

Indiana Department of Transportation

County Johnson Route US 31 Des. No. 1800082, 1800272, 2001610

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*?	<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.

Notice of Survey letters were mailed to potentially affected property owners near the project area on January 22, 2020, and April 12, 2021, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letters is included in Appendix G1-G2.

The City of Franklin and INDOT representatives began planning for improvements to US 31 within the project limits in early 2017. A newspaper article in the *Daily Journal* dated September 1, 2018, discussed early planning initiatives (Appendix G3-G5). An article in the *Daily Journal* dated January 14, 2020, provided more details regarding preliminary alternatives for intersections and trails, and also discussed federal, state, and local funding that will be allocated for the US 31 improvements (Appendix G6-G7). This project was also discussed with many other transportation improvement projects in the City of Franklin Mayor's State of the City Addresses held on February 13, 2020; March 11, 2021; and March 10, 2022 (all held during the Franklin Chamber of Commerce meetings at 11:30am at 101 E. Wayne St, Franklin, IN). The project graphics boards in Appendix G8-G12 were on display for attendees to review. No sign-in sheets or comments from the public were recorded during the State of the City Addresses. The City of Franklin also held an informal public information meeting for the project on February 27, 2020, at the Franklin City Hall Council Chambers (70 E. Morton St, Franklin, IN). The same graphics boards were made available for the public to review and ask questions. No formal public announcements or sign-in sheets were made for this meeting, and no comments from the public were recorded.

A local business owner reached out to SJCA Inc. on April 19, 2022, requesting details about the planned work in front of his business and a construction timeline. A representative from SJCA Inc. responded on April 20, 2022, providing a brief summary of the project and details about the public review and comment process (Appendix G13-G14).

To meet the public involvement requirements of Section 106, a legal notice of Federal Highway Administration's (FHWA) finding of "No Adverse Effect" was published in the *Daily Journal*, which serves the Franklin/Johnson County area, on April 21, 2022, offering the public an opportunity to submit comment pursuant to 36 Code of Federal Regulations (CFR) 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on May 22, 2022. The text of the public notice and the affidavit of publication appear in Appendix D5-D9. The SHPO responded on May 5, 2022, to the "No Adverse Effect" finding documentation, which included Section 4(f) compliance documentation, stating that the agency concurred with the "no adverse effect" finding and acknowledged that INDOT, on behalf of FHWA intends to issue a "de minimis" finding for the Greenlawn Cemetery and the Daily Journal Building for the purposes of complying with Section 4(f) (Appendix D1-D2). SHPO also concurred with the Section 4(f) temporary occupancy of the Tearman Motel in the May 5, 2022, response letter. No comments were received from the public during the 30-day comment period.

The project met the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which required the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. It was determined that a public hearing was in the best interest of the public. Therefore, upon release of this Categorical Exclusion (CE) document for public involvement, a legal notice announcing the public hearing appeared in the *Daily Journal* on July 16, 2022, and July 25, 2022 (Appendix G18-G25). The public hearing was held in the Franklin Community Middle School Auditorium (998 Grizzly Cub Drive, Franklin, Indiana) on August 1, 2022, from 6pm to 8pm and the public comment period ended on August 16, 2022 (Appendix G15-G18). The draft CE document was made available for public review on the INDOT Website at: www.seymour.indot.in.gov, at the INDOT Seymour District Office (185 Agrico Lane, Seymour, Indiana), at the Johnson County Public Library (401 State Street, Franklin, Indiana), and at the office of the project designers, CrossRoad Engineers, P.C. (115 N 17th Avenue, Beech Grove, Indiana) (Appendix G56, G73). A copy of the legal notice announcing the public hearing and project maps were mailed to adjacent property owners on July 15, 2022, and emailed to Legislators, Elected Officials, and area stakeholders on July 18, 2022 (Appendix G26-G34, G46-G55). A total of 42 mailings were returned as undeliverable (Appendix G35-G45). INDOT published a press release announcing the public hearing on July 18, 2022, and on August 1, 2022 (Appendix G57-G58).

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An article describing the proposed project and advertising the public hearing appeared in the *Daily Journal* on July 29, 2022 (Appendix G59-G62).

The public hearing presentation included discussion of the public comment period, the project purpose and need, the preferred and discarded alternatives, project details, project funding, and an overview of the FHWA land acquisition process (see Appendix G69-G117 for the presentation slides). Handouts and design concepts detailing the proposed project were available for attendees to review and ask questions (Appendix G118-G132). The meeting was held in a formal format, in which a pre-recorded presentation was shown followed by a formal public comment period where attendees had 2 minutes each to express their questions, concerns, or comments regarding the project. The public comment period was recorded, and a transcript including the responses to each comment is included in Appendix G142-G168. Seventy-one (71) attendees were present (Appendix G133-G139), and 24 attendees expressed questions and concerns about the proposed project (Appendix G140-G141). An article discussing the concerns expressed by Franklin residents at the hearing was published in the *Daily Journal* on August 2, 2022 (Appendix G63-G68). A total of 32 emails expressing concerns, questions, or comments regarding the project were received during the public comment period that extended between July 16, 2022, and August 16, 2022. Please see Appendix G169-G217 for the concerns, questions, and comments received as well as the response to each email received. Three (3) comments were submitted to the *Daily Journal* in the form of letters to the editor (Appendix G219-G222). All concerns, questions, and comments posed during the hearing and during the public comment period are summarized below and in the Public Controversy on Environmental Grounds section.

Concerns about Safety: The majority of the comments received concerned the safety of the proposed reduced conflict intersections (RCI) intersections and U-turn locations. Safety concerns included having to cross multiple lanes of on-coming traffic to get to a dedicated U-turn lane or to get to a dedicated right-turn lane from a U-turn location, a perceived lack of signalized intersections and U-turn locations, and that the RCIs and U-turns will increase emergency response times. Comments expressing concern that the RCI intersections and U-turns will be confusing for drivers, particularly elderly and young drivers, were also received, and several comments specifically questioned the safety of the proposed reconstruction of the Commerce Drive (Dr) and US 31 intersection due to the proximity to Franklin Community High School and the number of young and/or inexperienced drivers that will be passing through that intersection on a daily basis. A representative of Access Johnson County, the only public transit service in Johnson County, also expressed concern about safety and noted that they discourage their drivers from making U-turns, as their training principles consider U-turns unsafe and an avoidable risk. Residents also questioned the proposed speed limit on US 31 through Franklin.

Safety concerns were addressed by explaining that RCI intersections simplify decision-making for drivers and minimize the potential for higher severity crashes, such as head-on and angle. FHWA statistics show a 22 percent reduction in fatal and injury crashes at signalized RCI intersections compared to a traditional signalized intersection and a 63 percent reduction in fatal and injury crashes at an unsignalized RCI intersection compared to a traditional unsignalized intersection. The restricted crossing U-turn (R-CUT) and median U-turn (MUT) intersections designed for this project restrict turning movements that put vehicles at risk of right-angle, or T-bone, and left turn crashes. Conventional 4-leg signalized intersections, such as the ones that are currently present on US 31 in the project area, have a total of 32 potential vehicle conflict points with 16 of those contact points being crossing conflicts, or points in an intersection where right-angle and left turn crashes are possible. The R-CUT intersections designed for this project will reduce the total number of potential conflict points to 14 and the number of crossing conflicts to 2. The MUT intersections in this project will reduce the total number of potential conflict points to 12 with none of those being crossing conflicts. Jefferson Street (St) and Commerce Dr will each have 4 crossing conflicts. Please see Appendix I41 for graphics identifying the conflict points and for a discussion about the improved safety of R-CUT and MUT intersections. By eliminating left turns and through movements at most intersections in this busy corridor of US 31, the R-CUT and MUT intersections designed for this project will reduce the exposure that motorists have to the dangerous and potentially serious crashes that can occur during these movements. High levels of traffic congestion on US 31 in Franklin is a contributing factor to the high number of read end collisions recorded in the corridor. The improvements proposed in this project will improve traffic flow and decrease delay, which will help to temper aggressive and impatient driving and help to reduce the urgency felt by drivers, which may also be contributing factors in rear-end collisions. Improved traffic flow and progression through the corridor is expected to reduce read end collisions by reducing queue lengths at intersections and by keeping traffic moving. Compared to the No Build alternative, the planned alternative for this project is expected to reduce property damage crashes by 24.0% and crashes with injuries by 25.2% (Appendix I28).

The responses also clarified that approximately 70% of intersections and U-turn locations within the project area will be signalized, and the unsignalized locations are primarily located in the north portion of the project area where traffic volume is lower. The locations of planned traffic signals can be found in the table below and in Appendix G127-G132.

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Table 1: Location of Existing and Proposed Traffic Signals by Intersection

Intersection	Existing Signal	Proposed Signal	Approximate Distance in Feet to nearest U-turn	Proposed Signal at U-turn
S Main St	No	Yes	N/A	N/A
Nineveh Road (Rd) (County Road (CR) 200E)	Yes	Yes	North (N): 800	Yes
			South (S): 700	Yes
Ironwood Dr	No	No	N: 1,025	No
			S: 450	Yes
Franklin Lakes Boulevard (Blvd)/South St	Yes	Yes	N: 650	No
			S: 850	Yes
Hospital Rd	Yes	Yes	N: N/A, left turns allowed from NB US 31	N/A
			S: 2,070	Yes
Jefferson St (SR 44/SR 144)	Yes	Yes	N: 1,450	Yes
			S: 580	Yes
Madison St	No	No	N: 1,000	Yes
			S: 1,000	Yes
King St	No	No	N: 570	Yes
			S: 1,470	Yes
Adams St	No	No	N: 380	Yes
			S: 1,660	Yes
Banta St	No (flashing caution lights)	No	N: 2,530	Yes
			S: 2,185	Yes
Mallory Parkway (Pkwy)	Yes	Yes	N: 1,200	Yes
			S: 850	Yes
Kroger Entrance Drive	No	No	N: N/A, left turns allowed from NB US 31	N/A
			S: 1,430	Yes
Lemley St	No	No	N: 2,400	Yes
			S: 2,400	Yes
Westview Dr/N Main St	Yes	Yes	N: 1,200	Yes
			S: 700	Yes
Schoolhouse Rd	Yes	No	N: 750	Yes
			S: 1,200	Yes
Cedar Lane (Ln)	No	No	N: 1,200	Yes
			S: 360	No
Acorn Rd	No	No	N: 675	Yes
			S: 950	No
Ransdell Dr	No	No	N: 270	Yes
			S: 345	Yes
Walmart Entrance Drive	Yes	Yes	N: 1,360	Yes
			S: 700	Yes
Simon Rd/Lowe's Entrance Drive	No	No	N: 650	Yes
			S: 230	Yes
Commerce Dr	Yes	Yes	N: 920	Yes
			S: 1,080	Yes
KYB Manufacturing Entrance	No	No	N: 650 & 1,200	No & Yes
			S: 400 & 985	Yes & Yes
Industrial Dr	No	Yes	N: 460	Yes
			S: N/A, left turns are allowed from SB US 31	N/A
Branigin Rd	Yes	Yes	N: 975	No
			S: 1,110	Yes
International Dr	No	No	N: 400	No
			S: 2,330	Yes
Locust St	No	No	N: 1,100	Yes
			S: 220	Yes
Earlywood Dr	Yes	Yes	N: 635	Yes
			S: 700	Yes
Lancer Dr/Sloan Dr	No	No	N: 650	Yes
			S: 320	Yes

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Paul Hand Blvd/Nicole Dr	No	No	N: 650	Yes
			S: 650	Yes
Christian Blvd/Oakville Blvd	Yes	Yes	N: 1,000	No
			S: 575	Yes
Israel Ln	No	No	N: 430	No
			S: 1,200	Yes

Following the public hearing, traffic signals have been added to the northbound U-turn at Sloan Dr, the north- and southbound U-turns at Turning Point Church/Access Johnson County, and the north- and southbound U-turns at Paul Hand Blvd/Nicole Dr. Traffic signals will operate on a 2-phase cycle, and all traffic signals in the project area will be synchronized and interconnected, which will help to increase efficient movement through the corridor. The traffic signals will also use emergency pre-emption, which will allow emergency vehicles to pre-empt traffic signals to allow the emergency vehicle to have the right-of-way. This, coupled with synchronized and interconnected traffic signals, will allow emergency vehicles to move along the corridor quickly. There will also be access across the median for fire trucks and other emergency vehicles at Sloan Dr and Westview Dr/N Main St.

U-turn locations will be designed to facilitate a U-turn movement. Traffic loons will be constructed on the outside of US 31 opposite the U-turn locations to provide the appropriate turning radius that allows large vehicles and buses to make a U-turn. This, coupled with the amount of signalized U-turn locations, reduces the risk associated with making a U-turn when compared with making a U-turn from a median crossover or at a traditional 4-way signalized intersection.

The proposed speed limit through the project area is as follows: from the south terminus of the project to Franklin Lakes Blvd/South St will be 45 miles per hour (mph), from Franklin Lakes Blvd/South St to Commerce Dr will be 40 mph, and from Commerce Dr to the north terminus of the project will be 45 mph. This is lower than the existing speed limit in the segment of US 31 passing through Franklin.

Concerns about impact to the City and Residents: Residents pointed out that Franklin is a farming community and questioned if the U-turn locations and associated loons will be large enough to accommodate large farm equipment, citing that it is common for farmers to cross US 31 with large farm equipment in the spring and autumn. It was also questioned if semi-trucks and/or box trucks would be able to make U-turns, citing the amount of industry and deliveries on US 31 in Franklin.

Concerns about the design being able to accommodate farming equipment were addressed by collecting measurements from farm equipment owned by a local farmer and creating a vehicle with those dimensions in the traffic model system. The vehicle dimensions included a total length of 89.5 feet, a total width of 20 feet, a total height of 10 feet, a minimum ground clearance of 1.9 feet, and a total turning radius of 30 feet. The simulation indicated that the U-turns and associated loons designed for this project will be able to accommodate the farm equipment. A graphic showing the vehicle dimensions and U-turning movement simulation is included in Appendix G223. The currently planned U-turns and the associated loons are designed for large semi-trucks to be able to navigate them. Some areas will be for passenger vehicles only, and those locations will include signs indicating the types of vehicles that may utilize the turns.

Several members of Turning Point Church and a representative of KYB Manufacturing expressed concern about how the project would impact the members and employees. The representative from KYB expressed concern about the capacity of the dedicated U-turn lanes and if it will be enough to accommodate the large influx of traffic entering and exiting the KYB facility in the morning and evenings. Members of Turning Point Church expressed a related concern and stated that they have up to 150 members arriving and leaving within a very short window of time when they hold services and other community events. Several members of Turning Point Church noted that they currently have direct access with a dedicated left-turn lane to their property from US 31 and requested that their direct access be maintained.

All dedicated turn lanes in the project area were designed using future morning and evening peak traffic hour traffic volumes. Peak traffic hours generally correspond to morning and evening rush hours. The existing crossover at Turning Point Church (and Access Johnson County) will be removed and left turns will be accomplished by using signalized U-turns located north and south of the entrance. The dedicated U-turn locations will be able to accommodate the traffic arriving and leaving Turning Point Church. The dedicated U-turn lanes will be approximately 650 feet long for northbound traffic and approximately 315 feet long for southbound traffic. A dedicated right turn lane for southbound traffic will be approximately 500 feet long. The current dedicated left turn lane for the church entrance is 80 feet long and the right turn lane is 125 feet long. At KYB Manufacturing, the existing crossover will be removed and left turns will be accomplished by using U-turns located north and south of the entrance drive. Two U-turns will be located north of the entrance drive and two U-turns will be located south of the entrance drive. North of the drive, an unsignalized U-turn will be located approximately 650 feet north and a signalized U-turn will be located approximately 1,200 feet north of the entrance drive. These U-turns will have dedicated turn lane lengths of approximately 400 feet and 250 feet, respectively. South of the drive, signalized U-turns will be located approximately 400 feet and approximately 985 feet south of the entrance and will have dedicated turn lane lengths of approximately 750 feet and 350 feet, respectively. The existing dedicated left turn lane for southbound traffic at the KYB

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Manufacturing drive is approximately 250 feet long. The dedicated right turn lane for northbound traffic will be maintained at approximately the same length.

Lack of Public Involvement: Several comments expressing concern about a lack of public involvement prior to the hearing were received. Some individuals stated that they felt left out and/or ignored during the design and decision-making process, and 1 request for an additional hearing with more notice was received. Several residents specifically stated that the project is not wanted. Others stated that the project as designed is overkill and requested that the project be re-evaluated to focus on specific problem areas. Many expressed concerns over the cost of the project.

Concerns about a lack of public involvement were addressed by providing a summary of the public involvement activities that had taken place prior to the public hearing, including the dates that Notice of Survey letters were mailed to adjacent property owners (Appendix G1-G2), references to *Daily Journal* articles from 2018 and 2020 (Appendix G3-G7), the dates of the City of Franklin Mayor's State of the City Addresses which discussed the project, and the date of an informal public information meeting held at the Franklin City Hall Council Chambers February 27, 2020. The Mayor's State of the City Addresses are held during Franklin Chamber of Commerce meetings and dates of the Chamber of Commerce meetings, the Mayor's State of City Addresses, and the informal public information meeting were published on the City of Franklin website. City and County Council Meetings are open to the public and agendas are posted to the City or County website in advance of meetings. While the State of the City Addresses and any City and/or County Council meetings that discussed the project were not intended to be meetings specifically about this project and were not advertised as meetings specifically about this project, the public had the opportunity to ask questions and request more information about the project.

The project is planned to continue as designed with minor modifications made at the Franklin Skate Club and Beck Automotive. The segment of US 31 through Franklin has been under observation by INDOT and the City of Franklin for many years due to increased traffic volume, high congestion, and higher than expected crash rates. Investigation indicated that the traffic and safety issues in the segment of US 31 included in this project are systemic problems that cannot be solved with spot improvements at select intersections. Performing improvements only at certain intersections would push the same safety and functionality problems to other nearby intersections, which would then eventually require improvements to address those problems. CrossRoad Engineers has conducted additional public involvement activities since the August 2022 public hearing. Additional activities to improve knowledge of how the reconstructed intersections in the corridor will function and reviewing adjustments made to the design since the public hearing have including presenting the project at the Franklin Redevelopment Commission public meeting on October 18, 2022, the Franklin Board of Works and Franklin City Council public meetings on November 7, 2022, the Franklin Community School Board public meeting on November 14, 2022, and the Franklin Chamber of Commerce annual meeting on January 12, 2023. An additional presentation is scheduled at the Rotary Club of Franklin on March 7, 2023.

Accuracy of Data, Etc.: Some residents questioned the timeframe and the accuracy of the traffic and accident data that was used as the basis for the project, and a request to move utilities underground was received. The owners of the Franklin Skate Club and Beck Automotive requested that the entrance/exit drives for their businesses that were planned to be removed be left in place, citing space and safety concerns in having just 1 entrance/exit drive.

The response to questions and concerns about the traffic and safety data used in the project design explained that the segment of US 31 included in this project has been under observation by INDOT and the City of Franklin for many years due to high traffic volumes, high traffic congestion, and higher than expected accident rates. INDOT performs traffic counts every 3 years at most count stations and the most recent traffic counts were obtained and compared to the 2014-2016 traffic data used in the design of the project. The most recent crash data for the years 2019-2021 was also obtained and compared to the crash data used in a 2017 Safety Memo (Appendix I18-I30). Traffic counts and accidents were 10-15% lower in the more recent data, but part of this may be attributed to the COVID-19 pandemic decreasing traffic volumes state- and nationwide. Statewide projects show that traffic volumes are increasing, and it is likely that traffic volume and accidents will return to pre-pandemic levels.

The request to move utilities underground was addressed by stating that it can be requested, but that it is typically very expensive and outside the scope of the project.

The entrance drives at the Franklin Skate Club and Beck Automotive that were going to be removed have been added back to the project. These properties will maintain all of their current entrance and exit access drives.

All public comments and concerns received during the public comment period ending on August 16, 2022, have been addressed, and responses can be found in Appendix G142-G222. A packet containing all required public involvement documentation was submitted to the INDOT Seymour District Consultant Services Manager (CSM) for certification of public involvement on October 4, 2022. The INDOT Seymour District CSM certified the public involvement documentation on October 11, 2022. The public involvement process for this CE document is now complete and FHWA requirements have been fulfilled. All associated public involvement documents are in Appendix G of this CE document.

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Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

This project plans to construct RCIs, including R-CUT and MUT intersections, throughout the section of US 31 passing through the City of Franklin. One (1) signalized green-T style intersection will be constructed at S. Main St. RCIs are intersections that rely on either signalized or unsignalized U-turns located in medians past the intersection to complete certain left turn and through movements. Improvements to non-motorized and pedestrian infrastructure in the project area will be made by adding new infrastructure that ties into the existing network of multi-use trails and sidewalks. On the east side of US 31, a 10-foot-wide multi-use trail will be constructed beginning at the terminus of an existing trail on the north side of S. Main St. On the west side of US 31, a 10-foot-wide multi-use trail will be constructed starting in the northwest corner of the US 31 and Nineveh Rd intersections. Both trails will extend north to the end of the project area. New curb ramps meeting current standards of the Americans with Disabilities Act (ADA) will be constructed at all intersections throughout the project and pedestrian handrails will be installed to the outside of the multi-use trails along areas where steep roadside embankments exist or where the trails cross waterways.

The structure carrying US 31 over Youngs Creek will be widened in order to accommodate the new multi-use trails. The structure carrying US 31 over Canary Ditch will be replaced with a new 3-sided concrete structure with a height of 16 feet, a width of 23 feet, and a length of 164 feet.

Concerns about impact to the City and Residents: Franklin residents expressed concern that the project is intended to move people through Franklin, like a freeway or a bypass, and that it was not designed with the residents of Franklin in mind. Specific concerns were that the project would cut Franklin in half, creating an east Franklin and a west Franklin, and that the project would cut off access to services in town, such as schools, doctor's offices, grocery stores, the hospital, etc., and/or pose an added difficulty to access businesses and public services. Some comments requested that through movements across the intersection on major side streets, such as Franklin Lakes Blvd/St and Westview Dr/N Main St, not be restricted, suggested adding a left turn arrow at Franklin Lakes Blvd, and expressed concern about traffic backing up at U-turn locations and on side streets due to not being able to find an adequate gap in US 31 traffic. Other comments worried that the project will hurt local businesses and that it will decrease the property value of businesses located next to the project.

Concerns about the impact to Franklin were addressed by explaining that left turns from US 31 onto side streets would be allowed at most major intersections, including S Main St, Nineveh Rd, Franklin Lakes Blvd/South St, Hospital Rd, King St, Mallory Pkwy, Westview Dr/N Main St, Industrial Dr, Earlywood Dr, and Christian Blvd/Oakville Blvd. Through movements across US 31 will be allowed at Jefferson St and Commerce Dr. Through movements across US 31 from all other side streets will still be possible, but these movements will be made by turning right onto US 31, making a U-turn at the nearest dedicated U-turn location, and then making a right turn onto the side street. This project will not restrict access between US 31 and side streets, and it will not restrict access across US 31 from side streets. While the movements required to move through an intersection or to turn left at an intersection will be changed, the implementation of MUTs throughout the US 31 corridor, along with the efficient 2-phase operation of the traffic signals, will improve traffic flow, reduce delay, and decrease travel times. Less congestion and better traffic flow will make it easier to move across US 31, into and out of businesses and local community services, and through the US 31 corridor in general. Direct access to Johnson County Memorial Hospital will be maintained via direct left turns at a traffic signal from US 31 to Hospital Rd. Through movements across US 31 at Jefferson St will also maintain direct access to the hospital. Access to Franklin Community Middle School and Franklin Community High School will be maintained via signalized U-turns located north and south of Mallory Pkwy and Commerce Dr. Through movements across US 31 at Commerce Dr will also aid in maintaining access to Franklin Community High School. Access to all other services in Franklin will be maintained via direct left turns from US 31 to the major side streets listed above or via U-turns located north or south of the desired destination. Please see Table 1 above for the location of signalized and unsignalized intersections and U-turns. This project is not expected to have a negative impact on community cohesion. Rather, the improved safety and traffic flow through the US 31 corridor in Franklin will benefit the community by reducing delays in travel time due to traffic congestion.

At this time, the design is not planned to change, and the responses included an explanation that Westview Dr/N Main St had the highest number of crashes during the 2014-2016 study period. Traffic signals at major intersections and at U-turn locations will create gaps in traffic, which will ensure that vehicles on side streets are able to turn onto US 31, preventing vehicles from backing up and causing delays on side streets. The length of all dedicated turn lanes on US 31 have been designed using peak hour traffic volumes for traffic volumes in the year 2043 and are all sufficient length to accommodate projected future traffic volumes. Traffic signals along US 31 and at U-turns will be designed to be synchronized and to work as a system to optimize traffic flow to be as efficient as possible. Traffic signals will also have fewer phases due to the removal of the left-turn phase through much of the corridor. Since vehicles will need to idle through fewer signal phases, overall traffic flow in the US 31 corridor will be more efficient which will help to decrease traffic congestion and back-ups. Due to concerns raised during the public hearing and subsequent comment period regarding the number of new homes planned for construction in the Franklin Lakes Subdivision, Franklin Lakes Blvd

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will be striped as 2 lanes in order to increase traffic storage capacity at the intersection. The right lane will be for traffic intending to travel southbound on US 31 and the left lane will be intended for traffic traveling northbound on US 31. A traffic light will provide the right-of-way for traffic turning right from Franklin Lakes Blvd to US 31. The addition of a left turn arrow at Franklin Lakes Blvd would have reduced right-of-way confusion at the intersection. However, the addition of a left turn signal phase for vehicles on Franklin Lakes Blvd would reduce time available for through movement phases or would require an overall longer signal. A left turn arrow would come at the expense of additional delays and degraded signal performance, particularly in peak hours.

The Louisiana Transportation Research Center published a report titled "Economic Effect of Restricted Crossing U-turn Intersections in Louisiana" in November 2019 (Appendix I90-I204). The study compared sales data from businesses surrounding 10 completed R-CUT intersection projects on 4 corridors. Nine (9) of the R-CUT projects included in the study were located in urban areas and 1 was located in a rural area. Sales data was compared during the time periods of 2 years prior to completion of the projects and for 2 years after completion of the projects. The study found that, overall, construction of the R-CUT intersections was associated with an increase in sales among businesses in their vicinity. Additional studies of the economic impact to businesses following construction of either RCI intersections or raised medians restricting direct left turns into businesses in mixed suburban residential and commercial districts in North Carolina (Appendix I205-I247), South Carolina (Appendix I248-I348), and Texas (Appendix I349-I404) did not find any relationship between restricting left turns and lost revenue. Additionally, when questioned about factors considered for visiting a business, survey results from business owners and customers in these studies indicated that 'accessibility to store' consistently ranks below other factors such as customer service, product quality, and product price. While all projects included in these studies are smaller in scale and cover a shorter distance than the proposed project in Franklin, the studies have a consistent result across a variety of roadways with varying surrounding characteristics and across multiple regions of the US. The US 31 Corridor Improvement project through Franklin is not intended to reduce traffic flow through the city and reduced traffic flow is not an expected result of the project. Access to all businesses adjacent to the project and within the City of Franklin will be maintained. No negative economic impact to local businesses is expected as a result of this project. Rather, improved traffic flow and safety of the corridor may result in increased customer visitation and an increase in sales.

A study exploring the impact that construction of RCI intersections has on property values could not be found. However, a desktop review of corridors similar to US 31 through Franklin (SR 44 through Grand Rapids, MI; Rivertown Pkwy in Granville, MI; and Lake Michigan Dr in Allendale, MI) did not reveal any observable evidence of long-term economic damage. Impacts to properties will be determined on a parcel-by-parcel basis during the appraisal process. If any evidence is found during the appraisal process that support property damages associated with construction, the respective property owners will be compensated appropriately.

Concerns about Drainage: Several Franklin residents expressed concern about the proposed drainage improvements and that they would result in more flooding along US 31 and in some city parks.

Concerns about drainage and flooding were addressed by explaining that storm sewer and shallow swales would be used for drainage. Detention will be used in 2 areas. The project's drainage plan has been reviewed and approved by INDOT and the Johnson County Drainage Board. The project will increase the size of the structure carrying US 31 over Canary Ditch, which will improve drainage and upstream conditions. This project is not expected to increase flooding or the risk of flooding along the section of US 31 included in this project or in any city parks in Franklin.

Concerns about Pedestrian Safety and Access: One (1) request for a pedestrian overpass or underpass was received, and 1 resident questioned what barriers would exist between the roadway and sidewalks/trails. One (1) question regarding the handicapped accessibility at pedestrian crossings was received. Other concerns about pedestrian safety and access questioned how the project would impact pedestrian access across US 31, citing high school students commuting to school via the Franklin trail network and residents of Franklin and surrounding areas that use the trail system in Franklin for commuting and recreation.

One (1) comment in support of the project was received but asked for more details concerning the pedestrian crossings. Specifically, the resident wondered if right turns would be allowed on red, citing the safety of pedestrians that may be crossing the side street while US 31 has a red light. The resident was also curious if pedestrians would have enough time to cross all lanes of US 31 in the same light cycle, citing frustration of having to wait 2 cycles to cross the road.

A pedestrian over- or under-pass will not be added to the project. A pedestrian over- or under-pass would increase the time, expense, and impacts associated with the project. A 6 to 8-inch curb will be present along both sides of the roadway; otherwise, no physical barrier will be present between the US 31 roadway and the proposed sidewalk/trails. However, the sidewalks and trails will be separated by an approximately 6-foot-wide vegetated buffer through most of the corridor. Pedestrian handrails will be installed along the trails where steep roadside embankments or stream crossings are present. The project will meet all federal regulations with respect to the Americans with Disabilities Act (ADA). Curb ramps will have a maximum running slope of 8 percent and a maximum cross slope of 2 percent. The project will add several marked and signalized at-grade pedestrian crosswalks throughout the corridor, including at Nineveh Rd, Franklin Lakes Blvd/South St, Mallory Pkwy, Commerce Dr, Earlywood Dr, and Christian Blvd/Oakville Blvd. A new pedestrian crosswalk across US 31 was added at Acorn Blvd following a comment received during the public hearing suggesting a need for a crosswalk due to pedestrians crossing US 31 from subdivisions on the west side of US 31 to

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Walmart on the east side of US 31. Currently, signalized pedestrian crossings across US 31 are present at Jefferson St, Mallory Pkwy, and Commerce Dr only.

Right turns will be permitted on red but stop bars will be set appropriately so that drivers will stop before entering the intersection. The average walker will not be able to make it all the way across US 31 in 1 cycle, but the 2-phase configuration of the signals will shorten the length of the signal cycle, so the total time to cross the intersection should be shorter. Concrete islands with pedestrian crosswalks will be constructed in the median of US 31 at Nineveh Rd, Franklin Lakes Blvd/South St, Mallory Pkwy, Westview Dr, Commerce Dr, Earlywood Dr, and Christian Blvd/Oakville Blvd; these concrete islands will provide a safe space to wait for pedestrians that are unable to make it all the way across US 31 in 1 cycle.

All public concerns were taken into account and addressed during the public involvement process as discussed above. At this time, substantial public controversy has been minimized.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Seymour

Local Name of the Facility: US 31, (Morton Street)

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

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

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need:

The need for this project arises from a decrease in functionality and safety on the US 31 corridor passing through the City of Franklin, a lack of consistent pedestrian and non-motorized infrastructure along the corridor, and the deterioration of the structure carrying US 31 over Canary Ditch within the identified project area.

US 31 is a major travel corridor within Franklin as it provides access to public facilities and residential developments while also serving as an important economic center for the City of Franklin. US 31 also serves as an important commuter corridor to the Indianapolis Metropolitan Area, located approximately 15 miles north of Franklin, and it is an important roadway in the larger central and south-central region of Indiana as it serves as an alternate route when traffic on Interstate (I)-65, located approximately 2.5 miles east of US 31, is restricted.

The Capacity Analysis Memo (Appendix I1-I17) completed in August 2017 for this project studied the existing traffic conditions and predicted the future traffic conditions using the metric Level of Service (LOS). LOS is a metric of how well an intersection functions and considers performance measures such as vehicle speed, density, and congestion. LOS ranges from A (free flow) to F (forced or breakdown flow). Existing conditions are based on 2017 traffic data, and out of 34 intersections considered in the Capacity Analysis Memo, 3 intersections currently have an LOS of E (unstable flow, operating at capacity) or F (forced or breakdown flow) during the afternoon peak traffic hours and an additional 3 intersections have an LOS of E or F in both the morning and evening peak traffic hours (Appendix I11).

A review of the crash history and overall safety of the US 31 corridor through Franklin was conducted and a Safety Countermeasures Memo was prepared in June 2017 (Appendix I18-I30). The study found that between 2014 and 2016, a total of 697 collisions occurred in the corridor and that 8 intersections in the corridor had crash rates that were higher than expected based on traffic volume (Appendix I22-I23). Of the 697 collisions, 156 resulted in injury. The most common types of crashes were rear end (379 crashes), right-angle, also known as T-bone (100 crashes), and left turn (75 crashes). Over the 3-year study period, the rate of these crashes is: 1 rear end crash every 3 days, 1 right-angle crash every 11 days, and 1 left turn crash every 15 days. Rear end collisions are common in congested areas of slow-moving traffic. Right-angle and left turn crashes typically occur at higher speeds within intersections and often result in injury.

The congestion and associated problems on US 31 will continue to worsen if they are not addressed. The predictions reported in the Capacity Analysis Memo showed a considerable breakdown in functionality of the US 31 corridor in Franklin by 2043 if no action is

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taken (Appendix I1-I17). The report predicted that in 2043, a total of 21 intersections will have an LOS of E or F in at least 1 of the peak travel times.

As the amount of traffic on the current configuration of the US 31 roadway increases, the exposure to being involved in a collision will also increase. The further degradation of overall traffic conditions in the corridor will also likely lead to more frustrated drivers, and the overall safety of the corridor will continue to degrade.

An ongoing goal of the City of Franklin is to increase and encourage non-motorized transportation by connecting the city via multi-use trails and sidewalks. The trail system in Franklin has been growing over the past decade, and many residential and commercial areas of the city are currently connected via multi-use trails and sidewalks. The portion of US 31 included in this project travels through an important area of commercial businesses, including shopping centers and restaurants. Access to large residential housing additions is also present along this section of US 31. However, pedestrian and non-motorized infrastructure is largely lacking along the US 31 corridor included in this project. Sidewalks are present intermittently between Jefferson St and Commerce Dr but are lacking elsewhere, pedestrian crossing signals are present at only 3 intersections within the section of US 31 included in this project, and the 3 structures carrying US 31 over Youngs Creek, Canary Ditch, and Powell Legal Drain in the project area are not wide enough or long enough to accommodate multi-use infrastructure.

The structure carrying US 31 over Canary Ditch has an overall condition of rating of 5 (moderate to major deterioration) out of 9 according to the October 21, 2020, INDOT Bridge Inspection Report (Appendix I61-I72). Condition ratings range from 0 to 9, with 0 being a failed structure and 9 being a structure in excellent, or new, condition. The structure exhibits cracks with mineral staining and areas of flaking concrete throughout the structure. Reinforcing bar (rebar) is also exposed in multiple locations.

Purpose:

The purpose of this project is to reduce congestion, improve traffic flow, and improve the overall safety of the US 31 corridor included in this project by minimizing the number of intersections with an LOS of E or F during at least 1 of the peak traffic hours and by reducing the potential points of conflict between vehicles in busy intersections. An additional purpose of this project is to improve the non-motorized connectivity in the City of Franklin. For the structure carrying US 31 over Canary Ditch, the purpose of the project is to provide a structure with a condition rating of at least 7 (good) out of 9.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Johnson Municipality: City of Franklin

Limits of Proposed Work: Approximately 1.25 miles south of SR 44/SR 144 (Jefferson St) to approximately 4.45 miles north of SR 44/SR 144 (Jefferson St)

Total Work Length: 5.63 Mile(s) Total Work Area: 74.79 Acre(s)

Is an Interstate Access Document (IAD)¹ required?
 If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

Yes¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input style="width: 100%;" type="text"/>	

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

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

Location:

This project is located along US 31 in the City of Franklin, Franklin and Pleasant Townships, Johnson County, Indiana. Specifically, the project is located in Sections 3, 10, 11, 14, 15, and 23, Township 12 North, Range 4 East and in Sections 27, 28, and 34, Township 13 North, Range 4 East. The project falls within the Franklin and Greenwood 1:24,000 Quadrangles. Please see Appendix B1-B26 for project location maps.

The roadway work associated with Lead Des 1800082 will extend from approximately 1.25 miles south of SR 44/SR 144 (Jefferson St) to approximately 4.45 miles north of SR 44/SR 144 (Jefferson St) and will include improvements at 31 intersections present in the project area. The structure carrying US 31 over Youngs Creek (Des 2001610) is located approximately 0.15 mile (890 feet) south of

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SR 44/SR 144 (Jefferson St), and the structure carrying US 31 over Canary Ditch (Des 1800272) is located approximately 1.30 miles north of SR 44/SR 144 (Jefferson St). SR 44/SR 144 is locally known as Jefferson St in Franklin. Throughout the remainder of this CE, SR 44/SR 144 is referred to as Jefferson St.

Existing Conditions:

US 31 travels in a general north-south direction and is classified as an Urban Other Principal Arterial with a posted speed limit ranging between 40 and 55 mph within the project area. South of Nineveh Rd, the speed limit on US 31 is 55 mph. The speed limit is 45 mph between Nineveh Rd and Hospital Rd, and between Hospital Rd and the Walmart entrance, the speed limit is 40 mph. North of the Walmart entrance the speed limit increases to 50 mph and remains that speed through the northern terminus of the project. US 31 consists of 2 12-foot-wide travel lanes in each direction throughout the entire project area. A grass median ranging in width between approximately 20 and 40 feet separates the north- and southbound travel lanes between S Main St and Franklin Lakes Blvd/South St and between Westview Dr/N Main St and the northern terminus of the project. Between Franklin Lakes Blvd/South St and the bridge carrying US 31 over Youngs Creek, the north- and southbound travel lanes are separated by an approximately 15-foot-wide paved median. An approximately 3-foot-wide concrete median begins on the south side of the bridge carrying US 31 over Youngs Creek and extends north to King St. Between King St and Lemley St, an approximately 20-foot-wide shared left-turn lane separates the north- and southbound travel lanes, except for at Mallory Pkwy where a grass median ranging in width between 5 and 20 feet wide extends approximately 400 feet north and south of the intersection. Between Lemley St and Westview Dr/N Main St, 2 sections of approximately 3-foot-wide concrete medians with grass median extensions ranging in width between approximately 7 and 20 feet separate the north- and southbound travel lanes. Dedicated left turn lanes are present for southbound US 31 traffic at each of these medians.

Within the project area, paved outside shoulders range between approximately 4 and 13 feet wide. Aggregate shoulders ranging between approximately 2 and 6 feet wide are present intermittently along the outside lanes of US 31 but are not consistent through the project area. Approximately 3-foot-wide paved inside shoulders are present in the portions of the project where north- and southbound traffic is divided by a grass median. No shoulders are present between approximately 350 feet north of Hospital Rd and approximately 260 feet south of Lemley St; concrete curbs line the outside of US 31 in this section of the project. A concrete curb is also present along northbound US 31 between N Main St and Schoolhouse Rd. Sidewalks, multi-use trails, and other pedestrian infrastructure such as curb ramps and crosswalks are present intermittently, but they are missing along both sides of US 31 through the majority of the project area. The existing conditions for each intersection, including the locations of the sidewalks, multi-use trails, and other pedestrian infrastructure, is included in Table 2 below.

Table 2: Existing Conditions Detailed by Intersection

Intersection	Existing Conditions
S Main St	S Main St is classified as a Minor Arterial and forms a T-intersection with US 31 on the east side of the road. No traffic signal is located at this intersection and traffic on S Main St is stop-controlled. One (1) eastbound and 1 westbound travel lane is present on S Main St at the intersection. No dedicated turn lanes are present on S Main St, but an approximately 50-foot-wide paved median allows left turns from S Main St to southbound US 31 and from southbound US 31 to S Main St. A dedicated right turn lane for northbound US 31 traffic turning onto S Main St extends approximately 120 feet south of the intersection. No dedicated left turn lane is present for southbound US 31 turning onto S Main St. A 10-foot-wide multi-use paved trail is present on the north side of S Main St beginning approximately 50 feet east of US 31. No sidewalks, multi-use trails, or other pedestrian infrastructure are located along this section of US 31.
Nineveh Rd (also known as County Road (CR) 200 E)	Nineveh Rd is classified as a Major Collector and is a signalized intersection. One (1) eastbound and 1 westbound travel lane are present on Nineveh Rd. No dedicated turn lanes are present on Nineveh Rd, but an approximately 50-foot-wide paved median allows left turns from all approaches. On US 31 a dedicated right turn lane extends approximately 100 feet north and south of the intersection and a dedicated left turn lane extends approximately 520 feet north and south of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present on Nineveh Rd or on this section of

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	US 31.
Ironwood Dr	<p>Ironwood Dr is a Local Street and forms a T-intersection on the west side of US 31. No traffic signal is present at this intersection and traffic on Ironwood Dr is stop-controlled. A grass median on US 31 prevents left turns onto northbound US 31 at this intersection. One (1) eastbound and 1 westbound lane are present on Ironwood Dr; no dedicated turn lanes are present. A sidewalk is present on the south side of Ironwood Dr beginning approximately 30 feet west of US 31 and on the north side of Ironwood Dr beginning approximately 75 feet west of US 31. ADA compliant curb ramps are present on the north and south side of Ironwood Dr approximately 75 feet west of the intersection with US 31.</p>
Franklin Lakes Blvd/South St	<p>Franklin Lakes Blvd is a Local Street and is present on the west side of US 31 while South St is classified as a Major Collector and is located on the east side of US 31 at this signalized intersection. Franklin Lakes Blvd has 1 westbound travel lane and 2 eastbound travel lanes at the intersection with landscaped medians separating the different directions of travel. A dedicated left turn lane and a shared through and right turn lane are present for eastbound traffic on Franklin Lakes Blvd. South St consists of 1 eastbound and 1 westbound travel lane with no dedicated turn lanes present. A dedicated left turn extends approximately 315 feet south of the intersection on the northbound US 31 approach. On the southbound US 31 approach, a dedicated right and left turn lane are present and extend approximately 360 feet north of the intersection. A non-ADA compliant curb ramp and sidewalk are present on the south side of Franklin Lakes Blvd beginning approximately 45 feet west of US 31. No sidewalks are present on the north side of Franklin Lakes Blvd or on either side of South St within the project area. Blue Herron Park, a public park owned and managed by the City of Franklin Parks and Recreation Department, is located in the northwest corner of the intersection; the entrance and exit drives to the park are located on the north side of Franklin Lakes Blvd approximately 270 feet and 140 feet, respectively, west of US 31. Greenlawn Cemetery is located in the northeast and southeast corners of the intersection. The nearest entrance to Greenlawn Cemetery is located on the north side of South St approximately 730 feet east of US 31 (Appendix B9).</p>
Hospital Rd	<p>Hospital Rd is classified as a Major Collector and forms a T-intersection on the west side of US 31. There is no traffic signal at this intersection and traffic on Hospital Rd is stop-controlled. At the intersection, 1 westbound travel lane is present on Hospital Rd. For eastbound traffic, 1 dedicated left turn lane and 1 dedicated right turn lane is present. No sidewalks or other pedestrian infrastructure are present along Hospital Rd. The bridge carrying US 31 over Youngs Creek is located approximately 60 feet south of the intersection (Appendix B10). A dedicated left turn lane for northbound US 31 traffic turning onto Hospital Rd is present beginning approximately 300 feet south of the intersection. Johnson Memorial Hospital is located on the north side of Hospital Rd approximately 0.6 mile west of US 31.</p>

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<p>Jefferson St (SR 44/SR 144)</p>	<p>Jefferson St is classified as a Principal Arterial and is a signalized intersection. A dedicated left turn lane, 1 through lane, and 1 shared through and right turn lane are present on the north- and southbound approach of US 31. The dedicated left turn lane on the northbound approach begins at Hospital Rd, approximately 700 feet south of the intersection. The dedicated left turn lane on the southbound approach begins approximately 450 feet north of the intersection and extends approximately 150 feet north of the intersection of US 31 and Madison St. The westbound approach of Jefferson St has 1 through lane, 1 dedicated right turn lane, and 1 dedicated left turn lane. The eastbound approach has 1 shared through and right turn lane and 1 dedicated left turn lane. Sidewalks are present on both sides of Jefferson St and on the west side of US 31 north of the intersection. Phase 4 of the Historic Greenway Trail is present on the south side of Jefferson St west of US 31 (Appendix B10). No sidewalks, multi-use trails, or other pedestrian infrastructure are present on the east side of US 31 north of the intersection or on either side of US 31 south of the intersection. ADA compliant curb ramps and push-button pedestrian crossing signals are present in all corners of the intersection.</p>
<p>Madison St</p>	<p>Madison St is a Local Street and is a stop-controlled intersection for traffic on Madison St only. A 3-foot-wide concrete median on US 31 restricts all left turns at the intersection as well as through movements from Madison St across US 31. Madison St has 1 travel lane in each direction; no dedicated turn lanes are present. Sidewalks are present on both sides of Madison St and on the west side of US 31 north and south of the intersection. No sidewalks or multi-use trails are present on the east side of US 31 north or south of the intersection. ADA compliant curb ramps are present in all corners of the intersection.</p>
<p>King St</p>	<p>King St is a Local Street and is a stop-controlled intersection for traffic on King St only. A 3-foot-wide concrete median on US 31 begins immediately south of the intersection and a shared left turn lane on US 31 begins immediately north of the intersection. A dedicated left turn lane for northbound US 31 traffic turning onto King St extends approximately 200 feet south of the intersection. King St has 1 travel lane in each direction; no dedicated turn lanes are present. Through movements from King St across US 31 and left turns from all approaches are allowed. No sidewalks or multi-use trails are present on King St or on the east side of US 31 north or south of the intersection. A sidewalk is present on the west side of US 31 north and south of the intersection. ADA compliant curb ramps are present in all corners of the intersection; curb ramps in the northeast and southeast corners connect to parking lots for private businesses.</p>
<p>Adams St</p>	<p>Adams St is a Local Street and is a stop-controlled intersection for traffic on Adams St only. Adams St has 1 travel lane in each direction; no dedicated turn lanes are present. Through movements from Adams St across US 31 and left turns from Adams St to US 31 are allowed. A shared left turn lane in the middle of US 31 allows left turns from US 31 to Adams St. A sidewalk is present on both sides of Adams St east of the</p>

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	<p>intersection, on the south side of Adams St west of the intersection, and on the west side of US 31 south of the intersection. No sidewalk or multi-use trail is present on the east side of US 31 south of the intersection or on either side of US 31 north of the intersection. ADA compliant curb ramps are present in the northeast and southwest corners of the intersection.</p>
<p>Banta St</p>	<p>Banta St is classified as a Major Collector and forms a T-intersection on the east side of US 31. No traffic signal is present, and traffic is stop-controlled for Banta St. Banta St has 1 travel lane for each direction of travel; no dedicated turn lanes are present. An entrance drive to a private business (Hi-Way Lanes bowling alley) is present on the west side of US 31 opposite Banta St and through movements across US 31 between Banta St and this drive are allowed. Left turns from Banta St to southbound US 31 are also allowed. A shared left turn lane present in the middle of US 31 allows left turns from US 31 to Banta St and to the entrance drives to Horizon Bank, Pizza Hut, and Dairy Queen located approximately 270 and 370 feet north of Banta St on the west side of US 31. No sidewalks, multi-use trails, or other pedestrian infrastructure are present along US 31 or Banta St at the intersection. Grizzly Cub Dr, which leads to the Main Entrance of Franklin Community Middle School, forms a T-intersection on the north side of Banta St approximately 40 feet east of the intersection.</p>
<p>Mallory Pkwy</p>	<p>Mallory Pkwy is a Local Street and is a signalized intersection. Mallory Pkwy has 1 dedicated left turn lane and 1 shared through and right turn lane on both the east- and westbound approaches. One (1) dedicated left turn lane and 1 dedicated right turn lane are present on both the north- and southbound approaches of US 31. These turn lanes extend approximately 300 feet north and south of the intersection. Sidewalks are present on the north and south sides of Mallory Pkwy west of the intersection and along the south side of Mallory Pkwy east of the intersection. A sidewalk is located between approximately 20 and 30 feet west of the edge of US 31 along the perimeter of 2 commercial buildings in the southwest corner of the intersection and along the perimeter of 1 commercial building in the northwest corner of the intersection. Sidewalks are also present connecting Mallory Pkwy to facilities associated with Franklin Community Middle School in the northeast and southeast corners of the intersection. No sidewalks or multi-use trails are present along the east side of US 31 north of the intersection. ADA compliant curb ramps are present in the northwest, southwest, and southeast corners of the intersection, and 1 ADA compliant curb ramp is present in the median on the south approach of US 31. Push-button pedestrian crossing signals are present on the south approach of US 31 and the west approach of Mallory Pkwy. Franklin Community Middle School is present in the southeast corner of the intersection, and a sports field associated with Franklin Community Schools is located in the northeast corner of the intersection.</p>
<p>Kroger Entrance Drive</p>	<p>The Kroger entrance drive forms a T-intersection on the west side of US 31 and is located approximately 530 feet north of Mallory Pkwy. There is no traffic signal at this intersection. A</p>

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	<p>concrete median in the center of the entrance drive separates the 2 directions of travel. A sign at the intersection indicates that right turns only are allowed from the entrance drive to US 31. A shared left turn lane in the middle of US 31 allows for traffic to turn left from US 31 onto this drive. A dedicated right turn lane for southbound US 31 traffic extends approximately 300 feet north of the intersection. An ADA compliant curb ramp and a sidewalk are present in the northwest corner of the intersection. No sidewalks, multi-use trails, or curb ramps are present in the southwest, northeast, or southeast corners of the intersection. Northwood Elementary School is located on the east side of US 31 opposite the intersection.</p>
Lemley St	<p>Lemley St is a Local Street and forms a T-intersection on the east side of US 31. No traffic signal is located at this intersection, and traffic is stop-controlled for Lemley St only. No dedicated turn lanes are present on Lemley St, and a 3-foot-wide concrete median in the middle of US 31 prevents all left turns at the intersection. Entrances to businesses are located on the east and west sides of US 31 approximately 100 feet north of Lemley St. A dedicated left turn lane for northbound US 31 turning onto the entrance drive on the west side of US 31 begins at Lemley St. A dedicated left turn lane for southbound US 31 traffic turning onto the entrance drive on the east side of US 31 begins approximately 325 feet north of Lemley St. A sidewalk passing in front of a private business on the west side of US 31 terminates opposite Lemley St and extends approximately 200 feet south. No sidewalks, multi-use trails, or other pedestrian infrastructure are present along Lemley St or on the east side of US 31 at this intersection.</p>
Westview Dr/N Main St	<p>This is a signalized intersection with Westview Dr located on the west side of this intersection and N Main St located on the east side. Westview Dr is classified as a Major Collector and N Main St is classified as a Minor Arterial. Westview Dr and N Main St both have 1 dedicated left turn lane and 1 shared right turn and through lane. The northbound approach of US 31 has 1 dedicated left turn lane and 1 dedicated right turn lane extending approximately 430 feet south of the intersection. The southbound approach of US 31 has 1 dedicated left turn lane extending approximately 340 feet north of the intersection. No dedicated right turn lane is present on the southbound approach of US 31, so vehicles turning right onto Westview Dr share the outside through lane on US 31. Immediately south of Westview Dr, a dedicated right turn lane begins on southbound US 31 for the entrance drive located approximately 200 feet south of the intersection. Immediately north of N Main St, dedicated right and left turn lanes begin for Schoolhouse Rd on the east side of US 31 and the commercial entrance drive on the west side of US 31 located approximately 400 feet north of the intersection. No sidewalks, multi-use trails, or curb ramps are present in any corner of the intersection. A sidewalk is present on the north side of Westview Dr and on the south side of N Main St, beginning approximately 40 feet west and east, respectively, of US 31. A concrete node connected to a sidewalk is present on the north side of N Main St approximately 180 feet east of US 31. Franklin Fire Station 21 is located approximately 350 feet east of the intersection</p>

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	(Appendix B14).
Schoolhouse Rd	This is a Local Street and is a signalized intersection with Schoolhouse Rd located on the east side of US 31 and a commercial entrance drive to Northwood Plaza located on the west side of US 31. No dedicated turn lanes are present on Schoolhouse Rd. One (1) dedicated left turn lane and 1 shared through and right turn lane are present on the commercial entrance drive. One (1) dedicated left turn lane and 1 dedicated right turn lane are present on both the north- and southbound approaches of US 31. The dedicated turn lanes on the northbound approach extend approximately 400 feet south of the intersection. On the southbound approach, the dedicated left turn lane extends approximately 400 feet north of the intersection while the dedicated right turn lane extends approximately 100 feet north of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present at this intersection. Sidewalks are present on the north and south side of Schoolhouse Rd beginning approximately 85 feet east of the intersection.
Cedar Ln	Cedar Ln is a Local Street and forms a T-intersection on the west side of US 31. No traffic signal is located at this intersection, and traffic is stop-controlled for Cedar Ln only. An approximately 50-foot-wide paved median on US 31 allows left turns from Cedar Ln to northbound US 31 and from northbound US 31 to Cedar Ln. No dedicated turn lanes are present on Cedar Ln. A dedicated left turn lane is present on northbound US 31 extending approximately 220 feet south of the intersection and a dedicated right turn lane is present on southbound US 31 extending approximately 185 feet north of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present at this intersection. Guardrails are present on the west side of US 31 and extend approximately 430 feet north and 280 feet south of the intersection. A guardrail is present on the east side of US 31 beginning opposite Cedar Ln and extending approximately 335 feet south. The structure carrying US 31 over Canary Ditch is located approximately 125 feet south of Cedar Ln.
Acorn Rd	Acorn Rd is a Local Street and forms a T-intersection on the west side of US 31. An entrance drive to a commercial business is located opposite this intersection on the east side of US 31. No traffic signal is present at this intersection, and traffic is stop-controlled for Acorn Rd only. An approximately 60-foot-wide paved median allows left turns from all approaches of the intersection. No dedicated turn lanes are present on Acorn Rd. One (1) dedicated left turn lane is present on the northbound US 31 approach and extends approximately 215 feet south of the intersection. One (1) dedicated left turn lane and 1 dedicated right turn lane are present on the southbound US 31 approach and extend approximately 250 feet north of the intersection. A sidewalk is present on the south side of Acorn Rd west of the intersection and on the west side of US 31 north of the intersection. No sidewalks or multi-use trails are present on the east side of US 31 north of the intersection or on either side of US 31 south of the intersection. ADA compliant curb ramps are present on the northwest and southwest corners of the intersection.

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<p>Ransdell Dr</p>	<p>Ransdell Dr is a Local Street and forms a T-intersection on the west side of US 31. There is no traffic signal at this intersection, and traffic is stop-controlled on Ransdell Dr only. A grass median on US 31 prevents all left turns at the intersection. A sidewalk is present along the south side of Ransdell Dr and on the west side of US 31 south of the intersection. No sidewalk or multi-use trail is located on the west side of US 31 north of the intersection, and no sidewalk or multi-use trail is located on the east side of US 31 north or south of the intersection. No ADA compliant curb ramps are located at this intersection.</p>
<p>Walmart Entrance Drive</p>	<p>The Walmart entrance drive forms a T-intersection on the east side of US 31. A commercial entrance drive is located opposite this intersection on the west side of US 31. A traffic signal is present at this intersection. One (1) dedicated left turn lane, 1 dedicated right turn lane, and 1 shared through and left turn lane are present on the Walmart entrance drive. On the northbound US 31 approach, 1 dedicated left turn lane extends approximately 130 feet south of the intersection and 1 dedicated right turn lane extends approximately 350 feet south of the intersection. On the southbound US 31 approach, 1 dedicated left turn lane extends approximately 350 feet north of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present at this intersection.</p>
<p>Simon Rd/Lowe's Entrance Drive</p>	<p>Simon Rd is a Local Street and is located on the west side of US 31 at this intersection. The Lowe's Home Improvement Store entrance drive is located opposite Simon Rd on the east side of US 31. This intersection is not signalized, and traffic is stop-controlled on Simon Rd and at the Lowe's entrance drive. A restricted crossing intersection is present. Left turns are allowed from north- and southbound US 31 to Simon Rd and the Lowe's entrance drive, but a traffic barrier restricts through movements and left turns from these streets across US 31. Signs indicating that right turns only are allowed are present on Simon Rd and on the Lowe's entrance drive. One (1) dedicated left turn lane and 1 dedicated right turn lane are present on the north- and southbound approaches of US 31. On the northbound US 31 approach, the left and right turn lanes extend approximately 470 and 170 feet, respectively, south of the intersection. On the southbound US 31 approach, the left and right turn lanes extend approximately 415 and 260 feet, respectively, north of the intersection. Sidewalks are present on the north and south side of the Lowe's entrance drive, on the east side of US 31 north and south of the intersection, and on the west side of US 31 north of the intersection. A paved trail, the Simon Road Trail, is present on the north side of Simon Rd and connects to the sidewalk extending north from the northwest corner of the intersection (Appendix B17). No curb ramps are located in the northwest corner of the intersection, and the curb ramps in the northeast and southeast corners do not meet current ADA standards.</p>
<p>Commerce Dr</p>	<p>Commerce Dr is classified as a Major Collector and is a signalized intersection. The eastbound approach of Commerce Dr has 1 dedicated left turn lane and 1 dedicated right turn lane, while the westbound approach has 1 dedicated left turn lane and 1 shared through and right turn lane. One (1)</p>

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	<p>dedicated left turn lane and 1 dedicated right turn lane are present on both the north- and southbound approaches of US 31. On the northbound US 31 approach, the left and right turn lanes extend approximately 400 and 800 feet, respectively, south of the intersection. On the southbound US 31 approach, the left and right turn lanes extend approximately 350 feet north of the intersection. Beginning immediately north of the intersection, dedicated left and right turn lanes on northbound US 31 extend to the entrance drives for the Kingdom Hall of Jehovah Witnesses and for Duke Energy located approximately 440 feet north of Commerce Dr. Paved multi-use trails are present on the north and south side of Commerce Dr east of the intersection and on north side of Commerce Dr west of the intersection. The paved trail along the north side of Commerce Dr connects US 31 to Franklin Community High School located approximately 0.75 mile west of US 31 (Appendix B17). A sidewalk is present on the south side of Commerce Dr west of the intersection and on both sides of US 31 south of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present on either side of US 31 north of the intersection. ADA compliant curb ramps are present in all corners of the intersection. Two (2) ADA compliant curb ramps and a short segment of sidewalk are also present in the median of US 31 north of the intersection to connect the paved trail on the north side of Commerce Dr across the intersection. Push-button pedestrian crossing signals are present on the north approach of US 31 and the east approach of Commerce Dr.</p>
<p>KYB Manufacturing Entrance</p>	<p>The entrance to KYB Manufacturing forms a T-intersection on the east side of US 31. There is no traffic signal at this intersection, and traffic is stop-controlled for the KYB entrance drive only. An approximately 50-foot-wide paved median opposite the drive allows for left turns from the entrance drive to southbound US 31 and from southbound US 31 to the entrance drive. One (1) entrance drive to a commercial business, the Franklin Skate Club, is located opposite the KYB entrance drive on the west side of US 31. One (1) dedicated left turn lane is present on southbound US 31 and extends approximately 265 feet north of the intersection. No dedicated turn lanes are present on the entrance drive. No sidewalks, multi-use trails, or other pedestrian infrastructure are present at this intersection.</p> <p>An entrance drive to the Franklin Skate Club is located on the west side of US 31 opposite the KYB Manufacturing entrance and a second entrance drive to the Franklin Skate Club is located on the west side of US 31 approximately 230 feet north of the intersection. Entrance drives to Enterprise Rent-A-Car, Crescent Electric Supply Company, Appliance Network, LLC, and Plumbers Supply Co. and Showroom are located on the east and west sides of US 31 approximately 315 feet north of this intersection. A 60-foot-wide paved median allowing left turns to and from these drives is present on US 31. One (1) dedicated left turn lane on northbound US 31 extends approximately 90 feet south of the paved median and a dedicated left turn lane on southbound US 31 extends approximately 370 feet north of the paved median.</p>

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<p>Industrial Dr</p>	<p>Industrial Dr is a Local Street and forms a T-intersection on the east side of US 31. There is no traffic signal at this intersection, and traffic is stop controlled for Industrial Dr only. There are no dedicated turn lanes on Industrial Dr, and an approximately 55-foot-wide paved median on US 31 allows left turns from Industrial Dr to southbound US 31 and from southbound US 31 to Industrial Dr. One (1) dedicated left turn lane is present on southbound US 31 and extends for approximately 445 feet north of the intersection. A dedicated right turn lane extending approximately 135 feet south of the intersection is present on northbound US 31. No sidewalks, multi-use trails, or other pedestrian infrastructure are located at this intersection. Two (2) private residential houses are located on the west side of US 31 opposite the intersection; 1 is directly opposite the intersection and has access to the paved median while the entrance to the second is located approximately 100 feet south. The entrance to the Franklin Police Department and the Franklin City Court is located on the north side of Industrial Dr approximately 150 feet east of the intersection.</p>
<p>Branigin Rd</p>	<p>Branigin Rd is a Local Street and forms a T-intersection on the west side of US 31. The entrance to Carter Lumber is located opposite this intersection on the east side of US 31. A traffic signal is present at this intersection and left turns are allowed from all approaches. One (1) dedicated left turn lane and 1 shared through and right turn lane are present on Branigin Rd. One (1) dedicated left turn lane and 1 dedicated right turn lane are present on northbound US 31 and extend approximately 445 and 170 feet, respectively, south of the intersection. Southbound US 31 has 1 dedicated left turn lane and 1 dedicated right turn lane extending approximately 500 and 140 feet, respectively, north of the intersection. No dedicated turn lanes are present on the Carter Lumber entrance drive. A sidewalk borders the south and east perimeter of a commercial business in the northwest corner of the intersection. On the south side of Branigin Rd, a sidewalk begins approximately 220 feet west of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present along either side of US 31 at this intersection.</p>
<p>International Dr</p>	<p>International Dr is a Local Street and forms a T-intersection on the east side of US 31. The entrance drive to a commercial business, the Franklin Animal Clinic, is located on the west side of US 31 opposite International Dr. No traffic signal is located at this intersection, and traffic is stop-controlled for International Dr only. An approximately 40-foot-wide paved median on US 31 allows left turns from all approaches of the intersection. No dedicated turn lanes are present on International Dr or on the commercial drive entrance. One (1) dedicated right turn lane is present on northbound US 31 and extends approximately 540 feet south of the intersection. On southbound US 31, 1 dedicated left turn lane is present and extends approximately 205 feet north of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present at this intersection. A sidewalk located approximately 30 feet west of US 31 borders the eastern perimeter of the commercial business located at the intersection and ends near the business property line.</p>

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<p>Locust St</p>	<p>Locust St is a Local Street and forms a T-intersection on the west side of US 31. This street is the entrance to a residential neighborhood. No traffic signal is located at this intersection, and traffic is stop-controlled for Locust St only. The entrance to a car dealership is located opposite this intersection on the east side of US 31, and 1 commercial drive is located on the west side of US 31 directly south of Locust St. An approximately 50-foot-wide paved median on US 31 allows left turns from all roadway and drive approaches. No dedicated turn lanes are present on Locust St or on the commercial entrance drives. One (1) dedicated left turn lane is present on northbound US 31 and extends approximately 420 feet south of the intersection. On southbound US 31, 1 dedicated left turn extends approximately 100 feet north of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present at this intersection.</p>
<p>Earlywood Dr</p>	<p>Earlywood Dr is classified as a Major Collector and is a signalized intersection. Left turns are allowed from all approaches. No dedicated turn lanes are present on either approach of Earlywood Dr. On northbound US 31, 1 dedicated left turn lane and 1 dedicated right turn lane extend approximately 370 feet south of the intersection. On southbound US 31, 1 dedicated left turn lane extends approximately 540 feet north of the intersection and 1 dedicated right turn lane extends approximately 335 feet north of the intersection. A sidewalk borders the south, west, and east perimeters of 2 commercial businesses in the northwest corner of the intersection ending near the property lines, and 1 ADA compliant curb ramp is located in the northwest corner of the intersection. No other sidewalks, multi-use trails, or pedestrian infrastructure are located at this intersection.</p>
<p>Lancer Dr/Sloan Dr</p>	<p>Lancer Dr is a Local Street and is located on the west side of US 31 and leads to a residential housing addition. Sloan Dr is also a Local Street and is located on the east side of US 31. No traffic signal is present at this intersection, and traffic is stop controlled on Lancer Dr and Sloan Dr. Left turns are allowed from all approaches. No dedicated turn lanes are present on Lancer Dr or Sloan Dr. One (1) dedicated left turn lane and 1 dedicated right turn lane are present on both north- and southbound US 31; all turn lanes extend approximately 200 feet north and south of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present at this intersection. Franklin Fire Station 23 is located on the north side of Sloan Dr approximately 725 feet east of the intersection.</p>
<p>Paul Hand Blvd</p>	<p>Paul Hand Blvd is a Local Street and forms a T-intersection on the east side of US 31. There is no traffic signal at this intersection, and traffic is stop controlled for Paul Hand Blvd only. An approximately 60-foot-wide paved median on US 31 allows left turns from Paul Hand Blvd to US 31 and from US 31 to Paul Hand Blvd. No dedicated turn lanes are present on Paul Hand Blvd. On northbound US 31, 1 dedicated right turn lane extends approximately 440 feet south of the intersection. On southbound US 31, 1 dedicated left turn lane extends approximately 400 feet north of the intersection. A drive to a private residence is located on the west side of US 31</p>

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	<p>approximately 50 feet north of this intersection. Three (3) drives to private residences are located within 460 feet north of the intersection on the east side of US 31, and 3 drives to private residences are located within 360 feet east of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure are present at this intersection.</p>
<p>Christian Blvd/Oakville Blvd</p>	<p>This is a signalized intersection with Christian Blvd located on the west side of US 31 and Oakville Blvd located on the east side of US 31. Both streets are classified as Local Streets. Left turns are allowed from all approaches. On Christian Blvd, 1 dedicated left turn lane and 1 shared through and right turn lane are present. On Oakville Blvd, 1 shared through and left turn lane and 1 dedicated right turn lane are present. On northbound US 31, 1 dedicated left turn lane and 1 dedicated right turn lane extend approximately 415 feet south of the intersection. On southbound US 31, 1 dedicated left turn lane and 1 dedicated right turn lane extend approximately 500 feet north of the intersection. A sidewalk is present on the north side of Oakville Blvd and along the western perimeter of the commercial business in the northeast corner of the intersection, ending near the property line. No other sidewalks, multi-use trails, or other pedestrian infrastructure are present in this intersection.</p>
<p>Israel Ln</p>	<p>Israel Ln is a Local Street and forms a T-intersection on the west side of US 31. There is no traffic signal at this intersection, and traffic is stop controlled on Israel Ln only. A restricted crossing intersection is present allowing left turns from northbound US 31 to Israel Ln but restricting left turns from Israel Ln to northbound US 31. On northbound US 31, a dedicated left turn lane extends approximately 500 feet south of the intersection. On southbound US 31, a dedicated right turn lane extends approximately 335 feet north of the intersection. No sidewalks, multi-use trails, or other pedestrian infrastructure is present at this intersection.</p>

The City of Franklin and the surrounding area is growing rapidly, and the increased population density and associated traffic on US 31 through Franklin has increased congestion and travel time through the corridor and is likely contributing to decreased safety in the corridor. According to the August 2017 Capacity Analysis Memo, a total of 6 intersections currently have an LOS of E (unstable flow, operating at capacity) or F (forced or breakdown flow) during either the morning or afternoon peak traffic hours. The average vehicle speed in the corridor currently ranges between 32 and 35 mph in both the morning and afternoon peak traffic hours, and it currently takes approximately 9.5 minutes to travel the corridor during the morning peak traffic hours and approximately 10 minutes to travel the corridor in the afternoon peak traffic hours (Appendix I1-I17).

The increased congestion on the section of US 31 through Franklin has decreased the functionality of the roadway and is likely contributing to a high crash rate throughout the corridor. A June 2017 Safety Countermeasures Memo (Appendix I18-I30) found that a total of 697 collisions occurred between 2014 and 2016. A total of 156 collisions resulted in injury, and the 3 most common types of collisions were rear end (379 crashes), right-angle (also known as T-bone) (100 crashes), and left-turn (75 crashes) collisions. During the study period the rate of these collisions was 1 rear end collision every 3 days, 1 right-angle collision every 11 days, and 1 left-turn collision every 15 days. The intersections with the highest frequency of collisions were Jefferson St (43 total crashes, 6 with injuries), Westview Dr/N Main St (82 total crashes, 13 with injuries), Schoolhouse Rd (61 total crashes, 13 with injuries), the Walmart entrance drive (46 total crashes, 6 with injuries), Simon Rd (37 total crashes, 14 with injuries), Commerce Dr (35 total crashes, 9 with injuries), and Earlywood Dr (45 total crashes, 14 with injuries) (Appendix I22). These intersections also have some of the highest volumes of intersecting traffic in the US 31 corridor through Franklin. Eight (8) intersections—Hospital Rd (22 total crashes, 6 with injuries), Adams St (17 total crashes, 6 with injuries), Banta St (13 total crashes, 3 with injuries), Westview Dr, Schoolhouse Rd, Acorn Rd (29 total crashes, 8 with injuries), Simon Rd, and Earlywood Dr—had crash rates that were higher than expected based on

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the traffic volume (Appendix I22-I23).

US 31 over Youngs Creek

The existing structure carrying US 31 over Youngs Creek, INDOT Bridge No. 031-41-07875 / National Bridge Inventory (NBI) No. 009390, is a 3-span continuous prestressed concrete I-beam bridge with a length of 143 feet, a clear roadway width of 81 feet, and an out-to-out coping width of 86.2 feet. Concrete bridge railings with aluminum guardrail end treatments are present on both sides of the structure. Two (2) 12-foot-wide travel lanes are present on the structure for each direction of travel. An 11.5-foot-wide left turn lane is present for northbound US 31 traffic, and an approximately 3-foot-wide concrete median separates the opposing directions of travel. Outside shoulders range in width, with a minimum width of 8.4 feet for northbound US 31 and 9.1 feet for southbound US 31. The bridge was constructed in 1998 and is not listed in the INDOT Historic Bridge Inventory Collection. The Historic Greenway Trail (Appendix B9) passes under the structure and extends south along US 31 from the southeast and southwest corners of the structure.

Overall, the structure is in good condition and exhibits very little deterioration. Light cracking and chipping on the deck and wearing surface, some minor cracking in the wingwalls, and missing riprap from the spill slopes were noted in the October 21, 2020, INDOT Bridge Inspection Report (Appendix I49-I60). The INDOT Bridge Inspection Report gave the deck, wearing surface, and substructure a condition rating of 7 (good) out of 9. The superstructure was given a condition rating of 8 (very good) out of 9. The deck of the current structure is only wide enough to accommodate the existing travel and turn lanes for vehicle traffic.

US 31 over Canary Ditch

The existing structure carrying US 31 over Canary Ditch, INDOT Bridge No. 031-41-03534, is a concrete box culvert with a height of 9 feet, a width of 25 feet, and a length of 134.7 feet. Wingwalls are present in all corners of the structure. Aluminum guardrails are present on both sides of US 31; both guardrails begin at Cedar Ln and extend approximately 350 feet south of Cedar Ln. Two (2) 12-foot-wide travel lanes are present in each direction of US 31 over the structure and a left turn lane for northbound US 31 extends approximately 220 feet south of Cedar Ln. The north- and southbound lanes of US 31 crossing the structure are separated by an approximately 30-foot-wide grass median. The outside shoulders crossing the structure are approximately 8 feet wide and the inside shoulders range from less than 1-foot-wide to approximately 4 feet wide. The structure was built in 1946 and is listed as not eligible for listing in the National Register of Historic Places in the INDOT Historic Bridge Inventory Collection.

The October 21, 2020, INDOT Bridge Inspection Report gave the structure a condition rating of 5 (moderate to major deterioration) out of 9 (Appendix I61-I72). The report noted several cracks with efflorescence (i.e., staining from minerals leaching from the cracked concrete) on the lower portion of the barrel and on the wingwalls and headwalls. Several areas of spalling (areas where small chunks of concrete are breaking from the structure) were noted throughout the barrel, wingwalls, and headwalls. Reinforcing bar (rebar) was exposed in multiple locations, and staining was present on drain outlets inside the barrel and on the wingwalls. In addition to the deterioration present, the existing structure is only long enough to accommodate the existing travel and turn lanes for vehicle traffic and the grass median separating north- and southbound US 31.

US 31 over Powell Legal Drain

The existing structure carrying US 31 over Powell Legal Drain, INDOT Bridge No. 031-041-094.74, is a 4-sided concrete box culvert with a height of 3 feet, a width of 4 feet, and a length of 120 feet. Wingwalls are present in all corners of the structure. No guardrails are present on US 31 at the structure. Two (2) 12-foot-wide travel lanes are present in each direction of US 31 over the structure. The north- and southbound lanes of US 31 crossing the structure are separated by an approximately 30-foot-wide grass median. The outside shoulders crossing the structure are approximately 8 feet wide and the inside shoulders are approximately 4 feet wide. The structure is not listed in the latest INDOT Historic Bridge Inventory. The September 23, 2021, INDOT Bridge Inspection Report gave the structure an overall condition rating of 6 (satisfactory) and noted areas of spalling with exposed rebar in the east headwall and a bend in the box under the northbound lanes (Appendix I73-I76). In addition to the minor deterioration present, the existing structure is only long enough to accommodate the existing travel lanes for vehicle traffic and the grass median separating north- and southbound US 31.

One (1) additional 4-sided concrete box culvert is present approximately 400 feet north of S Main St. This structure has a height of 2 feet, a width of 3 feet, and a length of approximately 176 feet. This structure is smaller than 4-foot diameter to receive a unique structure number. The structure carries storm and roadside drainage under US 31, and it is referred to as an Unnamed Tributary (UNT) to Hazlett Ditch in the roadway plans (Appendix B100). Approximately 110 drainage structures smaller than the 4-foot diameter threshold to receive a unique structure number are present in the project area. These structures vary in size between 10 and 42 inches in diameter and they carry drainage under drive and street approaches, under US 31, and from the median of US 31 to the roadside ditches along US 31.

Utilities are present throughout the project area. The utilities present include overhead and buried telecommunications, overhead electric, buried storm sewer, and buried water and gas mains.

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Preferred Alternative:

Under the lead Des 1800082, this project encompasses the planned roadway, non-motorized, and pedestrian infrastructure improvements to the US 31 corridor included in this project. The project will make improvements at a total of 31 intersections by constructing RCIs, including R-CUT and MUT intersections, throughout the project corridor. One (1) signalized green-T style intersection will be constructed.

RCIs are intersections that rely on U-turns located in medians past the intersection to complete certain left turn and through movements. According to a FHWA Office of Safety report updated in July 2020 (Appendix I38-I48), RCIs are proven safety countermeasures because they lower the number of locations in the intersection where vehicles could collide with one another, they simplify driver decisions, reduce intersection congestion and delay, and lower the potential for congestion-related crashes. R-CUT and MUT are 2 effective intersection designs that fall under the category of RCI (Appendix I40). R-CUT intersections allow left turns onto the mainline roadway (US 31) to cross streets, but through movements and left turns from cross streets are restricted. MUT intersections restrict left turns from either or both of the roadways. In most of the MUT intersections designed for this project, grass and concrete medians placed in the middle of US 31 will restrict all left turn movements from both US 31 and from cross streets. At both R-CUT and MUT intersections, right turns will be the only movement allowed from cross streets. Traffic on cross streets wishing to turn left onto US 31 or to remain on the same street by traveling through the intersection across US 31 will need to turn right onto US 31 and then make a U-turn at a dedicated MUT location north or south of the intersection. After making a U-turn, traffic will either continue straight on US 31 or will make a right turn at the desired location. At MUT intersections, traffic on US 31 wishing to turn left onto the cross street will travel past the desired cross street to the nearest MUT location. After the U-turn is made, the driver will make a right turn onto the desired street. Exceptions to this MUT traffic pattern are at Jefferson St and Commerce Dr. At Jefferson St, left turns to US 31 and through movements across US 31 will be allowed from Jefferson St, but left turns will be restricted from US 31 to Jefferson St. At Commerce Dr, left turns will be restricted from all approaches, but through movements across US 31 will be allowed from Commerce Dr. A green-T style intersection will be constructed at S Main St. In a green-T style intersection, the cross street forming the T-intersection and the mainline travel lanes intersecting the cross street are controlled by a traffic signal while the other direction of travel on the mainline roadway flows freely.

R-CUT intersections will be constructed on US 31 at the following intersections:

Nineveh Rd	Westview Dr/N Main St
Franklin Lakes Blvd/South St	Earlywood Dr
King St	Christian Blvd/Oakville Blvd
Mallory Pkwy	

MUT intersections will be constructed on US 31 at the following intersections:

Ironwood Dr	Walmart Entrance
Hospital Rd	Simon Rd
Jefferson St	Commerce Dr
Madison St	KYB Manufacturing Entrance
Adams St	Industrial Dr
Banta St	Branigin Rd
Lemley St	International Dr
Schoolhouse Rd	Locust St
Cedar Ln	Lancer Dr/Sloan Dr
Acorn Blvd	Paul Hand Blvd
Ransdell Dr	Israel Ln

Grass and concrete medians will be placed in the middle of US 31 for the entire length of the project. This will restrict left turn and through movements for all commercial drives and residential approaches along the portion of US 31 included in this project. Right turns onto US 31 will be the only movement allowed for all commercial and residential approaches located in the project area. Traffic wishing to turn left onto US 31 from a commercial or residential drive will make a U-turn at a dedicated MUT location. Grass medians ranging in width between approximately 25 and 50 feet wide will be constructed between the southern terminus of the project and the south side of Franklin Lakes Blvd/South St and between the north side of Westview Dr and the northern terminus of the project. North of Franklin Lakes Blvd/South St, 2 grass medians approximately 15 feet wide with approximately 3-foot-wide concrete median extensions will be constructed. An approximately 3-foot-wide concrete median will begin on the south side of the structure carrying US 31 over Youngs Creek and will extend north to the south side of Banta St. Between Banta St and the south side of Westview Dr, the medians will consist of combined grass and concrete medians, with grass medians ranging between approximately 5 and 20 feet wide and the concrete medians being approximately 3 feet wide. Openings for left and U-turns will be constructed as necessary.

The layout of US 31 will largely remain the same with 2 12-foot-wide travel lanes in each direction. Dedicated left, right, and U-turn lanes, all 12 feet wide, will be placed as needed; the locations of dedicated turn lanes on US 31 and the lane configuration details for

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each cross street is provided in Table 2 below. A combined concrete curb and gutter will be placed on the outside edge of US 31 beginning in the northeast corner of the US 31 and S Main St intersection and in the northwest corner of the US 31 and Nineveh Rd intersection. A concrete curb will be placed along the inside shoulder of US 31 where grass medians are located. No shoulders will be constructed on US 31 where the concrete curb and gutter will be placed. Outside shoulders will match the existing width south of S Main St on the east side of US 31 and south of Nineveh Rd on the west side of US 31. The posted speed limit will be 45 mph for the entire length of the corridor included in this project. Maps showing the planned improvements can be found in Appendix B6-B26. Improvements to the storm drainage system will be made along both sides of US 31 through the entire project area. A total of 108 existing drainage structures will be removed; all structures that will be removed are smaller than the 4-foot-diameter threshold to receive a unique structure number. The size and Global Positioning System (GPS) coordinates of the structures that will be removed can be found in Appendix C73-C76. Approximately 435 new drainage structures ranging in size between 12 and 36-inches will be installed. The new structures will be a combination of small culverts passing under approach drives, buried structures that tie into the existing storm sewer network present in the project area, and drainage pipes to convey stormwater runoff into roadside ditches. Riprap will be installed at drainage outlets for erosion control. New drop inlets and manhole covers will be installed as needed. Some existing drop inlets and manhole covers will have the castings adjusted to match the new grade of the roadway and roadsides. The 3-foot by 2-foot 4-sided concrete box culvert located approximately 400 feet north of S Main St and labeled as UNT to Hazlett Ditch in the roadway plans will have a 44-foot-long concrete box culvert extension and a new concrete headwall installed on the east side of US 31 (Appendix B100 and B148). The structure carrying US 31 over Powell Legal Drain will have a 21-foot-long concrete box extension installed on the east side of US 31 and a 19-foot-long concrete box extension installed on the west side of US 31. New concrete headwalls will be installed at the inlet and outlet of this structure (Appendix B138 and B148). The planned improvements for the roadway and the stormwater drainage system can be seen in the project plans in Appendix B98-B151.

Traffic loons will be constructed opposite MUT locations throughout the alignment. A traffic loon is pavement that is constructed outside of normal traffic lanes to allow for larger vehicles to safely make a U-turn on a divided roadway. The width of the loons will vary from approximately 15 feet to approximately 60 feet. Construction of the loons will require entrance/exit drives to be relocated at Hi-Way Lanes Bowling Alley (Appendix B11 and B111), PNC Bank/Goodwill (Appendix B13 and B115), and the Northwood Plaza Shopping Center (Appendix B15 and B119). The improvements involved in this project will remove and not replace a total of 10 entrance/exit drives. All properties that will have a drive removed have other existing entrance/exit drives that will remain; therefore, this project will maintain access to all properties. Details of the removed and relocated drives is given in Table 3 below, and the locations can be seen on the maps in Appendix B6-B26.

Improvements to non-motorized and pedestrian infrastructure in the project area will be made by adding new infrastructure that ties into the existing network of multi-use trails and sidewalks. On the east side of US 31, a 10-foot-wide multi-use paved trail will be constructed beginning at the terminus of an existing trail on the north side of S Main St. A circular concrete trail medallion will be constructed where the 2 trails meet. The multi-use trail will extend north to the southeast corner of the US 31 and Jefferson St intersection. In the northeast corner of the Jefferson St intersection, a 10-foot-wide concrete sidewalk will extend north along the east side of US 31 until the southeast corner of the US 31 and Schoolhouse Rd intersection. In the northeast corner of this intersection, a 10-foot-wide multi-use paved trail will be constructed and will extend north to the end of the project area. On the west side of US 31, a 10-foot-wide multi-use paved trail will be constructed beginning in the northwest corner of the US 31 and Nineveh Rd intersection and will extend north along the west side of US 31 to the end of the project area. New ADA compliant curb ramps will be constructed at all intersections throughout the project. Pedestrian handrails will be installed to the outside of the multi-use paved trails along areas where steep roadside embankments exist and where the trails will cross Youngs Creek, Canary Ditch, and Powell Legal Drain waterways. The improvements to non-motorized and pedestrian infrastructure are detailed in Table 3 below and can be seen in the maps in Appendix B6-B26 and in the plans in Appendix B98-B151.

Utility poles for aerial telecommunication and electric lines will need relocated throughout the project area. Valve adjustments and hydrant relocations may be required at water mains, and it is expected that gas mains will need to be relocated. Coordination between the project designer and the utilities present in the project area has been happening throughout the design of the project, and it will continue throughout the remainder of the project development.

Table 3: Preferred Alternative Detailed by Intersection

Intersection	Planned Improvement
S Main St (Appendix B6 and B99)	A green-T style intersection will be constructed. Left turns will be allowed from S Main St to southbound US 31 and from southbound US 31 to S Main St. A dedicated left turn lane for southbound US 31 traffic turning onto S Main St will extend approximately 560 feet north of the intersection. A merge lane will be constructed on southbound US 31 for traffic turning from S Main St; the merge lane will extend approximately 780 feet south of the intersection. An approximately 250-foot-long concrete median will separate the southbound US 31 traffic

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	<p>from the paved median that allows left turns to and from US 31. On northbound US 31, a dedicated right turn lane will extend approximately 600 feet south of the intersection and a merge lane for traffic turning right from S Main St will extend approximately 730 feet north of the intersection. On S Main St, a 12-foot-wide eastbound lane and 12-foot-wide dedicated left and right turn lanes for westbound traffic will be constructed. The dedicated turn lanes will be separated by a concrete median. A new traffic signal will be installed at this intersection.</p> <p>Since no other multi-use or pedestrian infrastructure is present on, or proposed for, the west side of US 31 or the south side of S Main St, and since the multi-use paved trail that will be constructed on the east side of US 31 is a continuation of the existing Historic Greenway Trail, Phase 3, no curb ramps will be constructed at this intersection. A pedestrian handrail will be placed on the outside of the multi-use paved trail beginning in the northeast corner of the intersection and will extend north approximately 1,360 feet (Appendix B6-B7 and B99-B101).</p>
<p>Nineveh Rd (Appendix B8 and B102)</p>	<p>An R-CUT style intersection will be constructed. Left turns will be allowed from US 31 onto Nineveh Rd but will be restricted from Nineveh Rd to US 31. Dedicated left turn lanes for north- and southbound US 31 traffic turning onto Nineveh Rd will extend approximately 540 feet north and south of the intersection. A concrete median approximately 20 feet wide and 45 feet long will be placed in the center of the intersection to separate the opposing left turn movements on US 31 and to form a physical barrier to restrict left turn and through movements from Nineveh Rd.</p> <p>Right turns will be the only movement allowed for traffic on both approaches of Nineveh Rd. For traffic on Nineveh Rd wishing to turn left onto US 31 or to continue on Nineveh Rd by travelling through the intersection, dedicated MUT locations will be placed approximately 800 feet north and 700 feet south of the intersection. Dedicated right turn lanes on US 31 will extend approximately 560 feet north and 460 feet south of Nineveh Rd. Concrete medians will be constructed on both approaches of Nineveh Rd to separate the ingress and egress lanes of the approaches.</p> <p>A traffic signal will remain at this intersection to allow left turns from US 31 to Nineveh Rd. New traffic signals will be placed at each MUT location to allow U-turns on US 31.</p> <p>The 10-foot-wide multi-use paved trail that will be constructed on the west side of US 31 will begin in the northwest corner of this intersection. A pedestrian refuge island consisting of an approximately 10-foot-wide concrete sidewalk will be constructed in the concrete curb in the center of the intersection. A total of 6 ADA compliant curb ramps will be constructed at this intersection. Curb ramps will be constructed in the northwest, northeast, and southwest corners of the intersection, in the concrete median on the east approach of Nineveh Rd, and on both ends of the sidewalk in the US 31 median. Pedestrian crossing signals will be installed in all corners of the intersection and in the concrete median in the center of the intersection. On the west side of US 31, approximately 200 feet of pedestrian handrail will be installed</p>

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	<p>along the outside of the multi-use paved trail at the traffic loon associated with the MUT located north of the intersection (Appendix B8 and B103).</p>
<p>Ironwood Dr (Appendix B9 and B104)</p>	<p>A grass median will remain on US 31 separating the north- and southbound traffic on US 31, and all left turns will continue to be restricted. Right turns from Ironwood Dr to US 31 will still be the only movement allowed at this intersection, and a MUT constructed approximately 450 feet south of the intersection will provide new access to northbound US 31 from Ironwood Dr. For northbound US 31 traffic wishing to turn left onto Ironwood Dr, a MUT will be constructed approximately 1,025 feet north of the intersection.</p> <p>New ADA compliant curb ramps will be constructed on the northwest and southwest corners of Ironwood Dr. Approximately 40 feet of concrete sidewalk will be constructed in the southwest corner of the intersection to connect the new multi-use paved trail to the existing sidewalk on Ironwood Dr.</p>
<p>Franklin Lakes Blvd/South St (Appendix B9 and B105)</p>	<p>An R-CUT style intersection will be constructed. Left turns will be permitted from US 31 onto Franklin Lakes Blvd/South St but will be restricted from the cross streets to US 31. Dedicated left turn lanes for north- and southbound US 31 traffic turning onto Franklin Lakes Blvd/South St will extend approximately 450 feet north and 375 feet south of the intersection. A concrete median approximately 20 feet wide and 45 feet long will be constructed in the center of the intersection to separate the opposing left turn movements on US 31 and to form a physical barrier to restrict left turn and through movements from the cross streets.</p> <p>Right turns will be the only movement allowed for traffic on both Franklin Lakes Blvd and South St. For traffic on the cross streets wishing to turn left onto US 31 or to travel across the intersection, dedicated MUT locations will be placed approximately 650 feet north of the intersection and 850 feet south of the intersection. Dedicated right turn lanes will extend approximately 510 feet south and 600 feet north of the intersection. A concrete median will be constructed in the approach of South St and a landscaped median will be installed in the center of Franklin Lakes Blvd to separate the ingress and egress lanes of the approaches.</p> <p>A traffic signal will remain at this intersection to allow left turns from US 31 to Franklin Lakes Blvd and South St. New traffic signals will be placed at each MUT location to allow U-turns on US 31.</p> <p>A pedestrian refuge island consisting of an approximately 10-foot-wide concrete sidewalk will be installed in the concrete curb in the center of the intersection. A total of 7 new ADA compliant curb ramps will be constructed. Curb ramps will be constructed in all corners of the intersection, in the landscaped median on Franklin Lakes Blvd, and on both ends of the sidewalk in the US 31 median. Pedestrian crossing signals will be installed in all corners of the intersection and within the concrete median in the center of the intersection.</p>
<p>Hospital Rd (Appendix B10 and B107)</p>	<p>A MUT will be constructed on US 31 at Hospital Rd. Left turns will be allowed from US 31 to Hospital Rd, but a vegetated</p>

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	<p>island constructed in the center of US 31 will restrict left turns from Hospital Rd to US 31. A dedicated U-turn location will be constructed for southbound US 31 traffic in the center of US 31 at Hospital Rd, and the vegetated island will also separate the left turning vehicles from northbound US 31 to Hospital Rd from the vehicles on southbound US 31 making a U-turn to northbound US 31. A dedicated left turn lane for northbound US 31 traffic will extend approximately 380 feet south of the intersection, and a dedicated right turn lane for southbound US 31 traffic will extend approximately 300 feet north of the intersection. Right turns will be the only movement allowed from Hospital Rd, and an approximately 5-foot-wide concrete median will be constructed on Hospital Rd to separate the ingress and egress lanes of traffic.</p> <p>A new traffic signal will be installed at this intersection to allow left turns from US 31 to Hospital Rd and to allow for U-turns at the MUT location.</p> <p>A total of 3 new ADA compliant curb ramps will be constructed in the northwest and southwest corners of the intersection and in the concrete median on Hospital Rd. Pedestrian crossing signals will be placed in the northwest and southwest corners of the intersection. The structure carrying US 31 over Youngs Creek is located approximately 75 feet south of this intersection. Pedestrian handrails will be placed in the northeast and northwest corners of the structure and will extend along the south side of Hospital Rd for approximately 150 feet and along the east side of the traffic loon located opposite Hospital Rd for approximately 400 feet. Pedestrian handrails will also be installed south of the structure, beginning in the southeast and southwest corners and extending approximately 520 and 380 feet south of the structure on the east and west side of US 31, respectively (Appendix B9-B10 and B106-B107).</p>
<p>Jefferson St (Appendix B10 and B108)</p>	<p>Left turns will be restricted from US 31 to Jefferson St but will be allowed from Jefferson St to US 31. Through movements across the intersection will also be allowed for traffic on Jefferson St. A second dedicated left turn lane will be added to the eastbound approach of Jefferson St. On the westbound approach of Jefferson St, the existing dedicated through lane will be restriped with new pavement markings indicating that no traffic is allowed on that portion of the pavement. The existing dedicated left turn lane will remain a dedicated left turn lane and the existing dedicated right turn lane will become a shared through and right turn lane. For traffic on US 31 wishing to turn left on Jefferson St, MUT locations will be constructed approximately 580 feet south and 1,450 feet north of the intersection.</p> <p>A traffic signal will remain at this intersection, and new traffic signals will be installed at both MUT locations.</p> <p>Improvements made at this intersection will remove 1 commercial entrance drive on US 31 in the southeast corner of the intersection, located approximately 100 feet south of Jefferson St. Two (2) other entrance drives to the same commercial property are located on US 31 approximately 250 feet south of the intersection and on Jefferson St approximately</p>

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	<p>55 feet east of the intersection. These 2 drives will remain in place; therefore, access to this property will remain.</p> <p>Two (2) ADA compliant curb ramps in the northwest and southwest corners of the intersection will be disturbed by construction and will be re-constructed. The existing ADA compliant curb ramps in the northeast and southeast corners will not be disturbed by construction. Segments of concrete sidewalk will be constructed in the northwest and southwest corners of the intersection to connect the multi-use paved trail to the existing sidewalks on Jefferson St. Pedestrian crossing signals will be updated as needed.</p>
<p>Madison St (Appendix B10 and B109)</p>	<p>The existing concrete median separating the north- and southbound traffic on US 31 will be removed and replaced. Left turns from US 31 onto Madison St and from Madison St onto US 31 will continue to be restricted. MUT locations approximately 1,000 feet north and south of the intersection will provide new access to north- and southbound US 31 from Madison St. No traffic signal will be installed at this intersection, but new traffic signals will be installed at the MUT locations north and south of the intersection.</p> <p>One (1) commercial drive entrance located on the north side of Madison St approximately 25 feet west of US 31 will be removed. One (1) additional entrance drive to this property is located on the north side of Madison St approximately 85 feet west of US 31 and a second additional entrance is located on the west side of US 31 approximately 115 feet north of Madison St. These 2 drives will remain; therefore, access to this property will be maintained.</p> <p>A total of 4 new ADA compliant curb ramps will be constructed in all corners of this intersection. Segments of concrete sidewalk will be constructed to connect the new curb ramps to existing sidewalks on Madison St. No pedestrian crossing signals will be installed at this intersection.</p>
<p>King St (Appendix B11 and B109)</p>	<p>An R-CUT style intersection will be constructed. A 7-foot-wide, 24-foot-long concrete island will be constructed in the center of US 31 at the intersection restricting left turns from King St to US 31 and through movements from King St across US 31. Left turns will still be allowed from US 31 to King St, and dedicated left turn lanes will extend approximately 275 feet north and south of King St. The concrete island in the center of US 31 will separate the opposing left turns. Right turns will be the only movement allowed from both approaches of King St to US 31. MUT locations will be constructed approximately 1,470 feet south and approximately 570 feet north of the intersection. Concrete islands will be constructed in the middle of both approaches for King St to separate the ingress and egress lanes. No traffic signal will be installed at this intersection, but new traffic signals will be installed at the MUT locations north and south of the intersection.</p> <p>One (1) drive to a commercial property located in the southwest corner of this intersection will be removed. The drive that will be removed is located on the south side of King St, approximately 30 feet west of US 31. A second entrance drive is located on the west side of US 31 approximately 120 feet</p>

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	<p>south of King St. This drive will remain; therefore, access to this property will be maintained.</p> <p>A total of 5 new ADA compliant curb ramps will be constructed at this intersection. Curb ramps will be constructed in all corners of the intersection and in the concrete island on the eastbound approach of King St. Segments of concrete sidewalk will be constructed on the north side of King St west of US 31 to tie the multi-use paved trail into the existing sidewalks. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Adams St (Appendix B11 and B110)</p>	<p>An approximately 5-foot-wide concrete median will replace the existing shared left turn lane and will restrict all left turn movements and through movements across US 31 at this intersection. MUT locations will be constructed approximately 1,660 feet south and 380 feet north of the intersection. No traffic signals will be installed at this intersection, but new traffic signals will be installed at the MUT locations north and south of the intersection.</p> <p>One (1) entrance drive to a commercial property in the southwest corner of the intersection will be removed. The drive that will be removed is located on the south side of Adams St approximately 30 feet west of US 31. A second entrance drive to the property is located on the west side of US 31 approximately 140 feet south of Adams St. This drive will remain; therefore, access to this property will be maintained. The traffic loon located approximately 380 feet north of Adams St will require the relocation of the entrance drive to the Hi-Way Lanes bowling alley; the entrance drive will be relocated approximately 140 feet north of the existing location.</p> <p>A total of 4 new ADA compliant curb ramps will be constructed in all corners of the intersection. Segments of concrete sidewalk will be constructed in the northeast and southeast corners of the intersection to tie the new curb ramps into the existing sidewalks on Adams St. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Banta St (Appendix B11 and B111)</p>	<p>A MUT and traffic loon associated with the R-CUT intersection at Mallory Pkwy will be constructed opposite this intersection. A 5-foot-wide concrete median will extend 715 feet south from the U-turn location, and a 15-foot-wide grass median will extend approximately 245 feet north. This will restrict left turn movements from Banta St to US 31 and from US 31 to Banta St. A concrete median will be constructed in the center of the approach for Banta St to separate the ingress and egress lanes. For traffic on Banta St wishing to travel south on US 31, a MUT will be placed approximately 2,530 feet north of Banta St. For traffic on southbound US 31 wishing to turn onto Banta St, a MUT and traffic loon will be located approximately 2,185 feet south of Banta St. A new traffic signal will be installed for traffic on north- and southbound US 31 and for the MUT. No traffic signals will be installed for Banta St.</p> <p>The MUT and traffic loon associated with the R-CUT intersection at Mallory Pkwy will require the removal of a portion of Grizzly Cub Dr beginning at the approach to Banta St in the northeast corner of the intersection.</p>

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	<p>Two (2) new ADA compliant curb ramps will be constructed in the northeast and southeast corners of the intersection. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Mallory Pkwy (Appendix B12 and B113)</p>	<p>An R-CUT style intersection will be constructed. Left turns will be permitted from US 31 onto Mallory Pkwy, but left turns and through movements from Mallory Pkwy will be restricted. Dedicated left turn lanes for north- and southbound US 31 traffic turning onto Mallory Pkwy will extend approximately 330 feet north and south of the intersection. An approximately 30-foot-wide, 20-foot-long concrete median will be constructed in the center of the intersection to separate the opposing left turn movements on US 31 and to form a physical barrier to restrict left turn and through movements from Mallory Pkwy.</p> <p>Right turns will be the only movement allowed for traffic on Mallory Pkwy. For traffic on Mallory Pkwy wishing to turn left onto US 31 or to travel across the intersection, dedicated MUT locations will be constructed approximately 1,200 feet north of the intersection and 850 feet south of the intersection.</p> <p>A traffic signal will remain at this intersection to allow left turns from US 31 to Mallory Pkwy. New traffic signals will be installed at each MUT location to allow U-turns on US 31.</p> <p>The construction of the traffic loons opposite the MUT locations associated with this R-CUT intersection will require the removal of a portion of Grizzly Cub Dr and 1 commercial entrance drive. The loon located to the south of this intersection will conflict with approximately 160 feet of Grizzly Cub Dr. This street serves as an entrance to Franklin Community Middle School and provides access to the school from Banta St. This access will be removed, and a total of 465 feet of Grizzly Cub Dr will be removed beginning at the traffic loon and extending south to Banta St. Grizzly Cub Dr can also be accessed from the south side of Mallory Pkwy; this access will remain. The loon located to the north of Mallory Pkwy will require the relocation of the entrance drive for PNC Bank and Goodwill. This drive will be reconstructed approximately 185 feet south of the existing location; therefore, access to these properties will remain (Appendix B13).</p> <p>A pedestrian refuge island consisting of an approximately 10-foot-wide concrete sidewalk will be constructed in the concrete curb in the center of the intersection. A total of 6 ADA compliant curb ramps will be constructed. Curb ramps will be constructed in all corners of the intersection and on both ends of the sidewalk in the US 31 median. Pedestrian crossing signals will be installed in all corners of the intersection and in the concrete median in the center of the intersection.</p> <p>The entrance drive to the Kohls department store and other properties including the Johnson County Health Department and a Head Start preschool is located approximately 540 feet south of this intersection; ADA compliant curb ramps will be constructed on the north and south side of this approach and a segment of concrete sidewalk will be constructed to connect the curb in the southwest corner to the existing sidewalk on the south side of the drive. No pedestrian crossing signals will be</p>

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	installed at the approach to this drive.
Kroger Entrance Dr (Appendix B12-B13 and B114)	<p>The traffic pattern at this intersection will remain the same, but the shared left turn lane on US 31 will be replaced with an approximately 5-foot-wide concrete median to the south and an approximately 20-foot-wide grass median to the north. A dedicated left turn lane for traffic on northbound US 31 turning onto the Kroger entrance drive will extend approximately 210 feet south of the intersection. The existing concrete median on the entrance drive will be reconstructed and all existing signs will be reset. No traffic signal will be installed at this intersection.</p> <p>Two (2) new ADA compliant curb ramps will be constructed on the north and south side of the entrance drive. No pedestrian crossing signals will be installed at this intersection.</p>
Lemley St (Appendix B13 and B115)	<p>An approximately 5-foot-wide concrete median in the center of US 31 will continue to restrict left turns to and from US 31 at this intersection. An R-CUT style intersection will be constructed at the entrance drives to Tractor Supply and McDonalds located approximately 115 feet north of Lemley St. An approximately 15-foot-wide, 15-foot-long concrete median will be constructed in the center of US 31 and will restrict left turns onto US 31 from the entrance drives for Tractor Supply and McDonalds. Left turns will still be permitted from US 31, with the concrete median separating the left turn lanes for the opposing directions of travel. Dedicated left turn lanes will extend approximately 230 feet north and south of the Tractor Supply and McDonalds entrance drives. MUT locations will be constructed approximately 2,400 feet north and south of Lemley St. No traffic signal will be installed at Lemley St or at the R-CUT for the entrance drives.</p> <p>Two (2) new ADA compliant curb ramps will be constructed on the north and south side of Lemley St. No curb ramps will be constructed at the entrance drives to Tractor Supply or McDonalds. No pedestrian crossing signals will be installed at this intersection.</p>
Westview Dr/N Main St (Appendix B14 and B117)	<p>An R-CUT style intersection will be constructed. Left turns will be permitted from US 31 onto Westview Dr and N Main St, but left turns and through movements from these cross streets will be restricted. Dedicated left turn lanes for north- and southbound US 31 traffic turning onto Westview Dr and N Main St will extend approximately 850 feet north and 430 feet south of the intersection. An approximately 15-foot-wide vegetated median extending diagonally between the southeast and northwest corners of the intersection will be constructed in the center of the intersection to separate the opposing left turn lanes on US 31 and to provide a physical barrier to restrict left turns and through movements from the side streets.</p> <p>Right turns will be the only movement allowed for traffic on Westview Dr and N Main St, and dual dedicated right turn lanes will be constructed on both side street approaches. For traffic wishing to turn left from the side streets or to continue straight through the intersection, MUT locations will be constructed approximately 1,200 feet north of the intersection and 700 feet south of the intersection. A traffic signal will</p>

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	<p>remain at this intersection, and new traffic signals will be installed at each MUT location to allow U-turns on US 31.</p> <p>Franklin Fire Station 21 is located approximately 350 feet east of the intersection. A section of brick pavers approximately 30 feet long and 15 feet wide will be constructed in the middle of the vegetated median in the intersection. The brick pavers will provide a surface for fire trucks and other emergency vehicles to cross the median and turn left onto southbound US 31, but grass will grow between the brick pavers, giving the illusion to other motorists that the entire median is vegetated.</p> <p>Improvements at this intersection will require the removal of 1 drive, the relocation of 1 drive, and the removal of a portion of 2 commercial parking lots. One (1) entrance drive to the Chase Bank located in the southwest corner of the intersection will be removed. The entrance drive is located on the south side of Westview Dr approximately 55 feet west of US 31. A second entrance drive to the property is located on the south side of Westview Dr approximately 200 feet west of US 31 and a third entrance drive is located on the west side of US 31 approximately 185 feet south of Westview Dr. These drives will remain; therefore, access to this commercial property will be maintained. The construction of the traffic loon associated with the MUT located north of the intersection will relocate 1 entrance drive to Northwood Plaza on the west side of US 31 and located approximately 1,150 feet north of Westview Dr. The drive will be relocated approximately 200 feet south of the existing location (Appendix B15). The construction of the traffic loon associated with the MUT located south of the intersection will reduce parking capacity at 2 commercial properties and will remove access to an alley at US 31. Access to the alley will be maintained from N Main St, approximately 500 feet east of US 31. Parking capacity will be reduced by approximately 3 spots at Superior Auto and by approximately 15 spots at the property containing Sun Tan City, Cricket Wireless, Penn Station East Coast Subs, and Papa Murphy's Pizza (Appendix B13-B14).</p> <p>A total of 6 new ADA compliant curb ramps will be constructed in all corners at this intersection. One (1) ramp will be constructed in each corner of the intersection, and 2 ramps will be constructed in the grass medians on the north side of the intersection. Segments of concrete sidewalk will be constructed in the northwest, northeast, and southeast corners of the intersection to tie the new non-motorized and pedestrian infrastructure into existing non-motorized and pedestrian infrastructure. Pedestrian crossing signals will be installed in each corner of the intersection as well as at both curb ramp locations in the medians.</p>
<p>Schoolhouse Rd (shown as Schoolhouse St on aerial image) (Appendix B14 and B118)</p>	<p>The traffic signal at this intersection will be removed and the pavement median will be replaced by an approximately 20-foot-wide grass median. Left turns from all approaches will be restricted. MUT locations will be constructed approximately 750 feet north and approximately 1,200 feet south of the intersection.</p> <p>A total of 3 new ADA compliant curb ramps will be constructed. Curb ramps will be constructed on the northeast and southeast corners of the Schoolhouse Rd and US 31 intersection and in</p>

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	<p>the southwest corner of the Schoolhouse Rd and N Main St intersection located approximately 65 feet east of US 31. A new segment of concrete sidewalk will be constructed to connect the 2 curb ramps on the south side of Schoolhouse Rd and to tie the new sidewalk that will be constructed on the east side of US 31 into the existing network of sidewalks located in the residential neighborhood located on the east side of US 31 at this intersection. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Cedar Ln (Appendix B15 and B120)</p>	<p>The paved median at this intersection will be removed and replaced with an approximately 30-foot-wide grass median. Left turns from US 31 onto Cedar Ln and from Cedar Ln to US 31 will be restricted. MUT locations will be constructed approximately 1,200 feet north and approximately 360 feet south of Cedar Ln.</p> <p>The construction of the traffic loon south of Cedar Ln will remove 1 entrance drive from US 31 to N Main St and the residential housing addition located on the east side of US 31 (Appendix B15). The drive is located approximately 360 feet south of Cedar Ln. Access to this housing addition will remain via Schoolhouse Rd, located approximately 775 feet south of the drive that will be removed.</p> <p>Two (2) new ADA compliant curb ramps will be constructed in the northwest and southwest corners of the intersection. No pedestrian crossing signals will be installed at this intersection. The structure carrying US 31 over Canary Ditch is located approximately 160 feet south of this intersection, and pedestrian handrail will be installed along the outside edge of the multi-use paved trails crossing Canary Ditch and along the roadside ditches draining toward Canary Ditch. On the west side of US 31, pedestrian handrail will be installed for approximately 380 feet south and approximately 445 feet north of Cedar Ln. On the east side of US 31, the pedestrian handrail will begin in the southeast corner of the entrance drive to the Agri-Tronix Corporation, located opposite Acorn Rd, and will extend approximately 1,110 feet south (Appendix B15).</p>
<p>Acorn Blvd (Appendix B15-B16 and B121)</p>	<p>A MUT location for southbound US 31 traffic will be constructed in the middle of US 31 opposite this intersection. A new traffic signal will be installed at this MUT location and on northbound US 31 to allow U-turns. A traffic signal will not be installed for Acorn Blvd. The MUT will restrict left turns from northbound US 31 to Acorn Blvd and from Acorn Blvd to northbound US 31. Right turns to southbound US 31 will be the only movement allowed from Acorn Blvd. For traffic on Acorn Blvd wishing to travel north on US 31 and traffic on northbound US 31 wishing to turn onto Acorn Blvd, MUT locations will be constructed approximately 675 feet north and approximately 950 feet south of Acorn Blvd. The existing landscaped median on Acorn Blvd will be reconstructed and reshaped to better separate the ingress and egress lanes of this approach.</p> <p>Construction of the traffic loon on the east side of US 31 opposite Acorn Blvd will require the removal of 1 entrance drive to Agri-Tronix Corporation located opposite Acorn Blvd. A second entrance drive is located approximately 70 feet south of the drive that will be removed. The second entrance drive will</p>

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	<p>remain; therefore, access to this property will be maintained.</p> <p>A total of 3 new ADA compliant curb ramps will be constructed at the intersection. One (1) curb ramp will be constructed in the northwest and southwest corner of the intersection, and 1 will be constructed in the landscaped median on Acorn Blvd. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Ransdell Dr (Appendix B16 and B121)</p>	<p>An approximately 30-foot-wide grass median on US 31 will continue to restrict left turn movements from Ransdell Dr to US 31 and from US 31 to Ransdell Dr. MUT locations will be constructed approximately 270 feet north and 345 feet south of the intersection. No traffic signals will be installed at this intersection. New traffic signals will be installed at the MUT locations to allow U-turns on US 31.</p> <p>Two (2) new ADA compliant curb ramps will be constructed in the northwest and southwest corners of the intersection. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Walmart Entrance Dr (Appendix B16 and B122)</p>	<p>The pavement in the median of US 31 will be replaced with an approximately 40-foot-wide grass median and left turns will be restricted from all approaches of the intersection. Right turns onto US 31 will be the only movement allowed from the Walmart entrance drive, and dual right turn lanes will be constructed on the Walmart entrance approach. MUT locations will be constructed approximately 1,360 feet north and approximately 700 feet south of the intersection. A traffic signal will be installed at the intersection to allow right turns from the Walmart entrance.</p> <p>The commercial drive opposite the Walmart entrance drive will be reconstructed to tie into the reconstructed US 31 roadway. Access to and from southbound US 31 will be maintained at the entrance drive, but access to and from northbound US 31 and the Walmart Entrance Drive will be restricted by a sod median. The existing traffic signal controlling traffic exiting this drive will be removed and not replaced.</p> <p>Two (2) new ADA compliant curb ramps will be constructed on the north and south side of the Walmart entrance drive. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Simon Rd/Lowes Entrance Dr (Appendix B17 and B123)</p>	<p>The paved median in this intersection will be removed and replaced with an approximately 20-foot-wide grass median. Left turns from US 31 to Simon Rd and the Lowes entrance drive will no longer be allowed. Left turns and through movements from Simon Rd and the Lowes entrance drive will continue to be restricted. MUT locations will be constructed approximately 650 feet north and approximately 230 feet south of the intersection. No traffic signal will be installed at this intersection, but new traffic signals will be installed at the MUT locations to allow U-turns on US 31.</p> <p>A total of 4 new ADA compliant curb ramps will be constructed in all corners of the intersection. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Commerce Dr (Appendix B17 and B125)</p>	<p>Left turns from all approaches will be restricted. Through movements from Commerce Dr across US 31 will be allowed. The existing grass medians on US 31 will be widened to approximately 45 feet wide and will be extended approximately</p>

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	<p>30 feet north and south into the intersection. An approximately 5-foot-wide, 50-foot-long concrete median will be constructed in the center of the intersection to separate the opposing directions of through traffic on Commerce Dr and to form a physical barrier to restrict left turns from all approaches. MUT locations will be constructed approximately 920 feet north and 1,080 feet south of the intersection. An approximately 5-foot-wide, 50-foot-long concrete median will be constructed on the eastbound approach of Commerce Dr to separate the ingress and egress lanes of this approach. The existing traffic signal will remain, and new traffic signals will be installed at the MUT locations to allow U-turns on US 31.</p> <p>The paved median crossover at the entrance drives to the Jehovah's Witnesses Kingdom Hall and Duke Energy located approximately 440 feet north of Commerce Dr will be removed and replaced with a sod median. Access to these drives will be maintained via the MUT locations located north and south of Commerce Dr.</p> <p>The new 10-foot-wide multi-use paved trail will be tied into the existing multi-use paved trails on Commerce Dr. All existing ADA compliant curb ramps and pedestrian crossing signals will be reconstructed. One (1) new ADA compliant curb ramp will be constructed in the concrete median on the eastbound approach of Commerce Dr.</p>
<p>KYB Manufacturing Entrance Drive (Appendix B19 and B128)</p>	<p>The existing paved median will be removed and replaced with an approximately 20-foot-wide grass median. Left turns will be restricted from the KYB entrance drive to US 31 and from US 31 to the entrance drive. MUT locations will be constructed approximately 650 feet north and 400 feet south of the intersection. A second MUT location for southbound US 31 traffic will be constructed approximately 985 feet south of the intersection. No traffic signal will be installed at this intersection. New traffic signals will be installed at the MUT located north of the intersection and at the MUT located approximately 985 feet south of the intersection to allow U-turns on US 31. No traffic signal will be installed at the MUT located approximately 400 feet south of the intersection.</p> <p>The entrance drive to the Franklin Skate Club located on the east side of US 31 opposite the KYB entrance drive will be removed. A second entrance drive to this property is located approximately 200 feet north of the drive that will be removed. This drive will remain; therefore, access to this property will be maintained.</p> <p>The paved median located approximately 315 feet north of the KYB Manufacturing Entrance Drive and providing access to Enterprise Rent-A-Car, Crescent Electric Supply Company, Appliance Network, LLC, and Plumbers Supply Co. and Showroom will be removed and replaced with a sod median. Access to these properties will be maintained via the MUT locations north and south of the KYB Entrance Drive.</p> <p>Two (2) new ADA compliant curb ramps will be constructed on the north and south side of the KYB entrance drive. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Industrial Dr</p>	<p>A MUT location for southbound US 31 will be constructed in the</p>

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<p>(Appendix B19 and B129)</p>	<p>center of US 31 at Industrial Dr. Left turns will be allowed from southbound US 31 to Industrial Dr, but left turns from Industrial Dr will be restricted. Right turns will be the only movement allowed from Industrial Dr to US 31, and a MUT location will be constructed approximately 460 feet north of the intersection. An approximately 5-foot-wide, 20-foot-long concrete median will be constructed in the middle of Industrial Dr to separate the ingress and egress lanes of this approach. A new traffic signal will be installed at this intersection and at the MUT located north of the intersection.</p> <p>For the 2 residential properties located on the east side of US 31 opposite this intersection, northbound US 31 will be able to be accessed via a MUT located approximately 1,100 feet south of Industrial Dr.</p> <p>Three (3) new ADA compliant ramps will be constructed on the north and south side and in the median of Industrial Dr. New pedestrian crossing signals will be installed in the northeast and southeast corners of the intersection.</p>
<p>Branigin Rd (Appendix B20 and B130)</p>	<p>The traffic signal at this intersection will be removed and the paved median in the center of the intersection will be replaced with an approximately 40-foot-wide grass median. Left turns will be restricted from all approaches. Right turns will be the only movement to US 31 allowed from Branigin Rd and from the entrance to Carter Lumber located opposite Branigin Rd. For traffic on Branigin Rd wishing to access northbound US 31 and for traffic on northbound US 31 wishing to access Branigin Rd, MUT locations will be constructed approximately 975 feet north and 550 feet south of Branigin Rd. A MUT location for northbound US 31 making a U-turn to southbound US 31 will be located approximately 120 feet south of Branigin Rd. New traffic signals to allow U-turns on US 31 will be installed for Branigin Rd, southbound US 31, and the MUT located approximately 120 feet south of the intersection. No traffic signals will be installed for northbound US 31 or for the Carter Lumber entrance.</p> <p>Two (2) new ADA compliant curb ramps will be constructed on the north and south side of Branigin Rd and new pedestrian crossing signals will be installed.</p>
<p>International Dr (Appendix B20 and B131)</p>	<p>The paved median opposite this intersection will be removed and replaced with an approximately 30-foot-wide grass median. Left turns will be restricted from all approaches. Right turns will be the only movement to US 31 allowed from International Dr and from the entrance to the Franklin Animal Clinic located opposite International Dr. MUT locations will be constructed approximately 400 feet north and 1,100 feet south of International Dr. No traffic signal will be installed at this intersection or at the MUT located north of the intersection. A new traffic signal will be installed at the MUT located south of the intersection.</p> <p>Two (2) new ADA compliant curb ramps will be constructed on the north and south side of International Dr. No pedestrian crossing signals will be installed at this intersection.</p>

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<p>Locust St (Appendix B20-B21 and B132)</p>	<p>The paved median in the center of US 31 will be removed and replaced with an approximately 30-foot-wide grass median. Left turns will be restricted from all approaches. Right turns will be the only movement allowed from Locust St and from the entrance to the Fletcher car dealership located opposite Locust St. MUT locations will be constructed approximately 1,100 feet north and 220 feet south of Locust St. No traffic signal will be installed at this intersection. New traffic signals will be installed at the MUT locations north and south of this intersection.</p> <p>Two (2) new ADA compliant curb ramps will be constructed on the north and south side of Locust St. No pedestrian crossing signals will be installed at this intersection.</p>
<p>Earlywood Dr (Appendix B21 and B133)</p>	<p>An R-CUT style intersection will be constructed. Left turns will be permitted from US 31 onto Earlywood Dr, but left turns and through movements from Earlywood Dr will be restricted. Dedicated left turn lanes for north- and southbound US 31 traffic turning onto Earlywood Dr will extend approximately 415 feet north and 515 feet south of the intersection. An approximately 30-foot-wide, 70-foot-long concrete median will be constructed in the center of the intersection to separate the opposing left turn lanes for north- and southbound US 31 and to form a physical barrier to restrict left turn and through movements from Earlywood Dr. Right turns will be the only movement allowed for traffic on Earlywood Dr, and MUT locations will be constructed approximately 635 feet north and approximately 700 feet south of the intersection. A traffic signal will remain at this intersection to allow left turns from US 31 to Earlywood Dr. New traffic signals will be installed at both MUT locations to allow U-turns on US 31.</p> <p>A pedestrian refuge island consisting of an approximately 10-foot-wide segment of concrete sidewalk will be constructed in the concrete curb in the center of the intersection. A total of 6 new ADA compliant curb ramps will be constructed at this intersection: 1 on each corner of the intersection, and 1 on each end of the sidewalk in the pedestrian refuge island. New pedestrian crossing signals will be installed in all corners of the intersection and in the concrete median in the center of the intersection.</p>
<p>Lancer Dr/Sloan Dr (Appendix B22 and B135)</p>	<p>The existing paved median will be removed and replaced with an approximately 30-foot-wide grass median. Left turns from all approaches will be restricted. Right turns will be the only movement allowed from Lancer Dr and Sloan Dr, and MUT locations will be constructed approximately 650 feet north and 320 feet south of the intersection. A concrete median will be constructed on Lancer Dr to separate the ingress and egress lanes of this approach. No traffic signal will be installed at this intersection or at the MUT located north of the intersection. A new traffic signal will be installed at the MUT located south of the intersection.</p> <p>Franklin Fire Station 23 is located approximately 725 feet east of the intersection. A section of brick pavers approximately 30 feet long and 30 feet wide will be constructed in the middle of the grass median in the intersection. The brick pavers will</p>

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	<p>provide a surface for fire trucks and other emergency vehicles to cross the median and turn left onto southbound US 31, but grass will grow between the brick pavers, giving the illusion to other motorists that the entire median is composed of vegetation.</p> <p>The paved median allowing access to and from the entrance drive to Gateway Services, Access Johnson County Public Transit, Heartland Diesel and Automotive, and Turning Point Church located on the west side of US 31 approximately 1,500 feet north of Lancer Dr will be removed and replaced with an approximately 30-foot-wide grass median (Appendix B23). Access to these properties will be maintained via MUT locations that will be constructed approximately 550 feet north and 680 feet south of the entrance drive. Traffic signals will not be installed at either of these MUT locations.</p> <p>A total of 4 new ADA compliant curb ramps will be constructed in all corners of the intersection. No pedestrian crossing signals will be installed at this intersection. The structure carrying US 31 over Powell Legal Drain is located approximately 1,800 feet north of Lancer Dr/Sloan Dr. Pedestrian handrails will be installed on the outside of the multi-use paved trails on both sides of US 31 where the trails cross Powell Legal Drain. On the east side of US 31, the handrail will be approximately 120 feet long, and on the west side of US 31, the handrail will be approximately 150 feet long (Appendix B23).</p>
<p>Paul Hand Blvd (Appendix B25 and B142)</p>	<p>The paved median on US 31 at this intersection will be removed and replaced with an approximately 30-foot-wide grass median. Left turns will be restricted from US 31 and from Paul Hand Blvd. Right turns will be the only movement allowed from Paul Hand Blvd, and MUT locations will be constructed approximately 650 feet north and south of the intersection. No traffic signal will be installed at this intersection or at the MUT locations located north and south of the intersection.</p> <p>Nicole Dr currently ends approximately 400 feet west of US 31, but an extension that will connect to US 31 and accommodate a new residential housing addition is currently under construction. The Nicole Dr extension is expected to be open before the construction associated with this project reaches that area, and this project includes reconstruction of the Nicole Dr approach to tie into the reconstructed US 31 roadway.</p> <p>A paved median providing access to a privately owned residence and farm is located approximately 1,300 feet south of Paul Hand Blvd on the west side of US 31. A second paved median is located approximately 1,600 feet south of Paul Hand Blvd and provides access to farm fields located on the east and west sides of US 31. These paved medians will be removed and replaced with an approximately 30-foot-wide grass median (Appendix B24). MUT and traffic loons will be constructed approximately 430 feet north and approximately 2,500 feet south of the farm residence. Traffic signals will not be installed at either of these MUT locations.</p> <p>A total of 4 new ADA compliant curb ramps will be constructed on the north and south sides of Paul Hand Blvd and on the north and south sides of the approach to the future Nicole Dr.</p>

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	No pedestrian crossing signals will be installed at this intersection.
Christian Blvd/Oakville Blvd (Appendix B26 and B145)	<p>An R-CUT style intersection will be constructed. Left turns will be permitted from US 31 onto Christian Blvd and Oakville Blvd, but left turns and through movements from the side streets will be restricted. Dedicated left turn lanes for north- and southbound US 31 traffic turning onto Christian Blvd or Oakville Blvd will extend approximately 550 feet north and 600 feet south of the intersection. An approximately 30-foot-wide, 70-foot-long concrete median will be constructed in the center of the intersection to separate the opposing left turns from US 31 and to form a physical barrier to restrict left turn and through movements from the cross streets. Right turns will be the only movement allowed for traffic on Christian Blvd and Oakville Blvd, and MUT locations will be constructed approximately 1,000 feet north and 575 feet south of the intersection. Dual dedicated right turn lanes will be constructed on Christian Blvd. The existing landscaped medians will be reconstructed on both approaches and will separate the ingress and egress lanes of Christian Blvd and Oakville Blvd. A traffic signal will remain at this intersection to allow left turns from US 31 onto the cross streets. A new traffic signal will be installed at the MUT located south of the intersection, but no traffic signal will be installed at the MUT located north of the intersection.</p> <p>A pedestrian refuge island including an approximately 10-foot-wide segment of concrete sidewalk will be constructed in the concrete curb in the center of the intersection. A total of 8 new ADA compliant curb ramps will be constructed at this intersection. New curb ramps will be constructed in all corners of the intersection, on both ends of the sidewalk in the pedestrian refuge island in the center of the intersection, and in each of the landscaped medians on the cross street approaches. New pedestrian crossing signals will be installed at this intersection.</p>
Israel Ln (Appendix B26 and B146)	<p>The dedicated left turn lane for northbound US 31 turning onto Israel Ln will be removed and replaced with an approximately 30-foot-wide grass median. No left turns will be allowed at this intersection. Right turns will remain the only the movement allowed from Israel Ln to US 31, and MUT locations will be constructed approximately 430 feet north and approximately 1,200 feet south of Israel Ln. No traffic signal will be installed at this intersection or at the MUT located north of the intersection. A new traffic signal will be installed at the MUT located south of the intersection.</p> <p>Two (2) new ADA compliant curb ramps will be constructed on the north and south side of Israel Ln. No pedestrian crossing signals will be installed at this intersection.</p>

At the structure carrying US 31 over Youngs Creek (Structure No. 031-41-07875; Des 2001610), this project will remove the outside portions of the existing bridge superstructure, including the concrete deck, the concrete railing, and the deck drains. A new portion of concrete deck with sidewalk, concrete railing with aluminum guardrail mounted on top, and new deck drains will be installed. The rehabilitated bridge will have a clear roadway width of 65.3 feet and an out-to-out coping width of 88.6 feet. The width and configuration of travel lanes on the bridge will remain the same as existing. The 3-foot-wide concrete median will remain. Shoulders will be narrowed to 2 feet wide, and 8-foot-wide concrete sidewalks elevated from the travel lanes by an 8-inch curb will be placed on each side of the bridge. Other repairs made to the bridge at this time will include removing portions of both end bents and replacing

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them with new wingwalls in all corners of the structure. The concrete bridge approaches and railing transitions will be removed; wider approaches with sidewalks will be constructed to match the width of the widened structure and the railing transitions will be upgraded. Spalled areas of the piers and bridge deck will be patched, and a concrete sealer will be placed on the new sidewalks and railings. A new polymeric bridge deck overlay will be placed over the entire surface of the structure. Additional riprap will be placed over geotextiles in bare areas of the spill slopes. Details of the bridge construction can be found in the plans in Appendix B150-151.

At the structure carrying US 31 over Canary Ditch (Structure No. 031-41-03534; Des 1800272), this project will replace the existing structure with a new 3-sided precast concrete structure with a height of 16 feet, a width of 23 feet, and a length of 164 feet. New wingwalls will be constructed in all corners of the structure, and riprap will extend downslope from the wingwalls and onto the banks of Canary Ditch in all corners of the structure. The roadway over the structure will still have 2 12-foot-wide travel lanes in each direction and an approximately 30-foot-wide grass median separating the different directions of travel. The left turn lane for northbound US 31 will be eliminated, but a dedicated U-turn lane for southbound US 31 will be added and will extend approximately 600 feet north and 210 feet south of the structure. A 10-foot-wide multi-use paved trail will be constructed on both sides of US 31 crossing the structure. Pedestrian handrails meeting INDOT's specifications will be placed along the outside edge of the multi-use paved trail on both sides of the structure. Details of the handrails can be found in the "Cedar Ln" row of the Table 2 above, and the handrails can be seen in the maps in Appendix B15 and the plans in Appendix B119-B120. Details of the bridge construction can be found in the plans in Appendix B147.

The planned alternative for the reconstruction of US 31 through Franklin will improve the overall efficiency and safety of travel through the corridor included in the project area. Compared to the No Build alternative, the R-CUT and MUT intersections designed for this project will improve LOS throughout the corridor. In the 2043 design year, the planned alternative will have a total of 10 intersections where the cross streets are operating at an LOS E or F during either the morning or evening peak traffic hours. The No Build alternative, however, will have cross streets at 21 intersections operating at an LOS E or F during peak traffic hours in the 2043 design year. Compared to the No Build alternative, the preferred alternative will also decrease travel time and increase travel speed through the US 31 corridor included in this project, especially during the evening peak traffic hours. Compared to the No Build alternative during the evening peak traffic hours, the R-CUT and MUT intersections designed for this project will decrease the amount of time it takes to travel the corridor by approximately 4 minutes for northbound traffic and approximately 11 minutes for southbound traffic, and they will increase the average speed from approximately 21 mph in the No Build alternative to approximately 29 mph for northbound traffic and from approximately 15 mph in the No Build alternative to approximately 29 mph for southbound traffic in the 2043 design year. Please see the August 2017 Capacity Analysis Memo Appendix I1-117 for details of expected improvements at each intersection.

The R-CUT and MUT intersections restrict turning movements that put vehicles at risk of right-angle, or T-bone, and left turn crashes. Conventional 4-leg signalized intersections, such as the ones that are currently present on US 31 in the project area, have a total of 32 potential vehicle conflict points with 16 of those contact points being crossing conflicts, or points in an intersection where right-angle and left turn crashes are possible. The R-CUT intersections designed for this project will reduce the total number of potential conflict points to 14 and the number of crossing conflicts to 2. The MUT intersections in this project will reduce the total number of potential conflict points to 12 with none of those being crossing conflicts. Jefferson St and Commerce Dr will each have 4 crossing conflicts. Please see Appendix I41 for graphics identifying the conflict points and for a discussion about the improved safety of R-CUT and MUT intersections. By eliminating left turns and through movements at most intersections in this busy corridor of US 31, the R-CUT and MUT intersections designed for this project will reduce the exposure that motorists have to the dangerous and potentially serious crashes that can occur during these movements. Compared to the No Build alternative, the planned alternative for this project is expected to reduce property damage crashes by 24.0% and crashes with injuries by 25.2% (Appendix I28).

The traffic flow through the project area will also be improved by coordinating the traffic signals through the corridor so that the traffic signals on US 31 operate on the same red-yellow-green cycles. At signalized MUT locations, sensors will be added to detect when a vehicle approaches for a U-turn. The traffic signal for the U-turn movement will remain red until a vehicle approaches and the sensors signal the traffic light to begin the process to turn green. The green light time will be optimized for the corridor, and adjustments to the signal cycles may be needed for a short time following construction. Adjusting the signal cycles will not require any additional lane restrictions or closures.

The planned alternative for the reconstruction of the US 31 corridor included in this project will improve traffic progression through the corridor by minimizing the number of intersections that have an LOS of E or F in at least one of the peak traffic hours. The planned alternative will also reduce the number of potential vehicle conflict points within the intersections included in this project, improving the overall safety of the corridor. Therefore, the R-CUT and MUT intersections proposed as part of the preferred alternative for the US 31 corridor through the City of Franklin meet the purpose and need of the project.

The construction of multi-use paved trails, sidewalks, ADA compliant curb ramps, and pedestrian crossing signals included in this project meet the purpose and need of the project by expanding the pedestrian and non-motorized transportation network in the City of Franklin. The widening of the superstructure of the structure carrying US 31 over Youngs Creek (Des 2001610) and the lengthening of the structures carrying US 31 over Canary Ditch (Des 1800272), Powell Legal Drain (included in Des 1800082), and

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the 3-foot by 2-foot concrete box culvert labeled as UNT to Hazlett Ditch (included in Des 1800082) is required in order to accommodate the paved trails on each side of US 31. In addition to providing a structure long enough to accommodate 2 multi-use paved trails, the replacement of the structure carrying US 31 over Canary Ditch will provide a structure with a condition rating of at least 7 (good) out of 9. The work planned for all 4 structures is needed in order to meet the purpose and need of the project. Without the planned work for these structures, the structures would not be large enough to accommodate the multi-use paved trails, creating gaps in connectivity of the pedestrian trail network and the structure carrying US 31 over Canary Ditch would continue to degrade, leading to failure over time.

This project will acquire 6.8 acres of new, permanent right-of-way (ROW) and 6.37 acres of temporary ROW. Work will take place beneath the Ordinary High Water mark (OHWM) at UNT 1 to Youngs Creek and at Canary Ditch. At UNT 1 to Youngs Creek, approximately 3 linear feet of the stream will be permanently impacted in order to replace the drainage structure that the stream drains from. At Canary Ditch, approximately 217 linear feet of stream will be permanently impacted in order to replace the structure carrying US 31 over Canary Ditch and to install riprap for erosion control. A total of 0.982 acre of wetlands will be permanently impacted due to construction of traffic loons, the multi-use paved trails, and re-grading and relocating ditch lines along US 31. This project will remove a total of 1.88 acres of trees and will disturb a total of approximately 74.46 acres of terrestrial habitat. All impacts have been minimized to the greatest extent possible. Mitigation is not anticipated for impacts to streams, trees, or terrestrial habitat, but mitigation for impacts to wetlands is expected.

Logical Termini/Independent Utility:

The total project length will be approximately 5.6 miles along US 31 and will include all roadway, pedestrian/non-motorized, and drainage infrastructure improvements under Des 1800082, the widening of the structure carrying US 31 over Youngs Creek under Des 2001610, and the replacement of the structure carrying US 31 over Canary Ditch under Des 1800272. Construction will begin approximately 900 feet south of S Main St and will extend to approximately 430 feet north of Israel Ln. The location of the project terminus at the south end of the project allows for the construction of a merge lane on southbound US 31 for traffic turning left onto US 31 from S Main St. The location of the project terminus at the north end of the project allows for the construction of the MUT location associated with the new R-CUT intersection at Christian Blvd/Oakville Blvd. The 10-foot-wide multi-use paved trail on the east side of US 31 will begin at the terminus of the existing Historic Greenway Trail (Phase 3), which connects US 31 to downtown Franklin along the west side of S Main St. The 10-foot-wide multi-use paved trail on the west side of US 31 will begin in the northwest corner of the intersection of US 31 and Nineveh Rd. Both multi-use trails will extend to the northern terminus of the project in order to meet the requirements of the City of Franklin's planning and zoning requirements, which mandate the construction of pedestrian facilities along new developments. The termini of the multi-use trails on both sides of US 31 extend to the proposed roadway improvement termini to allow for future pedestrian and non-motorized infrastructure connections to be constructed with minimal impacts to traffic on US 31. Therefore, the multi-use paved trails have logical termini and independent utility. The multi-use paved trails constructed in this project will meet the goals of the City of Franklin to increase and encourage non-motorized transportation.

Construction limits will extend between approximately 30 and 100 feet east and west of the existing edge of pavement on US 31. These limits allow for construction of the multi-use paved trails, construction of traffic loons associated with MUT locations, relocation of entrance and exit drives, upgrades to the existing storm drainage infrastructure, and grading of roadside ditches. Construction termini at each intersection varies between approximately 25 and 180 feet east and west of US 31 and include all construction related to constructing concrete medians and landscaping within the intersection approach and resurfacing the intersection approach. This project does not rely on any other project for completion. Therefore, this project has logical termini and independent utility. The construction termini for each intersection are detailed in Table 4 below. All measurements were taken from the point where the cross street and US 31 intersect.

Table 4: Construction Termini Detailed by Intersection

Intersection	East of US 31 (in feet)	West of US 31 (in feet)
S Main St	180	N/A
Nineveh Rd	100	70
Ironwood Dr	N/A	85
Franklin Lakes Blvd/South St	100	95
Hospital Rd	N/A	55
Jefferson St	N/A	115
Madison St	35	60
King St	40	65
Adams St	80	80
Banta St	25	N/A
Mallory Pkwy	45	50
Kroger Entrance Drive	N/A	40

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Lemley St	35	N/A
Westview Dr/N Main St	180	100
Schoolhouse Rd	65	N/A
Cedar Ln	N/A	55
Acorn Blvd	N/A	90
Ransdell Dr	N/A	55
Walmart Entrance Drive	120	N/A
Simon Rd/Lowes Entrance	50	90
Commerce Dr	65	65
KYB Manufacturing Entrance Drive	80	N/A
Industrial Dr	80	N/A
Branigin Rd	N/A	55
International Dr	80	N/A
Locust St	N/A	65
Earlywood Dr	100	90
Lancer Dr/Sloan Dr	90	50
Paul Hand Blvd	120	N/A
Christian Blvd/Oakville Blvd	65	65
Israel Ln	N/A	65

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

INDOT Intersection Decision Guide (IDG) and Roundabouts

The INDOT IDG was initially used to narrow down the number of viable intersection alternatives that would be further studied for this project. The IDG is intended as an initial screening of viable alternatives and conducted using 4 yes/no questions in a flowchart. The questions included ask if the alternative would be feasible and reasonable due to the existing geometry of the intersection and the area surrounding it, if the alternative would provide a solution to the problem, if the alternative would improve or preserve existing safety conditions regardless of project intent, and if the alternative would be feasible and reasonable due to costs, project development time, community impacts, and environmental impacts. The intersection type must answer yes to all 4 questions in order to be considered viable. A more detailed discussion of the IDG and a list of the intersection styles considered can be found in Appendix I33-I36.

MUT intersections passed the initial screening in all but 1 intersection, Hospital Rd. Roundabouts also performed well in the analysis and passed the IDG screening at 21 out of 34 intersections (Appendix I36). Roundabouts were recommended to be removed from further consideration because a primary goal of the project is to improve traffic flow and progression along US 31. Roundabouts would force traffic to slow down at each roundabout, which would not improve traffic flow and would create longer corridor travel times, and roundabouts interspersed with MUTs would break up the flow of traffic in smaller segments, which would lower the signal efficiency. Roundabouts would also require a larger amount of right-of-way (ROW) than the RCI intersections, which would increase the impacts to local businesses. The large area needed by roundabouts would also increase the impacts to wetlands and terrestrial vegetation. Additionally, US 31 is an alternative route for I-65 when events on I-65 require lane or full closures of the interstate. Roundabouts would slow the progression of traffic through the corridor and increase the impact on interstate traffic detouring to US 31 when I-65 is congested or impassable (Appendix I36-I37). Therefore, roundabouts were discarded from further consideration.

RCI Intersections with Cross Street Through Movement

This alternative (referred to as Build in Appendix I1-I30) would construct a combination of MUT and boulevard left intersections throughout the corridor included in this project. In a boulevard left intersection, left turns are restricted from all approaches of the intersection, but through movements from the side streets across the intersection are allowed. As in the preferred alternative (referred to as Enhanced Build in Appendix I1-I30), the RCI intersections with cross street movement alternative would construct a combination of grass and concrete medians to separate the traffic on north- and southbound US 31 through the entire project area. This alternative would not make any improvements at S Main St or Nineveh Rd, and the project would begin at the entrance to the Tearman Motel located approximately 350 feet south of Ironwood Dr. Compared to the preferred alternative, this alternative would not construct R-CUT intersections at Franklin Lakes Blvd/South St, Hospital Rd, Mallory Pkwy, Earlywood Dr, or at Christian Blvd/Oakville Blvd. Instead, boulevard left intersections would be constructed at Franklin Lakes Blvd/South St, Mallory Pkwy, Earlywood Dr, and Christian Blvd/Oakville Blvd. A boulevard left intersection (rather than a MUT as in the preferred alternative) would also be constructed at Lancer Dr/Sloan Dr. All left turns would be restricted at Hospital Rd in this alternative. Multi-use paved trails would be constructed on both sides of US 31 throughout the project area, the structure over Canary Ditch would be replaced,

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and the structure over Youngs Creek would be widened.

In the 2043 design year, this alternative would have a total of 15 intersections with an LOS E or F whereas the preferred alternative will have 10 intersections with an LOS E or F during the 2043 design year (Appendix I11). Compared to the preferred alternative, this alternative would increase the travel time through the US 31 corridor included in this project between approximately 2 and 8 minutes and would decrease travel speeds between approximately 4 and 12 mph (Appendix I13). Additionally, a study of queue lengths at intersections and MUT locations found that some of the U-turns designed for this alternative would have high enough traffic volumes to cause the U-turn queue to extend beyond the dedicated U-turn lane and into the through traffic lane. This would slow through traffic and could cause traffic congestion to block other intersections or U-turn locations (Appendix I14-I15). This could also create unsafe conditions as U-turning traffic that is backed up into the through travel lane creates exposure for a collision. Heavy congestion would remain in some sections of the US 31 corridor included in this project in the RCI intersections with cross street through movement alternative.

The RCI intersections with cross street through movement alternative would meet the purpose and need of the project by reducing the number of potential vehicle conflict points in the intersections involved in this project, by improving pedestrian and non-motorized transportation options, by improving the connectivity of the existing trail system in Franklin, by providing a structure over Youngs Creek that is wide enough to accommodate non-motorized transportation, and by providing a structure over Canary Ditch with a condition rating of at least 7 (good) out of 9. However, this alternative will have 15 intersections with an LOS E or F in the 2043 design year compared with 10 intersections having an LOS E or F in the preferred alternative (Appendix I11). Since this project does not minimize the number of intersections with an LOS E or F compared to another alternative, this alternative was discarded from further consideration.

No Build

A No Build alternative was considered. In this alternative, the configuration of US 31 in Franklin would remain the same. No new pedestrian infrastructure would be added, and the structure carrying US 31 over Canary Ditch would continue to deteriorate. All construction costs would be saved in this alternative, and no wetlands, trees, or other terrestrial vegetation would be disturbed, but the existing problems with congestion and safety would remain in this alternative. This alternative does not meet the purpose and need of the project; therefore, it was discarded from further consideration.

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

- It would not correct existing capacity deficiencies;

X
X
X
- 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 (Describe):

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ROADWAY CHARACTER:

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

Name of Roadway US 31
 Functional Classification: Principal Arterial
 Current ADT: 31,479 VPD (2019) Design Year ADT: 34,781 VPD (2043)
 Design Hour Volume (DHV): 3,235 Truck Percentage (%) 9% ADT
 Designed Speed (mph): 40-45 Legal Speed (mph): 40-55

	Existing		Proposed	
Number of Lanes:	4 (mainline)/4-8 (at intersections)		4 (mainline)/4-8 (at intersections)	
Type of Lanes:	Through and Dedicated Turning		Through and Dedicated Turning	
Pavement Width:	Varies, 55-75	ft.	Varies, 50-100	ft.
Shoulder Width:	Varies, 4-13	ft.	N/A	ft.
Median Width:	Varies, 3-40	ft.	Varies, 3-50	ft.
Sidewalk Width:	N/A	ft.	10 (concrete and paved trail)	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Note: Urban Setting and Level Topography apply for all roadways.

Name of Roadway S Main Street
 Functional Classification: Minor Arterial
 Current ADT: 978 VPD (2017) Design Year ADT: 1,283 VPD (2043)
 Design Hour Volume (DHV): 160 Truck Percentage (%) 1.5
 Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing		Proposed	
Number of Lanes:	2		3	
Type of Lanes:	1 through lane, 1 shared left and right turn lane		1 through lane, 1 dedicated left turn lane, 1 dedicated right turn lane	
Pavement Width:	50	ft.	60	ft.
Shoulder Width:	<1	ft.	N/A	ft.
Median Width:	N/A	ft.	40	ft.
Sidewalk Width:	10 (paved trail)	ft.	10 (paved trail)	ft.

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Name of Roadway Nineveh Road
 Functional Classification: Major Collector
 Current ADT: 4,603 VPD (2017) Design Year ADT: 6,038 VPD (2043)
 Design Hour Volume (DHV): 658 Truck Percentage (%) 2.0
 Designed Speed (mph): 35 Legal Speed (mph): 35

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared through and left and right turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	50	70	ft.
Shoulder Width:	0-1 aggregate	N/A	ft.
Median Width:	N/A	15, 30	ft.
Sidewalk Width:	N/A	N/A	ft.

Name of Roadway Ironwood Drive
 Functional Classification: Local Street
 Current ADT: 539 VPD (2017) Design Year ADT: 707 VPD (2043)
 Design Hour Volume (DHV): 78 Truck Percentage (%) 0.4
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 right turn only lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	50	75	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	5	5	ft.

Name of Roadway Franklin Lakes Boulevard/South Street
 Functional Classification: Major Collector
 Current ADT: 6,093 VPD (2017) Design Year ADT: 7,994 VPD (2043)
 Design Hour Volume (DHV): 768 Truck Percentage (%) 2.7
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing		Proposed	
Number of Lanes:	3	4	
Type of Lanes:	1 shared through and right and left turn lane, 1 shared through and right turn lane, 1 dedicated left turn lane	2 through lanes, 2 dedicated right turn lanes	
Pavement Width:	25	85	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	10	ft.
Sidewalk Width:	N/A	N/A	ft.

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Name of Roadway Hospital Road
 Functional Classification: Major Collector
 Current ADT: 6,258 VPD (2017) Design Year ADT: 8,211 VPD (2043)
 Design Hour Volume (DHV): 860 Truck Percentage (%) 2.5
 Designed Speed (mph): 40 Legal Speed (mph): 40

Existing		Proposed	
Number of Lanes:	3	2	
Type of Lanes:	1 through lane, 1 dedicated left turn, 1 dedicated right turn	1 through lane, 1 dedicated right turn lane	
Pavement Width:	60	85	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	5	ft.
Sidewalk Width:	N/A	N/A	ft.

Name of Roadway Jefferson Street
 Functional Classification: Principal Arterial
 Current ADT: 12,410 VPD (2017) Design Year ADT: 16,282 VPD (2043)
 Design Hour Volume (DHV): 1,376 Truck Percentage (%) 2.0
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing		Proposed	
Number of Lanes:	5	4	
Type of Lanes:	3 through lanes, 1 dedicated left turn lane, 1 dedicated right turn lane	2 through lanes, 3 dedicated left turn lanes, 2 right turn lanes (shared with through lane)	
Pavement Width:	50	50	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	10	10	ft.

Name of Roadway Madison Street
 Functional Classification: Local Street
 Current ADT: 1,680 VPD (2017) Design Year ADT: 2,873 VPD (2043)
 Design Hour Volume (DHV): 186 Truck Percentage (%) 1.5
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 right turn only lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	25	50	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	5	5	ft.

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Name of Roadway King Street
 Functional Classification: Local Street
 Current ADT: 3,888 VPD (2017) Design Year ADT: 5,102 VPD (2043)
 Design Hour Volume (DHV): 422 Truck Percentage (%) 2.0
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared through and right and left turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	25	50	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	5, 10	ft.
Sidewalk Width:	N/A	N/A	ft.

Name of Roadway Adams Street
 Functional Classification: Local Street
 Current ADT: 1,453 VPD (2017) Design Year ADT: 1,906 VPD (2043)
 Design Hour Volume (DHV): 194 Truck Percentage (%) 1.5
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared through and right and left turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	25	40	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	5	5	ft.

Name of Roadway Banta Street
 Functional Classification: Major Collector
 Current ADT: 2,019 VPD (2017) Design Year ADT: 2,649 VPD (2043)
 Design Hour Volume (DHV): 286 Truck Percentage (%) 3.7
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared left and right turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	40	40	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	15	ft.
Sidewalk Width:	N/A	N/A	ft.

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Name of Roadway Mallory Parkway
 Functional Classification: Local Street
 Current ADT: 5,560 VPD (2017) Design Year ADT: 7,294 VPD (2043)
 Design Hour Volume (DHV): 771 Truck Percentage (%) 1.5
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	3	2	
Type of Lanes:	1 through lane, 1 dedicated left turn lane, 1 shared through and right turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	40	60	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	5	5	ft.

Name of Roadway Lemley Street
 Functional Classification: Local Street
 Current ADT: 1,456 VPD (2017) Design Year ADT: 1,910 VPD (2043)
 Design Hour Volume (DHV): 137 Truck Percentage (%) 1.7
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 dedicated right turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	40	60	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	N/A	N/A	ft.

Name of Roadway N Main Street/Westview Drive
 Functional Classification: Minor Arterial/Major Collector (respectively)
 Current ADT: 10,101 VPD (2017) Design Year ADT:
 Design Hour Volume (DHV): 1,158 Truck Percentage (%) 2.2
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing		Proposed	
Number of Lanes:	3	3	
Type of Lanes:	1 through lane, 1 shared through and left turn lane, 1 dedicated right turn lane	1 through lane, 2 dedicated right turn lanes	
Pavement Width:	40-60	90	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	5	5	ft.

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Name of Roadway Schoolhouse Road
 Functional Classification: Local Road
 Current ADT: 3,057 VPD (2017) Design Year ADT: 4,011 VPD (2043)
 Design Hour Volume (DHV): 403 Truck Percentage (%) 1.0
 Designed Speed (mph): 25 Legal Speed (mph): 25

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	1 through lane, 1 shared through and left and right turn lane	1 through lane, 1 dedicated right turn lane
Pavement Width:	40 ft.	80 ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	5 ft.

Name of Roadway Cedar Lane
 Functional Classification: Local Road
 Current ADT: 810 VPD (2017) Design Year ADT: 1,064 VPD (2043)
 Design Hour Volume (DHV): 93 Truck Percentage (%) 3.0
 Designed Speed (mph): 20 Legal Speed (mph): 20

	Existing	Proposed
Number of Lanes:	3	2
Type of Lanes:	1 through lane, 1 dedicated right turn lane, 1 dedicated left turn lane	1 through lane, 1 dedicated right turn lane
Pavement Width:	50 ft.	80 ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Name of Roadway Acorn Road
 Functional Classification: Local Road
 Current ADT: 2,921 VPD (2017) Design Year ADT: 3,833 VPD (2043)
 Design Hour Volume (DHV): 345 Truck Percentage (%) 1.0
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	1 through lane, 1 shared through and right and left turn lane	1 through lane, 1 dedicated right turn lane
Pavement Width:	50 ft.	70 ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	10 ft.	10-35 ft.
Sidewalk Width:	5 ft.	5 ft.

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Name of Roadway Ransdell Dr
 Functional Classification: Local Road
 Current ADT: Not Available VPD (2017) Design Year ADT: Not Available VPD (2043)
 Design Hour Volume (DHV): N/A Truck Percentage (%) N/A
 Designed Speed (mph): N/A Legal Speed (mph): N/A

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	1 through lane, 1 dedicated right turn lane	1 through lane, 1 dedicated right turn lane
Pavement Width:	30 ft.	40 ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	5 ft.	5 ft.

Name of Roadway Walmart Entrance Drive
 Functional Classification: Local Road
 Current ADT: Not Available VPD (2017) Design Year ADT: Not Available VPD (2043)
 Design Hour Volume (DHV): N/A Truck Percentage (%) N/A
 Designed Speed (mph): N/A Legal Speed (mph): N/A

	Existing	Proposed
Number of Lanes:	4	3
Type of Lanes:	2 through lanes, 1 dedicated right turn lane, 1 dedicated left turn lane	1 through, 2 dedicated right turn lanes
Pavement Width:	60 ft.	90 ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Name of Roadway Simon Road
 Functional Classification: Local Road
 Current ADT: 2,472 VPD (2017) Design Year ADT: 3,243 VPD (2043)
 Design Hour Volume (DHV): 363 Truck Percentage (%) 1.5
 Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	1 through lane, 1 dedicated right turn lane	1 through lane, 1 dedicated right turn lane
Pavement Width:	60 ft.	70 ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	5-15 ft.	N/A ft.
Sidewalk Width:	5-10 ft.	5-10 ft.

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Name of Roadway Commerce Drive
 Functional Classification: Major Collector
 Current ADT: 9,150 VPD (2017) Design Year ADT: 12,005 VPD (2043)
 Design Hour Volume (DHV): 1,134 Truck Percentage (%) 4.5
 Designed Speed (mph): 40 Legal Speed (mph): 40

Existing		Proposed	
Number of Lanes:	5	4	
Type of Lanes:	1 through lane, 1 shared through and right turn lane, 2 dedicated left turn lanes, 1 dedicated right turn lane	2 through lanes, 2 dedicated right turn lanes	
Pavement Width:	90	90	ft.
Shoulder Width:	10	N/A	ft.
Median Width:	N/A	5	ft.
Sidewalk Width:	5-10	5-10	ft.

Name of Roadway KYB Manufacturing Drive
 Functional Classification: Local Road
 Current ADT: Not Available VPD (2017) Design Year ADT: Not Available VPD (2043)
 Design Hour Volume (DHV): N/A Truck Percentage (%) N/A
 Designed Speed (mph): N/A Legal Speed (mph): N/A

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared left and right turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	30	60	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	N/A	N/A	ft.

Name of Roadway Industrial Drive
 Functional Classification: Local Road
 Current ADT: 1,275 VPD (2017) Design Year ADT: 1,673 VPD (2043)
 Design Hour Volume (DHV): 179 Truck Percentage (%) 14.5
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared left and right turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	45	60	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	5	ft.
Sidewalk Width:	N/A	N/A	ft.

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Name of Roadway Branigin Road
 Functional Classification: Local Road
 Current ADT: 3,905 VPD (2017) Design Year ADT: 5,123 VPD (2043)
 Design Hour Volume (DHV): 570 Truck Percentage (%) 3.0
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing		Proposed	
Number of Lanes:	3	2	
Type of Lanes:	1 through lane, 1 shared through and right turn lane, 1 dedicated left turn lane left	1 through lane, 1 dedicated right turn lane	
Pavement Width:	40	60	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	N/A	N/A	ft.

Name of Roadway International Drive
 Functional Classification: Local Road
 Current ADT: 1,329 VPD (2017) Design Year ADT: 1,743 VPD (2043)
 Design Hour Volume (DHV): 97 Truck Percentage (%) 3.4
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared through and right and left turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	40	50	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	N/A	N/A	ft.

Name of Roadway Locust Street
 Functional Classification: Local Road
 Current ADT: 615 VPD (2017) Design Year ADT: 759 VPD (2043)
 Design Hour Volume (DHV): 77 Truck Percentage (%) 0.8
 Designed Speed (mph): 20 Legal Speed (mph): 20

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared through and right and left turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	30	50	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	N/A	N/A	ft.

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Name of Roadway Earlywood Drive/CR E 300 N
 Functional Classification: Major Collector
 Current ADT: 6,353 VPD (2017) Design Year ADT: 8,336 VPD (2043)
 Design Hour Volume (DHV): 716 Truck Percentage (%) 5.5
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared through and right and left turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	40	65	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	5	5	ft.

Name of Roadway Lancer Drive/Sloan Drive
 Functional Classification: Local Road
 Current ADT: 863 VPD (2017) Design Year ADT: 1,133 VPD (2043)
 Design Hour Volume (DHV): 94 Truck Percentage (%) 4.0
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared through and right and left turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	40	65	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	20	ft.
Sidewalk Width:	N/A	N/A	ft.

Name of Roadway Paul Hand Boulevard
 Functional Classification: Local Road
 Current ADT: 1,233 VPD (2017) Design Year ADT: 1,618 VPD (2043)
 Design Hour Volume (DHV): 149 Truck Percentage (%) 1.5
 Designed Speed (mph): 25 Legal Speed (mph): 25

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	1 through lane, 1 shared through and right and left turn lane	1 through lane, 1 dedicated right turn lane	
Pavement Width:	30	60	ft.
Shoulder Width:	N/A	N/A	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	N/A	N/A	ft.

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Name of Roadway Christian Boulevard/Oakville Boulevard
 Functional Classification: Local Road
 Current ADT: 4,049 VPD (2017) Design Year ADT: 5,312 VPD (2043)
 Design Hour Volume (DHV): 479 Truck Percentage (%) 2.0
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed
Number of Lanes:	3		2
Type of Lanes:	1 dedicated left turn lane, 1 shared through and right turn lane, 1 shared through and right and left turn lane		1 through lane, 1 dedicated right turn lane
Pavement Width:	70	ft.	70
Shoulder Width:	N/A	ft.	N/A
Median Width:	7-15	ft.	7-15
Sidewalk Width:	5	ft.	5

Name of Roadway Israel Lane
 Functional Classification: Local Road
 Current ADT: 1,152 VPD (2017) Design Year ADT: 1,511 VPD (2043)
 Design Hour Volume (DHV): 194 Truck Percentage (%) 5.0
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed
Number of Lanes:	2		2
Type of Lanes:	1 through lane, 1 dedicated right turn lane		1 through lane, 1 dedicated right turn lane
Pavement Width:	30	ft.	50
Shoulder Width:	N/A	ft.	N/A
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	N/A

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): 031-41-07875/009390 Sufficiency Rating: 97.4, October 2020 INDOT Bridge Inspection Report (Appendix I49-I60)
(US 31 over Youngs Creek) (Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Continuous Prestressed Concrete I-Beam Bridge		Continuous Prestressed Concrete I-Beam Bridge
Number of Spans:	3		3
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	81	ft.	65.3
Outside to Outside Width:	86.2	ft.	88.6
Shoulder Width:	8.4-9.1	ft.	2

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Structure/NBI Number(s): 031-41-03534/009400 Sufficiency Rating: 73, October 2020 INDOT Bridge Inspection Report (Appendix I61-I72)
 (US 31 over Canary Ditch) (Rating, Source of Information)

Existing		Proposed	
Bridge/Structure Type:	Concrete Box Culvert	3-Sided Concrete Box Culvert	
Number of Spans:	1	1	
Weight Restrictions:	N/A ton	N/A	ton
Height Restrictions:	N/A ft.	N/A	ft.
Curb to Curb Width:	68 ft.	114	ft.
Outside to Outside Width:	135 ft.	159	ft.
Shoulder Width:	8 (outside) 1-4 (inside) ft.	0	ft.

Structure/NBI Number(s): 031-041-094.74/93006677 Sufficiency Rating: N/A, September 2021 INDOT Bridge Inspection Report (Appendix I73-I76)
 (US 31 over Powell Legal Drain) (Rating, Source of Information)

Existing		Proposed	
Bridge/Structure Type:	4-Sided Concrete Box Culvert	4-Sided Concrete Box Culvert	
Number of Spans:	1	1	
Weight Restrictions:	N/A ton	N/A	ton
Height Restrictions:	N/A ft.	N/A	ft.
Curb to Curb Width:	N/A ft.	N/A	ft.
Outside to Outside Width:	N/A ft.	N/A	ft.
Shoulder Width:	8 (outside) 1-4 (inside) ft.	0	ft.

Structure/NBI Number(s): N/A Sufficiency Rating: N/A, No Inspection Report Available
 (US 31 over UNT to Hazlett Ditch) (Rating, Source of Information)

Existing		Proposed	
Bridge/Structure Type:	4-Sided Concrete Box Culvert	4-Sided Concrete Box Culvert	
Number of Spans:	1	1	
Weight Restrictions:	N/A ton	N/A	ton
Height Restrictions:	N/A ft.	N/A	ft.
Curb to Curb Width:	N/A ft.	N/A	ft.
Outside to Outside Width:	N/A ft.	N/A	ft.
Shoulder Width:	8 (outside) 1-4 (inside) ft.	0	ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

This project includes widening the deck for the structure carrying US 31 over Youngs Creek (Bridge No. 031-41-07875/NBI No. 009390), replacing the structure carrying US 31 over Canary Ditch (Bridge No. 031-41-03534/NBI No. 009400), and lengthening the structure carrying US 31 over Powell Legal Drain (Structure No. CV 031-041-094.74/NBI No. 93006677). One (1) structure, that is

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smaller than the threshold to receive a unique structure number and labeled on the plans as US 31 over UNT to Hazlett Ditch will also be extended. Drainage improvements will occur throughout the project area, requiring the removal and addition of several small drainage structures that will convey stormwater runoff.

One (1) additional structure, a 4-sided concrete box culvert (Structure No. CV 031-041-090.03/NBI No. 93006548) with a width of 4 feet, a height of 3 feet, and a length of 160 feet is located approximately 100 feet north of the southern terminus of the project (approximately 760 feet south of S Main St.). No work will occur on this structure. This structure can be seen on the plans in Appendix B98.

A 4-sided concrete box culvert with a width of 3 feet, a height of 2 feet, and a length of approximately 176 feet is present approximately 500 feet north of S Main St. This structure is smaller than the 4-foot diameter threshold to receive a unique structure number. This structure carries stormwater drainage to Hazlett Ditch located approximately 1,600 feet south of S Main St. This structure is labeled as US 31 over UNT to Hazlett Ditch on the roadway plans, but UNT to Hazlett Ditch is not mapped as a stream feature on the National Wetlands Inventory (NWI) map and it is not shown as a stream feature on the United States Geological Survey (USGS) topographic map. A National Hydrography Dataset (NHD) flowline is shown flowing from the outlet of the structure. The area surrounding this feature was investigated for the *Waters of the U.S. Determination/Wetland Delineation Report*, and no stream or wetland features were identified at the inlet or outlet of this structure. This project will install a 43-foot-long, 3-foot-wide by 2-foot-high concrete box extension. A new headwall and riprap will be constructed at the inlet of the extension. This structure can be seen on the plans in Appendix B100 and B148.

The existing structure carrying US 31 over Youngs Creek is a continuous prestressed concrete I-beam bridge with 3 spans, a total length of 143 feet, a clear roadway width of 80.3 feet, and an out-to-out coping (deck) width of 86.2 feet. The existing structure was constructed in 1998 and it has not been rehabilitated. The bridge is less than 50 years old and is not listed in the latest INDOT Historic Bridge Inventory. This project will widen the bridge deck and superstructure to accommodate 8-foot-wide concrete sidewalks on both sides of the structure. No work in Youngs Creek will be required for this work; therefore, no impacts to Youngs Creek will occur as a result of widening this structure. The work planned for this structure can be seen in the plans in Appendix B150-B151.

The existing structure carrying US 31 over Canary Ditch is a 3-sided box culvert with a width of 25 feet, a height of 9 feet, and a length of 134.7 feet. The existing structure was constructed in 1946 and is listed as not eligible for listing in the National Register of Historic Places in the INDOT Historic Bridge Inventory. This project will replace this structure with a new 3-sided concrete box culvert with a width of 23 feet, a height of 16 feet, and a length of 164 feet. Wingwalls will be constructed in all corners of the structure. Riprap will be placed in the stream through the entire length of the structure and will extend approximately 40 feet from the inlet and outlet of the structure. New drainage structures carrying stormwater from US 31 will drain at the inlet and outlet of this structure. A new 36-inch drainage structure will drain in the riprap in the northwest corner (outlet) of the structure and a new 12-inch drainage structure will drain in the northeast corner (inlet) of the structure. A new 12-inch drainage structure will drain to Wetland 5 in the southwest corner (outlet) of the structure. A total of 217 linear feet of Canary Ditch will be impacted by this project. This work will not impact Wetland 5. The new structure will be assigned a new structure number: 031-41-10392. The work planned for this structure can be seen in the plans in Appendix B120 and B147.

The existing structure carrying US 31 over Powell Legal Drain is a 4-sided concrete box culvert with a width of 4 feet, a height of 3 feet, and a length of 120 feet. The structure is not listed in the latest INDOT Historic Bridge Inventory. This project will install 4-foot-wide by 3-foot-high precast reinforced concrete box culvert extensions at the inlet and outlet of the structure. The extensions will be approximately 21 feet long at the inlet and approximately 19 feet long at the outlet; new headwalls will be constructed at both ends of the structure. Two (2) new 12-inch drainage structures carrying stormwater runoff from the roadway will outlet in the riprap at the inlet and outlet of the structure. A total of approximately 40 feet of Powell Legal Drain will be impacted by this project. The work planned for this structure can be seen in the plans in Appendix B138 and B149.

Drainage and storm sewer improvements will occur along both sides of US 31 through the entire project area. A total of 108 existing drainage structures will be removed; all structures that will be removed are smaller than the 4-foot-diameter threshold to receive a unique structure number. The size and GPS coordinates of the structures that will be removed can be found in Appendix C73-C76. Approximately 435 new drainage structures ranging in size between 12 and 36-inches will be installed. The new structures placed will be a combination of small culverts passing under approach drives, buried structures that tie into the existing storm sewer network present in the project area, and drainage pipes to outlet stormwater runoff in roadside ditches. Riprap will be placed at drainage outlets for erosion control. All new drainage structures will be smaller than the 4-foot-diameter threshold to receive a unique structure number. New drop inlets and manhole covers will be placed as needed. Some existing drop inlets and manhole covers will have the castings adjusted to match the new grade of the roadway and roadsides. The new structures planned to be placed can be found in the plans in Appendix B98 to B151.

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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 below)	<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 checked="" type="checkbox"/>	<input 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"/>
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

An alternate detour route using I-65 and I-465 will be used for through traffic on US 31. Signs indicating the alternate detour route will be placed at the US 31 and I-65 interchange located approximately 14 miles south of SR 44/SR 144 (Jefferson St) and at the US 31 and I-465 interchange located approximately 16 miles north of SR 44/SR 144 (Jefferson St). For local traffic, US 31 will remain open for the duration of construction and phased construction will be used. A total of 6 phases will be used; each phase will consist of 2 sub-phases (Appendix B40-B41).

Phase 1 of construction will replace the structure carrying US 31 over Canary Ditch. Crossovers will be constructed north and south of the structure, beginning at Ransdell Dr and Schoolhouse Rd, respectively, and 1 lane of traffic in each direction will be maintained while the structure is replaced. During the first sub-phase (Phase 1), all traffic will be shifted to the northbound side of US 31 while the west half of the new structure is constructed. Left turns will be restricted from US 31 to Cedar Ln, Acorn Blvd, and the commercial drive opposite Acorn Blvd. Left turns onto US 31 will also be restricted from Acorn Blvd and the commercial drive opposite Acorn Blvd. The northern drive to the Northwood Plaza Shopping Center will be closed during this phase of construction. During the second sub-phase (Phase 1A), all traffic will be shifted to the southbound side of US 31 while the eastern half of the structure is constructed. At Acorn Blvd, left turns will be restricted to and from US 31. An entrance drive to the residential neighborhood in the southeast corner of the structure carrying US 31 over Canary Ditch located approximately 400 feet south of Cedar Ln and the southern entrance drive to Walmart will be closed during this phase of construction. Access to Agri-Tronix Corp located opposite Acorn Blvd will be maintained through access provisions located at Cedar Ln. Phases 1 and 1A are expected to take place between June 2023 and November 2023. Please see Appendix B42-B47 for details of the MOT for Phases 1 and 1A of construction. The construction timing of this phase will overlap with Phases 2 and 3. The MOT for Phase 2 will end at Jefferson St, and the MOT for Phase 3 will end approximately 400 feet south of the start of the MOT for Phase 1; therefore, there will be no conflicts in the MOT for Phases 1, 2, and 3.

All work associated with reconstructing US 31 and rehabilitating the structure carrying US 31 over Youngs Creek will happen during Phases 2-6. One (1) lane of traffic will be maintained in each direction for the duration of construction. During the first sub-phase of all remaining phases (Phases 2, 3, 4, 5, 6), the inside travel lanes in each direction will remain open while the outside lanes, loons, curb and gutters, trails and sidewalks, curb ramps, cross street approaches, and the drainage improvements are constructed. During the second sub-phase of all remaining phases (Phases 2A, 3A, 4A, 5A, 6A), the outside travel lanes in each direction will remain open while the inside lanes, concrete center islands, and medians are constructed.

Phases 2 and 2A will construct US 31 from S Main St to the south side of the structure carrying US 31 over Youngs Creek. During Phase 2, access to and from US 31 will be restricted at S Main St, Nineveh Rd, Ironwood Dr, and Franklin Lakes Blvd/South St. Not all streets will have restricted access at the same time. Access will be maintained for the duration of construction at 2 service drives located on both the east and west side of US 31 approximately 560 feet north of Franklin Lakes Blvd/South St and at the Tearman Motel located on the west side of US 31 approximately 320 feet south of Ironwood Dr. Access to 2 commercial drives for Franklin Home Furnishings, C&C Automotive, and U-Haul (labeled as Milbourn Auto Sales and Hagan Auto Sales on plans) will be restricted during Phase 2 of construction. Additional entrances to these businesses exist on Nineveh Rd; these entrances will remain open. Therefore, access to these businesses will be maintained during construction. Lane tapers to move traffic to the inside travel lanes will begin at Jefferson St. In order to accommodate the lane tapers, the access drives to the Marathon gas station in the northwest corner of the intersection with Hospital Rd and the Walgreens in the southwest corner of the intersection with Jefferson St will be closed during this phase of construction. Additional entrances to these businesses are located on Hospital Rd and Jefferson St; therefore, access to these entrances will be maintained. A barricade will be placed at the end of the Historic Greenway Trail, Phase 3

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located on the north side of the S Main St approach and signs will be placed indicating the construction area for the continuation of the trail. Access to all cross streets and entrance drives will be restored during Phase 2A. Phases 2 and 2A are expected to take place between March 2023 and August 2023. Please see Appendix B48-B57 for details of the MOT for Phases 2 and 2A of construction, including the timing of street closures and the locations of construction signs alerting motorists of the closures.

Phases 3 and 3A will construct US 31 from the south end of the structure carrying US 31 over Youngs Creek to approximately 190 feet north of Lemley St. The superstructure of the bridge carrying US 31 over Youngs Creek will be widened during Phase 3. Access to and from US 31 will be blocked at the following streets during Phase 3: Hospital Rd, Madison St, King St, Adams St, Banta St, Mallory Pkwy, and Lemley St. Not all streets will be closed at the same time. Access to and from US 31 at the following businesses will be closed during construction:

Marathon Gas Station	Walgreens	Franklin Muffler
Brakes & More	Express Oil Change	RNR Tire Express
Jack's Pizza of Franklin	Shell	CVS
Indiana Farm Bureau Insurance	Ken's Auto Electric	A-1 Bail Bonds
BP	Family Video	Country Fresh Produce
Speedway	American Rental	Karma Vape
Papa John's	Franklin Liquor	Circle K Convenience Store
Ritter's Frozen Custard	Horizon Bank	Pizza Hut
Dairy Queen	Franklin Insurance Agency	Kohls
Johnson County Health Department	Johnson County Head Start	Kroger
O'Reilly Auto Parts	Jimmy Johns	Burger King

All businesses that will have access to and from US 31 restricted during construction have existing entrances from the cross streets; therefore, access to all businesses will be maintained. The existing entrance drives at the Hi-Way Lanes Bowling Alley and the PNC Bank/Goodwill will remain open until the relocated drives are constructed. The Historic Greenway Trail, Phase 2 passes under the structure carrying US 31 over Youngs Creek and the Historic Greenway Trail, Phase 4 is located on the south side of Jefferson St west of US 31. The Historic Greenway Trail, Phase 2 will remain open to users during construction while the bridge superstructure is widened (Appendix B58). At Jefferson St, at least 1 crosswalk across US 31 will remain open at all times during construction, therefore user access to The Historic Greenway Trail, Phase 4 will be maintained. Access to all cross streets and commercial entrance drives will be restored during Phase 3A. Phases 3 and 3A are expected to take place between August 2023 and March 2024. Please see Appendix B58-B67 for the details of the MOT for Phases 3 and 3A, including the timing of street closures and the locations of construction signs alerting motorists of the closures.

Phases 4 and 4A will construct US 31 from approximately 190 feet north of Lemley St to approximately 1,000 feet north of Commerce Dr. Access to and from US 31 will be closed at the following intersections during Phase 4: Westview Dr, N Main St, Schoolhouse Rd, Acorn Rd, Walmart entrance drive, Simon Rd, Lowe's entrance drive, and Commerce Dr. Not all streets will be closed at the same time. Access to Cedar Ln and Ransdell Dr will be maintained for the duration of construction. Access to and from US 31 at the following businesses will be closed during construction:

Suntan City	Century Link	#1 Nails
Penn Station	Papa Murphy's	Superior Auto
Auto Zone	Taco Bell	Rally's
Chase Bank	Firehouse Subs	AT&T
Dominos	Take 5 Oil Change	Northwood Plaza Shopping Center (north and south entrances)
Crane Credit Union	Steak 'n Shake	Meijer
Meijer Gas Station	Buffalo Wild Wings	Freddy's Frozen Custard & Steakburgers

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All businesses that will have access to and from US 31 closed have existing access drives from cross streets; therefore, access to all businesses will be maintained during construction. Multiple entrance drives exist at Agri-Tronix, Matlock Ford, and the Sunoco Gas Station; drives will be constructed in phases, so that access to 1 drive is always open. The Simon Road Trail is located on the north side of Simon Rd west of US 31 and the Franklin Community High School Trail is located on the north side of Commerce Dr. The Simon Road Trail dead ends at the west edge of the Meijer property located in the northwest corner of the US 31 and Simon Rd intersection and no other viable alternatives exist for trail user traffic. A barricade and signs indicating that the trail is closed will be placed across the trail in the northwest corner of the intersection (Appendix B71). At Commerce Dr, the pedestrian crosswalk on the north approach of US 31 will remain open during construction; therefore, pedestrian sidewalk access to the Franklin Community High School Trail will be maintained (Appendix B71 and B76). Access to all cross streets and commercial drives will be restored during Phase 4A. Phases 4 and 4A are expected to take place between March 2024 and August 2024. Please see Appendix B68-B77 for details of the MOT for Phases 4 and 4A, including the timing of street closures and the locations of construction signs alerting motorists of the closures.

Phases 5 and 5A will construct US 31 from approximately 1,000 feet north of Commerce Dr to approximately 2,100 feet north of Lancer Dr/Sloan Dr. Access to and from US 31 will be restricted at the following intersections during Phase 5: KYB Manufacturing Main Drive, Branigin Rd, International Dr, Locust St, Earlywood Dr, Lancer Dr, and Sloan Dr. Not all streets will have restricted access at the same time. Access to Industrial Dr will remain for the duration of construction. Access to and from US 31 will be maintained at all businesses in this section for the duration of construction. Phases 5 and 5A are expected to take place between August 2024 and March 2025. Please see Appendix B78-B89 for details of the MOT for Phases 5 and 5A, including the timing of street closures and the locations of construction signs alerting motorists of the closures.

Phases 6 and 6A will construct US 31 from approximately 2,100 feet north of Lancer Dr/Sloan Dr to the northern terminus of the project. Access to and from US 31 will be restricted at the following intersections during Phase 6: Paul Hand Blvd, Christian Blvd, Oakville Blvd, and Israel Ln. Not all streets will be restricted at the same time. Access to and from US 31 will be maintained at all businesses and residences in this section for the duration of construction. Phases 6 and 6A are expected to take place between March 2025 and August 2025. Please see Appendix B90-B97 for details of the MOT for Phases 6 and 6A, including the timing of street closures and the locations of construction signs alerting motorists of the closures.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 3,280,000* (2018-2022) Right-of-Way: \$ 750,000 (2022) Construction: \$ 46,107,974 (2023-2024)

*Engineering paid for with 100% local funds and is not included in the STIP cost.

Anticipated Start Date of Construction: Spring 2023

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.22	0.10
Commercial	2.11	5.63
Agricultural	4.23	0.37
Forest	0.24	0.27
Wetlands	N/A	N/A
Other:	N/A	N/A
Other:	N/A	N/A
TOTAL	6.8	6.37

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Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

A total of 6.8 acres of new permanent right of way (ROW) will be acquired in order to construct traffic loons and the multi-use paved trail and to make improvements to the storm drainage system. A total of 6.37 acres of temporary ROW will be required to grade roadside ditches to ensure positive drainage and to reconstruct cross street approaches. The areas where ROW will be acquired can mostly be characterized as maintained roadside throughout the project area. In the north and south portions of the project, ROW will be acquired from adjacent agriculture properties. Through the urban portion of US 31 in the center of the project, ROW will be acquired from commercial properties. A small amount of ROW will be acquired from forested land on the west side of US 31 north of Nineveh Rd and from residential properties located near Paul Hand Blvd. A small amount of permanent and temporary ROW will be acquired from properties listed on the National Register of Historic Places (NRHP). From the Tearman Motel, 0.091 acre of temporary ROW will be acquired, and from the Daily Journal Building, 0.086 acre temporary ROW and 0.022 acre permanent ROW will be acquired.

From the southern terminus of the project to Jefferson St and from Westview Dr to the northern end of the project, the existing typical and maximum ROW widths are approximately 90 feet east and west of the centerline of US 31. Between Jefferson St and Westview Dr, the existing typical and maximum ROW are approximately 65 feet east and west of the centerline of US 31.

After construction, maximum and typical ROW widths between the southern terminus of the project and Jefferson St and between Westview Dr and the northern end of the project will be approximately 100 feet east and west of the centerline of US 31. Between Jefferson St and Westview Dr, the maximum and typical ROW width will be approximately 75 feet east and west of the centerline of US 31 after construction.

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

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

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on June 29, 2021 (Appendix C1-C5).

Agency	Date Sent	Response Date	Appendix
Federal Highway Administration (FHWA)	June 29, 2021	No Response	N/A
National Park Service (NPS), Midwest Regional Office	June 29, 2021	No Response	N/A
U.S. Department of Housing & Urban Development (HUD)	June 29, 2021	No Response	N/A
U.S. Fish and Wildlife Service (USFWS)	June 29, 2021	July 21, 2021	C6-C7
Natural Resources Conservation Service (NRCS)	June 29, 2021	July 22, 2021	C8-C9
U.S. Army Corps of Engineers (USACE), Louisville District	June 29, 2021	No Response	N/A
U.S. Coast Guard (USCG), Eighth District	June 29, 2021	No Response	N/A
Indiana Geological and Water Survey (IGWS) Online Submission	June 29, 2021	June 29, 2021	C10-C12
Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (DFW)	June 29, 2021	July 29, 2021	C13-C15
Indiana Department of Environmental Management (IDEM) Online Submission	June 29, 2021	June 29, 2021	C16-C22
IDEM Groundwater Section	June 29, 2021	July 2, 2021	C23-C24
INDOT, Seymour District Environmental Section	June 29, 2021	No Response	N/A
INDOT Seymour District Project Manager	June 29, 2021	No Response	N/A
INDOT Office of Aviation	June 29, 2021	July 6, 2021	C25-C26
INDOT Utilities and Railroad	June 29, 2021	No Response	N/A
Indianapolis Metropolitan Planning Organization (MPO)	June 29, 2021	No Response	N/A
Johnson County Planning & Zoning Department	June 29, 2021	No Response	N/A
Johnson County Surveyor	June 29, 2021	No Response	N/A

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Johnson County Highway Department	June 29, 2021	No Response	N/A
Johnson County Floodplain Administrator	June 29, 2021	No Response	N/A
Johnson County Soil and Water Conservation District	June 29, 2021	No Response	N/A
Johnson County Commissioner, District 1	June 29, 2021	No Response	N/A
Johnson County Commissioner, District 2	June 29, 2021	No Response	N/A
Johnson County Commissioner, District 3	June 29, 2021	No Response	N/A
Johnson County Council, District 2	June 29, 2021	No Response	N/A
Johnson County Health Department	February 25, 2022	February 25, 2022	C30
Johnson County Emergency Management Agency	February 25, 2022	February 28, 2022	N/A
Johnson Memorial Hospital	February 28, 2022	February 28, 2022	C27
Johnson County Fair Board President	February 5, 2022	February 8, 2022	C29
City of Franklin Mayor	June 29, 2021	No Response	N/A
City of Franklin Planning Commission	June 29, 2021	No Response	N/A
City of Franklin Street Department	June 29, 2021	No Response	N/A
City of Franklin Parks and Recreation Department	June 29, 2021	No Response	N/A
City of Franklin Floodplain Administrator	June 29, 2021	No Response	N/A
City of Franklin MS4 Coordinator	February 25, 2022	March 3, 2022	C31
City of Franklin Council, Ward 1	June 29, 2021	No Response	N/A
City of Franklin Council, Ward 2	June 29, 2021	No Response	N/A
City of Franklin Council, Ward 3	June 29, 2021	No Response	N/A
City of Franklin Council, Ward 4	June 29, 2021	No Response	N/A
City of Franklin Council, Ward 5	June 29, 2021	No Response	N/A
City of Franklin Council, At Large Members	June 29, 2021	No Response	N/A
Franklin Community Schools Transportation Director	June 29, 2021	No Response	N/A
Earlywood Educational Services	June 29, 2021	No Response	N/A
Franklin Head Start	February 28, 2022	February 28, 2022	C32
Turning Point Church	June 29, 2021	No Response	N/A
Whiteland Water Works	July 6, 2021	No Response	N/A
IDEM Office of Land Quality	December 10, 2021	December 21, 2021	C33-C35
Evolution Autos	December 14 and 16, 2021, and January 10, 2022	No Response	N/A
First Financial Bank	December 14, 2021	December 14, 2021	C36
KYB Incorporated	December 16, 2021, and January 10, 2022	December 16, 2021	C39
McAllister's Franklin	December 14, 2021	December 14, 2021	C39
Buffalo Wild Wings	December 14, 2021	December 14, 2021	C39
Freddy's Frozen Custard & Steakburgers	December 14, 2021	December 14, 2021	C39
Deer Meadows Section Four	February 25, 2022	February 25, 2022	C38
South Main Street Improvements, Des 1600655	December 10, 2021	December 10, 2021	C37

The IDEM automated response letter dated June 29, 2021, contains general recommendations for potential impacts to resources but no project specific recommendations (Appendix C16-C22). All applicable recommendations are included in the Environmental Commitments section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Federal Wild and Scenic Rivers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Outstanding Rivers List for Indiana
Navigable Waterways

Total stream(s) in project area: 550 Linear feet Total impacted stream(s): 220 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Youngs Creek	Perennial	232	0	0.15 mile south of Jefferson St (SR 44/SR 144), flows southwest to northeast, likely a Water of the US, Appendix F4-F5; F40
UNT 1 to Youngs Creek	Intermittent	64	3	In northwest corner of structure over Youngs Creek; flows north to south; likely Water of the US; Appendix F5; F40
Canary Ditch	Perennial	254	217	1.30 mile north of Jefferson St (SR 44/SR 144); flows northeast to southwest; likely Water of the US; Appendix F5; F46

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the Red Flag Investigation (RFI) report (Appendix E3-E4, E36-E43), there are 16 streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are 3 streams present within or adjacent to the project area. Youngs Creek and Canary Ditch are present within the project area and Powell Legal Drain (identified as Powell Ditch in the RFI) is mapped approximately 0.01 mile west of the project area. That number was updated to 4 by the site visits on October 13 and 14, 2020 and on August 23, 2021, by SJCA Inc.

Youngs Creek, Canary Ditch, and Powell Legal Drain are listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. This is included as a firm commitment in the Environmental Commitments section of this CE document.

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

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office on October 13, 2021. Please refer to Appendix F1-F58 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that 3 streams, Youngs Creek, UNT 1 to Youngs Creek, and Canary Ditch, are present in the investigated area. Youngs Creek, UNT 1 to Youngs Creek, and Canary Ditch were determined to be likely jurisdictional under the U.S. Army Corps of Engineers (USACE) due to their eventual connectivity to the East Fork White River, a traditionally navigable waterway. Powell Legal Drain did not exhibit a discernable bed or bank or an OHWM within the investigated area; therefore, it was determined to be an ephemeral drainage feature and not likely jurisdictional under the USACE. The USACE makes all final determinations regarding jurisdiction.

Youngs Creek flows from southwest to northeast under US 31 and is classified as a riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH) stream. Youngs Creek supports perennial flow conditions and is characterized by moderate flow, silt substrate, moderate in-stream cover, good canopy cover, the presence of riffle/run complexes, low sinuosity, and an OHWM of 60-foot-wide and 18-inches-deep. The quality of the stream within the investigated area was determined to be average. Youngs Creek drains into Sugar Creek, which drains into the East Fork White River, a traditionally navigable waterway and jurisdictional under the USACE. Approximately 232 feet of Youngs Creek is within the investigated area for the *Waters of the U.S. Determination/Wetland Delineation Report*. Please see Appendix F4-F5 for a discussion of Youngs Creek and Appendix F40 for the location of Youngs Creek in relation to the area investigated during the site visit for the *Waters of the U.S. Determination/Wetland Delineation Report*.

UNT 1 to Youngs Creek flows from north to south beginning at the outlet of a buried pipe in the northwest corner of the structure carrying US 31 over Youngs Creek. UNT 1 to Youngs Creek is not shown on the National Hydrography Dataset (NHD), National Wetland Inventory (NWI) or on the United States Geological Survey (USGS) topographic map. UNT 1 to Youngs Creek supports intermittent flow conditions and is characterized by low flow, silt and detritus substrate, moderate in-stream cover, good canopy cover, a lack of riffle/run complexes, low sinuosity, and an OHWM of 2-foot-wide and 4-inches deep. UNT 1 to Youngs Creek receives stormwater drainage from buried pipes and inlets that collect roadside runoff along the west side of US 31. The quality of

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the stream was determined to be poor. UNT 1 to Youngs Creek drains into Youngs Creek, which drains into Sugar Creek, which drains into the East Fork White River, a traditionally navigable waterway and jurisdictional under the USACE. Approximately 64 feet of UNT 1 to Youngs Creek is within the investigated area for the *Waters of the U.S. Determination/Wetland Delineation Report*. Please see Appendix F5 for a discussion of UNT 1 to Youngs Creek and Appendix F40 for the location of UNT 1 to Youngs Creek in relation to the area investigated during the site visit for the *Waters of the U.S. Determination/Wetland Delineation Report*.

Canary Ditch flows from northeast to southwest under US 31 and is classified as a riverine, lower perennial, unconsolidated bottom, permanently flooded, excavated (R2UBHx) stream. Canary Ditch supports perennial flow conditions and is characterized by moderate flow, silt substrate, low in-stream cover, a lack of canopy cover, the absence of riffle/run complexes, low sinuosity, and an OHWM of 15-feet-wide and 12-inches-deep. The quality of the stream within the investigated area was determined to be poor. Canary Ditch drains into Youngs Creek, which drains into Sugar Creek, which drains into the East Fork White River, a traditionally navigable waterway and jurisdictional under the USACE. Approximately 254 feet of Canary Ditch is within the investigated area for the *Waters of the U.S. Determination/Wetland Delineation Report*. Please see Appendix F5 for a discussion of Canary Ditch and Appendix F46 for the location of Canary Ditch in relation to the area investigated during the site visit for the *Waters of the U.S. Determination/Wetland Delineation Report*.

Powell Legal Drain is mapped approximately 0.01 mile west of the investigated area as a riverine, intermittent, streambed, seasonally flooded (R4SBC) stream on the NWI map and as an intermittent stream on the USGS topographic map. Within the investigated area, Powell Legal Drain is not mapped on the NWI, NHD, or USGS topographic maps. A box culvert appears to carry stormwater and farm drainage from northeast to southwest under US 31 toward Powell Legal Drain. This legal drain appears to be an ephemeral manmade drainage feature that begins at the culvert outlet and carries stormwater drainage southwest toward an agricultural field. Powell Legal Drain is riprap lined, does not show evidence of frequent flow, and did not hold water at the time of investigation. This feature is not likely jurisdictional under the authority of the USACE.

A structure carrying a UNT to Hazlett Ditch is identified on the roadway plans approximately 400 feet north of S Main St. A NHD flowline is shown outside the investigated area at the outlet of the structure on the west side of US 31 (Appendix F23), but it is not mapped as an NWI line and it is not shown on the USGS topographic map. The area surrounding this structure was investigated for the *Waters of the U.S. Determination/Wetland Delineation Report*. No stream features were identified at the inlet or outlet of this structure.

Twenty-two (22) roadside ditches (RSDs) were observed along US 31 and were investigated for the presence of stream characteristics. These RSDs appear to only carry stormwater drainage that collects off of US 31 during rain events. No RSDs exhibited a consistent OHWM, a defined bed or bank, or a Significant Nexus to a Traditionally Navigable Waterway. These RSDs did not show evidence of frequent flow and did not hold water at the time of investigation.

At Youngs Creek, this project will widen the superstructure of the bridge carrying US 31 over Youngs Creek in order to accommodate 8-foot-wide sidewalks on both sides of the structure. Minor repairs will be made to the piers, wingwalls will be constructed in all corners, and a new bridge deck overlay will be constructed. Riprap will be placed over geotextiles on the bare areas of the slopes under each abutment. No work will occur below the OHWM of Youngs Creek; therefore, no impacts to Youngs Creek will occur as part of this project. Youngs Creek will be labeled on the plans as "Do Not Disturb." This is included as a firm commitment in the Environmental Commitments section of this CE document.

This project will replace the 18-inch drainage pipe and place a new end section at the structure where UNT 1 to Youngs Creek begins. Approximately 3 linear feet of UNT 1 to Youngs Creek will be permanently impacted by this project. No temporary impacts are expected to UNT 1 to Youngs Creek. These impacts are unavoidable, but they have been minimized as much as possible. Without these impacts, drainage improvements along US 31 would not be possible.

At Canary Ditch, this project will replace the structure carrying US 31 over Canary Ditch. The existing structure will be replaced with a 3-sided concrete structure with wingwalls in all corners. Riprap will be placed in the stream for the entire length of the new structure and will extend approximately 25 feet from the inlet and outlet of new structure. Approximately 217 linear feet of Canary Ditch will be permanently impacted by this project. A total of 27 linear feet of Canary Ditch will be temporarily impacted by this project for in order to place a pumparound and temporary dewatering set-up. Avoidance of these impacts is only possible with the No Build alternative, which does not meet the purpose and need of this project.

A USACE 404 permit and an IDEM 401 permit will be required for stream impacts. Since total stream impacts are less than 300 linear feet, mitigation is not required for stream impacts.

This project will require 3 Construction in Floodway (CIF) permits for construction within the floodways of Youngs Creek and Canary Ditch. From the Youngs Creek floodway, a total of 0.26 acre of non-wetland forest will be cleared near S. Main St and a total of 0.34 acre of non-wetland forest will be cleared in the northeast and northwest quadrants of the bridge carrying US 31 over Youngs Creek. Mitigation for this tree clearing is required at a ratio of 1:1 based on area. Mitigation will take place on-site, and a total of 182 canopy trees and 86 shrubs and understory trees will be planted. Ninety-seven (97) trees will be planted along the east side of US 31 north

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of S. Main St, and 85 trees will be planted in the northeast and northwest quadrants of the structure carrying US 31 over Youngs Creek. Please see Appendix B152-B154 for the location of tree plantings for mitigation. Tree clearing will also take place within the Canary Ditch floodway, but no mitigation is required as the tree removal at Canary Ditch did not meet the criteria for non-wetland forest.

This project will extend the structure carrying US 31 over Powell Legal Drain by 21 feet at the inlet on the east side of US 31 and 19 feet at the outlet on the west side of US 31. A grated box end section will be added to both ends of the structure and riprap will be placed at the inlet and outlet. This extension is required to accommodate the 10-foot-wide multi-use paved trails planned for each side of US 31. No USACE or IDEM permits are required for the impacts incurred by this work since Powell Legal Drain was determined to be an ephemeral drainage feature in the investigated area. A legal drain permit from Johnson County is required for the proposed work at Canary Ditch and Powell Legal Drain. The legal drain permits were approved at the August 2, 2022, Johnson County Drainage Board Meeting. Avoidance of any impacts that may result from this work is only possible with the No Build alternative, which does not meet the purpose and need of the project.

The project will extend the structure carrying US 31 over a UNT to Hazlett Ditch by 44 feet at the inlet on the east side of US 31. A new concrete headwall will be installed. This extension is required to accommodate the 10-foot-wide multi-use paved trail on the east side of US 31. No stream features were identified at this structure; therefore, no stream features will be impacted by extending this structure.

The USFWS responded to the early coordination letter on June 21, 2021, stating that impacts to streams may require permits from the USACE, IDEM, and IDNR. The USFWS also provided recommendations to avoid and minimize impacts to waterways within the project area. These recommendations included restricting below low-water work in streams to placement of culverts, riprap, and shaping slopes; restricting channel work to the extent necessary; minimizing the amount of riprap placed for bank stabilization; and avoiding work within the inundated part of the stream during the fish spawning season (April 1 through June 30) (Appendix C6-C7).

The IDNR-DFW early coordination response dated July 29, 2021, included recommendations to avoid or minimize impacts to waterways within the project area and stated that coordination with the IDEM 401 and USACE 404 programs may be required for any impacts to streams. Recommendations included the use of bottomless culverts over box or pipe culverts and that new structures should span the entire channel width, maintain the natural stream substrate within the structure, and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Other recommendations included to not place riprap in the streambed in a way that restricts fish and other aquatic organisms passing; to not place riprap above the OHWM; to use minimum 6-inch graded riprap and to extend it below the normal water level to provide habitat for aquatic organisms; to place well graded aggregate or geotextile under the riprap; to restore the banks above the OHWM with a mixture of native grasses, sedges, wildflowers, shrubs, and trees; to not work in the waterway from April 1 through June 30; to minimize the in-channel disturbance and the clearing of trees and brush; to not excavate in the low flow area except for the removal of the old structure and the placement of piers, foundations, and riprap; to not construct temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds; to minimize the movement of resuspended bottom sediment from the immediate project area; and to develop a mitigation plan for unavoidable habitat impacts (Appendix C13-C15).

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

Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E3-E4, E36-E43), there are 9 open water features within the 0.5 mile search radius. There is 1 open water feature present within or adjacent to the project area. That number was confirmed by site visits on October 13 and 14, 2020 and August 23, 2021 and December 13, 2021, by SJCA Inc.

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting

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Office on October 13, 2021. Please refer to Appendix F1-F58 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that 1 freshwater pond is located adjacent to the investigated area, but no open water features are within the investigated area. Therefore, no impacts to open water features are expected.

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

Wetlands

Presence

Impacts

Yes

No

Total wetland area: 1.42 Acre(s) Total wetland area impacted: 0.982 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
1	Emergent	0.21	N/A	On west side of US 31, beginning approximately 150 feet north of CR 80S; Water of the US; Appendix F6, F37, F62
2	Emergent	0.12	0.12	On west side of US 31, between Franklin Lakes Blvd and service entrance drive to Blue Herron Park; Not Water of the US; Appendix F7, F40, F62
3	Scrub-Shrub	0.12	0.12	On west side of US 31, between service entrance drive to Blue Herron Park to Youngs Creek; Not Water of the US; Appendix F8, F40, F62
4	Emergent	0.03	0.002	In southeast corner of structure carrying US 31 over Youngs Creek; Not Water of the US; Appendix F8-F9, F40, F62
5	Emergent	0.03	0.03	In southwest corner of structure carrying US 31 over Canary Ditch; Not Water of the US; Appendix F9, F46, F62
6	Emergent	0.03	0.03	On west side of US 31, between Acorn Blvd and entrance drive to commercial property 150 feet north of Acorn Blvd; Not Water of the US; Appendix F9-F10, F46, F62
7	Emergent	0.02	0.02	On west side of US 31, between approximately 170 and 235 feet south of Commerce Dr; Not Water of the US; Appendix F10, F48, F62
8	Emergent	0.02	0.02	On east side of US 31, between approximately 256 and 430 feet north of Earlywood Dr; Not Water of the US; Appendix F11, F51-F52, F62
9	Emergent	0.04	0.04	On east side of US 31, beginning in the northeast corner of Sloan Dr and extending approximately 250 feet north; Not Water of the US; Appendix F11, F52, F62
10	Emergent	0.26	0.26	On west side of US 31, beginning in northwest corner of structure carrying US 31 over Powell Legal Drain and extending approximately 1,180 feet north; Not Water of the US; Appendix F12, F53-F54, F62
11	Emergent	0.06	0.06	On west side of US 31, between 30 and 345 feet north of Wetland 10; Not Water of the US; Appendix F13, F54, F62
12	Emergent	0.22	0.08	On west side of US 31, between 30 and 1,330 feet north of Wetland 11; Not Water of the US; Appendix F13, F54-F55, F62
13	Emergent	0.03	0.03	On west side of US 31, between the entrance drives to the private residences opposite Paul Hand Blvd; Not Water of the US; Appendix F14, F55, F62
14	Emergent	0.15	0.15	On west side of US 31, beginning on north side of the drive to a private residence and extending to the southwest corner of the Christian Blvd intersection; Not Water of the US; Appendix F14-F15, F55-F56, F62

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15	Emergent	0.04	0.02	On west side of US 31, beginning in northwest corner of Israel Ln intersection and beyond investigated area; Not Water of the US; Appendix F15, F56-F57, F62
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Wetlands (Mark all that apply)

Wetland Determination
 Wetland Delineation
 USACE Isolated Waters Determination

Documentation

X
X
X

ESD Approval Dates

October 13, 2021
October 13, 2021
August 4, 2022

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

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

X

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

Based on a desktop review, the aerial map of the project area, and the RFI report (Appendix E3-E4, E36-E43), there are 48 wetlands within the 0.5-mile search radius. There are 4 wetlands within or adjacent to the project area. That number was updated to 15 wetlands by the site visits on October 13 and 14, 2020 and on August 23, 2021 and December 13, 2021, by SJCA Inc.

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office on October 13, 2021. Please refer to Appendix F1-F58 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that 4 wetlands are likely Waters of the US and jurisdictional under the USACE and that 11 wetlands are not likely Waters of the US and not likely jurisdictional under the USACE. The USACE makes all final determinations regarding jurisdiction.

Wetland 1 is located on the west side of US 31 north of the intersection with CR 80 S. Wetland 1 is an emergent wetland that extends beyond the investigated area. Approximately 0.21 acre of Wetland 1 is within the investigated area. This wetland is dominated by lakebank sedge (*Carex lacustris*, OBL) and the invasive species reed canary grass (*Phalaris arundinacea*, FACW). Wetland 1 appears to receive water from roadside runoff and from drainage from surrounding farm fields. Wetland 1 is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An Approved Jurisdictional Determination (AJD) completed by the USACE on August 4, 2022 determined that Wetland 1 is a Water of the US and under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 1 can be found in Appendix F6, and the location can be seen in the maps in Appendix F37 and in the plans in Appendix B98. No impacts to Wetland 1 will occur as part of this project.

Wetland 2 is located on the west side of US 31 in a roadside ditch between Franklin Lakes Blvd to the south and a paved approach connecting to Blue Herron Park, the Greenway Trail, and to a drive to a maintenance area to the north. Wetland 2 is an emergent wetland that was dominated by white ash (*Fraxinus americana*, FACU) and the invasive species narrow-leaf cattail (*Typha angustifolia*, OBL). Wetland 2 is approximately 0.12 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE determined that Wetland 2 is a man-made feature constructed in uplands and is not under the jurisdictional authority of the USACE (Appendix F62). Wetland 2 connects to Wetland 3 via a drainage pipe that crosses under a paved drive. A discussion of Wetland 2 can be found in Appendix F7, and the location can be seen in the maps in Appendix F40 and in the plans in Appendix B105-B106. Approximately 0.12 acre of Wetland 2 will be permanently impacted by this project in order to install the new storm sewer. The existing ditch flowline will be shifted west approximately 4 feet.

Wetland 3 is located on the west side of US 31 in a roadside ditch in the southwest corner of the structure carrying US 31 over Youngs Creek. Wetland 3 is a scrub-shrub wetland that was dominated by black willow (*Salix nigra*, OBL). Riprap was present within this wetland and prevented vegetation from growing in some areas. A drainage pipe carries drainage from Wetland 2 to Wetland 3 and another drainage pipe carries drainage from Wetland 3 into Youngs Creek. Wetland 3 is approximately 0.12 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 3 is a man-made feature constructed

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in uplands and not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 3 can be found in Appendix F8, and the location can be seen in the maps in Appendix F40 and in the plans in Appendix B106-B107. Approximately 0.12 acre of Wetland 3 will be permanently impacted by this project in order to install the new storm sewer. The existing ditch flowline will be shifted west approximately 1 foot.

Wetland 4 is located on the east side of US 31 in a roadside ditch in the southeast corner of the structure carrying US 31 over Youngs Creek. Wetland 4 is an emergent wetland that was dominated by green ash (*Fraxinus pennsylvanica*, FACW), silver maple (*Acer saccharinum*, FACW), field horsetail (*Equisetum arvense*, FAC), and the invasive species narrow-leaf cattail (*Typha angustifolia*, OBL). A drainage pipe carries drainage from Wetland 4 to Youngs Creek. Wetland 4 is approximately 0.03 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 4 is a man-made feature constructed in uplands and not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 4 can be found in Appendix F8-F9, and the location can be seen in the maps in Appendix F40 and in the plans in Appendix B106-B107. Approximately 0.002 acre of Wetland 4 will be permanently impacted by regrading the ditch line in this location.

Wetland 5 is located on the west side of US 31 in a roadside ditch in the southwest corner of the structure carrying US 31 over Canary Ditch. Wetland 5 is an emergent wetland that was dominated by yellow nutsedge (*Cyperus esculentus*, FACW) and woodland sedge (*Carex blanda*, FAC). Wetland 5 drains into Canary Ditch to the north. Wetland 5 is approximately 0.03 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 5 is a man-made feature constructed in uplands and not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 5 can be found in Appendix F9, and the location can be seen in the maps in Appendix F46 and in the plans in Appendix B119-B120. Approximately 0.03 acre of Wetland 5 will be permanently impacted by this project in order to install the new storm sewer. The existing ditch line flowline will be shifted west approximately 6 feet.

Wetland 6 is located on the west side of US 31 in a roadside ditch in the northwest corner of the intersection of US 31 and Acorn Blvd. Wetland 6 is an emergent wetland that was dominated by the invasive species narrow-leaf cattail (*Typha angustifolia*, OBL). Wetland 6 does not exhibit connectivity to any other water features. Wetland 6 is approximately 0.03 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 6 is a man-made feature constructed in uplands and not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 6 can be found in Appendix F9-F10, and the location can be seen in the maps in Appendix F46 and in the plans in Appendix B121. Approximately 0.03 acre of Wetland 6 will be permanently impacted by this project in order to install new storm sewer and to construct the new multi-use paved trail. The existing ditch flowline will be shifted west approximately 9 feet.

Wetland 7 is located on the west side of US 31 in a roadside ditch in the southwest corner of the intersection of US 31 and Commerce Dr. Wetland 7 is an emergent wetland that was dominated by yellow nutsedge (*Cyperus esculentus*, FACW) and the invasive species reed canary grass (*Phalaris arundinacea*, FACW). Wetland 7 does not exhibit connectivity to any other water features. Wetland 7 is approximately 0.02 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 7 is a man-made feature constructed in uplands and not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 7 can be found in Appendix F10, and the location can be seen in the maps in Appendix F48 and in the plans in Appendix B124. Approximately 0.02 acre of Wetland 7 will be permanently impacted by this project in order to construct a loon location for vehicles making U-turns and to construct the new multi-use paved trail. The existing ditch flowline will be shifted west approximately 13 feet.

Wetland 8 is located on the east side of US 31 in a roadside ditch approximately 520 feet south of the intersection of US 31 and Sloan Dr. Wetland 8 is an emergent wetland that was dominated by bearded sedge (*Carex comosa*, OBL), dark green bullrush (*Scirpus atrovirens*, OBL), and barnyard grass (*Echinochloa crus-galli*, FACW). Wetland 8 does not exhibit connectivity to any other features. Wetland 8 is approximately 0.02 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 8 is a man-made feature constructed in uplands and not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 8 can be found in Appendix F11, and the location can be seen in the maps in Appendix F52 and in the plans in Appendix B134. Approximately 0.02 acre of Wetland 8 will be permanently impacted by this project in order to construct the new multi-use paved trail. The existing ditch flowline will be shifted west approximately 3 feet.

Wetland 9 is located on the east side of US 31 in a roadside ditch in the northeast corner of the intersection of US 31 and Sloan Dr. Wetland 9 is an emergent wetland that was dominated by bearded sedge (*Carex comosa*, OBL) and barnyard grass (*Echinochloa crus-galli*, FACW). Wetland 9 does not exhibit connectivity to any other features. Wetland 9 is approximately 0.04 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 9 is a man-made feature constructed

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in uplands and not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 9 can be found in Appendix F11, and the location can be seen in the maps in Appendix F52 and in the plans in Appendix B135. Approximately 0.04 acre of Wetland 9 will be permanently impacted by this project in order to construct the new multi-use paved trail. The existing ditch flowline will be shifted west approximately 7 feet.

Wetland 10 is located on the west side of US 31 in a roadside ditch extending north from the outlet of the structure carrying Powell Legal Drain under US 31. Wetland 10 is an emergent wetland that was dominated by the invasive species narrow-leaf cattail (*Typha angustifolia*, OBL). Wetland 10 exhibits connectivity to Powell Legal Drain to the south and Wetland 11 to the north but it does not exhibit connectivity to any likely jurisdictional features. Wetland 10 is approximately 0.26 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 10 is a man-made feature constructed in uplands and not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 10 can be found in Appendix F12, and the location can be seen in the maps in Appendix F53-F54 and in the plans in Appendix B138-B140. Approximately 0.26 acre of Wetland 10 will be permanently impacted by this project in order to construct a loon location for vehicles making U-turns and in order to construct the new multi-use paved trail. The existing ditch flowline will be shifted west approximately 15 feet.

Wetland 11 is located on the west side of US 31 in a roadside ditch located between 2 agriculture field entrances. Wetland 11 is an emergent wetland that was dominated by the invasive species narrow-leaf cattail (*Typha angustifolia*, OBL). Wetland 11 exhibits connectivity to Wetland 10 to the south and Wetland 12 to the north, but it does not exhibit connectivity to any likely jurisdictional features. Wetland 11 is approximately 0.06 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 11 is a man-made feature constructed in uplands and is not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 11 can be found in Appendix F13, and the location can be seen in the maps in Appendix F54 and in the plans in Appendix B140. Approximately 0.06 acre of Wetland 11 will be permanently impacted by this project in order to construct the new multi-use paved trail. The existing ditch flowline will be shifted west approximately 14 feet.

Wetland 12 is located on the west side of US 31 in a roadside ditch. Wetland 12 is connected to Wetland 11 via a drainage pipe and extends north to the private drive located opposite Paul Hand Blvd. Wetland 12 is an emergent wetland that was dominated by barnyard grass (*Echinochloa crus-galli*, FACW) and the invasive species narrow-leaf cattail (*Typha angustifolia*, OBL). Wetland 12 exhibits connectivity to Wetland 11 to the south and Wetland 13 to the north, but it does not exhibit connectivity to any likely jurisdictional features. Wetland 12 is approximately 0.22 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 12 is a man-made feature constructed in uplands and is not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 12 can be found in Appendix F13, and the location can be seen in the maps in Appendix F54-F55 and in the plans in Appendix B140-B142. Approximately 0.15 acre of Wetland 12 was impacted by a housing development project in the southwest corner of the private drive located opposite Paul Hand Blvd following the October 12 and 13, 2020 wetland delineation. This project will permanently impact all of the remaining Wetland 12, approximately 0.08 acre, in order to construct a loon location for vehicles making U-turns, the new multi-use paved trail, and the approach for the future expansion of Nicole Dr. The existing ditch flowline will be shifted west approximately 15 feet.

Wetland 13 is located on the west side of US 31 in a roadside ditch located between 2 private drives. Wetland 13 is an emergent wetland that was dominated by Japanese bristlegrass (*Setaria faberi*, FAC) and redtop (*Agrostis gigantea*, FACW). Wetland 13 exhibits connectivity to Wetland 12 to the south and Wetland 14 to the north, but it does not exhibit connectivity to any likely jurisdictional features. Wetland 13 is approximately 0.03 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 13 is a man-made feature constructed in uplands and is not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 13 can be found in Appendix F14, and the location can be seen in the maps in Appendix F55 and in the plans in Appendix B142-B143. Approximately 0.03 acre of Wetland 13 will be permanently impacted by this project in order to construct the new multi-use paved trail. The existing ditch flowline will be shifted west approximately 17 feet.

Wetland 14 is located on the west side of US 31 in a roadside ditch beginning in the southwest corner of the intersection of US 31 and Christian Blvd and extending south to a private drive. Wetland 14 is an emergent wetland that was dominated by barnyard grass (*Echinochloa crus-galli*, FACW), redtop (*Agrostis gigantea*, FACW), softstem bullrush (*Schoenoplectus tabernaemontani*, OBL), and common spikerush (*Eleocharis palustris*, OBL). Wetland 14 exhibits connectivity to Wetland 13 to the south, but it does not exhibit connectivity to any other likely jurisdictional features. Wetland 14 is approximately 0.15 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 14 is a man-made feature constructed in uplands and is not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 14 can be found in Appendix F14-F15, and the location can be seen in the maps in Appendix F55-F56 and in the plans in Appendix B143-B145. Approximately 0.15 acre of

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Wetland 14 will be permanently impacted by this project in order to construct a loon location for vehicles making U-turns and to construct the new multi-use paved trail. The existing ditch flowline will be shifted west approximately 9 feet.

Wetland 15 is located on the west side of US 31 beginning in the northwest corner of the intersection of US 31 and Israel Ln and extending north to the end of the investigated area. Wetland 15 is an emergent wetland that was dominated by barnyard grass (*Echinochloa crus-galli*, FACW). Wetland 15 does not exhibit connectivity to any likely jurisdictional features. Wetland 15 is approximately 0.04 acre within the investigated area and is considered poor quality due to its lack of biodiversity and relative lack of habitat that it provides for wetland flora and fauna. An AJD completed by the USACE on August 4, 2022 determined that Wetland 15 is a man-made feature constructed in uplands and is not under the jurisdictional authority of the USACE (Appendix F62). A discussion of Wetland 15 can be found in Appendix F15, and the location can be seen in the maps in Appendix F56-F57 and in the plans in Appendix B146. Approximately 0.02 acre of Wetland 15 will be permanently impacted by this project in order to construct a loon location for vehicles making U-turns and the construct the new multi-use paved trail. The existing ditch flowline will be shifted west approximately 27 feet.

Twenty-two (22) roadside ditches (RSDs) were observed along US 31 and were investigated for the presence of wetland features. These RSDs appear to only carry stormwater drainage that collects off of US 31 during rain events. These RSDs did not hold water at the time of investigation. No RSDs exhibited jurisdictional wetland characteristics or a Significant Nexus to a Traditionally Navigable Waterway. An AJD completed by the USACE on August 4, 2022 determined that all RSDs in the project area are man-made features constructed in uplands and are not under the jurisdictional authority of the USACE (Appendix F62).

This project will permanently impact a total of 0.982 acre of wetlands in order to construct loon locations for vehicles making U-turns and the new multi-use paved trails, and to regrade ditch lines. These impacts have been minimized to the greatest amount possible. Avoidance of these impacts is only possible with the No Build alternative, which would not meet the purpose and need of the project. An AJD completed by the USACE on August 4, 2022 determined that all waters and wetlands on the site will be treated as jurisdictional "waters of the U.S." for the purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures. A USACE 404 permit and an IDEM 401 permit will be required for impacts to Wetlands 1-15. Mitigation is required for impacts to jurisdictional wetlands. The entirety of Wetland 1 and the portions of Wetland 4 and 15 that will not be impacted will be labeled on the plans as "Do Not Disturb." This is included as a firm commitment in the Environmental Commitments section of this CE document.

All wetland impacts will be mitigated. A total of 0.982 acre of impacts to wetlands will be mitigated off-site through the IDNR in-lieu fee program. The project is in the Whitewater-East Fork White River service area. Therefore, at the price of \$80,000/acre, the cost will be \$78,560. The INDOT Project Manager will assure that \$78,560 of Preliminary Engineering (PE) funds will be allocated to the in-lieu fee program. This is included as a firm commitment in the Environmental Commitments section of this document.

The USFWS responded to the early coordination letter on July 21, 2021, stating that wetland impacts may require permits from the USACE and/or IDEM, any wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with USACE mitigation guidelines (Appendix C6-C7).

The IDNR-DFW early coordination response dated July 29, 2021, stated that coordination may be required with the IDEM 401 and USACE 404 programs for any wetland impacts and recommended to not excavate or place fill in any riparian wetland (Appendix C13-C15).

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

	<u>Presence</u>	<u>Impacts</u>	
Terrestrial Habitat	<input checked="" type="checkbox"/>	Yes	NO
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total terrestrial habitat in project area: 74.76 Acre(s) Total tree clearing: 1.88 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, site visits on October 13 and 14, 2020, August 23, 2021, and December 13, 2021, by SJCA Inc, and the aerial map of the project area (Appendix B6-B26), the terrestrial habitat surrounding the project consists primarily of grasses and herbaceous vegetation that is common along roadsides and within disturbed areas. Vegetation along the roadside is dominated by red fescue (*Festuca rubra*, FACU), tall fescue (*Schedonorus arundinaceus*, FACU), and cat grass (*Dactylis glomerata*, FACU). Along

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the southern portion of the project, trees and shrubs including white ash (*Fraxinus americana*, FACU), honey locust (*Gleditsia triacanthos*, FACU), silver maple (*Acer saccharinum*, FACW), white mulberry (*Morus alba*, FAC), dogwood (*Cornus drummondii*, FAC), and Amur honeysuckle (*Lonicera maackii*, NI) are present. The riparian area around Youngs Creek is dominated by black willow (*Salix nigra*, OBL), green ash (*Fraxinus pennsylvanica*, FACW), and silver maple. The vegetation surrounding Canary Ditch is dominated by yellow nutsedge (*Cyperus esculentus*, FACW), woodland sedge (*Carex blanda*, FAC), yellow foxtail (*Setaria pumila*, FAC), and red fescue. Trees including dogwood, silver maple, and Amur honeysuckle are present along the southeast bank of Canary Ditch.

A total of 1.88 acres of trees will be removed for this project. The widening of the structure carrying US 31 of Youngs Creek (Des 2001610) will require 0.07 acre of tree removal. The replacement of the structure carrying US 31 over Canary Ditch (Des 1800272) will require 0.06 acre of tree removal. The corridor and intersection improvements on US 31 (Des 1800082) will require 1.75 acres of tree removal. All tree clearing will take place within 100 feet of the roadway, culvert, and bridge, and tree removal will take place during the inactive season for bats.

From the Youngs Creek floodway, a total of 0.26 acre of non-wetland forest will be cleared near S. Main St and a total of 0.34 acre of non-wetland forest will be cleared in the northeast and northwest quadrants of the bridge carrying US 31 over Youngs Creek. Mitigation for this tree clearing is required at a ratio of 1:1 based on area. Mitigation will take place on-site, and a total of 182 canopy trees and 86 shrubs and understory trees will be planted. Tree planting will take place along the east side of US 31 north of S. Main St and in the northeast and northwest quadrants of the structure carrying US 31 over Youngs Creek. Please see Appendix B152-B154 for the location of tree plantings for mitigation. Mitigation is not required for tree removal at Canary Ditch as the tree removal in that area did not meet the criteria for non-wetland forest. Mitigation for any tree clearing outside a floodway is not required.

A total of 74.46 acres of terrestrial habitat will be disturbed by this project. Permanent impacts to terrestrial habitat will result from constructing traffic loons associated with MUT locations, constructing multi-use paved trails and sidewalks throughout the project area, making upgrades to storm drainage through the project area, placing riprap at the outlet of new drainage structures throughout the project area, and grading roadside ditches to ensure positive storm drainage. These impacts are only avoidable with the No Build alternative, which does not meet the purpose and need of the project. Impacts to terrestrial habitat have been minimized to the greatest extent possible and will not extend beyond 100 feet from the existing roadway. Mitigation is not expected to be required for impacts to terrestrial habitat.

The USFWS responded to the early coordination letter on July 21, 2021, with recommendations to not clear trees or understory vegetation outside the construction zone boundaries, restrict vegetation clearing to the minimum necessary, implement temporary erosion and sediment control methods within areas of disturbed soils, and revegetate all disturbed soil areas (Appendix C6-C7).

The IDNR-DFW responded to the early coordination letter dated July 29, 2021, with recommendations to avoid and minimize impacts to wildlife and botanical resources to the greatest extent possible, and to compensate for any unavoidable impacts. Recommendations included considering soft armoring and bioengineering techniques in place of riprap for bank stabilization and combining vegetation with other bank stabilization methods to provide additional bank protection and to help reduce impacts to fish and wildlife; to develop a mitigation plan for unavoidable impacts to riparian habitat and that impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. Other recommendations include to revegetate bare and disturbed areas upon project completion, minimize and contain within the project limits the clearing of trees and brush, avoid cutting any trees suitable for endangered bat species roosting from April 1 through September 30, use appropriately designed measures for erosion and sediment control, and to seed and protect all disturbed streambanks and slopes that are not protected by other methods (Appendix C13-C15).

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

**Protected Species
Federally Listed Bats**

Information for Planning and Consultation (IPaC) determination key completed
 Section 7 informal consultation completed (IPaC cannot be completed)
 Section 7 formal consultation Biological Assessment (BA) required

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

Determination Received for Listed Bats from USFWS: NE NLAA LAA

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Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
 State species (not bird) found in project area (based upon consultation with IDNR)

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

Migratory Birds

Known usage or presence of birds (i.e. nests)
 State bird species based upon coordination with IDNR

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

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E1-E58), completed by SJCA Inc. on May 28, 2021, the IDNR Johnson County Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated July 29, 2021 (Appendix C13-C15), the Natural Heritage Program's Database has been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on April 14, 2021; the review did not indicate the presence of endangered bat species in or within 0.5-mile of the project area.

Indiana Bat and Northern Long-Eared Bat

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C40-C56). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). The Monarch butterfly (*Danaus plexippus*) is listed as a candidate for inclusion on the list of federally endangered species; no further coordination is required at this time. Additionally, 17 migratory birds were identified on the species list, including:

- American Golden-plover (*Pluvialis dominica*),
- Bald Eagle (*Haliaeetus leucocephalus*),
- Black-billed Cuckoo (*Coccyzus erythrophthalmus*),
- Bobolink (*Dolichonyx oryzivorus*),
- Cerulean Warbler (*Dendroica cerulea*),
- Chimney Swift (*Chaetura pelagica*),
- Henslow's Sparrow (*Ammodramus henslowii*),
- Hudsonian Godwit (*Limosa haemastica*),
- Kentucky Warbler (*Oporornis formosus*),
- Lesser Yellowlegs (*Tringa flavipes*),
- Prothonotary Warbler (*Protonotaria citrea*),
- Red-headed Woodpecker (*Melanerpes erythrocephalus*),
- Ruddy Turnstone (*Arenaria interpres morinella*),
- Rusty Blackbird (*Euphagus carolinus*),
- Short-billed Dowitcher (*Limnodromus griseus*),
- Upland Sandpiper (*Bartramia longicauda*), and
- Wood Thrush (*Hylocichla mustelina*).

This project does not qualify for the "2013 USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana" (found at <https://www.in.gov/indot/2523.htm>) because the total impacts to wetlands will total more than 0.1 acre.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A bridge and small structure inspection occurred on December 13, 2021, and no bats or signs of bats were identified on or in any of the structures inspected (Appendix C72-C78). An effect determination key was completed on December 14, 2021, and based on the responses provided, the project was found to "Not Likely Adversely Affect" the Indiana bat and/or the NLEB (Appendix C57-C71). INDOT reviewed and verified the effect finding on December 27, 2021, and requested USFWS's review of the finding (Appendix C79). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. The following Avoidance and Mitigation Measures (AMMs) were provided: General AMM 1, Lighting AMMs 1 and 2, and Tree Removal AMMs 1-4. These AMMs are included as firm commitments in the Environmental Commitments section of this document.

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Migratory Birds

INDOT Bridge No. 031-41-07875 carrying US 31 over Youngs Creek has shown evidence of use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the December 13, 2021, inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8-April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1-September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" Required Special Provision (RSP) #107-C-273. This firm commitment is included in the Environmental Commitments section of this document.

INDOT Bridge No. 031-41-07875 carrying US 31 over Youngs Creek and INDOT Bridge No. 031-41-03534 carrying US 31 over Canary Ditch and the project's surrounding habitat is conducive for use (i.e., nests) by a bird species protected under the MBTA. Prior to the start of the nesting season (May 1), the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection, avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8-April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" RSP #107-C-273. This firm commitment is included in the Environmental Commitments section of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

Geological and Mineral Resources

- Project located within the Indiana Karst Region
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

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

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

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

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the USGS topographic map of the project area (Appendix B2-B5), and the RFI report (Appendix E3-E4, E36-E43), there are no karst features identified within or adjacent to the project area. In the automated early coordination response dated June 29, 2021, the IGWS did not indicate that karst features may exist within 0.5 mile of the project area (Appendix C10-C12). The IGWS response did indicate a high liquefaction potential, a floodway, a moderate potential for bedrock resources, a high potential for sand and gravel resources, and petroleum exploration wells within 0.5 mile of the project area. The RFI report identified 1 petroleum well within 0.5 mile of the project area (Appendix E4, E44-E45). The features will not be affected because the project is not within the vicinity of any bedrock, sand, gravel, or petroleum exploration resources and involves the reconstruction of an existing roadway facility along the same alignment, the rehabilitation of an existing bridge, and the replacement of an existing culvert. The IGWS response has been communicated with the designer on June 30, 2021. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Wellhead Protection Area(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Well(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Urbanized Area Boundary
Public Water System(s)

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

Is the project located in the St. Joseph Sole Source Aquifer (SSA):
If Yes, is the FHWA/EPA SSA MOU Applicable?
If Yes, is a Groundwater Assessment Required?

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

Sole Source Aquifer

The project is located in Johnson County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection Area and Source Water

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on June 25, 2021, by SJCA Inc. This project is located within a Wellhead Protection Area (WHPA), but is it not located within a Source Water Area. In an early coordination letter dated July 2, 2021, IDEM stated the project is located within a WHPA for the Whiteland Water Works (Appendix C23-C24). Project information was sent to a representative of Whiteland Water Works on July 6, 2021. No response from Whiteland Water Works was received. The features will not be affected because erosion control and spill prevention will comply with the WHPA Program. The erosion control plans were omitted from this document due to reduce the overall size of the document. The erosion control plans can be made available upon request.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 24, 2022, by SJCA Inc. Sixteen (16) wells are mapped along the section of US 31 included in this project. The features will not be affected because they are outside of the construction area boundaries. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<http://entapps.indot.in.gov/MS4/>) by SJCA Inc. on February 24, 2022, this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on June 29, 2021, and February 25, 2022, to the City of Franklin MS4 Coordinator, the Johnson County Soil and Water Conservation District (SWCD), and the Indianapolis Metropolitan Planning Organization (MPO). No responses were received from the Johnson County SWCD or the Indianapolis MPO. The City of Franklin MS4 Coordinator responded on March 3, 2022 stating that he does not have any issues with the project (Appendix C31).

Public Water System

Based on a desktop review, site visits on October 13 and 14, 2020, August 23, 2021, and December 13, 2021, by SJCA Inc., the aerial map of the project area (Appendix B6-B26), and the project plans (Appendix B98-B151), this project is located where there is a public water system. The public water systems present are owned by Indiana American Water (IAW) and Whiteland Utilities. IAW is currently redesigning the watermain for their facilities throughout US 31; the proposed new watermain design is not in conflict with this project, but if any existing IAW watermain facilities remain in their existing locations, this project will require valve adjustments at IAW facilities and hydrant relocation throughout the project area. Valve adjustments will be required at facilities owned by Whiteland Utilities. Coordination between the designer and the owners of public water facilities has been initiated and will continue throughout project development.

Floodplains

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

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

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If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by SJCA Inc. on November 12, 2021, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F23-F25). An early coordination letter was sent on June 29, 2021, to the Johnson County and the City of Franklin Floodplain Administrators. Neither floodplain administrator responded within the 30-day time frame.

Due to the replacement of the structure carrying US 31 over Canary Ditch (Des 1800272), this project qualifies as a Category 4 per the current INDOT CE Manual, which states, 76 homes are located within the base floodplain within 1,000 feet upstream and 10 residential apartment buildings associated with Northwood Apartments of Franklin are located within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives was approved by INDOT on March 18, 2022 (Appendix F59-F61). A summary of this study will be included with the Field Check Plans.

The rehabilitation of the structure carrying US 31 over Youngs Creek (Des 2001610) qualifies as a Category 3 and the intersection improvement work and construction of the multi-use paved trail at S Main St (Des 1800082) qualifies as a Category 2.

This project will require 3 CIF permits for construction within the floodways of Youngs Creek and Canary Ditch. From the Youngs Creek floodway, a total of 0.26 acre of non-wetland forest will be cleared near S. Main St and a total of 0.34 acre of non-wetland forest will be cleared in the northeast and northwest quadrants of the bridge carrying US 31 over Youngs Creek. Mitigation for this tree clearing is required at a ratio of 1:1 based on area. Mitigation will take place on-site, and a total of 182 canopy trees and 86 shrubs and understory trees will be planted. Tree planting will take place along the east side of US 31 north of S. Main St and in the northeast and northwest quadrants of the structure carrying US 31 over Youngs Creek. Please see Appendix B152-B154 for the location of tree plantings for mitigation. Tree clearing will also take place within the Canary Ditch floodway, but no mitigation is required as the tree removal at Canary Ditch did not meet the criteria for non-wetland forest.

Farmland	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*)	<u>99</u>			

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

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, site visits on October 13 and 14, 2020, August 23, 2021, and December 13, 2021, by SJCA Inc, the aerial map of the project area (Appendix B6-B26), the project will convert a total of 4.23 acres of farmland as defined by the Farmland Protection Policy Act. A total of 0.37 acres of farmland will be temporarily impacted by this project. An early coordination letter was sent on June 29, 2021, to the NRCS, and revised ROW acquisition amounts were sent to the NRCS on March 9, 2022. Coordination with NRCS resulted in a score of 99 on the AD-1006 form (Appendix C9). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

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SECTION D – CULTURAL RESOURCES

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

Full 106 Effect Finding
 No Historic Properties Affected No Adverse Effect Adverse Effect

Eligible and/or Listed Resources Present
 NRHP Building/Site/District(s) Archaeology NRHP Bridge(s)

Documentation Prepared (mark all that apply)		ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	01/05/2022	02/01/2022
800.11 Documentation	<input checked="" type="checkbox"/>	04/05/2022	05/05/2022
Historic Properties Report or Short Report	<input checked="" type="checkbox"/>	01/05/2022	01/05/2022
Archaeological Records Check and Assessment	<input checked="" type="checkbox"/>		
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	12/06/2021	12/06/2021
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Other:	<input type="checkbox"/>		

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

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires that federal agencies identify and assess the effects of federal projects, programs, and actions on historic resources. This includes projects that are supported by federal funds. The Section 106 process was managed by SJCA Inc., who is listed on the IDNR Department of Historic Preservation and Archaeology's Roster of Qualified Professionals.

Area of Potential Effect (APE):

According to 36 CFR 800.16(d), 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 character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking..."

The APE of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. The APE is defined by open spaces of agricultural fields, residential properties, and commercial/industrial development. The APE is approximately 5.7 miles long and approximately 0.5 mile wide at its widest point. The Archaeological APE consists of 159 acres, including all proposed new, temporary, and existing ROW as well as any additional areas investigated beyond it. See Appendix D55-D69 for aerial maps of the APE.

Coordination with Consulting Parties:

On March 25, 2020, the following parties were sent an early coordination letter, a project map, and an invitation to become a Consulting Party (see Appendix D91):

Indiana State Historic Preservation Officer (responded April 13, 2020)

Indiana Landmarks, Central Office (responded March 26, 2020)

Indianapolis Metropolitan Planning Organization
 Johnson County Historian
 Johnson County Historical Society and Museum

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Franklin Heritage, Inc.

Johnson County Highway Director

Johnson County Commissioners

Johnson County Planning Department

City of Franklin Mayor's Office

Franklin Street Department

Franklin Planning Commission (responded April 2, 2020)

Eastern Shawnee Tribe of Oklahoma (responded January 4, 2022)

Miami Tribe of Oklahoma (responded April 15, 2020)

Peoria Tribe of Indians of Oklahoma (responded December 7, 2021)

Pokagon Band of Potawatomi Indians

Note: The contacted parties in bold above accepted Consulting Party status. INDOT Cultural Resources Office (CRO) is acting on behalf of FHWA. FHWA is the lead federal agency. The IDNR SHPO is an automatic Consulting Party.

The Indiana Landmarks Central Regional Office responded to the early coordination mailing on March 26, 2020 (Appendix D100), stating that the agency agrees to be included as a Consulting Party. The City of Franklin responded on April 2, 2020, stating that the city was not aware of any environmental and historic resource impacts (Appendix D101). The SHPO responded on April 13, 2020 (Appendix D102-D103), stating that the agency was not aware of any other parties who should be invited to participate in the Section 106 consultation for this project. However, SHPO did recommend that the owners of any historic properties adjacent to the project be contacted if ROW will be taken from those properties.

In a letter dated April 15, 2020, the Miami Tribe of Oklahoma accepted the invitation to serve as a Consulting Party, stating that the Miami Tribe offers no objection to the project and that they are not aware of existing documentation directly linking a specific Miami cultural or historic site to the project site (Appendix D104). However, the site is within the aboriginal homelands of the Miami Tribe, and they requested that immediate consultation be initiated if any human remains or Native American cultural items falling under the protections of the Native American Graves Protection and Repatriation Act (NAGPRA), or archaeological evidence is discovered during any phase of the project.

Because historic properties were identified within the APE (as discussed in more detail below), 15 historic property owners were invited to be Consulting Parties when the project Effects Letter was distributed on December 6, 2021 (Appendix D126; refer to the Documentation Findings Section below for more details regarding the Effects Letter):

Surya, Inc. – historic property owner of 501 S. Morton St. (Tearman Motel)

KYB Americas Corp. – historic property owner of 2575 N. Morton St. (Daily Journal Building)

Harish C & Vina H Patel – historic property owners of 511 S. US 31 (Wishing Well Motel)

Franklin North Village Apartments – historic property owner within Lochry Addition No. 5 Historic District (responded December 10, 2021)

Stephen C & Gloria A Davis – historic property owners within Lochry Addition No. 5 Historic District

Thomas R & Lisa B Crowder – historic property owners within Lochry Addition No. 5 Historic District

Jodi L Wickliff – historic property owner within Lochry Addition No. 5 Historic District

William S Cochran & Laura Wilson – historic property owners within Lochry Addition No. 5 Historic District

David Lee & Mary Anne Newton Joint Revocable Trust – historic property owner within Lochry Addition No. 5 Historic District

CSMA BLT LLC – historic property owner within Lochry Addition No. 5 Historic District

Anthony Asher – historic property owner within Lochry Addition No. 5 Historic District

Jennifer Branham – historic property owner within Lochry Addition No. 5 Historic District

Kelly J Edwards – historic property owner within Lochry Addition No. 5 Historic District

Samuel R & Kelly J Shepherd – historic property owner within Lochry Addition No. 5 Historic District

Matthew Glenn – historic property owner within Lochry Addition No. 5 Historic District

Note: The contacted parties in bold above accepted Consulting Party status.

On December 10, 2021, Dennis W. Anderson of Franklin North Village Apartments, Inc. (historic property owner within the NRHP-eligible Lochry Addition No. 5 Historic District) emailed to accept Consulting Party status (Appendix D128). No other responses from historic property owners were received.

Archaeology:

SJCA Inc.'s archaeologists conducted a Phase 1a archaeological literature review and field reconnaissance report (Jackson, 12/03/2021). The investigation identified 10 previously unrecorded archaeological sites within and adjacent to the project area. None of the sites were recommended eligible for placement on the NRHP in the report (Appendix D137). The archaeology report was approved by INDOT CRO and sent to Consulting Parties (SHPO and Tribes only) on December 6, 2021 (Appendix D114) along with the Effects Letter discussed below.

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In a letter dated December 7, 2021, the Peoria Tribe of Indians of Oklahoma, responded to the Effects Letter and archaeology report mailing, stating the Tribe is unaware of a direct link to the project location and is unaware of items covered under NAGPRA to be associated with the project site (Appendix D127). The Peoria Tribe of Indians of Oklahoma also stated that the Tribe had no objection to the project, but if any items are discovered which fall under the protection of NAGPRA, the Tribe requests to be notified immediately. In a letter dated January 4, 2022, the Eastern Shawnee Tribe of Oklahoma responded to the archaeology report and Effects Letter mailing, stating “The project proposes **NO Adverse Effect** (emphasis in the response) or endangerment to known sites of interest to the Eastern Shawnee Tribe” (Appendix D129).

SHPO responded to the archaeology report on January 6, 2022 (Appendix D130-D131), stating that “There is insufficient information regarding archaeological sites 12-Jo-0740, 12-Jo-0741, 12-Jo-0742, 12-Jo-0744, 12-Jo-0745, 12-Jo-0747, and 12-Jo-0749 (all of which were identified during these investigations) to determine whether they are eligible for inclusion in the National Register of Historic Places (“NRHP”). However, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological literature review and field reconnaissance survey report (Jackson, 12/03/2021) that the portions of these sites that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no further archaeological investigations appear necessary at the proposed project area.” SHPO staff also added that “The portions of these sites that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of these sites should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the Division of Historic Preservation and Archaeology (“DHPA”) for review and comment. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and guidelines for Archeology and Historic Preservation” (48 F.R. 44716).” This recommendation is included as a firm commitment in the Environmental Commitments Section of this document.

SHPO staff went on to state, “Based on the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological literature review and field reconnaissance survey report (Jackson, 12/03/2021), that sites 12-Jo-0743, 12-Jo-0746, and 12-Jo-0748 (all of which were identified during these archaeological investigations) do not appear eligible for inclusion in the NRHP; and that no further archaeological investigations appear necessary at the proposed project area.” No other responses from Consulting Parties (SHPO and Tribes only) were received regarding the archaeology report.

Historic Properties:

A Historic Property Report (HPR) was completed for this project (Henley, January 2021). The HPR was approved by INDOT CRO and provided to Consulting Parties for comment on January 5, 2021 (Appendix D105-D109). The HPR found a total of 14 above-ground historic resources within the APE:

- 11 meriting a rating of Contributing, 3 of which were previously surveyed Contributing resources, and 8 were new, previously unrecorded resources identified during site visits by SJCA Inc. for the HPR and recommended a rating as Contributing (refer to Appendix D193-D196 for the Contributing resources)
- Two (2) meriting a rating of Notable, 1 previously surveyed resource, the Greenlawn Cemetery, and 1 new, previously unrecorded resource, the Wishing Well Motel, constructed in 1956.
- One (1) new, previously unrecorded resource meriting listing as an NRHP eligible Historic District, the Lochry Addition No. 5 Historic District (Period of significance: 1959-1964)

One (1) property within the project APE in the HPR is listed in the NRHP—the Greenlawn Cemetery (NR-2278), which was listed on the NRHP in 2013. The cemetery is a 30-acre property and is significant under Criteria A and C for its embodiment of distinctive characteristics of cemetery design from the late 19th and early 20th centuries, with buildings that are significant examples of both Gothic Revival and Romanesque Revival architectural styles. The cemetery is also significant for its landscape architectural design popularized in the mid-19th century. The HPR recommended that the Greenlawn Cemetery remain on the NRHP. The HPR also recommended the Wishing Well Motel and Lochry Addition No. 5 Historic District eligible for the NRHP under Criteria A and C. Refer to Appendix D42-D43 for a summary of the evaluations and Appendix D149-D151, D154-155, D172-D173, and D192 for plan sheets showing the boundaries of the Greenlawn Cemetery, Wishing Well Motel, and Lochry Addition No. 5 Historic District.

Indiana Landmarks- Central Office responded to the HPR mailing on January 5, 2021, stating that the agency didn’t have any comments at that time and the agency desired to continue their Consulting Party status (Appendix D110). The SHPO responded on February 1, 2021 (Appendix D111-D112), stating that the APE appears to be of adequate size and agreed with the conclusions of the HPR that the Greenlawn Cemetery is listed on the NRHP and that the Wishing Well Motel is eligible for inclusion in the NRHP under Criterion A and C. SHPO requested more information regarding the dairy farm and farmhouse that was recommended Contributing in the HPR (Resource G1 in the property table in Appendix D194), and stated that their office believes that the commercial building at 1795 N. Morton St. (Resource G6), recommended Contributing in the HPR, warrants a Notable rating because it is a good example of a mid-20th century roadside commercial building. SHPO also stated that the commercial building at 2680 N. Morton St. (Resource G7) also warranted a Notable rating due to its architectural features indicative of mid-century auto-

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related buildings. SHPO stated that “for the purposes of Section 106 review of this federal undertaking, we agree that they are not eligible for inclusion in the NRHP, but additional information and research may yield our office to reevaluate these resources”.

In their February 1, 2021 response to the HPR, SHPO also disagreed with the assessment in the HPR that the commercial building at 2675 N. Morton St. (Resource G8, the Daily Journal Building), recommended Contributing and not eligible for the NRHP in the HPR, stating that it is an excellent example of a Modern/New Formalist building that appears relatively unaltered and warrants an Outstanding rating and is eligible for inclusion in the NRHP under Criterion C. SHPO also noted that the Tearman Motel at 501 S. Morton St., south of the Greenlawn Cemetery, was a good example of a mid-20th century roadside motel and eligible for the NRHP under Criterion A and C. Regarding the Lochry Addition No. 5 Historic District, SHPO agreed with the conclusions of the HPR that it is eligible for inclusion in the NRHP and recommended that the district boundary be modified to include a larger area (Appendix D112). No other responses to the HPR were received from Consulting Parties.

Documentation Findings:

On December 6, 2021, an Effects Letter was mailed to Consulting Parties providing the criteria for a “No Adverse Effect” finding and the opportunity to comment on the possible effects of the project (Appendix D113-D126). The Effects Letter included additional research and findings regarding the historic boundaries of the Lochry Addition No. 5 Historic District and the dairy farm in response to SHPO’s recommendations in their February 1, 2021, response letter to the HPR discussed above. The Effects Letter stated that the boundaries of the Lochry Addition No. 5 Historic District were extended as suggested by SHPO (refer to Appendix D164-D165 for the revised proposed boundaries). The Effects Letter included additional research of the dairy farm and confirmed its Contributing rating (see Appendix D134-D135 for the supporting research discussion).

Based on additional research and review of properties SHPO discussed in their February 1, 2021, response letter to the HPR, the following 5 NRHP-listed/eligible resources are in the APE: the Greenlawn Cemetery (NR-2278, IHSSI #081-222-29075); the Tearman Motel; the Daily Journal Building; the Wishing Well Motel; and the Lochry Addition No. 5 Historic District (Appendix D111-D112).

The Franklin North Village Apartments responded on December 10, 2021, but did not provide any comments regarding the effects on historic resources (Appendix D128). The Eastern Shawnee Tribe of Oklahoma responded on January 4, 2022, but did not provide comment regarding the effects on historic resources in the APE (Appendix D129).

The SHPO responded to the Effects Letter on January 6, 2022, stating that they agree with the effect finding that the 5 NRHP-listed/eligible resources in the APE will not be adversely affected by this project (Appendix D130-D131). SHPO recognized the proposed removal of the small connector road between US 31 and Main Street is within the Lochry Addition No. 5 Historic District (Appendix D164-D165), stating that while the road dates to the district’s period of significance it is not a primary entrance and does not have any formal designation as a road into the district; therefore, SHPO stated that removing the road did not rise to the level of adverse effect. No other Consulting Parties responded to the effect finding letter.

According to 36 Code of Federal Regulations (CFR) § 800.5(a)(1): “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.” The 7 criteria of “adverse effect” are:

- 1) Per 36 CFR 800.5(a)(2)(i): physical destruction or damage to all or part of the property;
- 2) Per 36 CFR 800.5(a)(2)(ii): alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
- 3) Per 36 CFR 800.5(a)(2)(iii): removal of a property from its historic location;
- 4) Per 36 CFR 800.5(a)(2)(iv): change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic features;
- 5) Per 36 CFR 800.5(a)(2)(v): Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features;
- 6) Per 36 CFR 800.5(a)(2)(vi): neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native Hawaiian organization; and
- 7) Per 36 CFR 800.5(a)(2)(vii): transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.”

The criteria of “adverse effect” were applied to the project’s impacts on the 5 NRHP-listed and/or eligible aboveground historic

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resources in the APE. The following is a summary of the impacts to the historic resources:

Greenlawn Cemetery (NR-2278, IHSSI No. 081-222-29075): This undertaking will have “No Adverse Effect” on the resource. No ROW is being acquired; however, work is anticipated to take place outside the existing ROW in the southwest corner of the cemetery for the installation of concrete curb and gutter along the W. South St. approach to US 31. The work will be done via right-of-entry since the City of Franklin owns the cemetery, and no historic elements of the property will be removed or damaged. The US 31 and W. South St/Franklin Lakes Blvd intersection will be reconfigured, and a multi-use path will be installed along US 31, all of which will be visible from the Greenlawn Cemetery.

Lochry Addition No. 5 Historic District: This undertaking will have “No Adverse Effect” on the resource. No temporary or permanent ROW will be acquired from the historic district. An access drive from N. Main St to US 31 will be removed as part of the undertaking; however, it is important to note that research has confirmed this access drive is not original to the neighborhood and not part of the historic elements of the historic district. In addition, other project activities adjacent to the historic district include: 1) Reconstruction of the existing highway and approach to the highway from Schoolhouse Rd; 2) Installation of a multi-use path on the east side of US 31, including sidewalks, combined curb and gutter, and curb ramps; 3) Reconfiguration of the traffic pattern at Schoolhouse Rd to through traffic along US 31 and right-turn only onto US 31, including removing left turns; and 4) Relocation of median U-turns and installation of traffic loons near the northwestern end of the historic district to provide left turns along US 31.

Wishing Well Motel: This undertaking will have “No Adverse Effect” on the resource. No temporary or permanent ROW will be required from the Wishing Well Motel. Near the resource, milling and resurfacing of US 31 will occur along with the installation of a new paved multi-use trail, combined curb and gutter along US 31, and a U-turn in the median of US 31 with a traffic loon on the west side of the highway approximately 50 feet south of the southern entrance to the Wishing Well Motel.

Daily Journal Building: This undertaking will have “No Adverse Effect” on the resource. Approximately 0.07 acre of temporary ROW and 0.02 acre of permanent ROW will be required from the Daily Journal Building property. The permanent ROW acquisition will be along the western edge of the property boundary and will be for the construction of a multi-use path. The temporary ROW will be for grading and reconstruction of the driveway to the historic property. In addition to the new multi-use path constructed along US 31 adjacent to the historic property, concrete curb and gutter and concrete center curbs will be installed on US 31. The existing median U-turn will be relocated, and a traffic loon will be installed that connects to the driveway entrance, slightly altering how motorists access the historic property.

Tearman Motel: This undertaking will have “No Adverse Effect” on the resource. Approximately 0.09 acre of temporary ROW will be acquired from the Tearman Motel for grading and reconstruction of the driveway along a portion of the western boundary of the Tearman Motel. In front of the Tearman Motel, US 31 will be reconstructed, combined curb and gutter will be installed, and a multi-use path outside the historic property boundary will be constructed along US 31. The existing median U-turn will be relocated, and a traffic loon will be installed that connects to the Tearman Motel driveway that will shift slightly how motorists access the historic property.

Refer to Appendix D45-D50 for more detailed discussions of the application of criteria of Adverse Effect on each of these historic resources.

SHPO responded on May 5, 2022, to the “No Adverse Effect” finding documentation, which included Section 4(f) compliance documentation, stating that the agency concurred with the “no adverse effect” finding and acknowledged that INDOT, on behalf of FHWA, intends to issue a “*de minimis*” finding for the Greenlawn Cemetery and the Daily Journal Building for the purposes of complying with Section 4(f) (Appendix D1 to D2). The SHPO also stated that based on information received, there will be no adverse impact to the Greenlawn Cemetery and the Daily Journal Building and that a certificate of approval from the IDNR DHPA review board was not necessary, pursuant to 312 Indiana Administrative Code (IAC) 20-4-11.5(f). Therefore, the SHPO’s response letter will serve as the DHPA director’s letter of clearance. SHPO also concurred with the Section 4(f) temporary occupancy of the Tearman Motel in the May 5, 2022 response letter. The Peoria Tribe of Indians of Oklahoma responded to the “No Adverse Effect” finding documentation on April 6, 2022 stating that they have no objection to the project and that they are not aware of any items covered under NAGPRA to be associated with the proposed project site. The Peoria Tribe also requested to be contacted immediately if items protected under NAGPRA are discovered at any time during the project (Appendix D3). The Eastern Shawnee Tribe responded to the “No Adverse Effect” finding documentation on April 26, 2022 stating that the project will have **NO Adverse Effect** (emphasis added in letter) or endangerment to known sites of the Eastern Shawnee Tribe. The Eastern Shawnee Tribe also requested to be contacted immediately if the project inadvertently discovers an archaeological site or object (Appendix D4). No other Consulting Parties responded to the effect finding and Section 4(f) compliance mailing within the 30-day comment period, which ended on May 6, 2022.

Section 4(f) of the US Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation projects unless there is no reasonable or prudent alternative. Refer to Section E of this document below for more detailed information regarding Section 4(f) use of protected resources. This project will:

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- Convert property from the NRHP-listed Greenlawn Cemetery to a transportation use due to a small change in use to a portion of the character of the Greenlawn Cemetery. The installation of concrete center curbs, a multi-use path installed on both sides of US 31, and a new concrete curb and gutter will represent a change to the setting of the historic property. The concrete curb and gutter work will be constructed via right-of-entry as the land is owned by the City of Franklin. The intersection reconfiguration at US 31 and W. South St./Franklin Lakes Blvd. and multi-use path will be visible from Greenlawn Cemetery. The combined concrete curb and gutter being installed on the southwest corner of US 31 and W. South St. will encroach on the existing ROW and within the historic boundary of the City of Franklin-owned Greenlawn Cemetery.
- Convert property from the NRHP-eligible Daily Journal Building by acquiring temporary and permanent ROW from the property and the minor changes of the physical features within the property's setting with new construction of a multi-use path, concrete center curbs, and concrete curb and gutter.

Both historic resources are protected by Section 4(f). As a result of consultation with INDOT CRO, it was determined that the project will result in "de minimis" impacts to these 2 NRHP listed/eligible historic resources. Therefore, on May 5, 2022, INDOT acting on behalf of FHWA issued a "de minimis" finding for the Greenlawn Cemetery and the Daily Journal Building pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), thereby satisfying responsibilities under Section 4(f) for these historic resources (Appendix D1-D2; D33-D35).

In addition, this project will temporarily occupy land from the Tearman Motel, a Section 4(f) protected historic property. Refer to Section E of this document below for more detailed information regarding Section 4(f) temporary occupancy of protected resources.

Note: the "No Adverse Effect" finding documentation included updates to the project scope and anticipated ROW acquisition as well as clarifications of the project termini since the distribution of the December 6, 2021 Effects Letter discussed above. Refer to Appendix D13. Since the distribution of the Effects Letter, the project scope was refined to include improvements to the storm drainage system and pipe replacements under driveways throughout the project area and additional work to curbs and gutters. SJCA Inc. historians reviewed the refined project area, and the APE in the HPR was found to be sufficient. In addition, an INDOT CRO Qualified Professional reviewed the southwest corner of Ironwood Dr and US 31 near the southern project terminus and determined that the area was disturbed and no additional archaeological field investigations were necessary and no further work was recommended.

Public Involvement:

A notice informing the public of the finding and opportunity to comment on the "No Adverse Effect" finding was published in *The Daily Journal* (Franklin, Johnson County) on April 21, 2022, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The published public comment period closed on May 22, 2022. The text of the public notice and the affidavit of publication can be found in Appendix D5-D9. No comments from the public were received during the published comment period ending on May 22, 2022.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

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Evaluations Prepared

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

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

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B6-B26), and the RFI report (Appendix E2-E3, E24-E35), there are 18 potential 4(f) recreational resources, 9 recreational facilities, and 9 mapped trails, located within the 0.5-mile search radius. According to additional research and site visits on October 13 and 14, 2020 and August 23, 2021 and December 13, 2021 by SJCA Inc., there are 13 total potential 4(f) recreational resources located within or adjacent to the project area; this includes 3 trails, the existing Simon Road Trail and the planned Branigan Road and Paul Hand Boulevard Trails, that are not identified in the RFI report but are shown on the City of Franklin Trails Map and in the February 2020 City of Franklin Bicycle and Pedestrian Way Master Plan Map in Appendix I80-I81:

1. The existing Franklin Community High School Trail segment along Commerce Dr
2. The existing Historic Greenway Trail, Phase 4 segment along Jefferson St
3. The existing Historic Greenway Trail, Phase 2 segment along Youngs Creek
4. The existing Historic Greenway Trail, Phase 3 segment along Main St
5. The existing Simon Road Trail along Simon Rd
6. The planned Branigan Road Trail along Branigan Rd
7. The planned Paul Hand Boulevard Trail along Paul Hand Blvd
8. The planned Nineveh Road Corridor Trail along Nineveh Rd
9. The Indiana Grand Slam Baseball/Softball Center (recreational facility)
10. Franklin Community Middle School (recreational facility)
11. Northwood Elementary School (recreational facility)
12. Blue Herron Park (recreational facility)
13. Earlywood Educational Services (recreational facility)

Research determined that Franklin Community Middle School, Northwood Elementary School, Blue Herron Park, and Earlywood Educational Services are publicly owned facilities that maintain playground facilities and open spaces that may be used for recreational activities. Early coordination letters were sent to Franklin Community Middle School, Northwood Elementary School, Blue Herron Park, and Earlywood Educational Services on June 29, 2021 but no responses were received. The early coordination letter was not sent to the Indiana Grand Slam Baseball/Softball Center because research indicated the facility has been permanently closed. The project will not require temporary or permanent ROW from these resources, and the project will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). Therefore, there will be no use of these 5 Section 4(f) recreational facilities and no impacts are expected.

Of the 9 mapped trails listed in the RFI report and 3 unmapped trails identified during additional research, 8 are within or adjacent to the project area. After further review of the project plans and additional coordination with the project designer and the City of Franklin, it was determined that 4 existing trails, the Simon Road Trail; the Franklin Community High School Trail; the Historic Franklin Greenway Trail Phase 4; and the Historic Franklin Greenway Trail Phase 3, are within the project area of the roadway project (Des. No. 1800082) and will require temporary closure to construct connections to the proposed trails along the east and west sides of US 31 that are part of the roadway project (Des. No. 1800082). (Note: The Franklin Community High School Trail extends from the High School east along the north side of Commerce Dr, through the US 31 intersection, and continues east on both sides of Commerce Dr east of US 31 and beyond the project area). These 4 existing trails will not be affected by the bridge project (Des. No. 2001610). In addition, the existing Historic Franklin Greenway Trail Phase 2 crosses under the bridge project (Des. No. 2001610). The Historic Franklin Greenway Trail Phase 2 will remain open while the bridge is widened and will not be affected by the roadway project (Des. No. 1800082). Refer to project plan sheets in Appendix B99, B107, B108, B123, and B125 for construction

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work to connect the proposed trails along US 31 to these existing trails and Appendix B150-151 for bridge work details.

There is 1 planned trail mapped in the RFI report, the Nineveh Road Corridor Trail, within/adjacent to the project area. This planned trail is under the ownership and management of the Johnson County Plan Commission. There is 1 planned trail not mapped in the RFI report, the Paul Hand Boulevard Trail, that is mapped in the February 2020 City of Franklin Bicycle and Pedestrian Way Master Plan that is also within/adjacent to the project area and likely under the management of the City of Franklin Parks and Recreation Department. The current designs of the roadway project (Des. No. 1800082) and the bridge project (Des. No. 2001610) will not prevent the future construction of the planned trails, and no impacts will occur. Therefore, no Section 4(f) use will occur and no impacts are expected to these planned trails.

Section 4(f) of the U.S. Department of Transportation Act of 1966 defines “use” of a Section 4(f) resource as:

- 1) Land is permanently incorporated into a transportation facility such as through permanent acquisition of property or a permanent easement on a property protected by Section 4(f) for maintenance or other transportation related purposes;
- 2) Temporary occupancy of a property for a construction related purpose. The property is not permanently incorporated into a transportation facility but the activity is considered to be adverse in terms of the preservation purpose of Section 4(f); and/or
- 3) Constructive use. A constructive use involves no actual physical use of the Section 4(f) property via permanent incorporation of land or a temporary occupancy of land into a transportation facility. A constructive use occurs when the proximity impacts of a proposed project adjacent to, or nearby, a Section 4(f) property result in substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f).

23 Code of Federal Regulations (CFR) 774.13(g) of the U.S. Dept of Transportation Act refers to exceptions to the requirements for Section 4(f) approval. These exceptions include 23 CFR 774.13(g), which are transportation enhancement activities, transportation alternatives projects, and mitigation activities, where:

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

The proposed roadway project (Des. No. 1800082) will enhance the activities, features, and attributes of the Simon Road Trail; Franklin Community High School Trail; the Historic Franklin Greenway Trail Phase 4; and the Historic Franklin Greenway Trail Phase 3, by constructing connections between the proposed trails and the existing trails as well as construction of ADA compliant ramps and new marked street crossings, thus improving the overall connectivity of Franklin's bicycle and pedestrian system (Condition #1 above). The US 31 bridge project over Youngs Creek (Des. No. 2001610) will widen the bridge to accommodate the proposed trails on the east and west sides of US 31. The bridge project will enhance the Historic Greenway Trail Phase 2 by providing the City of Franklin with opportunities to construct future connections between the Historic Greenway Trail Phase 2 and the proposed trails in the project, thus providing additional improvements to overall City of Franklin trail connectivity (Condition #1 above).

A letter describing Section 4(f) of the U.S. Department of Transportation Act of 1966, uses of Section 4(f) resources and the exceptions for use, and the existing trails in the project area that may be affected by the project along with project maps showing the trail locations was sent to the City of Franklin Parks and Recreation Department, the official with jurisdiction (OWJ), on February 4, 2022 (refer to Appendix I77-I79 for the letter and Appendix E23-E25 for the maps with notations identifying the existing trails within/adjacent to the project area). This letter requested concurrence from the OWJ that the roadway and bridge work in this project meets the criteria for Exceptions as outlined in 23 CFR 774.13(g) (Condition #2 above). The OWJ, the City of Franklin Parks and Recreation Department, signed and returned the Section 4(f) exception letter on February 11, 2022. Therefore, in accordance with 23 CFR 774. 13, the project will not result in a Section 4(f) use of the Simon Road Trail; the Franklin Community High School Trail; the Historic Franklin Greenway Trail Phase 4; the Historic Franklin Greenway Trail Phase 3; and the Historic Greenway Trail Phase 2 (Appendix I77-I79).

Section 4(f) of the US Department of Transportation Act (DOT) of 1966 also affords protection of historic resources. As discussed above in Section D- Cultural Resources, there are 5 NRHP listed/eligible historic resources protected by Section 4(f) within and adjacent to the project area: the Greenlawn Cemetery; the Tearman Motel; the Daily Journal Building; the Wishing Well Motel; and the Lochry Addition No. 5 Historic District. The roadway project (Des. 1800082) will convert property from 2 historic resources, the Greenlawn Cemetery and the Daily Journal Building, to a transportation use. As a result of consultation with INDOT CRO, it was determined that the project will result in “*de minimis*” impacts to these 2 NRHP listed/eligible historic resources. Therefore, INDOT acting on behalf of FHWA issued a “*de minimis*” finding for the Greenlawn Cemetery and the Daily Journal Building (Appendix D33-D35), per the Memorandum of Understanding (MOU) between FHWA, SHPO, and INDOT signed June 2020 allowing “*de minimis*” impacts to Section 4(f) properties when a project will have No Adverse Effect. Therefore, Section 4(f) responsibilities for these historic resources have been satisfied.

In addition, temporary occupancy results when a Section 4(f) resource, in whole or in part, is required for project construction-related activities. The property is not permanently incorporated into a transportation facility and the activity is not considered to be adverse in terms of the preservation purpose of Section 4(f). Section 23 CFR 774.13(d) provides the conditions under which “temporary

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occupancies of land...are so minimal as to not constitute a use within the meaning of Section 4(f).” If all the conditions in Section 774.13(d) are met, the temporary occupancy does not constitute a use. If one or more of the conditions for the exception cannot be met, then the Section 4(f) property is considered used by the project even though the duration of onsite activities is temporary.

Under Temporary Occupancy, the following conditions must be met:

- 1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- 2) Scope of the work must be minor; i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- 4) The land being used must be fully restored; i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- 5) There must be a documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

This project will temporarily occupy land from the Tearman Motel, a Section 4(f) historic property. FHWA believes that the temporary occupancy will not constitute a Section 4(f) use because all of the conditions above have been satisfied. The OWJ for this historic resource, SHPO, responded to the “No Adverse Effect” finding and Section 4(f) compliance requirements on May 5, 2022 (Appendix D1-D2), stating that they concur that the undertaking’s temporary occupancy requirements for the Tearman Motel have been met and that it does not constitute a Section 4(f) use.

With SHPO’s concurrence, the temporary occupancy requirements of Section 4(f) have been met. Therefore, there will be no Section 4(f) use of the Tearman Motel. In addition, SHPO concurred in their May 5, 2022 letter with the “*de minimis*” finding for the Greenlawn Cemetery and the Daily Journal Building, thus satisfying all requirements of Section 4(f) for historic resources.

Therefore, all Section 4(f) requirements for the trails and historic resources in this project have been satisfied.

Note: the small structure project (Des. 1800272) will not impact any Section 4(f) resources.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total 3 properties in Johnson County (Appendix I82). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

- Is the project in the most current STIP/TIP?
- Is the project located in an MPO Area?
- Is the project in an air quality non-attainment or maintenance area?
- If Yes, then:
- Is the project in the most current MPO TIP?
- Is the project exempt from conformity?
- If No, then:
- Is the project in the Transportation Plan (TP)?

	Yes	No
Is the project in the most current STIP/TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project located in an MPO Area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project in an air quality non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If Yes, then:		
Is the project in the most current MPO TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Is the project in the Transportation Plan (TP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Location in STIP:

Initial 2022-2026 STIP, approved on June 17, 2022 (Appendix H1-H4)

Name of MPO (if applicable):

Indianapolis Metropolitan Planning Organization (MPO)

Location in TIP (if applicable):

2022-2025 Indianapolis Regional Transportation Improvement Program (IRTIP); Appendix H5-H9

Level of MSAT Analysis required?

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

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

STIP

The roadway project under Des 1800082 and the small structure project under Des 1800272 were included in the Fiscal Year (FY) 2022-2025 Indianapolis MPO's IRTIP (Appendix H5-H6), which was directly incorporated into the FY 2022-2026 STIP (Appendix H1-H4). However, the scope of Des 1800082 was inaccurately reflected in the IRTIP (Appendix H5) and Des 2001610 was not listed. An Administrative Modification was approved by the Indianapolis MPO on November 17, 2022, to accurately reflect the scope of Des 1800082 and to include Des 1800272 and Des 2001610 as secondary Des numbers for this project (Appendix H7-H9). Please note that state funding only is being used to purchase ROW. Also note that there is no funding directly tied to Des 2001610 and the Des number has been assigned for asset tracking purposes only. Additional funding updates were made after the November 17, 2022, approval of the Indianapolis MPO Administrative Modification; the IRTIP and STIP documents will be updated prior to RFC. This is included as a firm commitment in the Environmental Commitments section of this CE document.

Attainment Status

This project is located in Johnson County, which is currently a maintenance area for Ozone under the 1997 8-hour Ozone standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, *South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al.* Decision. The project's design concept and scope are accurately reflected in the Indianapolis MPO Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

MSAT

The purpose of this project is to provide a functional and safe roadway by reducing congestion and improving efficient travel through the US 31 corridor included in this project and by reducing the potential points of contact between vehicles in busy intersections by constructing RCI intersections throughout the corridor. An additional purpose of this project is to expand the multi-use trail network and to improve the non-motorized connectivity in the City of Franklin by constructing multi-use paved trails, concrete sidewalks, and ADA compliant curb ramps. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

SECTION G - NOISE

Noise

Yes No

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

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Date Noise Analysis was approved/technically sufficient by INDOT ESD: N/A

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

SECTION H – 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 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 discussion below)

Yes	No
X	
	X
	X
	X
X	
X	

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

The project complies with local and regional development plans for the area. The 2011 Johnson County Comprehensive Plan (found at: <https://co.johnson.in.us/>) established goals to participate in regional planning efforts through the Indianapolis MPO, to support quality trails to connect recreational uses/land, to support walkable communities and efforts to develop a community trail system, and to provide for safe intersections. The City of Franklin's 2013 Comprehensive Plan (found at: <https://www.franklin.in.gov/>) identifies several goals related to transportation, including improving the functionality and access of the transportation network by including multiple modes of transportation in future planning and construction projects and to promote community connectivity and health by supporting the expansion of the local trail and sidewalk network. The City of Franklin's 2017 Thoroughfare Plan (found at: <https://www.franklin.in.gov/>) identifies 3 main goals: to provide a safe transportation network for motorists, bicyclists, and pedestrians; to maintain an efficient roadway network; and to create a transportation system that encourages other modes of transportation, such as walking, bicycling, and the use of public transit. The Thoroughfare Plan also identifies strategies to achieve pedestrian improvements along US 31 and to pursue improvements in partnership with INDOT, including congestion mitigation along US 31 within city limits and to improve capacity of several city streets along the US 31 corridor.

The project also complies with the Johnson County Trails Master Plan (found at: <https://johnson.in.us>) to improve conditions for pedestrians and bicyclists. The project also meets the Master Plan's goals to create connections between neighborhoods, parks, schools, businesses, and government facilities and to increase the quality of life of county residents. The proposed trails in this project also meet the goals of the 2020 City of Franklin Bicycle and Pedestrian Way Master Plan (found at: <https://www.franklin.in.gov/>) to connect areas of the city with bicycle and pedestrian facilities; to complete gaps within the existing greenway network; and to improve and expand bicycle and pedestrian facilities.

The City of Franklin has an approved ADA Transition Plan (found at: <https://www.franklin.in.gov/>), which identifies areas of improvements to existing facilities to ensure ADA compliance and establishes processes for the public to file grievances related to ADA compliance at public facilities.

Research of the following websites found several annual events occurring in the City of Franklin during the anticipated construction timeframe (Spring 2023 to Autumn 2025): <https://www.discoverdowntownfranklin.com/events>; <https://www.festivalcountryindiana.com/festivals-and-events>; <https://www.townplanner.com/franklin/in/events/>; <http://aroundindy.com/Johnsonco.php>; and <https://www.jocofairin.com/>. Due to its proximity to the project, the Johnson County Fairgrounds (located Jefferson Street approximately 0.38 mile west of US 31) was contacted on February 5, 2022, via a general inquiry to their website. A representative responded via telephone on February 8, 2022, and asked to be included as a stakeholder in the public involvement process and provided a contact email address (Appendix C29). No questions, comments, or concerns were received from representatives of the Johnson County Fairgrounds.

In addition, there are several schools along US 31 and on cross streets near the project area that host sports and academic activities and events primarily throughout the school year. Historic downtown Franklin and the Johnson County Courthouse, located along Jefferson Street approximately 0.5 mile east of US 31, is a year-round regional destination for shopping, dining, and entertainment.

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Franklin College has a main entrance on Jefferson Street located approximately 1.77 miles from the project area and also hosts sporting and academic events that attract local, regional, and out-of-state attendees year-round. The section of US 31 in this project is a primary route used by visitors to reach these destinations.

The MOT for this project will negatively impact travel plans to facilities and events along and near the section of US 31 in this project in the form of lane closures and restricted access to cross streets. Road closures and traffic detours associated with this project may cause delays. Provisions will be made for pedestrians throughout construction. Access to the Historic Greenway Trail, Phase 2 passing under the bridge carrying US 31 over Youngs Creek will be maintained throughout construction. The Historic Greenway Trail, Phase 4 located on the south side of Jefferson St will remain open during construction, and at least one pedestrian crosswalk across US 31 will remain open for the duration of construction in order to maintain access to this trail. The crosswalk across US 31 on the north side Commerce Dr will remain open throughout construction in order to maintain access to the Franklin Community High School Trail located on the north side of Commerce Dr. The impacts will be temporary and limited to the time of construction, and warning signage of upcoming road construction will be in place north and south of the project area as shown in the MOT plan in Appendix B40-B97. Additional travel time to events will be required, but access will not be denied to any locations hosting known events. Pedestrian facilities in this project will be ADA-compliant per local and federal regulations. No public comments related to potential impacts to events were received. Therefore, impacts to events will be minimized.

Following construction, access to all public and private facilities in Franklin will be maintained via the use of U-turns at specified locations past an intersection to achieve left turns. The R-CUT and MUT intersections constructed by this project will improve traffic flow and reduce accidents, increasing the overall efficiency of the US 31 corridor through Franklin and decreasing the amount of time it takes to travel between destinations.

This project will not substantially impact the tax base or property values. During the August 1, 2022, Public Hearing and the following comment period, Franklin residents questioned the impact of the project on local businesses and on property values of adjacent properties. The Louisiana Transportation Research Center published a report titled "Economic Effect of Restricted Crossing U-turn Intersections in Louisiana" in November 2019 (Appendix I90-I204). The study compared sales data from businesses surrounding 10 completed R-CUT intersection projects on 4 corridors. Nine (9) of the R-CUT projects included in the study were located in urban areas and 1 was located in a rural area. Sales data was compared during the time periods of 2 years prior to completion of the projects and for 2 years after completion of the projects. The study found that, overall, construction of the R-CUT intersections was associated with an increase in sales among businesses in their vicinity. Additional studies of the economic impact to businesses following construction of either RCI intersections or raised medians restricting direct left turns into businesses in mixed suburban residential and commercial districts in North Carolina (Appendix I205-I247), South Carolina (Appendix I248-I348), and Texas (Appendix I349-I404) did not find any relationship between restricting left turns and lost revenue. Additionally, when questioned about factors considered for visiting a business, survey results from business owners and customers in these studies indicated that 'accessibility to store' consistently ranks below other factors such as customer service, product quality, and product price. While all projects included in these studies are smaller in scale and cover a shorter distance than the proposed project in Franklin, the studies have a consistent result across a variety of roadways with varying surrounding characteristics and across multiple regions of the US. The US 31 Corridor Improvement project through Franklin is not intended to reduce traffic flow through the city and reduced traffic flow is not an expected result of the project. Access to all businesses adjacent to the project and within the City of Franklin will be maintained. No negative economic impact to local businesses is expected as a result of this project. Rather, improved traffic flow and safety of the corridor may result in increased customer visitation and an increase in sales.

A study exploring the impact that construction of RCI intersections has on property values could not be found. However, a desktop review of corridors similar to US 31 through Franklin (SR 44 through Grand Rapids, MI; Rivertown Pkwy in Granville, MI; and Lake Michigan Dr in Allendale, MI) did not reveal any observable evidence of long-term economic damage. Rather than similar projects negatively affecting local businesses or property values, it can be observed that reducing travel times between destinations and reducing accidents can facilitate economic growth in a community, providing an increase in property value and commercial activity.

The project will require a total of approximately 6.8 acres of permanent ROW. Approximately 0.22 acre of ROW will be taken from residential properties, 2.11 acres will be taken from commercial properties, 4.23 acres will be taken from agriculture land, and 0.24 acres will be taken from forested land. Approximately 0.02 acre of permanent ROW will be taken from the NRHP-eligible Daily Journal Building. The ROW acquisition will only impact the roadside use of the properties and will not cause any relocations of businesses or residences. Impacts to properties will be determined on a parcel-by-parcel basis during the appraisal process. If any evidence is found during the appraisal process that support property damages associated with construction, the respective property owners will be compensated appropriately. All ROW will be acquired in accordance with the Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the Uniform Act). It was concluded that the project will not substantially impact community cohesion or adversely impact local community events.

Public Facilities and Services

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

Based on a desktop review, the aerial maps of the project area (Appendix B6-B26), the RFI report (Appendix E2-E3, E23-E35), and the project plans (Appendix B98-B151), there are 10 religious facilities, 1 cemetery, 5 schools, 9 pipelines, and 5 railroads within 0.5 mile of the project. There is also 1 airport within 20,000 feet (3.8 miles) of the project. There are several existing public pedestrian or bicycle facilities within the project area, including the 8 existing and planned trails discussed in Section E above.

One (1) religious facility, Turning Point Church, is located adjacent to the project area on the west side of US 31, approximately 0.28 mile north of Lancer Dr. Early coordination information was sent to Turning Point Church on June 29, 2021; no response was received. Because an MOT plan will be in place with signs marking lane closures, impacts to travel to the religious facility during construction will be minimized. Access to Turning Point Church will be maintained for the duration of construction. During the August 1, 2022, Public Hearing and the following comment period ending on August 16, 2022, several members of Turning Point Church expressed concern about the capacity of the proposed U-turn lanes as they have up to 150 members arriving and leaving within a short window of time when they hold services and other community events. Members of Turning Point Church also noted that they currently have direct access with a dedicated left-turn lane to their property from US 31, and that vehicle accidents have never been a problem at their location. Several members requested that their direct access be maintained.

The existing crossover at Turning Point Church will be removed and left turns will be accomplished by using U-turns located north and south of the church. Both U-turn locations will be signalized so that when a vehicle approaches the U-turn location, traffic on US 31 will stop and allow vehicles making a U-turn the right of way. The length of both dedicated U-turn lanes will be longer than the existing dedicated left-turn lane for northbound traffic at Turning Point Church. A dedicated right turn lane will be maintained and extended in length for southbound traffic. More discussion about access to Turning Point Church can be found in the Public Involvement section of this document as well in the responses to public comments found in Appendix G142-G222.

One (1) cemetery, the NRHP-listed Greenlawn Cemetery (NR-2278), is located on the east side of US 31, approximately 0.36 mile south of the intersection of US 31 and Jefferson St. Entrances are located on South St, which travels west from US 31. As discussed in Section D and Section E above, a small amount of the cemetery property will be converted to a transportation use as part of the project. The planned construction will encroach on the existing ROW, but the work will be done via right-of-entry since the City of Franklin owns the cemetery; therefore, no ROW will be acquired. Right-of-entry is used when work will encroach on land not owned by the sponsor, but when the owner of that land will not change, as opposed to acquisition of temporary ROW, where the owner of the land changes for the duration of the work, or permanent ROW, where the owner of the land changes permanently. In this project, the City of Franklin will maintain ownership of all land associated with the Greenlawn Cemetery for the entirety of the project. All work for this project will take place where there are no significant historic elements; therefore, the impacts will be minimal. The FHWA issued a "*de minimis*" finding for the Greenlawn Cemetery, thereby satisfying responsibilities under Section 4(f) for these historic resources. Access to South St from US 31 will be closed for a short time during construction. Access to the cemetery will be available from Nineveh Rd located approximately 0.3 mile south while South St is closed.

Three (3) schools are located within or adjacent to the project area. Northwood Elementary and Franklin Community Middle School are located adjacent to each other on the east side of US 31, between Clark St and Banta St. Earlywood Educational Services is located approximately 0.04 mile east of the project area in the northeast corner of the intersection of US 31 and Earlywood Dr. The early coordination letter was sent to these schools on June 29, 2021; no responses were received. The MOT for this project will restrict access to these schools for student pick up/drop off and school events and activities, but access will not be denied. Clark St and Banta St will not be closed at the same time, so access to the school will be maintained for the duration of construction. The MOT may also negatively impact school bus routes to these schools as well as other schools in Franklin, such as Creekside Elementary School and Custer Baker Intermediate School located at the intersection of SR 144 and SR 44 approximately 1 mile west of US 31, Needham Elementary School and Webb Elementary School located along Eastview Dr north of King St approximately 1.5 miles east of US 31, and Franklin Community High School located on Commerce Dr approximately 0.75 mile west of US 31. The MOT for the project will also negatively impact travel time to and from Franklin College located near the intersection of Jefferson St and State St approximately 0.9 mile east of US 31. School bus and passenger vehicle access to Northwood Elementary School and Franklin Community Middle School will be maintained via construction of an R-CUT intersection at Mallory Pkwy, and access to Earlywood Educational Services will be maintained via construction of an R-CUT intersection at Earlywood Dr. Access to Franklin Community Middle School will also be maintained from Banta St.

One (1) pipeline is located adjacent to the project area on the south/west side of US 31 approximately 0.14 mile south of Nineveh Rd. One (1) pipeline passes through the project area near Industrial Dr, and 1 pipeline is located approximately 0.03 mile west of Sloan Dr. All segments are associated with Indiana Gas Co. Inc. The early coordination letter was sent to INDOT Utilities and Railroads on June 29, 2021; no response was received. Other utilities in the project area include overhead and buried telecommunications, overhead electric, buried storm sewer, and buried water lines. Relocations of poles and aerial

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telecommunications and electric lines will need relocated throughout the project area. Value adjustments and hydrant relocations may be required at water mains, as it is expected that gas mains will need to be relocated. Coordination with all public and private utilities in the project area has been initiated and is ongoing; therefore, impacts will be minimized and will cease upon project completion.

There is 1 public use airport, the Franklin Flying Field, located approximately 2.48 miles south of the project area. The early coordination letter was sent to INDOT Aviation on June 29, 2021. The agency responded on July 6, 2021 (Appendix C25), stating that there were no issues with any surrounding airspace or public use airports because the project meets the required glideslope criteria for the nearest facility, but if any object will exceed 200 feet in height regardless of location, the object will need to be airspaced with the Federal Aviation Administration (FAA) prior to construction. Based on coordination with the project designer (Appendix C26), no construction equipment or other objects taller than 200 feet will be used for the project.

In addition, the Franklin Police Department and City Court are located in the northeast corner of the intersection of US 31 and Industrial Dr and within the project area. Franklin also has several fire stations in the city limits. Project information was sent to the Johnson County Emergency Management Agency on February 25, 2022. A response providing a contact for Johnson Memorial Hospital was received on February 28, 2022, but it did not contain any comments, questions, or concerns regarding the project. The response has been omitted from the Appendix C since it did not contain any comments related to the project, but it can be provided upon request. Coordination is ongoing between the City of Franklin and INDOT to determine and minimize impacts to emergency services.

The Johnson Memorial Hospital and health facility complex is located on Jefferson St, approximately 0.72 mile west of US 31 and the Johnson County Courthouse is located on Jefferson St, approximately 0.5 mile east of US 31. Access to these facilities will be minimally impacted due to the proposed MOT in the form of delays/additional travel time to the location, but access will not be denied. Jefferson St will remain open to traffic for the duration of construction, which will maintain access to the hospital and courthouse. Access to Hospital Rd from US 31 will be closed for a short time during construction, restricting access to the Hospital Rd entrance to Johnson Memorial Hospital. Project information was sent to the Johnson Memorial Hospital Facilities Director on February 28, 2022 (Appendix C28). A response was received on February 28, 2022, asking for clarification regarding access to the US 31 and Jefferson St intersection and to Drake Rd located approximately 0.5 mile west of US 31 (Appendix C27). Additional information addressing these questions was provided later that day (Appendix C27); no other response was received. Access to the hospital will be maintained following construction. A signalized left turn will be constructed for northbound US 31 at Hospital Rd, allowing left turns from US 31 to Hospital Rd. Jefferson St will allow through movements across US 31 and left turns onto US 31 will be allowed from Jefferson St. No additional driving distance and no U-turns will be required to access Johnson Memorial Hospital. Please see Appendix B10 and G128 for an aerial image showing the planned project at Hospital Rd and Jefferson St and Appendix B107-B108 for the plans at these intersections.

The Johnson County Health Department and a Head Start Preschool are located approximately 450 feet west of US 31 from a drive located approximately 500 feet of south of Mallory Pkwy. Access to this drive will be closed at US 31 for a short time during construction. Project information was sent to the Johnson County Health Department on February 25, 2022. A representative of the Health Department responded on February 25, 2022, stating that they have no opposition to the project (Appendix C30). A phone call was made to the Franklin Head Start Preschool on February 28, 2022, and project information was later shared with the Head Start Preschool via email. During the phone call, a representative of the Head Start Preschool stated that they would "make do" and did not express any concerns regarding the planned project (Appendix C32).

As discussed, impacts to trails and pedestrian facilities will be temporarily interrupted during construction of connections to the proposed trails on both sides of US 31. Sidewalks in the project area may be temporarily closed during construction; pedestrian MOT will be in place where appropriate and is detailed in the MOT section of this CE document. Refer to the Section 4(f) Resources above for more details regarding impacts to existing and planned trails in the project area.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. All applicable recommendations are included in the Environmental Commitments section of this CE document.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. Both temporary and permanent right-of-way are anticipated for the undertaking: 6.37 acres temporary and 6.8 acres permanent. No business or residential relocations will occur. Therefore, an EJ Analysis is required.

Note: When the EJ Analysis was completed, the anticipated ROW amounts were 10.3 acres temporary and 3.3 acres permanent. Following the approval of the EJ Analysis, changes to the anticipated ROW acquisition were made throughout the project area. Three (3) areas of permanent ROW acquisition were added, and the existing 7 areas of permanent ROW acquisition were increased in size. Two (2) areas of temporary ROW acquisition were added and the size of 1 area of temporary ROW acquisition was increased. Sixteen (16) areas of temporary ROW acquisition were reduced in size and 9 areas of temporary ROW acquisition were removed from the project. The additional areas of permanent ROW acquisition are scattered through the project area and are concentrated along the roadside. Due to the location of ROW acquisition being situated along an existing roadway, the additional areas of permanent ROW acquisition are not expected to have a disproportionate or adverse effect on minority or low-income populations. Therefore, the impacts to minority and low-income populations remains the same.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city, or town and is called the community of comparison (COC). In this project, the COC is Johnson County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is the City of Franklin. Refer to Appendix I88-I89 for maps of the COC and AC. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2019 American Community Survey (ACS) 5-year estimates was obtained from the US Census Bureau Website <https://data.census.gov/cedsci/advanced> on November 8, 2021, by SJCA Inc. (Appendix I86-I87). The data collected for minority and low-income populations within the AC are summarized in the below table:

	COC – Johnson County, Indiana	AC – City of Franklin, Indiana
Percent Low-Income	7.4 %	10.0 %
125% of COC	9.3 %	AC > 125% COC
EJ Population of Concern		Yes
Percent Minority	11.0 %	6.6 %
125% of COC	13.8 %	AC < 125% COC
EJ Population of Concern		No

The AC, the City of Franklin, has a percent low-income of 10.0% which is below 50% and is above the 125% COC threshold of 9.3%. Therefore, the AC contains low-income populations of EJ concern.

The AC, the City of Franklin, has a percent minority of 6.6% which is below 50% and is below the 125% COC threshold of 13.8%. Therefore, the AC does not contain minority populations of EJ concern. Refer to the analysis in Appendix I85.

The project will result in positive community-wide impacts in the form of improved traffic flow and pedestrian/bicycle connectivity to existing trails and sidewalk networks, regardless of minority or income status. The maintenance of traffic will impact all travelers regardless of income or ethnicity and will not impact EJ populations more than any other population. Once complete, the project will maintain access to all businesses and residences on both sides of the US 31 roadway using a combination of RCIs, median U-turn, green T, restricted crossing U-turn, and boulevard left intersection styles. Traffic turning into businesses will use the proposed turning configurations, which are different from existing conditions, but access to businesses and residences will not be denied. The EJ analysis conducted for this project was forwarded to INDOT ESD on November 8, 2021. INDOT ESD responded on December 10, 2021, stating that “with the information provided, INDOT-ESD would not consider the impacts associated with this project as causing

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a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a" (Appendix I83-I84). No further EJ Analysis is required.

Gateway Services, Inc and Access Johnson County are located adjacent to the project area. Gateway Services, Inc provides advocacy and educational services to individuals with disabilities. Access Johnson County is a subsidiary of Gateway Services and provides public transportation for all residents of Johnson County, but places an emphasis on elderly, disabled, low income, or other mobility disadvantaged citizens. It is likely these facilities serve primarily EJ populations. The project will remove the existing crossover allowing left turns to and from US 31 and the drive for these services. Left turns will be accomplished by making a U-turn from a dedicated U-turn lane north or south of the drive. The U-turn locations north and south of the drive to these services will be signalized to allow the U-turning traffic the right-of-way. The U-turn north of the entrance drive will be located approximately 540 feet north of the drive and will have a dedicated U-turn lane approximately 650 feet long. The U-turn south of the entrance drive will be located approximately 680 feet south of the drive and will have a dedicated U-turn lane approximately 315 feet long. The existing dedicated left turn lane at the median crossover is approximately 80 feet long. At the August 1, 2022, Public Hearing and following comment period, several residents expressed concern about the ability of Access Johnson County to continue to serve the community following construction, citing concerns that the project will create extra hassle in moving from one side of US 31 to the other and that traveling past an intersection to make a U-turn will substantially lengthen travel times between destinations. A representative of Access Johnson County expressed concern about safety and noted that they discourage their drivers from making U-turns, as their training principles consider U-turns unsafe and an avoidable risk.

This project will not cut off access from one side of US 31 to the other. Direct left turns from US 31 will be allowed at most major roads including S Main St, Nineveh Rd, Franklin Lakes Blvd/South St, Hospital Rd, King St, Mallory Pkwy, N Main St/Westview Dr, Industrial Dr, Earlywood Dr, and Christian Blvd/Oakville Blvd. Through traffic from side streets will be allowed at Jefferson St and Commerce Dr. Traffic signals will operate on a 2-phase cycle, reducing the amount of time traffic is stopped at lights and improving the efficiency of traffic flow on US 31. RCI intersections such as those proposed for this project simplify decision-making for drivers and minimizes the potential for higher severity crashes, such as head-on or angle. Improved traffic flow coupled with fewer accidents will make it easier to move across US 31, into and out of business and local community services, and through the US 31 corridor in general, decreasing the overall travel time between destinations. U-turn locations will be designed to facilitate a U-turn movement. Traffic loons will be constructed on the outside of US 31 opposite the U-turn locations to provide the appropriate turning radius that allows large vehicles and buses to make a U-turn. Approximately 70% of the U-turn locations will be signalized to allow U-turning traffic the right-of-way. These aspects of the design will reduce the risk associated with making a U-turn when compared with making a U-turn from a median crossover or at a traditional 4-way signalized intersection. This project is not expected to have a negative impact on Access Johnson County or their service routes.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

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

Number of relocations: Residences: N/A Businesses: N/A Farms: N/A Other: N/A

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocations of people, businesses, or farms will take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

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

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

Date RFI concurrence by INDOT SAM (if applicable): June 1, 2021

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Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, the RFI was completed on May 28, 2021 and INDOT Site Assessment & Management (SAM) provided their concurrence on June 1, 2021 (Appendix E1-E58). Within the 0.5 mile search radius, there are:

- 5 Resource Conservation and Recovery Act (RCRA) sites
- 3 State Cleanup sites,
- 15 Underground Storage Tank (UST) sites,
- 1 Voluntary Remediation site,
- 22 Leaking Underground Storage Tank (LUST) sites,
- 1 Manufactured Gas Plant site,
- 1 Waste Transfer Station,
- 8 Brownfields,
- 8 Institutional Controls,
- 38 National Pollutant Discharge Elimination System (NPDES) Facilities, and
- 21 NPDES Pipe Locations.

One (1) State Cleanup site, 4 UST sites, 1 Voluntary Remediation/Manufactured Gas Plant site, 7 LUST sites, 1 Brownfield/Institutional Control site, 9 NPDES facilities, and 2 NPDES Pipe Locations could affect the project area.

State Cleanup sites:

Franklin Shoppes (AI# 34839, 1703 N Morton Ave), is located adjacent to the project area in the northeast quadrant of the intersection of US 31 and N. Main St. This site is also listed as a LUST site and is discussed in more detail in that section. According to a LUST incident report dated June 10, 1994, the site operated as a gas station between 1954 and 1978. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. The site reportedly has 7 orphan underground storage tanks on-site; the location of these tanks is unknown. If any of these tanks are encountered, coordination with INDOT SAM will occur.

UST sites:

Fletcher Chrysler Products Incorporated (AI# 29994, 3099 N Morton St) is located adjacent to the project area in the southeast quadrant of the intersection of US 31 and Earlywood Drive. The site is currently a car dealership and has historically operated as a car dealership. An unknown number of tanks were removed from the site between 1986 and 1991. The tanks were removed by the previous owners of the facility, Wiese Buick-Pontiac; the date of removal is not known and no information regarding soil or groundwater analysis is available. It is likely these tanks were in operation pre-1980. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, petroleum contamination may be encountered. If contamination is encountered, proper removal and disposal of soil and/or groundwater and analysis for lead will be necessary.

Johnson County District Incorporated (AI# 31906, 2785 N Morton St) is located adjacent to the project area on the east side of US 31 approximately 0.06 mile south of the intersection with International Drive. One (1) UST was removed from the site in 1986 and no further investigations were conducted. The tank closure documentation indicates that the tank was used to store gasoline pre-1980. In addition to petroleum contamination, it is likely that lead contamination will be encountered. If contamination is encountered, proper removal and disposal of soil and/or groundwater and analysis for lead will be necessary.

Kocolene Service Station 48 (AI# 31436, 2151 N Morton St) is located adjacent to the project area on the east side of US 31 approximately 0.6 mile south of the intersection with Simon Rd. This site currently operates as a Shell Service Station. IDEM conducted a UST Inspection on June 29, 2020, and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No documentation indicating that the violations were corrected is available. A release of petroleum product was reported to IDEM on January 29, 2021. On February 8, 2021, IDEM requested an initial site characterization (ISC) to determine the extent of any potential contamination. The results of this ISC were not available at the time this report was prepared. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Matlock Ford Mercury (AI# 31600, 2140 N Morton St) is located adjacent to the project area on the west side of US 31 approximately 0.1 mile south of Simon Road. A UST Notification Form dated May 27, 1986, indicated that 2 UST tanks were present on site. One (1) was currently in use to store used oil and 1 empty tank had been permanently out of use since 1974. It is not known what was stored in this tank. Another UST Notification Form dated December 26, 1989, indicated that 1 UST was removed from the site in 1988. It is not clear which tank was removed, and no further investigation was done. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, petroleum contamination may be encountered. If

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impacts are encountered, proper removal and disposal of soil and/or groundwater and analysis for lead will be necessary.

Voluntary Remediation Program sites:

Former MGP (AI# 35747, 249 W. Jefferson St) is a former Manufactured Gas Plant and is located approximately 0.27 mile east of the project area in the southeast quadrant of the intersection of Jefferson St and Walnut St. According to IDEM's response to the Second Quarter 2020 Groundwater Monitoring Report dated September 11, 2020, excavation and groundwater monitoring activities have been ongoing since 2018. Two zones of contamination (shallow and at a depth) appear to be remaining with contamination extending into Youngs Creek. If the depth of excavation associated with the Youngs Creek Bridge goes beyond 10 feet below ground surface (bgs), coordination with INDOT SAM will occur. Coordination with the designer occurred on December 10, 2021; the maximum depth of excavation for the work associated with the Youngs Creek Bridge will be approximately 4 feet bgs.

LUST sites:

Davidson Industries Inc (AI# 33898, 2823 N Morton St) is located adjacent to the project area on the east side of US 31 in the northeast quadrant of the intersection of US 31 and Industrial Drive. IDEM issued a No Further Action Determination on November 18, 1998. Low levels of contamination remain in the soil and/or groundwater. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Philips 66 Company #015244 (AI# 32414, Old US 31 & Main) is mapped within the project area in the intersection of US 31 and N Main St. According to IDEM documentation dated October 29, 1983, no tanks could be found at the site location. It is possible that orphan UST tanks will be encountered. If orphan tanks are encountered, coordination with INDOT SAM will occur. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Franklin Shoppes (AI# 34839, 1703 N Morton Ave) is located adjacent to the project area in the northeast quadrant of the intersection of US 31 and N. Main St. According to a LUST incident report dated June 10, 1994, the site operated as a gas station between 1954 and 1978. The incident report also stated that the tanks were not able to be located and that 2 of 7 soil borings had contamination. No documentation indicating the location of the contamination is available, and no further investigations were done. In addition to petroleum contamination, it is likely that lead would be in the soil and groundwater. If excavation occurs in this area, it is likely that petroleum contamination may be encountered. If contamination is encountered, proper removal and disposal of soil and/or groundwater and analysis for lead will be necessary.

Wright's Car Wash, Inc (AI# 31557, 102 N Morton St) is located adjacent to the project area in the northwest quadrant of the intersection of US 31 and Madison St. Three (3) USTs used to store gasoline were removed from the site in August 2001. The area surrounding the tanks was excavated and soil and groundwater samples were taken. IDEM rejected a request for a No Further Action (NFA) determination on May 5, 2005, and requested 2 additional quarterly monitoring events. Only 1 additional monitoring report is available, and no NFA determination was ever received. Residual shallow soil contamination remains on-site east of the canopy and extends into the project area. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil/groundwater may be necessary.

Johnson Oil (AI# 34797, 10 N Morton St) is located adjacent to the project area at the intersection of US 31 and Jefferson St. The site currently and has historically operated as a Shell Station. IDEM issued a No Further Action (NFA) Approval Determination Pursuant to 1994 UST Branch Guidance on December 14, 2006. Low levels of petroleum contamination remain on site in the soil and groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Former Always/Sparkle Car Wash (AI# 33795, 1 N Morton St) is located adjacent to the project area in the northeast quadrant of the intersection with US 31 and Jefferson St. The original structure appears to have been demolished and a CVS Pharmacy is currently located on the site. IDEM issued a No Further Action determination on December 30, 1999. Low levels of petroleum contamination remain onsite in the soil and groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Jackson Oil and Solvents, Inc (AI# 31966, 20 S Morton St) is located adjacent to the project area in the southwest quadrant of the intersection of US 31 and Jefferson St. The site operated as a gas station from the 1950s through 1990; the site is currently a Walgreens Pharmacy. IDEM issued a No Further Action (NFA) determination on March 7, 2001. Low levels of soil and/or groundwater contamination remain onsite. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soils and/or groundwater may be necessary.

Brownfields and Institutional Controls:

McDonald's Restaurant 4100804 (AI# 10157, 1139 N Morton St) is listed as both a Brownfield and Institutional Control site and is located within the project area on the east side of US 31 approximately 0.03 mile north of the intersection of US 31 and Lemley St. IDEM issued a Site Status Letter on February 17, 2011; the letter indicates that petroleum and lead contamination is present in the groundwater above IDEM's Risk Integrated System of Closure (RISC) residential and/or industrial default closure levels (RDCLs and

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IDCLs). An Environmental Restrictive Covenant (ERC) was placed on the property on April 7, 2011. Residual petroleum contamination extends into the project area. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. This is included as a firm commitment in the Environmental Commitments section of this CE document. Coordination with the IDEM Project Manager was initiated on December 10, 2021. The IDEM Project Manager responded on December 21, 2021, stating that although he is not aware of any contamination within the limits of the planned excavation, it is not known whether any soil is contaminated since no soil samples were taken from depths shallower than 4 feet below ground surface (bgs). The IDEM Project Manager also stated that he did not expect contamination to be encountered in the soil nor that groundwater will be encountered at a depth of less than 3 feet bgs near the site (Appendix C33-C35).

NPDES sites:

Evolution Autos (Permit: INRA03142, 599 S US 31, Whiteland) is located adjacent to the project area in the northeast quadrant of the intersection of US 31 and Oakville Boulevard. The permit is in effect until March 27, 2024. Coordination with the permit holder was initiated via phone on December 14, 2021, and an email with additional information was sent on December 16, 2021. A follow-up email was sent on January 10, 2022. No response was received.

First Financial Bank Service (Permit INR10N648, 50 W Branigan Rd) is located adjacent to the project area in the northwest quadrant of the intersection of US 31 and Branigan Road. The permit is in effect until April 12, 2022. Coordination with the permit holder identified on the IDEM nSite Explorer (<https://stormwateruat.idem.in.gov/nsite/map/results>) took place on December 14, 2021. Construction on this facility was completed in 2019. No questions or concerns were expressed (Appendix C36). No impacts are expected.

KYB Manufacturing Incorporated (Permit INRM00886, 2625 N Morton St) is located adjacent to the project area on the east side of US 31 approximately 0.13 mile south of the intersection of US 31 and International Dr. The permit is effective until November 30, 2022. Coordination with a KYB Facilities Management representative was initiated via telephone on December 16, 2021 (Appendix C39). A follow-up email with project information and a sub-set of project plans showing the planned work in front of the KYB property was sent to the permit holder on December 16, 2021. A follow-up email was sent on January 10, 2022. No response was received.

KYB Drainage Correction (Permit: INRA03592, 2625 N Morton St) is located adjacent to the project area on the east side of US 31 approximately 0.29 mile south of the intersection of US 31 and International Dr. The permit is effective until May 27, 2024. Coordination with the permit holder identified on the IDEM nSite Explorer (<https://stormwateruat.idem.in.gov/nsite/map/results>) was initiated via telephone on December 16, 2021. During the phone call, the permit holder stated that construction on this project is complete, and that no additional construction related to this project is planned (Appendix C39). A follow-up email with project information and a sub-set of project plans showing the planned work in front of the KYB property was sent to the permit holder on December 16, 2021. A follow-up email was sent on January 10, 2022. No other responses were received; however, no impact is expected.

McAlister's Deli Franklin (Permit: INRA03253, 2378 N Morton St) is located adjacent to the project area on the west side of US 31 in the southwest quadrant of the intersection of US 31 and Commerce Dr. The permit is in effect until April 25, 2024. Coordination with the permit holder identified on the IDEM nSite Explorer (<https://stormwateruat.idem.in.gov/nsite/map/results>) took place on December 14, 2021 (Appendix C39). The identified permit holder stated that construction on the facility was completed in 2019 and that he was unaware of the current status of the permit. No impacts are expected.

Buffalo Wild Wings (Permit: INR10N279, 2330 N Morton St) is located adjacent to the project area in the northwest quadrant of the intersection of US 31 and Simon Rd. The permit is in effect until February 3, 2022. Coordination with the permit holder identified on the IDEM nSite Explorer (<https://stormwateruat.idem.in.gov/nsite/map/results>) took place on December 14, 2021 (Appendix C39). Construction on this facility was completed in 2019, and the identified permit holder had no knowledge of the existing permit to be extended beyond the February 2022 expiration date. No impacts are expected.

Freddy's Frozen Custard & Steamburgers (Permit: INR10N386, 2306 N Morton St) is located adjacent to the project area in the northwest quadrant of the intersection of US 31 and Simon Rd. The permit is in effect until February 28, 2022. Coordination with the permit holder identified on the IDEM nSite Explorer (<https://stormwateruat.idem.in.gov/nsite/map/results>) took place on December 14, 2021 (Appendix C39). The identified permit holder sold the property in 2021, and as of that time, there were no plans to extend the permit beyond the February 2022 expiration date. No impacts are expected.

Deer Meadows Section Four (Permit: INRA04707, 200 N Morton St) is located adjacent to the project area on the west side of US 31 approximately 0.12 mile south of the intersection of US 31 and Acorn Blvd. The permit is in effect until September 27, 2024. The construction of Deer Meadows is managed by Pyatt Builders, and an email containing a sub-set of project plans showing the planned work in the vicinity of the Deer Meadows Section Four development was sent to a representative of Pyatt Builders on February 25, 2022. A response from Pyatt Builders on February 25, 2022, stated that the planned roadway project on US 31 in Franklin is not expected to have any environmental impact on the Deer Meadows Section Four development (Appendix C38).

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South Main St Improvements DES 1600655 (Permit: INRA03872, US 31 & S Main St) is located within the project area at the intersection of US 31 and S Main St. Coordination with the permit holder identified on the IDEM nSite Explorer (<https://stormwateruat.idem.in.gov/nsite/map/results>) took place on December 10, 2021. The construction covered under this permit is complete, and the permit was terminated on July 7, 2021 (Appendix C37).

NPDES Pipe Locations:

KYB Manufacturing Incorporated (NPDES ID: INRM00884, 2625 N Morton St) is located adjacent to the project area on the east side of US 31 approximately 0.13 mile south of the intersection of US 31 and International Dr. Coordination with a KYB Facilities Management representative was initiated via telephone on December 16, 2021 (Appendix C38). A follow-up email with project information and a sub-set of project plans showing the planned work in front of the KYB property was sent to the permit holder on December 16, 2021. A follow-up email was sent on January 10, 2022. No response was received.

KYB Americas Corporation (NPDES ID: INP00086, 2625 N Morton St) is located adjacent to the project area on the east side of US 31 approximately 0.13 mile south of the intersection of US 31 and international Dr. Coordination with a KYB Facilities Management representative was initiated via telephone on December 16, 2021 (Appendix C38). A follow-up email with project information and a sub-set of project plans showing the planned work in front of the KYB property was sent to the permit holder on December 16, 2021. A follow-up email was sent on January 10, 2022. No response was received.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input checked="" type="checkbox"/>
Isolated Wetlands	<input checked="" type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Natural Resources

Construction in a Floodway	<input checked="" type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Mitigation Required	<input checked="" type="checkbox"/>
US Coast Guard Section 9 Bridge Permit	<input type="checkbox"/>
Others (Please discuss in the discussion below)	<input checked="" type="checkbox"/>

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

A USACE permit and an IDEM permit will be required for impacts to streams and wetlands. A USACE AJD was approved on August 4, 2022 (Appendix F62-F76). A total of 0.982 acre of impacts to wetlands will be mitigated off-site through the IDNR in-lieu fee program. The project is in the Whitewater-East Fork White River service area. Therefore, at the price of \$80,000/acre, the cost will be \$78,560. The INDOT Project Manager will assure that \$78,560 of Preliminary Engineering (PE) funds will be allocated to the in-lieu fee program. This is included as a firm commitment in the Environmental Commitments section of this document.

A Construction General Stormwater Permit is required for soil disturbance greater than one (1) acre.

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The IDNR-DFW early coordination response letter dated July 29, 2021, stated that this project may require the formal approval of the IDNR-DFW pursuant to the Flood Control Act (IC 14-28-1) for any work related to construction, excavation, or placing fill in or on the floodway of a stream or other flowing body of water with a drainage area greater than 1 square mile (Appendix C13). Coordination with the IDNR-DFW determined that 3 Construction in Floodway (CIF) permits are required for this project. One (1) application is required for the replacement of the structure carrying US 31 over Canary Ditch and for the placement of riprap within the Canary Ditch floodway (Des 1800272). A second CIF is required for the lateral encroachments on the floodway from widening of the superstructure of the bridge carrying US 31 over Youngs Creek (Des 2001610). A third CIF permit is required for lateral encroachments to the Youngs Creek floodway where it intersects US 31 at the south end of the project (Des 1800082) (Appendix F130). Mitigation for non-wetland forest clearing within a floodway is required at a 1:1 ratio based on area. Mitigation is taking place on site, and a total of 182 canopy trees and 86 shrubs and understory trees will be planted. Please see Appendix B152-B154 for the location of tree plantings.

A legal drain permit from Johnson County is required for impacts to the structures carrying US 31 over Canary Ditch (Des 1800272) and US 31 over Powell Legal Drain (Des 1800082). The legal drain permits for these structures was approved at the August 2, 2022 Johnson County Drainage Board meeting.

The INDOT Office of Aviation responded to the early coordination letter on July 6, 2021, and stated that if any object more than 200 feet tall will be used during construction, the object will need to be airspaced with the FAA 45 days prior to construction through the Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) portal (Appendix C25). The designer confirmed on July 6, 2021, that no equipment or structure exceeding 200 feet in height would be used for this project (Appendix C26).

The INDOT EWPO permit determination can be found in Appendix F130.

Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Seymour District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
4. Wetland boundaries will be added to the plans, and Do Not Disturb notations will be added to the boundary of Wetland 1 and to the portions of Wetlands 4 and 15 that will not be impacted. (INDOT ESD)
5. Youngs Creek will be labeled on the plans as "Do Not Disturb." (INDOT ESD)
6. A total of 0.982 acre of impacts to wetlands will be mitigated off-site through the IDNR in-lieu fee program. The project is in the Whitewater-East Fork White River service area. Therefore, at the price of \$80,000/acre, the cost will be \$78,560. The INDOT Project Manager will assure that \$78,560 of Preliminary Engineering (PE) funds will be allocated to the in-lieu fee program (INDOT ESD).
7. INDOT Bridge No. 031-41-07875 (NBI No. 009390) carrying US 31 over Youngs Creek has shown evidence of use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the December 13, 2021, inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8-April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed

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during the nesting season (May 1-September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" Required Special Provision (RSP) #107-C-243. (INDOT ESD)

8. INDOT Bridge No. 031-41-07875 carrying US 31 over Youngs Creek and INDOT Bridge No. 031-41-03534 carrying US 31 over Canary Ditch and the project's surrounding habitat is conducive for use (i.e., nests) by a bird species protected under the MBTA. Prior to the start of the nesting season (May 1), the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection, avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8-April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" RSP #107-C-273. (INDOT ESD)
9. USFWS Bridge/Structure Assessment shall take place no earlier than 2 years prior to the start of construction. If construction will begin after December 13, 2023, an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This commitment pertains to INDOT Bridge No. 031-41-07875 (US 31 over Youngs Creek), INDOT Bridge No. 031-41-03534 (US 31 over Canary Ditch), 031-041-094.74 (US 31 over Powell Legal Drain), and all drainage structures in the project area that are smaller than the 4-foot diameter threshold to receive a unique structure number. (INDOT ESD)
10. Youngs Creek, Canary Ditch, and Powell Legal Drain are listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
11. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
12. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
13. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
14. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
15. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS)
16. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
17. Tree Removal AMM 4: Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year. (USFWS)
18. A summary of the hydraulic design study will be included with the Field Check Plans. (INDOT ESD)
19. Fletcher Chrysler Products Incorporated (AI# 29994, 3099 N Morton St) is located adjacent to the project area in the southeast quadrant of the intersection of US 31 and Earlywood Drive. The site is currently a car dealership and has historically operated as a car dealership. An unknown number of tanks were removed from the site between 1986 and 1991. The tanks were removed by the previous owners of the facility, Wiese Buick-Pontiac; the date of removal is not known and no information regarding soil or groundwater analysis is available. It is likely these tanks were in operation pre-1980. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, petroleum contamination may be encountered. If contamination is encountered, proper removal and disposal of soil and/or groundwater and analysis for lead will be necessary. (INDOT SAM)
20. Johnson County District Incorporated (AI# 31906, 2785 N Morton St) is located adjacent to the project area on the east side

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of US 31 approximately 0.06 mile south of the intersection with International Drive. One (1) UST was removed from the site in 1986 and no further investigations were conducted. The tank closure documentation indicates that the tank was used to store gasoline pre-1980. In addition to petroleum contamination, it is likely that lead contamination will be encountered. If contamination is encountered, proper removal and disposal of soil and/or groundwater and analysis for lead will be necessary. (INDOT SAM)

21. Kocolene Service Station 48 (AI# 31436, 2151 N Morton St) is located adjacent to the project area on the east side of US 31 approximately 0.6 mile south of the intersection with Simon Rd. This site currently operates as a Shell Service Station. IDEM conducted a UST Inspection on June 29, 2020, and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No documentation indicating that the violations were corrected is available. A release of petroleum product was reported to IDEM on January 29, 2021. On February 8, 2021, IDEM requested an initial site characterization (ISC) to determine the extent of any potential contamination. The results of this ISC were not available at the time this report was prepared. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
22. Matlock Ford Mercury (AI# 31600, 2140 N Morton St) is located adjacent to the project area on the west side of US 31 approximately 0.1 mile south of Simon Road. A UST Notification Form dated May 27, 1986, indicated that two (2) UST tanks were present on site. One (1) was currently in use to store used oil and 1 empty tank had been permanently out of use since 1974. It is not known what was stored in this tank. Another UST Notification Form dated December 26, 1989, indicated that 1 UST was removed from the site in 1988. It is not clear which tank was removed, and no further investigation was done. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, petroleum contamination may be encountered. If impacts are encountered, proper removal and disposal of soil and/or groundwater and analysis for lead will be necessary. (INDOT SAM)
23. Davidson Industries Inc (AI# 33898, 2823 N Morton St) is located adjacent to the project area on the east side of US 31 in the northeast quadrant of the intersection of US 31 and Industrial Drive. IDEM issued a No Further Action Determination on November 18, 1998. Low levels of contamination remain in the soil and/or groundwater. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
24. Philips 66 Company #015244 (AI# 32414, Old US 31 & Main) is mapped within the project area in the intersection of US 31 and N Main St. According to IDEM documentation dated October 29, 1983, no tanks could be found at the site location. It is possible that orphan UST tanks will be encountered. If orphan tanks are encountered, coordination with INDOT SAM will occur. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
25. Franklin Shoppes (AI# 34839, 1703 N Morton Ave) is located adjacent to the project area in the northeast quadrant of the intersection of US 31 and N. Main St. According to a LUST incident report dated June 10, 1994, the site operated as a gas station between 1954 and 1978. The incident report also stated that the tanks were not able to be located and that 2 of 7 soil borings had contamination. No documentation indicated the location of the contamination is available, and no further investigations were done. In addition to petroleum contamination, it is likely that lead would be in the soil and groundwater. If excavation occurs in this area, it is likely that petroleum contamination may be encountered. If contamination is encountered, proper removal and disposal of soil and/or groundwater and analysis for lead will be necessary. The site reportedly has 7 orphan underground storage tanks on-site; the location of these tanks is unknown. If any of these tanks are encountered, coordination with INDOT SAM will occur. (INDOT SAM)
26. Wright's Car Wash, Inc (AI# 31557, 102 N Morton St) is located adjacent to the project area in the northwest quadrant of the intersection of US 31 and Madison St. Three (3) USTs used to store gasoline were removed from the site in August 2001. The area surrounding the tanks was excavated and soil and groundwater samples were taken. IDEM rejected a request for a No Further Action (NFA) determination on May 5, 2005, and requested 2 additional quarterly monitoring events. Only 1 additional monitoring report is available, and no NFA determination was ever received. Residual shallow soil contamination remains on-site east of the canopy and extends into the project area. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil/groundwater may be necessary. (INDOT SAM)
27. Johnson Oil (AI# 34797, 10 N Morton St) is located adjacent to the project area at the intersection of US 31 and Jefferson St. The site currently and has historically operated as a Shell Station. IDEM issued a No Further Action (NFA) Approval Determination Pursuant to 1994 UST Branch Guidance on December 14, 2006. Low levels of petroleum contamination remain on site in the soil and groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)

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28. Former Always/Sparkle Car Wash (AI# 33795, 1 N Morton St) is located adjacent to the project area in the northeast quadrant of the intersection with US 31 and Jefferson St. The original structure appears to have been demolished and a CVS Pharmacy is currently located on the site. IDEM issued a No Further Action determination on December 30, 1999. Low levels of petroleum contamination remain onsite in the soil and groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
29. Jackson Oil and Solvents, Inc (AI# 31966, 20 S Morton St) is located adjacent to the project area in the southwest quadrant of the intersection of US 31 and Jefferson St. The site operated as a gas station from the 1950s through 1990; the site is currently a Walgreens Pharmacy. IDEM issued a No Further Action (NFA) determination on March 7, 2001. Low levels of soil and/or groundwater contamination remain onsite. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soils and/or groundwater may be necessary. (INDOT SAM)
30. McDonald's Restaurant 4100804 (AI# 101057, 1139 N Morton St) is listed as both a Brownfield and Institutional Control site and is located within the project area on the east side of US 31 approximately 0.03 mile north of the intersection of US 31 and Lemley St. IDEM issued a Site Status Letter on February 17, 2011; the letter indicates that petroleum and lead contamination is present in the groundwater above IDEM's Risk Integrated System of Closure (RISC) residential and/or industrial default closure levels (RDCLs and IDCLs). An Environmental Restrictive Covenant (ERC) was placed on the property on April 7, 2011. Residual petroleum contamination extends into the project area. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
31. The portions of archaeological sites 12-Jo-0740, 12-Jo-0741, 12-Jo-0742, 12-Jo-0744, 12-Jo0745, 12-Jo-0747, and 12-Jo-0749 that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of these sites should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archaeology and Historic Preservation" (48 F.R. 44716). (SHPO)
32. The IRTIP and STIP documents will be updated to show the most up-to-date funding information prior to RFC. (INDOT ESD)

For Further Consideration:

33. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
34. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
35. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
36. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
37. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)
38. For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; and have stream depth, channel width, and water velocities during low-

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flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary high-water mark. (IDNR-DFW)

39. The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. When determining an appropriate bridge or culvert size, consider whether or not wildlife/vehicle collisions are a concern at the crossing site. If feasible, a large bridge or culvert opening can allow for the movement of wildlife under the roadway in order to minimize wildlife/vehicle collisions. (IDNR-DFW)
40. Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring along (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>. (IDNR-DFW)
41. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high-water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
42. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR-DFW)
43. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
44. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
45. Operate equipment used to replace the bridge from the existing roadway. (IDNR-DFW)
46. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)

DES NO 1800082 CE-3 APPENDICES

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Lead Des 1800082
Appendix A
CE Level Threshold Table

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁶)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁷
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁸
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ⁹
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹⁰
Approval Level	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 					

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁷ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

⁸ Potential for causing a disproportionately high and adverse impact.

⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

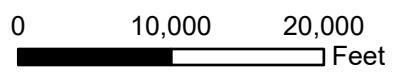
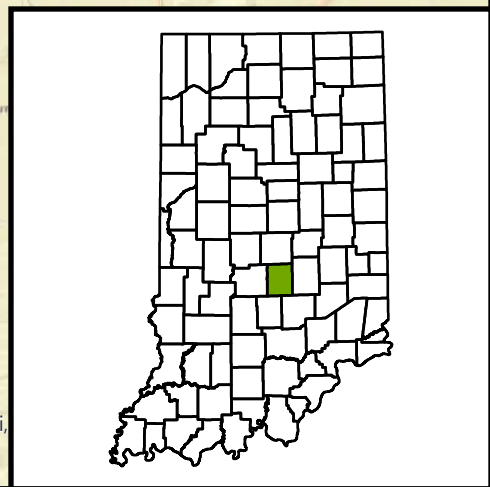
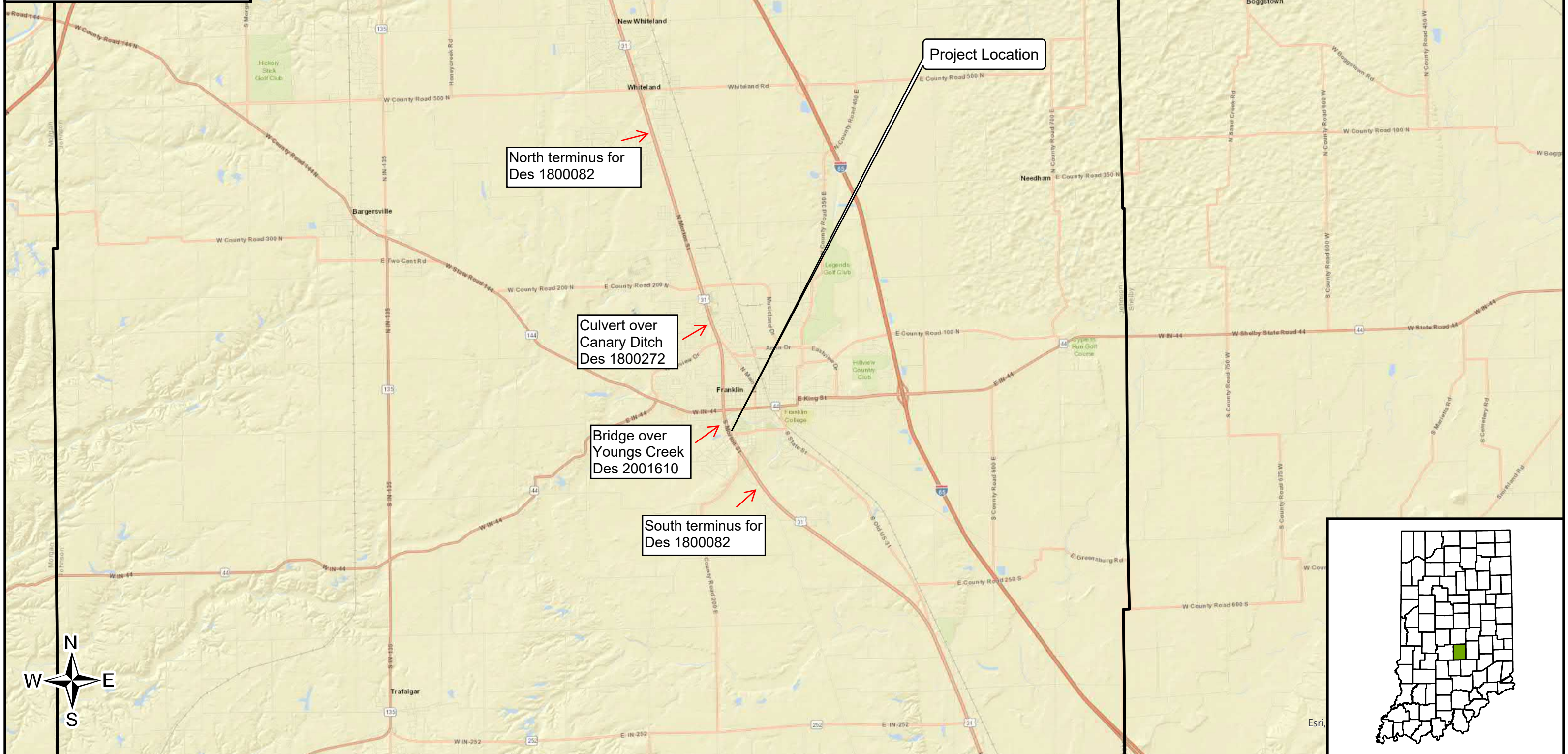
¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.



* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

Lead Des 1800082
Appendix B
Graphics and Project Plans

Project Location Map (1:89,600)
 Roadway Reconstruction Project
 US 31 from CR 80 S to Israel Lane
 Des. No. 1800082
 Johnson County, Indiana
 Source: US Geological Survey PLSS

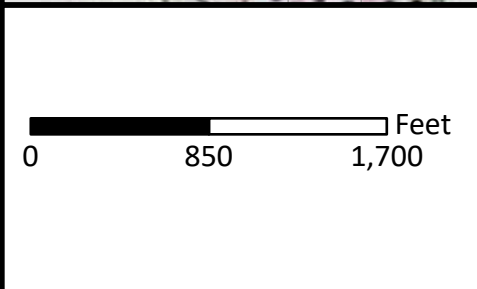
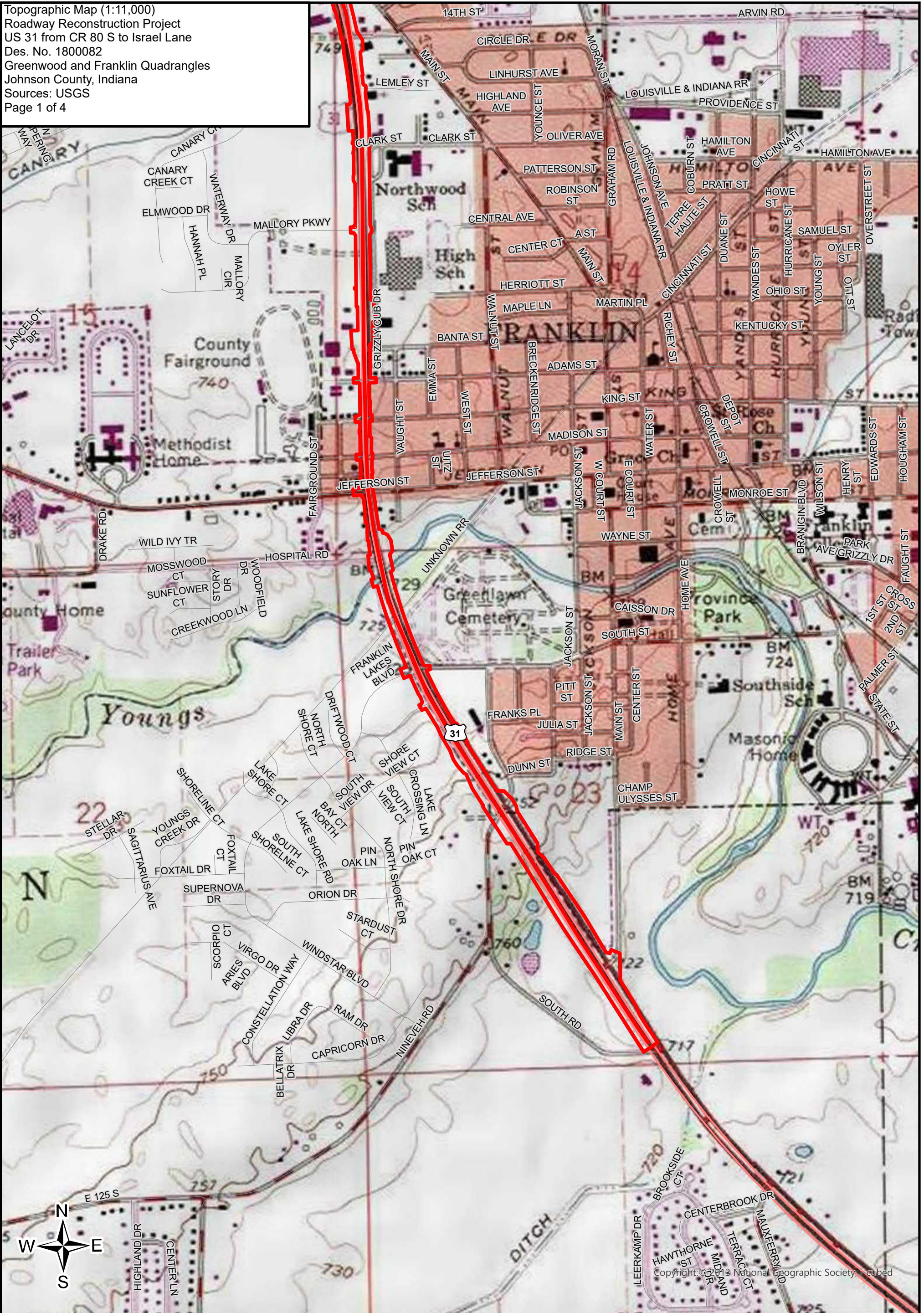


 County Boundary
 Project County



3/30/2021

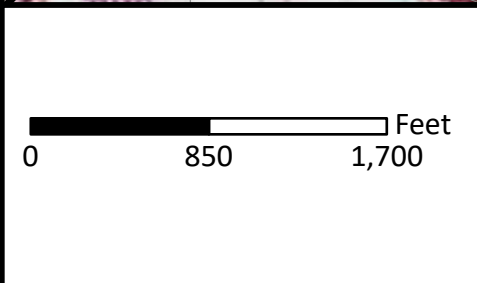
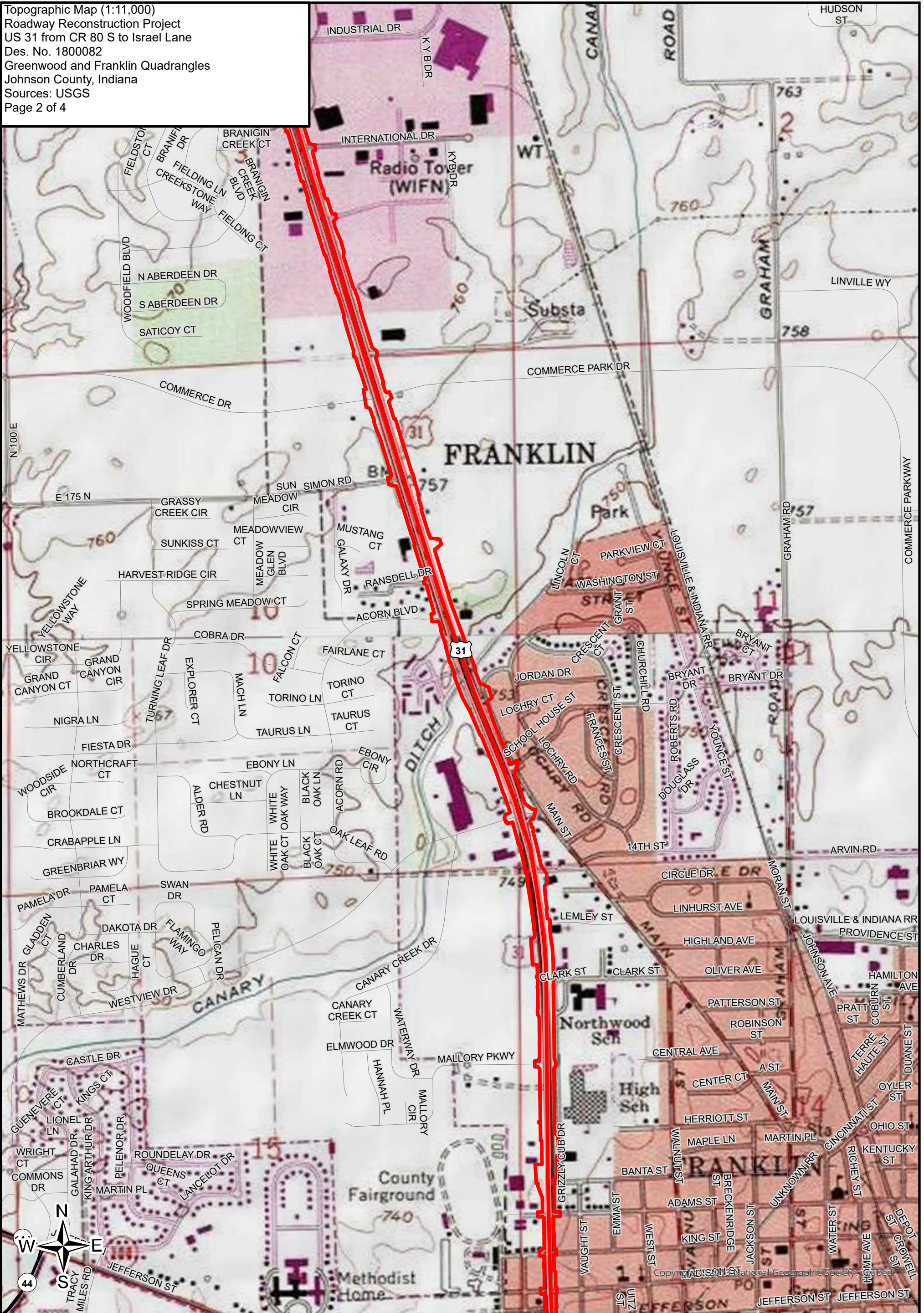
Topographic Map (1:11,000)
 Roadway Reconstruction Project
 US 31 from CR 80 S to Israel Lane
 Des. No. 1800082
 Greenwood and Franklin Quadrangles
 Johnson County, Indiana
 Sources: USGS
 Page 1 of 4



 Project Area

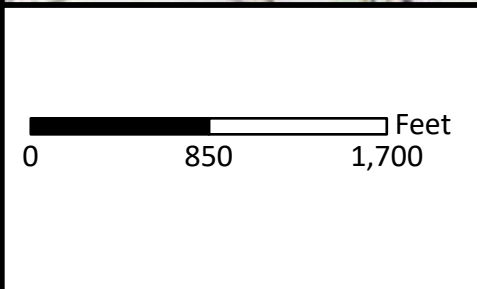
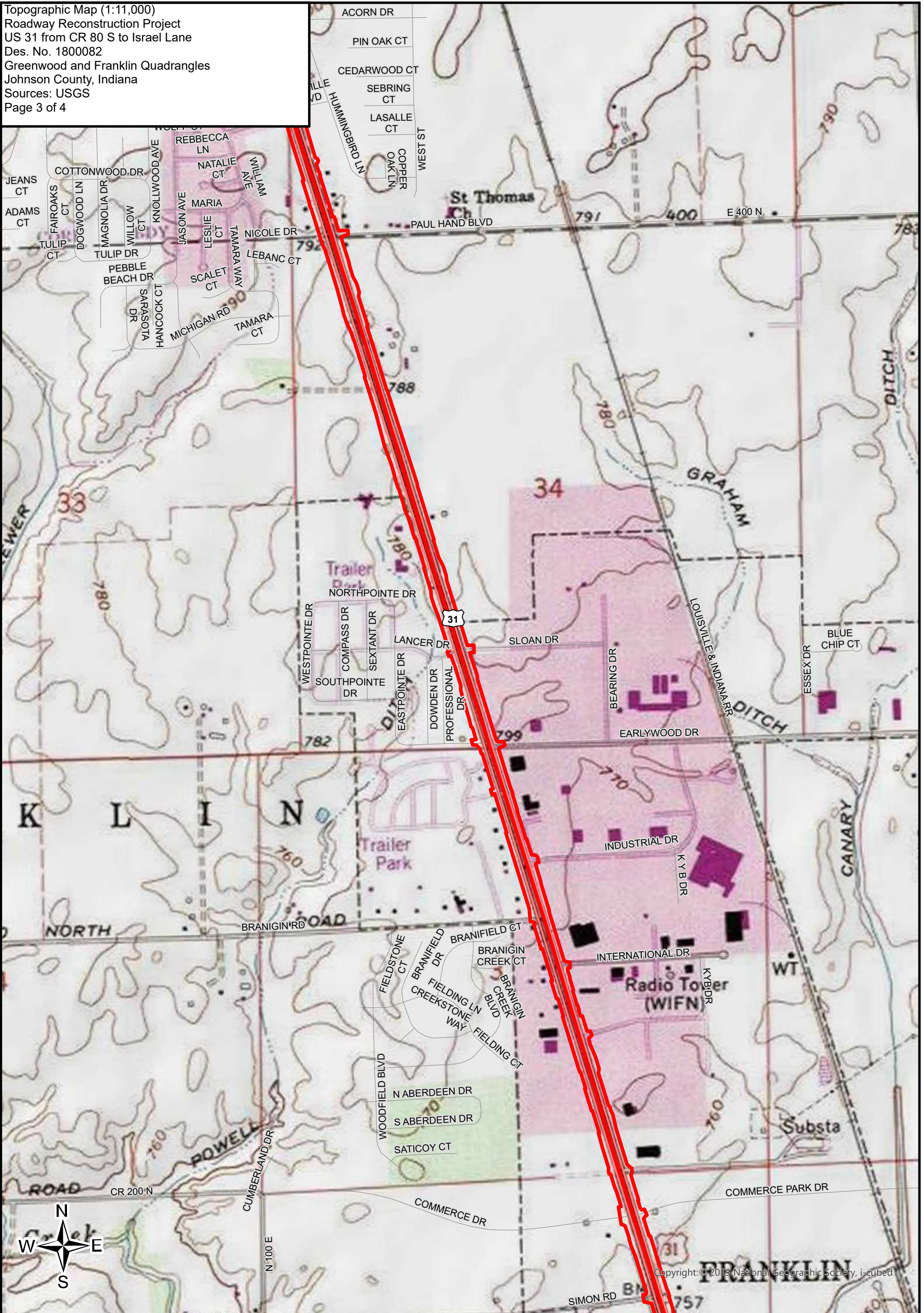


6/29/2021



 Project Area

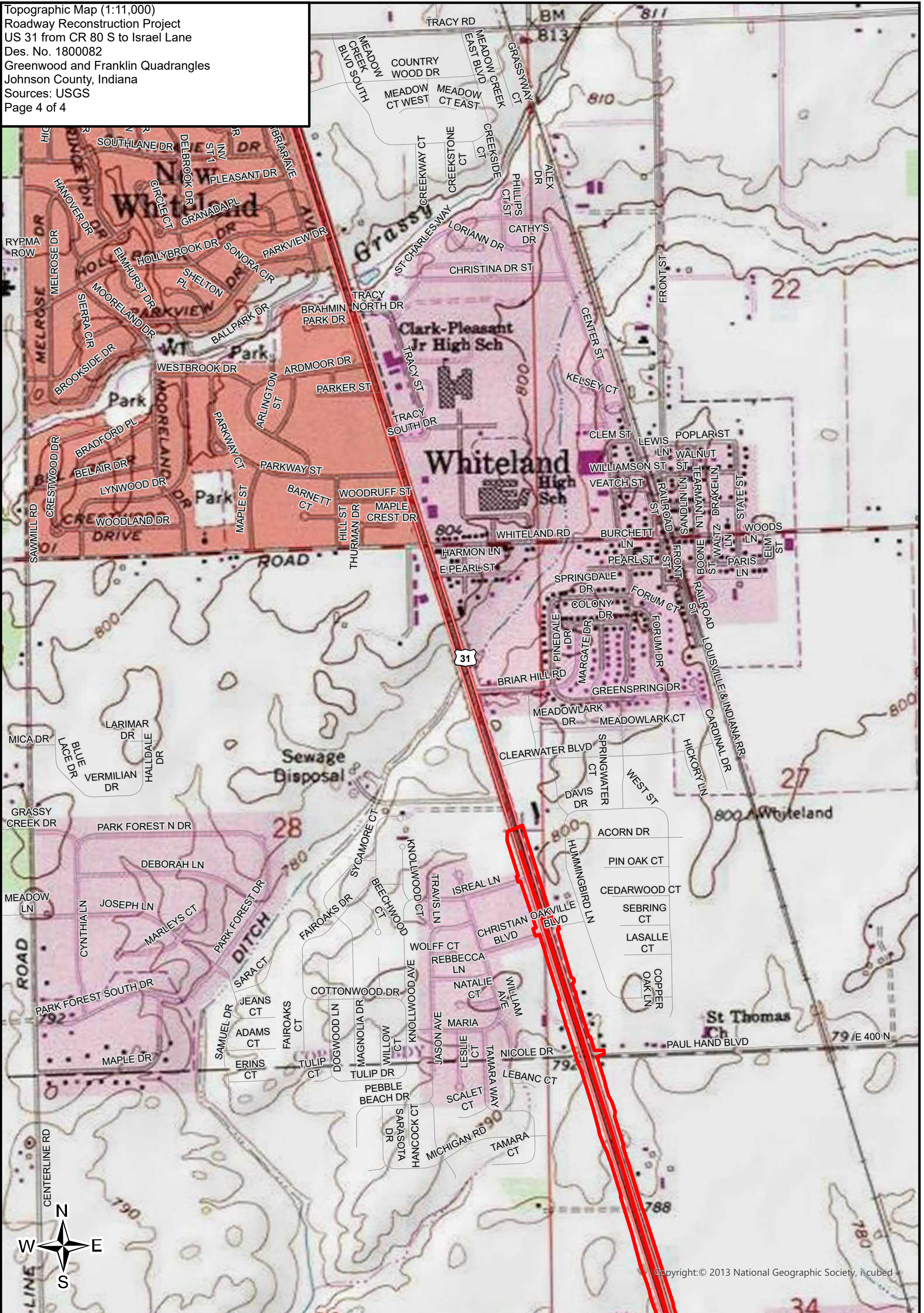




 Project Area



Topographic Map (1:11,000)
 Roadway Reconstruction Project
 US 31 from CR 80 S to Israel Lane
 Des. No. 1800082
 Greenwood and Franklin Quadrangles
 Johnson County, Indiana
 Sources: USGS
 Page 4 of 4



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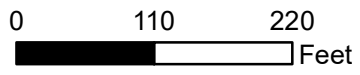
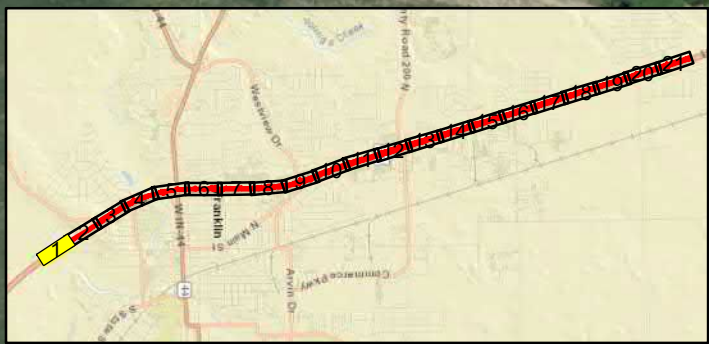
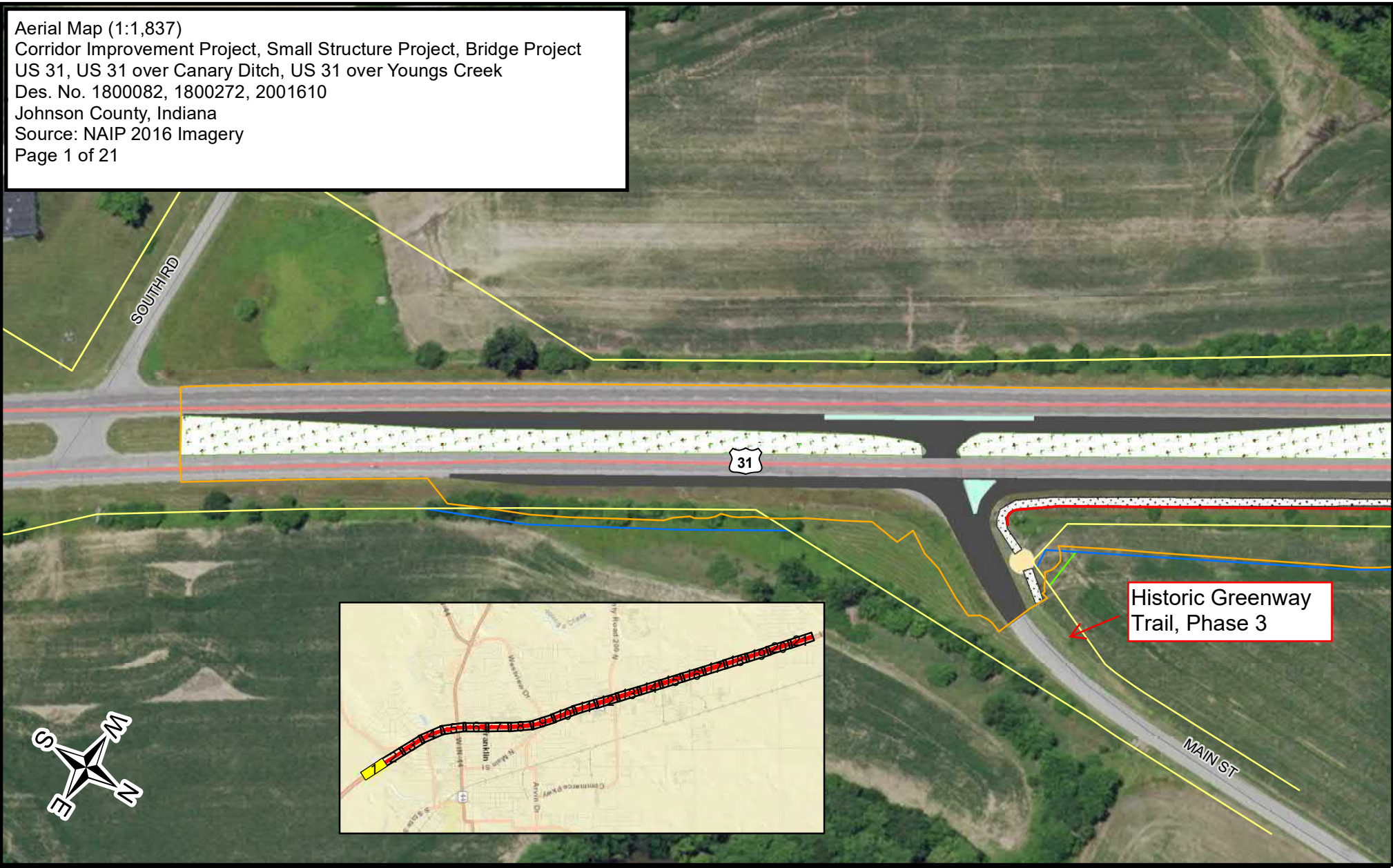
0 850 1,700 Feet

 Project Area



6/29/2021

Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
 Page 1 of 21

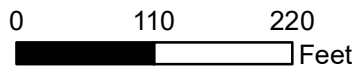
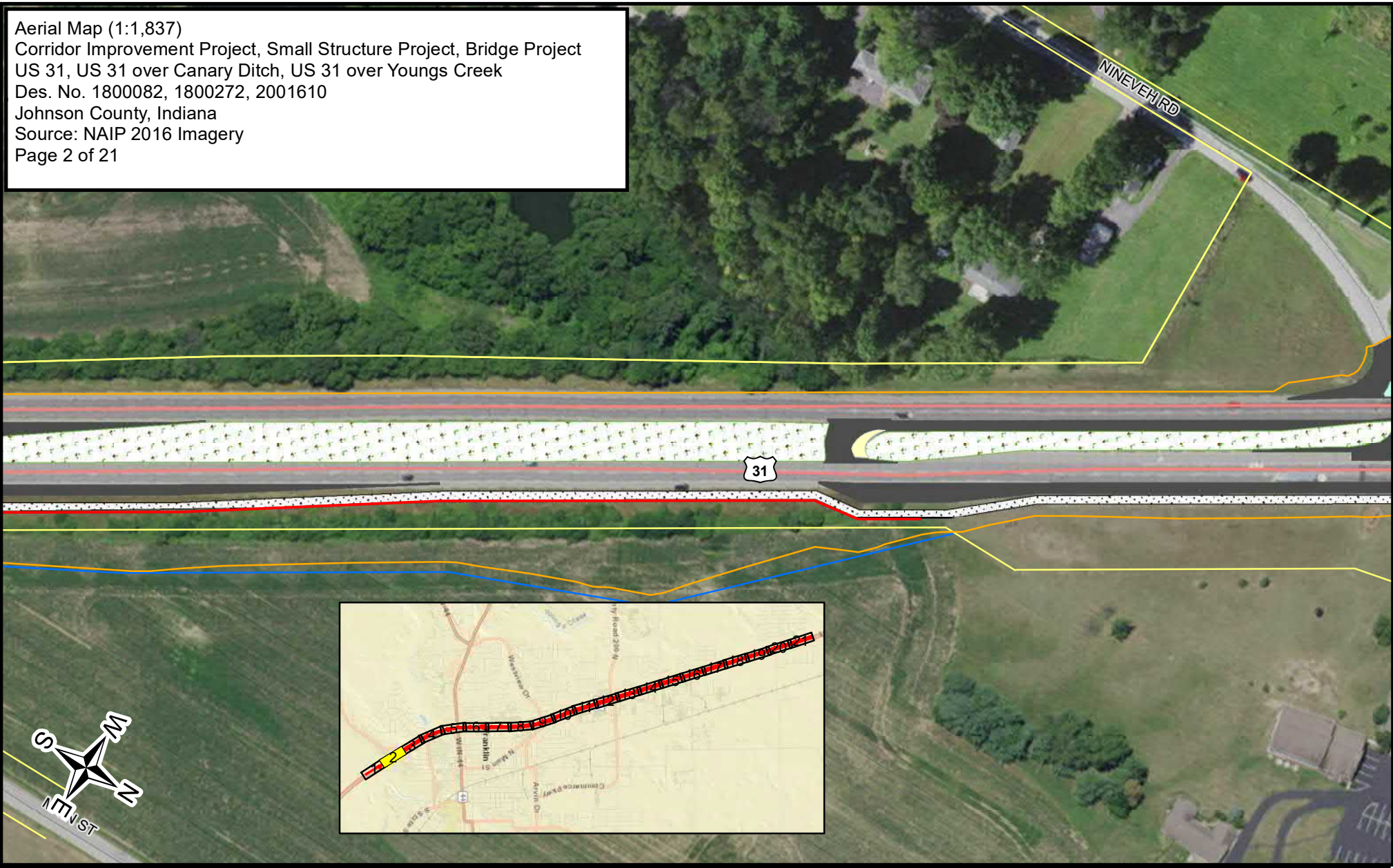


- Construction Limits
- Existing ROW
- Permanent ROW
- Temporary ROW
- Pedestrian Handrail
- ▨ Paved Trail
- ▨ ADA Curb Ramp
- ▨ Trail Medallion
- ▨ Sodding
- ▨ Concrete Curb
- Asphalt Pavement

3/9/2022



Aerial Map (1:1,837)
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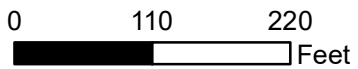
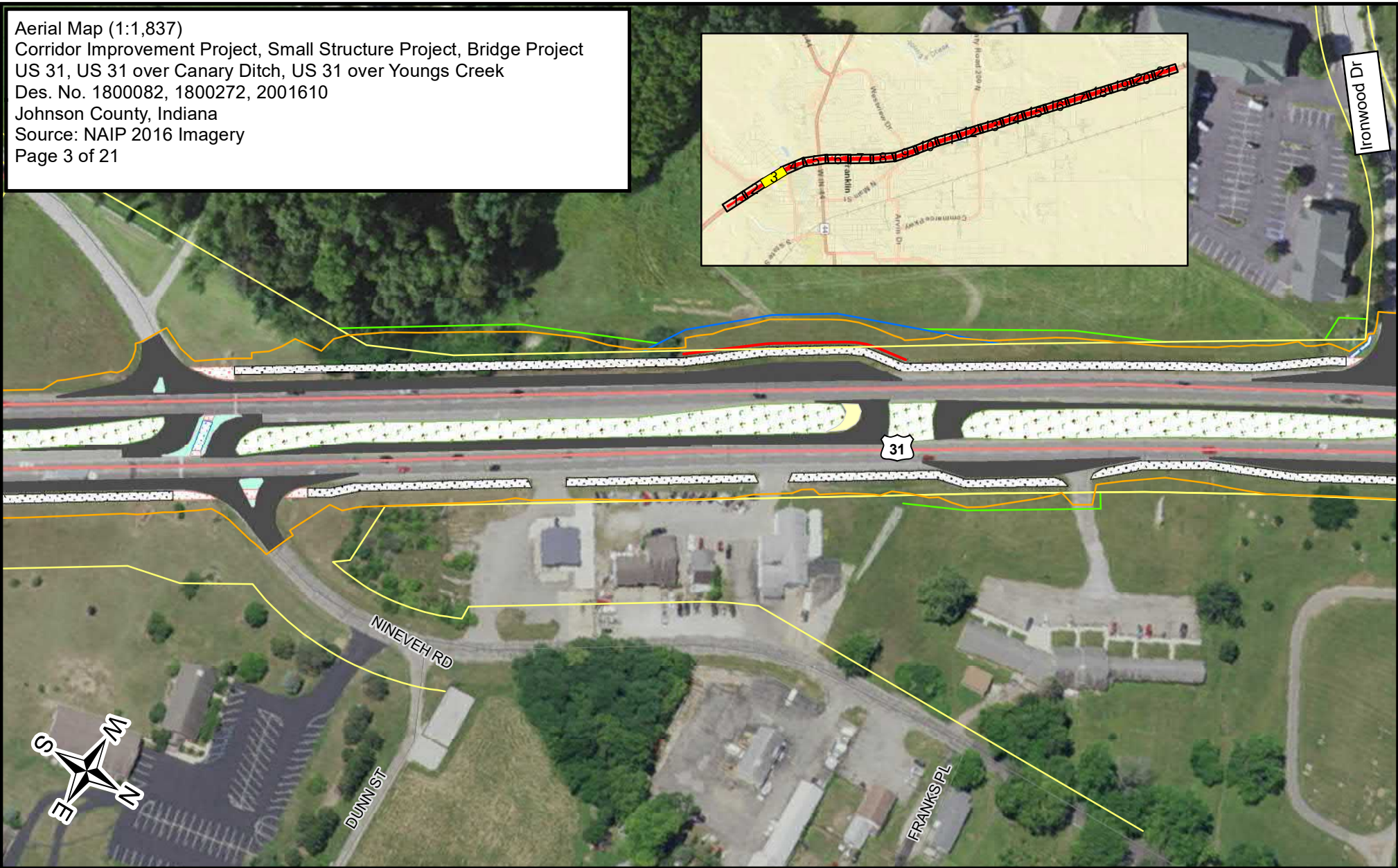


- Construction Limits
- Existing ROW
- Permanent ROW
- Pedestrian Handrail
- Concrete Pavement
- Paved Trail
- Sodding
- Concrete Curb
- Asphalt Pavement

3/9/2022



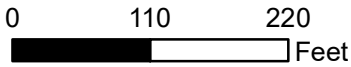
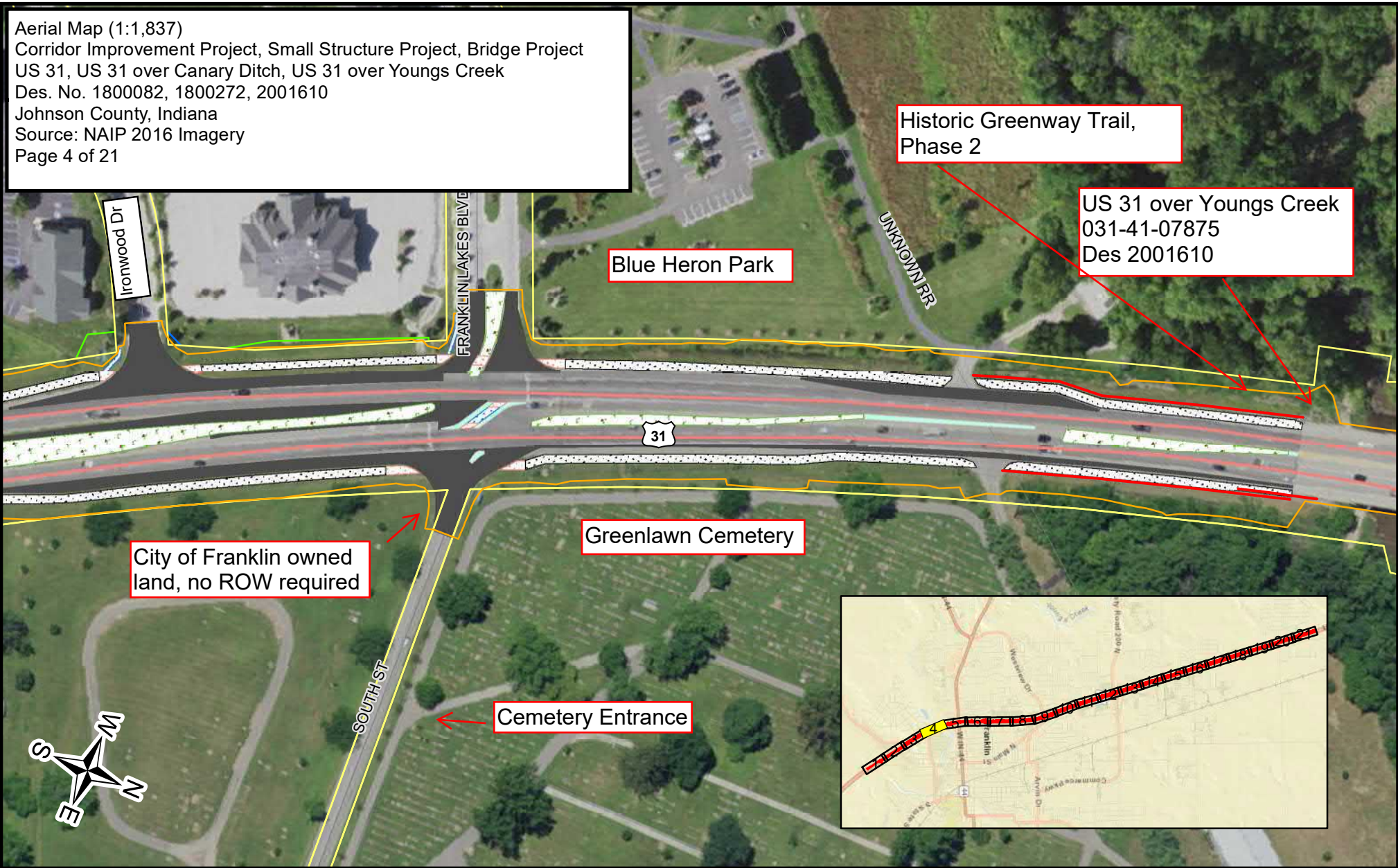
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 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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- | | | |
|---------------------|-------------------|------------------|
| Construction Limits | Concrete Pavement | Concrete Curb |
| Existing ROW | Paved Trail | Asphalt Pavement |
| Permanent ROW | ADA Curb Ramp | |
| Temporary ROW | Concrete Sidewalk | |
| Pedestrian Handrail | Sodding | |
- 3/9/2022



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- Construction Limits
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- Permanent ROW
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- Pedestrian Handrail
- ▨ Paved Trail
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- ▨ Sodding
- ▨ Concrete Curb
- Asphalt Pavement

3/9/2022



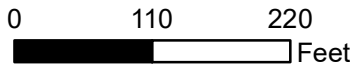
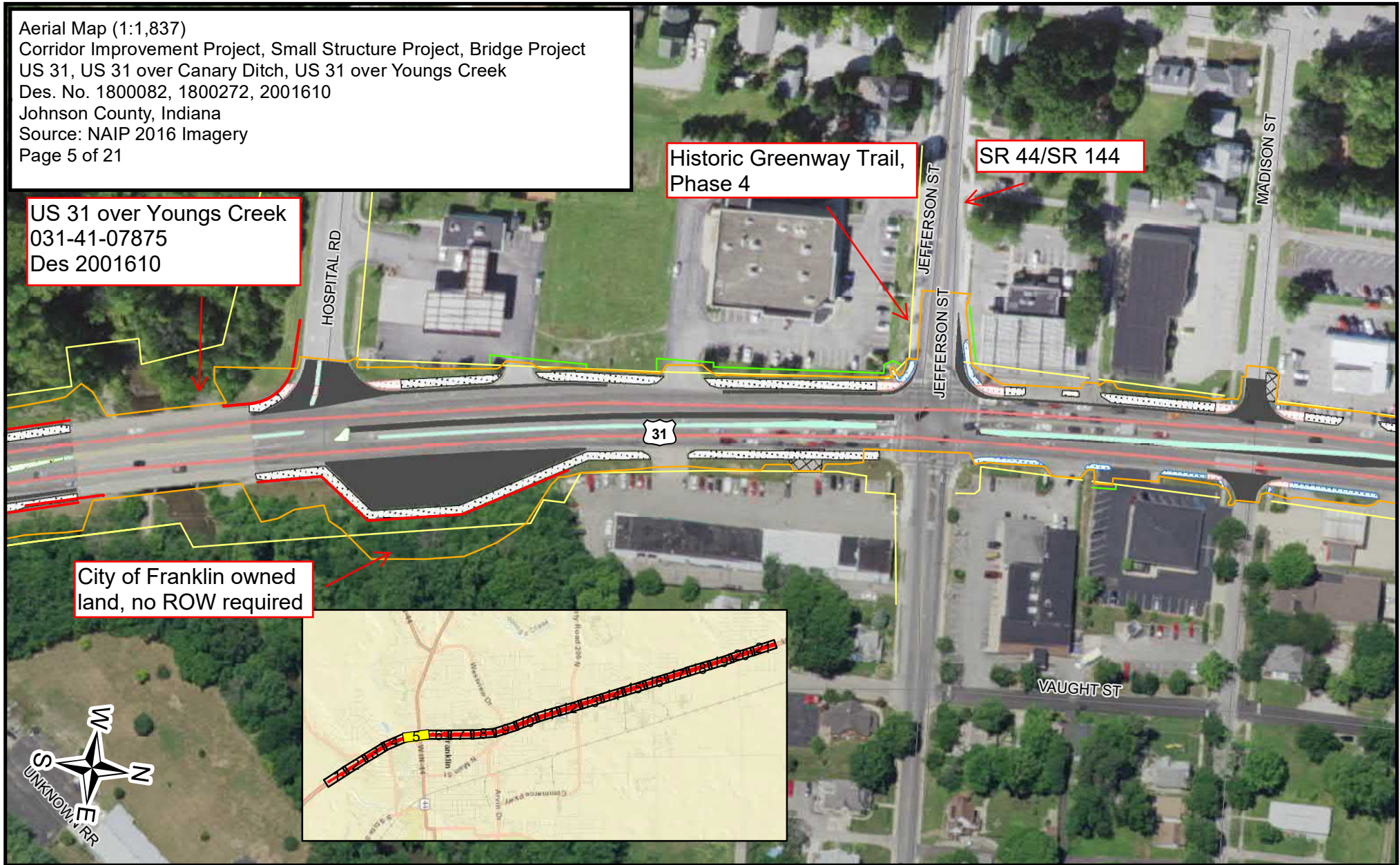
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 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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US 31 over Youngs Creek
 031-41-07875
 Des 2001610

Historic Greenway Trail,
 Phase 4

SR 44/SR 144

City of Franklin owned
 land, no ROW required

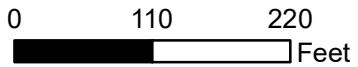
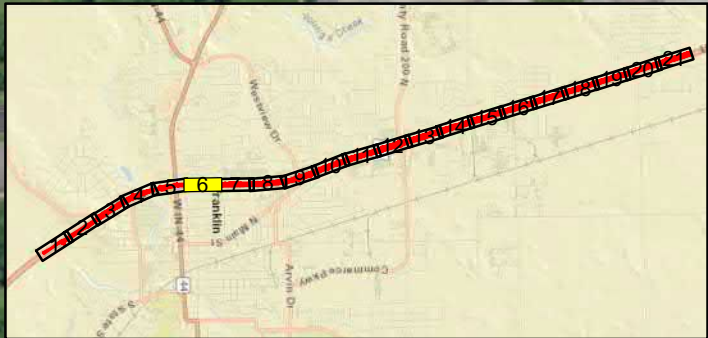
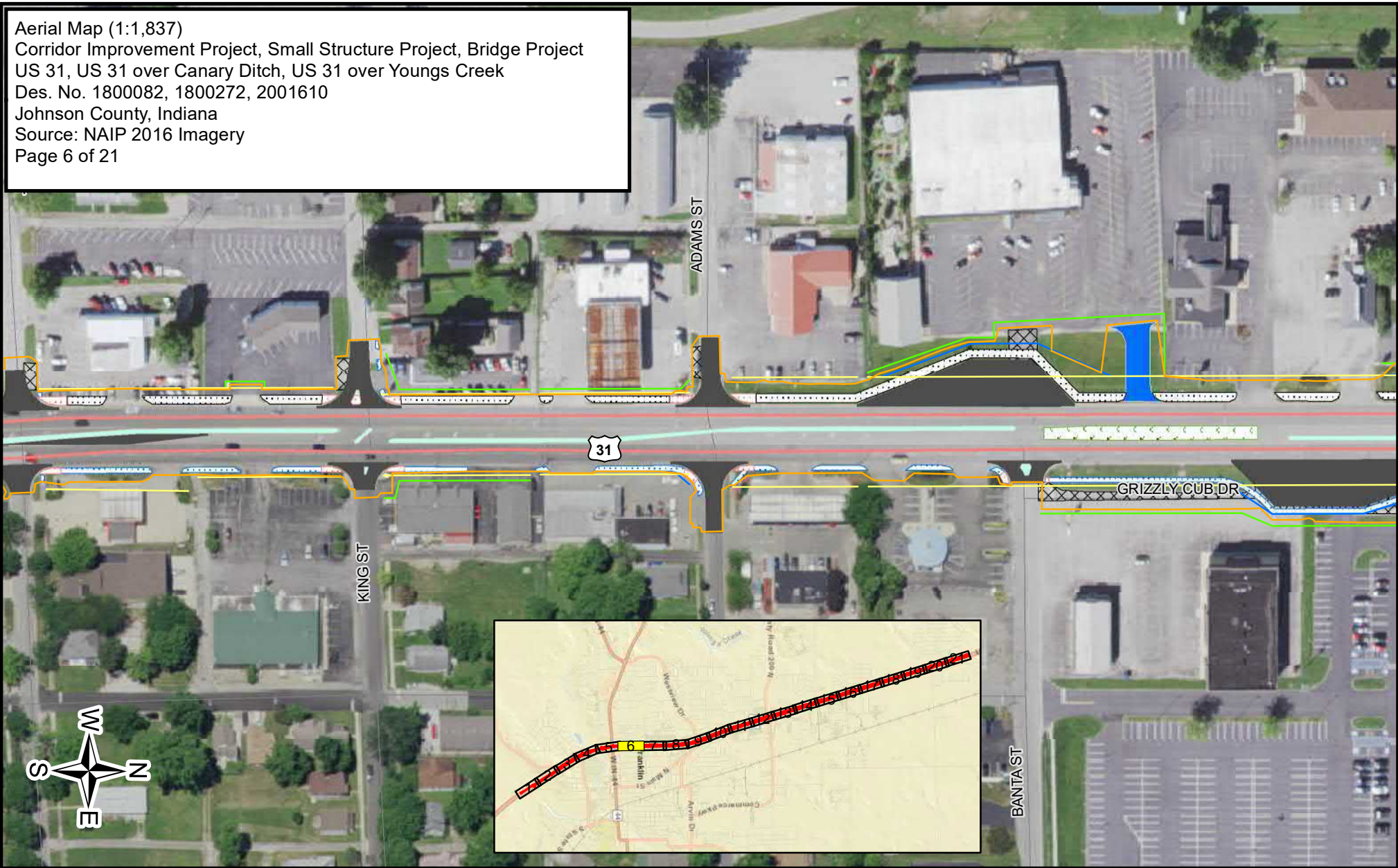


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|-----------------------|---------------------|-----------------|
| — Construction Limits | ▨ ADA Curb Ramp | ▨ Removed Drive |
| — Existing ROW | ▨ Concrete Sidewalk | |
| — Temporary ROW | ▨ Sodding | |
| — Pedestrian Handrail | ▨ Concrete Curb | |
| ▨ Paved Trail | ▨ Asphalt Pavement | |

3/9/2022



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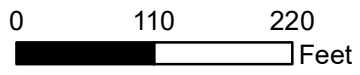
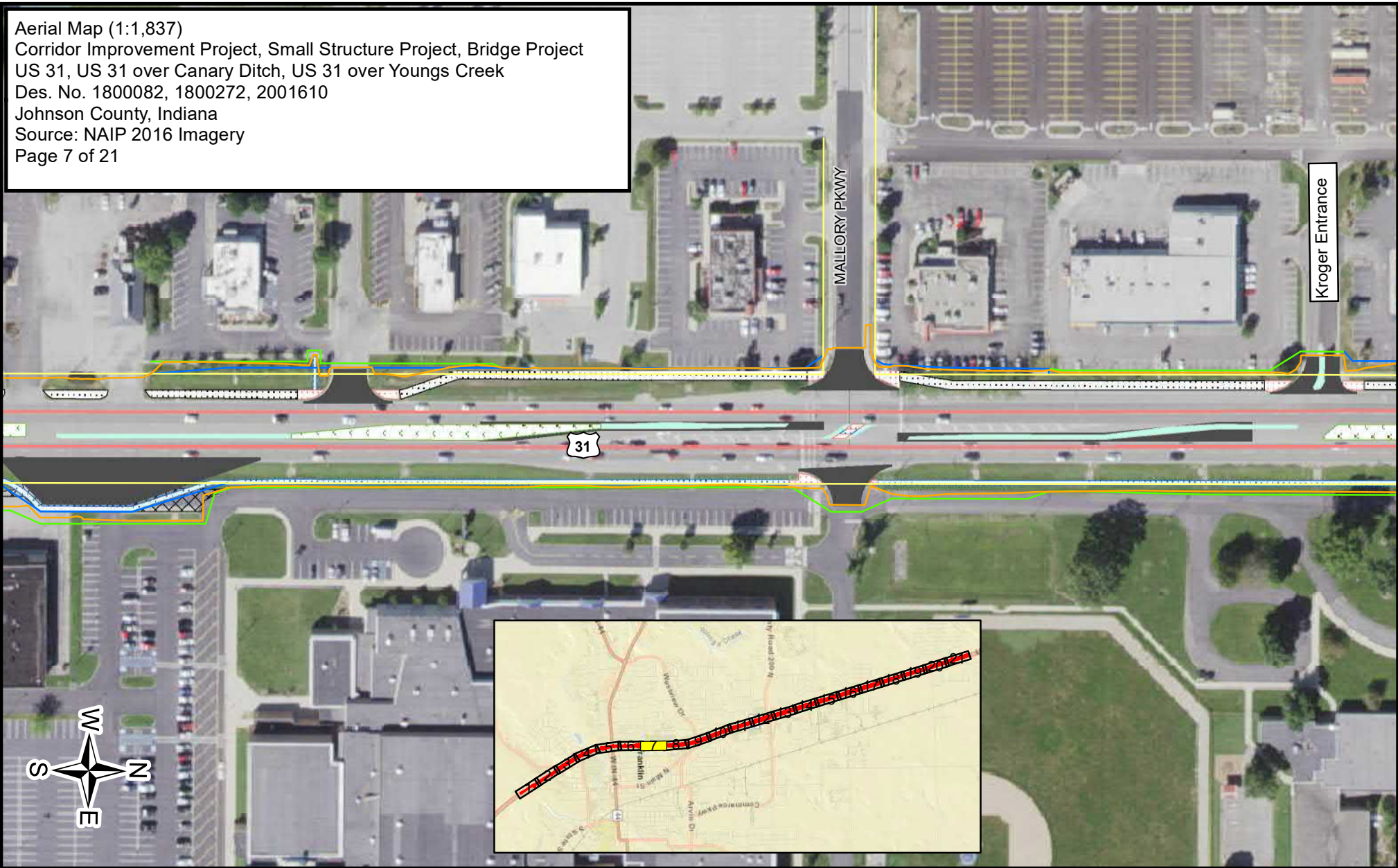


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|-----------------------|---------------------|-------------------|
| — Construction Limits | ▨ ADA Curb Ramp | ■ Relocated Drive |
| — Existing ROW | ▨ Concrete Sidewalk | ▨ Removed Drive |
| — Permanent ROW | ▨ Sodding | |
| — Temporary ROW | ▨ Concrete Curb | |
| ▨ Paved Trail | ■ Asphalt Pavement | |

3/9/2022



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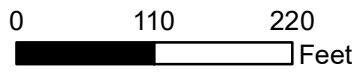
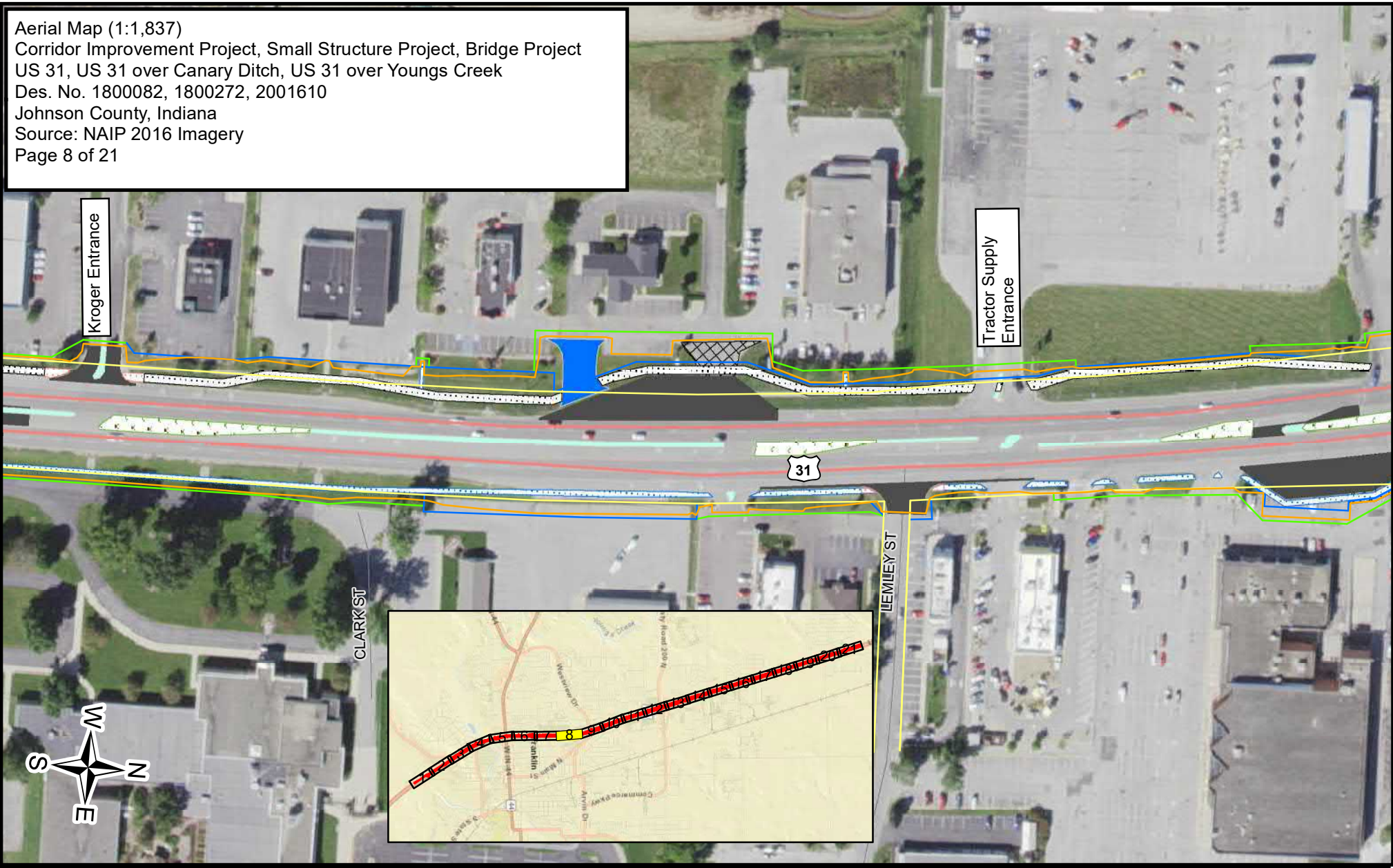


- Construction Limits
- Existing ROW
- Permanent ROW
- Temporary ROW
- ▨ Paved Trail
- ▨ ADA Curb Ramp
- ▨ Concrete Sidewalk
- ▨ Sodding
- ▨ Concrete Curb
- ▨ Asphalt Pavement
- ▨ Removed Drive

3/9/2022



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 Johnson County, Indiana
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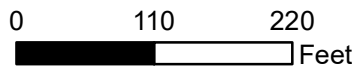
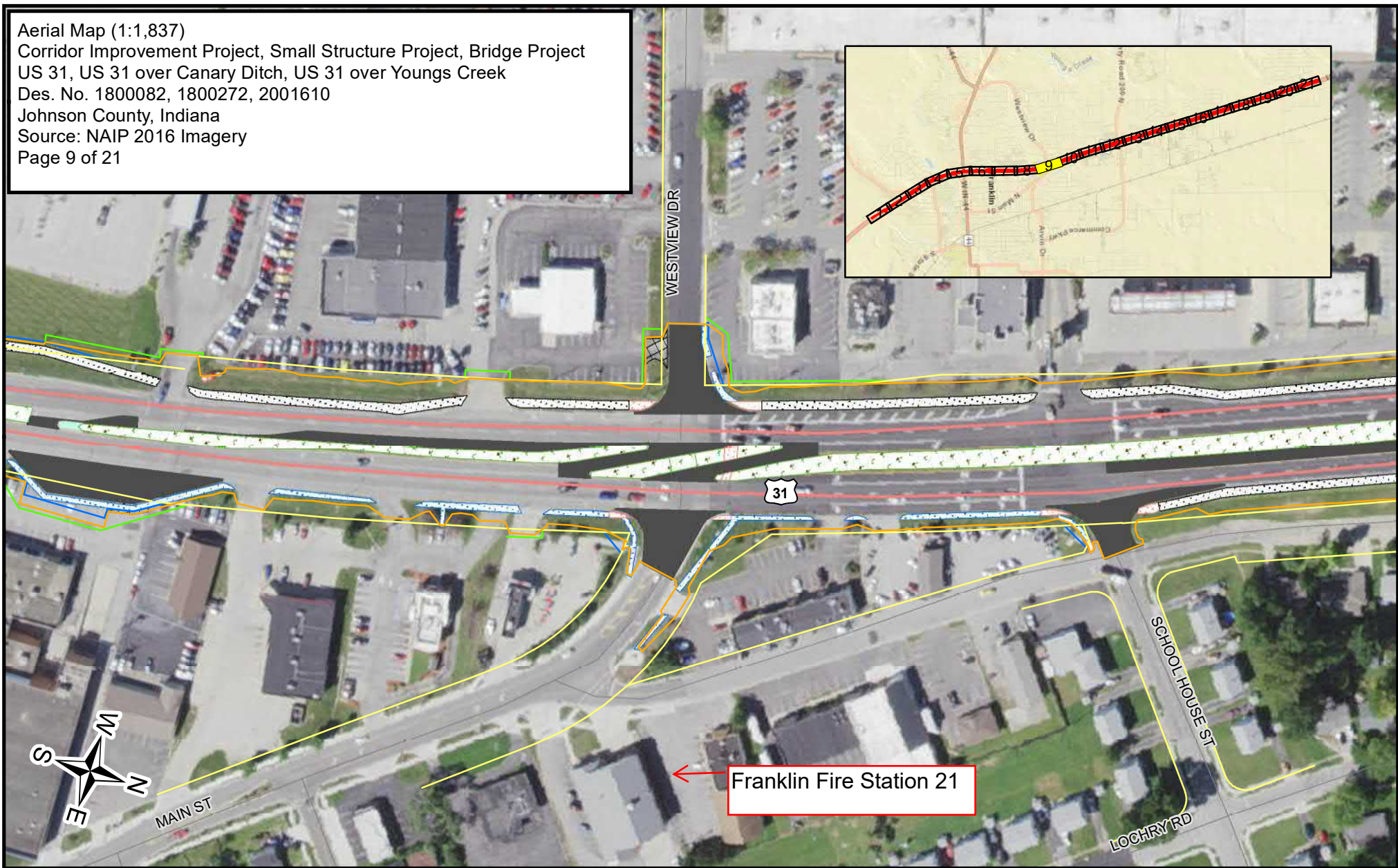


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- ▨ Paved Trail
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- ▨ Asphalt Pavement
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- ▨ Removed Drive

3/9/2022



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 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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- Construction Limits
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- Permanent ROW
- Temporary ROW
- ▒ Paved Trail
- ▒ ADA Curb Ramp
- ▒ Concrete Sidewalk
- ▒ Sodding
- ▒ Concrete Curb
- ▒ Asphalt Pavement
- ▒ Removed Drive

3/9/2022



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 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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US 31 over Canary Ditch
 031-41-03534
 Des 1800272

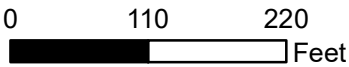
Cedar Ln

ACORN BLVD

31

MAIN ST

LOCHRY RD

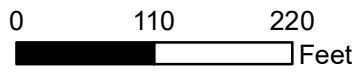


- Construction Limits
- Existing ROW
- Temporary ROW
- Pedestrian Handrail
- Concrete Pavement
- ▨ Paved Trail
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3/9/2022



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 Johnson County, Indiana
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|---------------------|-------------------|------------------|
| Construction Limits | Concrete Pavement | Asphalt Pavement |
| Existing ROW | Paved Trail | Removed Drive |
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 Johnson County, Indiana
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Simon Road Trail

Franklin Community High School Trail

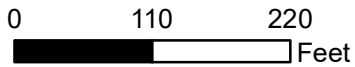
Lowes Entrance

31

COMMERCE PARK DR

COMMERCE DR

SIMON RD

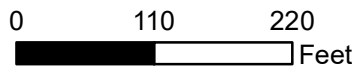
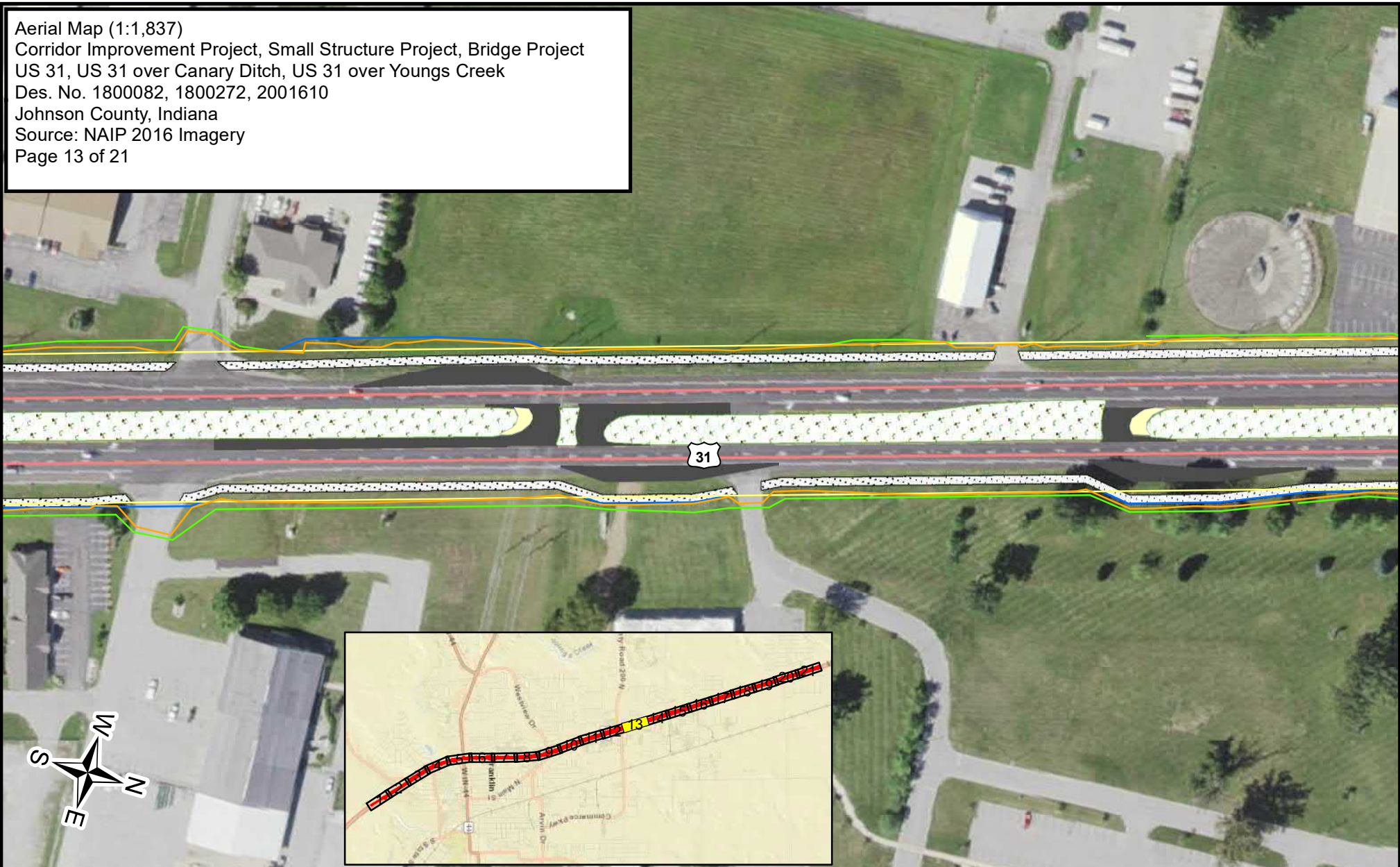


- Construction Limits
- Existing ROW
- Permanent ROW
- Temporary ROW
- Concrete Pavement
- Asphalt Pavement
- Paved Trail
- ADA Curb Ramp
- Concrete Sidewalk
- Sodding
- Concrete Curb

3/9/2022



Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
 Page 13 of 21

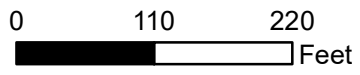
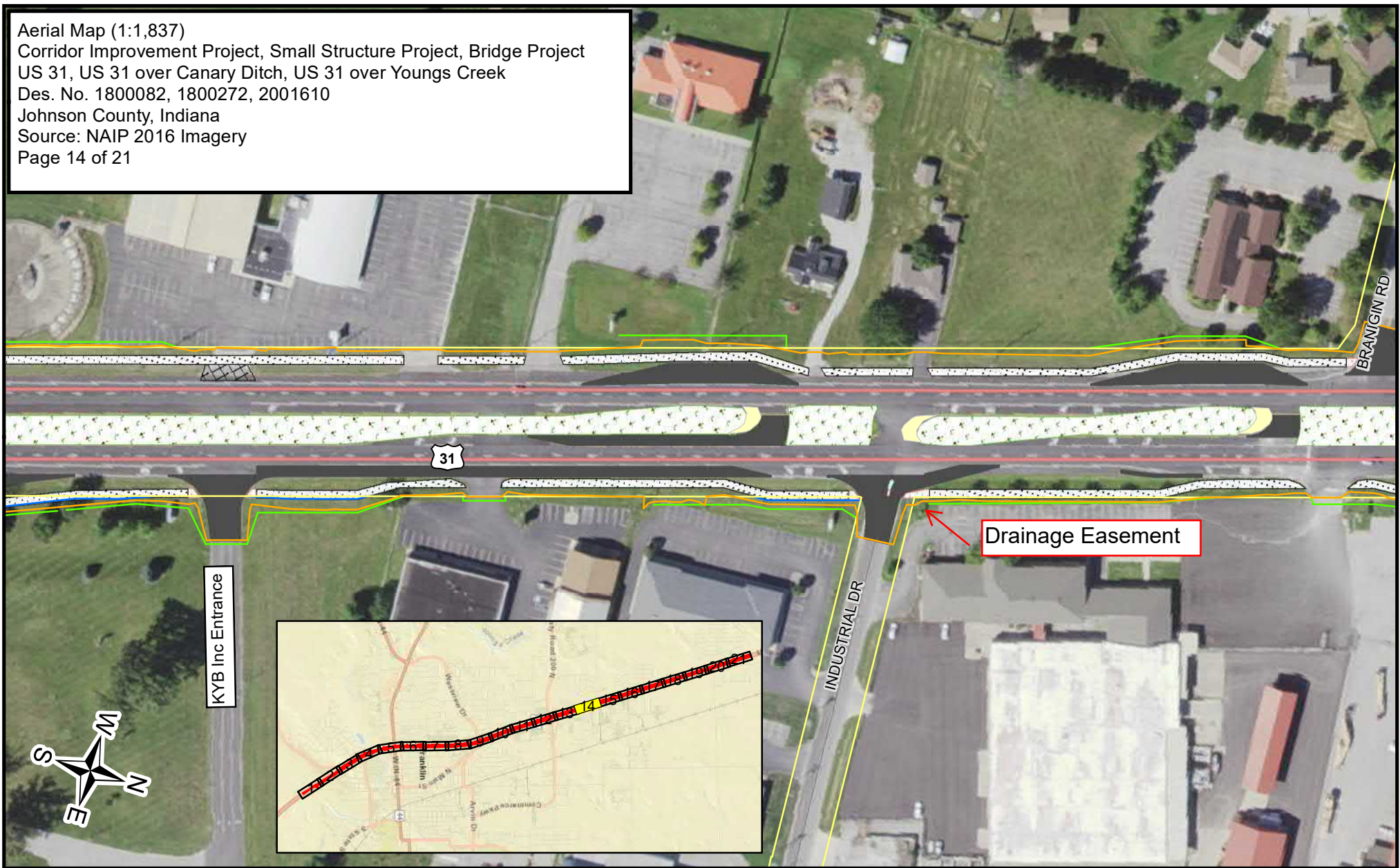


- Construction Limits
- Existing ROW
- Permanent ROW
- Temporary ROW
- Concrete Pavement
- ▨ Paved Trail
- ▨ Sodding
- ▨ Asphalt Pavement

3/9/2022



Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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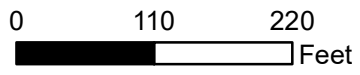
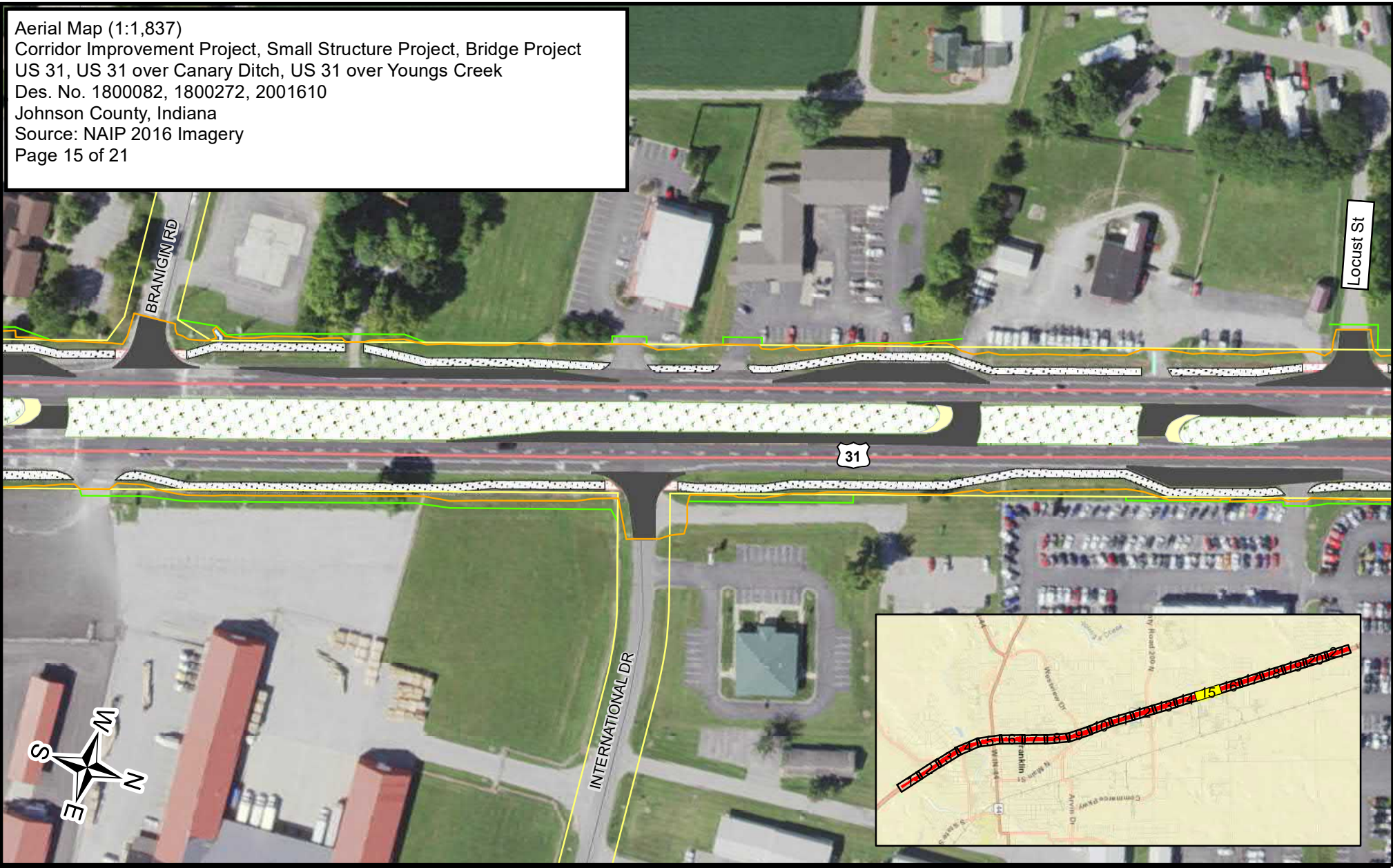


- | | | |
|-----------------------|------------------|---------------|
| — Construction Limits | Paved Trail | Removed Drive |
| — Existing ROW | ADA Curb Ramp | |
| — Permanent ROW | Sodding | |
| — Temporary ROW | Concrete Curb | |
| — Concrete Pavement | Asphalt Pavement | |

3/9/2022



Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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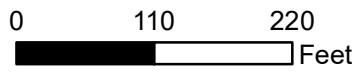
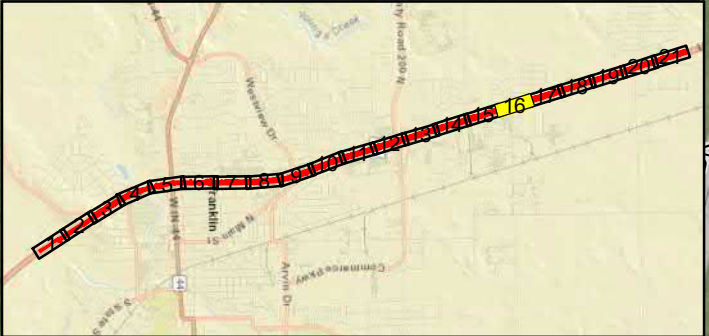
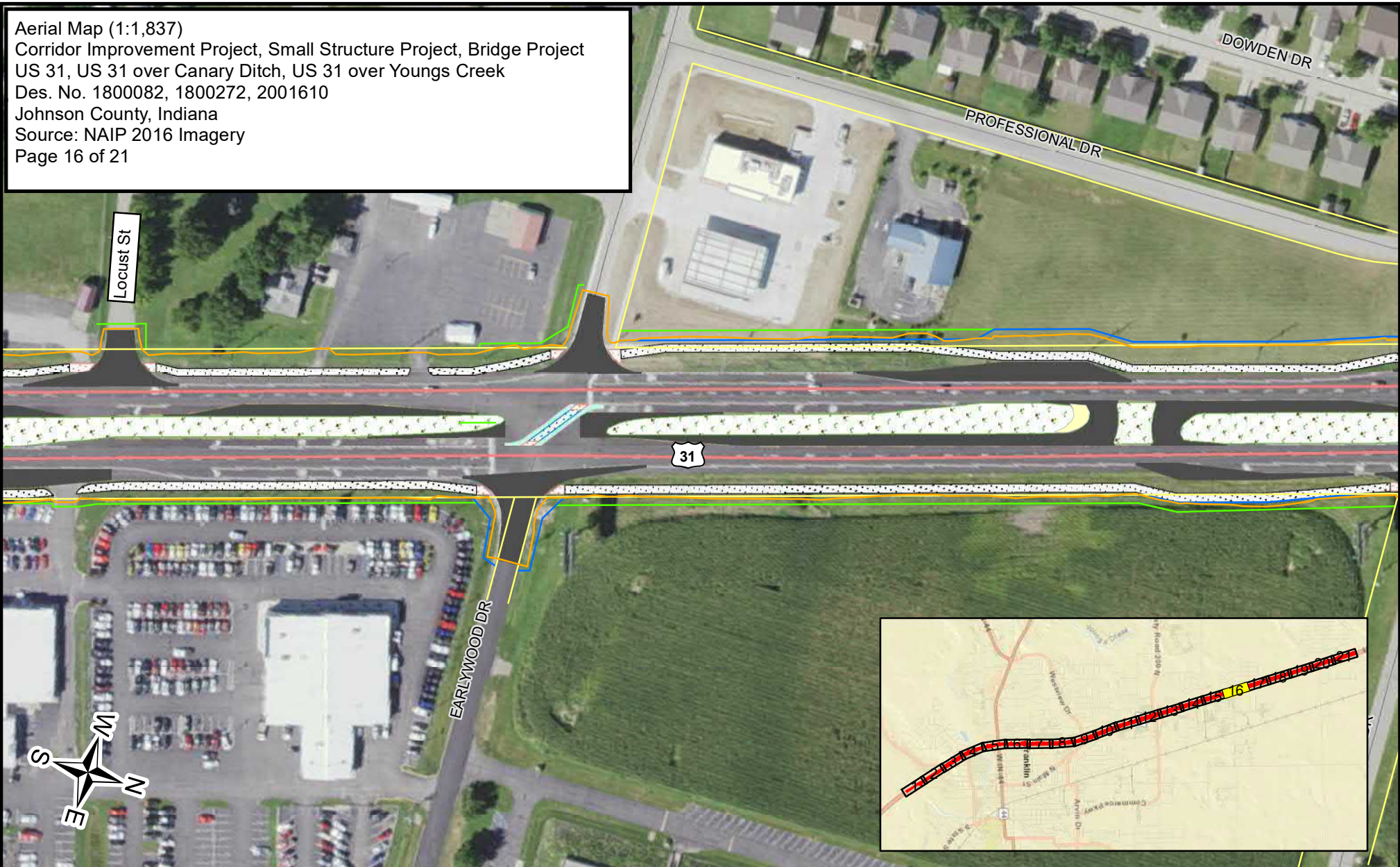


- | | |
|---------------------|-------------------|
| Construction Limits | ADA Curb Ramp |
| Existing ROW | Concrete Sidewalk |
| Temporary ROW | Sodding |
| Concrete Pavement | Concrete Curb |
| Paved Trail | Asphalt Pavement |

3/9/2022



Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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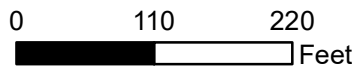
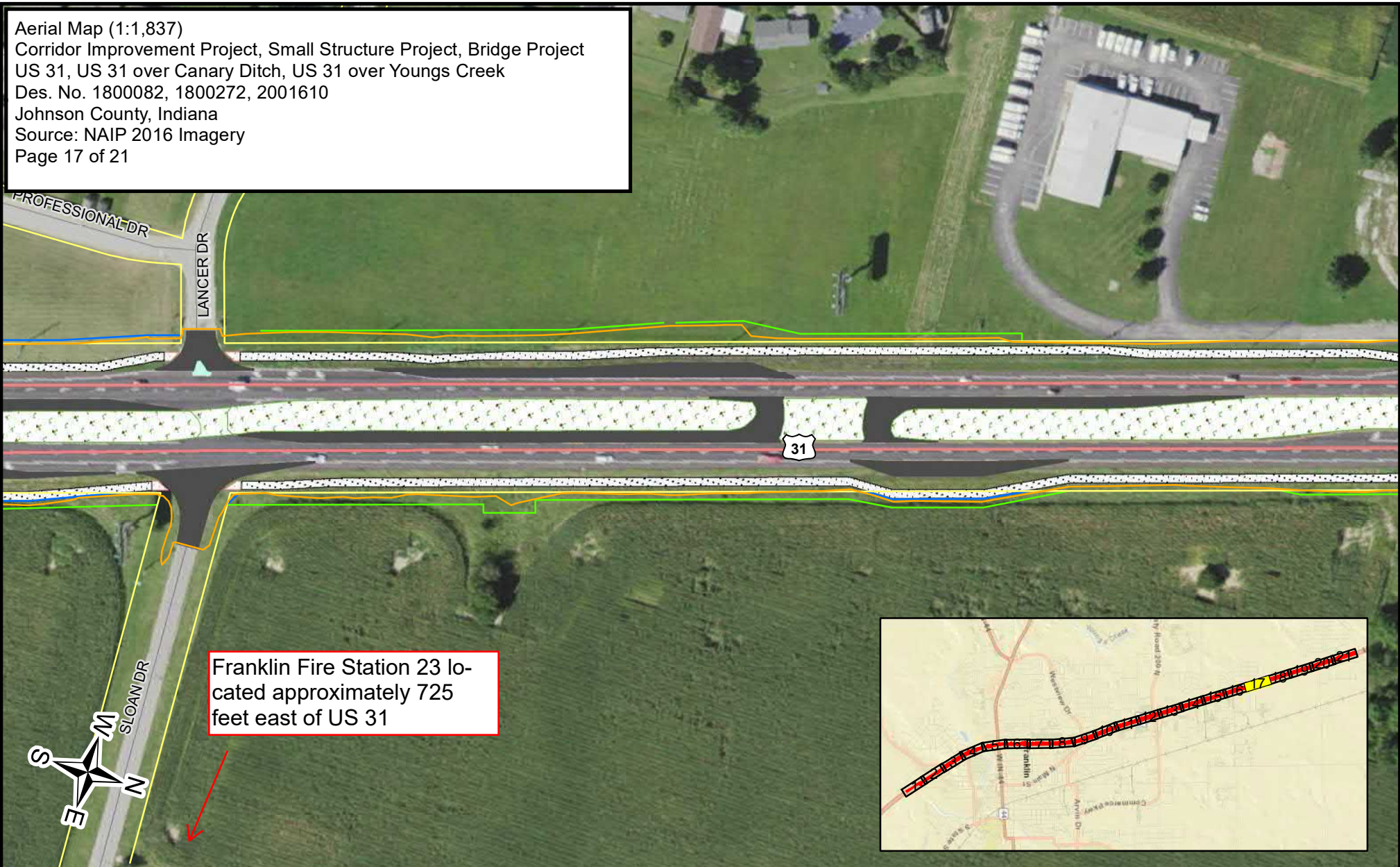


- Construction Limits
- Existing ROW
- Permanent ROW
- Temporary ROW
- Concrete Pavement
- ▨ Paved Trail
- ▨ ADA Curb Ramp
- ▨ Concrete Sidewalk
- ▨ Sodding
- ▨ Concrete Curb
- Asphalt Pavement



3/9/2022

Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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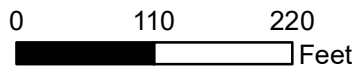
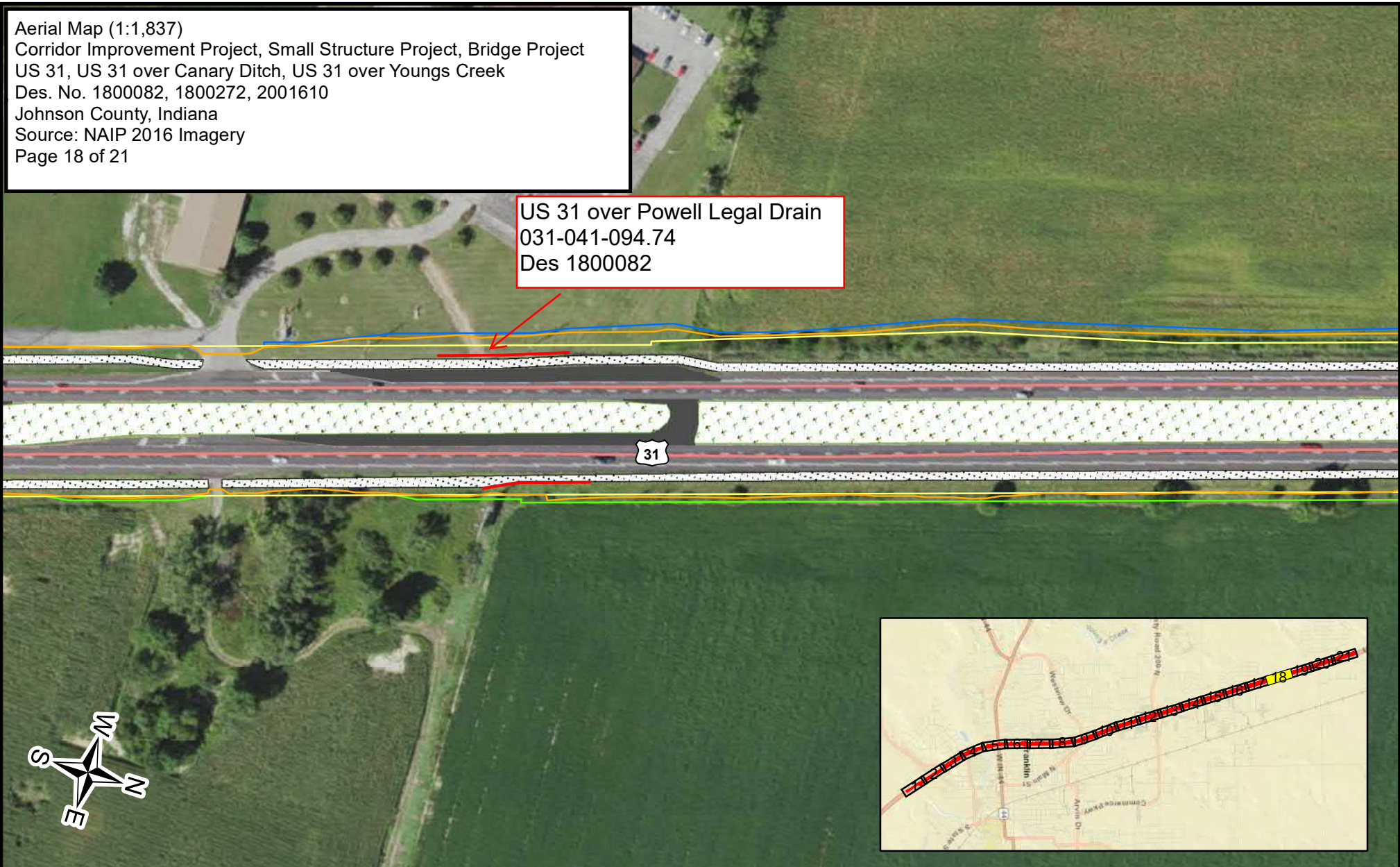
- Construction Limits
- Existing ROW
- Permanent ROW
- Temporary ROW
- Paved Trail
- ADA Curb Ramp
- Sodding
- Concrete Curb
- Asphalt Pavement



3/9/2022

Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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US 31 over Powell Legal Drain
 031-041-094.74
 Des 1800082

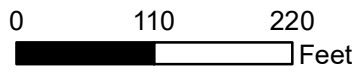
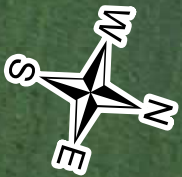
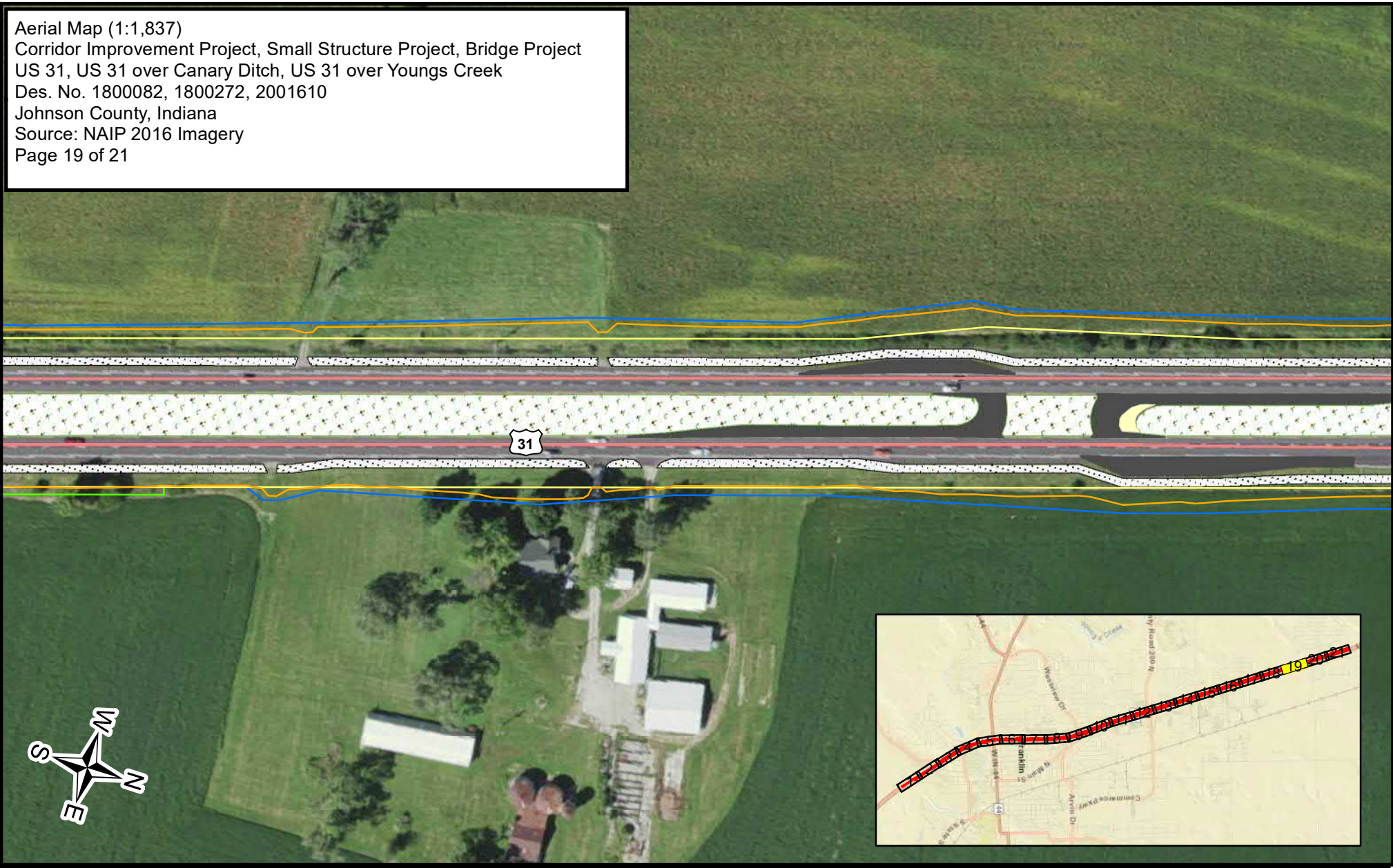


- Construction Limits
- Existing ROW
- Permanent ROW
- Temporary ROW
- Pedestrian Handrail
- ▨ Paved Trail
- ▨ Sodding
- Asphalt Pavement

3/9/2022



Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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- Construction Limits
- Existing ROW
- Permanent ROW
- Temporary ROW
- Concrete Pavement
- Asphalt Pavement
- Paved Trail
- Sodding

3/9/2022

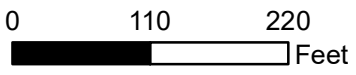
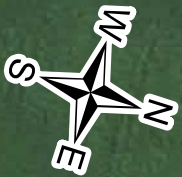


Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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Future Nicole Dr

PAUL HAND BLVD

31

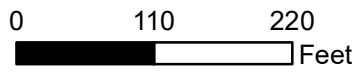
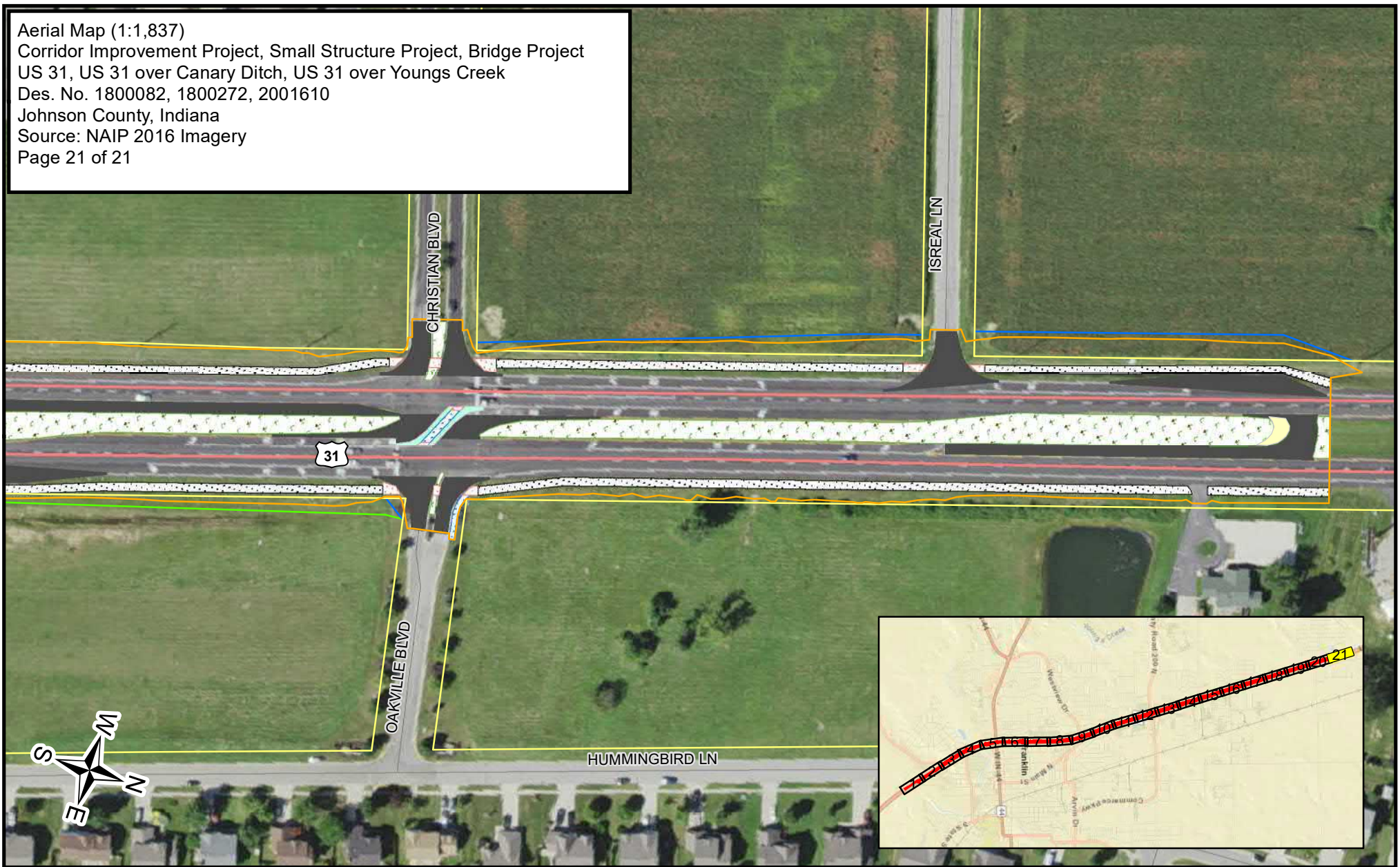


- Construction Limits
- Existing ROW
- Permanent ROW
- Temporary ROW
- Concrete Pavement
- Asphalt Pavement
- ▣ Paved Trail
- ▣ ADA Curb Ramp
- ▣ Concrete Sidewalk
- ▣ Sodding
- Asphalt Pavement

3/9/2022



Aerial Map (1:1,837)
 Corridor Improvement Project, Small Structure Project, Bridge Project
 US 31, US 31 over Canary Ditch, US 31 over Youngs Creek
 Des. No. 1800082, 1800272, 2001610
 Johnson County, Indiana
 Source: NAIP 2016 Imagery
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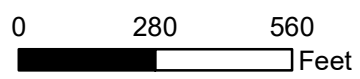
- | | | |
|---------------------|-------------------|------------------|
| Construction Limits | Paved Trail | Asphalt Pavement |
| Existing ROW | ADA Curb Ramp | |
| Permanent ROW | Concrete Sidewalk | |
| Temporary ROW | Sodding | |
| Concrete Pavement | Concrete Curb | |
- 3/9/2022



Photo Location and Orientation Map (1:4,722)
 Corridor Improvement, Bridge, and Small Structure Project
 US 31, US 31 over Youngs Creek, and US 31 over Canary Ditch
 Des. No. 1800082 (Lead), 2001610, 1800272
 Johnson County, Indiana
 Source: SJCA Inc. Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

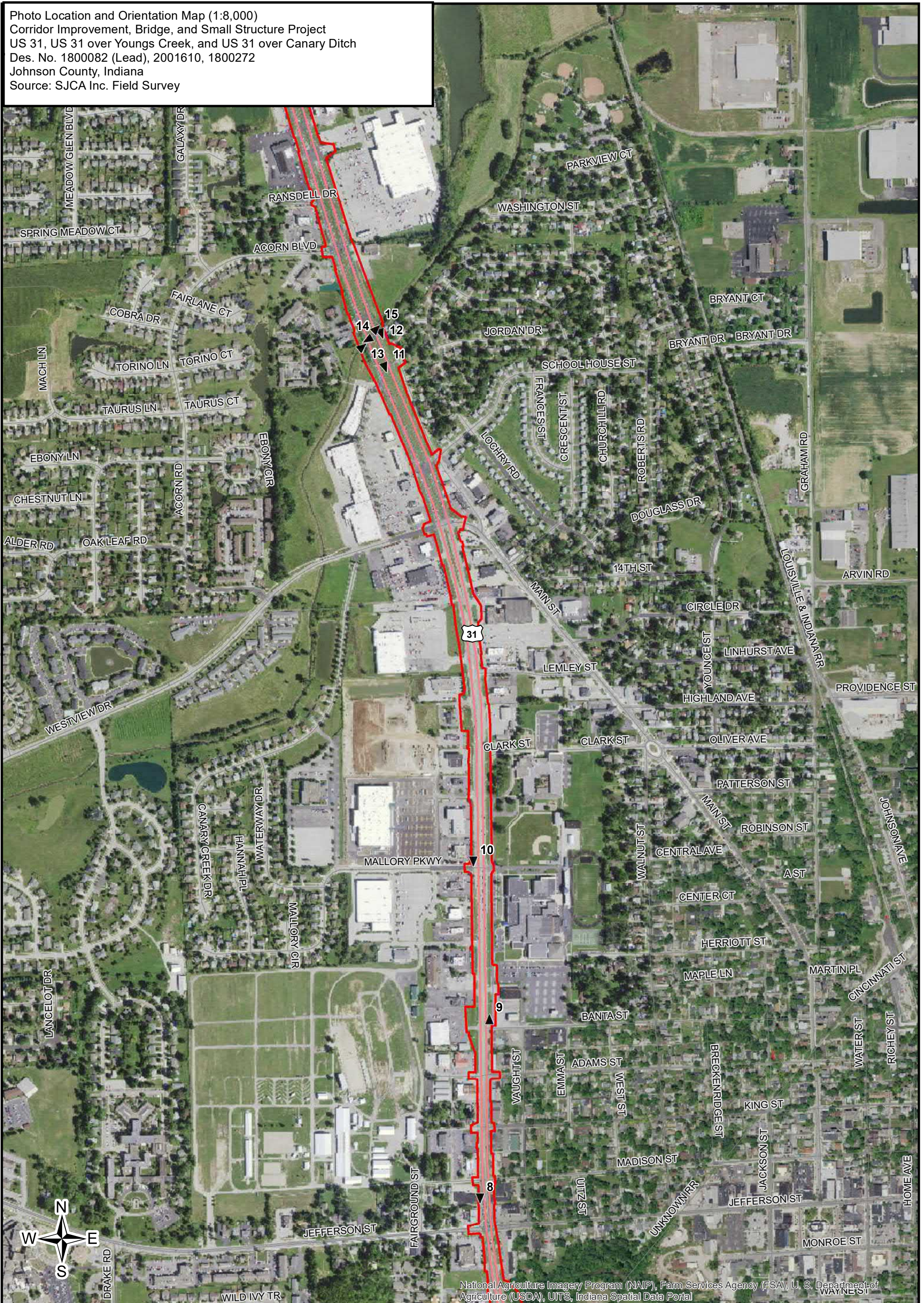


- Project Area
- Photo Location

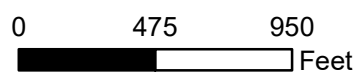


6/29/2021

Photo Location and Orientation Map (1:8,000)
 Corridor Improvement, Bridge, and Small Structure Project
 US 31, US 31 over Youngs Creek, and US 31 over Canary Ditch
 Des. No. 1800082 (Lead), 2001610, 1800272
 Johnson County, Indiana
 Source: SJCA Inc. Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

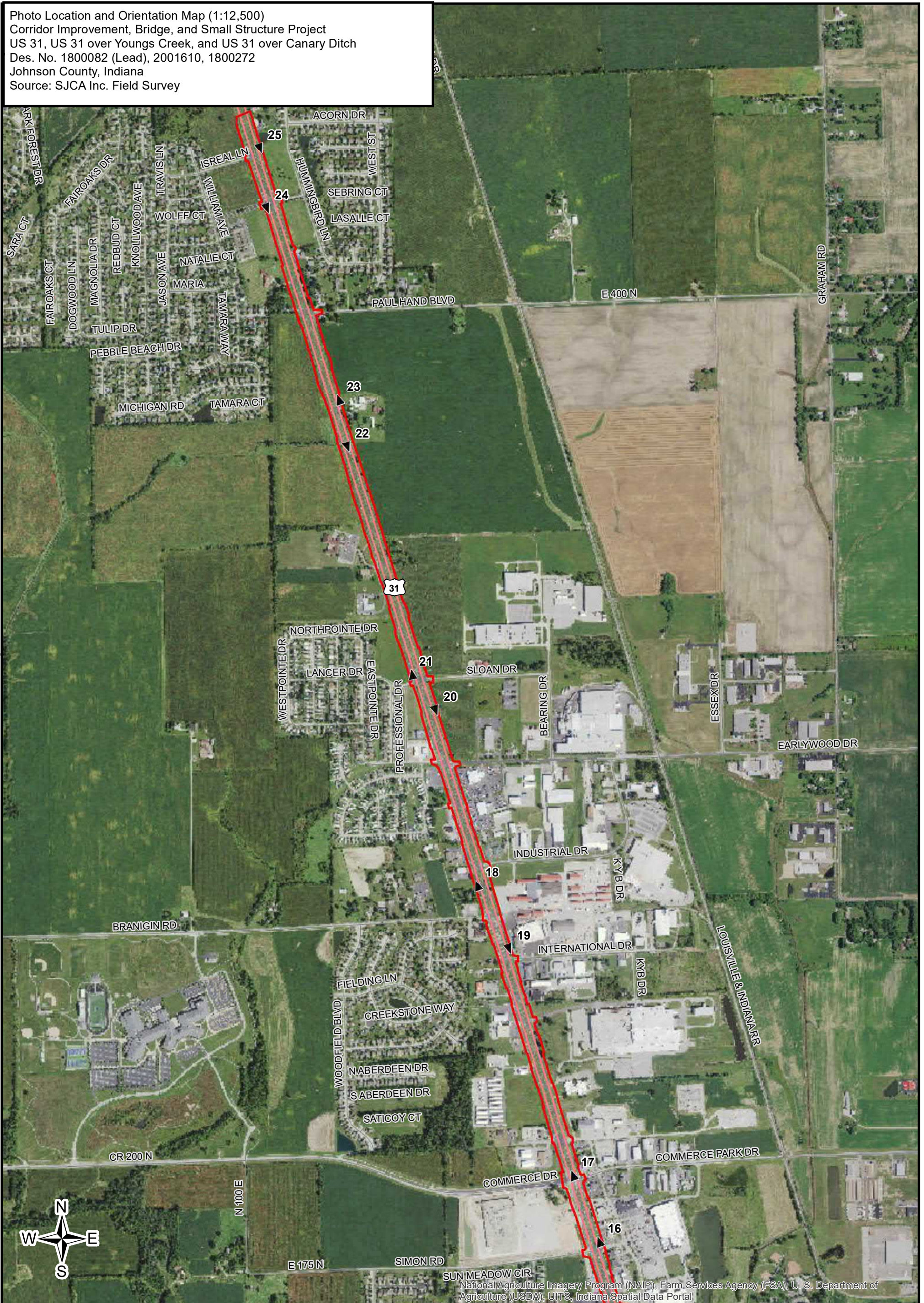


- Project Area
- Photo Location

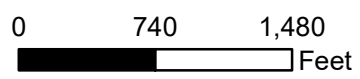


6/29/2021

Photo Location and Orientation Map (1:12,500)
 Corridor Improvement, Bridge, and Small Structure Project
 US 31, US 31 over Youngs Creek, and US 31 over Canary Ditch
 Des. No. 1800082 (Lead), 2001610, 1800272
 Johnson County, Indiana
 Source: SJCA Inc. Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



- Project Area
- Photo Location



6/29/2021



Photo 1: Facing northwest at roadside on east side of US 31



Photo 2: Facing northwest at roadside on west side of US 31



Photo 3: Facing southeast at roadside in front of Greenlawn Cemetery on east side of US 31

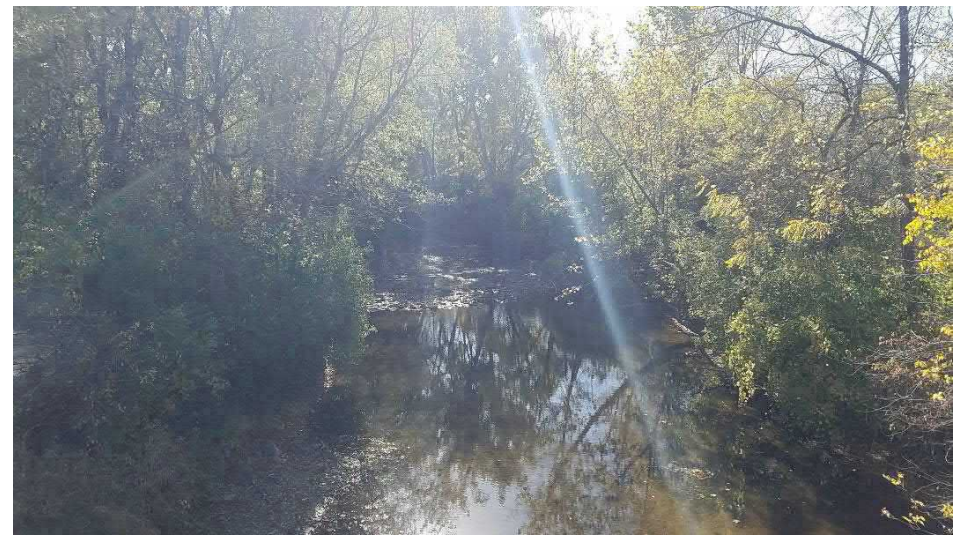


Photo 4: Facing southwest at Youngs Creek from US 31



Photo 5: Facing northeast at Youngs Creek from US 31



Photo 6: Facing northwest from Youngs Creek



Photo 7: Facing southeast along west side of structure over Youngs Creek



Photo 8: Facing south at sidewalk and roadside on west side of US 31



Photo 9: Facing north at roadside on east side of US 31



Photo 10: Facing south across intersection of US 31 and Mallory Pkwy on west side of US 31



Photo 11: Facing southeast in median of US 31



Photo 12: Facing southeast at roadside on east side of US 31



Photo 13: Facing northeast at outlet of structure carrying Canary Ditch under US 31



Photo 14: Facing southwest at Canary Ditch from US 31

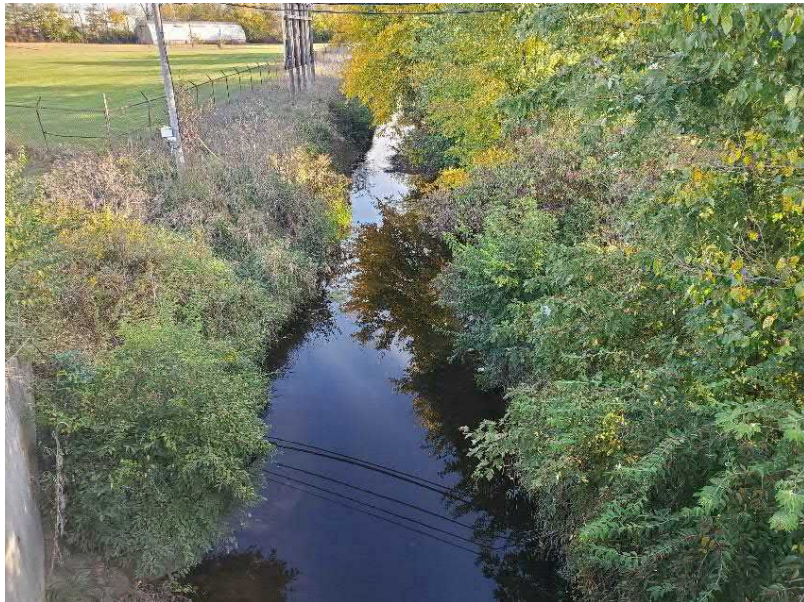


Photo 15: Facing northeast at Canary Ditch from US 31



Photo 16: Facing northeast at roadside and sidewalk on east side of US 31



Photo 17: Facing northwest in median of US 31



Photo 18: Facing northwest at roadside on west side of US 31



Photo 19: Facing southeast at roadside on east side of US 31



Photo 20: Facing southeast at roadside on east side of US 31



Photo 21: Facing northwest at roadside on west side of US 31



Photo 22: Facing southeast in median of US 31



Photo 23: Facing northwest at roadside on east side of US 31



Photo 24: Facing southeast at roadside on west side of US 31



Photo 25: Facing southeast at roadside on east side of US 31