

CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:	United States Highway (US) 40 and Ronald Reagan Parkway / Hendricks County
Designation Number(s):	2300701
Project Description/Termini:	This document serves as an Advanced Acquisition CE for the modification and improvements of the US 40 and Ronald Reagan Parkway intersection. The project is located along US 40, from 3.62 miles west of I-465 to 4.74 miles west of I-465.

CE Level 1 documentation for exempted projects

Additional Information to CE Level 1

Approval:

INDOT DE/ESD Signature and Date

Release for Public Involvement:

ADWP

August 29, 2024

INDOT DE/ESD Initials and Date

Certification of Public involvement:

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer:

Signature and Date

CE Preparer:

Ashley Taylor, Lochmueller Group Inc.

Name and Organization

Indiana Department of Transportation

County Hendricks Route US 40 and Ronald Reagan Parkway Des. No. 2300701

GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION	
Purpose and Need:	<p>Need: The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with the improvement of intersections along US Highway (US) 40. The demanding project schedule and imminent development of parcels necessary for the project at the intersection of US 40 and Ronald Reagan Parkway limits the future potential transportation alternatives and have necessitated accelerated delivery of project components. To capitalize on the economic conditions and fiscal constraints of highway funding, and to maintain all prudent and feasible alternatives, this project seeks to reduce project costs, shorten the project delivery schedule, including real estate acquisition, and maintain all prudent and feasible alternatives.</p> <p>Purpose: The purpose of the proposed project is to protect INDOT and FHWA from imminent development of potential right-of-way (ROW) and to not limit the future potential transportation activities.</p>
Project Description (Preferred Alternative):	<p>INDOT is proposing to complete the advanced acquisition of eleven parcels, totaling 4.36 acres, in the southeast quadrant of the intersection of US 40 (locally known as Main Street) and Ronald Reagan Parkway.</p> <p>Parcel ID 32-09-20-300-006.000-027 is located west of County Road (CR) 1050 East (E) and consists of the roadside vegetation east of Ronald Reagan Parkway and an adjacent trail. Parcel ID 32-09-20-265-001.000-027 is located east of CR 1050 E and consists of a driveway south of US 40, portions of the CR 1050 E roadway, vegetation, and mature trees. Parcel ID 32-09-20-300-007.000-027 is located west of CR 1050 E and consists of a drive, a building associated with a former gas station operation, a portion of the CR 1050 E roadway, maintained lawn, and mature trees. Parcel ID 32-09-20-300-008.000-027 is located west of CR 1050 E and consists of forested land and a portion of the CR 1050 E roadway.</p> <p>Parcel ID 32-09-20-300-044.000-027 is located west of CR 1050 E and consists of portions of Old National Road and CR 1050 E roadways and forested land. Parcel ID 32-09-20-300-046.000-027 is located west of CR 1050 E and consists of portions of Ronald Reagan Parkway and Old National Road roadways, a trail, and roadside vegetation. Only the east portion of the parcel consisting of the trail and roadside vegetation within the project area will be purchased as part of this project. Parcel ID 32-09-20-300-049.000-027 is located west of CR 1050 E and consists of forested land. Parcel ID 32-09-20-400-036.000-027 is located east of CR 1050 E and consists of vegetation, mature trees, and a portion of the CR 1050 E roadway. Parcel IDs 32-09-20-400-037.000-027, 32-09-20-400-046.000-027, and 32-09-20-400-047.000-027 are located east of CR 1050 E and consist of vegetation, lawn, and mature trees.</p>

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County Hendricks Route US 40 and Ronald Reagan Parkway Des. No. 2300701

	<p>Regardless of the selected build alternative for the US 40 Intersection Improvement Project, INDOT plans to proceed (following all standard procedures) with the purchase of these parcels to facilitate the modification and improvement of the intersection. Refer to Appendix B, B3 for a map of parcels locations and Appendix D for the parcel reports.</p> <p>It is anticipated that an appropriate level of environmental documentation that satisfies the requirements of the National Environmental Policy Act (NEPA) will be prepared as part of the US 40 Intersection Improvement Project, which is anticipated to modify and improve approximately twelve intersections along the US 40 corridor. Alternatives for the US 40 Intersection Improvement Project will be evaluated as design progresses and a preferred alternative will be described in the environmental document.</p> <p>Under current and former regulations, advanced acquisition of portions of these parcels is possible, and it is a prudent and responsible option at this location where ROW acquisition is certain to occur under all reasonable alternatives analyzed in the forthcoming environmental document. The advanced acquisition of these parcels has independent utility, will not cause any adverse environmental impacts or relocations, will not impact Section 4(f) properties, and will not limit the choice of reasonable alternatives or prevent an impartial decision between alternatives. The purchase of ROW within the proposed parcels in no way restricts the federal agency from selecting any of the build alternatives that will be proposed in the US 40 Intersection Improvement Project environmental document.</p>			
<p>Other Alternatives Considered:</p>	<p>No Advance Acquisition Alternative: This alternative would not utilize the allowable advanced acquisition of ROW per MAP-21 regulations. This alternative would not protect INDOT from imminent development and would limit the potential transportation alternatives for the US 40 Intersection Improvement Project, as well as delay construction and substantially lengthen the project schedule. Therefore, this alternative was dismissed from further consideration.</p>			
<p>Funding Source(s):</p>	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local	<input type="checkbox"/> Other
<p>Project Sponsor:</p>	<p>INDOT</p>			
<p>Estimated Cost:</p>	<p>\$17,100,000 (ROW Only; FY 2024-2026)</p>	<p>Project Length:</p>	<p>N/A</p>	
<p>Public Involvement:</p>			<p>No: X</p>	<p>Yes:</p>
<p>Notice of Survey (NOS) letters were mailed to impacted property owners on January 3, 2024 (Appendix C, C1).</p> <p>Per 23 CFR 710.503, the project must comply with applicable public involvement requirements involved with the protective purchase of these parcels. Therefore, the project will meet the minimum requirements described in the current <i>INDOT Project Development Public Involvement Procedures Manual</i> which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public</p>				

This is page 3 of 7 Project name: US 40 Intersection Improvement Project – Protective Purchase Date: August 28, 2024

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hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

The parcels will remain in their current state until the US 40 Intersection Improvement Project environmental document is approved. Additional public involvement activities, including a public hearing, will be conducted as part of the development of the US 40 Intersection Improvement Project environmental document.

Right-of-Way:	No:	Yes: X
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This project is a buy and hold for ROW only. The project requires a total acquisition of 4.36 acres of permanent ROW. Parcel ID 32-09-20-300-006.000-027 (0.11 acre) is located west of CR 1050 E and consists of the roadside vegetation east of Ronald Reagan Parkway and an adjacent trail. Parcel ID 32-09-20-265-001.000-027 (0.76 acre) is located east of CR 1050 E and consists of a driveway south of US 40, portions of the CR 1050 E roadway, vegetation, and mature trees. Parcel ID 32-09-20-300-007.000-027 (0.64 acre) is located west of CR 1050 E and consists of a drive, a building associated with a former gas station operation, a portion of the CR 1050 E roadway, maintained lawn, and mature trees. Parcel ID 32-09-20-300-008.000-027 (0.98 acre) is located west of CR 1050 E and consists of forested land and a portion of the CR 1050 E roadway. Parcel ID 32-09-20-300-044.000-027 (0.54 acre) is located west of CR 1050 E and consists of portions of Old National Road and CR 1050 E roadways, and forested land. Parcel ID 32-09-20-300-046.000-027 (0.39 acre) is located west of CR 1050 E and consists of portions of Ronald Reagan Parkway and Old National Road roadways, a trail, and roadside vegetation. Only the east portion of the parcel consisting of the trail and roadside vegetation within the project area will be purchased as part of this project (0.10 acre). Parcel ID 32-09-20-300-049.000-027 (0.08 acre) is located west of CR 1050 E and consists of forested land. Parcel ID 32-09-20-400-036.000-027 (0.55 acre) is located east of CR 1050 E and consists of vegetation, mature trees, and a portion of the CR 1050 E roadway. Parcel IDs 32-09-20-400-037.000-027 (0.31 acre), 32-09-20-400-046.000-027 (0.13 acre), and 32-09-20-400-047.000-027 (0.16 acre) are located east of CR 1050 E and consist of vegetation, lawn, and mature trees.

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

Maintenance of Traffic (MOT) During Construction:	No: X	Yes:
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This project is a buy and hold for ROW only. There will be no maintenance of traffic (MOT) plan involved with the advanced acquisition of ROW.

Bridge(s) and/or Small Structure(s) (include structure number(s)):	No: X	Yes:
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This project is a buy and hold for ROW only. Based on a review of the INDOT Bridge and Drainage Asset Viewer (<https://indot.maps.arcgis.com/apps/webappviewer/index.html?id=2566be6a717042e895e511aeac5a09e7>), no bridges are located within the project area. Small structures may be located within the project area and will be identified during the environmental survey and development of the environmental document. The parcels will remain in their current state until the environmental document for the US 40 Intersection Improvement Project is approved.

Indiana Department of Transportation

County Hendricks Route US 40 and Ronald Reagan Parkway Des. No. 2300701

IDENTIFICATION AND EVALUATION OF IMPACTS		
Early Coordination:		
This project is a buy and hold for ROW only. Early coordination letters will be sent during the environmental process to be completed for the US 40 Intersection Improvement Project.		
Streams, Rivers, and Other Jurisdictional Features Impacted:	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		
Open Water Feature(s):	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		
Wetlands:	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		
Terrestrial Habitat:	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		
Protected Species:	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		
Geological and Mineral Resources:	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		
Drinking Water Resources:	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		
Floodplains:	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		
Farmland:	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		
Cultural Resources:	No: X	Yes:
Archaeology: This project is a buy and hold for ROW only; no ground disturbing activities will take place at this time. The protective purchase of the subject parcels is being advanced ahead of a forthcoming transportation project associated with Des. No. 2300701 that will improve the operations at the intersection of US 40 (Main Street) and Ronald Reagan Parkway, as well as at several adjacent		

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intersections. Until such time as the environmental document for the US 40 Intersection Improvement Project is approved, the “buy and hold” parcels will remain as-is.

Above-Ground Resources: A National Register of Historic Places (NRHP) Assessment was originally completed on January 31, 2024 by Lochmueller Group. This assessment evaluated the potential historical significance of the former gas station building located on Parcel ID 32-09-20-300-007.000-027. The NRHP, Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), and the Indiana Historic Sites and Structures Inventory (IHSSI) was consulted prior to and following field review. Survey work in Hendricks County began in June 1989 for the IHSSI. The resulting *Hendricks County Interim Report (Interim Report)* (1989) was also reviewed. The only extant resource within the protective purchase area, the former service/gas station building (Lochmueller #1), was not included in the *Interim Report* (Appendix E, E8). However, a prior assessment completed as part of a separate transportation project (US 40 HMA Overly and Preventative Maintenance Project, Des. No. 1592844) identified Lochmueller #1 as a Non-Contributing resource (Appendix E, E8).

The location of the former service/gas station (Lochmueller #1) within the protective purchase parcels warranted evaluation of the structure for the NRHP. A Lochmueller Group historian, who meets the Secretary of the Interior’s Professional Qualification Standards, performed a site inspection of the project area on January 25 and June 4, 2024 (Appendix E, E14). From this evaluation, an NRHP Assessment was produced that recommended Lochmueller #1 as not eligible for inclusion in the NRHP. The NRHP Assessment was revised on July 24, 2024 (Appendix E, E1 to E33) to expand upon the historic context as it related to the former service/gas station and the Old National Road, as well as the description of the building based upon a visual inspection of the interior space occurring on June 4, 2024. The intent of the revised NRHP Assessment was to further justify the recommendation Lochmueller #1 was not eligible for inclusion in the NRHP.

On July 24, 2024, INDOT Cultural Resources Office (CRO), acting on behalf of the Federal Highway Administration (FHWA), concurred with the NRHP Assessment (Appendix E, E34). The NRHP Assessment was provided to the State Historic Preservation Officer (SHPO) on July 24, 2024, who concurred with the findings on August 22, 2024 (Appendix E, E35 to E37).

With SHPO’s concurrence regarding the NRHP-ineligibility determination of the former service/gas station building (Lochmueller #1), no historic properties will be affected by the protective purchase of the identified parcels.

This additional documentation indicates the procedures of the Advisory Council on Historic Preservation have been completed for properties subject to (54 U.S.C. 306108), (historic properties) as it pertains to the advanced acquisition of properties.

Full Section 106 will be completed during the development of the environmental document for the US 40 Intersection Improvement Project. Any cultural resources impacts will be identified in that environmental document. The parcels will remain in their current state until the environmental document is approved.

Section 4(f) and Section 6(f) Resources:	No: X	Yes:
There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.		

Indiana Department of Transportation

County Hendricks Route US 40 and Ronald Reagan Parkway Des. No. 2300701

Air Quality:	No: X	Yes:
<p>This project is a buy and hold for ROW only. Per 23 CFR 710.503, the project must be included within the currently approved Statewide Transportation Improvement Program (STIP). The transportation project associated with this protective purchase (Des. No. 2300701) is included in the Fiscal Year (FY) 2024-2027 Indianapolis Metropolitan Planning Organization (IMPO) Indianapolis Regional Transportation Improvement Program (IRTIP) and FY 2024-2028 STIP (Appendix F, F1 to F3).</p> <p>Based on a review of the Environmental Protection Agency (EPA) Greenbook website (https://www3.epa.gov/airquality/greenbook/anayo_in.html), Hendricks County is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project’s design concept and scope are accurately reflected in both the Indianapolis Metropolitan Planning Organization (IMPO) Transportation Plan (TP) and the Transportation Improvement Program (TIP), and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.</p> <p>Hendricks County is also a maintenance area for PM2.5. Under 40 CFR 93.123, this is not a project of air quality concern. Therefore, a hot spot analysis for PM2.5 is not required.</p> <p>Any impacts to air quality will be identified during preparation of the environmental document for the US 40 Intersection Improvement Project. The parcels will remain in their current state until that document is approved.</p>		
Community Impacts:	No: X	Yes:
<p>There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.</p>		
Public Facilities and Services (e.g., schools, emergency services):	No: X	Yes:
<p>There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.</p>		
Hazardous Materials and Regulated Substances:	No: X	Yes:
<p>There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.</p>		
Permits:	No: X	Yes:
<p>There are no updates to this section from what was previously discussed in the approved CE-1 dated March 7, 2024.</p>		

ENVIRONMENTAL COMMITMENTS:
<p>There are no updates to the prior commitments identified in the approved CE-1 dated March 7, 2024, or new commitments added as a result of this Additional Information document.</p>

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Des. No.: 2300701

US 40 Intersection Improvement Project - Protective Purchase

Hendricks County, Indiana

Appendix A: INDOT Supporting Information

Categorical Exclusion Level 1 Form (Approved March 7, 2024)A1-A8

Appendix B: Graphics

Location Map B1

USGS Topographic Map (Bridgeport Quadrangle)..... B2

Aerial Map (2020)..... B3

Appendix C: Public Involvement

Sample Notice of Survey Letter (January 3, 2024) C1

Notice of Survey Mailing List..... C2

Appendix D: Parcel Reports

Parcel ID 32-09-20-265-001.000-027 ReportD1-D2

Parcel ID 32-09-20-300-006.000-027 ReportD3

Parcel ID 32-09-20-300-007.000-027 ReportD4-D5

Parcel ID 32-09-20-300-008.000-027 ReportD6

Parcel ID 32-09-20-300-044.000-027 ReportD7

Parcel ID 32-09-20-300-046.000-027 ReportD8

Parcel ID 32-09-20-300-049.000-027 ReportD9

Parcel ID 32-09-20-400-036.000-027 ReportD10

Parcel ID 32-09-20-400-037.000-027 ReportD11

Parcel ID 32-09-20-400-046.000-027 ReportD12

Parcel ID 32-09-20-400-047.000-027 ReportD13

Appendix E: National Register of Historic Places (NRHP) Assessment

NRHP Assessment (updated July 24, 2024)..... E1-E33

INDOT CRO Correspondence (July 24, 2024) E34

NRHP Assessment Report Cover Letter to SHPO (July 24, 2024)..... E35-E36

SHPO Correspondence (August 22, 2024)..... E37

Appendix F: Air Quality

Relevant page from the FY 2024-2027 IRTIP F1

Relevant page from the FY 2024-2028 STIP F2-F3

Categorical Exclusion

Appendix A

INDOT Supporting Documentation


CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:	United States Highway (US) 40 and Ronald Reagan Parkway / Hendricks County
Designation Number(s):	2300701
Project Description/Termini:	This document serves as an Advanced Acquisition CE for the modification and improvements of the US 40 and Ronald Reagan Parkway intersection. The project is located along US 40, from 3.62 miles west of I-465 to 4.74 miles west of I-465

CE Level 1 documentation for exempted projects

Additional Information to CE Level 1

Approval:  March 7, 2024
INDOT DE/ESD Signature and Date

Release for Public Involvement: N/A
INDOT DE/ESD Initials and Date

Certification of Public involvement: N/A
INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer: N/A
Signature and Date

CE Preparer: Grace Brewington/ Lochmueller Group
Name and Organization

Indiana Department of Transportation

County Hendricks Route US 40 and Ronald Reagan Parkway Des. No. 2300701

GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION

<p>Purpose and Need:</p>	<p>Need: The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with the improvement of intersections along US Highway (US) 40. The demanding project schedule and imminent development of parcels necessary for the project at the intersection of US 40 and Ronald Reagan Parkway limits the future potential transportation alternatives and have necessitated accelerated delivery of project components. To capitalize on the economic conditions and fiscal constraints of highway funding, and to maintain all prudent and feasible alternatives, this project seeks to reduce project costs, shorten the project delivery schedule, including real estate acquisition, and maintain all prudent and feasible alternatives.</p> <p>Purpose: The purpose of the proposed project is to protect INDOT and FHWA from imminent development of potential right-of-way (ROW) and to not limit the future potential transportation activities.</p>
<p>Project Description (Preferred Alternative):</p>	<p>INDOT is proposing to complete the advanced acquisition of eleven parcels, totaling 4.36 acres, in the southeast quadrant of the intersection of US 40 (locally known as Main Street) and Ronald Regan Parkway.</p> <p>Parcel ID 32-09-20-300-006.000-027 is located west of County Road (CR) 1050 East (E) and consists of the roadside vegetation east of Ronald Reagan Parkway and an adjacent trail. Parcel ID 32-09-20-265-001.000-027 is located east of CR 1050 E and consists of a driveway south of US 40, portions of the CR 1050 E roadway, vegetation, and mature trees. Parcel ID 32-09-20-300-007.000-027 is located west of CR 1050 E and consists of a drive, a building associated with a former gas station operation, a portion of the CR 1050 E roadway, maintained lawn, and mature trees. Parcel ID 32-09-20-300-008.000-027 is located west of CR 1050 E and consists of forested land and a portion of the CR 1050 E roadway.</p> <p>Parcel ID 32-09-20-300-044.000-027 is located west of CR 1050 E and consists of portions of Old National Road and CR 1050 E roadways and forested land. Parcel ID 32-09-20-300-046.000-027 is located west of CR 1050 E and consists of portions of Ronald Reagan Parkway and Old National Road roadways, a trail, and roadside vegetation. Only the east portion of the parcel consisting of the trail and roadside vegetation within the project area will be purchased as part of this project. Parcel ID 32-09-20-300-049.000-027 is located west of CR 1050 E and consists of forested land. Parcel ID 32-09-20-400-036.000-027 is located east of CR 1050 E and consists of vegetation, mature trees, and a portion of the CR 1050 E roadway. Parcel IDs 32-09-20-400-037.000-027, 32-09-20-400-046.000-027, and 32-09-20-400-047.000-027 are located east of CR 1050 E and consist of vegetation, lawn, and mature trees.</p> <p>Regardless of the selected build alternative for the US 40 Intersection Improvement Project, INDOT plans to proceed (following all standard procedures) with the purchase of these parcels to facilitate the modification and</p>

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Version: December 2021

Indiana Department of Transportation

County Hendricks

Route US 40 and Ronald Reagan Parkway

Des. No. 2300701

	<p>improvement of the intersection. Refer to Appendix A, A3 for a map of parcels locations and Appendix C for the parcel reports.</p> <p>It is anticipated that an appropriate level of environmental documentation that satisfies the requirements of the National Environmental Policy Act (NEPA) will be prepared as part of the US 40 Intersection Improvement Project, which is anticipated to modify and improve approximately twelve intersections along the US 40 corridor. Alternatives for the US 40 Intersection Improvement Project will be evaluated as design progresses and a preferred alternative will be described in the environmental document.</p> <p>Under current and former regulations, advanced acquisition of portions of these parcels is possible, and it is a prudent and responsible option at this location where ROW acquisition is certain to occur under all reasonable alternatives analyzed in the forthcoming environmental document. The advanced acquisition of these parcels has independent utility, will not cause any adverse environmental impacts or relocations, will not impact Section 4(f) properties, and will not limit the choice of reasonable alternatives or prevent an impartial decision between alternatives. The purchase of ROW within the proposed parcels in no way restricts the federal agency from selecting any of the build alternatives that will be proposed in the US 40 Intersection Improvement Project environmental document.</p>		
	<p>No Advance Acquisition Alternative: This alternative would not utilize the allowable advanced acquisition of ROW per MAP-21 regulations. This alternative would not protect INDOT from imminent development and would limit the potential transportation alternatives for the US 40 Intersection Improvement Project, as well as delay construction and substantially lengthen the project schedule. Therefore, this alternative was dismissed from further consideration.</p>		
<p>Funding Source(s):</p>	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local <input type="checkbox"/> Other
<p>Project Sponsor:</p>	<p>INDOT</p>		
<p>Estimated Cost:</p>	<p>\$5,700,000 (ROW only, FY 2026)</p>	<p>Project Length:</p>	<p>N/A</p>
<p>Public Involvement:</p>		<p>No: X</p>	<p>Yes:</p>
<p>Notice of Survey (NOS) letters were mailed to impacted property owners on January 3, 2024 (Appendix B, B1). To date, no public involvement activities have taken place. This CE-1 covers the protective purchase of parcels and does not meet the public hearing requirements described in the current <i>Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual</i>. The parcels will remain in their current state until the US 40 Intersection Improvement Project environmental document is approved.</p> <p>Public involvement activities, including a public hearing, will be conducted as part of the development of the US 40 Intersection Improvement Project environmental document.</p>			

This is page 3 of 8 Project name: US 40 Intersection Improvement Project – Protective Purchase Date: March 1, 2024

Version: December 2021

Indiana Department of Transportation

County Hendricks

Route US 40 and Ronald Reagan Parkway

Des. No. 2300701

Right-of-Way:	No:	Yes: X
<p>This project is a buy and hold for ROW only. The project requires a total acquisition of 4.36 acres of permanent ROW.</p> <p>Parcel ID 32-09-20-300-006.000-027 (0.11 acre) is located west of CR 1050 E and consists of the roadside vegetation east of Ronald Reagan Parkway and an adjacent trail. Parcel ID 32-09-20-265-001.000-027 (0.76 acre) is located east of CR 1050 E and consists of a driveway south of US 40, portions of the CR 1050 E roadway, vegetation, and mature trees. Parcel ID 32-09-20-300-007.000-027 (0.64 acre) is located west of CR 1050 E and consists of a drive, a building associated with a former gas station operation, a portion of the CR 1050 E roadway, maintained lawn, and mature trees. Parcel ID 32-09-20-300-008.000-027 (0.98 acre) is located west of CR 1050 E and consists of forested land and a portion of the CR 1050 E roadway. Parcel ID 32-09-20-300-044.000-027 (0.54 acre) is located west of CR 1050 E and consists of portions of Old National Road and CR 1050 E roadways, and forested land. Parcel ID 32-09-20-300-046.000-027 (0.39 acre) is located west of CR 1050 E and consists of portions of Ronald Reagan Parkway and Old National Road roadways, a trail, and roadside vegetation. Only the east portion of the parcel consisting of the trail and roadside vegetation within the project area will be purchased as part of this project (0.10 acre). Parcel ID 32-09-20-300-049.000-027 (0.08 acre) is located west of CR 1050 E and consists of forested land. Parcel ID 32-09-20-400-036.000-027 (0.55 acre) is located east of CR 1050 E and consists of vegetation, mature trees, and a portion of the CR 1050 E roadway. Parcel IDs 32-09-20-400-037.000-027 (0.31 acre), 32-09-20-400-046.000-027 (0.13 acre), and 32-09-20-400-047.000-027 (0.16 acre) are located east of CR 1050 E and consist of vegetation, lawn, and mature trees.</p> <p>If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.</p>		
Maintenance of Traffic (MOT) During Construction:	No: X	Yes:
<p>This project is a buy and hold for ROW only. There will be no maintenance of traffic (MOT) plan involved with the advanced acquisition of ROW.</p>		
Bridge(s) and/or Small Structure(s) (include structure number(s)):	No: X	Yes:
<p>This project is a buy and hold for ROW only. Based on a review of the INDOT Bridge and Drainage Asset Viewer (https://indot.maps.arcgis.com/apps/webappviewer/index.html?id=2566be6a717042e895e511aeac5a09e7), no bridges are located within the project area. Small structures may be located within the project area and will be identified during the environmental survey and development of the environmental document. The parcels will remain in their current state until the environmental document for the US 40 Intersection Improvement Project is approved.</p>		
IDENTIFICATION AND EVALUATION OF IMPACTS		
Early Coordination:		
<p>This project is a buy and hold for ROW only. Early coordination letters will be sent during the environmental process to be completed for the US 40 Intersection Improvement Project.</p>		
Streams, Rivers, and Other Jurisdictional Features Impacted:	No: X	Yes:
<p>This project is a buy and hold for ROW only. Based on an online review of IndianaMap (https://www.indianamap.org/), and the USGS Topographic map of the project area (Appendix A, A2), one National Hydrography Dataset (NHD) flowline is located within the project area and roadside ditches may be present. As part of the US 40 Intersection Improvement Project, an environmental survey will be conducted</p>		

This is page 4 of 8

Project name: US 40 Intersection Improvement Project – Protective Purchase

Date: March 1, 2024

Version: December 2021

Indiana Department of Transportation

County Hendricks Route US 40 and Ronald Reagan Parkway Des. No. 2300701

during the growing season to determine the presence of jurisdictional features. Any impacts to stream or river features will be documented in that environmental document. The parcels will remain in their current state until the environmental document is approved.		
Open Water Feature(s):	No: X	Yes:
This project is a buy and hold for ROW only. Based on an online review of IndianaMap (https://www.indianamap.org/) and the aerial map of the project area (Appendix A, A3), no open water features are located on or adjacent to the project area. As part of the US 40 Intersection Improvement Project, an environmental survey will be conducted during the growing season to determine the presence of jurisdictional features. Any impacts to open water features will be documented in that environmental document. The parcels will remain in their current state until the environmental document is approved.		
Wetlands:	No: X	Yes:
This project is a buy and hold for ROW only. Based on an online review of IndianaMap (https://www.indianamap.org/) and the aerial map of the project area (Appendix A, A3), no wetland features are located on or adjacent to the project area. As part of the US 40 Intersection Improvement Project, an environmental survey will be conducted during the growing season to determine the presence of jurisdictional features. Any impacts to wetland features will be documented in that environmental document. The parcels will remain in their current state until the environmental document is approved.		
Terrestrial Habitat:	No: X	Yes:
This project is a buy and hold for ROW only. Based on the aerial map of the project area (Appendix A, A3), all eleven parcels within the project area contain terrestrial habitat. See the <i>Project Description</i> section for existing parcel information. Parcels within the project area consist of mature trees, maintained lawn, and roadside vegetation. Terrestrial habitat will be identified during the environmental survey to be completed as part of the intersection improvement project. The parcels will remain in their current state until the US 40 Intersection Improvement Project environmental document is approved, and all required permits are obtained. Any impacts will be documented in the US 40 Intersection Improvement Project environmental document.		
Protected Species:	No: X	Yes:
This project is a buy and hold for ROW only. The parcels will remain in their current state until the US 40 Intersection Improvement Project environmental document is approved. Any impacts to protected species and any Avoidance and Minimization Measures (AMMs), such as tree-clearing and lighting restrictions, will be summarized in the environmental document for the US 40 Intersection Improvement Project. All Section 7 coordination with the U.S. Fish and Wildlife Service (USFWS) will also be documented in the environmental document. Any impacts will be documented in the US 40 Intersection Improvement Project environmental document.		
Geological and Mineral Resources:	No: X	Yes:
This project is a buy and hold for ROW only. Based on an online review of IndianaMap (https://www.indianamap.org/), this project is not located within the designated karst region. Coordination will occur with the Indiana Geological and Water Survey (IGWS) during preparation of the environmental document. Any impacts to geological and mineral resources will be documented in the environmental document for the US 40 Intersection Improvement Project.		

This is page 5 of 8 Project name: US 40 Intersection Improvement Project – Protective Purchase Date: March 1, 2024

Version: December 2021

Indiana Department of Transportation

County Hendricks Route US 40 and Ronald Reagan Parkway Des. No. 2300701

Drinking Water Resources:	No: X	Yes:
This project is a buy and hold for ROW only. The parcels will remain in their current state until the environmental document for the US 40 Intersection Improvement Project is approved. Any impacts to drinking water resources will be identified in that environmental document.		
Floodplains:	No: X	Yes:
This project is a buy and hold for ROW only. Based on an online review of IndianaMap (https://www.indianamap.org/), and the Indiana Department of Natural Resources (IDNR) Floodplain Information Portal (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e), this project is not located within a floodplain. Coordination will occur with the IDNR Division of Fish and Wildlife during the development of the environmental document for the US 40 Intersection Improvement Project. Any impacts to floodplains will be identified in the environmental document, and the parcels will remain in the current state until the environmental document is approved.		
Farmland:	No: X	Yes:
This project is a buy and hold for ROW only. Based on the aerial map of the project area (Appendix A, A3), there is no farmland within or adjacent to the project. No conversion will be associated with the acquisition of ROW. Coordination will occur with the Natural Resources Conversation Service (NRCS) during the preparation of the environmental document for the US 40 Intersection Improvement Project. Any impacts to farmland will be identified in that environmental document. The parcels will remain in their current state until the environmental document is approved.		
Cultural Resources:	No: X	Yes:
<p>This project is a buy and hold for ROW only. A National Register of Historic Places (NRHP) Assessment was completed on January 31, 2024 by Lochmueller Group (Appendix D, D1 to D21). This assessment evaluated the potential historical significance of the former gas station building located on Parcel ID 32-09-20-300-007.000-027. Additionally, the NRHP, Indiana Register of Historic Sites and Structures, the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), the Indiana Historic Sites and Structure Inventory (IHSSI), and the Hendricks County Interim Report (1989) were consulted. No properties listed or recommended eligible for listing in the NRHP were identified in the project area. INDOT Cultural Resources Office (CRO) concurred with this assessment on February 22, 2024.</p> <p>Full Section 106 will be completed during the development of the environmental document for the US 40 Intersection Improvement Project. Any cultural resources impacts will be identified in that environmental document. The parcels will remain in their current state until the environmental document is approved.</p>		
Section 4(f) and Section 6(f) Resources:	No: X	Yes:
<p>Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.</p> <p>This project is a buy and hold for ROW only. Based on an online review of IndianaMap (https://www.indianamap.org/), and the aerial map of the project area (Appendix A, A3), there is one potential Section 4(f) resource within the project area. Ronald Reagan Parkway Trail is located along the east side of Ronald Reagan Parkway and is publicly owned by the Town of Plainfield. Coordination with the Town of</p>		

This is page 6 of 8 Project name: US 40 Intersection Improvement Project – Protective Purchase Date: March 1, 2024

Version: December 2021

Indiana Department of Transportation

County Hendricks Route US 40 and Ronald Reagan Parkway Des. No. 2300701

Plainfield determined that the trail was part of the town’s transportation system (Appendix E, E1 to E2). As the trail functions as part of the transportation network, rather than for recreational purposes, it is not considered a Section 4(f) resource. Therefore, no impacts to Section 4(f) resources will occur. Impacts to Section 4(f) resources that may be present outside the parcels associated with this advanced acquisition will be evaluated during the development of the environmental document as part of the US 40 Intersection Improvement Project. Parcels will remain in their current state until that document is approved.

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

A review of the LWCF Property List for Hendricks County on the INDOT ESD website did not reveal any Section 6(f) resources within or adjacent to this project area. Any impacts to Section 6(f) resources will be evaluated during the development of the environmental document for the US 40 Intersection Improvement Project. Parcels will remain in their current state until that document is approved.

Air Quality:	No: X	Yes:
---------------------	--------------	-------------

This project is a buy and hold for ROW only. Based on a review of the Environmental Protection Agency (EPA) Greenbook website (https://www3.epa.gov/airquality/greenbook/anayo_in.html), Hendricks County is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project’s design concept and scope are accurately reflected in both the Indianapolis Metropolitan Planning Organization (IMPO) Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

Hendricks County is also a maintenance area for PM2.5. Under 40 CFR 93.123, this is not a project of air quality concern. Therefore, a hot spot analysis for PM2.5 is not required.

Any impacts to air quality will be identified during preparation of the environmental document for the US 40 Intersection Improvement Project. The parcels will remain in their current state until that document is approved.

Community Impacts:	No: X	Yes:
---------------------------	--------------	-------------

This project is a buy and hold for ROW only. No relocations are anticipated. Any impacts to the surrounding community will be identified during the development of the environmental document for the US 40 Intersection Improvement Project. The parcels will remain in their current state until that environmental document is approved.

Public Facilities and Services (e.g. schools, emergency services):	No: X	Yes:
---	--------------	-------------

This project is a buy and hold for ROW only. Based on an online review of IndianaMap (<https://www.indianamap.org/>), and the aerial map of the project area (Appendix A, A3), several public facilities, including recreational facilities, schools, religious facilities, and trails are located within 0.5 mile of the project area. Two planned or open trails are located within or adjacent to the project area. The proposed ROW acquisition does not include relocation or other impacts to any public facilities or services, including the trail located along the east side of Ronald Reagan Parkway. Any impacts to public facilities or services will

This is page 7 of 8 Project name: US 40 Intersection Improvement Project – Protective Purchase Date: March 1, 2024

Version: December 2021

Indiana Department of Transportation

County Hendricks Route US 40 and Ronald Reagan Parkway Des. No. 2300701

be identified during the development of the environmental document for the US 40 Intersection Improvement Project. The parcels will remain in the current state until the environmental document is approved.

Hazardous Materials and Regulated Substances:	No: X	Yes:
--	--------------	-------------

This project is a buy and hold for ROW only. Based on an online review of IndianaMap (<https://www.indianamap.org/>), several hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified within 0.5 mile of the project area. A Red Flag Investigation (RFI) will be conducted to evaluate impacts during the preparation of the US 40 Intersection Improvement Project environmental document. The parcels will remain in their current state until that environmental document is approved. Any impacts will be documented in the environmental document for the proposed project.

Permits:	No: X	Yes:
-----------------	--------------	-------------

This project is a buy and hold for ROW only. Permits will be identified during the preparation of the US 40 Intersection Improvement Project environmental document. The parcels will remain in their current state until that environmental document is approved. Any impacts will be documented in the environmental document for the US 40 Intersection Improvement Project.

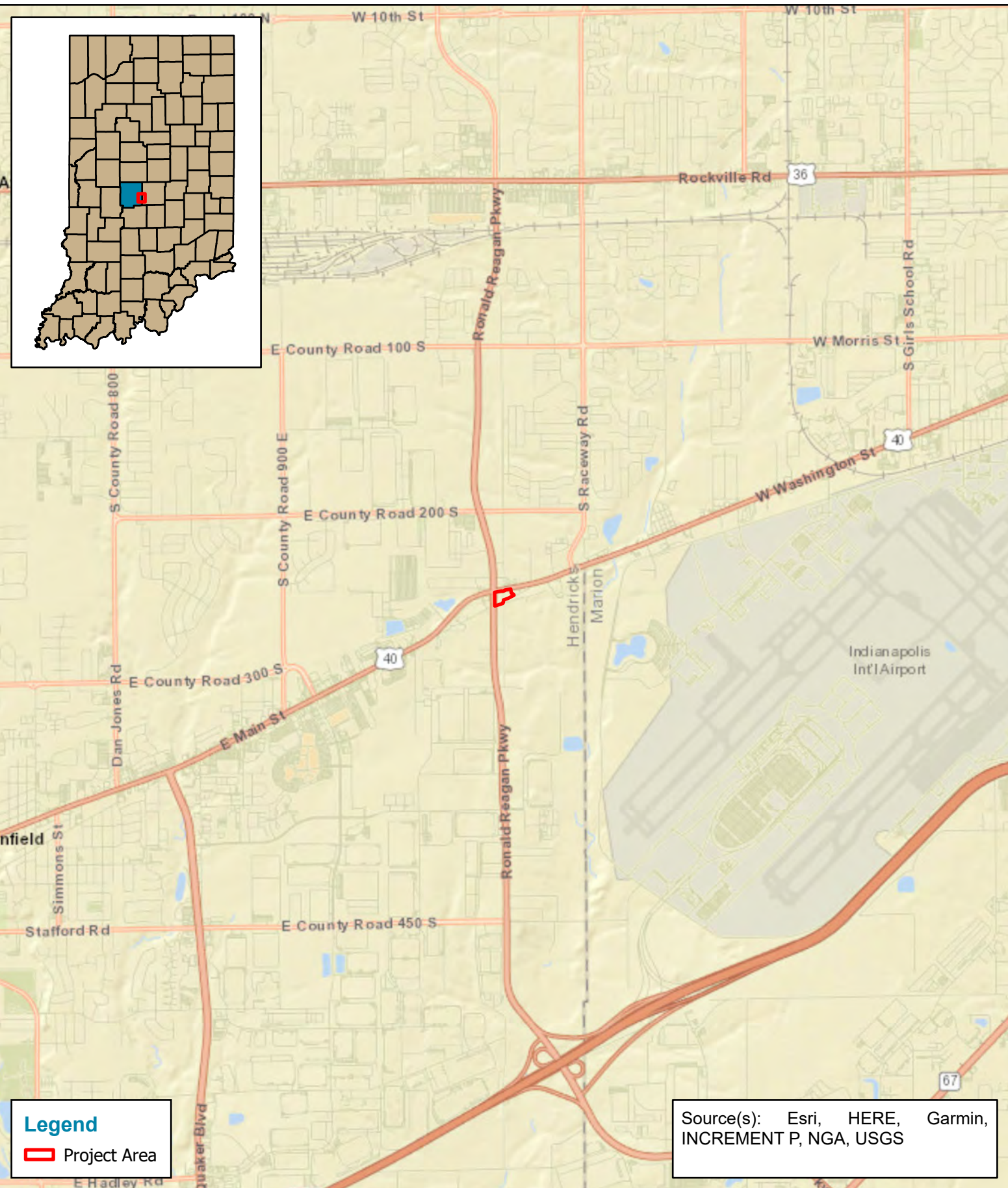
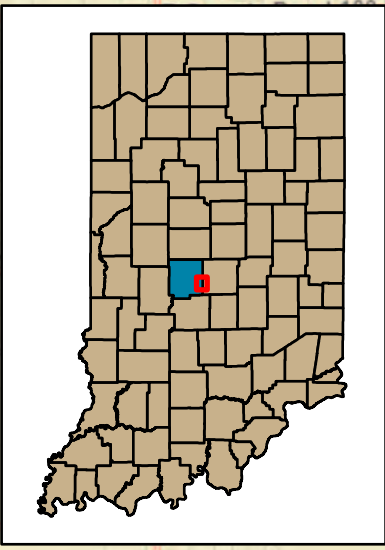
ENVIRONMENTAL COMMITMENTS:

- Firm:**
1. This project is a buy and hold for ROW only. No demolitions or ground-disturbing activities will occur until the NEPA document review is complete and approved by the appropriate agencies for the modification and improvements of the US 40 and Ronald Reagan Parkway intersection and US 40 corridor. (INDOT ESD)
 2. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD)


This is page 8 of 8 Project name: US 40 Intersection Improvement Project – Protective Purchase Date: March 1, 2024

Version: December 2021

Categorical Exclusion
Appendix B
Graphics



Legend

 Project Area

Source(s): Esri, HERE, Garmin, INCREMENT P, NGA, USGS




LOCHMUELLER GROUP

3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

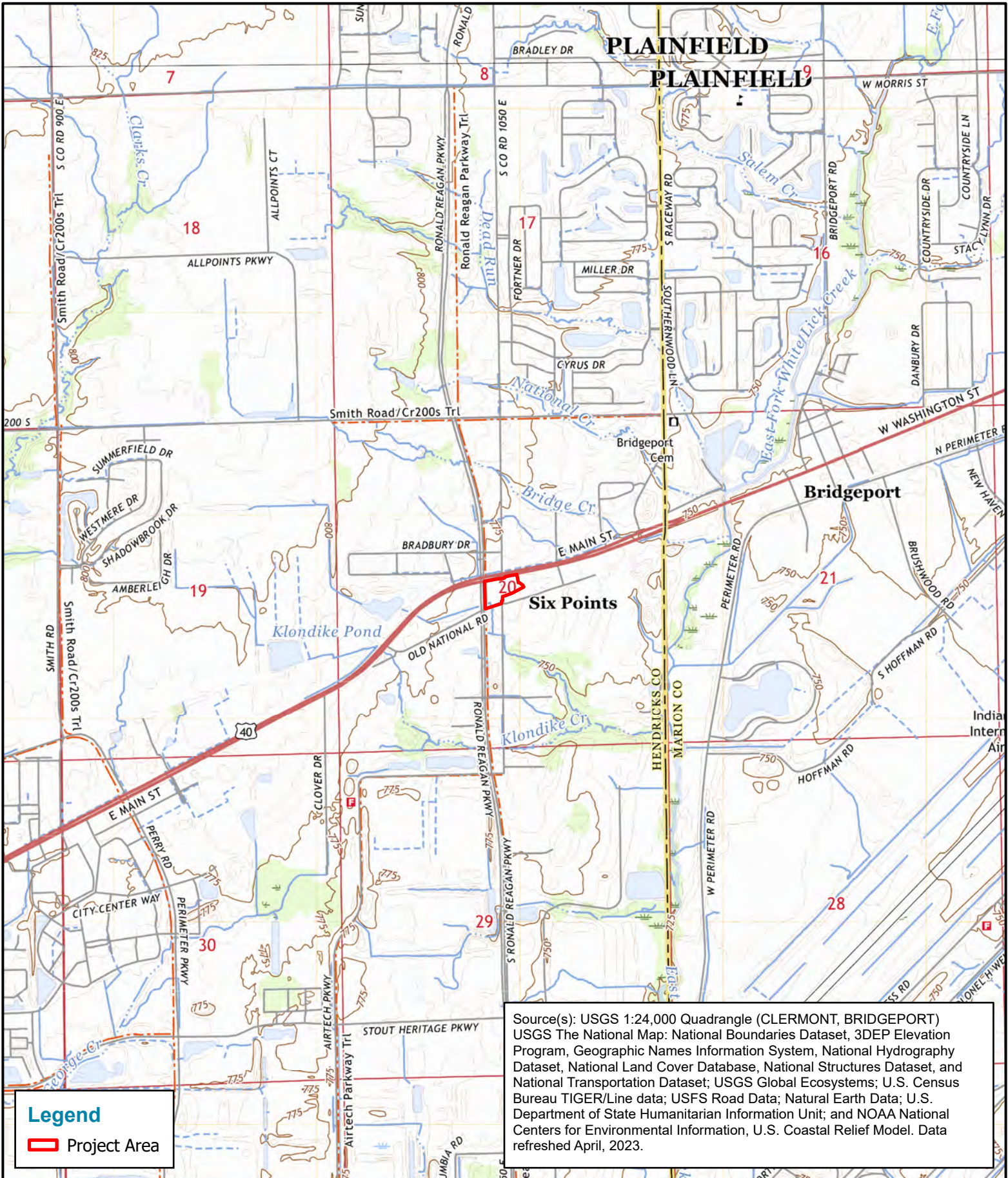
Location Map
 Des. No. 2300701

0 0.5 1 Miles



County: Hendricks
 Township: Washington
 State: Indiana

US 40 and Ronald Reagan Parkway
 Protective Purchase Project
 Created: 2/21/2024, Grace.Brewington



Legend

Project Area

Source(s): USGS 1:24,000 Quadrangle (CLERMONT, BRIDGEPORT)
 USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed April, 2023.

LOCHMUELLER GROUP

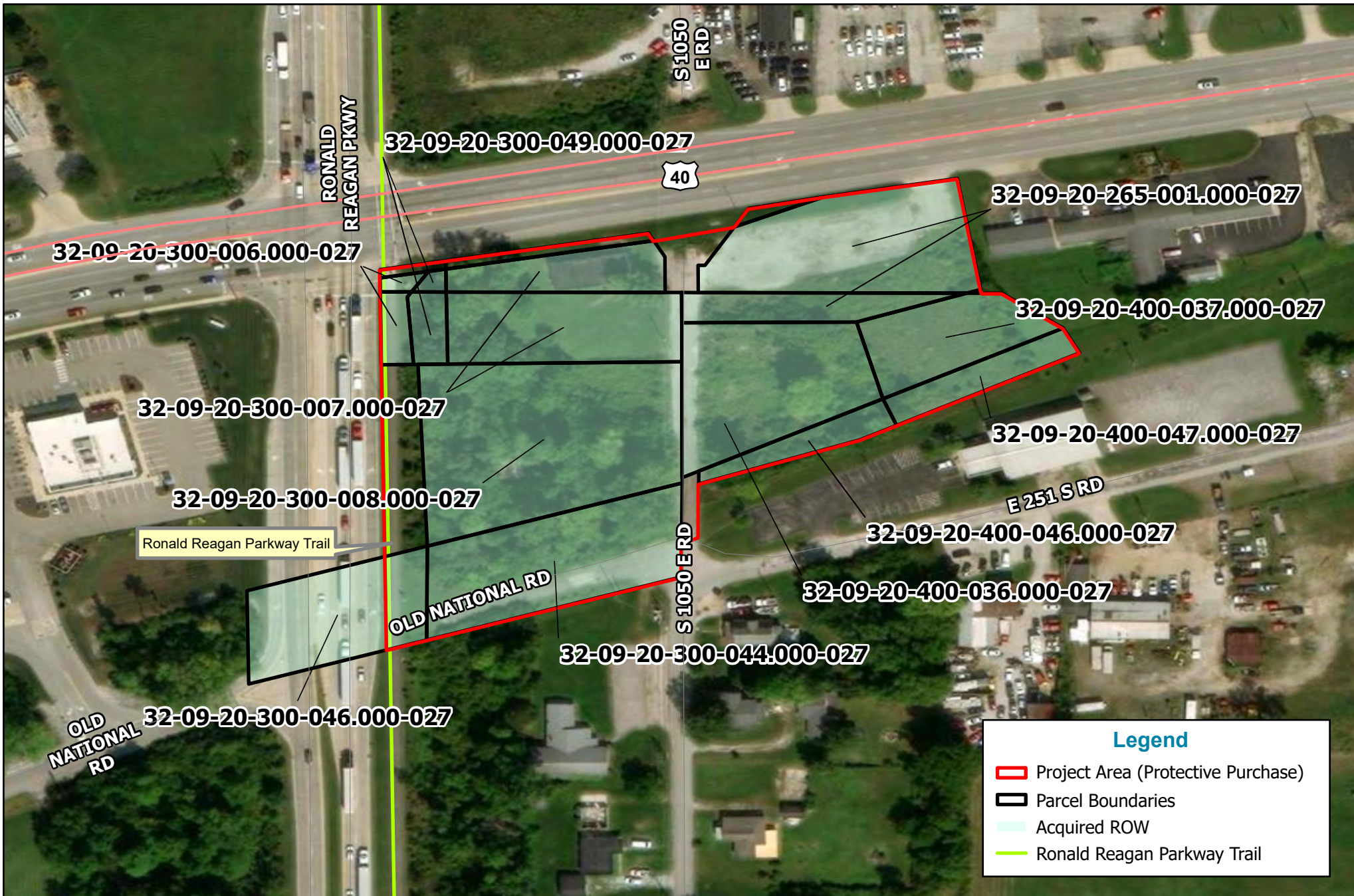
3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

USGS Topographic Map (1:24,000)
BRIDGEPORT QUADRANGLE
 Des. No. 2300701

0 0.25 0.5 Miles

County: Hendricks
 Township: Washington
 State: Indiana

US 40 and Ronald Reagan Parkway
 Protective Purchase Project
 Created: 2/27/2024, Grace.Brewington



LOCHMUELLER GROUP

3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

Aerial Map (2020)
 Des. No. 2300701

0 75 150 Feet

N

County: Hendricks
 Township: Washington
 State: Indiana

US 40 and Ronald Reagan Parkway
 Protective Purchase Project
 Created: 3/1/2024, Grace.Brewington

Aerial Source: 2020 Indiana NAIP
 Map Source(s): Maxar, Microsoft

Categorical Exclusion
Appendix C
Public Involvement



INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Eric Holcomb, Governor
Michael Smith, Commissioner

January 3, 2024

NOTICE OF ENTRY FOR SURVEY OR INVESTIGATION

RE: Des. No. 2300701
Protective Purchase Project
US 40 (Main Street) and Ronald Reagan Parkway
Hendricks County, Indiana
Lochmueller Project No.: 121-2035-02

Dear Property Owner:

Lochmueller Group, Inc. has been retained by the Indiana Department of Transportation (INDOT) for the development of environmental documentation associated with the above referenced project. Our information indicates that you own property near the proposed project.

Members of our team, including personnel from Lochmueller Group, Inc. will be performing surveys 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 under Indiana Code IC 8-23-7-26. If you are available, our survey team will show identification before coming onto your property. If you have sold this property, or it is occupied by someone else, please advise us of the name and address of the current owner/occupant so that we may contact them about the survey.

The survey work will be limited to the visual evaluation of above-ground structures and the surrounding area for potential historical significance. If there is a need for additional surveys, you will be contacted through separate communication.

At this stage, we generally do not know what effect, if any, the project may eventually have on your property. If we later determine that your property is involved, you will be contacted with additional information.

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 call me at (317) 334-6807 or write to me at CCosta@lochgroup.com. You may also contact the INDOT Project Manager, Ms. Kaitlyn McDaniel, at (765) 376-4754 or KaMcdaniel@indot.in.gov regarding the project.

Thank you in advance for your cooperation.

Sincerely yours,

LOCHMUELLER GROUP, INC.

Chad Costa
Environmental Department Manager

Name	Owner Address	City State	Zip	State Parcel Number	Alternate ID
GRUNDY FAMILY TRUST & MDC ASSET PROTECTION TRUST COLL MARGARET ANN 1% LIFE EST INT	6314 N 50 W	Lizton, IN	46149	32-09-20-300-049.000-027 & 32-09-20-300-007.000-027	25-1-20-52E-300-049 & 25-1-20-52E-300-007
HENDRICKS COUNTY BOARD OF COMMISSIONERS	355 S Washington St #204	Danville, IN	46122	32-09-20-300-006.000-027 & 32-09-20-300-046.000-027	25-1-20-52E-300-006 & 25-1-20-52E-300-046
PATEL SHAILESH & ENGELHARDT ANNE TIC	2810 Dursillas Dr	Plainfield, IN	46168	32-09-20-300-044.000-027, 32-09-20-265-001.000-027, 32-09-20-400-037.000-027, 32-09-20-400-036.000-027, 32-09-20-400-046.000-027, & 32-09-20-400-047.000-027	25-1-20-52E-300-044, 25-1-20-52E-265-001, 25-1-20-52E-400-037, 25-1-20-52E-400-036, 25-1-20-52E-400-046, & 32-09-20-400-047.000-027
STATE OF INDIANA - INDOT REAL ESTATE DIVISION	100 N Senate Ave Rm N642	Indianapolis, IN	46204	32-09-20-265-009.000-027, 32-09-20-100-016.000-027, & 32-09-20-100-015.000-027	25-1-20-52E-265-009, 25-1-20-52E-100-016, & 25-1-20-52E-100-015
MATUSKY MICHAEL FELIX FREDERICK THOMAS MARCUS ALLEN AMBER DAWN THOMAS MATUSKY MINORS TRUST FBO NATALIA MATUSKY	8201 S 122 St	Seattle, WA	98178	32-09-20-300-008.000-027	25-1-20-52E-300-008

Categorical Exclusion
Appendix D
Parcel Reports

32-09-20-265-001.000-027

PATEL, SHAILESH V & CHETNA

3105 E MAIN ST

456, Parking Lot or Structure

Fringe-Excellent-AC-25/499 1/2

General Information

Parcel Number 32-09-20-265-001.000-027

Local Parcel Number 25-1-20-52E 265-001

Tax ID: 025-120521-265001

Routing Number

Property Class 456 Parking Lot or Structure

Year: 2023

Location Information

County Hendricks

Township WASHINGTON TOWNSHIP

District 027 (Local 025) PLAINFIELD - WASHINGTON TWP

School Corp 3315 AVON COMMUNITY

Neighborhood 4992560 Fringe-Excellent-AC-25

Section/Plat 020

Location Address (1) 3105 E MAIN ST PLAINFIELD, IN 46168

Zoning

Subdivision PLFD_WASH ALL POINTS TIF AR

Lot

Market Model Z-C/I MKT CHG -5%

Characteristics

Topography Flood Hazard

Public Utilities ERA

Streets or Roads TIF

Neighborhood Life Cycle Stage Static

Printed Saturday, April 22, 2023

Review Group 2025

Ownership

PATEL, SHAILESH V & CHETNA S 2810 DURILLAS DR PLAINFIELD, IN 46168

Legal

PT SW NE 20-15-2E .76AC

Transfer of Ownership

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj Sale Price, V/I. Rows include transactions from 07/18/2019 to 01/01/1900.

Notes

10/6/2020 REASSESSMENT: 21/22 CYCLICAL RA PERFORMED BY NEXUS GROUP-NO CHANGE. JSA
2/23/2012 GENERAL: 12-13 ADDED PAVING. MEJ
7/1/2009 : 08/09 CBTB-NH REALIGNMENT TMS
2/9/2009 : 08/09 REMOVED HOUSE & SHED PKM
7/22/2007 : 07-08 CORRECTED HOUSE SQUARE FOOTAGE. MEJ 7-22-07
10/17/2005 : 06/07 CHANGED LAND TO PRIMARY RURAL EXCELLENT, ADDED TATTOO PARLOR BUILDING WHICH HAD BEEN OMITTED IN IN ERROR, CORRECTED PRICING OF DWELLING. 10/17/05 MW

Valuation Records (Work In Progress values are not certified values and are subject to change)

Table with columns: Assessment Year, Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Improvement, Total. Rows show valuation data for years 2023, 2022, 2021, 2020, 2019.

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value. Row shows data for land type 11, pricing method A, etc.

Land Computations

Table with columns: Computation Name, Value. Rows include Calculated Acreage (0.76), Actual Frontage (0), Developer Discount, Parcel Acreage (0.76), 81 Legal Drain NV (0.00), 82 Public Roads NV (0.00), 83 UT Towers NV (0.00), 9 Homesite (0.00), 91/92 Acres (0.00), Total Acres Farmland (0.76), Farmland Value (\$0), Measured Acreage (0.00), Avg Farmland Value/Acre (0.0), Value of Farmland (\$0), Classified Total (\$0), Farm / Classified Value (\$0), Homesite(s) Value (\$0), 91/92 Value (\$0), Supp. Page Land Value, CAP 1 Value (\$0), CAP 2 Value (\$0), CAP 3 Value (\$94,200), Total Value (\$94,200).

Data Source Aerial

Collector

Appraiser

General Information

Occupancy Paving
Description Paving
Story Height 0
Style N/A
Finished Area
Make

Floor Finish

Earth Tile
Slab Carpet
Sub & Joist Unfinished
Wood Other
Parquet

Wall Finish

Plaster/Drywall Unfinished
Paneling Other
Fiberboard

Roofing

Built-Up Metal Asphalt Slate Tile
Wood Shingle Other

Exterior Features

Description Area Value

Plumbing

TF
Full Bath
Half Bath
Kitchen Sinks
Water Heaters
Add Fixtures
Total

Accommodations

Bedrooms
Living Rooms
Dining Rooms
Family Rooms
Total Rooms

Heat Type

Cost Ladder

Floor Constr Base Finish Value Totals
1
2
3
4
1/4
1/2
3/4
Attic
Bsmt
Crawl
Slab

Total Base Row Type Adj.

Adjustments
Unfin Int (-)
Ex Liv Units (+)
Rec Room (+)
Loft (+)
Fireplace (+)
No Heating (-)
A/C (+)
No Elec (-)
Plumbing (+ / -)
Spec Plumb (+)
Elevator (+)

Sub-Total, One Unit \$0
Sub-Total, 1 Units
Exterior Features (+) \$0 \$0
Garages (+) 0 sqft \$0 \$0
Quality and Design Factor (Grade) 1.00
Location Multiplier 1.00
Replacement Cost \$11,203

Specialty Plumbing

Description Count Value

Summary of Improvements

Table with 20 columns: Description, Res Eligibl, Story Height, Construction, Grade, Year Built, Eff Year, Eff Co Age nd, Base Rate, LCM, Adj Rate, Size, RCN, Norm Dep, Remain. Value, Abn Obs, PC Nbhd, Mrkt, Improv Value. Row 1: 1: Paving, 0%, 1, Asphalt, C, 2010, 2010, 13 A, \$2.81, 1.00, \$2.81, 3,987 sqft, \$11,203, 80%, \$2,240, 0%, 100%, 1.000, 1.0000, \$2,200

32-09-20-300-006.000-027

BOARD OF HENDRICKS COUNTY

ROAD ROW

620, Exempt, County

ROAD RIGHT OF WAY-25/6 1/2

General Information
Parcel Number
32-09-20-300-006.000-027
Local Parcel Number
25-1-20-52E 300-006
Tax ID:
025-120521-300006
Routing Number

Ownership
BOARD OF HENDRICKS COUNTY C
355 S WASHINGTON ST
DANVILLE, IN 46122
Legal
PT W 20-15-2E .11AC

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj Sale Price, V/I. Rows include transfer records from 06/18/2004 to 01/01/1900.

Notes
7/7/2021 REASSESSMENT: 22/23 CYCLICAL RA NO CHANGE, JSA
7/10/2017 REASSESSMENT: 2018 CYCLICAL RA - NO CHANGE, ROW NDL
6/17/2009 : 09/10 SPLIT (A25G) .08AC WENT TO 300-049 JMH
3/16/2000 : 00/01 SPLIT ANNEXATION CAME FROM 12-4-20-52E 300-006-C1 KMC

Property Class 620
Exempt, County

Exempt

Year: 2023

Location Information
County: Hendricks
Township: WASHINGTON TOWNSHIP
District 027 (Local 025)
School Corp 3315
Neighborhood 6100025
Section/Plat 020
Location Address (1)
Zoning
Subdivision
Lot
Market Model

Valuation Records (Work In Progress values are not certified values and are subject to change)
Table with columns: Assessment Year, Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Improvement, Total.

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')
Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value.

Land Computations
Table with columns: Description, Value. Rows include Calculated Acreage, Actual Frontage, Developer Discount, Parcel Acreage, etc.

Characteristics
Topography
Public Utilities
Streets or Roads
Neighborhood Life Cycle Stage
Printed
Review Group
Data Source
Collector
Appraiser

32-09-20-300-007.000-027

GRUNDY FAM TRUST & MDC AS

LAND ONLY

499, Other Commercial Structures

Fringe-Excellent-AC-25/499 1/2

General Information

Parcel Number 32-09-20-300-007.000-027
Local Parcel Number 25-1-20-52E 300-007
Tax ID: 025-120521-300007
Routing Number

Ownership

GRUNDY FAM TRUST & MDC ASSET
MARGARET ANN COLL 1% LIFE EST
3487 W US HIGHWAY 36
DANVILLE, IN 46122

Legal

PT SW NE 20-15-2E 0.64AC
DBA: VACANT

Transfer of Ownership

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj, Sale Price, V/I. Rows include dates from 09/18/2020 to 01/01/1900.

Notes

10/5/2020 REASSESSMENT: 21/22 CYCLICAL RA PERFORMED BY NEXUS GROUP- CHANGED BLD TO C/I UTIL STOR KEPT ALL OTHER INFO SAME. JSA
5/11/2015 NEW CONSTR: 15/16 REMOVED HOME & DET GARAGE AND HOMESITE. JSA
5/28/2013 CE/AUD: 12/13 CE/AUD CHG (FORM 130) - CHGD COND ON ALL BLDGS - LOWERED GRADE ON SERVICE STATION & DET GAR PKP
4/16/2013 NEW CONSTR: 13-14 REDREW SKETCH FROM DOT AND ADDED CONCRETE PATIO FROM SITE REVIEW. MEJ
2/28/2012 : 11/12 NO VALUE CHG CHGD ALLOCATIONS PER USE GLB
3/23/2009 : 08-09 COMMERCIAL DEMOLITION PERMIT- NO CHANGE. MEJ 3-23-09
2/13/2003 : 02-03 RSMT MEJ
3/30/2000 : 98/99 REMOVE FRAME GARAGE 26 X 26 (DESTROYED-PERMIT # 97-0128) *****SEE BOTH RESIDENTIAL & COMMERCIAL CARDS*****
00-01 SPLIT ANNEXATION CAME FROM 12-4-20-52E 300-007 MEJ 3-30-00

Property Class 499
Other Commercial Structures

Year: 2023

Location Information

County Hendricks
Township WASHINGTON TOWNSHIP
District 027 (Local 025) PLAINFIELD - WASHINGTON TWP
School Corp 3315 AVON COMMUNITY
Neighborhood 4992560 Fringe-Excellent-AC-25
Section/Plat 020
Location Address (1) LAND ONLY INDIANAPOLIS, IN 46231

Valuation Records (Work In Progress values are not certified values and are subject to change)

Table with columns: Assessment Year, Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Land Res (1), Land Non Res (2), Land Non Res (3), Improvement, Imp Res (1), Imp Non Res (2), Imp Non Res (3), Total, Total Res (1), Total Non Res (2), Total Non Res (3). Rows for years 2023, 2022, 2021, 2020, 2019.

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value. Row 1: 11, A, 0, 0.64, 1.40, \$100,000, \$140,000, \$89,600, 0%, 0%, 1.0000, \$89,600

Zoning

Subdivision

Lot

Market Model Z12-C/I WASHINGTON (VAC)

Characteristics

Topography Flood Hazard
Public Utilities ERA
Streets or Roads TIF

Neighborhood Life Cycle Stage Static
Printed Saturday, April 22, 2023

Review Group 2025

Data Source External Only

Collector

Appraiser

Land Computations

Table with columns: Description, Value. Rows include Calculated Acreage (0.64), Actual Frontage (0), Developer Discount, Parcel Acreage (0.64), 81 Legal Drain NV (0.00), 82 Public Roads NV (0.00), 83 UT Towers NV (0.00), 9 Homesite (0.00), 91/92 Acres (0.00), Total Acres Farmland (0.64), Farmland Value (\$0), Measured Acreage (0.00), Avg Farmland Value/Acre (0.0), Value of Farmland (\$0), Classified Total (\$0), Farm / Classified Value (\$0), Homesite(s) Value (\$0), 91/92 Value (\$0), Supp. Page Land Value, CAP 1 Value (\$0), CAP 2 Value (\$0), CAP 3 Value (\$89,600), Total Value (\$89,600)

General Information

Occupancy	C/I Building	Pre. Use	Utility / Storage
Description	C/I Building	Pre. Framing	Fire Resistant
Story Height	1	Pre. Finish	Unfinished
Type	N/A	# of Units	0

SB	B	1	U
-----------	----------	----------	----------

Wall Type 1: 1(204')

Heating

A/C

Sprinkler

Plumbing RES/CI

	#	TF	#	TF
Full Bath	0		0	
Half Bath	0		0	
Kitchen Sinks	0		0	
Water Heaters	0		0	
Add Fixtures	0		0	
Total	0		0	

Roofing

<input type="checkbox"/> Built Up	<input type="checkbox"/> Tile	<input type="checkbox"/> Metal
<input type="checkbox"/> Wood	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Slate
<input type="checkbox"/> Other		

GCK Adjustments

<input type="checkbox"/> Low Prof	<input type="checkbox"/> Ext Sheat	<input type="checkbox"/> Insulatio
<input type="checkbox"/> SteelGP	<input type="checkbox"/> AluSR	<input type="checkbox"/> Int Liner
<input type="checkbox"/> HGSR	<input type="checkbox"/> PPS	<input type="checkbox"/> Sand Pnl

Exterior Features

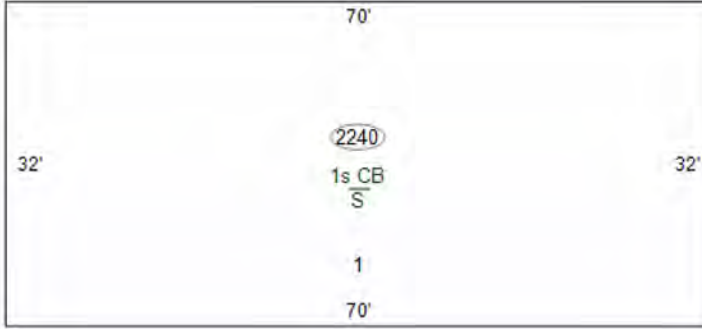
Description	Area	Value
-------------	------	-------

Special Features

Description	Value
-------------	-------

Other Plumbing

Description	Value
-------------	-------



Floor/Use Computations

Pricing Key	GCM
Use	UTLSTOR
Use Area	2240 sqft
Area Not in Use	0 sqft
Use %	100.0%
Eff Perimeter	204'
PAR	9
# of Units / AC	0
Avg Unit sz dpth	0
Floor	1
Wall Height	12'
Base Rate	\$68.90
Frame Adj	\$0.00
Wall Height Adj	(\$2.48)
Dock Floor	\$0.00
Roof Deck	\$0.00
Adj Base Rate	\$66.42
BPA Factor	1.00
Sub Total (rate)	\$66.42
Interior Finish	\$0.00
Partitions	\$0.00
Heating	(\$1.33)
A/C	\$0.00
Sprinkler	\$0.00
Lighting	\$0.00
Unit Finish/SR	\$0.00
GCK Adj.	\$0.00
S.F. Price	\$65.09
Sub-Total	
Unit Cost	\$0.00
Elevated Floor	\$0.00
Total (Use)	\$145,802

Building Computations

Sub-Total (all floors)	\$145,802	Garages	\$0
Racquetball/Squash	\$0	Fireplaces	\$0
Theater Balcony	\$0	Sub-Total (building)	\$145,802
Plumbing	\$0	Quality (Grade)	\$1
Other Plumbing	\$0	Location Multiplier	1.00
Special Features	\$0	Repl. Cost New	\$116,641
Exterior Features	\$0		

Summary of Improvements

Description	Res Eligibl	Story Height	Construction	Grade	Year Built	Eff Year	Eff Co Age nd	Base Rate	LCM	Adj Rate	Size	RCN	Norm Dep	Remain. Value	Abn Obs	PC	Nbhd	Mrkt	Improv Value
1: C/I Building	0%	1	Concrete Block	D	1940	1940	83 P		1.00		2,240 sqft	\$116,641	80%	\$23,330	0%	100%	1.000	1.0000	\$23,300

32-09-20-300-008.000-027

MATUSKY, MICHAEL FELIX & F

2536 S COUNTY ROAD 1050 E 501, Vacant - Unplatted (0 to 9.99 Acres)

RES ACREAGE DEFAULT- 1/2

General Information

Parcel Number 32-09-20-300-008.000-027
Local Parcel Number 25-1-20-52E 300-008

Tax ID: 025-120521-300008

Routing Number

Property Class 501
Vacant - Unplatted (0 to 9.99 Acres)

Year: 2023

Location Information

County Hendricks
Township WASHINGTON TOWNSHIP
District 027 (Local 025) PLAINFIELD - WASHINGTON TWP
School Corp 3315 AVON COMMUNITY
Neighborhood 5550025 RES ACREAGE DEFAULT-PFLD/
Section/Plat 020
Location Address (1) 2536 S COUNTY ROAD 1050 E INDIANAPOLIS, IN 46231

Zoning

Subdivision

Lot

Market Model N/A

Characteristics

Topography Flood Hazard
Public Utilities ERA
Streets or Roads TIF

Neighborhood Life Cycle Stage Static
Printed Saturday, April 22, 2023

Review Group 2025

Ownership

MATUSKY, MICHAEL FELIX & FREDE
MARCUS ALLEN & AMBER DAWN*
8201 S 122 ST
SEATTLE, WA 98178-4439

Legal

PT SW 20-15-2E .98AC

Transfer of Ownership

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj, Sale Price, V/I. Rows include 02/22/2018 and 01/01/1900.

Res

Valuation Records (Work In Progress values are not certified values and are subject to change)

Table with columns: Assessment Year, Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Improvement, Total. Rows show values for 2023, 2022, 2021, 2020, and 2019.

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value. Row shows 9rr A, 0, 0.98, 1.02, \$50,715, \$51,729, \$50,694, 0%, 0%, 1.0000, \$50,690.

Data Source Aerial

Collector

Appraiser

Notes

7/20/2020 REASSESSMENT: 2021 CYCLICAL RA - PER PICT & NO MLS - NO CHG CC
2/2/2016 NEW CONSTR: 16/17 N/C REMOVED ALL STRUCTURES FROM PARCEL. JSSA
2/3/2009 : 08/09 CHGD MKT FACTOR FROM 1.17 TO 1.14 GLB
10/14/2004 : 04/05 SPLIT .19AC WENT TO ROW (SPLIT PAGE A-027A) VALUE INCREASED DUE TO NEIGH. FACTOR
10/14/2004 : 04/05 SPLIT ANNEXED FROM 12-4-20-52E 300-008 (ANNEXATION MISSED BY AUD. OFFICE 00/01)

Land Computations

Table with columns: Description, Value. Rows include Calculated Acreage (0.98), Actual Frontage (0), Developer Discount, Parcel Acreage (0.98), 81 Legal Drain NV (0.00), 82 Public Roads NV (0.00), 83 UT Towers NV (0.00), 9 Homesite (0.98), 91/92 Acres (0.00), Total Acres Farmland (0.00), Farmland Value (\$0), Measured Acreage (0.00), Avg Farmland Value/Acre (0.0), Value of Farmland (\$0), Classified Total (\$0), Farm / Classified Value (\$0), Homesite(s) Value (\$50,700), 91/92 Value (\$0), Supp. Page Land Value, CAP 1 Value (\$0), CAP 2 Value (\$0), CAP 3 Value (\$50,700), Total Value (\$50,700).

32-09-20-300-044.000-027

PATEL, SHAILESH & ANNE ENG

LAND ONLY

501, Vacant - Unplatted (0 to 9.99 Acres)

RES ACREAGE DEFAULT- 1/2

General Information

Parcel Number
32-09-20-300-044.000-027

Local Parcel Number
25-1-20-52E 300-044

Tax ID:
025-120521-300044

Routing Number

Ownership

PATEL, SHAILESH & ANNE ENGELH
2810 DURGILLA S DR
PLAINFIELD, IN 46168

Legal

PT SW 20-15N-2E .537AC

Transfer of Ownership

Date	Owner	Doc ID	Code	Book/Page	Adj Sale Price	V/I
03/27/2023	PATEL, SHAILESH &	WD	WD	/	\$75,000	I
05/18/2011	US 40 PARTNERS LL		QC	/	\$0	I
01/01/1900	DUGGER, M C		WD	/	\$0	I

Notes

11/10/2020 REASSESSMENT: 2021 CYCLICAL RA - PER PICT & NO MLS - NO CHG CC

7/11/2017 REASSESSMENT: 2018 CYCLICAL RA - REVIEW AT TIME OF SPLIT NDL

6/29/2017 CBTB: 17/18 CBTB - SPLIT (E25B) 1.785AC WENT TO 330-003 (TRANS IS 3307 INCORRECTLY TOOK THIS FROM THE WRONG PARENT 300-050) NDL

6/29/2017 CE/AUD: 16/17 CE/AUD - PARCEL WAS ACCIDENTALLY RETIRED; REACTIVATED IN 2016; NDL

Property Class 501
Vacant - Unplatted (0 to 9.99 Acres)

Year: 2023

Location Information

County
Hendricks

Township
WASHINGTON TOWNSHIP

District 027 (Local 025)
PLAINFIELD - WASHINGTON TWP

School Corp 3315
AVON COMMUNITY

Neighborhood 5550025
RES ACREAGE DEFAULT-PFLD/

Section/Plat

Location Address (1)
LAND ONLY
PLAINFIELD, IN 46168

Valuation Records (Work In Progress values are not certified values and are subject to change)

2023	Assessment Year	2023	2022	2021	2020	2019
WIP	Reason For Change	Annual-Adj	Annual-Adj	Annual-Adj	Annual-Adj	Annual-Adj
03/29/2023	As Of Date	04/06/2023	04/07/2022	03/27/2021	04/01/2020	03/22/2019
Indiana Cost Mod	Valuation Method	Indiana Cost Mod	Indiana Cost Mod	Indiana Cost Mod	Indiana Cost Mod	Indiana Cost Mod
1.0000	Equalization Factor	1.0000	1.0000	1.0000	1.0000	1.0000
	Notice Required	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
\$5,100	Land	\$5,100	\$4,900	\$4,900	\$4,900	\$4,400
\$0	Land Res (1)	\$0	\$0	\$0	\$0	\$0
\$0	Land Non Res (2)	\$0	\$0	\$0	\$0	\$0
\$5,100	Land Non Res (3)	\$5,100	\$4,900	\$4,900	\$4,900	\$4,400
\$0	Improvement	\$0	\$0	\$0	\$0	\$0
\$0	Imp Res (1)	\$0	\$0	\$0	\$0	\$0
\$0	Imp Non Res (2)	\$0	\$0	\$0	\$0	\$0
\$0	Imp Non Res (3)	\$0	\$0	\$0	\$0	\$0
\$5,100	Total	\$5,100	\$4,900	\$4,900	\$4,900	\$4,400
\$0	Total Res (1)	\$0	\$0	\$0	\$0	\$0
\$0	Total Non Res (2)	\$0	\$0	\$0	\$0	\$0
\$5,100	Total Non Res (3)	\$5,100	\$4,900	\$4,900	\$4,900	\$4,400

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Land Type	Pricing Method	Soil ID	Act Front.	Size	Factor	Rate	Adj. Rate	Ext. Value	Infl. %	Res Elig %	Market Factor	Value
91rr	A		0	0.537	1.00	\$9,565	\$9,565	\$5,136	0%	0%	1.0000	\$5,140

Zoning

Subdivision

Lot

Market Model
N/A

Characteristics

Topography **Flood Hazard**

Public Utilities **ERA**

Streets or Roads **TIF**

Neighborhood Life Cycle Stage
Static

Printed Saturday, April 22, 2023

Review Group 2025 Data Source N/A Collector Appraiser

11/12/2016 SPLIT: 16/17 SPLIT ((A25F) 1.118AC WENT TO 300-050. . TB

10/8/2015 SPLIT: 16/17 SPLIT (A-25C) -- 0.743 AC WENT TO 300-050. RMVD -50% INFL FOR WOODED LOT NDL

2/9/2009 : 07/08 CE/AUD REVERTED TO RES AC. DUE TO LAND LOCKED PARCEL, COMM PROPERTY NDP

6/5/2007 : 07-08 SPLIT (A25I) .39AC WENT TO 300-046. MEJ 6-5-07

4/30/2003 : 02/03 RSMT C2

Land Computations

Calculated Acreage	0.54
Actual Frontage	0
Developer Discount	<input type="checkbox"/>
Parcel Acreage	0.54
81 Legal Drain NV	0.00
82 Public Roads NV	0.00
83 UT Towers NV	0.00
9 Homesite	0.00
91/92 Acres	0.54
Total Acres Farmland	0.00
Farmland Value	\$0
Measured Acreage	0.00
Avg Farmland Value/Acre	0.0
Value of Farmland	\$0
Classified Total	\$0
Farm / Classified Value	\$0
Homesite(s) Value	\$0
91/92 Value	\$5,100
Supp. Page Land Value	
CAP 1 Value	\$0
CAP 2 Value	\$0
CAP 3 Value	\$5,100
Total Value	\$5,100

32-09-20-300-046.000-027

HENDRICKS COUNTY BOARD O

ROAD ROW

620, Exempt, County

ROAD RIGHT OF WAY-25/6 1/2

General Information

Parcel Number 32-09-20-300-046.000-027
Local Parcel Number 25-1-20-52E 300-046

Tax ID: 025-120521-300046

Routing Number

Property Class 620 Exempt, County

Year: 2023

Location Information

County Hendricks

Township WASHINGTON TOWNSHIP

District 027 (Local 025) PLAINFIELD - WASHINGTON TWP

School Corp 3315 AVON COMMUNITY

Neighborhood 6100025 ROAD RIGHT OF WAY-25

Section/Plat

Location Address (1) ROAD ROW INDIANAPOLIS, IN 46231

Zoning

Subdivision

Lot

Market Model N/A

Characteristics

Topography Flood Hazard

Public Utilities ERA

Streets or Roads TIF

Neighborhood Life Cycle Stage Other

Printed Saturday, April 22, 2023

Review Group 2022

Ownership

HENDRICKS COUNTY BOARD OF C 355 S WASHINGTON ST DANVILLE, IN 46122

Legal

PT SW 20-15-2E .39AC

Transfer of Ownership

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj Sale Price, V/I. Rows show transfers from 11/21/2006.

Notes

7/7/2021 REASSESSMENT: 22/23 CYCLICAL RA NO CHANGE, JSA
7/10/2017 REASSESSMENT: 2018 CYCLICAL RA - NO CHANGE, ROW NDL
6/5/2007 : 07-08 SPLIT (A25I) .39AC CAME FROM 300-044. MEJ 6-5-07

Exempt

Valuation Records (Work In Progress values are not certified values and are subject to change)

Table with columns: 2023, 2022, 2021, 2020, 2019. Rows include Assessment Year, Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Improvement, Total.

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value.

Land Computations

Table with columns: Description, Value. Rows include Calculated Acreage, Actual Frontage, Developer Discount, Parcel Acreage, 81 Legal Drain NV, 82 Public Roads NV, 83 UT Towers NV, 9 Homesite, 91/92 Acres, Total Acres Farmland, Farmland Value, Measured Acreage, Avg Farmland Value/Acre, Value of Farmland, Classified Total, Farm / Classified Value, Homesite(s) Value, 91/92 Value, Supp. Page Land Value, CAP 1 Value, CAP 2 Value, CAP 3 Value, Total Value.

Data Source N/A

Collector

Appraiser

32-09-20-300-049.000-027

GRUNDY FAM TRUST & MDC AS

LAND ONLY

500, Vacant - Platted Lot

RES ACREAGE DEFAULT- 1/2

General Information

Parcel Number 32-09-20-300-049.000-027

Local Parcel Number 25-1-20-52E 300-049

Tax ID: 025-120521-300049

Routing Number

Property Class 500 Vacant - Platted Lot

Year: 2023

Location Information

County Hendricks

Township WASHINGTON TOWNSHIP

District 027 (Local 025) PLAINFIELD - WASHINGTON TWP

School Corp 3315 AVON COMMUNITY

Neighborhood 5550025 RES ACREAGE DEFAULT-PFLD/

Section/Plat 020

Location Address (1) LAND ONLY PLAINFIELD, IN 46168

Zoning

Subdivision

Lot

Market Model N/A

Characteristics

Topography Flood Hazard Public Utilities ERA Streets or Roads TIF

Neighborhood Life Cycle Stage Static

Printed Saturday, April 22, 2023

Review Group 2025

Ownership GRUNDY FAM TRUST & MDC ASSET MARGARET ANN COLL 1% LIFE EST 3487 W US HIGHWAY 36 DANVILLE, IN 46122

Legal PT NE SW & PT SE NW 20-15-2E .08AC

Transfer of Ownership

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj Sale Price, V/I. Rows include transactions from 09/18/2020 to 01/01/1900.

Notes

7/20/2020 REASSESSMENT: 2021 CYCLICAL RA - PER PICT & NO MLS - NO CHG CC 10/23/2017 REASSESSMENT: 2018 CYCLICAL RA - RMVD MISC SHU2 PER PICTOMETRY HLH 6/17/2009 : 09/10 SPLIT (A25G) CAME FROM 300-006 JMH

Res

Valuation Records (Work In Progress values are not certified values and are subject to change)

Table with columns: Assessment Year (2023-2020), Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Improvement, Total. Includes monetary values for each category.

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value. Row 1: 91rr A, 0, 0.08, 1.00, \$9,565, \$9,565, \$765, 0%, 0%, 1.0000, \$770

Land Computations

Table with columns: Description, Value. Rows include Calculated Acreage (0.08), Actual Frontage (0), Developer Discount, Parcel Acreage (0.08), 81 Legal Drain NV (0.00), 82 Public Roads NV (0.00), 83 UT Towers NV (0.00), 9 Homesite (0.00), 91/92 Acres (0.08), Total Acres Farmland (0.00), Farmland Value (\$0), Measured Acreage (0.00), Avg Farmland Value/Acre (0.0), Value of Farmland (\$0), Classified Total (\$0), Farm / Classified Value (\$0), Homesite(s) Value (\$0), 91/92 Value (\$800), Supp. Page Land Value, CAP 1 Value (\$0), CAP 2 Value (\$0), CAP 3 Value (\$800), Total Value (\$800)

Data Source Aerial

Collector

Appraiser

32-09-20-400-036.000-027

PATEL, SHAILESH V & CHETNA

2515 S COUNTY ROAD 1050 E 501, Vacant - Unplatted (0 to 9.99 Acres)

RES ACREAGE DEFAULT- 1/2

General Information

Parcel Number 32-09-20-400-036.000-027
Local Parcel Number 25-1-20-52E 400-036

Tax ID: 025-120521-400036

Routing Number

Property Class 501 Vacant - Unplatted (0 to 9.99 Acres)

Year: 2023

Location Information

County Hendricks
Township WASHINGTON TOWNSHIP
District 027 (Local 025) PLAINFIELD - WASHINGTON TWP
School Corp 3315 AVON COMMUNITY
Neighborhood 5550025 RES ACREAGE DEFAULT-PFLD/
Section/Plat 020
Location Address (1) 2515 S COUNTY ROAD 1050 E INDIANAPOLIS, IN 46231

Zoning

Subdivision PLFD_WASH ALL POINTS TIF AR

Lot

Market Model N/A

Characteristics

Topography Flood Hazard
Public Utilities ERA
Streets or Roads TIF

Neighborhood Life Cycle Stage Static

Printed Saturday, April 22, 2023

Review Group 2025

Ownership

PATEL, SHAILESH V & CHETNA S
2810 DURSILLAS DR
PLAINFIELD, IN 46168

Legal

PT NE1/4 SE1/4 20-15-2E 0.55 AC

Transfer of Ownership

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj Sale Price, V/I. Rows include 07/18/2019 and 01/01/1900.

Notes

7/20/2020 NEW CONSTR: 2021 CYCLICAL RA - PER PICT & NO MLS - NO CHG CC
3/5/2018 REASSESSMENT: 2018 CYCLICAL RA-- RMVD HOUSE PER PICTOMETRY (12/10/2017) JMS
2/3/2009 : 08/09 CHGD MKT FACTOR FROM 1.17 TO 1.14 GLB

Valuation Records (Work In Progress values are not certified values and are subject to change)

Table with columns: Assessment Year (2023, 2022, 2021, 2020, 2019), Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Land Res (1), Land Non Res (2), Land Non Res (3), Improvement, Imp Res (1), Imp Non Res (2), Imp Non Res (3), Total, Total Res (1), Total Non Res (2), Total Non Res (3).

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value.

Land Computations

Table with columns: Computation Name, Value. Includes Calculated Acreage (0.55), Actual Frontage (0), Developer Discount, Parcel Acreage (0.55), 81 Legal Drain NV (0.00), 82 Public Roads NV (0.00), 83 UT Towers NV (0.00), 9 Homesite (0.55), 91/92 Acres (0.00), Total Acres Farmland (0.00), Farmland Value (\$0), Measured Acreage (0.00), Avg Farmland Value/Acre (0.0), Value of Farmland (\$0), Classified Total (\$0), Farm / Classified Value (\$0), Homesite(s) Value (\$40,200), 91/92 Value (\$0), Supp. Page Land Value, CAP 1 Value (\$0), CAP 2 Value (\$0), CAP 3 Value (\$40,200), Total Value (\$40,200).

Data Source N/A

Collector

Appraiser

32-09-20-400-037.000-027

PATEL, SHAILESH V & CHETNA

10554 OLD NATIONAL RD

501, Vacant - Unplatted (0 to 9.99 Acres)

RES ACREAGE DEFAULT- 1/2

General Information

Parcel Number 32-09-20-400-037.000-027

Local Parcel Number 25-1-20-52E 400-037

Tax ID: 025-120521-400037

Routing Number

Property Class 501 Vacant - Unplatted (0 to 9.99 Acres)

Year: 2023

Location Information

County Hendricks

Township WASHINGTON TOWNSHIP

District 027 (Local 025) PLAINFIELD - WASHINGTON TWP

School Corp 3315 AVON COMMUNITY

Neighborhood 5550025 RES ACREAGE DEFAULT-PFLD/

Section/Plat 020

Location Address (1) 10554 OLD NATIONAL RD PLAINFIELD, IN 46168

Zoning

Subdivision PLFD_WASH ALL POINTS TIF AR

Lot

Market Model N/A

Characteristics

Topography Flood Hazard

Public Utilities ERA

Streets or Roads TIF

Neighborhood Life Cycle Stage Static

Printed Saturday, April 22, 2023

Review Group 2025

Ownership

PATEL, SHAILESH V & CHETNA S 2810 DURILLAS DR PLAINFIELD, IN 46168

Legal

PT W SE 20-15-2E 0.31 AC

Transfer of Ownership

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj Sale Price, W/I. Rows include transactions from 07/18/2019 to 03/29/2001.

Notes

7/20/2020 NEW CONSTR: 2021 CYCLICAL RA - PER PICT & NO MLS - NO CHG CC
9/11/2017 REASSESSMENT: 2018 CYCLICAL RA - NO CHANGE...VACANT LOT W/ NO PERMIT ON FILE NDL
11/16/2010 GENERAL: 11/12 DSTRY STR - REMOVED RESIDENCE AND GAR JMH
2/3/2009 : 08/09 CHGD MKT FACTOR FROM 1.17 TO 1.14 GLB

Res

Valuation Records (Work In Progress values are not certified values and are subject to change)

Table with columns: Assessment Year, Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Land Res (1), Land Non Res (2), Land Non Res (3), Improvement, Imp Res (1), Imp Non Res (2), Imp Non Res (3), Total, Total Res (1), Total Non Res (2), Total Non Res (3). Rows show values for years 2020-2023.

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value. Row shows values for 9rr A.

Land Computations

Table with columns: Computation Name, Value. Rows include Calculated Acreage (0.31), Actual Frontage (0), Developer Discount, Parcel Acreage (0.31), 81 Legal Drain NV (0.00), 82 Public Roads NV (0.00), 83 UT Towers NV (0.00), 9 Homesite (0.31), 91/92 Acres (0.00), Total Acres Farmland (0.00), Farmland Value (\$0), Measured Acreage (0.00), Avg Farmland Value/Acre (0.0), Value of Farmland (\$0), Classified Total (\$0), Farm / Classified Value (\$0), Homesite(s) Value (\$28,800), 91/92 Value (\$0), Supp. Page Land Value, CAP 1 Value (\$0), CAP 2 Value (\$0), CAP 3 Value (\$28,800), Total Value (\$28,800).

Data Source N/A

Collector

Appraiser

32-09-20-400-046.000-027

PATEL, SHAILESH V & CHETNA

LAND ONLY

501, Vacant - Unplatted (0 to 9.99 Acres)

RES ACREAGE DEFAULT- 1/2

General Information

Parcel Number 32-09-20-400-046.000-027

Local Parcel Number 25-1-20-52E 400-046

Tax ID: 025-120521-400046

Routing Number

Property Class 501 Vacant - Unplatted (0 to 9.99 Acres)

Year: 2023

Location Information

County Hendricks

Township WASHINGTON TOWNSHIP

District 027 (Local 025) PLAINFIELD - WASHINGTON TWP

School Corp 3315 AVON COMMUNITY

Neighborhood 5550025 RES ACREAGE DEFAULT-PFLD/

Section/Plat

Location Address (1) LAND ONLY PLAINFIELD, IN 46168

Zoning

Subdivision

Lot

Market Model N/A

Characteristics

Topography Flood Hazard

Public Utilities ERA

Streets or Roads TIF

Neighborhood Life Cycle Stage Static

Printed Saturday, April 22, 2023

Review Group 2025

Ownership

PATEL, SHAILESH V & CHETNA S 2810 DURSILLAS DR PLAINFIELD, IN 46168

Legal

PT E 1/2 20-15N-2E 0.127 AC

Transfer of Ownership

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj Sale Price, V/I. Rows include 07/18/2019 and 07/10/2017 transactions.

Notes

7/20/2020 NEW CONSTR: 2021 CYCLICAL RA - PER PICT & NO MLS - NO CHG CC
10/17/2017 SPLIT: 18/19 SPLIT (A25H) ALL CAME FROM 400-044. JSA

Res

Valuation Records (Work In Progress values are not certified values and are subject to change)

Table with columns: Year (2023-2019), Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Improvement, Total. Includes sub-totals for Land, Improvement, and Total.

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value.

Land Computations

Table with columns: Description, Value. Includes Calculated Acreage (0.13), Actual Frontage (0), Developer Discount, Parcel Acreage (0.13), 81 Legal Drain NV (0.00), 82 Public Roads NV (0.00), 83 UT Towers NV (0.00), 9 Homesite (0.00), 91/92 Acres (0.13), Total Acres Farmland (0.00), Farmland Value (\$0), Measured Acreage (0.00), Avg Farmland Value/Acre (0.0), Value of Farmland (\$0), Classified Total (\$0), Farm / Classified Value (\$0), Homesite(s) Value (\$0), 91/92 Value (\$1,200), Supp. Page Land Value, CAP 1 Value (\$0), CAP 2 Value (\$0), CAP 3 Value (\$1,200), Total Value (\$1,200).

Data Source N/A

Collector

Appraiser

32-09-20-400-047.000-027

PATEL, SHAILESH V & CHETNA

LAND ONLY

501, Vacant - Unplatted (0 to 9.99 Acres)

RES ACREAGE DEFAULT- 1/2

General Information

Parcel Number 32-09-20-400-047.000-027

Local Parcel Number 25-1-20-52E 400-047

Tax ID: 025-120521-400047

Routing Number

Property Class 501 Vacant - Unplatted (0 to 9.99 Acres)

Year: 2023

Location Information

County Hendricks

Township WASHINGTON TOWNSHIP

District 027 (Local 025) PLAINFIELD - WASHINGTON TWP

School Corp 3315 AVON COMMUNITY

Neighborhood 5550025 RES ACREAGE DEFAULT-PFLD/

Section/Plat

Location Address (1) LAND ONLY PLAINFIELD, IN 46168

Zoning

Subdivision

Lot

Market Model N/A

Characteristics

Topography Flood Hazard

Public Utilities ERA

Streets or Roads TIF

Neighborhood Life Cycle Stage Static

Printed Saturday, April 22, 2023

Review Group 2025

Ownership

PATEL, SHAILESH V & CHETNA S 2810 DURILLAS DR PLAINFIELD, IN 46168

Legal

PT E 1/2 20-15N-2E 0.159 AC

Transfer of Ownership

Table with columns: Date, Owner, Doc ID, Code, Book/Page, Adj, Sale Price, V/I. Rows include 07/18/2019 PATEL, SHAILESH V and 07/10/2017 HOLZKNECHT, THOM.

Notes

7/20/2020 NEW CONSTR: 2021 CYCLICAL RA - PER PICT & NO MLS - NO CHG CC
10/17/2017 SPLIT: 18/19 SPLIT (A25H) ALL CAME FROM 400-044. JSA

Res

Valuation Records (Work In Progress values are not certified values and are subject to change)

Table with columns: 2023, 2022, 2021, 2020, 2019. Rows include Assessment Year, Reason For Change, As Of Date, Valuation Method, Equalization Factor, Notice Required, Land, Improvement, Total.

Land Data (Standard Depth: Res 100', CI 100' Base Lot: Res 0' X 0', CI 0' X 0')

Table with columns: Land Type, Pricing Method, Soil ID, Act Front., Size, Factor, Rate, Adj. Rate, Ext. Value, Infl. %, Res Elig %, Market Factor, Value.

Land Computations

Table with columns: Description, Value. Rows include Calculated Acreage (0.16), Actual Frontage (0), Developer Discount, Parcel Acreage (0.16), 81 Legal Drain NV (0.00), 82 Public Roads NV (0.00), 83 UT Towers NV (0.00), 9 Homesite (0.00), 91/92 Acres (0.16), Total Acres Farmland (0.00), Farmland Value (\$0), Measured Acreage (0.00), Avg Farmland Value/Acre (0.0), Value of Farmland (\$0), Classified Total (\$0), Farm / Classified Value (\$0), Homesite(s) Value (\$0), 91/92 Value (\$1,500), Supp. Page Land Value, CAP 1 Value (\$0), CAP 2 Value (\$0), CAP 3 Value (\$1,500), Total Value (\$1,500).

Data Source N/A

Collector

Appraiser

Categorical Exclusion
Appendix E
NRHP Assessment

NRHP ASSESSMENT REPORT PROTECTIVE PURCHASE

*US 40 (Main Street) and Ronald Reagan
Parkway*

Washington Township, Hendricks County, Indiana



Lochmueller Group, Inc.

3502 Woodview Trace, Suite 150

Indianapolis, Indiana 46268

Phone: 317.222.3880

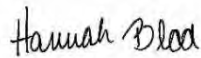
July 2024

Protective Purchase:
US 40 (Main Street) and Ronald Reagan Parkway
Washington Township, Hendricks County, Indiana

National Register of Historic Places (NRHP) Assessment

Prepared for:
Indiana Department of Transportation
Federal Highway Administration

Prepared By:
Hannah Blad



Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN 46628

July 24, 2024

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Removed for brevity

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**Protective Purchase:
US 40 (Main Street) and Ronald Reagan Parkway
Washington Township, Hendricks County, Indiana
NRHP Assessment Report**

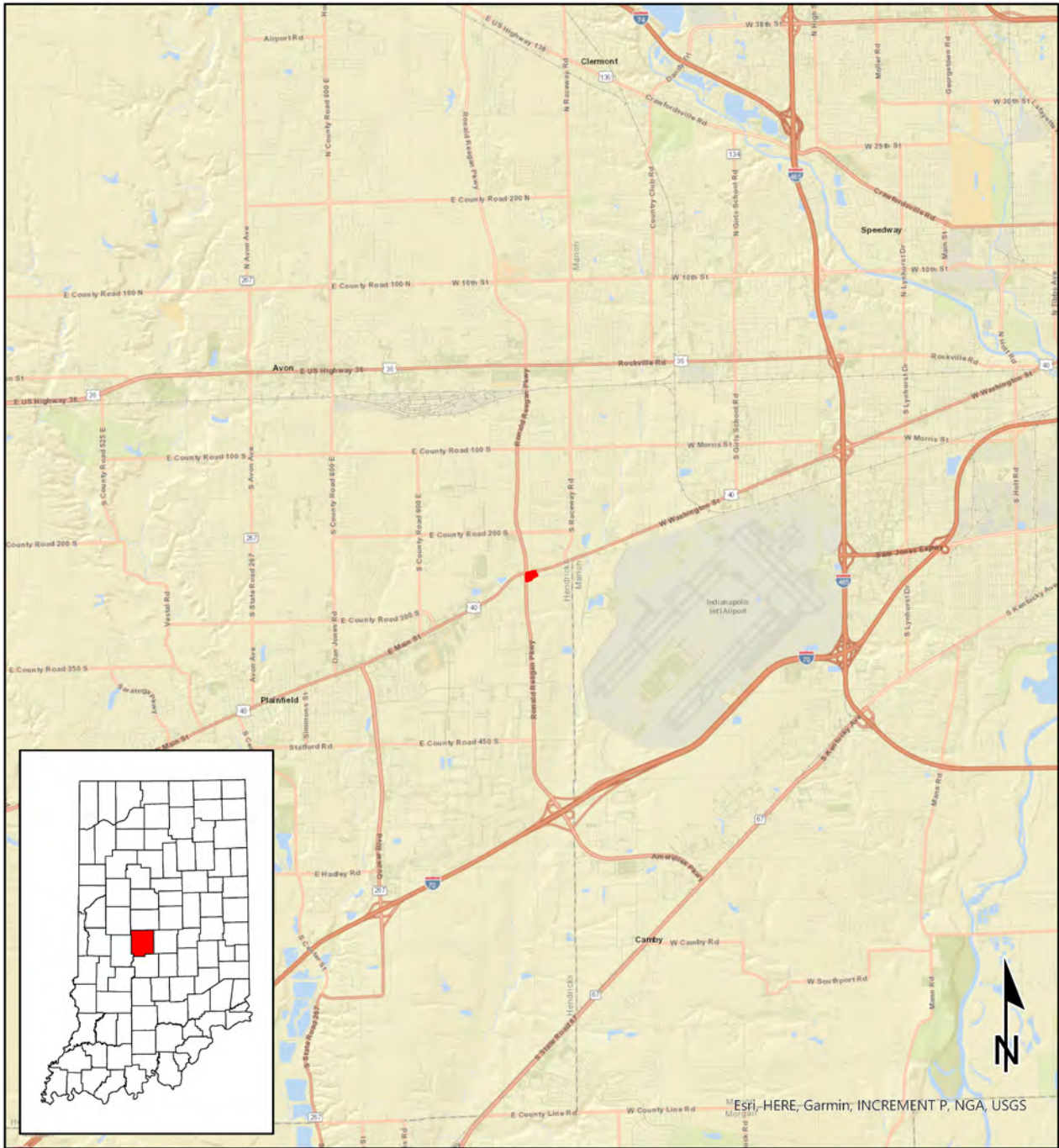
I. INTRODUCTION/PURPOSE OF REPORT

The Indiana Department of Transportation (INDOT), with funding and administrative oversight from FHWA, proposes to proceed with the protective purchase of eleven (11) parcels, totaling 4.36 acres, in the southeast quadrant of US 40 (Main Street) and Ronald Reagan Parkway in Washington Township, Hendricks County. This is a “buy and hold”; no ground disturbing activities are proposed at this time. The protective purchase of the subject parcels is being advanced ahead of a forthcoming transportation project associated with Des. No. 2300701 that will improve the operations at the intersection of US 40 (Main Street) and Ronald Reagan Parkway, as well as at several adjacent intersections. Until such time as the environmental document for the US 40 Intersection Improvement Project is approved, the “buy and hold” parcels will remain as-is. A building, associated with a former gas station operation (identified as Lochmueller #1), is located on Parcel ID 32-09-20-300-007 within the project area. Due to the location of Lochmueller #1 within the protective purchase parcels, it is being evaluated for the NRHP. It is the only extant structure located within the protective purchase parcels. As a result of evaluation efforts conducted for this report, the gas station located on Parcel ID 32-90-20-300-007 (Lochmueller #1) is not recommended eligible for listing in the National Register of Historic Places (NRHP).

The project area is located in an urban setting with residential and commercial buildings.

The purpose of this report is to evaluate the above-ground resources associated with Parcel ID 32-09-20-300-007 for NRHP eligibility. The findings of this report are intended to be used relative to any future action taken regarding the property that might involve the use of Federal funds.

Lochmueller Group was charged with the evaluation of the potential NRHP eligibility of the c. 1930 gas station located on Parcel ID 32-09-20-300-007. Gary Francis Quigg, a historian who meets the Secretary of the Interior’s Professional Standards, conducted a site survey of the APE on January 25 and June 4, 2024. Hannah Blad wrote this NRHP Assessment Report. Both Blad and Quigg reviewed and edited this report.

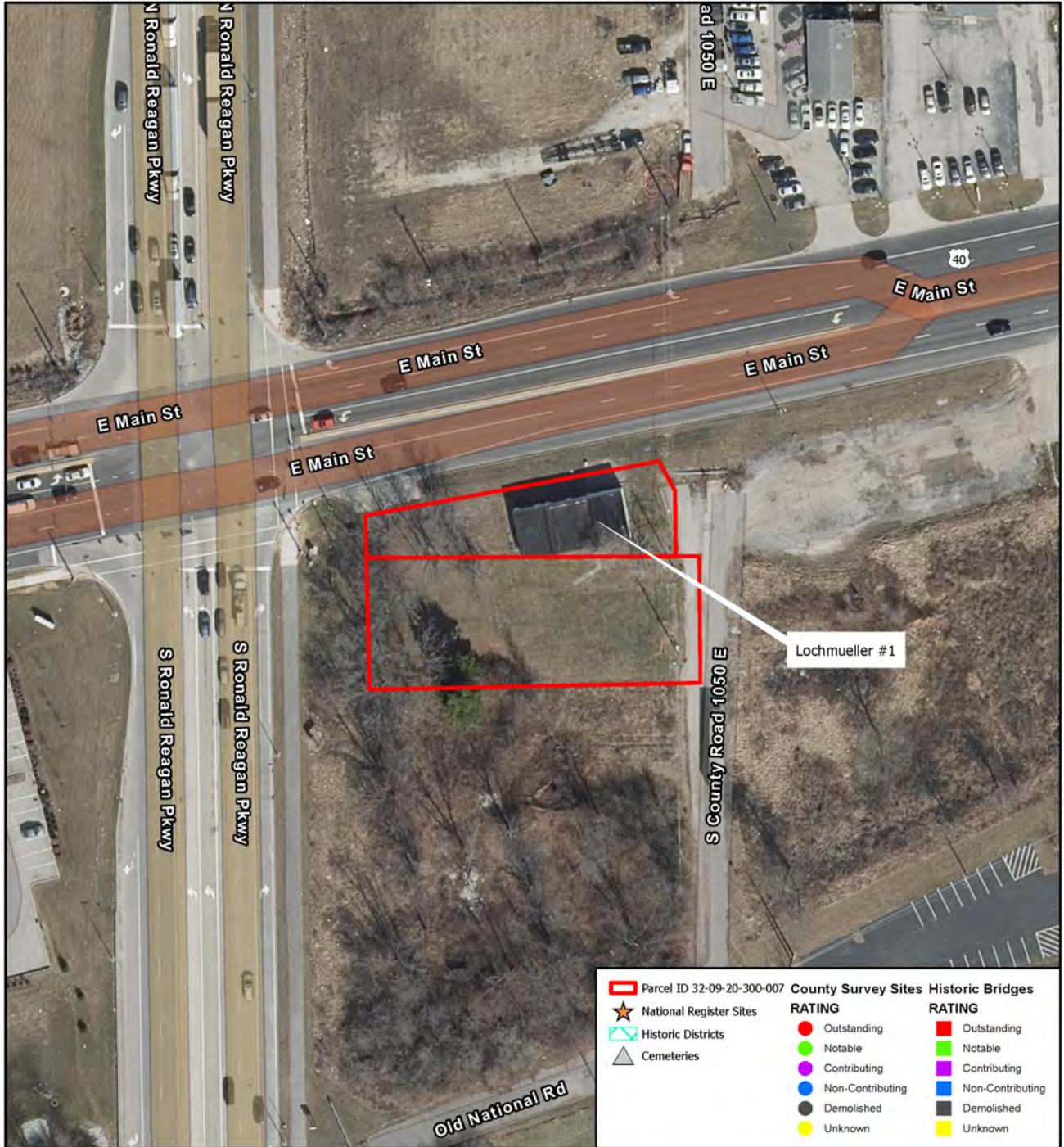


Sources: **Non Orthophotography** 1 0.5 0 1 Miles
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Protective Purchase Project
 US 40 (Main Street) and Ronald Reagan Parkway
 Washington Township, Hendricks County, Indiana

General Location Map
 ■ Project Area

Figure 1: General Location Map



Sources: 50 25 0 50 Feet
Non Orthophotography - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Protective Purchase Project
 US 40 (Main Street) and Ronald Reagan Parkway
 Washington Township, Hendricks County, Indiana

Aerial Location Map

Figure 2: Aerial Location Map

II. LITERATURE REVIEW/PREVIOUS INVESTIGATIONS

The NRHP, Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM), and the Indiana Historic Sites and Structures Inventory (IHSSI) were consulted prior to and following field review. Survey work in Hendricks County began in June 1989 for the IHSSI. The resulting *Hendricks County Interim Report (1989)* was also reviewed. The only extant resource (Lochmueller #1) within the protective purchase area is located on Parcel ID 32-09-20-300-007. Lochmueller #1 was not included in the *Interim Report*.

According to INDOT Cultural Resources Office (CRO)-Public Web Map one (1) previous project has taken place within the protective purchase area: US 40 HMA Overlay and Preventative Project, Des. No. 1592844. The 2017 Historic Property Report (HPR) prepared for that undertaking identified no NRHP-listed or eligible properties were identified within or near Parcel ID 32-09-20-300-007 within the HPR (2017) for Des. No. 1592844.¹ Within the HPR for that undertaking, the subject extant resource (Lochmueller #1) was considered a Non-Contributing resource.

The historians used multiple primary and secondary resources when conducting research for this report. Primary sources reviewed included census information, maps, plat books, and local newspapers. Secondary sources reviewed included general resources on Indiana history and specific resources on the history of US 40 and the Six Points area. Most of the primary and secondary sources can be located online but physical resources can also be found at the Indiana Room in the Plainfield-Guilford Township Public Library. See *VII. Bibliography* for a complete list of resources used to prepare this report.

¹ Charlotte Lake, "Historic Property Report: US 40 HMA Overlay and Preventative Maintenance, Des. No. 1592844, Guilford and Washington Townships, Hendricks County, Indiana," Indiana Department of Transportation, August 23, 2017.

III. METHODS/METHODOLOGY

Above-ground resources within the Parcel ID 32-09-20-300-007 were identified and evaluated for listing in the NRHP. Eligible above-ground resources may be “districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that present a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in prehistory or history.”²

In addition to the four (4) basic criteria, the seven (7) Criteria Considerations specified in 36 CFR 60.4 were taken into consideration. “Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. A building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- d. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g. A property achieving significance within the past 50 years if it is of exceptional importance.³

² U.S. Department of the Interior, “How to Complete the National Registration Form,” *National Register Bulletin 16a*, 1997, <https://www.nps.gov/nr/publications/bulletins/nrb16a/> (accessed January 29, 2024).

³ U.S. Department of the Interior, National Park Service. “How to Apply the National Register Criteria for Evaluation,” *National Register Bulletin 15*, <http://www.nps.gov/history/nr/publications/bulletins/nrb15/>, updated 2002 (accessed January 29, 2024).

IV. HISTORIC CONTEXT

The subject structure of this NRHP Assessment Report, Lochmueller #1, was built in c. 1935 as an automobile service/gas station along US 40 in the Six Points area, a small, rural Hendricks County community just west of Indianapolis. Six Points developed in the mid-nineteenth century where the Terre Haute, Indianapolis & Richmond Railroad (chartered in 1847) crossed the National Road.⁴ The National Road was the nation's first federally funded highway, approved by Congress in 1806 and constructed in 1811 through 1837. Initially, the road's main purpose was to connect major waterways, which served as national arteries of transportation and trade during the 1810s.⁵ The National Road connected the Potomac and Ohio Rivers, spanning 620 miles from Cumberland, Maryland to Vandalia, Illinois – approximately 64 miles short of the route's original planned western terminus at St. Louis.⁶

In Indiana, construction began in Richmond in 1829 and nine years later, in 1838, reached Terre Haute.⁷ Once the road opened, settlement picked up pace rapidly as people migrated west to Indiana, primarily from Virginia, Pennsylvania and North Carolina.⁸ Prior to the road's opening, most settlers arrived via the Ohio River from Kentucky. In 1850, nearly half of the state's population lived in the central counties; prior to the National Road, nearly all lived in the southern portion of the state.⁹ In addition to opening Indiana to settlement, the National Road provided access for freight wagons, stagecoaches carrying mail and supported businesses along the road such as taverns, lodgings, blacksmiths, and stock-feeding stations. Also of note is the road's importance as an early market route.¹⁰

For many communities in Indiana, the National Road was quite literally Main Street, as was the case in Plainfield (Hendricks County) just west of the Six Points area. Plainfield was platted in 1839 as five districts, all centering on the National Road.¹¹ In 1849, the Central Plank Road Company was organized by "prominent citizens of Marion and Hendricks counties . . . for the purpose of constructing a plank road" on the National Road alignment. By that time, the federal government had turned over maintenance costs to states, which in turn sought local financial support.¹² The following year, in 1850, the state granted a

⁴ Richard M. Simpson, "US 40: Bridgeport to Plainfield," Indiana Transportation History (Blog), <https://intransporthistory.home.blog/tag/six-points/> (accessed January 31, 2024).

⁵ "The National Road US-40 Washington Street," This is Indiana (Blog), 2008, <https://thisisindiana.angelfire.com/nationalroad40washington.htm> (accessed May 17, 2024).

⁶ "Historic National Road – IN," National Scenic Byway Foundation, <https://nsbfoundation.com/nb/historic-national-road-in/> (accessed January 30, 2024); Ed Fujawa, "An Indianapolis Landmark: The National Road Covered Bridge," Class 900: Indianapolis: A blog about the history of the circle city, June 22, 2021, <https://www.class900indy.com/post/an-indianapolis-landmark-the-national-road-covered-bridge> (accessed January 30, 2024).

⁷ Andrea Neal, "National Road moved history," Pal Item Blog, July 29, 2014, <https://www.pal-item.com/story/opinion/2014/07/29/national-road-moved-history/13299539/> (accessed May 17, 2024); "INDOT History," Indiana Department of Transportation, <https://www.in.gov/indot/resources/indot-history/> (accessed June 19, 2024); Jason Voight, "The Road that Built the Nation," The Historical Marker Database, September 3, 2020, <https://www.hmdb.org/m.asp?m=155631> (accessed June 19, 2024).

⁸ Robert Judson Aley and Max Aley, *The Story of Indiana and its People*, (Chicago: O.P. Barnes, 1912), pp. 175-178.

⁹ Roger H. Van Bolt, "The Indiana Scene in the 1840s," *Indiana Magazine of History*, Vol. 47, No. 4 (December 1951), pp. 334, 340.

¹⁰ Neal, 2014.

¹¹ John Vestal Hadley, *History of Hendricks County, Indiana*, (Indianapolis: B.F. Brown & Co., Inc., 1914), p. 76. <https://webapp1.dlib.indiana.edu/inauthors/view?docId=VAC1000&chunk.id=d1e5478&brand=ia-books&doc.view=0&anchor.id=#VAC1000-035> (accessed May 20, 2024).

¹² "Matter Relating to National Road in Indiana," *The Indiana Quarterly Magazine of History*, Vol. 2, No. 2, June 1907, p. 75.

charter to Wayne County Turnpike Company to pave the National Road with gravel and operate the route as a toll road through several counties, including Hendricks.¹³

While interest in the National Road's improvement waned once railroads were routed through and within Indiana by the 1850s, the automobile brought renewed investment from states and the federal government. In 1916, the Federal-Aid Road Act of 1916 was enacted to provide states with a 50-50 match for improving routes such as the National Road/Highway 40.¹⁴ Indianapolis began to surface roads for automobiles in 1917 when a three-mile section of the National Road near the city's limits was "made into a hard surfaced road."¹⁵ In 1919, the Indiana State Highway Commission designated the National Road route as a "main market road."¹⁶ Less than a decade later, in 1926, the highway was incorporated into U.S. 40, which provided coast-to-coast access.¹⁷ The Federal Highway Act of 1921 provided states with an even greater infusion of federal funds to construct highways – an investment that bolstered the modernization of roads and fostered increases in auto ownership. In Indiana, the state registered just over 10,000 vehicles in 1910; the number rose to more than 300,000 by 1930 and by 1940, just over one (1) million private vehicles were registered in the state.¹⁸

The 1916 and 1921 federal acts noted above addressed both the need for farmers to get goods to market, as well as the importance of a national highway network. Prior to the automobile, bicycle enthusiasts led road advocacy. The best-known organization of bicyclists was the American Wheelman, which launched what became the Good Roads Movement in the United States in 1880. Wheelmen joined farming organizations across the nation, pushing Congress to provide funding for good roads.¹⁹ Indiana established its Bureau of Good Roads by 1908, followed by a State Highway Commission in 1917; although the state's Supreme Court did not authorize the highway commission until 1919. Two (2) of Indiana's first five (5) highway projects funded by the commission in 1919 were contracts for paving US 40 with concrete in Marion and Wayne Counties.²⁰

¹³ Ibid.

¹⁴ Richard F. Weingroff, "A Noteworthy Year," Federal Highway Administration, *Public Roads* November/December 2006. <https://highways.dot.gov/public-roads/novemberdecember-2006/noteworthy-year> (accessed May 20, 2024).

¹⁵ Shaun, "Indianapolis Led the Modernization of the National Road," Indiana National Road Association, March 30, 2018, <https://indiananationalroad.com/indianapolis-led-the-modernization-of-the-national-road/> (accessed May 20, 2024).

¹⁶ Glory-June Grief, "National Road / Washington Street." *Encyclopedia of Indianapolis*, 1994, <https://indyencyclopedia.org/national-road-washington-street/> (accessed May 17, 2024).

¹⁷ Rickie Longfellow, "The National Road," Federal Highway Administration Highway History, <https://highways.dot.gov/highway-history/general-highway-history/back-time/national-road#:~:text=The%20National%20Road%2C%20in%20many,for%20unifying%20the%20young%20country> (accessed May 20, 2024).

¹⁸ "Motor Vehicle Registrations, By States, 1900-1995," Federal Highway Administration, <https://www.fhwa.dot.gov/ohim/summary95/mv201.pdf> (accessed January 30, 2024); "Traveling on the National Road," National Park Service, <https://www.nps.gov/articles/national-road-travel.htm> (accessed May 20, 2024).

¹⁹ Weingroff, "A Noteworthy Year," 2006.

²⁰ "INDOT History," Indiana Department of Transportation, <https://www.in.gov/indot/resources/indot-history/> (accessed May 20, 2024).

During the 1930s-1940s, all but a few segments of US 40 were upgraded to four lanes across the state.²¹ During this period of expansion, the highway within the project area was realigned. The 1940s realignment is approximately 400 feet north of the original alignment. The intent of the realignment was to widen the road from two- to four-lanes, which reflects the road’s commercial importance locally, as well as the state’s effort to upgrade the route as it extended through Indiana. On maps, the road’s original segment is generally called Old National Road west of the Ronald Reagan Parkway and CR 251 S east of the parkway. Approximately 600 feet of the original two-lane portion of US 40 is still visible at the south end of subject parcel.

Auto ownership stagnated during World War II as manufacturing turned toward the war effort. US 40 remained nationally important as a military mobilization route. After WWII, the number of registered vehicles in Indiana began to rise once again, with about 1.3 million vehicles registered in 1950 and approximately two (2) million in 1960.²² Businesses thrived along the busy thoroughfare known as US 40 as postwar prosperity encouraged business ownership and more Americans began to travel for leisure. Restaurants, gas stations and motels catered to those traveling US 40. Roadside establishments provided plenty of parking and ease of access to the highway.

Lochmueller #1 is an example of the many roadside establishments developed to serve motorists along US 40. This building was completed in 1935 as an automobile service station selling Mobile fuel and offering mechanical repair to both local Plainfield residents (often commuting to nearby Indianapolis jobs) and long-distance highway travelers. It is unknown if Mobile had a standard design in the 1930s but research on gas station architecture indicates that there were standard designs throughout the country. Lochmueller #1 fits the Oblong Box style which developed in the 1930s following slowing gasoline sales. To combat slow sales, companies decided to offer auxiliary services which meant larger display rooms and storage spaces. Companies also began to focus on automobile repair which meant more bays and larger bays.²³

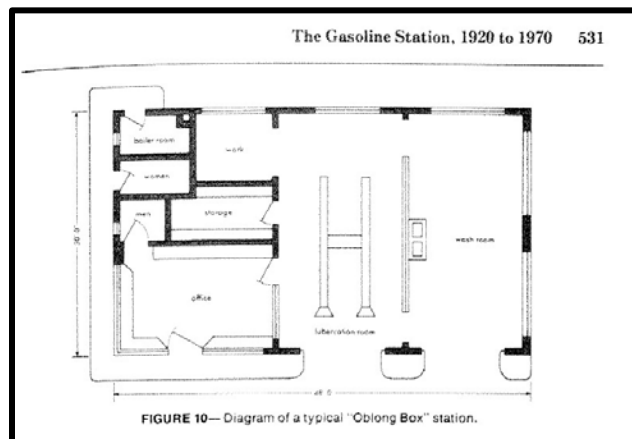


Figure 3: Diagram of an Oblong Box service station from *The American Gasoline, 1920 to 1970* by John A. Jakle

²¹ Jim Grey, “Old National Road from Dunreith to Knightstown in Indiana (October 11, 2021), *Down the Road Blog*. <https://blog.jimgrey.net/2021/10/11/old-national-road-from-dunreith-to-knightstown-in-indiana/> (accessed May 20, 2024).

²² “Motor Vehicle Registrations, By States, 1900-1995,” Federal Highway Administration.

²³ “Oblong Box Gas Station,” History Colorado, <https://www.historycolorado.org/oblong-box-gas-station> (accessed July 16, 2024); John A. Jakle, “The American Gasoline Station, 1920 to 1970,” *Journal to American Culture*, Vol. 1, No. 3, (Fall 1978): 521-542.

The service station (Lochmueller #1) remained in business until 1988 by the same owner/operator.²⁴ The owner/operator of the business, Fred Welch, and his family lived in a house behind the building that has since been demolished.²⁵

US 40 in the Six Points/Plainfield area maintained growing traffic usage through the remaining decades of the twentieth century despite the development of the nearby interstate, I-70 (1969), which parallels US 40 to the south.²⁶ Plainfield transitioned from a small rural community to a growing bedroom community of the Indianapolis metropolitan area with large tracts of suburban housing and related commercial centers flanking both sides of US 40 (which was soon considered an extension of Indianapolis' W. Washington Street).²⁷ The establishment of Indianapolis International Airport (formerly Indianapolis Municipal Airport/Weir Cook Airport) less than two (2) miles southeast of the APE in 1931 and its subsequent decades of expansion further fueled area development and associated traffic.²⁸

²⁴ Danny Grundy, Personal Interview, June 4, 2024.

²⁵ Danny Grundy, Personal Interview, July 16, 2024; 1950 United States Federal Census, Hendricks County, Indiana, population schedule, p. 19, dwelling 195, line 28, Fred Welch household; database with images, Ancestry.com (<http://www.ancestry.com>: accessed 16 July 2024); citing NARA microfilm publication, roll 5577, enumeration district 32-34.

²⁶ David A. Ripple, *History of the Interstate System in Indiana*, Purdue University & Indiana State Highway Commission, Part 1, Vol. III, December 1, 1975, <https://ia801207.us.archive.org/17/items/historyofinterst01ripp/historyofinterst01ripp.pdf> (accessed June 19, 2024).

²⁷ "Plainfield," Indiana University Indianapolis, Polis Center, <https://polis.indianapolis.iu.edu/about/community-culture/project-on-religion-culture/study-neighborhoods/plainfield/> (accessed June 19, 2024).

²⁸ Richard M. Simpson, III, "Indianapolis Municipal Airport," Indiana Transportation History (Blog), August 20, 2019, <https://intransporthistory.home.blog/2019/08/20/indianapolis-municipal-airport/> (accessed June 19, 2024).

V. NRHP ELIGIBILITY AND EVALUATION

Due to the location of Lochmueller #1 within the protective purchase parcels, it is being evaluated for the NRHP. It is the only remaining extant structure located within the protective purchase parcels. Field work was conducted on January 25 and June 4, 2024, to document Lochmueller #1. Lochmueller #1 was not surveyed for the IHSSI (1989) and is not listed in the NRHP. As noted above one (1) previous INDOT project, US 40 HMA Overlay and Preventative Project (Des. No. 1592844) included the subject building within its APE. Lochmueller #1 was considered a Non-Contributing resource in that report and was not evaluated for the NRHP.

Blad and Quigg evaluated Lochmueller #1, conducted research, and prepared this NRHP Assessment Report. See below for the NRHP evaluation.

Lochmueller #1, 2508 S CR 1050 E, Contributing



Figure 4: Looking SW at facade and E elevation of building.

Description: The resource (Lochmueller #1) located at 2508 S CR 1050 E in Plainfield, Indiana is a commercial automobile service/gas station. The building was built in 1935²⁹ on the south side of US 40 with the façade facing north (US 40). Currently vacant, the building has a concrete foundation, a concrete block exterior, and a flat roof with a concrete cap.

North elevation – There are six (6) openings on the north elevation. Starting from left to right, the openings are as follows: window, door, garage door, garage door, door, and garage door. The most eastern window

²⁹ Danny Grundy, Personal Interview, June 4, 2024.

opening has been boarded up and there are no glass panes behind the boards. The garage doors appear to be original and have 12-lights with paneling above and below the lights. Some of the glass panes on the garage doors are missing. Of the two smaller exterior doors, one is metal with a single light (boarded up) and the other is a wood door that has a 6-light window and lower paneling.

East elevation – The east elevation has four (4) openings, two (2) windows and two (2) doors. The most northern openings are the two (2) windows. The northern of the two (2) windows is boarded up while the southernmost window is a double hung wood frame with 1/1 lights. The two (2) southernmost openings are both doors and both are boarded up.

South elevation – The south elevation has seven (7) openings, six (6) of which are windows and one (1) is a door. The four (4) western openings are windows, in matching pairs. The first most western two (2) are four-light metal frame windows with concrete sills. The next set are located higher on the wall and are 6-light metal frame windows with concrete sills. The windows are followed by a plain exterior door and then two (2) more matching windows. The far eastern matching pair of windows are 2-light metal frame windows with concrete sills. An exterior concrete block chimney is located between the only exterior door and the two (2) most eastern windows. There is a remnant of a possible sign on the south elevation (see photo 5 in Appendix B).

West elevation – There are three (3) openings on the west elevation. The most northern opening is a metal frame 4-light window with a concrete sill. The central opening is a wooden door with 1-light. The southern opening is exactly like the northern window, 4-light metal frame with concrete sill.

Interior – The interior of the service station shows signs of deterioration including falling ceiling panels and boarded up windows and openings. From the interior, the boarded-up windows are more visible, and it was determined that most of the windows have glass panes except for the large window openings in the service counter area, a number of panes on the garage doors, and some multi-pane windows are missing one or more panes. The interior also contains some items from its era of operation including a c. 1935 grease rack and old parts from later decades in their original boxes. An interview with the current owner (son-in-law of original owner) provided additional information regarding the building, including that the service station closed in 1988 and sold Mobile gas along with providing general auto repairs while in operation between 1935 and 1988.³⁰ The current owner was also able to provide information about the construction of the building. According to him, the auto service bays were built first. Afterwards, a small office building was moved from a location on Old National Road and attached to the eastern auto service bay. Later, the new customer service area was built. It is unknown exactly when these additions took place.³¹

NRHP Recommendations: Though this resource is associated with roadside architecture and the rise of the automobile era and resulting “car culture” of the twentieth century as a former service/gas station building, it does not display particular significance in these areas. A review of the surrounding area from I-465 to Plainfield shows that there are at least two (2) other service station buildings built around the same period as Lochmueller #1: 8500 W. Washington Street and 1113 E. Main Street. It is unknown if those businesses also sold gas, no pumps are visible at this time. In addition to the service station buildings, there are several motels nearby also associated with the “car culture” of the mid-twentieth century. There are a number of buildings associated with “car culture” of the mid-twentieth century along US 40. The building’s exterior and interior demonstrate loss of integrity. Therefore, this resource is not

³⁰ Ibid.

³¹ Danny Grundy, Personal Interview, July 16, 2024.

recommended eligible for the NRHP under Criterion A. Research undertaken in the preparation of this assessment failed to document any association between this resource and significant persons in the past. Thus, this resource is not recommended eligible for the NRHP under Criterion B. This resource is an example of Contemporary style roadside architecture from the 1930s, but it is deteriorating and vacant. Few original features are visible on the resource, though it still evokes a general visual association as a service/gas station. The interior has some features associated with the activities that took place within the building. But the building lacks signage and other features associated with service stations include pumps or a service island. Therefore, this resource is not recommended eligible under Criterion C of the NRHP. This property has not previously yielded, and is not expected to yield, information important in history or prehistory. Thus, it is recommended not eligible for the NRHP under Criterion D.



Figure 5: Looking SE inside Lochmueller #1 in W service bay



Figure 6: Looking NW inside Lochmueller #1 in W service bay



Figure 7: Looking NW inside Lochmueller #1 in center service bay



Figure 8: Looking SW inside Lochmueller #1 in center service bay



Figure 9: Looking SW inside Lochmueller #1 at c.1935 grease rack



Figure 10: Looking SE inside Lochmueller #1 at c.1935 grease rack



Figure 11: Looking NE inside Lochmueller #1 in service counter area



Figure 12: Looking SE inside Lochmueller #1 in service counter area, (E bay)

VI. CONCLUSION

As a result of evaluation efforts conducted for this report, the gas station located on Parcel ID 32-90-20-300-007 (Lochmueller #1) is not recommended eligible for listing in the NRHP.

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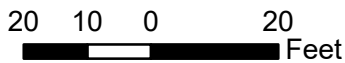
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**Protective Purchase
NRHP Assessment Report**

Appendix B
Photographs



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



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

Protective Purchase Project
 US 40 (Main Street) and Ronald Reagan Parkway
 Washington Township, Hendricks County, Indiana

Photo Location Map



1. Looking SE at Lochmueller #1 (Contributing, 2904 S 1050 E)



2. Looking SW at Lochmueller #1 (Contributing, 2904 S 1050 E)



3. Looking NW at Lochmueller #1 (Contributing, 2904 S 1050 E)



4. Looking SE in W service bay in Lochmueller #1 (Contributing, 2904 S 1050 E)



5. Looking NW in W service bay in Lochmueller #1 (Contributing, 2904 S 1050 E)



6. Looking NW in center service bay in Lochmueller #1 (Contributing, 2904 S 1050 E)



7. Looking SW in center service bay in Lochmueller #1 (Contributing, 2904 S 1050 E)



8. Looking SW at c. 1935 grease rack in Lochmueller #1 (Contributing, 2904 S 1050 E)



9. Looking SE at c. 1935 grease rack in Lochmueller #1 (Contributing, 2904 S 1050 E)



10. Looking NW in SE corner office in Lochmueller #1 (Contributing, 2904 S 1050 E)



11. Looking SE in SE corner office in Lochmueller #1 (Contributing, 2904 S 1050 E)



12. Looking SE in service counter area E bay in Lochmueller #1 (Contributing, 2904 S 1050 E)



13. Looking NE in service counter area in Lochmueller #1 (Contributing, 2904 S 1050 E)

Hannah Blad

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Wednesday, July 24, 2024 2:16 PM
To: Hannah Blad
Cc: Coon, Matthew; Branigin, Susan; Passmore, Andrew D; Kaitlyn Taylor; Gary Francis Quigg; Chad Costa; Trevor Wieseke; Carmany-George, Karstin (FHWA)
Subject: RE: US 40 & Ronald Reagan Project, Protective Purchase, Des. No. 2300701, NRHP Assessment

EXTERNAL

Hi Hannah,

Thank you for providing the requested revisions to the above draft document. INDOT CRO has reviewed the materials, and we have no further comments.

Since this is not a Section 106 document, it will not/should not be uploaded to INSCOPE. Instead, please send the PDF copies of the documents (making sure that the cover letter's date is accurate) via email, along with the Review Request Submittal form to dhpareview@dnr.in.gov. The SHPO still requires hard copies of documents to be submitted via mail.

Thanks again; feel free to reach out to our office with any further questions.

Best regards,

Susan R. Branigin, MS
Senior Environmental Manager/Supervisor
History Team Lead/Cultural Resources Office (CRO)
Indiana Department of Transportation
100 North Senate Ave., N758 —Environmental Services
Indianapolis, IN 46204
Cell: 317.417.1622
Email: sbranigin@indot.in.gov
[Find us on social media!](#)



****For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: <https://www.in.gov/indot/3217.htm>**

****Link to the CRO-Public Web Map App can be found [here](#)**



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

July 24, 2024

Ms. Beth McCord & Mr. Chad Slider
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington Street, Room W274
Indianapolis, IN 46204

RE: NRHP Assessment for the Protective Purchase of Parcels at US 40 (Main Street) and Ronald Reagan Parkway, Washington Township, Hendricks County

Dear Ms. McCord and Mr. Slider,

The Indiana Department of Transportation (INDOT) is proposing to complete the protective purchase of eleven parcels, totaling 4.36 acres, in the southeast quadrant of the intersection of US 40 (locally known as Main Street) and Ronald Reagan Parkway in Washington Township, Hendricks County, Indiana. The demanding project schedule and imminent development pressure of some parcels necessary for the project at the intersection of US 40 and Ronald Reagan Parkway limit the future potential transportation alternatives and have necessitated accelerated delivery of project components. To capitalize on the economic conditions and fiscal constraints of highway funding, and to maintain all prudent and feasible alternatives, the project seeks to reduce project costs, shorten the project delivery schedule, including real estate acquisition, and maintain all prudent and feasible alternatives.

Regardless of the selected build alternative for the forthcoming US 40 Intersection Improvement Project, INDOT plans to proceed (following all standard procedures) with the protective purchase of these parcels to facilitate the modification and improvement of the intersection.

None of the eleven parcels contain an extant structure on them, except for Parcel ID 32-09-20-300-07. One standing structure, a building associated with a former automobile service/gas station operation, is located on this parcel. The structure, identified by historians who surveyed the parcels for this project as Lochmueller #1, is a c. 1935 automobile service/gas station that operated between 1935 and 1988 before closing and has remained vacant since. Lochmueller #1 is a one-story concrete block structure.

Due to the location of Lochmueller #1 within one of the protective purchase parcels (Parcel ID 32-09-20-300-07), the resource was evaluated for National Register of Historic Places (NRHP) eligibility. Lochmueller #1 is a typical example of an automobile service/gas station and has no features or associations that would elevate the historic significance of the resource. Following a full evaluation, Lochmueller #1 was recommended not eligible for the NRHP.

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As there will be no ground disturbing activities associated with the “buy and hold,” no archaeological investigations were undertaken. The parcels to be acquired as part of this “buy and hold” will remain in their current state until the environmental document for the US 40 Intersection Improvement Project is approved, including the completion of the Section 106 process for the undertaking.

Please review the information and comment within thirty (30) calendar days of receipt.

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Attachment:

- Aerial Location Map with Parcel Identification

Removed to avoid duplication, Refer to Page 16

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

August 22, 2024

Matt Coon, Ph.D.
Manager, Cultural Resources Office
Indiana Department of Transportation
100 N. Senate Ave., Room N-758ES
Indianapolis, Indiana 46204

Re: National Register assessment report for the Protective Purchase of Parcels at US 40 (Main Street)
and Ronald Reagan Parkway (DHPA No. 32622)

Dear Dr. Coon:

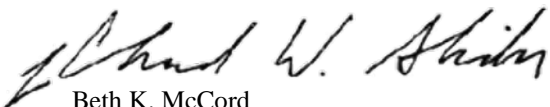
Thank you for an evaluation of properties for the Protective Purchase of Parcels at US 40 (Main Street) and Ronald Reagan Parkway intersection, in the Town of Plainfield, Washington Township, Hendrick County, Indiana.

It is our understanding that the Protective Purchase of Parcels at US 40 includes no project-related ground-disturbing activities whatsoever. Should the proposed project scope be altered to include any project-related ground-disturbing activities, then archaeological investigations may be necessary. In this event, additional consultation with the Indiana DNR-DHPA would be necessary.

We also agree that there is only one property with an extant building, associated with a former gas station operation (identified as Lochmueller #1, located at 2508 S CR 1050 E in Plainfield, Indiana, Parcel ID 32-09-20-300-007) within the project area. Given the information available to our staff, we agree with the National Register Assessment Report that the gas station located at 2508 S CR 1050 E in Plainfield, Indiana (Lochmueller #1, Parcel ID 32-09-20-300-007) is not recommended eligible for listing in the National Register of Historic Places (NRHP).

If you have questions regarding our review of this project, please contact DNR-DHPA. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about historic buildings or structures pertaining to this review should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov. National Register questions should be directed to Paul Diebold at (317) 232-3493 or pdiebold@dnr.in.gov. In all future correspondence regarding the project, please refer to DHPA No. 32622.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

Emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Hannah Blad, Lochmueller Group

Categorical Exclusion
Appendix F
Air Quality

Excerpt from Fiscal Year (FY) 2024-2027 Indianapolis Regional Transportation Improvement Program (IRTIP)

APPLICATION NUMBER	LEAD AGENCY	NAME	DESCRIPTION	DISTRICT	COUNTY	ROAD TRAIL	EXEMPT CATEGORY	PROJECT CATEGORY	FED FUNDS	PHASE	FFY	LINE TOTAL	FEDERAL TOTAL	FED MATCH	STATE TOTAL	STATE MATCH	LOCAL TOTAL	LOCAL MATCH
2300701	INDOT	US 40, Other Intersection Improvement, from 3.62 mi W of I-465 to 4.74 mi W of I-465,-NEW	US 40, from 3.62 mi W of I-465 to 4.74 mi W of I-465, Other Intersection Improvement Hendricks County	Crawfordsville	Hendricks	US 40	Exempt	Intersection	State STBG	PE/PL	2024	9600000	7680000	80%	1920000	20%	0	0%
2300701	INDOT	US 40, Other Intersection Improvement, from 3.62 mi W of I-465 to 4.74 mi W of I-465,-NEW	US 40, from 3.62 mi W of I-465 to 4.74 mi W of I-465, Other Intersection Improvement Hendricks County	Crawfordsville	Hendricks	US 40	Exempt	Intersection	State STBG	ROW	2024	4500000	3600000	80%	900000	20%	0	0%
2300701	INDOT	US 40, Other Intersection Improvement, from 3.62 mi W of I-465 to 4.74 mi W of I-465,-NEW	US 40, from 3.62 mi W of I-465 to 4.74 mi W of I-465, Other Intersection Improvement Hendricks County	Crawfordsville	Hendricks	US 40	Exempt	Intersection	State STBG	ROW	2025	2500000	2000000	80%	500000	20%	0	0%
2300701	INDOT	US 40, Other Intersection Improvement, from 3.62 mi W of I-465 to 4.74 mi W of I-465,-NEW	US 40, from 3.62 mi W of I-465 to 4.74 mi W of I-465, Other Intersection Improvement Hendricks County	Crawfordsville	Hendricks	US 40	Exempt	Intersection	State STBG	CON	2026	1270000	1016000	80%	254000	20%	0	0%
2300701	INDOT	US 40, Other Intersection Improvement, from 3.62 mi W of I-465 to 4.74 mi W of I-465,-NEW	US 40, from 3.62 mi W of I-465 to 4.74 mi W of I-465, Other Intersection Improvement Hendricks County	Crawfordsville	Hendricks	US 40	Exempt	Intersection	State STBG	ROW	2026	10100000	8080000	80%	2020000	20%	0	0%
2300701	INDOT	US 40, Other Intersection Improvement, from 3.62 mi W of I-465 to 4.74 mi W of I-465,-NEW	US 40, from 3.62 mi W of I-465 to 4.74 mi W of I-465, Other Intersection Improvement Hendricks County	Crawfordsville	Hendricks	US 40	Exempt	Intersection	State STBG	CON	2027	2130000	1704000	80%	426000	20%	0	0%
2300701	INDOT	US 40, Other Intersection Improvement, from 3.62 mi W of I-465 to 4.74 mi W of I-465,-NEW	US 40, from 3.62 mi W of I-465 to 4.74 mi W of I-465, Other Intersection Improvement Hendricks County	Crawfordsville	Hendricks	US 40	Exempt	Intersection	State STBG	CON	2028	48100000	38480000	80%	9620000	20%	0	0%

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Indiana Department of Transportation	44745 / 2201248	Init.	US 36	New Signal Installation	Crawfordsville	0	NHPP	\$208,000.00	District Other Consulting	PE	\$4,000.00	\$1,000.00	\$5,000.00				
Performance Measure Impacted: Safety																	
Location: at SR 75																	
Comments:Include DES 2201248																	
Indiana Department of Transportation	44760 / 2201278	M 34	US 36	New Signal Installation	Crawfordsville	0	NHPP	\$589,343.00	District Other Construction	CN	\$48,000.00	\$12,000.00	(\$540,000.00)	\$600,000.00			
Performance Measure Impacted: Safety																	
Location: at Harvest Landing Drive, 5.2 miles west of I-465																	
Comments>Delete funds in SFY 24 in CN for \$108,000 Add funds in SFY 25 in CN for \$60,000 Delete funds in SFY 24 in CN for \$432,000 Add funds in SFY 25 in CN for \$540,000 Total project cost increased from \$540,000 to \$600,000 (11.1%) IMPO Mod 24-7.3 AQC Exempt																	
Indiana Department of Transportation	44832 / 2000268	Init.	US 40	Other Intersection Improvement	Crawfordsville	0	NHPP	\$2,256,000.00	Safety ROW	RW	\$240,000.00	\$60,000.00	\$300,000.00				
									Safety Construction	CN	\$1,059,200.00	\$264,800.00	\$500,000.00	\$824,000.00			
Performance Measure Impacted: Safety																	
Location: 4.04 mi W of SR-39, at the CR-200 W intersection																	
Comments:Include DES 2000268																	
Indiana Department of Transportation	44832 / 2000268	A 04	US 40	Other Intersection Improvement	Crawfordsville	0	NHPP	\$2,273,313.00	Safety Construction	CN	\$659,290.40	\$164,822.60	(\$500,000.00)	\$1,324,113.00			
									Safety Consulting	PE	\$13,760.00	\$3,440.00	\$17,200.00				
									Safety ROW	RW	\$0.00	\$0.00	(\$300,000.00)	\$300,000.00			
Performance Measure Impacted: Safety																	
Location: 4.04 mi W of SR-39, at the CR-200 W intersection																	
Comments:Add FY24 PE \$17,200 Moved FY24 ROW \$300,000 to FY25 Move FY24 CN \$500,000 to FY25 AQC Exempt 12-19-24																	
Indiana Department of Transportation	45055 / 2300701	M 34	US 40	Other Intersection Improvement	Crawfordsville	1.115	NHPP	\$24,859,945.00	Mobility ROW	RW	\$0.00	\$0.00	(\$2,500,000.00)	\$2,500,000.00			
									Mobility Construction	CN	\$1,096,000.00	\$274,000.00			\$1,270,000.00		\$100,000.00
Performance Measure Impacted: Safety																	
Location: US 40 from 3.62 mi W of I-465 to 4.74 mi W of I-465																	

State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Comments: Decrease funds in SFY 24 in RW from \$700,000 to \$200,000 Increase funds in SFY 28 in CN from \$3,200,000 to \$3,220,000 Increase funds in SFY 26 in CN from \$0 to \$254,000 Add funds in SFY 25 in RW for \$500,000 Decrease funds in SFY 24 in RW from \$2,800,000 to \$800,000 Increase funds in SFY 28 in CN from \$12,800,000 to \$12,880,000 Increase funds in SFY 26 in CN from \$0 to \$1,016,000 Add funds in SFY 25 in RW for \$2,000,000 Total project cost increased from \$25,610,000 to \$26,980,000 (5.3%) IMPO Mod 24-7.3 AQC Exempt																	
Indiana Department of Transportation	45055 / 2300701	M 45	US 40	Other Intersection Improvement	Crawfordsville	1.115	NHPP	\$24,859,945.00	Mobility ROW	RW	\$0.00	\$0.00		(\$2,500,000.00)	\$2,500,000.00		
Performance Measure Impacted: Safety																	
Location: US 40 from 3.62 mi W of I-465 to 4.74 mi W of I-465																	
Comments: 0.3 mi E of US52, 0.28 mi N of CR 300 N																	

Hendricks County Total
 Federal: \$19,798,595.20 Match :\$6,889,325.80 2024: \$3,257,949.00 2025: \$6,911,972.00 2026: \$15,049,000.00 2027: \$1,369,000.00 2028: \$100,000.00

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.