



61. Facing southwest just north of 281st St. looking at data point B1 location in Wetland B. Photo taken 08/08/2023.



62. Facing southwest just north of 281st St. looking at data point B2 location. Photo taken 08/08/2023.



63. Facing southeast just north of 281st St. looking at data point B2 location. Photo taken 08/08/2023.



64. Facing northeast just north of 281st St. looking at data point location B2. Photo taken 08/08/2023.



65. Facing north just north of 281st St. looking at data point B2 location. Photo taken 08/08/2023.



66. Looking at soil profile for data point B2. Photo taken 08/08/2023.



67. Facing south just north of 281st St. looking at inlet of structure near Wetland B. Photo taken 08/08/2023.



68. Facing northwest just north of 281st St. looking at Wetland B. Photo taken 08/08/2023.



69. Facing northeast just north of 281st St. looking at Wetland B. Photo taken 08/08/2023.



70. Facing northwest just north of 281st St. looking at Wetland B. Photo taken 08/08/2023.



71. Facing north just north of 281st St. looking at Wetland B and surroundings. Photo taken 08/08/2023.



72. Facing northwest just south of 281st St. looking at UNT 1 to Cicero Creek from outlet of structure under 281st St.



73. Facing southeast just south of 281st St looking at UNT 1 to Cicero Creek and surroundings. Photo taken 08/08/2023.



UNT 1 TO CICERO CREEK
LAT: 40.1976329 N
LONG: 86.0126903 W
OHWM: 3.2 ft wide, 0.5 ft deep

74. Facing south just south of 281st St. looking at the OHWM of UNT 1 of Cicero Creek. Photo taken 08/08/2023.



75. Facing southwest just south of 281st St. looking at investigation area and surroundings. Photo taken 08/08/2023.



76. Facing east just south of 281st St. looking at the investigation area and Wetland C to the left. Photo taken 08/08/2023.



77. Facing south just south of 281st St. looking at data point C1 location in Wetland C. Photo taken 08/08/2023.



78. Facing east just south of 281st St looking at data point C1 location in Wetland C. Photo taken 08/08/2023.



79. Facing north just south of 281st St. looking at data point C1 location in Wetland C. Photo taken 08/08/2023.



80. Facing west just south of 281st St. looking at data point C1 location in Wetland C. Photo taken 08/08/2023.



81. Looking at data point C1 soil profile in Wetland C. Photo taken 08/08/2023.



82. Facing southwest just south of 281st St. looking at Wetland C and surroundings. Photo taken 08/08/2023.



83. Facing southwest just south of 281st St. looking at data point C2 location. Photo taken 08/08/2023.



84. Facing southeast just south of 281st St. looking at data point C2 location. Photo taken 08/08/2023.



85. Facing northeast just south of 281st St looking at data point C2 location. Photo taken 08/08/2023.



86. Facing north just south of 281st St. looking at data point C2 location. Photo taken 08/08/2023.



87. Looking at data point C2 soil profile. Photo taken 08/08/2023.



88. Facing southwest just south of 281st St. looking at Wetland C from roadside. . Photo taken 08/08/2023.



89. Facing south just south of 281st St looking at Wetland C from roadside. . Photo taken 08/08/2023.



90. Facing southwest just south of 281st St looking at Wetland C and roadside . Photo taken 08/08/2023.



91. Facing southwest just south of 281st St. looking at RSD 7 with Wetland C in the background. . Photo taken 08/08/2023.



92. Facing east just south of 281st St. looking at RDS 7. . Photo taken 08/08/2023.



93. Facing northwest just north of 281st St. looking at maintained roadside and Wetland B in the background. . Photo taken 08/08/2023.



94. Facing northeast just north of 281st St. looking at maintained roadside and surroundings. . Photo taken 08/08/2023.



95. Facing southeast just south of 281st St. looking at NWI polygon area. Photo taken 08/08/2023.



96. Facing south just south of 281st St. looking at cleared drainage area. Photo taken 08/08/2023.



97. Facing north just south of 281st St. looking at drainage outlet of structure. Photo taken 08/08/2023.



98. Looking at soil profile for data point UP2. Photo taken 08/08/2023.



99. Facing west just south of 281st St looking at data point location UP2 . Photo taken 08/08/2023.



100. Facing south just south of 281st St. looking at data point location for UP2 . Photo taken 08/08/2023.



101. Facing east just south of 281st St. looking at data point location UP2 . Photo taken 08/08/2023.



102. Facing northeast just south of 281st St. looking at data point location for UP2 . Photo taken 08/08/2023.



103. Facing southwest just south of 281st St. looking at roadside and surroundings. .
Photo taken 08/08/2023.



104. Facing east just south of 281st St looking at maintained roadside and agricultural fields. Photo taken 08/08/2023.



105. Facing west just north of 281st St. looking at maintained roadside and surroundings. Photo taken 08/08/2023.



106. Facing east just north of 281st St. looking at maintained roadside and agricultural fields. Photo taken 08/08/2023.



107. Facing west just south of 281st St. looking at agricultural field and maintained roadside. Photo taken 08/08/2023.



108. Facing east just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



109. Facing west just north of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



110. Facing east just north of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



111. Facing west just south of 281st St. looking at agricultural field and maintained roadside.



112. Facing east just south of 281st St. looking at agricultural field and maintained roadside. Photo taken 08/08/2023.



113. Facing west just north of 281st St. looking at maintained roadside and wooded area. Photo taken 08/08/2023.



114. Facing east just north of 281st St. looking at maintained roadside and wooded area. Photo taken 08/08/2023.



115. Facing northeast just north of 281st St. looking in wooded area inside investigation area. Photo taken 08/08/2023.



116. Facing west just north of 281st St. looking at wooded area inside investigation area. Photo taken 08/08/2023.



117. Facing north just north of 281st St. looking at wooded area inside investigation area. Photo taken 08/08/2023.



118. Facing northwest just north of 281st St. looking at wooded area inside investigation area. Photo taken 08/08/2023..



119. Facing west just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



120. Facing east just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



121. Facing west just north of 281st St. looking at agricultural field and maintained roadside. Photo taken 08/08/2023.



122. Facing northeast just north of 281st St. looking at agricultural field. Photo taken 08/08/2023.



123. Facing west just north of 281st St. looking at drainage structure and RSD 8. Photo taken 08/08/2023.



124. Facing east just north of 281st St. looking at RSD 8 and maintained roadside. Photo taken 08/08/2023.



125. Facing west just south of 281st St. looking at drainage structure and RSD 9. Photo taken 08/08/2023.



126. Facing east just south of 281st St. looking at RSD 9 and maintained roadside. Photo taken 08/08/2023.



127. Facing north from 281st St looking upstream of Weasel Creek. Photo taken 08/08/2023.



128. Facing south from 281st St. looking downstream of Weasel Creek. Photo taken 08/08/2023.



129. Facing west just north of 281st St. looking at RSD 10 and agricultural fields. Photo taken 08/08/2023



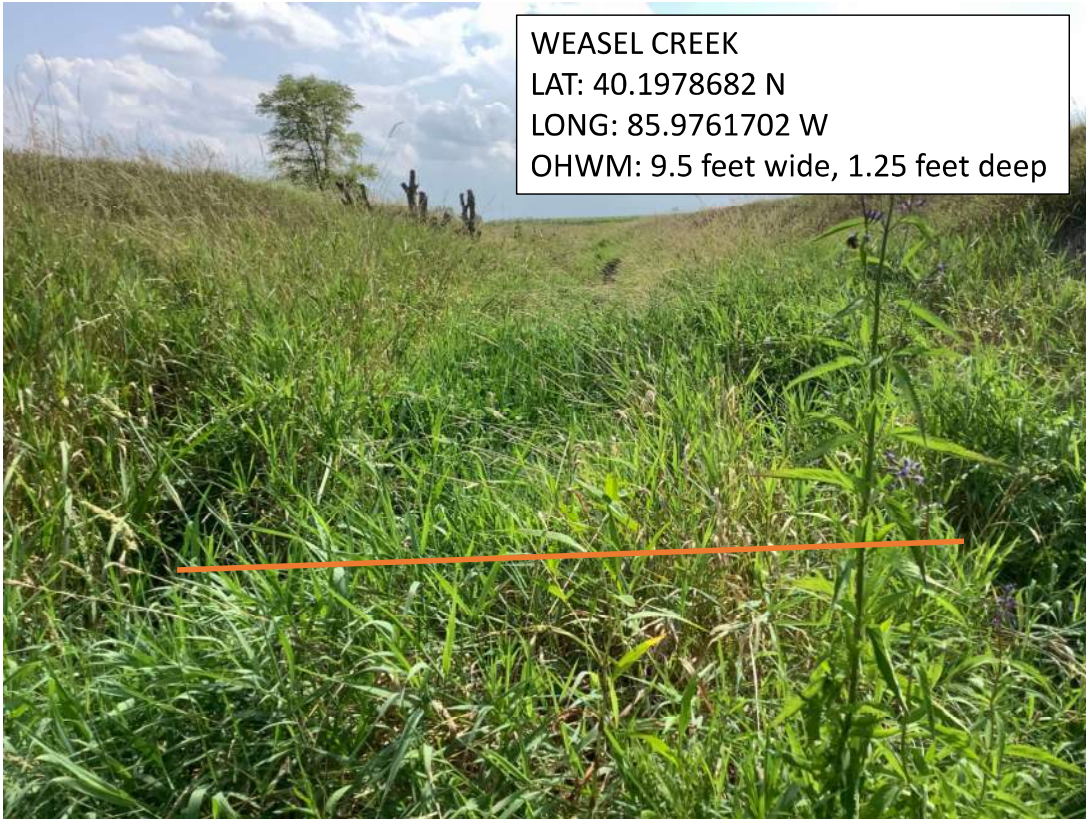
130. Facing east just north of 281st St. looking at RSD 10 and agricultural fields. Photo taken 08/08/2023



131. Facing east just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023



132. Facing southwest just south of 281st St. looking at RSD 11 and agricultural fields. Photo taken 08/08/2023.



133. Facing southwest just south of 281st St looking at the OHWM for Weasel Creek location. Photo taken 08/08/2023.



134. Facing northeast just south of 281st St. looking at Weasel Creek and Structure 29-00066 which carries 281st St. over Weasel Creek. Photo taken 08/08/2023.



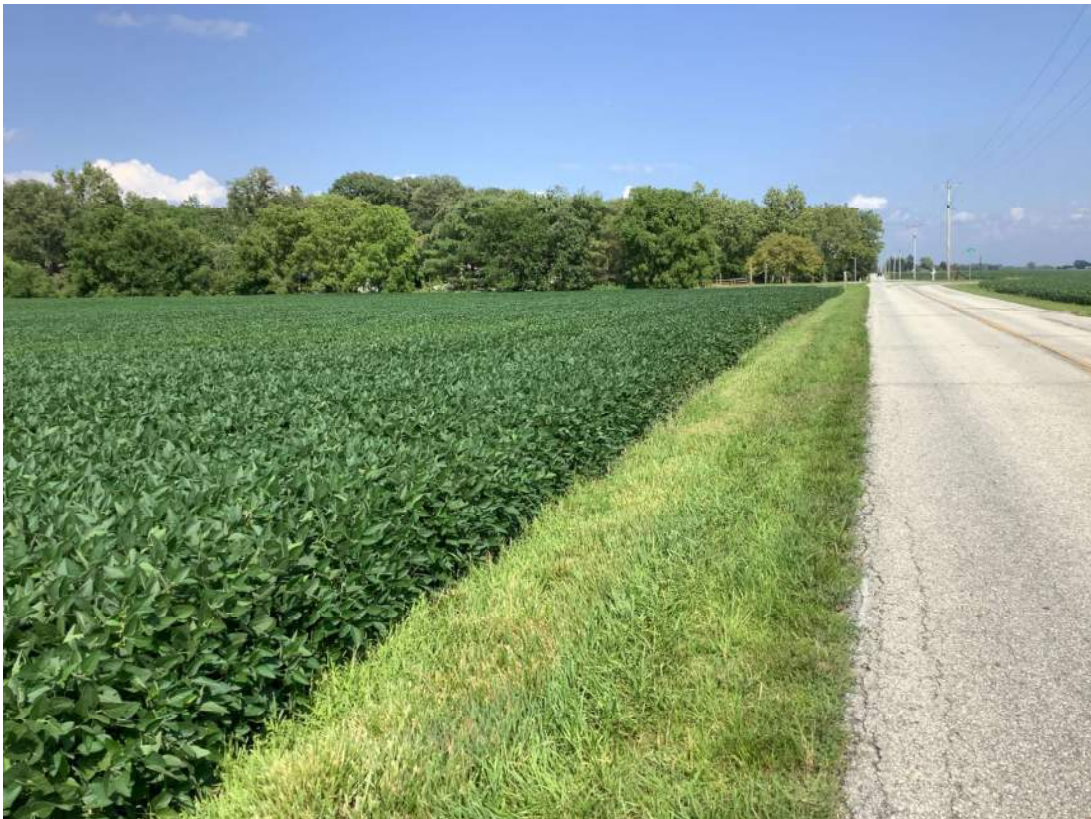
135. Facing west just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



136. Facing east just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



137. Facing west just north of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



138. Facing east just north of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



139. Facing north just north of 281st St. looking at wooded area inside the investigation area. Photo taken 08/08/2023.



140. Facing northeast just north of 281st St. looking at wooded area inside the investigation area. Photo taken 08/08/2023



141. Facing west just north of 281st St looking at maintained roadside and surroundings. Photo taken 08/08/2023.



142. Facing east just north of 281st St. looking at maintained roadside and surroundings. Photo taken 08/08/2023.



143. Facing northwest just north of 281st St. looking at edge of wooded area inside investigation area. Photo taken 08/08/2023.



144. Facing east just north of 281st St. looking at maintained roadside and surroundings. Photo taken 08/08/2023.



145. Facing west just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



146. Facing southwest just south of 281st St. looking at agricultural field. Photo taken 08/08/2023.



147. Facing east just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



148. Facing west just north of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



149. Facing east just north of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



150. Facing west just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



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152. Facing west just north of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



153. Facing west just north of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



154. Facing west just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



155. Facing east just south of 281st St. looking at agricultural fields and maintained roadside. Photo taken 08/08/2023.



156. Facing southwest just south of 281st St. looking at wooded area inside of investigation area. Photo taken on 08/08/2023.



157. Facing west just north of 281st St. looking at maintained roadside and surroundings. Photo taken on 08/08/2023.



158. Facing east just north of 281st St. looking at maintained roadside and surroundings. Photo taken on 08/08/2023.



159. Facing west just south of 281st St. looking at maintained roadside and surroundings. Photo taken on 08/08/2023.



160. Facing east just south of 281st St. looking at maintained roadside and surroundings. Photo taken on 08/08/2023.



161. Facing west just north of 281st St. from the project termini looking at maintained roadside and surroundings. Photo taken on 08/08/2023.



162. Facing north just north of 281st St. looking at maintained roadside and surroundings. Photo taken on 08/08/2023.



163. Facing west just south of 281st St. from the project termini looking at maintained roadside and surroundings. Photo taken on 08/08/2023.



164. Facing south just south of 281st St. from the project termini looking at maintained roadside and surroundings. Photo taken on 08/08/2023.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 281St Street Rehab Project Des. 2003031 City/County: Hamilton County Sampling Date: 08/08/2023
 Applicant/Owner: Hamilton County State: Indiana Sampling Point: A1
 Investigator(s): Jenna Garrison, Joe Dabkowski Section, Township, Range: S:12, T: 20 N, R:4 E
 Landform (hillslope, terrace, etc): Depression Local relief (concave, convex, none): concave
 Slope(%): _____ Lat: 40.19751 Long: -86.01948 Datum: NAD 83
 Soil Map Unit Name: Crosby silt loam, fine-loamy subsoil, 0-2 % slopes NWI classification: Palustrine Emergent
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Remarks: This data point exhibited all three criteria and is considered within a wetland.	

VEGETATION - Use scientific names of plants.

<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 35%;"><u>Tree Stratum</u> (Plot size: <u>30-ft</u>)</td> <td style="width: 10%; text-align: center;">Absolute % Cover</td> <td style="width: 10%; text-align: center;">Dominant Species?</td> <td style="width: 10%; text-align: center;">Indicator Status</td> <td style="width: 25%;"></td> </tr> <tr> <td>1. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>4. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td colspan="3" style="text-align: right;">= Total Cover</td> </tr> <tr> <td colspan="5"><u>Sapling/Shrub Stratum</u> (Plot size: <u>15-ft</u>)</td> </tr> <tr> <td>1. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>4. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td colspan="3" style="text-align: right;">= Total Cover</td> </tr> <tr> <td colspan="5"><u>Herb Stratum</u> (Plot size: <u>5-ft</u>)</td> </tr> <tr> <td>1. <input type="checkbox"/> <u>simachia nummularia</u></td> <td style="text-align: center;">75</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">FACW</td> <td></td> </tr> <tr> <td>2. <input type="checkbox"/> <u>mihotrichum lanceolatum</u></td> <td style="text-align: center;">50</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">FAC</td> <td></td> </tr> <tr> <td>3. <u>Convolvulus arvensis</u></td> <td style="text-align: center;">10</td> <td style="text-align: center;">No</td> <td style="text-align: center;">UPL</td> <td></td> </tr> <tr> <td>4. <u>Carexfrani</u></td> <td style="text-align: center;">5</td> <td style="text-align: center;">No</td> <td style="text-align: center;">OBL</td> <td></td> </tr> <tr> <td>5. <u>Carexmolesta</u></td> <td style="text-align: center;">5</td> <td style="text-align: center;">No</td> <td style="text-align: center;">FAC</td> <td></td> </tr> <tr> <td>6. <input type="checkbox"/> <u>maranthus retroflous</u></td> <td style="text-align: center;">1</td> <td style="text-align: center;">No</td> <td style="text-align: center;">FACU</td> <td></td> </tr> <tr> <td>7. <input type="checkbox"/> <u>mbrosia artemisiifolia</u></td> <td style="text-align: center;">1</td> <td style="text-align: center;">No</td> <td style="text-align: center;">FACU</td> <td></td> </tr> <tr> <td>8. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>9. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>10. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">147</td> <td colspan="3" style="text-align: right;">= Total Cover</td> </tr> <tr> <td colspan="5"><u>Woody Vine Stratum</u> (Plot size: <u>30-ft</u>)</td> </tr> <tr> <td>1. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td colspan="3" style="text-align: right;">= Total Cover</td> </tr> </table>	<u>Tree Stratum</u> (Plot size: <u>30-ft</u>)	Absolute % Cover	Dominant Species?	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Remarks: (Include photo numbers here or on a separate sheet.)
 This data point did exhibit Hydrophytic Vegetation.

SOIL

Sampling Point: A1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-10	10YR 4/2	100					Silt Loam	
10-20	10YR 4/2	95	10YR 5/6	5	C	PL	Silt Loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- 2 cm Muck (A10)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 5 cm Mucky Peat or Peat (S3)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks: This data point did exhibit Hydric Soils.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes No Depth (inches): _____
 Water Table Present? Yes No Depth (inches): _____
 Saturation Present? Yes No Depth (inches): 6
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: This data point did exhibit Wetland Hydrology.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 281St Street Rehab Project Des. 2003031 City/County: Hamilton County Sampling Date: 08/08/2023
 Applicant/Owner: Hamilton County State: Indiana Sampling Point: A2
 Investigator(s): Jenna Garrison, Joe Dabkowski Section, Township, Range: This data point did exhibit hydrophytic vegetation.
 Landform (hillslope, terrace, etc): Hillside Local relief (concave, convex, none): convex
 Slope(%): 5 Lat: 40.19741 Long: -86.01953 Datum: NAD 83

Soil Map Unit Name: Crosby silt loam, fine-loamy subsoil, 0-2 % slopes NWI classification: N/A
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>				
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>				
Remarks: <u>This data point did not exhibit all three criteria and is not considered within a wetland.</u>						

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: <u>30-ft</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____				Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A)
2. _____				Total Number of Dominant Species Across All Strata: <u>1</u> (B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0.0</u> (A/B)
4. _____				
5. _____				
<u>0</u> = Total Cover				
Prevalence Index worksheet:				
Sapling/Shrub Stratum (Plot size: <u>15-ft</u>)		Total % Cover of: _____ Multiply by: _____		
1. _____				OBL species <u>0</u> x 1 = <u>0</u>
2. _____				FACW species <u>0</u> x 2 = <u>0</u>
3. _____				FAC species <u>5</u> x 3 = <u>15</u>
4. _____				FACU species <u>95</u> x 4 = <u>380</u>
5. _____				UPL species <u>0</u> x 5 = <u>0</u>
<u>0</u> = Total Cover				Column Totals: <u>100</u> (A) <u>395</u> (B)
Prevalence Index = B/A = <u>3.95</u>				
Hydrophytic Vegetation Indicators:				
<input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index ≤ 3.0' <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting Problematic Hydrophytic Vegetation ¹ (Explain)				
¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.				
Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>				
Herb Stratum (Plot size: <u>5-ft</u>)				
1. <u><i>Juncus roemerianus</i></u>	<u>90</u>	Yes	FACU	
2. <u><i>Plantago major</i></u>	<u>5</u>	No	FAC	
3. <u><i>Eleocharis acicularis</i></u>	<u>5</u>	No	FACU	
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
<u>100</u> = Total Cover				
Woody Vine Stratum (Plot size: <u>30-ft</u>)				
1. _____				
2. _____				
<u>0</u> = Total Cover				

Remarks: (Include photo numbers here or on a separate sheet.)
This data point did exhibit Hydrophytic Vegetation.

SOIL

Sampling Point: A2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-20	10YR 4/2	100						

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- 2 cm Muck (A10)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 5 cm Mucky Peat or Peat (S3)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks: This data point did not exhibit Hydric Soils.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
 Water Table Present? Yes _____ No X Depth (inches): _____
 Saturation Present? Yes X No _____ Depth (inches): 20
 (includes capillary fringe)

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: This data point did not exhibit Wetland Hydrology.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 281St Street Rehab Project Des. 2003031 City/County: Hamilton County Sampling Date: 08/08/2023
 Applicant/Owner: Hamilton County State: Indiana Sampling Point: B1
 Investigator(s): Jenna Garrison, Joe Dabkowski Section, Township, Range: S: 7, T: 20N, R 5-E
 Landform (hillslope, terrace, etc): Depression Local relief (concave, convex, none): concave
 Slope(%): _____ Lat: 40.19801 Long: -86.01314 Datum: NAD 83
 Soil Map Unit Name: Shoals silt loam NWI classification: Scrub Shrub

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Remarks: This data point exhibited all three criteria and is considered within a wetland.	

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status																													
Tree Stratum (Plot size: <u>30-ft</u>)																																
1. <u><i>Quercus nigra</i></u>	10	Yes	OBL	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.0</u> (A/B)																												
2. <u><i>Quercus prinus</i></u>	5	Yes	FACW																													
3. _____																																
4. _____																																
5. _____																																
	15	= Total Cover																														
Sapling/Shrub Stratum (Plot size: <u>15-ft</u>)																																
1. <u><i>Quercus prinus</i></u>	15	Yes	FACW	Prevalence Index worksheet: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;"></td> <td style="width: 20%; text-align: center;">Total % Cover of:</td> <td style="width: 20%;"></td> <td style="width: 20%; text-align: center;">Multiply by:</td> </tr> <tr> <td>OBL species</td> <td style="text-align: center;">10</td> <td>x 1 =</td> <td style="text-align: center;">10</td> </tr> <tr> <td>FACW species</td> <td style="text-align: center;">100</td> <td>x 2 =</td> <td style="text-align: center;">200</td> </tr> <tr> <td>FAC species</td> <td style="text-align: center;">0</td> <td>x 3 =</td> <td style="text-align: center;">0</td> </tr> <tr> <td>FACU species</td> <td style="text-align: center;">5</td> <td>x 4 =</td> <td style="text-align: center;">20</td> </tr> <tr> <td>UPL species</td> <td style="text-align: center;">0</td> <td>x 5 =</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Column Totals:</td> <td style="text-align: center;">115</td> <td>(A)</td> <td style="text-align: center;">230 (B)</td> </tr> </table> Prevalence Index = B/A = <u>2.0</u>		Total % Cover of:		Multiply by:	OBL species	10	x 1 =	10	FACW species	100	x 2 =	200	FAC species	0	x 3 =	0	FACU species	5	x 4 =	20	UPL species	0	x 5 =	0	Column Totals:	115	(A)	230 (B)
	Total % Cover of:		Multiply by:																													
OBL species	10	x 1 =	10																													
FACW species	100	x 2 =	200																													
FAC species	0	x 3 =	0																													
FACU species	5	x 4 =	20																													
UPL species	0	x 5 =	0																													
Column Totals:	115	(A)	230 (B)																													
2. _____																																
3. _____																																
4. _____																																
5. _____																																
	15	= Total Cover																														
Herb Stratum (Plot size: <u>5-ft</u>)																																
1. <u><i>Phalaris arundinacea</i></u>	70	Yes	FACW																													
2. <u><i>Imperata cylindrica</i></u>	10	No	FACW																													
3. <u><i>Cirsium arvense</i></u>	5	No	FACU																													
4. _____																																
5. _____																																
6. _____																																
7. _____																																
8. _____																																
9. _____																																
10. _____																																
	85	= Total Cover																														
Woody Vine Stratum (Plot size: <u>30-ft</u>)																																
1. _____																																
2. _____																																
	0	= Total Cover																														

Remarks: (Include photo numbers here or on a separate sheet.)
 This data point did exhibit Hydrophytic Vegetation.

SOIL

Sampling Point: B1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-5	10YR 4/2	90	10YR 5/6	10	C	M	Silt Loam	
5-20	10YR 4/2	85	10YR 5/6	15	C	M	Silty Clay Loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- 2 cm Muck (A10)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 5 cm Mucky Peat or Peat (S3)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks: This data point did exhibit Hydric Soils.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes No Depth (inches): _____
 Water Table Present? Yes No Depth (inches): _____
 Saturation Present? Yes No Depth (inches): 5
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: This data point did exhibit Wetland Hydrology.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 281St Street Rehab Project Des. 2003031 City/County: Hamilton County Sampling Date: 08/08/2023
 Applicant/Owner: Hamilton County State: Indiana Sampling Point: B2
 Investigator(s): Jenna Garrison, Joe Dabkowski Section, Township, Range: S: 7, T: 20N, R 5-E
 Landform (hillslope, terrace, etc): Hillside Local relief (concave, convex, none): convex
 Slope(%): 2 Lat: 40.19802 Long: -86.01302 Datum: NAD 83
 Soil Map Unit Name: Shoals silt loam NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>				
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>				
Remarks: This data point did not exhibit all three criteria and is not considered within a wetland.						

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: <u>30-ft</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
	0	= Total Cover		
Sapling/Shrub Stratum (Plot size: <u>15-ft</u>)				
1. <u>Quercus emmeniflora</u>	20	Yes	FACW	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
	20	= Total Cover		
Herb Stratum (Plot size: <u>5-ft</u>)				
1. <u>Udbeckia laciniata var. laciniata</u>	20	Yes	UPL	
2. <u>Phalaris arundinacea</u>	10	Yes	FACW	
3. <u>Vernonia anthemifolia</u>	10	Yes	FAC	
4. <u>Solidago canadensis</u>	10	Yes	FACU	
5. <u>Verbesina alternifolia</u>	10	Yes	FACW	
6. <u>Urtica dioica</u>	5	No	FACW	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
	65	= Total Cover		
Woody Vine Stratum (Plot size: <u>30-ft</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
	0	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66.7 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:		
OBL species	0	x 1 =	0	
FACW species	45	x 2 =	90	
FAC species	10	x 3 =	30	
FACU species	10	x 4 =	40	
UPL species	20	x 5 =	100	
Column Totals:	85	(A)	260	(B)

Prevalence Index = B/A = 3.06

Hydrophytic Vegetation Indicators:	
<input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation	
<input checked="" type="checkbox"/> 2 - Dominance Test is >50%	
<input type="checkbox"/> 3 - Prevalence Index ≤ 3.0'	
<input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting Problematic Hydrophytic Vegetation ¹ (Explain))	
¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Remarks: (Include photo numbers here or on a separate sheet.)
 This data point did exhibit Hydrophytic Vegetation.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 281St Street Rehab Project Des. 2003031 City/County: Hamilton County Sampling Date: 08/08/2023
 Applicant/Owner: Hamilton County State: Indiana Sampling Point: C1
 Investigator(s): Jenna Garrison, Joe Dabkowski Section, Township, Range: S: 7, T: 20N, R 5-E
 Landform (hillslope, terrace, etc): Depression Local relief (concave, convex, none): concave
 Slope(%): _____ Lat: 40.19783 Long: -86.01203 Datum: NAD 83

Soil Map Unit Name: Shoals silt loam NWI classification: Palustrine Forested

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Hydric Soil Present?	Yes <input checked="" type="checkbox"/>	No _____	
Wetland Hydrology Present?	Yes <input checked="" type="checkbox"/>	No _____	

Remarks: This data point exhibited all three criteria and is considered within a wetland.

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status																																				
Tree Stratum (Plot size: <u>30-ft</u>)				Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.0</u> (A/B)																																			
1. <u><i>Quercus prinus</i></u>	40	Yes	FACW																																				
2. <u><i>Cercocarpus wrightii</i></u>	20	Yes	FAC																																				
3. _____																																							
4. _____																																							
5. _____																																							
	60	= Total Cover																																					
Sapling/Shrub Stratum (Plot size: <u>15-ft</u>)																																							
1. _____																																							
2. _____																																							
3. _____																																							
4. _____																																							
5. _____																																							
	0	= Total Cover																																					
Herb Stratum (Plot size: <u>5-ft</u>)				Prevalence Index worksheet: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;">Total % Cover of:</th> <th style="width: 10%;"></th> <th style="width: 10%;">Multiply by:</th> <th style="width: 10%;"></th> <th style="width: 10%;"></th> </tr> </thead> <tbody> <tr> <td>OBL species</td> <td style="text-align: center;">5</td> <td>x 1 =</td> <td style="text-align: center;">5</td> <td></td> </tr> <tr> <td>FACW species</td> <td style="text-align: center;">65</td> <td>x 2 =</td> <td style="text-align: center;">130</td> <td></td> </tr> <tr> <td>FAC species</td> <td style="text-align: center;">20</td> <td>x 3 =</td> <td style="text-align: center;">60</td> <td></td> </tr> <tr> <td>FACU species</td> <td style="text-align: center;">0</td> <td>x 4 =</td> <td style="text-align: center;">0</td> <td></td> </tr> <tr> <td>UPL species</td> <td style="text-align: center;">5</td> <td>x 5 =</td> <td style="text-align: center;">25</td> <td></td> </tr> <tr> <td>Column Totals:</td> <td style="text-align: center;">95</td> <td></td> <td style="text-align: center;">220</td> <td style="text-align: center;">(B)</td> </tr> </tbody> </table> Prevalence Index = B/A = <u>2.32</u>	Total % Cover of:		Multiply by:			OBL species	5	x 1 =	5		FACW species	65	x 2 =	130		FAC species	20	x 3 =	60		FACU species	0	x 4 =	0		UPL species	5	x 5 =	25		Column Totals:	95		220	(B)
Total % Cover of:		Multiply by:																																					
OBL species	5	x 1 =	5																																				
FACW species	65	x 2 =	130																																				
FAC species	20	x 3 =	60																																				
FACU species	0	x 4 =	0																																				
UPL species	5	x 5 =	25																																				
Column Totals:	95		220		(B)																																		
1. <u><i>Pilea pumila</i></u>	15	Yes	FACW																																				
2. <u><i>Simachia nummularia</i></u>	10	Yes	FACW																																				
3. <u><i>Carex lucidula</i></u>	5	No	OBL																																				
4. <u><i>Muhlenbergia lateriflora var. angustifolia</i></u>	5	No	UPL																																				
5. _____																																							
6. _____																																							
7. _____																																							
8. _____																																							
9. _____																																							
10. _____																																							
	35	= Total Cover																																					
Woody Vine Stratum (Plot size: <u>30-ft</u>)																																							
1. _____																																							
2. _____																																							
	0	= Total Cover																																					

Remarks: (Include photo numbers here or on a separate sheet.)
 This data point did exhibit hydrophytic vegetation.

SOIL

Sampling Point: C1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-10	10YR 3/2	90	10YR 5/6	10		M		
10-20	10YR 3/3	90	10YR 5/6	10	C	M		

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- 2 cm Muck (A10)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 5 cm Mucky Peat or Peat (S3)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No _____

Remarks: This data point exhibited Hydric Soils.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No Depth (inches): _____
 Water Table Present? Yes _____ No Depth (inches): _____
 Saturation Present? Yes No _____ Depth (inches): 7
 (includes capillary fringe)

Wetland Hydrology Present? Yes No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: This data point did exhibit Wetland Hydrology.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 281St Street Rehab Project Des. 2003031 City/County: Hamilton County Sampling Date: 08/08/2023
 Applicant/Owner: Hamilton County State: Indiana Sampling Point: C2
 Investigator(s): Jenna Garrison, Joe Dabkowski Section, Township, Range: S: 7, T: 20N, R 5-E
 Landform (hillslope, terrace, etc): Hillslope Local relief (concave, convex, none): convex
 Slope(%): 10 Lat: 40.19784 Long: -86.01185 Datum: NAD 83
 Soil Map Unit Name: Shoals silt loam NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Remarks: This data point did not exhibit all three criteria and is not considered within a wetland.			

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: <u>30-ft</u>)	Absolute % Cover	Dominant Species?	Indicator Status															
1. <input type="checkbox"/> <i>Cer rubrum</i>	10	Yes	FAC	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>6</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>33.3</u> (A/B)														
2. _____																		
3. _____																		
4. _____																		
5. _____																		
<u>10</u> = Total Cover																		
Sapling/Shrub Stratum (Plot size: <u>15-ft</u>)	Absolute % Cover	Dominant Species?	Indicator Status															
1. <input type="checkbox"/> <i>esculus</i> <input type="checkbox"/> <i>labra</i>	5	Yes	FAC	Prevalence Index worksheet: <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">Total % Cover of:</th> <th style="width: 50%;">Multiply by:</th> </tr> <tr> <td>OBL species <u>0</u></td> <td>x 1 = <u>0</u></td> </tr> <tr> <td>FACW species <u>0</u></td> <td>x 2 = <u>0</u></td> </tr> <tr> <td>FAC species <u>15</u></td> <td>x 3 = <u>45</u></td> </tr> <tr> <td>FACU species <u>23</u></td> <td>x 4 = <u>92</u></td> </tr> <tr> <td>UPL species <u>0</u></td> <td>x 5 = <u>0</u></td> </tr> <tr> <td>Column Totals: <u>38</u> (A)</td> <td><u>137</u> (B)</td> </tr> </table> Prevalence Index = B/A = <u>3.61</u>	Total % Cover of:	Multiply by:	OBL species <u>0</u>	x 1 = <u>0</u>	FACW species <u>0</u>	x 2 = <u>0</u>	FAC species <u>15</u>	x 3 = <u>45</u>	FACU species <u>23</u>	x 4 = <u>92</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>38</u> (A)	<u>137</u> (B)
Total % Cover of:	Multiply by:																	
OBL species <u>0</u>	x 1 = <u>0</u>																	
FACW species <u>0</u>	x 2 = <u>0</u>																	
FAC species <u>15</u>	x 3 = <u>45</u>																	
FACU species <u>23</u>	x 4 = <u>92</u>																	
UPL species <u>0</u>	x 5 = <u>0</u>																	
Column Totals: <u>38</u> (A)	<u>137</u> (B)																	
2. _____																		
3. _____																		
4. _____																		
5. _____																		
<u>5</u> = Total Cover																		
Herb Stratum (Plot size: <u>5-ft</u>)	Absolute % Cover	Dominant Species?	Indicator Status															
1. <input type="checkbox"/> <i>estuca rubra</i>	5	Yes	FACU	Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index ≤ 3.0' <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.														
2. <input type="checkbox"/> <i>actuca floridana</i>	5	Yes	FACU															
3. <input type="checkbox"/> <i>sarum canadense</i>	3	Yes	FACU															
4. _____																		
5. _____																		
6. _____																		
7. _____																		
8. _____																		
9. _____																		
10. _____																		
<u>13</u> = Total Cover																		
Woody Vine Stratum (Plot size: <u>30-ft</u>)	Absolute % Cover	Dominant Species?	Indicator Status															
1. <i>Parthenocissus</i> <input type="checkbox"/> <i>quin</i> <input type="checkbox"/> <i>uefolia</i>	10	Yes	FACU	Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>														
2. _____	10																	
<u>10</u> = Total Cover																		

Remarks: (Include photo numbers here or on a separate sheet.)
 This data point did not exhibit Hydrophytic Vegetation.

SOIL

Sampling Point: C2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-9	10YR 3/2	100					Sandy Loam	
9-20	10YR 3/2	95	10YR 5/6	5	C	M		

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- 2 cm Muck (A10)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 5 cm Mucky Peat or Peat (S3)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks: This data point did not exhibit Hydric Soils.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes No Depth (inches): _____
 Water Table Present? Yes No Depth (inches): _____
 Saturation Present? Yes No Depth (inches): _____
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: This data point did not exhibit Wetland Hydrology.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 281St Street Rehab Project Des. 2003031 City/County: Hamilton County Sampling Date: 08/08/2023
 Applicant/Owner: Hamilton County State: Indiana Sampling Point: UP1
 Investigator(s): Jenna Garrison, Joe Dabkowski Section, Township, Range: S: 7, T: 20N, R 5-E
 Landform (hillslope, terrace, etc): Hillside Local relief (concave, convex, none): convex
 Slope(%): 2 Lat: 40.19787 Long: -86.01358 Datum: NAD 83
 Soil Map Unit Name: Shoals silt loam NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>				
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>				
Remarks: This data point did not exhibit all three criteria and is not considered within a wetland.						

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: <u>30-ft</u>)	Absolute % Cover	Dominant Species?	Indicator Status															
1. <u><i>Cercantherus</i></u>	2	Yes	FAC	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.0</u> (A/B)														
2. _____																		
3. _____																		
4. _____																		
5. _____																		
<u>2</u> = Total Cover																		
Sapling/Shrub Stratum (Plot size: <u>15-ft</u>)																		
1. <u><i>Rubus cuneifolius</i></u>	2	Yes	FACW	Prevalence Index worksheet: <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">Total % Cover of:</th> <th style="width: 50%;">Multiply by:</th> </tr> <tr> <td>OBL species <u>0</u></td> <td>x 1 = <u>0</u></td> </tr> <tr> <td>FACW species <u>89</u></td> <td>x 2 = <u>178</u></td> </tr> <tr> <td>FAC species <u>2</u></td> <td>x 3 = <u>6</u></td> </tr> <tr> <td>FACU species <u>0</u></td> <td>x 4 = <u>0</u></td> </tr> <tr> <td>UPL species <u>0</u></td> <td>x 5 = <u>0</u></td> </tr> <tr> <td>Column Totals: <u>91</u> (A)</td> <td><u>184</u> (B)</td> </tr> </table> Prevalence Index = B/A = <u>2.02</u>	Total % Cover of:	Multiply by:	OBL species <u>0</u>	x 1 = <u>0</u>	FACW species <u>89</u>	x 2 = <u>178</u>	FAC species <u>2</u>	x 3 = <u>6</u>	FACU species <u>0</u>	x 4 = <u>0</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>91</u> (A)	<u>184</u> (B)
Total % Cover of:	Multiply by:																	
OBL species <u>0</u>	x 1 = <u>0</u>																	
FACW species <u>89</u>	x 2 = <u>178</u>																	
FAC species <u>2</u>	x 3 = <u>6</u>																	
FACU species <u>0</u>	x 4 = <u>0</u>																	
UPL species <u>0</u>	x 5 = <u>0</u>																	
Column Totals: <u>91</u> (A)	<u>184</u> (B)																	
2. _____																		
3. _____																		
4. _____																		
5. _____																		
<u>2</u> = Total Cover																		
Herb Stratum (Plot size: <u>5-ft</u>)																		
1. <u><i>Phalaris arundinacea</i></u>	70	Yes	FACW	Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input checked="" type="checkbox"/> 3 - Prevalence Index ≤ 3.0' <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.														
2. <u><i>Rhynchospora</i></u>	5	No	FACW															
3. <u><i>Eleocharis acicularis</i></u>	2	No	FACW															
4. _____																		
5. _____																		
6. _____																		
7. _____																		
8. _____																		
9. _____																		
10. _____																		
<u>77</u> = Total Cover																		
Woody Vine Stratum (Plot size: <u>30-ft</u>)																		
1. <u><i>Vitis rotundifolia</i></u>	10	Yes	FACW	Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>														
2. _____																		
<u>10</u> = Total Cover																		

Remarks: (Include photo numbers here or on a separate sheet.)
 This data point did exhibit Hydrophytic Vegetation.

SOIL

Sampling Point: UP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-20	10YR 3/3	100					Loamy Sand	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- 2 cm Muck (A10)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 5 cm Mucky Peat or Peat (S3)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks: This data point did not exhibit Hydric Soils.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
 Water Table Present? Yes _____ No X Depth (inches): _____
 Saturation Present? Yes _____ No X Depth (inches): _____
 (includes capillary fringe)

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: This data point did not exhibit Wetland Hydrology.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 281St Street Rehab Project Des. 2003031 City/County: Hamilton County Sampling Date: 08/08/2023
 Applicant/Owner: Hamilton County State: Indiana Sampling Point: UP2
 Investigator(s): Jenna Garrison, Joe Dabkowski Section, Township, Range: S: 7, T: 20N, R 5-E
 Landform (hillslope, terrace, etc): _____ Local relief (concave, convex, none): concave
 Slope(%): _____ Lat: 40.19791 Long: -86.00752 Datum: NAD 83

Soil Map Unit Name: Brookston silty clay loam 0-2 % slopes NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No _____	Is the Sampled Area within a Wetland?	Yes _____	No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes _____	No <input checked="" type="checkbox"/>			
Wetland Hydrology Present?	Yes _____	No <input checked="" type="checkbox"/>			

Remarks: This data point did not exhibit all three criteria and is not considered within a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: <u>30-ft</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:																
1. _____				Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)																
2. _____				Total Number of Dominant Species Across All Strata: <u>2</u> (B)																
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50.0</u> (A/B)																
4. _____				Prevalence Index worksheet: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Total % Cover of:</td> <td style="width: 50%;">Multiply by:</td> </tr> <tr> <td>OBL species <u>0</u></td> <td>x 1 = <u>0</u></td> </tr> <tr> <td>FACW species <u>50</u></td> <td>x 2 = <u>100</u></td> </tr> <tr> <td>FAC species <u>5</u></td> <td>x 3 = <u>15</u></td> </tr> <tr> <td>FACU species <u>20</u></td> <td>x 4 = <u>80</u></td> </tr> <tr> <td>UPL species <u>0</u></td> <td>x 5 = <u>0</u></td> </tr> <tr> <td>Column Totals: <u>75</u> (A)</td> <td><u>195</u> (B)</td> </tr> <tr> <td colspan="2" style="text-align: center;">Prevalence Index = B/A = <u>2.6</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species <u>0</u>	x 1 = <u>0</u>	FACW species <u>50</u>	x 2 = <u>100</u>	FAC species <u>5</u>	x 3 = <u>15</u>	FACU species <u>20</u>	x 4 = <u>80</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>75</u> (A)	<u>195</u> (B)	Prevalence Index = B/A = <u>2.6</u>	
Total % Cover of:	Multiply by:																			
OBL species <u>0</u>	x 1 = <u>0</u>																			
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FACU species <u>20</u>	x 4 = <u>80</u>																			
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Column Totals: <u>75</u> (A)	<u>195</u> (B)																			
Prevalence Index = B/A = <u>2.6</u>																				
5. _____	<u>0</u>	= Total Cover																		
Sapling/Shrub Stratum (Plot size: <u>15-ft</u>)																				
1. _____																				
2. _____																				
3. _____																				
4. _____																				
5. _____	<u>0</u>	= Total Cover																		
Herb Stratum (Plot size: <u>5-ft</u>)																				
1. <u>Phalaris arundinacea</u>	<u>50</u>	<u>Yes</u>	<u>FACW</u>																	
2. <u>Cirsium arvense</u>	<u>20</u>	<u>Yes</u>	<u>FACU</u>																	
3. <u>Verbena urticifolia</u>	<u>5</u>	<u>No</u>	<u>FAC</u>																	
4. _____																				
5. _____																				
6. _____																				
7. _____																				
8. _____																				
9. _____																				
10. _____	<u>75</u>	= Total Cover																		
Woody Vine Stratum (Plot size: <u>30-ft</u>)																				
1. _____																				
2. _____																				
	<u>0</u>	= Total Cover																		

Remarks: (Include photo numbers here or on a separate sheet.)
 This data point did exhibit Hydrophytic Vegetation.

SOIL

Sampling Point: UP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-7	10YR 3/2	100						
7-20	10YR 4/2	95	10YR 5/6		C	PL		

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- 2 cm Muck (A10)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 5 cm Mucky Peat or Peat (S3)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks: This data point did not exhibit Hydric Soils.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes No Depth (inches): _____
 Water Table Present? Yes No Depth (inches): _____
 Saturation Present? Yes No Depth (inches): _____
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: This data point did not exhibit Wetland Hydrology.

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: November 30, 2023

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Jenna Garrison, RQAW Corporation,
8770 North Street, Suite 110, Fishers, IN. 46038

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: Des. No. 2003031

Hamilton County, with funding from the Federal Highway Administration (FHWA), proposes to proceed with a roadway project in Hamilton County, Indiana (Des. No. 2003031). The project will include widening 281st street to meet current Indiana Department of Transportation (INDOT) standards. Small structures will be replaced as needed and a curb and gutter with storm sewer inlets will be installed near the Town of Omega.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Indiana County/parish/borough: Hamilton City: Arcadia/ Omega, IN

Center coordinates of site (lat/long in degree decimal format):

West Coordinates		East Coordinates	
Latitude:	40.19781° N	40.19846° N	
Longitude:	-86.02244° W	-85.93922° W	

Universal Transverse Mercator:
West- 16T 583203 4450170

East- 16T 590286 4450324

Name of nearest waterbody: Cicero Creek, UNT 1 to Cicero Creek and Weasel Creek

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s): 08/08/2023

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO
REGULATORY
JURISDICTION.**

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Cicero Creek	40.19770 N	-86.01371 W	271 linear feet (0.36 acre)	Non-wetland	Non Section 10/Section404
UNT 1 to Cicero Creek	40.19763 N	-86.01269 W	26 linear feet (0.002 acre)	Non-wetland	Non Section 10/Section404
Weasel Creek	40.19802 N	-85.976053W	287 linear feet (0.06 acre)	Non-wetland	Non Section 10/Section404
Wetland A	40.19746N	-86.01942W	0.05 acre	Wetland	Non Section 10/Section404
Wetland B	39.69263N	-86.66535W	0.5 acre	Wetland	Non Section 10/Section404
Wetland C	39.75121N,	-86.65090W	0.2 acre	Wetland	Non Section 10/Section404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre- construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant’s acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “*may be*” waters of the U.S. and/or that there “*may be*” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Maps: Indiana GIO Library, IndianaMap, USGS, NWI
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____.
- Data sheets prepared by the Corps: _____.
- Corps navigable waters' study: _____.
- U.S. Geological Survey Hydrologic Atlas: USGS TNM-NHD: Data Refreshed October, 2020.
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Arcadia and Omega / 1:24,000.
- Natural Resources Conservation Service Soil Survey. Citation: NRCS Web Soil Survey: Hamilton County.
- National wetlands inventory map(s). Cite name: USFWS NWI data: Hamilton County.
- State/local wetland inventory map(s): _____.
- FEMA/FIRM maps: FEMA/FIRM Hamilton County, Indiana.
- 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): Ohio County / NAIP Imagery 2016.
or Other (Name & Date): Photos taken: August 8, 2023.
- Previous determination(s). File no. and date of response letter: _____.
- Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.



11/30/2023

Signature and date of
Regulatory staff member
completing PJD

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Categorical Exclusion
Appendix G
Public Involvement

**Example Survey Letter
Sent July 5, 2023**

RE: Property located along 281st Street.

Des No. 2003031 Road Rehabilitation for 281st Street in Millersburg.

Our information indicates that you own or occupy property near a proposed roadway improvement project. Our employees will be performing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is permitted by law per Indiana Code IC 8-23-7-6. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage, we generally do not know what effect, if any, the project will have on your property. If it is determined later that your property is involved, someone will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences, and drives, as well as obtaining ground elevations. This work may also include the identification and mapping of wetlands and historic resources, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites) and various other environmental studies. The survey and investigation are needed for the proper planning and design of this improvement project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the telephone number or address shown above.

Sincerely,
RQAW Corporation



Ryan D. Perry, PS
Director of Land Survey

Designation (Des.) Number 2003031 Proposed 281st Street Road Rehabilitation Project in Hamilton County, Indiana Hamilton County will host a public hearing on Thursday, February 20th, 2025, at the Hamilton Heights High School Student Activity Center located at 420 West North Street, Arcadia, IN 46030. The public hearing will begin at 6:00 pm with doors opening to the public at 5:30 pm. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans to rehabilitate and widen 281st Street in Hamilton County. The purpose of the project is to improve 281st Street to meet the minimum design standards for a Major Collector roadway. A secondary outcome of this project is to ensure positive drainage along 281st Street within the project area.

The project is located on 281st Street and extends from SR 19/ Cicero Rd and continues to 4.4 miles east to SR 213/ Walnut Grove Rd. As proposed, the project involves milling and resurfacing the roadway pavement of 281st Street with a Hot Mix Asphalt (HMA) overlay. The project also involves widening the roadway pavement beyond the minimum design requirements to include a 12-ft wide travel lane and 3-ft wide paved shoulder in each direction. Additionally, several small drainage structures within the project limits will be replaced and roadside ditches will be constructed on both sides of the roadway, where applicable, to provide positive drainage away from the roadway and adjacent properties. The project will occur in two phases. Phase 1 will extend from SR 19 to Rulon Rd for an approximate length of 2.4 miles. Phase 2 will extend from Rulon Rd to SR 213 for an approximate length of 2 miles.

The Maintenance of Traffic plan for Phase 1 (SR 19 to Rulon Rd.) will occur in three segment phases to reduce impacts to motorists. Each segment will require closure to through traffic and detour routes utilizing Sportsman Rd., 266th St., Whistler Ave., Rulon Rd. and SR 19. Access to all properties will be provided during construction. A MOT plan will be required for Phase 2 of the project and will be forthcoming as the project design progresses. Hamilton County will coordinate with emergency services, local school corporation officials, and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible. The project will not require any relocations or displacements but will require approximately 44.6 acres of permanent right-of-way and approximately 7 acres of temporary right-of-way.

Federal and state funds are proposed to be used for construction of this project with the estimated cost of the project being \$7,726,364. The Indiana Department of Transportation and the Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. A Categorical Exclusion Level 3 (CE-3) environmental document has been prepared for the project. The environmental documentation and preliminary design information is available for viewing at the following locations:

Hamilton North Public Library located at 209 W Brinton St., Cicero, IN 46034. RQAWIDCCM Fishers Office located at 8770 North Street, Suite 110, Fishers, IN 46038. Please contact Nic Hoevener at nhoevener@dccm.com or 317-588-1735. Hamilton County Highway Department located at 1700 South 10th Street, Noblesville, IN 46060. Please contact Joel

Thurman at joel.thurman@hamiltoncounty.in.gov or 317-773-7770.

Additionally, project information is available on-line via the RQAWIDCCM web page found at <https://raqow.com/public-documents/>. Lastly, project information, including the environmental document, may be mailed upon request.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in subsequent environmental documentation. Hamilton County respectfully requests comments be submitted and/or postmarked by Friday, March 7th, 2025. Written comments may be submitted prior to the public hearing and within the comment period to either of the following contacts:

Nic Hoevener, RQAWIDCCM Project Manager, located at 8770 North Street, Suite 110, Fishers, IN 46038 or at nhoevener@dccm.com. Joel Thurman, Hamilton County Highway Department, located at 1700 South 10th Street, Noblesville, IN 46060 or at joel.thurman@hamiltoncounty.in.gov.

Incident Weather Notice
In the event of inclement weather resulting in hazardous driving conditions, please contact Nic Hoevener, RQAWIDCCM Project Manager, at 317-588-1735 or at nhoevener@dccm.com or Joel Thurman, Hamilton County Highway Department, at 317-773-7770 or at joel.thurman@hamiltoncounty.in.gov to learn of any postponement of the public hearing. If the public hearing is postponed due to inclement weather, it will be rescheduled for Thursday February 27th, 2025, from 5:30 pm to 8:30 pm at the Hamilton Heights High School Student Activity Center located at 420 West North Street, Arcadia, IN 46030, and the public comment period would be extended.

With advance notice, Hamilton County will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, Hamilton County will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required, please contact Nic Hoevener at nhoevener@dccm.com or 317-588-1735, or Joel Thurman at joel.thurman@hamiltoncounty.in.gov or 317-773-7770.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1)) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(o)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. HSPAXLP February 3, 10 2025 LSBN0229787

**LEGAL NOTICE OF PUBLIC HEARING – Designation (Des.) Number 2003031
Proposed 281st Street Road Rehabilitation Project in Hamilton County, Indiana**

Hamilton County will host a public hearing on Thursday, February 20th, 2025, at the Hamilton Heights School Student Activity Center located at 420 West North Street, Arcadia, IN 46030. The public hearing will begin at 6:00 pm with doors opening to the public at 5:30 pm. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans to rehabilitate and widen 281st Street in Hamilton County. The purpose of the project is to improve 281st Street to meet the minimum design standards for a Major Collector roadway. A secondary outcome of this project is to ensure positive drainage along 281st Street within the project area.

The project is located on 281st Street and extends from SR 19/ Cicero Rd and continues to 4.4 miles east to SR 213/ Walnut Grove Rd. As proposed, the project involves milling and resurfacing the roadway pavement of 281st Street with a Hot Mix Asphalt (HMA) overlay. The project also involves widening the roadway pavement beyond the minimum design requirements to include a 12-ft wide travel lane and 3-ft wide paved shoulder in each direction. Additionally, several small drainage structures within the project limits will be replaced and roadside ditches will be constructed on both sides of the roadway, where applicable, to provide positive drainage away from the roadway and adjacent properties. The project will occur in two phases. Phase 1 will extend from SR 19 to Rulon Rd for an approximate length of 2.4 miles. Phase 2 will extend from Rulon Rd to SR 213 for an approximate length of 2 miles.

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Federal and state funds are proposed to be used for construction of this project with the estimated cost of the project being \$7,726,364. The Indiana Department of Transportation and the Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. A Categorical Exclusion Level 3 (CE-3) environmental document has been prepared for the project. The environmental documentation and preliminary design information is available for viewing at the following locations:

1. Hamilton North Public Library located at 209 W Brinton St., Cicero, IN 46034.
2. RQAW|DCCM Fishers Office located at 8770 North Street, Suite 110, Fishers, IN 46038
Please contact Nic Hovener at nhovener@dccm.com or 317-588-1735
3. Hamilton County Highway Department located at 1700 South 10th Street, Noblesville, IN 46060.
Please contact Joel Thurman at joel.thurman@hamiltoncounty.in.gov or 317-773-7770.

Additionally, project information is available on-line via the RQAW | DCCM web page found at <https://rqaw.com/public-documents/>. Lastly, project information, including the environmental document, may be mailed upon request.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in subsequent environmental documentation. Hamilton County respectfully requests comments be submitted and/or postmarked by Monday, March 24th, 2025. Written comments may be submitted prior to the public hearing and within the comment period to either of the following contacts:

1. Nic Hoevener, RQAW|DCCM Project Manager, located at 8770 North Street, Suite 110, Fishers, IN 46038 or at nhoevener@dccm.com.
2. Joel Thurman, Hamilton County Highway Department, located at 1700 South 10th Street, Noblesville, IN 46060 or at joel.thurman@hamiltoncounty.in.gov.

Inclement Weather Notice

In the event of inclement weather resulting in hazardous driving conditions, please contact Nic Hoevener, RQAW|DCCM Project Manager, at 317-588-1735 or at nhoevener@dccm.com or Joel Thurman, Hamilton County Highway Department, at 317-773-7770 or at joel.thurman@hamiltoncounty.in.gov to learn of any postponement of the public hearing. If the public hearing is postponed due to inclement weather, it will be rescheduled for Thursday February 27th, 2025, from 5:30 pm to 8:30 pm at the Hamilton Heights High School Student Activity Center located at 420 West North Street, Arcadia, IN 46030, and the public comment period would be extended.

With advance notice, Hamilton County will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, Hamilton County will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required, please contact Nic Hoevener at nhoevener@dccm.com or 317-588-1735, or Joel Thurman at joel.thurman@hamiltoncounty.in.gov or 317-773-7770.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

AFFIDAVIT OF PUBLICATION

RQAW
8770 North ST # 110
Fishers IN 46038-2863

STATE OF WISCONSIN, COUNTY OF BROWN

The Indianapolis Star, a daily newspaper published in the city of Indianapolis, Marion County, State of Indiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

02/03/2025, 02/10/2025

and that the fees charged are legal.
Sworn to and subscribed before on 02/10/2025

Michelle Jacobs
Legal Clerk

Denise Roberts
Notary, State of WI, County of Brown

4-6-27

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State of Wisconsin

To: IND Indianapolis Star

(Government Unit)

County, Indiana

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Ad #: 10980850

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Number of insertions 2

Size of type 7 point

Claim No. Warrant No. IN FAVOR OF

I have examined the within claim and hereby certify as follows:

- That it is in proper form.
That it is duly authenticated as required by law.
That it is based upon statutory authority.
That it is apparently (correct) (incorrect)

\$ On Account of Appropriation For FED ID 83-2810977

Allowed, 20

In the sum of \$

I certify that the within claim is true and correct, that the services there-in itemized and for which charge is made were ordered by me and were necessary to the public business.

Early Coordination Stakeholders List 281st Street, Des. 2003031

Agency	Address	Email
INDOT, Greenfield District	32 South Broadway Greenfield, IN 46140	rbales@indont.in.gov DWeston@indot.in.gov
Federal Highway Administration (FHWA)	575 North Pennsylvania Street Room 254 Indianapolis, IN 46204	k.carmanygeorge@dot.gov
Natural Resources Conservation Service (NRCS)	6013 Lakeside Boulevard Indianapolis IN, 46278	john.allen@usda.gov
Indiana Department of Natural Resources (IDNR-DFW) Division of Fish and Wildlife	402 West Washington Street Room W273 Indianapolis, IN 46204	environmentalreview@dnr.in.gov
National Park Service (NPS)	601 Riverfront Drive Omaha, NE 68102	Mwro_Compliance@nps.gov
IDNR (Division of Oil and Gas)	402 West Washington Street Room 293 Indianapolis IN, 46204	jamrhein@dnr.IN.gov
United States Army Corps of Engineers (USACE) Louisville District	Indianapolis Reg. Office. Indianapolis, IN 46204	RegulatoryApplicationsLRL@usace.army.mil
Local Floodplain Administrator-Building Commissioner	P.O. Box 578 Arcadia, IN 46030	arcadiaclerktreasurer@comcast.net
Local Floodplain Administrator-Plan Commission Director	One Hamilton County Square Suite 188 Noblesville IN, 46060	CJ.Taylor@hamiltoncounty.in.gov
Indianapolis Metropolitan Planning Organization (MPO)	200 E. Washington St. Suite 2322 Indianapolis, IN 46204	anna.gremling@indympo.org sean.northup@indympo.org
U.S. Department of Housing and Urban Development (USHUD)	Metcalf Federal Building 77 West Jackson Boulevard Room 2401 Chicago, IL 60604	erik.r.sandstedt@hud.gov
Citizens Energy Group (Citizens Water)	2020 North Meridian Street Indianapolis, IN 46202	JHavard@citizensenergygroup.com
Omega Christian Church	12763 East 281 st Street	omegachurch@ndwave.com
Hamilton County Parks and Recreation	400 Lafayette Road Noblesville, IN 46060	hamilton_parks@hamiltoncounty.in.gov
Hamilton County Highway Department	1700 South 10th Street Noblesville IN, 46060	Bob.davis@gamiltoncounty.in.gov
Hamilton County Engineer	1700 South 10th Street Noblesville IN, 46060	james.neal@hamiltoncounty.in.gov
Hamilton County Surveyor's Office	One Hamilton County Square Suite 188 Noblesville IN, 46060	surveyor@hamiltoncounty.in.gov
Hamilton County Plan Commission	One Hamilton County Square Suite 188 Noblesville IN, 46060	planning.dept@hamiltoncounty.in.gov
Hamilton Heights School Corporation	410 West Main Street P.O. Box 469 Arcadia, IN 46030	jwickstrom@hhschuskies.org dhildebrand@hhschuskies.org twilliams@hhschuskies.org
Hamilton County MS4 Coordinator	One Hamilton County Square Suite 188 Noblesville IN, 46060	N/A
Hamilton County Board of Commissioners	One Hamilton County Square Suite 206 Noblesville IN, 46060	N/A
Hamilton County Council	One Hamilton County Square Noblesville IN, 46060	N/A

Property Owner List 281st Street Road Rehabilitation and Widening, Des. 2003031

Property Owner Name	Owner Address				Property Address			
	Address	City	State	Zip	Address	City	State	Zip
Bow & Arrow Investments LLC	15215 Stony Creek Way	Noblesville	IN	46060	28455 State Road 19	Atlanta	IN	46031
Lockwood Residence	28015 State Road 19	Arcadia	IN	46030	28015 State Road 19	Arcadia	IN	46030
Garcia Residence	8364 E 281st St	Arcadia	IN	46030	8364 E 281st St	Arcadia	IN	46030
Bow & Arrow Investments LLC	15215 Stony Creek Way	Noblesville	IN	46060	0 E 281st St	Atlanta	IN	46031
Ellis Residence	8510 281st St E	Arcadia	IN	46030	8510 E 281st St	Arcadia	IN	46030
Littrell Residence	8520 E 281st St	Arcadia	IN	46030	8320 E 281st St	Arcadia	IN	46030
Widows Residence	PO Box 347	Cicero	IN	46034	28089 Ott Rd	Arcadia	IN	46030
Weihe Residence	8750 E 281st St	Atlanta	IN	46031	8750 E 281st St	Atlanta	IN	46031
Waltz Residence	8910 E 281st Street	Atlanta	IN	46031	8910 E 281st St	Atlanta	IN	46031
RoyResidence	8907 E 281st St	Atlanta	IN	46031	8907 E 281st St	Atlanta	IN	46031
Gordon Residence	8915 E 281ST ST	Atlanta	IN	46031	8915 E 281st St	Atlanta	IN	46031
Nemco Residence	9811 281st St E	Atlanta	IN	46031	0 Crooked Creek Ave	Atlanta	IN	46031
Michael K Henderson Farms LLC	5476 S 400 E	Atlanta	IN	46031	0 E 281st St	Atlanta	IN	46031
Mumbower Residence	9590 281st St E	Atlanta	IN	46031	9590 E 281st St	Atlanta	IN	46031
Michael K Henderson Farms LLC	5476 S 400 E	Atlanta	IN	46031	0 E 281st St	Atlanta	IN	46031
Nigro Residence	28232 Startzman Rd	Atlanta	IN	46031	0 E 281st St	Atlanta	IN	46031
Henderson Residence	5476 S 400 E	Atlanta	IN	46031	0 Startzman Rd	Atlanta	IN	46031
Crail Residence	10220 E 281ST ST	Arcadia	IN	46030	10220 E 281st St	Arcadia	IN	46030
Carter Residence	12110 E 281st St	Arcadia	IN	46030	0 Startzman Rd	Atlanta	IN	46031
Carter	12110 E 281st St	Arcadia	IN	46030	0 Fall Rd	Atlanta	IN	46031
Carter	12110 E 281st St	Arcadia	IN	46030	0 E 281st St	Arcadia	IN	46030
Peters Residence	10970 281st St E	Arcadia	IN	46030	10970 E 281st St	Arcadia	IN	46030
Weitman Residence	11370 E 281st St	Arcadia	IN	46030	11370 E 281st St	Arcadia	IN	46030
Schuler Residence	11550 E 281st St	Arcadia	IN	46030	11550 E 281st St	Arcadia	IN	46030
Holloway Residence	11608 281st St E	Arcadia	IN	46030	0 Lacy Rd	Arcadia	IN	46030
Holloway Residence	11608 281st St E	Arcadia	IN	46030	11608 Lacy Rd	Arcadia	IN	46030
Holloway Farms Inc	28301 Lacy Rd	Arcadia	IN	46030	0 Lacy Rd	Arcadia	IN	46030
Carter Residence	12110 E 281st St	Arcadia	IN	46030	12110 E 281st St	Arcadia	IN	46030

Property Owner List 281st Street Road Rehabilitation and Widening, Des. 2003031

Carter Residence	12110 E 281st St	Arcadia	IN	46030	12110 E 281st St	Arcadia	IN	46030
Porter Farms LLC	5344 N 400 W	McCordsville	IN	46055	12520 E 281st St	Arcadia	IN	46030
Clingler Residence	12740 E 281ST ST	Arcadia	IN	46030	12740 E 281st St	Arcadia	IN	46030
Dean Residence	11701 266th St E	Arcadia	IN	46030	0 E 281st St	Arcadia	IN	46030
Wagoner Residence	12760 E 281ST ST	Arcadia	IN	46030	12760 E 281st St	Arcadia	IN	46030
Venegoni Residence	12770 E 281st St	Arcadia	IN	46030	12770 E 281st St	Arcadia	IN	46030
Wiley Residence	12780 281st St E	Arcadia	IN	46030	12780 E 281st St	Arcadia	IN	46030
Omega Christian Church	12763 281st St E	Arcadia	IN	46030	12780 E 281st St	Arcadia	IN	46030
Shaw Residence	13030 E 266th St	Arcadia	IN	46030	12735 E 281st St	Arcadia	IN	46030
Newby & Heinzman & Shaw Homestead LLC	13030 E 266th St	Arcadia	IN	46030	12715 E 281st St	Arcadia	IN	46030
Webb Residence	27690 State Road 213	Arcadia	IN	46030	27690 State Road 213	Arcadia	IN	46030
Brakensiek Residence	12413 E 281st St	Arcadia	IN	46030	12413 E 281st St	Arcadia	IN	46030
Fultz Residence	12395 E 281st St	Arcadia	IN	46030	12395 E 281st St	Arcadia	IN	46030
Sun Caim LLC S Series Omega	PO Box 634	Westfield	IN	46074	0 E 281st St	Arcadia	IN	46030
Sun Caim LLC S Series Omega	PO Box 634	Westfield	IN	46074	1 E 281st St	Arcadia	IN	46030
Sun Caim LLC S Series Omega	PO Box 634	Westfield	IN	46074	0 E 281st St	Arcadia	IN	46030
Essig	11911 E 281st St	Arcadia	IN	46030	0 E 281st St	Arcadia	IN	46030
Essig	11911 E 281st St	Arcadia	IN	46030	0 Lacy Rd	Arcadia	IN	46030
Essig Residence	11911 E 281st St	Arcadia	IN	46030	11911 E 281st St	Arcadia	IN	46030
Rulon Residence	11168 281st St E	Arcadia	IN	46030	0 E 281st St	Arcadia	IN	46030
Rulon	11168 281st St E	Arcadia	IN	46030	0 E 281st St	Arcadia	IN	46030
Rulon	11075 286th St E	Atlanta	IN	46031	0 Hill Rd	Arcadia	IN	46030
Rulon	11075 E 281st St	Atlanta	IN	46031	0 E 281st St	Arcadia	IN	46030
Rulon	11168 281st St E	Arcadia	IN	46030	11168 E 281st St	Arcadia	IN	46030
J & C Rulon Farms LLC	9990 E 256th St	Cicero	IN	46034	0 E 281st St	Arcadia	IN	46030
J & C Rulon Farms LLC	9990 E 256th St	Cicero	IN	46034	10925 E 281st St	Arcadia	IN	46030
Rulon Enterprises LLC	27684 Rulon Rd	Arcadia	IN	46030	10701 E 281st St	Arcadia	IN	46030
J & C Rulon Farms LLC	9900 E 256th St	Cicero	IN	46034	E 281st St	Arcadia	IN	46030
J & C Rulon Farms LLC	9900 E 256th St	Cicero	IN	46034	1 E 281st St	Arcadia	IN	46030
Rulon Residence	200 Monterey Ct	Noblesville	IN	46060	0 Startzman Rd	Arcadia	IN	46030
Nemco Residence	9811 281st St E	Atlanta	IN	46031	9811 E 281st St	Atlanta	IN	46031
Nemco	9811 281st St E	Atlanta	IN	46031	0 E 281st St	Atlanta	IN	46031
Nemco	9811 281st St E	Atlanta	IN	46031	0 Crooked Creek Ave	Atlanta	IN	46031

Jenna Garrison

Subject: FW: Proposed 281st Street rehabilitation project.
Attachments: ENV DraftEnv Doc 2003031 for Roadway ServicesPart-1 - two details.pdf

[REDACTED]

To: Nicholas Hoevener <nhoevener@dccm.com>; joel.thurman@hamiltoncounty.in.gov
<joel.thurman@hamiltoncounty.in.gov>
Subject: Proposed 281st Street rehabilitation project.

Caution: This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello. My name is Todd Ellis. I reside at 8510 E. 281 street. My wife and I have looked over the information that is available on the DCCM website and we have questions concerning our location.

Will you Mr. Hoevener and you, Mr. Thurman make yourselves available to us, to discuss the project?

Our question are based on plan drawings marked sheet 28 of 177, contract R-43619, Project 2003031.

Most of our concerns are about how much right of way is required in our front yard.

It appears as though our trees will be removed. Will they?

If you need to grade the area between the street and our sidewalk I believe you will destroy our septic system. The septic tank is at the edge of the house and is under the sidewalk. The finger system runs both East & West across the the front yard.

I understand that the road needs to be repaired. I understand drainage needs to be improved. Everyday for work, I travel East on 281 street to SR.213, and South to 37.

We are concerned that if you destroy our septic system, (because our lot is less than a 1/2 acre) that we will be forced from our home, because we do not have enough land to relocate the system.

Please, help us understand how to make this work without forcing us from our home.
My mobile phone number is, [REDACTED]

Todd & Barbra Ellis
8510 E. 281 Street
Arcadia, IN 46030

Jenna Garrison

From: [REDACTED]
Sent: Monday, March 3, 2025 4:57 PM
To: Jenna Garrison
Subject: 281st Street project

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

J Garrison and to whom it may concern: I live at 11608 East 281st Street. I own the 80 acres on the east side of Lacy Rd. and the 80 on the west side of Lacy Rd., both adjoining 281st street. My home is 1/4 mile west of Lacy Rd. On the north side. This property has been a part of our Holloway family for 5 generations. I understand the need for highway improvement since the diversion of traffic to 281st street. Excessive car and truck traffic has been acquired in the last year. My concern is the close proximity to my home that the drainage part of the project intrudes upon. We have several meaningful trees, planted to commemorate births in our family, that will be affected as well. 12 ' lanes and 4' burms are acceptable, but 30 more feet for drainage is not, nor is it necessary. I am willing to allow a tile to connect to my field drainage, which is very adequate, to enhance drainage of the road in lieu of the open ditch. I would rather give up farm land than land & trees in front of our home. I would be glad to discuss this with the engineers of the project. I would also like for someone to explain to me how adequate drainage can only be obtained with an open ditch as proposed. We hope you will take our concerns into consideration.

Sincerely, David Holloway [REDACTED]

Sent via the Samsung Galaxy S20 FE 5G, an AT&T 5G smartphone

Eugene and Donna Schuler
11550 E. 281st Street
Arcadia, IN 46030



Via Email, US First Class Mail, Certified Mail Return Receipt Requested

Nic Hoevener
RQAW | DCCM Project Manager
8770 North Street, Suite 110
Fishers, IN 46038
nhoevener@dccm.com

Joel Thurman
Hamilton County Highway Department
1700 South 10th Street
Noblesville, IN 46060
Joel.thurman@hamiltoncounty.in.gov

RE: Proposed 281st Street Road Rehabilitation Project in Hamilton County, Indiana
Designation No.: 2003031

Gentlemen:

Please consider the following as our comments in response to the public hearing that was held on February 20, 2025:

- We were disappointed that there was practically no signage for the meeting indicating the location of the meeting when we arrived. We took that as being secretive and hoping for low attendance. In addition, the presentation wasn't very clear as the volume was insufficient. We had never attended a meeting where we were told not to ask questions. That gave the appearance of lack of concern for those of us who took the time to appear.
- Many of the homes on 281st were built from 1910 or earlier, and we feel it would be destruction to disrupt those properties. There is at least one home that we know of that is getting cracks in their foundation due to the vibration of semi-trucks weighing several tons traveling on 281st St. many times per day, sometimes as fast as 60 mph. We feel any expansion of this road needs to move toward the south. It would be necessary to move utilities and mailboxes anyway on the southside of the road, so why not move the road toward the south in order to accommodate drainage and to keep the houses at the current distance from the existing road. We feel gentle curves in the road would be very beneficial to the owners of the older homes and very importantly slow some of the dangerously fast traffic. The farmers are the ones benefitting from the increased width of the road so they really need to be the ones making more of the contribution of their land rather than homeowners – especially the homes that are closer to the road. There is absolutely no

reason for anyone to lose their home or property value due to the benefit of one very large company or farmer. As it is now, we already have to put up with the increased noise, not only from increased vehicle traffic, but noise and vibration of approximately 83,000 lb trucks traveling this road many times per day. The noise is especially troublesome at 4:30 a.m. when people are awakened.

- Additional questions we have regarding this project – mainly about the “major collector” classification for our road (E. 281st Street) that seems to have been changed back in 2018, probably to align with the 276th Street realignment up to 281st at SR 19. We are not sure of the full process to get those changed, but we ask why it was changed and if you had traffic data to support that change. We would like to see the traffic data and explained to us in laymans terms how you engineered the numbers and whether the traffic numbers were correct. The US 31 & 276th St interchange (and 236th St interchange) really screwed with traffic on our road during COVID. We request that you explain why your data isn't wrong, due to this.
- In terms of plans and design, why you don't even have a preliminary design for Phase 2 by our property? How can we comment or ask questions on the project, if you aren't demonstrating anything to us? Why are we spending all of this money for just a portion of this road when the entire road is ruined from SR19 all the way to Hwy 37? You give us no future plans as to when the remainder of the road will be done. Patching remedies of the unimproved portion of 281st Street East of Rulon Rd. all the way to Hwy 37 will not sustain approximately **83,000** lb semi-trucks traveling many times per day. Are taxpayers aware of the cost of this project?
- Are you planning 40 feet into our property from the centerline of the roadway (like in front of Rulon)? You don't seem to provide any evidence that you tried to avoid residences. Again, why did you choose to impact residential property, instead of taking farm ground?
- The Environmental Document states that a "major collector" road with less than 1,000 vehicles a day only needs to be 10 foot wide lanes and 2 foot wide shoulders, so 22 feet wide roadway. The document says that traffic will be over 1,000 vehicles per day in 20 years, but that width is still only supposed to be 11 foot wide lanes and 5 foot wide shoulders, so 32 feet wide. Your proposal is 12 foot wide lanes and 4 foot wide shoulders, adding another 2 feet to the width of the road beyond the standard. Why?
- Why are the ditches so large? What county stormwater detention design considerations are you following? Did you run hydraulic design to determine the need for such large detention? Is it a state standard or local standard to design ditches this large?

- There was a lot of digging by archaeologists east of Rulon's place. Were any of the homes or the Omega Church considered historic? If not, why?
- This road has been destroyed and we feel like the destruction was done purposely from the very moment the 55 mph speed limit sign was installed so there would be no other option than to widen and "rehab" it. We all know when the speed limit is posted as 55 mph, everyone tends to exceed that anywhere from 60-70 mph. This is absolutely unsafe especially when approximately 83,000 lb trucks travel this road so many times per day. How fast do you think people will travel once the road is improved if they are already speeding and passing vehicles on a road that is already compromised? (*Emphasis added.*)
- On your plans you show no improvement from the blind spot / hill east at 281st Street at Startsmans Rd., and you show no plans for the blind spot west of Lacey Road and 281st Street. The reason we bring this up is you are going to grind the existing pavement down and lay over the grind which then elevates the road making the blind spots even worse. A few years ago we had devastating fatalities of two very young teens at Lacey Road and 281st from the hill in the road that causes the blind spot. That was supposed to be their much-anticipated prom night.

Sincerely,



Eugene Schuler



Donna Schuler

cc: Senator Mike Gaskill
Rep. Todd Huston
Rep. Victoria Spartz
Senator Todd Young
Senator Jim Banks
D. Lee Buckingham II

Proposed 281st Street Road Rehabilitation Project - Number 2003031
Questions/Comments

Major Collector Roadway

Paragraph 1 of Legal Notice Letter states one of the purposes of the project is “to meet the minimum design standards for a ‘Major Collector roadway’

1. What is the definition of a Major Collector roadway?
2. Was 281st Street classified as a ‘Major Collector roadway’ in 2018?
3. If so, why was 281st Street classified as a ‘Major Collector roadway then’?
4. What are the minimum and maximum design standards of a ‘Major Collector roadway’?
According to the information packet handed out at the Public Hearing on 2/20/25, the minimum INDOT design standards are: 11-foot-wide travel lanes; 2-foot-wide paved shoulders; 3-foot-wide usable shoulders.
5. Why are you proposing more than the minimum, especially given the data for Average Daily Traffic (see next section)?

Average Daily Traffic

Appendix I pgs. 1-10 Annual Average Daily Traffic
Current ADT (Average Daily Traffic) <1000 AADT; 948 VPD (vehicle/day)
Projected increase to 1157 VPD by 2046 p.3 (of 26) >1000 AADT. This is only a Growth Rate of 209 VPD (1157 – 948) in a 23-year period (2046 – 2023) and only 157 VPD greater than the defined cut off of >1000 AADT (annual average daily traffic)

The stated purpose of the project is “to accommodate the additional traffic volumes expected”. (p. 4 of 26). Is this referring to the increase of 209 vehicles/day on average over the next 20+ years (see above)? Are there other reasons the IN DOT believe there will be increased expected traffic volumes? If so, please explain? Is the scope of the proposed project proportional to these numbers?

Purpose

Widening travel lanes to “12-foot-wide travel lanes with 3-foot usable and 2-foot wide paved shoulders” in each direction. p. 3 (of 26)

12- ft wide travel lane and 3-ft wide paved shoulder in each direction per Legal Notice of Public Hearing Letter

Is there a way to accomplish this project on a smaller scale?

<1000 VPD Minimum 10-foot-wide travel lanes with 2-foot-wide usable shoulder

>1000 VPD 11-foot-wide travel lanes with 3-foot usable shoulder and 2-foot paved shoulder

However, under Purpose (in same box on p.3 (of 26) it states the minimum for >1000 VPD as 12-foot-wide travel lanes with 3-foot usable and 2-foot-wide paved shoulder. Why is there a discrepancy with the required minimum travel lane width between Need and Purpose? If the minimum is 11-foot-wide travel lanes, why recommend 12-foot wide?

Additionally, in order to address the secondary purpose of the proposed project, which is to provide adequate drainage, the proposed project includes several small drainage structures/roadside ditches.

According to the drawings, these ditches appear quite significant (4’ wide plus the length of the slope on both sides). The current ditch on my property that runs parallel to 281st Street has been adequate in that it has never

overflowed during the time I have been the landowners (30+ years). Please explain what determined the need for such large ditches for the project.

It is stated that the new right of way (ROW) is “expected to extend 40 feet from the center line to the north and south” p.9 (of 26) as well as, in other documents provided. Please provide the exact breakdown in dimensions to equal the 40 feet.

Project Timing

Different dates stated in documents

1. Spring 2026 (page 21 of 26 & C-46); March 2026 (Information Packet p. 28) Anticipated Construction Start
2. September 2026 (Information Packet p. 28) Anticipated project completion
3. Fall of 2027 (page 9 of 26)

What is the projected start of construction? Is this the earliest date construction would begin?

Right of Way

44.6 acres permanent Right of Way (ROW) – per Legal Notice of Public Hearing Letter

Compensation for land & trees 44.6 acres for permanent Right of Way. In Appendix C: Early Coordination p. C-33 Bullet Point 9 states “Acquiring approximately 59 acres for permanent ROW”. Is it 44.6 or 59 acres for permanent ROW?

According to page 25 in the information packet handed out at the Public Hearing on 2/20/25, the Real Estate Acquisition Process includes 4.2 Acres of Forest and 8 Acres of Residential. The portion of the land that I own along 281st Street is wooded (mature trees). Is that classified as Forest or would it be Residential since my home is on that land parcel?

According to Uniform Act of 1970 (Information Packet p 26), real estate acquisition “requires an offer for just compensation”.

ROW cost budget is \$250,000.00 (Appendix I p. I-7) divided by 44.6 acres = \$5,605.38/acre or based on 59 acres = \$4,237.29/acre.

Both calculations are significantly lower than the current cost/acre of land in Hamilton County. If this project continues as proposed, what will you be offering as just compensation to acquire land for the ‘proposed’ right of way’ in order to comply with Uniform Act of 1970?

Speed Limit

According to page 20 in the information packet handed out at the Public Hearing on 2/20/25, it states” the speed limit will be 50 mph”. Speed Limit of 50 mph is also noted in Appendix I-4.

Is this just during the proposed construction period? Currently, 281st Street speed limit is posted as 55 mph. I submitted a Request for Traffic Control Changes on 9/17/24 requesting the speed limit to be decreased to 40-45 mph between SR 19 and Startzman for safety reasons. I still have not received a response even after following up twice. Will this proposed plan rectify the safety concerns expressed in the Request for Traffic Control Changes? What action will be taken to ensure that traffic/speed on 281st Street will not continue to increase with a ‘rehabilitated’ and wider road?

What factors were considered in the decision for the bridge over Cicero Creek to not be widened? With the road to the east and the west being widened but the bridge remaining as is, would this impact the speed limit as well as safety?

Impact

The project is not expected to impact the surrounding community or cause long-term economic impacts to surrounding area. p. 21(of 26).

1. No relocations or displacements (3rd paragraph) Legal Notice of Public Hearing Letter) – how is this possible when the schematics of the proposed road shows going up to front porches of some homes on 281st Street?
2. According to the Abbreviated Engineer’s Report p.1-8, p. 23 (of 26) and p. 21 in the information packet handed out at the Public Hearing on 2/20/25,” access must/will be maintained to all properties at all times during the road closure”. How will that be achieved?
3. Closures “will pose temporary inconvenience; however, no significant delays are anticipated” for Emergency Service” p. 8 (of 26). If the detour adds 2.67 miles, how does that not delay Emergency Services?
4. Utility Impact p. 22 (of 26) What impact to utilities is expected? \$390,000 is budgeted for Utility Relocation. Will there be any cost to the homeowners for Utility relocation or reconnection?
5. What potential economic impact does increased traffic have on property value?
6. Does reducing the acreage of property decrease the value of the property?

Removal of trees

“All trees would be removed within 100 ft of the existing roadway” (page C-34 -, C-46, C-50) Approx 3.35 acres

Would that be 100 ft from the center on either side of the roadway? Given the State of Indiana Dept of Natural Resources’ written statement of Benefit of Trees and caution to avoid removing trees C-26 Section E, what is the reasoning behind removing such a significant area of trees? As mentioned previously, my land along the road frontage is mainly mature trees. Please provide an accurate representation of what trees are part of the proposal and why the suggestion of 100 ft be removed.

Environmental Emergency Plan

Expressing the need for protection from fuel or chemical releases/spills into Cicero Creek. INDOT Report p.16 and 25 (of 26) and email to Jaime Byerly from John Havard. There is no mention that the landowners will be notified if a fuel/chemical spill/release occurs. What plan will you put in place for the landowners along Cicero Creek to be notified of such an occurrence?

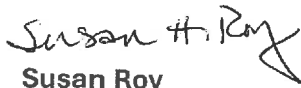
Who will be responsible for the work and cover the cost of:

1. Repairs/Repaving of Driveway
2. Relocation of mailbox
3. New surveys to accurately reflect new property lines once ROW has been completed
4. Legal documents that will need to be changed to reflect new property lines (Attorney fees) (Filing & Recording Fees, etc.)

Public Hearing 2/20/2025 Information Packet

Page 8 States “All comments will be addressed in the final environmental document”. How will homeowners receive this final document? When will we receive it?

Thank you for your time and consideration


Susan Roy
8907 E. 281st Street
Atlanta, IN 46031

Jessie and Leslie Weitman

11370 E. 281st Street
Arcadia, IN 46030



March 22, 2025

Via Email, US First Class Mail

Nic Hoevener
RQAW DCCM Project Manager
8770 North Street, Suite 110
Fishers, IN 46038
nhoevener@dccm.com

Jenna Garrison
RQAW DCCM Project Manager
8770 North Street, Suite 110
Fishers, IN 46038
jgarrison@dccm.com

Joel Thurman
Hamilton County Highway Dept
1700 South 10th Street
Noblesville, IN 46060
Joel.thurman@hamiltoncounty.in.gov

RE: Proposed 281st Street Road Rehabilitation Project in Hamilton County, Indiana – Designation No.: 2003031

To All Parties involved with this Project:

We are writing this letter to express our strong opposition to the 281st Street Road Rehabilitation Project from SR 19 to SR 213. We are land owners and would be greatly and negatively impacted by the proposed improvements that were proposed at a public meeting that occurred on 20Feb2025 at the Hamilton Heights Student Activity Center.

Our oppositions are as follows:

- Increased noise from the increased traffic at all hours of the day and night. It is well-documented the negative effects of noise, whether intermittent or continuous, on human and other animal health. These negative effects include physical (cardiovascular, stress-induced hormone responses, insomnia) and mental/emotional (a wide range, including anxiety, anger over unwanted noise, and depression).
- With increased traffic comes increased road vibration. The semi-trucks carrying grain typically weigh around 80,000 pounds. They can create significant vibrations through the soil and into buildings. Repeated heavy vibrations to a house foundation, stemming from nearby traffic, can cause structural damage to walls, floors, and foundations, and can also lead to settlement and shifts in our house. These vibrations can cause soil to compact, leading to foundation settlement and structural cracking.
- Increased exhaust emissions polluting our rural outdoor.
- Increased Litter. I am already picking up trash that is being thrown from passing cars onto our property.
- Loss of animal habitat due to the increase in traffic. We have a Monarch butterfly Waystation sanctuary on our property. This is a threatened species. I am worried that the increase traffic pattern will affect their survival.
- The excessively large ditches. We do not have a drainage issue on our property. These proposed ditches would take a large proportion of the entire frontage of our property. When we built our home, we wanted it to be in the country with a large front porch so that we could enjoy the sunrises in the morning and the sunsets in the evening. Our dream didn't include that house

sitting on a major collector road and that porch being polluted by traffic noise. It wasn't when we purchased the property.

- Land values. Not only are we personally invested in our rural community, but we are financially invested in our property. Living on a major collector with heavy traffic will decrease are property value. Plain and simple.

Property owners have the right to safety, relaxation, privacy, and quiet in their homes. This project would adversely affect these rights. It is vital that we protect and hold onto the elements that make this area such a beautiful and healthy place to live. We must ensure protection of wildlife, flora and fauna, as well as quiet spaces and places. We have enough noise as it is already. Living in this rural community is a precious blessing for those who cannot find this relief in their lives in the city. It is the reason we came here and the environment we have chosen to be good stewards of.

We ask you to take a close look at the enduring value of the treasure of tranquility and stability in our properties and lives and choose to make preservation a primary factor in the decision-making process. We ask that you consider other corridors more suited like 266th St or scaling the project.

Sincerely,

Jessie Weitman
Leslie Weitman

Cc: Senator Mike Gaskill
Rep. Todd Huston

Jenna Garrison

Subject: FW: RQAW 281st St Road Rehab public comment 3/23/25

From: Alex P. Gordon, [REDACTED]
Sent: Sunday, March 23, 2025 11:58:50 PM
To: Nicholas Hoevener <nhoevener@dccm.com>
Cc: Alex P. Gordon, [REDACTED]
Subject: RQAW 281st St Road Rehab public comment 3/23/25

Purpose and Need:

1. Please provide a complete layout of INDOT standards as referenced in the pamphlet provided (slide 12, I believe) during the public meeting.
 - a. It is apparent that daily traffic patterns within the 281st corridor were increasingly impacted by construction(s) to US-31 at the newly-being-built 236th interchange when those measurements were initially conducted.
 - i. I request an additional traffic measurement be conducted along the proposed “super-collector” FOLLOWING COMPLETION of the 236th ENTIRE project between US-31 and Cicero. That number will provide the most accurate traffic volume to date.
2. Please provide a complete copy of the need to construct ditches where approximate. Drainage is a major concern in Phase 1 of this project, for those of you who don’t live here. There are concerns of water being diverted to living structures.
3. Please provide the copy of BOTH 281st St bridge expansion plans between SR-19 and Rulon Rd, and include a copy of any pertinent State and Federal Dept of Transportation regulations pertaining to bridges located within a super-collector fareway.
4. Speed limit should be raised and INDOT responsible for grading down blind-hills
5. Please provide the final ditch gradient to be expected for a 4’ foot deep ditch as described in the slide-deck

Alex Gordon, [REDACTED]
[REDACTED]



CONFIDENTIALITY NOTICE:
This email message and any accompanying data or files is confidential and may contain privileged information intended only for the named recipient(s). If you are not the intended recipient(s), you are hereby notified that the dissemination, distribution, and or copying of this message is strictly prohibited. If you receive this message in error, or are not the named recipient(s), please notify the sender at the email address above, delete this email from your computer, and destroy any copies in any form immediately. Receipt by anyone other than the named recipient(s) is not a waiver of any attorney-client, work product, or other applicable privilege.

To Whom It May Concern,

In my 58 years of residence at 11911 East 281st Street, Arcadia, IN 46030, my family raised six children, engaged in farming, and worked in various factories. Throughout this time, we have successfully managed any issues pertaining to our drainage systems and have consistently contributed to the ditch assessments for the upkeep of Caylor Ditch. Historically, we have not experienced substantial damage to our road surface from large trucks or semis, which has allowed us to maintain safe access to our driveways.

We do not require widening of our road or alterations to our property lines, such as relocating our mailboxes or disrupting our landscaping and century-old pine trees. For 58 years, our children have safely played in the side yard, a valuable space for my grandchildren and great-grandchildren who frequently visit and some of whom reside on a portion of my farm property. Despite the safety of this area over the years, the increase in traffic volume, particularly from large trucks, has raised concerns for the safety of all farmers and residents as well as the school buses that serve our community. The noise from the heavy traffic has disrupted our peaceful nights, often waking me in the early hours.

My neighbor has experienced similar concerns, prompting her to relocate her mailbox closer to her home for safety reasons. This situation raises questions regarding the overall safety of our community, including long-standing establishments like Omega, which may face threats to their accessibility or even potential relocations. The suggested speed limit of 45 mph at the intersection of 213 and 281st is often ignored, exacerbating the dangers posed by blind spots.

I am concerned about the impact on farmers, residents, and our children, as well as the preservation of our small-town community and church. The condition of our roads has deteriorated, and it appears these proposed 'improvements' may primarily serve a

business like Becks, which has thrived thanks to local farmers and residents. It seems unfair for tax-paying community members to bear the consequences of such changes.

I also question the absence of elected officials from Hamilton County at the recent meeting. Their involvement is crucial, and I believe it would be best to maintain our roads as they have been for the past 58 years, focusing on resurfacing and patching with our tax dollars. Implementing 4-way stop signs at intersections could improve safety and control traffic speed, especially during harvest time when visibility may be limited due to growing crops.

I urge you to consider the implications of altering our community for the benefit of a few, while adversely affecting the broader community. Many residents here are small-scale farmers, and while White River Township regulations typically prevent the sale of less than 10 acres or 3 acres (if grandfathered), the proposal to take 15 feet of my property along a 40-acre section of 281st raises significant concerns.

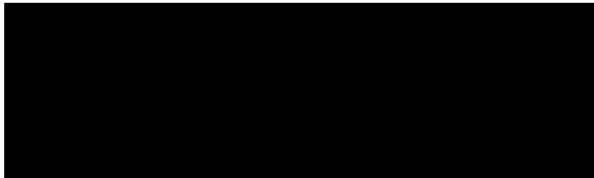
Sincerely,

Linda Essig
Linda Essig

Linda Essig

11911 East 281st Street

Arcadia, IN 46030





HAMILTON COUNTY HIGHWAY DEPARTMENT

Thank you for attending this public hearing for the proposed 281st Street Improvement Project. Please submit comments by using the space provided below. Hamilton County Highway Department appreciates your attendance and participation this evening. Hamilton County Highway Department respectfully requests comments be submitted by Monday, March 24th, 2025, for inclusion in the official hearings transcript/public record.

TODAY'S DATE: Thursday, February 20, 2025

COMMENT:

The widening of 281st will ~~an increase~~ the unsafe conditions we are already experiencing due to the increased traffic and Semis from Beck's. This traffic has caused the condition of ^{the} road to deteriorate. Even if the road is widened there should be 4 way stops at all cross roads. ~~Some~~ will be destroyed by taking up the additional space in the residents yards and the Church, all of which have been a staple in this farm community. I have taken care of my property and enjoyed a great family life here since 1966 only to be taken advantage of by forcing me to take paper for the benefit of those who could care less about the safety and ownership of the residents from SR 19 to SR 213 on 281st. We are as important, as farmers and family as is the businesses who are trying to destroy our area to benefit themselves. Why not 286 st that has very few residents make our bridge there on 276 st that gives quicker access to 19 and 213 by access of 266 which the bridge has already received top dollars state & Fed to repair 2 years ago.

SIGNATURE:

PRINTED NAME:

ADDRESS:

CITY, STATE, ZIP:

Linda Essig
11911 E 281st
Arcadia Indiana 46030



TELEPHONE RECORD

Date of Call: 03-21-2025

Phone Number: 317-984-5313

Order Number: N/A

Conversation With: Linda Essig

Submitted By: Jenna Garrison

Company Name: RQAW | DCCM

Copies To: File

Project: Des No. 2003031

Subject: Public Comment Concerning Des No. 2003031, 281st St rehabilitation Project

Remarks:

Linda Essig called Jenna Garrison from RQAW | DCCM on 3-21-2025 at approximately 10:55 AM voicing her concerns for the above project. Linda Essig had previously spoke on record at the public hearing held on 2-20-2025 and send in her official written response which has been recorded as well. Linda Essig, on the call voiced her concerns concerning trying to shift traffic away from 281st St to 286th St as there are less houses on that street comparatively. She also expressed that the speed limit is too high and should be reduced on the road. She also believes that all cross sections should have at least a 4 way stop. She expressed concern with the amount of right-of-way being taken from the residents along the road and believes that it is unfair she can't sell more of her own property in accordance with Hamilton County rules. She inquired about who made the decision to work on 281st St what other neighboring roads would be next. She was informed that RQAW | DCCM as the hired consultant was not apart of any decision-making processes as to why the road was chosen to being design work, but that is a question for the Hamilton County Highway Department as to their schedules and budget for road rehabilitations in the county. The phone call ended with Jenna Garrison confirming that her verbal comment and written letter were received and would address formally in the final CE document.

**Joel Thurman
Hamilton County Highway Dept
1700 South 10th St
Noblesville, IN 46060**

RE: East 281st Street Rehabilitation Project

February 20, 2025

Good evening,

My name is Rodney Rulon and I live at 11168 East 281st Street. I am here tonight to represent several members of my family who own property along 281st Street in support of the 281st Street Rehabilitation Project including:

Natasha Rulon

Belinda Rulon

Laura Rulon

J&C Rulon Farms (including Roy, Ken, Jerry Rulon and families)

And

Rulon Enterprises LLC (including Roy, Ken, Rodney, Nick and Neal Rulon)

As a 5th generation family farm in Hamilton County with over 100 years of family continuously residing on 281st street we have seen and understand the necessity for change as the county grows. We have seen the change in traffic patterns that have occurred in recent years and which have been accelerated by our recent connection directly to US 31 making 281st St the best route to cross northern Hamilton County. We have also seen the problems created in areas to the south where growth has not been matched by infrastructure which leads to both problems with traffic and safety for residents. As we plan to be here for many years to come, the safety of our children and grand children is a very high priority. In addition, as farmers the ability to move our equipment on this road safely is also critical. It has become increasingly difficult to navigate the narrow roadway and high traffic volume with our large equipment. This problem has been very effectively resolved by rehab projects on roads like 236th, 276th and Cumberland ave. We look forward to similar traffic flow and safety improvements on 281st Street.

As property and home owners we are very sympathetic to the concern over encroachment and loss of property due to the wider road, drains and easements. I have reviewed the

engineering drawings and find that they do an adequate job of minimizing the impact of this project. I would however ask for clarification of the red line drawing showing impact to property on pages B2-B10 vs the 40ft right of way shown on pages B32-B38. The difference in the drawings is significant.

The unfortunate reality is that our objections to increased traffic and resistance to change will have little effect to slow the growth of Hamilton County and our neighborhood. The same things that make this a great road to live on make it a prime choice for other residents to use to navigate the northern part of the county. We would like to post a few concerns to go along with our conditional support of this project.

The first is of course the fair treatment and minimized impact on all landowners along this road. If there are opportunities provided to minimize the impact without significantly reducing the effectiveness of the project, we would ask they be considered. While the Surveyor's office has been contacted about regulated drains in the project area, we must also see private drains fixed after construction and maintained after project completion. Property and field access will need to be adjusted to meet the needs of each farmer or property owner to minimize disturbance. Finally, adequate financial compensation for both the value of property taken and the effect on landowners remaining property will need to be made. The existing line item in the budget on page 9 of \$250,000 or \$5609/acre on 44.57 acres is terribly inadequate at today's market rates.

The final addition we would like to see is for traffic control. For public safety, there is a need to control traffic with either traffic lights or round-a-bouts at SR19, SR213, Lacey Rd and Rulon Rd. The loss of life on 281st Street has already been too high and it must be addressed by slowing traffic to a reasonable speed.

Thank you for your time.



Rodney Rulon and Family

Public Comment and Response

281st Street Road Rehabilitation and Widening Project in Hamilton County, Indiana (Des.2003031)

Commentor	Comment	Response
<p>Todd and Barbara Ellis</p>	<p>(Email 2-9-2025 and Verbal comment during hearing, comments below are abbreviated from transcript)</p> <ol style="list-style-type: none"> 1) Email- Hello. My name is Todd Ellis. I reside at 8510 E. 281 street. My wife and I have looked over the information that is available on the DCCM website and we have questions concerning our location. Will you Mr. Hoenver and you, Mr. Thurman make yourselves available to us, to discuss the project? Our question are based on plan drawings marked sheet 28 of 177, contract R-43619, Project 2003031. Most of our concerns are about how much right of way is required in our front yard. It appears as though our trees will be removed. Will they? If you need to grade the area between the street and our sidewalk I believe you will destroy our septic system. The septic tank is at the edge of the house and is under the sidewalk. The finger system runs both East & West across the front yard. I understand that the road needs to be repaired. I understand drainage needs to be improved. Everyday for work, I travel East on 281 street to SR.213, and South to 37. We are concerned that if you destroy our septic system, (because our lot is less than a 1/2 acre) that we will be forced from our home, because we do not have enough land to relocate the system. Please, help us understand how to make this work without forcing us from our home. My mobile phone number is, XXX-XXX-XXXX. 2) Verbal Comment at Hearing- The speed limit is too high. On 281st Street should be lower. 3) Verbal Comment – Concerned about his land, stating his concerns about the septic above and taking trees out of his front yard. Does not believe he has enough land on his property to relocate his septic system if it were to be destroyed. Concerned he will lose his home of he can't have a septic system and are there exceptions to the road width to accommodate for his septic system? 	<ol style="list-style-type: none"> 1) The Right of Way and Temporary Right of Way shown on the Plans has been revised to limit impacts to the residence at 8510 E. 281st St. The reduction in Right of Way and Temporary Right of Way will restrict the contractor from impacting the existing septic system. The drive at this residence will not be reconstructed with concrete or asphalt, but will instead be replaced with stone to match existing conditions. The existing trees are to remain. 2) Hamilton County installs speed limits and traffic control devices in accordance with the MUTCD. Speed limit change requests for existing roads can be submitted at any time and will trigger a study. However, please note that the study may recommend increasing the current speed limit. This section of 281st Street was recently studied, and the posted speed limits reflect that study's findings. 3) The existing septic system and trees will remain in place and will be clearly marked on the plans as "Do Not Disturb." Curbs and gutters are being used to minimize impacts to the yard, and the contractor will be made aware of the location of the septic system to avoid disturbance.
<p>Kirk Demaree</p>	<p>(Verbal comment during hearing, comments below are abbreviated from transcript)</p> <ol style="list-style-type: none"> 1) The project is designed for a 50 mph speed limit, which aligns well with most of the roadway. However, the county has designated part of the route as 55 mph starting from Highway 19. When traveling eastbound on 281st Street, there is a serpentine section near the Cicero Creek bridge. Due to elevation concerns, I recommend reducing the speed limit to 40 or 45 mph from OTT Road to at least Crooked Creek, and potentially extending it to Startzman for safety. 2) There is an elevation issue at the intersection of 281st Street and Crooked Creek, particularly for drivers turning left from Crooked Creek onto 281st. When heading northbound on Crooked Creek, visibility to the right is obstructed due to the rising elevation, making it difficult to see westbound traffic until the driver is already committed to the turn. To improve safety, adjustments should be made to flatten the vertical curve and enhance the line of sight to the east, particularly near Whistler Road and Crooked Creek 3) The increased traffic flow at the intersection of State Road 19 and 281st Street has led to more accidents, particularly during rush hour. With heavy traffic on SR 19 and multiple turning decisions being made at once, collisions occur when vehicles attempt to cross or turn into oncoming traffic. A 	<ol style="list-style-type: none"> 1) Hamilton County installs speed limits and traffic control devices in accordance with the MUTCD. Speed limit change requests for existing roads can be submitted at any time and will trigger a study. However, please note that the study may recommend increasing the current speed limit. This section of 281st Street was recently studied, and the posted speed limits reflect that study's findings. 2) The vertical profile has been adjusted to address this issue and passes all INDOT requirements for sight distance. 3) The intersection of SR 19 and 281st is only minimally impacted by this project and will not result in major

	<p>solution is needed to improve safety, whether through a speed reduction on SR 19 to 40 or 45 mph or the installation of a roundabout to control traffic flow and reduce conflict points. While roundabouts may be unpopular, they could help prevent T-bone accidents caused by left-turn movements.</p> <ol style="list-style-type: none"> 4) What is the exact minimum standard of the roadway and the ditches because it said it was 11 feet and that the road will exceed standards with 12 feet. Lets not exceed the minimum standards because every foot of property counts. 5) What is the current percentage of federal funding for this project? If the current administration pulls the funding will the county foot the whole bill? What will happen to the project? 6) It wasn't clear all the drainage structures which would be replaced in the project? 7) Can we make exceptions to the road width with the shoulders for houses that are located close to the road to reduce the amount of road/ aggregate apron that goes in their front yard? 	<p>reconfigurations. The speed limit on SR 19 is controlled by INDOT and the speed limit on 281st is controlled by the County.</p> <ol style="list-style-type: none"> 4) The exact minimum standard travel lane for the roadway is 11 ft. The minimum standard for ditches is dependent on the depth of the ditch and the side slopes. The design calls for a 4' wide ditch bottom with 3:1 slopes for safety. 5) The current funding is 80% Federal/State and 20% Local. Current administration will not affect the funding of this project. 6) There are six crossing 281st drainage structures being replaced at various locations within the project corridor. Please refer to Appendix B, Pages B 74-B-79 for information in the plans about each structure. 7) The shoulder widths have been designed in accordance with the county's request. Any proposed deviations from the current design would require approval from the county. Per the current design no changes have been made to the shoulder's width.
David Wagoner	<p>(verbal comment during hearing)</p> <ol style="list-style-type: none"> 1) Can the drainage and the roads be addressed without taking excess land from adjacent property owners. Also concerned about taking his home entirely due to right-of-way concerns with widening the road. 	<ol style="list-style-type: none"> 1) For this project, the proposed Right-of-Way is limited to what is necessary to complete the planned improvements. At this time, no Right-of-Way acquisitions are proposed that would require any homeowners to relocate from their property.
Linda Essig	<p>(Verbal comment during hearing, Call on 3-21-2025 at 10: 55 AM to confirm address to send a letter, letter sent on 3-21-2025) ,</p> <ol style="list-style-type: none"> 1) Why is the drainage and the concern for the road now coming up and hasn't before? 2) Concerned about blind spots and accidents on and near Lacey Rd. 3) Concerned about the speed limit being too high. 4) Wondering why they can't put 4 way stops on all the streets to slow down traffic? 5) Concerned that 281st Street is being used as a route, and wonders why 286th St is not being utilized as a route for traffic because there are less houses and no towns. Concerned the private company "Becks" can use a different route for their trucks and if there is a way to enforce that? 6) "Throughout this time, we have successful manages any issues pertaining to our drainage systems and have consistently contributed to the ditch assessments for the upkeep of Caylor Ditch. Historically, we have no experienced substantial damage to our road surface from large trucks or semis, which has allowed us to maintain safe access to our driveway" 7) "We do not require widening of our road or alterations to our property lined, such as relocating our mailboxes or disrupting our landscaping and century old pine trees. For 58 years, our children have safely played in the side yard, a valuable space for my grandchildren and great-grandchildren who frequently visit and some of whom reside on a portion of my farm property. Despite the safety of 	<ol style="list-style-type: none"> 1) This project is currently needed to address the deteriorating asphalt pavement, substandard travel lane widths, and inadequate roadway drainage. The overall purpose of the project is to improve safety and functionality in preparation for anticipated increases in traffic volume in the near future. 2) Any design near Lacy Rd is currently not part of the scope of this phase of the project. However, any concerns can be forwarded to the county representative. 3) Hamilton County installs speed limits and traffic control devices in accordance with the MUTCD. Speed limit change requests for existing roads can be submitted at any time and will trigger a study. However, please note that the study may recommend increasing the current

	<p>this area over the years, the increase in traffic volume, particularly from large trucks, has raised concerns for the safety of all farmers and residents as well as the school buses that serve our community. The noise from the heavy traffic has disrupted our peaceful nights, often waking me in the early hours”</p> <p>8) I question the absence of elected officials from Hamilton County at the recent meeting. Their involvement is crucial, and I believe it would be best to maintain our roads as they have been for the past 58 years.</p>	<p>speed limit. This section of 281st Street was recently studied, and the posted speed limits reflect that study’s findings.</p> <p>4) Four way stop requests can be made to the county in a formal letter at any time. Hamilton County installs speed limits and traffic control devices in accordance with the MUTCD. Studies show that using stop signs to reduce speed is ineffective and can make intersections less safe, as drivers are less likely to obey the signs. 4-way stop requests can be made to the county in a formal letter.</p> <p>5) The design of 281st St is based on the projected increase in traffic volume through 281st St. The design to divert traffic flow to 286th St is not part of the scope of the project.</p> <p>6) Caylor Drain is stated as being adjacent to the project area via the County Surveyors Office. Impacts to Caylor drain if they were to occur, will occur in the second phase of the project, which has not yet been designed or funded.</p> <p>7) The roadway is being widened to meet current INDOT design standards based on existing and projected traffic volumes. The intent of the project is to improve safety for all users, including residents, school buses, and agricultural vehicles. This rehabilitation is not expected to increase daily traffic volumes but is intended to better accommodate the vehicles already using the corridor. Efforts have been made to minimize impacts to adjacent properties, and input regarding mailboxes, landscaping, and trees has been noted and will be considered during final design.</p> <p>8) While elected officials were not in attendance, the County Engineers who were present are hired by the elected officials to represent the county and its interests.</p>
<p>Rodney Rulon</p>	<p>(Verbal Comment at hearing and letter handed in person)</p> <p>1) The engineering drawings and the drawing with the affected red line do not match and would like clarification as to why the red line shows so much more area. The explanation of what the red line is very important because it goes through peoples houses.</p>	<p>1) The red line drawing included in the NEPA document is the Area of Potential Effect. This is a preliminary project footprint that allows archeologists to verify that no historically important artifacts will be disturbed with this project. This red line footprint does not directly</p>

	<ul style="list-style-type: none"> 2) Fair treatment of all landowners on everyone on the road to minimize the impact to people on the road. 3) Concerned about the private drains in the projects. Want verification that they will be fixed and maintained by the county. 4) Property and field access needs to be adjusted to meet the needs of the farmers and property owners to minimize the disturbance to farmers. 5) Adequate compensation for appraisals on land acquisition. \$250,000 allocated only amounts to \$5,690 per acre which does not seem adequate to market value in Hamilton County. 6) Safety and speed of the road and traffic control to reduce the speeds near the bridge. 7) Need stoplights or something at 19 and 213, 4-way stop at Lacey Rd 	<p>correlate with the proposed roadway footprint; the roadway footprint is less.</p> <ul style="list-style-type: none"> 2) The design of the project is to improve the roadway and make sure to minimize the impact of the homeowner's properties. Efforts have been made to limit Right of Way impacts while maintaining INDOT and County standards. 3) Existing County legal drains within the project limits will be included in the overall drainage design. If private drains are existing within the project area, they will be addressed during the right-of-way acquisition process. Any private drains impacted by the project will be resolved by cost to cure. If private drains are existing within the proposed roadway footprint, please bring to the attention of the Designer and County. 4) Farmland entrances are being addressed and designed according to the standards. 5) Compensations for appraisals on land acquisition are based on the current market value. 6) Hamilton County installs speed limits and traffic control devices in accordance with the MUTCD. Speed limit change requests for existing roads can be submitted at any time and will trigger a study. However, please note that the study may recommend increasing the current speed limit. This section of 281st Street was recently studied, and the posted speed limits reflect that study's findings. 7) The introduction of full stop-controlled intersections through the 281st St. corridor is not included in the current project scope. Further intersections improvements are not warranted based on traffic counts. Future growth may require improvements beyond the scope of this project. In order for stoplights to be implemented, please coordinate with the County on this matter so they can further assist you.
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<p>Eugene Schuler</p>	<p>(Verbal comments at public hearing and written email response on 3-10-2025)</p> <ol style="list-style-type: none"> 1) We were disappointed that there was practically no signage for the meeting indicating the location of the meeting when we arrived. We took that as being secretive and hoping for low attendance. In addition, the presentation wasn't very clear as the volume was insufficient. We had never attended a meeting where we were told not to ask questions. That gave the appearance of lack of concern for those of us who took the time to appear. 2) A-Many of the homes on 281st were built from 1910 or earlier, and we feel it would be destruction to disrupt those properties. There is at least one home that we know of that is getting cracks in their foundation due to the vibration of semi-trucks weighing several tons traveling on 281st St. many times per day, sometimes as fast as 60 mph. B-We feel any expansion of this road needs to move toward the south. It would be necessary to move utilities and mailboxes anyway on the southside of the road, so why not move the road toward the south in order to accommodate drainage and to keep the houses at the current distance from the existing road. We feel gentle curves in the road would be very beneficial to the owners of the older homes and very importantly slow some of the dangerously fast traffic. C- The farmers are the ones benefitting from the increased width of the road so they really need to be the ones making more of the contribution of their land rather than homeowners – especially the homes that are closer to the road. There is absolutely no reason for anyone to lose their home or property value due to the benefit of one very large company or farmer. As it is now, we already have to put up with the increased noise, not only from increased vehicle traffic, but noise and vibration of approximately 83,000 lb trucks traveling this road many times per day. The noise is especially troublesome at 4:30 a.m. when people are awakened. 3) Additional questions we have regarding this project – mainly about the “major collector” classification for our road (E. 281st Street) that seems to have been changed back in 2018, probably to align with the 276th Street realignment up to 281st at SR 19. We are not sure of the full process to get those changed, but we ask why it was changed and if you had traffic data to support that change. We would like to see the traffic data and explained to us in layman’s terms how you engineered the numbers and whether the traffic numbers were correct. The US 31 & 276th St interchange (and 236th St interchange) really screwed with traffic on our road during COVID. We request that you explain why your data isn't wrong, due to this. 4) In terms of plans and design, why you don't even have a preliminary design for Phase 2 by our property? How can we comment or ask questions on the project, if you aren't demonstrating anything to us? Why are we spending all of this money for just a portion of this road when the entire road is ruined from SR19 all the way to Hwy 37? You give us no future plans as to when the remainder of the road will be done. Patching remedies of the unimproved portion of 281st Street East of Rulon Rd. all the way to Hwy 37 will not sustain approximately 83,000 lb semi-trucks traveling many times per day. Are taxpayers aware of the cost of this project? 5) Are you planning 40 feet into our property from the centerline of the roadway (like in front of Rulon)? You don't seem to provide any evidence that you tried to avoid residences. Again, why did you choose to impact residential property, instead of taking farm ground? 	<ol style="list-style-type: none"> 1) The meeting is not meant to be secretive and the meeting structure followed the standard procedures of Q&A for public hearing meeting. 2) A- The project followed all guidelines related to Section 106 and no work occurs adjacent to within a National Register-listed or National Register-eligible district or individual above ground resource. B- Shifting the entire roadway alignment to the south is not feasible due to several factors. Such a shift would require significant additional right-of-way acquisition, utility relocations beyond what is already planned, and potentially impact adjacent properties and natural resources. These changes would substantially increase project costs and introduce new impacts to the surrounding area. While mailboxes and some utilities may need to be adjusted as part of the planned improvements, relocating the entire roadway would be outside of the scope of the project. C- While it is understood that roadway improvements may create concerns for nearby residents, the purpose of the project is to improve safety and accommodate current and projected traffic levels, which include a mix of passenger vehicles, school buses, emergency services, and commercial vehicles. 3) Per INDOT’s roadway inventory map, 281st is classified as a major collector. Per the same map information, this was updated on November 7, 2018. Following this classification, the Indiana Design Manual Figure 55-3C lists the design criteria for a local agency rural collector. The Annual Average Daily Traffic (AADT) is anticipated to change from 948 in 2026 to 1157 in 2046. The AADT values are based on traffic counts provided by the County and a growth rate of 1% over that time. 4) The current contract is only for Phase 1 which begins at the intersection of SR 19/281st St to Rulon Rd/281st St intersection. Current schedule is Phase 1 will begin in March of 2026 and is anticipated to be finished by August of 2027. Phase 2 is not funded, not currently being designed, and the schedule is unknown.
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	<p>6) The Environmental Document states that a "major collector" road with less than 1,000 vehicles a day only needs to be 10 foot wide lanes and 2 foot wide shoulders, so 22 feet wide roadway. The document says that traffic will be over 1,000 vehicles per day in 20 years, but that width is still only supposed to be 11 foot wide lanes and 5 foot wide shoulders, so 32 feet wide. Your proposal is 12 foot wide lanes and 4 foot wide shoulders, adding another 2 feet to the width of the road beyond the standard. Why?</p> <p>7) Why are the ditches so large? What county stormwater detention design considerations are you following? Did you run hydraulic design to determine the need for such large detention? Is it a state standard or local standard to design ditches this large?</p> <p>8) There was a lot of digging by archaeologists east of Rulon's place. Were any of the homes or the Omega Church considered historic? If not, why?</p> <p>9) This road has been destroyed and we feel like the destruction was done purposely from the very moment the 55 mph speed limit sign was installed so there would be no other option than to widen and "rehab" it. We all know when the speed limit is posted as 55 mph, everyone tends to exceed that anywhere from 60-70 mph. This is <u>absolutely unsafe</u> especially when approximately 83,000 lb. trucks travel this road so many times per day. How fast do you think people will travel once the road is improved if they are <u>already speeding and passing vehicles on a road that is already compromised?</u> (<i>Emphasis added.</i>)</p> <p>10) On your plans you show no improvement from the blind spot / hill east at 281st Street at Startsmans Rd., and you show no plans for the blind spot west of Lacey Road and 281st Street. The reason we bring this up is you are going to grind the existing pavement down and lay over the grind which then elevates the road making the blind spots even worse. A few years ago we had devastating fatalities of two very young teens at Lacey Road and 281st from the hill in the road that causes the blind spot. That was supposed to be their much-anticipated prom night.</p>	<p>5) Every effort was made to minimize right of way acquisition while maintaining INDOT and County standards. The design for phase 2 has not begun but will be addressed in a future public meeting during phase 2 design.</p> <p>6) The proposed design exceeds the minimum to provide additional safety and allows for the roadway to continue to meet standards if the AADT grows to meet higher classifications.</p> <p>7) The hydraulic analysis and methods are following local, state, and federal guidelines and standards.</p> <p>8) The Omega Church is not considered historic because it qualifies under the Section 106 Minor Project Programmatic Agreement. The only eligible historic resource adjacent to the project area was 0.35 miles away and it was determined by INDOT CRO QP Historians that the project would not extend to the historic resource boundary.</p> <p>9) Hamilton County installs speed limits and traffic control devices in accordance with the MUTCD. The speed limit is set by the county at 55 mph. Speed limit change requests for existing roads can be submitted at any time and will trigger a study. However, please note that the study may recommend increasing the current speed limit. The project is to widen to the road to meet INDOT design standards.</p> <p>10) The sightlines at Crooked Creek have been reevaluated. The intersection will be reconstructed to provide a sightlines that meet INDOT standards for traffic utilizing the intersection. The sightlines at Startsmans Road meet all INDOT standards. The intent of the design is to follow the existing roadway profile to reduce overall cost. Small changes in the profile are proposed to smooth vertical curves and the intersection of 281st and Crooked creek has been revised.</p>
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David Holloway	<p>(Email 3-3-2025) I live at 11608 East 281st Street.</p> <p>1) I own the 80 acres on the east side of Lacy Rd. and the 80 on the west side of Lacy Rd., both adjoining 281st street. My home is 1/4 mile west of Lacy Rd. On the north side. This property has been a part of our Holloway family for 5 generations. I understand the need for highway improvement since the diversion of traffic to 281st street. Excessive car and truck traffic has been acquired in the last year. My concern is the close proximity to my home that the drainage part of the project intrudes upon. We have several meaningful trees, planted to commemorate births in our family, that will be affected as well. 12' lanes and 4' berms are acceptable, but 30 more feet for drainage is not, nor is it necessary. I am willing to allow a tile to connect to my field drainage, which is very adequate, to enhance drainage of the road in lieu of the open ditch. I would rather give up farmland than land & trees in front of our home. I would be glad to discuss this with the engineers of the project. I would also like for someone to explain to me how adequate drainage can only be obtained with an open ditch as proposed. We hope you will take our concerns into consideration.</p>	<p>1) The address shown is outside of the phase 1 design. Phase 2 will follow phase 1 design. These concerns will be taken into account as design for Phase 2 begins.</p>
Alex Gordon	<p>(Email 3-23-2025) Purpose and Need:</p> <ol style="list-style-type: none"> 1. Please provide a complete layout of INDOT standards as referenced in the pamphlet provided (slide 12, I believe) during the public meeting. <ol style="list-style-type: none"> a. It is apparent that daily traffic patterns within the 281st corridor were increasingly impacted by construction(s) to US-31 at the newly-being-built 236th interchange when those measurements were initially conducted. <ol style="list-style-type: none"> i. I request an additional traffic measurement be conducted along the proposed "super-collector" FOLLOWING COMPLETION of the 236th ENTIRE project between US-31 and Cicero. That number will provide the most accurate traffic volume to date. 2. Please provide a complete copy of the need to construct ditches where approximate. Drainage is a major concern in Phase 1 of this project, for those of you who don't live here. There are concerns of water being diverted to living structures. 3. Please provide the copy of BOTH 281st St bridge expansion plans between SR-19 and Rulon Rd and include a copy of any pertinent State and Federal Dept of Transportation regulations pertaining to bridges located within a super-collector fareway. 4. Speed limit should be raised and INDOT responsible for grading down blind-hills 5. Please provide the final ditch gradient to be expected for a 4' foot deep ditch as described in the slide-deck 	<ol style="list-style-type: none"> 1) INDOT standards that are followed can be found in the Indiana Design Manual chapter 55. Please see link below. Additional criteria can be found in various sections of the Indiana Design Manual. A full set of documentation will be provided in the final design computations. Additional traffic calculations are not anticipated. A lesser AADT will result in only lesser criteria for safety considerations such as sight lines at intersections. Link to design manual: Chapter 55 (English measure) Figure 55-3B. The Abbreviated Engineers Report (Appendix I: Pages I-2 to I-10) includes the Traffic Analysis and the AADT from 2012-2018. This is listed on Slide 12 of the presentation and in the Purpose of the project. 2) Ditch profile design is located on sheets 14 to 22 of the Plans and can be further reviewed on the cross section sheets. No water is being diverted into living structures. Ditches are designed to convey water from the roadway to existing streams and drains in accordance with INDOT and Hamilton County design Standards. 3) No work is proposed to the bridge on 281st between SR 19 and Rulon Road and no work is proposed on the bridge over Weasel Creek. The bridges are excluded from this project. As no widening or bridge work will be occurring, there are no bridge expansion plans for this project.

		<p>Bridge width is also set in the same page in the design manual: Chapter 55 (English measure) Figure 55-3B. Bridge widths standards are designed in accordance with road widths.</p> <p>4) Hamilton County installs speed limits and traffic control devices in accordance with the MUTCD. Speed limit change requests for existing roads can be submitted at any time and will trigger a study. However, please note that the study may recommend increasing the current speed limit. This section of 281st Street was recently studied, and the posted speed limits reflect that study's findings.</p> <p>Sight lines have been analyzed against INDOT standards at all vertical curves. The intersection of 281st and Crooked Creek is proposed to be reconstructed to address a failing sight line.</p> <p>5) Ditch profile design is located on sheets 14 to 22 of the Plans and can be further reviewed on the cross section sheets.</p>
<p>Jessie and Leslie Weitman</p>	<p>(Letter 3-22-2025)</p> <ol style="list-style-type: none"> 1) Increased noise from the increased traffic at all hours of the day and night. It is well-documented the negative effects of noise, whether intermittent or continuous, on human and other animal health. These negative effects include physical (cardiovascular, stress-induced hormone responses, insomnia) and mental/emotional (a wide range, including anxiety, anger over unwanted noise, and depression). 2) With increased traffic comes increased road vibration. The semi-trucks carrying grain typically weigh around 80,000 pounds. They can create significant vibrations through the soil and into buildings. Repeated heavy vibrations to a house foundation, stemming from nearby traffic, can cause structural damage to walls, floors, and foundations, and can also lead to settlement and shifts in our house. These vibrations can cause soil to compact, leading to foundation settlement and structural cracking 3) Increased exhaust emissions polluting our rural outdoor. 4) Increased Litter. I am already picking up trash that is being thrown from passing cars onto our property. 5) Loss of animal habitat due to the increase in traffic. We have a Monarch butterfly Waystation sanctuary on our property. This is a threatened species. I am worried that the increase traffic pattern will affect their survival. 6) The excessively large ditches. We do not have a drainage issue on our property. These proposed ditches would take a large proportion of the entire frontage of our property. When we built our home, we wanted it to be in the country with a large front porch so that we could enjoy the sunrises in the morning and the sunsets in the evening. Our dream didn't include that house sitting 	<ol style="list-style-type: none"> 1) Official coordination has been completed through the USFWS office with regards to any endangered species located within a 0.5 mile radius of the project area. The USFWS issued a Not Likely to Adversely Affect (NLAA) finding for all currently listed threatened or endangered species in the vicinity of the project area. This project will not result in an increased use of semis. The intent of the project is to widen 281st street to meet current design standards, not to attract more semi-truck traffic. The project is not anticipated to harm human health as the project is not anticipated to increase traffic in the area. <p>This project is not anticipated to increase noise levels because it is not anticipated to increase traffic volumes. Noise analysis is required for projects that are considered to be Type 1 projects defined under Federal Highway Administration's (FHWA) noise regulations under 23 CFR 772.5. Type 1 projects are projects that consist of one or more of the following:</p> <ol style="list-style-type: none"> A. The construction of a highway on a new location; or, B. The physical alteration of an existing highway where there is either: a. Substantial Horizontal

	<p>on a major collector road and that porch being polluted by traffic noise. It wasn't when we purchased the property.</p> <p>7) Land values. Not only are we personally invested in our rural community, but we are financially invested in our property. Living on a major collector with heavy traffic will decrease are property value. Plain and simple.</p> <p>8) Property owners have the right to safety, relaxation, privacy, and quiet in their homes. This project would adversely affect these rights. It is vital that we protect and hold onto the elements that make this area such a beautiful and healthy place to live. We must ensure protection of wildlife, flora and fauna, as well as quiet spaces and places. We have enough noise as it is already. Living in this rural community is a precious blessing for those who cannot find this relief in their lives in the city. It is the reason we came here and the environment we have chosen to be good stewards of.</p> <p>9) We ask you to take a close look at the enduring value of the treasure of tranquility and stability in our properties and lives and choose to make preservation a primary factor in the decision-making process. We ask that you consider other corridors more suited like 266th St or scaling the project.</p>	<p>Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or, b. Substantial Vertical Alteration. A project that removes shielding, and therefore exposes the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,</p> <p>C. The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a High-Occupancy Vehicle (HOV) lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,</p> <p>D. The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or,</p> <p>E. The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or</p> <p>F. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,</p> <p>G. The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.</p> <p>As this project does not meet any of the above criteria, this project has been identified as a Type III project in accordance with 23 CFR 772 and does not require a formal noise analysis.</p> <p>2) A vibration analysis was not included in the scope of this project, as such studies are not required for road widening or improvement projects of this nature. The design follows all applicable engineering standards intended to support long-term structural integrity and roadway performance under expected traffic load.</p> <p>3) A greenhouse gas analysis is not required for the scope of this project as the project will not result in added capacity or added through lanes. The current configuration of 281st is two lanes and it will remain two lanes as part of this project.</p> <p>4) INDOT and the Hamilton County Highway department do not condone the decision made by drivers to litter in any area.</p> <p>5) Through coordination with the USFWS, it was determined that the project is in the range of the</p>
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		<p>monarch butterfly (<i>Danaus plexippus</i>), which is a proposed threatened species; however, the USFWS has not identified any critical habitat within Indiana. Therefore, it was concluded that this project will not impact critical habitat of the monarch butterfly, and it will not jeopardize its continued existence.</p> <ol style="list-style-type: none"> 6) Drainage ditches will be constructed on an as need basis and will follow INDOT and County design standards. 7) The project team recognizes that any infrastructure improvement can raise concerns about potential effects on property value. While the purpose of the project is to improve roadway safety and functionality for all users, every effort has been made to minimize the amount of right-of-way required and to avoid impacts to residences wherever feasible. 8) All applicable environmental laws and regulations have been followed according to FHWA NEPA policy. This project has been shown to have minimal impact on the surrounding environment. The project does not qualify for a noise analysis as the lanes are only being widened to meet current design standards. No additional lanes are being added to the area; therefore, the traffic capacity is not increasing due to this project. 9) The right-of-way needed for the project is the minimal amount of necessary to properly construct the project in accordance with current design standards.
Susan Roy	<p>(Letter sent in person and emailed on 3-24-2025)</p> <p>Major Collector Roadway Paragraph 1 of Legal Notice Letter states one of the purposes of the project is “to meet the minimum design standards for a ‘Major Collector roadway’</p> <ol style="list-style-type: none"> 1. What is the definition of a Major Collector roadway? 2. Was 281st Street classified as a ‘Major Collector roadway’ in 2018? 3. If so, why was 281st Street classified as a ‘Major Collector roadway then’? 4. What are the minimum and maximum design standards of a ‘Major Collector roadway’? <p>According to the information packet handed out at the Public Hearing on 2/20/25, the minimum INDOT design standards are: 11-foot-wide travel lanes; 2-foot-wide paved shoulders; 3-foot-wide usable shoulders.</p> <ol style="list-style-type: none"> 5. Why are you proposing more than the minimum, especially given the data for Average Daily Traffic (see next section)? <p>Average Daily Traffic Appendix I pgs. 1-10 Annual Average Daily Traffic Current ADT (Average Daily Traffic) <1000 AADT; 948 VPD (vehicle/day) Projected increase to 1157 VPD by 2046 p.3 (of 26) >1000 AADT. This is only a Growth Rate of 209 VPD (1157 – 948) in a 23-year period (2046 – 2023) and only 157 VPD greater than the defined cut off of >1000 AADT (annual average daily traffic)</p>	<p>Major Collector Roadway</p> <ol style="list-style-type: none"> 1) A Major Collector is a roadway that provides access between local roads and arterial highways. The classification is shown in INDOT’s Roadway inventory map. 2) Per INDOT’s Roadway Inventory Map, the classification of Major Collector was last updated on November 7, 2018. It can be accessed at this address: Roadway Inventory Viewer 3) This classification is in accordance with INDOT road use and volumes classification. The classification is determined by motorist volume and motorist use of the roadway. 4) Please see Chapter 55: Geometric Design of Existing Non-Freeway (3R) of the INDOT Design Manual, Figure 55-3B. 5) The 12 ft width is the desired width of the travel and was requested to be the width over the minimum standard of 11 ft by Hamilton County.

<p>The stated purpose of the project is “to accommodate the additional traffic volumes expected”. (p. 4 of 26). Is this referring to the increase of 209 vehicles/day on average over the next 20+ years (see above)? Are there other reasons the IN DOT believe there will be increased expected traffic volumes? If so, please explain? Is the scope of the proposed project proportional to these numbers?</p> <p>Purpose Widening travel lanes to “12-foot-wide travel lanes with 3-foot usable and 2-foot wide paved shoulders” in each direction. p. 3 (of 26) 12- ft wide travel lane and 3-ft wide paved shoulder in each direction per Legal Notice of Public Hearing Letter</p> <p>Is there a way to accomplish this project on a smaller scale? <1000 VPD Minimum 10-foot-wide travel lanes with 2-foot-wide usable shoulder >1000 VPD 11-foot-wide travel lanes with 3-foot usable shoulder and 2-foot paved shoulder However, under Purpose (in same box on p.3 (of 26) it states the minimum for >1000 VPD as 12-foot-wide travel lanes with 3-foot usable and 2-foot-wide paved shoulder. Why is there a discrepancy with the required minimum travel lane width between Need and Purpose? If the minimum is 11-foot-wide travel lanes, why recommend 12-foot wide?</p> <p>Additionally, in order to address the secondary purpose of the proposed project, which is to provide adequate drainage, the proposed project includes several small drainage structures/roadside ditches. According to the drawings, these ditches appear quite significant (4’ wide plus the length of the slope on both sides). The current ditch on my property that runs parallel to 281st Street has been adequate in that it has never overflowed during the time I have been the landowners (30+ years). Please explain what determined the need for such large ditches for the project.</p> <p>It is stated that the new right of way (ROW) is “expected to extend 40 feet from the center line to the north and south” p.9 (of 26) as well as, in other documents provided. Please provide the exact breakdown in dimensions to equal the 40 feet.</p> <p>Project Timing Different dates stated in documents</p> <ol style="list-style-type: none"> 1. Spring 2026 (page 21 of 26 & C-46); March 2026 (Information Packet p. 28) Anticipated Construction Start 2. September 2026 (Information Packet p. 28) Anticipated project completion 3. Fall of 2027 (page 9 of 26) <p>What is the projected start of construction? Is this the earliest date construction would begin?</p> <p>Right of Way 44.6 acres permanent Right of Way (ROW) – per Legal Notice of Public Hearing Letter Compensation for land & trees 44.6 acres for permanent Right of Way. In Appendix C: Early Coordination p. C-33 Bullet Point 9 states “Acquiring approximately 59 acres for permanent ROW”. Is it 44.6 or 59 acres for permanent ROW? According to page 25 in the information packet handed out at the Public Hearing on 2/20/25, the Real Estate Acquisition Process includes 4.2 Acres of Forest and 8 Acres of Residential. The portion of the land that I own along 281st Street is wooded (mature trees). Is that classified as Forest or would it be Residential since my home is on that land parcel?</p>	<p>The 2 ft paved shoulder and 1 ft aggregate shoulder is the minimum standard widths. This will allow for additional safety.</p> <p>Average Daily Traffic</p> <ol style="list-style-type: none"> 1) The traffic volumes are based on counts provided by the County and a 1% increase over the 20 year design life of the project. No other anticipated future traffic inputs have been discussed with the Designer. <p>Purpose</p> <ol style="list-style-type: none"> 1) The 12 ft width is the desired width of the travel lane and was requested to be the width over the minimum standard of 11 ft by Hamilton County. The 2 ft paved shoulder and 1 ft aggregate shoulder is the minimum standard widths. <p>Drainage-Chapter 53: Geometric Design Criteria for Rural Collector, State Route, Figure 53-3 of the INDOT Design Manual states that with the minimum 2 ft paved shoulders, the minimum width of the drainage is 4ft. The width of the ditch increases in size with the introduction of 3:1 side slopes adjacent to the 4’ bottom ditch. The 3:1 side slopes are provided for safety in the event of a motorist leaving the roadway.</p> <p>RW limits are shown on sheets 25 to 46 of the Plans and in the cross sections. The 40’ permanent right of way is shown with exceptions at the intersections to construct to meet INDOT standards.</p> <p>Project Timing</p> <ol style="list-style-type: none"> 1) The timeline listed in the documents are in flux and are dependent on Federal and State review times of the finalized Environmental document and right of way acquisition. The current construction start is listed as Spring of 2026. <p>Right of Way</p> <ol style="list-style-type: none"> 1) Right of way is an ever changing item as we progress through the design. We are making every effort to limit the overall acquisition which is shown by the changing values listed in the documents. Changes had been made to the design between the Early Coordination document and the
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<p>According to Uniform Act of 1970 (Information Packet p 26), real estate acquisition “requires an offer for <u>just compensation</u>”.</p> <p>ROW cost budget is \$250,000.00 (Appendix I p. I-7) divided by 44.6 acres = \$5,605.38/acre or based on 59 acres = \$4,237.29/acre</p> <p>Both calculations are significantly lower than the current cost/acre of land in Hamilton County. If this project continues as proposed, what will you be offering as just compensation to acquire land for the ‘proposed’ right of way’ in order to comply with Uniform Act of 1970?</p> <p>Speed Limit</p> <p>According to page 20 in the information packet handed out at the Public Hearing on 2/20/25, it states” the speed limit will be 50 mph”. Speed Limit of 50 mph is also noted in Appendix I-4.</p> <p>Is this just during the proposed construction period? Currently, 281st Street speed limit is posted as 55 mph. I submitted a Request for Traffic Control Changes on 9/17/24 requesting the speed limit to be decreased to 40-45 mph between SR 19 and Startzman for safety reasons. I still have not received a response even after following up twice. Will this proposed plan rectify the safety concerns expressed in the Request for Traffic Control Changes? What action will be taken to ensure that traffic/speed on 281st Street will not continue to increase with a ‘rehabilitated’ and wider road?</p> <p>What factors were considered in the decision for the bridge over Cicero Creek to not be widened? With the road to the east and the west being widened but the bridge remaining as is, would this impact the speed limit as well as safety?</p> <p>Impact</p> <p>The project is not expected to impact the surrounding community or cause long-term economic impacts to surrounding area. p. 21(of 26).</p> <ol style="list-style-type: none"> 1. No relocations or displacements (3rd paragraph) Legal Notice of Public Hearing Letter) – how is this possible when the schematics of the proposed road shows going up to front porches of some homes on 281st Street? 2. According to the Abbreviated Engineer’s Report p.I-8, p. 23 (of 26) and p. 21 in the information packet handed out at the Public Hearing on 2/20/25,” access must/will be maintained to all properties at all times during the road closure”. How will that be achieved? 3. Closures “will pose temporary inconvenience; however, no significant delays are anticipated” for Emergency Service” p. 8 (of 26). If the detour adds 2.67 miles, how does that not delay Emergency Services? 4. Utility Impact p. 22 (of 26) What impact to utilities is expected? \$390,000 is budgeted for Utility Relocation. Will there be any cost to the homeowners for Utility relocation or reconnection? 5. What potential economic impact does increased traffic have on property value? 6. Does reducing the acreage of property decrease the value of the property? <p>Removal of trees</p> <p>“All trees would be removed within 100 ft of the existing roadway” (page C-34 -, C-46, C-50) Approx 3.35 acres</p> <p>Would that be 100 ft from the center on either side of the roadway? Given the State of Indiana Dept of Natural Resources’ written statement of Benefit of Trees and caution to avoid removing trees C-26 Section E, what is the reasoning behind removing such a significant area of trees? As mentioned previously, my land along the road frontage is mainly mature trees. Please provide an accurate representation of what trees are part of the proposal and why the suggestion of 100 ft be removed.</p>	<p>Public Notice. Additional changes will likely be made during Phase 2 of the design and will require reevaluation of the total anticipated right of way acquisition. Current right of way acquisition is anticipated of no greater than 44.57 acres. Please see Page 10 of the CE document for right of way breakdown.</p> <ol style="list-style-type: none"> 2) The definitive classification of wooded or residential will take place by Real Estate professionals during the acquisition process. Assumptions were made during the creation of the document for wooded or residential. 3) The cost of real estate will occur at market value. Budgeted ROW amounts are estimations based on the market values and assessments at the time of forecasted budgeting. All right-of-way will be purchased at the current market value of the time of the purchase. <p>Speed limit</p> <ol style="list-style-type: none"> 1) The design of phase 1 of the 281st St. is held to a maximum of 50 mph. 50 mph will be the maximum posted speed limit for the roadway after completion of construction. The speed limit is set by the County. Per INDOT standards, the classification and design standards allow for a maximum posted speed limit of 55 mph while following applicable criteria. 2) The bridge over Cicero Creek is not currently included in the scope of the project and will remain as is. Usable life and bridge quality were major factors in the decision to allow the existing bridge to remain without widening. <p>Impacts</p> <ol style="list-style-type: none"> 1) There are no relocations associated with the project. It is assumed that this comment relates to the red line exhibit that shows the limit of archeological investigation. This investigation limit is wider than the propose roadway footprint. Phase 2 of the 281st project will need to take special consideration of properties near Omega. Right of way will be evaluated past Rulon Road in the subsequent design.
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	<p>Environmental Emergency Plan Expressing the need for protection from fuel or chemical releases/spills into Cicero Creek. INDOT Report p.16 and 25 (of 26) and email to Jaime Byerly from John Havard. There is no mention that the landowners will be notified if a fuel/chemical spill/release occurs. What plan will you put in place for the landowners along Cicero Creek to be notified of such an occurrence?</p> <p>Who will be responsible for the work and cover the cost of:</p> <ol style="list-style-type: none"> 1. Repairs/Repaving of Driveway 2. Relocation of mailbox 3. New surveys to accurately reflect new property lines once ROW has been completed 4. Legal documents that will need to be changed to reflect new property lines (Attorney fees) (Filing & Recording Fees, etc.) <p><u>Public Hearing 2/20/2025 Information Packet</u> Page 8 States "All comments will be addressed in the final environmental document". How will homeowners receive this final document? When will we receive it?</p>	<ol style="list-style-type: none"> 2) The contractor will be required to provide access to residents at all times and this will be included in the Provisions included in the contract with the contractor. The maintenance of traffic is designed in a way to limit impacts to homeowners by splitting the construction into phases. The contractor will utilize further means and methods to allow access such as but not limited to: stone drives to reach existing driveways, segmented construction, etc. 3) All detour guidelines outlined in Section 503-2.05 (03) of the INDOT Design Manual were followed to minimize disturbance for the scope of the project. Some level of impacts are anticipated for all roadway projects. 4) Utility Coordination between the designers and the utilities companies is ongoing based on project advancement. The cost of utility relocation, if necessary, will not fall to the homeowners. The most visible impacts will be to overhead lines and poles. Additional impacts may include gas and water. 5) The project team recognizes that any infrastructure improvement can raise concerns about potential effects on property value. While the purpose of the project is to improve roadway safety and functionality for all users, every effort has been made to minimize the amount of right-of-way required and to avoid impacts to residences wherever feasible. The impact of a roadway project on individual property assessments is determined by the local assessor and can vary based on multiple factors. Therefore, it is not possible to predict or guarantee whether a specific project will affect the assessed value of any particular property. 6) Individual property values for the entire property are dependent on many variables. As this is not a real estate acquisition for a relocation, the entire value of the property is not assessed.
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Presentation Slides From Public Meeting

HAMILTON COUNTY
INDIANA

281st Street Road Rehabilitation
From SR 19 to SR 213

Proposed Street Improvement Project
Public Meeting
February 20th, 2025
Hamilton Heights Student Activity Center
6:00 p.m.



RQAW | DCCM

Welcome RQAW | DCCM


- ❖ Meeting format
 - ❖ Formal Presentation
 - ❖ Formal Public Comment Period
 - ❖ Adjourn Formal Meeting
- ❖ Purpose of meeting
- ❖ Information packet



281st Street Road Rehabilitation

Introductions RQAW | DCCM

- ❖ Hamilton County Representatives
- ❖ Indiana Department of Transportation (INDOT) Project Management
- ❖ INDOT Public Involvement
- ❖ Elected Public Officials
- ❖ Design Team



281st Street Road Rehabilitation

Project Stakeholders RQAW | DCCM


- ❖ Hamilton County Highway Department
- ❖ Indiana Department of Transportation
- ❖ Indiana Division Federal Highway Administration
- ❖ Elected Public Officials
- ❖ Community Residents and Citizens
- ❖ Adjacent Property Owners
- ❖ Commuters
- ❖ Schools
- ❖ Emergency responders



281st Street Road Rehabilitation

Why a Public Hearing? RQAW | DCCM


- ❖ **Conducted as a requirement to the National Environmental Policy Act (NEPA)**
 - ❖ NEPA requires evaluation of potential impacts to surrounding natural, cultural and social environments
 - ❖ Impacts are described in an environmental document
 - ❖ Requires opportunity for public involvement and comment in the decision-making process of said impacts
- ❖ **Title VI of the Civil Rights Act**



281st Street Road Rehabilitation

Environmental Document RQAW | DCCM


- ❖ **Level 3 Categorical Exclusion (CE)**
 - ❖ Classification means the actions do not have a significant effect on the environment
- ❖ **CE released for public involvement on September 4, 2024**
- ❖ **Published legal notice**
 - ❖ *Indianapolis Star* ~~February 10, 2025~~
 - ❖ February 3, 2025 & ~~February 6, 2025~~
- ❖ **Document available for viewing at:**
 - ❖ RQAW; 8770 North St., Ste. 110, Fishers, Indiana 46038
 - ❖ Hamilton County Highway Department, 1700 South 10th Street, Noblesville, Indiana, 46060
 - ❖ Hamilton North Public Library located at 209 W Brinton St., Cicero, IN 46034.
 - ❖ <https://rqaw.com/public-documents/>



281st Street Road Rehabilitation

How Can You Participate RQAW | DCCM

- ❖ **Verbally**
 - ❖ Formal Public Comment Session
 - ❖ All formal comments will be recorded for the record.
- ❖ **Comment Form**
 - ❖ Submit via mail, email, or place in comment box.
- ❖ **Email**
 - ❖ Nicholas Hoevener (RQAW | DCCM) nhoevener@dccm.com
 - ❖ Joel Thurman (Hamilton Co) joel.Thurman@hamiltoncounty.in.gov
- ❖ **Comment Period Ends**
 - ❖ **Monday, March 24, 2025**




281st Street Road Rehabilitation

How Will Comments be Addressed? RQAW | DCCM

- ❖ **All comments will be addressed in the final environmental document as a result of:**
 - ❖ Public statements recorded at the public hearing
 - ❖ Written comments, concerns and suggestions such as letters, faxes and e-mails must be received, or post marked during the comment period which expires on Monday March 24, 2025.


Informal comments are always welcome; however, please note general conversations are not part of the official record.



281st Street Road Rehabilitation


Elements of Environmental Documentation RQAW DCCM

- ❖ **Public involvement**
- ❖ **Right-of-way**
- ❖ **Streams & Wetlands**
- ❖ **Terrestrial Habitat**
- ❖ Karst
- ❖ Threatened & endangered species
- ❖ Floodplains
- ❖ Farmland
- ❖ Historic & archaeological
- ❖ Section 4(f) & 6(f)
- ❖ Air quality
- ❖ Noise
- ❖ Community impacts
- ❖ Environmental Justice
- ❖ Relocations
- ❖ Hazardous materials



281st Street Road Rehabilitation


Project Location Map RQAW DCCM


281st Street Road Rehabilitation


Project Location Map: Phase Breakdown RQAW DCCM

Phase 1:
Begins at SR 19 (Cicero Road) to Rulon Rd
Length: 2.4 mi



Phase 2:
Begins at Rulon Rd to SR 213
Length: 2 mi






281st Street Road Rehabilitation

Purpose and Need RQAW DCCM

- ❖ **Need:**
 - ❖ Narrow travel lane and minimal shoulder widths (11-foot travel lanes, 2-foot shoulders)
 - ❖ Anticipated increase in through traffic within corridor
 - ❖ Road does not meet current INDOT Standards
- ❖ **Purpose:**
 - ❖ Extend the life of 218th Street
 - ❖ Provide adequate travel lane widths
 - ❖ Improve drainage
 - ❖ Meet INDOT Standards (minimum below):
 - ❖ 11-foot-wide travel lanes
 - ❖ 2-foot-wide paved shoulders
 - ❖ 3-foot-wide usable shoulders




281st Street Road Rehabilitation

Identification of Alternatives RQAW **DCCM**

❖ **Alternatives Considered**

- ❖ **Alternative A (Preferred):** The preferred alternative involves milling and resurfacing the pavement of 281st St. with a Hot Mix Asphalt (HMA) overlay and widening the travel lanes to 12-foot wide and 3-foot-wide paved shoulders in each direction.
 - ❖ Additionally, several small drainage structures will be replaced
 - ❖ Roadside ditches will be constructed to provide adequate drainage
- ❖ Project will occur in two phases:
 - ❖ Phase 1: SR 19 to Rulon Rd (2.4 mi)
 - ❖ Phase 2: Rulon Rd to SR 213 (2 mi)



281st Street Road Rehabilitation

Identification of Alternatives RQAW **DCCM**

❖ **Alternatives Considered**


- ❖ **No Build:** This alternative proposes that work not be completed.
 - ❖ Would not meet the purpose and need
 - ❖ Alternative was dismissed from further consideration.



281st Street Road Rehabilitation

Project Description RQAW **DCCM**

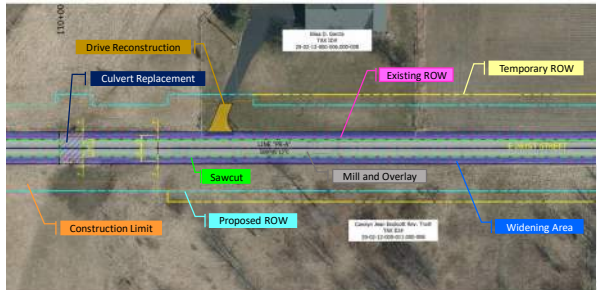

- ❖ Project limits: Phase 1 From SR 19 to Rulon Rd (2.4 mi)
- ❖ Preferred alternative: Widen and resurface the pavement as two 12-foot travel lanes and 4-foot useable shoulders (3-foot paved, in each direction).
- ❖ Spot locations of full depth replacement of existing pavement
- ❖ Culvert Replacement
- ❖ Construct ditches where appropriate (existing drainage pattern will be maintained in several areas)
- ❖ Purchase right-of-way along the corridor and at all intersecting roads to protect line of sight and ensure intersection sight distance is improved



281st Street Road Rehabilitation

Project Overview RQAW **DCCM**

Mill and Overlay with Widening

281st Street Road Rehabilitation

NHO

Project Overview RQAW **DCCM**

Full Depth Replacement

281st Street Road Rehabilitation

Typical Sections RQAW **DCCM**

281st Street Road Rehabilitation

Posted Speed Limits RQAW **DCCM**

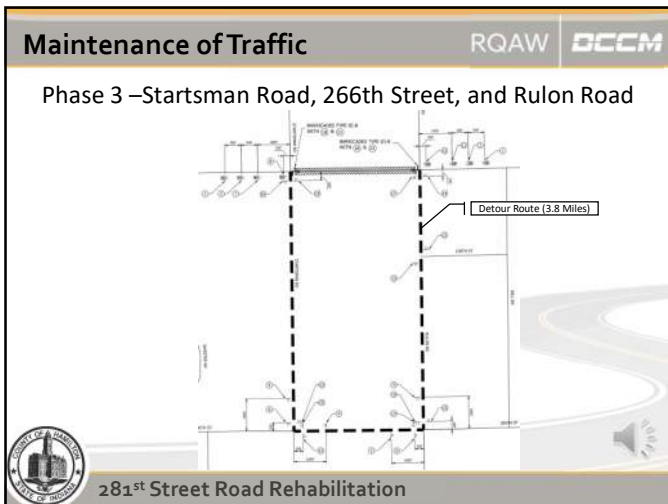
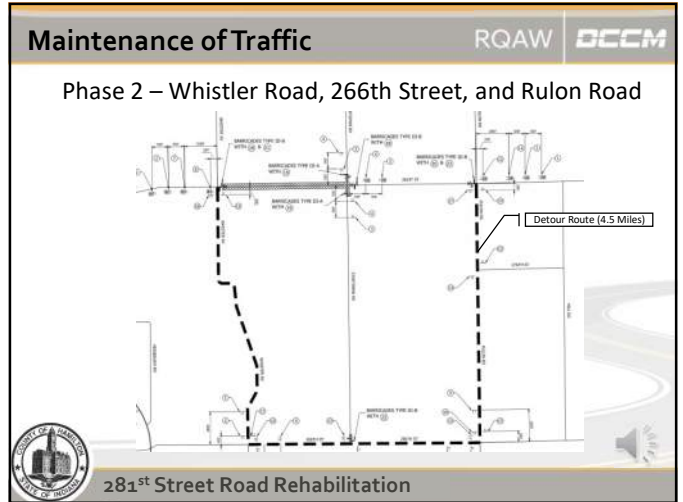
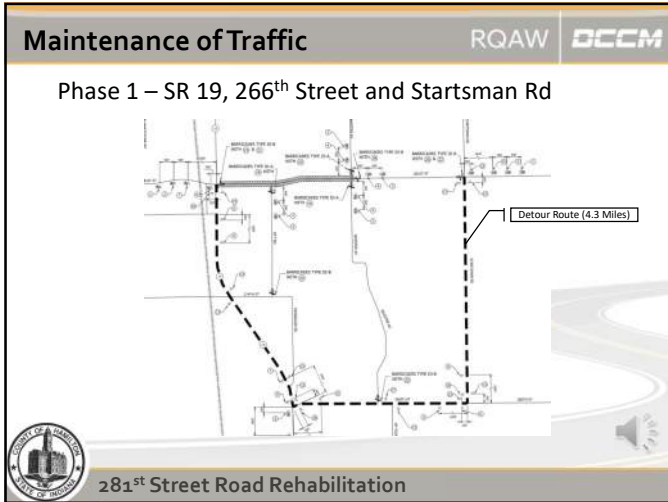
- ❖ Speed limit will be signed as 50 miles per hour (mph).
- ❖ Speed limit outside project area will remain the same.

281st Street Road Rehabilitation

Maintenance of Traffic RQAW **DCCM**

- ❖ 281th Street will be closed to through traffic for each phase of construction and will utilize a detour for each phase (2 months each phase) .
- ❖ The 1st phase plan will consist of closing 281st Street from SR 19 to Startzman Road. The detour route will consist of SR 19, 266th Street, and Startzman Road.
- ❖ The 2nd phase plan will consist of closing 281st Street from Whistler Avenue to Rulon Road. The detour route will consist of Whistler Road, 226th Street, and Rulon Road.
- ❖ The 3rd phase plan will consist of closing 281st Street from Startzman Road to Rulon Road. The detour route would consist of Startzman Road, 226th Street, and Rulon Road
- ❖ Mail, school bus and trash services will be maintained
- ❖ Access will be maintained to all properties during road closure

281st Street Road Rehabilitation



Real Estate Acquisition Process RQAW DCCM

- ❖ **The breakdown in right-of-way for this project is as follows:**


Agricultural	32 Acres
Forest	4.2 Acres
Residential	8 Acres
Wetlands	0.3 Acres
<u>Omega Christian Church</u>	<u>0.07 Acres</u>
Total permanent R/W	44.57 Acres

- ❖ **No relocations planned**
- ❖ **Right-of-Way estimated based on information available at this time**

281st Street Road Rehabilitation

Real Estate Acquisition Process RQAW **DCCM**

- ❖ **“Uniform Act of 1970”**
 - ❖ All federal, state, and local governments must comply
 - ❖ Requires an offer for just compensation
- ❖ **Acquisition Process**
 - ❖ Appraisals
 - ❖ Review Appraisals
 - ❖ Negotiations



281st Street Road Rehabilitation

Real Estate Acquisition Process RQAW **DCCM**



ACQUISITION
ACQUIRING REAL PROPERTY
FOR FEDERAL AND FEDERAL-AID
PROGRAMS AND PROJECTS



RELOCATION
YOUR RIGHTS AND BENEFITS AS A
DISPLACED PERSON UNDER THE FEDERAL
RELOCATION ASSISTANCE PROGRAM

No relocations are anticipated

https://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm



281st Street Road Rehabilitation

Project Schedule & Cost RQAW **DCCM**


- ❖ Public Hearing (February 2025)
- ❖ Finalize environmental document (April 2025)
- ❖ Real estate acquisition activities (June 2025)
- ❖ Project letting (February 2026)
- ❖ Anticipated construction start (March 2026)
- ❖ Anticipated project completion (September 2026)
- ❖ Estimated total project cost is \$8.6 million



281st Street Road Rehabilitation

Public Comments RQAW **DCCM**

- ❖ Verbal Comment during the Public Meeting
- ❖ Comment sheet in the information packet
- ❖ E-mail or Mail comments
- ❖ All comments are very much appreciated and will be given full consideration by project team
- ❖ All comments must be received, or post marked by March 24, 2025



281st Street Road Rehabilitation

Project Updates RQAW | DCCM

- ❖ Sign-in at attendance table to be added to the project mailing list
- ❖ A meeting notice was mailed to known property owners within the area
- ❖ RQAW | DCCM
- ❖ <https://rqaw.com/public-documents/>



281st Street Road Rehabilitation

Contact Information RQAW | DCCM

❖ For Future questions, please contact us:


Technical Questions?	Environmental Questions?	County Questions?
Nic Hoevener Roadway Director at RQAW nhoevener@dccm.com 317-815-7219	Jenna Garrison Permitting Manager at RQAW jgarrison@dccm.com 317-588-1765	Joel Thurman, PE Project Manager, Hamilton County Joel.thurman@hamiltoncounty.in.gov 317-773-7770



281st Street Road Rehabilitation

Thank You RQAW | DCCM

- ❖ Please visit with Hamilton County Highway Department project officials
- ❖ Informal Q&A:
 - ❖ Project maps, displays and project officials for informal Q&A
 - ❖ A special thank you to Hamilton Heights Schools
- ❖ Thank you for your attendance this evening



281st Street Road Rehabilitation

Public Comments



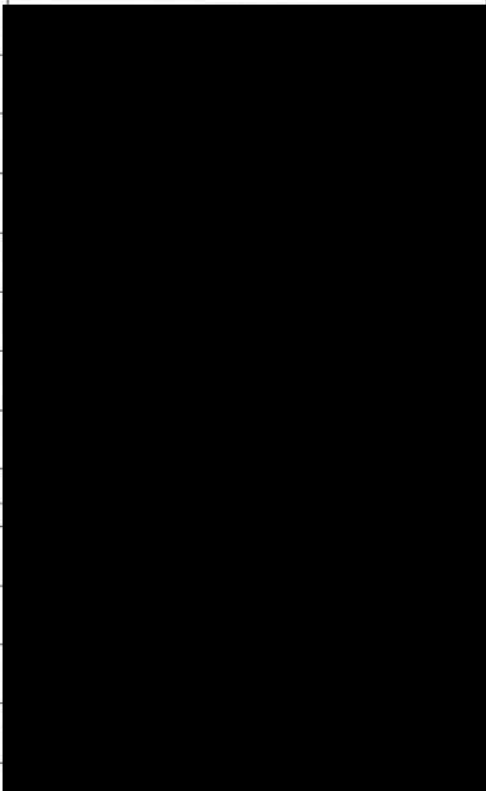
281st Street Road Rehabilitation

Public Hearing Sign-in Sheet

Des. Number 2003031 281st Street Improvement Project

Hamilton County, Indiana

DATE

No.	Name (Please print)	Address, City, State, Zip	Email Address
1	KIRK DEMAREE	27059 CROOKED CREEK RD	
2	Norm Wagoner	104 N. Tecumseh St.	
3		Sheridan, IN 46069	
4	Leslie Weitman	11370 E 281st Arcadia	
5	Jessie Weitman	"	
6	Rex + Lorraine Wiley	12780 E. 281 st Arcadia	
7	David Holloway	11608 E 281 st ARCADIA	
8	Brandi Oddo	11911 E 281 st Arcadia	
9	Linda Essig	11911 E 281 st ARCADIA	
10	Keri Mosborough	24225 LARRY J. CIRCUIT IN	
11	Patricia Henderson		
12	Jake Henderson	5426 S 400 E ATLANTA IN	
13	Jennifer Beck	INDOT	
14			
15			
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17			

Public Hearing Sign-in Sheet

Des. Number 2003031 281st Street Improvement Project

Hamilton County, Indiana

DATE

No.	Name (Please print)	Address, City, State, Zip	Email Address
35	Susan Roy	8907 E. 281 st St Atlanta IN 46031	
36	Alvin + Linda Crail	0220 E 281 st Arcadia IN	
37	Renee Hight	14781 E 281 st Atlanta	
38	Barbara Ellis	8510 East 281 st Arcadia	
39	Todd Ellis	8510 E 281 st Arcadia	
40	Clara Furst	One ^{Canby} Hamilton Square Noblesville IN 46061	
41	BRAD NEWMAN	ONE HAMILTON SQUARE NOBLESVILLE, IN 46060	
42	Suzanne Newman		
43	David Wagner	12760 E 281 st Street Omega	
44	Alex Gordon	8915 E 281 st St Atlanta	
45	DAVID + Amy Venegoni	12770 E 281 st ST	
46	Jay Rubin	27999 Startzman Rd	
47	Rodney Rubin	11168 E. 281 st Arcadia	
48	Donna + George Schulte	11550 S. 281 st Arcadia	
49	Wally Gordon	8914 E 281 st	
50			
51			

Speakers Sign-in Sheet for the Public

Des. Number 2003031, 281st Street Rehabilitation and Widening Project

Hamilton County, Indiana

DATE

No.	Name (Please print)	Address, City, State	Zip Code
1	KIRK DEMARRE	27059 CROOKED CREEK RD, ATLANTA	
3 2	Todd Ellis	8510 E. 281 st	
4 3	Simon Eason		
5 4	Rodney Rubin	11168 E. 281 st Arcadia, IN	
6 5	Eugene Schue	11550 E. 281 st Arcadia, IN	
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Speakers Sign-in Sheet for the Public

Des. Number 2003031, 281st Street Rehabilitation and Widening Project

Hamilton County, Indiana

DATE

No.	Name (Please print)	Address, City, State	Zip Code
2 135	David Wagoner	12760 E 281 st Omega, IN	46030
36	David Wagoner		
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HAMILTON COUNTY

HIGHWAY DEPARTMENT

Thursday, February 20, 2025

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

Welcome to the Hamilton County Public Hearing for the proposed 281st Street Rehabilitation and Widening Project located within Hamilton County. The project begins at SR 19 and continues 4.4 miles east of SR 213 along 281st Street. The project will extend the life of 281st Street, provide adequate travel lane widths, improve drainage, and improve sight distance at the intersecting roadways. Several small drainage pipes will either be extended or replaced. The pipes will be evaluated based on hydraulics to determine if they need to be replaced. Roadside ditched will be constructed on both sides of the roadway where applicable to provide positive drainage away from the roadway and adjacent properties. If it's determined that impacts to any of the Hamilton County legal drains will occur, then the portion of the drain tile within the existing right-of-way will need to be replaced with a minimum 12-inch diameter concrete pipe. A maximum of 44.57 acres of permanent right-of-way will be purchased along intersecting county roads to protect line of sight and ensure intersection sight distance is improved. Most of the project area will involve mill/resurface or full depth replacement.

The purpose of this public hearing is to offer all interested persons an opportunity to meet with County officials, review the project proposal including environmental document and preliminary design plans, and provide input and comment regarding the proposal.

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

1. Complete one of the comment forms and return it to any of the County representatives attending the public hearing. Comment forms are attached to this page and additional forms are available at the sign-in table.
2. Mail your comments to RQAW| DCCM (Attn: Jenna Garrison), 8770 North St., Sut. 110, Fishers, IN 46038; Phone (317) 588.1765 (8:30 a.m. to 4:30 p.m.). **The County respectfully requests comments be submitted and/or postmarked by Monday, March 24th, 2025.**
3. Participate during the Public Comment Session and have your comments recorded for inclusion into the official hearings transcript/public record.
4. E-mail your comments to RQAW| DCCM at: jgarrison@dccm.com

All public comments submitted during the comment session or during the public comment period will be included in the official hearing transcript (public record) and will be reviewed, evaluated and given full consideration by the Hamilton County Highway Department officials during the decision-making process. The Hamilton County Highway Department sincerely appreciates your attendance this evening.

Joel Thurman, Project Manager, Hamilton County

Audio file

[VN520271 - Copy.mp3](#)

Transcript

00:00:00 Speaker 1

I please ask Kirk.

If you could state your name for the record.

00:00:10 Speaker 2

I'll do my former teacher thing. My name is Kirk Demery. I live on Crooked Creek Rd. 27059. I own the farm property under the Family Farm partnership called Nemco, and our property starts just West of Cricket Creek Rd. 281st on the South side of the road. And it runs all the way to Startzman Rd. I want to give a couple comments and then everybody wants to sign that sheet can speak OK. The purpose of this, and I was I was on the Cicero Jackson Township Plan Commission for 10 years. I was president for four. I was on the BCA as well, so everybody's going to get a chance to speak, OK, but we have and we should do it in an orderly fashion, so if you want to speak, sign the list and I'll call your name and you can come up here and talk, alright. So now.

A couple things here, and there's an INDOT person here someplace. Raise your hand if you're INDOT. OK. There. There she is.

00:01:11 Speaker 2

First thing I want to talk about real quick is speed limits. This is a 50 mile an hour design for this project and I was ecstatic to see that the speed limits going to be 50. For the most of it, because the county's already got marked as 55, starting at at Highway 19. OK. So coming off 19, you're heading eastbound on 281st. Your going to come down the road and you're going to go through little Serpentine there where the bridge is at Cicero Creek. Going to request that the speed limit from OTT Rd. until you get to at least Crooked Creek, if not all the way to Startzman for an elevation problem should be either 40 or 45.

Because here's the problem. As you come through there and you've exited the bridge, now you're coming back here on a straightaway. But you got elevation. There's a wooded area to your right to the South, and there are several houses that are positioned in there. So every time those guys get to pull out of the driveway. They're, they're blind. I mean, the people on 281st first are blind to them until they come out and it's a it's a serious safety hazard. A miracle we haven't had accidents in there.

00:02:24 Speaker 2

The other point is relative to that is and I I talked to these guys a little bit before the meeting, there's an elevation problem. At start, I'm sorry at 281st and Crooked Creek, if I'm coming northbound on

Crooked Creek. OK. And I'm I'm looking to turn left and I want to get off the highway at 19. I'm going to go to Tractor Supply in Tipton or whatever. OK, I got to turn left.

I am blind to my right side. If you check your elevation deal. Here's the intersection. The elevation goes up like this, OK. So I can't see. Traffic westbound until I'm committed and pulled out and as I told these guys since the Becks, I called it the Becks bypass. That's the stuff on the West side was done. OK, you've you've created the law of unintended consequences.

00:03:16 Speaker 2

That was designed. I was on the plan commission. It was set up to help Sonny Beck's trucks instead of having to go 274th and do this whole dog light thing. They were running traps off the side of the road and everything. They could get off 19. OK. That was the principle reason for that project. What it has created, unintended.

00:03:38 Speaker 2

Was we are now the bypass going all the way from 31 to Anderson and so the traffic volume has increased radically and the speed there is it's marked 50 on that road far enough. So to get to our side. Now we're going 55 and we're going through there.

00:03:57 Speaker 2

What I've had to start done because of almost getting hit a couple times when I'm going to turn left, I turn into the wrong line. I have to turn into the eastbound lane like I'm coming off Pit Rd. at ending and once I accelerate a little bit I can look my rear mirror. See over there. Nobody's coming up on me 75-80 miles an hour.

00:04:17 Speaker 2

So as I said, told these guys at the engineering phrase on heck is flattening the vertical curve. So we need to do something to elevate a little bit relative to Whistler Road and Cricket Creek and we need to then shave down or do whatever so we've got line of sight to the east that's a problem.

00:04:38 Speaker 2

The other thing related to all this and that's this is an INDOT thing. The other byproduct of the increased traffic flow has been accidents. State Road 19, and 281st, OK and I went. I went that way tonight. Just because I wanted to refresh my memory of what the West side looks like and all that took me 3 minutes to get across the road and this was like 5:05 5-10 something like that.

00:05:04 Speaker 2

So what's happening is you've got rush hour traffic up and down 19. And then you've got a decision point here. We've got people trying to decide who's going left, right, center, whatever. And the accidents are happening because somebody's turning into a straightaway traffic on 281st. They are just trying to get across the road.

So now, please don't throw things at me. And I told these guys my head was closed even suggesting this. Hate freaking roundabouts. OK. But there's there's got to be something done, either a speed change on 19 make that at 40 mile an hour 45 or whatever through that intersection, or build a

roundabout cause it's going to slow people down. OK, now a lot of people are going to fuss about, but you're not going to have that conflict of people trying to turn left and T-bone each other or not seeing traffic coming up on 19. OK.

Well, that's where that's at. The road width thing here and that.

00:06:08 Speaker 2

This is like we need to get clarification, Joel. Some other stuff says 11 feet. Some of it says 12 feet for the individual lines. OK.

So what they're talking about, there is a given a single travel lane, so. A 12 foot travel lane. That means the road is going to be 24 feet of pavement. So currently it's 10. In some places it's 11 feet.

Other places, OK. So wherever the road goes in front of your house. We're going to add a foot onto it. OK. At least, OK if we do. If we do 12 feet from my part of the Rd. that's that has 2 feet on to, OK. So we got that. Now we're going to build a 3 foot apron. OK, that gets us out. One foot plus 3 is 4 I guess. 4 feet, OK.

Yeah, here's the deal. You're going to build a ditch on top of that. OK. So that's going to get you out, I think another 3 feet. That's 7 feet. So where that roadway is right now, by the time you get done doing it, everything I think you're going to your property line, just move back 7 feet.

OK, now for me. I've got my dead moms dads house nobody is living there now and all that, but I mean. You're talking about getting into the front yard pretty good there.

So I'm going to ask every foot counts and in part of the materials that you guys sent in the first paragraph, it says we're going to meet the minimum standards in the next paragraph, says we're going to exceed the minimum standards.

Well if 11 feet is the standard. Meet the standard. We don't have to give way another foot of ground because on our farm fields, I mean that's you're talking about a mile, you know $\frac{3}{4}$ of a mile whatever it is. Over this you start going in 2-3 feet that's some acreage.

00:08:09 Speaker 2

Now I understand we're going to get paid for all that, but you know, I would rather farm it and all that so.

00:08:16 Speaker 2

Jack. Jack, rinse it out.

00:08:19 Speaker 2

The other thing that he and this is kind of a political can of worms, but the federal funding for this thing, what is the percentage of that? And if the current administration decides, oh, we're not doing that. As the county, the guys going to go ahead and bid and. You know the county ends up with the whole bill or I mean that's this is something to think about. Whatever. So that was one of the thoughts I.

00:08:47 Speaker 2

The last thing was too is the drainage structures. OK, I'd like to see. I didn't see it. I just that's 399 pages. I didn't get a chance to read through all this afternoon, but I didn't see in there where it clearly delineated what structures were going to be done and and all this kind of jazz, so.

00:09:05 Speaker 2

If there's a wait, I guess the finish up here to do 11 feet and then. As I understand the standards, you can do the shoulder, you know, can either be paved or can be aggregate OK. So if there's a way we can get away with maybe a little bit of gravel instead of a a three foot. Piece of pavement or whatever, anything we can do to mitigate how far, how deep you're going in it be A good thing.

00:09:36 Speaker 2

But anyway, yeah, this if you read the project and they had the the online stuff and you've got the the print outs whole lot document out, there's a PDF on there that's got all the details on it. OK. But the way that if you go to the 12 foot thing and all that, we're going to cough up 32 acres of farm ground. And we're going to cough up 7 acres of timber and one former fashion. And related to that, the setbacks and all that. The houses as you come E on 291st and on road and run around there a couple of houses are. They're already right there out the road. So I don't know. And and the BCA world, we had exceptions. OK, so I don't know if there's a county exception or an INDOT exception or whatever where you can say. Oh, there's an existing house here. Do we really need that 3 foot of apron going into their front yard or 20 feet or 25 feet laterally? Can we? We do 11 feet or whatever and just forget the apron in front that house because that way you're not not taking away as much property as as you know, otherwise might be the case.

00:10:44 Speaker 2

So any of that, I appreciate the time to be able to speak and again get on March 24th. To send stuff in writing. OK, so if you had something you thought about tonight and or you forgot, you go home. Gee, I wish I had said XYZ. Put it in a document form and send it to these guys. And that will still be part of the record.

00:11:06 Speaker 2

So I'm sorry, Sir, you got the question.

00:11:08 Speaker 3

Can I add to what you've already commented on?

00:11:12 Speaker 3

Would it be all right if I had to?

00:11:14 Speaker 2

Yeah, that's fine.

00:11:21 Speaker 3

My name is David [Wagoner]

Well, I I've lived in the house at my place for 35 years, I am a CDL driver. I have a semi I have parked my semi between the frickin road and the house. Done it for years. I drive that road daily.

OK. When you leave 37 and going West. You have a 35 mile an hour speed limit going through Aroma. Why is Omega 55 to 70?

Now then, what I'm saying is it's one of those things where it's like, OK, the speed limit's way too freaking high. We're on secondary road. I got people flying through my freaking town and I stand out there with toolbox and I'm going to start doing boltrun

00:12:39 Speaker 5

Now it's one of those things where I can drive the semi up and down and I still and I just did it the other night. Right. There's plenty of room on where we're at, OK?

It's one of those things where it needs to be reconstructed, yes. From the center of the road. To the utility pole and in front of my house is 15 feet.

We got 12 foot lanes. We've already got 12 foot lanes. Now you don't need to be wiping out my frickin house unless you going to pay for it.

You know, let's let let's let's do this reasonably. I think. Yes, drainage does need to be addressed. I'm not going to argue. But it's one of those things where it's like speed limit. And control and and the pavement quality can be addressed and made economy are to be able to accommodate big trucks driving daily. All the time. And I do drive that route.

00:13:53 Speaker 1

Thank you.

00:13:56 Speaker 1

Yeah. Again, please come up here and state your name for the record.

00:14:01 Speaker 1

We have Todd Ellis.

00:14:05 Speaker 4

Did you get the email I sent you? Is that part of the formal?

00:14:10 Speaker 1

It is.

00:14:11

It's.

00:14:11 Speaker 1

If you want to restate it you're more than welcome to, but your e-mail is already in there.

00:14:16 Speaker 4

That was my main concern, please.

Hello, my name is Todd Ellis.

I live where the gentleman was just talking about in that curve that Ott Rd. Yes, traffic coming from the east is terrible. Cannot see it. Yes, he addressed the speed limit. Why does that area have to be 55? Who in the hell in the County says that's a good speed.

00:14:47 Speaker 4

From 19. West, it's 30, 40 and 50. You've got a nice piece of Hwy. there. It's 50, but our little trail is 55. What the heck? From 213 to 37 on 281st St. is posted 45.

00:15:17 Speaker 4

All right, my selfish comment right now is about the land. I have about the smallest piece of property. There, if you come up in my yard, you're going to destroy my septic system. So are you taking out my trees? Are you? Does this project pay to have my system refitted? I don't have enough land to relocate a system. Is this project acquiring the field next door so I can have a septic system so I can stay in my house? I've been there over 30 years. You know, wife and I have raised four children out there. The only home they know. Two daughters still live with us. So yeah, am I losing my home? What's happening? Are there exceptions to this 12 foot rule? I mean. I'm frustrated.

00:19:51 Speaker 1

Can I get Linda, please? Linda and say you say Linda?

00:20:07 Speaker 5

OK. Probably everybody here may not know me. I've been at my residence that I live at right now since 1966. The house is 103 years old and was set in the same damn place that was built. Don't like them coming in my front yard, bringing it up to my. Bringing it up to my front porch or anywhere.

Where you been there for all these years, friend, when the drainage was supposedly so bad, we need ditches. And where we need to worry about Caylor, they've got a drain, goes clear through my field, back to Caylor through my woods. I never had nobody worried about that. Been to meetings at Walnut Grove before when they talked about different things that went, they had plans, people coming in with plans for White River Township and we we plan out the different areas that had. Drainages that were bad. But the but the enabled to have cross ways that were in better shape.

00:21:16 Speaker 5

Omegas got the worst crossway. And we've got semis come past my house. I used to sleep till 6:30 and Seven those days are over. I'm awake by 5:00. The damn trucks coming through there. And then a lot of traffic coming through there and you know for all the years I've been there. On Lacey Rd. there's a stop sign. They came out. And they put a sign on the stop sign that said cross traffic does not stop. Whoa, we didn't need it for 60 years, but now all of a sudden we need it.

00:21:55 Speaker 5

There's blind spots. You talk about blind spots from Lacey Rd. Going down toward going down towards Rulon that wooden area there. We had two kids killed out there four years ago, right there on that corner, and it was because of a blind spot. I was nearly hit there.

There was an accident from a young kid and his parents going to church, and I was on the road. And then I'm the one that ended up going get them to get the blankets for them.

It had accidents. We've had two accidents in the last year and a half since this traffic is getting worse and you've got 55 mile an hour posted. Don't go 70. Or 55 they go 70. I sat there, counted, this evening. I had one out in my ditch over in my side field.

That's, you know, if you're going to, if you're going to, if you want to make it. So we have good crossways the at our on 281st St. put four way stops at every one of the crossroads. Let's see how many damn trucks want to come up and down there, then.

Over here and you look.

00:23:11 Speaker 5

That all this come out here's the benefit Becks. We know that. We are not stupid, Let's just be plain and clear.

But you go over to 286th st which is just just north of where it brings out of of 281st it bring you out at the ball diamond there, Atlanta, you could have went across to that road there and then went over. and just went straight to feel just like they did out here at 281st coming heading East.

And they could have, they could. Put a bridge across there and then it would have brought you out. There at that horse farm. And then that's 286. And then you there's like 3-3 houses, 3-4 houses that are clear out to 213, not one house. From Lacey Road to 13 and you're not going through no little town. Why would we not do that? Why would we not do that and not disrupt everybody's life that's been out there?

That's a that's a farm community that we live in, and we've all raised kids out there. I've got grandkids out there.

I want to leave that area the same as I had that for my family, but it's not going to be that way.

This is sounds to me like you guys are trying to tell us in one one time here that this is a done deal.

And you know what?

We have restrictions in White River Township telling me how many acres I could have to sell to north for someone to build on.

But you guys can come in here and just drop a hat. You want to tell me you're going to take? I've got fields go from Lacey Rd. down towards Omega. You are going to take acreage off of me. Disrupted. You're going to damage my property value. Just want to be clear.

I know, but I just would like to look at them and I'd like for him to know I am sincere and If we need to take a petition. I don't know what it takes to slow you guys down.

But Becks could have went and done something else besides try to come out there and taken that road. He could have took 276 right there from his go right through his daggum field. The 1st house you comes you on there is his big brick house and you go down. There's one house there.

You go down. There's a house, there's a house, there's a railroad. There's a house, there's 19. And you don't have to build another bridge. Don't have to do that. Then they could just turn and go over to 266. We've already padded 80/20 split to put that in over there, and they shut the street down to train the mice. That's why that bridge was out for so long. As far as I'm concerned, because everybody started coming up and hitting 281st. Just train the mice.

You think that's going to be any different? It's just two 281st right now, but what roads going to be next? It may not be Crooked Creek.

But it's going to be Lacy road and it's going to be it's going to be other roads along there just going to come up so they can bypass Omega.

Well, well, hey, they can do miracles. You know they can do miracles.

But no, I'm opposed to this. Thoroughly opposed. In fact, I called about the speed limit out there. I called the highway. I'm going to get on his case now.

That guy told me. Guy told me. Well, I can't address the speed limit. You would have to write a letter to Joel and then that would initiate an investigation. I'm still waiting.

I sent a letter.

00:26:56 Speaker 3

If you didn't get a check with their your highway department. Because they never answered that. So I don't believe that you know you. Can hear what they're doing.

And the gentleman who talked about your, your, your septic had a my my oil guy was out yesterday. He was raised here outside of Arcadia and on Gwen Rd.

All know where Gwen Rd. is, right?

Goes right down, and then you're here, Becks. They came into his dad's property, tore his septic out tore his trees out.

What are they doing on Gwen Rd? His daddy got a mess. And been there all his life.

So.

But I've got kids that that still live in that area and they got little kids.

I got school buses that come come there and still stop at my house and I'll tell you what everyday I can stand out there at 2:30. And start counting the cars and count the trucks and that blind spot is still down just. Just West of Lacey Road and I can guarantee you can go out there and you could run a chance to stop stopping there and then not seeing a thing and head across and traffic's right on

you. And if it's one of those semis nearly had a wreck yesterday because the semi had a problem. He got to Lacey Rd. decided he was going to turn left. Two trucks behind him. I mean pick up trucks, almost had an accident there.

So it's it's not a good situation with that. And so talking about doing ditches out there and putting in drains and messing with drains.

We pay taxes and pay ditch assessment. That gets us stuff to a pair of. There's nothing that they're putting in there that it's a dangle and a carrot to tell me, oh, we're going to pave the road. I pay taxes first, keep the road done anyway.

This roads in the worst shape it's ever been in the sides of it are just so dugout from the semis its pathetic.

So don't want you to have to listen to me all night.

00:29:31 Speaker 1

I would like to call Rodney Rulon for our next formal comment.

00:29:58 Speaker 6

Right. Yeah, my name is Rodney Rulon

I live at 11168 E 281st St.

I'll take the same position as Kurt took here. Don't throw anything at me, I am not opposed to this project, but I am. I am in agreement with almost all the comments have been made about things that need to be considered, so I I didn't want to go off on a rant, so I just wrote it, wrote a letter.

Going to submit, but I wanted to just go ahead and read it just. I'm here representing so most of you here know our family and and where we live up and down Rulon Rd.

I live like I said right there at 1168 281st I've I'm here. I've talked to. Several members of my family that own property along the road. These include my wife Tasha, who's here with me, Brenda Rulon, Laura Rulon, JNC Rulon farmsehich is Roy, Ken and Jerry Rulon and their families. And Rulon Enterprises, which is our farming operation.

As a fifth generation family farm in Hamilton County, with over 100 years consecutive of family members living on this road, you know we we understand the necessity of change as the county grows.

We we've seen a change in traffic pattern since I for 100 years. I mean, since I was a kid. Traffic's been increasing. Yes, it's increased significantly, obviously since we were connected to 31 and we all know about that, but that's done at this point, so you know we are currently the best route across northern Hamilton County.

We've also seen problems created in areas to the South over the years where the traffic has not been massed with improved infrastructure and this leads to both problems with traffic and the safety for the residents.

As we plan to be here, our family plans to be here for many years to come, and the safety of our children and grandchildren is a high priority. In addition, as farmers, the ability to move our equipment on this road safely is also critical. It's become increasingly difficult to navigate the narrow roadway with high traffic volume and our large equipment.

This problem has been effectively resolved by rehab projects on roads like two 236, 276 Cumberland Ave. places where they have gone to this new standard with the slightly lighter berms.

So we look forward to similar improvements on 281st Street and the ability to navigate.

As property and homeowners we're very sympathetic to the concern over encroachment and the loss of property due to the wider roads, drains and easements I reviewed the engineering drawings and I find those to be adequate at minimizing listen changes like those that have already been brought up here.

My concern is, as I look at the engineering drawings, there's also in the plan a red line drawing that doesn't match. So the red line that shows the affected area. I don't understand that line because the engineering drawings show going just a few feet wider.

So so this is adding a foot or two foot depending on the area to the road plus the berm and the side ditch and that's basically what's shown in the easements on the engineering drawing.

Red Line drawing goes through people's houses. You know, it comes right against the front of our. It goes into that red line drawing to me is either incorrect. Or it's a major concern that changes this whole conversation for us.

So that explanation. You know is important to us as a family to say whether we truly support this project or not. So with that, given the unfortunate reality is that our objections to the increased traffic and the resistance to change will have little effect to slow the growth of Hamilton County and our neighborhood. We've all seen that lately. The same things that make this a great road to live on.

Make it a prime choice for other residents to use to navigate the northern part of the County and we would like to, we would like to post a few concerns going forward. Forward about our conditional support for this project.

The first, of course, is the fair treatment and minimized impact on all land owners along this road. If there are opportunities like those brought up tonight provided to minimize the impact without significantly harming the project, then those need to be considered and I believe they should be adopted. And I hope that the engineer will seriously consider all the things that have been brought up tonight tonight.

While the Surveyors office has been contacted about regulated drains in the project area, we we are of course very concerned about private drains and want to be sure those are adequately fixed and at the end of the project, as well as maintained by the county. In there right away after the project.

A property and field access needs to be adjusted to meet the needs of the farmers and property owners so that we minimize the disturbance for the use of their property. Finally, adequate compensation.

I saw in the video that there's going to be appraisals and whatnot, but the the \$250,000 budget that's in the current document, which amounts to \$5,609 dollars an acre. Obviously, is terribly inadequate at today's market value, so I I don't believe that that's adequate.

So in the final, the final thing that we would like to comment on really regards the safety and the speed on the road. Would like to say traffic control in some way at a very minimum for public safety going through the bridge.

Obviously, speeds need to be reduced there we need. I hate.

I'm just like her. I hate roundabouts and I'm not going to suggest but.

So I'll just say I suggest a stop light, but we need stop lights or something at 19 and 213. We need four way stops at a minimum, at Lacey Rd and at Rulon Rd.

We we need. To slow traffic down and the only way you can do that is make them stop so they're just driving ridiculously so. Those are concerns that we have. Overall. I think that with traffic continuing to increase, I don't see it getting less improving the road we're we're not going to stand in the way of that. But we believe you know there's there's some concerns and things that need to be done correctly so.

00:36:51 Speaker 1

We have one more. Eugene.

00:37:07 Speaker 7

My names Eugene Schuler.

I live in the woods It's 11550. Got the red fence around it. You know, I don't have a problem with.

Road being widened. Totally understand it. As far as the farm vehicles, I totally understand those, but you still got the same problem going North and South roads too. So a 10 foot or 11 foot wide Rd. is more than enough, with the berm coming down the side. You showed it on a tape measure. You forgot the one foot of gravel on top of the two foot of paper. Then the ditch. This ditch that they show. I've lived here for 33 years. I bought my ground knowing it flooded and didn't care. I have put swells through my ground, to help Mr. Rulon out. And to control water coming from Holloway, it all stands down at the bottom and I do not know the name of that county tile. That's right there, the web.

So the way I see this ditch. Is 20 feet wide. That's 20 feet of your front yard. Disappearing with A 4 foot bottom. So that you you can maintain this for the county? My lawnmower is 5 foot wide. So it's not gonna fit in the bottom of this ditch. And.

Two, I don't think my lawnmower could handle that angle. And the way I see this is. I'm not losing a lot of ground out front. But I got a 2 foot Knoll. As you all know where my drive is versus the road. Well, then the road is 2 feet higher than my property the rest way down. And when you bring this ditch that you're claiming down through this property on both sides of the road. It's all going to settle at our low spot because you can't pipe our low spot or dig our low spot to Whistlers Creek.

That's major problem. Our water disappears within two days to three days after a major rain we've had as high as 7 inches within 12 hours. You guys know where I live?

Know what that looks like? But my question here is I got several of them. I can't read these I'm not an engineer. I don't understand most of the stuff. I'll Plumb any house you want plumbed I can do anything you want with a plumbing thing, but I can't do anything with this.

OK. Major collector.

It's an interesting term. We become a major collector. The Hamilton County's had major collector, 291st St. 266th St. documented major collectors.

Supposedly this changed in 19. In 2018. With the alignment of 276 to 281st St. to 19. The process that changed that I don't really know how that happened.

Someone needs to explain how this becomes a major collector when it was never before.

I read on here that you guys collect 1000 that collected 1000 cars a day. Vehicles going down the road. Somebody got help me with some dates here? But US 31 and 276 interchange and 236 interchange. Were all screwed up. Which altered all the traffic, and if I remember right, these air hoses were on our road 2 181st St. When 236 was closed, building a big bridge over it, the only way to get onto 31 was down to 76. I'd like to see a collector. Now. I'm home all time. I pedal constantly. There's not 1000 vehicles go down our Rd.

I know that you think there is, but I've counted them now. I will say and please correct me on this. A semi holds roughly 2000 bushels of grain. 1000 and you hold a million. Your grain elevators can hold a million bushels. Yours. OK. So. Presumption is, think about that's a lot of trucks.

I don't have a problem with it other than one that goes down my Rd. at 4:30 in the morning without exhaust pipes. And the jigs. Listen. The jigs are tremendous and need to stop.

But yeah, I need to know how this was collected. What time it was collected? Your plans say they are planning 40 feet of property from the center line of the road. That's what these plans state the tape measure out there, start measuring from the center of 40 feet. Front door is right on the edge. Same with Willis. It can't do that. It's got to narrow down. It shows that on the plans, it's got to narrow down.

Here's the interesting thing that I can't figure out. They claim they're going to deal with the drainage in Omega. Now we know that's across the street. What about a 400 yards up the road?

There's where all the drains water sits, and you're going to pipe that all the way down to Whistlers Creek in an open ditch. The other thing I'd like to know is how you measure runoff on roadways. I've got an idea because I used to do roof drains all the time but.

There's something else I want to say. Another piece of pig. OK. We talked about the major collector.

Can you? Can we see that? Well, I guess we can't because you're not going to answer any questions. We need to see the traffic data. That shows and explains in layman's terms, so we can understand this how these numbers are engineered. I think every one of us have the right to

understand how these numbers are engineered, alter our lives in this, this extent so. I think the prints are pretty fancy.

Yeah, my wife drives down to 276. I think it says 55. Oh, is it 50? So everybody's going 65 to 70 and and I went down the road the other day. Don't leave my house very often. I bought a brand new truck so I can put 2000 miles a year on it.

But. The roads about gone. Its collapsing. Yeah. This caving in and you're going to come to our house and. Going. Cut a little ditch, you know, 3 feet wide down side of the road and pave over it. We're going to grind this stuff down, but we're going to add this down every one of us been here long enough to know that cracks down the first three years, and from that point on, it's all hill. So. We're all getting hosed right now.

00:45:12 Speaker 1

Think you would anyone else like to make a formal comment on the sign in sheet?

00:45:16 Speaker 1

And come up here and speak.

00:45:20

None.

Categorical Exclusion
Appendix H
Other Information



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 28, 2023

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its FY 2024-2028 Statewide Transportation Improvement Program (STIP) for review and approval by your offices.

Included in the final submitted document is a listing of the state’s expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIPs will be included in the FY 2024-2028 STIP by reference.

- | | |
|---|--------------|
| Area Plan Commission of Tippecanoe County (APCTC) | FY 2024-2028 |
| • https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024-2028-TIP-including-0-amendments | |
| Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) | FY 2024-2028 |
| • https://bloomington.in.gov/sites/default/files/2023-08/BMCMPPO%20FY%202024%20-%202028%20TIP%20-%202006-30-23%20-%20ADOPTED%20FINAL.pdf | |
| Columbus Area Metropolitan Planning Organization (CAMPO) | FY 2024-2028 |
| • https://www.columbus.in.gov/planning/tip/ | |
| Delaware-Muncie Metropolitan Plan Commission (DMMPC) | FY 2022-2025 |
| • <i>Including Amendments/modifications through 2/14/23</i> | |
| • https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf | |
| Evansville Metropolitan Planning Organization (EMPO) | FY 2024-2028 |
| • http://www.evansvillempo.com/Docs/TIP/TIP_2024-2028/TIP_2024-2028.pdf | |
| Kokomo-Howard County Governmental Coordinating Council (KHCGCC) | FY 2022-2026 |
| • <i>Including Amendments/modification through 7/28/23</i> | |
| • https://www.kokomompo.com/project/tip-2020-2024/ | |

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Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2023-2026
<ul style="list-style-type: none"> • https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-25.pdf 	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2024-2027
<ul style="list-style-type: none"> • https://www.indympo.org/whats-underway/irtip 	
Michiana Area Council of Governments (MACOG)	FY 2024-2028
<ul style="list-style-type: none"> • http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects.pdf 	
Madison County Council of Governments (MCCOG)	FY 2022-2026
<ul style="list-style-type: none"> • <i>Including Amendments/modifications through 7/28/23</i> • https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022-2026%20-%20updated%205-1-23.pdf 	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2024-2028
<ul style="list-style-type: none"> • https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5-25-23.pdf 	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
<ul style="list-style-type: none"> • <i>Including Amendments/modifications through 7/25/23</i> • https://nirpc.org/2040-plan/mobility/transportation-improvement-program/ 	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2024-2027
<ul style="list-style-type: none"> • https://www.oki.org/transportation-planning/transportation-improvement-program-tip/ 	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2024-2028
<ul style="list-style-type: none"> • https://www.terrehaitempo.com/images/THAMPO_2024_2028_AdoptionTIP.pdf 	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2024-2028 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Erica Tait, FHWA
Lyndsay Quist, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT

April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT

**Federal Transit
Administration**
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253



**U.S. Department
of Transportation**

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

September 1, 2023

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2024-2028 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2024-2028 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated August 23, 2023.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2024-2028 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2024-2028 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective September 1, 2023 and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Tony Greep of the FTA Region 5 Office at (312) 353-1646, or by email at anthony.greep@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2023.08.31
17:33:15 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
JERMAINE R HANNON
Date: 2023.09.01
11:46:31 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

Categorical Exclusion
Appendix I
Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800017	1800017	Hamilton	Forest Park & Trail, White River Access Site
1800058	1800058	Hamilton	Forest Park & Trail, White River Access Site
1800128	1800128	Hamilton	Morse Park & Beach
1800198	1800198	Hamilton	Cicero Community Park
1800236	1800236	Hamilton	Forest Park & Trail, White River Access Site
1800493	1800493	Hamilton	Flowing Well Park
1800502	1800502	Hamilton	Cool Creek County Park
1800519	1800519	Hamilton	Taylor Property
1800551	1800551	Hamilton	MacGregor Park
1800581	1800581	Hamilton	MacGregor Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Abbreviated Engineer's Report

281st Street Rehabilitation

Des. No. 2003031

May 2023

Prepared for:

Hamilton County Highway Department

Noblesville, IN

Prepared by:



8770 North St., Ste. 110

Fishers, IN 46038

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APPENDICES

- ~~APPENDIX A – PROJECT LOCATION MAPS~~
- ~~APPENDIX B – CRASH DATA~~
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Des No.: 2003031
Type of Work: Rehabilitation (Widening and Roadside Drainage Improvements)
Route: 281st Street
Functional Classification: Major Collector
County: Hamilton County
Posted Speed Limit: 50 mph

PROJECT LOCATION

The 281st Street Rehabilitation project is located from the east leg of the intersection of 281st Street and SR 19, Cicero Road, to approximately 100' from the center of the intersection of 281st Street and Rulon Road. The project is located in Hamilton County in Section 12 of Township 20 North, Range 4 East and Sections 7 and 8 of Township 20 North, Range 5 East. The project transitions from Jackson Township to White River Township approximately 1.39 miles from the intersection of SR 19 and 281st Street. The project is located within INDOT's Greenfield District.

The 281st Street project corridor intersects the following roads:

1. SR 19
2. Ott Road
3. Crooked Creek Avenue
4. Startsman Road

PROJECT NEED AND PURPOSE

This project is needed to address substandard existing asphalt conditions, existing travel lane widths, and roadway drainage.

The purpose of this project is to provide connectivity across this portion of Hamilton County with a safe and efficient route from SR 19 to US 31 as well as accommodate the expected increase in traffic volume.

EXISTING FACILITY

The existing roadway facility is classified as a Major Collector and is not part of the US National Highway System (NHS). The roadway is not on the National Truck Network. The posted speed limit at the project location is 50 mph.

The existing lanes are 9' to 10' wide with 0' to 4' wide gravel shoulders. The existing roadway consists of 2 travel lanes, one in the west direction and another in the east direction.

A design exclusion will be included at the bridge over Big Cicero Creek with the County Highway Department addressing any design issues at a later date. This exclusion includes guardrail located prior to the bridge, on the bridge, and after the bridge.

Drainage along 281st Street from SR 19 to Rulon Road consists of sheet flow from the existing roadway to adjacent farm fields. Sheet flow moves towards Big Cicero Creek at the west end of the project limits, with Big

Cicero Creek located approximately 650' east of Ott Road. Roadside ditches are minimal or nonexistent along the project corridor.

An existing 4' diameter metal corrugated pipe is located approximately 225' east of Big Cicero Creek that transports water beneath 281st Street.

No pedestrian facilities are located within the existing project limits. No signalized intersections are located within the project limits.

The existing right-of-way for the majority of the project is set at the edge of pavement. The existing right-of-way expands to 35' from the centerline of the roadway at the bridge over Big Cicero Creek.

CRASH DATA

Below is a summary of the recorded crashes from the intersection of 281st Street and SR 19 to 281st Street and Rulon Road. Thirteen crashes were recorded from January 2020 to January 2023 with the majority being collisions with animals. Two crashes resulted in incapacitated motorists but no fatalities were recorded. All thirteen crashes created property damage of varying sums.

Based on an analysis of recorded narratives provided by the investigating officer, all recorded crashes were the result of either collisions with animals or distracted motorists.

The crash data can be found in Appendix C.

Location	Type of Crash											
	Rear End	Ran Off Road	Right Angle	Same Direction Sideswipe	Backing	Collision with Animal	Left Turn	Head On	Opposite Direction Sideswipe	Right Turn	Collision with Object in Road	Other
281st from SR 19 to Rulon Road	-	3	4	-	-	5	1	-	-	-	-	-
Total	-	3	4	-	-	5	1	-	-	-	-	-
Total	13											

Location	Type of Injury			
	Fatal	Incapacitated	Non-Incapacitated	Property Damage
281st from SR 19 to Rulon Road	-	2	11	13
Total	-	2	11	13
Total	13			

GEMETRIC CRITERIA

Name of Roadway	281st Street
Design Speed	50 mph
Design Criteria	3R Non-Freeway
Functional Classification	Major Collector
Rural / Urban	Rural
Access Control	None

IDENTIFICATION OF ALTERNATIVES

1. Alternative No. 1 – No Build (Existing Conditions Remain)
This alternative consists of leaving the existing roadway as is and providing no improvements. Alternative number 1 will result in the corridor not being able to accommodate additional traffic volumes and does not meet the need nor achieve the purpose of the project. This alternative should not be considered further.
2. Alternative No. 2 (Preferred) – Roadway Rehabilitation and Roadside Drainage Improvements
This alternative widens the roadway and provides roadside drainage to reduce drainage concerns. The roadway will be widened from the existing width to 12' travel lanes and 3' shoulders. Full depth reconstruction is anticipated west of the bridge over Cicero Creek for approximately 600' to correct substandard superelevation. Full depth reconstruction will also be included at the each approach to correct the crown and create a consistent 2% cross slope along 281st Street.

The profile will follow the existing condition in the majority of the corridor with the exception west of the bridge over Cicero Creek. Drives and approaches will be reconstructed to match the proposed roadway width.

Roadside ditches will be constructed on both sides of the roadway, where existing conditions allow, to provide positive drainage away from the roadway and adjacent properties. The bridge over Cicero

Creek will be excepted from the project. The existing pipe crossing below 281st Street approximately 100' north of the bridge over Cicero Creek will be evaluated and replaced.

PRELIMINARY ESTIMATED COSTS

The table below summarizes the estimated costs associated with Des No. 2003031 – 281st Street Rehabilitation.

Phase	Year	Estimated Cost
Roadway Construction	2026	\$5,510,000.00
Right of Way	2025	\$250,000.00
Utility Relocations	2026	\$390,000.00
Preliminary Engineering	2023	\$887,364.00
	SUM	\$7,037,364.00

ENVIRONMENTAL CONCERNS

Based on the proposed scope of work, the environmental impacts for this project are moderate and are listed below:

1. Permanent right-of-way is anticipated from up to 28 parcels
2. Impacts to streams are anticipated at the Big Cicero Creek
 - a. A Waters Report will be created to evaluate stream and wetland impacts within the project limits
3. Tree clearing in several locations within the project limits
 - a. Field investigations will be conducted to check for bat habitat and other protected species

A CE-3 is anticipated for Des No. 2003031 – 281st Street Rehabilitation. In addition to the investigations listed above, historical and archeological investigations will be conducted within the project limits.

A public hearing is anticipated for this project and all comments received during said hearing will be incorporated in the CE-3 document.

RIGHT OF WAY IMPACTS

The land use within the project limits consist of residential and agricultural areas. The proposed work will require temporary and permanent right-of-way from approximately 28 parcels.

UTILITIES AND RAILROAD

Utilities are anticipated to be impacted by this project. Coordination will be completed per the Utility Coordination process with listed utilities below:

1. AEP
2. Clay County Rural Telecom DBA Endeavor Communications
3. Frontier
4. Duke Energy
5. Buckeye
6. Comcast

7. Centerpoint Energy
8. Town of Atlanta Utilities

No Railroad facilities are located within the project corridor.

MAINTENANCE OF TRAFFIC

This project is proposed to be completed with shifting traffic closures and detours. Due to the LPA status of this project, local roads will be utilized for shorter detours while sections of the roadway are constructed. During construction of this project, access to property owners must be maintained at all time.

PERMITS

The following permits are anticipated to be required for this project:

1. IDEM Section 401 IP
2. IDEM Section 404 RGP
3. Legal Drain Permit
 - a. Big Cicero Creek
4. IDNR Construction in a Floodway, CIF, Permit
5. IDEM Construction Stormwater General Permit

ADJACENT PROJECTS

No known projects are anticipated near or within the project limits of the proposed work for Des No. 2003031 – 281st Street Rehabilitation. If projects arise in the future, the designer shall coordinate construction and maintenance of traffic activities with the adjacent projects as necessary.


CONCLUSIONS

The Directed Alternative meets the Purpose and Need set forth in this report. It is the recommendation of this report to move forward with the Directed Alternative. The project shall be designed using current INDOT standards for 3R – Non Freeway projects.

CHANGES TO ENGINEER'S REPORT

The Hamilton County Highway Department shall be contracted if alterations from this document are deemed necessary during a later phase of project development. All changes shall be justified and estimated.

CONCURRENCE



Nicholas Hoevener, PE
Project Manager
RQAW

Date: 05.04.2023

Joel Thurman, PE
Project Manager
Hamilton County Highway Department

Date: _____

Traffic Analysis

281st St

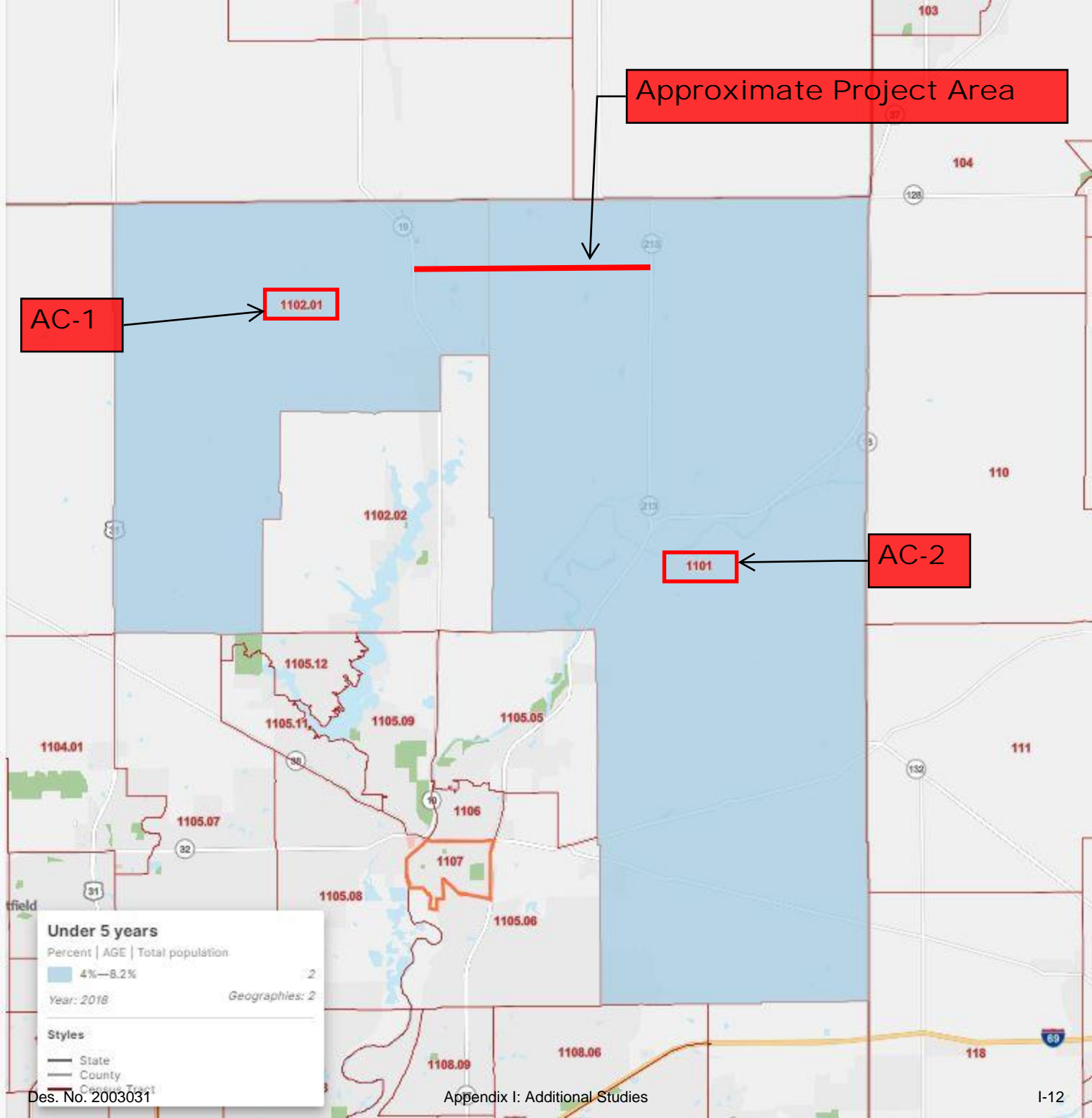
Insert information from TCDS

Year	AADT	DHV	K	PA	%	BC	%
2012	3308						
2013	3331						
2014	3364						
2015	3110	293	9	2498	80%	611	20%
2016	3126						
2017	3110						
2018	3168	313	10	2817	89%	351	11%

Growth Rate =	-4.23%	Actual Growth Rate
Assumed GR =	1.00%	Assumed Growth Rate
P.CURRENT =	920	Current AADT from TCDS
F.CURRENT.YEAR =	2023	Build Year
F.BUILD =	948	AADT in Build Year [Calculated]
F.BUILD.YEAR =	2026	Design Year
F.DESIGN =	1157	AADT in Design Year [Calculated]
F.DESIGN.YEAR =	2046	See IDM For Design Period
K =	10%	Adj. Factor (% of ADT during Design Hour) [Range is from 8-12%]
DHV =	116	Design Hourly Volume
% TRUCKS =	11%	% fo AADT of Trucks
K.TRUCKS =	6%	Assumed K Value for Trucks
%DHV.TRUCKS =		

$$F = P * (1 + GR/100)^{(FY-PY)}$$

$$DHV = k * F$$



COC

AC-1

AC-2

Label	Hamilton County, Indiana		Census Tract 1102.01, Hamilton County, Indiana		Census Tract 1101, Hamilton County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	328,349	±458	4,794	±254	3,972	±619
Income in the past 12 months below poverty level:	14,406	±1,830	408	±143	257	±245
Male:	6,201	±842	187	±71	201	±187
Under 5 years	613	±203	5	±7	0	±12
5 years	211	±151	0	±12	0	±12
6 to 11 years	1,092	±310	24	±26	59	±62
12 to 14 years	355	±150	16	±18	59	±62
15 years	173	±103	6	±10	0	±12
16 and 17 years	179	±115	3	±6	0	±12
18 to 24 years	603	±304	12	±19	22	±35
25 to 34 years	553	±223	8	±11	0	±12
35 to 44 years	559	±236	11	±15	0	±12
45 to 54 years	804	±249	33	±32	61	±63
55 to 64 years	528	±199	22	±16	0	±12
65 to 74 years	334	±132	10	±12	0	±12
75 years and over	197	±104	37	±40	0	±12
Female:	8,205	±1,232	221	±87	56	±59
Under 5 years	414	±197	8	±9	0	±12
5 years	97	±70	0	±12	0	±12
6 to 11 years	609	±307	14	±17	0	±12
12 to 14 years	463	±201	2	±4	56	±59
15 years	148	±101	7	±10	0	±12
16 and 17 years	289	±143	5	±6	0	±12
18 to 24 years	1,051	±338	22	±20	0	±12
25 to 34 years	1,276	±356	28	±20	0	±12
35 to 44 years	1,153	±337	23	±19	0	±12
45 to 54 years	731	±212	32	±25	0	±12
55 to 64 years	1,027	±321	14	±14	0	±12
65 to 74 years	404	±164	20	±20	0	±12
75 years and over	543	±184	46	±47	0	±12
Income in the past 12 months at or above poverty level:	313,943	±1,884	4,386	±296	3,715	±651
Male:	154,126	±869	2,189	±252	2,050	±400
Under 5 years	10,169	±216	61	±30	47	±77
5 years	2,016	±328	55	±44	113	±133
6 to 11 years	14,742	±580	206	±143	102	±75
12 to 14 years	7,619	±539	75	±38	37	±58
15 years	2,980	±520	21	±20	25	±37
16 and 17 years	4,746	±515	224	±242	126	±71
18 to 24 years	12,305	±333	168	±79	163	±105
25 to 34 years	18,246	±239	170	±81	121	±114
35 to 44 years	23,193	±243	234	±84	237	±86
45 to 54 years	22,869	±245	458	±168	376	±116
55 to 64 years	18,057	±219	221	±69	353	±252
65 to 74 years	11,160	±188	160	±60	202	±112
75 years and over	6,024	±151	136	±56	148	±181
Female:	159,817	±1,271	2,197	±247	1,665	±348
Under 5 years	10,122	±192	55	±40	25	±51
5 years	2,036	±371	6	±6	25	±43
6 to 11 years	13,551	±811	149	±57	102	±91
12 to 14 years	8,253	±708	47	±26	114	±78
15 years	2,698	±391	50	±30	0	±12
16 and 17 years	4,690	±405	188	±121	18	±33
18 to 24 years	11,351	±347	276	±158	130	±96
25 to 34 years	18,973	±349	260	±121	83	±90
35 to 44 years	24,364	±348	295	±142	243	±79
45 to 54 years	23,597	±229	318	±142	246	±88
55 to 64 years	18,872	±339	291	±82	439	±276
65 to 74 years	12,808	±196	145	±49	61	±68
75 years and over	8,502	±249	117	±44	179	±158

COC

AC-1

AC-2

	Hamilton County, Indiana		Census Tract 1102.01, Hamilton County, Indiana		Census Tract 1101, Hamilton County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	341,616	*****	4,723	±265	4,200	±678
Not Hispanic or Latino:	326,985	*****	4,435	±374	4,015	±702
White alone	280,770	±549	4,299	±403	3,866	±736
Black or African American alone	13,244	±1,092	29	±34	0	±12
American Indian and Alaska Native alone	290	±127	0	±12	0	±12
Asian alone	21,235	±755	7	±7	0	±12
Native Hawaiian and Other Pacific Islander alone	145	±47	0	±12	22	±39
Some other race alone	1,342	±567	0	±12	0	±12
Two or more races:	9,959	±1,357	100	±94	127	±150
Two races including Some other race	1,296	±604	66	±87	0	±12
Two races excluding Some other race, and three or more races	8,663	±1,200	34	±40	127	±150
Hispanic or Latino:	14,631	*****	288	±328	185	±188
White alone	8,832	±1,000	34	±29	185	±188
Black or African American alone	133	±90	0	±12	0	±12
American Indian and Alaska Native alone	0	±29	0	±12	0	±12
Asian alone	116	±137	0	±12	0	±12
Native Hawaiian and Other Pacific Islander alone	0	±29	0	±12	0	±12
Some other race alone	1,923	±627	6	±7	0	±12
Two or more races:	3,627	±839	248	±327	0	±12
Two races including Some other race	2,950	±770	248	±327	0	±12
Two races excluding Some other race, and three or more races	677	±293	0	±12	0	±12

Environmental Justice Analysis

Analysis of Two Census Tracts in Hamilton County, Indiana

		COC	AC-1	AC-2
		Hamilton County, Indiana	Census Tract 1102.01, Hamilton County, Indiana	Census Tract 1101, Hamilton County, Indiana
LOW-INCOME				
B17001001	Population for whom poverty status is determined: Total	328,349	4,794	3,972
B17001002	Population for whom poverty status is determined: Income in past 12 months below poverty level	14,406	408	257
Percent Low-income		4.4%	8.5%	6.5%
125 Percent of COC		5.5%	AC ≥ 125% COC	AC ≥ 125% COC
Potential Low-income EJ Impact?			Yes	Yes
MINORITY				
B03002001	Total population: Total	341,616	4,723	4,200
B03002002	Total population: Not Hispanic or Latino	326,985	4,435	4,015
B03002003	Total population: Not Hispanic or Latino; White alone	280,770	4,299	3,866
B03002004	Total population: Not Hispanic or Latino; Black or African American alone	13244	29	0
B03002005	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	290	0	0
B03002006	Total population: Not Hispanic or Latino; Asian alone	21235	7	0
B03002007	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	145	0	22
B03002008	Total population: Not Hispanic or Latino; Some other race alone	1342	0	0
B03002009	Total population: Not Hispanic or Latino; Two or more races	9959	100	127
B03002010	Total population: Hispanic or Latino	14631	288	185
B03002011	Total population: Hispanic or Latino; White alone	8832	34	185
B03002012	Total population: Hispanic or Latino; Black or African American alone	133	0	0
B03002013	Total population: Hispanic or Latino; American Indian and Alaska Native alone	0	0	0
B03002014	Total population: Hispanic or Latino; Asian alone	116	0	0
B03002015	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0	0
B03002016	Total population: Hispanic or Latino; Some other race alone	1923	6	0
B03002017	Total population: Hispanic or Latino; Two or more races	3627	248	0
Number Non-white/minority (B03002001-B03002003)		60,846	424	334
Percent Non-white/Minority		17.8%	9.0%	8.0%
125 Percent of COC		22.3%	AC ≤ 125% COC	AC ≤ 125% COC
Potential Minority EJ Impact?			No	No

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Wednesday, December 6, 2023 5:11 PM
To: Harlan Ford <hford@rqaw.com>
Cc: Passmore, Andrew D <APassmore@indot.IN.gov>
Subject: FW: EJ Analysis for Des. No. 2003031 (LPA Project)

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INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require right-of-way, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing 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. No further EJ Analysis is required.