

**Indiana Department of Transportation**

County Tipton

Route US 31 @ SR 28

Des. No. 1382317

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

<b>Road No./County:</b>	US 31 @ SR 28 in Tipton County
<b>Designation Numbers:</b>	1382317
<b>Project Description/Termini:</b>	A full access-control interchange at US 31 and SR 28 in Tipton County will replace the signalized intersection four miles west of the City of Tipton. See Appendix B for location map and other descriptive graphics.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<b>X</b>	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division (Appendix A))
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

**Approval**

ESM Signature \_\_\_\_\_ Date \_\_\_\_\_ Paul E. Blum 4-8-15  
ES Signature \_\_\_\_\_ Date \_\_\_\_\_

\_\_\_\_\_  
FHWA Signature Date

**Release for Public Involvement**

ESM Initials \_\_\_\_\_ Date \_\_\_\_\_ PAC 1/21/2015  
ES Initials \_\_\_\_\_ Date \_\_\_\_\_  
 PC 3-9-15  
 Certification of Public Involvement Christie Clark 3-9-15  
 Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: Paul E. Blum Date: 4-8-15

Name and Organization of CE/EA Preparer: Ted Stone, Corradino, LLC

This is page 1 of 27 Project name: US 31 @ SR 28 New Interchange Date: January 20, 2015

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Preparer: \_\_\_\_\_

**Part I - PUBLIC INVOLVEMENT**

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	<b>Yes</b>	<b>No</b>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Remarks:

An initial Local Coordination Meeting was held with officials October 22, 2013, at the Tipton County Community Foundation Building. It was attended by INDOT, the URS Corporation (the project engineer – now AECOM), the Tipton County Economic Development Office, the city of Tipton Planning, and the Chrysler Corporation. A meeting was held with Chrysler officials October 22, 2013, at the INDOT Greenfield District Office. A follow-up Local Coordination Meeting was held with the same local officials on October 29, 2013, again at the Tipton County Community Foundation Building, plus representative from CrossRoad Engineers, Development Concepts, First Farmer Bank & Trust, two Tipton County commissioners, the Mayor of Tipton and the city of Tipton Redevelopment. (Meeting notes for these meetings is in Appendix C.) The purpose of these meetings was to discuss the project with local stakeholders.

Notices were sent by URS Corporation to all property owners along the US 31 and SR 28 within the project limits stating that field surveys would be undertaken and that project relocations would be necessary (Appendix C). Subsequently, URS staff contacted all the property owners and met face-to-face with them at “Kitchen Table” meetings (April 2014). These meetings informed property owners of project timetables, including the acquisition process, and explained when INDOT and/or consultant staff would be on their property and why. Information was obtained from property owners with respect to drainage, wells, other structures, any knowledge of property contamination, and other related information. Additional meetings have been held with owners of properties subject to early acquisition.

A CE 1 was prepared in December 2013, for advance acquisition of six affected properties. That document was amended to add five more properties, with the amended early acquisition request approved by the Federal Highway Administration (FHWA) October 15, 2014.

Identification of above-ground and archaeological resources was undertaken in consultation with the Indiana State Historic Preservation Office (SHPO) and individuals and organizations invited to be consulting parties via the web-based Indiana Section 106 Consultation and Portal Enterprise (IN-SCOPE) on September 22, 2014, and through an Early Coordination Letter (ECL). Appendix D of this CE 3 contains Section 106 materials with the agency and public outreach materials in the appendices of that documentation. Availability of the Section 106 materials was posted in the *Tipton County Tribune* on Wednesday, November 26, 2014, with the comment period ending Monday, December 29, 2014. Two comments were received. The Tipton County Historical Society (12/23/14) requested that historic signage from Sherrill's Restaurant and any other articles of

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historic significance be provided to them. They also wanted to be informed of any changes at Tucker Cemetery. The Indiana SHPO (12/18/14) concurred with the FHWA finding of "Adverse Effect" and approved the draft Memorandum of Agreement (MOA).

Based on INDOT's FHWA-approved public involvement guidelines, a public hearing was advertised January 27 and February 23, 2015, in the *Tipton County Tribune*, and a the hearing was held February 11, 2015, at the Tipton County Foundation (see Legal Notice and hearing materials in Appendix C). The hearing was held due to the significant amount of new right-of-way acquisition (40+ acres) and permanent traffic pattern changes brought by the intersection to interchange conversion. The most notable issues raised by speakers at the hearing and in written comments received at and after the hearing follow. A matrix of comments and responses is included in Appendix C, as is the Hearing Certification.

- Some property owners are not being treated fairly, including iconic businesses.
- There is concern about how farm equipment and fire trucks will get through the roundabouts.
- Why have roundabouts when a more conventional interchange was built at SR 32?
- How will access be maintained to the 10-acre property north of Chrysler? A landlocked parcel is in violation of subdivision provisions.
- Landscaping needs to be added to the project.
- Why do we have to have roundabouts? What is the basis in terms of safety and traffic?
- The County will lose \$1.4 million in NAV; the state should help.
- The state should pay for the utility conduit under US 31.
- Detoured traffic will go over local roads not built to withstand such loads.
- Light pollution should be controlled.
- What will be the resolution of comments? When?

**Public Controversy on Environmental Grounds**

Will the project involve substantial controversy concerning community and/or natural resource impacts? 

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: 

Public reaction has been generally positive, and this project is not expected to involve substantial controversy concerning community and/or natural resource impacts.
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Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT INDOT District: Greenfield

Local Name of the Facility: US 31 @ SR 28 new interchange

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

If other is selected, please identify the funding source:

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

The project is part of a broader INDOT effort to upgrade US 31 to freeway status. The purpose is to improve the safety and mobility on US 31 as a high-speed commerce corridor between Indianapolis and South Bend. The need of the project is to reduce the number and severity of crashes and to reduce travel times at the intersection with SR 28 from anticipated traffic growth caused by the opening of the new Chrysler Transmission Plant in the northeast quadrant with its approximately 1,000 employees. During the three year period, 2010-2012, 41 crashes occurred at the existing signalized intersection with 15 being personal injury. The existing signalized intersection is operating at LOS D during the AM peak hours with an average delay of 35 seconds per vehicle.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Tipton Municipality: Tipton (4 miles east of the project)

Limits of Proposed Work: Improvements as measured from the existing intersection extend approximately 2500' north, 1500' south (not across Dixon Creek), 1700' east and 1200' west (not across Dixon Creek). See Appendix B for maps and graphics.

Total Work Length: 1.3 Mile(s) Total Work Area: 50 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? Yes1 No X
If yes, when did the FHWA grant a conditional approval for this project? Date:

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

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

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US 31 is functionally classified as a Principal Arterial and is part of the National Highway System. SR 28 was added to the National Highway System as a Principal Arterial east of US 31. It is a Minor Arterial west of US 31. The existing condition is that a two-lane SR 28 meets the four-lane divided US 31 at a signalized, at-grade intersection. SR 28 has auxiliary turn lanes. Commercial and private access is allowed off both roads in the vicinity of the project.

The scope of work is to upgrade the at-grade intersection to allow for free flow traffic movements along US 31. This scope will improve safety by eliminating vehicular conflicts between through and turning movements on SR 28 with US 31 through movements. Conflicts will also be reduced by providing additional control of access in the vicinity of the intersection.

The Preferred Alternative will bridge SR 28 over US 31 on an alignment just to the south of SR 28's present alignment to allow for maintenance of traffic during bridge construction. The interchange design is a variation of a diamond with the eastbound to southbound and westbound to southbound movements via a loop ramp in the northwest quadrant, due to the presence of Tucker Cemetery in the southwest quadrant. The interchange limits will have full access control. Ramp ends (terminals) with SR 28 will be served by roundabouts, which will have curb and gutter drainage. Chrysler's Transmission Plant in the northeast quadrant will have direct access and egress from its facility to the east roundabout.

Features of the Preferred Alternative include:

1. Support for the local economic vision for the interchange as endorsed by the local public agencies.
2. Meeting current and forecast travel demand.
3. Allowing for a future southeast loop ramp, if economic development occurs.
4. Providing the most efficient means of travel along SR 28 by eliminating traffic signals and allowing direct egress from the Chrysler Transmission Plant to the east ramp terminal roundabout.
5. Providing a high level of safety with the installation of roundabouts at the at-grade ramp terminal intersections.
6. Minimizing impacts to Tucker Cemetery in the southwest quadrant.
7. Providing the most efficient and cost-effective means of maintaining traffic during construction.

The logical project termini are defined by the ramp system. Improvements as measured from the existing intersection extend approximately 2500' north, 1500' south (not across Dixon Creek), 1700' east and 1200' west (not across Dixon Creek). See Appendix B for maps and graphics.

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### OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

The *Engineers Assessment* examined the Do-Nothing alternative and five build alternatives covering the following layouts plus one variation.

1. Modified Diamond with SE Loop
2. Tight Diamond with roundabout terminals
3. Modified Diamond with NW Loop
4. Two Quadrant Diamond with roundabout ramp terminals and direct Chrysler Transmission Plant connection
5. Modified Diamond with roundabout terminals and direct Chrysler Transmission Plant connection
6. Do-Nothing Alternative

Alternative 5 was identified as the Preferred Alternative using the scoring process shown below: Alternative 5 scored equal to or better than all other alternatives in all categories with the exception that Alternative 1 and 4 scored higher in right-of-way costs. The other alternatives were discarded as they had lower scores in the categories as shown. The Do Nothing Alternative was considered to be not feasible, prudent or practicable, as it does not fulfill the purpose and need of the project.

Performance / Evaluation Measure	Alternative #1 Modified Diamond with SE Loop	Alternative #2 Tight Diamond with Roundabouts	Alternative #2A Tight Diamond with Signalized Intersections	Alternative #3 Modified Diamond with Nw Loop	Alternative #4 Two Quadrant Diamond with Roundabouts, Chrysler Drive	Alternative #5 Modified Diamond with NW Loop, Roundabouts, Chrysler Drive
Design Year Operations / Corridor Efficiency	1	3	3	1	3	5
Supports Local Economic Vision	1	3	1	1	5	5
Interchange Expandability	1	1	1	1	3	5
SR 28 Access Control	1	1	1	1	5	5
Traffic Maintenance	1	1	1	1	5	5
Tucker Cemetery Impacts	1	1	1	3	3	3
Environmental Impacts	1	1	1	3	3	3
Utility Impacts	1	1	1	1	3	3
Long Term Operational Costs	1	1	1	1	3	3
Right-of-way Costs	5	3	3	1	5	3
Construction Cost	3	1	1	5	5	5
<b>Total</b>	<b>17</b>	<b>17</b>	<b>15</b>	<b>19</b>	<b>43</b>	<b>45</b>

Low value / High Environment or Cost Impact = 1

**The Do Nothing Alternative is not feasible, prudent or practicable because** *(Mark all that apply):*

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

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

Other - It does not fulfill the purpose and need of the project to develop a freeway link between Indianapolis and South Bend and support economic development, such as the Chrysler Transmission Plant.

<b>X</b>

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<b>ROADWAY CHARACTER:</b>
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 Functional Classification: US 31 - Principal Arterial and part of the National Highway System.

Current ADT (2013):	<u>20,470</u>	Design Year ADT (2031):	<u>21,411</u>
Design Hour Volume (DHV):	<u>1,840</u>	Truck Percentage (%):	<u>11.5</u>
Designed Speed (mph):	<u>60</u>	Legal Speed (mph):	<u>60</u>

	Existing		Proposed	
Number of Lanes:	4		Same	
Type of Lanes:	Thru		Same	
Pavement Width:	4x12	ft.	Same	ft.
Shoulder Width:	10	ft.	Same	ft.
Median Width:	40	ft.	Same	ft.
Sidewalk Width:	NA	ft.	NA	ft.

Setting:	<input type="checkbox"/>	Urban	<input type="checkbox"/>	Suburban	<input checked="" type="checkbox"/>	Rural
Topography:	<input checked="" type="checkbox"/>	Level	<input type="checkbox"/>	Rolling	<input type="checkbox"/>	Hilly

 Functional Classification: SR 28 – Minor Arterial west of US 31 and Principal Arterial east of US 31

Current ADT (2013):	<u>5,046</u>	Design Year ADT (2031):	<u>5,278</u>
Design Hour Volume (DHV):	<u>644</u>	Truck Percentage (%):	<u>13.9</u>
Designed Speed (mph):	<u>60</u>	Legal Speed (mph):	<u>55, but 45 in interchange</u>

Number of Lanes:	2		Same	
Type of Lanes:	Through w/LT		Same	
Pavement Width:	2x11+12-14 turn	ft.	2x12+12-14 turn	ft.
Shoulder Width:	3 west, 10 east	ft.	Same	ft.
Median Width:	NA	ft.	NA	ft.
Sidewalk Width:	NA	ft.	NA	ft.

*If the proposed action has multiple roadways, this section should be filled out for each roadway.*

<b>DESIGN CRITERIA FOR BRIDGES:</b>
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 Structure/NBI Number(s): New SR 28 bridge over US 31\* Sufficiency Rating: NA  
 (Rating, Source of Information)

\*Existing SR 28 and US 31 bridges over Dixon Creek west and south of the project, respectively, are not affected by the project.

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**Existing**

**Proposed**

Bridge Type:	NA	SR 28 over US 31 –will be a two-span structure with vertical MSE wall abutments protected by concrete barrier. The superstructure type will either consist of a pre-stressed concrete beam superstructure or a steel plate girder. The spans will consist of two spans at 82’-3” and 65’-6”. The total structure length will be 149’-3”. The out to out bridge width will be 44’-4” and will carry two 12’ lanes of traffic with 8’-8” shoulders. It should be noted that the steel bridge geometrics are still under investigation and there is a potential for the elimination of the center pier.	
Number of Spans:	NA	2	
Weight Restrictions:	NA	ton	20
Height Restrictions:	NA	ft.	none
Curb to Curb Width:	NA	ft.	41.33
Outside to Outside Width:	NA	ft.	44.33
Shoulder Width:	NA	ft.	8.67
Length of Channel Work:	NA		n/a

*Describe bridges and structures; provide specific location information for small structures.*

Remarks: No bridges or small structures are involved except the new SR 28 bridge over US 31.

**Yes**
**No**
**N/A**

Will the structure be rehabilitated or replaced as part of the project?

*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

**MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:**

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: SR 28 and its bridge over US 31 will be constructed alongside and south of the existing road, allowing continuing use by travelers during construction. Existing commercial developments will be relocated, leaving no remaining access points to maintain during construction, except the Chrysler Transmission Plant. There will be an approximate 120-day detour when the ramp connections are built across the existing SR 28 roadway. Chrysler Transmission Plant traffic will use local roads (CR 560 West and Division Road). This could lead to a total detour length of 42 miles, with an additional 18 miles more than existing routes.

INDOT has a protocol to notify local emergency services, schools and the Chrysler Transmission Plant in advance of the closure.



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centerline just north of existing SR 28. The typical right-of-way of SR 28 is 60 feet west of US 31 and 110 feet east of US 31. New right-of-way is for the ramps and alignment shift of SR 28. The maximum proposed rights-of-way are set by the interchange dimensions (see Preferred Alternative drawing Appendix B).

A CE 1 was prepared in December 2013, for advance acquisition of six affected properties (8.48 acres), including a motel, vacant commercial land, a commercial site, two gas stations and one residential parcel. That document was amended to add five more properties (18.27 acres), with three being agricultural land and two being residential properties. The amended early acquisition request was approved by FHWA October 15, 2014.

Right-of-way acquisition for the balance of property required, approximately 13.4 acres, will be initiated after approval of this environmental document.

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

**SECTION A – ECOLOGICAL RESOURCES**

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Remarks:

The Red Flag Survey which initially noted water resources is in Appendix F.

Dixon Creek is bridged by SR 28 west of the project and by US 31 south of the project, but these crossings of Dixon Creek are unaffected and existing bridges will remain without change. There are roadside ditches along both US 31 and SR 28, as well as three natural wetlands, Wetlands E, F, and I, which are jurisdictional Waters of the U.S. Four of the roadside ditches, Wetlands A, C, G, and H, are non-jurisdictional isolated wetlands. Wetlands A, C, E, and G will be impacted for a total of 0.3927 acre. Wetlands C and E will be mitigated onsite within the new proposed roadside ditch at a rate of 1:1.5 while Wetlands A and G are exempt from mitigation under 327 IAC 17-1-3-7.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Other Surface Waters</b>			
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Storm Water Management Facilities	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Other: _____			

Remarks:

The Chrysler Transmission Plant has two stormwater detention basins in the northeast quadrant near the alignment of the proposed Chrysler Transmission Plant driveway connection to the east roundabout. The project has been designed to avoid impacts to these basins. There are no other surface waters. At this time, no mitigation is anticipated.

<b>Wetlands</b>	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 1.062 acre(s)      Total wetland area impacted: 0.3927 acre(s)

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

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Mitigation Acres	Comments
A	Palustrine Emergent	0.2532	0.2532	0.0000	Non-jurisdictional Class 1 Isolated Wetland, but no mitigation required under 327 IAC 17-1-3-7, 0.5 acre rule.
C	Palustrine Emergent	0.0329	0.0329	0.0494	Non-jurisdictional Class 1 Isolated Wetland, 1:1.5 ratio mitigation.
E	Palustrine Emergent	0.0113	0.0113	0.0170	Jurisdictional wetland, 1:1.5 ratio mitigation.
F	Palustrine Emergent	0.0549	0.0000	0.0000	Jurisdictional wetland. Avoided.
G	Palustrine Emergent	0.0953	0.0953	0.0000	Non-jurisdictional Class 1 Isolated Wetland, but no mitigation required under 327 IAC 17-1-3-7, incidental feature rule.
H	Palustrine Emergent	0.3133	0.0000	0.0000	Non-jurisdictional Class 1 Isolated Wetland. Avoided.
I	Palustrine Emergent	0.3011	0.0000	0.0000	Jurisdictional wetland. Avoided.
Totals		1.062	0.3927	0.0664	

**Wetlands** (Mark all that apply)

Documentation

ES Approval Dates

Wetland Determination	X	Included in the Waters of the U.S. Determination Form, INDOT October 6, 2014
Wetland Delineation	X	Included in the Waters of the U.S. Determination Form, INDOT October 6, 2014
USACE Isolated Waters Determination Mitigation Plan		

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

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

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks: A "Waters of the U.S. Determination Form" was completed by INDOT, October 18, 2013, and revised October 6, 2014, (Appendix G). As shown in the table above, seven Palustrine Emergent wetlands were identified in the project area, with four impacted, and two requiring mitigation, Wetlands C and E.

Wetland C is a non-jurisdictional Isolated Class I Wetland in the northeast quadrant of US 31 and SR 28. It would be impacted and requires mitigation. Wetland E is a jurisdictional wetland in the northwest quadrant of US 31 and SR 28. It would be impacted and would require mitigation. No mitigation is required for the other wetlands as noted in the table.

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Because the total wetland impact is less than 1 acre, and the US Fish & Wildlife Service and the Indiana Department of Natural Resources (IDNR) have not expressed significant concern about the impacts, the project is in compliance with the Programmatic Agreement (Appendix G-1 of INDOT's *CE Manual*) between INDOT and the FHWA. Because jurisdictional wetland impacts are less than 0.1 acre a 404 Regional General Permit application is not required by the USACE. A 401 Water Quality Certification is required by the Indiana Department of Environmental Management (IDEM) for the disturbance of jurisdictional Wetland E, and non-jurisdictional Class I Isolated Wetlands A, C, and G.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Terrestrial Habitat</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unique or High Quality Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks: Land use at the existing intersection is commercial, and all commercial uses will be relocated. The surrounding land is active farmland in the northwest, southwest, and southeast, except for Tucker Cemetery in the southwest quadrant. There are yards of residences in the northwest, southwest, and southeast quadrants and maintained lawn in the northeast quadrant surrounding the Chrysler Transmission Plant. When the 17 acres of farmland is converted to right-of-way, it will no longer be farmed. There is no terrestrial habitat other than one yard with trees at the westernmost home on the south side of SR 28 just east of Dixon Creek. Approximately 0.2 acre will be acquired from this yard, amounting to a very minor impact. The two stormwater detention basins at the Chrysler Transmission Plant will remain.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

	<u>Yes</u>	<u>No</u>
<b>Karst</b>		
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks: This project is located outside of the designated karst area of the state as identified in the October 13, 1993 Memorandum of Understanding (MOU). No karst features are known to exist within or adjacent to the project area.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Threatened or Endangered Species</b>			
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Yes</b>		<b>No</b>

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Is Section 7 formal consultation required for this action?

Remarks:

The US Fish & Wildlife Service has no objections to the project as currently proposed (email, June 18, 2014, Appendix H). This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act. The Dept. of Natural Resources Division of Fish and Wildlife finds no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity (letter June 18, 2014, Appendix H). This project is within the known range of the following federal Endangered species: the Indiana bat (*Myotis sodalis*) and the northern long-eared bat (*Myotis septentrionalis*) (proposed).

**SECTION B – OTHER RESOURCES**

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Drinking Water Resources</b>			
Wellhead Protection Area	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Residential Well(s)	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

	<u>Yes</u>	<u>No</u>
Is the Project in the St. Joseph Aquifer System?		
Is the FHWA/EPA SSA MOU Applicable?		
Initial Groundwater Assessment Required?		
Detailed Groundwater Assessment Required?		

Remarks:

In a letter dated June 16, 2014, the Indiana Department of Environmental Management, Ground Water Section stated the project is located within a Wellhead Protection Area (WHPA) (Appendix H). Phone contact was made with the Tipton Utility Service B on July 10, 2014, and information about the project was provided to them. Their wellhead system (IN5280004) is located north of the Chrysler Transmission Plant in the northeast quadrant of the new interchange. The email response of the responsible hydrologist (Appendix H) on July 17, 2014, indicates “no concerns . . .” but “INDOT should be aware that any pre-existing soil/groundwater contamination encountered during construction (i.e. gas stations at the intersection of [US] 31 and [SR] 28) will need to be addressed promptly” and “contractors . . . must be diligent to reduce the potential for chemical and fuel spills. Secondary containment for fuel/chemical storage and training of construction personnel regarding best management practices for spill containment and cleanup, and spill reporting in the WHPA should be a requirement.”

The Tipton Utility Service B is capable of providing public water to customers in the project area, but today only the Chrysler Transmission Plant has uses this water. Other users depend on private wells.

INDOT performed two Phase II Site Assessments during December 2013, Tipton East and Tipton West, reflecting investigations to the east and west of US 31.

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Conclusions on the east at a site in the southeast quadrant with respect to groundwater are:

- The site represents a Recognized Environmental Condition (REC). While the vertical and horizontal extent of soil and groundwater contamination cannot be delineated within the scope of work performed, it can be determined that low levels of soil and groundwater petroleum contamination are present over most of the site. It is likely that groundwater contamination is historical and has degraded to current concentrations as a result of natural processes.
- Low levels of groundwater contamination will be encountered during excavation associated with construction of the new intersection at SR 28 and US 31.
- Proper Personal Protection Equipment (PPE) should be used by construction personnel; any potentially contaminated soil or groundwater encountered should be handled according to federal, state, and local regulations.

Conclusions on the west at the southwest corner of US 31 and SR 28 that was formerly a manufactured home model office, and before that a gas station are the same.

Three "Transient Non-Community" wells (IN2800002, IN2800029, and IN2800035) provide potable water at the intersection for commercial sites that will be relocated by the project. These will be capped as the project advances.

**Flood Plains**

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

Presence

X
X

Impacts

Yes	No
	X
	X

*Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".*

Remarks:

Page 11 of the "Waters of the U.S. Determination Form" completed by INDOT, October 6, 2014 (Appendix G, page 11) shows the Floodway Zone A/AE to follow Dixon Creek. The project approaches, but does not encroach upon the floodway zone. Therefore, for purposes of the Indiana Department of Natural Resources (IDNR) the floodplain is not regulated, because the management of the floodway takes precedent, and it is not affected.

Tipton County has a floodplain ordinance. As a consequence, design will ensure that any fill in floodplain will be balanced by excavation so there is net zero filling in the floodplain.

**Farmland**

Agricultural Lands  
 Prime Farmland (per NRCS)

Presence

X
X

Impacts

Yes	No
X	
X	

Total Points (from Section VII of CPA-106/AD-1006\* 141

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

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

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Remarks:

As is required by the Farmland Protection Policy Act, coordination has occurred the NRCS. They returned their input to Form NRCS-CPA-106 on June 12, 2014 (Appendix H). Because this project received a total point value of less than 160 points, this project will receive no further consideration for farmland protection. No alternatives other than those already discussed in this CE will be considered without a re-evaluation of the project's potential impacts upon farmland. This project will not have a significant impact to farmland. As noted elsewhere, about 17 acres of farmland, primarily in row crops will be acquired by the project.

### SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				X

Eligible and/or Listed  
Resource Present

**Results of Research**

Archaeology	X
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

**Project Effect**

No Historic Properties Affected       No Adverse Effect       Adverse Effect

Documentation  
Prepared\*

**Documentation** (mark all that apply)

	<u>ES/FHWA Approval Date(s)</u>	<u>SHPO Approval Date(s)</u>
Historic Properties Short Report		
Historic Property Report	September 9, 2014	October 21, 2014
Archaeological Records Check/ Review	November 5, 2014	November 12, 2014
Archaeological Phase Ia Survey Report	November 5, 2014	November 12, 2014
Archaeological Phase Ic Survey Report		
Archaeological Phase II Investigation Report		
Archaeological Phase III Data Recovery		
APE, Eligibility and Effect Determination	November 21, 2014	November 12, 2014
800.11 Documentation	November 21, 2014	December 18, 2014

\*See Appendix D: Section 106 800.11(f) Documentation

Memorandum of Agreement (MOA)

X

**MOA Signature Dates** (List all signatories)

INDOT - January 6, 2015  
 FHWA – January 7, 2015  
 SHPO – January 9, 2015

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*Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.*

Remarks:

The Section 106 documentation is in Appendix D of this CE. References to appendices below and pages therein refer to the appendices of the Section 106 documentation.

**Area of Potential Effect (APE):**

The adopted archaeological APE included 64 acres to accommodate future changes (see archaeological APE map in Appendix B: p. 6). The adopted APE extended approximately 0.85 miles in all directions from the intersection to into account for potential design changes (see APE maps in Appendix A: pp. 4-5).

**Coordination with Consulting Parties:**

On September 19, 2014, the following parties were sent an Early Coordination Letter (ECL) (see Appendix E: 1-3), and invited to be Section 106 consulting parties and to aid in the identification of historic properties: Indiana Landmarks (Central Regional Office), Tipton County Historical Society, and Tipton County Commissioners. Note that the Indiana SHPO and FHWA are automatic consulting parties. Correspondence received from consulting parties in Appendix E: pp. 4-15.

**Archaeology:**

An Archaeological Records Check and Phase Ia Field Reconnaissance Report (Laswell et al. 11/5/2014) was prepared and submitted to the Indiana SHPO for review and approval on November 5, 2014 (see Appendix F: pp. 4-5). Reconnaissance identified eight archaeological sites and assessed two previously recorded sites. Only one site was determined to be potentially eligible for the National Register of Historic Places (NRHP). It is eligible under Criterion D. In a letter dated November 12, 2014, the Indiana SHPO concurred with the conclusions of the archaeological reconnaissance report, requiring avoidance or additional work on the site (see archaeological SHPO letter in Appendix E: pp. 7-8).

**Historic Properties:**

Architectural historians, meeting the Secretary of Interior's standards for Section 106 work, identified and evaluated above-ground resources within the project's APE in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and 36 CFR Part 800 (Revised January 2001), the Final Rule of Revision of Current Regulations, dated December 12, 2000, and incorporating amendments effective August 5, 2004. The Historic Properties Report (HPR) found no above ground properties likely to be eligible for the NRHP.

**Documentation, Findings:**

Efforts to identify cultural resources are detailed in an Archaeological Records Check and Reconnaissance Report (Laswell, 11/05/2014) and the HPR (Kumar, 09/09/14).

INDOT assumed the project will have an "adverse effect" on the potentially eligible archaeological site and developed a Memorandum of Agreement (MOA) to stipulate archaeological work remaining on this site (expected to be Phase II testing up to Phase III data recovery [mitigation]) before construction in 2015 (see INDOT to FHWA/SHPO email dated 10/20/2014 in Appendix E: pp. 9-11). The MOA was signed by FHWA, INDOT and the SHPO, as noted in the documentation section above.

After reconnaissance was complete, an additional total property acquisition of approximately 10 acres was determined necessary, due to elimination of its access to US 31. As a result, a stipulation requiring the completion of a Phase Ia survey of this parcel prior to construction was added as part of the MOA (see archaeological survey map in Appendix A: 6; and INDOT to FHWA email dated 10/20/2014 in Appendix E: pp. 9-11).

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In a letter dated October 21, 2014, the SHPO concurred with the conclusions of the Historic Properties Report that: "there are no above ground properties within the APE that are likely to be eligible for inclusion in the National Register of Historic Places" (see HPR - SHPO letter in Appendix E: pp. 4-5). However, a request was made concerning two signs associated with the "commercial establishment in the southeast quadrant of US 31 and SR 28 intersection." These signs were not considered eligible for the NRHP. One of the two signs (Sherrill's) has since been destroyed (hit by a truck), and the other is believed to be wanted by its owner.

In accordance with the National Historic Preservation Act, the views of the public were sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). The HPR, Early Coordination letter, the Finding of adverse effect, and 800.11 documentation (including a summary of the archaeological documentation) can be found at the IN-SCOPE website by searching the Des. No. 1382317: <http://netservices.indot.in.gov/Section106Documents11g>

A public notice was published in the *Tipton County Tribune* on Wednesday, November 26, 2014, with the end of the comment period Monday, December 29, 2014. Two comments were received. The Tipton County Historical Society (12/23/14) requested that historic signage from Sherrill's Restaurant and any other articles of historic significance be provided to them. They also wanted to be informed of any changes at Tucker Cemetery. The Indiana SHPO (12/18/14) concurred with the FHWA finding of "Adverse Effect" and approved the draft Memorandum of Agreement (MOA).

**Cemetery Development Plan**  
 A Cemetery Development Plan (end of Appendix D) was developed by INDOT for the Tucker Cemetery in the southwest quadrant of the interchange because the project will disturb ground within 100 feet of it. Its access from US 31 will be eliminated, so an access road will be constructed south from SR 28. The Plan was approved by the Indiana Division of Preservation and Archaeology December 8, 2014. The Cemetery Development Plan limited construction disturbance to 45' from the roadway centerline. The necessity to do utility work made that limit impractical and the limit was expanded to 60' from the centerline through email approval by the Indiana SHPO February 4, 2015 (see last page of Appendix D).

**SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES**

**Section 4(f) Involvement** (mark all that apply)

**Parks & Other Recreational Land**

- Publicly owned park
- Publicly owned recreation area
- Other (school, state/national forest, bikeway, etc.)

**Presence**


**Use**

Yes	No

**Evaluations Prepared**

- Programmatic Section 4(f)\*
- "De minimis" Impact\*
- Individual Section 4(f)


**FHWA Approval date**

--

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**Wildlife & Waterfowl Refuges**

- National Wildlife Refuge
- National Natural Landmark
- State Wildlife Area
- State Nature Preserve

Presence


Use

Yes	No

Evaluations Prepared

- Programmatic Section 4(f)\*
- "De minimis" Impact\*
- Individual Section 4(f)


FHWA Approval date

--

**Historic Properties**

- Sites eligible and/or listed on the NRHP

Presence

X
---

Use

Yes	No
	X

Evaluations Prepared

- Programmatic Section 4(f)\*
- "De minimis" Impact\*
- Individual Section 4(f)


FHWA Approval date

--

\*FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks: 

The potentially NRHP-eligible archaeology site does not require preservation in place. Therefore, the FHWA determined on November 21, 2014, that the site is not a Section 4(f) resource. There are no other Section 4(f) resources.
--

**Section 6(f) Involvement**

Presence

Use

**Section 6(f) Property**

--

Yes	No

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: 

No Section 6(f) resources are affected, as determined by property ownership records obtained through the Tipton County Geographic Information System (GIS) and a review of the National Park Service Land and Water Conservation Fund web site. No reference page is provided from that web site as there are no listings for Tipton County. The only public land is Tucker Cemetery. The project will not involve any properties acquired by or improved with the Land and Water Conservation Fund.
--

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### SECTION E – AIR QUALITY

**Air Quality**

**Conformity Status of the Project**

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

<b>Yes</b>	<b>No</b>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If YES, then:

Is the project in the most current MPO TIP?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Is the project exempt from conformity?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

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

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Level of MSAT Analysis required?

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

Remarks:

The project is located in Tipton County. This county is currently in attainment for all criteria pollutants and this project is not of regional significance. Therefore the conformity procedures of 40 CFR Part 93 do not apply.

### SECTION F - NOISE

**Noise**

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

<b>Yes</b>	<b>No</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No      Yes/ Date**

<b>ES Review of Noise Analysis</b>	No	Yes/ Date
		November 19, 2014

Remarks:

The Noise Report and the email approving it November 19, 2014, are in Appendix I.

This project is a Type I project. In accordance with 23 CFR 772 and the INDOT's *Traffic Noise Policy*, a noise analysis was conducted. The following table shows the four legs of the intersection of US 31 with SR 28. "N" means the north leg of the intersection representing US 31, "S" is the south leg, also representing US 31. "W" and "E" are the west and east sections of SR 28.

Interchange Leg	N	S	E	W
# Receptors	0 <sup>1</sup>	2 <sup>2</sup>	0 <sup>3</sup>	2
Noise Abatement Criteria	F	B,F	F	B,F
Existing Noise	56	74	61	70
Future Noise	NA	66	NA	59
# Impacted	0	1	0	0

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<sup>1</sup> A measurement was taken to validate the model, however the 3 homes at the north end of the project will be acquired by the project.  
<sup>2</sup> The cemetery is considered to represent 1 equivalent dwelling unit, plus one home = 2.  
<sup>3</sup> Homes to the east are more than 500' from the east project limit.

Homes on the north leg are subject to relocation, so no receptors there will remain. The single home on the south leg is on the west side of US 31. It is the only impacted receiver, but not mitigation is feasible as the driveway to the home is directly between US 31 and the home, so no wall can be built there. On the east leg homes are beyond 500 feet from the project. On the west leg there are two homes on the south side of SR 28 that are not impacted.

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Noise abatement is based upon preliminary design costs and design criteria. Noise abatement has not been found to be feasible because the single home on US 31's west side south of SR 28 has a driveway opening directly onto US 31, so a noise wall cannot be effective. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

**SECTION G – COMMUNITY IMPACTS**

**Regional, Community & Neighborhood Factors**

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved ADA transition plan?
- If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the remarks box)

Yes	No
<b>X</b>	
	<b>X</b>
	<b>X</b>
	<b>X</b>
	<b>NA</b>

Remarks:

The project is outside of a community, so there is no applicable ADA transition plan.

Current zoning shows commercial use on the northwest, southwest, and southeast corners and industrial use on the northeast corner. The Tipton County Land Use Plan (adopted July 12, 2013) shows a similar pattern, but less commercial land, especially on the southeast corner, where all land is shown as agricultural. The access control brought by the project extends to the limits of the identified commercial use in the Land Use Plan.

**Indirect and Cumulative Impacts**

- Will the proposed action result in substantial indirect or cumulative impacts?

Yes	No
	<b>X</b>

Remarks:

The project will improve access for the Chrysler Transmission Plant. It will continue the conversion of US 31 to a limited access facility between Indianapolis and South Bend, supporting regional and state economic development. The presence of the Tipton Service Utility B (drinking water supplier)

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means that the project interchange has the infrastructure to develop. However, the Land Use Plan shows the land around the interchange as agricultural. Indirect and cumulative impacts can only occur if the County changes the local zoning.

**Public Facilities & Services**

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

<b>Yes</b>	<b>No</b>
	X

Remarks:

The project will not negatively impact health and educational facilities, public or private utilities, emergency services, religious institutions, airports, or public transportation. Pedestrians and bicyclists will continue to use the highway shoulders. INDOT has a protocol to notify local emergency services, schools and the Chrysler Transmission Plant in advance of the closure to advise them of road closures and detours during construction. The defined detour route over state highways is 42 miles.

**Environmental Justice (EJ)** (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

<b>Yes</b>	<b>No</b>
	X
X	
	X
	X

Minority Comparison	COC*		AC**
	Indiana	Tipton County	Census Tract 203
Total Population	6,485,530	15,917	3,112
White	5,284,553	15,322	3,054
Minority	1,200,977	595	58
Percent Minority	18.5%	3.7%	1.9%
125% of COC		4.7%	AC<125% COC
		No Percent Minority EJ Impact	

Poverty Comparison	COC*		AC**
	Indiana	Tipton County	Census Tract 203
Total Population	6,287,582	15,551	3,111
Poverty	927,123	1,118	66
Percent in poverty	14.7%	7.2%	2.1%
125% of COC		9.0%	AC<125% COC
		No Percent Low Income EJ Impact	

COC\* = Community of Comparison = Tipton County

AC\*\* = Affected Community = Census Tract 203, Tipton County

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Remarks:

The project will decrease travel time and increase safety by grade-separating SR 28 over US 31. The project meets the threshold for EJ analysis due to relocations exceeding two and the acquisition acreage exceeding one half acre. No minority or low income persons are affected by the project, based on interviews with all the property owners and the analysis shown in the table above. The data available from the 2012 American Community Survey 5-Year Estimates show both the percent minority and percent low income are below 50% of the total population in the Affected Community (Census Tract 203) and less than 125% of the percentages for the community of comparison, which is Tipton County.

There will therefore be no disproportionately high adverse environmental or health impacts to populations of EJ concern as a result of this project. No further EJ analysis is warranted.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
 Is a Business Information Survey (BIS) required?  
 Is a Conceptual Stage Relocation Study (CSRS) required?  
 Has utility relocation coordination been initiated for this project?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Number of relocations:      Residences:   3        Businesses:   5        Farms:   0        Other:   0  

*If a BIS or CSRS is required, discuss the results in the remarks box.*

Remarks:

A CE-1 was prepared in December 2013, for six parcels to facilitate early acquisition. It was amended September 29, 2014, to add another five properties for early acquisition. Offers for purchase have been made by INDOT for each of these properties. Together these early acquisition efforts account for all but one relocation. Some parcels are vacant.

Kitchen Table meetings have been held with all property owners. A Business Impact Survey (BIS) is not required. Three businesses will be relocated compared to over 100 in Tipton, the nearest community. The ratio of 5 to 100 is well under the 25 percent threshold for conducting such a study.

The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources are available to all residential and business relocatees without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

Coordination of with utilities has occurred and details of construction as well as temporary and permanent easements have been initiated. ATT has two in-ground fiber optic lines along the west side of US 31 that will have to be relocated. TDS Telecom has communication lines along US 31 and SR 28 in the SE quadrant that will have to be relocated. Duke Energy distribution lines that serve the area west of US 31 will have to be relocated. The City of Tipton has water and sanitary lines serving the Chrysler Transmission Plant. The project has no impact to these facilities, however, future expansion accommodations under US 31 and SR 28 will be part of the project to allow future water and sanitary lines to support economic development in the remaining three quadrants.

**SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

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### Documentation

**Hazardous Materials & Regulated Substances** (Mark all that apply)

Red Flag Investigation	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	X
Design/Specifications for Remediation required?	X

	No	Yes/ Date
<b>ES Review of Investigations</b>		December 16, 2013

*Include a summary of findings for each investigation.*

Remarks:

The Red Flag Investigation completed on June 18, 2013 by INDOT used a coverage area ½ mile beyond the limits of the intersection legs. The investigation found: 1 brownfield site; 1 confined feeding operation; 2 leaking underground storage tanks, 1 active underground storage tank, and 2 institutional control sites.

All of these sites will be affected, except the confined feeding operation. The Red Flag Investigation found a Phase I Environmental Site Assessment was performed in 2007 by Schneider Engineer for a property on the northeast corner of the intersection. The Red Flag Investigation specifically recommended a Phase II Site Assessment at the southwest corner of the intersection.

INDOT performed two Phase II Site Assessments during December 2013, Tipton East and Tipton West, reflecting investigations to the east and west of US 31, respectively (report summaries are in Appendix F).

Conclusions on the east are:

- On the northeast corner of US 31 and SR 28, a petroleum release was reported by Day's Marathon on October 1, 2007. Several investigations were performed and 1,387 tons of petroleum contaminated soil were removed for disposal in 2009. Low levels of groundwater and soil contamination remain on this site.
- According to IDEM records, Sherrill's Gas Station, which is located on the east side of US 31 on the third parcel south of SR 28 is not an active gas station; however, it has been an active LUST site since 2007. Petroleum and lead contamination of soil and groundwater are of concern at this site. August Mack Environmental is currently performing additional site investigation to further delineate the extent of contamination.
- The site south of Sherrill's Gas Station represents a REC. While the vertical and horizontal extent of soil and groundwater contamination cannot be delineated within the scope of work performed, it can be determined that low levels of soil and groundwater petroleum contamination are present over most of the site as a result of the past operation of a gas station using USTs. It is likely that the soil and groundwater contamination are historical and have degraded to current concentrations as a result of natural processes.
- Additional soil or groundwater sampling and testing are not recommended.
- Low levels of soil and groundwater contamination will be encountered during excavation associated with construction of the new intersection at SR 28 and US 31.
- Proper PPE should be used by construction personnel; any potentially contaminated soil or groundwater encountered should be handled according to federal, state, and local regulations.
- Exploratory excavation is recommended to confirm the location of the USTs. Subsequently, those USTs should be properly closed by removal from the ground.

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Conclusions on the west are the same with respect to contamination, except:

- The water sample from the hydraulic lift indicated a low level of PCBs, namely Aroclor 1260 at 13.8 parts per billion (ppb). Additional sampling of the sludge will be conducted. Upon receipt of the analytical results, the sludge will be characterized under RCRA, the contents removed, and disposal made according to federal, state, and local regulations.

**SECTION I – PERMITS CHECKLIST**

Permits (mark all that apply) Likely Required

<b>Army Corps of Engineers (404/Section10 Permit)</b>	
Individual Permit (IP)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input checked="" type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>
<b>IDEM</b>	
Section 401 WQC	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input checked="" type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>
<b>IDNR</b>	
Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>
Mitigation Required	<input type="checkbox"/>
<b>US Coast Guard Section 9 Bridge Permit</b>	
<b>Others (Please discuss in the remarks box below)</b>	
	<input type="checkbox"/>

Remarks: The project will require a USACE 404 Nationwide permit and IDEM 401 Water Quality Certification. It will also require a Rule 5 permit because more than an acre of property will be disturbed.

**SECTION J- ENVIRONMENTAL COMMITMENTS**

*The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.*

Remarks: 
**Firm:**  
 1. Four sites, all former gas stations, are located at this intersection. One site is an active remediation site with soil and groundwater contamination. The other three sites have been

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County Tipton

Route US 31 @ SR 28

Des. No. 1382317

- documented to have low levels of petroleum contaminated soil and groundwater. A consultant/contractor experienced in the area of remediation should be consulted. (INDOT)
2. Proper PPE should be used by construction personnel; any potentially contaminated soil or groundwater encountered should be handled according to federal, state, and local regulations. (INDOT)
  3. PCBs were detected in what is thought to be the former hydraulic lift on the west side of US 31. A contractor/consultant should be consulted for remediation of this area. (INDOT)
  4. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. (INDOT)
  5. If permanent or temporary right of way amounts change, Environmental Services will be contacted immediately. (INDOT)
  6. The mitigation commitments contained in the MOA for the adversely affected archeological site are:
    - A. The Phase Ia archaeological reconnaissance identified one site, 12-Ti-254, recommended as potentially eligible for inclusion on the National Register. Before construction in 2015, Phase II testing shall be performed at the site to determine eligibility. If the site is determined eligible for inclusion on the National Register, Phase III data recovery shall be conducted to mitigate for project impacts to the site.
    - B. No less than 10% of the site as defined by the Phase Ia survey shall be tested during Phase II investigations; Phase III data recovery, if required, shall excavate an additional 35% in addition to the Phase II 10% of the site area as mitigation.
    - C. Prior to fieldwork, an archaeological work plan outlining the methodologies to be followed during Phase II and Phase III investigations shall be submitted to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology for approval under IC-14-21-1-25.
    - D. A report of investigations detailing all archaeological investigations shall be provided to SHPO for their approval within six (6) months after fieldwork ends. All cultural material shall be curated at Applied Anthropology Laboratories, Ball State University, Muncie, Indiana.
    - E. Prior to construction in 2015, a Phase Ia field reconnaissance will be conducted for an approximate 10 acre parcel subject to acquisition that was added after the 2014 Phase Ia reconnaissance was complete (see Appendix A:6 in the 800.11 documentation for specific location).
    - F. All archaeological investigations shall be conducted according to the Secretary of the Interior's Standards and Guidelines for Archaeology, Indiana Code 14-21-1, 312 IAC 21, 312 IAC 22, and the most current Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites.
    - G. If any human remains are encountered during the project, work shall cease in the immediate area and the human remains left undisturbed. The FHWA will contact the county coroner and law enforcement officials immediately, and the discovery must be reported to the Indiana SHPO within two (2) business days. The discovery must be treated in accordance with IC 14-21-1 and 312 IAC 22. If the remains are determined to be Native American, the FHWA will notify the appropriate Federally recognized Indian Tribes, and the Indiana SHPO will provide notice to the Native American Affairs Commission as per IC 14-21-1-25.5. Work at this site shall not resume until a plan for the treatment of the human remains is developed and approved in consultation with the Indiana SHPO, the INDOT Cultural Resources Office, and any appropriate consulting parties. The plan will comply with IC 14-21-1, 312 IAC 22, the most current Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites, and all other appropriate Federal and State guidelines, statutes, rules, and regulations.
    - H. In ensuring that any human remains and grave goods identified are treated in a sensitive, respectful, and careful manner, FHWA shall be guided by the Council's "Policy Statement Regarding Treatment of Human Remains and Grave Goods"

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(February 23, 2007), the Native American Graves Protections and Repatriation Act (“NAGPRA”) regulations set forth in 43 CFR 10, and other guidelines as appropriate.

7. With respect to Tucker Cemetery and its Cemetery Development Plan: all road rehabilitation activities and equipment use will take place outside the boundary of the cemetery including staging, stockpiling, and temporary land use activities. Any proposed changes to the Cemetery Development Plan for maintenance purposes within 100 feet of the cemetery shall be submitted to the Division of Historic Preservation and Archaeology in writing (email is acceptable) for review and comment prior to implementation. The approved Cemetery Development Plan is not transferable. (IDNR - DHPA)

**For Further Consideration:**

1. The hydrologist for the Tipton Utility Service B (wellhead) in an email of July 17, 2014, indicates “no concerns . . .” but “INDOT should be aware that any pre-existing soil/groundwater contamination encountered during construction (i.e. gas stations at the intersection of [US] 31 and [SR] 28) will need to be addressed promptly” and “contractors . . . must be diligent to reduce the potential for chemical and fuel spills. Secondary containment for fuel/chemical storage and training of construction personnel regarding best management practices for spill containment and cleanup, and spill reporting in the WHPA should be a requirement.”

**SECTION K- EARLY COORDINATION**

*Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.*

Remarks:

An Early Coordination Letter with accompanying graphics was sent out May 23, 2014 (Appendix H). A date in the table below means a response was received. A blank cell means no response was received. All responses are included in Appendix H.

<b>Agency</b>	<b>Response Received</b>	<b>Response Location</b>
US Fish and Wildlife Service	6/18/14	Appendix H
US Dept. of Housing and Urban Develop.		
National Park Service		
US Army Corps of Engineers, Louisville Dist.		
Natural Resources Conservation Service	6/12/14	Appendix H
INDOT – Aviation Section		
IDNR – Fish and Wildlife	6/18/14	Appendix H
IDEM - Groundwater	6/16/14	Appendix H
IDEM - (Electronic Response)	12/29/14	Appendix H
Indiana Geological Survey	6/18/14	Appendix H
Tipton County Drain Board		

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Tipton County Economic Development Corp.		
Tipton County Commissioners		
Tipton County Council		
Tipton County Surveyor		
Tipton County Highway Department		
Tipton County Plan Commission		

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**Appendices:**

Appendix A: CE Threshold Table

Appendix B: Maps and Graphics

Appendix C: Public Involvement Materials

Appendix D: Section 106 Materials and Tucker Cemetery Development Plan

Appendix E: State Transportation Improvement Program (STIP)

Appendix F: Red Flag Investigation and Phase II Hazardous Materials

Appendix G: Waters of the U.S. Determination Form

Appendix H: Early Coordination

Appendix I: Noise Study

# Appendix A

## Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4
<b>Relocations</b>	None	≤ 2	> 2	> 10
<b>Right-of-Way<sup>1</sup></b>	< 0.5 acre	< 10 acres	≥ 10 acres	≥ 10 acres
<b>Length of Added Through Lane</b>	None	None	Any	Any
<b>Permanent Traffic Pattern Alteration</b>	None	None	Yes	Yes
<b>New Alignment</b>	None	None	< 1 mile	≥ 1 mile <sup>2</sup>
<b>Wetlands</b>	< 0.1 acre	< 1 acre	< 1 acre	≥ 1 acre
<b>Stream Impacts*</b>	≤ 300 linear feet of stream impacts, no work beyond 75 feet from pavement	> 300 linear feet impacts, or work beyond 75 feet from pavement	N/A	N/A
<b>Section 4(f)</b>	None	None	None	Any impacts
<b>Section 6(f)</b>	None	None	Any impacts	Any impacts
<b>Section 106*</b>	"No Historic Properties Affected" or falls within guidelines of Minor Projects PA	"No Adverse Effect" or "Adverse Effect"	N/A	If ACHP involved Or Historic Bridge Involvement <sup>7</sup>
<b>Noise Analysis Required</b>	No	No	Yes <sup>3</sup>	Yes <sup>3</sup>
<b>Threatened/Endangered Species</b>	"Not likely to Adversely Affect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	N/A	N/A	"Likely to Adversely Affect" <sup>4</sup>
<b>Sole Source Aquifer Groundwater Assessment</b>	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
<b>Approval Level</b>				
• <b>ESM<sup>5</sup></b>	Yes	Yes	Yes	Yes
• <b>ES<sup>6</sup></b>			Yes	Yes
• <b>FHWA</b>				Yes

<sup>1</sup>Permanent and/or temporary right-of-way.

<sup>2</sup>If the length of the new alignment is equal to or greater than one mile, contact the FHWA's Air Quality/Environmental Specialist.

<sup>3</sup>In accordance with INDOT's Noise Policy.

<sup>4</sup> If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

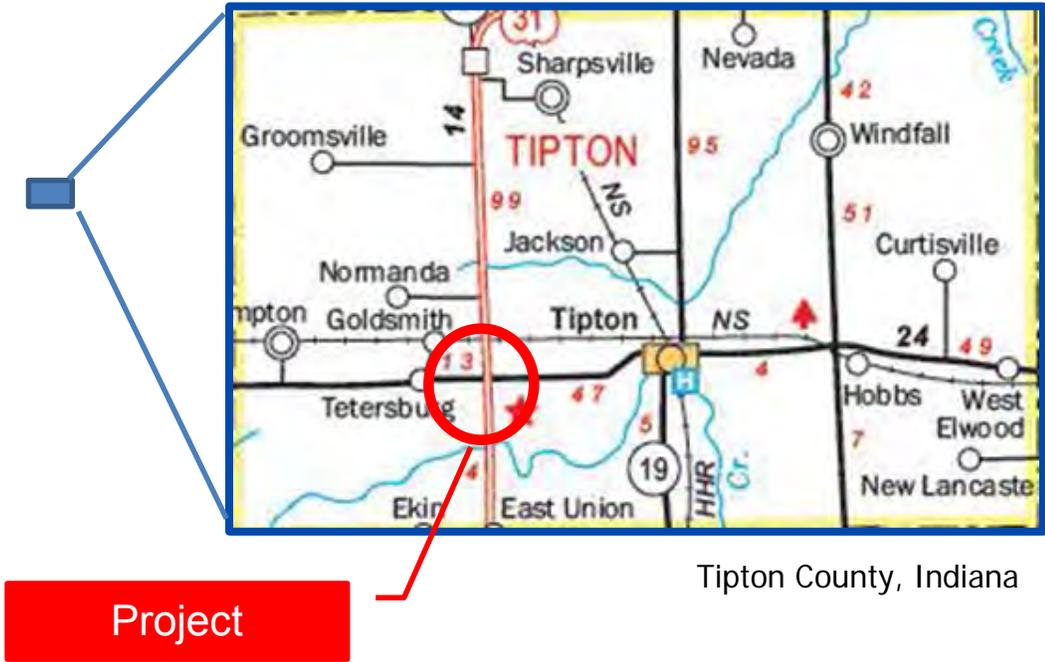
<sup>5</sup>Environmental Scoping Manager

<sup>6</sup>Environmental Services Division

<sup>7</sup> Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement

# **Appendix B**

## **Location Map and Graphics**



Tipton County, Indiana

Figure 1 - Project Location

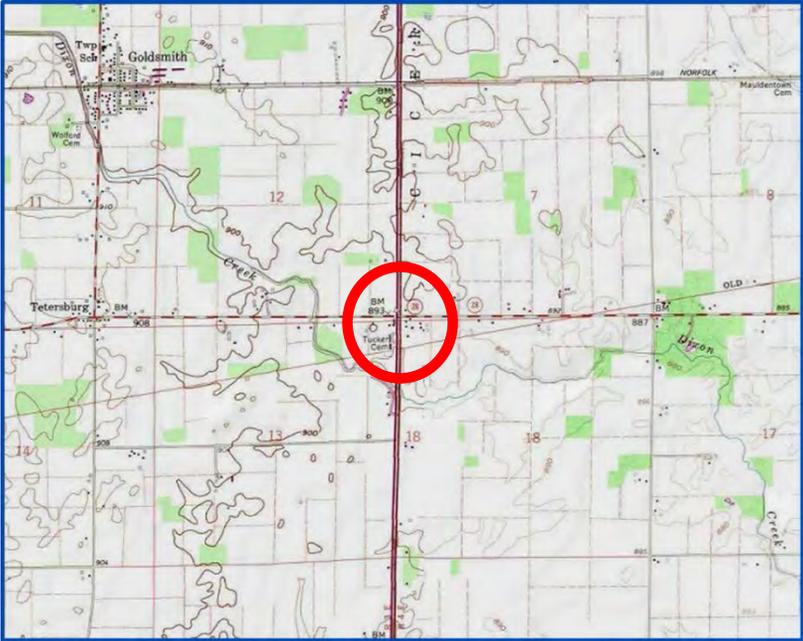
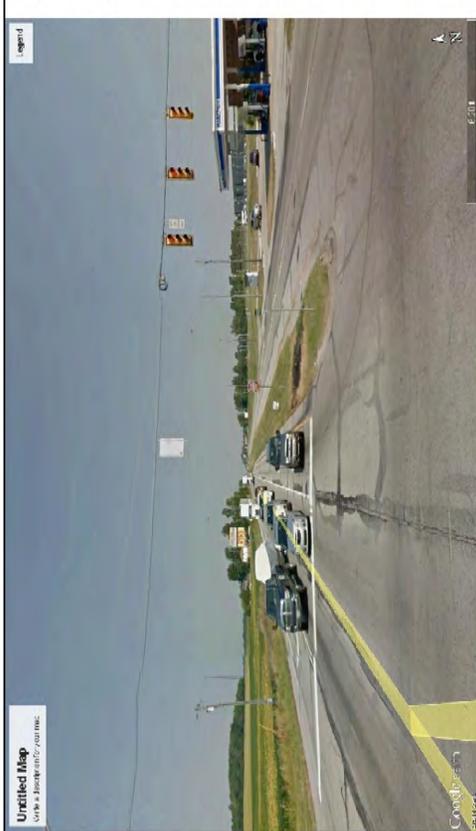
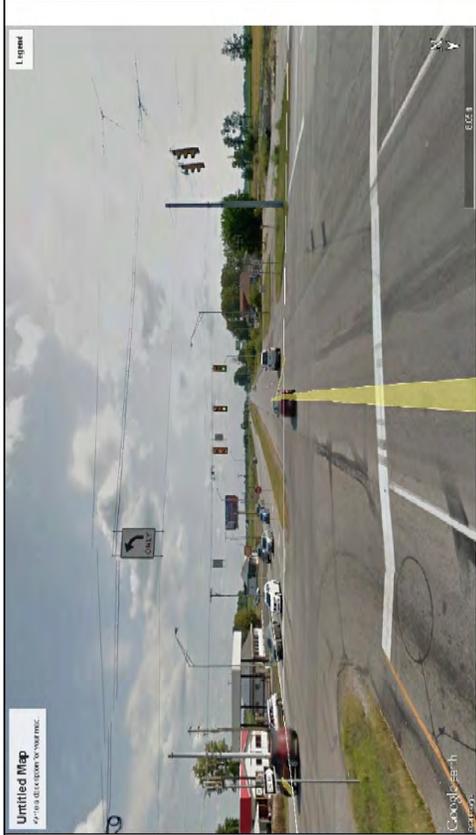


Figure 2 – Topographic Map



South Leg of Intersection (US 31) View to South

East Leg of Intersection (SR 28) View to East

North Leg of Intersection (US 31) View to North

West Leg of Intersection (SR 28) View to West

Figure 3 – Ground Level Photos

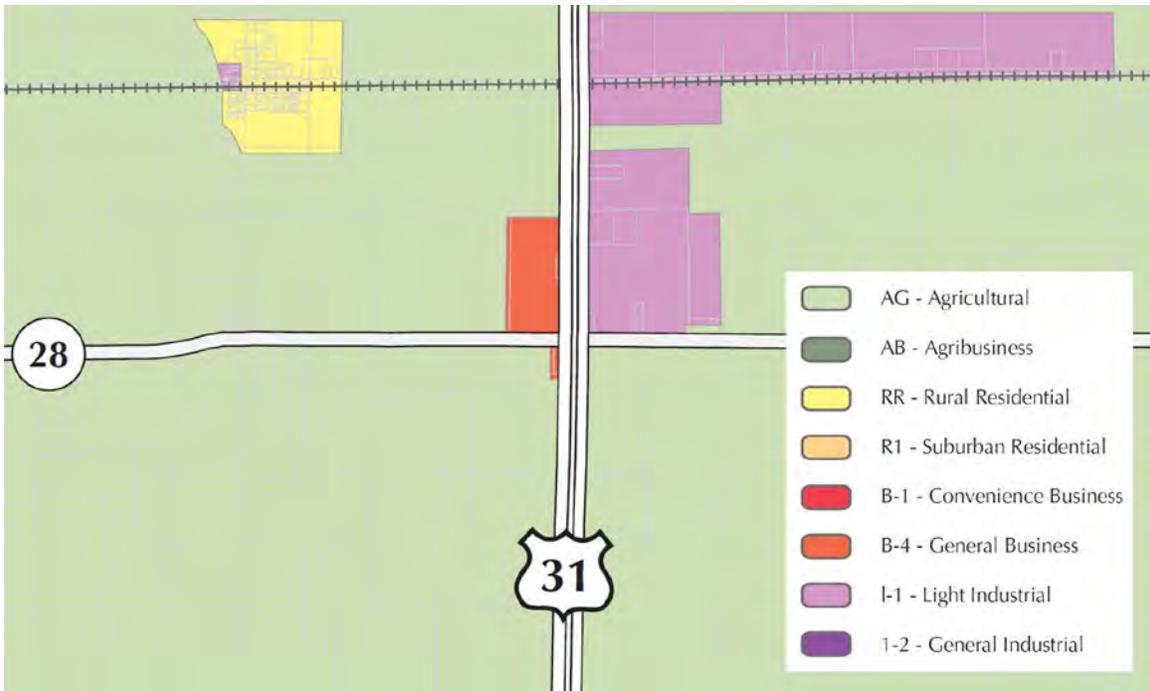






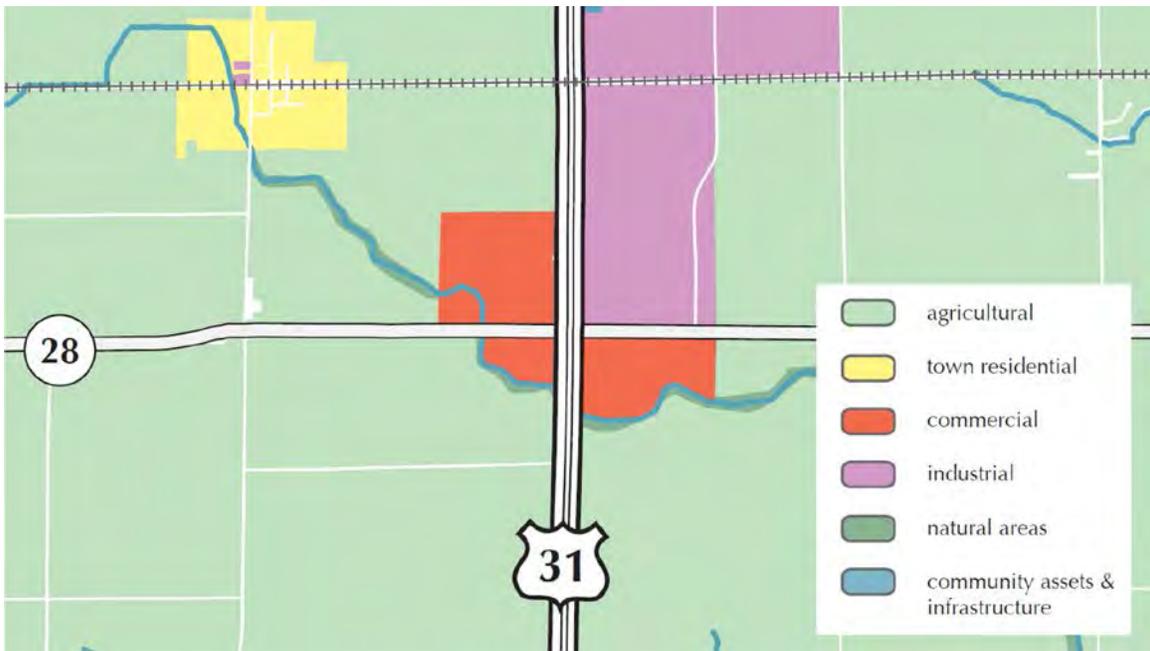
**Figure 5 – Alternative 5 Roundabout Details**

*Source: Engineering Report: Des 1382317*



**Figure 6 – Current Zoning**

Source: Tipton County Comprehensive Plan Adopted July 12, 2013.



**Figure 7 – Land Use Plan**

Source: Tipton County Comprehensive Plan Adopted July 12, 2013.

# **Appendix C**

## **Public Involvement**

1. Public Involvement Plan
2. Outreach Meeting Minutes
3. Kitchen Table Meeting and Property Owner Notice Examples
4. Public Hearing Notice
5. Public Hearing Materials
6. Summary of Public Comments
7. A copy of the Public Hearing Certification

## **1. US 31 at SR 28 Public Involvement Plan Des. # 1382317**

This project is very rural in nature. The affected public is largely confined to the node of development around the existing interchange. The commercial entities at the intersection (three active businesses), plus three homes to the north and two to the east will be relocated. Tipton, the nearest community, is a full four miles to the east of the project. The overwhelming set of people affected are the road users.

Chrysler employees, understood to be increasing from 400 today to 1,000 by the end of 2014, will benefit through a direct exit from their plant on the northeast corner of the existing intersection to the roundabout on the east side of the interchange. Discussion with Chrysler indicate most of their workers live to the north of the plant, and this egress point will facilitate their homebound travel.

An initial Local Coordination Meeting was held with officials October 17, 2013 at the Tipton County Community Foundation Building. A meeting was held with Chrysler officials October 22, 2013, at the INDOT Greenfield District Office. A follow-up Local Coordination Meeting was held with local officials on October 29, 2013.

A CE 1 was prepared in December 2013, for advance acquisition of six of the affected properties. That document was amended to add five more properties. The amended early acquisition request was approved by FHWA October 15, 2014.

Notices were sent by URS Corporation to all property owners along the US 31 and SR 28 within the project limits stating that field surveys would be undertaken and that project relocations would be necessary. Subsequently, URS staff contacted all the property owners and met face-to-face with them at "Kitchen Table" meetings (April 2014). These meetings informed property owners of project timetables, including the acquisition process, and explain when INDOT and/or consultant staff would be on their property and why. Information was obtained from property owners with respect to drainage, wells, other structures, any knowledge of property contamination, and the like. Additional meetings have been held with owners of properties subject to early acquisition.

Early Coordination letters were sent May 23, 2014, to the: Tipton County Drain Board, Economic Development Corporation, County Commissioners, Council, Surveyor, Highway Department, and Plan Commission; the Mayor of Tipton; and, First Farmers Bank & Trust.

Based on INDOT's FHWA-approved public involvement guidelines, a public hearing will be held due to the significant amount of new right-of-way acquisition (50 acres) and permanent traffic pattern changes brought by the intersection to interchange conversion. The CE will be updated after the public hearing process and before approval.

INDOT Cultural Resources has prepared a draft Memorandum of Agreement for an archeological site adversely affected by the project. It is anticipated that the Section 106 process will be completed successfully in January 2015 (Appendix C – Section 106 Materials).

## 2. Outreach Meeting Minutes

Minutes for a series of pertinent meetings follow.



Chrysler Corporation Meeting - 10/22/2013

### Meeting Minutes

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Meeting Location / Time: Tipton County Community Foundation Building, 9:00-10:00 AM

Meeting notes in blue italics. **Action items in bold underline**

#### Introductions

- *Tim Muench – INDOT*
- *Gary Mroczka – URS Corporation*
- *Jeff Sheridan – Tipton County Economic Development Office*
- *Steve Edson – City of Tipton Planning*
- *Joe Good – Chrysler Corporation*
- *Kevin Bemis – Chrysler Corporation*

#### Project Schedule

*Mr. Mroczka explained the Project Schedule.*

#### Chrysler – Tipton Plant Details

- *Schedule: Facility will be coming on-line during 2014 Q1 launch will full production by end of 2014.*
- *Workforce:*
  - *Facility will employ about 400 team members per shift.*
  - *Two 10.5 hr shifts per day (6 am – 4:30 pm, 7 pm to 5:30 am).*
  - *Currently will not utilize the full site. May expand later.*
  - *Facility has 1200 parking slots.*
- *Plant Site Operations/ Future Improvements:*
  - *Landscaping along US 31 frontage.*
  - *Potential additional expansion between buildings (eliminate covered breezeway).*
  - *No gates or security to enter their employee parking lot. Detention on all sides. Emergency response road all the way around the plant. Chrysler would consider having staff to enter and exit off of CR 560 West on an interim basis.*
  - *Future expansion could be on the north side of the plant.*
  - *Mixing of employee and truck traffic has not been considered.*
  -
- *Traffic Impact Study:*
  - *Currently under development. Nothing submitted to INDOT.*
  - *50 trucks in – 50 trucks out per day (All from north. Supplies from Kokomo, Product to Toledo)*
- *Other*
  - *Traffic Maintenance could potentially be served by CR 560 West extension to Division Road. Chrysler Corp would consider temporarily allow staff to use the northern fire lane to access CR 560 West if there drive was temporarily closed.*
  - *INDOT would incur all expenses to restore any drive or detention pond from project impacts.*
  - *Fiber optic / data line enters the plant from US 31 on the west side. **Clark Dietz will investigate and determine exact location.***

Meeting Minutes

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**Interchange Alternatives:**

- Interchange alternatives under consideration.
  - #1: INDOT's Modified Diamond with SE Loop
  - #2: INDOT's Tight Diamond with roundabout terminals
  - #3: INDOT #3: Modified Diamond with NW Loop
  - #4: Two Quadrant Diamond (with roundabout ramp terminals)
  - #5: Two Quadrant Diamond (with traditional intersection ramp terminals)

*A variation to Alternative 4 was briefly discussed. Includes a bypass lane to go north from coming out of the plant. **URS will investigate and develop an alternative.***

**URS will review the traffic forecasts to see if this new information impacts it. Employees are off peak, so likely will have a spreading effect during the AM peak period.**

**Chrysler Corporation Input**

- Project Expectations
- Communications
- Maintenance of Traffic
- Other

**Open Discussion****Action Items**

Meeting Minutes

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Meeting Location / Time: Tipton County Community Foundation Building, 1:30-3:00 PM

*Meeting notes in blue italics. **Action items in bold underline***

**Introductions***Attendees*

- *Tim Muench – INDOT*
- *Gary Mroczka – URS Corporation*
- *Jay Vorisek – CrossRoad Engineers*
- *Katie Wertz – Development Concepts*
- *Jeff Sheridan – Tipton County Economic Development Office*
- *Tom Dolecal – First Farmers Bank & Trust*
- *Ron Warren – Tipton County Economic Development Office*
- *Joe VanBibber – Commissioner, Tipton County*
- *Phil Heron – Commissioner, Tipton County*
- *Don Havens – Mayor, City of Tipton*
- *Monty Henderson – City of Tipton Redevelopment*

**Project Activities since 10/17/13 Meeting**

- Project Meeting with Chrysler Corporation
- Project Meeting with Greenfield District
- Project Meeting concerning Tucker Cemetery with INDOT Environmental Services
- Field Site Visit
- Interchange Alternative Preliminary Layouts
- Interchange Alternative Operational Analysis

*Gary Mroczka provided a brief summary of activities and project developments since the last meeting.*

**Interchange Alternatives:**

- Interchange alternatives under consideration.
  - #1: Modified Diamond with SE Loop
  - #2: Tight Diamond with roundabout terminals
  - #3: Modified Diamond with NW Loop
  - #4: Two Quadrant Diamond (with roundabout ramp terminals)
  - #5: Modified Diamond with roundabout terminals, direct Chrysler Connection

*Gary Mroczka and Jay Vorisek presented each interchange alternative, explaining the geometric details, right-of-way and land use impacts, access control and operational analysis.*

*A new alternative was developed based on input from Chrysler Corporation and City of Tipton Planning. The new alternative is similar to alternate #4 with the addition of a northeast ramp in-lieu of the southeast loop. The alternative will allow for a right turn bypass of the eastern roundabout for workers*

Meeting Minutes

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*exiting the Plant to go north on US 31. This movement is anticipated to be about 400 vph at shift changes due to the fact that majority of the workforce currently resides in Kokomo.*

**Preliminary Interchange Alternative Analysis Results**

*All of the interchange configurations operate at acceptable levels-of-service. Ramp junctions with US 31 all operate at LOS A. Intersections operate at LOS C or better.*

**City of Tipton / Tipton County Input / Feedback**

*Tipton and Tipton County officials will be meeting on Tuesday, 11/6/13 at 1:30 pm at the Tipton County Community Foundation Building to discuss all of the interchange alternatives.*

**Open Discussion**

*None*

**Action Items**

- **Feedback due by COB Tuesday, 11/6/13**
  - *Fatal Flaws*
  - *Access Control / Local Service Roads*

**Next Meeting**

- *Tipton and Tipton County officials will be meeting on Tuesday, 11/6/13 at 1:30 pm at the Tipton County Community Foundation Building to discuss all of the interchange alternatives.*

**INDOT Meeting Agenda**

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## Meeting Location / Time:

Tipton County Community Foundation building  
10:00-11:30 AM

## Introductions

## Attendees:

- *Tim Muench – INDOT*
- *Gary Mrocza – URS*
- *Jeff Sheridan – Tipton County Economic Development Office*
- *Ron Warren – Tipton County Economic Development Office*
- *Phil Herron – Commissioner, Tipton County*
- *Mike Cline – Commissioner, Tipton County*
- *Don Havens – Mayor, City of Tipton*
- *Monty Henderson – Tipton RDC*
- *Joe Van Bibber – Commissioner, Tipton County*

## Project Activity Timeline – G. Mrocza

- 12/5/13: Engineering Assessment Approved
- 1/3/14: NEPA CE 1 Approved for Advanced Acquisitions
- 1/15/14: INDOT Announcement of URS as the Designer
- 3/10/14: NTP to URS
- 3/31/14: FHWA MAP-21 Advanced Acquisition Packet Approved
- 4/3/14: Practical Design Workshop
  - INDOT Concurrence 5/2/14
  - Elements incorporated
    - Request Chrysler to donate R/W
    - Compress interchange
    - Eliminate Dixon Creek Ramp Bridge
    - SR 28 Shoulders Widths: 8' (6' paved)
    - Reduce limits of access control
    - Single lane roundabouts
    - Shorten SR 28 bridge
    - Reduce roundabout lighting
    - Tapered type exits
- 4/8/14 – 4/18/14: Kitchen Table Meetings
- 4/22/14: Coordination Meeting with DCI
- 4/24/14: Tipton County Drainage Coordination Meeting
- 5/23/14: NEPA Early Coordination Initiated
- 6/23/14: Appraising Meetings for Advanced Acquisitions
- 6/23/14: Interchange Geometrics / Grade Review Meeting

*Gary Mrocza provided an update on project activities since the last meeting in October 2013.*



**INDOT Meeting Agenda**

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*Commissioner Van Bibber, Mayor Havens and Jeff Sheridan all expressed their concern over the project communication related to the letting date shift back of 6 months to August 2015 and the modest changes to the interchange as part of Practical Design.*

*Gary Mroczka and Tim Muench describe the program goals and the changes which are being incorporated into the design. The main changes to the interchange design due to Practical Design are: 1) compressing the interchange to reduce right-of-way impacts, reduce limited access limits to minimize local service roads, the elimination of the Dixon Creek bridge, single lane roundabouts to reduce the width of the SR 28 bridge.*

*The roundabouts are being designed to be convertible to a two lane roundabout at a later date.*

*The Chrysler drive is still planned to be part of the east roundabout. Operational and geometric details will be further studied.*

**Tipton County Update – Tipton / Tipton County Reps**

*Chrysler plant currently has one transmission line operational and a second later this year. CR 560 E project is underway and is expected to be completed by fall 2014.*

*Gary Mroczka stated that DCI has not reported back with a new plan for the infrastructure to serve the west side of US 31.*

*If Tipton County desires to pursue the accommodate of future water/sewer facilities to the west side of US 31, Tipton County of the Tipton County utilities will be have cover the expense.*

**Interchange Geometrics (20% Complete) – G. Mroczka**

- SR 28 Horizontal & Vertical Alignment
- Interchange Ramps Horizontal & Vertical Alignment
- Typical Cross Sections
- Preliminary Drainage Plan

**Schedule / Future Activities – G. Mroczka**

- Preliminary Field Check – Early August
- Public Hearing – Mid to Late August
- Tipton County Drainage Coordination – Late July

**Action Items / Follow-up**

*URS will provide Jeff Sheridan a copy of similar scale to Alternate #5 for the current design in order to compare. Tipton County will respond within 30 days.*

INDOT Meeting Minutes

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Meeting Location / Time:

Tipton County Community Foundation building  
August 26, 2014, 1:30-3:00 PM

AGENDA

Introductions

Project Update – Gary M

Chrysler Drive Discussion – Gary M

- Update on Operations
- Site Specifics / On-site Drainage, Utilities and Landscaping
- Location / Tie in
- Treatment to existing drive / Traffic Signal

East Roundabout Discussion – Jay V.

- Design Details
- Signing and Pavement Markings Specifics / On-site Drainage and Utilities

Summary / Action Items

---

Meeting Notes:

**Attendees:**

Tim Muench, Keith Myers, Scott Sipes and Jim Poturalski – INDOT, Gary Mroczka - URS, Jay Vorisek – CrossRoad Engineers, Phil Herron, Joe Van Bibber – Tipton County, Ron Warren & Jeff Sheridan – Tipton County Economic Development Office, Phil Beer – Tipton County Engineer, Don Havens – City of Tipton, John McAdams and Mike Taylor – Chrysler Corporation

**Meeting Purpose:** To coordinate with Chrysler Corporation design specifics of the proposed relocated drive off the northbound ramp roundabout.

**Project Update:** Gary Mroczka gave a brief project update.

- Interchange is a modified diamond interchange with roundabout ramp terminals.
- Schedule: Project is planned to be let in August 2015.
- Recent Activities: Geotechnical field exploration is complete. Appraisals and some offers are being presented to the six advanced acquisition parcels near the intersection.

**Chrysler Drive Discussion:**

- Update on Operations:
  - The Chrysler Tipton Transmission Plant has a current staff of 850 across two daily shifts.
  - The staff works over alternate work schedules. A third shift will start in order to have almost continuous operations.
  - The two ten hour shifts are 6:00 am to 4:20 pm, and 7:00 pm to 5:20 am.

- Site Specifics / On-site Drainage, Utilities and Landscaping
  - Chrysler is currently designing and will constructing a flag pole with landscaping near the west end of the existing parking lot. Design has been developed to avoid impacts from the interchange.
  - As verified by Chrysler Corporation staff, no utilities should be impacted by the new driveway.
- Location / Tie in:
  - The presented design illustrates a curve tie in rather than a "T". Chrysler representatives concurred with a curve tie in.
  - HMA is acceptable pavement treatment for the new driveway.
  - With the removal of the existing drive, limited access control right-of-way is planned along SR 28 frontage.
- Treatment to existing drive / Traffic Signal
  - Chrysler will have no use for the existing drive and traffic signal and prefers that they are removed and as part of the project.

**East Roundabout Details:**

- Jay Vorizek of CrossRoad Engineers presented the methodology regarding the traffic assignment and roundabout analysis.
  - INDOT provided traffic forecasts for the interchange. URS/CrossRoad then added the Chrysler traffic distributed as follows: 50% from the north, 25% from the south, 14% from the east and 11% from the west.
  - URS/CrossRoad analyzed the interchange with this anticipated demand which developed delays of 40 seconds and vehicles queues up to 10 cars during the AM shift change. Non Chrysler traffic demand is off peak during this period.
  - Mr. Beer requested information on when will the east roundabout fail?
  - Mayor Havens asked the question: What happens if more than expected traffic growth occurs?
  - Project team will provide information.

**Other Notable Comments:**

- A request to remove the chain link type fence at the proposed limited access right-of-way was made by Tipton County and Chrysler. Since the facility is not an interstate and the fence is used to delineate right-of-way, INDOT has allowed the removal of the fence in Hamilton County. Jim Poturalski concurred to remove the fence from the project. Gary Mroczka will follow-up with Tim Muench with a more tech memorandum for documentation.

**Action Items:**

- Mike Taylor of Chrysler Corporation will provide Gary Mroczka of URS the following site information:
  - Results of recent workforce survey.
  - Existing site and drainage plan.
  - Proposed landscape plan.
- Gary Mroczka will coordinate schedules with Jeff Sheridan for a meeting with Tipton Utilities to discuss future expansion accommodations through the interchange.

INDOT Meeting Minutes

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- URS (Gary Mroczka / Jay Vorisek): Mr. Beer requested when will the east roundabout fail? Answer Mayor Havens question, "what happens if more than expected traffic growth occurs?"
- URS will gain input from Ron Buell of Greenfield District concerning snowplow operations for the interchange.

## Meeting Minutes

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Meeting Location / Time: INDOT – Tipton Subdistrict, 9:00-12:00 AM

### **Introductions**

All the participants introduced themselves and sign-up sheet was passed around (Please see attached sign-up sheet) and agenda for the meeting was also distributed (See attached sheet).

### **Brief Overview:**

Gray Mroczka from URS design team gave an overview of the project. Some of the points are stated below:

- Project is a diamond interchange with two roundabouts
- Approximately 30 Acres of additional R/W will be taken for this project
- SR 28 Bridge over US 31 has an approximate length of 150'
- Access road will be provided for the Tucker Cemetery
- Posted speed on US 31 is 60 mph and is a rural principal arterial
- Posted speed on loop ramp will be 25 mph
- Posted speed on other ramps will be 40 mph
- Posted speed on SR 28 will be 45 mph outside roundabouts and 35 mph with roundabouts and over the bridge.
- All drainage for the interchange will be retained on site and eventually outlet into Dixon Creek
- Environmental Report will be done at or around thanksgiving tentatively
- Public Hearing will be held approx. in a month

### **Schedule / Environmental Document / Detailed Design:**

Robin Thompson from the URS design team further and detailed overview of the project:

- Stage 3 Plans are due in February of 2015
- Tracing Plans will be due on May 5<sup>th</sup>
- Letting date is in August of 2015
- Construction should start no later than September/October 2015
- Environmental archeology field study found some features from 1830 – 1840's in the northwest quadrant.
- Phase 2 Archeology may be needed
- Cemetery access road will have limited access control along the left side (inside of interchange) and permanent R/W outside.
- Geotechnical Report should also be done in next few weeks
- Shoulders everywhere except around roundabout and between the bridge and roundabout where they curb and gutter will be installed for drainage.

Meeting Minutes

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**Utilities Coordination:**

Mr. Thompson opened the floor to Utilities.

## AT&amp;T:

- Two fiber lines not shown on plans on west? Bridge MSE wall can be designed / moved to miss handhold.
- Only one goes through handhold. One constructed in 1984 does not.
- Geotech – 2' of undercut required for MSE Walls.
- \$250,000 to relocate ATT
- Both fibers need to be relocated. Need to survey
- INDOT Geotech needs to know where ATT is.
- Clark Dietz will coordinate action plan with ATT.
- No problem on raising the casting of the handhold.

## Duke:

- Same as last meeting.
- Burying in front of cemetery.
- Can run from north to serve

## City of Tipton Utilities:

- 2-16" encasements north of the Duke Transmission easement.
- 2-16" encasements north of Dixon Creek.
- Coordinate to include a 40' easement along the southern edge of the Jones Parcel.
- Duke Energy will look into services area for the northwest quadrant.
- The SR 28 crossing west of the interchange will not be part of the project and will have no problems through the permitting process to be installed later outside of the LA RW.

## Additional comments by others:

- Utility workplans due in early March.
- INDOT recently chip sealed through the interchange and gapped for the project limits.
- Two lane roundabouts stripped and single lane initially.
- Lighting: Tipton County /Tipton interested in upgrading lighting. Eryn mentioned that caution in non-propriety.
- Landscaping in Roundabout: Discussion on type of landscaping.
- Drainage: two dry detention ponds will be constructed as part of the interchange in NW quadrant. Will satisfy local drainage ordinance.
- Crossovers: Crossover south of Dixon Creek will be eliminated.
- Project team needs to contact Larry Heil in FHWA concerning CE level and Phase II archeology.

Meeting Minutes

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- The local service road serving the southwest quadrant will be transferred to Tipton County upon project completion.
- Construction access to existing SW access property and phasing of local service road.

**Maintenance of Traffic Discussion:**

- Two "official" detour routes were presented. One is SR 29 to SR 26 to SR 19. The other is US 421 to SR 38 to SR 19. 3-4 months of closure period. Can be further reduced if a phase to incorporate EW SR 28 traffic across the new bridge with no access of US 31.
- Concern with trucks on SR 19 through Tipton. Tipton / Tipton County will brainstorm and come up with a proposal for local traffic. SR 213 may be a good alternate to SR 19.
- Portable changeable message sign at the each end to reinforce detour.

**Additional Detailed Project Discussion:**

- Soil Contamination: Review and investigate Phase I ESA and try to identify the limit of contamination. Specify in the contract documents. Significant risk and could delay construction.
- Chemical modification could be added to the contract for localized areas. Need to create options through specifications for utilization.
- Intermediate construction dates need to be added.
- Potential two month waiting period due to settlement. Report will be to INDOT Office of Geotechnical Engineering (OGE) in about two weeks.
- Maybe beneficial to have an advance demolition contract on the west side of US 31.
- If lime stabilization is used, completion date could be by October 15, 2016.
- MSE Design wall drainage with curb due to erosion. INDOT has recently completed a new detail / standard.
- The project team will need to create a design detail for grading/swale from the top of the MSE wall.
- INDOT Greenfield District Construction requested a Constructability Review at Stage 3 design.

## INDOT/MISC. items discussed:

- Ramps should be designed with 14' or should have a saw cut at 14's if designed for the 16' width ramp due to cracks on past projects.
- MSE wall decorations that city of Tipton wants is ok with INDOT as long as the City of Tipton / Tipton County pays through an agreement for initial cost above and beyond standard treatment and potentially maintenance for any the decorations / landscaping within the interchange.

Meeting Minutes

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- Concern over finishing up project on time in the 2016 is very important but due to other factors such as contaminated soils, utility relocations, and R/W acquisition might delay the project to spring or summer of 2017.

Field Visit: Field visit was not conducted.

### 3. Kitchen Table Meeting and Property Owner Notice Examples

Kitchen Table Meetings were held with all property owners and renters to inform them of the design and right-of-way acquisition process. An example follows.

Parcel Number: 10

Date: 4/16/14

KTM Interviewers: Trent Newport  
Robin Thompson

#### INDOT US 31 & SR 28 Interchange Project Customer Survey

Property Information	Secondary Contact?
Name: _____	Name: _____
Address: _____	Address: _____
Home Phone: _____	Home Phone: _____
Cell Phone: <u>765 714 7711</u>	Cell Phone: _____
Email address: _____	Email address: _____
Preferred Method: <u>phone</u>	Preferred Method: _____

1. What time of day do you prefer we contact you? Or not contact you?

Early or late

2. How do you access your property?

One @ Chrysler drive

3. How would you prefer the project team access your property?

Lane

4. Is your property fenced? Locked gates?

Yes @ entrance

5. Are there animals on your property that we should be aware of?

No

6. Is there hunting on your property? (allowed, observed)

No

Parcel Number: 10

Date: 4/16/14

7. Any special instructions for field employees?

~~Yes~~

8. Does the aerial exhibit look correct?

Yes

9. Are you on city water/sewer? Do you know where the lines run? Additional utilities? (plot on parcel map if known)

Power south to barn, overhead

10. Do you have a septic system, springs, and/or water wells? If so, where?

Well but no septic

11. Are you aware of any underground storage tanks on the property? Any tanks within the buildings?

No

12. Are there any dump sites on the property? If so, where?

No

13. Are there wooded areas on the property? If so, where?

There is SW corner

14. (as appropriate) Do you own farm ground w/in the project area? If so,

- a. Is a field tile map available?
- b. Do you have livestock or other animals that are fenced?
- c. Does someone else own the farm ground?

Name: Marko

Address: 10

Home Phone: 765 947 5103

Cell Phone: \_\_\_\_\_

Email address: marko@kenptongrain.com

- No field tile maps but find and repair tiles often. All goes to ditch.
- NW corner is desired w/ tile but do not have maps or knowledge of locations

Parcel Number: 10

Date: 4/16/14

15. Other than farming, does the property have revenue generating activities? i.e.: billboards, business, utility leases, mineral rights, etc.?  
No

16. Are other persons included on the title to the property?  
No

17. Do you rent the property? If so, to who?  
Name: \_\_\_\_\_ See Farmer info  
Address: \_\_\_\_\_ 110 tillable acres  
\_\_\_\_\_  
Home Phone: \_\_\_\_\_  
Cell Phone: \_\_\_\_\_  
Email address: \_\_\_\_\_  
Lease dates (end of term)?: \_\_\_\_\_

18. Is any of the property under a preservation agreement, such as classified forest, other NRCS program, etc.?  
In CRP program, 60 ft each side of creek

19. Is there any additional information you wish to share about your property?  
Signal posts heaving due to water standing  
Concerned about fence trees and well  
(fruit)  
• Would like woods to be in classified forest but need 10 acres.  
• Hoosier Homestead Farm

Property Owner Notices were mailed to property owners prior to accessing property for survey work, archeological analysis, geotechnical investigations, and the like. An example is below.



## **K & S ENGINEERS, INC**

161 Garstang Street  
Beech Grove, IN 46107  
Phone: (317)-781-1940 Fax: (317)-781-1942

[www.kandsengineers.com](http://www.kandsengineers.com)

[ksengineers@sbcglobal.net](mailto:ksengineers@sbcglobal.net)

July 17, 2014

Chrysler Group LLC  
3660 North US Highway 31  
Kokomo, IN 46901

### **NOTICE OF SUBSURFACE INVESTIGATION**

Dear Property Owner(s):

The Indiana Department of Transportation (INDOT) has subcontracted with URS Corporation and K & S Engineers, Inc. to perform soil test borings for the proposed Interchange at US Highway 31 and State Road 28 in Tipton County. A portion of this work is to be performed on your property in order to provide design engineers information for project design. In order to accomplish this work, it will be necessary for K & S Engineers to access approximately four (4) test boring locations on your property with a test drilling rig and a support truck.

Indiana Code 8-23-7-26 provides for K & S Engineers, as the authorized representative of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of the relevant code and a Notice of Survey discussion sheet, as found on INDOT's website, are attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification of our intention to drill test borings and drive on your property within about the next month.

Please be assured of our sincere desire to cause you the least amount of inconvenience and disruption to your property. It is the desire of INDOT and K & S Engineers to perform the test borings within approximately the next month, depending upon weather. Our field personnel will carry identification and you should feel free to ask them for proof of identification. If desirable, we can meet with you on-site to provide further information on our activities and to discuss site access.

Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. K & S Engineers will submit a crop damage report, if applicable, to INDOT on your behalf. To obtain compensation for all other damages, you should contact the INDOT Greenfield District Real Estate Manager. His contact information is below. The District Real Estate Manager can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the District Real Estate Manager for consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-28 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the

department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

If you have questions regarding the rights and procedures outlined in this letter, please contact the INDOT District Real Estate Manger. His contact information is as follows:

Michael Rogers  
Real Estate Manager- Greenfield District  
32 South Broadway  
Greenfield, IN 46140  
317-467-3472

If you own but are not the tenant of this property (i.e., rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work. If you have any questions or concerns regarding our proposed work or schedule, please call me at 317-781-1940. Thank you in advance for your cooperation in this matter.

Sincerely,

**K & S Engineers, Inc.**



Firooz Zandi, PE  
Principal Engineer/VP

c.c. Mr. Stephen Rushfeldt, PE; Cardno ATC

## **IC 8-23-7**

### Chapter 7. Real Property Transactions

#### **IC 8-23-7-26 Surveys and investigations; right of entry**

Sec. 26. An authorized employee or representative of the department engaged in a survey or investigation authorized by the commissioner or the commissioner's designee, including a survey or investigation for purposes of IC 8-23-5-9, may enter upon, over, or under any land or property within Indiana to conduct the survey or investigation by manual or mechanical means, which include the following:

- (1) Inspecting.
- (2) Measuring.
- (3) Leveling.
- (4) Boring.
- (5) Trenching.
- (6) Sample-taking.
- (7) Archeological digging.
- (8) Investigating soil and foundation.
- (9) Transporting equipment.
- (10) Any other work necessary to carry out the survey or investigation.

*As added by P.L.18-1990, SEC.216. Amended by P.L.99-2008, SEC.2.*

#### **IC 8-23-7-27**

##### **Surveys and investigations; notification of occupants**

Sec. 27. (a) Before an authorized employee or representative of the department enters upon, over, or under any land or water under section 26 of this chapter, the occupant of the land or water shall be notified in writing by first class United States mail of the entry not later than five (5) days before the date of entry. The employee or representative of the department shall present written identification or authorization to the occupant of the land or water before entering the land or water.

(b) At the same time and in the same manner as the notice required under subsection (a), the department shall notify the occupant and the record owner of the land or property of the following:

(1) With respect to damage that occurs to the land or property as a result of entry upon, over, or under the land or property as set forth in section 26 of this chapter:

(A) a description of the aggrieved party's right to compensation for the damage from the department; and

(B) the procedure that the aggrieved party must follow to obtain the compensation.

(2) The name, mailing address, and telephone number of an individual or office within the department to which an aggrieved party may direct questions concerning the rights and procedures described in subdivision (1).

*As added by P.L.18-1990, SEC.216. Amended by P.L.99-2008, SEC.3*

#### **IC 8-23-7-28**

##### **Surveys and investigations; compensation for damages**

Sec. 28. If during an entry under section 26 of this chapter damage occurs to the land or water as a result of the entry or work performed during the entry, the department shall compensate the aggrieved party. If the aggrieved party is not satisfied with the compensation determined by the department, the amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of

the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located. The department shall pay any compensation awarded to an aggrieved party under this section:

(1) not more than sixty (60) days after the date on which the parties agree to the amount of the compensation; or

(2) as ordered by the circuit or superior court.

*As added by P.L.18-1990, SEC.216. Amended by P.L.40-1993, SEC.3; P.L.99-2008, SEC.4.*

## 4. Public Hearing Notice



100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-0796  
FAX: (317) 233-4929

**Michael R. Pence, Governor**  
**Karl B. Browning, Commissioner**

DES. #: 1382317

LEGAL NOTICE  
OF  
PUBLIC HEARING

The Indiana Department of Transportation will hold a public hearing on **Wednesday, February 11, 2015, at the Tipton County Foundation, 1020 West Jefferson Street, Tipton, Indiana 46072. The evening will begin with an Open House from 5:00 p.m. to 6:00 p.m. followed by the Public Hearing starting at 6:00 p.m.** The purpose of the public hearing is to offer all interested persons an opportunity to comment on current design plans for the proposed U.S. 31 at State Road (S.R.) 28 intersection improvement. The project proposes a new grade separated interchange with roundabout ramp terminals. A loop ramp is recommended in the northwest quadrant for traffic entering southbound U.S. 31 from S.R. 28. All other ramps would be direct connections. State Road 28 will be grade separated by a new bridge and embankment over U.S. 31. A new direct access into the Tipton Transmission Plant in the northeast quadrant will also be provided. Project details will be presented and displayed at the public hearing. Construction of the project would require 40.0 acres of new permanent right-of-way. Relocation of residents and businesses is involved with this project. Partial acquisitions have been acquired previously as a result of a separate project under an environmental document prepared in December 2013. The balance of property will be acquired after the approval of the current environmental document.

The environmental document and preliminary design plans along with other materials on the project are available for viewing in the following locations:

1. Hearings Examiner, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, Indiana 46204-2216, Phone # (317) 234-0796
2. Indiana Department of Transportation Greenfield District office, 32 South Broadway, Greenfield, Indiana 46140, Phone # (855) 463-6848
3. Tipton County Public Library, 127 East Madison Street, Tipton, IN 46072, Phone # (765) 675-8761

The tentative timetables for right-of-way acquisition and construction will be discussed during the formal presentation. Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments collected before, during and for a period of two (2) weeks after the hearing date, will be evaluated and addressed in the final environmental document. Written comments may be submitted prior to the public hearing and within the comment period to: INDOT Public Hearings, IGCN Room N642, 100 North Senate Avenue, Indianapolis, IN 46204.

## WINTER WEATHER NOTICE

**If bad weather prevails, please call (317) 232-6601 to find out whether the public hearing will be held or rescheduled. Should the meeting be postponed, it will be rescheduled on Monday, February 16, 2015 at the same location and time listed above.**

With advance notice INDOT can make special accommodations for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services of interpreters, signers, readers, or large print. If special accommodations are needed please call the Public Hearings office at (317) 232-6601, or email [rclark@indot.in.dot](mailto:rclark@indot.in.dot), preferably by Wednesday, February 4, 2015.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT *Public Involvement Policies and Procedures* approved by the Federal Highway Administration on August 16, 2012.

### INDIANA DEPARTMENT OF TRANSPORTATION

Mary Wright

Public Hearings Examiner

Phone # (317) 234-0796

E-Mail: [mwright@indot.IN.gov](mailto:mwright@indot.IN.gov)



SENATOR JAMES BUCK  
4407 MCKIBBEN DR  
KOKOMO IN 46902

PHILLIP DAVENPORT  
6233 W SR 28  
TIPTON IN 46072

RODGER & MARSHA GAMBLIN  
6717 W 250 S  
TIPTON IN 46072

JERRY HARLOW  
8517 W 300 N  
TIPTON IN 46072

RICHARD JONES  
231 N MAIN ST  
FORTVILLE IN 46040

WAYNE & SUE LONG  
13127 HAZELWOOD CT  
CARMEL IN 46033

RICHARD NASH  
10307 W 500 N  
SHARPSVILLE IN 46068

LOU NASH  
4526 CHISHOLM TRAIL  
LAFAYETTE IN 47909

DEBORAH NEFF  
2045 S US HWY 31  
TIPTON IN 46072

DEBORAH NEFF  
2045 S US HWY 31  
TIPTON IN 46072

DAVID NEUHAUSER  
9 BAYSHORE DR  
CICERO IN 46034

KISHOR & KAILASH PATEL  
4328 CUMMINGS HWY  
CHATTANOOGA TN 37419

RAYMOND & KAREN PELLETIER  
1674 S US HWY 31  
TIPTON IN 46072

JEFFERY & TIMOTHY RAVENSCROFT  
633 S WABASH ST  
WABASH IN 46992

WM & REBECCA SHERRILL  
PO BOX 178  
KEMPTON IN 46049

REPRESENTATIVE ERIC TURNER  
PO BOX 440  
CICERO IN 46034

ORVILLE WILSON FAMILY  
8606 ALLISONVILLE RD  
STE 109  
INDIANAPOLIS IN 46250

CAMPBELL FAMILY LLP  
1375 N 800 W  
TIPTON IN 46072

MEETING NOTICE  
CHESTER TRIBUNE  
PO BOX 919  
193 S CALUMET RD  
CHESTERTON IN 46304

KEVIN BEMIS  
CHRYSLER GROUP LLC  
3660 N US HWY 31  
KOKOMO IN 46091

JOE GOOD  
CHRYSLER GROUP LLC  
3660 N US HWY 31  
KOKOMO IN 46091

COURIER & PRESS  
DATA EDITOR  
PO BOX 268  
EVANSVILLE IN 47702

DAYS MARATHON INC  
1983 S US JWY 31  
TIPTON IN 46072

RICK MARQUIS  
FEDERAL HIGHWAY ADMINISTRATION  
575 N PENNSYLVANIA ST  
RM 254  
INDIANAPOLIS IN 46204

DON HAVENS  
MAYOR OF TIPTON  
201 SOUTH MAIN  
TIPTON IN 46072

STROUP TRUST  
3609 W SR 28  
TIPTON IN 46072

D JEFFREY SHERIDAN  
TCEDO  
114 SOUTH MAIN ST  
PO BOX 176  
TIPTON IN 46072

NEWS EDITOR  
THE TRUTH  
PO BOX 487  
421 S 2ND ST  
ELKHART IN 46515

TIPTON CO COMMISSIONERS  
101 E JEFFERSON ST  
TIPTON IN 46072

TIPTON CO HIGHWAY  
405 MARKET RD  
TIPTON IN 46072

TIPTON CO SURVEYOR  
101 E JEFFERSON ST  
TIPTON IN 46072

TUCKER CEMETERY  
7910 W 300 S  
TIPTON IN 46072

PHILIP BEER P.E.  
USI CONSULTANTS  
8415 E 56TH ST  
INDIANAPOLIS IN 46216



100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-0796  
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### INDIANA DEPARTMENT OF TRANSPORTATION

Mary Wright

Public Hearings Examiner

Phone # (317) 234-0796

E-Mail: [mwright@indot.IN.gov](mailto:mwright@indot.IN.gov)

## Clark, Rickie

---

**From:** Clark, Rickie  
**Sent:** Tuesday, January 27, 2015 4:25 PM  
**To:** 'tiptoncoauditor@tds.net'; 'jvcommissioner@tiptoncounty.in.gov'; 'mlclinecommissioner@tiptoncounty.in.gov'; 'geraldshuckcommissioner@gmail.com'; 's.crawford@tiptoncounty.in.gov'; 'infotech@tiptoncounty.in.gov'; 'tipton.surveyor@tds.net'; 'mayorhavens@gmail.com'; 'tipstret@tiptonel.com'; 'tgclark125@gmail.com'; 'djeffreysheridan@gmail.com'  
**Cc:** Barbknecht, Nick; Muench, Tim; Hendrickson, Brandy  
**Subject:** INDOT to hold public hearing regarding a proposed new interchange at US 31 and SR 28 in Tipton County



## INDIANA DEPARTMENT OF TRANSPORTATION

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Project details will be presented and displayed at the public hearing. Construction of the project would require 40 acres of new permanent right-of-way. The relocation of residential and commercial property will be involved as part of this project. Partial acquisition activities involving some properties have taken place previously as a result of a separate project under an environmental document prepared in December 2013. Additional right-of-way acquisition is proposed upon the approval of the current environmental document.

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In addition and with advance notice, INDOT can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons requiring auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be required in regards to attending and participating during the public hearing, please contact the Office of Public Involvement at (317) 232-6601, or email [rclark@indot.in.gov](mailto:rclark@indot.in.gov), by Wednesday, February 4, 2015 (if possible).

Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

**Phone:** (317) 232-6601

**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



## Clark, Rickie

---

**From:** Clark, Rickie  
**Sent:** Tuesday, January 27, 2015 4:10 PM  
**To:** House District 32; Senate District 21  
**Cc:** Barbknecht, Nick; Alderman, Robert; Hendrickson, Brandye  
**Subject:** INDOT to hold public hearing regarding a proposed new interchange at US 31 and SR 28 in Tipton County



## INDIANA DEPARTMENT OF TRANSPORTATION

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The Indiana Department of Transportation will hold a public hearing on **Wednesday, February 11, 2015, at the Tipton County Foundation, 1020 West Jefferson Street, Tipton, Indiana 46072. The evening will begin with an Open House from 5:00 p.m. to 6:00 p.m. followed by the Public Hearing starting at 6:00 p.m.** The purpose of the public hearing is to offer all interested persons an opportunity to comment on current design plans for the proposed U.S. 31 at State Road (S.R.) 28 intersection improvement.

The project proposes a new grade separated interchange with roundabout ramp terminals. A loop ramp is recommended in the northwest quadrant for traffic entering southbound U.S. 31 from S.R. 28. All other ramps would be direct connections. State Road 28 will be grade separated by a new bridge and embankment over U.S. 31. A new direct access into the Tipton Transmission Plant in the northeast quadrant will also be provided.

Project details will be presented and displayed at the public hearing. Construction of the project would require 40 acres of new permanent right-of-way. The relocation of residential and commercial property will be involved as part of this project. Partial acquisition activities involving some properties have taken place previously as a result of a separate project under an environmental document prepared in December 2013. Additional right-of-way acquisition is proposed upon the approval of the current environmental document.

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1. Hearings Examiner, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, Indiana 46204-2216, Phone # (317) 234-0796
2. Indiana Department of Transportation Greenfield District office, 32 South Broadway, Greenfield, Indiana 46140, Phone # (855) 463-6848
3. Tipton County Public Library, 127 East Madison Street, Tipton, IN 46072, Phone # (765) 675-8761

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Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



**Clark, Rickie**

---

**From:** Clark, Rickie  
**Sent:** Tuesday, February 03, 2015 11:31 AM  
**To:** 'tiptoncoauditor@tds.net'; 'jvcommissioner@tiptoncounty.in.gov';  
'mclinecommissioner@tiptoncounty.in.gov'; 'geraldshuckcommissioner@gmail.com';  
's.crawford@tiptoncounty.in.gov'; 'infotech@tiptoncounty.in.gov'; 'tipton.surveyor@tds.net';  
'mayorhavens@gmail.com'; 'tipstret@tiptontel.com'; 'tgclark125@gmail.com';  
'director@tiptonedo.org'  
**Cc:** Barbknecht, Nick; Muench, Tim; Hendrickson, Brandy  
**Subject:** INDOT to hold public hearing regarding proposed new interchange at US 31 and SR 28 in Tipton County



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Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



## Clark, Rickie

---

**From:** Clark, Rickie  
**Sent:** Tuesday, February 03, 2015 11:29 AM  
**To:** House District 32; Senate District 21  
**Cc:** Barbknecht, Nick; Alderman, Robert; Hendrickson, Brandye  
**Subject:** INDOT to hold public hearing regarding proposed new interchange at US 31 and SR 28 in Tipton County



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Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



**Clark, Rickie**

---

**From:** Clark, Rickie  
**Sent:** Friday, February 06, 2015 12:45 PM  
**To:** House District 32; Senate District 21  
**Cc:** Barbknecht, Nick; Alderman, Robert; Hendrickson, Brandye  
**Subject:** INDOT to hold public hearing regarding proposed new interchange at US 31 and SR 28 in Tipton County



## INDIANA DEPARTMENT OF TRANSPORTATION

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**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



Clark, Rickie

---

**From:** Clark, Rickie  
**Sent:** Friday, February 06, 2015 12:47 PM  
**To:** 'jlg23@chrysler.com'; 'kdb5@chrysler.com'  
**Subject:** INDOT to hold public hearing regarding proposed new interchange at US 31 and SR 28 in Tipton County



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**Sent:** Friday, February 06, 2015 12:45 PM  
**To:** 'tiptoncoauditor@tds.net'; 'jvcommissioner@tiptoncounty.in.gov'; 'mlclinecommissioner@tiptoncounty.in.gov'; 'geraldshuckcommissioner@gmail.com'; 's.crawford@tiptoncounty.in.gov'; 'infotech@tiptoncounty.in.gov'; 'tipton.surveyor@tds.net'; 'mayorhavens@gmail.com'; 'tipstret@tiptonel.com'; 'tgclark125@gmail.com'; 'director@tiptonedo.org'  
**Cc:** Barbknecht, Nick; Muench, Tim; Hendrickson, Brandye  
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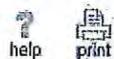
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### Entry Details

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[INDOT] Public hearing regarding a proposed new interchange at US 31 and SR 28 in Tipton County

Start Date: 2/11/2015 Start Time: 5:00 PM  
End Date: 2/11/2015 End Time: 8:00 PM

Entry Description

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Event

Entry Category:  
Announcements

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Agency Name  
Transportation, Indiana Department of

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## **5. Public Hearing Materials**



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

**Michael R. Pence, Governor**  
**Karl B. Browning, Commissioner**

Wednesday, February 11, 2015

Dear Local Resident, Concerned Citizen, and Elected Public Official:

### Welcome to the Indiana Department of Transportation's (INDOT) Public Hearing regarding a proposed new interchange at U.S. 31 and S.R. 28 in Tipton County.

The purpose of this public hearing is to offer the community the opportunity to comment on preliminary design plans for a proposed U.S. 31 at S.R. 28 intersection improvement project. The project proposes a new grade separated interchange with roundabout ramp terminals. INDOT welcomes the opportunity to meet with the community during this public hearing and looks forward to continued community engagement.

There are several ways your comments may be presented this evening and over the next several weeks. You may submit comments in the following manner:

1. Complete a comment form and return it to an INDOT representative attending the public hearing. Comment forms are available at the sign-in table.
2. Mail your comments to the Indiana Department of Transportation's Office of Public Involvement / Attn: Hearings Manager at 100 North Senate Avenue, Room N642 Indianapolis, IN 46204-2216; PHONE: (317) 232-6601. **INDOT respectfully requests comments be submitted by Friday, February 27, 2015.**
3. Participate during the Public Comment Session and have your comments recorded for inclusion into the official hearings transcript / public record.
4. Comments may be e-mailed to the INDOT Office of Public Involvement at: [rclark@indot.in.gov](mailto:rclark@indot.in.gov).
5. Contact the INDOT Greenfield District Office Customer Service Center at 1-855-463-6848 [eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov) should you have questions regarding this project.

All public comments submitted during the comment session and during the public comment period will be included in the official hearing transcript (public record) and will be reviewed, evaluated and given full consideration by INDOT officials. INDOT sincerely appreciates your attendance this evening.

Rickie Clark  
INDOT Office of Public Involvement  
(317) 232-6601  
[rclark@indot.in.gov](mailto:rclark@indot.in.gov)

## U.S. 31 & S.R. 28 Interchange Project

Tipton County Foundation

Wednesday, February 11, 2015




### Welcome

- Rickie Clark, INDOT Office of Public Involvement
- Purpose/explanation of public hearing
- Public hearing format
- Visit our sign-in table
- Informational handouts
- Submitting public comments for hearings transcript
- Project display area




### Welcome

- **Introduction of INDOT project officials**
  - Project Management
  - Design
  - Real Estate
  - Public Involvement
- **URS**
  - Design & Environmental Team
- **Recognition of elected and local public officials**




### Public Hearing

- Sign-in at attendance table to be added to project mailing list.
- A public hearing notice was mailed to known property owners within project area.
- Announcement of this hearing was posted to INDOT website. A media release was also issued.
- **Legal notice publishing:**
  - Tipton County Tribune
    - Tuesday, January 27, 2015
    - Tuesday, February 3, 2015




### Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Tipton County
- City of Tipton
- Local communities
- Elected public officials
- Community residents and citizens
- Commuters
- Chrysler Corporation
- Emergency services




### Project Development Process



```

graph LR
    A[Engineering Assessment] --> B[Environmental phase begins  
Purpose & read  
Develop alternatives]
    B --> C[Preliminary design phase  
Prepare environmental document for public review and comment]
    C --> D[Right of Way acquisition phase]
    D --> E[Construction]
    
```

Public Hearing




### Environmental Document

- **Requirement of the National Environmental Policy Act (NEPA)**
  - Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
  - Impacts are described in environmental document
    - Categorical Exclusion (CE), Level 3
  - Environmental document was released for public involvement in January 2015




### Environmental Document

- **Purpose and need**
  - Develop a number of possible alternatives
    - The "Do Nothing" alternative is a baseline for comparison
  - Screen alternatives to identify a preferred alternative
  - Solicit public comment on environmental document and preliminary design plan
  - Solicit, address and fully consider public comment as part of decision making process




### Environmental Documentation

#### Elements of the Environmental Documentation

■ Real Estate	■ Endangered Species
■ Community Impacts	■ Hazardous Materials
■ Air Quality	■ Environmental Justice
■ Wetlands and Waterways	■ Historic/Archaeological
■ Noise	■ Cultural Resources
■ Floodplains	■ Public Involvement
■ Farmland	




### Environmental Documentation

- **Noteworthy Environmental Document findings**
  - 0.39 acre of Wetland Impacts
    - 0.044 acre will require mitigation on site.
  - No impacts to Jurisdictional Streams (Waters of the U.S.)
  - No impacts to Tucker Cemetery
  - Adverse impact to one potentially eligible Archaeological site in NW Quadrant
    - Memorandum of Agreement with INDOT/FHWA/SHPO dated 1/9/15.




### Environmental Documentation

- **Noteworthy Environmental Document findings (Cont.)**
  - Low levels of soil and groundwater contamination will be encountered during excavation at 4 sites
  - Minimal Impacts to the Floodplain of Dixon Creek
  - 8 Relocations (3 Residential, 5 Businesses)




### Environmental Documentation

- **Categorical Exclusion Level 1 – Advanced Acquisitions**
  - Allowed by MAP-21, the Moving Ahead for Progress in the 21st Century Act
  - Approved December 2013 for 6 Properties
  - Amended September 2014 for 5 Additional Properties




### Environmental Documentation

INDOT Greenfield District Office  
 Planning & Programming Department  
 32 South Broadway  
 Greenfield, IN 46140  
 (855) 463-6848; [eastcentral@indot.in.gov](mailto:eastcentral@indot.in.gov)

INDOT Office of Public Involvement  
 Indiana Government Center North, Room N642  
 100 North Senate Avenue, Indianapolis, IN 46204  
 (317) 232-6601; [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

Tipton County Public Library  
 127 East Madison Street  
 Tipton, Indiana 46072  
 Phone (765) 675-8761




### U.S. 31 / S.R. 28 Interchange Project

- **Purpose**
  - To improve the safety and mobility on US 31 as a high-speed commerce corridor between Indianapolis and South Bend.
- **Need**
  - Reduce the number and severity of crashes
  - Reduce travel times for expected traffic growth




### U.S. 31 / S.R. 28 Interchange Project





### U.S. 31 / S.R. 28 Interchange Project

- **Alternatives considered:**
  - #1 - Modified Diamond with SE Loop
  - #2 - Tight Diamond with roundabout terminals
  - #3 - Modified Diamond with NW Loop
  - #4 - Two Quadrant Diamond with roundabout ramp terminals and direct Chrysler Transmission Plant connection
  - #5 - Modified Diamond with roundabout terminals and direct Chrysler Transmission Plant connection
  - #6 - Do-Nothing Alternative




### U.S. 31 / S.R. 28 Interchange Project

- **Alternatives considered:**

Alternative #1



Alternative #2



Alternative #3



Alternative #4







### U.S. 31 / S.R. 28 Interchange Project

- **Preferred Alternative:**
  - Alternative 5





### U.S. 31 / S.R. 28 Interchange Project

- Preferred Alternative: Alternative #5
  - Supports local economic vision for the interchange as endorsed by the local public agencies.
  - Meets current and forecast travel demand.
  - Provides the most efficient means of travel along SR 28 & from the Chrysler Plant.
  - Provides a high level of safety with the installation of roundabouts.
  - Minimizes impacts to Tucker Cemetery in the southwest quadrant.
  - Provides the most efficient and cost-effective means of maintaining traffic during construction.

### U.S. 31 / S.R. 28 Interchange Project

- Preferred Alternative:
  - Alternative 5: Scored equal to or better than all other alternatives in all categories.

Performance/Evaluation Measure	Alternative #1 Modified Stop	Alternative #2 Right-of-Way Roundabouts	Alternative #3 Right-of-Way Intersections	Alternative #4 Modified Westop	Alternative #5 Modified Roundabouts, Chrysler Drive	Alternative #6 Modified Roundabouts, Chrysler Drive
Design Year Operations / Overall Efficiency	1	3	3	1	3	5
Design Year Economic Value	1	3	3	1	3	5
Construction Feasibility /	1	1	1	1	3	5
SR 28 Access Control	1	1	1	1	5	5
Traffic Maintenance	1	1	1	3	5	5
Tucker Cemetery Impacts	1	1	1	3	3	3
Environmental Impacts	1	1	1	3	3	3
Utility Impacts	1	1	1	1	3	3
Long Term Operational Costs	1	1	1	1	3	3
Public Agency Costs	5	3	3	1	3	3
Construction Cost	3	1	1	5	5	5
<b>Total</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>14</b>	<b>43</b>	<b>43</b>

### U.S. 31 / S.R. 28 Interchange Project

- Project Features
  - S.R. 28 over U.S. 31
  - New Concrete/Steel Bridge
  - Roundabout Intersections
  - New Chrysler Access
  - Limited Access ROW
  - SW Local Access Road
  - Utility Relocations
  - On-site Detention Storage



### U.S. 31 / S.R. 28 Interchange Project

- West Roundabout
  - Operations
  - Single Lane with Future Expansion
  - Design to Accommodate Commercial Trucks / Ag Equipment
  - Overhead Lighting



### U.S. 31 / S.R. 28 Interchange Project

- East Roundabout
  - Operations
  - Single Lane with Future Expansion
  - Design to Accommodate Commercial Trucks / Ag Equipment
  - Overhead Lighting



### U.S. 31 / S.R. 28 Interchange Project

- Traffic Maintenance
  - A lot of work with short term lane / shoulder restrictions
  - ≈120 day S.R. 28 Closure
  - Signed State Detour
  - Local Traffic CR 560E North to Division Rd.



### U.S. 31 / S.R. 28 Interchange Project

- **Estimated Cost**
  - \$1.4 Million Engineering
  - \$5.0 Million ROW
  - \$8.4 Million Construction
- \$14.8 Million Project



### Real Estate Acquisition Process



### Real Estate Acquisition Process

- **"Uniform Act of 1970"**
  - All federal, state and local governments must comply
  - Requires an offer for just compensation
- **Acquisition Process**
  - Appraisals
  - Review Appraisals
  - Negotiations
- **INDOT Real Estate Team to work with impacted property owners**

### U.S. 31 / S.R. 28 Interchange Project

- **Right-of-way**
  - Permanent R/W: 40.1 acres
    - Residential
    - Commercial
    - Agricultural
  - Temporary R/W: 9.3 acres
    - Grading
    - Driveway reconstruction
  - 8 Relocations

### Project Schedule

- **Public Hearing: February 2015**
- **Environmental Document finalized: March 2015**
- **Real Estate Acquisition activities: 2015 - 2016**
  - Appraising
  - Negotiations/Buying
  - Utilities coordination/Relocation
- **Construction: 2015-2016**

### Feedback

- **INDOT would like to hear from you**
  - Talk with INDOT project team members
  - Comment sheet in information packet
  - E-mail or mail comments to INDOT
  - Sign-in list to be added to project mailing list
  - Visit INDOT Greenfield District page at <http://www.in.gov/indot/2704.htm>
  - All comments are very much appreciated and will be given full consideration by project team

### Submit Public Comments

- **Submit public comments using the options described in first page of information packet:**
  - Public Comment Form
  - Via e-mail
  - Participating during public comment session via microphone
  - Verbal comments recorded and transcribed for inclusion into public hearings transcript
- **INDOT respectfully requests comments be submitted by Friday, February 27, 2015.**
- All comments submitted will become part of public record, entered into transcript, reviewed, evaluated and given full consideration during decision making process.




### Next Steps

- **Public and project stakeholder input**
  - Submit comments via options described on page 1 of Information packet
- **INDOT review and evaluation**
  - All comments are given full consideration during decision-making process
  - Address comments, finalize/approve environmental document, complete project design
- **Communicate a decision**
  - INDOT will notify persons on mailing list of decision
  - Work through local media outlets and paid legal notice
  - Make project documents accessible via repositories
- **Questions? Contact Public Involvement Team**




### Public Involvement Team

- Rickie Clark  
INDOT Office of Public Involvement  
(317) 232-6601  
[rclark@indot.in.gov](mailto:rclark@indot.in.gov)
- Nathan Riggs  
INDOT Greenfield District Office  
(855) 463-6848  
[eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov)




### Thank You

- **Please visit with INDOT project officials following the public comment session**
- **Project Open House**
  - Project maps, displays, real estate acquisition table, INDOT project officials and informal Q & A




### Public Comment Session



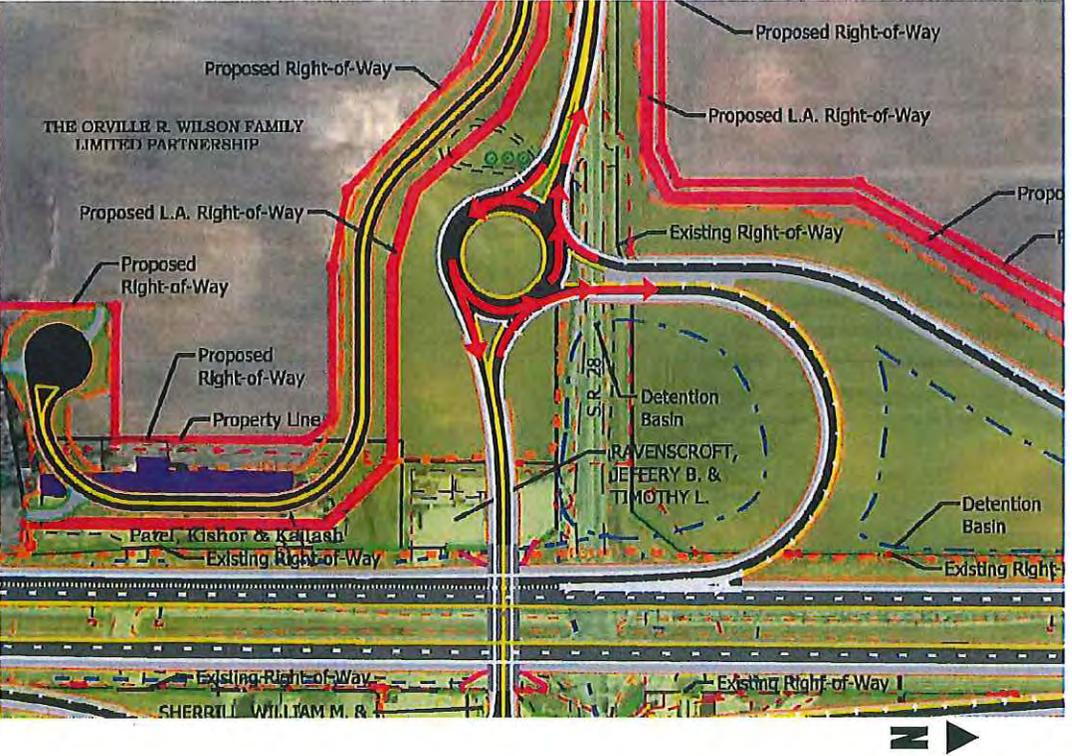





# U.S. 31 / S.R. 28 Interchange Project

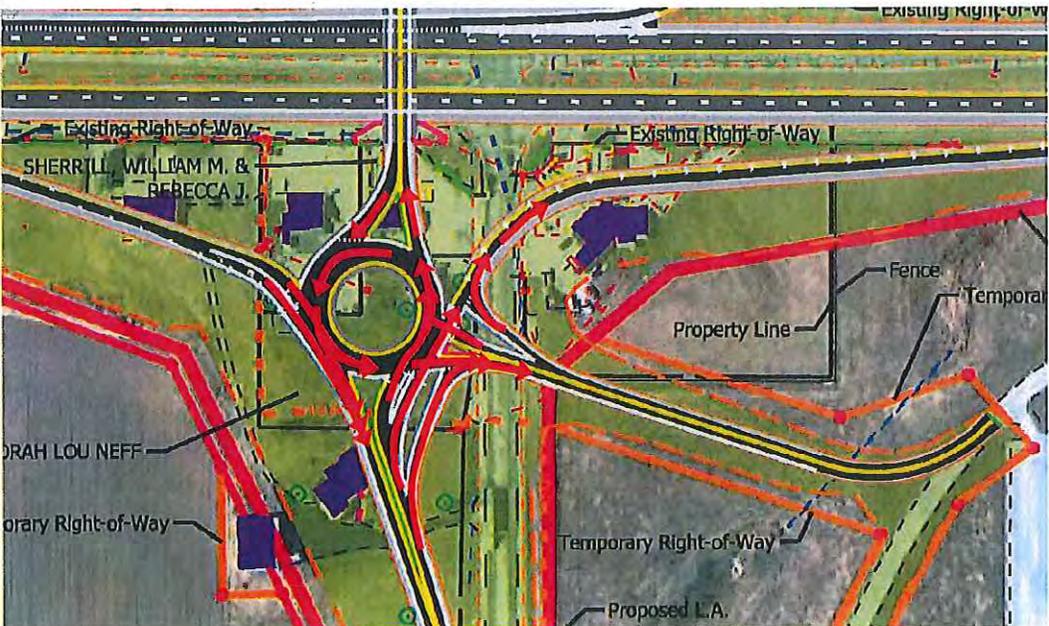
## ■ West Roundabout

- Operations
- Single Lane with Future Expansion
- Design to Accommodate Commercial Trucks / Ag Equipment
- Overhead Lighting



# U.S. 31 / S.R. 28 Interchange Project

- **East Roundabout**
  - Operations
  - Single Lane with Future Expansion
  - Design to Accommodate Commercial Trucks / Ag Equipment
  - Overhead Lighting





1

SIGN IN SHEET

2-11-15

PLEASE PRINT

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2

2-11-15

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10 Tom Dickey	7671 W. 900 South, Pendleton, IN <sup>46064</sup>	tomdickey@indy.rr.com

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4

SIGN IN SHEET

2-11-15

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9 <i>[Signature]</i>	3609 W. Sp. 28 Tipton	dougstray@2000elwood.com
10		

5

SIGN IN SHEET  
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2 Dennis Henderson	4928 S. ST. Rd 213 Atlanta IN 46031	
3 Kevin Kuhn	8721 W 300 S Tipton	
4 Bill Young	4250 W C.R. 500 S. FARMINGTON 46004	
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6 Larngt Karen Carter	6421 W St. Rd 28 Tipton In 46072	
7 Phil Meyer	423 W Washington St. Tipton IN 46072	
8 Ryan Carroll	4739 S 250 W Tipton IN 46072	
9 Julie Warner	626 W. Madison St. Tipton In 46072	
0 Elae Smith	536 W 350 S Tipton, IN 46072	

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10 LAY HENDERSON		

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DIESNT WANT TO SIGN

8

2-11-15

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X

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2-11-15

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4 Marny Kowalski	S # M E	
5 Jim Purvis	128 Hopkins Ct Tipton, IN 46072	
6 Richard Wilson	3721 WESTFIELD DR ANDREWS	rdwmkts12@yahoo.com
7 Jan Harrison	1929S - 500 W Tipton	
8 Tyl-Sue	194315 - 700 W Tipton	
9 Jarron Stadel	1625 S. 725 W. Tipton	
10 Pat Cook	4536 Phisho Ln Tr 1 LaFayette, IN	Property Form SR38 W Access from Cristler

X X X X X X X X X X

10

2-11-15

# SIGN IN SHEET

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1	Mike Day	833 W. Earf St	mikeday@td.s.net
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2	Paige Day	205 W 400 S	pd04@tiptonel.com
---	-----------	-------------	-------------------

3	Bob Day	" "	" "
---	---------	-----	-----

4	Mickelle Jones	2192 & 5000 Jipton	mjones6749@yahoo.com
---	----------------	--------------------	----------------------

5	MARKY CARNEY	606 W JANE DR. SHARPSVILLE	dans3nans4@comcast.net
---	--------------	-------------------------------	------------------------

6	JESS PRICE	1740 US SOUTH 31 TIPTON 46072	
---	------------	----------------------------------	--

7	Beth Roach	462 Kentucky Ave Tipton, Ia 46072	CRUFd237@uplon.com
---	------------	--------------------------------------	--------------------

8	Mike McKinney	426 N US Hwy 31 TIPTON 46072	MIKE.MCKINNEY@CFUNET
---	---------------	---------------------------------	----------------------

9	Doug Atchley	9251 W. 150N. Tipton Kempster Fire + Rescue	atchleydoug@gmail.com
---	--------------	--	-----------------------

10	Alan Boughton	3545 W. SR 28 Tipton	ALBoughtonDI@yahoo.com
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8	Tom Moran	6775 W 300 N Sharpsville	tmoran@earthlink.net
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10	JES Hendricks	1354 S. Cotnam Ci. Circleville, IN 46034	<del>JES</del> hendricks@comcast.net

X  
X  
X  
X

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3 Richard B Mark	10307 W. 500th	
4 MIKE BYERS	1 N. CAPITOL AVE, SUITE 4FO INDIANAPOLIS, IN	mbyers@pavement.com
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6 Theresa Ehnman	4963 S 135th Tipton	
7 Robert OPP	3485 S 19 Tipton	
8 Sandy Landrum	6838 E 350 S Elwood	slandrums@indot.in.gov
9 TED STONE	CORADINO GROUP 200 S. FIFTH ST, SUITE 503N LOU KY 40202	—
0 Sarah Allison	1498 S 400 W Tipton IN 46072	saa3011@aol.com

\*

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3 SHANNON CASSONS	469 TAFT ST TIPTON MI	
4 PHIL HERON	1285 SOUTH STATE ROAD 213 TIPTON MI 48072	heron2@tds.net X
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7		
8		
9		
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## **6. Summary of Public Comments**

**DISPOSITION OF PUBLIC COMMENTS**  
**US 31 @ SR 28 Des. 1382317 - Hearing Held February 11, 2015**

#	Commentator	Comment From Transcript	Response
	<b><u>Public Hearing Speaker Comments</u></b>		
1	Mayor of Tipton Don Havens	We intend to submit written comments and resolution in support of the project.	Thank you.
2	County Councilman Jim Ashley	Generally many support the project.	Thank you.
3	County Councilman Jim Ashley	Some property owners are not being fairly treated.	The property acquisition process is guided by the Uniform Relocation and Real Property Acquisition Act (Uniform Act), passed by Congress in 1970. It is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. INDOT's Real Estate Division adheres to this act and federal and state implementing regulations. All appraised values are established based on the fair market value of comparable properties. All appraisals are reviewed through two levels of independent professional analysis.
4	County Councilman Jim Ashley	There is concern about how farm equipment will get through the roundabouts and across the new bridge over US 31.	Road widths and bridge horizontal and vertical clearances are based on guidance set in national policy (AASHTO "A Policy on Geometric Design of Highways and Streets") for the vehicle types anticipated to use this facility. Agricultural equipment manufacturers limit the width and height of vehicles so they can traverse the roads. The width of the proposed bridge over US 31 is approximately the same width (40'-4" feet bridge rail to bridge rail) as the existing bridge on SR 28 over Dixon Creek, at the west project limit, so the new bridge does not impose a width restriction that is not there already. Similarly, SR 28 has only 11' lanes with minimal shoulders. The roundabouts have been designed to accommodate large farm machinery.
5	County Councilman Jim Ashley	We assume engineering will account for the clearance for overhead wires.	Correct.
6	County Councilman Jim Ashley	There is a property north of Chrysler of 10-12 acres. How will access be maintained to this property? A landlocked parcel is in violation of our ordinance.	The project will eliminate the existing legal access of this parcel with US 31. The property will be appraised and the property owner will be fairly compensated for the loss of this legal access and will have a choice to pursue legal access through a private agreement with an adjoining property owner, or the state will completely purchase the property as excess land.
7	County Councilman Jim Ashley	Our ordinance requires that when there is a change in use of property there is to be landscaping, but we have seen nothing in the planning. By comparison Chrysler is spending millions on enhancements.	The US 31 / SR 28 interchange landscape will be planted with native grass mixes. INDOT encourages development and implementation of architectural, themed and landscape elements within their projects, but with the development and maintenance costs provided by the local government.
8	Rick Nadolski	One property that is farmed loses four points of access. What is the remediation?	It is unknown what parcel is being referenced. Property owners that lose legal access and are not provided new legal access by other means (relocated legal access or a public road) are compensated for the change in value to their land.
9	Roberta Heinzmann	At US 31 and SR 38 there are no roundabouts. Why do we have to have them?	Each interchange location is evaluated independently. National research of crash histories have documented that roundabouts reduce the severity of crashes by as much as 70% and offer equal to better capacity than typical signalized intersections. Roundabout design is also cost-effective because of the lack of signals. Traffic flows peak more at SR 28 due to the Chrysler Plan compared to other interchanges, and that also favors roundabouts at SR 28. All of the alternatives were ranked based on several key performance measures, such as capacity, safety, cost, environmental impacts. The preferred alternative ranked the highest.

**DISPOSITION OF PUBLIC COMMENTS**  
**US 31 @ SR 28 Des. 1382317 - Hearing Held February 11, 2015**

#	Commentator	Comment From Transcript	Response
10	Stan Jones	I hate roundabouts, why not design it like US 31 and SR 38. What is the difference in traffic and crashes? There is no cost analysis of the differences in design.	See Response #9.
11	Stan Jones	I have driven fire trucks through roundabouts. It's a pain.	The roundabouts have been designed for large tractor trailers to negotiate the interchange. Since emergency vehicles are more maneuverable than these large trucks, they are likewise accommodated. The paved roadway width will be sufficient for emergency vehicles to pass other vehicles that pull-off to the far right side. In sections of roadway where curbing is used, the minimum paved width in a given direction will be 20'. This minimum width does not occur for long stretches, but rather is isolated to locations near the roundabouts' exits and entrances. The roadway widths become larger directly at the entrances and exits. The condition where there is curb on both sides of the roadway occurs for a distance of 2 to 3 car lengths at any given entrance or exit.
12	Nancy Carney	The county will immediately lose about \$1.4 million in assessed NAV [Net Assessed Value] and needs help.	Local jurisdictions are not compensated for loss of NAV resulting from state projects. The project has been developed through consultation and input from Tipton County officials to support economic development vision.
13	Nancy Carney	The state should pay for the utility conduit being built under US 31.	INDOT policy is that all betterments (such as the conduit under US 31) which support local initiatives are to have their costs paid by local governments.
14	Phil Whelchel	Will I live on Division Road. SR 28 be closed at for 120 days? People won't use the state detour. Division Road can't take it.	SR 28 is estimated to be closed for 120 days. The final length of the closure will be established prior to the contract letting. Tipton County and INDOT will evaluate the impacts to local routes prior and post construction.
15	Marla Featherstone	I am disappointed with the proposed buyouts. People's livelihoods are being ripped away from them.	See Response #3.
16	Rich Parker	I am concerned about light pollution and the additional lighting. I would appreciate shielding on the lighting to minimize the amount of light pollution.	Interchange lighting will be isolated to the area around the each roundabout. No high mast lighting will be used. Measures to reduce light pollution will be reviewed by the project team.
17	Steve McClellan	I am a rep of Chrysler employees. Day's and Sherrill's have not been treated well. Fast foods will come and replace them.	See Response #3.
18	Michael Casterline	A 40 acres maze to replace one stoplight. You can't tell me you can't design something to avoid the iconic businesses.	The project will impact approximately 40 acres of land for new right-of-way. The project team empathizes with the impact to the historical and iconic Sherril's restaurant. All of the build interchange alternatives impacted this property similarly. The Chrysler plant in the northeast quadrant and cemetery in the southwest quadrant limited design option.
19	Marilyn Sherwood	So the comments go into the record. What will be the resolution? When?	Rickie Clark responded that responses will be prepared and copies of the disposition of comments will be sent to all those who signed up. There will be legal ads saying where the final Categorical Exclusion (the required environmental document) can be found. It will include the comments received and the responses thereto.
20	Dick Boyd	When will that be?	Likely the end of March.
	<b><u>Written Comments Received</u></b>		
21	Jason Henderson, Tipton County Surveyor	Consider using free fill from Tipton County's Big Cicero Creek Ditch flood control project. US 31 contractor would excavate and truck to US 31 SR 28 project.	The project team will discuss with Tipton County possible options to use this free fill source.

**DISPOSITION OF PUBLIC COMMENTS**  
**US 31 @ SR 28 Des. 1382317 - Hearing Held February 11, 2015**

#	Commentator	Comment From Transcript	Response
22	City of Tipton	Through a Joint Resolution, the Commissioners of Tipton County, Common Council of the City of Tipton, and Mayor of Tipton support the US 31 and SR 28 interchange project.	Thank you.
23	Jordan Staffor, Stafford Farms	I want to make sure the bridge and roundabouts are sized for the future and large agricultural machinery.	See Response #4.
24	Theresa Vaughn	Will the state or EPA be testing nearby wells and groundwater for possible contamination when they remove old fuel tanks?	A series of Environmental Commitments related to contamination are listed in Section J of the Categorical Exclusion for the project. Testing will occur.
25	Theresa Vaughn	When SR 28 is closed for 120 days, would it be possible to install temporary speed bumps on roads that will be used in lieu of the actual detour routes?	INDOT promotes use of state detours. Local traffic typically finds alternate routes. Speed bumps on public roads are typically used on residential, low volume or slower speed roadways.
26	Theresa Vaughn	Alternative #5 is not the best plan. We don't need a roundabout, let alone two.	See Response #4.
27	Theresa Vaughn	Who specifically from my area - major, commissioners, etc., had final say on which alternative was chosen?	Local officials (County Commissioners, Mayor of Tipton) and other stakeholders were consulted and this information is considered with engineering, traffic and safety data, and environmental constraints to lead to a decision that is made by INDOT (with FHWA approval). In this case the cemetery in the southwest quadrant and Dixon Creek limited some options and provision of good service to the Chrysler plant guided some decisions.
28	James Leffler	Has the state ever built a roundabout on two intersecting highways?	Yes at multiple locations. INDOT has constructed similar interchanges with two roundabouts at I-69 and Union Chapel Road in Fort Wayne and at SR 49 and CR 400 North near Valparaiso.
29	James Leffler	Has anyone checked with the Sheriff's Department on crashes?	Crash data records were gathered and investigated at this site. For the recent three year period, there was 41 observed crashes including, 16 serious crashes at the intersection. The overall good safety performance of roundabouts compared to diamond interchange design was also considered.
30	James Leffler	People would like to continue for the intersection to have stop lights.	See Response #4.
31	Alan Boughton	I think the east roundabout should not serve Chrysler. Chrysler should connect to CR 560 West.	A major benefit of the Preferred Alternative is the direct access and egress allowed by Chrysler's direct connection to the east roundabout, which removes much of the Chrysler employee traffic from SR 28, leading to travel time savings and fewer vehicular conflicts.
32	Alan Boughton	What plans are being made to improve SR 28 and CR 560 West? Improvements should be added to the project cost, but not a stop light.	No improvements are currently planned.
33	Alan Boughton	What plans are being made to improve CR 560 West north across the NFS railroad tracks?	No improvements are currently planned.
34	Alan Boughton	What plans are being made to improve SR 28 east to and through Tipton?	State Road 28 will be patched and paved with an inch-and-a-half asphalt surface within the Tipton city limits during the summer of 2015.
35	Alan Boughton	Please consider moving the Chrysler access to CR 560 West to accommodate growth if the factory doubles or triples.	The east roundabout has reserve capacity to handle 5% growth of plant traffic for the scenario of all shift change traffic entering and exiting the plant within a 20 minute period. The design team has consulted with Chrysler plant management in regard to traffic created by the plant. Meanwhile, shifts can be offset to smooth travel peaks. And, nothing precludes access to/from CR 560 West in addition to the SR 28 roundabout.
36	Elsa Smith	A lot of people would have made comments if you had a meeting at the time the layouts were given to the Mayor and Commissioners.	Comment acknowledged.
37	Kit Gentis	We live above the garage at the first house north of SR 28 on the west side. Will we definitely have to relocate? Does relocation process and aid begin only after the landlord's business is concluded? We want to find a place as a family, closer to Noblesville, if possible.	The property will be impacted and is a total take as part of this project. INDOT Right-of-Way was present at the public hearing to answer such questions. A member of the project team and INDOT will be reach out to you answer all your questions.

**DISPOSITION OF PUBLIC COMMENTS**  
**US 31 @ SR 28 Des. 1382317 - Hearing Held February 11, 2015**

#	Commentator	Comment From Transcript	Response
38	Susan Kirby RN, OCN	Why can SR 28 not be a straight shot across US 31 and why roundabouts?	See Responses #4 and #9.
39	Susan Kirby RN, OCN	Is this a two-lane roundabout and won't extra long trucks (wind turbines) get into the other lane?	See Responses #9 and #11.
40	Jim Purvis	Projects of this sort should have a landscape plan; 0.75 to 1.00 percent of the proposed budget.	See Response #7.
41	Jim Purvis	The detour should be fully addressed. For example, where will school buses go?	The project team will coordinate with the local school district to minimize impacts to bus operations.
42	Jim Purvis	The value of the land at the interchange is the highest in the county and must be considered when providing a fair and equitable amount to business owners.	The value of land is carefully established under the Uniform Relocation and Real Property Acquisition Act.
43	Jim Purvis	When will the results of the archaeological studies be available?	Publicly available information was provided to Mr. Purvis by email.
44	Dan Straub	Trucks will not use the roundabout connection to get into Chrysler; they will go around the back way.	INDOT can not control the route of commercial vehicles. The roundabouts are designed to accommodate tractor trailer combinations.
45	Dan Straub	The overpass is too narrow and should be three lanes wide to accommodate large equipment.	See Response #9.
46	Dan Straub	The interchanges at SR 38 or SR 26 and US 31 offer a better design.	See Response #9.
47	Dan Straub	Simple and uncomplicated roads are usually safer and easier for the general public and less costly.	Comment acknowledged. Research and history of operations has thoroughly documented that roundabouts reduce the severity of crashes as compared to traditional intersections.
48	Stan Jones	Residents are not interested in having roundabouts.	Comment acknowledged.
49	Stan Jones	As a volunteer firefighter at Kempton Fire Department, we do not support roundabouts, which will slow response times.	See Response #11.
50	Stan Jones	What studies led to the conclusion to use roundabouts?	See Response #9.
51	Denise Schinella, Chrysler Real Estate	Are electrical wires either underground or far removed from the turnarounds?	Yes.
52	Denise Schinella, Chrysler Real Estate	Is there adequate and effective drainage on the turnarounds to eliminate icy buildup in winter?	Yes. The surface runoff will be collected by curbs and drain into inlets which discharge into roadside ditches.
53	Denise Schinella, Chrysler Real Estate	How will snow removal be facilitated so that plowed snow will not block sight lines?	INDOT maintenance operations have experience plowing and storing snow off roundabout / all paved surface areas. Operating speeds are reduced to around 15 mph near the roundabout which improves safety and sight distance.
54	Denise Schinella, Chrysler Real Estate	What is the maximum size of tractor-trailers that the turnarounds are designed to accommodate?	The roundabouts have been designed for interstate tractor trailers (WB-65/67) to negotiate the interchange without impacting curbing.
55	Denise Schinella, Chrysler Real Estate	What is the curb height of the turnarounds? We advise against curbs to prevent damage to wide turning tractor-trailer rims/tires.	Curbing is necessary at roundabouts in order to provide visibility of the chanelized lanes and to influence vehicular speed reduction. The amount of curbing has been minimized in consideration of over-sized agricultural equipment, emergency vehicles, and maintenance costs. The curbing at the roundabout entrances and exits will be vertical and 6 inches tall. The curbing at the central island of each roundabout will be sloping and 4 inches tall. The design provides for the large tractor trailer vehicle to negotiate all turns without impacting the curbing.

**DISPOSITION OF PUBLIC COMMENTS**  
**US 31 @ SR 28 Des. 1382317 - Hearing Held February 11, 2015**

#	Commentator	Comment From Transcript	Response
56	Denise Schinella, Chrysler Real Estate	What portion of SR 28 will be closed? Is the 120 day period accurate? Please provide a marked drawing of the closed portion.	SR 28 and its bridge over US 31 will be constructed alongside and south of the existing road, allowing continuing use by travelers during construction. Existing commercial developments will be relocated, leaving no remaining access points to maintain during construction, except the Chrysler Transmission Plant. There will be an approximate 120-day detour when the ramp connections are built across the existing SR 28 roadway. Chrysler Transmission Plant traffic will use local roads (CR 560 West and Division Road). This could lead to a total detour length of 42 miles, with an additional 18 miles more than existing routes. INDOT has a protocol to notify local emergency services, schools and the Chrysler Transmission Plant in advance of the closure.
57	Denise Schinella, Chrysler Real Estate	There is concern about surface water drainage and the [Chrysler] plant's retention basin.	An extensive hydraulic analysis was conducted to ensure proper flow and storage of stormwater.
58	Denise Schinella, Chrysler Real Estate	Please provide a copy of the environmental analysis when available.	The commentator will be notified when the final CE is available.
59	Jane Harper	I believe the design could cause instances where vehicles could have to follow slow moving vehicles the entire length of the 28' bridge.	See Response #4.
60	Jane Harper	The interchange will likely impede economic growth.	The interchange has been coordinated with Tipton County's Economic Development Director and is consistent with the County's Comprehensive Plan. There are preliminary plans for development in the northwest and southwest quadrants.
61	Jane Harper	The local leaders do not represent the pulse of the community.	Comment acknowledged.
62	Jane Harper	After the SR 28 interchange is built, will the lone remaining stoplight on US 31 in Tipton County at Division Road be fixed?	INDOT is planning to eliminate this signal in the future as the full length of the US 31 corridor is converted to limited access freeway.
63	Larry Bills	Why does SR 28 have roundabouts, when SR 22, 26, and 38 do not?	See Response #9.
64	Larry Bills	Why is there a dedicated entrance to Chrysler to the east roundabout when there is already an existing entrance with a light?	A major benefit of the Preferred Alternative is the direct access and egress allowed by connection to the east roundabout, which removes much of the Chrysler employee traffic from SR 28, leading to travel time savings and fewer vehicular conflicts.
65	Kristina Cline	The 36' width of the bridge poses a safety concern when large farm machinery is being driven and/or transported across the county.	See Response #4.
66	Kristina Cline	US 31 at Division Road should be changed to a yellow flashing light for US 31 and flashing red for Division.	INDOT is planning to eliminate this signal in the future as the full length of the US 31 corridor is converted to limited access freeway.
67	Kurt Fettig	Why can't the interchange be built like I-65 and SR 28? I am concerned about wide farm equipment and long semis.	See Response #9.
68	Scott Campbell, Total Seed Production	I don't believe traffic circles should be used in high speed rural areas. There will be problems with large vehicles and more land and cost.	See Response #9.
69	Ryan Campbell, Total Seed Production	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36' wide. A bigger concern is that once a piece of farm equipment enters the first roundabout and emergency vehicle would have to wait for it to clear before it could pass.	See responses #4, #9, and #11. The amount of curbing has been minimized in consideration of oversized agricultural equipment, emergency vehicles, and maintenance costs. The position of roadway signs will also be determined with consideration of large equipment being negotiated to avoid emergency vehicles.
70	Matt Cline, Total Seed Production	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36' wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See responses #4, #9, and #11. The amount of curbing has been minimized in consideration of oversized agricultural equipment, emergency vehicles, and maintenance costs. The position of roadway signs will also be determined with consideration of large equipment being negotiated to avoid emergency vehicles.

**DISPOSITION OF PUBLIC COMMENTS**  
**US 31 @ SR 28 Des. 1382317 - Hearing Held February 11, 2015**

#	Commentator	Comment From Transcript	Response
71	Matt Cline, Total Seed Production	There is a need for a fire hydrant on the west side of US 31 as we now have to fill behind Chrysler on the east side.	The construction of a utility conduit under US 31 and SR 28, a project that is being coordinated with and is planned to be constructed as part of the interchange project, will allow the Tipton Water Utilities to expand their water and wastewater services to the west side of US 31. The utility will determine the location hydrants.
72	Lisa Henderson, Henderson Farm Service	We need engineers to plan for the size of farm equipment.	See Response #4.
73	Jaron Staffor, Stafford Farms	Our equipment is 20 feet wide and I understand the bridge over US 31 will be only 36 feet wide. I believe the bridge should be 60 feet wide.	See Response #4.
74	Kala Nicholson-Cline, USDA Farm service agency	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36' wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See responses #4, #9, and #11. The amount of curbing has been minimized in consideration of oversized agricultural equipment, emergency vehicles, and maintenance costs. The position of roadway signs will also be determined with consideration of large equipment being negotiated to avoid emergency vehicles.
75	La Vella Bills	The interchange at SR 38 works well, why not do that design?	See Response #9.
76	La Vella Bills	The entrance at Chrysler works well, why change?	A major benefit of the Preferred Alternative is the direct access and egress allowed by connection to the east roundabout, which removes much of the Chrysler employee traffic from SR 28, leading to travel time savings and fewer vehicular conflicts. Tipton County officials endorsed the use of roundabouts. Traffic signals very close to roundabouts can impact the operations.
77	Thomas Dickey JD, on behalf of Orville R. Wilson Family Limited Partnership	The design is burdensome and takes too much land and severely limits the potential for the land in the southwest quadrant.	Each interchange configuration considered had right-of-way requirements that were similar regardless of intersection choice. The proposed interchange was selected to provide the best overall value. The presence of the cemetery in the southwest quadrant and maintaining access to it guided design there.
78	Thomas Dickey JD, on behalf of Orville R. Wilson Family Limited Partnership	The cul-de-sac into the Wilson property creates a notch of land not suitable for commercial development.	The project team has developed the location of the access road and cul-de-sac in the southwest quadrant to minimize impact and severing the parcel into two small sections to allow the largest parcel for economic development.
79	Thomas Dickey JD, on behalf of Orville R. Wilson Family Limited Partnership	We do not understand why there is no access from the west roundabout to the Wilson property.	With the interchange configuration comprised of a direct and loop ramp in the northwest quadrant, the current plan minimizes confusion to drivers going to and from US 31 off SR 28. This option also provides more capacity and efficiency of such travelers.
80	Sandra Hickey, Total Seed Production	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36' wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See responses #4, #9, and #11. The amount of curbing has been minimized in consideration of oversized agricultural equipment, emergency vehicles, and maintenance costs. The position of roadway signs will also be determined with consideration of large equipment being negotiated to avoid emergency vehicles.
81	Sandra Hickey, Total Seed Production	Please keep Division Road open across US 31.	INDOT is planning to eliminate this signal in the future as the full length of the US 31 corridor is converted to limited access freeway.
82	Aaron Conaway, Total Seed Production	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36' wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See Response #80
83	Charee Condict, DDS, MSD	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36' wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See Response #80

## 7. Public Hearing Certification

**Indiana Department of Transportation**

County Tipton

Route US 31 @ SR 28

Des. No. 1382317

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

<b>Road No./County:</b>	US 31 @ SR 28 in Tipton County
<b>Designation Numbers:</b>	1382317
<b>Project Description/Termini:</b>	A full access-control interchange at US 31 and SR 28 in Tipton County will replace the signalized intersection four miles west of the City of Tipton. See Appendix B for location map and other descriptive graphics.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<b>X</b>	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division (Appendix A)
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

**Approval**

\_\_\_\_\_  
ESM Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
ES Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
FHWA Signature

\_\_\_\_\_  
Date

**Release for Public Involvement**

\_\_\_\_\_  
ESM Initials

\_\_\_\_\_  
Date

PAC  
\_\_\_\_\_  
ES Initials

1/21/2015  
\_\_\_\_\_  
Date

RC 3-9-15  
\_\_\_\_\_  
Certification of Public Involvement

Profilio Clark  
\_\_\_\_\_  
Office of Public Involvement

3-9-15  
\_\_\_\_\_  
Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.

Reviewer Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Ted Stone, Corradino, LLC

This is page 1 of 27 Project name: US 31 @ SR 28 New Interchange

Date: January 20, 2015

# Appendix D

## Section 106 Materials and Tucker Cemetery Development Plan

Part 800.11 Documentation, inclusive of

- FHWA Area of Potential Effect, Eligibility Determination, Effect Findings
  - A. Project Maps
  - B. Design Plans
  - C. Photographs
  - D. Individuals/Agencies/Organizations Invited to be Section 106 Consulting Parties
  - E. Correspondence from Consulting Parties
    - i. October 21, 2014, Letter from Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology concurring with APE and HPR
    - ii. November 12, 2014, Letter from Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology concurring with conclusions of the Archaeological Records Check and Phase Ia Field Reconnaissance Report
    - iii. October 16, 2014 letter from Indiana Landmarks
    - iv. Emails related to preservation of local signs
    - v. December 1, 2014 emails related to Adverse Effect finding
    - vi. December 23, 2014 letter from Advisory Council on Historic Preservation
    - vii. Publishers Affidavit
  - F. Historic Properties Report and Archaeological Report Relevant Pages
  - G. Final MOA

Tucker Cemetery Development Plan  
SHPO Tucker Cemetery Development Plan Acceptance

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
New US 31 Interchange at SR 28, Tipton County, Indiana  
DES. NO.: 1382317**

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

The scope of the project is such that the potential for visual impacts is somewhat significant. As project design is at a preliminary stage, a relatively wide APE has been drawn for this project, extending approximately 0.85 miles in all directions from the intersection, in order to properly take into account any potential design changes that may occur in the future (see APE maps in Appendix A: 4-5). The archaeological APE includes 64 ac (25.9 ha) in order to accommodate any future changes in project design (see archaeological APE map in Appendix B: 6).

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

There are no historic properties listed in the National Register of Historic Places (NRHP) within the project area. The project area contains archaeological site 12-Ti-254 which is recommended potentially eligible for the NRHP under Criterion D.

**12-Ti-254**

Based upon the well-defined temporal parameters of the recovered materials and the artifact types and quantity, site 12Ti254 appears to represent a short-term domestic occupation at the time the Big Miami Reserve was opened for settlement in the mid-nineteenth century and abandoned by the 1870s. While still unclear, this occupation (be it landowner, squatter or tenant) may represent one of the first homesteads, in one of the last areas of Indiana opened for non-tribal settlement. While integrity is a concern due to previous agricultural disturbance, the potential for sub-plow features associated with this short-term residence may still remain, thus offering the possibility for important regional information (under Criterion D of the NRHP) related with the period of Miami removal and subsequent American settlement.

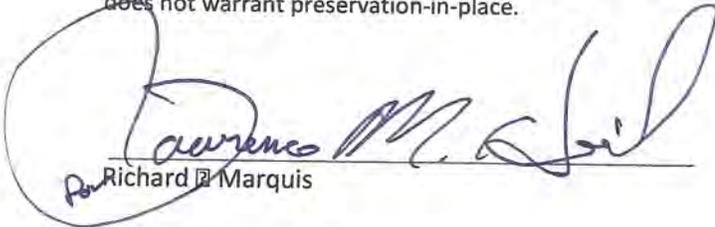
**EFFECT FINDING**

Archaeological site 12-Ti-254: Adverse Effect

FHWA has determined an "Adverse Effect" finding is appropriate for this undertaking. FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

Mitigation for impacts on archaeological site 12-Ti-254 does not require preservation-in-place, therefore it is not a Section 4(f) resource. This undertaking will not convert a section 4(f) resource to a transportation use@the FHWA has determined the appropriate Section 106 finding is "Adverse Effect"FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the determination that the archaeological site does not warrant preservation-in-place.



Lawrence M. Marquis

Richard M. Marquis

Division Administrator  
FHWA-IN Division

November 21, 2014

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
ADVERSE EFFECT  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR Section 800.6(a)(3)  
New US 31 Interchange at SR 28  
Jefferson and Cicero Townships, Tipton County, Indiana  
DES. NO.:1382317**

**1. DESCRIPTION OF THE UNDERTAKING**

The Indiana Department of Transportation (INDOT) plans to undertake the above referenced interchange construction project located on US 31 at SR 28, in Jefferson and Cicero Townships of Tipton County, Indiana (see project location maps in Appendix A: 1-2). The purpose of the project is to accommodate the anticipated increase in commuter and truck traffic along the US 31 corridor, especially with the establishment of the future Chrysler Tipton Transmission Plant in the former Getrag facility at the northeast corner of US 31 and SR 28 intersection, while advancing ongoing efforts to remove stoplights on the highway between Indianapolis and South Bend. Specifically, the proposed project will include a bridge to carry SR 28 over US 31, on- and off-ramps, road widening, turn lanes, added travel lanes on SR 28 and an access road/parking area to Tucker Cemetery (see project design plans in Appendix B: 1-2). The proposed project includes approximately 48.6ac (19.6 ha) of new-permanent, temporary and existing right-of-way (r/w). Due to the size and scope of the proposed project, a number of commercial and residential re-locations are also planned as part of this project. The land use in the vicinity of the project consists primarily of rural agricultural fields with a number of commercial, light industrial and residential properties (see photographs in Appendix C: 1-30). The federal involvement in the project is funding received from the Federal Highway Administration (FHWA).

The section of US 31 within the project area has a functional classification as a Principal Arterial and is part of the National Highway System. SR 28 has a functional classification as a Principal Arterial to the east of US 31 and a Minor Arterial to the west of US 31. SR 28 has recently been added to the National Highway System as MAP-21 Principal Arterial. The existing intersection of US 31 and SR 28 is signalized. Posted speed limits are 60 mph along US 31 and 55 mph along SR 28.

In the vicinity of the project area US 31 is a four-lane divided highway with 12' wide travel lanes and 4' and 10' wide paved shoulders separated by a 50' grass depressed median. Side slopes along US 31 are 2:1 or flatter. US 31 vertical alignment is generally level with independent profiles between northbound and southbound lanes. Partial access control right-of-way exists along both sides of US 31.

SR 28 west of US 31 is a two-lane highway with 11' wide travel lanes and 4' paved shoulders. SR 28 east of US 31 is a three-lane highway, narrowing to a two-lane highway east of CR 560 east, approximately 0.5 mile east of US 31. The three-lane section of SR 28 consists of two 12' wide travel lanes, a 14' wide left turn lane, and 8' wide paved shoulders. The two-lane section consists of 11' wide travel lanes and 4' paved shoulders.

A pair of mainline bridge structures carry US 31 over Dixon Creek, approximately 0.25 miles south of SR 28. The northbound Bridge #031-80-03569ANBL (NBI #9710) and southbound Bridge #031-80-03569JASB (NBI #9720) were built under separate contracts in 1951 and 1959 respectively. Both structures were rehabilitated with a deck overlay in 1993. They were both determined ineligible for inclusion in the NRHP during the survey undertaken for

the Indiana Historic Bridge Inventory (2009). The Bridge #028-80-06751 (NBI #7690) carrying SR 28 over Dixon Creek was constructed in 1984 and is not included Indiana Historic Bridge Inventory (2009).

The Chrysler Corporation Transmission Plant, located in the northeast quadrant of the intersection, is a significant economic development project in central Indiana. The plant, which is scheduled to go into full production by the end of 2014, is in the process of hiring around 1000 employees. It is expected to increase truck traffic along US 31 and SR 28 because production supplies manufactured in Kokomo will be trucked to the plant and all finished product will be trucked from the plant to Toledo, Ohio.

The primary need for this project is demonstrated in how a signalized, at grade intersection negatively affects the safety and mobility of US 31 as a high-speed commerce corridor between Indianapolis and South Bend. The general purpose of the project is to accommodate the anticipated increase in commuter and truck traffic along the corridor while advancing ongoing efforts to remove stoplights on the highway between Indianapolis and South Bend. More specifically, the main purpose of this project is to remove the traffic signal at the intersection of US 31 and SR 28 and replace it with grade-separated interchange to improve safety, reduce travel times, and promote economic development around the interchange area. The project will involve acquisition of r/w including several potential re-locations (see project design plans in Appendix B: 1)

Currently, the Tucker Cemetery in the southwest quadrant of the interchange has access to US 31 via an easement through the commercial property (Flamingo Motel) to the north. The project will impact this access by acquiring limited access right-of-way and the taking of the easement. To mitigate the access, a local service road with a cul-de-sac and drive will be constructed along the north side of the cemetery. The local service road will also serve the property west and north of the cemetery and will access SR 28 near the west end of the project. In order to provide an acceleration lane for the northwest loop along southbound US 31 in front of the cemetery, the existing side ditch will be enclosed with a 36" pipe, backfilled with earth and re-graded. An existing AT&T fiber optic line exists within the US 31 r/w and is planned to remain in place. No permanent or temporary r/w is planned to be taken from the cemetery (see project location maps in Appendix A: 3).

## **2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES**

The Area of Potential Effect (APE) is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking...” (36 CFR 800.9 (a)). The scope of the project is such that the potential for visual impacts is somewhat significant. As project design is at a preliminary stage, a relatively wide APE has been drawn for this project, extending approximately 0.85 miles in all directions from the intersection, in order to properly take into account any potential design changes that may occur in the future (see APE maps in Appendix A: 4-5). The archaeological APE includes 64 ac (25.9 ha) in order to accommodate any future changes in project design (see archaeological APE map in Appendix B: 6).

Identification of both above-ground and archaeological resources was undertaken as part of the Section 106 review for this project in consultation with the Indiana SHPO and other individuals and organizations invited to be consulting parties and participate in the development of this project via the web-based Indiana Section 106 Consultation and Portal Enterprise (IN-SCOPE) on September 22, 2014 and Early Coordination Letter (ECL) (see consulting parties list in Appendix D: 1-2 and correspondence from consulting parties in Appendix E:1-3 ).

## **Above-Ground Resources**

A professional historian from INDOT, meeting the Secretary of the Interior's Professional Qualifications in Architectural History, was engaged to identify and evaluate all above-ground resources within the APE of the proposed project to see if they were of a minimum age, i.e., at least 50 years, and retained sufficient integrity to warrant a rating "Contributing" or higher in the Indiana Historic Sites and Structures Inventory (IHSSI) system.

All properties located within the APE of the project were individually evaluated to determine whether they were or would be of a minimum age, i.e., at least fifty years at the time of project letting in 2015, and retained sufficient integrity to be eligible for listing in the National Register of Historic Places (NRHP). A Historic Property Report (HPR) (Kumar 09/09/2014) documenting the identification and evaluation efforts for properties included in the APE for the project was prepared (see relevant pages of the HPR in Appendix F: 1-3).

The HPR concluded that the APE of the proposed project does not include any properties currently listed in the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS). It, however, contained 4 properties in Jefferson Township and 2 properties in Cicero Township that were surveyed for the Indiana Historic Sites and Structures Inventory (IHSSI). This survey in Tipton County was completed by Indiana Landmarks in 2008 and the results were published in the *Tipton County Interim Report: Indiana Historic Sites and Structures Inventory* (2010). Five surveyed properties (IHSSI #159-309-15038; IHSSI #159-309-15039; IHSSI #159-309-15040; IHSSI #159-630-20045; IHSSI #159-630-20046) were rated as "Contributing" and one property (IHSSI #159-309-15037) was rated as "Notable" per the IHSSI system. All of these properties were evaluated for NRHP eligibility, but none of them were recommended eligible for inclusion in the NRHP in the HPR (Kumar 09/09/2014).

Also, fieldwork undertaken for this project resulted in the identification of several additional properties within the project's APE that are already/or will be 50 years old at the time of the proposed project letting in 2015. These properties were all photographically documented, but none of them were found to retain sufficient integrity to warrant at least a "Contributing" rating in the IHSSI rating system. They were, therefore, not evaluated further in the HPR (see photographs in Appendix C: 13-30).

In other words, there were no NRHP listed or eligible above-ground resources located within the APE of this proposed project (see conclusions of the HPR in Appendix F: 3). In a letter dated October 21, 2014, the Indiana State Historic Preservation Office (SHPO) concurred with the conclusions of the HPR stating that: *"based on the information and analysis contained in the historic properties report, we agree that there are no above ground properties within the APE that are likely to be eligible for inclusion in the National Register of Historic Places"* (see HPR - SHPO letter in Appendix E: 4-5). However, a request was made concerning two signs associated with the *"commercial establishment in the southeast quadrant of US 31 and SR 28 intersection"* (Sherrill's Restaurant), stating:

*Even though it may not be possible for the signs to qualify for inclusion in the National Register, we think they still have noteworthy cultural significance in Indiana. We would ask, therefore, that if the owners do not intend to remove and preserve the signs, INDOT make a good faith effort to find an organization or institution that would accept and display them (see HPR – SHPO letter in Appendix E: 4).*

INDOT has contacted the owners of the two signs by telephone to determine their intentions with regard to possession and future use of the signage. Ms. Asher stated that she did not expect to retain either sign and expressed an interest in possibly donating the signage to a non-profit group or institution, if one could be found

(see email in Appendix E: 6). INDOT has not received a response from Ms. Neff, but will continue to try and make contact concerning this issue. If it is found that Ms. Neff is amenable to donating the signs, INDOT will attempt to find a non-profit organization or institution willing to accept the signage with the aim of continued public access to for these local landmarks.

### **Archaeological Resources**

An Archaeological Records Check and Phase Ia Field Reconnaissance Report (Laswell et al. 11/5/2014) was prepared for this project and was submitted to the Indiana SHPO for review and approval on November 5, 2014 (see relevant pages of the archaeological report in Appendix F: 4-5). The archaeological reconnaissance identified the presence of eight archaeological sites (12Ti249-256) and assessed two previously recorded sites (12Ti163 and 12Ti164) within or adjacent to the proposed project limits. Based upon historic documentation and the results of the Phase Ia field reconnaissance, site 12Ti254 was determined to be potentially eligible under Criterion D of the National Register of Historic Places (NRHP). If site 12Ti254 cannot be avoided by the proposed project, then Phase II testing is recommended in order to assess the significance and integrity of the archaeological deposits. All remaining archaeological sites were found to be ineligible for the NRHP and no further work is recommended (see relevant pages of the archaeological report in Appendix D: 4-5). In a letter dated November 12, 2014, the Indiana SHPO concurred with the conclusions of the archaeological reconnaissance report, requiring avoidance or additional work on the site (see archaeological SHPO letter in Appendix E: 7-8). Due to the tight project schedule, INDOT plans on assuming that the project will have an “adverse effect” on the potentially eligible site of 12Ti254 and proposes to write a Memorandum of Agreement (MOA) that will stipulate that archaeological work remaining to be done on this site. This will allow INDOT to move forward with Section 106 with Categorical Exclusion (CE) commitments and MOA stipulations to conduct all necessary archaeological work (Phase II testing up to Phase III data recovery [mitigation]) before construction in 2015 (see INDOT to FHWA/SHPO email dated 10/20/2014 in Appendix E: 9-11). In addition, due to the elimination of access along US 31, a total-take of an approximate 10 acre parcel was determined necessary after the current reconnaissance was complete. As a result, a stipulation requiring the competition of a Phase Ia survey of this parcel prior to construction will be added as part of the MOA (see archaeological survey map in Appendix A: 6; and INDOT to FHWA email dated 10/20/2014 in Appendix E: 9-11).

### **3. DESCRIBE AFFECTED HISTORIC PROPERTIES**

Site 12Ti254 consists of a historic scatter, possibly associated with a mid-nineteenth century house and an unidentified prehistoric lithic scatter, situated in a planted agricultural field and residential lawn. The site was identified through pedestrian survey of a well-weathered cornfield offering 95 percent visibility and systematic shovel testing at 5 m (16 ft) intervals. A total of 37 positive shovel probes were excavated across the front lawn of an extant house. Generally, a plowzone was sporadically encountered, but was difficult to discern at times. A typical profile consisted of a very dark grayish brown silt loam plowzone, over a yellowish brown clay loam subsoil. This profile was fairly consistent across the site. Structural materials including brick, window glass and square cut nails, as well as a variety of ceramics were recovered during the course of the survey. However, all of these materials were limited in quantity and highly fragmented. The site is situated on a level rise, sloping to the north (cornfield). Surface material was recovered approximately 25 m north from the edge of the yard into the field. Disturbance from the house was noted in areas directly around the house and in the backyard. The property was bought sometime in the 1960s or 1970s as part of a larger 3 acre lot. Since that time, the property was subdivided into three 1 acre parcels in the 1990s when the house adjacent to the site was built. Prior to the purchase of the property, this area was most likely cultivated. The total number of artifacts recovered were limited (n= 145), but

were temporally well defined with a ceramic mean date of 1855. Ceramics included redware, salt-glazed stoneware, transfer-prints and hand-painted whiteware. Comparatively, little container glass was encountered, besides one bottle and four small curved fragments, which may or may not represent containers.

Based upon the well-defined temporal parameters of the recovered materials and the artifact types and quantity, site 12Ti254 appears to represent a short-term domestic occupation at the time the Big Miami Reserve was opened for settlement in the mid-nineteenth century and abandoned by the 1870s. While still unclear, this occupation (be it landowner, squatter or tenant) may represent one of the first homesteads, in one of the last areas of Indiana opened for non-tribal settlement. While integrity is a concern due to previous agricultural disturbance, the potential for sub-plow features associated with this short-term residence may still remain, thus offering the possibility for important regional information (under Criterion D of the NRHP) related with the period of Miami removal and subsequent American settlement.

#### **4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES**

The proposed construction activities have the potential to impact sub-plowzone deposits (if present) within portions of the currently defined 12Ti254 site boundary. The project limits include nearly the entire 12Ti254 site boundary, which will be utilized for the construction of an off-ramp/exist lane for US 31. In addition, the 3 acre residential parcel of which this site is a part will be acquired as a total-take due to the removal of property access. Based upon the Phase Ia survey, the site measures approximately 1,740 m<sup>2</sup> (18,730 ft<sup>2</sup>), 1,315 m<sup>2</sup> (14,154 ft<sup>2</sup>) of which is within the proposed construction limits. The remaining 425 m<sup>2</sup> (4,575 ft<sup>2</sup>) of the site is outside the project limits but remains part of the property acquisition. Since portions of the site both within the proposed project limits and property acquisition cannot be avoided, Phase II testing is recommended to determine if the site is eligible for the NRHP. Therefore, all portions of the site (both within the property acquisition area and the construction limits) identified during the Phase Ia field reconnaissance will be subject to Phase II testing (1,740 m<sup>2</sup> [18,730 ft<sup>2</sup>]) to determine eligibility for the inclusion to the NRHP under Criterion D. Phase II testing and Phase III data recovery data recovery (if required) will be stipulated in a MOA and coordinated with SHPO. SHPO has concurred with this eligibility determination through the MOA process. If Phase II testing determines the site is eligible to the NRHP, Phase III data recovery will immediately commence to mitigate project impacts as stipulated by the MOA (see Draft MOA in Appendix G).

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

As described in 36 CFR 800.5(1), the criteria of adverse effect has been applied to this undertaking. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify that property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Upon considering the criteria of adverse effect, INDOT, on behalf of the FHWA and in consultation with DHPA, has concluded that this undertaking will result in an Adverse Effect.

The following specific examples of adverse effects as listed in 800.5(a)(2) have been applied to this undertaking:

- Physical destruction of or damage to all or part of the property;
- 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;
- Removal of the property from its historic location;

- Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance; and
- Transfer, lease, or sale of a 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.

Site 12Ti254 is considered potentially eligible for listing on the NRHP under Criterion D. The portion of the site within the project’s right-of-way cannot be avoided and will be destroyed by the undertaking. In addition, the portion of the site outside the project limits will be acquired as a property acquisition, which will eventually be sold and transferred from the State of Indiana ownership. As a result, the entire site is subject to Phase II testing in order to determine eligibility for inclusion in the NRHP. Additional investigations will be stipulated in a MOA and coordinated with SHPO.

Therefore, due to the impacts to the possibly NRHP-eligible archaeological site 12Ti254, the finding for this undertaking is Adverse Effect. As the site does not require preservation in place, the mitigation for impacts to the site will be Phase III data recovery, if warranted.

## 6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

On September 19, 2014, the following parties were sent an ECL (see ECL in Appendix E: 1-3) and invited to be Section 106 consulting parties and to aid in the identification of historic properties (see list of consulting parties in Appendix D: 1):

- Indiana SHPO
- Indiana Landmarks (Central Regional Office)
- Tipton County Historical Society
- Tipton County Commissioners

As previously noted, in a letter dated October 21, 2014, the SHPO approved of the HPR prepared by Kumar (9/9/2014) stating: *“we agree that there are no aboveground properties within the APE that are likely to be eligible for inclusion in the National Register of Historic Places.”* In addition, SHPO suggested no additional consulting parties beyond those already invited. With regard to the signage of Sherrill’s Restaurant and SHPO’s request for retention of the signs by an interested organization/institution, every effort will be made by INDOT to secure such accommodations with a non-profit organization/institution in the event that both current owners no longer wish to retain the signage (see HPR – SHPO Letter in Appendix E: 4-5; and email in Appendix E: 6).

In a letter dated November 12, 2014 SHPO approved of the results of the Phase Ia reconnaissance (Laswell et al. 11/5/2014) offering, *“we agree with the recommendations of the archaeologist that archaeological site 12-Ti-254 is potentially eligible for inclusion in the National Register of Historic Places and should be avoided by all project activities or subjected to archaeological testing”* (see archaeological SHPO Letter in Appendix E: 7-8).

In a letter dated December 18, 2014 SHPO concurred with the Finding of Adverse Effect and the Draft MOA (see SHPO Letter in Appendix E: 24-25). The letter also reiterated that if neither owner of the two signs for Sherrill’s Restaurant wish to retain the signs that INDOT will attempt to find a willing organization or institution to accept and display the signage on a permanent basis.

The Tipton County Historical Society responded to the ECL inquiring about potential impacts to Tucker Cemetery and the Flamingo Motel in an email to Regan-Dinius Jeannie of the Indiana Division of Historic Preservation and Archaeology. The email was forwarded to INDOT, CRO who then responded to Ms. Gae Matchette on October 1, 2014 stating:

*With regards to your specific question regarding impacts, it is true that the adjacent Flamingo Motel will be acquired in order to construct the interchange. However, it is our understanding that as currently planned, the project will completely avoid the Tucker Cemetery property. In other words, although the newly designed interchange will be located immediately adjacent to the cemetery, construction activities undertaken for the project will not have any direct physical impacts to this property (see correspondence from consulting parties in Appendix E: 12-13).*

Ms. Matchette responded on October 7, 2014 stating that the Tipton County Historical Society was “satisfied that the Tucker Cemetery will remain untouched by this project” (see correspondence from consulting parties in Appendix E: 12).

A second response was also received on December 24, 2014 from the Tipton County Historical Society expressing interest in the possible donation of the signage from Sherrill’s restaurant for preservation and display in the Tipton County Heritage Center. However, it appears that one of the two signs (along SR 28) was recently struck by a semi-truck and is now destroyed. No response from Ms. Neff regarding the second sign (along US 31) has been received, but INDOT-CRO will continue to try and make contact and determine if she wishes to retain the sign (see correspondence from consulting parties in Appendix E: 17-21). In the same letter, the Historical Society also requested that anything of historical significance recovered from site 12Ti254 be donated and displayed at the Tipton County Heritage Center, once fieldwork is complete. INDOT-CRO responded in an email on December 29, 2014 stating that the donation or loan of artifacts will need to be arranged through Ball State University once fieldwork, analysis and curation of the materials is complete (see correspondence from consulting parties in Appendix E: 22-23).

Indiana Landmarks Central Regional Office responded with a number of questions and comments in a letter dated October 16, 2014 (see correspondence from consulting parties in Appendix E: 14). These questions/comments included:

- *Is the Flamingo Motel only being re-located to construct a new access road for the Tucker Cemetery and how do the proposed plans minimize effects on these properties?*
- *The proposed grade-separated interchange could potentially significantly visually impact Tucker Cemetery. As such, how will the proposed construction minimize non-physical impacts to the cemetery?*
- *With regard to overall visual impacts to the area, generally, what is the height of the proposed grade-separation throughout the proposed project corridor?*

INDOT responded via email on November 20, 2014 (see correspondence from consulting parties in Appendix E: 15-16) stating:

*This portion of US 31 is proposed to become a limited access highway, which removes all current access drives along US 31 for both residential and commercial properties. In addition, a significant portion of the Flamingo Motel property would be utilized for the construction of an acceleration lane for the northwest loop of the interchange. As a result, the motel property would be acquired regardless of the proposed construction activities associated with access drives to Tucker Cemetery. With respect to visual impacts to the surrounding area as a result of the overall grade change, given the scope of the proposed project, substantial visual impacts cannot be avoided. However, in the absence of above-ground historic properties identified within the APE (with the potential exception of archaeological site 12Ti254 where visually effects are not an issue), the opportunity for addressing this concern may best be sought through the Public Hearing process.*

Due to a Finding of Adverse Effect, FHWA forwarded a copy of the Draft MOA and the 800.11 documentation to the Advisory Council on Historic Preservation (ACHP) on December 1, 2014, requesting a 15 day review of the

materials and an invitation to become a consulting party. In a letter dated December 23, 2014 ACHP declined to be included and did not believe that their participation in the consultation to resolve adverse effects was needed (see correspondence from consulting parties in Appendix E: 26-28).

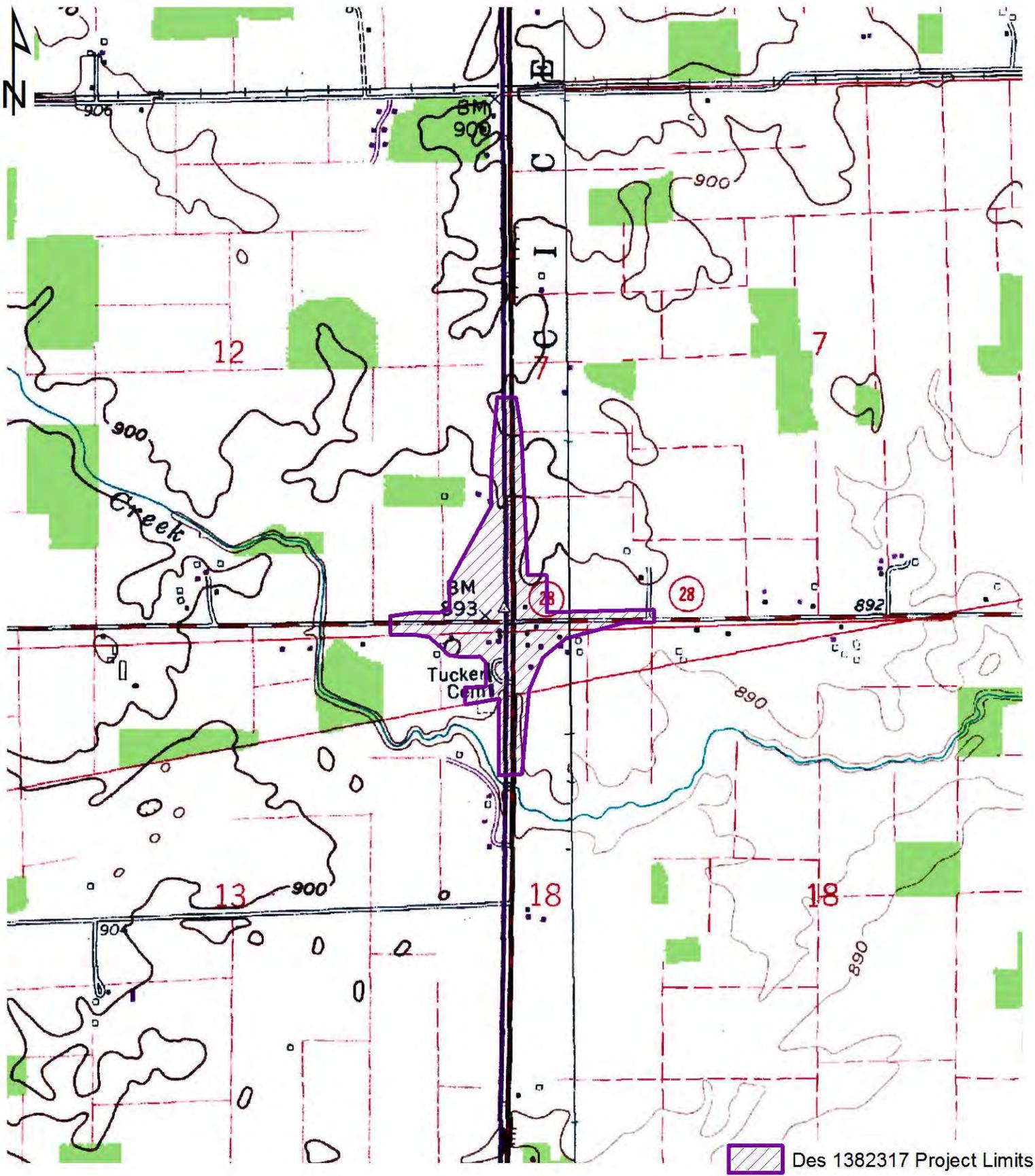
No other consulting parties offered responses or comments. A public notice regarding the APE and Adverse Effect finding was issued for this project in the Tipton Tribune on November 26, 2014 (see correspondence from consulting parties in Appendix E: 29). The issuance of these findings was concurrently sent to the consulting parties at this time and a 30-day comment period was given that ended on December 29, 2014. This document was revised after the public notice in order to reflect the comments received.

## **APPENDIX**

- A. Project Maps**
- B. Design Plans**
- C. Photographs**
- D. List of Individuals/Agencies/Organizations Invited to be Section 106 Consulting Parties**
- E. Correspondence from Consulting Parties**
- F. Historic Property Report and the Archaeological Report - Relevant Pages**
- G. Final MOA**

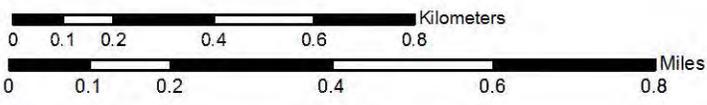
# **APPENDIX A**

## **PROJECT MAPS**



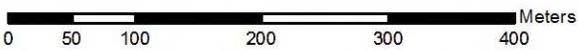
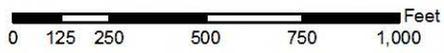
 Des 1382317 Project Limits

A-1



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

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



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

A-2

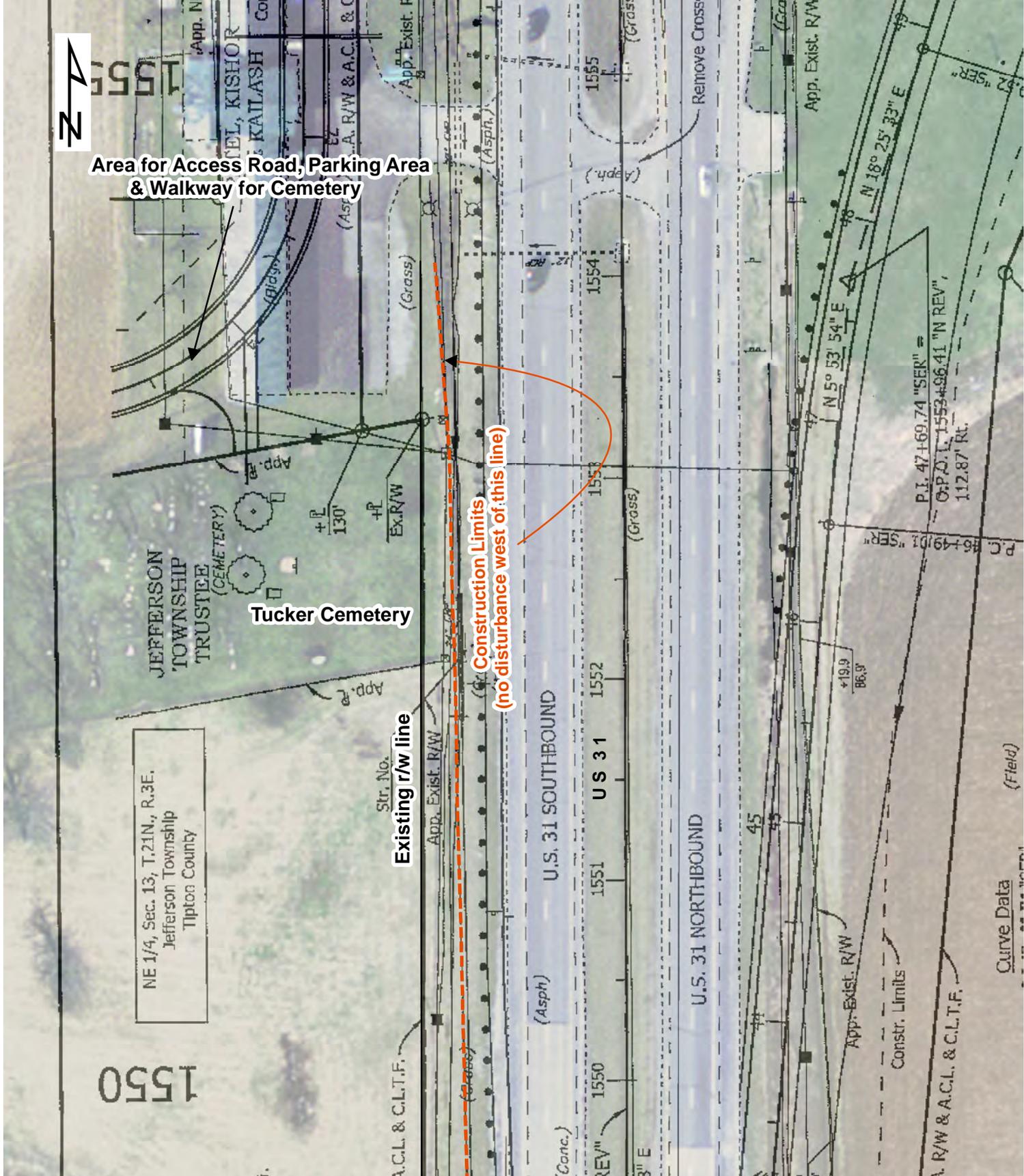
**Sources:**

**Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83



A-3

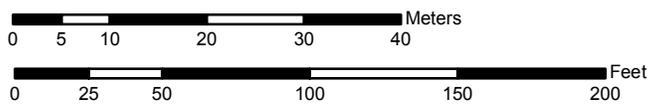
**Sources:**

**Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

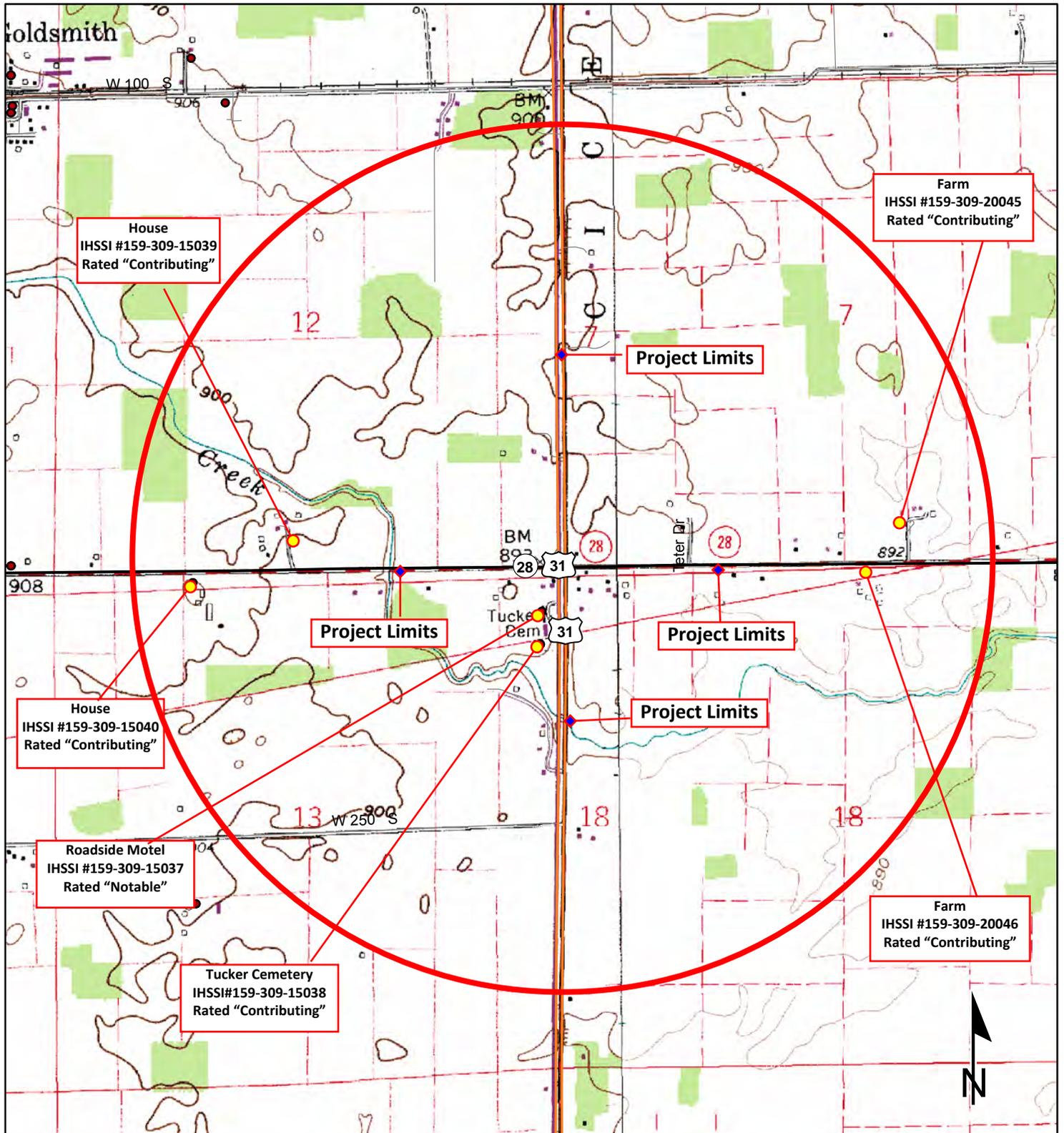


This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Des. No. 1382317

# New US 31 Interchange at SR 28

## Cicero & Jefferson Townships, Tipton County, Indiana Topographical Map showing Area of Potential Effects



Kempton Indiana Quadrangle [1960, Photorevised 1980]  
Tipton Indiana Quadrangle [1960, Photorevised 1980]  
Town 21N, Range 3E, Sections, 1, 12, 13 & 24  
Town 21 N, Range 4E, Sections 6, 7, 18 & 19  
Source: 7.5 Minute Series U.S.G.S. Topographic Map

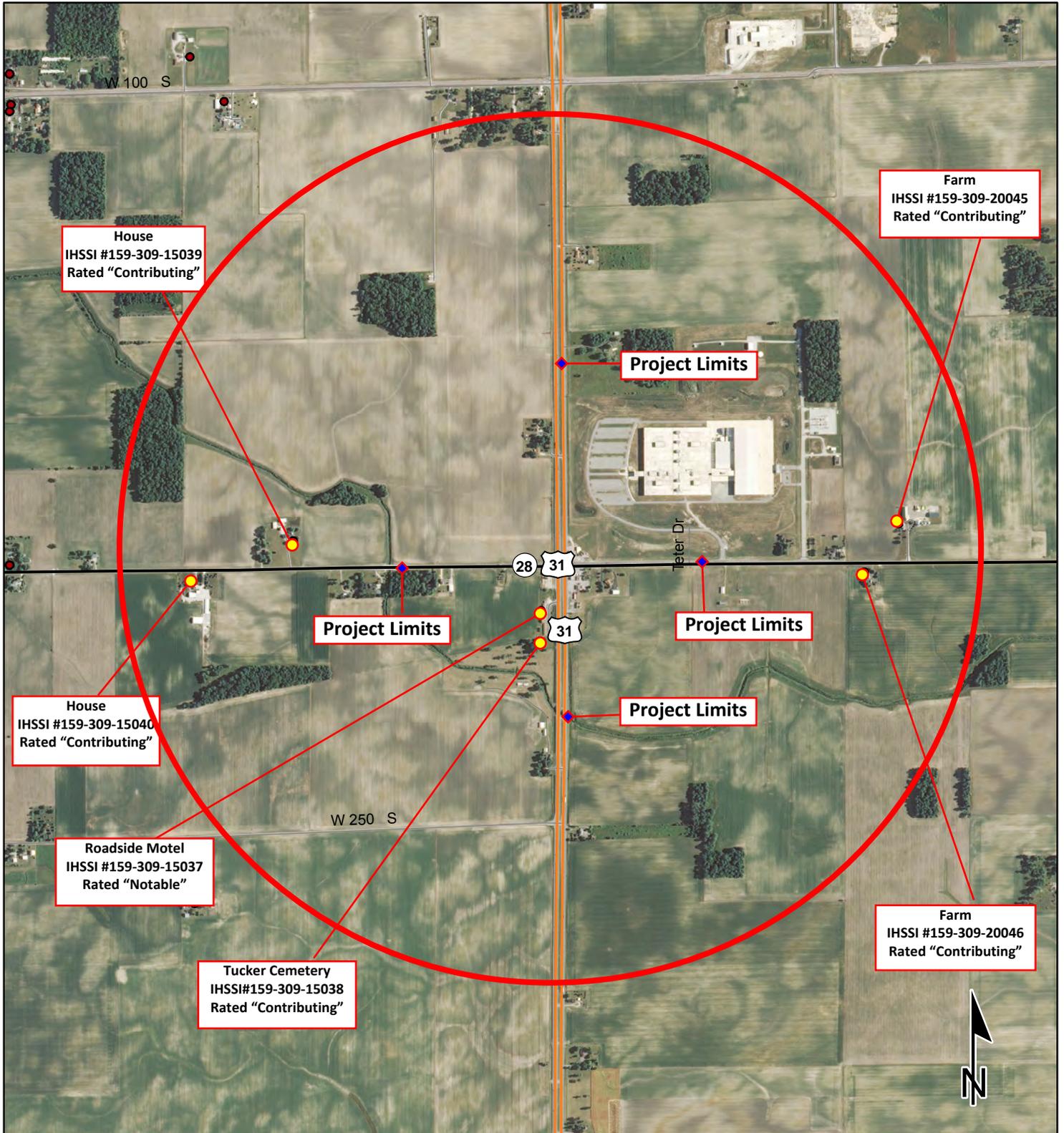
A-4

Scale 1:17,316



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

**Des. No. 1382317**  
**New US 31 Interchange at SR 28**  
**Cicero & Jefferson Townships, Tipton County, Indiana**  
**Aerial Map showing Area of Potential Effects**

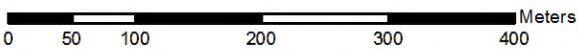
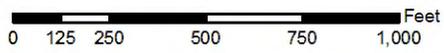


Aerial Photograph 2012  
 Town 21N, Range 3E, Sections, 1, 12, 13 & 24  
 Town 21 N, Range 4E, Sections 6, 7, 18 & 19  
 Source: 2012 Indiana Orthophotography  
 (IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

A-5  
 Scale 1:17,316



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



A-6

**Sources:**

**Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data

([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

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

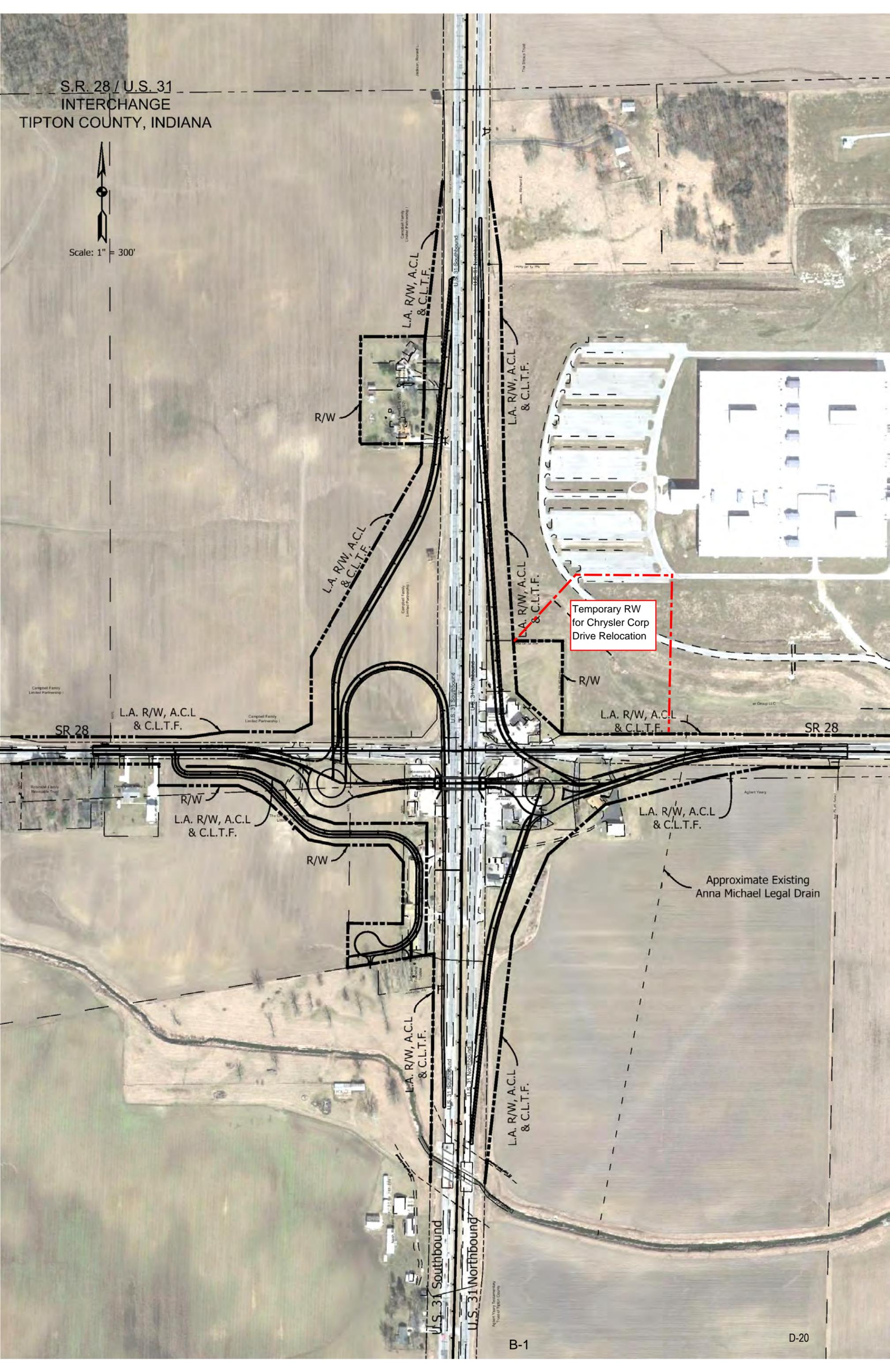
# **APPENDIX B**

## **DESIGN PLANS**

S.R. 28 / U.S. 31  
INTERCHANGE  
TIPTON COUNTY, INDIANA

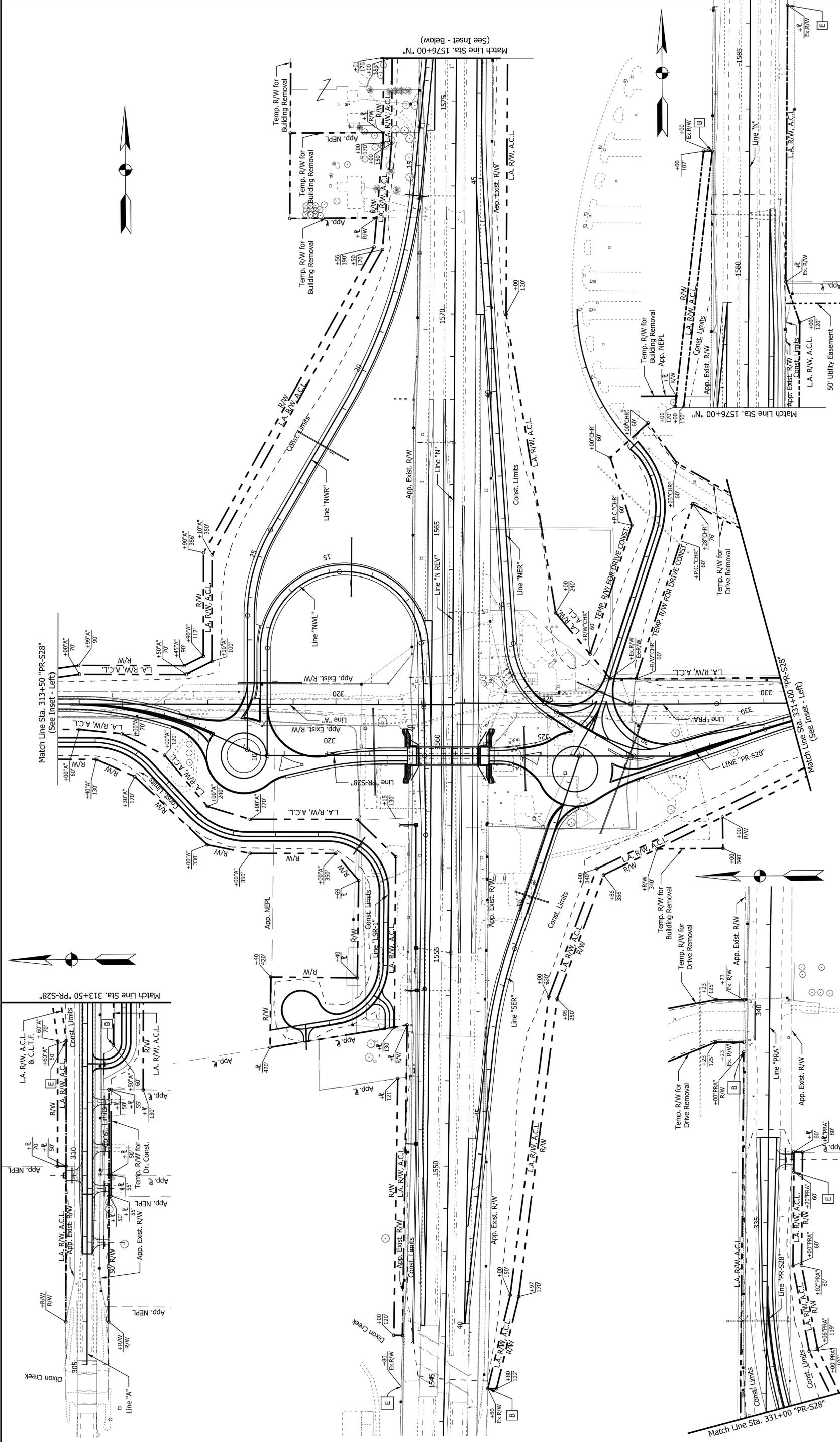


Scale: 1" = 300'



Temporary RW  
for Chrysler Corp  
Drive Relocation

Approximate Existing  
Anna Michael Legal Drain



HORIZONTAL SCALE	1" = 100'
VERTICAL SCALE	N/A
BRIDGE FILE	
DESIGNATION	1382317

INDIANA	DEPARTMENT OF TRANSPORTATION
INTERCHANGE R/W DETAILS	

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: AB	DRAWN: VMS	
CHECKED: RBT	CHECKED: RBT	

NOT FOR CONSTRUCTION  
PRELIMINARY  
FIELD CHECK

<p>[B] Begin L.A. R/W &amp; A.C.L.</p> <p>[E] End L.A. R/W &amp; A.C.L.</p>	<p>Note: All R/W callouts are from Line 'N' &amp; Line 'N REV' unless otherwise noted.</p>
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# **APPENDIX C**

## **PHOTOGRAPHS**

**Des. No. 1382317**  
**New US 31 Interchange at SR 28**  
**Cicero & Jefferson Townships, Tipton County, Indiana**  
**Aerial Map 1 showing Photo Key**



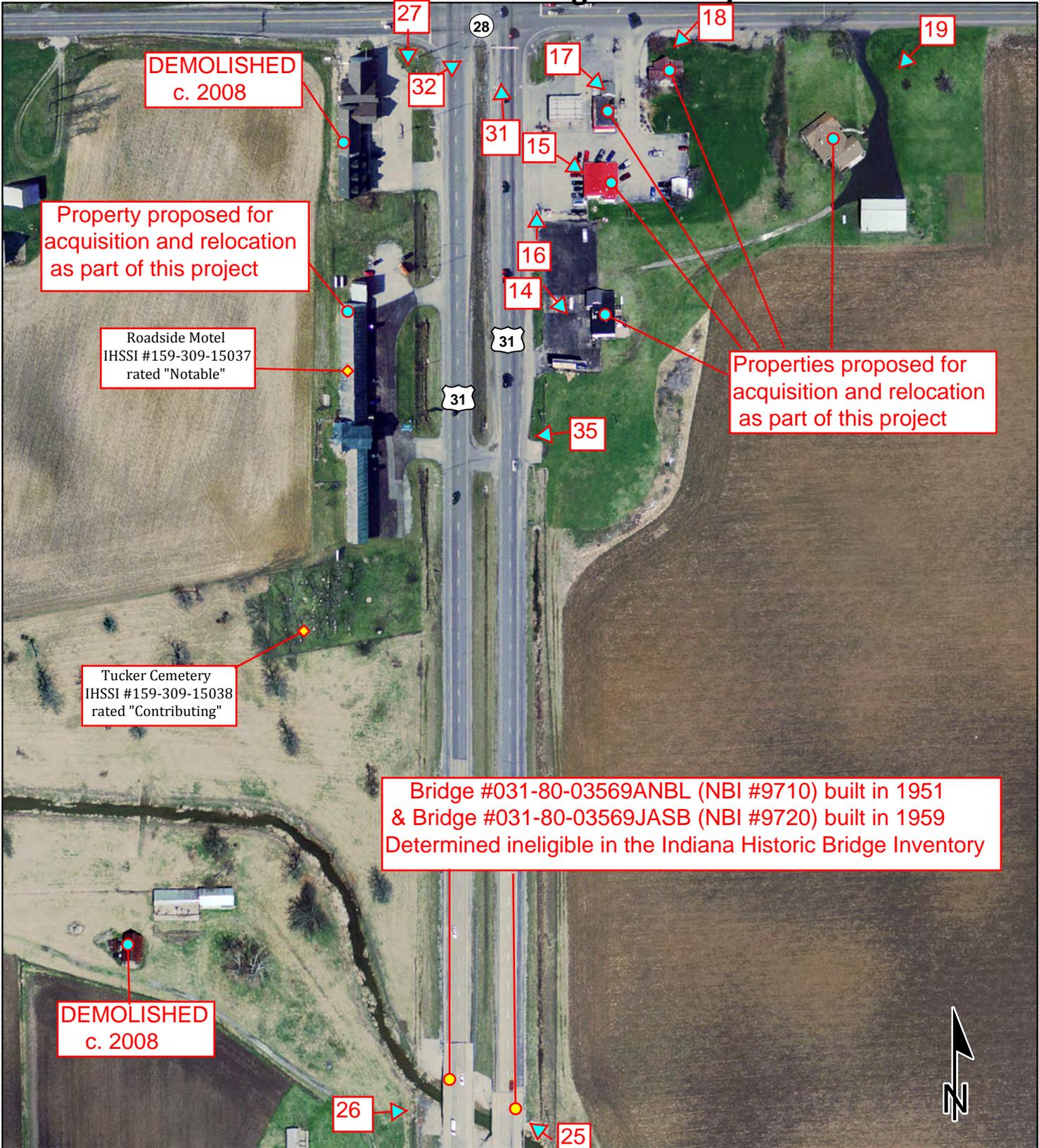
Aerial Photograph 2005  
 Town 21N, Range 3E, Section 13  
 Town 21 N, Range 4E, Section 18  
 Source: 2005 Indiana Orthophotography  
 (IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-1

Scale 1:2,291



**Des. No. 1382317**  
**New US 31 Interchange at SR 28**  
**Cicero & Jefferson Townships, Tipton County, Indiana**  
**Aerial Map 2 showing Photo Key**



Aerial Photograph 2005  
 Town 21N, Range 3E, Section 13  
 Town 21 N, Range 4E, Section 18  
 Source: 2005 Indiana Orthophotography  
 (IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

**C-2**  
 Scale 1:2,291



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



Des. No. 1382317  
New US 31 Interchange at SR 28  
Cicero & Jefferson Townships, Tipton County, Indiana  
Aerial Map 3 showing Photo Key



Aerial Photograph 2005  
Town 21N, Range 3E, Section 13  
Town 21 N, Range 4E, Section 7  
Source: 2005 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-3  
Scale 1:2,291



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

Des. No. 1382317  
New US 31 Interchange at SR 28  
Cicero & Jefferson Townships, Tipton County, Indiana  
Aerial Map 4 showing Photo Key



Aerial Photograph 2012  
Town 21N, Range 3E, Section 13  
Town 21 N, Range 4E, Section 7  
Source: 2012 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-4  
Scale 1:2,291



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

Des. No. 1382317  
New US 31 Interchange at SR 28  
Cicero & Jefferson Townships, Tipton County, Indiana  
Aerial Map 5 showing Photo Key



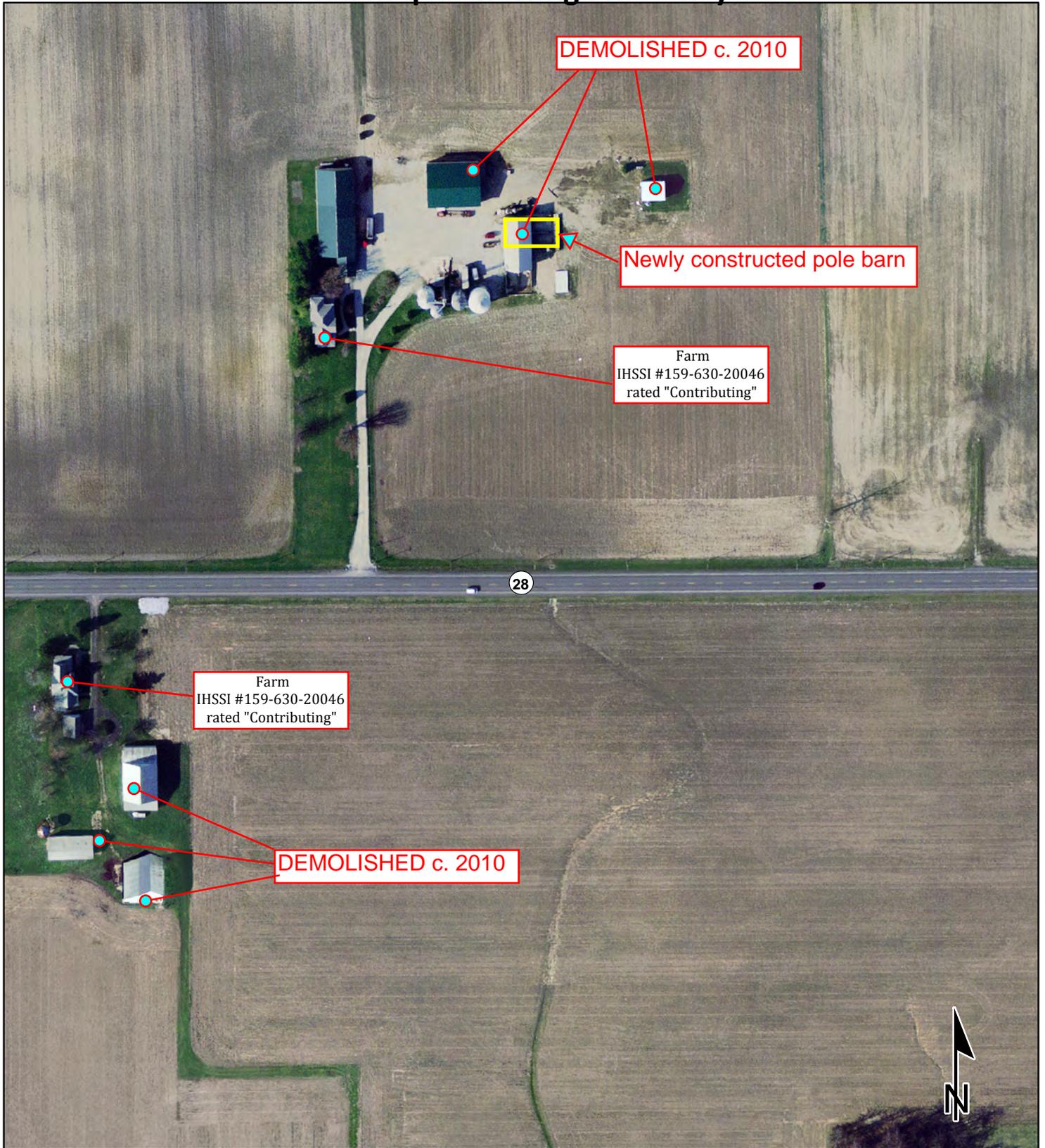
Aerial Photograph 2005  
Town 21N, Range 3E, Section 13  
Town 21 N, Range 4E, Section 7  
Source: 2005 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-5  
Scale 1:2,291



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

Des. No. 1382317  
New US 31 Interchange at SR 28  
Cicero & Jefferson Townships, Tipton County, Indiana  
Aerial Map 6 showing Photo Key



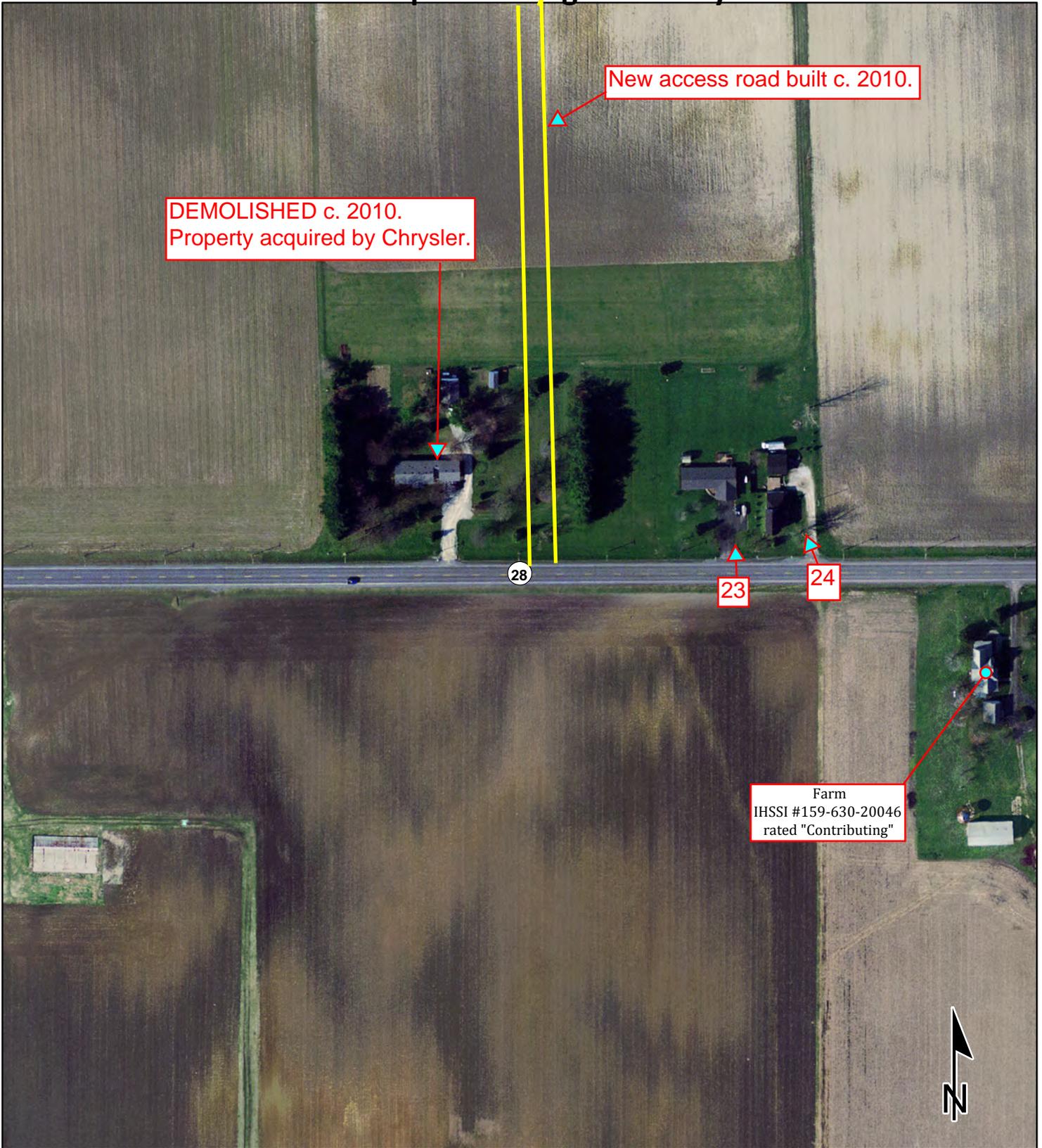
Aerial Photograph 2005  
Town 21N, Range 4E, Sections 7 & 18  
Source: 2005 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-6  
Scale 1:2,291



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

Des. No. 1382317  
New US 31 Interchange at SR 28  
Cicero & Jefferson Townships, Tipton County, Indiana  
Aerial Map 7 showing Photo Key



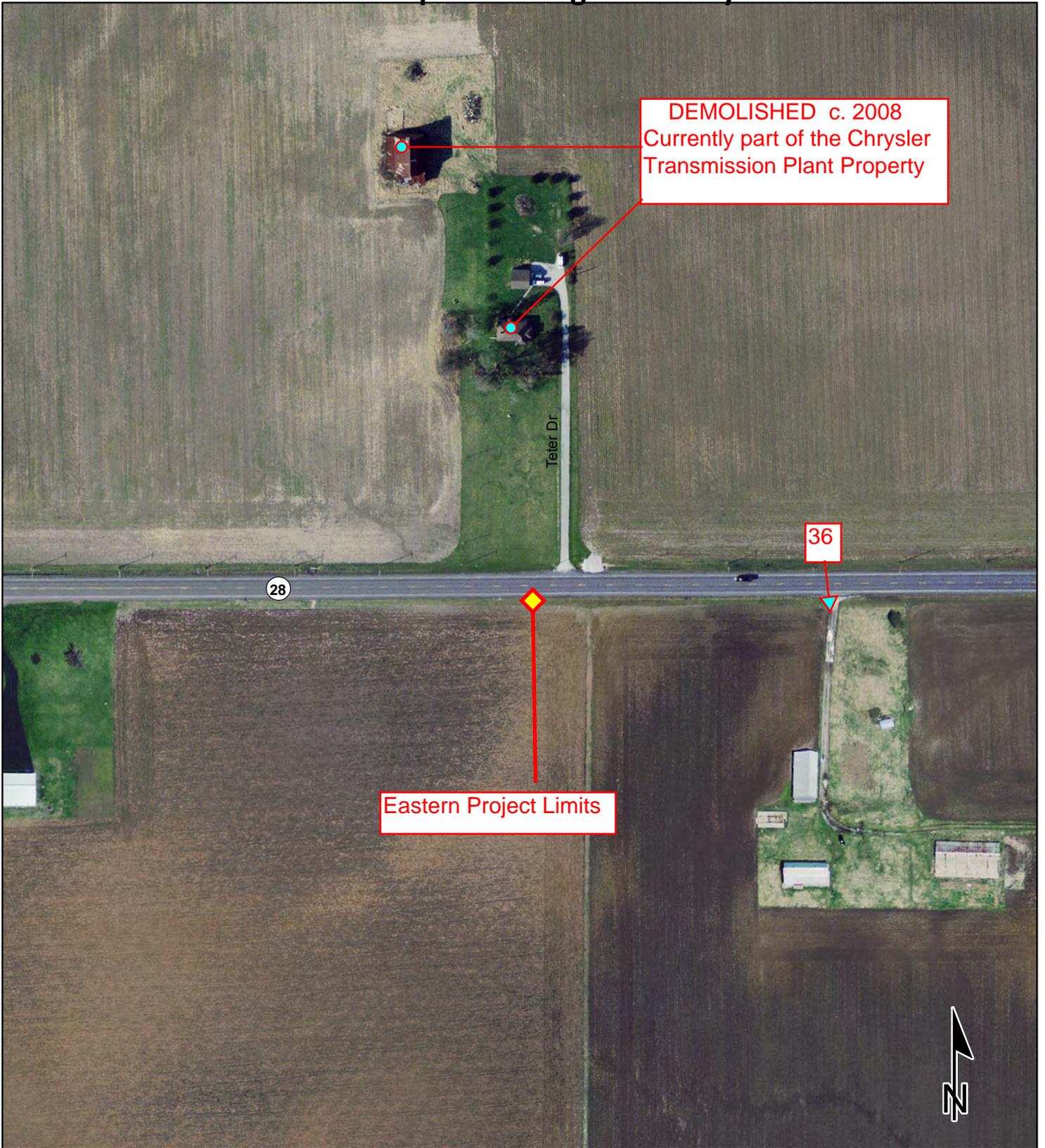
Aerial Photograph 2005  
Town 21N, Range 4E, Sections 7 & 18  
Source: 2005 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-7  
Scale 1:2,291



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

Des. No. 1382317  
New US 31 Interchange at SR 28  
Cicero & Jefferson Townships, Tipton County, Indiana  
Aerial Map 8 showing Photo Key



Aerial Photograph 2005  
Town 21N, Range 4E, Sections 7 & 18  
Source: 2005 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-8  
Scale 1:2,291



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

**Des. No. 1382317**  
**New US 31 Interchange at SR 28**  
**Cicero & Jefferson Townships, Tipton County, Indiana**  
**Aerial Map 9 showing Photo Key**



Aerial Photograph 2005  
 Town 21N, Range 3E, Sections 12 & 13  
 Source: 2005 Indiana Orthophotography  
 (IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-9  
 Scale 1:2,291



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

Des. No. 1382317  
New US 31 Interchange at SR 28  
Cicero & Jefferson Townships, Tipton County, Indiana  
Aerial Map 10 showing Photo Key



Aerial Photograph 2005  
Town 21N, Range 3E, Sections 12 & 13  
Source: 2005 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-10  
Scale 1:2,291



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

Des. No. 1382317  
New US 31 Interchange at SR 28  
Cicero & Jefferson Townships, Tipton County, Indiana  
Aerial Map 11 showing Photo Key



House  
IHSSI #159-309-15039  
rated "Contributing"

12

28

11

Aerial Photograph 2005  
Town 21N, Range 3E, Sections 12 & 13  
Source: 2005 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-11  
Scale 1:2,291



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

Des. No. 1382317  
New US 31 Interchange at SR 28  
Cicero & Jefferson Townships, Tipton County, Indiana  
Aerial Map 12 showing Photo Key



Aerial Photograph 2005  
Town 21N, Range 3E, Sections 12 & 13  
Source: 2005 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

C-12  
Scale 1:2,291



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

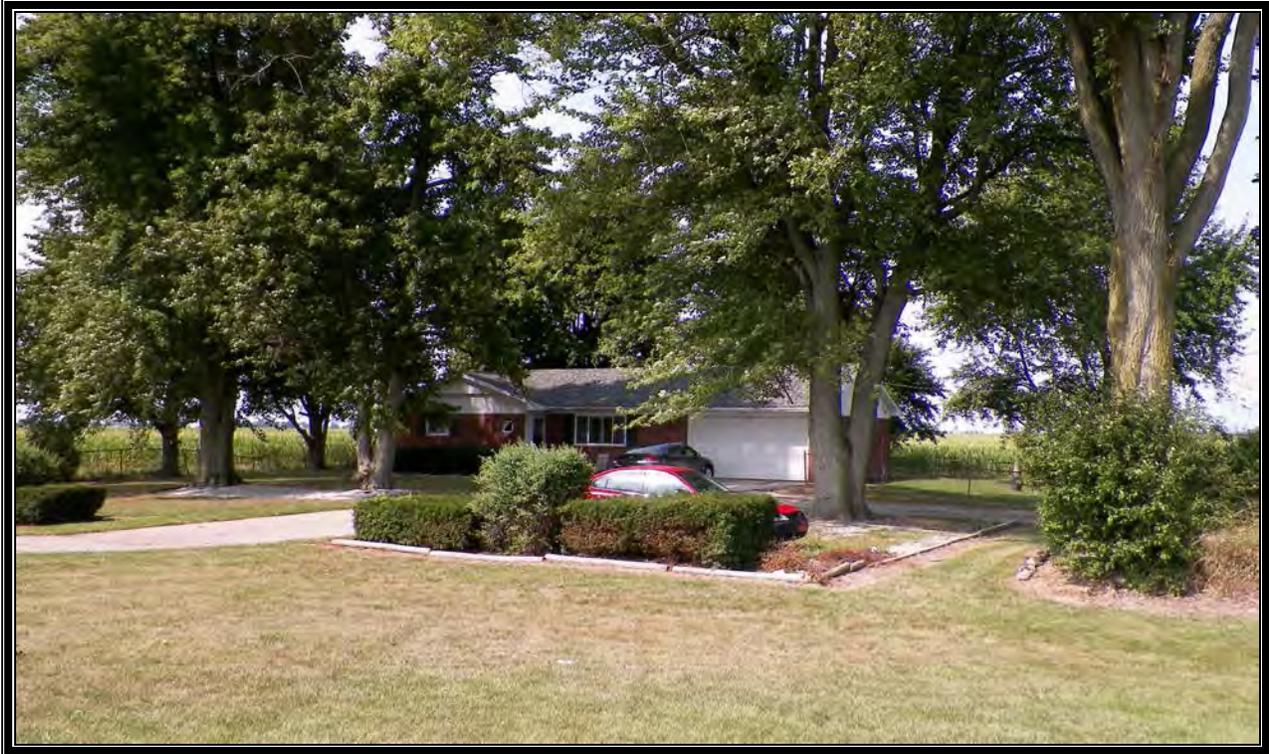


Photo 1: 2408 S US 31 – A ranch house built c. 1955 on the west side of US 31.



Photo 2: 2408 S US 31 – Outbuildings associated with the property with the c. 1955 Ranch house include: a c. 1960 Quonset, a c. 1940 corn crib, c. 1940 shed/barn, a c. 1960 hog house, a c. 1971 brick detached garage, 1940 a c. 1940 poultry house



Photo 3: TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
1740 S US 31 – A significantly altered ranch house built c. 1976 on the west side of US 31 north of the SR 28 intersection.



Photo 4: TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
1700 S US 31 – A mobile home built c. 1974 on the west side of US 31 north of the SR 28 intersection.



Photo 5: TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
1674 S US 31 – A manufactured home built c. 1997 on the west side of US 31 north of the SR 28 intersection.



Photo 6: 1114 S US 31 – A ranch house built c. 1971. Third house located west of US 31 on the south side of the railroad tracks



Photo 7: 1048 S US 31 – A significantly altered house built c. 1908 with a c. 1970 detached garage.  
Second house located west of US 31 on the south side of the railroad tracks



Photo 8: 6233 W SR 28 – A ranch house built c. 1998, located on the south side of SR 28.  
The property also has a c. 1998 pole barn for equipment storage.



Photo 9: 6263 W SR 28 – A ranch house built c. 1955, located on the south side of SR 28 on a wooded parcel to the east of Dixon Creek. Property also has three utility sheds built between the 1960s and 1990s.



Photo 10: 6371 W SR 28 – A ranch house built c. 1970. The property has a c. 1989 shed and a c. 1973 pool as well.



Photo 11: 6530 W SR 28 – A c. 1890 house with several additions including an attached garage made in the 1960s and 1970s. Property also has a pole barn and utility shed.



Photo 12: 6451 W SR 28 – A c. 1997 prefabricated ranch house.



Photo 13: 2351 S US 31 – Looking southeast at a c. 1923 house on the east side of US 31 (south of SR 28 intersection) with several additions including a two-car attached garage to the rear constructed in the 1960s.



Photo 14: US 31 – TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
US 31: Looking southeast at a vacant c. 1963 commercial property located on the east side of US 31 south of the SR 28 intersection.



Photo 15: US 31 – TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
US 31: Looking southeast at a c. 1956 commercial property/restaurant located on the east side of US 31 south of the SR 28 intersection. A c. 1970 detached garage to the rear will also be acquired



Photo 16: US 31 – TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
Looking north at the road sign for the c. 1956 commercial property/restaurant located on the east side of US 31 south of the SR 28 intersection.



Photo 17: US 31 – TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
2025 S. US 31: Looking southeast at a c. 1953 commercial property associated with a gas station located on the east side of US 31, immediately south of the SR 28 intersection.



Photo 18: US 31 – TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
5985 SR 28: Looking southwest at a significantly altered c. 1900 house located on the south side of SR 28, to the east of the US 31 intersection.



Photo 19: US 31 – TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
5963 SR 28: Looking southwest at a c. 1989 house and pole barn located on the south side of SR 28,  
to the east of the US 31 intersection.



Photo 20: US 31 – TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT  
1983 S. US 31: Looking northeast at a c. 1960 service building associated with the gas station on the north side of SR 28,  
immediately to the east of the US 31 intersection. The new Chrysler building can be seen in the background.



Photo 21: 1345 S. US 31 – Looking east at a c. 1978 ranch house located south of the railroad tracks on the east side of US 31, north of SR 28. Property also has a c. 2000 detached garage and utility shed and a c. 1890 barn.



Photo 22: 1345 S. US 31 – Looking east at the c. 1890 barn on the property.



Photo 23: 5524 W SR 28 – Looking north at a c. 1974 ranch house located east of the Chrysler manufacturing facility, on the north side of SR 28. Property also has a c. 1980 utility shed.



Photo 24: 5500 W SR 28 – Looking northwest at a c. 1890 house located east US 31 on the north side of SR 28. Property also has a c. 1980 detached garage.



Photo 25: Bridge #031-80-03569ANBL (NBI #9710) carrying US 31 over Dixon Creek near the southern project limits



Photo 26: Bridge #031-80-03569JASB (NBI #9720) carrying US 31 over Dixon Creek near the southern project limits

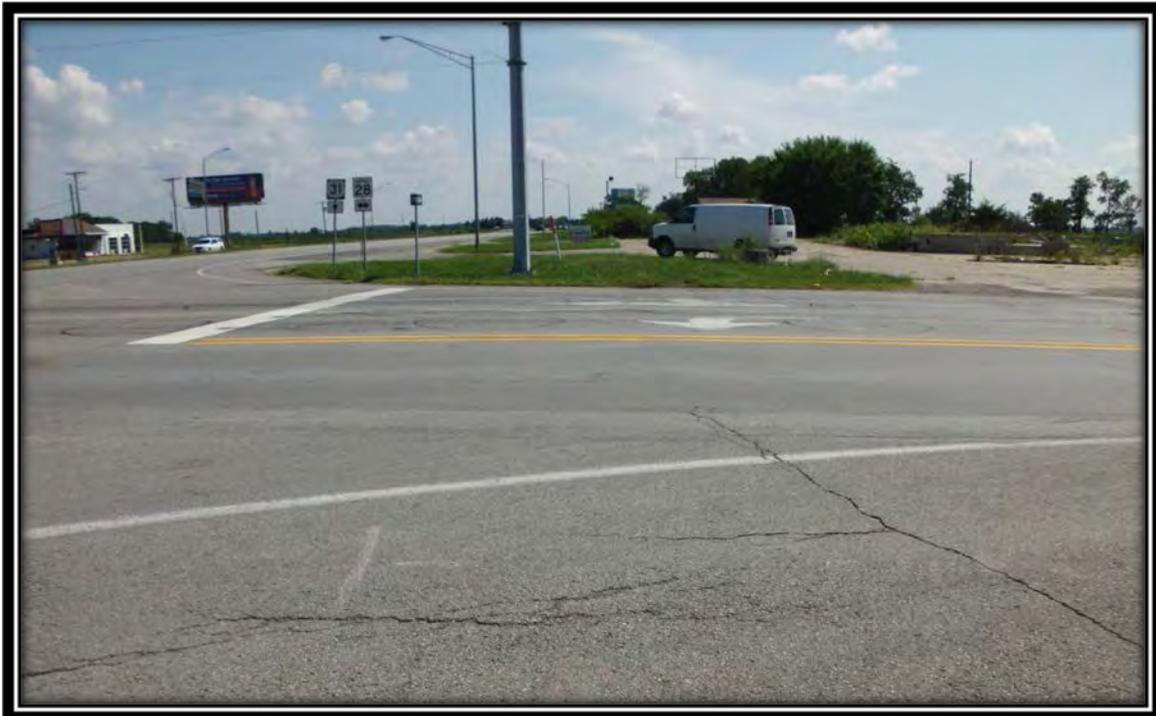


Photo 27: Looking south from the US 31 & SR 28 intersection along the west side of US 31. Note house at the southwest corner of the intersection has been demolished and only some foundations remain.



Photo 28: Looking north from the US 31 & SR 28 intersection along the west side of US 31.

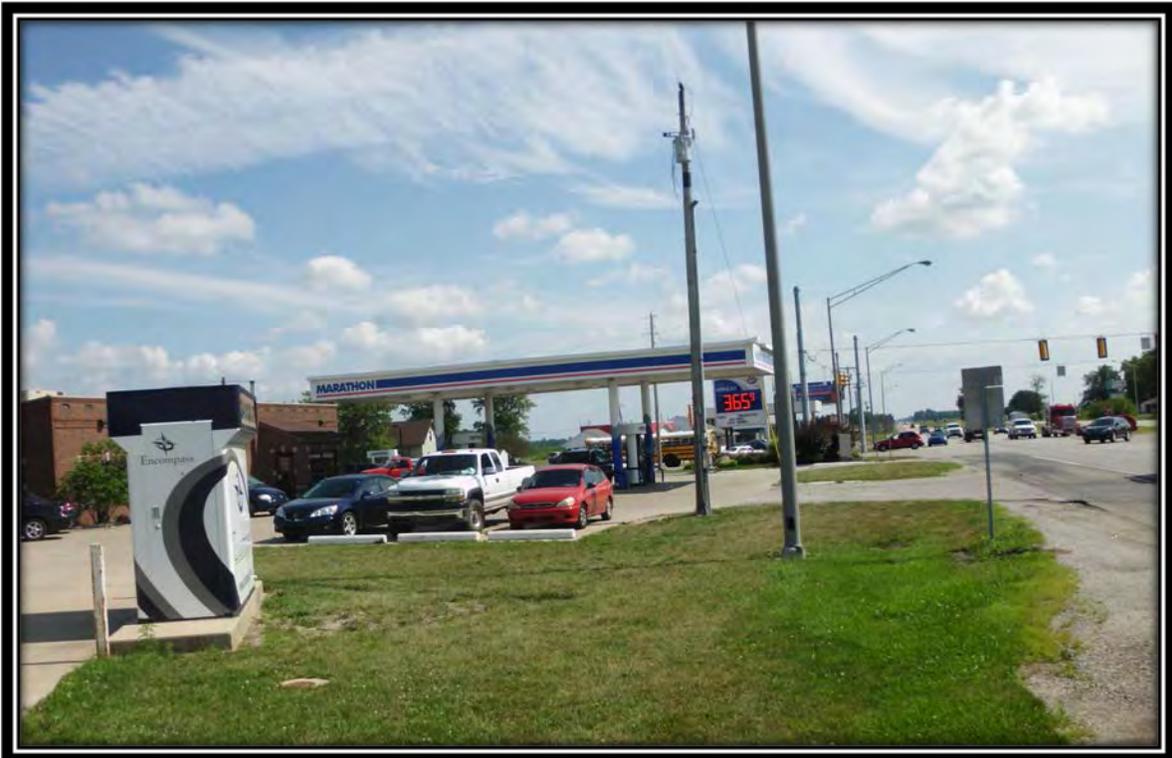


Photo 29: Looking south from the gas station at the northeast corner of US 31 & SR 28 intersection along the east side of US 31.  
Gas station and service building TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT



Photo 30: Looking north from the gas station at the northeast corner of US 31 & SR 28 intersection along the west side of US 31.



Photo 31: Looking north from the gas station at the southeast corner of US 31 & SR 28 intersection along the west side of US 31.



Photo 32: Looking northwest at the US 31 & SR 28 intersection.



Photo 33: Looking west along SR 28 at the US 31 & SR 28 intersection from near the eastern project limits.



Photo 34: Looking east along SR 28 at the US 31 & SR 28 intersection from near the western project limits.



Photo 35: Looking west towards US 31, the Roadside Motel (IHSSI #159-309-15037) and Tucker Cemetery (IHSSI #159-309-15038).  
The Flamingo Motel is TO BE ACQUIRED OR RELOCATED AS PART OF THIS PROJECT

# **APPENDIX D**

**LIST OF INDIVIDUALS / AGENCIES / ORGANIZATIONS  
INVITED TO BE SECTION 106 CONSULTING PARTIES**

**Consulting Parties for Des# 1382317  
 New Interchange at US 31 and SR 28  
 Jefferson & Cicero Townships, Tipton County, Indiana**

Consulting parties that responded to the early coordination letters dated 09/19/14 are shaded.

<b>Title 1</b>	<b>First Name</b>	<b>Last Name</b>	<b>Title</b>	<b>Company Name</b>	<b>Address_Line_1</b>	<b>Address_Line_2</b>	<b>City</b>	<b>State</b>	<b>ZIP_Code</b>	<b>Address_Line_3</b>
Mr.	Mitch	Zoll	Deputy State Historic Preservation Officer	Indiana Department of Natural Resources	Division of Historic Preservation and Archaeology	Indiana Government Center South, Rm. W274	Indianapolis	IN	46204	
Mr.	Mark	Dollase	Director	Central Regional Office	Indiana Landmarks	1201 Central Avenue	Indianapolis	IN	46202	<a href="mailto:mdollase@indianalandmarks.org">mdollase@indianalandmarks.org</a>
Mr.	Gary	Trimble	President	Tipton County Historical Society	323 W. South Street		Tipton	IN	46072	<a href="mailto:tchs@tiptonhistorical.com">tchs@tiptonhistorical.com</a>
			Tipton County Commissioners		101 E. Jefferson Street		Tipton	IN	46072	<a href="mailto:jvcommissioner@tiptoncounty.in.gov">jvcommissioner@tiptoncounty.in.gov</a> <a href="mailto:mlclinecommissioner@tiptoncounty.in.gov">mlclinecommissioner@tiptoncounty.in.gov</a> <a href="mailto:greyheron@tds.net">greyheron@tds.net</a>

**From:** [Kumar, Anuradha](#)  
**To:** [Slider, Chad \(DNR\)](#); [Mark Dollase](#); [jvcommissioner@tiptoncounty.in.gov](mailto:jvcommissioner@tiptoncounty.in.gov);  
[mlclinecommissioner@tiptoncounty.in.gov](mailto:mlclinecommissioner@tiptoncounty.in.gov); [greyheron@tds.net](mailto:greyheron@tds.net); [b.morris@tiptoncounty.in.gov](mailto:b.morris@tiptoncounty.in.gov);  
[tchs@tiptonhistorical.com](mailto:tchs@tiptonhistorical.com)  
**Cc:** [Kennedy, Mary](#); [Carpenter, Patrick A](#); [Muench, Tim](#); [Laswell, Jeffrey](#)  
**Subject:** Des. No. 1382317  
**Date:** Monday, September 22, 2014 2:55:23 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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**RE:** Route No.: US 31  
Location: Jefferson & Cicero Township, Tipton County, Indiana  
Des No.: 1382317  
Project Name: New Interchange at US 31 & SR 28

The Indiana Department of Transportation (INDOT) plans to proceed with the above referenced new interchange project in Jefferson & Cicero Township of Tipton County, Indiana. As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

Efforts to identify historic properties are detailed in a Historic Property Report (HPR) (Kumar, 09/9/14). 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 be consulting parties: Indiana State Historic Preservation Office (SHPO); Indiana Landmarks-Central Regional Office; Tipton County Historical Society and; Tipton County Commissioners. A hard copy of the early coordination letter was mailed to all identified consulting parties on September 19, 2014. Besides, the Indiana SHPO has also been provided with a hard copy of the HPR for review and comments.

The HPR and Early Coordination letter dated September 19, 2014, have also been posted on September 22, 2014 at the IN-SCOPE website located at the following link.

<http://netservices.indot.in.gov/Section106Documents/Default.aspx>

The Des No. is the most efficient search term, once in IN-SCOPE.

Please review the documents located in IN-SCOPE and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document.

As specified in 36 CFR 800.5(c), consulting parties have 30 days from receipt of this documentation to review and comment on the finding. If we do not receive your response within thirty (30) days, it will then be assumed that your agency or organization feels that there will be no significant effects as a result of this project or that you wish to offer no opinions concerning this project and, therefore, you will not receive any further information on the project unless the scope of work changes. If you prefer to receive paper copies of these documents please call or email Ms. Anuradha Kumar at [akumar@indot.in.gov](mailto:akumar@indot.in.gov) or (317) 234-5168.

Thank you in advance for your input.

**Anuradha Kumar**  
**Architectural Historian**  
**Indiana Department of Transportation**  
**Cultural Resources Office**

# **APPENDIX E**

## **CORRESPONDENCE FROM CONSULTING PARTIES**

September 19, 2014

«Title1» «First\_Name» «Last\_Name»

«Title»

«Company\_Name»

«Address\_Line\_1»

«Address\_Line\_2»

«City», «State» «ZIP\_Code»

RE:     Route No.:        US 31 & SR 28  
          Location:        Jefferson & Cicero Townships, Tipton County, Indiana  
          Des No.:         1382317  
          Description:     New Interchange

Dear «Title1» «Last\_Name»

The Indiana Department of Transportation (INDOT) plans to proceed with the above referenced US 31 and SR 28 New Interchange project in Jefferson and Cicero Townships of Tipton County, Indiana. The land use in the immediate vicinity of the project area comprises of agricultural fields, light industrial facility, commercial enterprises and rural residential properties.

As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to Section 106 review. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the projects' environmental impacts.

The section of US 31 within the project area has a functional classification as a Principal Arterial and is part of the National Highway System. SR 28 has a functional classification as a Principal Arterial to the east of US 31 and a Minor Arterial to the west of US 31. SR 28 has recently been added to the National Highway System as MAP-21 Principal Arterial. The existing intersection of US 31 and SR 28 is signalized. Posted speed limits are 60 mph along US 31 and 55 mph along SR 28.

In the vicinity of the project area US 31 is a four-lane divided highway with 12' wide travel lanes and 4' and 10' wide paved shoulders separated by a 50' grass depressed median. Side slopes along US 31 are 2:1 or flatter. US 31 vertical alignment is generally level with independent profiles between northbound and southbound lanes. Partial access control right-of-way exists along both sides of US 31.

SR 28 west of US 31 is a two-lane highway with 11' wide travel lanes and 4' paved shoulders. SR 28 east of US 31 is a three-lane highway, narrowing to a two-lane highway east of CR 560 east, approximately 0.5 mile east of US 31. The three-lane section of SR 28 consists of two 12' wide travel lanes, a 14' wide left turn lane, and 8' wide paved shoulders. The two-lane section consists of 11' wide travel lanes and 4' paved shoulders.

A pair of mainline bridge structures carry US 31 over Dixon Creek, approximately 0.25 miles south of SR 28. The northbound Bridge #031-80-03569ANBL (NBI #9710) and southbound Bridge #031-80-03569JASB (NBI #9720) were built under separate contracts in 1951 and 1959 respectively. Both structures were rehabilitated with a deck overlay in 1993. They were both determined ineligible for inclusion in the NRHP during the survey undertaken for the Indiana Historic Bridge Inventory (2009). The Bridge #028-80-06751 (NBI #7690) carrying SR 28 over Dixon Creek was constructed in 1984 and is not included Indiana Historic Bridge Inventory (2009).

The Chrysler Corporation Transmission Plant, located in the northeast quadrant of the intersection, is a significant economic development project in central Indiana. The plant, which is scheduled to go into full production by the end of 2014, is in the process of hiring around 1000 employees. It is expected to increase truck traffic along US 31 and SR 28 because production supplies manufactured in Kokomo will be trucked to the plant and all finished product will be trucked from the plant to Toledo, Ohio.

The primary need for this project is demonstrated in how a signalized, at grade intersection negatively affects the safety and mobility of US 31 as a high-speed commerce corridor between Indianapolis and South Bend. The general purpose of the project is to accommodate the anticipated increase in commuter and truck traffic along the corridor while advancing ongoing efforts to remove stoplights on the highway between Indianapolis and South Bend. More specifically, the main purpose of this project is to remove the traffic signal at the intersection of US 31 and SR 28 and replace it with grade-separated interchange to improve safety, reduce travel times, and promote economic development around the interchange area. The project will involve acquisition of right-of-way (R/W) including several potential re-locations (*see attached preliminary plan*).

The Area of Potential Effect (APE) is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking...” (36 CFR 800.9 (a)). The scope of the project is such that the potential for visual impacts is somewhat significant. As project design is at a preliminary stage, a relatively wide APE has been drawn for this project, extending approximately 0.85 miles in all directions from the intersection, in order to properly take into account any potential design changes that may occur in the future (*see APE maps in Appendix A of the enclosed HPR*).

All properties located within the APE of the project were individually evaluated to determine whether they were or would be of a minimum age, i.e., at least fifty years at the time of project letting in 2015, and retained sufficient integrity to be eligible for listing in the National Register of Historic Places (NRHP). A Historic Property Report (HPR) (Kumar 09/09/2014) documenting the identification and evaluation efforts for properties included in the APE for the project was prepared.

The HPR concluded that the APE of the proposed project does not include any properties currently listed in the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS). It, however, contained 4 properties in Jefferson Township and 2 properties in Cicero Township that were surveyed for the Indiana Historic Sites and Structures Inventory (IHSSI). This survey in Tipton County was completed by Indiana Landmarks in 2008 and the results were published in the *Tipton County Interim Report: Indiana Historic Sites and Structures Inventory* (2010). Five surveyed properties (IHSSI #159-309-15038; IHSSI #159-309-15039; IHSSI #159-309-15040; IHSSI #159-630-20045; IHSSI #159-630-20046) were rated as “Contributing” and one property (IHSSI #159-309-15037) was rated as “Notable” per the IHSSI system. All of these properties were evaluated for NRHP eligibility, but none of them were recommended eligible for inclusion in the NRHP in the HPR (Kumar 09/09/2014).

Also, fieldwork undertaken for this project resulted in the identification of several additional properties within the project’s APE that are already/or will be 50 years old at the time of the proposed project letting in 2015. These properties were all photographically documented, but none of them were found to retain sufficient integrity to warrant at least a “Contributing” rating in the IHSSI rating system. They were, therefore, not evaluated further in the HPR (*see photographs in Appendix B of the enclosed HPR*).

In other words, there were no NRHP listed or eligible above-ground resources located within the APE of this proposed project (*see conclusions of the enclosed HPR*).

With regards to archaeological resources within the project area, field reconnaissance is currently underway and an Archaeological Report is being prepared by an archaeologist with the INDOT Cultural Resource Office (CRO), which will be submitted to the Indiana SHPO for review and approval upon completion.

A hard copy the HPR is being submitted to the Indiana State Historic Preservation Officer (SHPO). This early coordination letter and the HPR can be viewed electronically by accessing INDOT’s new Section 106 document posting website IN SCOPE at <http://netservices.indot.in.gov/Section106Documents/Default.aspx>. Please use the project identification detail provided in the subject heading to search for the documents. INDOT will provide a hard copy of the HPR to any invited consulting party who makes such a request within seven (7) days of receipt of this notification.

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36CFR800.2(c), the following agencies/individuals are being invited to be consulting parties: Indiana SHPO; Indiana Landmarks—Central Regional Office; Tipton County Historical Society and; Tipton County Commissioners. The position of the Tipton County Historian is currently vacant and, therefore, they have not been included in the invited consulting party list. Per 36CFR800.3(f), we hereby request that the SHPO notify this Office of any other parties that may be entitled to be consulting parties for the subject project **within thirty (30) days** by separate letter if necessary.

For more information on Section 106 of the NHPA and the Section 106 review process, we recommend reviewing the Advisory Council on Historic Preservation's publication titled *Protecting Historic Properties: A Citizen's Guide to Section 106 Review*. It can be downloaded at the following website: <http://www.achp.gov/docs/CitizenGuide.pdf>.

Please respond with your comments on any potential historic resource impacts incurred as a result of this project so that an environmental report can be prepared. We also welcome your related opinions and other input to be considered in the preparation of the environmental document.

As specified in 36 CFR 800.5(c), consulting parties have 30 days from receipt of this documentation to review and comment on the finding. If we do not receive your response within thirty (30) days, it will then be assumed that your agency or organization feels that there will be no significant effects as a result of this project or that you wish to offer no opinions concerning this project and, therefore, you will not receive any further information on the project unless the scope of work changes. If you prefer to receive future notifications via email, please provide INDOT CRO with your/your organization's preferred email address. Please feel free to contact Ms. Anuradha Kumar of this section at [akumar@indot.in.gov](mailto:akumar@indot.in.gov) or (317) 234-5168, if you have any questions regarding historic structures. Thank you in advance for your input.

Sincerely,



Patrick Carpenter, Manager  
Cultural Resources Office  
Environmental Services

PAC/AVK/avk

Enclosures

emc: Mr. Tim Muench, INDOT Central Office Project Manager  
Jewel Stone, Greenfield District Scoping Manager  
Greenfield District Environmental Staff  
ES Project File

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](mailto:dhpa@dnr.IN.gov)



October 21, 2014

Patrick Carpenter  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

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

Re: Project description and *Historic Property Report: Des. No. 1382317, New US 31 Interchange at SR 28, Jefferson and Cicero Townships, Tipton County, Indiana* (Kumar, 9/9/2014) (DHPA No.16743)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the “Programmatic Agreement 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 has considered the report submitted under your cover letter dated September 19, 2014, and received on September 23, for the aforementioned project in Tipton County, Indiana.

We are not aware of any other parties who should be invited to participate in the Section 106 consultation on this undertaking beyond those whom you already have invited.

The area of potential effects (“APE”) is probably of adequate size to encompass all direct and indirect effects of this project, at least so long as neither US 31 nor SR 28 would be closed completely for an extended period of time during construction, necessitating an official or unofficial detour that might force heavy traffic onto another road passing by or through a potentially significant property.

Based on the information and analysis contained in the historic properties report (“HPR”), we agree that there are no above-ground properties within the APE that are likely to be eligible for inclusion in the National Register of Historic Places.

We do have a request, however, about preservation of signage from the commercial establishment in the southeast quadrant of the US 31 and SR 28 intersection. The sign along the south side of SR 28 (on the cover of the HPR) and the sign along the east side of US 31 (Photo 16 in the HPR) both bear a variation on the eye-catching message “Sherrill’s Eat Here and Get Gas.” The sign along SR 28 might be older than (or, at least, not as recently rehabilitated as) the sign along US 31, although the latter sign features depictions of two human figures next to the sign post, embellishments that are lacking on the former. The ages of the signs are not documented, so it is unclear whether they date from the construction of either the ca. 1953, former service station or the ca. 1956 diner. In any event, it seems unlikely to us that the signs would be eligible for the National Register independently of either of the two buildings of the business establishment they were installed to advertise, both of which have integrity deficiencies. Even so, my staff would venture a guess that these signs, if not also the business establishment, are considered to be landmarks by tens of thousands—or even hundreds of thousands—of Hoosiers who have driven past them over the years. Even though it may not be possible for the signs to qualify for inclusion in the National Register, we think they still have noteworthy cultural significance in Indiana. We would ask, therefore, that if the owners do not intend to remove and preserve the signs, INDOT make a good faith effort to find an organization or institution that would accept and display them.

We will comment on archaeological resources once we have received the report that you indicated is being prepared by your office.

If you have questions regarding our comments on buildings and structures, please contact John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). Questions about archaeological matters should be directed to Mitch Zoll at (317) 232-3492 or [mzoll@dnr.in.gov](mailto:mzoll@dnr.in.gov).

In all future correspondence regarding the new US 31 interchange at SR 28, please refer to DHPA 16743.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

emc: Lawrence Heil, P.E., Federal Highway Administration, Indiana Division  
Patrick Carpenter, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Anuradha Kumar, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
Board of Commissioners of Tipton County, c/o Amanda Inman, Tipton County Auditor  
Tipton County Historical Society  
Indiana Landmarks, Central Regional Office

**From:** [Laswell, Jeffrey](#)  
**To:** [Laswell, Jeffrey](#)  
**Subject:** FW: US 31 / SR 28 Interchange: Sherril's Rest Sign  
**Date:** Thursday, November 20, 2014 2:29:51 PM

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**From:** Carpenter, Patrick A  
**Sent:** Wednesday, November 19, 2014 4:35 PM  
**To:** Trent Newport; Muench, Tim; 'Mroczka, Gary'  
**Cc:** Laswell, Jeffrey; Kumar, Anuradha; Kennedy, Mary  
**Subject:** RE: US 31 / SR 28 Interchange: Sherril's Rest Sign

I talked to Ms. Asher this afternoon. They do not believe they have anywhere to put the sign, so they don't expect to request it. They are ok if we market the sign, although they do not want anyone to profit from it.

I explained that we would likely send out feelers via email/letter to historic groups/organizations in the state. She was comfortable with that, but wants to be kept in the loop in what happens to the sign.

I left a voicemail for Ms. Neff.

Keep you posted.

Patrick Carpenter  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 N Senate Ave., IGCN-Rm. N-642  
Indianapolis, IN 46204-2216  
317-233-2061

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



November 12, 2014

Patrick Carpenter  
Cultural Resources Manager  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration

Re: Archaeological Records Check and Phase Ia Field Reconnaissance Report (Laswell 11/05/2014) for the Construction of a New Interchange on US 31 at SR 28, in Tipton County, Indiana. (Designation #1382317; DHPA #16743)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, 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 has conducted an analysis of the materials dated October 9, 2014 and received on October 14, 2014, for the above indicated project in Clay County, Indiana.

In regard to archaeological survey report, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we agree with the recommendations of the archaeologist that archaeological site 12-Ti-254 is potentially eligible for inclusion in the National Register of Historic Places and should be avoided by all project activities or subjected to archaeological testing. We also agree that archaeological sites 12-Ti- 163, 164, 249, 250, 251, 252, 253, 255 and 256 are not potentially eligible for the National or State Registers of Historic Places and no additional archaeological reconnaissance will be required.

The Historic Properties Report (Kumar: 9/19/2014, DHPA # 16743) was reviewed by this office and a letter was issued on October 21, 2014 which included the following request.

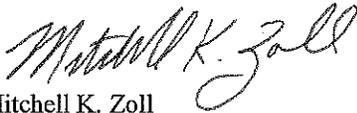
*We do have a request, however, about preservation of signage from the commercial establishment in the southeast quadrant of the US 31 and SR 28 intersection. The sign along the south side of SR 28 (on the cover of the HPR) and the sign along the east side of US 31 (Photo 16 in the HPR) both bear a variation on the eye-catching message "Sherrill's Eat Here and Get Gas." The sign along SR 28 might be older than (or, at least, not as recently rehabilitated as) the sign along US 31, although the latter sign features depictions of two human figures next to the sign post, embellishments that are lacking on the former. The ages of the signs are not documented, so it is unclear whether they date from the construction of either the ca. 1953, former service station or the ca. 1956 diner. In any event, it seems unlikely to us that the signs would be eligible for the National Register independently of either of the two buildings of the business establishment they were installed to advertise, both of which have integrity deficiencies. Even so, my staff would venture a guess that these signs, if not also the business establishment, are considered to be landmarks by tens of thousands—or even hundreds of thousands—of Hoosiers who have driven past them over the years. Even though it may not be possible for the signs to qualify for inclusion in the National Register, we think they still have noteworthy cultural significance in Indiana. We would ask, therefore, that if the owners do not intend to remove and preserve the signs, INDOT make a good faith effort to find an organization or institution that would*

*accept and display them.*

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. 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.

*A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004 may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Mitch Zoll at (317) 232-3492 or [mzoll@dnr.IN.gov](mailto:mzoll@dnr.IN.gov). If you have questions about buildings or structures please contact John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #16743.*

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:mkz

emc: Patrick Carpenter, INDOT  
Mary Kennedy, INDOT  
Shaun Miller, INDOT  
Jeff Laswell, INDOT  
Lawrence Heil, Federal Highway Administration

**From:** [LHEIL@dot.gov](mailto:LHEIL@dot.gov)  
**To:** [Laswell, Jeffrey](#)  
**Subject:** RE: US 31 and SR 28 Interchange Project Tipton County Des 1382317  
**Date:** Monday, October 20, 2014 9:30:51 AM

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Jeff,

Your proposal sounds reasonable. The MOA will assure the archeology is completed, and it should be clear that no use or transfer of ownership of the property will take place until the requirements of the MOA have been completed.

Larry Heil  
FHWA Indiana Division

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**From:** Laswell, Jeffrey [mailto:JLaswell@indot.IN.gov]  
**Sent:** Friday, October 17, 2014 7:58 AM  
**To:** Heil, Larry (FHWA)  
**Cc:** Carpenter, Patrick A; Miller, Shaun (INDOT); Muench, Tim  
**Subject:** US 31 and SR 28 Interchange Project Tipton County Des 1382317

Larry,

We have one more question concerning this project. We were informed last week that there will be a 10 acre total take at the northeast terminus of the project area due to eliminating access of the property to US 31, where there is now a driveway. The western edge of this property is included as part of the current project footprint and was surveyed (an approximate 10 m wide strip); however, since the current access point will be removed and there is no other location on the property for the placement of an access easement to a public road, INDOT will need to purchase the entire 10 acre property. This added area will not be utilized as part of the project and is outside all construction activities. Given our time constraints, can a commitment be added the MOA that requires a Phase Ia survey of this area as well? If a an eligible site is subsequently identified during the Phase Ia, it would be avoided since the property is outside all construction activities.

Again, thank you for any guidance.

Jeff

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**From:** Zoll, Mitchell K  
**Sent:** Wednesday, October 15, 2014 3:00 PM  
**To:** Laswell, Jeffrey  
**Subject:** RE: US 31 and SR 28 Interchange Project Tipton County Des 1382317

Jeff,  
We are good with that plan also.  
Mitch

---

**From:** Laswell, Jeffrey  
**Sent:** Wednesday, October 15, 2014 10:29 AM  
**To:** Zoll, Mitchell K  
**Subject:** FW: US 31 and SR 28 Interchange Project Tipton County Des 1382317

Hi Mitch,

Before we move forward, I want to make sure that DHPA agrees with Larry's response below. Please let us know if there are any issues on your end.

Thanks!

Jeff

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**From:** [LHEIL@dot.gov](mailto:LHEIL@dot.gov) [<mailto:LHEIL@dot.gov>]  
**Sent:** Thursday, October 09, 2014 4:19 PM  
**To:** Laswell, Jeffrey; Zoll, Mitchell K  
**Cc:** Slider, Chad (DNR); Miller, Shaun (INDOT); Carpenter, Patrick A; Muench, Tim  
**Subject:** RE: US 31 and SR 28 Interchange Project Tipton County Des 1382317

Jeff,

Given the site is eligible under Criterion D, FHWA is agreeable to moving forward with the adverse effect and developing an MOA to complete the necessary recovery of information. Please consult with Mary Kennedy to make sure the finding is worded properly. Thanks!

Larry Heil  
FHWA Indiana Division

---

**From:** Laswell, Jeffrey [<mailto:JLaswell@indot.IN.gov>]  
**Sent:** Thursday, October 09, 2014 9:22 AM  
**To:** Zoll, Mitchell K; Heil, Larry (FHWA)  
**Cc:** Slider, Chad (DNR); Miller, Shaun (INDOT); Carpenter, Patrick A; Muench, Tim  
**Subject:** US 31 and SR 28 Interchange Project Tipton County Des 1382317

Larry and Mitch,

We would like to request some feedback concerning a large interchange construction project on US 31 at SR 28 in Tipton County (Des No 1382317). The proposed project consists of the construction of a new bridge to carry SR 28 over US 31, on- and off-ramps, road widening, turn lanes, added travel lanes on SR 28 and an access road/parking area to an adjacent cemetery – all of which covers approximately 50 acres. Due to the size and scope of the proposed project, a number of commercial and residential re-locations are also proposed.

During the Phase Ia archaeological field investigation, a potentially eligible archaeological site was identified (under Criterion D only) within the proposed project area and we are recommended further testing. The site consists of a single occupation, mid-nineteenth century (1840-1870) home-site, situated on the southern edge of the former Miami Reservation that may represent one

of the first settlers in the region or a squatter occupation prior to opening the lands for public sale through the Government Land Office in 1848. According to the project manager, the design for this project has been finalized (after going through various alternatives) and the site cannot be avoided. Due to funding issues, the project is on an extremely tight schedule and Phase II testing could delay completion of the environmental document for 3-4 months. Since avoidance is not really an option at this point, and the site would not warrant preservation in place, we would like to proceed with an Adverse Effect Finding. INDOT CRO would draft an MOA that would include commitments to complete Phase II testing and Phase III mitigation (if warranted) for the site, allowing completion of Section 106 by the end of the year. As an added measure, if the site is determined eligible after Phase II testing, some type of publication detailing the findings of the investigation could be distributed to the public, since this information of this sort for the region is lacking, particularly outside that of grey literature.

Would DHPA and FHWA be opposed to proceeding in this manner? Any input would be much appreciated.

Thank you!

Jeff

**Jeffrey Laswell**  
Archaeologist  
INDOT Environmental Services  
Cultural Resources Office  
100 N. Senate Ave. IGCN - Room N642  
Indianapolis, Indiana  
46204-2216  
(317) 233-2093

**From:** [Kumar, Anuradha](#)  
**To:** [Laswell, Jeffrey](#)  
**Subject:** FW: US 31 & SR 28 Intersection - Des. 1382317  
**Date:** Thursday, November 13, 2014 10:54:17 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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FYI

**Anuradha Kumar**  
**Architectural Historian**  
**Indiana Department of Transportation**  
**Cultural Resources Office**  
**Environmental Services**

100 N. Senate Ave., Room N642

Indianapolis, IN 46201

**Office:** (317) 234-5168

**Email:** [akumar@indot.in.gov](mailto:akumar@indot.in.gov)



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**From:** Gae Matchette [mailto:[happyta2@hotmail.com](mailto:happyta2@hotmail.com)]  
**Sent:** Tuesday, October 07, 2014 7:36 PM  
**To:** Kumar, Anuradha  
**Subject:** RE: US 31 & SR 28 Intersection - Des. 1382317

Thank you for your reply! We (The Historical Society of Tipton County) are satisfied that the Tucker Cemetery will remain untouched by this project. If anything changes that would endanger it, please let us know! We appreciate your help with this!

Sincerely,  
Gae Matchette  
Tipton County Historical Society, Secretary

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**From:** [akumar@indot.IN.gov](mailto:akumar@indot.IN.gov)  
**To:** [happyta2@hotmail.com](mailto:happyta2@hotmail.com)  
**CC:** [PACarpenter@indot.IN.gov](mailto:PACarpenter@indot.IN.gov); [TMUENCH@indot.IN.gov](mailto:TMUENCH@indot.IN.gov); [JRDinius@dnr.IN.gov](mailto:JRDinius@dnr.IN.gov);  
[MKENNEDY@indot.IN.gov](mailto:MKENNEDY@indot.IN.gov); [JLaswell@indot.IN.gov](mailto:JLaswell@indot.IN.gov)  
**Date:** Wed, 1 Oct 2014 12:22:37 -0400  
**Subject:** US 31 & SR 28 Intersection - Des. 1382317

Ms. Matchette:

Your email to Regan-Dinius Jeannie regarding INDOT's US 31 & SR 28 Interchange project was forwarded to me as I am the one completing the Section 106 for the project.

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. For this project, efforts to identify historic properties are detailed in a Historic Property Report (HPR) (Kumar, 09/9/14). The following agencies/individuals were invited to be consulting parties: Indiana State Historic Preservation Office (SHPO); Indiana Landmarks-Central Regional Office; Tipton County Historical Society and; Tipton County Commissioners. It is my understanding that you are on the board of the Tipton County Historical Society, so you may have already had a chance to review the information on the project, which was sent out to all identified consulting parties along with the early coordination letter on September 19, 2014. However, in case you have not had a chance to do so, please note that the HPR and Early Coordination letter were posted on September 22, 2014 at the IN-SCOPE website located at the following link: <http://netservices.indot.in.gov/Section106Documents/Default.aspx>. The Des No. is the most efficient search term, once in IN-SCOPE.

With regards to you specific question regarding impacts, it is true that the adjacent Flamingo Motel will be acquired in order to construct the interchange. However, it is our understanding that as currently planned, the project will completely avoid the Tucker Cemetery property. In other words, although the newly designed interchange will be located immediately adjacent to the cemetery, construction activities undertaken for the project will not have any direct physical impacts to this property.

No new right-of-way (r/w) will be taken from Tucker Cemetery for this project. However, if the existing r/w along the east side of the cemetery is not already set as limited access (meaning if the property owner wanted, they could provide an entrance to the cemetery from US 31 at this location), then we would need to buy those rights (from the Jefferson Township Trustee) to ensure access to US 31 is not developed at a future date. Otherwise, the proposed construction limits are within disturbed existing r/w east and north the cemetery property boundaries (see enclosed maps). An access road (from SR 28 running south to the cemetery), parking area and walkway will be constructed in order to access the cemetery once the project is complete - access from the motel (and potentially US 31 if need be), will be cut-off.

Also, as required per state law (IC 14-21-1-26.5), a Cemetery Development Plan will be submitted to the Division of Historic Preservation and Archaeology for approval detailing the proposed project and ensuring that no impacts will occur during construction.

I hope I have been able to adequately address some of your concerns. Please do not hesitate to contact me know if you have any further questions or need clarifications. You may also contact the INDOT archaeologist working on this project, Jeff Laswell at (317) 233-2093 or [jlswell@indot.in.gov](mailto:jlswell@indot.in.gov).

Thank you

**Anuradha Kumar**  
**Architectural Historian**  
**Indiana Department of Transportation**  
**Cultural Resources Office**  
**Environmental Services**  
100 N. Senate Ave., Room N642  
Indianapolis, IN 46201  
**Office:** (317) 234-5168  
**Email:** [akumar@indot.in.gov](mailto:akumar@indot.in.gov)





INDIANA LANDMARKS

*Central Regional Office*

1201 Central Avenue, Indianapolis, IN 46202

317 639 4534 / 800 450 4534 / [www.indianalandmarks.org](http://www.indianalandmarks.org)

October 16, 2014

Ms. Anuradha Kumar  
Indiana Department of Transportation  
100 North Senate Avenue Room N642  
Indianapolis, IN 46204

RE: Des. No. 1382317 New Interchange at US 31 and SR 28, Jefferson and Cicero Townships,  
Tipton County, Indiana

Dear Ms. Kumar:

Indiana Landmarks appreciates the opportunity to comment on the above-referenced project. Although we concur that none of the properties identified in the Historic Property Report (Kumar 9/2014) are individually eligible for the National Register of Historic Places, it would appear by the proposed plans that some Notable and Contributing rated properties will be relocated as part of this project. Specifically, is the Roadside Motel (IHSSI #159-309-15037) only being relocated to construct a new access road for the Tucker Cemetery? How do the proposed plans minimize effects on these properties?

We support the Tipton County Historical Society, who requested that the Tucker Cemetery (IHSSI #159-309-15038) be undisturbed by this project. According to the documentation, the cemetery will not be directly, physically impacted by this project. However, we would like to comment that the proposed grade-separated interchange could potentially significantly visually impact the cemetery. Although we acknowledge the cemetery is not presently National Register eligible, how will the proposed construction minimize non-physical impacts to the cemetery?

We note in the Early Coordination Letter dated September 19, 2014, the Indiana Department of Transportation acknowledges "[t]he scope of the project is such that the potential for visual impacts is somewhat significant." Based on the single, preliminary plan provided in the Early Coordination Letter, it is difficult to fully understand the visual impacts to this area without knowing the height of the proposed grade-separation. A significant grade-separation could significantly alter the rural, agricultural landscape that defines Tipton County.

We appreciate to comment on the proposed project and look forward to receiving additional information as this project develops.

Sincerely,

Raina Regan  
Community Preservation Specialist, Indiana Landmarks

**From:** [Kumar, Anuradha](mailto:Kumar, Anuradha)  
**To:** [rregan@indianalandmarks.org](mailto:rregan@indianalandmarks.org)  
**Cc:** [Carpenter, Patrick A](#); [Kennedy, Mary](#); [Laswell, Jeffrey](#)  
**Subject:** FW: US 31/SR 28 Interchange: Cemetery Development Plan Info  
**Date:** Thursday, November 20, 2014 1:38:40 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[201410211518.pdf](#)

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Ms. Regan:

Thank you for your letter dated October 16, 2014, responding to our early coordination letter regarding the above referenced project. In your response you had asked the following questions:

- 1) Is the Roadside Motel (IHSSI #159-309-15037) only being relocated to construct a new access road for the Tucker Cemetery?
- 2) How do the proposed plans minimize effects on these properties?
- 3) Although we acknowledge the cemetery is not presently National Register eligible, how will the proposed construction minimize non-physical impacts to the cemetery?

We have received information from the project designers and will try to answer these questions to the best of our ability.

- 1) The relocation of the motel is based on the proximity of the property to the intersection, not due to the access road. A significant portion of the motel property will be utilized for the construction of an acceleration lane for the northwest loop of the interchange.
- 2) It is not possible to avoid impacts to the motel property. The property has been determined ineligible for the National Register and, therefore, in terms of Section 106, FHWA/INDOT is not obligated to undertake any mitigation for the impacts to this resource. INDOT will compensate the property owner appropriately for the acquisition of this and other properties that fall within the project construction limits.
- 3) The proposed US 31 / SR 28 interchange construction in the vicinity of the Tucker Cemetery will include the construction of a southbound ramp acceleration lane adjacent to and at the existing grade of US 31 southbound lanes. Visual impacts are inevitable, particularly because the adjacent roadside motel will be acquired as a result of this project. However, by limiting work at this location to existing grade level, visual impacts will be minimized to the extent possible. The existing side ditch will be enclosed with an 18" pipe to transmit storm water to Dixon Creek to the south. The proposed edge of shoulder will be approximately 12' closer to the cemetery's east boundary and will have a 4:1 grass slope between the edge of shoulder to the existing ground. No guardrail will be installed near the cemetery. Therefore, the view of the roadway from the cemetery will be somewhat similar to what is there now. Public utilities will be relocated and buried within the existing US 31 right-of-way in front of the cemetery. Currently access to the cemetery is from the parking lot of the motel. Along the north side of the cemetery, a local service road and drive to provide access to the property will be constructed approximately 40' north of the northern boundary line at or near the existing ground elevation. The local service road will also serve the property west and north of the cemetery and will access SR 28 near the west end of the project.

I hope the information provided above addresses some of your concerns and answers your questions. Please note that we are currently preparing the 800.11 documentation for the proposed project, which should be posted to our Section 106 INSCOPE website in the very near future. While there are no eligible above-ground resources within the project's APE, there was a potentially eligible archaeological site identified within the project area to the north of the intersection. We will make sure to forward you information upon completion of the documentation so you have an opportunity to review and comment on the finding as well.

**Anuradha Kumar**  
**Architectural Historian**  
**Indiana Department of Transportation**  
**Cultural Resources Office**  
**Environmental Services**

100 N. Senate Ave., Room N642  
Indianapolis, IN 46201

**Office:** (317) 234-5168

**Email:** [akumar@indot.in.gov](mailto:akumar@indot.in.gov)



**From:** [Carpenter, Patrick A](#)  
**To:** [Laswell, Jeffrey](#); [Kumar, Anuradha](#)  
**Subject:** FW: US 31 Interchange at SR28, Tipton Co., IN  
**Date:** Wednesday, December 24, 2014 9:51:09 AM

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**From:** Gae Matchette [mailto:[happyta2@hotmail.com](mailto:happyta2@hotmail.com)]  
**Sent:** Tuesday, December 23, 2014 8:51 PM  
**To:** Carpenter, Patrick A  
**Subject:** Re: US 31 Interchange at SR28, Tipton Co., IN

Mr. Carpenter,

Regarding the US 31 Interchange at SR 28, in Tipton, Co., IN.

We, The Tipton Co. Historical Society, would ask the following:

1. That we would be interested in the Historical signage from Sherrill's Restaurant. To preserve and display it at our Heritage Center.
2. That anything of Historical significance found at the affected historic properties be donated to us to preserve and display at our Heritage Center.
3. That the Jefferson Township Trustee be informed of any changes at Tucker Cemetery. And our biggest hope is that Tucker Cemetery be treated with the utmost respect while work is going on around it.

We appreciate your assistance in this matter!

Sincerely,  
Gae Matchette  
Tipton Co. Historical Society, Secretary

**From:** [Carpenter, Patrick A](#)  
**To:** [Trent Newport](#); [Muench, Tim](#); ["Mrocza, Gary"](#)  
**Cc:** [Leitnerassoc@aol.com](mailto:Leitnerassoc@aol.com); [Laswell, Jeffrey](#); [Kumar, Anuradha](#)  
**Subject:** RE: US 31 / SR 28 Interchange: Sherril's Rest Sign  
**Date:** Wednesday, December 24, 2014 9:57:28 AM

---

Trent and all,

Here is the sign owned by Mike Sherrill that was hit by a semi. The Tipton County Historical Society has expressed interest in the other sign, if it is not reused at the restaurants new location. I haven't spoken with Ms. Neff yet to confirm her plans for the sign yet, but will try again.

Thanks,

Patrick Carpenter  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 N Senate Ave., IGCN-Rm. N-642  
Indianapolis, IN 46204-2216  
317-233-2061





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**From:** Trent Newport [mailto:tnewport@crossroadengineers.com]  
**Sent:** Wednesday, December 17, 2014 4:43 PM  
**To:** Carpenter, Patrick A; Muench, Tim; 'Mroczka, Gary'  
**Cc:** Leitnerassoc@aol.com; Laswell, Jeffrey; Kumar, Anuradha  
**Subject:** RE: US 31 / SR 28 Interchange: Sherril's Rest Sign

The one that Mike Sherril owns at the southeast corner of 31 and 28. The one that Ms. Neff owns is still standing. However, I think she plans to relocate and has mentioned retaining the sign for the new location.

Trent E. Newport, P.E., L.S.  
CrossRoad Engineers, P.C.  
3417 Sherman Drive  
Beech Grove, Indiana 46107  
(317) 780-1555 Ext. 114  
(317) 780-6525 Fax  
[tnewport@crossroadengineers.com](mailto:tnewport@crossroadengineers.com)

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**From:** Carpenter, Patrick A [mailto:PACarpenter@indot.IN.gov]  
**Sent:** Wednesday, December 17, 2014 4:44 PM  
**To:** Trent Newport; Muench, Tim; 'Mroczka, Gary'  
**Cc:** [Leitnerassoc@aol.com](mailto:Leitnerassoc@aol.com); Laswell, Jeffrey; Kumar, Anuradha  
**Subject:** RE: US 31 / SR 28 Interchange: Sherril's Rest Sign

I received confirmation from Ms. Asher (representing Mike Sherril) that they do not have anywhere to put the sign (at the old gas station). She is ok if we market the sign, although they want it going to a non-profit group/facility.

I have reached out to Ms. Neff (restaurant sign). I have left several voicemails explaining our interest in the signs, she has not given me a call back. I was going to give her a bit of time before proceeding with marketing the sign(s), but it looks like she may not be responsive.

Which sign was hit?

Patrick Carpenter  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 N Senate Ave., IGCN-Rm. N-642  
Indianapolis, IN 46204-2216  
317-233-2061

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**From:** Trent Newport [<mailto:tnewport@crossroadengineers.com>]  
**Sent:** Wednesday, December 17, 2014 12:40 PM  
**To:** Carpenter, Patrick A; Muench, Tim; 'Mroczka, Gary'  
**Cc:** [Leitnerassoc@aol.com](mailto:Leitnerassoc@aol.com)  
**Subject:** RE: US 31 / SR 28 Interchange: Sherril's Rest Sign

Patrick,

Just wanted to check in on status of your talks with the owner about this sign. I understand that a semi hit the sign recently and it is now on the ground and damaged but not sure to what extent.

Thanks,

Trent E. Newport, P.E., L.S.  
CrossRoad Engineers, P.C.  
3417 Sherman Drive  
Beech Grove, Indiana 46107  
(317) 780-1555 Ext. 114  
(317) 780-6525 Fax  
[tnewport@crossroadengineers.com](mailto:tnewport@crossroadengineers.com)

---

**From:** Carpenter, Patrick A [<mailto:PACarpenter@indot.IN.gov>]  
**Sent:** Wednesday, November 19, 2014 10:30 AM  
**To:** Muench, Tim; 'Trent Newport'; 'Mroczka, Gary'  
**Subject:** RE: US 31 / SR 28 Interchange: Sherril's Rest Sign

I plan on reaching out to the owners, but haven't done so yet. I will put this on my to-do list for today so I don't let it slip further.

Trent-can you please send me the contact info for Mr. Sherrill, I have the info for Ms. Neff.

Thank you,

Patrick Carpenter  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 N Senate Ave., IGCN-Rm. N-642  
Indianapolis, IN 46204-2216  
317-233-2061

---

**From:** Muench, Tim  
**Sent:** Wednesday, November 19, 2014 10:21 AM  
**To:** 'Trent Newport'; 'Mroczka, Gary'; Carpenter, Patrick A  
**Subject:** RE: US 31 / SR 28 Interchange: Sherril's Rest Sign

Have the owners decided if they are going to keep the 2 signs?  
Our environmental people want to know.

Thanks,

**Tim Muench**

***Project Manager***

100 N Senate Ave. IGCN Rm. 642  
Indianapolis, Indiana 46143  
**Office:** (317) 232-5245  
**Cell:** (317) 937-8431  
**Email:** [tmuench@indot.in.gov](mailto:tmuench@indot.in.gov)

---

**From:** Trent Newport [<mailto:tnewport@crossroadengineers.com>]  
**Sent:** Monday, October 27, 2014 1:53 PM  
**To:** 'Mroczka, Gary'; Carpenter, Patrick A  
**Cc:** Muench, Tim  
**Subject:** RE: US 31 / SR 28 Interchange: Sherril's Rest Sign

Just fyi there are 2 of these signs but the one at the old gas station corner belongs to Mike Sherrill who owns the gas station. If you would like his contact info I can provide it. They have both talked about keeping the signs.

Thanks,

Trent E. Newport, P.E., L.S.  
CrossRoad Engineers, P.C.  
3417 Sherman Drive  
Beech Grove, Indiana 46107  
(317) 780-1555 Ext. 114  
(317) 780-6525 Fax

**From:** [Miller, Shaun \(INDOT\)](#)  
**To:** [Laswell, Jeffrey](#)  
**Subject:** FW: US31 SR28 Artifacts  
**Date:** Monday, January 05, 2015 9:04:11 AM

---

Shaun Miller  
Archaeological Team Lead  
INDOT, Cultural Resources Office  
[smiller@indot.in.gov](mailto:smiller@indot.in.gov)  
(317) 233-6795

---

**From:** Miller, Shaun (INDOT)  
**Sent:** Monday, December 29, 2014 1:36 PM  
**To:** 'Jane Harper'  
**Cc:** Muench, Tim  
**Subject:** RE: US31 SR28 Artifacts

Dear Ms. Harper,

Tim Muench informed me of the Tipton County Historical Society's interest in obtaining artifacts recovered during archaeological fieldwork for the proposed US 31 and SR 28 interchange project. INDOT is obligated to curate the artifacts at a qualified curation facility within the state. Currently, we curate artifacts with Applied Anthropological Laboratories (AAL) at Ball State University in Muncie. Once the artifacts have been logged in and catalogued at AAL the historic society may request artifacts be loaned to the society for a period of time. This loan is to be worked out between the historic society and AAL; INDOT will not take part in the decision. We are still conducting some archaeological fieldwork for the project so the artifacts probably won't be turned over to AAL until later in 2015. If you wish, I can let you know when the artifacts have been transferred to AAL and provide you with the name of the person to contact in order to request artifacts from the US 31/SR 28 project.

Thank you,

Shaun Miller  
Archaeological Team Lead  
INDOT, Cultural Resources Office  
[smiller@indot.in.gov](mailto:smiller@indot.in.gov)  
(317) 233-6795

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**From:** Muench, Tim  
**Sent:** Tuesday, December 23, 2014 8:24 AM  
**To:** Miller, Shaun (INDOT)  
**Cc:** 'Jane Harper'  
**Subject:** US31 SR28 Artifacts

Shawn,

Please respond to Jane Harper about the process of handling the artifacts found on the US31 SR28 Interchange project.

Thank you,

**Tim Muench**

***Project Manager***

100 N Senate Ave. IGCN Rm. 642

Indianapolis, Indiana 46143

**Office:** (317) 232-5245

**Cell:** (317) 937-8431

**Email:** [tmuench@indot.in.gov](mailto:tmuench@indot.in.gov)

---

**From:** Jane Harper [<mailto:jane.f.harper@hotmail.com>]

**Sent:** Monday, December 22, 2014 6:56 PM

**To:** Muench, Tim

**Subject:** Re: Public Hearing

Tim....thx for the response. Mike Kelley is on the Historical Society and that board is interested in the "artifacts" .do they just need to submit a letter by the 29th? Was anything else found other than the pottery?

*Sent from my Verizon Wireless 4G LTE DROID*

# DNR Indiana Department of Natural Resources

Michael R. Pence, 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 • [dhp@dnr.IN.gov](mailto:dhp@dnr.IN.gov)

December 18, 2014

Richard Marquis  
Administrator, Indiana Division  
Federal Highway Administration  
575 North Pennsylvania Street, Room 254  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Finding of Adverse Effect, with supporting documentation, and November 21, 2014, draft memorandum of agreement for the New US 31 Interchange at SR 28, Jefferson and Cicero Townships, Tipton County, Indiana (Des. No. 1382317; DHPA No. 16743)

Dear Mr. Marquis:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer has reviewed the enclosures with INDOT's letter dated November 24, 2014, and received the same day, for the above indicated project in Tipton County, Indiana.

We appreciate INDOT's willingness to try to find an organization or institution that would be willing to accept and display the two signs (one along US 31 and the other along SR 28) advertising Sherrill's Restaurant, if neither owner of the signs wishes to retain them and is willing to donate them.

Because Site 12Ti254 is potentially eligible for inclusion in the National Register of Historic Places under Criterion D—although its eligibility has not been finally determined—and because Site 12Ti254 lies almost entirely within the project boundaries, we concur with your November 21, 2014, finding of Adverse Effect for this Federal undertaking.

Thank you for providing the November 21, 2014, draft of a memorandum of agreement ("MOA") for this project. We are satisfied with the mitigation proposed in the draft MOA.

For the benefit of other consulting parties and the public, the 36 C.F.R. Part 800 regulations governing the Section 106 process can be found on the Internet at [www.achp.gov](http://www.achp.gov).

If you have questions about archaeological issues, please contact Mitch Zoll at (317) 232-3492 or [mzoll@dnr.IN.gov](mailto:mzoll@dnr.IN.gov). Questions about above-ground properties, such as buildings or structures, should be directed to John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).

In all future correspondence regarding the New US 31 Interchange at SR 28 in Tipton County, please continue to refer to DHPA 16743.

Very truly yours,

Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:mkz

cc: Patrick Carpenter, Indiana Department of Transportation

ernc: Lawrence Heil, P.E., Federal Highway Administration, Indiana Division  
Patrick Carpenter, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Anuradha Kumar, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
Board of Commissioners of Tipton County, c/o Amanda Inman, Tipton County Auditor  
Tipton County Historical Society  
Indiana Landmarks, Central Regional Office

**From:** [LHEIL@dot.gov](mailto:LHEIL@dot.gov)  
**To:** [ngabriel@achp.gov](mailto:ngabriel@achp.gov)  
**Cc:** [Laswell, Jeffrey](mailto:Laswell, Jeffrey); [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov); [Joyce.Newland@dot.gov](mailto:Joyce.Newland@dot.gov)  
**Subject:** FW: INDOT SR 28 & US 31 Interchange Construction Project Tipton County, Indiana Des. No. 1382317  
**Date:** Monday, December 01, 2014 2:56:58 PM

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Najah,

Following is the Adverse Effect finding that was issued for the subject interchange to all consulting parties. There is no controversy associated with the project as it is upgrading an existing at-grade intersection to an interchange. The MOA will commit to securing the information from the archeological site as needed to address SHPO desires. The associated documents can be downloaded by going to the site referenced below and entering the Des. No. 1382317 to bring up the associated documents. We are transitioning to doing 106 consultation online. Please get back to me within 15 days should ACHP elect to join consultation. Otherwise, I will forward the MOA to you once it is executed.

Thanks!!

Larry Heil  
FHWA Indiana Division

---

**From:** Laswell, Jeffrey [mailto:JLaswell@indot.IN.gov]  
**Sent:** Monday, December 01, 2014 2:23 PM  
**To:** Heil, Larry (FHWA)  
**Subject:** INDOT SR 28 & US 31 Interchange Construction Project Tipton County, Indiana Des. No. 1382317

RE:      Route No.:        US 31 & SR 28  
          Location:        Jefferson and Cicero Townships, Tipton County, Indiana  
          Des No.:         1382317  
          Project Name:    New Interchange Construction

The Indiana Department of Transportation (INDOT) intends to proceed with a project near Tetersburg, to construct a new interchange at the intersection of SR 28 and US 31 within Jefferson and Cicero Townships, Tipton County Indiana. As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

Efforts to identify historic properties are detailed in the Historic Property Report (HPR) (Kumar, 09/09/14) and an Archaeological Records Check and Reconnaissance Report (Laswell, 11/05/2014).

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 be consulting parties: Indiana SHPO; Indiana Landmarks—Central Regional Office; Tipton County Historical Society; and the Tipton County Commissioners. A hard copy of the attached early coordination letter was mailed to all identified consulting parties on September 19, 2014. Besides, the Indiana SHPO has also been provided with a hard copy of the HPR, Finding of adverse effect, 800.11 documentation and the Archaeology Report for review and comments.

A public notice will be published in the Tipton County Tribune on Wednesday, November 26, 2014 with the end of the comment period Monday, December 29, 2014.

INDOT, acting on FHWA's behalf has determined that a Finding of adverse effect is appropriate for this undertaking because one historic property, an archeological site potentially eligible for listing in the National Register of Historic Places, is present within the area of potential effects and would be adversely impacted by the project. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). The HPR, Early Coordination letter, the Finding of adverse effect, and 800.11 documentation (including a summary of the archaeological documentation) can be found at the IN-SCOPE website located at the following link <http://netservices.indot.in.gov/Section106Documents11g>

The Des No. is the most efficient search term, once in IN-SCOPE.

Please review the documents located in IN-SCOPE and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document.

As specified in 36 CFR 800.5(c), consulting parties have 30 days from receipt of this documentation to review and comment on the finding. If we do not receive your response within thirty (30) days, it will then be assumed that your agency or organization feels that there will be no significant effects as a result of this project or that you wish to offer no opinions concerning this project and, therefore, you will not receive any further information on the project unless the scope of work changes. If you prefer to receive paper copies of these documents please call or email Mr. Jeff Laswell of this office at [jlswell@indot.in.gov](mailto:jlswell@indot.in.gov) or (317) 233-2093.

Feel free to contact Ms. Anuradha Kumar at [akumar@indot.in.gov](mailto:akumar@indot.in.gov) or (317) 234-5168 if you have any questions regarding above-ground buildings or structures.

Thank you in advance for your input.

**Jeffrey Laswell**  
Archaeologist  
INDOT Environmental Services  
Cultural Resources Office  
100 N. Senate Ave. IGCN - Room N642  
Indianapolis, Indiana  
46204-2216  
(317) 233-2093



Preserving America's Heritage

December 23, 2014

Mr. Larry Heil  
Air Quality/Environmental Specialist  
Federal Highway Administration  
Indiana Division  
575 North Pennsylvania Street, Room 254  
Indianapolis, IN 46204

Ref: *Proposed SR 28 & US 31 Interchange Construction Project*  
*Tipton County, Indiana*  
*Des. No. 1382317*

Dear Mr. Heil:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Indiana State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Mr. Chris Wilson at 202-517- 0229 or via e-mail at [cwilson@achp.gov](mailto:cwilson@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

E-28

**LEGAL NOTICE**

**PUBLIC NOTICE**

1282317

New US 31 Interchange  
Construction at SR 28

Jefferson and Cicero Townships,  
Tipton County, Indiana

The Indiana Department of Transportation (INDOT) intends to proceed with a new interchange construction project located on US 31 at SR 28, in Jefferson and Cicero Townships of Tipton County, Indiana. The federal involvement in the project is funding received from the Federal Highway Administration (FHWA).

The purpose of the project is to accommodate the anticipated increase in commuter and truck traffic along the US 31 corridor, especially with the establishment of the future Chrysler Tipton Transmission Plant in the former Getrag facility at the northeast corner of US 31 and SR 28 intersection, while advancing ongoing efforts to remove stoplights on the highway between Indianapolis and South Bend. Specifically, the proposed project will include a bridge to carry SR 28 over US 31, on- and off-ramps, road widening, turn lanes, added travel lanes on SR 28 and an access road/parking area to Tucker Cemetery. The proposed project includes approximately 48.6 acre of new-permanent, temporary and existing right-of-way. Due to the size and scope of the proposed project, a number of commercial and residential relocations are also planned as part of this project.

INDOT, acting on FHWA's behalf has determined that an "Adverse Effect" finding is appropriate for this undertaking because one historic property, an archeological site potentially eligible for listing in the National Register of Historic Places, is present within the area of potential effects and would be adversely impacted by the project. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11(e) is available for inspection at INDOT Environmental Services, in Indianapolis or by accessing INDOT's Section 106 document posting website IN-SCOPE at <http://netservices.indot.in.gov/Section106Documents/Default.aspx>. This documentation serves as the basis for the "Adverse Effect" finding. The views of the public on this finding are being sought.

Please reply to the following address no later than Monday, December 29, 2014 to Patrick Carpenter, INDOT Environmental Services, 100 N. Senate Avenue, IGCN 642, Indianapolis, IN 46204, Phone: 317-233-2061, Email: [pacarpenter@indot.in.gov](mailto:pacarpenter@indot.in.gov).

PUBLISH: November 26, 2014  
L344  
hspaxlp

ard of Accounts

General Form No. 99P (Rev. 2009)

Transportation, #1282317

Tipton Co. Tribune

PO Box 248

Tipton, IN 46072

(Governmental Unit)

Tipton.....County, Indiana

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November 26, 2014

Robert Nash

Publisher

Date November 27, 2014

# **APPENDIX F**

## **HISTORIC PROPERTIES REPORT & ARCHAEOLOGICAL REPORT**

### **RELEVANT PAGES**

# HISTORIC PROPERTY REPORT

Des. No. 1382317  
New US 31 Interchange at SR 28  
Jefferson and Cicero Townships, Tipton County, Indiana



Looking northwest at US 31 & SR 28 Intersection.

Prepared by:

Anuradha V. Kumar  
Cultural Resources Section  
Environmental Services  
Indiana Department of Transportation  
100 N. Senate Ave. IGCN, Room N642  
Indianapolis, IN 46204  
akumar@indot.in.gov

September 9, 2014

## **Executive Summary**

This Historic Property Report (HPR) documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for a project proposed by the Indiana Department of Transportation (INDOT) involving the construction of a new US 31 interchange at SR 28 near the Chrysler Tipton Transmission Plant in Cicero Township of Tipton County, Indiana.

Architectural historians, meeting or exceeding the Secretary of Interior's standards for Section 106 work, identified and evaluated above-ground resources within the project's APE in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and 36 CFR Part 800 (Revised January 2001), the Final Rule of Revision of Current Regulations, dated December 12, 2000, and incorporating amendments effective August 5, 2004.

As a result of the NHPA, as amended, and CFR Part 800 (Revised January 2001), 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 included in or eligible for inclusion in the National Register of Historic Places. As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The identification and evaluation efforts undertaken for this project revealed that the APE of the proposed project does not include any properties currently listed in or eligible for inclusion in the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS).

## **Conclusions**

The proposed project is located at the intersection of US 31 and SR 28 in Jefferson and Cicero townships of Tipton County, Indiana. Given the nature of the project, a rather large APE was drawn extending 0.35 miles in all direction from the project limits along US 31 and R 28.

Literature review and a records check at the DHPA indicated that the APE of the proposed project did not contain any property currently listed in the NRHP or the IRHSS. The IHSSI survey, however, indicated the there were five properties (IHSSI #159-309-15038; IHSSI #159-309-15039; IHSSI #159-309-15040; IHSSI #159-630-20045; IHSSI #159-630-20046) rated as “Contributing” and one property (IHSSI #159-309-15037) rated as “Notable” in the IHSSI system, which were located within the APE of the proposed project. None of these properties were recommended eligible for the NRHP because they lacked sufficient integrity to convey architectural and historical significance.

Also, fieldwork and documentary research undertaken for this project also resulted in the identification of five additional properties within the project’s APE, which were not included in the IHSSI survey, but met/or would be meeting the 50-year age criteria required for NRHP eligibility evaluation at the time of the letting of the project in 2015. However, the examination and evaluation of these properties indicated that none of them retained sufficient integrity to warrant a “Contributing” rating per the system established for the IHSSI survey. These properties have undergone significant alterations, such as replacement of most original materials and large or unsympathetic additions, which results in them being considered as “Non Contributing”. They were, therefore, not evaluated further for NRHP eligibility in this report.

In other words, it is the conclusion of this HPR that there are no NRHP listed or eligible above-ground resources located within the APE of this proposed project.

**An Archeological Records Check and Phase Ia Field  
Reconnaissance Report:  
New US 31 Interchange at SR 28  
Tipton County, Indiana (Des. No. 1382317)**

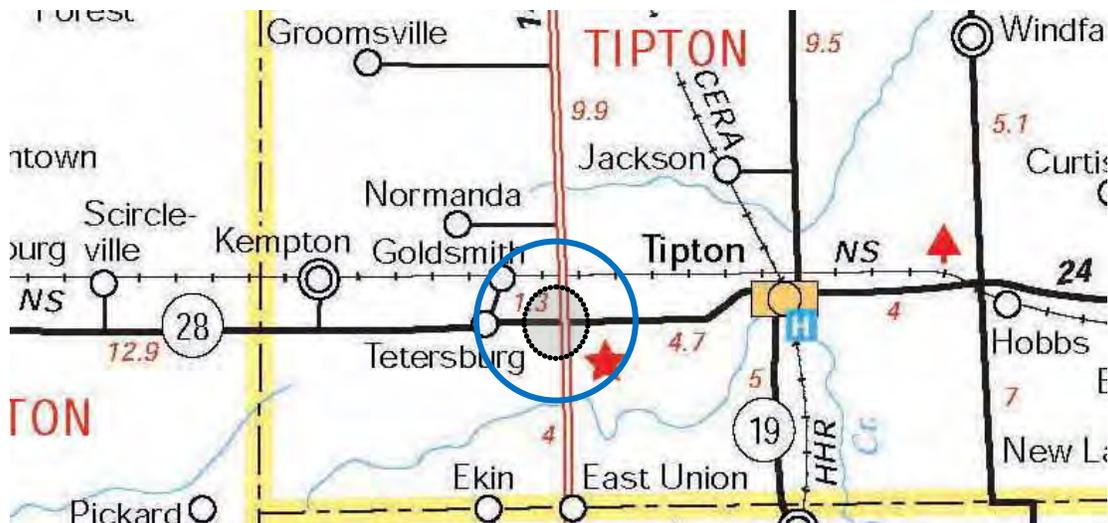
Jeff Laswell  
Principal Investigator

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Prepared by Jeff Laswell

With Contributions By  
Anuradha V. Kumar and Cameron Hicks

Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation



Prepared for:

Tim Muench, Project Manager  
Indiana Department of Transportation  
100 N Senate Avenue Indianapolis, Indiana 46204

November 5, 2014

**Cultural Resources Office**  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, N642  
Indianapolis, Indiana 46204  
(317) 233-2093

## MANAGEMENT SUMMARY

In response to a request from the Indiana Department of Transportation, Project Management, an archaeological records check and Phase Ia field reconnaissance has been conducted for the construction of a new interchange on US 31 at SR 28 in Tipton County, Indiana. The proposed project will include a bridge to carry SR 28 over US 31, on- and off-ramps, road widening, turn lanes, added travel lanes on SR 28 and an access road/parking area to Tucker Cemetery. Due to the size and scope of the proposed project, a number of commercial and residential re-locations are also part of this project. The proposed project (INDOT Des. No. 1382317) includes approximately 48.6ac (19.6 ha) of new-permanent, temporary and existing right-of-way (r/w). However, in order to accommodate any future changes in design, the survey area encompassed 64 ac (25.9 ha).

The objective of this archaeological investigation was to locate record and assess all archaeological historic and prehistoric resources within the project area pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as stipulated by 36 CFR Part 800 and the Indiana Historic Preservation Act (IC 14-21-1). All archaeological resources were evaluated with respect to the criteria set forth under Section 101 (National Register of Historic Places [NRHP]) of the NHPA and IC 14-21-1-9 (Indiana Register of Historic Sites and Structures [IRHSS]). The archaeological investigation was performed under the supervision of personnel from the Indiana Department of Transportation, Cultural Resources Office (INDOT, CRO) who meet the Secretary of Interior's Professional Qualification Standards as per 36 CFR Part 61.

Jeff Laswell, Matt Coon, David Moffatt and Shaun Miller of INDOT, CRO conducted a Phase Ia field reconnaissance on August 19 – September 24, 2014. The survey area was subject to both pedestrian survey and shovel testing in accordance with IDNR, DHPA (2008) *Draft Indiana Archaeological Guidelines* and the *INDOT Indiana Cultural Resources Manual* (2014). The archaeological reconnaissance identified the presence of eight archaeological sites (12Ti249-256) and assessed two previously recorded sites (12Ti163 and 12Ti164) within or adjacent to the proposed project limits. Based upon historic documentation and the results of the Phase Ia field reconnaissance, site 12Ti254 was determined to be potentially eligible under Criterion D of the National Register of Historic Places (NRHP). If site 12Ti254 cannot be avoided by the proposed project, then Phase II testing is recommended in order to assess the significance and integrity of the archaeological deposits. All remaining archaeological sites were found to be ineligible for the NRHP and no further work is recommended. Ground disturbing activities will occur within 100 ft of Tucker Cemetery and an approved cemetery development plan will be required in accordance with IC 14-21-1-26.5. In the event that archaeological deposits or human remains are encountered during the construction phase of the project, all construction activities must cease and an archaeologist from IDNR, DHPA and INDOT, CRO must be notified.

# **APPENDIX G**

## **Final Memorandum of Agreement (MOA)**

**MEMORANDUM OF AGREEMENT  
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND  
THE INDIANA STATE HISTORIC PRESERVATION OFFICER  
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
PURSUANT TO 36 C.F.R. Section 800.6(b)(iv)  
REGARDING THE NEW US 31 INTERCHANGE CONSTRUCTION AT SR 28  
IN JEFFERSON AND CICERO TOWNSHIPS, TIPTON COUNTY, INDIANA  
DES. NO. 1382317**

**WHEREAS** the Federal Highway Administration ("FHWA") proposes to construct a new interchange at SR 28 in Jefferson and Cicero Townships, Tipton County, Indiana; and

**WHEREAS** the FHWA, in consultation with the Indiana State Historic Preservation Officer ("Indiana SHPO"), has defined this interchange construction project area of potential effects ("APE"), as the term defined in 36 C.F.R. Section 800.16(d), to be the area extending approximately 0.85 miles in all directions from the intersection; and

**WHEREAS** the FHWA, in consultation with the Indiana SHPO, has found that archaeological site 12-Ti-254 is within the area of potential effects; and

**WHEREAS** the FHWA, in consultation with the Indiana SHPO, has determined, pursuant to 36 C.F.R. Section 800.4(c), that archaeological site 12-Ti-254 is potentially eligible for inclusion in the National Register of Historic Places (National Register); and

**WHEREAS** the FHWA, in consultation with the Indiana SHPO, has determined pursuant to 36 C.F.R. Section 800.5(a) that the interchange construction project at US 31 and SR 28 will have an adverse effect on archaeological site 12-Ti-254; and

**WHEREAS** the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and its implementing regulations (36 C.F.R. Section 800) to resolve the adverse effect on archaeological site 12-Ti-254; and

**WHEREAS** the public was given an opportunity to comment on the undertaking's adverse effect in a notice published on November 26, 2014 in the Tipton County Tribune; and

**WHEREAS** the FHWA has notified the Advisory Council on Historic Preservation ("Council") of the adverse effect and invited the Council's participation in the project, pursuant to 36 CFR Section 800.6(a)(1), in a letter dated December 1, 2014; and

**WHEREAS** the Council declined to participate in consultation in a letter dated December 23, 2014; and

**WHEREAS** the FHWA, in consultation with the Indiana SHPO, has invited the Indiana Department of Transportation ("INDOT") to participate in the consultation and to become a signatory to this memorandum of agreement; and

**WHEREAS** the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and its implementing regulations (36 C.F.R. Part 800) concerning the scope of work as presented in the materials and plans dated December 18, 2014 and agreed to proceed with the project as proposed; and

**NOW, THEREFORE**, the FHWA and the Indiana SHPO agree that, upon the submission of a copy of this executed memorandum of agreement, as well as the documentation specified in 36 C.F.R. Section 800.11(e) and (f) to the Council pursuant to 36 C.F.R. Section 800.6[b][1][iv] and upon the FHWA's approval of the new interchange construction on US 31 at SR 28, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the new interchange construction on US 31 at SR 28 on historic properties.

## **I. MITIGATION STIPULATIONS**

- A. The Phase Ia archaeological reconnaissance identified one site, 12-Ti-254, recommended as potentially eligible for inclusion on the National Register. Before construction in 2015, Phase II testing shall be performed at the each site to determine eligibility. If the site is determined eligible for inclusion on the National Register, Phase III data recovery shall be conducted to mitigate for project impacts to the site.
- B. No less than 10% of the site as defined by the Phase Ia survey shall be tested during Phase II investigations; Phase III data recovery, if required, shall excavate an additional 35% in addition to the Phase II 10% of the site area as mitigation.
- C. Prior to fieldwork, an archaeological work plan outlining the methodologies to be followed during Phase II and Phase III investigations shall be submitted to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology for approval under IC-14-21-1-25.
- D. A report of investigations detailing all archaeological investigations shall be provided to SHPO for their approval within six (6) months after fieldwork ends. All cultural material shall be curated at Applied Anthropology Laboratories, Ball State University, Muncie, Indiana.
- E. Prior to construction in 2015, a Phase Ia field reconnaissance will be conducted for an approximate 10 acre parcel subject to acquisition that was added after the 2014 Phase Ia reconnaissance was complete (see Appendix A:6 in the 800.11 documentation for specific location).
- F. All archaeological investigations shall be conducted according to the Secretary of the Interior's Standards and Guidelines for Archaeology, Indiana Code 14-21-1, 312 IAC 21, 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*.
- G. If any human remains are encountered during the project, work shall cease in the immediate area and the human remains left undisturbed. The FHWA will contact the county coroner and law enforcement officials immediately, and the discovery must be reported to the Indiana SHPO within two (2) business days. The discovery must be treated in accordance with IC 14-21-1 and 312 IAC 22. If the remains are determined to be Native American, the FHWA will notify the appropriate Federally recognized Indian

Tribes, and the Indiana SHPO will provide notice to the Native American Affairs Commission as per IC 14-21-1-25.5. Work at this site shall not resume until a plan for the treatment of the human remains is developed and approved in consultation with the Indiana SHPO, the INDOT Cultural Resources Office, and any appropriate consulting parties. The plan will comply with IC 14-21-1, 312 IAC 22, the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*, and all other appropriate Federal and State guidelines, statutes, rules, and regulations.

- H. In ensuring that any human remains and grave goods identified are treated in a sensitive, respectful, and careful manner, FHWA shall be guided by the Council’s “Policy Statement Regarding Treatment of Human Remains and Grave Goods” (February 23, 2007), the Native American Graves Protections and Repatriation Act (“NAGPRA”) regulations set forth in 43 CFR 10, and other guidelines as appropriate.

## **II. OBJECTION RESOLUTION PROVISION**

Disagreement and misunderstanding about how this memorandum of agreement is or is not being implemented shall be resolved in the following manner:

- A. If the Indiana SHPO or any invited signatory to this memorandum of agreement should object in writing to the FHWA regarding any action carried out or proposed with respect to the construction of the US 31 and SR 28 interchange or implementation of this memorandum of agreement, then the FHWA shall consult with the objecting party to resolve this objection. If after such consultation the FHWA determines that the objection cannot be resolved through consultation, then the FHWA shall forward all documentation relevant to the objection to the Council, including the FHWA's proposed response to the objection. Within 45 days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
  - i. Provide the FHWA with a staff-level recommendation, which the FHWA shall take into account in reaching a final decision regarding its response to the objection; or
  - ii. Notify the FHWA that the objection will be referred for formal comment pursuant to 36 C.F.R. Section 800.7(c), and proceed to refer the objection and comment. The FHWA shall take into account the Council's comments in reaching a final decision regarding its response to the objection.
- B. If comments or recommendations from the Council are provided in accordance with this stipulation, then the FHWA shall take into account any Council comment or recommendations provided in accordance with this stipulation with reference only to the subject of the objection. The FHWA's responsibility to carry out all actions under the memorandum of agreement that are not the subjects of the objection shall remain unchanged.

## **III. POST REVIEW DISCOVERY**

In the event that one or more historic properties--other than archaeological site 12-Ti-254 are discovered or that unanticipated effects on historic properties are found during the implementation of this memorandum of agreement, the FHWA shall follow the procedure

specified in 36 C.F.R. Section 800.13, as well as and IC 14-21-1-27 and IC 14-21-1-29, by stopping work in the immediate area and informing the Indiana SHPO and the INDOT Cultural Resources Office of such unanticipated discoveries or effects within two (2) business days. Any necessary archaeological investigations will be conducted according to the provisions of IC 14-21-1 and 312 IAC 21, 312 IAC 22 and the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*.

#### **IV. AMENDMENT**

Any signatory to this memorandum of agreement may request that it be amended, whereupon the parties shall consult to consider the proposed amendment. 36 C.F.R. 800.6(c)(7) shall govern the execution of any such amendment.

#### **V. TERMINATION**

- A. If the terms of this memorandum of agreement have not been implemented by December 31, 2016 then this memorandum of agreement shall be considered null and void. In such an event, the FHWA shall so notify the parties to this memorandum of agreement and, if it chooses to continue with the construction of the US 31 interchange at SR 28, then it shall reinitiate review of the construction of the US 31 and SR 28 interchange in accordance with 36 C.F.R. Sections 800.3 through 800.7.
- B. Any signatory to the memorandum of agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the US 31 and SR 28 interchange construction.
- C. In the event that the FHWA does not carry out the terms of this memorandum of agreement, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the US 31 and SR 28 interchange construction.

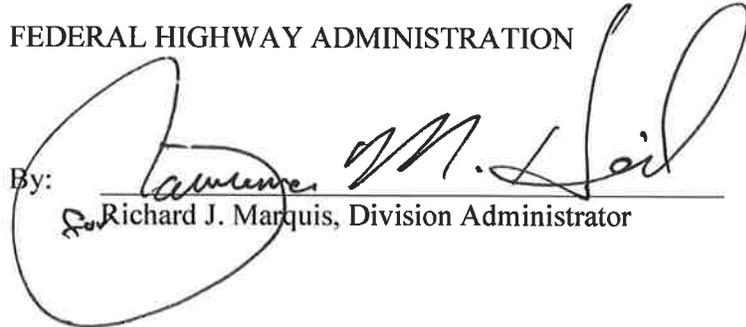
The execution of this memorandum of agreement by the FWHA, the Indiana SHPO, and the Indiana Department of Transportation, the submission of it to the Council with the appropriate documentation specified in 36 C.F.R. Section 800.11(e) and (f), and the implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the construction of the US 31 and SR 28 interchange and its effect on historic properties and that the FHWA has taken into account the effects of the construction of the US 31 and the SR 28 interchange on historic properties.

**SIGNATORIES:** (required):  
FEDERAL HIGHWAY ADMINISTRATION  
INDIANA STATE HISTORIC PRESERVATION OFFICER

**INVITED SIGNATORIES:**  
INDIANA DEPARTMENT OF TRANSPORTATION

**REQUIRED SIGNATORY**

FEDERAL HIGHWAY ADMINISTRATION

By:  \_\_\_\_\_  
Richard J. Marquis, Division Administrator

Date: \_\_\_\_\_

**REQUIRED SIGNATORY**

INDIANA STATE HISTORIC PRESERVATION OFFICER

By: Matthew K. Zell deputy state historic  
Chris Smith, Deputy Director preservation officer  
ABC

Date: 1/9/2015

**INVITED SIGNATORY**

INDIANA DEPARTMENT OF TRANSPORTATION

By:   
Laura Hilden, Environmental Services Director

Date: 1/6/2014

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)

Prepared by:  
Cameron Hicks and Jeff Laswell  
Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
(INDOT)  
100 N. Senate Ave. IGCN, Room N642  
Indianapolis, IN 46204  
November 5, 2014

## **PROJECT DESCRIPTION AND CEMETERY LOCATION**

The Indiana Department of Transportation (INDOT) is proposing the construction of a new interchange on US 31 at SR 28 in Tipton County, Indiana. The proposed project will include a bridge to carry SR 28 over US 31, on- and off-ramps, road widening, turn lanes, added travel lanes on SR 28 and an access road/parking area to Tucker Cemetery. The project limits are adjacent to the cemetery both east and north of the property, located in the NE ¼ of SE ¼ of NE ¼ of NE ¼ of Section 13 Township 21 North Range 3 East, Jefferson Township, Tipton County, Indiana (Appendix: Figures 1 and 2). Construction activities will occur in undisturbed ground within 100 ft of the cemetery property boundaries; therefore, an approved cemetery development plan is required in accordance with IC 14-21-1-26.5. Currently, access to the cemetery is via an easement through the commercial property to the north (Flamingo Motel). The project will impact this access by acquiring limited access right-of-way and the taking of the easement (Appendix: Figure 3). To mitigate the access, a local service road with a cul-de-sac and drive will be constructed along the north side of the cemetery (Appendix: Figure 4). The local service road will also serve the property west and north of the cemetery and will access SR 28 near the west end of the project. In order to provide an acceleration lane for the northwest loop along southbound US 31 in front of the cemetery, the existing side ditch will be enclosed with a 36" pipe, backfilled with earth and re-graded. An existing AT&T fiber optic line exists within the US 31 right-of-way and is planned to remain in place. No permanent or temporary right-of-way is planned to be taken from the cemetery (Appendix: Figures 5 and 6).

## **CEMETERY DESCRIPTION**

According to Marla Featherstone, Recorder for Tipton County, an 1855 plat map for Tucker Cemetery described it as beginning in the NE ¼ of the NE ¼ of Section 13 of Township 21N Range 3E, extending west 20 rods, south 8 rods, east 20 rods, and north 8 rods to the place of origin – dimensions being 132 ft. by 330 ft. totaling 1 acre.<sup>1</sup> Generally, the cemetery is bounded by commercial buildings to the north and US 31 to the east, while the surrounding southern and western sides are open farmland. Specifically, the grounds of the cemetery are comprised of a knoll, with the highest part being on the western two-thirds of the property, with a gradual slope downward to road-level on the eastern third (Appendix: Cemetery Photographs). The western boundary of the property slopes downward as well, but less gradually. It appears that the walnut trees which occupy the central area of the knoll were part of an early to mid-twentieth century attempt at improving the property. These mature trees dot the property amongst the headstones.

The cemetery's boundaries are all fairly well-defined by fence-lines on the northern, southern and western sides of the property. The east side, which is closest to US 31, is approximately 18 m (60 ft) from the center-line of the US 31 southbound lane, beginning near the base of the road berm. Toward

<sup>1</sup> Marla Featherstone, personal communication, 2013.

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
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this side of the property there is the stump of a cedar tree, which may have at some time signified the eastern extent of burials at 25 m (82 ft) west from the US 31 southbound lane center-line near the base of the slope (Appendix: Figure 7). However, burials located at the base of the slope appear unlikely and were most likely limited to the top of the knoll and the upper portion of the slope. While there are a number of depressions near the base of the knoll at this location, which could signify interments, they are most likely the result of previous tree-falls.

There is not a recorded plot map for Tucker Cemetery, available to the Jefferson Township Trustee (under whose name the property is listed under) or the Tipton County Recorder's Office. It is listed in the Indiana Historic Sites and Structures Inventory as a Contributing site (IHSSI # 159-309-15038, Cemetery Registry ID # CR-80-13).<sup>2</sup> Tucker (also known as Center Grove) Cemetery was established in 1852 and contains the burials of a number of early settlers from the area, with approximately 129 altogether, for which 101 stones are present.<sup>3</sup> It was in use from its establishment until ca.1916 (See Appendix: Partial List of Interments).<sup>4</sup>

The current existing r/w extends 18.3 m (60 ft) west from the center-line of the US 31 southbound lane and the proposed construction limits extend 13.7 m (45 ft) from the same location and direction (Appendix: Figures 5-6). Disturbance from the US 31 road berm extends at least 16 m (52 ft) from center-line and is approximately 3 m (10 ft) in height (Figure 8). Due to the size of the berm, previous disturbance most likely extends at least 2 m (6.5 ft) further west (encompassing all existing r/w [18.3 m – 60 ft] from center-line). A description of soils mapped within the boundaries of the property is presented in Table 1.<sup>5</sup>

Table 1. Soils within Tucker Cemetery

<i>Soil</i>	<i>Slope</i>	<i>Drainage</i>	<i>Description</i>
Patton silty clay loam (Pn)	0-2%	poorly drained - hydric	Formed in depressions on till and lake plains
Tuscola, till substratum strawn complex (TuB2)	0-6%	moderately well drained - eroded	Formed on low rises on till and lake plains
Williamstown silt loam (WkB)	1-4%	moderately well drained	Formed on rises and slopes on till plains from loamy till

While the eastern interment boundary of the cemetery is unclear, all construction activities and equipment use, including staging, stockpile, and temporary land use activities will avoid the cemetery and its boundaries and will be limited to existing r/w (18.3 m 60 ft from center-line). Construction disturbance will be limited to 13.7 m (45 ft) from center-line. These stipulations will be added to Project Commitments Database as an added measure to ensure no portions of the cemetery property are impacted as a result of project activities. If during any phase of the construction any buried human remains are disturbed, the Department of Natural Resources must be notified of the discovery within

<sup>2</sup> Indiana Landmarks. *Indiana Historic Sites and Structures Inventory, Tipton County Interim Report*. Indiana Landmarks, 2010.

<sup>3</sup> State Historic Architectural and Archaeological Research Database. "Cemetery Registry." Accessed August 5, 2013. [https://secure.in.gov/apps/dnr/shaad/structural\\_surveys.html?\\_flowExecutionKey=\\_c04ABF4DC-CCE2-3ACD-F751-DBF9271B6542\\_k8E1F313E-A629-F562-717A-47CE038B4998](https://secure.in.gov/apps/dnr/shaad/structural_surveys.html?_flowExecutionKey=_c04ABF4DC-CCE2-3ACD-F751-DBF9271B6542_k8E1F313E-A629-F562-717A-47CE038B4998).

<sup>4</sup> Find a Grave. "Grave Search Results." Accessed August 5, 2013. <http://www.findagrave.com/cgi-bin/fg.cgi?page=gsr&GSsr=41&GScid=87187&>.

<sup>5</sup> United States Department of Agriculture, Natural Resources Conservation Service Web Soil Survey. Accessed November 5, 2014 <http://websoilsurvey.nrcs.usda.gov>

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two (2) business days, per IC 14-21-1-27. If human remains or burials are discovered, the relevant state statutes, including IC 23-14 and IC 14-21-1, will be adhered to.

## APPENDIX

### TABLE OF CONTENTS

Project and Cemetery Location Map
Cemetery Location Map, Quadrangle
Proposed Project Design Plans and Cemetery Location
Proposed Project Design Plans and Cemetery Location, Aerial Photograph
Detail of Cemetery and Proposed Plans
Detail of Cemetery and Proposed Plans, Aerial Photograph
Photographs of Cemetery Slope and US 31 Road Berm
Tucker Cemetery Partial List of Burials
Tucker Cemetery Photographs

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project

Kempton, Jefferson Township, Tipton County, Indiana

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Figure 1. Location map of project area and Tucker Cemetery

# Tucker Cemetery Development Plan

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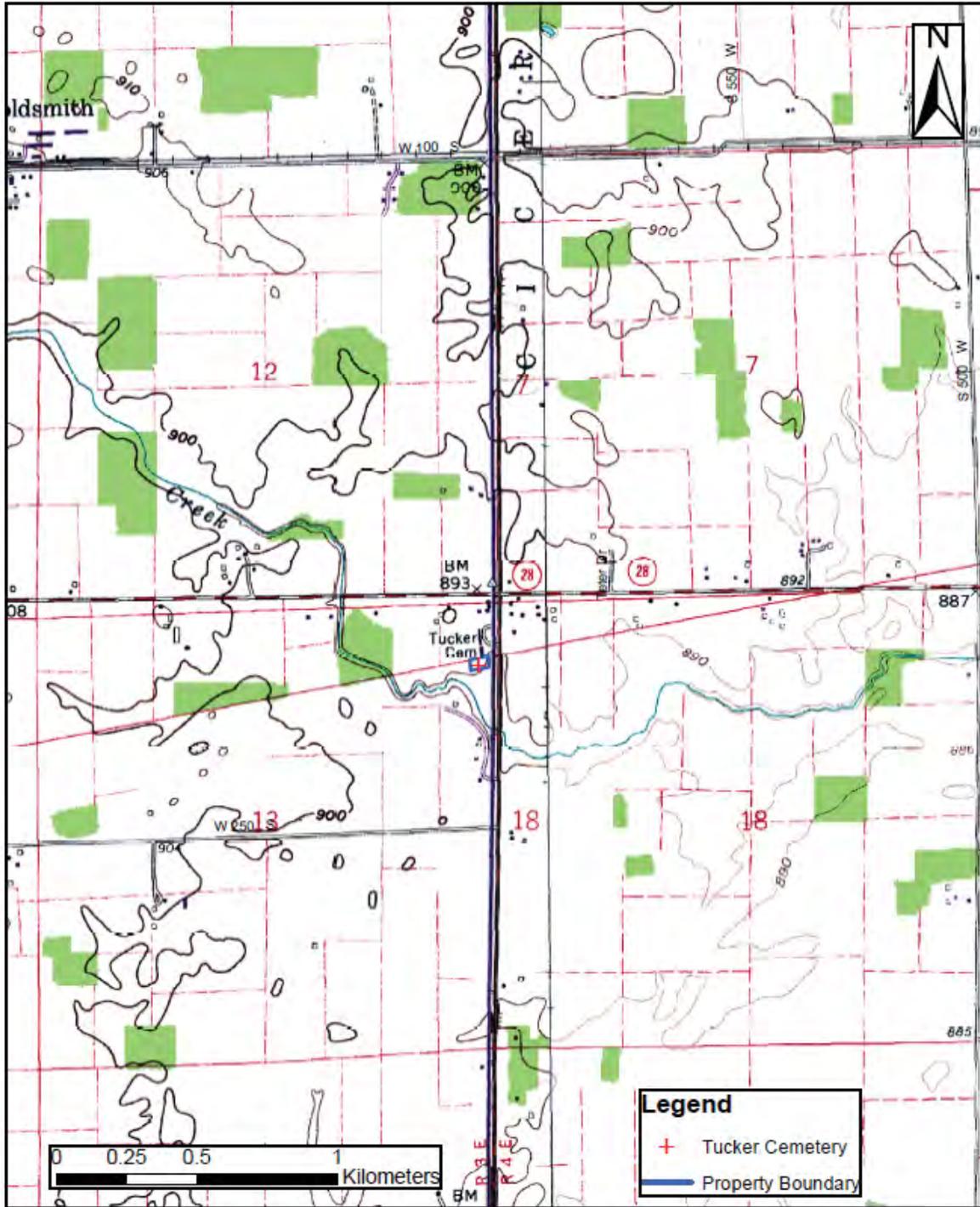


Figure 2. Portions of USGS 7.5' series Kempton and Tipton, Indiana topographic quadrangle showing the location of Tucker Cemetery, just south of the intersection of SR 28 and US 31

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
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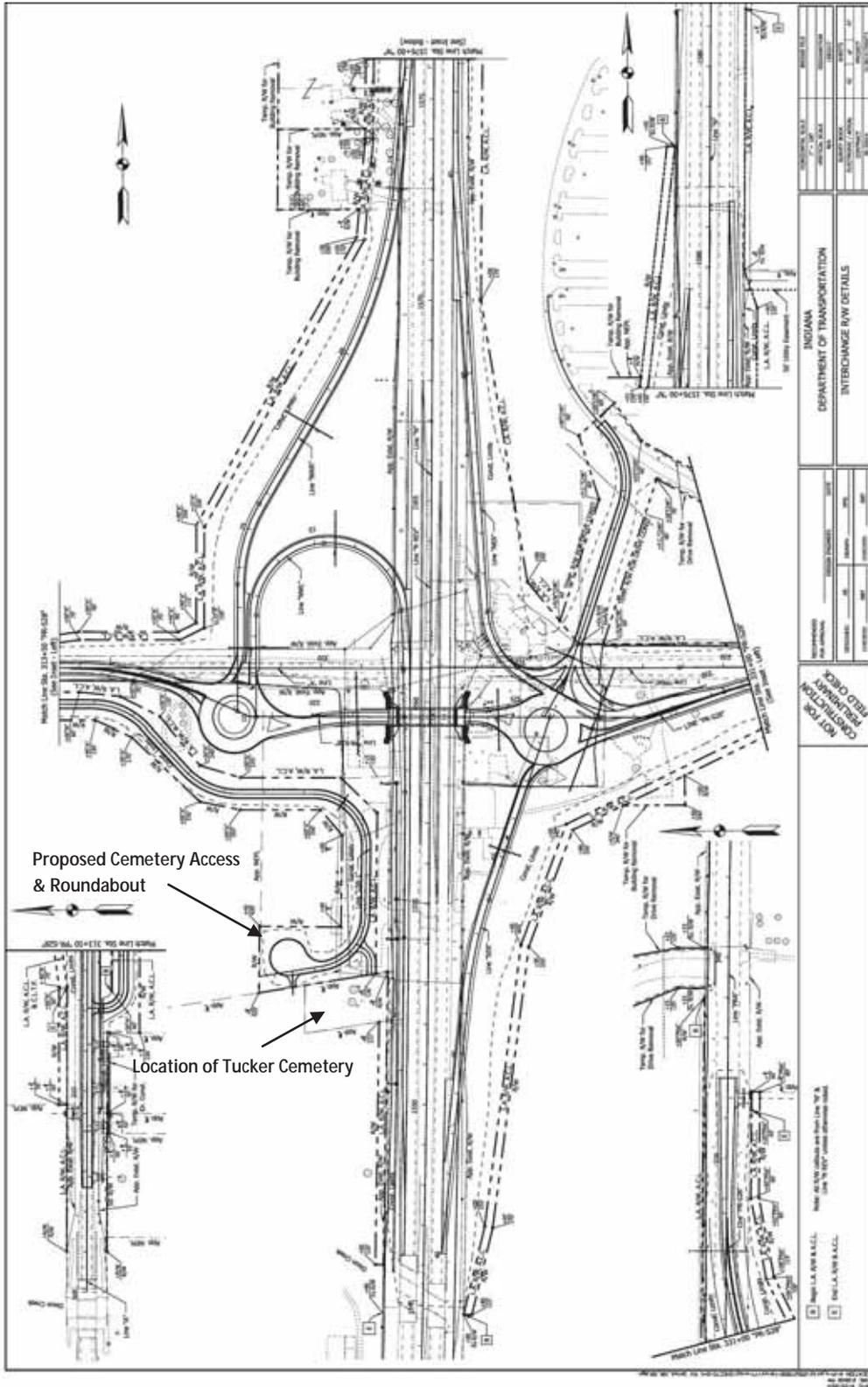


Figure 3. US 31/SR 28 Interchange plans showing location of cemetery in reference to proposed right of way and project area limits

# Tucker Cemetery Development Plan

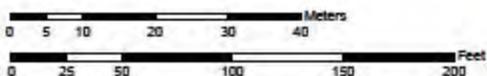
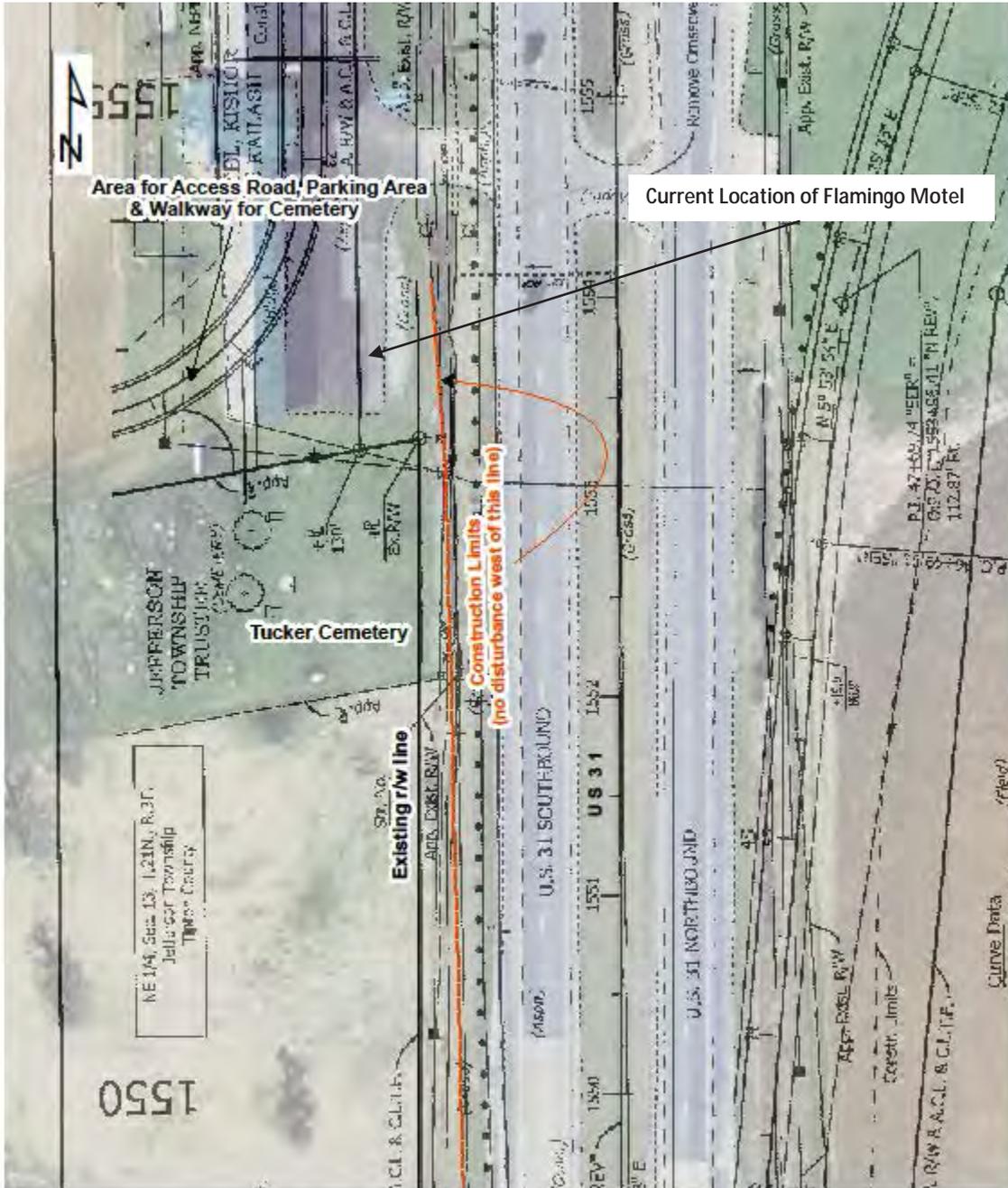
US 31 and SR 28 Interchange Project  
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Figure 4. US 31/SR 28 Interchange plans showing location of cemetery in reference to proposed right of way and project area limits over a 2012 aerial photograph

# Tucker Cemetery Development Plan

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

**Sources:**

**Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

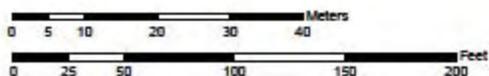
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 18 N **Map Datum:** NAD83

Figure 5. US 31/SR 28 Interchange plans showing detailed location of cemetery in reference to proposed right of way and project area limits over a 2005 aerial photograph

# Tucker Cemetery Development Plan

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Kempton, Jefferson Township, Tipton County, Indiana  
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#### Sources:

#### Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data

([www.indianamap.org](http://www.indianamap.org))

Map Projection: UTM Zone 18 N Map Datum: NAD83

Figure 6. 2005 aerial photograph showing detailed location of cemetery in reference to proposed construction limits and existing r/w line

# Tucker Cemetery Development Plan

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Figure 7. View of cemetery, facing southwest (cedar stump in foreground)



Figure 8. View of cemetery boundary and road berm in background, facing southeast

# Tucker Cemetery Development Plan

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## Partial List of Interments (Find-a-Grave.com 2013)

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<a href="#">Aldridge, Darlington D.</a>  b. 1822 d. 1859	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Aldridge, Darlington D.</a>  b. Nov. 18, 1820 d. Jul. 31, 1859	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Aldridge, Francis E.</a>  b. Jul. 31, 1846 d. Sep. 18, 1868	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Aldridge, Howard</a>  b. Feb. 13, 1885 d. Jun. 14, 1886	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Aldridge, Julia</a>  b. 1856 d. Apr. 20, 1882	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Aldridge, Syntha F.</a>  b. unknown d. Dec. 30, 1873	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, Cora B.</a>  b. unknown d. Aug. 27, 1875	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, Elvira C.</a>  b. unknown d. Dec. 12, 1859	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, James S.</a>  b. 1816 d. Aug. 8, 1892	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, James S.</a>  b. unknown d. unknown	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, John T.</a>  b. 1812 d. 1865	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, Joseph H.</a>  b. unknown d. Nov. 30, 1859	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, Lucinda</a>  b. unknown d. Aug. 13, 1852	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, Nancy J.</a>  b. unknown d. Dec. 23, 1853	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, Nancy T.</a>  b. 1819 d. 1857	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, Sarah J.</a>  b. 1822 d. 1853	<a href="#">Tucker Cemetery</a> Kempton

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-  Flowers
-  Famous
-  Sponsored
- Photo Icons**
-  Person
-  Headstone

# Tucker Cemetery Development Plan

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## Find A Grave Search Results

	Tipton County Indiana, USA
<a href="#">Basey, Unknown A.</a>  <sup>(SP)</sup> b. unknown d. unknown	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, William J.</a>  <sup>(SP)</sup> b. unknown d. Sep. 18, 1865	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Basey, Willis A.</a>  <sup>(SP)</sup> b. unknown d. Aug. 28, 1875	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Bass, Pvt James Henry</a> 	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<b>→ <a href="#">Find Your Ancestors at GenealogyBank</a> ←</b>	
<a href="#">Bennett, Ezekiel</a>  <sup>(SP)</sup> b. unknown d. Nov. 21, 1880	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Bennett, John A.</a>  <sup>(SP)</sup> b. Jan. 18, 1878 d. May 8, 1881	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Bilby, Infant Son</a> <sup>(SP)</sup> b. unknown d. May 27, 1852	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Bilby, Infant son</a>  <sup>(SP)</sup> b. unknown d. 1852	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Carver, Mollie M.</a> <sup>(SP)</sup> b. unknown d. Nov. 9, 1877	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Casey, Appola</a> <sup>(SP)</sup> b. 1811 d. 1887	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Christen, Sarah</a> b. 1811 d. 1872	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Cloud, Bertha</a> <sup>(SP)</sup> b. unknown d. Apr. 22, 1884	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Cloud, Carl</a> <sup>(SP)</sup> b. unknown d. Oct. 11, 1889	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Cloud, James</a> <sup>(SP)</sup> b. 1818 d. 1886	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Cloud, Myrtle</a> <sup>(SP)</sup> b. unknown d. May 14, 1886	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Cloud, Ruth A</a> <sup>(SP)</sup> b. 1822 d. 1881	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Cloud, Thomas H</a> <sup>(SP)</sup> b. 1842 d. Oct. 8, 1862	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Cloud, Willis A.</a> <sup>(SP)</sup> b. unknown d. Nov. 5, 1889	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Cole, Abraham</a> 	<a href="#">Tucker Cemetery</a>

# Tucker Cemetery Development Plan

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## Find A Grave Search Results

b. 1809 d. 1875	Kempton Tipton County Indiana, USA
<a href="#">Cole, Ezra</a>  b. unknown d. Apr. 25, 1874	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Critser, Sarah</a>  b. unknown d. Mar. 1, 1872	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Detrick, Infant Sons</a>  b. unknown d. Jul. 1, 1879	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Detrick, Vinci D.</a>  b. unknown d. Jul. 2, 1879	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Devaney, Sidney Dell</a>  b. unknown d. Mar. 3, 1883	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA

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Name	All Names	Cemetery
→ <a href="#">Find Your Ancestors at GenealogyBank</a> ←		
<a href="#">Eaton, Loreta E.</a> (IP) b. unknown d. Oct. 5, 1882		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Egler, John D.</a> (IP) b. unknown d. May 2, 1874		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Father, Unknown</a> (IP)		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, Charlotte A.</a> (IP) b. Oct. 5, 1894 d. unknown		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, Earle L.</a> (IP) b. Jun. 15, 1881 d. Jun. 20, 1899		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, Elma J.</a> (IP) b. Jan. 14, 1878 d. Jun. 20, 1906		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, George Mc.</a> (IP) b. Sep. 6, 1888 d. unknown		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, Hazell V.</a> (IP) b. Jun. 26, 1884 d. unknown		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, Infant Son</a> (IP) b. unknown d. unknown		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, John M.</a> (IP) b. Nov. 24, 1845 d. unknown		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, Martha A.</a> (IP) b. unknown d. Nov. 7, 1874		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, Mary M.</a> (IP) b. Nov. 23, 1872 d. unknown		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, Raymond W.</a> (IP) b. Feb. 28, 1870 d. unknown		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ferguson, William H.</a> (IP) b. Jun. 30, 1887 d. unknown		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Foster, Maggie Talitha</a> (IP) b. unknown d. Sep. 5, 1867		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Foster, Rebecca Viola</a> (IP) b. unknown d. Apr. 4, 1864		<a href="#">Tucker Cemetery</a> Kempton

Honoring

Andrew Weems

1840 - 1931

Icon Key

✿ Flowers  
★ Famous  
♥ Sponsored  
**Photo Icons**  
P Person  
H Headstone

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
 Kempton, Jefferson Township, Tipton County, Indiana  
 INDOT Des. No. (1382317)

## Find A Grave Search Results

	Tipton County Indiana, USA
<a href="#">Gommel, George J.</a> <sup>(61)</sup> b. unknown d. Jun. 22, 1886	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Gommel, John G.</a> <sup>(61)</sup> b. Feb. 8, 1817 d. May 19, 1879	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Gommel, Regina</a> <sup>(61)</sup> b. Jan. 10, 1829 d. Mar. 10, 1881	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Graham, Elijah</a> b. Feb. 7, 1859 d. Jul. 28, 1919	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<b>→ Find Your Ancestors at GenealogyBank ←</b>	
<a href="#">Graham, John</a> b. 1831 d. 1881	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Graham, Mary E.</a> b. 1835 d. 1878	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Graham, Tillman</a>  b. Sep. 23, 1869 d. Nov. 11, 1916	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hancock, Mary E.</a> <sup>(61)</sup> b. unknown d. Aug. 21, 1879	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hemerle, Fedes</a> b. unknown d. Nov. 15, 1875	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hemerle, John C.</a> <sup>(61)</sup> b. unknown d. Oct. 22, 1871	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hemerle, Thomas</a> <sup>(61)</sup> b. unknown d. Oct. 25, 1871	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hemerley, Fedes</a> <sup>(61)</sup> b. 1829 d. 1875	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hemerley, Leonard</a> <sup>(61)</sup> b. 1830 d. 1891	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hemmerle, Sarah Anna</a> <sup>(61)</sup> b. Jan. 29, 1867 d. Oct. 11, 1886	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Houtt, Infant Son</a> <sup>(61)</sup> b. unknown d. Jul. 29, 1878	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Houtt, Infant Son</a> <sup>(61)</sup> b. unknown d. Jun. 23, 1877	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hulick, Harold R.</a> <sup>(61)</sup> b. Mar. 12, 1883 d. Aug. 23, 1883	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hulick, Hiawatha</a> <sup>(61)</sup> b. Aug. 22, 1879 d. Dec. 28, 1879	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Hulick, Leslie O.</a> <sup>(61)</sup>	<a href="#">Tucker Cemetery</a>

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)

## Find A Grave Search Results

b. Aug. 15, 1873 d. Sep. 11, 1873	Kempton Tipton County Indiana, USA
<a href="#">Kinder, Marinda</a>   b. unknown d. unknown	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Kinder, Morton</a>   b. unknown d. Jul. 15, 1879	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Kritsch, Otto A.</a>  b. unknown d. Feb. 19, 1885	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Little, Jehaliah H Decker</a>  b. 1808 d. 1884	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Little, Joseph</a>   b. unknown d. 1873	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA

[Find Your Ancestors at GenealogyBank](#)

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### Vital Records Found

 <b>Death Certificates</b> found for <i>Anyone</i>	 <b>Marriage Certificates</b> found for <i>Anyone</i>
 <b>Birth Certificates</b> found for <i>Anyone</i>	 <b>Divorce Certificates</b> found for <i>Anyone</i>

[Vital Records for Anyone](#) Sponsored by Archives

[Records 1 - 40](#)

[Records 81 - 120](#)

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# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
 Kempton, Jefferson Township, Tipton County, Indiana  
 INDOT Des. No. (1382317)

Find A Grave Search Results

**FIND A GRAVE**



**Actions**

- [Begin New Search](#)
- [Refine Last Search](#)
- [Cemetery Lookup](#)
- [Add Burial Records](#)
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**Internet webpa**

**What yo**

[Diagnose Connection Problems](#)



## Grave Search Results

Records 81 to 120 (of 129 total matches)

← Records 41 - 80      Records 121 - 129 →

Name	All Names	Cemetery
<a href="#">Find Your Ancestors at GenealogyBank</a>		
<a href="#">McCarty, Lavina</a> (M) b. unknown d. Mar. 20, 1882		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">McColley, Cordelia E.</a> (M) b. unknown d. Jun. 4, 1877		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">McColley, Frankie S.</a> (M) b. unknown d. Dec. 26, 1870		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">McColley, Sarah</a> (M) b. 1863 d. Oct. 15, 1890		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">McNeal, John</a> (M) b. unknown d. Sep. 23, 1878		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">McNeal, Malcolm R.</a> (M) b. unknown d. Jan. 21, 1882		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">McNeal, Margery</a> (M) b. unknown d. Jul. 2, 1886		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">McNeal, Margery I.</a> (M) b. unknown d. Oct. 16, 1878		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Miller, Emma C.</a> (M) b. unknown d. Apr. 9, 1884		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Miller, Minnie</a> (M) b. unknown d. Nov., 1881		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Mitchell, Eliza J.</a> (M) b. unknown d. Jul. 24, 1873		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ridenour, William D.</a> (M) b. unknown d. Jun. 14, 1887		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ridnour, Infant Daughter</a> (M) b. unknown d. Aug. 11, 1870		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ridnour, Infant Son</a> (M) b. unknown d. Aug., 1871		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Ridnour, Infant Son</a> (M) b. unknown d. Jul. 4, 1871		<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Scharrer, Phillip</a> (M) b. unknown d. unknown		<a href="#">Tucker Cemetery</a> Kempton

**Honoring**

[Robert Ferguson](#)  
1845 - 1894



**Icon Key**

- Flowers
- Famous
- Sponsored
- Photo Icons**
- Person
- Headstone

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
 Kempton, Jefferson Township, Tipton County, Indiana  
 INDOT Des. No. (1382317)

## Find A Grave Search Results

	Tipton County Indiana, USA
<a href="#">Sewell, Andrew W</a>  b. 1838 d. 1866	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Sewell, Asa</a>  b. 1810 d. 1896	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Sewell, Margaret</a>  b. 1812 d. 1864	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Stanart, Diana A.</a>  b. unknown d. Jun. 8, 1886	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<b>→ Find Your Ancestors at GenealogyBank ←</b>	
<a href="#">Stoddard, Maggie A.</a>  b. unknown d. Oct. 19, 1880	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Tetter, Newton N.</a>  b. unknown d. Sep. 20, 1874	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBibber, Allison</a>  b. unknown d. 1861	<a href="#">Tucker Cemetery</a> Tipton County Indiana, USA
<a href="#">VanBibber, Infant Daughter</a>  b. unknown d. unknown	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBibber, Infant Daughter</a>  b. Feb., 1861 d. unknown	<a href="#">Tucker Cemetery</a> Tipton County Indiana, USA
<a href="#">VanBibber, Lincoln S.</a>  b. Jan. 20, 1861 d. Dec. 31, 1863	<a href="#">Tucker Cemetery</a> Tipton County Indiana, USA
<a href="#">VanBibber, Lincoln S.</a>  b. unknown d. Dec. 21, 1863	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBibber, Madison</a>  b. unknown d. May 21, 1867	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Vanbibber, Maria</a>  b. 1793 d. 1866	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBibber, Maria</a>  b. 1793 d. Mar. 24, 1866	<a href="#">Tucker Cemetery</a> Tipton County Indiana, USA
<a href="#">VanBibber, Mary</a>  b. 1825 d. 1876	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBibber, Mary Axtell</a>  b. Apr. 8, 1825 d. Aug. 30, 1876	<a href="#">Tucker Cemetery</a> Tipton County Indiana, USA
<a href="#">VanBibber, Merritt</a>  b. Jul. 22, 1820 d. Dec. 12, 1895	<a href="#">Tucker Cemetery</a> Tipton County Indiana, USA
<a href="#">VanBibber, Merritt</a>  b. 1820 d. 1895	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBuskirk, Dillard</a>  b. 1818 d. 1909	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBuskirk, George W.</a>  b. unknown d. Apr. 4, 1864	<a href="#">Tucker Cemetery</a> Kempton Tipton County

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)

## Find A Grave Search Results

<a href="#">VanBuskirk, Horace</a> (sp) b. unknown d. Sep. 30, 1863	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBuskirk, Joseph</a> b. 1794 d. 1866	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBuskirk, Leah</a> (sp) b. unknown d. Sep. 22, 1861	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">VanBuskirk, Mary</a> (sp) b. unknown d. Sep. 27, 1861	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA

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[Records 41 - 80](#) [Records 121 - 129](#)

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# Tucker Cemetery Development Plan

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Find A Grave Search Results

**FIND A GRAVE**



**Actions**

- [Begin New Search](#)
- [Refine Last Search](#)
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### Grave Search Results

Records 121 to 129 (of 129 total matches)

← Records 81 - 120

Name	Cemetery
→ <a href="#">Find Your Ancestors at GenealogyBank</a> ←	
<a href="#">VanBuskirk, Rebecca Paul</a>  b. Jan. 30, 1823 d. May 22, 1890	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Walker, Mary E. Aldridge</a>  b. Aug. 1, 1842 d. Sep. 29, 1878	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Walker, Susannah</a> b. 1829 d. 1881	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Wood, Archibald</a>  b. Mar. 20, 1828 d. Oct. 2, 1914	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Wood, Jasper M.</a>  b. Mar. 21, 1877 d. May 1, 1879	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Wood, Mary Jane Crum</a>  b. 1835 d. 1883	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Young, Charles R.</a>  b. Jan. 20, 1861 d. Mar. 3, 1899	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Young, Clara D.</a>  b. Apr. 6, 1887 d. May 8, 1907	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
<a href="#">Young, Myrtle</a>  b. Sep. 29, 1894 d. Dec. 3, 1898	<a href="#">Tucker Cemetery</a> Kempton Tipton County Indiana, USA
→ <a href="#">Find Your Ancestors at GenealogyBank</a> ←	

**Honoring**

[Safrona Walker](#)  
1858 - 1954



- Icon Key**
-  Flowers
  -  Famous
  -  Sponsored
- Photo Icons**
-  Person
  -  Headstone

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**Find Vital Records**

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# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)

## Cemetery Photographs



View of Tucker Cemetery, facing south, south-west



View of cemetery, facing northwest

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)



View of eastern portion of cemetery, facing north. Note depression



View of eastern portion of cemetery, facing south

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)



View of northern boundary of cemetery, facing northwest



Showing stump of cedar tree in eastern portion of cemetery, facing west

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)



Showing southern border of cemetery, facing west



View from northwestern corner of cemetery, facing southeast

# Tucker Cemetery Development Plan

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*Views of a few of the memorials stones present at Tucker Cemetery -representative sample of cemetery's period of use*



# Tucker Cemetery Development Plan

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Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)



# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)



# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)



# Tucker Cemetery Development Plan

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Kempton, Jefferson Township, Tipton County, Indiana  
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*ca. 1910 memorial with multiple interments listed, suggesting it is a substitute for a number of missing individual stones*

# Tucker Cemetery Development Plan

US 31 and SR 28 Interchange Project  
Kempton, Jefferson Township, Tipton County, Indiana  
INDOT Des. No. (1382317)



# DNR Indiana Department of Natural Resources



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](mailto:dhpa@dnr.IN.gov) • [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)

December 8, 2014

Mr. Jeffery Laswell  
Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

**Re: Cemetery development plan for construction within 100 feet of the Tucker Cemetery, Tipton County, Indiana (Des. No. 1382317)**

Mr. Laswell:

Per IC 14-21-1-26.5, the Division of Historic Preservation and Archaeology (DHPA) has reviewed the development plan that you submitted to our office regarding the above project that will involve the proposed road rehabilitation activities within 100 feet of the Tucker Cemetery (Des. No. 1382317), Tipton County, Indiana. The plan you submitted is acceptable, with the following conditions:

1. All proposed road rehabilitation activities and equipment use will take place outside the boundaries of the cemeteries, including staging, stockpile, and temporary land use activities.
2. If during any phase of the proposed activities any buried human remains are disturbed, the Department of Natural Resources must be notified of the discovery within two (2) business days, per IC 14-21-1-27. In that event, please call (317) 232-1646. If human remains or burials are discovered, the relevant state statutes, including IC 23-14 and IC 14-21-1, will be adhered to.
3. If during any phase of the proposed activities any artifacts or burial objects are discovered, ground disturbing activities shall cease, and the Department of Natural Resources will be notified within two business days, per IC 14-21-1-29. In that event, please call (317) 232-1646.
4. Any proposed changes or modifications to this development plan for maintenance activities within 100 feet of the cemeteries shall be submitted to the DHPA in writing (e-mail is acceptable) for review and comment prior to implementation.
5. This approved cemetery development plan is not transferable.

If you have any questions regarding this matter, please do not hesitate to contact Mitch Zoll at (317) 232-3492 or [mzoll@dnr.in.gov](mailto:mzoll@dnr.in.gov).

  
Very truly yours,  
Mitchell K. Zoll, Director  
Division of Historic Preservation & Archaeology

MKZ:mkz

**From:** Zoll, Mitchell K  
**Sent:** Wednesday, February 04, 2015 1:55 PM  
**To:** Laswell, Jeffrey  
**Subject:** RE: Tucker Cemetery Development Plan Des No 1382317; US 31 / SR 28 Interchange in Tipton County

I'm ok with the change. Do you need a letter or will this email work?  
Mitch

**From:** Laswell, Jeffrey  
**Sent:** Wednesday, February 04, 2015 1:42 PM  
**To:** Zoll, Mitchell K  
**Cc:** Miller, Shaun (INDOT); Carpenter, Patrick A  
**Subject:** Tucker Cemetery Development Plan Des No 1382317; US 31 / SR 28 Interchange in Tipton County

Mitch,

The PM for the Tipton County project contacted me today concerning the CDP for Tucker Cemetery (please see email chain below). Due to utility relocations, construction activities are proposed beyond the 45' specified within the CDP; however, these activities will not extend beyond existing r/w (60' from center line). The CDP allowed for various construction activities within existing r/w, but we did state that construction disturbance will be limited to the existing road berm, which is now not the case. I have enclosed a map showing the existing r/w limits and the current utility easement (CDP Change). The space between the easement and the existing r/w limits is 10 ft (3 m), which is most likely disturbed from past US 31 road construction. Again, all construction activities will remain outside the cemetery boundaries, we now are requesting the use of all existing r/w. I have also included the CDP and SHPO letter for reference.

*"While the eastern interment boundary of the cemetery is unclear, all construction activities and equipment use, including staging, stockpile, and temporary land use activities will avoid the cemetery and its boundaries and will be limited to existing r/w (18.3 m 60 ft from center-line). Construction disturbance will be limited to 13.7 m (45 ft) from center-line."*

Please let me know if you have any questions –

Thanks

Jeff

**Jeffrey Laswell**  
Archaeologist  
INDOT Environmental Services  
Cultural Resources Office  
100 N. Senate Ave. IGCN - Room N642  
Indianapolis, Indiana  
46204-2216  
(317) 233-2093

# Appendix E

## State Transportation Improvement Program Status

### Air Quality

The project is was first listed in the State Transportation Improvement Program May 16, 2013 in Amendment # 14-1, as transmitted by INDOT to FHWA in a letter dated via email August 5, 2013, and revised August 12, 2013. It has since been subject to administrative modifications as implementation dates have changed (see next page).

This project falls in an area that is in attainment of all National Ambient Air Quality Standards and is not a project of air quality concern, therefore hot spot analyses for carbon monoxide and particulate matter are not required.

From: Muench, Tim  
 To: Ted Stone  
 Cc: McNeil, Michael; Neiswinger, Brad  
 Subject: RE: Des# 1382317  
 Date: Thursday, July 17, 2014 11:34:26 AM

STIP Details											
Record Type	Phase Code	Funding Program	Total	Federal %	Federal Funding Amt.	Match %	Match	2014	2015	2016	2017
Amendment - 14-01	PE	Major New - Consulting	\$1,200,000.00	80.00 %	\$960,000.00	20.00 %	\$240,000.00	\$1,200,000.00			
Amendment - 14-01	RW	Major New - ROW	\$3,000,000.00	80.00 %	\$2,400,000.00	20.00 %	\$600,000.00	\$2,000,000.00	\$1,000,000.00		
Amendment - 14-01	CN	Major New - Construction	\$9,500,000.00	80.00 %	\$7,600,000.00	20.00 %	\$1,900,000.00		\$9,500,000.00		
Modification - 14-02	PE	Major New - Consulting	\$258,425.00	80.00 %	\$206,740.00	20.00 %	\$51,685.00	\$258,425.00			
Modification - 14-02	CN	Major New - Construction	(\$576,000.00)	80.00 %	(\$460,800.00)	20.00 %	(\$115,200.00)			(\$576,000.00)	

Indiana Department of Transportation (INDOT)  
State Preservation and Local Initiated Projects FY 2014 - 2017

SPONSOR	DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2014	2015	2016	2017	
<b>Tipton County</b>																		
Indiana Department of Transportation	10100734	Init.	SR 28	HMA Overlay, Preventive Maintenance	From 0.9 mile W of W jct SR 19 to 0.64 mile E of E jct SR 19	Greenfield	1.964	STP		Road Construction	CN	\$333,600.00	\$83,400.00		\$0.00	\$0.00	\$417,000.00	
Tipton County	1005946	Init.	IR 1014	New Road Construction	CR 560 W rom 2500' North of SR 28 to CR 100 South	Greenfield	0	STP		100% Local Funds	PE	\$0.00	\$30,000.00	\$30,000.00				
										Group IV Program	PE	\$120,000.00	\$0.00	\$120,000.00				
										Group IV Program	CN	\$1,040,000.00	\$0.00	\$0.00	\$1,040,000.00			
										100% Local Funds	CN	\$0.00	\$260,000.00	\$0.00	\$260,000.00			
Indiana Department of Transportation	1173405	Init.	PR 31	New Road Construction	From 0.11 mi N of CR550N to 0.27 mi S of CR700N	Greenfield	1.5	STP		Major New - Construction	CN	\$294,400.00	\$73,600.00	\$368,000.00				
Indiana Department of Transportation	1006359	Init.	US 31	Small Structure Pipe Lining	7.483 mi. N. of SR 28 (SS-31-80-155.66L)	Greenfield	0	NHS		Bridge Construction	CN	\$61,600.00	\$15,400.00	\$77,000.00				
Indiana Department of Transportation	1006169	Init.	SR 19	HMA Overlay, Preventive Maintenance	From 0.42 miles S of SR 28(Cicero Creek) to SR 28	Greenfield	.42	STP		Road Construction	CN	\$170,400.00	\$42,600.00			\$0.00	\$213,000.00	
Tipton County	1382317	M 02	US 31	New Interchange Construction	At SR28 in Tipton County	Greenfield	0	NHS		Major New - Consulting	PE	\$206,740.00	\$51,685.00	\$258,425.00				
										Major New - Construction	CN	-\$460,800.00	-\$115,200.00			(\$576,000.00)		
Comments: PE increased by 258,425 to total of 1,458,425, CN decreased by 576,000 and moved to 16 from 15																		
Tipton County	1382317	A 01	US 31	New Interchange Construction	At SR28 in Tipton County	Greenfield	0	On Federal Aid		Major New - Consulting	PE	\$960,000.00	\$240,000.00	\$1,200,000.00				
										Major New - ROW	RW	\$2,400,000.00	\$600,000.00	\$2,000,000.00	\$1,000,000.00			
										Major New - Construction	CN	\$7,600,000.00	\$1,900,000.00		\$9,500,000.00			
Tipton County	1382318	A 18	SR 28	New Br, Comp.Cont.Pres.Conc Bulb T-Beam	Over US31	Greenfield	0	On Federal Aid		Major New - Construction	CN	\$2,400,000.00	\$600,000.00			\$3,000,000.00		
Comments: Add CN in FY 16 to the 14-17 STIP.jw																		
Tipton County	1382319	A 18	US 31	Signs, Lighting, Signals And Markings	At SR28 in Tipton County	Greenfield	0	NHS		Major New - Construction	CN	\$400,000.00	\$100,000.00			\$500,000.00		
Indiana Department of Transportation	1400587	A 18	US 31	New Br, Cont. Rc Slab	On northbound exit ramp to SR28	Greenfield	0	NHS		Major New - Construction	CN	\$460,800.00	\$115,200.00			\$576,000.00		
Comments: Add CN to FY 16 in the 14-17 STIP.jw																		

\*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

**Appendix F**  
**Red Flag and Phase II Environmental**  
**Site Assessments**



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

**Michael R. Pence, Governor**  
**Michael B. Cline, Commissioner**

Date: June 18, 2013

To: Tim Muench  
INDOT Project Manager  
100 N Senate Avenue, Room N642  
Indianapolis, IN 46204

From: Hazardous Materials Unit  
Environmental Services  
Indiana Department of Transportation  
100 N Senate Avenue, Room N642  
Indianapolis, IN 46204

Re: RED FLAG INVESTIGATION  
DES No. 1382317 – Corridor Development  
US 31 at SR 28 Interchange  
Tipton County, Indiana

## NARRATIVE

The intersection of US 31 and SR 28 is currently a signalized intersection with gas stations in the northeast and southeast quadrants and vacant buildings in the southwest quadrant. A large manufacturing facility is located behind the gas station in the northeast quadrant. At this time there is no traffic analysis of these interchanges. Maps of the three (3) alternatives for a new interchange are included at the end of this report and are described below.

Alternative 1 – Modified Diamond Southeast Quadrant Loop: The proposal for this alternative is to construct a modified diamond interchange with a loop in the southeast quadrant. This layout requires very little right of way from the northeast quadrant where the manufacturing facility is located.

Alternative 2 – Roundabout Diamond: The proposal for this alternative is to construct a roundabout diamond interchange. The layout has been drawn and estimated with two (2) lane roundabouts, but at this time it is not known how many lanes would be necessary.

Alternative 3 – Modified Diamond Northwest Quadrant Loop: The proposal for this alternative is to construct a modified diamond interchange with a loop in the northwest quadrant. This layout requires very little right of way from the southwest quadrant.

**SUMMARY**

<b>Infrastructure</b>			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	N/A
Airports	N/A	Pipelines	N/A
Cemeteries	1	Railroads	N/A
Hospitals	N/A	Trails	N/A
Schools	N/A	Managed Lands	N/A

**Explanation:**

Cemeteries: Tucker Cemetery is located adjacent to the west side of SR 31 south of SR 28. A Cemetery Development Plan may be necessary because the cemetery is potentially within 100 feet of the proposed project.

<b>Water Resources</b>			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
NWI - Points	N/A	NWI - Wetlands	10
Karst Springs	N/A	IDEM 303d Listed Lakes	N/A
Canal Structures – Historic	N/A	Lakes	N/A
NWI - Lines	3	Floodplain - DFIRM	3
IDEM 303d Listed Rivers and Streams (Impaired)	N/A	Cave Entrance Density	N/A
Rivers and Streams	2	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A

**Explanation:**

NWI – Wetlands: Ten (10) NWI Wetlands are located within the 0.5 mile search radius. Five (5) of the wetlands are associated with Dixon Creek, which flows through the project area. One (1) of the wetlands is located adjacent to the western part of the project area near SR 28. It is recommended that a Waters of the US Report be prepared.

NWI – Lines: Three (3) NWI Lines are located within the 0.5 mile search radius. One (1) of the Wetland Lines associated with Dixon Creek is located in the southern portion of the project area crossing US 31. It is recommended that a Waters of the US Report be prepared.

Rivers: Two (2) stream segments associated with Dixon Creek are located in the southern and western portions of the project area crossing US 31 and SR 28. It is recommended that a Waters of the US Report be prepared.

Floodplains: Three (3) floodplain areas associated with Dixon Creek are located in the southern and western portions of the project area crossing US 31 and SR 28. It is recommended that a Waters of the US Report be prepared.

<b>Mining/Mineral Exploration</b>			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Petroleum Fields	1
Mines – Surface	N/A	Mines – Underground	N/A

**Explanation:**

**Petroleum Fields:** The project is located in the Trenton oil field. The Trenton Oil Field (no longer active) covers several Indiana counties. When this field was active, the wells were not usually plugged. Sometimes oil and brine would upwell past the crude and often ineffective plugs, and oil or brine would surface. These contaminants can make their way to streams and rivers. The probability of a release into a stream or river is low, but it is possible; therefore, construction personnel should be made aware of this possibility so that proper safety precautions are taken during construction.

<b>Hazmat Concerns</b>			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
Brownfield Sites	1	Restricted Waste Sites	N/A
Corrective Action Sites (RCRA)	N/A	Septage Waste Sites	N/A
Confined Feeding Operations	1	Solid Waste Landfills	N/A
Construction Demolition Waste	N/A	State Cleanup Sites	N/A
Industrial Waste Sites (RCRA Generators)	N/A	Tire Waste Sites	N/A
Infectious/Medical Waste Sites	N/A	Waste Transfer Stations	N/A
Lagoon/Surface Impoundments	N/A	RCRA Waste Treatment, Storage, and Disposal Sites (TSDs)	N/A
Leaking Underground Storage Tanks (LUSTs)	2	Underground Storage Tanks	1
Manufactured Gas Plant Sites	N/A	Voluntary Remediation Program	N/A
NPDES Facilities	N/A	Superfund	N/A
NPDES Pipe Locations	N/A	Institutional Control Sites	2
Open Dump Sites	N/A		

**Explanation:**

**Brownfield Sites:** One (1) Brownfield Site, the GETRAG site, is located just northeast of the intersection of SR 28 and US 31 and is located adjacent to the northeastern corner of the Day’s Marathon Site. This site consists of 232.86 acres and has a large industrial facility and supporting structures. The property is not in use at this time. A Phase I performed in 2007 by Schneider Engineer indicated that low levels of soil and groundwater contamination from a 2002 used oil UST/site remediation land farm at Day’s Marathon had migrated onto the GETRAG site. Soil and groundwater with low levels of petroleum contamination may be present adjacent to or in the project area, depending on the final alternative chosen. Construction workers should be made aware of the possibility of encountering petroleum contamination and have the proper PPE available. The contractor should also be prepared to arrange for removal and disposal of contaminated soil and groundwater that is encountered.

Confined Feeding Operations: One (1) confined feeding operation is located approximately 0.33 mile east of the eastern terminus of the proposed project area. No impact is expected.

Leaking Underground Storage Tanks (LUSTs): Two (2) LUST sites are located within the 0.5 mile search radius: Day's Marathon, which is located on the northeast corner of the intersection and Sherrill's Gas Station, which is located on the southeast corner of the intersection. Both sites are currently active gas stations, and it is worth noting that both facilities depend on on-site groundwater wells for potable water.

A petroleum release was reported by Day's Marathon on October 1, 2007. Several investigations were performed, and a total of 1,387.47 tons of petroleum contaminated soil were removed for disposal in 2009. Low levels of groundwater and soil contamination remain on this site. Active Environmental Services, the consultant for Day's Marathon, has drafted a letter to INDOT concerning contamination in the right-of-way both north and south of SR 28 and east of SR 31. This letter is being reviewed by IDEM before being finalized and is attached, along with maps outlining the areas of contamination.

Sherrill's Gas Station has been an active LUST site since 2007. Petroleum and lead contamination of soil and groundwater are of concern at this site. August Mack Environmental is currently performing additional site investigation to further delineate the extent of contamination.

INDOT Construction workers should be made aware of the possibility of encountering petroleum contamination and have the proper PPE available. The contractor should also be prepared to arrange for removal and disposal of contaminated soil and groundwater that is encountered.

Underground Storage Tanks: According to IDEM records, an Amoco Service Station was located on the southwest corner of the intersection. Two (2) 8,000 gallon gasoline USTs, one (1) 6,000 gallon gasoline UST, and one (1) 550 gallon waste oil UST were in use at this property until September of 1986. A notification form dated 12-1-86 indicates that all USTs had been removed by that time. Because sampling was not completed at the time of UST removal, it is recommended that a Phase II Environmental Site Assessment be performed to confirm the presence or absence of petroleum contamination.

Institutional Control Sites: See the GETRAG Brownfield site above.

### **Ecological Information**

The Tipton County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted.

Early Coordination with USFWS and DNR is recommended.

### **Cultural Resources**

Coordination with INDOT Environmental Services Cultural Resources will be forthcoming.

**RECOMMENDATIONS**

**INFRASTRUCTURE:** Tucker Cemetery is located adjacent to the west side of SR 31 south of SR 28. A Cemetery Development Plan may be necessary because the cemetery is potentially within 100 feet of the proposed project.

**WATER RESOURCES:** Several water resources are located within the 1/2 mile radius; therefore, it is recommended that a Waters of the US Report be prepared.

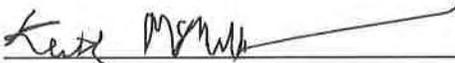
**MINING/MINERAL EXPLORATION:** The project is located in the Trenton oil field. The Trenton Oil Field (no longer active) covers several Indiana counties. When this field was active, the wells were not usually plugged. Sometimes oil and brine would upwell past the crude and often ineffective plugs, and oil or brine would surface. These contaminants can make their way to streams and rivers. The probability of a release into a stream or river is low, but it is possible; therefore, construction personnel should be made aware of this possibility so that proper safety precautions are taken during construction.

**HAZMAT CONCERNS:** Two (2) LUST sites and a Brownfield/Institutional Control site are located within the proposed project area. Petroleum contamination of soil and groundwater is present on all three (3) sites. Construction workers should be made aware of the possibility of encountering petroleum contamination and have the proper PPE available. The contractor should also be prepared to arrange for removal and disposal of contaminated soil and groundwater that is encountered.

According to IDEM records, an Amoco Service Station was located on the southwest corner of the intersection. Two (2) 8,000 gallon gasoline USTs, one (1) 6,000 gallon gasoline UST, and one (1) 550 gallon waste oil UST were in use at this property until September of 1986. A notification form dated 12-1-86 indicates that all USTs had been removed by that time. Because sampling was not completed at the time of UST removal, it is recommended that a Phase II Environmental Site Assessment be performed to confirm the presence or absence of petroleum contamination.

**ECOLOGICAL INFORMATION:** Early Coordination with USFWS and DNR is recommended.

**CULTURAL RESOURCES:** Coordination with INDOT Environmental Services Cultural Resources will be forthcoming.

INDOT Environmental Services concurrence:  (Signature)

Prepared by:  
Marlene Mathas  
Hazardous Materials Specialist  
INDOT Environmental Services

**Graphics/Attachments:**

ALTERNATIVES 1, 2, AND 3

GENERAL SITE MAP SHOWING PROJECT AREA: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

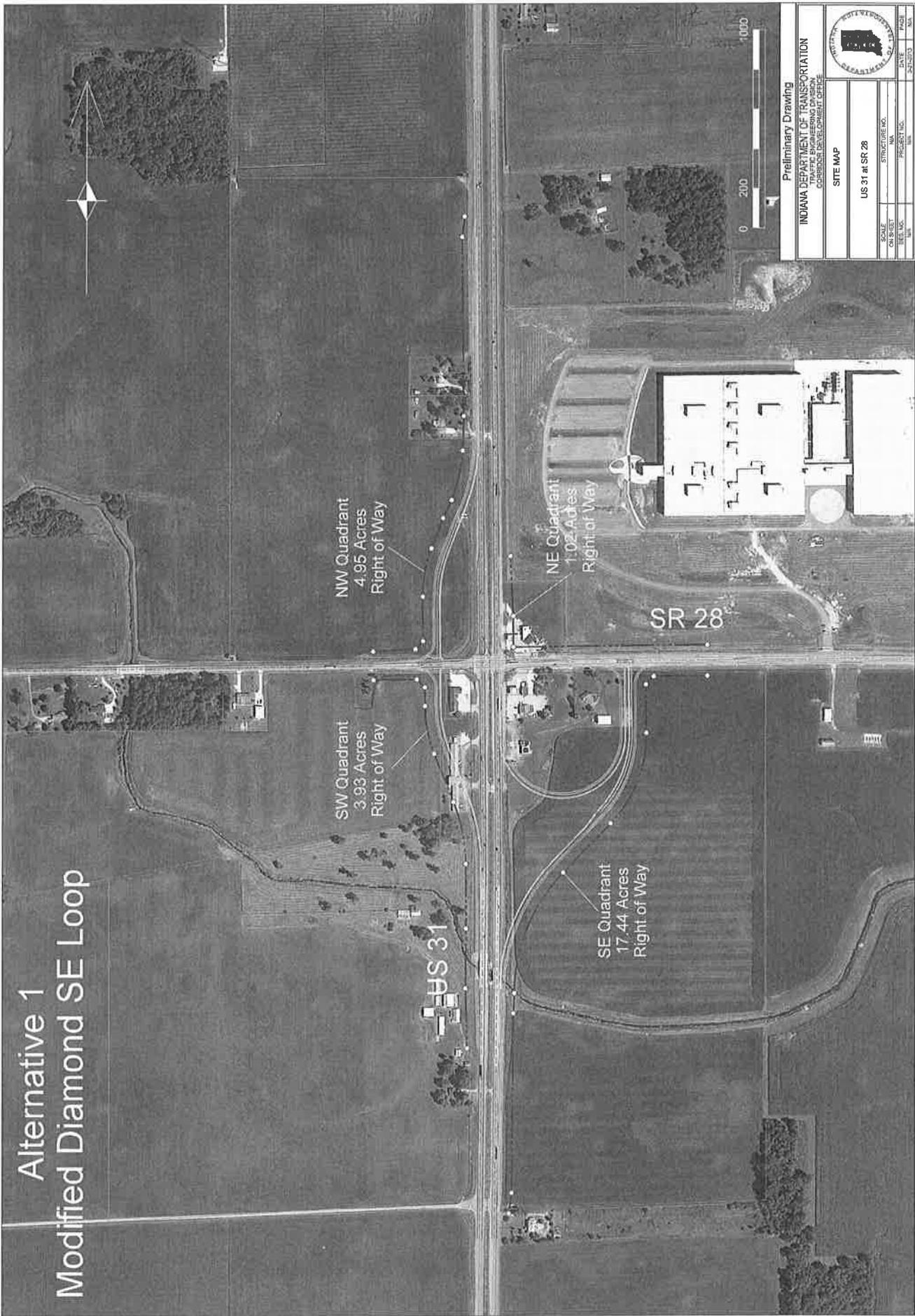
HAZMAT CONCERNS: YES

TIPTON COUNTY ENDANGERED, THREATENED AND RARE SPECIES LIST

DAY'S MARATHON NOTICE TO INDOT FOR PETROLEUM CONTAMINATION IN ROW

MAPS – CONTAMINATION FROM DIESEL AND GASOLINE

# Alternative 1 Modified Diamond SE Loop



NW Quadrant  
4.95 Acres  
Right of Way

SW Quadrant  
3.93 Acres  
Right of Way

NE Quadrant  
1.02 Acres  
Right of Way

SE Quadrant  
17.44 Acres  
Right of Way

SR 28

US 31



Preliminary Drawing

INDIANA DEPARTMENT OF TRANSPORTATION  
CORRIDOR DEVELOPMENT OFFICE

SITE MAP

US 31 at SR 28

SCALE	STRUCTURE NO.	NO.	DATE
ON SHEET	NO.	NO.	NO.
FILE NO.	PROJECT NO.	NO.	NO.
NO.	NO.	NO.	NO.

# Alternative 2 Diamond Roundabout



Preliminary Drawing

INDIANA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION PLANNING AND  
 ECONOMIC DEVELOPMENT OFFICE

SITE MAP

US 31+ SR 28

SCALE	DATE	BY	APP'D
PROJECT NO.	PROJECT DATE	PROJECT LOCATION	PROJECT STATUS

STATE OF INDIANA  
 DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION PLANNING AND ECONOMIC DEVELOPMENT OFFICE

# Alternative 3 Modified Diamond NW Loop

SW Quadrant  
0.0 Acres  
Right of Way

SW Quadrant  
1.63 Acres  
Right of Way

NW Quadrant  
13.06 Acres  
Right of Way

SE Quadrant  
5.35 Acres  
Right of Way

NE Quadrant  
3.83 Acres  
Right of Way

US 31

SR 28



Preliminary Drawing

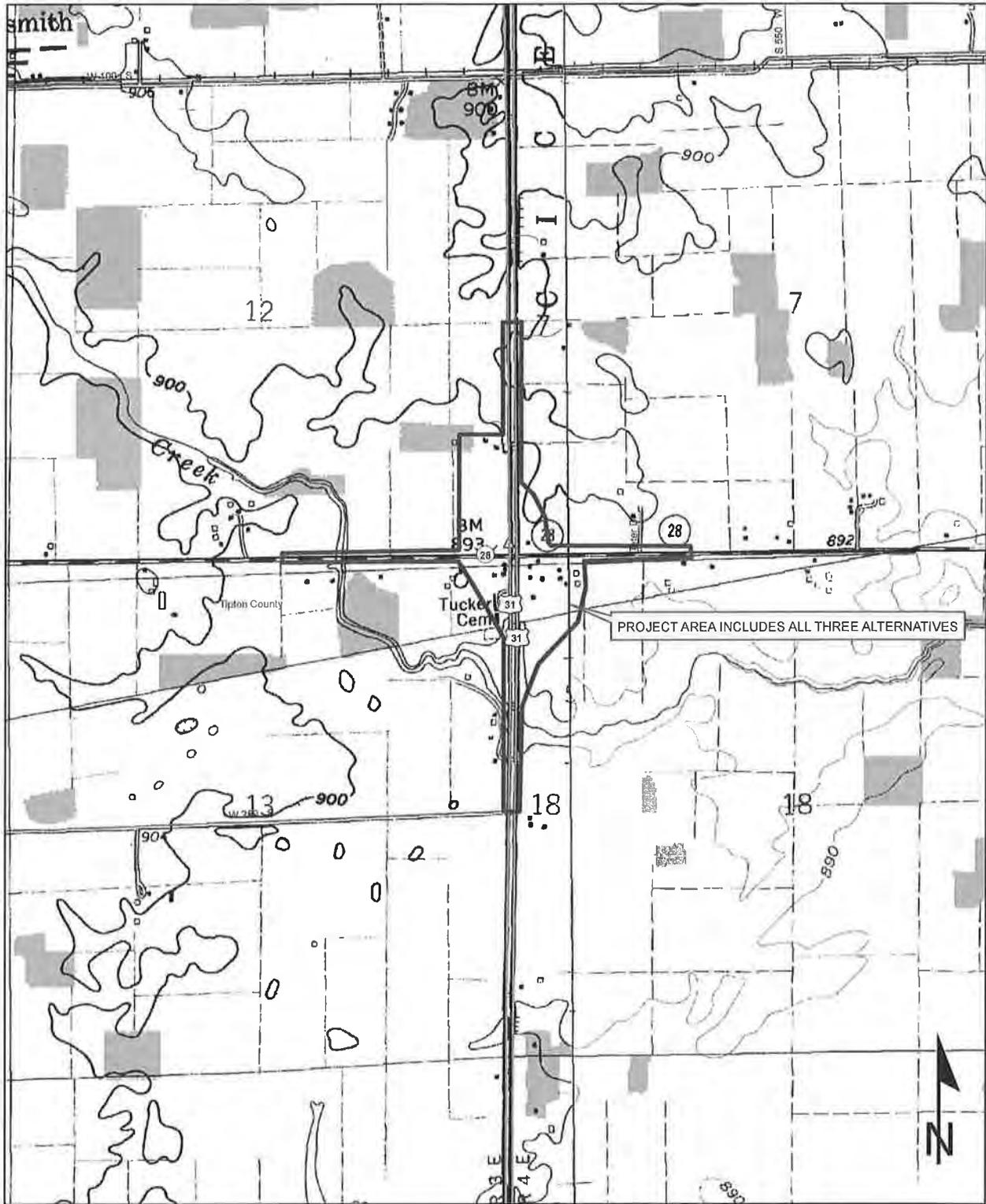
INDIANA DEPARTMENT OF TRANSPORTATION  
INDIANAPOLIS, INDIANA  
CORPORATION DEVELOPMENT OFFICE

SITE MAP

US 31 at SR 28

SCALE	STRUCTURE NO.	DATE	PLAC	NO.
0.000001				
0.000001				
0.000001				

Red Flag Investigation - Topographic Map  
 US 31 at SR 28 Interchange  
 DES No. 1382317, Corridor Development  
 Tipton County, Indiana



PROJECT AREA INCLUDES ALL THREE ALTERNATIVES

Sources: 0.25 0.125 0 0.25 Miles  
**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data (www.indianamap.org)  
 Map Projection: UTM Zone 16 N Map Datum: NAD83  
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

TIPTON AND KEMPTON  
 QUADRANGLES  
 INDIANA  
 7.5 MINUTE SERIES

Red Flag Investigation - Infrastructure Map  
 US 31 at SR 28 Interchange  
 DES No. 1382317, Corridor Development  
 Tipton County, Indiana



Sources: 0.2 0.1 0 0.2 Miles  
**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data (www.indianamap.org)  
 Map Projection: UTM Zone 16 N Map Datum: NAD83  
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

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

Red Flag Investigation - Water Resources Map  
 US 31 at SR 28 Interchange  
 DES No. 1382317, Corridor Development  
 Tipton County, Indiana

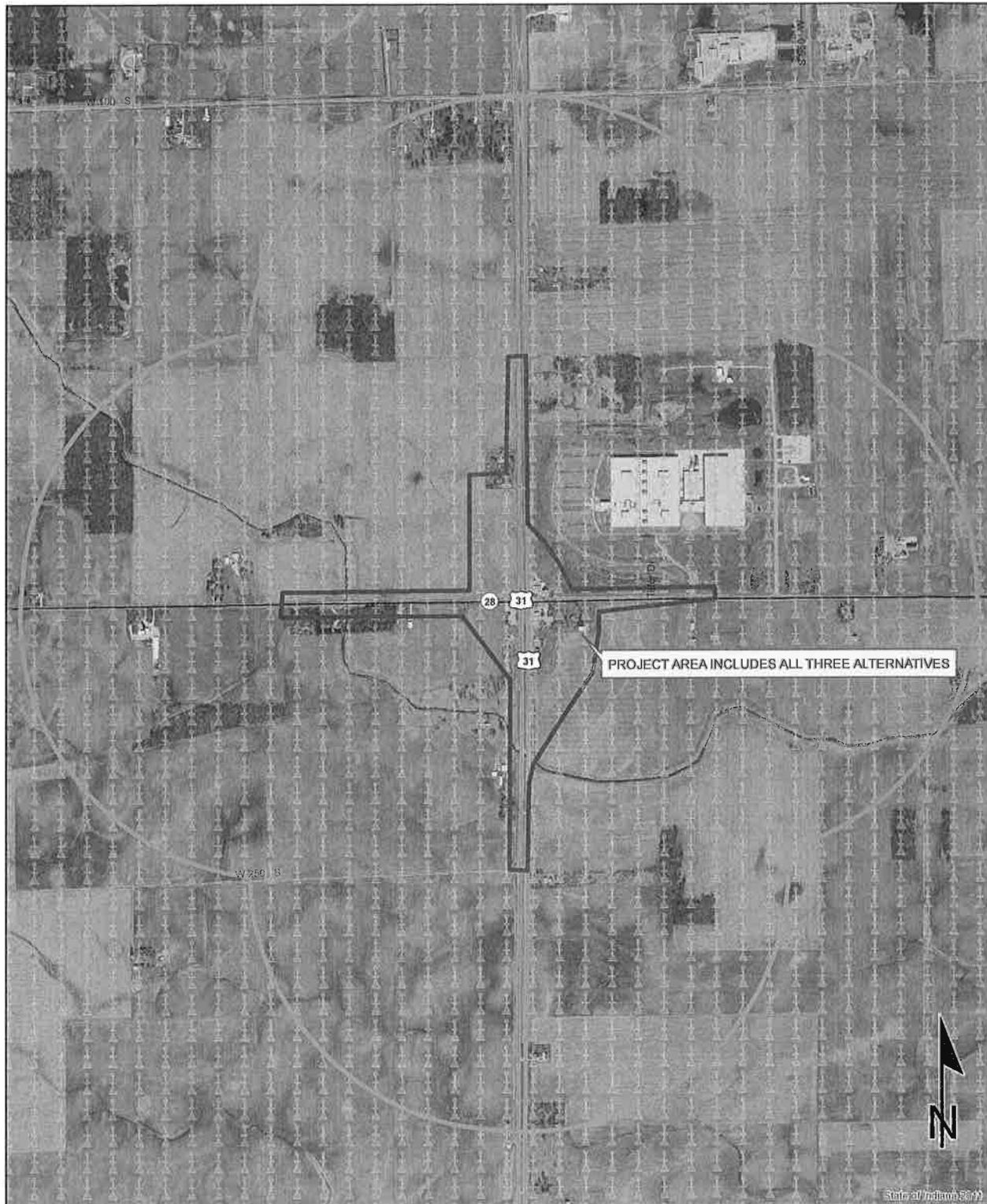


Sources:  
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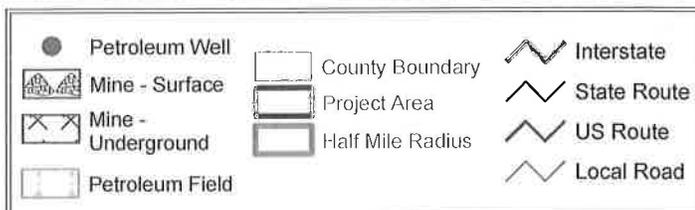
	NWI - Point		Wellands		Project Area
	Karst Spring		Lake - Impaired		Half Mile Radius
	Canal Structure - Historic		Lake		Interstate
	NWI - Line		Floodplain - DFIRM		State Route
	Stream - Impaired		Cave Entrance Density		US Route
	River		Sinkhole Area		Local Road
	Canal Route - Historic		Sinking-Stream Basin		County Boundary

Red Flag Investigation - Mining/Mineral Resources Map  
 US 31 at SR 28 Interchange  
 DES No. 1382317, Corridor Development  
 Tipton County, Indiana



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

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



Red Flag Investigation - Hazardous Material Concerns Map  
 US 31 at SR 28 Interchange  
 DES No. 1382317, Corridor Development  
 Tipton County, Indiana



	Brownfield		Open Dump Waste Site		Voluntary Remediation Program Superfund
	RCRA Corrective Action Sites		Restricted Waste Site		Institutional Controls
	Confined Feeding Operation Construction/Demolition Site		Septage Waste Site		County Boundary
	Industrial Waste Sites		Solid Waste Landfill		Project Area
	Infectious/Medical Waste Site		State Cleanup Site		Half Mile Radius
	Lagoon		Tire Waste Site		Interstate
	Leaking Underground Storage Tank		Waste Transfer Station		State Route
	Manufactured Gas Plant		RCRA Waste Treatment Storage Disposal		US Route
	NPDES Facilities		Underground Storage Tank		Local Road
	NPDES Pipe Locations				

0.25 0.125 0 0.25 Miles

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

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

## Indiana County Endangered, Threatened and Rare Species List

### County: Tipton

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Mollusk: Bivalvia (Mussels)</b>					
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Ptychobranhus fasciolaris	Kidneyshell		SSC	G4G5	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
<b>Bird</b>					
Laterallus jamaicensis	Blacks Rail		SE	G4	S1D
<b>Vascular Plant</b>					
Carex atherodes	Awmed Sedge		S1	G3	S1
Panicum leibergii	Leiberg's Witchgrass		S1	G3	S2

Indiana Natural Heritage Data Center  
Division of Nature Preserves  
Indiana Department of Natural Resources  
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting  
 State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list  
 GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank  
 SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked



April 29, 2013

6387.05

Mr. Mickey Rogers  
INDOT Greenfield District Capital Program Management  
Real Estate Manager  
Indiana Department of Transportation  
32 South Broadway  
Greenfield, Indiana 46140

Reference: Day's Marathon  
1983 South US 31  
Tipton, Indiana 46072  
Facility ID # 1428  
Incident #: 200710501

Dear Mr. Rogers:

Active Environmental Services, Inc. is submitting this letter in response to the Indiana Department of Environmental Management (IDEM) letter dated January 28, 2013. A copy of the IDEM letter is in Appendix A. The intent of this letter is to inform the Indiana Department of Transportation (INDOT) of contamination that exists within known INDOT Right-of-Way (ROW).

A petroleum release was reported at the referenced site by Active Environmental Services Inc. (Active Environmental) on October 1, 2007. As requested by IDEM, Active Environmental submitted an Initial Site Characterization (ISC) on December 19, 2007. In a letter dated February 25, 2008 IDEM requested a Further Site Investigation (FSI), Active Environmental submitted a FSI on May 30, 2008. Quarterly Sampling for this site began on December 2, 2008 and ended January 16, 2013. Quarterly Sampling analytical data are listed on the attached tables.

As part of the Corrective Action Plan (CAP) a total of 1,387.47 tons of soil was excavated, stockpiled, transported, and disposed December 1-8, 2009. Confirmatory Sample and Excavation Sample Analytical Results are listed on the attached tables. The excavation area with sampling locations is illustrated on the attached plates.

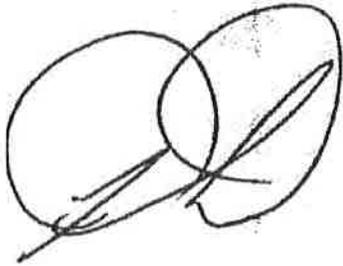
Ground water samples are submitted for the analysis of BTEX/MTBE and Naphthalene and are compared to the IDEM Risk Integrated System of Closure (RISC) Residential and Industrial Default Closure Levels updated May, 2009. Ground water and soil contamination exists at MW-8, MW-4, and GP-15. Observation Well and Boring Locations are illustrated on the attached plates.

For ground water samples collected 1/16/13; the laboratory reported ground water Benzene Concentrations below detectable limits for MW-8 and MW-4. Laboratory Analytical Data for the historical ground water monitoring wells are on the attached Tables. Locations of the observation well network and boring locations are illustrated on the attached plates.

If you have questions or comments, please contact me at (317) 871-8560.

Yours very truly,

**ACTIVE ENVIRONMENTAL SERVICES, INC.**



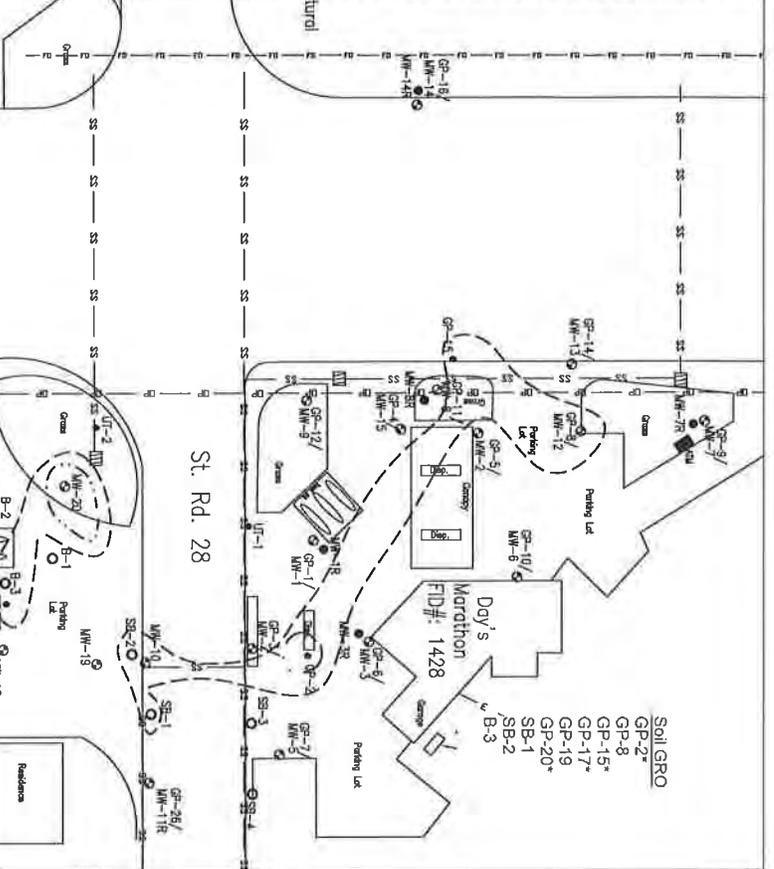
Kim Forster, L.P.G. #630  
Hydrogeologist

cc: Bob Day, Days Marathon, 1983 South US 31, Tipton, Indiana 46072

Draft

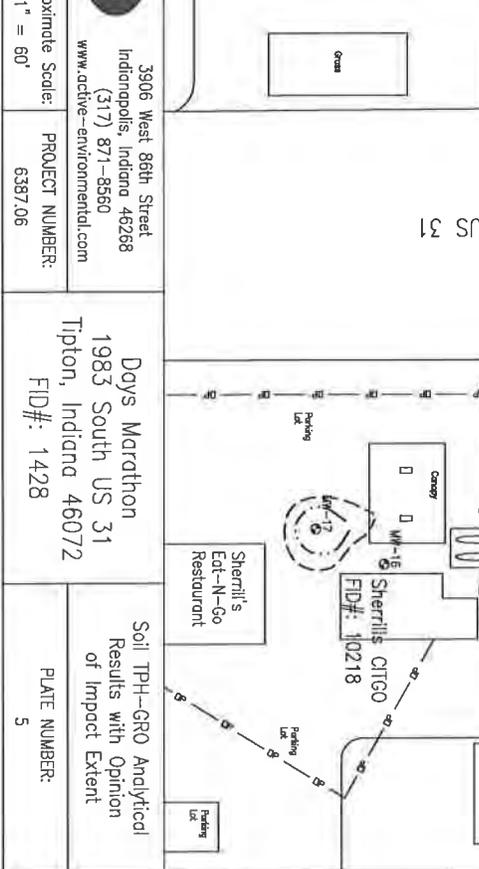
Sample	Date Collected	Sample Interval (feet)	TPH-GRO (mg/Kg)	TPH-GRO (µm/Kg)
GP-1/MW-1	10/19/07	7.6	ND	25
MW-1R	3/29/09	14.15	ND	ND
GP-2	10/19/07	7.6	491	69
GP-3/MW-4	10/19/07	14.15	ND	ND
GP-4	11/14/07	7.6	766	50
GP-5/MW-2	11/14/07	14.15	ND	ND
GP-6/MW-3	11/14/07	4.5	ND	ND
MW-3R	3/29/09	14.15	ND	29
GP-7/MW-5	11/14/07	14.15	ND	79
GP-8/MW-12	5/19/08	4.5	ND	40
GP-9/MW-7	5/19/08	4.5	ND	ND
MW-7R	3/29/09	14.15	ND	56
GP-10/MW-6	5/19/08	4.5	ND	ND
GP-11/MW-4	5/19/08	14.15	ND	ND
GP-12/MW-9	5/19/08	14.15	ND	118
MW-1R	3/29/09	14.15	ND	ND
GP-14/MW-13	10/22/08	4.5	ND	ND
TPH-GRO (Estimated) / TPH-GRO (Actual)			25	100

Sample Identification	Date Collected	Sample Interval (feet)	TPH-GRO (mg/Kg)	TPH-GRO (µm/Kg)
GP-15	10/21/08	4.5	ND	25
GP-16/MW-14	10/23/08	14.15	ND	ND
MW-14R	3/29/09	14.15	ND	ND
MW-15R	3/29/09	14.15	ND	ND
MW-16	3/10/2009	21.25	ND	51
MW-17	3/10/2009	6.10	1,029	1,177
MW-18	3/10/2009	4.5	ND	46
MW-19	3/10/2009	21.25	ND	ND
MW-20	3/10/2009	7.8	453	51
MW-21	11/14/08	21.25	ND	72
MW-22	11/14/08	4.5	ND	58
TPH-GRO (Estimated) / TPH-GRO (Actual)			25	100



Sample	Date Collected	Sample Interval (feet)	TPH-GRO (mg/Kg)	TPH-GRO (µm/Kg)
GP-15	10/21/08	4.5	ND	25
GP-16/MW-14	10/23/08	14.15	ND	ND
MW-14R	3/29/09	14.15	ND	ND
MW-15R	3/29/09	14.15	ND	ND
MW-16	3/10/2009	21.25	ND	51
MW-17	3/10/2009	6.10	1,029	1,177
MW-18	3/10/2009	4.5	ND	46
MW-19	3/10/2009	21.25	ND	ND
MW-20	3/10/2009	7.8	453	51
MW-21	11/14/08	21.25	ND	72
MW-22	11/14/08	4.5	ND	58
TPH-GRO (Estimated) / TPH-GRO (Actual)			25	100

Sample Identification	Date Collected	Sample Interval (feet)	TPH-GRO (mg/Kg)	TPH-GRO (µm/Kg)
GP-15	10/21/08	4.5	ND	25
GP-16/MW-14	10/23/08	14.15	ND	ND
MW-14R	3/29/09	14.15	ND	ND
MW-15R	3/29/09	14.15	ND	ND
MW-16	3/10/2009	21.25	ND	51
MW-17	3/10/2009	6.10	1,029	1,177
MW-18	3/10/2009	4.5	ND	46
MW-19	3/10/2009	21.25	ND	ND
MW-20	3/10/2009	7.8	453	51
MW-21	11/14/08	21.25	ND	72
MW-22	11/14/08	4.5	ND	58
TPH-GRO (Estimated) / TPH-GRO (Actual)			25	100



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**Soil TPH-GRO Analytical Results with Opinion of Impact Extent**  
 PLATE NUMBER: 5

**NOTES:**  
 69% of the locations and data were adopted from the 2007 report dated September 2007.  
 Agency having location and data were adopted from the 2007 report dated November 8, 2007.

**MODIFIED BY:** AES 4/20/09  
**Approximate Scale:** 1" = 60'  
**PROJECT NUMBER:** 6387.06

**Explanation:**  
 0-1 0-4 0-10 0-15 0-20 0-25 0-30 0-35 0-40 0-45 0-50 0-55 0-60 0-65 0-70 0-75 0-80 0-85 0-90 0-95 1-0  
 0-1 0-4 0-10 0-15 0-20 0-25 0-30 0-35 0-40 0-45 0-50 0-55 0-60 0-65 0-70 0-75 0-80 0-85 0-90 0-95 1-0  
 0-1 0-4 0-10 0-15 0-20 0-25 0-30 0-35 0-40 0-45 0-50 0-55 0-60 0-65 0-70 0-75 0-80 0-85 0-90 0-95 1-0

Sample Identification	Date	Sample Interval (feet)	THI-DR0 (mg/kg)	THI-DR0 (microM)
GR-1/MW-1	10/19/07	7.4	ND	ND
MW-1R	3/2/2009	16.20	ND	ND
GR-2	10/19/07	24.28	ND	ND
GR-3/MW-4	10/19/07	32.26	ND	ND
GR-4	10/19/07	40.24	ND	ND
GR-5/MW-2	10/19/07	48.22	ND	ND
GR-6/MW-3	10/19/07	56.20	ND	ND
MW-3R	3/2/2009	64.18	ND	ND
GR-7/MW-5	11/16/07	72.16	ND	ND
GR-8/MW-12	5/19/08	80.14	ND	ND
GR-9/MW-7	5/19/08	88.12	ND	ND
MW-7R	3/2/2009	96.10	ND	ND
GR-10/MW-6	5/19/08	104.08	ND	ND
GR-11/MW-8	5/19/08	112.06	ND	ND
MW-8R	3/2/2009	120.04	ND	ND
GR-12/MW-9	5/19/08	128.02	ND	ND
GR-13/MW-11	5/19/08	136.00	ND	ND
MW-11R	3/2/2009	144.98	ND	ND
GR-14/MW-13	10/23/08	152.96	ND	ND

Sample Identification	Date	Sample Interval (feet)	THI-DR0 (mg/kg)	THI-DR0 (microM)
GR-15	10/23/08	4.5	ND	ND
GR-16/MW-14	10/23/08	13.5	ND	ND
MW-14R	3/2/2009	22.5	ND	ND
MW-14B/MW-16	10/23/08	31.5	ND	ND
MW-16	3/10/2007	40.5	ND	ND
MW-17	3/10/2009	49.5	ND	ND
MW-17B/MW-18	10/23/08	58.5	ND	ND
MW-18	3/10/2009	67.5	ND	ND
MW-19	3/10/2009	76.5	ND	ND
MW-20	3/10/2009	85.5	ND	ND
MW-20B	11/16/08	94.5	ND	ND
MW-21	11/16/08	103.5	ND	ND
MW-22	11/16/08	112.5	ND	ND
MW-23	11/16/08	121.5	ND	ND
MW-24	11/16/08	130.5	ND	ND
MW-25	11/16/08	139.5	ND	ND
MW-26	11/16/08	148.5	ND	ND
MW-27	11/16/08	157.5	ND	ND
MW-28	11/16/08	166.5	ND	ND
MW-29	11/16/08	175.5	ND	ND
MW-30	11/16/08	184.5	ND	ND
MW-31	11/16/08	193.5	ND	ND
MW-32	11/16/08	202.5	ND	ND
MW-33	11/16/08	211.5	ND	ND
MW-34	11/16/08	220.5	ND	ND
MW-35	11/16/08	229.5	ND	ND
MW-36	11/16/08	238.5	ND	ND
MW-37	11/16/08	247.5	ND	ND
MW-38	11/16/08	256.5	ND	ND
MW-39	11/16/08	265.5	ND	ND
MW-40	11/16/08	274.5	ND	ND
MW-41	11/16/08	283.5	ND	ND
MW-42	11/16/08	292.5	ND	ND
MW-43	11/16/08	301.5	ND	ND
MW-44	11/16/08	310.5	ND	ND
MW-45	11/16/08	319.5	ND	ND
MW-46	11/16/08	328.5	ND	ND
MW-47	11/16/08	337.5	ND	ND
MW-48	11/16/08	346.5	ND	ND
MW-49	11/16/08	355.5	ND	ND
MW-50	11/16/08	364.5	ND	ND
MW-51	11/16/08	373.5	ND	ND
MW-52	11/16/08	382.5	ND	ND
MW-53	11/16/08	391.5	ND	ND
MW-54	11/16/08	400.5	ND	ND
MW-55	11/16/08	409.5	ND	ND
MW-56	11/16/08	418.5	ND	ND
MW-57	11/16/08	427.5	ND	ND
MW-58	11/16/08	436.5	ND	ND
MW-59	11/16/08	445.5	ND	ND
MW-60	11/16/08	454.5	ND	ND
MW-61	11/16/08	463.5	ND	ND
MW-62	11/16/08	472.5	ND	ND
MW-63	11/16/08	481.5	ND	ND
MW-64	11/16/08	490.5	ND	ND
MW-65	11/16/08	499.5	ND	ND
MW-66	11/16/08	508.5	ND	ND
MW-67	11/16/08	517.5	ND	ND
MW-68	11/16/08	526.5	ND	ND
MW-69	11/16/08	535.5	ND	ND
MW-70	11/16/08	544.5	ND	ND
MW-71	11/16/08	553.5	ND	ND
MW-72	11/16/08	562.5	ND	ND
MW-73	11/16/08	571.5	ND	ND
MW-74	11/16/08	580.5	ND	ND
MW-75	11/16/08	589.5	ND	ND
MW-76	11/16/08	598.5	ND	ND
MW-77	11/16/08	607.5	ND	ND
MW-78	11/16/08	616.5	ND	ND
MW-79	11/16/08	625.5	ND	ND
MW-80	11/16/08	634.5	ND	ND
MW-81	11/16/08	643.5	ND	ND
MW-82	11/16/08	652.5	ND	ND
MW-83	11/16/08	661.5	ND	ND
MW-84	11/16/08	670.5	ND	ND
MW-85	11/16/08	679.5	ND	ND
MW-86	11/16/08	688.5	ND	ND
MW-87	11/16/08	697.5	ND	ND
MW-88	11/16/08	706.5	ND	ND
MW-89	11/16/08	715.5	ND	ND
MW-90	11/16/08	724.5	ND	ND
MW-91	11/16/08	733.5	ND	ND
MW-92	11/16/08	742.5	ND	ND
MW-93	11/16/08	751.5	ND	ND
MW-94	11/16/08	760.5	ND	ND
MW-95	11/16/08	769.5	ND	ND
MW-96	11/16/08	778.5	ND	ND
MW-97	11/16/08	787.5	ND	ND
MW-98	11/16/08	796.5	ND	ND
MW-99	11/16/08	805.5	ND	ND
MW-100	11/16/08	814.5	ND	ND
MW-101	11/16/08	823.5	ND	ND
MW-102	11/16/08	832.5	ND	ND
MW-103	11/16/08	841.5	ND	ND
MW-104	11/16/08	850.5	ND	ND
MW-105	11/16/08	859.5	ND	ND
MW-106	11/16/08	868.5	ND	ND
MW-107	11/16/08	877.5	ND	ND
MW-108	11/16/08	886.5	ND	ND
MW-109	11/16/08	895.5	ND	ND
MW-110	11/16/08	904.5	ND	ND
MW-111	11/16/08	913.5	ND	ND
MW-112	11/16/08	922.5	ND	ND
MW-113	11/16/08	931.5	ND	ND
MW-114	11/16/08	940.5	ND	ND
MW-115	11/16/08	949.5	ND	ND
MW-116	11/16/08	958.5	ND	ND
MW-117	11/16/08	967.5	ND	ND
MW-118	11/16/08	976.5	ND	ND
MW-119	11/16/08	985.5	ND	ND
MW-120	11/16/08	994.5	ND	ND
MW-121	11/16/08	1003.5	ND	ND
MW-122	11/16/08	1012.5	ND	ND
MW-123	11/16/08	1021.5	ND	ND
MW-124	11/16/08	1030.5	ND	ND
MW-125	11/16/08	1039.5	ND	ND
MW-126	11/16/08	1048.5	ND	ND
MW-127	11/16/08	1057.5	ND	ND
MW-128	11/16/08	1066.5	ND	ND
MW-129	11/16/08	1075.5	ND	ND
MW-130	11/16/08	1084.5	ND	ND
MW-131	11/16/08	1093.5	ND	ND
MW-132	11/16/08	1102.5	ND	ND
MW-133	11/16/08	1111.5	ND	ND
MW-134	11/16/08	1120.5	ND	ND
MW-135	11/16/08	1129.5	ND	ND
MW-136	11/16/08	1138.5	ND	ND
MW-137	11/16/08	1147.5	ND	ND
MW-138	11/16/08	1156.5	ND	ND
MW-139	11/16/08	1165.5	ND	ND
MW-140	11/16/08	1174.5	ND	ND
MW-141	11/16/08	1183.5	ND	ND
MW-142	11/16/08	1192.5	ND	ND
MW-143	11/16/08	1201.5	ND	ND
MW-144	11/16/08	1210.5	ND	ND
MW-145	11/16/08	1219.5	ND	ND
MW-146	11/16/08	1228.5	ND	ND
MW-147	11/16/08	1237.5	ND	ND
MW-148	11/16/08	1246.5	ND	ND
MW-149	11/16/08	1255.5	ND	ND
MW-150	11/16/08	1264.5	ND	ND
MW-151	11/16/08	1273.5	ND	ND
MW-152	11/16/08	1282.5	ND	ND
MW-153	11/16/08	1291.5	ND	ND
MW-154	11/16/08	1300.5	ND	ND
MW-155	11/16/08	1309.5	ND	ND
MW-156	11/16/08	1318.5	ND	ND
MW-157	11/16/08	1327.5	ND	ND
MW-158	11/16/08	1336.5	ND	ND
MW-159	11/16/08	1345.5	ND	ND
MW-160	11/16/08	1354.5	ND	ND
MW-161	11/16/08	1363.5	ND	ND
MW-162	11/16/08	1372.5	ND	ND
MW-163	11/16/08	1381.5	ND	ND
MW-164	11/16/08	1390.5	ND	ND
MW-165	11/16/08	1399.5	ND	ND
MW-166	11/16/08	1408.5	ND	ND
MW-167	11/16/08	1417.5	ND	ND
MW-168	11/16/08	1426.5	ND	ND
MW-169	11/16/08	1435.5	ND	ND
MW-170	11/16/08	1444.5	ND	ND
MW-171	11/16/08	1453.5	ND	ND
MW-172	11/16/08	1462.5	ND	ND
MW-173	11/16/08	1471.5	ND	ND
MW-174	11/16/08	1480.5	ND	ND
MW-175	11/16/08	1489.5	ND	ND
MW-176	11/16/08	1498.5	ND	ND
MW-177	11/16/08	1507.5	ND	ND
MW-178	11/16/08	1516.5	ND	ND
MW-179	11/16/08	1525.5	ND	ND
MW-180	11/16/08	1534.5	ND	ND
MW-181	11/16/08	1543.5	ND	ND
MW-182	11/16/08	1552.5	ND	ND
MW-183	11/16/08	1561.5	ND	ND
MW-184	11/16/08	1570.5	ND	ND
MW-185	11/16/08	1579.5	ND	ND
MW-186	11/16/08	1588.5	ND	ND
MW-187	11/16/08	1597.5	ND	ND
MW-188	11/16/08	1606.5	ND	ND
MW-189	11/16/08	1615.5	ND	ND
MW-190	11/16/08	1624.5	ND	ND
MW-191	11/16/08	1633.5	ND	ND
MW-192	11/16/08	1642.5	ND	ND
MW-193	11/16/08	1651.5	ND	ND
MW-194	11/16/08	1660.5	ND	ND
MW-195	11/16/08	1669.5	ND	ND
MW-196	11/16/08	1678.5	ND	ND
MW-197	11/16/08	1687.5	ND	ND
MW-198	11/16/08	1696.5	ND	ND
MW-199	11/16/08	1705.5	ND	ND
MW-200	11/16/08	1714.5	ND	ND
MW-201	11/16/08	1723.5	ND	ND
MW-202	11/16/08	1732.5	ND	ND
MW-203	11/16/08	1741.5	ND	ND



Sample Identification	Date Collected	Sample Interval (feet)	Component Detected	Concentration (mg/L)	Risk Assessment (mg/kg)	Risk (mg/kg)
GP-11/MW-1	10/19/07	7-8	ND			
MW-18	3/9/09	19-20	ND			
GP-2	10/19/07	2-4	2-Methylphenol	0.80	1.1	42
GP-3/MW-4	10/19/07	1-4	2-Methylphenol	0.70	3.1	42
GP-4	11/14/07	1-15	2-Methylphenol	0.57	3.7	42
GP-5/MW-2	11/14/07	1-4	Naphthalene	0.41	6.7	70
GP-6/MW-3	11/14/07	1-4	ND			
MW-38	3/9/09	24-25	ND			
GP-7/MW-5	11/14/07	7-8	ND			
GP-8/MW-7	11/14/07	1-4	2-Methylphenol	0.73	1.1	42
GP-9/MW-12	3/19/08	4-5	Naphthalene	1.22	0.7	70
GP-10/MW-6	3/19/08	4-5	ND			
MW-78	3/9/09	19-20	ND			
GP-11/MW-8	3/19/08	4-5	Naphthalene	1.13	0.7	70
MW-88	3/9/09	18-19	ND			
GP-12/MW-9	3/19/08	4-5	ND			
GP-13/MW-11	3/19/08	4-5	ND			
MW-11R	3/9/09	18-19	ND			
GP-14/MW-13	2-2-04	1-4	2-Methylphenol	4.18	3.1	42
GP-15	10/22/08	4-5	Naphthalene	2.53	0.7	70
GP-16/MW-14	10/22/08	1-4	ND			
MW-14R	3/9/09	18-19	ND			
MW-16	3/10/09	18-19	ND			
MW-17	3/10/09	18-19	ND			
MW-18	3/10/2009	18-19	Naphthalene	3.44	0.7	70
MW-19	3/10/09	24-25	ND			
MW-20	3/10/09	24-25	ND			
UT-1	11/10/08	4-5	ND			
UT-2	11/10/08	4-5	ND			

Build text represents concentrations above IDEM RISC Residential Closure Guidelines, updated 12/1/06  
 Shaded text represents concentrations above IDEM RISC Industrial Closure Levels, updated 12/1/06  
 ND = Concentrations reported below detection limits  
 SVOC = Semi-Volatile Organic Compounds  
 UTM = Concentrations reported in parts per million

Sample Identification	Date Collected	Sample Interval (feet)	Component Detected	Concentration (mg/L)	Risk Assessment (mg/kg)	Risk (mg/kg)
GP-11/MW-1	10/19/07	7-8	ND			
MW-18	3/9/09	19-20	ND			
GP-2	10/19/07	2-4	2-Methylphenol	0.80	1.1	42
GP-3/MW-4	10/19/07	1-4	2-Methylphenol	0.70	3.1	42
GP-4	11/14/07	1-15	2-Methylphenol	0.57	3.7	42
GP-5/MW-2	11/14/07	1-4	Naphthalene	0.41	6.7	70
GP-6/MW-3	11/14/07	1-4	ND			
MW-38	3/9/09	24-25	ND			
GP-7/MW-5	11/14/07	7-8	ND			
GP-8/MW-7	11/14/07	1-4	2-Methylphenol	0.73	1.1	42
GP-9/MW-12	3/19/08	4-5	Naphthalene	1.22	0.7	70
GP-10/MW-6	3/19/08	4-5	ND			
MW-78	3/9/09	19-20	ND			
GP-11/MW-8	3/19/08	4-5	Naphthalene	1.13	0.7	70
MW-88	3/9/09	18-19	ND			
GP-12/MW-9	3/19/08	4-5	ND			
GP-13/MW-11	3/19/08	4-5	ND			
MW-11R	3/9/09	18-19	ND			
GP-14/MW-13	2-2-04	1-4	2-Methylphenol	4.18	3.1	42
GP-15	10/22/08	4-5	Naphthalene	2.53	0.7	70
GP-16/MW-14	10/22/08	1-4	ND			
MW-14R	3/9/09	18-19	ND			
MW-16	3/10/09	18-19	ND			
MW-17	3/10/09	18-19	ND			
MW-18	3/10/2009	18-19	Naphthalene	3.44	0.7	70
MW-19	3/10/09	24-25	ND			
MW-20	3/10/09	24-25	ND			
UT-1	11/10/08	4-5	ND			
UT-2	11/10/08	4-5	ND			

Build text represents concentrations above IDEM RISC Residential Closure Guidelines, updated 12/1/06  
 Shaded text represents concentrations above IDEM RISC Industrial Closure Levels, updated 12/1/06  
 ND = Concentrations reported below detection limits  
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Soil SVOC Analytical Results with Opinion of Impact Extent  
 PLATE NUMBER: 8

Soil SVOC Analytical Results with Opinion of Impact Extent  
 PLATE NUMBER: 8

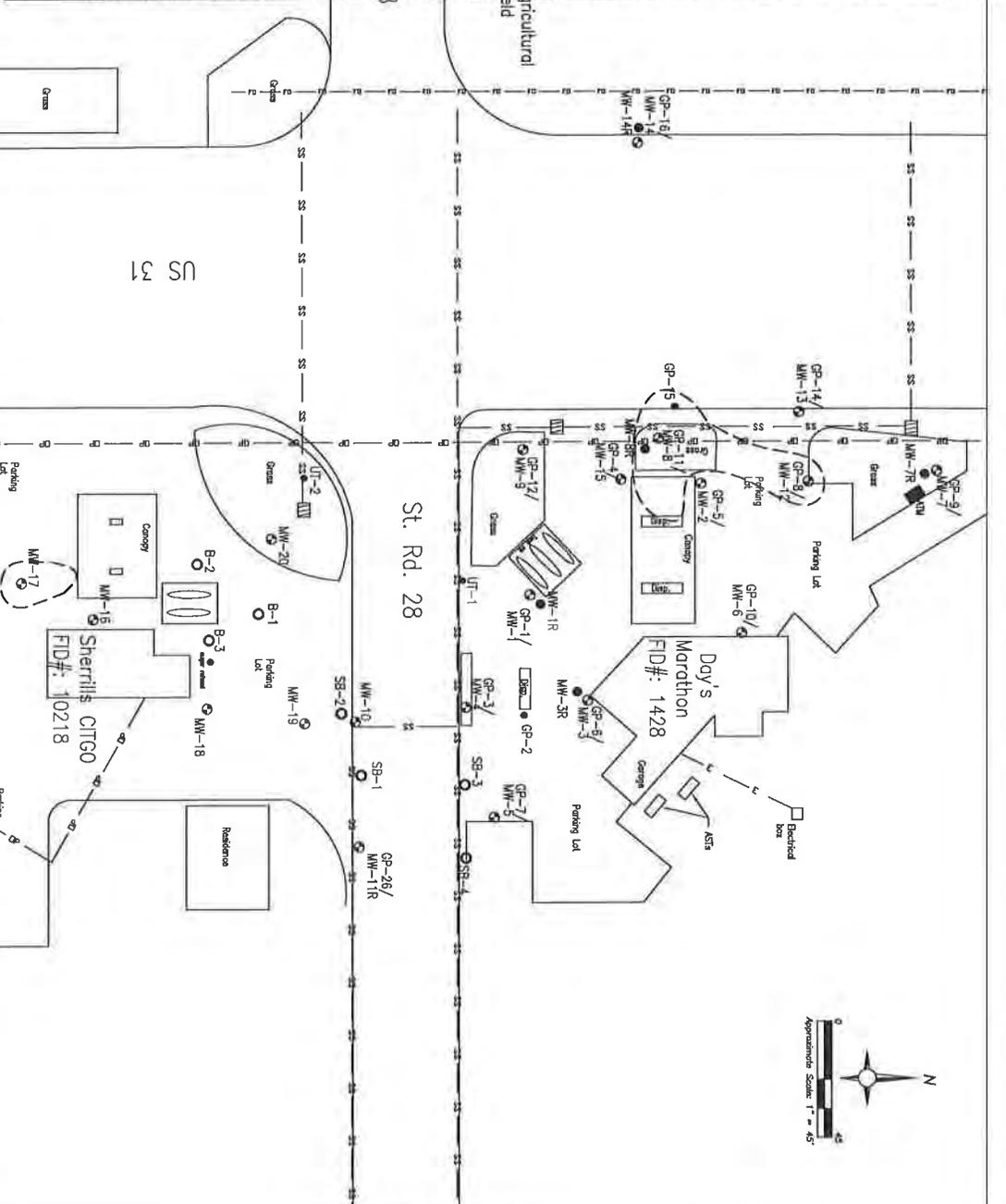
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Soil SVOC Analytical Results with Opinion of Impact Extent  
 PLATE NUMBER: 8



NOTES:  
 8/26 being locations and data were adopted from the 2007 site investigation report dated September 2007. Site investigation report dated November 8, 2007.

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PROJECT NUMBER: 6387.06  
 APPROXIMATE SCALE: 1" = 45'

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 FD#: 1428

Sherrill's CITGO  
 10218

Residence

Soil SVOC Analytical Results with Opinion of Impact Extent  
 PLATE NUMBER: 8



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*Driving Indiana's Economic Growth*

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**Michael R. Pence, Governor**  
**Karl B. Browning, Commissioner**

## **Phase II Environmental Site Assessment New Intersection at US 31 and SR 28 Tipton West Des # 1382317**

**Prepared by:**  
**INDOT Environmental Services**  
**Environmental Policy – Hazardous Materials**  
**100 North Senate Avenue, Room N642**  
**Indianapolis, Indiana 46201**

**Prepared for:**  
**Indiana Department of Transportation**  
**Production Management**  
**December 2013**

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## 1.0 Executive Summary.

On August 19, 2013, Indiana Department of Transportation Environmental Services (INDOT ES) performed a Phase II Environmental Site Assessment on a 1.0 acre parcel located at the southwest corner of US 31 and SR 28 that was formerly a manufactured home model office, and before that a gas station (hereafter referred to as the Site). This Phase II was requested as part of an INDOT project to construct a new intersection at US 31 and SR 28. The Site is bordered on the north by SR 28, to the west by a farm field, to the south by a motel, and to the east by US 31. The general vicinity is a mixture of rural, commercial, and manufacturing. The northwest corner of the intersection is a farm field. The northeast corner is a gas station and large (currently vacant) manufacturing facility. The southeast corner is a former gas station and restaurant. An additional Phase II ESA was conducted on the former gas station south of the restaurant and gas station on the southeast corner of the intersection and is the subject of a separate report.

According to IDEM records, Amoco was the last entity to operate the Site as a gas station. In September of 1986 Amoco removed two (2) 8,000 gallon and one (1) 6,000 gallon gasoline underground storage tanks (USTs) and a 550 gallon used oil UST. It also appears that a hydraulic lift cylinder was removed sometime during demolition of the original structure. The concrete vault associated with the hydraulic lift is still in place. No analytical data from soil or groundwater sampling from the UST removal or site demolition was available.

A total of ten (10) soil probes were installed to depths of up to twenty (20) feet in areas of potential subsurface contamination to the soil and/or groundwater. Soil samples collected from SP02 were field screened only, and not sent for laboratory analysis. Soil probes SP03, SP04, SP06, and SP07 were completed to a depth of twelve (12.0) feet for the collection of soil samples only. Soil probes SP01, SP05, and SP08 were completed to a depth of fifteen (15.0) feet for the collection of soil and groundwater samples. SP09 was completed to a depth of nine (9.0) feet for the collection of soil only, and SP10 was completed to a depth of twenty (20.0) feet for the collection of soil and groundwater. Groundwater was typically encountered between ten (10.0) and twelve (12.0) feet on the northeast half of the property, and between thirteen (13.0) and fifteen (15.0) feet on the southwest half of the property.

Two (2) additional samples were collected. One (1) surface soil sample was collected from a stained area in the ditch off the northwest corner of the concrete. A water sample was collected from the concrete vault associated with the former hydraulic lift.

Analytical results for the soil samples indicate that low levels of petroleum and lead contamination may be present in the subsurface soils, mainly between four (4.0) and nine (9.0) feet. All soil sample analytical results, except for the sample from SP05, were either below

detection limits or less than IDEM's Remediation Closure Guide (RCG) Residential Migration to Groundwater (MTG) Screening Level. Soil sample SP05S had a concentration of 0.795 parts per million (ppm) for naphthalene, which is above the IDEM's RCG Residential MTG Screening Level of 0.092 ppm. It should also be noted that the surface soil sample results were less than detection limits for Benzene, Toluene, Ethylbenzene, and Xylenes with MTBE (BTEX w/MTBE) and 87.40 ppm for lead.

Groundwater sample results from SP01, SP05, SP08, and SP10 were all less than detection limits for BTEX w/MTBE except for SP08W, which had a concentration of 7.5 parts per billion (ppb) MTBE. SP05W was also analyzed for cPAHs, and the only detection was for naphthalene at 17.8 ppb, which is above IDEM RCG Residential Tap Water Screening Level of 1.4 ppb.

The water sample collected from the hydraulic lift indicated a low level of PCBs, namely Aroclor 1260. Additional sampling of the sludge will be conducted at this location. Disposition of sludge and water eventually removed from this location will be determined after evaluating the analytical result for waste characterization under the Resource Conservation and Recovery Act (RCRA).

After evaluating the Site using site history, field observations, and laboratory analysis, it has been determined that the Site represents a Recognized Environmental Condition (REC). While the vertical and horizontal extent of soil and groundwater contamination cannot be delineated within the scope of work performed during this study, it can be determined that low levels of soil and groundwater petroleum contamination are present over most of the Site as a result of the past operation of the Site as a gas station using USTs. It is likely that the soil and groundwater contamination are historical and have degraded to current concentrations as a result of natural processes.

It is not recommended that this Site be subject to additional soil or groundwater sampling and testing. Low levels of soil and groundwater contamination will be encountered during excavation associated with construction of the new intersection at SR 28 and US 31. Proper PPE should be utilized by construction personnel, and any potentially contaminated soil or groundwater encountered at this site should be handled according to federal, state, and local regulations.

## **2.0 Introduction.**

INDOT has plans to build a new US 31 interchange at State Road 28 near the future Chrysler Tipton Transmission Plant, which is scheduled to be in operation by the end of 2014. A Phase II Environmental Site Assessment (ESA) conducted according to ASTM 1903 was recommended after a Red Flag Investigation indicated that the property on the southwest corner of the current intersection (hereafter referred to as the Site) was formerly used as a manufactured home model office, and before that, a gas station. On August 19, 2013, Indiana Department of Transportation Environmental Services (INDOT ES) performed a Phase II ESA on the one (1.0) acre parcel.

An additional Phase II ESA was conducted on the former gas station south of the restaurant and gas station on the southeast corner of the intersection and is the subject of a separate report.

### 3.0 Background.

- 3.1 Site Description and Features. The subject site is a one (1.0) acre parcel located at the southwest corner of US 31 and SR 28. The Site is fairly level and mostly covered with concrete. A few patches of grass can be found adjacent to the roadway. Debris from moving a manufactured house off the site has been left (concrete blocks, scrap wood, pipes) at the Site.
- 3.2 Physical Setting. This Site is located in a mainly rural area dedicated to farming, even though commercial and manufacturing facilities are near. The topography is fairly level, and the elevation of the Site is approximately 890 feet Mean Sea Level (MSL). Surface water drainage is toward the west-northwest. The following paragraphs include excerpts from the USDA Soil Conservation Service 1989 Tipton County Soil Survey.

“Tipton County is on a depositional plain of low relief known as the Tipton Till Plain. Glaciation rather than the underlying bedrock was the chief factor responsible for the landforms in the county. The county was completely covered by ice of the late Wisconsin glacial period. Only slight changes to the landscape were made by post-Wisconsin glacial streams. Relief is strongest along the breaks between the nearly level uplands and the bottom lands along the streams that drain the county.

The water for farms, homes, and industry comes from wells that can supply water at an average rate of 400 gallons per minute. The depth to a good source of groundwater averages about 75 feet, and ranges from 25 to 150 feet.”

According to USDA Soil Conservation Service, two classifications of soil are present on the Site. Soils on the northern portion of the Site are classified as Patton silty clay loam, sandy substratum.

“This nearly level, deep, poorly drained soil is in depressions on lake plains and till plains. It is often ponded by surface runoff from the adjacent soils. Typically the surface layer is very dark gray silty clay loam about nine (9) inches thick. The subsurface layer also is very dark gray silty clay loam. It is about three (3) inches thick. The subsoil is about forty-three (43) inches thick. The upper part is gray, mottled, firm silty clay loam, and the lower part is mottled gray and yellowish brown silty clay loam that has strata of silt loam. The substratum to a depth of about sixty (60) inches is light olive brown silt loam that has thin strata of sandy loam and loamy sand. In some areas the solum is less than forty-five (45) inches thick. In a few areas, the subsoil has more clay and less silt. In places the surface layer is silty clay. Permeability is moderately slow or moderate in the subsoil of the Patton soil and moderate in the substratum. The available water

capacity is high. Surface runoff is very slow or ponded. The water table is near or above the surface during winter and early spring. The organic matter content is high in the surface layer.”

Soils on the southern portion of the Site are classified as Tuscola, till substratum-Strawn complex, 1 to 7 percent slopes, eroded.

“These gently sloping, deep soils are on till plains and lake plains. The moderately well drained Tuscola soil is on low rises, and the well drained Strawn soil is on higher parts of the landscape. Typically, the Tuscola soil has a surface layer of dark brown silt loam about eight (8) inches thick. The next layer is brown loam about seven (7) inches thick. The subsoil is about twenty-eight (28) inches thick. It is brown and firm. It is clay loam in the upper part and sandy loam in the lower part. The upper part of the substratum is dark yellowish brown loam sandy. The next part is yellow brown, stratified very fine sand and silt loam. The lower part to a depth of about sixty (60) inches is yellowish brown loam. In some small areas the solum is less than forty (40) inches thick. In a few areas the subsoil has more clay. In places the surface layer is loam or sandy loam. Typically, the Strawn soil has a surface layer of brown loam about eighty (8) inches thick. The subsoil is dark yellowish brown, firm clay loam about ten (10) inches thick. The substratum to a depth of about sixty (60) inches is yellowish brown loam. In some small areas the solum is more than twenty two (22) inches thick. In a few areas the subsoil has more clay. Permeability is moderate in the subsoil of the Tuscola and Strawn soils and moderately slow in the substratum. The available water capacity is high in the Tuscola soil and moderate in the Strawn soil. Surface runoff is medium on both soils. The Tuscola soil has a water table at a depth of two (2) to four (4) feet during winter and early spring. The organic matter content is moderately low in the surface layer of both soils.”

Gravel, fill, silt loam, silty clay, sandy clay, sandy clay loam, clay, and sand were encountered at the project site during the Phase II ESA as depicted on the soil probe logs found at Appendix B. Four (4) to six (6) inches of concrete was found throughout most of the study area. Groundwater was typically encountered between ten (10.0) and fifteen (15.0) feet.

- 3.3 Site History and Land Use. The Site is currently not being used. The most current use of the property was to display a model home for manufactured home sales. It appears from available maps that a manufactured home, maybe two (2), were located on the Site from approximately 1999 to 2009. The next readily available information indicated that the Site was a gas station until at least 1986. IDEM records state that two (2) 8,000 gasoline, one (1) 6,000 gallon gasoline, and one (1) 550 gallon used oil underground storage tanks (USTs) were removed from the ground in September of 1986.

- 3.4 Adjacent Property Land Use. To the west of the Site is farmland. To the north across SR 28 is farmland. To the south is a motel. To the east across US 31 are a restaurant and two (2) former gas stations. To the northeast across the intersection of US 31 and SR 28 is a gas station. To the north and east of the gas station is a large manufacturing facility that will, as stated above, house the Chrysler Tipton Transmission Plant.
- 3.5 Summary of Previous Assessments. Records of previous environmental assessments were not found for this Site. A review of IDEM's Virtual File Cabinet only revealed the UST notification form stating that the USTs had been removed. Site investigations and remediation work have been done on the northeast corner of the intersection at Day's Marathon and at the former Citgo on the southeast corner of the intersection. Both sites are still active Leaking Underground Storage Tank (LUST) sites. As stated above, the original gas station east of US 31, which is located south of the restaurant and former Citgo, is the subject of a separate Phase II ESA prepared by INDOT ES.

#### 4.0 Work Performed and Rationale.

- 4.1 Scope of Assessment. A Phase II ESA was requested by Tim Muench of INDOT Production Management. Mr. Muench is coordinating activities for the construction of a new intersection at US 31 and SR 28. This Phase II ESA was conducted at the Site on August 19, 2013, by INDOT Environmental Services Personnel. ATC Associates of Indianapolis provided Geoprobe™ equipment and two (2) operators.

Probe locations were selected based on a review of historical maps and a site visit. A total of ten (10) soil probes were installed to depths of up to twenty (20) feet in areas of potential subsurface contamination to the soil and/or groundwater. Soil and groundwater samples were collected and are discussed below. A site map showing probe location can be found in Appendix A.

Two (2) additional samples were collected. One (1) soil sample was collected from a stained area in the ditch off the northwest corner of the concrete. A water sample was collected from what appeared to be a concrete vault containing a hydraulic lift cylinder from the original construction. The cylinder is gone; however, the concrete vault contains water and sludge.

- 4.2 Exploration, Sampling, and Test Screening Methods. INDOT utilized field observations, soil probes, soil and groundwater samples, and laboratory analysis to evaluate the soil and groundwater for contamination at the Site. INDOT Hazardous Material Specialist Marlene Mathas directed drilling and sampling activities on August 19, 2013. Also participating in the Phase II ESA were Anthony Johnson, INDOT Hazardous Materials Specialist, and Shirley Clark, INDOT Environmental Coordinator. ATC Associates provided Geoprobe™ equipment and operators. Activities are described below.

Soil probe locations were labeled SP01 through SP10. Geoprobe™ hydraulic sampling equipment was used to collect soil and groundwater samples. Soil samples collected from SP02 were field screened only, and not sent for laboratory analysis. Soil probes SP03, SP04, SP06, and SP07 were completed to a depth of twelve (12.0) feet for the collection of soil samples only. Soil probes SP01, SP05, and SP08 were completed to a depth of fifteen (15.0) feet for the collection of soil and groundwater samples. SP09 was completed to a depth of nine (9.0) feet for the collection of soil only, and SP 10 was completed to a depth of twenty (20.0) feet for the collection of soil and groundwater. Groundwater was typically encountered between ten (10.0) and twelve (12.0) feet on the northeast half of the property, and between thirteen (13.0) and fifteen (15.0) feet on the southwest half of the property.

Soil samples were obtained using a 2.25 inch diameter, four (4) foot long stainless steel outer casing with dual tube 1.25 inch acetate liners connected to 1.25 inch center rods. New, disposable acetate liners were used for each sample collection interval. A new pair of disposable nitrile gloves was used for each sample collected. Soil samples were inspected for evidence of contamination by observing such characteristics as staining or atypical odors. During probing operations, soil samples were collected from each soil probe for field screening by a PID at two (2.0) foot intervals, and detectable levels of Total Volatile Vapors (TVV) were observed and are noted on the soil probe logs in Appendix B. Noticeable odors, discoloration, and lithology identification are also presented on the soil probe logs in Appendix B.

Soil samples from the ditch off the northwest corner of the concrete were collected using a stainless steel scoop. A water sample from the concrete vault associated with the hydraulic lift was collected using a 0.75 inch outer diameter 36 inch disposable poly bailer.

Upon completion of the advancement of soil borings, groundwater samples were collected by placing a one (1.0) inch diameter, schedule 40 PVC, flush-joint pipe with a ten (10) foot long, factory slotted well screen of 0.010 inch slot size into the bore hole. The well screen was attached to a PVC riser. The groundwater samples were collected utilizing a 0.75 inch outer diameter 36 inch disposable poly bailer.

4.3 Chemical Analytical Methods. The soil sample collected from the interval displaying the greatest potential for contamination within each boring (i.e. discoloration, odor, elevated PID readings) was placed in a laboratory-supplied sample container and sealed. Samples for Benzene, Toluene, Ethylbenzene, and Xylenes with Methyl Tertiary Butyl Ether (BTEX w/MTBE) were collected using a Terra Core Sampler. Nine (9) soil samples from the soil probe were analyzed for BTEX w/MTBE by EPA Method 8260/5035A and Lead by EPA Method 6010. Samples SP01S and SP05S were analyzed for Carcinogenic Polynuclear Aromatic Hydrocarbons (cPAHs) by EPA Method 8270.

All groundwater samples collected were analyzed for BTEX w/MTBE using EPA Method 8260, and the groundwater sample collected from SP05 was analyzed for cPAHs using EPA Method 8270. One (1) quality assurance/quality control water sample was collected for BTEX w/MTBE analysis by Method 8260 and was a trip blank sample prepared by the laboratory.

The soil sample from the ditch was collected with a Terra Core Sampler and placed in a laboratory-supplied sample container and sealed. This sample was analyzed for BTEX w/MTBE by EPA Method 82660/5035A and Lead by EPA Method 6010. The water

sample from the hydraulic lift was placed in a laboratory-supplied sampled container and sealed. This sample was analyzed for Polychlorinated Biphenyls (PCBs) by EPA Method 8082.

All of the above samples were labeled, placed on ice in an insulated cooler, and delivered to Pace Analytical in Indianapolis for laboratory analysis. Chain of custody documentation was prepared and accompanied the samples through the collection, transportation, and analytical process.

**5.0 Presentation and Evaluation of Results.**

Analytical results and field screening for the soil samples indicate that low levels of petroleum and lead contamination are present in the subsurface soils, mainly between four (4.0) and nine (9.0) feet. All soil sample analytical results, except for the sample from SP05, were either below detection limits or less than IDEM’s Remediation Closure Guide (RCG) Residential Migration to Groundwater (MTG) Screening Level. Soil sample SP05S had a concentration of 0.795 ppm for naphthalene, which is above the IDEM’s RCG Residential MTG Screening Level of 0.092 ppm. It should also be noted that the surface soil sample results were less than detection limits for BTEX w/MTBE and 87.40 ppm for lead. Results are presented in Table 1 below.

**Table 1  
Summary of Soil Analytical Results  
US 31 and SR 28 – Tipton West**

Sample I.D.	Sample Date	Xylenes (ppm)	Naphthalene (ppm)	Lead (ppm)
<b>IDEM Residential Direct Contact</b>		<b>260</b>	<b>50</b>	<b>400</b>
<b>IDEM RCG Residential MTG</b>		<b>200</b>	<b>.092</b>	<b>270</b>
SP01S	08/19/13	<.0089	<.0061	14.60
SP03S	08/19/13	<0.238	NS	29.30
SP04S	08/19/13	<.0083	NS	12.00
SP05S	08/19/13	<.0092	<b>0.795</b>	10.60
SP06S	08/19/13	<.0082	NS	13.30
SP07S	08/19/13	<0.207	NS	13.30
SP08S	08/19/13	0.005	NS	8.60
SP09S	08/19/13	<.0088	NS	12.70
SP10S	08/19/13	<.008	NS	14.40
SW	08/20/13	<.010	NS	87.40

**Notes:**

- BTEX – Only detection was for Xylene. Benzene, Toluene, Ethylbenzene, and MTBE were less than detection limits.
- Except for Naphthalene, all other cPAHs were less than detection limits.
- NS - Not sampled for specific parameter.
- **Bold** - Concentration reported above IDEM's RCG Residential MTG Screening Level.

Groundwater sample results from SP01, SP05, SP08, and SP10 were all less than detection limits for BTEX w/MTBE except for SP08W, which had a concentration of 7.5 ppb MTBE, which is well below the Residential Tap Screening Level of 120 ppb. SP05W was also analyzed for cPAHs, and the only detection was for naphthalene at 17.8 ppb, which is above IDEM RCG Residential Tap Water Screening Level of 1.4 ppb.

**Table 2**  
**Summary of Groundwater Analytical Results**  
**US 31 and SR 28 – Tipton West**

Sample I.D.	Sample Date	MTBE (ppb)	Naphthalene (ppb)
<b>IDEM RCG - Residential (Tap)</b>		<b>120</b>	<b>1.4</b>
SP01W	08/19/13	<4.0	NS
SP05W	08/19/13	<4.0	<b>17.8</b>
SP08W	08/19/13	7.5	NS
SP10W	08/19/13	<4.0	NS
TB	08/19/13	<4.0	NS

**Notes:**

- CPAHs were all less than laboratory detection limits.
- Results reported in micrograms per liter (µg/L) = ppb.
- NS = Not sampled for specific parameter

**Bold** = Concentration reported above IDEM's RCG Residential Tap Water Screening Level.

The water sample collected from the hydraulic lift indicated a low level of PCBs, namely Aroclor 1260 at 13.8 ppb. Additional sampling of the sludge will be conducted at this location.

## 6.0 Interpretation and Conclusions.

6.1 Recognized Environmental Condition. After evaluating the site using site history, field observations, and laboratory analysis, it has been determined that the site represents a Recognized Environmental Condition (REC). According to ASTM E1527-05, the term *recognized environmental conditions* means the presence or likely presence of any *hazardous substances* or *petroleum products* on a *property* under conditions that indicate an existing release, a past release, or a *material threat* of a release of any *hazardous substances* or *petroleum products* into structures on the *property* or into the ground, groundwater, or surface water of the *property*. The term includes *hazardous substances* or *petroleum products* even under conditions in compliance with laws.

6.2 Conclusions. While the vertical and horizontal extent of soil and groundwater contamination cannot be determined within the scope of work performed during this assessment, it can be determined that low levels of soil and groundwater contamination are present as a result of the past operation of the Site as a gas station using USTs. Soil and groundwater contamination are historical and have degraded to current concentrations as a result of natural processes.

**7.0 Recommendations.**

It is not recommended that this site be subject to additional soil or groundwater sampling and testing. Low levels of soil and groundwater contamination will be encountered during excavation associated with construction of the new intersection at US 31 and SR 28. Proper PPE should be utilized by construction personnel, and any potentially contaminated soil or groundwater encountered at this site should be handled according to federal, state, and local regulations.

The water sample collected from the hydraulic lift indicated a low level of PCBs, namely Aroclor 1260 at 13.8 ppb. Additional sampling of the sludge will be conducted at this location. Upon receipt of the analytical results, the sludge will be characterized under RCRA, the contents removed, and disposal made according to federal, state, and local regulations.

**8.0 Signature of Environmental Professionals.**

 12-16-13

Marlene Mathas, CHMM #13672  
Hazardous Materials Specialist



Kenneth McMullen  
Environmental Policy Manager

## 9.0 Qualifications of Environmental Professional.

Marlene Mathas. Ms. Mathas is a Certified Hazardous Materials Manager. She graduated from Indiana University and has over twenty-five (25) years of experience in the environmental field. In her current position with INDOT Environmental Services, she is responsible for ensuring that workflow and deadlines are met in order to provide support for property acquisition and road construction projects. Ms. Mathas prepares and reviews Phase I Environmental Site Assessments and Red Flag Investigations. She also reviews contractor documents prepared for site investigations and remediation projects.

Ms. Mathas has held a variety of positions in both the public and private sectors. She worked for the Indiana Army National Guard as an Environmental Specialist, and from there moved on to different positions within the Indiana Department of Environmental Management. Her duties in these positions included hazardous waste management, writing environmental assessment documents for construction projects, underground storage tank management, spill/emergency response, and project management for hazardous waste remediation.

After leaving IDEM, Ms. Mathas moved to private industry, where she was responsible for the overall day-to-day operations of environmental consulting/contracting firms in addition to technical duties. She performed Phase I and Phase II Environmental Site Assessments and asbestos inspections. She was involved in site investigation and closure of landfills and hazardous waste sites under RCRA. In addition, Ms. Mathas performed and managed numerous leaking underground storage tank site investigations and obtained reimbursement of costs for clients from the Indiana Underground Storage Tank Excess Liability Trust Fund. She was also certified as an asbestos building inspector by IDEM.



# INDIANA DEPARTMENT OF TRANSPORTATION

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**Michael R. Pence, Governor**  
**Karl B. Browning, Commissioner**

## **Phase II Environmental Site Assessment New Intersection at US 31 and SR 28 Tipton East Des # 1382317**

**Prepared by:**  
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**Prepared for:**  
**Indiana Department of Transportation**  
**Production Management**  
**December 2013**

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## 1.0 Executive Summary.

On August 20, 2013, Indiana Department of Transportation Environmental Services (INDOT ES) performed a Phase II Environmental Site Assessment (ESA) on an approximately 0.7 acre parcel that was formerly a gas station located south of the northeast corner of US 31 and SR 28. This parcel is part of an 80.792 acre parcel that is owned by Jerry Harlow, Trustee Agbert Yeary Testamentary Trust. This Phase II was requested as part of an INDOT project to construct a new intersection at US 31 and SR 28.

The Site is bordered on the north by Sherrill's Restaurant, to the west by US 31, to the south by vacant land and a farm field, to the east by vacant land and a farm field. The general vicinity is a mixture of rural, commercial, and manufacturing. The northwest corner of the intersection of US 31 and SR 28 is a farm field. The northeast corner is a gas station and large (currently vacant) manufacturing facility. The southeast corner is a former gas station and restaurant. The southwest corner is a former manufactured home model lot and gas station. An additional Phase II ESA was conducted on the southwest corner of the intersection and is the subject of a separate report.

According to IDEM records, Sherrill's Gas Station, which is located on the northeast corner of the intersection of US 31 and SR 28 just north of the subject site, is not an active gas station; however, it has been an active LUST site since 2007. Petroleum and lead contamination of soil and groundwater are of concern at this site. August Mack Environmental is currently performing additional site investigation to further delineate the extent of contamination. This facility depends on on-site groundwater wells for potable water.

Further north, on the northeast corner of US 31 and SR 28, a petroleum release was reported by Day's Marathon on October 1, 2007. Several investigations were performed, and a total of 1,387.47 tons of petroleum contaminated soil were removed for disposal in 2009. Low levels of groundwater and soil contamination remain on this site.

INDOT Construction workers should be made aware of the possibility of encountering petroleum contamination and have the proper PPE available. The contractor should also be prepared to arrange for removal and disposal of contaminated soil and groundwater that is encountered.

A total of six (6) soil probes were installed to depths of up to fifteen (15) feet in areas of potential subsurface contamination to the soil and/or groundwater. Soil probes SP01, SP03, SP04, and SP06 were completed to a depth of twelve (12.0) feet for the collection of soil samples only. Soil probe SP02 was completed to a depth of twelve (12.0) feet for the collection of soil and groundwater samples. SP05 was completed to a depth of fifteen (15.0) feet for the collection of soil and groundwater samples. Groundwater was typically encountered between ten (10.0) and eleven (11.0) feet on the property.

Analytical results and field screening for the soil samples indicate that low levels of petroleum and lead contamination are present in the subsurface soils, mainly between four (4.0) and nine (9.0) feet. All soil sample analytical results, except for the samples from SP01 and SP06, were either below detection limits or less than IDEM's Remediation Closure Guide (RCG) Residential Migration to Groundwater (MTG) Screening Level and the RCG Residential Direct Contact Screening Level. Soil sample SP01S had concentrations of .145 ppm for Benzene and 40.7 ppm for Ethylbenzene, which are both above the RCG Residential Contact Screening Level. Soil sample SP05S had concentrations of 23.9 ppm for Arsenic and 17.8 ppm for Chromium, which are both above the RCG Residential MTG Screening Level and the RCG Residential Direct Contact Screening Level.

Groundwater sample results from SP01 and SP05 were all less than detection limits for BTEX w/MTBE. SP05W was also analyzed for cPAHs, and all results were less than detection limits. Results are presented in Appendix C.

After evaluating the Site using site history, field observations, and laboratory analysis, it has been determined that the Site represents a Recognized Environmental Condition (REC). While the vertical and horizontal extent of soil and groundwater contamination cannot be delineated within the scope of work performed during this study, it can be determined that low levels of soil and groundwater petroleum contamination are present over most of the Site as a result of the past operation of the Site as a gas station using USTs. It is likely that the soil and groundwater contamination are historical and have degraded to current concentrations as a result of natural processes.

It is not recommended that this Site be subject to additional soil or groundwater sampling and testing. Low levels of soil and groundwater contamination will be encountered during excavation associated with construction of the new intersection at SR 28 and US 31. Proper PPE should be utilized by construction personnel, and any potentially contaminated soil or groundwater encountered at this site should be handled according to federal, state, and local regulations.

Based upon the July GPR Survey, it is recommended that exploratory excavation of the site occur to confirm the location of the USTs. Subsequently, those USTs should be properly closed by removal from the ground.

## **2.0 Introduction.**

INDOT has plans to build a new US 31 interchange at State Road 28 near the future Chrysler Tipton Transmission Plant, which is scheduled to be in operation by the end of 2014. A Phase II Environmental Site Assessment (ESA) conducted according to ASTM 1903 was recommended after a Red Flag Investigation indicated that the property southeast of the current intersection (hereafter referred to as the Site) was formerly used as a service station. On August 20, 2013, Indiana Department of Transportation Environmental Services (INDOT ES) performed a Phase II ESA on the Site.

An additional Phase II ESA was conducted on the former manufactured home sales property located on the southwest corner of the intersection and is the subject of a separate report.

### 3.0 Background.

- 3.1 Site Description and Features. The subject site is approximately 0.7 acre parcel south of Sherrill's Restaurant south of the southeast corner of US 31 and SR 28. The Site is fairly level and is covered with asphalt and concrete to the north, west, and south of the building. Grass can be found adjacent to the roadway, to the east, to the northeast, and to the southeast.
- 3.2 Physical Setting. This Site is located in a mainly rural area dedicated to farming, even though commercial and manufacturing facilities are near. The topography is fairly level, and the elevation of the Site is approximately 890 feet Mean Sea Level (MSL). Surface water drainage is generally toward the south-southeast. The following paragraphs include excerpts from the USDA Soil Conservation Service 1989 Tipton County Soil Survey.

"Tipton County is on a depositional plain of low relief known as the Tipton Till Plain. Glaciation rather than the underlying bedrock was the chief factor responsible for the landforms in the county. The county was completely covered by ice of the late Wisconsin glacial period. Only slight changes to the landscape were made by post-Wisconsin glacial streams. Relief is strongest along the breaks between the nearly level uplands and the bottom lands along the streams that drain the county.

The water for farms, homes, and industry comes from wells that can supply water at an average rate of 400 gallons per minute. The depth to a good source of groundwater averages about 75 feet, and ranges from 25 to 150 feet."

According to USDA Soil Conservation Service, two classifications of soil are present on the Site. The site is divided into two soil classifications diagonally. Soils on the northwest portion of the Site are classified as Patton silty clay loam, sandy substratum.

"This nearly level, deep, poorly drained soil is in depressions on lake plains and till plains. It is often ponded by surface runoff from the adjacent soils. Typically the surface layer is very dark gray silty clay loam about nine (9) inches thick. The subsurface layer also is very dark gray silty clay loam. It is about three (3) inches thick. The subsoil is about forty-three (43) inches thick. The upper part is gray, mottled, firm silty clay loam, and the lower part is mottled gray and yellowish brown silty clay loam that has strata of silt loam. The substratum to a depth of about sixty (60) inches is light olive brown silt loam that has thin strata of sandy loam and loamy sand. In some areas the solum is less than forty-five (45) inches thick. In a few areas, the subsoil has more clay and less silt. In places the surface layer is silty clay. Permeability is moderately slow or moderate in

the subsoil of the Patton soil and moderate in the substratum. The available water capacity is high. Surface runoff is very slow or ponded. The water table is near or above the surface during winter and early spring. The organic matter content is high in the surface layer.”

Soils on the southeastern portion of the Site are classified as Tuscola, till substratum-Strawn complex, 1 to 7 percent slopes, eroded.

“These gently sloping, deep soils are on till plains and lake plains. The moderately well drained Tuscola soil is on low rises, and the well drained Strawn soil is on higher parts of the landscape. Typically, the Tuscola soil has a surface layer of dark brown silt loam about eight (8) inches thick. The next layer is brown loam about seven (7) inches thick. The subsoil is about twenty-eight (28) inches thick. It is brown and firm. It is clay loam in the upper part and sandy loam in the lower part. The upper part of the substratum is dark yellowish brown loam sandy. The next part is yellow brown, stratified very fine sand and silt loam. The lower part to a depth of about sixty (60) inches is yellowish brown loam. In some small areas the solum is less than forty (40) inches thick. In a few areas the subsoil has more clay. In places the surface layer is loam or sandy loam. Typically, the Strawn soil has a surface layer of brown loam about eighty (8) inches thick. The subsoil is dark yellowish brown, firm clay loam about ten (10) inches thick. The substratum to a depth of about sixty (60) inches is yellowish brown loam. In some small areas the solum is more than twenty two (22) inches thick. In a few areas the subsoil has more clay. Permeability is moderate in the subsoil of the Tuscola and Strawn soils and moderately slow in the substratum. The available water capacity is high in the Tuscola soil and moderate in the Strawn soil. Surface runoff is medium on both soils. The Tuscola soil has a water table at a depth of two (2) to four (4) feet during winter and early spring. The organic matter content is moderately low in the surface layer of both soils.”

Gravel, fill, silt loam, silty clay, sandy clay, clay, and sand were encountered at the project site during the Phase II ESA as depicted on the soil probe logs found at Appendix B. The site is covered with a mixture of concrete, asphalt, sand, gravel, and grass. Groundwater was typically encountered between ten (10.0) and eleven (11.0) feet.

- 3.3 Site History and Land Use. The former service station building did not appear to be in use at the time of this study. A 13 September 1963 ad in the Tipton Tribune stated that Agbert Yeary Philip’s 66 Junction Roads was open for business. According to an article in the 23 September 1980 Kokomo Tribune, the State Fire Marshal requested that all three service stations in the area test their USTs after gasoline was found in a ditch between Sherrill’s gas station and an abandoned house to the east. In that article, the station at the subject site is referred to as “abandoned”, and Mr. Yeary stated that he would not

have his tanks tested after it was found that the Shell on the northeast corner of the intersection had three (3) leaking USTs. It is assumed that the USTs are still in place as indicated by a Ground Penetrating Radar (GPR) survey conducted on July 16, 2013, by Mr. Tony Johnson with INDOT Environmental Services. Possible UST locations are indicated on the site map.

3.4 Adjacent Property Land Use. To the west of the Site is US 31. To the north is Sherrill's Restaurant, and further north is the former Citgo operated by Sherrill's. To the east is a grass covered lot and further east is farmland. To the south is a grass covered lot and further south is farmland.

3.5 Summary of Previous Assessments. Records of previous environmental assessments were not found for this Site. The following is a summary of information from sites that are near the subject site.

3.5.1 On the northeast corner of US 31 and SR 28, a petroleum release was reported by Day's Marathon on October 1, 2007. Several investigations were performed, and a total of 1,387.47 tons of petroleum contaminated soil were removed for disposal in 2009. Low levels of groundwater and soil contamination remain on this site.

3.5.2 The former Citgo located on the southeast corner of the intersection is still being investigated to determine the vertical and horizontal extent of contamination. After reviewing information from IDEM's Virtual File Cabinet, it is possible that soil and/or groundwater contamination is migrating to the south from the former Citgo.

3.5.3 A separate Phase II ESA was conducted by INDOT Environmental Services on August 19, 2013, on the southwest corner of US 31 and SR 28, which is the site of a former Amoco. While the vertical and horizontal extent of soil and groundwater contamination could not be delineated within the scope of work performed during the study, it was determined that low levels of soil and groundwater petroleum contamination were present over most of the Site as a result of the past operation of the Site as a gas station using USTs. It is likely that the soil and groundwater contamination are historical and have degraded to current concentrations as a result of natural processes.

#### 4.0 Work Performed and Rationale.

- 4.1 Scope of Assessment. A Phase II ESA was requested by Tim Muench of INDOT Production Management. Mr. Muench is coordinating activities for the construction of a new intersection at US 31 and SR 28. This Phase II ESA was conducted at the Site on August 20, 2013, by INDOT Environmental Services Personnel. ATC Associates of Indianapolis provided Geoprobe™ equipment and two (2) operators.

Probe locations were selected based on a review of historical maps and a site visit. A total of six (6) soil probes were installed to depths from twelve (12) to fourteen (14) feet in areas of potential subsurface contamination to the soil and/or groundwater. Soil and groundwater samples were collected and are discussed below. A site map showing probe locations can be found in Appendix A.

- 4.2 Exploration, Sampling, and Test Screening Methods. INDOT utilized field observations, soil probes, soil and groundwater samples, and laboratory analysis to evaluate the soil and groundwater for contamination at the Site. INDOT Hazardous Material Specialist Marlene Mathas directed drilling and sampling activities on August 20, 2013. Also participating in the Phase II ESA were Anthony Johnson, INDOT Hazardous Materials Specialist, and Shirley Clark, INDOT Environmental Coordinator. ATC Associates provided Geoprobe™ equipment and operators. Activities are described below.

Soil probe locations were labeled SP01 through SP06. Geoprobe™ hydraulic sampling equipment was used to collect soil and groundwater samples. Soil probes SP01, SP03, SP04, and SP06 were completed to a depth of twelve (12.0) feet for the collection of soil samples only. Soil probe SP02 was completed to a depth of fifteen (12.0) feet for the collection of soil and groundwater samples. Soil probe SP05 was completed to a depth of fifteen (14.0) feet for the collection of soil and groundwater samples. Groundwater was typically encountered between ten (10.0) and eleven (11.0) feet on the Site.

Soil samples were obtained using a 2.25 inch diameter, four (4) foot long stainless steel outer casing with dual tube 1.25 inch acetate liners connected to 1.25 inch center rods. New, disposable acetate liners were used for each sample collection interval. A new pair of disposable nitrile gloves was used for each sample collected. Soil samples were inspected for evidence of contamination by observing such characteristics as staining or atypical odors. During probing operations, soil samples were collected from each soil probe for field screening by a PID at two (2.0) foot intervals, and detectable levels of Total Volatile Vapors (TVV) were observed and are noted on the soil probe logs in Appendix B. Noticeable odors, discoloration, and lithology identification are also presented on the soil probe logs in Appendix B.

Upon completion of the advancement of soil borings, groundwater samples were collected by placing a one (1.0) inch diameter, schedule 40 PVC, flush-joint pipe with a ten (10) foot long, factory slotted well screen of 0.010 inch slot size into the bore hole. The well screen was attached to a PVC riser. The groundwater samples were collected utilizing a 0.75 inch outer diameter 36 inch disposable poly bailer.

4.3 Chemical Analytical Methods. The soil sample collected from the interval displaying the greatest potential for contamination within each boring (i.e. discoloration, odor, elevated PID readings) was placed in a laboratory-supplied sample container and sealed. Samples for Benzene, Toluene, Ethylbenzene, and Xylenes with Methyl Tertiary Butyl Ether (BTEX w/MTBE) were collected using a Terra Core Sampler. One (1) sample from each soil probe was analyzed for BTEX w/MTBE by EPA Method 8260/5035A. A soil sample from SP03S was also analyzed for Carcinogenic Polynuclear Aromatic Hydrocarbons (cPAHs) by EPA Method 8270. Soil samples from SP01, SP02, SP04, and SP05 were analyzed for Lead by EPA Method 6010. Soil sample from SP06S was sampled for RCRA Metals by EPA Methods 6010 and 7471.

Groundwater samples collected from probes SP02 and SP05 were analyzed for BTEX w/MTBE using EPA Method 8260, and the groundwater sample collected from SP05 was also analyzed for cPAHs using EPA Method 8270. One (1) quality assurance/quality control water sample was collected for BTEX w/MTBE analysis by Method 8260 and was a trip blank sample prepared by the laboratory.

All of the above samples were labeled, placed on ice in an insulated cooler, and delivered to Pace Analytical in Indianapolis for laboratory analysis. Chain of custody documentation was prepared and accompanied the samples through the collection, transportation, and analytical process.

## 5.0 Presentation and Evaluation of Results.

Analytical results and field screening for the soil samples indicate that low levels of petroleum and lead contamination are present in the subsurface soils, mainly between four (4.0) and nine (9.0) feet. All soil sample analytical results, except for the samples from SP01 and SP06, were either below detection limits or less than IDEM's Remediation Closure Guide (RCG) Residential Migration to Groundwater (MTG) Screening Level and the RCG Residential Direct Contact Screening Level. Soil sample SP01S had concentrations of .145 ppm for Benzene and 40.7 ppm for Ethylbenzene, which are both above the RCG Residential Contact Screening Level. Soil sample SP05S had concentrations of 23.9 ppm for Arsenic and 17.8 ppm for Chromium, which are both above the RCG Residential MTG Screening Level and the RCG Residential Direct Contact Screening Levels. Results are presented below and in Appendix C.

### Summary of Soil Analytical Results US 31 and SR 28 – Tipton East

Sample ID	Sample Date	Benzene (ppm)	Toluene (ppm)	Ethylbenzene (ppm)	Xylenes (ppm)	Arsenic (ppm)	Barium (ppm)	Chromium (ppm)	Lead (ppm)
<b>IDEM RCG Residential Direct Contact</b>		<b>15</b>	<b>820</b>	<b>76</b>	<b>260</b>	<b>5.5</b>	<b>21000</b>	<b>4.1</b>	<b>400</b>
<b>IDEM RCG Residential MTG</b>		<b>.051</b>	<b>14</b>	<b>16</b>	<b>200</b>	<b>5.9</b>	<b>1700</b>	<b>.12</b>	<b>270</b>
SP01S	08/20/13	<b>.145</b>	9.18	<b>40.7</b>	141	NS	NS	NS	30.5
SP02S	08/20/13	<.0049	<.0049	<.0049	<.0098	NS	NS	NS	14.9
SP03S	08/20/13	<.0047	<.0047	<.0047	<.0094	NS	NS	NS	NS
SP04S	08/20/13	<.0033	<.0033	<.0033	<.0067	NS	NS	NS	4.8
SP05S	08/20/13	<.0046	<.0046	<.0046	<.0091	NS	NS	NS	12.7
SP06S	08/20/13	<.004	<.004	<.004	<.0081	<b>23.9</b>	163	<b>17.8</b>	13.4

Notes:

- NS - Not sampled for specific parameter.
- **Bold** - Concentration reported above IDEM's RCG Residential MTG Screening Level
- *Italic* – Concentration reported above IDEM's RCG Residential Direct Contact

Groundwater sample results from SP01 and SP05 were all less than detection limits for BTEX w/MTBE. SP05W was also analyzed for cPAHs, and all results were less than detection limits. Results are presented in Appendix C.

## 6.0 Interpretation and Conclusions.

6.1 Recognized Environmental Condition. After evaluating the site using site history, field observations, and laboratory analysis, it has been determined that the site represents a Recognized Environmental Condition (REC). According to ASTM E1527-05, the term *recognized environmental conditions* means the presence or likely presence of any *hazardous substances* or *petroleum products* on a *property* under conditions that indicate an existing release, a past release, or a *material threat* of a release of any *hazardous substances* or *petroleum products* into structures on the *property* or into the ground, groundwater, or surface water of the *property*. The term includes *hazardous substances* or *petroleum products* even under conditions in compliance with laws.

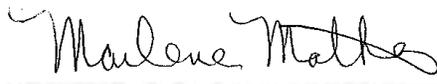
6.2 Conclusions. While the vertical and horizontal extent of soil and groundwater contamination cannot be determined within the scope of work performed during this assessment, it can be determined that low levels of soil and groundwater contamination are present as a result of the past operation of the Site as a gas station using USTs. Soil and groundwater contamination are historical and have degraded to current concentrations as a result of natural processes. In addition, it is also assumed that the original USTs have never been properly closed.

**7.0 Recommendations.**

It is not recommended that this site be subject to additional soil or groundwater sampling and testing. Low levels of soil and groundwater contamination will be encountered during excavation associated with construction of the new intersection at US 31 and SR 28. Proper PPE should be utilized by construction personnel, and any potentially contaminated soil or groundwater encountered at this site should be handled according to federal, state, and local regulations.

Based upon the July GPR Survey, it is recommended that exploratory excavation of the site occur to confirm the location of the USTs. Subsequently, those USTs should be properly closed by removal from the ground.

**8.0 Signature of Environmental Professionals.**

 3-10-14  
\_\_\_\_\_  
Marlene Mathas, CHMM #13672  
Hazardous Materials Specialist

 3/20/14  
\_\_\_\_\_  
Kenneth McMullen  
Environmental Policy Manager

## 9.0 Qualifications of Environmental Professional.

Marlene Mathas. Ms. Mathas is a Certified Hazardous Materials Manager. She graduated from Indiana University and has over twenty-five (25) years of experience in the environmental field. In her current position with INDOT Environmental Services, she is responsible for ensuring that workflow and deadlines are met in order to provide support for property acquisition and road construction projects. Ms. Mathas prepares and reviews Phase I Environmental Site Assessments and Red Flag Investigations. She also reviews contractor documents prepared for site investigations and remediation projects.

Ms. Mathas has held a variety of positions in both the public and private sectors. She worked for the Indiana Army National Guard as an Environmental Specialist, and from there moved on to different positions within the Indiana Department of Environmental Management. Her duties in these positions included hazardous waste management, writing environmental assessment documents for construction projects, underground storage tank management, spill/emergency response, and project management for hazardous waste remediation.

After leaving IDEM, Ms. Mathas moved to private industry, where she was responsible for the overall day-to-day operations of environmental consulting/contracting firms in addition to technical duties. She performed Phase I and Phase II Environmental Site Assessments and asbestos inspections. She was involved in site investigation and closure of landfills and hazardous waste sites under RCRA. In addition, Ms. Mathas performed and managed numerous leaking underground storage tank site investigations and obtained reimbursement of costs for clients from the Indiana Underground Storage Tank Excess Liability Trust Fund. She was also certified as an asbestos building inspector by IDEM.