

Indiana Department of Transportation

County Clinton County Route SR 26 Des. No. 1400265

Part I - PUBLIC INVOLVEMENT

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

Does the project have a historic bridge processed under the Historic Bridges PA*? If No, then: Opportunity for a Public Hearing Required? Yes No [] [X] [X] []

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

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

Remarks: A notice of survey letter was sent to property owners adjacent to the project area on January 3, 2017. A copy of the letter is included in Appendix G (G-2 to G-3). To meet the public involvement requirements for Section 106, Federal Highway Administration's (FHWA's) finding of No Historic Properties Affected, a notice was advertised in the Frankfort Times on January 4, 2019. The text of the public notice and the affidavit of publication appear in Appendix D (D-60). No comments were received during this time. The project will meet the minimum requirement described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual that requires the project sponsor to offer the public an opportunity to submit comment and/or request a public 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. A public information meeting was held on June 7, 2018. Adjacent property owners were notified by mail. The meeting announcement is in Appendix G (G-4). This public information meeting discussed all three parts of the SR 26 corridor improvement project, Des. Nos. 1400263, 1592971, and 1400265 and discussed the plan for construction, the amount of right-of-way (ROW) expected to be acquired, and the proposed maintenance of traffic (MOT) plan. No comments were received at the meeting or during the comment period.

Public Controversy on Environmental Grounds Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes No [] [X]

Remarks: At this time, the project will not involve substantial controversy concerning community and/or natural resource impacts.

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

Sponsor of the Project: Indiana Department of Transportation INDOT District: Crawfordsville
Local Name of the Facility: SR 26

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

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

PURPOSE AND NEED:

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

The purpose of the project is to increase the safety of SR 26 by upgrading the roadway system to meet current INDOT design standards and to prevent premature pavement deterioration by improving the drainage systems within the right-of-way in Clinton County.

The need for this project is based on the current safety and geometric concerns on SR 26. The current roadway features include narrower pavement than current INDOT design standards, no paved or unpaved shoulders, and side slopes that are too steep on large parts of the corridor, which has prevented avoidance or recovery from accidents, leading in some cases to an increased severity of accidents, according to analyzed crash data from January 1, 2012 to December 31, 2016. The data revealed a high frequency crash rate of 1.04 and high crash cost of 1.73. There is accelerated pavement deterioration due to poor drainage and the lack of a paved shoulder for lateral support.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Clinton Municipality: The project is not within a municipality.

Limits of Proposed Work: 0.38 mile east of SR 29 to 0.49 mile east of N CR 1000 E in Clinton County

Total Work Length: 4.08 Mile(s) Total Work Area: N/A Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?
If yes, when did the FHWA grant a conditional approval for this project?

Table with Yes/No columns and Date field. No is checked.

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

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

The proposed project is located on SR 26 in Warren and Forest townships, in Clinton County. The project limits are from 0.38 mile east of SR 29 and ends 4.46 miles east of SR 29, ending at the Clinton/Howard County Line as shown in Appendix B (B-2 to B-4). The western terminus was chosen because it is the eastern town limit for Middlefork. The Clinton/Howard County Line is the eastern terminus of the project, which ties it into a previous project that had already addressed similar roadway issues, Des. No. 9610180 in the Greenfield District. The existing roadway is 22 feet (ft) from edge-of-pavement to edge-of-pavement.

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The edge of the pavement is deteriorating because there is no lateral support of a shoulder. Poor drainage has also been noted along this road, which is accelerating the deterioration of the pavement. Permanent ROW will be acquired as part of this project and is discussed in detail in the Right-of-Way section of this document. The adjacent ROW is largely rural and is mainly used for agricultural purposes.

The preferred alternative is to widen the pavement from approximately 22 ft to 28 ft. This will improve the drainage ditches and will install centerline and edge rumble striping along SR 26, except at the 810 ft long bridge over the Middle Fork of Wildcat Creek. The widening of the pavement will include paved shoulders. No additional travel lanes will be added. This alternative will meet the purpose and need by increasing the pavement width, adding a paved shoulder and improving the drainage systems. Drainage is being improved with the addition of new drainage structures and/or replacement of old structures.

This alternative will also address the poor drainage systems along and under SR 26, while avoiding impacts to the Middle Fork of Wildcat Creek and minimizing impacts to wetlands at this location. Multiple culverts and equalizer pipes will be replaced or installed to improve drainage. The following two tables show the total list of structures to be replaced or installed within the proposed project area. These structure types include Reinforced Concrete Box (RC Box), Corrugated High Density Polyethylene Pipe (CPP), Reinforced Concrete Pipe (RCP), and Corrugated Metal Pipe (CMP). The alternative reduces impacts to streams. Impacts to water resources are expected. There will be impacts to 147 linear ft of Walnut Fork. There will be 10 linear ft of impacts to an unnamed tributary (UNT) to Middle Fork of Wildcat Creek (UNT 1).

Mainline Structure Identifier Table

Structure Identifier	Existing Size Span x Rise	Proposed Size Span x Rise	Location	Station Number	Current Large Structure #	Work Description
W21	12 inch CMP	3 ft x2 ft Box	Mainline Str.	82+10	N/A	Pipe Replacement
W22	12 inch CMP	15 inch CMP	Mainline Pipe	88+90	N/A	Pipe Replacement
W23	30 inch CMP	3 ft x3 ft Box	Mainline Str.	102+00	N/A	Pipe Replacement
W24	12 inch CMP	15 inch CMP	Mainline Pipe	137+20	N/A	Pipe Replacement
W25	12 inch CMP	3 ft x2 ft Box	Mainline Str.	161+90	N/A	Pipe Replacement
W26	12 inch CMP	3 ft x2 ft Box	Mainline Str.	172+10	N/A	Pipe Replacement
W27	15 inch CMP	3 ft x2 ft Box	Mainline Str.	196+75	N/A	Pipe Replacement
W28	18 inch CMP	7 ft x3 ft Box	Mainline Str.	219+45	N/A	New Large Structure
W29	24 inch CMP	27 inch CMP	Mainline Pipe	232+10	N/A	Pipe Replacement
W30	24 inch CMP	3 ft x2 ft Box	Mainline Str.	246+00	N/A	Pipe Replacement
W31	60 inch CMP	9 ft x6 ft Box	Mainline Str.	252+50	026-012-66.00	Large Culvert Replacement
W32	5 ft x4 ft Box	11 ft x4 ft Box	Mainline Str.	283+76	026-012-66.60	Large Culvert Replacement

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Approach Structure Identifier Table

Structure Identifier	Existing Size Span x Rise	Proposed Size Span x Rise	Location	Station Number	Current Large Structure #	Work Description
W20-2	--	18 inch CMP	Drive Structure	76+32	N/A	New Pipe
W23-1	--	15 inch CMP	Drive Structure	105+88	N/A	New Pipe
W23.5-1	12 inch CMP	15 inch CMP	Drive Structure	113+06	Drive Structure	Pipe Replacement
W23.5-2	12 inch CMP	3 ft x2 ft RC Box	Drive Structure	125+00	CR 750	Pipe Replacement
W23.5-3	12 inch CMP	15 inch CMP	Drive Structure	130+76	Drive Structure	Pipe Replacement
W23.5-4	Not functional	15 inch CMP	Drive Structure	131+62	Drive Structure	Pipe Replacement
W24-1	--	15 inch CMP	Drive Structure	136+87	N/A	New Pipe
W24-2	12 inch CMP	15 inch CMP	Drive Structure	138+18	N/A	Pipe Replacement
W24-3	--	12 inch RCP	Drive Structure	144+58	N/A	New Pipe
W26-3	--	18 inch CMP	Drive Structure	191+20	N/A	New Pipe
W27-1	12 inch CMP	30 inch CMP	Drive Structure	199+78	N/A	Pipe Replacement
W27-2	--	30 inch CMP	Drive Structure	200+53	N/A	New Pipe
W27-3	--	3 ft x2 ft RC Box	CR 900	204+43	N/A	New Pipe
W27-4	--	18 inch CMP	Drive Structure	206+08	N/A	New Pipe
W27-5	--	15 inch CMP	Drive Structure	207+93	N/A	New Pipe
W28-1	--	3 ft x2 ft RC Box	CR 930	217+71	N/A	New Pipe
W28-2	12 inch CMP	3 ft x2 ft RC Box	Drive Structure	217+85	N/A	Pipe Replacement
W28-3	12 inch CMP	30 inch CMP	Drive Structure	224+35	N/A	Pipe Replacement
W28-4	12 inch CPP	15 inch CMP	Drive Structure	225+90	N/A	Pipe Replacement
W28-5	12 inch CMP	15 inch CMP	Drive Structure	227+51	N/A	Pipe Replacement
W29-1	--	3 ft x2 ft RC Box	Drive Structure	231+36	N/A	New Pipe
W29-2	24 inch CMP	3 ft x2 ft RC Box	Drive Structure	231+27	N/A	Pipe Replacement
W30-1	24 inch CPP	3 ft x2 ft RC Box	Drive Structure	236+04	N/A	Pipe Replacement
W30-2	24 inch CPP	3 ft x2 ft RC Box	Drive Structure	238+37	N/A	Pipe Replacement
W30-3	24 inch CPP	3 ft x2 ft RC Box	Drive Structure	240+13	N/A	Pipe Replacement
W30-4	24 inch CMP	27 inch CMP	Drive Structure	244+45	N/A	Pipe Replacement
W30-5	24 inch CMP	3 ft x2 ft RC Box	Drive Structure	244+79	N/A	Pipe Replacement
W31-1	--	3 ft x2 ft RC Box	CR 1000 N	257+37	N/A	New Pipe
W31-2	--	3 ft x2 ft RC Box	CR 1000 S	257+37	N/A	New Pipe
W32-1	Not functional	3 ft x2 ft RC Box	Drive Structure	270+74	N/A	Pipe Replacement

Local residents will be temporarily impacted by construction activities. The MOT proposes road closures and use of an official detour. The road will be closed for approximately three to five weeks during construction. The official detour for this closure will travel over SR 75, SR 18, and US 421, which will add approximately 20 travel miles. A local detour has been proposed for residents.

This alternative is the most prudent option, although it will have temporary impacts to the surrounding community.

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OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative selected.

Do Nothing Alternative: This alternative would not address the current conditions of the road. By not improving the roadway to meet current INDOT design standards, the roadway will continue to deteriorate, including pavement edge failure, which will further reduce roadway safety and increase potential hazardous conditions. This alternative does not meet the current need for the project. This alternative will no longer be considered.

Widen roadway and install rumble strips: This alternative would involve widening the existing roadway, while maintaining the existing horizontal alignment. This alternative would require that the widening be separated into two phases. If the pavement is widened with the current alignment there would be impacts to the Middle Fork of Wildcat Creek and wetlands at that location which will increase impacts to the environment and costs for mitigation for the project. Because of the costs of separating the widening operations into multiple phases and the cost and impacts to water resources, this is not the preferred alternative and does not meet the purpose and need.

No other alternatives were considered.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

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

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

Other (Describe)

X
X
X

ROADWAY CHARACTER: SR 26

Functional Classification: Rural Other Principal Arterial (OPA)
 Current ADT: 3380 VPD (2016) Design Year ADT: 3720 VPD (2040)
 Design Hour Volume (DHV): 10.21 Truck Percentage (%): 6.6
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Through		Through	
Pavement Width:	22	ft.	28	ft.
Shoulder Width:	0	ft.	2	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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

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DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): N/A Sufficiency Rating: _____
(Rating, Source of Information)

	Existing		Proposed
Bridge Type:			
Number of Spans:			
Weight Restrictions:		ton	
Height Restrictions:		ft.	Ton
Curb to Curb Width:		ft.	ft.
Outside to Outside Width:		ft.	ft.
Shoulder Width:		ft.	ft.
Length of Channel Work:			ft.

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

Remarks: There are no bridges within the project area that will be part of this project. This project will not include the 810 ft bridge over the Middle Fork of Wildcat Creek. No other bridges are associated with this project. Many small structures and culverts will be replaced or installed as part of this proposed project. These details, including size and location, can be found in the Project Description section of this document.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A
If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Remarks: The surrounding community will be temporarily impacted by construction activities. The MOT proposes road closures and use of an official detour. The road will be closed for approximately three to five weeks during construction. The official detour for this closure will travel over SR 75, SR 18, and US 421, which will add approximately 20 travel miles. A local detour has been proposed for residents.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

The MOT plans are included in Appendix B (B-47).

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 911,850 (2017-2019) Right-of-Way: \$ 858,200 (2019) Construction: \$ 8,711,000 (2020)

Anticipated Start Date of Construction: April 2020

Date project incorporated into STIP November 30, 2017 (Appendix H: H-2)

Is the project in an MPO Area? Yes No

If yes,
Name of MPO N/A

Location of Project in TIP N/A

Date of incorporation by reference into the STIP N/A

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	2.733	0.24
Commercial	0.359	0.028
Agricultural	22.571	0.24
Forest	0	0
Wetlands	0.563	0.007
Other: Reacquisition	21.667	0
TOTAL	47.33	1.065

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

Remarks: The project requires approximately 47.33 acres of permanent ROW. This ROW is largely used for agricultural purposes with some residential and commercial use. The project also requires approximately 1.065 acres of temporary ROW that is also largely agricultural, residential, and commercial in use.

The width of ROW is approximately 50 ft to 100 ft from the centerline of SR 26. Approximately 21.67 acres of reacquired ROW from both sides of the roadway will be acquired for this project. Additional ROW is currently used largely for agricultural purposes with some residential use as well.

Due to the aggressive timeline of the project, early acquisition of ROW was completed. This advance acquisition was approved by INDOT on March 19, 2019, for a total of 47.33 acres of ROW purchased. The ROW was purchased as strip ROW. ROW was acquired in accordance with the Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and the

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early acquisition did not influence the selection of the preferred alternative. No relocations were required for this project.

The project plan set is included in Appendix B (B-9 to B-47).