 mile west of the project area. No impact is expected.

Schools: Six (6) schools are located within the 0.5 mile search radius. The nearest school, Saint Mark School, is located approximately 0.07 mile east of the project area. No impact is expected.

Recreational Facilities: Seven (7) recreational facilities are located within the 0.5 mile search radius. Although mapped 0.19 mile west, the nearest facility, Arthur R. Baxter YMCA, is located approximately 0.02 mile west of the project area. No impact is expected.

Pipelines: Two (2) pipeline segments are located within the 0.5 mile search radius. One (1) natural gas pipeline segment, representing Citizens Gas & Coke Utility, crosses the project area. Coordination with INDOT Utilities and Railroads will occur.

Trails: Six (6) trail segments are located within the 0.5 mile search radius. One (1) potential trail segment, representing the US 31 Corridor, crosses the project area. Coordination with the Johnson County Plan Commission will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Karst Springs	N/A	NWI - Wetlands	30
Canal Structures – Historic	N/A	Lakes	28
NPS NRI Listed	N/A	Floodplain - DFIRM	37
IDEM 303d Listed Streams and Lakes (Impaired)	19	Cave Entrance Density	N/A
Rivers and Streams	97	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

IDEM 303d Listed Streams and Lakes: Nineteen (19) 303d Listed Streams are located within the 0.5 mile search radius. One (1) 303d Listed Stream is located within the project area. 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 protection equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Rivers and Streams: Ninety-seven (97) river and stream segments are located within the 0.5 mile search radius. Seventeen (17) segments, representing Buffalo Creek, Fountain Creek, Haueisen Ditch, Little Buck Creek, and Pond Branch, are located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

NWI-Wetlands: Thirty (30) NWI-Wetland polygons are located within the 0.5 mile search radius. One (1) NWI-Wetland polygon is located adjacent to the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Lakes: Twenty-eight (28) lake polygons are located within the 0.5 mile search radius. One (1) lake polygon is located adjacent to the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Floodplain-DFIRM: Thirty-seven (37) floodplain polygons are located within the 0.5 mile search radius. The project is located within eight (8) of the floodplain polygons. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

No mining or mineral exploration resources were identified within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	21*	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	2	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	12	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	2	Brownfields	3
Construction Demolition Waste	N/A	Institutional Controls	5
Solid Waste Landfill	N/A	NPDES Facilities	20
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	21	Notice of Contamination Sites	N/A

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

Resource Conservation and Recovery Act (RCRA) Generator/Treatment, Storage, and Disposal (TSD)*: Twenty-one (21), one (1) mapped and twenty (20) unmapped, RCRA Generator/TSD sites are located within the 0.5 mile search radius. Seven (7) unmapped RCRA Generator/TSD sites are located adjacent to the project area.

- Walmart Supercenter #1459, 7245 US 31 S., AI ID #58996, is located adjacent to the project area. The site is an active Very Small Quantity Generator (VSQG). No violations were identified. No impact is expected.
- Petco Store 285, 7565 US 31 S. Suite A01, AI ID #106814, is located adjacent to the project area. No VSQG activity has occurred since 2014. No violations were identified. No impact is expected.
- Indy Tire Centers Inc., 7701 US 31 S., AI ID #23927, is located adjacent to the project area. No VSQG activity has occurred since 2008. No violations were identified. No impact is expected.
- Beck Toyota, 8055 US 31 S., AI ID #19743, is located adjacent to the project area. No VSQG activity has occurred since 2012. No violations were identified. No impact is expected.
- Hubler Chevrolet Inc., 8220 US 31 S., AI ID #19854, is located adjacent to the project area. IDEM issued a Violation Letter on April 3, 2006 because the 2005 Annual Manifest Report had not yet been received. The 2005 Annual Manifest Report was received on April 26, 2006. No VSQG activity has occurred since 2008. No impact is expected.
- Skillman Ray Imports Inc., 8420 US 30 S, AI ID #19965, is located adjacent to the project area. No documentation is available within the VFC after 1991. No violations were identified. No impact is expected.
- Ray Skillman Oldsmobile & GMC, 8424 US 31 S., AI ID #20051, is located adjacent to the project area. According to the IDEM Inspection Report dated August 28, 2019, no violations were observed. No impact is expected.

State Cleanup Sites: Two (2) State Cleanup sites are located within the 0.5 mile search radius. One (1) State Cleanup site is located adjacent to the project area.

- Former Shoney's Restaurant, 5010 S. East Street, AI ID #23155, is located adjacent to the project area. Refer to the Voluntary Remediation Program section for more information.

Underground Storage Tank (UST) Sites: Twelve (12) UST sites are located within the 0.5 mile search radius. Eight (8) UST sites are located adjacent to the project area; however, one (1) UST site, J.C. Penney (Greenwood Park Mall), 1251 US 31 N., AI ID #33103, is incorrectly mapped within the project area.

- Ray Skillman Oldsmobile & GMC, 8424 US 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.
- Indy Tire Centers Incorporated, 7701 US 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.
- Car X Muffler Shop, 8012 US 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 below ground surface (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.
- Indy Lube Southport Incorporated, 5470 S. East Street, AI ID #21521, is located adjacent to the project area and is operated as a BP gas station. IDEM conducted a UST Inspection on September 20, 2023, and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's

UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred. The property was also the site of an emergency response leak on December 16, 2022, where diesel fuel from a damaged pump leaked into a storm drain basin. A January 24, 2023, letter report indicates that the drainage basin was cleaned as well as the fuel pump basin. Cleanup wastes were disposed of at South Side Landfill. No impact is expected.

- Hubler Chevrolet Incorporated, 8220 US 31 S., AI ID #19854, is located adjacent to the project area. Documentation reviewed indicates that all USTs on the property were removed in 1998. Soil sampling at the time of closure indicated that all soil samples were less than 100 ppm TPH, which was the closure level in effect at that time. No impact is expected.
- Discount Tire (Nationwide Auto Parts 238), 8335 US 31 S., AI ID #20952, is located 0.03 mile east of the project area. No documentation for this site was found in the IDEM VFC. No impact is expected.
- Swengel Animal Hospital (Marathon Unit #2208), 6950 US 31 S., AI ID #19454, is located adjacent to the project area. Documentation reviewed indicates that all USTs on the property were removed in 1996. Refer to the LUST Section for more information.

Voluntary Remediation Program (VRP): Two (2) VRP sites are located within the 0.5 mile search radius. Two (2) VRP sites are located adjacent to the project area.

- Beck Toyota, 8055 US 31 S., AI ID #19743, is located adjacent to the project area. Two 1,000-gallon waste oil USTs were removed from the property in 1989. Contaminated soil was encountered during the UST removal. Soil and groundwater investigations began in 2000. Soils were contaminated with TPH, volatile organic compounds (VOCs), and SVOCs. Groundwater was contaminated with VOCs and SVOCs. Confirmation soil and groundwater sampling indicate the constituents of concern met the 1996 VRP Tier II Residential Default Cleanup Goals. The area of concern is mainly to the north and east of the building, 0.03 mile east of the project area. IDEM issued a Certificate of Completion on November 13, 2009 as part of the VRP. No impact is expected.
- Former Shoney's Restaurant #1416, 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 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 ERC was recorded on the property on March 24, 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.

Leaking Underground Storage Tank (LUST) sites: Twenty-two (21) LUST sites are located within the 0.5 mile search radius. Sixteen (16) LUST sites are located adjacent to the project area.

- Color Tile Store (Phillips 66 Company 021404), 1296 US 31 N., AI ID #34380, is located adjacent to the project area. According to the Phase II Site Investigation Report prepared March 10, 1998, the facility was operated as a retail gasoline service station from the 1950s until the early 1970s. No USTs were identified on-site during the field investigation, and the results of the soil and ground water sample analysis indicated that no contamination above the IDEM UST Branch guidelines was found in any of the samples collected from the site. The entire report was not included in the VFC but appeared to be reviewed by IDEM. No impacts are expected.
- SS #484 (Former BP #00484), 5943 US 31, AI ID #23733, is located adjacent to the project area. According to the No Further Action (NFA) Approval Determination Pursuant to RISC Remediation Closure Guide, dated March 13, 2013, 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.

- 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.
- Former Shell Service Station, 5250 S. East Street, AI ID #18881, is now a restaurant and is located adjacent to the project area. According to the NFA letter issued by IDEM on November 22, 1999, IDEM agrees that the contamination remaining at this site poses no significant threat to human health or the environment. 450 cubic yards of contaminated soil were removed from the site in 1998. The remaining groundwater contamination was limited to one (1) well near the old building. No impact is expected.
- 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 with 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.
- 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 level in the area near the UST basin and dispenser islands. An Environmental Restrictive Covenant (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.
- Jack in the Box Store #6290 (BP Site #10089 and the Former Amoco Station #10089), 8950 US 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 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.
- 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 parts per million (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 parts per billion (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.

- Firestone Store #10MW, 1295 US 31 N., AI ID #32439, is located adjacent to the project area. An NFA letter was issued by IDEM on April 8, 1999 and indicated the highest contamination levels of TPH remaining on the property are below 100 ppm. No impact is expected.
- Jiffy Lube, 8125 US 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.
- 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, petroleum contamination remains on the site in the soil and groundwater. 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.
- Swengel Animal Hospital (Marathon Unit #2208), 6950 US 31 S., AI ID #19454, is located adjacent to the project area. According to the NFA letter issued by IDEM on September 26, 1996, TPH remaining on the property was less than 100 ppm, which was the closure level in place at that time. No impact is expected.
- Beck Toyota, 8055 US 31 S., AI ID #19743, is located adjacent to the project area. Please refer to the VRP section above for additional information.
- An unknown source of leaking gasoline was identified adjacent to the project area (AI ID #35276). According to the IDEM Final Incident Report dated June 24, 1988, Indiana Bell encountered two inches of gasoline within a manhole at the intersection of US 31 and County Line Road. Indiana Bell removed the gasoline and continued to work. It was noted that a Speedway and Amoco were located at the intersection. No impact is expected.
- Shell Service Station, 1281 US 31 N, AI ID #32257, is located adjacent to the project area. According to the NFA Approval letter issued by IDEM on May 27, 2003, the TPH concentration is <1.0 ppm in the post excavation soil samples. Groundwater samples show no BTEX constituent concentrations detected above MCLs. MTBE was not detected above the IDEM closure level of 45 ppb. No impact is expected.
- Shell Service Station, 8003 US 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 were at or below the residential default closure levels (RDCLs). BTEX w/MTBE in groundwater were at or below the Industrial Default Closure Levels. Groundwater depth is from 4 to 5 feet below ground surface (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.

Brownfields: Three (3) Brownfields sites are located within the 0.5 mile search radius. Two (2) Brownfield sites are located adjacent to the project area.

- Babies R US (Oasis Station #1061), 8800 US 31 S., AI ID #18869, is located adjacent to the project area. According to the Phase II ESA Report prepared by Stantec Consulting Services, Inc. on August 8, 2018, the site formerly

operated as a retail department store and gas station until 1986. Two USTs were removed from the site in 1986 and 1989. IDEM issued an unconditional NFA Determination Pursuant to Remediation Closure Guide on March 29, 2019. No impact is expected.

- Arlo Price Discount Dry Cleaner, 7007 US 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 bgs, and flow is to the north-northeast towards Little Buck Creek. A Comfort Letter was issued on July 26, 2019. An ERC was recorded on the property on October 10, 2019. The ERC specifically prohibits 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 groundwater. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC.

Institutional Controls: Five (5) Institutional Control sites are located within the 0.5 mile search radius. Four (4) Institutional Control sites are located adjacent to the project area.

- Arlo Price Discount Dry Cleaner, 7007 US 31 S., AI ID #100884, is located adjacent to the project area. Please refer to the Brownfields section above for additional information.
- Jack in the Box Store #6290 (BP Site #10089 and the Former Amoco Station #10089), 8950 US 31 S., AI ID #19731, is located adjacent to the project area. Please refer to the LUST section above for additional information.
- Former Shoney's Restaurant #1416, 5010 S. East Street, AI ID #23155, is located adjacent to the project area. Please refer to the VRP section above for more information.
- Speedway #5033 (Former SSA #5033), 5345 S. East Street, AI ID #13828, is located adjacent to the project area. Please refer to the LUST section above for more information.

NPDES Facilities: Twenty (20) NPDES Facilities are located within the 0.5 mile search radius. Five (5) NPDES Facilities are mapped within or adjacent to the project area.

- Jagers, 7833 US 31, Permit #INR10I624, is located adjacent to the project area. The permit expired on July 3, 2019. No impact is expected.
- East Stop 113 Road Construction, 1901 East Stop 13 Road, 1901 E Stop 13 Road, Permit No. INR10P507, is located adjacent to the project area. The permit expired on August 18, 2022. No impact is expected.
- Portillos' Restaurant, 8150 US 31 S., Permit No. INRA00698, is located adjacent to the project area. The permit expired on December 28, 2022. No impact is expected.
- Although mapped within the project area, the IUPUI School of Dentistry, 1121 W Michigan Street, Permit No. INR10M643, is not located within the 0.5 mile search radius.
- Commercial Development, 8616 US 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.

ECOLOGICAL INFORMATION SUMMARY

The Johnson and Marion Counties listings of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities are provided at (https://www.in.gov/dnr/nature-preserves/files/np_marion.pdf and https://www.in.gov/dnr/nature-preserves/files/np_johnson.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

Religious Facilities: Seven (7) religious facilities are located adjacent to the project area. Coordination with 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 United Methodist Church, and Indiana Myanmar Christian Church will occur.

Airports: One (1) public-use airport, Greenwood Municipal Airport, is located approximately 1.94 miles southeast of the project area; therefore, early coordination with INDOT Aviation will occur.

Pipelines: One (1) natural gas pipeline segment, representing Citizens Gas & Coke Utility, crosses the project area. Coordination with INDOT Utilities and Railroads will occur.

Trails: One (1) potential trail segment, representing the US 31 Corridor, crosses the project area. Coordination with the Johnson County Plan Commission will occur.

WATER RESOURCES: A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur for the following features:

- Seventeen (17) rivers and streams segments, representing Buffalo Creek, Fountain Creek, Hauelsen Ditch, Little Buck Creek, and Pond Branch, flow through the project area.
- One (1) NWI-Wetland polygon is located adjacent to the project area.
- One (1) lake polygon is located adjacent to the project area.
- The project area is located within eight (8) floodplain polygons (coordination only).

IDEM 303d Listed Streams and Lakes: One (1) 303d Listed Stream is located within the project area. Buffalo Creek is listed as impaired for IBC and *E. coli*. Concerning IBCs, 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 PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

- 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 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 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 US 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 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 Sites:
 - Car X Muffler Shop, 8012 US 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 TPH within the soil and 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.
 - Ray Skillman Oldsmobile & GMC, 8424 US 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.
 - Indy Tire Centers Incorporated, 7701 US 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 Sites/Institutional Controls:
 - Jack in the Box Store #6290 (BP Site #10089 and the Former Amoco Station #10089), 8950 US 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 NFA Determination Pursuant to 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.
 - 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.

- 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 Sites:
 - SS #484 (Former BP #00484), 5943 US 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.
 - 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.
 - 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 with 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.
 - 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 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.

- Jiffy Lube, 8125 US 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.
- Shell Service Station, 8003 US 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 US 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.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects.”

Shelby O'Neal

Digitally signed by Shelby O'Neal
Date: 2024.02.22 15:16:44 -05'00'

INDOT ESD concurrence: _____ (Signature)

Prepared by:



Ashley Taylor
Environmental Specialist II
Lochmueller Group Inc.

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

Removed to avoid duplication; Refer to Appendix B

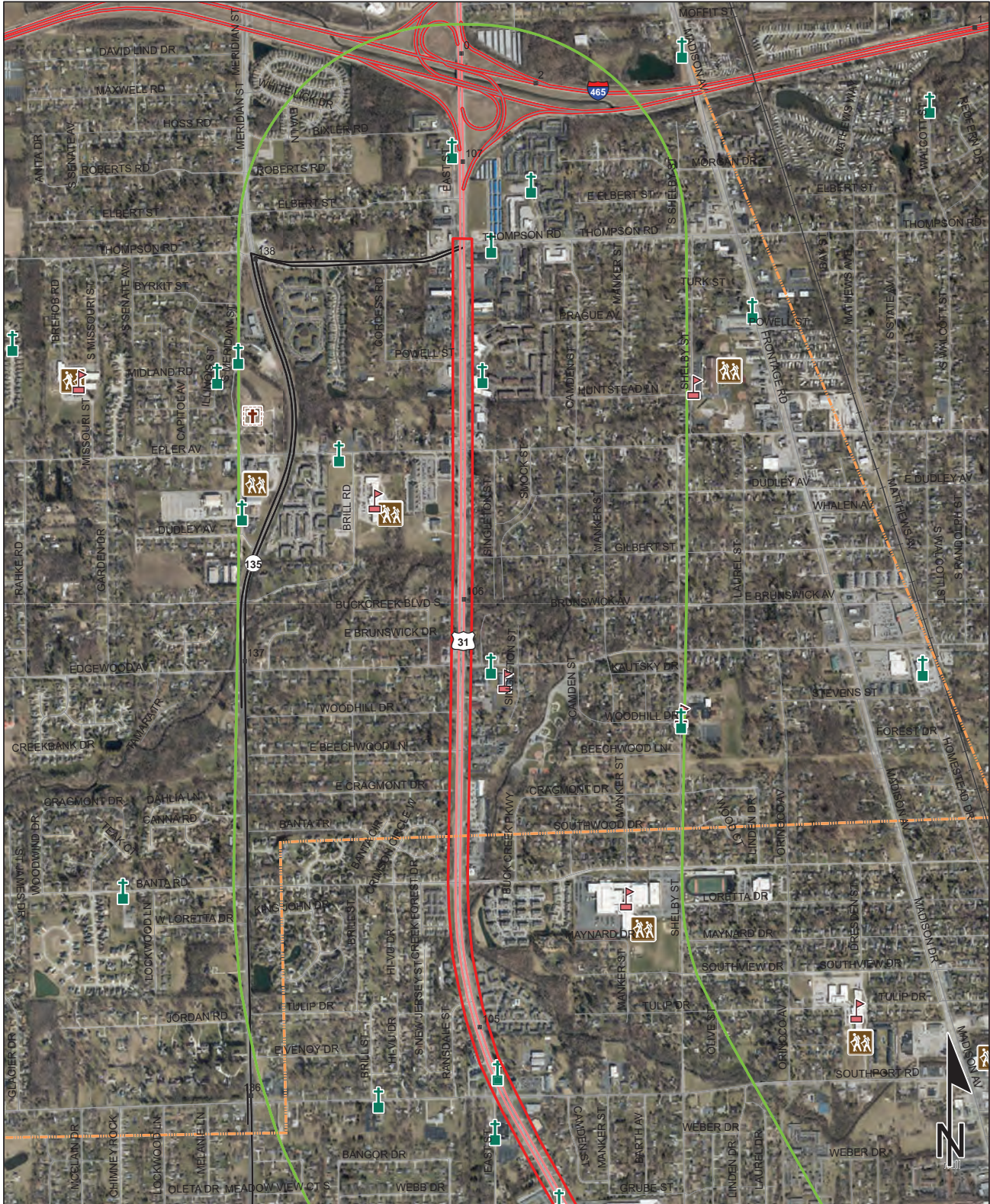
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Infrastructure (1/2)
US 31 from County Line Road to Thompson Road
 Des. Nos. 2200074, 2200075, 2200076, 2200077, 2301252
Pedestrian Facilities and Traffic Signal Project; Johnson and Marion Counties, Indiana



Sources: 0.25 0.13 0 0.25 Miles
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

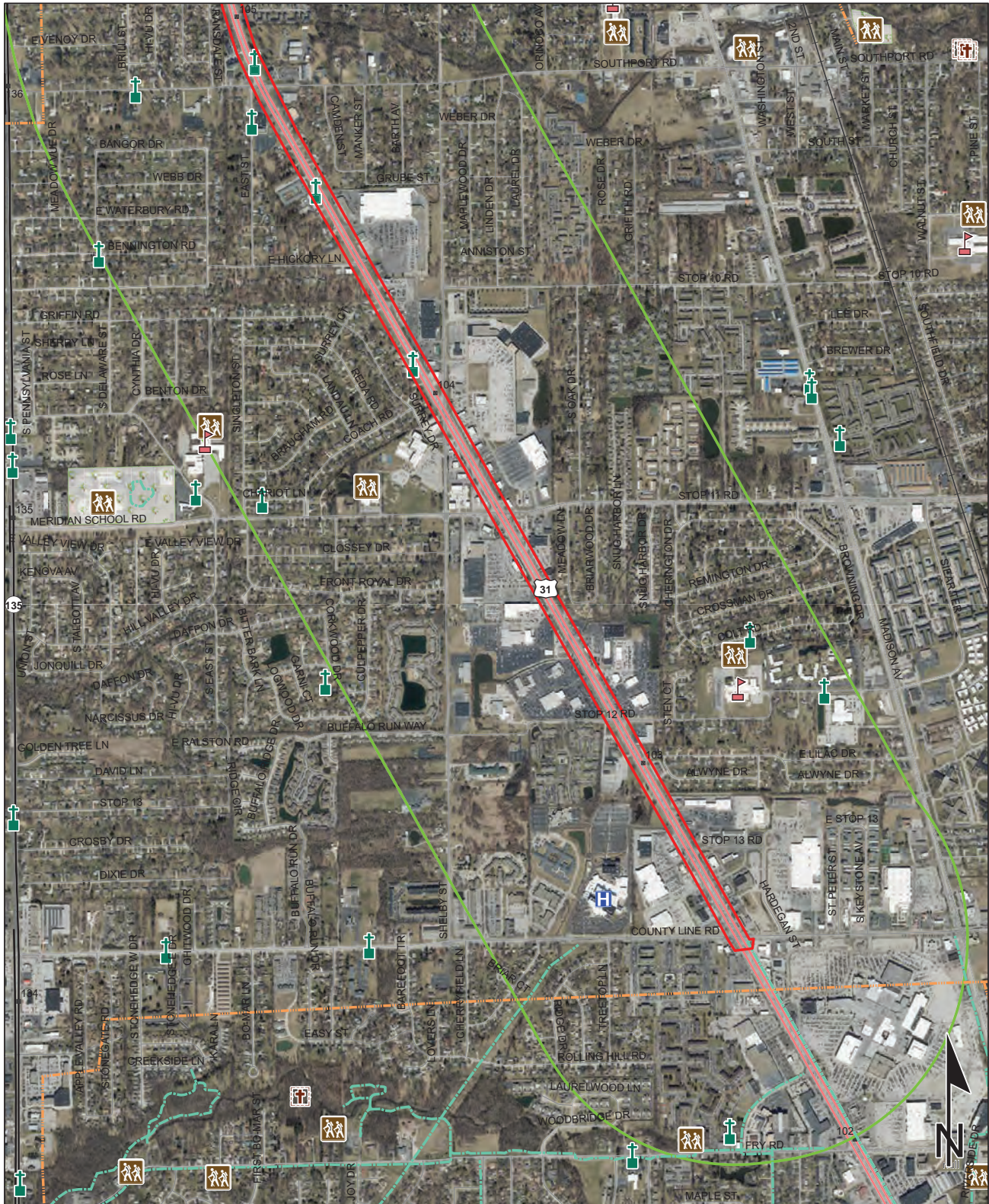
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	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
	County Boundary		US Route		Local Road

Red Flag Investigation - Infrastructure (2/2)

US 31 from County Line Road to Thompson Road

Des. Nos. 2200074, 2200075, 2200076, 2200077, 2301252

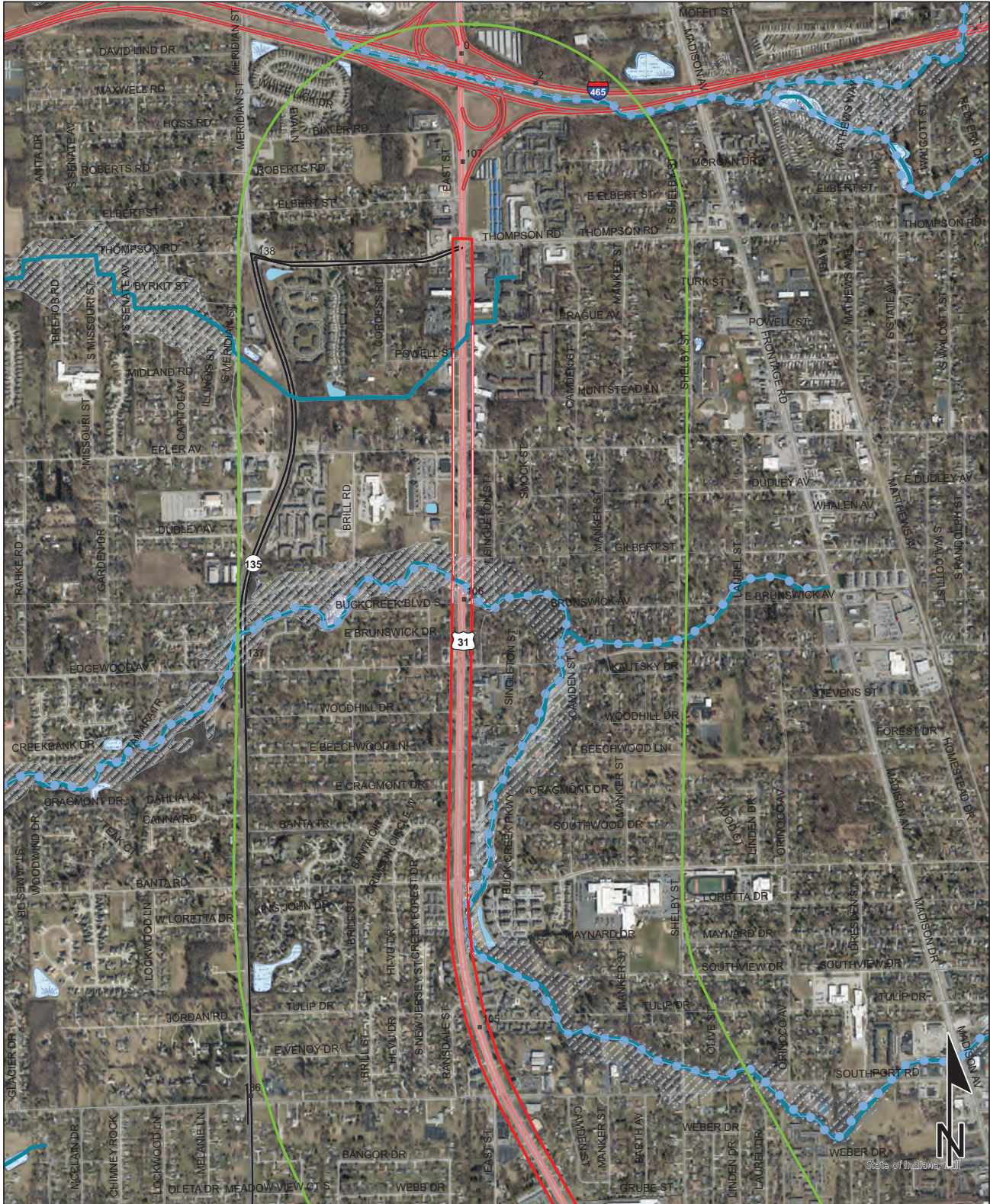
Pedestrian Facilities and Traffic Signal Project; Johnson and Marion Counties, Indiana



Sources: 0.25 0.13 0 0.25 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

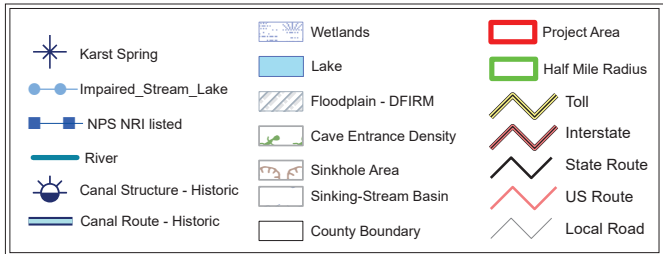
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources (1/2)
US 31 from County Line Road to Thompson Road
 Des. Nos. 2200074, 2200075, 2200076, 2200077, 2301252
Pedestrian Facilities and Traffic Signal Project; Johnson and Marion Counties, Indiana

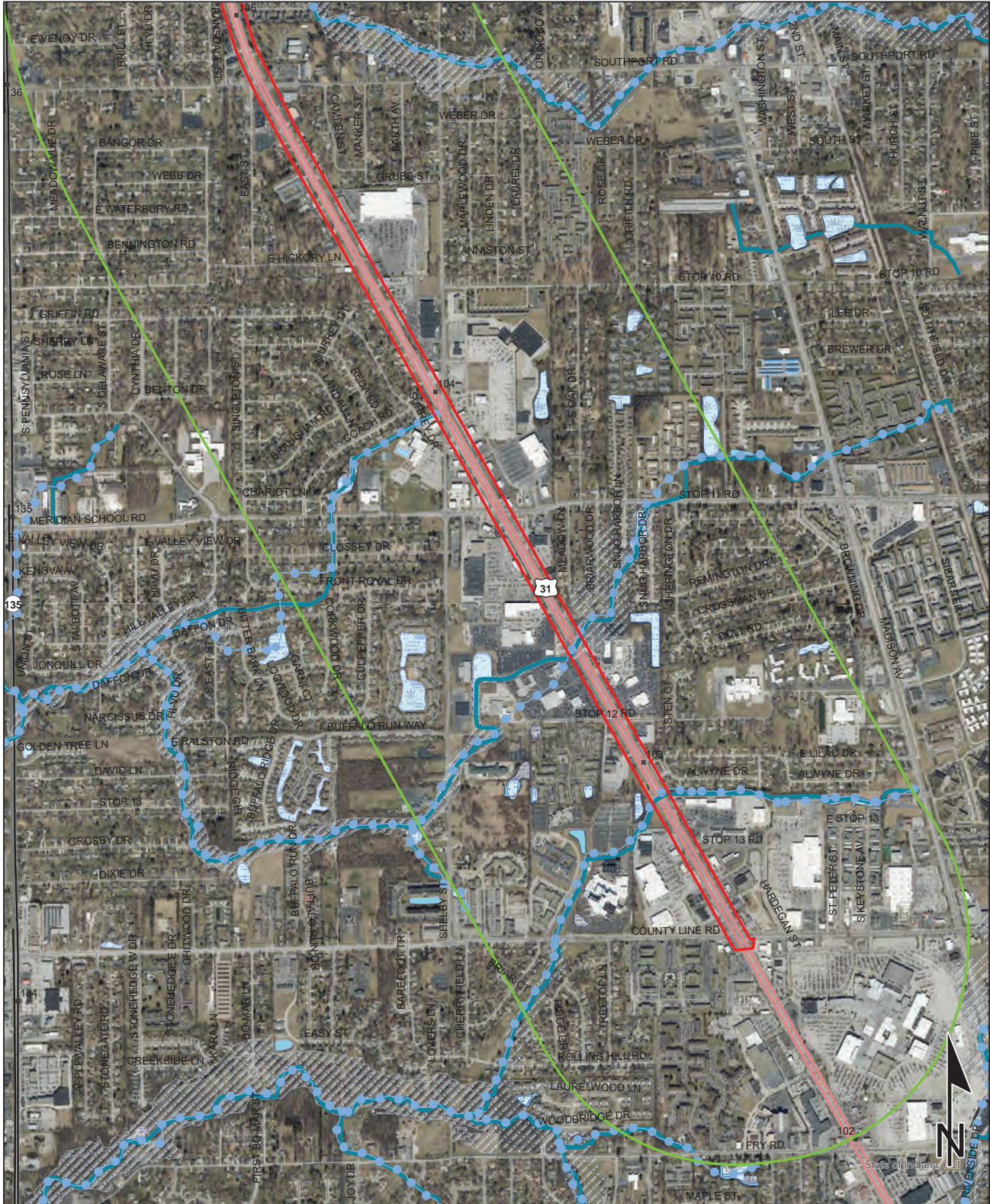


Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

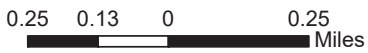


Red Flag Investigation - Water Resources (2/2)
US 31 from County Line Road to Thompson Road
 Des. Nos. 2200074, 2200075, 2200076, 2200077, 2301252
 Pedestrian Facilities and Traffic Signal Project; Johnson and Marion Counties, Indiana



Sources:
 Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



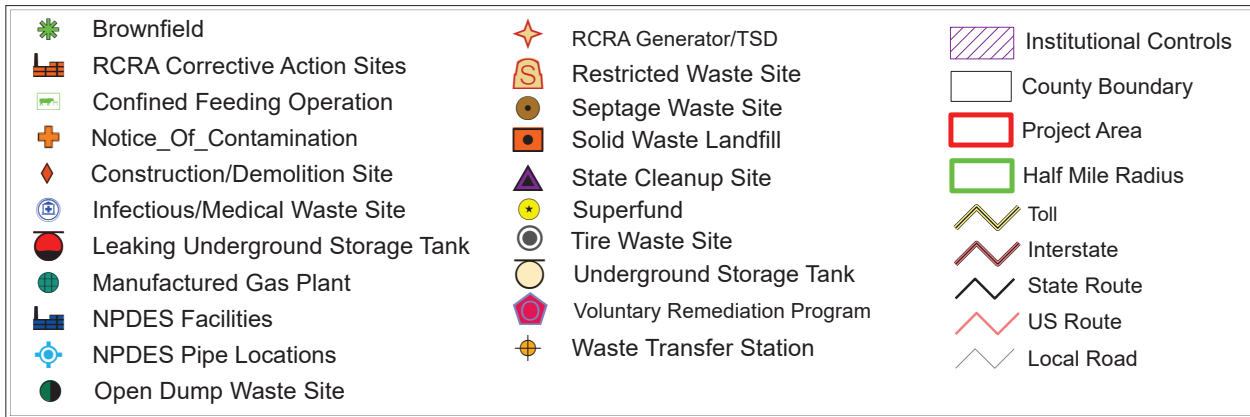
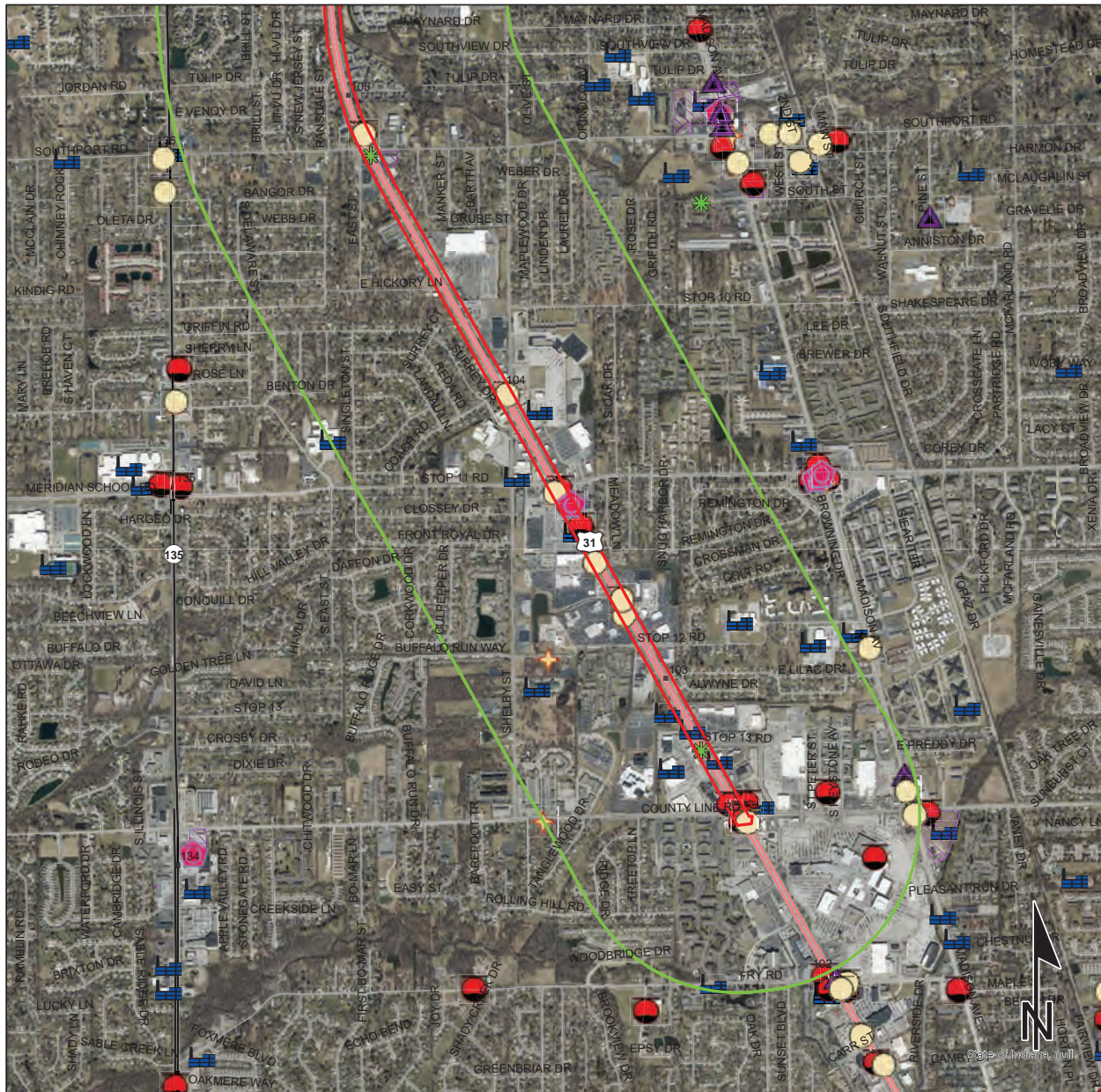
Karst Spring	Wetlands	Project Area
Impaired_Stream_Lake	Lake	Half Mile Radius
NPS NRI listed	Floodplain - DFIRM	Toll
River	Cave Entrance Density	Interstate
Canal Structure - Historic	Sinkhole Area	State Route
Canal Route - Historic	Sinking-Stream Basin	US Route
	County Boundary	Local Road

Red Flag Investigation - Hazardous Material Concerns (2/2)

US 31 from County Line Road to Thompson Road

Des. Nos. 2200074, 2200075, 2200076, 2200077, 2301252

Pedestrian Facilities and Traffic Signal Project; Johnson and Marion Counties, Indiana



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Categorical Exclusion
Appendix F
Water Resources

**Waters of the U.S. Determination
Pedestrian Facilities and Traffic Signal Project
Johnson and Marion Counties, Indiana
Des. Nos. 2200074, 2200075, 2200076, 2200077, and 2301252
LG # 122-1009
Report Completion Date: May 24, 2024**

Date(s) of Field Reconnaissance

September 13 and 14, 2023

Location

The project is located along US 31 from County Line Road to Thompson Road in Johnson and Marion Counties, IN (Pages A1 to A6).

- 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 the Maywood 1:24,000 United States Geological Survey (USGS) Quadrangle
- Pleasant and Perry Townships, Johnson and Marion Counties, Indiana
- Latitude: 39.6602452; Longitude: -86.1442519

Project Description

The proposed project will construct Americans with Disabilities Act (ADA) compliant sidewalks and curb ramps along both sides of U.S. 31. The project will also include minor drainage improvements, the relocation of a few utility poles, and upgrading traffic signals with pedestrian heads/pushbuttons. 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). 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. There may be areas of curb removal and replacement. The existing storm sewer will be analyzed for sufficiency and inlets may be relocated. This work 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. The following existing structures are located within the investigation area:

Bridges:

- Bridge No. 031-29-08384
- Bridge No. 031-49-08625 A

Small Structures:

- CV 031-049-102.88
- CLV-66097
- CLV-66138
- CV 031-049-103.12
- CV 031-049-103.95
- CLV-66179
- CLV-66241
- CLV-66245



- CLV-66275
- CV 031-049-104.90
- CV 031-049-104.99 R
- CLV-66281
- CV 031-049-105.04 R
- CV 031-049-105.20
- CLV-66313
- CV 031-049-105.37
- CLV-66490
- CLV-66494
- CLV-66373
- CLV-66478
- CLV-66379

As design progresses, it is possible some driveway culverts will need to be removed and replaced. Some ditch regrading may also be necessary. Retaining walls and pedestrian rails are anticipated to be installed where feasible to avoid impacts to existing culverts and waterways. Additionally, the proposed traffic signal work at the intersection of U.S. 31 and Shelby Street will include modernizing the signal with new strain poles for the signal heads along US 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 large culvert structures or bridges as part of these pedestrian facilities and traffic signal projects. No work is anticipated to occur to the pavement associated with U.S. 31. If pavement work is determined to be necessary, it would be localized to areas required to complete other work such as storm sewer improvements beneath the roadway or existing traffic loops within the roadway.

Seven streams, Fountain Creek, Buffalo Creek, Pond Branch, Little Buck Creek, unnamed tributary (UNT) 1 to Little Buck Creek, UNT 2 to Little Buck Creek, and UNT 3 to Little Buck Creek, were identified within the investigation area. Six wetlands, Wetlands A-F, were identified within the investigation area. Adjacent land use is urban and consists primarily of commercial and residential properties. The Indiana Floodplain Information Portal (<https://www.in.gov/dnr/water/surface-water/indiana-floodplain-mapping/indiana-floodplain-information-portal/>) Best Available Flood Zones data indicate that the investigation area crosses regulatory floodways.

Soils

According to the United States Department of Agriculture (USDA) Soil Survey Geographic (SSURGO) Database for Johnson and Marion Counties, Indiana, the investigation area contains nonhydryc, predominately nonhydryc, and partially hydryc soils (Pages A7 to A9).

Map Unit Name	Map Unit Symbol	NRCS Hydryc Soil Category	Hydryc Rating
Udorthents, cut and filled	Ua	Predominantly Nonhydryc	3%
Urban land-Brookston complex, 0 to 2 percent slopes	UbaA	Partially Hydryc	40%
Urban land- Crosby silt loam complex, fine-loamy subsoil, 0 to 2 percent slopes	UcfA	Predominantly Nonhydryc	5%



Urban land-Fox loam complex, 2 to 6 percent slopes, eroded	UfB2	Predominantly Nonhydryc	5%
Brookston silty clay loam- Urban land complex, 0 to 2 percent slopes	YbvA	Partially Hydryc	65%
Crosby silt loam, fine-loamy subsoil-Urban land complex, 0 to 2 percent slopes	YclA	Predominantly Nonhydryc	5%
Fox loam-Urban land complex, 2 to 6 percent slopes, eroded	YflB2	Predominantly Nonhydryc	3%
Gessie silt loam-Urban Land complex, 0 to 2 percent slopes, frequently flooded, brief duration	YgbAH	Nonhydryc	0%
Miami silt loam-Urban land complex, 2 to 6 percent slopes, eroded	YmsB2	Predominantly Nonhydryc	5%
Miami silt loam- Urban land complex, 6 to 12 percent slopes, eroded	YmsC2	Predominantly Nonhydryc	5%

National Wetlands Inventory Information

Six wetlands were identified within the investigation area using the National Wetland Inventory and U.S. Fish and Wildlife Indiana wetlands geodatabase (IN_geodatabase_wetlands.gdb) (Pages A10 to A12). Five of the features were associated with Hau Eisen Ditch (field identified as Wetland F), Little Buck Creek, Pond Branch, Buffalo Creek, and Fountain Creek. The features are located in the table below. Wetland type is based on *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin *et al.* 1979).

Wetland Type	Description	Location: Lat/Long
R2UBH	Riverine, lower perennial, unconsolidated bottom, permanently flooded	39.6817269 -86.1489220
R4SBC	Riverine, intermittent, streambed, seasonally flooded	39.6902992 -86.1487787
R4SBC	Riverine, intermittent, streambed, seasonally flooded	39.6532608 -86.1397810
R4SBC	Riverine, intermittent, streambed, seasonally flooded	39.6454918 -86.1337719
R4SBC	Riverine, intermittent, streambed, seasonally flooded	39.6403551 -86.1301215
R4SBCx	Riverine, intermittent, streambed, seasonally flooded, excavated	39.6454768 -86.1337786

12-Digit HUC

The investigation area is within the 12-Digit HUCs: 051202011206 (Pleasant Run Creek), 051202011204 (Little Buck Creek), 051202011205 (Dollar Hide Creek-White River), and 051202011203 (Lick Creek) (Pages A2 to A6). The USGS StreamStats (<https://streamstats.usgs.gov/ss/>) generated six watersheds within the investigation area. The Fountain Creek watershed has a drainage area of 0.257 square mile. The Buffalo Creek watershed has a drainage area of 0.716 square mile. The Pond Branch watershed has a drainage area of 0.433 square mile. The UNT 2 to Little Buck Creek watershed has a drainage area of 0.128 square mile. The Little Buck Creek watershed has a drainage area of 14.97 square miles. The watershed of Hau Eisen Ditch, field identified as Wetland F, has a drainage area of 0.222 square mile (Page A13). The



Indiana Floodplain Information Portal (<https://dnrmaps.dnr.in.gov/appsphp/fdms/>) Best Available Flood Zones data indicate that the investigation area crosses regulatory floodways (Pages A14 to A19).

Attached Documents

- Location Map
- USGS Quad Map (1:24,000) *Removed to avoid duplication; Refer to Appendix B*
- USGS Quad Map (1:12,000)
- USDA SSURGO Soils Map
- USFWS NWI Map
- StreamStats Watershed Map
- Best Available Flood Hazard Map
- IDNR FARA Report
- Water Resources Map
- Photo Location Map and Project Photos *Removed to avoid duplication; Refer to Appendix B*
- Wetland Data Sheets *Removed for brevity*
- Preliminary Jurisdictional Determination Form

Field Reconnaissance

The Waters of the U.S. (WOTUS) investigation area limits were established based on the scope of work expected for the project. Wetland determinations were conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (U.S. Army Corps of Engineers 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region Version 2.0* (U.S. Army Corps of Engineers 2010). Midwest Region Wetland Data sheets from the U.S. Army Corps of Engineers (USACE) Louisville District website (<https://www.lrl.usace.army.mil/>) were used to make wetland determinations.

Stream Features

The USGS Maywood 1:24,000 topographic quadrangle identified nine intermittent and two perennial stream features within the investigation area (Pages A2 to A6). Fountain Creek, Buffalo Creek, and Little Buck Creek were field identified as perennial stream features. Pond Branch was field identified as an intermittent stream feature. The perennial blue line stream named Hau Eisen Ditch was field identified as Wetland F. The NHD GIS dataset includes 28 classified streams and three unclassified streams within the investigation area (Pages A20 to A28). Ten classified NHD lines were field identified as Fountain Creek, Wetland B, Buffalo Creek, Pond Branch, Wetland E, UNT 1 to Little Buck Creek, UNT 2 to Little Buck Creek, UNT 3 to Little Buck Creek, Little Buck Creek, and Wetland F. The others were not observed in the field.

Fountain Creek

Fountain Creek is a perennial stream that flows from northeast to southwest through the investigation area (Page A20). Approximately 248 feet of the stream is within the investigation area. The narrow riparian corridor consisted primarily of mowed herbaceous vegetation. The ordinary high water mark (OHWM) of Fountain Creek was measured to be 11.8 feet wide and 1.9 feet deep. The OHWM was measured outside the influence of the structure. The drainage area of Fountain Creek generated from the Streamstats website is 0.257 square mile (Page A13). The substrate within this reach of Fountain Creek consists of cobble (80%) and sand (20%). The morphology within this reach is riffle (80%), pool (10%), and run (10%). Fountain Creek is a natural channel and partially encapsulated within the investigation area. This stream reach is considered to exhibit average quality based on stream morphology and available habitat.



Fountain Creek is considered to be a perennial stream. Fountain Creek connects to the White River via Pleasant Run Creek. The White River is considered a traditional navigable water (TNW). Fountain Creek would 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. This 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 investigation area (Page A21). Approximately 290 feet of the stream is within the investigation area. The OHWM of Buffalo Creek was measured to be 17.5 feet wide and 1.5 feet deep. The OHWM was measured outside the influence of the structure. The drainage area of Buffalo Creek generated from the Streamstats website is 0.716 square miles (Page A13). The substrate within this reach of Buffalo Creek consists of silt (100%). The morphology within this reach is pool (60%) and run (40%). Buffalo Creek has been altered from its natural channel within the investigation area by excavation and drainage from the road and adjacent parking lots. This stream reach is considered to exhibit poor quality due to riparian cover and available habitat.

Buffalo Creek is considered to be a perennial stream. Buffalo Creek connects to the White River via Pleasant Run Creek. The White River is considered a TNW. Buffalo Creek would 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.

Pond Branch

Pond Branch is an intermittent stream that flows from northeast to southwest through the investigation area (Page A21). Approximately 255 feet of the stream is within the investigation area. The OHWM of Pond Branch was measured to be 10.3 feet wide and 1.2 foot deep. The OHWM was measured outside the influence of the structure. The drainage area of Pond Branch generated from the Streamstats website is 0.433 square mile (Page A13). The substrate within this reach of Pond Branch consists of cobble (70%) and silt (30%). The morphology within this reach is run (100%). Pond Branch is an excavated channel within the investigation area. This stream reach is considered to exhibit poor quality due to available habitat.

Pond Branch is considered to be an intermittent stream. Pond Branch connects to the White River via Buffalo Creek and Pleasant Run Creek. The White River is considered a TNW. Pond Branch would 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 investigation area and then crosses through the investigation area again from the southeast to the northwest (Pages A24 and A26). Approximately 724 feet of the stream is within the investigation area. The OHWM was measured at both locations where Little Buck Creek crosses the investigation 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. The OHWMs were measured outside the influence of the structure. The drainage area of Little Buck Creek generated from the Streamstats website is 14.97 square miles (Page A13). The substrate within this reach of Little Buck Creek consists of gravel (70%) and sand (30%). The morphology within this reach is riffle (20%), run (60%), and pool (20%). Little Buck Creek is a natural channel within



the investigation area. This stream reach is considered to exhibit average quality due to the riparian cover and available habitat.

Little Buck Creek is considered to be a perennial stream. Little Buck Creek connects to the White River. The White River is considered a TNW. Little Buck Creek would 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 investigation area (Pages A23 to A24). Approximately 1691 feet of the stream is within the investigation area. The OHWM of UNT 1 to Little Buck Creek was measured to be 3.8 feet wide and 0.5 feet deep. The OHWM was measured outside the influence of the structure. The drainage area of UNT 1 to Little Buck Creek is too small to be generated from the Streamstats website and is included in the Little Buck Creek watershed (Page A13). The substrate within this reach of UNT 1 to Little Buck Creek consists of riprap (70%) and sand (30%). UNT 1 to Little Buck Creek is an excavated channel within the investigation area. This stream reach is considered to exhibit poor quality due to the excavated nature and available habitat.

UNT 1 to Little Buck Creek is considered to be an ephemeral stream. 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 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 US; 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 investigation area (Page A24). Approximately 242 feet of the stream is within the investigation area. The OHWM of UNT 2 to Little Buck Creek was measured to be 6.1 feet wide and 0.8 feet deep. The OHWM was measured outside the influence of the structure. The drainage area of UNT 2 to Little Buck Creek generated from the Streamstats website is 0.128 square mile (Page A13). The substrate within this reach of UNT 2 to Little Buck Creek consists of riprap (60%), cobble (20%), gravel (15%), and sand (5%). UNT 2 to Little Buck Creek is an excavated channel within the investigation area. This stream reach is considered to exhibit poor quality due to the ephemeral nature and available habitat.

UNT 2 to Little Buck Creek is considered to be an ephemeral stream. 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 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 US; 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 investigation area (Page A25). Approximately 204 feet of the stream is within the investigation area. The OHWM of UNT 3 to Little Buck Creek was measured to be 1.9 feet wide and 0.9 feet deep. The OHWM was measured



outside the influence of the structure. The drainage area of UNT 3 to Little Buck Creek is too small to be generated from the Streamstats website and is included in the Little Buck Creek watershed (Page A13). The substrate within this reach of UNT 3 to Little Buck Creek consists of silt (75%), gravel (10%), and sand (15%). UNT 3 to Little Buck Creek is a natural channel within the investigation area. This stream reach is considered to exhibit poor quality due to the ephemeral nature and available habitat.

UNT 3 to Little Buck Creek is considered to be an ephemeral stream. 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 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 US, 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.

Stream Summary Table

Water Feature Name	Photos	Lat/Long	Stream Flow Regime	Length in Study Area (Ft)	OHWB Width (ft) Depth (ft)	USGS Blue-line Classification / NHD Line	Riffles/ Pools	Quality	Substrate	Drainage Area (sq. mi.)	Likely Waters of U.S.?
Fountain Creek	16-19, 23-26	39.6401980 -86.1301463	perennial	248	11.8 1.9	Yes, Perennial (Solid blue-line)/ Yes, classified	Yes Yes	Average	Cobble (80%), sand (20%)	0.257	Yes
Buffalo Creek	60-65, 67, 69-70, 72-74, 76-77	39.6453307 -86.1337384	perennial	290	17.5 1.5	Yes, Perennial (Solid blue-line)/ Yes, classified	No Yes	Poor	Silt (100%)	0.716	Yes
Pond Branch	99-103	39.6533943 -86.1395345	intermittent	255	10.3 1.2	Yes, Intermittent (Dashed blue-line)/ Yes, classified	No No	Poor	Cobble (70%), silt (30%)	0.433	Yes
Little Buck Creek	220-221, 231-232, 286-288, 291, 293-294	39.6701491 -86.1487841 and 39.6817393 -86.1489147	perennial	724	40.2 1.3	Yes, Perennial (Solid blue-line)/Yes, classified	Yes Yes	Average	Gravel (70%), sand (30%)	14.97	Yes
UNT 1 to Little Buck Creek	196-197, 199, 202-206, 208, 213, 215-216, 220	39.6674570 -86.1484180	ephemeral	1691	3.8 0.5	Yes, Perennial/ Yes, classified	No No	Poor	Riprap (70%), sand (30%)	N/A	Yes*
UNT 2 to Little Buck Creek	221-225	39.6697584 -86.1491581	ephemeral	242	6.1 0.8	Yes, Perennial/ Yes, classified	No No	Poor	Riprap (60%), cobble (20%), gravel (15%), sand (5%)	0.128	Yes*



UNT 3 to Little Buck Creek	240-248, 251	39.6721915 -86.1492919	ephemeral	204	1.9 0.9	Yes, Perennial/ Yes, classified	No No	Poor	Silt (75%), gravel (10%), sand (15%)	N/A	Yes*
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*INDOT acknowledges that the ephemeral streams would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of the ephemeral streams.

Wetlands

The September 13 and 14, 2023, field investigation identified six wetland features, Wetlands A-F, within the investigation area.

Wetland A:

Wetland A is a 0.01 acre wetland on the southeast side of the US 31 and Stop 12 Road intersection. Wetland A is associated with Data Point 1 (DP1). 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 (Page A20). Wetland A is drained by CLV-66138 to the west side of US 31 into an NHD line outside of the investigation 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 US 31 and Stop 12 Road intersection. Wetland B is associated with DP3. 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 (Page A20). Wetland B is drained by CV 031-049-103.12 to the west side of US 31 into an NHD line outside of the investigation 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 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 US 31, adjacent to Buffalo Creek. Wetland C is associated with DP5. 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 (Page A21). Wetland C continues outside of the investigation 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 US 31, adjacent to Buffalo Creek. Wetland D is associated with DP7. 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 (Page A21). Wetland D extends east outside of the investigation 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 US 31 in the northeast quadrant of the intersection of East Street and Southport Road. Wetland E is associated with DP9. 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 (Page A23). 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 US 31, south of Thompson Road. Wetland F is associated with DP11. The perennial blue line stream named Haueisen Ditch is mapped in the location of Wetland F. However, bed and bank characteristics were not observed within the investigation area. The drainage area of Wetland F generated from the Streamstats website is 0.222 square mile (Page A13). 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 (Page A28). 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.

Wetland ID	Type	Acreage	Quality	Photo IDs	Associated structure ID	Likely WOTUS?	Data Point ID (DP)	Lat/Long	Dominant Vegetation	Hydric Soil Indicator(s)	Hydrology Indicator(s)	Within Wetland?	Notes
Wetland A	PEM1	0.01	Poor	34, 37-43	CLV-66138	Yes	DP1	39.8426988/-86.1314817	<i>Acer saccharinum, Fraxinus pennsylvanica, Leersia oryzoides</i>	F1	A3, D2, D5	Yes	
							DP2	39.642674/-86.131507	<i>Plantago major, Festuca rubra, Paspalum pubiflorum</i>	A11,F3	None	No	
Wetland B	PEM1	0.02	Poor	45-46, 48-54	CV 031-049-103.12	Yes	DP3	39.644440/-86.132934	<i>Fraxinus pennsylvanica, Typha angustifolia</i>	Problematic Soils	A3, D2, D5	Yes	No soils were observed past 6 inches due to the presence of riprap.
							DP4	39.642965/-86.131732	<i>Poa pratensis</i>	None	None	No	
Wetland C	PEM1	0.02	Poor	62, 64-69, 77, 80	Structure No. 031-29-08384	Yes	DP5	39.645635/-86.133526	<i>Sympyotrichum lateriflorum, Rumex crispus, Convolvus arvensis</i>	F6	A3, C3, D2, D5	Yes	Vegetation was disturbed. The disturbance appeared to be due to herbicide application and weed cutting.
							DP6	39.644440/-86.132934	<i>Poa pratensis</i>	None	None	No	Shovel refusal at 6 inches due to rocky mixed gravel.
Wetland D	PEM1	0.001	Poor	62, 64, 69-73, 76-77	Structure No. 031-29-08384	Yes	DP7	39.645697/-86.133485	<i>Rumex crispus</i>	F6	A2,A3,C3,D2,D5	Yes	Shovel refusal at 14 inches due to riprap.
							DP8	39.645582/-86.133457	<i>Schedonorus arundinaceus, Poa pratensis, Plantago lanceolata</i>	F6	None	No	Shovel refusal at 11 inches due to riprap.
Wetland E	PEM5	0.04	Poor	179-185, 188, 196	CLV-66275	Yes	DP9	39.664743/-86.147202	<i>Phragmites australis, Echinochloa crus-galli, Cyperus esculentus</i>	A3, A10	A2, A3 C8, D2, D5	Yes	
							DP10	39.664719/-86.147187	<i>Digitaria sanguinalis, Poa pratensis, Schedonorus arundinaceus</i>	None	None	No	
Wetland F	PEM1	0.06	Poor	324, 326, 328-337	N/A	Yes	DP11	39.690320/-86.148594	<i>Typha angustifolia, Echinochloa crus-galli</i>	A11,F2	C8,D2,D5	Yes	
							DP12	39.690263/-86.148575	<i>Digitaria sanguinalis, Acalypha rhomboidea</i>	None	None	No	

*INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the US. However, INDOT is requesting that the USACE take jurisdiction of the wetland.

Open Water

There are no open water areas within the investigation area.

Roadside Ditches

One roadside ditch, RSD 1, was identified within the investigation area. RSD 1 carries drainage from CLV-66179 near the intersection of Shelby Street and US 31. See photo 97 for an image of this feature (Page A62). No bed and bank characteristics were observed.

Conclusions

The September 13 and 14, 2023 field review for the US 31 Pedestrian Facilities and Traffic Signal Project identified seven streams, six wetlands, and one roadside ditch. Fountain Creek and Buffalo Creek connect to the White River (a TNW) via Pleasant Run Creek. Pond Branch connects to the White River via Buffalo Creek and Pleasant Run Creek. Little Buck Creek connects to the White River. UNT 1 to Little Buck Creek, UNT 2 to Little Buck Creek, and UNT 3 to Little Buck Creek connect to the White River via Little Buck Creek. Fountain Creek, Buffalo Creek, Pond Branch, and Little Buck Creek would be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to their designation as a perennial and intermittent stream channels and connection to a TNW. UNT 1 to Little Buck Creek, UNT 2 to Little Buck Creek, and UNT 3 to Little Buck Creek would not be subject to USACE jurisdiction under Section 404 or the Clean Water Act due to their designation as ephemeral streams; however, INDOT is requesting the USACE to take jurisdiction of ephemeral 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 would not be subject to USACE jurisdiction under Section 10 of the River and Harbors Act. Wetland A and Wetland B have hydrologic connectivity to the White River (a TNW) via a UNT to Fountain Creek, Fountain Creek, and Pleasant Run Creek. Wetland C and Wetland D have hydrologic connectivity to the White River (a TNW) via Buffalo Creek and Pleasant Run Creek. Wetland E has hydrologic connectivity to the White River (a TNW) via UNT 1 to Little Buck Creek and Little Buck Creek. Wetland F has hydrologic connectivity to the White River (a TNW) via Hauelsen Ditch and Thompson Run. Therefore, Wetlands A-F would likely be considered subject to USACE jurisdiction due to a significant nexus to the White River.

Every effort should be taken to avoid and minimize impacts to stream and wetland features. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers. This report is our best judgment based on the guidelines set forth by the Corps.

All structures within the investigation area were examined on September 13 and 14, 2023 for the presence of bat and bird species. A bird's nest and roosting bat were observed under a bridge carrying a private road over Little Buck Creek (Page A94). A bird's nest was observed on Bridge No. 031-49-08625 A over Little Buck Creek (Page A110).

Acknowledgement

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.



Samantha Beaupre

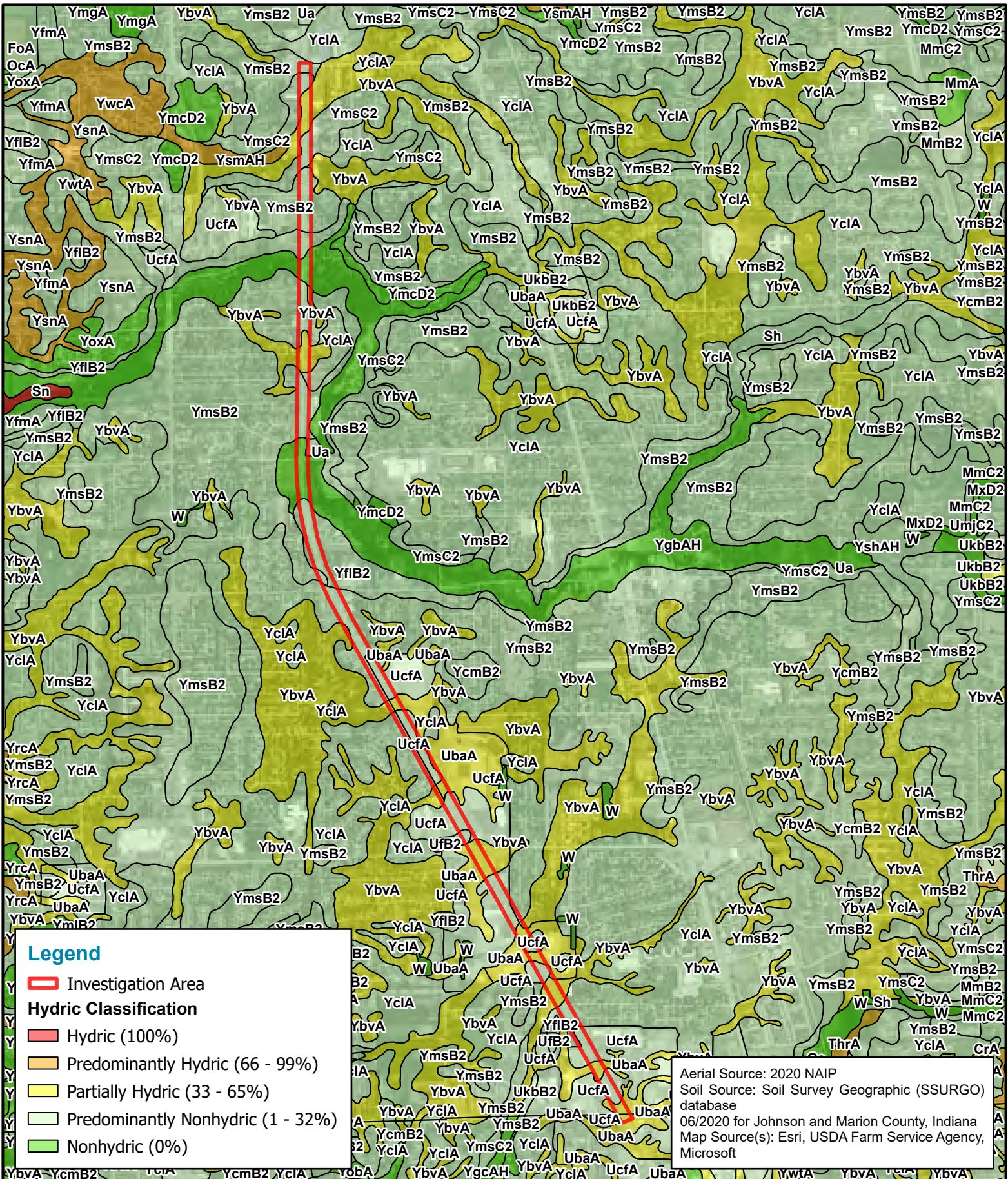


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USDA SSURGO Soils Map
 Des. No. 2200074 et al.
 Waters of the U.S. Report

0 1,250 2,500 Feet

North Arrow

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: 4/18/2024, SBeaupre

Hydric Soils--Johnson County, Indiana				
Map symbol and map unit name	Component	Percent of map unit	Landform	Hydric criteria
UbaA—Urban land-Brookston complex, 0 to 2 percent slopes				
	Brookston, drained	40	Depressions on till plains	2, 3

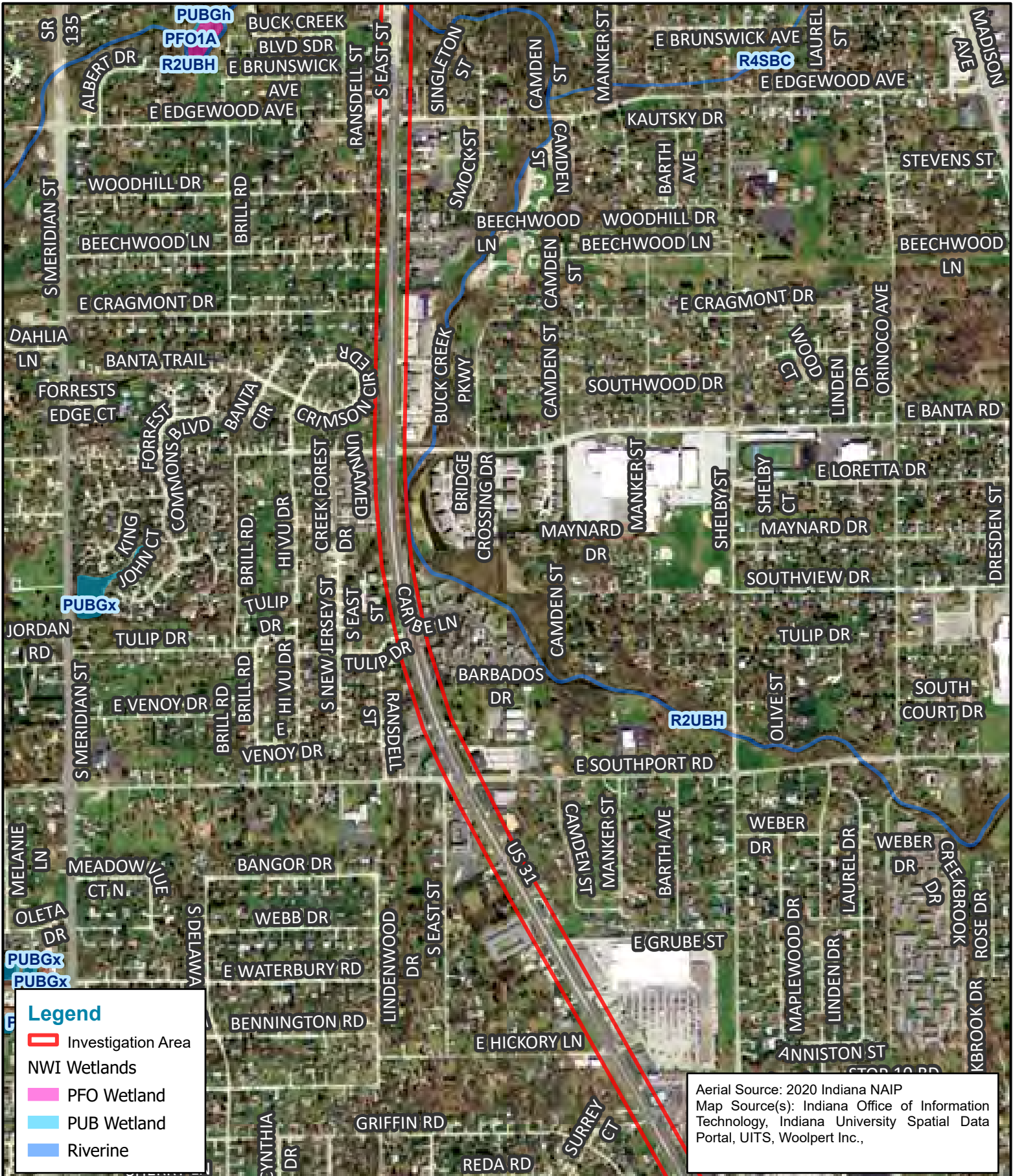
Hydric Soils--Marion County, Indiana				
Map symbol and map unit name	Component	Percent of map unit	Landform	Hydric criteria
UbaA—Urban land-Brookston complex, 0 to 2 percent slopes				
	Brookston, drained	40	Depressions on till plains	2, 3
UcfA—Urban land-Crosby silt loam complex, fine-loamy subsoil, 0 to 2 percent slopes				
	Treaty, drained	5	Swales, water-lain moraines, depressions	2, 3
UfB2—Urban land-Fox loam complex, 2 to 6 percent slopes, eroded				
	Westland, drained	5	Depressions on stream terraces, swales on stream terraces	2
YbvA—Brookston silty clay loam-Urban land complex, 0 to 2 percent slopes				
	Brookston	65	Till plains, depressions	2, 3
YclA—Crosby silt loam, fine-loamy subsoil-Urban land complex, 0 to 2 percent slopes				
	Treaty, drained	5	Swales, water-lain moraines, depressions	2
YflB2—Fox loam-Urban land complex, 2 to 6 percent slopes, eroded				
	Westland, drained	3	Depressions on stream terraces, swales on stream terraces	2
YmsB2—Miami silt loam-Urban land complex, 2 to 6 percent slopes, eroded				
	Treaty	5	Till plains	2, 3
YmsC2—Miami silt loam-Urban land complex, 6 to 12 percent slopes, eroded				
	Treaty	5	Till plains	2, 3



Data Source Information

Soil Survey Area: Johnson County, Indiana
Survey Area Data: Version 31, Sep 1, 2023

Soil Survey Area: Marion County, Indiana
Survey Area Data: Version 28, Sep 1, 2023



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USFWS NWI Map
 Des. No. 2200074 et al.
 Waters of the U.S. Report

0 500 1,000 Feet

County: Johnson and Marion
 Township: Pleasant and Perry
 State: Indiana Page 2 of 3

U.S. 31 from County Line Rd. to Thompson Rd.
 Pedestrian Facilities & Traffic Signal Project
 Created: 4/18/2024, SBeaure