INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

March 25, 2020

This letter was sent to the listed parties.

RE: US 31 Intersection Improvements and Culvert Replacement, Des. No. 1800082, Johnson County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with US 31 Intersection Improvements and Culvert Replacement, Des. No. 1800082. Green 3, LLC is under contract with INDOT to advance the environmental documentation for the referenced project.

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

The proposed undertaking is on US 31 beginning approximately 1.05 miles south of SR 44/SR 144 and extending north to Israel Lane, 4.35 miles north of SR 44/SR 144 in, Johnson County, Indiana. It is within Pleasant and Franklin Townships, Greenwood and Franklin USGS Topographic Quadrangles, Sections 3, 11, 12, 14, 23, 27, 28, and 34, Township 12 North, Range 4 East.

The purpose of this project is to address intersection congestion and safety for pedestrian and vehicular traffic along the corridor in the City of Franklin. The need for the project arises from high volumes of traffic and left turns through the corridor during peak rush hours resulting in a high number of collisions and six (6) intersections having a level of service (LOS) of E or F. Rear end collisions made up roughly half of the total crashes that occurred during 2014-2016, with an average of one (1) rear end occurring every three (3) days. The need for improved non-motorized transportation and pedestrian access arises due to limited amounts of existing infrastructure throughout the project corridor. There is also a need to meet the City of Franklin's goal of improving and expanding its sidewalk and recreational trail system.

This project entails four (4) smaller projects (Des. No. 1800081, 1800082 (lead), 1800083, 1800272) that have been combined. The project entails road improvements along the US 31 corridor beginning at S. Main Street and extending north to just south of Hospital Road (Des. No. 1800081), then to just north of Cedar Lane (Des. No. 1800082), and finally terminating at Israel Lane (Des. No. 1800083). Improvements to non-motorized transportation access will occur by updating and extending sidewalks, installing 10-foot wide paved trails parallel to both sides of US 31, and installing pedestrian crossing infrastructure at some intersections. This

project also involves replacement of the culvert (CV # 031-41-03534) that carries Canary Ditch under US 31 (Des. No. 1800272).

The total length of the project is approximately 5.5 miles, with most of the area surrounding the project consisting of urban development, though some sections of the corridor border agricultural fields and suburban housing. It is anticipated that right-of-way will need to be acquired; the amount for permanent or temporary is unknown at this time. The work is planned to be carried out in three phases, with letting scheduled for 2024. INDOT has asked that the project schedule be accelerated, so there is a possibility that the project development schedule may change.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

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

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

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

For questions concerning specific project details, you may contact Karen Wood of Green 3, LLC at (317) 634-4110 or karen@green3studio.com. All future responses regarding the proposed project should be forwarded to Green 3, LLC at the following address:

Karen Wood
Environmental and Cultural Resources Manager
Green 3, LLC
1104 Prospect Street
Indianapolis, Indiana, 46203
karen@green3studio.com

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

Sincerely,

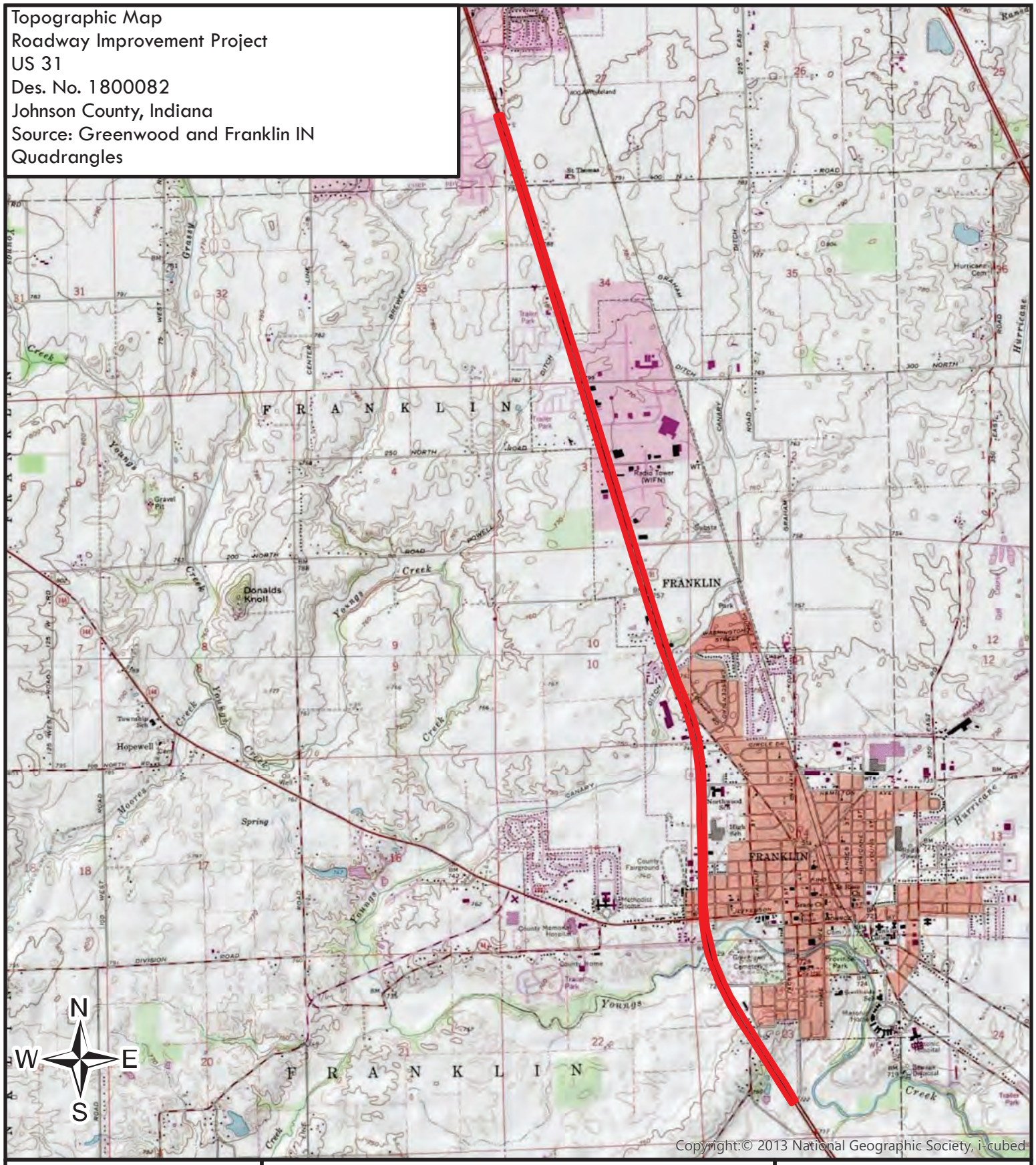
Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic Map

Distribution List:

Indiana Historic Preservation Officer, cslider@dnr.in.gov
Indiana Landmarks, Central Office, jbiggs@indianalandmarks.org
Indianapolis Metropolitan Planning Organization, anna.gremling@indympo.org
Johnson County Historian, maxlois@sbcglobal.net
Johnson County Historical Society and Museum, dpfeiffer@co.johnson.in.us
Franklin Heritage, Inc., franklinheritage@earthlink.com
Johnson County Highway Director, lmastin@co.johnson.in.us
Johnson County Commissioners, rwest@co.johnson.in.us, kwalls@co.johnson.in.us, bbaird@co.johnson.in.us
Johnson County Planning Department, dhittle@co.johnson.in.us City of Franklin Mayor's Office, mayor@franklin.in.gov
Franklin Street Department, bjones@franklin.in.gov
Franklin Planning Commission, jmyers@franklin.in.gov
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

Topographic Map
Roadway Improvement Project
US 31
Des. No. 1800082
Johnson County, Indiana
Source: Greenwood and Franklin IN Quadrangles



Copyright:© 2013 National Geographic Society, i-cubed

0 0.42 0.85 Miles

1:42,000

Project Area

3/4/2020

green • 3

INDIANA LANDMARKS

Central Regional Office
1201 Central Avenue, Indianapolis, IN 46202
317 639 4534 / 800 450 4534 / *www.indianalandmarks.org*

March 26, 2020

Karen Wood
Environmental and Cultural Resources Manager
Green 3, LLC
1104 Prospect St.
Indianapolis, IN 46203

RE: Des. No. 1800082 – US 31 Intersection Improvements and Culvert Replacement, Johnson County, Indiana

Dear Ms. Wood:

Thank you for the opportunity to comment on the above undertaking. Indiana Landmarks agrees to be a consulting party for this project.

We have reviewed the Indiana State Historic Architectural and Archaeological Research Database Map (SHAARD) and though there are a number of surveyed resources along US 31 near the project area/Area of Potential Effects (APE), we have not detected any resources that we deem eligible for the National Register of Historic Places. However, if there is a Historic Property Report (HPR) produced in the future that outlines National Register-eligible resources within the APE, we will provide feedback as needed.

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

Sincerely,

Joshua Biggs
Community Preservation Specialist

Karen Wood

From: Joanna Myers <jmyers@franklin.in.gov>
Sent: Thursday, April 2, 2020 12:53 PM
To: Karen Wood
Subject: RE: FHWA Project: Des. Number 1800082; US 31 Intersection Improvements and Culvert Replacement, Johnson County, Indiana
Attachments: image003.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Karen-
The City of Franklin is not aware of any environmental and historic resource impacts.

Joanna M. Myers, AICP
Senior Planner - City of Franklin
Phone: 317-736-3631

-------- Original message --------
From: Karen Wood <karen@green3studio.com>
Date: 3/25/20 2:17 PM (GMT-05:00)
To: "Slider, Chad (DNR)" <CSlider@dnr.IN.gov>, Joshua Biggs <jbiggs@indianalandmarks.org>, anna.gremling@indy.gov, maxlois@desoto.net, dpfeiffer@co.johnson.in.us, franklinheritage@earthlink.net, lmastin@co.johnson.in.us, rwest@co.johnson.in.us, kwalls@co.johnson.in.us, bbaird@co.johnson.in.us, dhittle@co.johnson.in.us, Franklin Mayor <mayor@franklin.in.gov>, Brett Jones <bjones@franklin.in.gov>, Joanna Myers <jmyers@franklin.in.gov>
Cc: "Alexander, Kelyn" <KAlexander3@indot.IN.gov>, "Branigin, Susan" <SBranigin@indot.IN.gov>, "Miller, Shaun (INDOT)" <smiller@indot.IN.gov>, akumar@indot.in.gov
Subject: FHWA Project: Des. Number 1800082; US 31 Intersection Improvements and Culvert Replacement, Johnson County, Indiana

Des. No.: 1800082
Project Description: US 31 Intersection Improvements and Culvert Replacement
Location: Pleasant and Franklin townships, Johnson County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 31 Intersection Improvements and Culvert Replacement, Des. No. 1800082.

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

Indiana State Historic Preservation Officer Indiana Landmarks, Central Regional Office Indianapolis Metropolitan Planning Organization Johnson County Historian Johnson County Historical Society and Museum Franklin Heritage, Inc.
Johnson County Highway Director
Johnson County Commissioners
City of Franklin Mayor's Office
Johnson County Planning Department
Franklin Street Department

Indiana Department of Natural Resources

Eric Holcomb, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic

April 13, 2020

Karen Wood
Environmental and Cultural Resources Manager
Green 3, LLC
1104 Prospect Street
Indianapolis, Indiana 46203

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

Re: Early coordination letter for the US 31 intersection improvements and culvert replacement project in Franklin and Pleasant townships, Johnson County, Indiana (Lead Des. No. 1800082; DHPA No. 25285)

Dear Ms. Wood:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed your March 25, 2020 review request submittal form which enclosed INDOT's early coordination letter, which we received the same day for the aforementioned project.

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

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

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 31 intersection improvements and culvert replacement project in Franklin and Pleasant townships, Johnson County (Lead Des. No. 1800082), please refer to DHPA No. 25285.

Very truly yours,

Chad W. Slider

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Anthony Ross, INDOT
Karen Wood, Green 3, LLC
Wade T. Tharp, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA

Miami Tribe of Oklahoma

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

Via email: smiller@indot.in.gov

April 15, 2020

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

Re: Des. No. 1800082; US 31 Intersection Improvements and Culvert Replacement, Johnson County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

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

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

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

Respectfully,

Diane Hunter

Diane Hunter
Tribal Historic Preservation Officer

Scott Henley

From: Scott Henley
Sent: Tuesday, January 5, 2021 10:10 AM
To: Tharp, Wade; Kauffmann, Danielle M; jbiggs@indianalandmarks.org; ssmith@franklin.in.gov; jmyers@franklin.in.gov
Cc: Karen Wood; Erin Mulryan; Victoria Veach; Branigin, Susan; Miller, Shaun (INDOT); Alexander, Kelyn; Kumar, Anuradha
Subject: FHWA Project: Des. No. 1800082; DHPA No. 25252; US 31 Intersection Improvements and Culvert Replacement, Johnson County, Indiana

Des. No.: 1800082
Project Description: US 31 Intersection Improvements and Culvert Replacement
Location: City of Franklin, Pleasant and Franklin townships, Johnson County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 31 Intersection Improvements and Culvert Replacement; Des. No. 1800082. The Section 106 Early Coordination Letter for this project was originally distributed on March 25, 2020.

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

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Scott

I'm using Adobe Acrobat.
You can view "US31 intersection improvement DesNo 1800082_RDL_HPR_2021-1-5.pdf" at:
https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:da2f1eb6-80fc-4e67-99c5-b4556d23f9fa

Scott Henley
Cultural Resources Associate
SJCA Inc
1104 Prospect Street
Indianapolis, IN 46203
T (317) 566-0629
SHenley@SJCAinc.com

Scott Henley

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Tuesday, January 5, 2021 10:25 AM
To: Diane Hunter
Cc: Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA); Scott Henley; Branigin, Susan; Kumar, Anuradha; Summers, Terry
Subject: FHWA Project: Des. No. 1800082; DHPA No. 25252; US 31 Intersection Improvements and Culvert Replacement, Johnson County, Indiana

Des. No.: 1800082
Project Description: US 31 Intersection Improvements and Culvert Replacement
Location: City of Franklin, Pleasant and Franklin townships, Johnson County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 31 Intersection Improvements and Culvert Replacement; Des. No. 1800082. The Section 106 Early Coordination Letter for this project was originally distributed on March 25, 2020.

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

I'm using Adobe Acrobat.
You can view "US31 intersection improvement DesNo 1800082_RDL_HPR_2021-1-5.pdf" at:
https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:da2f1eb6-80fc-4e67-99c5-b4556d23f9fa

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Kelyn Alexander
Historian
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Office: (317) 519-7759
Email: kalexander3@indot.in.gov

****Please note, mailing address and phone number have been updated**
****Link to the CRO-Public Web Map App can be found here**

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 5, 2021

This letter was sent to the listed parties.

RE: US 31 Intersection Improvements and Culvert Replacement, Des. No. 1800082, DHPA No. 25252, Franklin, Johnson County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with US 31 Intersection Improvements and Culvert Replacement, Des. No. 1800082.

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

A Section 106 early coordination letter was distributed on March 25, 2020.

The proposed undertaking is on US 31 beginning approximately 1.05 miles south of SR 44/SR 144 and extending north to Israel Lane, 4.35 miles north of SR 44/SR 144 in the City of Franklin, Johnson County, Indiana. It is within Pleasant and Franklin Townships, Greenwood and Franklin USGS Topographic Quadrangles, Sections 3, 11, 12, 14, 23, 27, 28, and 34, Township 12 North, Range 4 East.

The purpose of this project is to address intersection congestion and safety for pedestrian and vehicular traffic along the corridor in the City of Franklin. The need for the project arises from high volumes of traffic and left turns through the corridor during peak rush hours resulting in a high number of collisions and six (6) intersections having a level of service (LOS) of E or F. Rear-end collisions made up roughly half of the total crashes that occurred during 2014-2016, with an average of one (1) rear end occurring every three (3) days. The need for improved non-motorized transportation and pedestrian access arises due to limited amounts of existing infrastructure throughout the project corridor and to meet the City of Franklin's goal of improving and expanding its sidewalk and recreational trail system.

Under Des. No. 1800082 (lead), 2001610, and 1800272, this project will make modifications to intersections and signal patterns at some intersections along US 31 and add curbs and gutters throughout the project corridor. Des. No. 1800082 encompasses the roadway improvement for the entire length of project, which begins approximately 800 feet south of South Main Street and extends north approximately 5.59 miles to Israel Lane.

The current recommended plan is to use a combination of median U-turn, green T, J-turn, restricted crossing U-turn, and boulevard left intersection styles throughout the project corridor. Improvements to non-motorized transportation access will occur by updating and extending sidewalks, installing 10-foot-wide paved trails parallel to both sides of US 31, and installing pedestrian crossing infrastructure at some intersections. Des. Nos. 1800081 and 1800083 have been consolidated with Des. No. 1800082 so the work associated with all three is now under a single Des. No. This project will also involve replacement of the culvert (structure number 031-41-03534) that carries Canary Creek under US 31 as Des. No.1800272, and bridge rehabilitation of the structures that carry US 31 over Youngs Creek (structure numbers 031-41-07875 NBL & SBL) as Des. No. 2001610 in order to accommodate the paths crossing each structure on the outside.

The total length of the project is approximately 5.59 miles, with most of the area surrounding the project route consisting of urban development; though some sections of the corridor border agriculture and suburban housing. It is anticipated that right-of-way will need to be acquired; the amount for permanent or temporary is unknown at this time. The work is planned to be carried out in three phases, with letting scheduled for 2024. INDOT has asked that the project schedule be accelerated, so there is a possibility that the project development schedule may change.

SJCA, Inc (formerly Green 3, LLC) is under contract with INDOT to advance the environmental documentation for the referenced project.

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

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one resource, Greenlawn Cemetery, NR-2278, 100 W. South Street, listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, the Wishing Well Motel and the Lochry Addition No. 5 are recommended as eligible for listing in the NRHP.

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

The Historic Property Short Report is available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome

your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

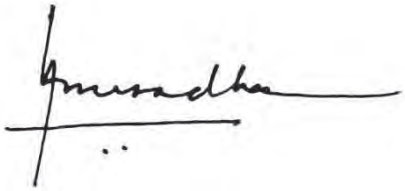
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Scott Henley of SJCA, Inc. at (317) 634-4110 or scotthenley@sjcainc.com. All future responses regarding the proposed project should be forwarded to SJCA, Inc. at the following address:

Scott Henley
Cultural Resources Associate
SJCA, Inc.
1104 Prospect Street
Indianapolis, Indiana, 46203
scotthenley@sjcainc.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Distribution List:
Indiana State Historic Preservation Officer, wtharp1@dnr.in.gov, dkauffmann@dnr.in.gov
Indiana Landmarks, Central Regional Office, jbiggs@indianalandmarks.org
City of Franklin, ssmith@franklin.in.gov; jmyers@franklin.in.gov
Miami Tribe of Oklahoma

Scott Henley

From: Joshua Biggs <jbiggs@indianalandmarks.org>
Sent: Tuesday, January 5, 2021 3:15 PM
To: Scott Henley
Subject: RE: FHWA Project: Des. No. 1800082; DHPA No. 25252; US 31 Intersection Improvements and Culvert Replacement, Johnson County, Indiana

Good afternoon Mr. Henley,

Thank you for bringing this report to my attention. We don't have any comment at this time, other than stating that Indiana Landmarks desires to continue our consulting party status. We look forward to reviewing the upcoming effects report, as it is distributed.

Best,

Joshua Biggs
Community Preservation Specialist
Indiana Landmarks
1201 North Central Avenue
Indianapolis, IN 46202
Ph. 317-822-7908, 800-450-4534
Fax: 317-639-6734
www.indianalandmarks.org

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places.

Become a member | Subscribe to our e-letter | Find us on Facebook

---

From: Scott Henley <shenley@sjcainc.com>
Sent: Tuesday, January 5, 2021 10:10 AM
To: Tharp, Wade <WTharp1@dnr.IN.gov>; Kauffmann, Danielle M <DKauffmann@dnr.IN.gov>; Joshua Biggs <jbiggs@indianalandmarks.org>; ssmith@franklin.in.gov; jmyers@franklin.in.gov
Cc: Karen Wood <kwood@sjcainc.com>; Erin Mulryan <emulryan@sjcainc.com>; Victoria Veach <vveach@sjcainc.com>; Branigin, Susan <SBranigin@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Alexander, Kelyn <KAlexander3@indot.IN.gov>; Kumar, Anuradha <akumar@indot.IN.gov>
Subject: FHWA Project: Des. No. 1800082; DHPA No. 25252; US 31 Intersection Improvements and Culvert Replacement, Johnson County, Indiana

Des. No.: 1800082
Project Description: US 31 Intersection Improvements and Culvert Replacement
Location: City of Franklin, Pleasant and Franklin townships, Johnson County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 31 Intersection Improvements and Culvert Replacement; Des. No. 1800082. The Section 106 Early Coordination Letter for this project was originally distributed on March 25, 2020.

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

Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic

February 1, 2021

Scott Henley
SJCA, Inc.
1104 Prospect Street
Indianapolis, Indiana 46203

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

Re: Historic property report (Henley, 1/2021) for the US 31 intersection improvements and culvert replacement project, Pleasant & Franklin townships, Johnson County, Indiana (Des. No. 1800082 [Lead], 2001610, 1800272; DHPA No. 25285)

Dear Mr. Henley:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your January 5, 2021, review request submittal form, which enclosed the aforementioned historic property report ("HPR"; Henley, 1/2021), for the aforementioned project.

We note in INDOT's January 5 distribution letter that the DHPA number associated with the project is incorrect. Please use DHPA No. 25285 for all correspondence regarding this project.

The proposed area of potential effects ("APE") appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

As part of mitigation for the I-69 project in Indiana, our office is in the pre-planning phase for the Johnson County survey.

We agree with the conclusions of the HPR that the Greenlawn Cemetery (NR-2278; CR-41-18) is listed in the National Register of Historic Places ("NRHP") and located within the project's APE. Furthermore, for the purposes of the Section 106 review of this federal undertaking, we agree that the Wishing Well Motel is eligible for inclusion in the NRHP under Criterion A & C.

Regarding the G1 resource located in the Contributing Properties Table, we are hesitant to agree to its contributing status without knowing more about the property and its outbuildings. While the table indicates that it is a c. 1935 vernacular farmhouse, it is named as a dairy farm and there appear to be multiple outbuildings present in the photograph along with a cursory look at aerial imagery. Our office would need more information about the property, including its outbuildings, in order to evaluate its SHAARD survey rating.

Regarding resources G6 and G7 surveyed in the HPR, our office believes that these warrant a Notable rating in SHAARD. Resource G6 is a good example of a mid-20th century roadside commercial building that may have previously been a restaurant. It appears to have been somewhat altered but it still reads as a mid-century structure. Resource G7 looks to have been constructed prior to 1959, but rather sometime between the mid-1930s into the 1950s. The barrel vault roof and large display windows are indicative of mid-century auto-related buildings. However, for the purposes of the Section 106 review of this federal undertaking, we agree that they are not eligible for inclusion in the NRHP, but additional information and research may yield our office to reevaluate these resources.

Moreover, our office respectfully disagrees with the assessment of resource G8 surveyed in the HPR. It is an excellent example of a Modern/New Formalist building that appears to be relatively unaltered. We feel that this resource warrants an Outstanding rating and is eligible for inclusion in the NRHP under Criterion C.

Furthermore, while not included in the HPR, the Tearman Motel at 501 S. Morton Street south of the Greenlawn Cemetery also appears to be a good example of a mid-20th century roadside motel. While not as architecturally detailed as the Wishing Well Motel, the Tearman Motel still clearly conveys its original use through its type. We believe this resource to be eligible under Criterion A & C.

Regarding the Lochry Addition No. 5 Historic District, we agree with the conclusions of the HPR that it is eligible for inclusion in the NRHP. However, the Survey/Register section through its identification of resources for the upcoming Johnson County Survey has determined that the district boundaries are larger than provided in the HPR. We recommend the district boundary to include the following: starting at east side of N. Main Street opposite Lemley Street, follow a line due east to the railroad tracks. From the railroad tracks move northwest to also include the subdivision of Bryant Drive and Bryant Court east of the tracks. Continue northwest along the railroad tracks to include the parcels on the north side of Parkview Court south of Scott Park. Turn west along the southern border of Scott Park to Canary Ditch. Follow Canary Ditch southwest to US 31. From the east side of US 31, move southeast to the southwest corner with Schoolhouse Road. Including the parcels on both sides of Schoolhouse Road and Lochry Road, move southeast to also include the parcels on both side of Crescent Street. Turn southwest to N. Main Street and include the parcels on the east side of N. Main Street to the point of origin.

As INDOT's January 5 letter indicates, a report of archaeological investigations is forthcoming. We look forward to reviewing and commenting on that report.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 31 intersection improvements and culvert replacement in Johnson County (Des. No. 1800082 [Lead]), please continue to refer to DHPA No. 25285.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Erica Tait, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Scott Henley, SJCA, Inc.
Joshua Biggs, Indiana Landmarks, Central Regional Office
Joanna Myers, City of Franklin
Stuart Smith, City of Franklin
Danielle Kauffmann, DNR-DHPA
Holly Tate, DNR-DHPA
Wade T. Tharp, DNR-DHPA

Scott Henley (Jeffrey Scott)

From: Scott Henley (Jeffrey Scott)
Sent: Monday, December 6, 2021 3:09 PM
To: Kauffmann, Danielle M; Tharp, Wade; Joshua Biggs; ssmith@franklin.in.gov; jmyers@franklin.in.gov
Cc: Karen Wood; Chris Jackson; Alexander, Kelyn; Branigin, Susan; Kumar, Anuradha; Miller, Shaun (INDOT); Moffatt, Charles D; Summers, Terry; Victoria Veach; Mark Beck
Subject: FHWA Project: Des. No. 1800082; Effects Letter and Archaeology Report (Tribes only), US 31 Intersection Improvements and Culvert Replacement Project, Johnson County, Indiana

Des. No.: 1800082
Project Description: US 31 Intersection Improvement and Culvert Replacement
Location: City of Franklin, Pleasant and Franklin townships, Johnson County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 31 Intersection Improvements and Culvert Replacement Project; Des. No. 1800082, DHPA No. 25285. The Section 106 Early Coordination Letter for this project was originally distributed on March 25, 2020. A Historic Property Report was distributed on January 5, 2021.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter and Archaeology Report (Tribes only) have been prepared and are ready for review and comment by consulting parties.

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

The Effects Letter is also available via the following OneDrive link: https://sjcaeng-my.sharepoint.com/:f:/g/personal/shenley_sjcainc_com/Es9iC4uC_cRCrAvGzKsV7RwB_E8MZTzm72JqEEqOCBFcDQ?e=a7kP6h

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Scott Henley (Jeffrey Scott)
Cultural Resource Associate

SJCA Inc.
1026 Virginia Ave, Suite 201
Indianapolis, IN 46203

Scott Henley (Jeffrey Scott)

From: Moffatt, Charles D <CMoffatt@indot.IN.gov>
Sent: Monday, December 6, 2021 3:25 PM
To: Diane Hunter; thpo@estoo.net; kstand@peoriatribe.com; matthew.bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com
Cc: Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA); Alexander, Kelyn; Scott Henley (Jeffrey Scott)
Subject: FHWA Project: Des. No. 1800082; Effects Letter and Archaeology Report (Tribes only), US 31 Intersection Improvements and Culvert Replacement Project, Johnson County, Indiana

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

The Effects Letter is also available via the following OneDrive link: https://sjcaeng-my.sharepoint.com/:f:/g/personal/shenley_sjcainc_com/Es9iC4uC_cRCrAvGzKsV7RwB_E8MZTzm72JqEEqOCBFcDQ?e=a7kP6h

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Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you for your input,

David Moffatt
Archaeologist
Environmental Services
Cultural Resources Office
Indiana Department of Transportation
1-317-439-3337

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

December 6, 2021

This letter was sent to the listed parties.

RE: US 31 Intersection Improvements and Culvert Replacement Project, Des. No. 1800082, DHPA No. 25285, Johnson County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the US 31 Intersection Improvements and Culvert Replacement project, Des. No. 1800082.

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

A Section 106 early coordination letter was distributed on March 25, 2020. In addition, a letter distributed on January 5, 2021 notified consulting parties that a historic property report was available for review and comment.

The intent of this letter is to provide more detailed information on project activities to discuss potential effects on historic properties in the Area of Potential Effects (APE) that we are reasonably able to foresee.

The proposed undertaking is on US 31 beginning approximately 1.05 miles south of SR 44/SR 144 and extending north to Israel Lane, 4.35 miles north of SR 44/SR 144 in the City of Franklin, Johnson County, Indiana. It is within Pleasant and Franklin townships, Greenwood and Franklin USGS Topographic Quadrangles, Sections 3, 11, 12, 14, 23, 27, 28, and 34, Township 12 North, Range 4 East. (Appendix A: Project Maps)

Purpose & Need

The purpose of this project is to address intersection congestion and safety for pedestrian and vehicular traffic along the corridor in the City of Franklin. The need for the project arises from high volumes of traffic and left turns through the corridor during peak rush hours resulting in a high number of collisions and six (6) intersections have a level of service (LOS) of E or F. Rear-end collisions made up roughly half of the total crashes that occurred during 2014-2016, with an average of one (1) rear-end collision occurring every three (3) days. The need for improved non-motorized transportation and pedestrian access arises due to limited amounts of existing infrastructure throughout the project corridor and to meet the City of Franklin's goal of improving and expanding its sidewalk and recreational trail system.

Project Design

Previous correspondence, dated January 5, 2021, conveyed the following project information for Des. No. 1800082 (lead):

Under Des. No. 1800082 (lead), 2001610, and 1800272, this project will make modifications to intersections and signal patterns at some intersections along US 31 and add curbs and gutters throughout the project corridor. Des. No. 1800082 encompasses the roadway improvement for the entire length of the project, which begins approximately 800 feet south of South Main Street and extends north approximately 5.59 miles to Israel Lane.

The recommended plan is to use a combination of median U-turn, green T, J-turn, restricted crossing U-turn, and boulevard left intersection styles throughout the project corridor. Improvements to non-motorized transportation access will occur by updating and extending sidewalks, installing 10-foot-wide paved trails parallel to both sides of US 31, and installing pedestrian crossing infrastructure at some intersections. Des. Nos. 1800081 and 1800083 have been consolidated with Des. No. 1800082 so the work associated with all three is now under a single Des. No. This project will also involve replacement of the culvert (Structure Number 031-41-03534) that carries Canary Creek under US 31 as Des. No. 1800272, and bridge rehabilitation of the structures that carry US 31 over Youngs Creek (Structure Numbers 031-41-07875 NBL & SBL) as Des. No. 2001610 in order to accommodate the paths crossing each structure on the outside.

Since the January 5, 2021 correspondence, some additional details for the proposed undertaking on US 31 have been refined and are now presented as follows:

Under Des. No. 1800082 (lead), the proposed project encompasses the roadway improvement for the entire length of the project, which begins approximately 800 feet south of South Main Street and extends north approximately 5.59 miles to Israel Lane. The proposed project will use a combination of median U-turn, green T, J-turn, restricted crossing U-turn, and boulevard left intersection styles throughout the project corridor. Also, the project proposes to install traffic loons in conjunction with median U-turns at various points throughout the project corridor. (A traffic loon is pavement that is constructed outside of normal traffic lanes to allow for larger vehicles to safely make a U-turn on a divided roadway.) Improvements to non-motorized transportation access will occur by updating and extending sidewalks, installing 10-foot-wide paved trails parallel to both sides of US 31, and installing pedestrian crossing infrastructure at some intersections. (See attached intersection breakdown of proposed work in Appendix A)

Under Des. No. 1800272, the project proposes to replace the culvert (Structure Number 031-41-03534) that carries Canary Creek under US 31. Under Des. No. 2001610, the project proposes to rehabilitate the bridge that carries US 31 over Youngs Creek (Structure Numbers 031-41-07875 NBL & SBL) in order to accommodate the proposed trails on the outside.

Both temporary and permanent right-of-way are anticipated for the undertaking: 10.3 acres temporary and 3.3 acres permanent. (Appendix B: Project Plans)

SJCA Inc. is under contract with INDOT to advance the environmental documentation for the referenced project.

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

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

Identification & Evaluation of Historic Properties:

Archaeological Resources

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified 10 sites within the project area. As a result of these efforts, sites 12-Jo-740 to 12-Jo-749 were recommended as not eligible for listing in the NRHP and no further work is recommended.

Above-ground Resources

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one resource listed in the NRHP:

- Greenlawn Cemetery (NR-2278, IHSSI #081-222-29075, rated 'notable')

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. The results of that evaluation (Henley, 1/2021) was distributed to consulting parties on January 5, 2021. As a result of the historic property identification and evaluation efforts, two above-ground resources are recommended as eligible for listing in the NRHP:

- Lochry Addition No. 5 Historic District (boundaries expanded by SHPO response)
- Wishing Well Motel

SHPO staff concurred with these conclusions and included the addition of two additional above-ground resources recommended eligible for listing in the NRHP:

- Tearman Motel
- Daily Journal Building (noted as resource G8 in HPR)

Review of Consulting Party Comments

A Section 106 Early Coordination Letter (ECL), dated March 25, 2020 was sent to the following parties: Eastern Shawnee Tribe of Oklahoma; Miami Tribe of Oklahoma; Peoria Tribe of Indians of Oklahoma; Pokagon Band of Potawatomi Indians; Shawnee Tribe; Indiana State Historic Preservation Officer (SHPO); Indiana Landmarks – Central Field Office, Indianapolis Metropolitan Planning Organization; Johnson County Historian; Johnson County Historical Society and Museum; Franklin Heritage, Inc.; Johnson County Highway Director; Johnson County Commissioners; Johnson County Planning Department; City of Franklin Mayor's Office; Franklin Street Department; and Franklin Planning Commission.

On March 26, 2020, Indiana Landmarks accepted consulting party status. They also noted they were not aware of any resources in the project area or APE they believed eligible for the NRHP.

On April 2, 2020, Joanna Myers, Senior Planner for the City of Franklin, responded to the ECL, stating "The City of Franklin is not aware of any environmental and historic resource impacts."

On April 13, 2020, SHPO staff responded to the ECL noting that although they are not aware of any additional parties who should be invited to participate as consulting parties, if right-of-way is to be taken from a potentially historic property, this it may be advisable to invite the owner of that property as soon as possible.

On April 15, 2020, the Miami Tribe of Oklahoma accepted consulting party status.

On January 5, 2021, a letter was distributed notifying consulting parties that a historic property report was available for review and comment.

In a letter dated February 1, 2021, SHPO staff responded to the HPR concurring with the size of the APE. SHPO also concurred "with the conclusions of the HPR that the Greenlawn Cemetery (NR-2278; CR-41-18) is listed in the [NRHP] and located within the project's APE. SHPO also agreed that "the Wishing Well Motel is eligible for inclusion in the NRHP under Criterion A and C." See Appendix A for historic property boundary maps.

SHPO staff also agreed with the conclusion of the HPR that the Lochry Addition No. 5 Historic District is eligible for inclusion in the NRHP; however, due to an upcoming Johnson County Survey--part of the I-69 mitigation that SHPO is administering--SHPO staff noted that "the district boundaries are larger than provided in the HPR." SHPO staff stated, "We recommend the district boundary to include the following: starting at east side of N. Main Street opposite Lemley Street, follow a line due east to the railroad tracks. From the railroad tracks move northwest to also include the subdivision of Bryan Drive and Bryant Court east of the tracks. Continue northwest along the railroad tracks to include the parcels on the north side of Parkview Court south of Scott Park. Turn west along the southern border of Scott Park to Canary Ditch. Follow Canary Ditch southwest to US 31. From the east side of US 31, move southeast to the southwest corner with Schoolhouse Road. Including the parcels on both sides of Schoolhouse Road and Lochry Road, move southeast to also include the parcels on both sides of Crescent Street. Turn southwest to N. Main Street and include the parcels on the east side of N. Main Street to the point of origin."

Response: The historic district boundary map as shown in Appendix A delineates the boundaries as stated above.

SHPO staff asked for additional information to evaluate resource "G1," as listed in the Contributing Properties Table, to evaluate its SHAARD survey rating.

Response: After additional research and additional photographs of the property, the QP historian confirms the Contributing rating. Please see attached Dairy Farm, 3865 US 31 N (G1) Evaluation in Appendix C.

Additionally, SHPO staff concurred that resources labeled "G6" and "G7" in the HPR are not eligible for inclusion in the NRHP; however, they state "our office believes that these warrant a Notable rating in SHAARD." SHPO staff continued, "Resource G6 is a good example of a mid-20th century roadside commercial building that may have previously been a restaurant. It appears to have been somewhat altered but it still reads as a mid-century structure…Resource G7 looks to have been constructed prior to 1959, but rather sometime between the mid-1930s into the 1950s. The barrel vault roof and large display windows are indicative of mid-century auto-related buildings. However, for the purposes of the Section 106 review of this federal undertaking, we agree that they are not eligible for inclusion in the NRHP, but addition information and research may yield our office to reevaluate these resources."

Regarding resource "G8/Daily Journal Building", SHPO staff disagreed with the survey assessment of the property. "It is an excellent example of a Modern/New Formalist building that appears to be relatively unaltered. We feel that this resource warrants an Outstanding rating and is eligible for inclusion in the NRHP under Criterion C."

SHPO staff also stated that, "while not included in the HPR, the Tearman Motel at 501 S. Morton Street south of the Greenlawn Cemetery also appears to be a good example of a mid-20th century roadside motel. While not as architecturally detailed as the Wishing Well Motel, the Tearman Motel still clearly convey it original use through its type. We believe this resource to eligible under Criterion A & C."

Effects Discussion:

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

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

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)(2), on the historic resource within the area of potential effects (APE) for this undertaking:

- Greenlawn Cemetery (NR-2278, IHSSI #081-222-29075, rated 'notable');
- Tearman Motel;
- Daily Journal Building;
- Wishing Well Motel;
- Lochry Addition No. 5 Historic District.

Greenlawn Cemetery (NR-2278, IHSSI #081-222-29075) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Greenlawn Cemetery.

Per 36 CFR 800.5(a)(2)(i), the undertaking will not cause "physical destruction of or damage to all or part of the property." While no right-of-way acquisition will be required from this resource, work is expected to occur outside of the existing right-of-way at the southwest corner of the cemetery for the installation of concrete curb and gutter along the W. South St. approach to US 31. The concrete curb and gutter work will be constructed via right-of-entry as the land is owned by the City of Franklin. No historic elements of the property will be

removed or damaged. The undertaking will not have a substantial effect and a Section 4(f) finding of *de minimis* is anticipated.

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

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a minor change in "the character of the property's use or of physical features within the property's setting." The undertaking will change a small portion of the character of the Greenlawn Cemetery's use to a transportation use at the southwest corner for the installation of concrete curb and gutter along W. South St. approach to US 31. The undertaking will have a minor change of the physical features within the property's setting with a construction of a multi-use path on both sides of US 31. The project activities that include removing the traffic signal and installing splitter islands that will only allow right turns from W. South St or Franklin Lakes Blvd. onto US 31 will not significantly alter the setting due to the presence of the existing highway. However, the installation of concrete center curbs, a multi-use path installed on both sides of US 31, and a new concrete curb and gutter will represent a change to the setting of the historic property. Decorative trees along US 31 and W. South St. will not be removed during this undertaking. Because there will be a small portion of the historic property converted into transportation use, this undertaking results in a Section 4(f) use; however, this change will not significantly change the character of the property's use or physical features. A Section 4(f) finding of *de minimis* is anticipated.

Per 36 CFR 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." The intersection reconfiguration at US 31 and W. South St./Franklin Lakes Blvd. and multi-use path will be visible from Greenlawn Cemetery. The combined concrete curb and gutter being installed on the southwest corner of US 31 and W. South St. will encroach on the existing right-of-way and within the historic boundary of the City of Franklin-owned Greenlawn Cemetery. The undertaking will not have a substantial adverse effect and a Section 4(f) finding of *de minimis* is anticipated.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

Because the proposed undertaking will not diminish the integrity of the property and changes to the historic property will be minor, it is recommended that this project presents "No Adverse Effect" to the Greenlawn Cemetery.

Tearman Motel, 501 S. Morton Street – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Tearman Motel.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no "physical destruction of or damage to all or part of the property." Approximately 3,960 square feet (0.09 acre) of temporary right-of-way will be acquired from the Tearman Motel for grading and reconstruction of the driveway to the Tearman Motel along a portion of the

western boundary line of the Tearman Motel. No elements of the historic property, such as the Tearman Motel sign, will be removed or damaged.

Per 36 CFR 800.5(a)(2)(ii), "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines" will not occur. While there will be approximately 3,960 square feet (0.09 acre) of temporary right-of-way for grading and reconstruction of the driveway to the Tearman Motel along a portion of the western boundary line of the historic property, there will be no alterations to historic elements of the historic property.

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a minor change in "the character of the property's use or of physical features within the property's setting." The Tearman Motel sign located in the northwestern part of the property's boundary will be avoided and not directly impacted by the undertaking. Project elements, including roadway reconstruction, combined curb and gutter along US 31, multi-use path outside of the historic property boundary, and the acquisition of 3,960 square feet (0.09 acre) of temporary right-of-way for grading and reconstruction of the driveway to the Tearman Motel will not change any features that contribute to its historic significance or change the property's use. While the relocation of the existing median U-turn and installation of a traffic loon that connects to the driveway entrance to the historic property slightly shifts how motorists access the historic property, this change is minor and does not rise to the level of adverse effect.

Per 36 CFR 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." Approximately 3,960 square feet (0.09 acre) of temporary right-of-way will be acquired along the western edge of the property boundary for grading and reconstruction of the driveway to the Tearman Motel. While the undertaking will introduce new visual elements such as a traffic loon that connects to the driveway entrance to the historic property, combined curb and gutter along US 31, and a multi-use path, these project elements will not diminish the integrity of the significant historic features of the Tearman Motel.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

Because the proposed undertaking requires only temporary right-of-way from the Tearman Motel and the changes in the area do not have a negative impact on the historic property, it is recommended that this project presents "No Adverse Effect" to the Tearman Motel.

Daily Journal Building, 2625 N. Morton Street – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Daily Journal Building.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no "physical destruction of or damage to all or part of the property." Approximately 3,765 square feet (0.08 acre) of temporary right-of-way and 941 square feet (0.02 acre) of permanent right-of-way will be required within the boundary of the Daily Journal Building. The permanent right-of-way acquisition will be from the western edge of the property boundary for the construction of the multi-use path. The temporary right-of-way acquisition will be for grading and reconstruction of the

driveway to the historic property. No elements of the historic property, such as the KYB sign, will be removed or damaged.

Per 36 CFR 800.5(a)(2)(ii), "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines" will not occur. While there will be a small amount of temporary and permanent right-of-way acquisition for grading and reconstruction of the driveway to the historic property along a portion of the western boundary line of the historic property, there will be no alterations to historic elements of the historic property.

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a minor change in "the character of the property's use or of physical features within the property's setting." There will be approximately 3,765 square feet (0.08 acre) of temporary right-of-way acquisition for grading and reconstruction of the driveway to the historic property and 941 square feet (0.02 acre) of permanent right-of-way acquisition for the construction of the multi-use path along a portion of the western boundary line of the historic property. The undertaking will change a small portion of the character of the historic property's use to a transportation use for the installation of a multi-use path on the east side of US 31. The undertaking will have a minor change of the physical features within the property's setting with new construction of a multi-use path, concrete center curbs, and concrete curb and gutter. While the relocation of the existing median U-turn and installation of a traffic loon that connect to the driveway entrance to the historic property slightly shifts how motorists access the historic property, this change is minor and does not result in adverse effect. Because there will be a small portion of the historic property converted into transportation use, this undertaking results in a Section 4(f) use; however, this change will not significantly change the character of the property's use or of the physical features within the property's setting. A Section 4(f) finding of *de minimis* is anticipated.

Per 36 CFR 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." There will be a small amount of temporary and permanent right-of-way acquisition for grading and reconstruction of the driveway to the historic property and a multi-use path along a portion of the western boundary line of the historic property. Road reconstruction of an existing heavily traveled highway and relocation of a median U-turn; installation of a new traffic loon that connects to the driveway entrance to the historic property, new curb and gutter along US 31, and a new multi-use path will be visible within and from the historic property. However, these project elements will not significantly change the historic configuration within the historic property and will not diminish the integrity of the property's significant historic features. Therefore, these changes will be minor and do not rise to the level of adverse effect.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

Because there will be a small portion of the historic property converted into transportation use, this undertaking results in a Section 4(f) use; however, this change will not diminish the integrity of the property's significant historic features. It is recommended that this project will have "No Adverse Effect" to the Daily Journal Building, and a Section 4(f) finding of *de minimis* is anticipated.

Wishing Well Motel, 511 S. US 31 – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Wishing Well Motel.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no "physical destruction of or damage to all or part of the property."

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

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in "the character of the property's use or of physical features within the property's setting." No temporary or permanent right-of-way will be required from the Wishing Well Motel. Project activities include milling and resurfacing US 31, installation of new paved multi-use trail, curb and gutter and U-turn in the median with traffic loon on the west side of US 31 all approximately fifty (50) feet south of the southern entrance to the Wishing Well Motel.

Per 36 CFR 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." No temporary or permanent right-of-way will be required from the Wishing Well Motel. The introduction of a new paved multi-use trail, curb and gutter and U-turn in the median with traffic loon on the west side of US 31 all approximately fifty (50) feet south of the southern entrance to the Wishing Well Motel will result in a minor visual change to the historic property. However, this change does not rise to the level of an adverse effect.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

Because the proposed undertaking requires no right-of-way from the Wishing Well Motel and the changes in the area do not affect the historic property, it is recommended that this project presents "No Adverse Effect" to the Wishing Well Motel.

Lochry Addition No. 5 Historic District – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Lochry Addition No. 5 Historic District.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no "physical destruction of or damage to all or part of the property." No temporary or permanent right-of-way will be acquired from the historic district. An access drive from N. Main St. to US 31 will be removed as part of the undertaking; however, it is not original to the neighborhood and is not part of the historic elements of the Lochry Addition No. 5 Historic District. In conversation with the City of Franklin Engineer, it was discovered this access point was added sometime in the first three years the Lochry Addition No. 5 was platted (1959-1962). Historic aerial photos indicated it was not

there in 1959; however, it was present in photos from 1962. Intersection improvement work, including paving and new curb and gutter, will take place at the approach on Schoolhouse Rd. to US 31.

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

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a minor change in "the character of the property's use or of physical features within the property's setting." The proposed project will not change the character of the property's use. The proposed project activities include: 1) Roadway reconstruction of the existing highway and approach to the highway from Schoolhouse Rd.; 2) Installation of a multi-use path on the east side of US 31, including sidewalk, combined curb and gutter, and curb ramps; 3) Reconfiguration of the traffic pattern at Schoolhouse Rd. to through traffic along US 31 and right-turn only onto US 31 – removing left turns; and 4) Relocation of median U-turns and installation of traffic loons near the northwestern end of the historic district to provide left turns along US 31. None of these activities will change the character of any physical features within the setting of the Lochry Addition No. 5 Historic District. However, the project proposes to remove the access drive to N. Main St. located approximately 775 feet north of the intersection with Schoolhouse Rd., which would alter access to the neighborhood and make Schoolhouse Rd. the only access point to the neighborhood. In conversation with the City of Franklin Engineer, it was discovered this access point is not original to the neighborhood. It was added sometime in the first three years the Lochry Addition No. 5 was platted (1959-1962). Historic aerial photos indicated it was not there in 1959; however, it was present in photos from 1962. Although the access point was added likely as an afterthought for easier access to US 31 North, the removal of this drive is not considered a significant alteration to the overall historic district. Also, paving and curb and gutter work will take place at the approach on Schoolhouse Rd. to US 31. Therefore, while the changes will occur to the historic district, they are minor and do not rise to the level of adverse effect.

Per 36 CFR 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." No temporary or permanent right-of-way will be required from the Lochry Addition No. 5 Historic District and only a small portion of the Lochry Addition No. 5 Historic District is in the APE of the undertaking. The introduction of the following elements: 1) New paved multi-use path, curb and gutter and traffic loon on the east side of US 31; 2) Roadway reconstruction of the existing highway and approach to the highway from Schoolhouse Rd. including removal of the traffic signal equipment, installing a grass median, and only allowing for right-turns from Schoolhouse Rd. onto US 31; and 3) Removal of the access drive from N. Main St. to US 31 North will result in a minor visual change to the historic district. However, this change does not rise to the level of an adverse effect.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

Because the proposed undertaking does not require any temporary or permanent right-of-way from the Lochry Addition No. 5 Historic District and potential changes adjacent to the district are minor, it is recommended that this project presents "No Adverse Effect" to the Lochry Addition No. 5 Historic District.

Avoidance and Minimization Measures:

Avoidance and minimization measures were considered as part of the project development for this undertaking. There is a no-build alternative that would result in avoidance; however, that does not provide a solution to the congestion, safety issues, and improvement of non-motorized access to the City of Franklin and Johnson County. Other alternatives considered in the design analysis for intersection configuration development include conventional; median U-turn; roundabout; displaced left-turn; jug-handle; offset "T"; green "T"; quadrant separation; and grade separation. The assessment of the intersection types sought to answer four questions: 1) Is it feasible given the right-of-way constraints, nature of the intersection, geometric characteristics, and presence or absence of median potential; 2) Is there a reasonable expectation that the essential project intent will be addressed; 3) Does it likely improve or preserve existing state of performance relative to traffic safety (for all modes, including pedestrian); and 4) Is it feasible and reasonable with respect to other factors (i.e. initial capital and recurring costs, stakeholders, project development time, environmental impacts, utility impacts).

The intersection design analysis confirmed the feasibility of the proposed corridor design and determined median U-turns were feasible through the entire corridor except one intersection (US 31 and Hospital Rd.). Green "T" intersections were also deemed feasible at twelve three-legged intersections. The preferred alternative meets the purpose and need of the undertaking which is to address intersection congestion and safety for pedestrian and vehicular traffic along the corridor in the City of Franklin in order to minimize collisions and provide improved non-motorized transportation and pedestrian access. Roundabouts were also found to be feasible at many intersections; however, the impact of roundabouts upon environmental and cultural resources would be greater; therefore, these options were not chosen.

Conclusions:
In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), the project historians examined this project and assessed its potential to adversely affect historic properties in the APE. As noted above, the historians believe that this project would have no adverse effect with the issuing of a "de minimis" finding for the Greenlawn Cemetery and Daily Journal Building pursuant to SAFETEA-LU. The historians further believe that this project would have no adverse effect on the Tearman Motel, Wishing Well Motel, or the Lochry Addition No. 5 Historic District. Therefore, it is the professional opinion of the historians that the appropriate overall finding for this undertaking is "No Adverse Effect."

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

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Scott Henley of SJCA Inc. at (317) 566-0629 x 430 or shenley@sjcainc.com. All future responses regarding the proposed project should be forwarded to SJCA Inc. at the following address:

Scott Henley
Cultural Resources Associate

SJCA Inc.
1104 Prospect Street
Indianapolis, IN 46203
shenley@sjcainc.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Please note, the enclosures are not included here to avoid redundancy in the 800.11 document. They are included elsewhere in the document.

Enclosures:
Appendix A: Project Maps and Intersection Work Summary
Appendix B: Project Plans
Appendix C: Dairy Farm, 3865 US 31 N (G1) Evaluation

Distribution List:
State Historic Preservation Officer, DKauffmann@in.DNR.gov, WTharp1@in.DNR.gov
Indiana Landmarks – Central Field Office, jbiggs@indianalandmarks.org
City of Franklin, ssmith@franklin.in.gov, jmyers@franklin.in.gov
Miami Tribe of Oklahoma
Surya, Inc. – historic property owner of 501 S. Morton St. (Tearman Motel)
KYB Americas Corp. – historic property owner of 2575 N. Morton St. (Daily Journal Building)
Harish C & Vina H Patel – historic property owners of 511 S. US 31 (Wishing Well Motel)
Franklin North Village Apartments – historic property owner within Lochry Addition No. 5 Historic District
Stephen C & Gloria A Davis – historic property owners within Lochry Addition No. 5 Historic District
Thomas R & Lisa B Crowder – historic property owners within Lochry Addition No. 5 Historic District
Jodi L Wickliff – historic property owner within Lochry Addition No. 5 Historic District
William S Cochran & Laura Wilson – historic property owners within Lochry Addition No. 5 Historic District
David Lee & Mary Anne Newton Joint Revocable Trust – historic property owner within Lochry Addition No. 5 Historic District
CSMA BLT LLC – historic property owner within Lochry Addition No. 5 Historic District
Anthony Asher – historic property owner within Lochry Addition No. 5 Historic District
Jennifer Branham – historic property owner within Lochry Addition No. 5 Historic District
Kelly J Edwards – historic property owner within Lochry Addition No. 5 Historic District
Samuel R & Kelly J Shepherd – historic property owner within Lochry Addition No. 5 Historic District
Matthew Glenn – historic property owner within Lochry Addition No. 5 Historic District

PEORIA TRIBE OF INDIANS OF OKLAHOMA
118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
Craig Harper

SECOND CHIEF
Rosanna Dobbs

December 7, 2021

Shaun Miller
Tribal Contact
INDOT
100 N Senate Ave., Rm N642
Indianapolis, IN 46204

Re: Des. #1800082 DHPA#25285 US 31 Intersection improvements, Johnson County

Thank you for providing notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is unaware of a direct link to the newly proposed project location.

The Peoria Tribe of Indians of Oklahoma is also unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site, including funerary or sacred objects; objects of cultural patrimony; or ancestral human remains.

The Peoria Tribe has no objection at this time to the proposed project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition, state, local and tribal authorities should be advised as to the findings and construction halted until consultation with all concerned parties has occurred.

Please feel free to contact me directly at the number above if additional consultation is necessary. Thank you again for your consideration with this matter.

Sincerely,

Charla K. EchoHawk

Charla K. EchoHawk
Director of Cultural Preservation

TREASURER
Hank Downum

SECRETARY
Tonya Mathews

FIRST COUNCILMAN
Carolyn Ritchey

SECOND COUNCILMAN
Kara North

THIRD COUNCILMAN
Isabella Burrell

Scott Henley (Jeffrey Scott)

From: Dennis Anderson <dwanderson10@comcast.net>
Sent: Friday, December 10, 2021 1:18 PM
To: Scott Henley (Jeffrey Scott)
Subject: US 31 Intersection Improvements Project, Johnson County, IN

Scott Henley
Cultural Resources Associate
SJCA Inc.
1104 Prospect St.
Indianapolis, IN 46203

Re: US 31 Intersection Improvements and Culvert Replacement Project, Des. No. 1800082, DHPA No. 25285, Johnson County, Indiana

Dear Mr. Henley,

Please be informed that Franklin North Village Apartments, Inc. is in receipt of the aforementioned project planning documentation, which was forwarded to us via USPS.

Be it further known that we will accept consulting party status, as outlined in previously referenced documentation, should you wish to include us in your list of consulting parties.

My contact information matches that in the closing of this correspondence. In addition, you may add my personal e-mail address for contact purposes: dwanderson10@comcast.net

Please let me know if we can be of further assistance.

Regards,

Dennis W. Anderson
Franklin North Village Apartments, Inc.
57 Schoolhouse Road
Franklin, Indiana 46131
Tel: (317) 736-4761
Fax: (317) 346-6182

This email has been scanned for spam and viruses by Proofpoint Essentials. Click here to report this email as spam.

EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70500 East 128 Road, Wyandotte, OK 74370

January 4, 2022
INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: ***Des No 1800082, Franklin, Pleasant and Franklin Townships, Johnson County, Indiana***

Dear Mr. Miller,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Johnson County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.
Sincerely,

Paul Barton

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833

Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

HISTORIC PRESERVATION AND ARCHAEOLOGY

January 6, 2022

Scott Henley
Cultural Resources Associate
SJCA, Inc.
1104 Prospect Street
Indianapolis, Indiana 46203

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

Re: Effects letter, and Phase Ia archaeological literature review and field reconnaissance survey report (Jackson, 12/03/2021), for the US 31 intersection improvements and culvert replacement project (Des. No. 1800082; DHPA No. 25285)

Dear Mr. Henley:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your December 6, 2021, submission, received by our office the same day for this project in Pleasant and Franklin townships, Johnson County, Indiana.

As previously indicated, the above-ground historic properties listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") located within the project's area of potential effects ("APE") include the Greenlawn Cemetery (NR-2278; CR-41-18), the Wishing Well Motel at 511 S. US 31, the Daily Journal Building at 2625 N. Morton Street, the Tearman Motel at 501 S. US 31, and the Lochry Addition No. 5 Historic District.

Thank you for providing additional information regarding the farm at 3865 N. US 31. While there appear to be no photographs of the c. 1959 drive thru corn crib, based on the additional information and photographs provided, we agree that this resource is not eligible for inclusion in the NRHP.

Furthermore, based on the information provided, we agree with the effects letter that the project as proposed will not adversely affect the historic properties listed above. We note the proposed removal of the small connector road between US 31 and Main Street within the Lochry Addition No. 5 Historic District, and that, while it does remove an access point from US 31 to the district and dates to the district's period of significance, it is not the primary entrance and does not have any formal designation as a road into the district. Thus, in this instance for this project, removing this small drive does not rise to the level of adverse.

In regard to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological sites 12-Jo-0740, 12-Jo-0741, 12-Jo-0742, 12-Jo-0744, 12-Jo-0745, 12-Jo-0747, and 12-Jo-0749 (all of which were identified during these investigations) to determine whether they are eligible for inclusion in the National Register of Historic Places ("NRHP"). However, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological literature review and field reconnaissance survey report (Jackson, 12/03/2021), that the portions of these sites that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no further archaeological investigations appear necessary at the proposed project area. The portions of these sites that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of these sites should be clearly marked so that they are avoided by all ground-disturbing project activities.

If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the Division of Historic Preservation and Archaeology ("DHPA") for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

Additionally, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological literature review and field reconnaissance survey report (Jackson, 12/03/2021), that sites 12-Jo-0743, 12-Jo-0746, and 12-Jo-0748 (all of which were identified during these archaeological investigations) do not appear eligible for inclusion in the NRHP; and that no further archaeological investigations appear necessary at the proposed project area.

Furthermore, we note that portions of the proposed project area lie immediately adjacent to Greenlawn Cemetery (CR-41-18 in the Indiana DHPA SHAARD database system). If ground disturbing activities will be within 100 feet of this cemetery, please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5 (http://iga.in.gov/legislative/laws/2016/ic/titles/014/articles/021/chapters/001/#section-26.5). The aforementioned cemetery must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to. Please also be aware of Indiana Code 23-14-44-1 and Indiana Code 23-14-44-2, regarding restrictions on roads and utility construction in cemeteries.

Additionally, we note that the archaeological site survey record forms associated with these archaeological investigations (i.e., the forms for archaeological sites 12-Jo-0740, 12-Jo-0741, 12-Jo-0742, 12-Jo-0743, 12-Jo-0744, 12-Jo-0745, 12-Jo-0746, 12-Jo-0747, 12-Jo-0748, and 12-Jo-0749 were submitted to the Indiana DNR-DHPA SHAARD system database. These forms will be reviewed.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to Indiana Department of Natural Resource, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 31 intersection improvements and culvert replacement project in Johnson County (Des. No. 1800082), please refer to DHPA No. 25285.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:WTT:wtt

emc: Erica Tait, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Scott Henley, SJCA, Inc.
Joshua Biggs, Indiana Landmarks Central Regional Office
Joanna Myers, City of Franklin
Stuart Smith, City of Franklin
Danielle Kauffmann, Indiana DNR-DHPA
Holly Tate, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

US 31 Intersection Improvements, Culvert Replacement, and Bridge Rehabilitation Project

HISTORIC PROPERTY REPORT

Pleasant and Franklin townships, Johnson County, Indiana Des. No. 1800082

January 2021

Prepared for:
CrossRoad Engineers
Attention: Mark Beck
3417 Sherman Drive
Beech Grove, IN 46107

By:

Scott Henley
Qualified Professional
SJCA, Inc. (formerly Green 3, LLC)
Historic Fountain Square
1104 Prospect Street
Indianapolis, IN 46203

p. 317.634.4110 f. 866.422.204 shenley@sjcainc.com

Management Summary

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the US 31 Intersection Improvements, Culvert Replacement, and Bridge Rehabilitation project in Pleasant and Franklin townships, Johnson County, Indiana (Des. No. 1800082). Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (National Register). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

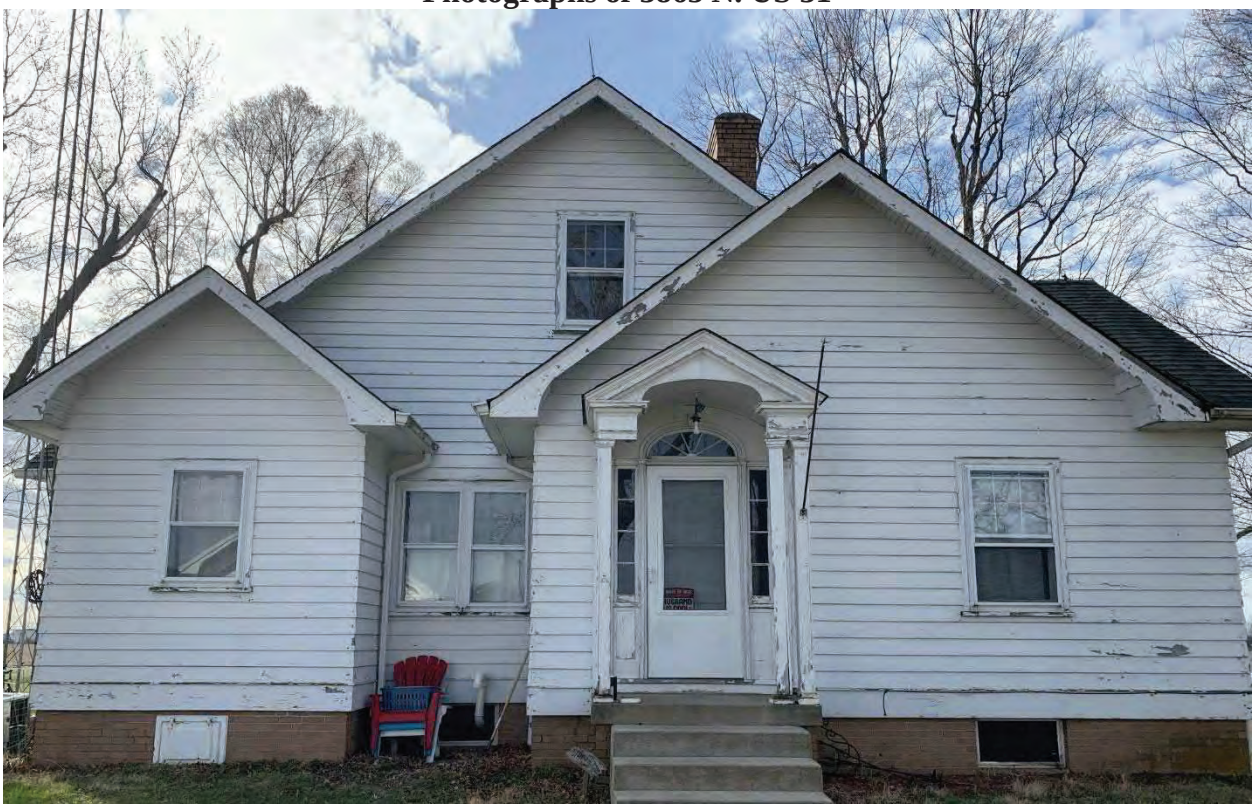
The APE contains one property listed in the National Register: Greenlawn Cemetery, NR-2278, listed in 2013, 100 W. South St. This report recommends that the historic property should remain listed in the National Register.

The APE contains the following individual property and historic district recommended as eligible for listing in the National Register: 1) Wishing Well Motel (511 S. US Highway 31); 2) Lochry Addition No. 5 (located on North Main Street north of Schoolhouse Road to Churchill Road; on Churchill Road from Schoolhouse Road to Lochry Road; on Jordan Drive from Churchill Road to Lochry Road; on Crescent Street north of Schoolhouse Road to Lochry Road including Crescent Court; and on Lochry Road north of Schoolhouse Road until it becomes Churchill Road including Lochry Court).

Dairy Farm, 3865 US 31 N., Franklin, Johnson County, IN, recommended Contributing

The Dairy Farm at 3865 US 31 N. is a farmstead in central Johnson County, Indiana. It is just over 152 acres of land, of which approximately 138 acres are tillable land. The farmhouse was built ca. 1935. It is a one and half-story wooden American vernacular farmhouse with a side-gabled roof and partial hipped roof and 6/1 double hung windows. It also has a small porch with pediment and four square columns. One of the four columns appears to be missing. The outbuildings consist of two grain bins (ca. 1968), a wood-slat drive thru corn crib (ca. 1959), several hog enclosures (ca. 1980 – 1993), modern garage with vinyl siding, and a metal storage building.

Photographs of 3865 N. US 31



Facing north toward farmhouse at 3865 N. US 31

The rest of the buildings are either of modern construction or appear to be of modern construction.

No evidence could be found to suggest this particular farm property contributed in a unique or important way to the local or regional history of agriculture or farming in the twentieth century in Pleasant Township, Johnson County, nor does it appear to have contributed greatly to the success and growth of the Kelsay family as a prominent and important farming family in Johnson County. Due to the loss of architectural integrity to the farmhouse and some of the outbuildings coupled with the fact that the property did not come to be part of the Kelsay family until the 1970s, the property is not recommended eligible for the NRHP under Criterion A for its contribution to the area's agricultural history.

While the farm is associated with the Kelsay family and their significance to agriculture and dairy farming in Johnson County and the state of Indiana, the property did not come into the possession of the family until well after they were already established as important figures in the region. Thus, the property is not recommended eligible for the NRHP under Criterion B.

The farm has had alterations to its house and has lost quite a bit of integrity in the outbuildings. Overall, the property no longer retains enough integrity to be eligible under Criterion C. Thus, the property is not recommended eligible under Criterion C for architecture.

References Cited

Ancestry.com

Bureau of Land Management, General Land Office Records

Daily Journal (Franklin, IN)

Franklin Evening Star (Franklin, IN)

Joseph M. Kelsay, telephone discussion with author, April 16, 2021

Kokomo Tribune (Kokomo, IN)

National Register of Historic Places Multiple Property Documentation Form: Round and Polygonal Barns of Indiana, October 1991

A Phase Ia Archaeological Reconnaissance for the Proposed US 31 Corridor Improvement, Bridge, and Small Structure Project, 1.05 Miles South of SR 44/SR 144 and Extending North to Israel Lane (Des 1800082, 2001610, 1800272) in Franklin and Pleasant Townships, Johnson County, Indiana

December 3, 2021

Lead Agency: Federal Highway Administration

Prepared for:

Crossroad Engineers
3417 Sherman Drive
Beech Grove, Indiana 46107

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Archaeologist, Historian/QP
SJCA Inc.
9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

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depression. However, since the depression was observed, it was decided to incorporate it with the positive shovel probe.

Based on the data collected from this investigation, it can be determined that the section of the site traversed by the survey area is not eligible for the NRHP under Criterion D. Therefore, it is recommended that no further work should be conducted on that portion of the site. If plans are altered so that the site could be further impacted, then an archaeologist will need to be contacted to determine if additional Phase Ia fieldwork will need to occur at the site.

SUMMARY AND CONCLUSIONS

Crossroad Engineers contracted SJCA to conduct a Phase Ia archaeological records review and reconnaissance survey for the proposed US 31 Corridor Improvement, Bridge, and Small Structure Projects (Des 18000082, 2001610, 1800272) in Johnson County.

The survey area, which encompassed 159 acres, is situated in the northeastern quarter of the southeastern quarter of Section 28, the southwestern quarter of the southwestern quarter of Section 27, Township 13 North, Range 4 East, Pleasant Township. The project also traverses the northwestern quarter as well as the southwestern quarter of Section 34, Township 13 North, Range 4 East, Franklin Township, as well as northeastern quarter and the southeastern quarter of Sections 3 and 10, the southwestern quarter of the southwestern quarter of the southwestern quarter of the southwestern quarter of Section 11, the western half of Section 14, and the northwestern quarter as well as the southwestern quarter of Section 23, Township 12 North, Range 4 East, Franklin Township.

The records review indicated that six professional investigations have traversed the survey area. However, no sites have been previously inventoried in the survey area. The survey area is adjacent to Greenlawn Cemetery; the cemetery will not be directly impacted by the proposed project.

The field investigation documented 10 sites (12-Jo-740 to 12-Jo-749). Data collected from these sites indicated that they are not eligible for listing in the National Register of Historic Places (NRHP) under Criteria A to D. No further work is recommended on these sites.

It should be noted that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery needs to be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two business days, as well as to the Cultural Resources Office of the Indiana Department of Transportation. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to

applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

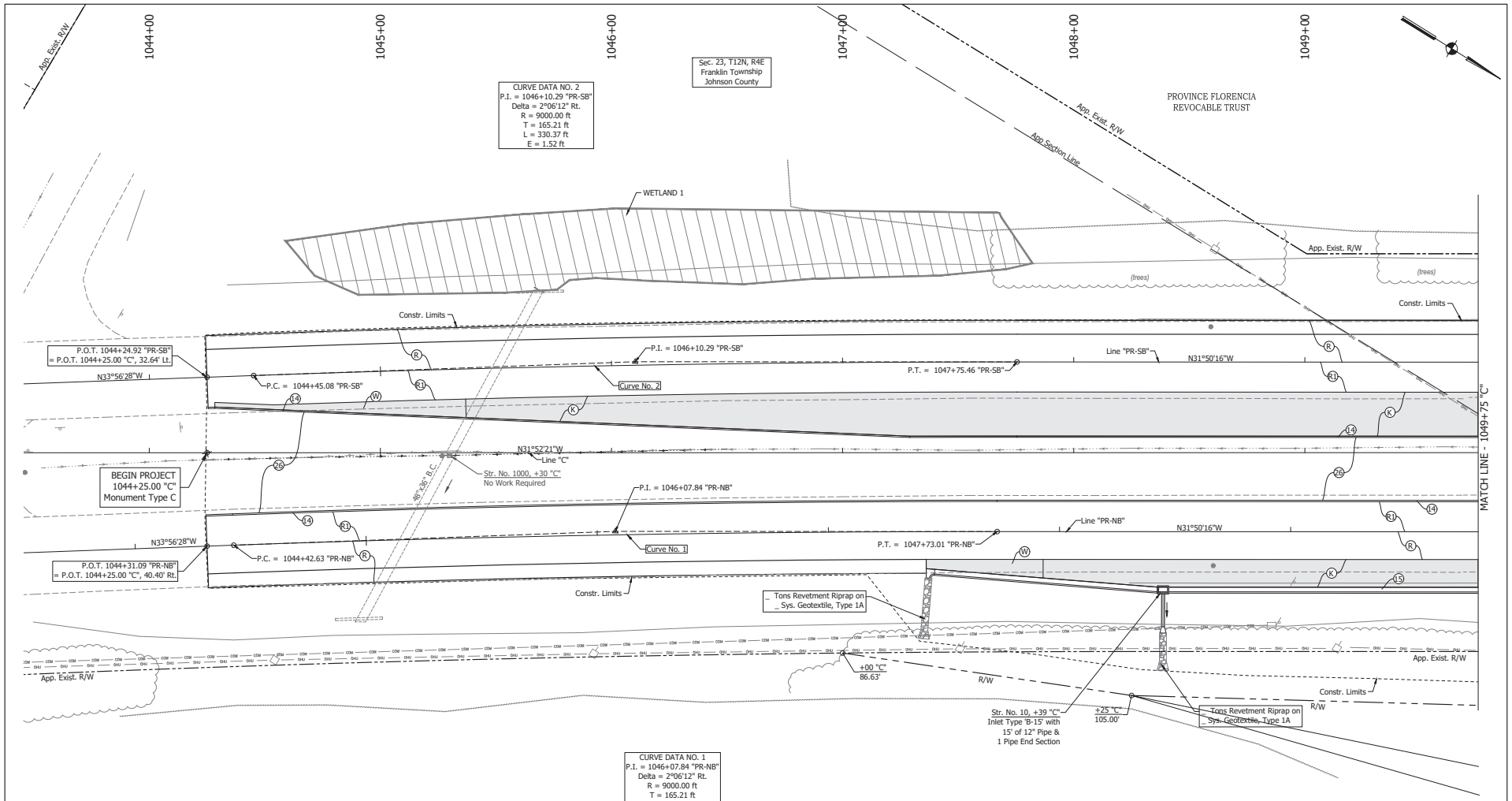
US 31 - Intersection	Proposed Work	Modified Traffic Pattern (Y/N)	Proposed Intersection Style	Traffic Pattern Modificaitons
S Main St	Additional lane added for SB Left turn onto Main St and onto US 31. Additional lane added for NB right turn onto Main St and onto US 31. Milling and surfacing throughout the intersection. Full depth in the median and turn lanes.	Yes	Proposed Intersection will add a signal to allow for left turns from US 31 onto S Main Street and left turns from S Main St to US 31	Signalized Phasing, using loops
S Nineveh Rd	Proposed rework of the intersection includes crosswalks and splitter islands. Milling and surfacing throughout the intersection. Full Depth pavement in median and turn lanes.	Yes	Proposed intersection will not allow for Nineveh Road traffic to turn left onto US 31. If cars wish to make a U-Turn they will need to drive through the intersection into the U-Turn only lanes.	Simplifying signal phasing to allow for through traffic and left turns from US 31 to Nineveh Road.
Ironwood Dr	Constructing acceleration and deceleration lanes to and from US 31. Adding a right turn lane for NB traffic. Full depth pavement for turn, acceleration & deceleration lanes. Milling and surfacing throughout the intersection.	No	Proposed intersection will have same traffic patterns as before.	No traffic pattern modifications
Franklin Lakes Blvd/ W South St	Proposed rework of the intersection includes crosswalks and splitter islands. Milling and surfacing throughout the intersection. Full Depth pavement in median and turn lanes.	Yes	Proposed intersection will not allow for Franklin Lakes Blvd or W South St traffic to turn left onto US 31. If cars wish to make a U-Turn they will need to drive through the intersection into the U-Turn only lanes.	Simplifying signal phasing to allow for through traffic and left turns from US 31 to Franklin Lakes Blvd and W. South St.
Hospital Rd	Construction of a signal to allow for traffic to turn left from US 31 to Hospital Road. Expansion of splitter islands and removal of the left turn lane on Hospital Road. Loon construction north of Hospital Rd to allow for U-Turns.	Yes	Proposed intersection will not allow for traffic to turn left from Hospital Road onto US 31.	Signalized intersection. Protected left turn movement from US 31 to Hospital Rd. Protected U-turn movement.
W Jefferson St/SR 44/SR 144	Reconstruction of the intersection to add splitter islands and remove left turn lanes from US 31. Full depth pavement in median. Milling and surfacing throughout intersection.	Yes	Proposed intersection will not allow for left turns onto Jefferson St.	Signalized intersection removed phasing for protected lefts from US 31.

W Madison St	Removal of the SB left turn lane on US 31. It will be replaced with a right turn only lane for SB traffic. Reconstruction of concrete median. Milling and surfacing throughout intersection.	No	Same intersection style	Minimal traffic modifications. Traffic will be allowed to get in a right turn only lane for Jefferson St.
W King St	Construction of splitter islands and concrete median. Milling and surfacing throughout intersection.	Yes	Same intersection style	Minimal traffic modifications. Traffic will not be allowed to turn left from W King St onto US 31.
W Adams St	Concrete median will be constructed through the intersection. Milling and surfacing throughout intersection.	Yes	Only through traffic permitted due to concrete median	No left turns from US 31 or Adams St.
Banta St	Construction of a loon on the west side of US 31. This will allow for US 31 NB traffic to make a U-turn. A concrete splitter island will not allow for traffic from Banta to turn left. Full depth pavement for Loon. Milling and surfacing throughout intersection.	Yes	Only through traffic and NB U-Turn is permitted at this intersection.	New signal will allow green time for U-Turns movement.
Mallory Pkwy	Reconstruction of the crosswalks and concrete median. Full depth pavement at the median. Milling and surfacing throughout the intersection.	Yes	Left turns from Mallory Pkwy are not permitted	Existing signal will allow for through traffic and left turns from US 31.
Lemley St	Reconstruction of concrete median. Milling and surfacing throughout the intersection.	No	Same intersection style	Same Traffic Pattern
Westview Dr/ N. Main St	Reconstruction of the intersection to add concrete medians. SB traffic will have two through lanes, left turn only, and right turn only lanes. Westview Drive will have two right turn only lanes. N. Main St. will also only have a right turn only lane. Full depth pavement in median. Milling and surfacing throughout intersection.	Yes	Signalized Intersection	Proposed intersection will not allow for traffic to turn left from Westview Drive or N. Main St.
Schoolhouse Rd	Signal equipment will be removed. Asphalt median will be replaced with a grass median. Milling and surfacing throughout the intersection.	Yes	Through traffic along US 31 and right turn only onto US 31	Asphalt in the median will be removed and replaced with curb and grass to only permit right turns and through traffic.

Cedar Ln	Asphalt median will be replaced with a grass median. Milling and surfacing throughout the intersection.	Yes	Through traffic along US 31 and right turn only onto US 31	Asphalt in the median will be removed and replaced with curb and grass to only permit right turns and through traffic.
Acorn Rd	Asphalt median will be replaced with a grass median. A U-Turn lane will be kept to allow for SB traffic to make a U-Turn. Milling and surfacing throughout the intersection.	Yes	Through traffic along US 31, U-Turn for SB, and right turn only onto US 31	Asphalt in the median will be removed and replaced with curb and grass to only permit right turns and through traffic.
Ransdell Dr	US 31 SB traffic U-turn lane will be extended to Ransdell Dr. The grass median will remain in place. Full depth pavement for turn lanes. Milling and surfacing throughout intersection	No	Same intersection style	U-Turns permitted past the intersection
Simon Rd	Asphalt median will be replaced with a grass median. Left turn lanes will be kept to allow for U-Turn movements past the intersection. Milling and surfacing throughout the intersection.	Yes	Through traffic along US 31, U-Turn for NB & SB past the intersection, and right turn only onto US 31	Asphalt in the median will be removed and replaced with curb and grass to only permit right turns and through traffic.
Commerce Dr	Reconstruction of the intersection. Left turn lanes on Commerce to be removed. Through traffic will still be permitted. Asphalt median is being removed and replaced with a grass median to not allow left turns from US 31. Milling and surfacing throughout the intersection.	Yes	Signalized Intersection	Through traffic for Commerce and US 31. No left turns permitted.
Industrial Dr	Signal to be constructed at this intersection to allow for U-Turn movements for NB and SB traffic. Concrete median is being installed. Right turn only permitted for Industrial Dr. Milling and surfacing throughout the intersection.	Yes	Signalized Intersection	Through traffic and U-Turns permitted for US 31. Right turn only from Industrial Drive.

Branigin Rd	Signal reconstruction work. Left turn lane for SB traffic is being removed. NB U-Turn movement permitted. Loon construction for NB traffic. Right turn only from Branigin Rd. Through traffic on US 31 permitted. Milling and surfacing throughout the intersection.	Yes	Signalized Intersection	Through and U-Turn movements for US 31. Right turn only from Branigin Rd
International Dr	Asphalt median will be replaced with a grass median. NB left turn lane will be added to allow for U-Turns north of the intersection. Left turn on SB US 31 will be removed. Full Depth for NB Turn Lane. Milling and surfacing throughout the intersection.	Yes	Unsignalized intersection	Through traffic along US 31. Right turn only from International Dr.
Locust St	Asphalt median will be replaced with a grass median. Turn lanes will remain to allow for U-Turns past the intersection. Construction of a Loon on the east side of US 31. Full depth for the median and Loon. Milling and surfacing throughout the intersection.	Yes	Unsignalized intersection	Through traffic along US 31. Right turn only from Locust St.
Earlywood Dr/CR E 300 N	Construction of a concrete crosswalk will block through traffic for Earlywood Dr/CR E 300 N. This will only allow for right turns onto US 31. Left turns are allowed from US 31 to Earlywood Dr/CR E 300 N with the proposed signal phasing. Full depth pavement in the median. Milling and surfacing throughout the intersection.	Yes	Signalized Intersection	Through traffic along US 31. Left turns permitted from US 31 to Earlywood Dr & CR E 300 N. Right turn only from Earlywood Dr & CR E 300 N onto US 31.
Sloan Dr/Lancer Dr	Asphalt median will be replaced with a grass median. Only through traffic will be permitted through the intersection. Left turn lanes on US 31 will be removed. Milling and surfacing throughout the intersection.	Yes	Unsignalized intersection	Through traffic along US 31. Right turn only from Sloan Dr. and Lancer Dr.

Paul Hand Blvd	Asphalt median will be replaced with a grass median. Only through traffic will be permitted through the intersection. Left turn lanes on US 31 will be removed. Milling and surfacing throughout the intersection.	Yes	Unsignalized intersection	Through traffic along US 31. Right turn only from Paul Hand Blvd
Christian Blvd/Oakville Blvd	Construction of a concrete crosswalk will block through traffic for Christian Blvd and Oakville Blvd. This will only allow for right turns onto US 31. Left turns are allowed from US 31 to Christian Blvd & Oakville Blvd with the proposed signal phasing. Full depth pavement in the median. Milling and surfacing throughout the intersection.	Yes	Signalized Intersection	Through traffic and left turns permitted along US 31. Right turn only from Christian Blvd and Oakville Blvd
Israel Ln	Asphalt median will be replaced with a grass median. Only through traffic will be permitted through the intersection. Left turn lanes on US 31 NB will be extended to allow for a U-Turn north of the intersection. Milling and surfacing throughout the intersection.	Yes	Unsignalized intersection	Through traffic permitted along US 31. Right turn only from Israel Ln



LEGEND

- (C) PCCP, for Approaches 6"
- (C1) PCCP, for Approaches 9"
- (C2) PCCP, for Truck Apron 9"
- (D) HMA for Approaches
- (F) Concrete Sidewalk, 4"
- (P) HMA for Sidewalk
- (H) Concrete Curb Ramp
- (13) Concrete Curb Type B
- (14) Concrete Curb
- (15) Combined Conc. Curb & Gutter
- (16) Combined Conc. Curb & Gutter (Dry)
- (17) Curb and Gutter, Roll Curb
- (19) Concrete Center Curb Type D
- (20) Concrete Center Curb Type B
- (26) Nursery Sodding
- (K) Full Depth HMA Pavement
- (W) Full Depth HMA Widening
- (P1) Full Depth HMA Patching
- (R) Mill & Overlay
- (R1) Mill & Overlay w/Wedge & Level
- (GP) Grass Pavers
- Removal

(See Typical Sheet for Additional Details)

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CHECKED: MAB CHECKED: MAM

INDIANA
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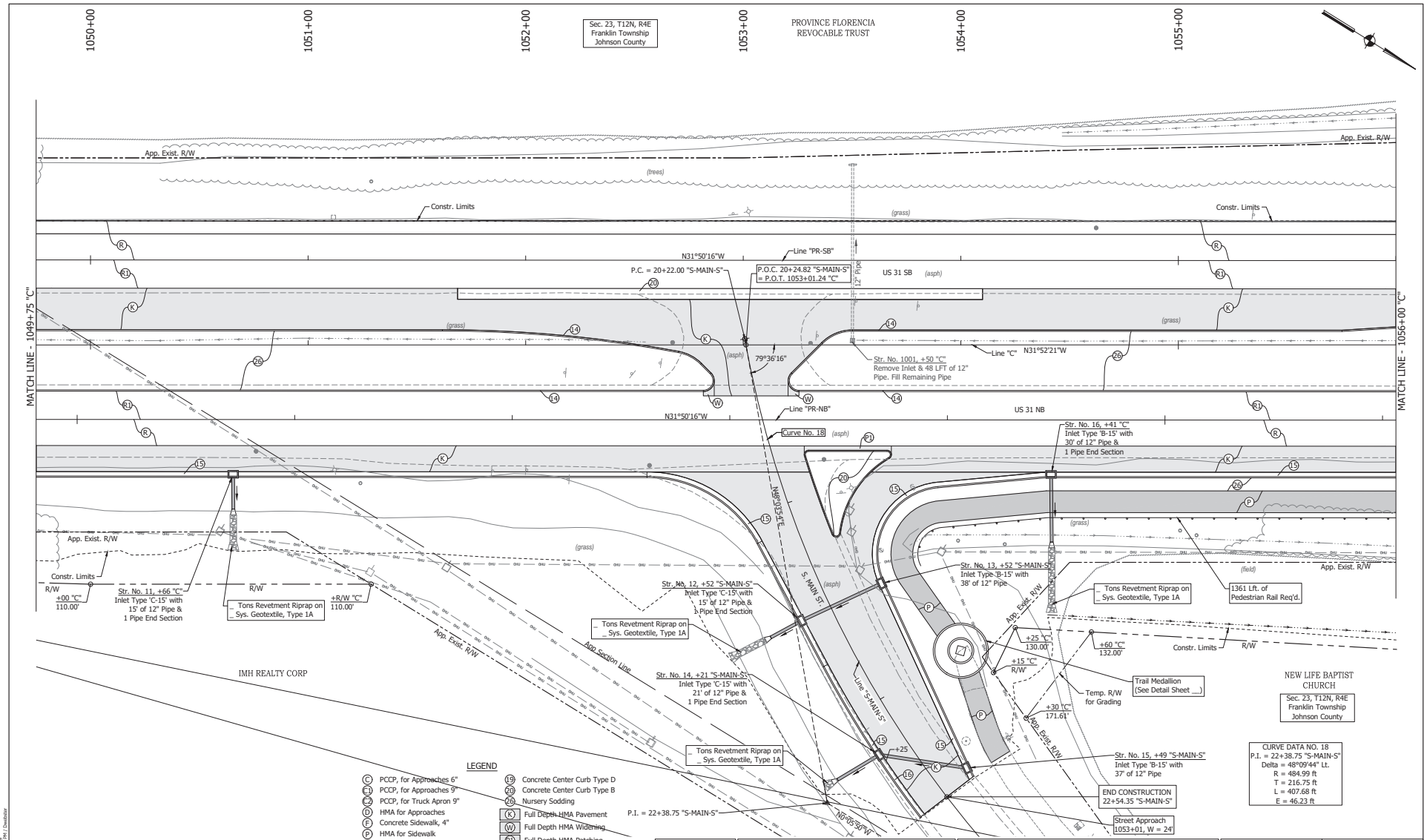

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D	HMA for Approaches	K	Full Depth HMA Pavement
F	Concrete Sidewalk, 4"	W	Full Depth HMA Widening
P	HMA for Sidewalk	P1	Full Depth HMA Patching
H	Concrete Curb Ramp	R	Mill & Overlay
13	Concrete Curb Type B	R1	Mill & Overlay w/Wedge & Level
14	Concrete Curb	GP	Grass Pavers
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16	Combined Conc. Curb & Gutter (Dry)		
17	Curb and Gutter, Roll Curb		

(See Typical Sheet for Additional Details)

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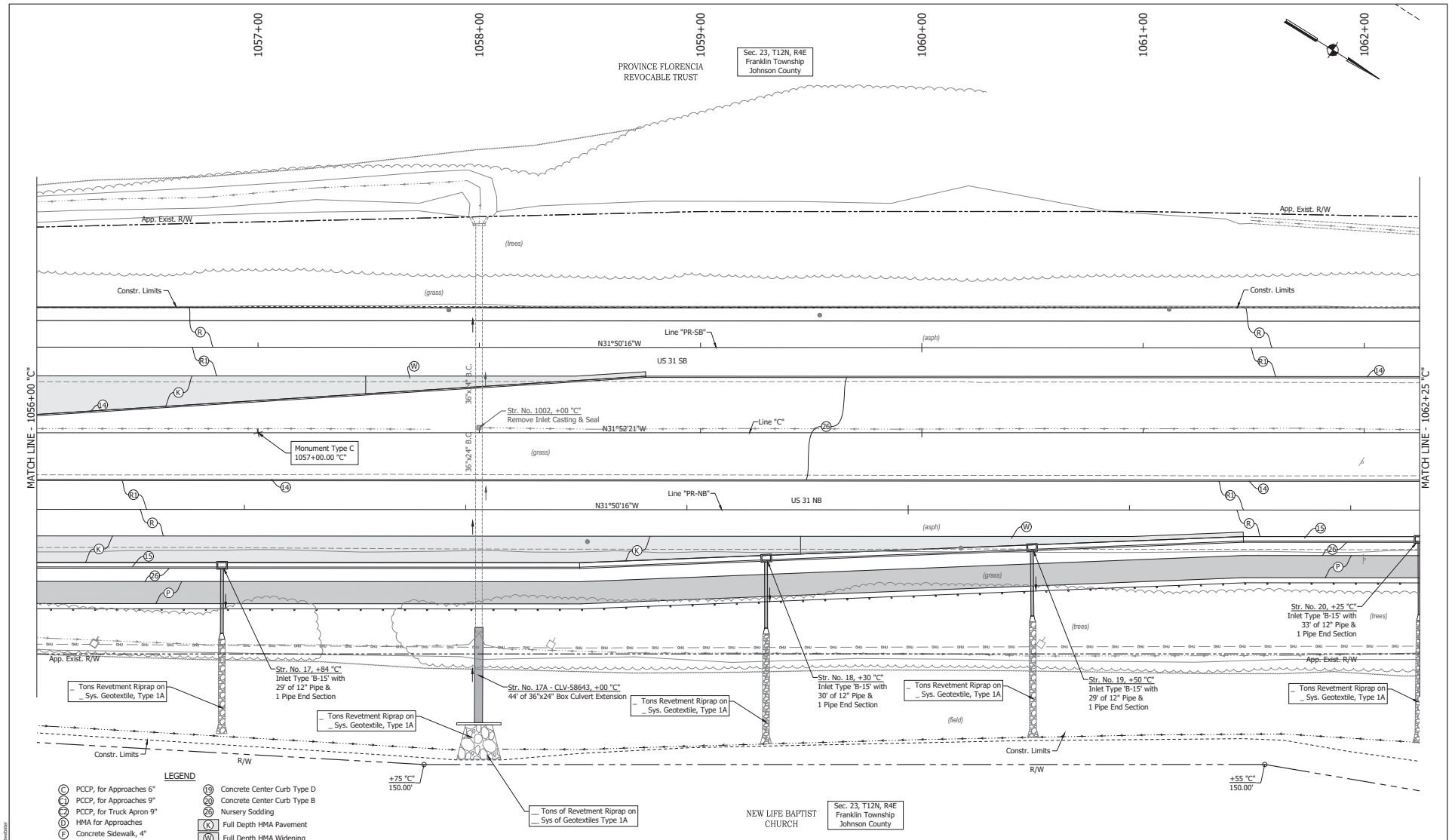

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- (C) PCCP, for Approaches 6"
- (P1) PCCP, for Approaches 9"
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- (GP) Grass Pavers
- Removal

(See Typical Sheet for Additional Details)

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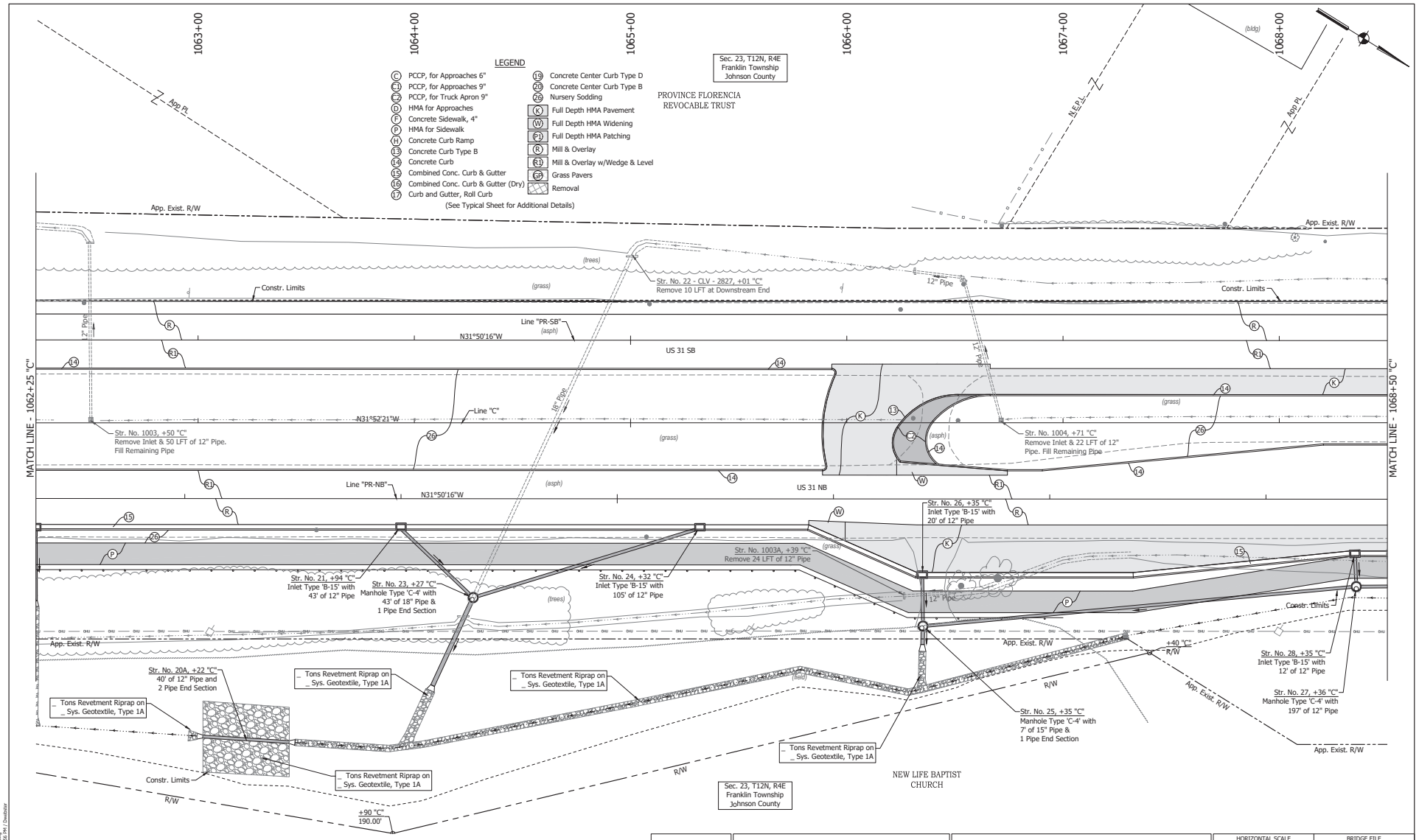

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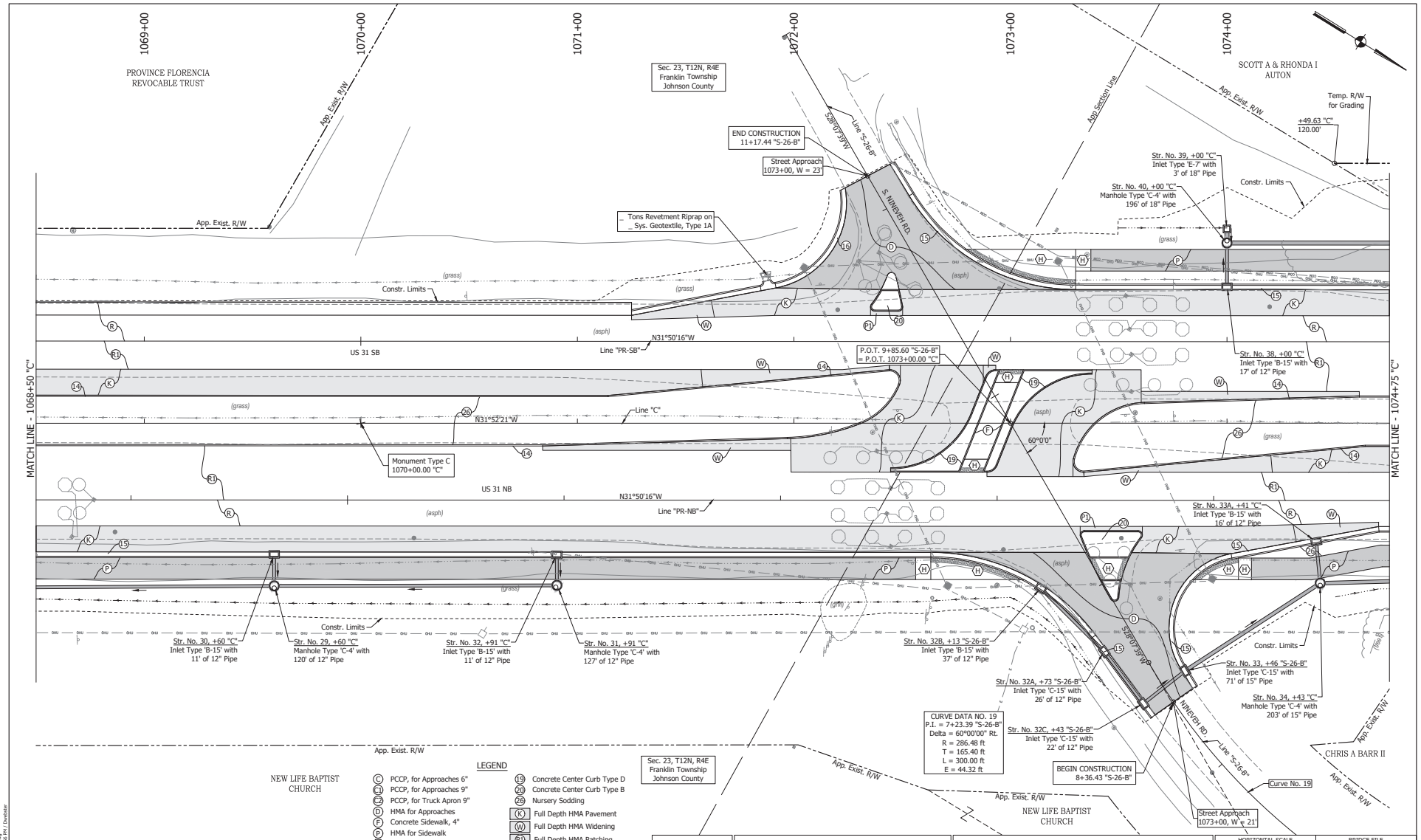

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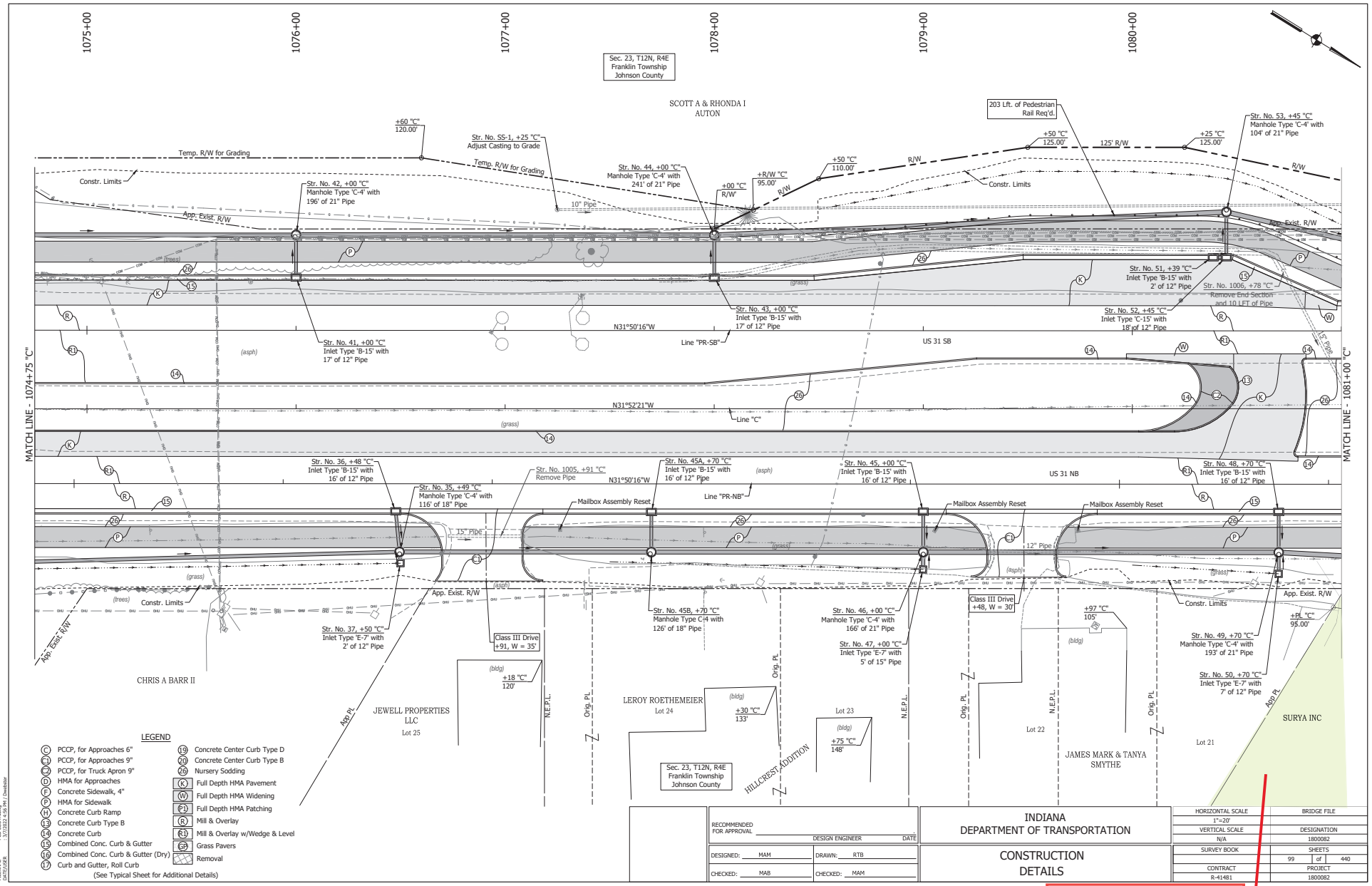

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(C2) PCCP, for Truck Apron 9"	(26) Nursery Sodding
(D) HMA for Approaches	(K) Full Depth HMA Pavement
(F) Concrete Sidewalk, 4"	(W) Full Depth HMA Widening
(P) HMA for Sidewalk	(P1) Full Depth HMA Patching
(H) Concrete Curb Ramp	(R) Mill & Overlay
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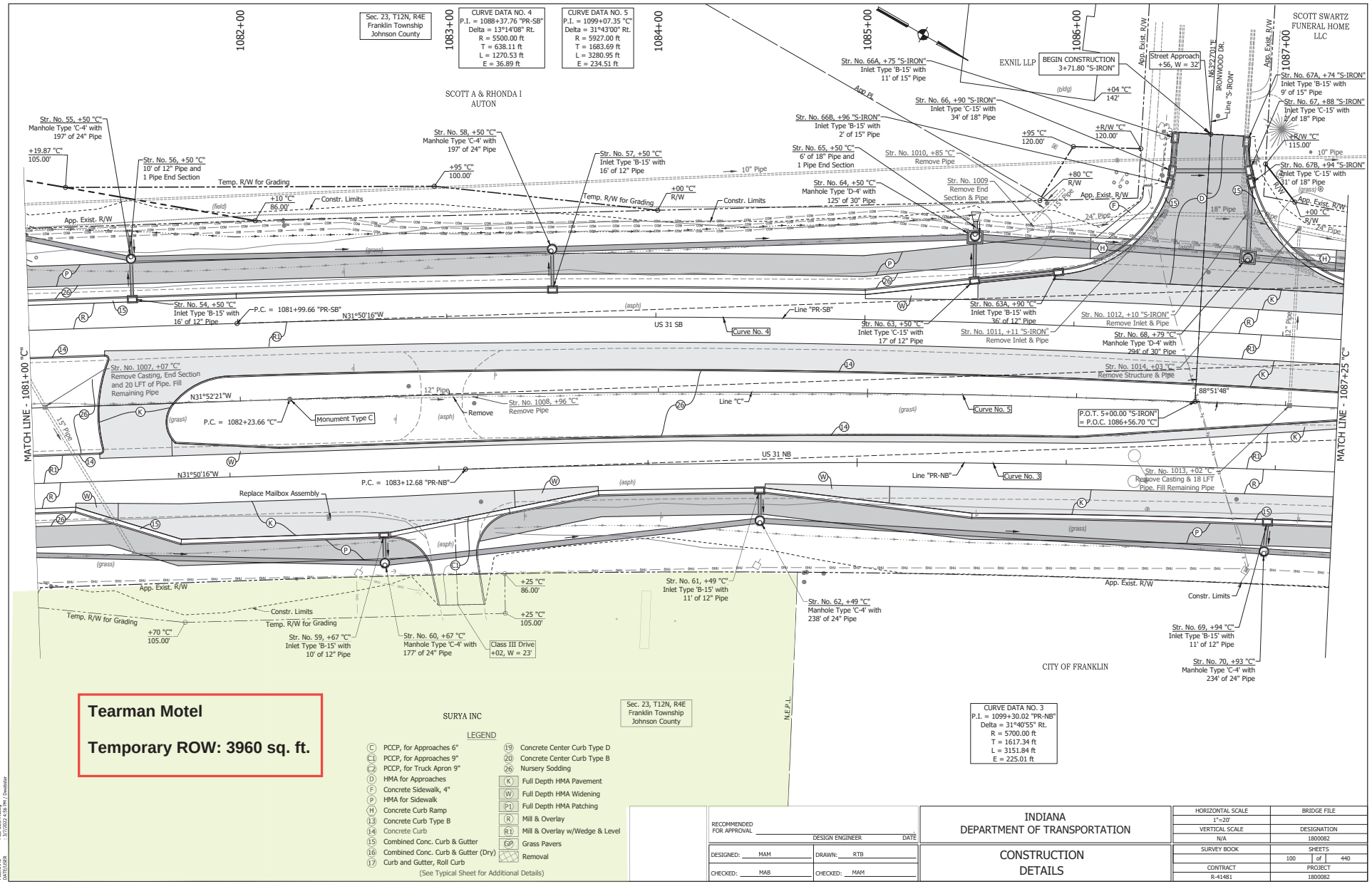
Historic Property



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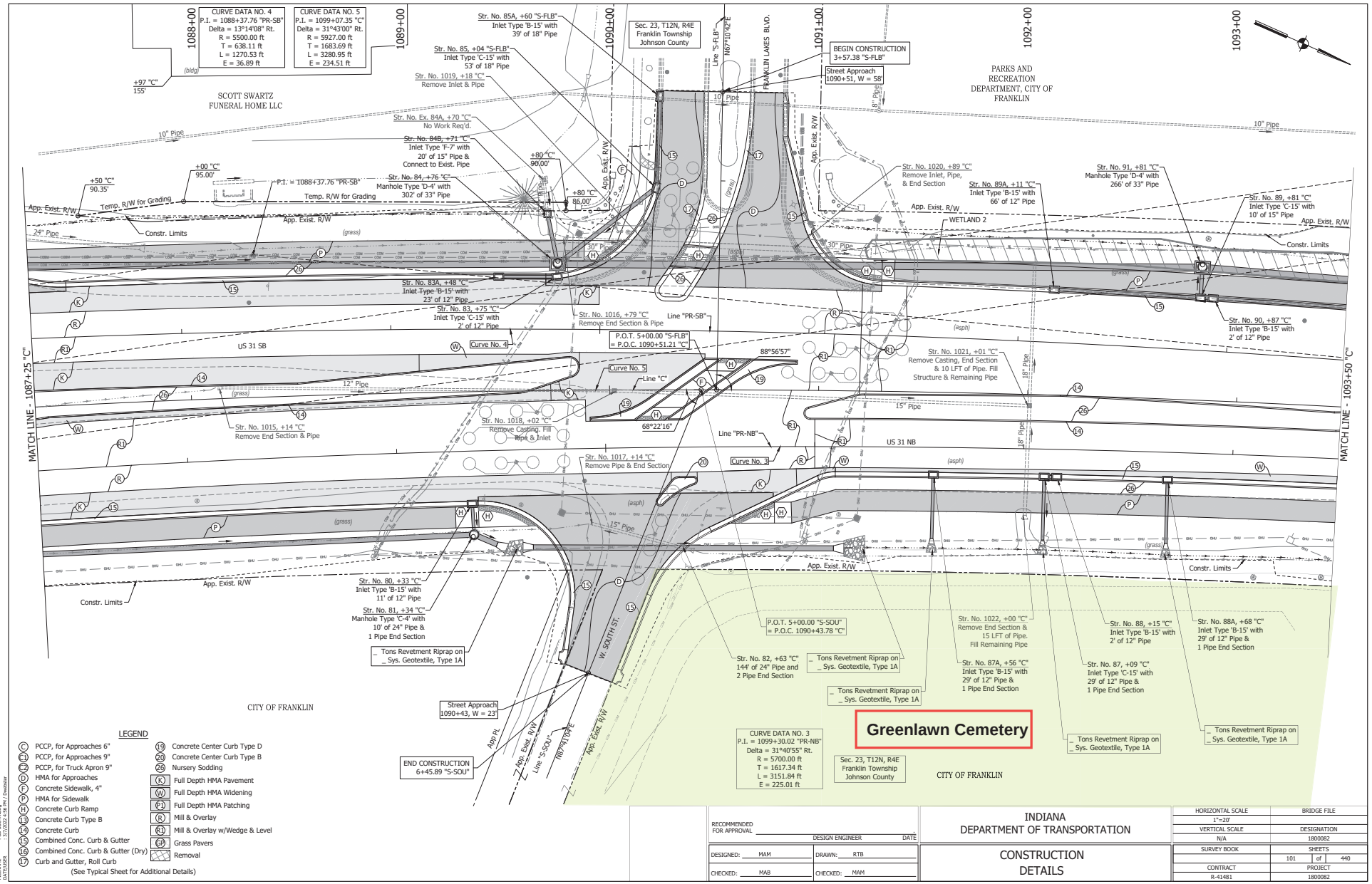

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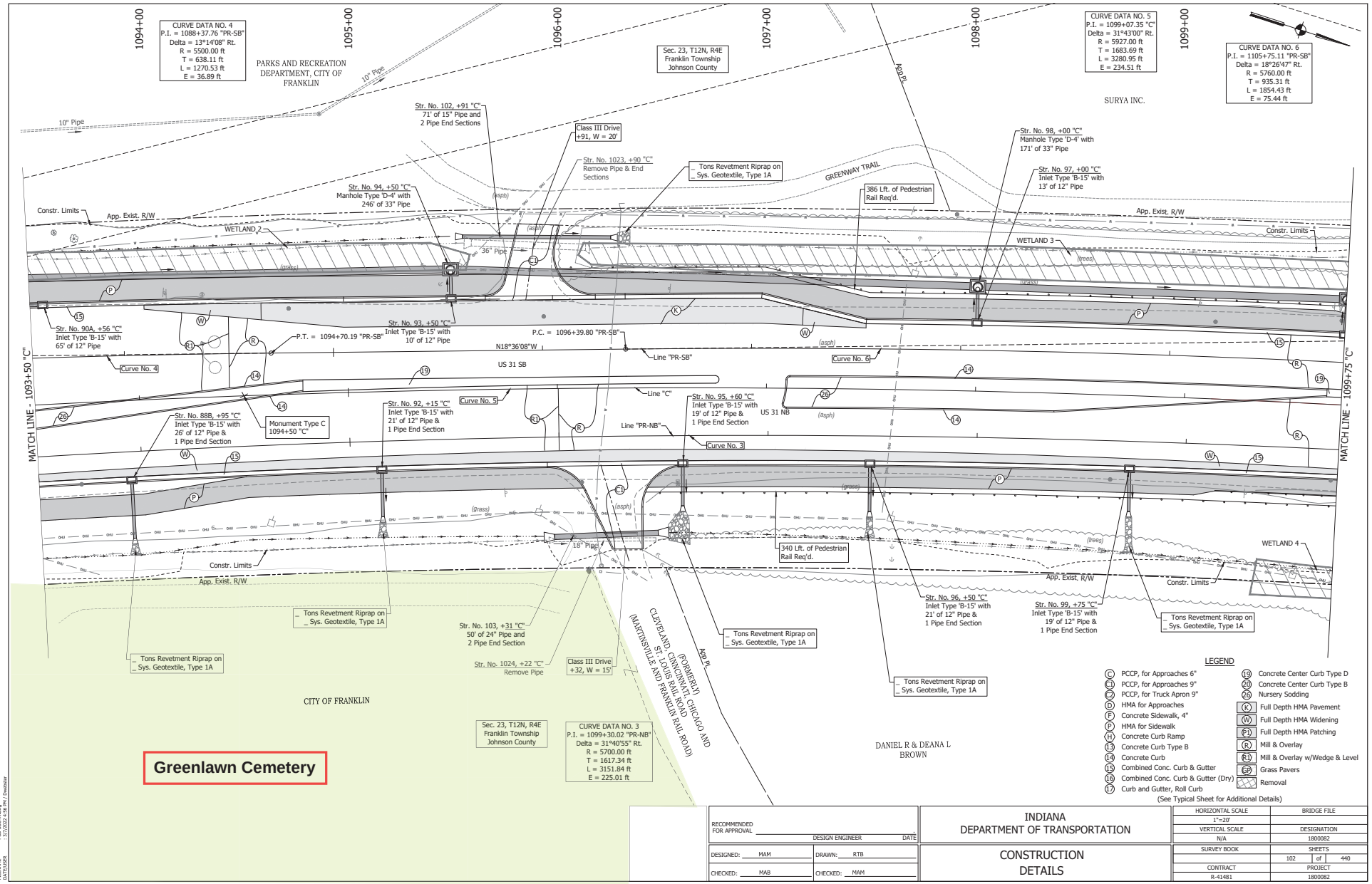

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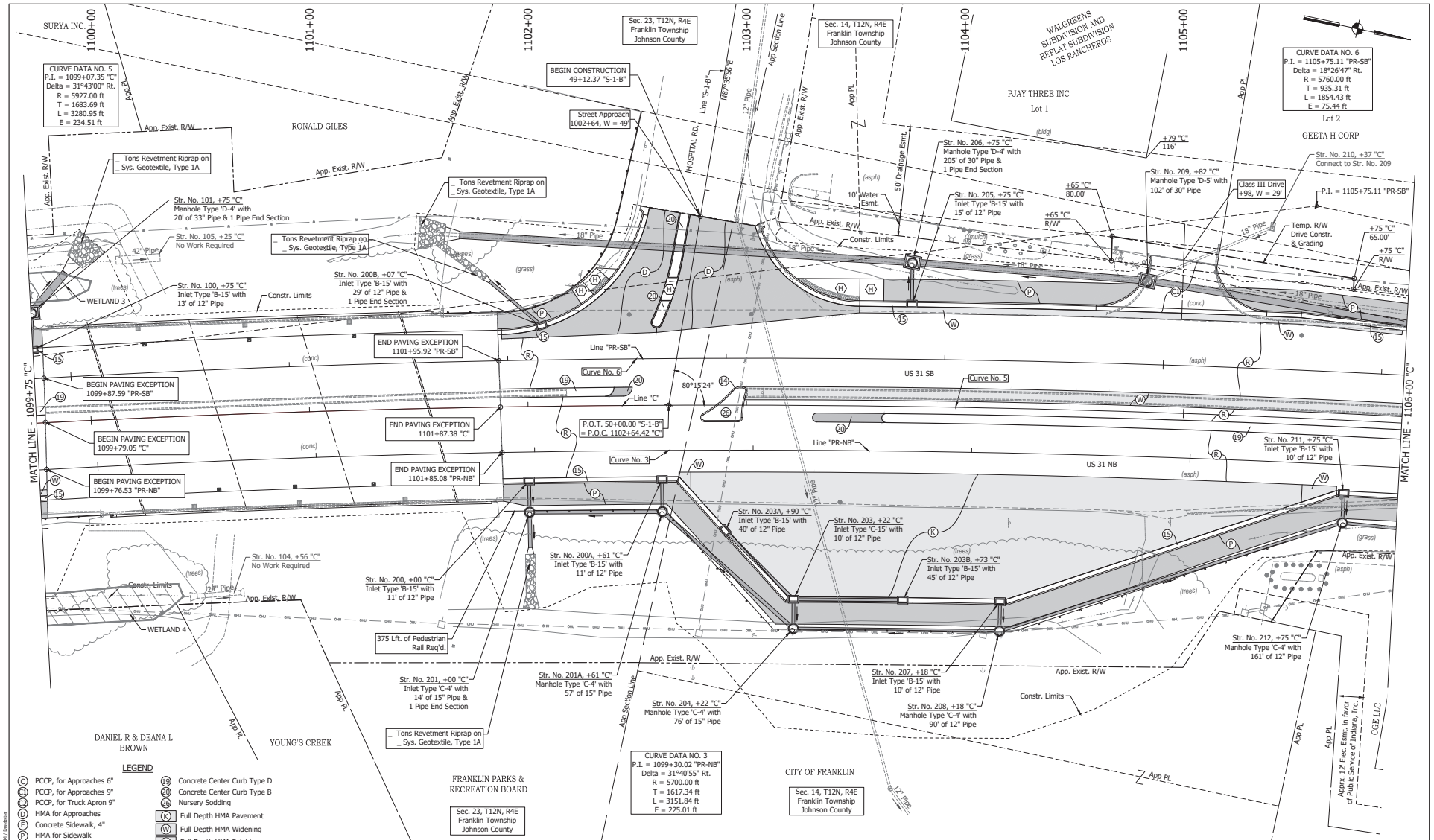

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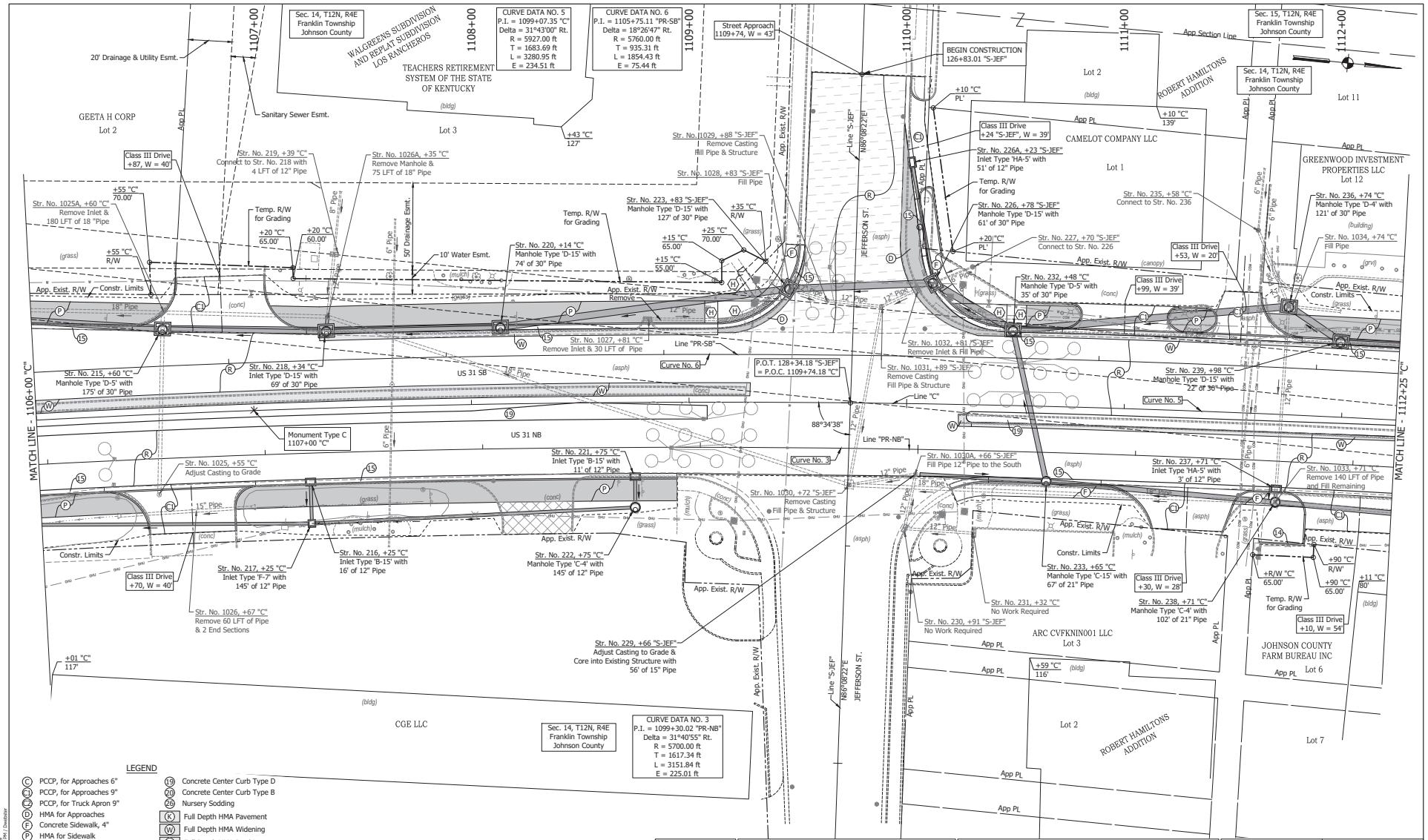

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