



November 28, 2023

Mr. Drew Passmore
NEPA Review Team Lead
Indiana Department of Transportation (INDOT), Environmental Services Division
100 North Senate Avenue, Rm N758-ES
Indianapolis, Indiana 46204

Re: FONSI request packet prepared for SR 11, Harrison County, Des. No. 2001154

Dear Mr. Passmore,

We would like to request the timely review of the attached information packet necessary for the preparation of the Finding of No Significant Impact (FONSI) regarding the aforementioned project pursuant to 40 CFR, Part 1500.4q and paragraph 5 of the DOT Order 5610.1C implementing the National Environmental Policy Act of 1969. This information packet includes the following documents:

- Attachment 1 Environmental Assessment (EA) (text only)
- Attachment 2 Section 106 Documentation: 800.11(e) Documentation (text only); Miami Tribe of Oklahoma Comment Letter; Eastern Shawnee Tribe of Oklahoma Comment Letter; SHPO Concurrence Letter; and Publisher's Claim with Legal Notice
- Attachment 3 Public Hearing Materials: Legal Notice of Public Hearing; Publisher's Claim; Legal Notice Distribution List; Press Release and INDOT News Release; Public Hearing Email to Project Mailing List; CAC Invitation Letter, Distribution List, Public Hearing Flyer, and CAC Sign-in Sheet; Hearing Sign In Sheets; Presentation Slides from the Public Hearing; Public Hearing Handout; Public Hearing Comment Sheet; Summary of Comments Received with Responses; and Public Comments Received
- Attachment 4 Project Commitments

Project Overview:

The project includes connecting SR 135 and SR 11 in southern Harrison County, Indiana with a roadway that meets current design standards, including a new bridge crossing of Buck Creek. The termini for the project are defined as SR 135 on the west end of the project and the terminus of SR 11 at the SR 11/Old Hwy 337/Melview Road intersection on the east end of the project.

Refined Alternative 3 has been identified as the Preferred Alternative for this project. The Preferred Alternative will maximize the use of existing roadways and minimize the amount of new terrain construction. The total length of the Preferred Alternative is approximately 5.1 miles and begins at the intersection of SR 135 and Watson Road and continues along Watson Road for 2.25 miles to Union Chapel Road. The Preferred Alternative then follows along Union Chapel Road for 0.6 mile before turning east on new terrain for 0.2 mile to provide access to the proposed new 0.2-mile bridge crossing of Buck Creek. After crossing Buck Creek, the Preferred Alternative remains on new terrain for 0.2 mile until it connects to an existing farm access drive (gravel lane) on the east side of Buck Creek where it continues for 0.75 mile to Melview Road. The Preferred Alternative follows along Melview Road for 0.9

mile to the eastern terminus where it connects to SR 11. Approximately 4.5 miles of the Preferred Alternative will utilize existing roadway facilities (including 0.75 mile of gravel lane) and 0.6 mile will be constructed on new terrain. The Preferred Alternative will be constructed as a two-lane Major Collector with 12-foot-wide travel lanes, 6-foot-wide shoulders, 16-foot-wide clear zones, and adequate horizontal and vertical curves to meet current design standards for a Major Collector. The Preferred Alternative will have a design speed of 55 miles per hour (mph) and a posted speed limit of 45 mph. Guardrail will be used on the bridge crossing of Buck Creek and along the bridge approaches where needed. The project includes a large bridge crossing over Buck Creek and several other smaller structures to convey roadside drainage and streams beneath the proposed roadway. In addition, karst treatments following the INDOT Karst Guidance will be installed within all karst features identified within the construction limits of the project to protect the karst from construction and post construction runoff impacts of the proposed roadway.

The Preferred Alternative will require approximately 132.75 acres of permanent right-of-way (ROW) and 0.90 acre of temporary ROW. The permanent ROW will include 2.74 acres from residential, 50.60 acres from agricultural, 25.70 acres from forest, 0.09 acre from wetlands, 29.28 acres from undeveloped (vacant) land, and 24.34 acres from existing roadway. Ownership and determination of existing ROW, and whether any ROW needs to be reacquired, will occur in the Right-of-Way Engineering phase of this project. At this point, it is assumed all ROW will be acquired new. The temporary ROW will include 0.25 acre from residential, 0.28 acre from agricultural, 0.11 acre from forest, 0.07 acre from undeveloped (vacant) land, and 0.19 acre from existing roadway. Two residential relocations will be required for the construction of the project. Temporary ROW will be required for reconstruction of driveways to access adjacent parcels and for construction of the new bridge crossing of Buck Creek.

The project is included in the Fiscal Year (FY) 2024-2028 Statewide Transportation Improvement Program (STIP). However, the current STIP does not show ROW funds which is the next phase of the project. A STIP amendment to add ROW funds is in process. The use of federal funds for ROW acquisition will not be allowed until ROW funds are shown in the current STIP.

Environmental Documentation and Public Involvement:

On July 27, 2023, the EA for this project was released for public involvement by the Federal Highway Administration (FHWA) and INDOT. The legal notice of public hearing was published in *The Corydon Democrat* on August 16, 2023, and August 23, 2023. The legal notice also included the Section 106 finding. A copy of the legal notice was mailed to adjacent property owners, Section 106 Consulting Parties, and other stakeholders. The opportunity to provide comments extended from August 16, 2023 (date of the first advertisement) until September 15, 2023 (the advertised deadline date for comments). The draft EA and the preliminary design plans were made available for in-person public inspection at the Harrison County Public Library – Corydon, the Harrison County Public Library – Elizabeth, and the INDOT Seymour District Office, as well as online through the INDOT Seymour District website and the SR 11 Project website (Attachment 3, pages 1-8)

A press release for the public hearing was posted to the SR 11 project website on August 16, 2023, and was distributed by INDOT on August 17, 2023. INDOT also shared the public hearing information on the INDOT Southeast social media pages. On August 25, 2023, information on the public hearing was emailed to the project mailing list. On August 28, 2023, a meeting was held with the Community Advisory Committee (CAC) members in advance of the public hearing. A public hearing flyer was

included as part of the email notification. Five members of the CAC signed-in and attended the CAC meeting (Attachment 3, pages 9-18).

Comments were received from four responders via mail and e-mail prior to the hearing. Questions/comments received prior to the public hearing included concerns with the distribution of the Legal Notice of Public Hearing; impacts to property; length (road miles) of project construction; how to get updates and ask questions if unable to attend hearing; and the Environmental Protection Agency's (EPA) comments on their review procedures.

The public hearing was held on Thursday, August 31, 2023, beginning at 5:30 PM eastern daylight time at the South Harrison Community Center located at 5101 Main Street, Elizabeth, Indiana. The public hearing consisted of an open house for one-on-one discussions with attendees and a formal presentation by the project team. Fifty-three members of the public attended the hearing which included a presentation, a handout, and an opportunity for the public to provide comments (Attachment 3, pages 19-40). No formal verbal/spoken comments were made at the public hearing. One comment form was received at the public hearing that concerned homeowner's access during construction and how to minimize right to access across their property.

Comments were received from six responders via mail and e-mail following the hearing. Questions/comments received following the public hearing included concerns about the area off of SR 11 near the intersection of old Dam 43 Road; the preferred alternative benefits and design, "k" drains, and treatment of sinkholes; opinions of the project, the no build option, repairing existing roads, crash data, and proposed speed limit; conversion of prime farmland; other deserving road projects, design of rumble strips, speed of vehicles, history of the project, relocations and design suggestions, karst samples and safety issue, maintaining existing access, barrier of trees, and design to provide ease in maintaining mowing and trimming.

Responses to all comments received from the public during the hearing phase are provided in Attachment 3 (Pages 42-47). Certification of Public Involvement was received from INDOT on October 11, 2023 (Attachment 1, page 1). No changes to the preferred alternative have occurred in response to the comments received.

Summary of Environmental Impacts:

The following summarizes impacts as detailed in the EA.

A total of 393 linear feet of stream impacts and 0.02 acre of wetland impacts are anticipated for the project. Wetland and stream mitigation are likely required due to impacts greater than 300 linear feet below the ordinary high water mark (OHWM) of jurisdictional streams. A U.S. Army Corps of Engineers (USACE) Section 404 Regional General Permit and IDEM Section 401 Water Quality Certification are likely required for the project. Additionally, an IDNR Construction in a Floodway Permit is likely required, for which mitigation will also likely be required. The project will result in greater than one acre of land disturbance and will require an IDEM Construction Stormwater General Permit.

Karst impacts will include the grouting and plugging of sinkholes beneath the pavement of the roadway. Sinkholes adjacent to the roadway pavement will be treated with a reverse aggregate cap to prevent future undermining of the roadway embankment and roadway. If the road is constructed over any

springs, a spring box will be installed to capture the water and move it out from under the roadway. The deep cut through bedrock east of Buck Creek will interrupt and alter karst drainage pathways in the vicinity. An increase in paved surface may increase stormwater runoff into karst sinks. Mitigation will take place through the installation of karst feature treatments that are designed to maintain the quantity and quality of water reaching the subsurface wherever possible. Where possible, stormwater basins will be installed to slow and filter runoff before it enters karst. Reverse aggregate caps on sinkholes will help prevent washing of fine sediments into the subsurface. A water quality monitoring plan has been developed and approved by INDOT EWPO and will be implemented as part of construction (pre-, during, and post-construction). U.S. Environmental Protection Agency Class V Injection Well permits are anticipated for this project due to the karst features in the project area, some of which may receive runoff from the roadway. Applicable karst recommendations have been included as firm commitments.

The proposed project will result in the conversion of approximately 60.58 acres from agricultural parcels. Of this 60.58 acres, 9.89 acres has a ROW land use type of forest and 0.09 acre has a ROW land use type of wetlands, resulting in 50.60 acres as ROW land use type of agricultural. This project received no further consideration for farmland protection as the total assessed point value on the Natural Resources Conservation Service's (NRCS) Form CPA-106 was determined to be less than 160 points (156 points). On September 11, 2023, during the public comment period, the NRCS responded that the project will cause a conversion of prime farmland. The CPA-106 form was updated and still determined to be less than 160 points; therefore, this site received no further consideration for farmland protection. This project was determined to not have a significant impact to farmland.

There are 108.41 acres of forest, agricultural lands, undeveloped (based on parcel property class codes for vacant agricultural land and vacant residential land), and lawn habitats (residential) present as terrestrial habitats within the permanent ROW to be acquired. Of the 25.70 acres of forest within the proposed ROW, total tree clearing is estimated at approximately 17.15 acres. There are 50.60 acres of agricultural land, excluding forest and wetlands, within the proposed ROW, of which 28.79 acres are within the construction limits. Of the 2.74 acres of residential land use within the proposed ROW, approximately 1.27 acres are within the construction limits. Of the 29.28 acres of undeveloped land (vacant agricultural and residential lands), 18.29 acres are within the proposed construction limits.

The noise study completed by CMT Engineers and Consultants did not identify any impacted receptors. As a result, noise abatement was not evaluated. Predicted design year (2046) noise levels would not approach or exceed the Noise Abatement Criteria (NAC) at any receptors resulting in no need to evaluate noise abatement.

FHWA/INDOT determined that the project may adversely affect the federally listed Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*; NLEB) and may affect but is not likely to adversely affect gray bats (*Myotis grisescens*). On April 19, 2023, the U.S. Fish and Wildlife Service (USFWS) completed a Biological Opinion (BO) that concluded that the project, as proposed, is not likely to jeopardize the continued existence of the Indiana bat or NLEB. The basis for this conclusion (as detailed in the BO) is as follows:

- Tree clearing will take place between November 16 and March 31 when bats are not using the area.

- INDOT will provide funds to The Conservation Fund (TCF) In Lieu Fee Program to provide mitigation for bat habitat impacts.
- Mitigation will equal 1.5 times the amount of tree clearing within 100 feet of existing roads and 3 times the amount of clearing for impacts beyond 300 feet.
- No hibernacula will be impacted by the proposed action.
- The Buck Creek bridge will be at a height (up to 115 feet high) to provide for a continued flyway for bats and other wildlife movement.

USFWS also concurred that the project is not likely to adversely affect the gray bat. Avoidance and minimization measures (AMMs) have been developed through coordination with the USFWS to minimize impacts to bats and are firm commitments included in Attachment 4.

The Section 106 “No Adverse Effect” finding was sent to INDOT CRO on May 4, 2023, and was subsequently signed by INDOT CRO, on behalf of FHWA, on May 24, 2023. The effects finding and supporting 800.11(e) documentation were sent to consulting parties, including the SHPO on May 24, 2023. On June 9, 2023, the Miami Tribe of Oklahoma and the Eastern Shawnee Tribe of Oklahoma responded to the effects finding stating they had no objections to the project and the project can continue as planned. However, the Tribes requested to be contacted immediately should the project inadvertently discover an archaeological site or object(s), as well as the appropriate state agencies (within 24 hours). The SHPO concurred with the “No Adverse Effect” finding on June 15, 2023.

Pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the public was provided an opportunity to comment on FHWA’s finding of “No Adverse Effect” with the release of the EA for public involvement. The legal notice was advertised in *The Corydon Democrat* on August 16, 2023, and August 23, 2023 and solicited public input on FHWA’s Section 106 effects finding. Comments from the public were accepted for 30 days following the publication of the notice, until September 15, 2023 (the advertised deadline date for comments). No comments were received during this period.

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

Two Section 4(f) properties are impacted by the Preferred Alternative, the Farm (Lochmueller #7) at 140 Watson Road SE and the Farm (Lochmueller #10) at 2275 Melview Road, both of which are eligible for inclusion in the National Register of Historic Places (NRHP). The project will have “No Adverse Effect” to both resources as the changes associated with the Preferred Alternative will not alter the farms in a manner that diminishes their historic integrity. According to the June 2020 Memorandum of Understanding (MOU) between the FHWA, the Indiana SHPO, and the INDOT, a *de minimis* use of a property applies for all projects that the SHPO has concurred with a “No Adverse Effect” finding. INDOT CRO, acting on FHWA’s behalf, determined the appropriate Section 106 finding was “No Adverse Effect.” As such, a *de minimis* finding was determined to be appropriate, requiring no further analysis. It should be noted that FHWA’s approval of the EA through the issuance of a FONSI, if so warranted, is also FHWA’s approval of the Section 4(f) *de minimis* finding. In accordance with the MOU, SHPO’s June 15, 2023, concurrence with the “No Adverse Effect” finding constitutes concurrence with the *de minimis* finding.

Aside from the two historic properties discussed in the above paragraph, there are no other Section 4(f) properties impacted by the project.

Environmental Justice (EJ) analysis was required because the project will require 2 relocations and 132.75 acres of additional permanent ROW. The EJ analysis did not identify populations of EJ concern. Additional efforts were made through individual kitchen table meetings with property owners to identify EJ populations in the area that may not have been captured in the census data. No additional EJ populations were identified as a result of the kitchen table meetings. The project will benefit the community by providing a safer transportation route between SR 135 and SR 11 for both citizens driving private vehicles and the call as needed public transit system by constructing a roadway that meets current design standards. No further environmental justice analysis is warranted.

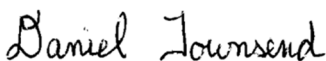
Conclusion:

No revisions or modifications to the design of this project which would alter the scope or intent of this project or would increase any impacts to either the natural or human environments have been made. All firm commitments made in the Environmental Assessment will be satisfied.

Upon the satisfactory completion of your review of the FONSI request information packet, we would request that you forward the attached information to the FHWA with the request that they prepare the necessary FONSI for this project in order to complete the NEPA process.

Please contact me at (812) 759-4116 or dtownsend@lochgroup.com if there are any questions or if additional information is needed.

Sincerely,



Daniel Townsend
Environmental Specialist III
Lochmueller Group, Inc.

Attachments: (4)

1. Environmental Assessment (Text Only) – Pages 1-47
2. Section 106 Documentation: 800.11(e) Documentation (text only); Miami Tribe of Oklahoma Comment Letter; Eastern Shawnee Tribe of Oklahoma Comment Letter; SHPO Concurrence Letter; and Publisher's Claim with Legal Notice – Pages 1-21
3. Public Hearing Materials: Legal Notice of Public Hearing; Publisher's Claim; Legal Notice Distribution List; Press Release and INDOT News Release; Public Hearing Email to Project Mailing List; CAC Invitation Letter, Distribution List, Public Hearing Flyer, and CAC Sign-in Sheet; Hearing Sign In Sheets; Presentation Slides from the Public Hearing; Public Hearing Handout; Public Hearing Comment Sheet; Summary of Comments Received with Responses; and Public Comments Received – Pages 1-65
4. Project Commitments – Pages 1-5

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cc: Laura Hilden, INDOT Environmental Services
Cindy Mauro, INDOT Environmental Services
Matthew Rhoads, INDOT Seymour District
Mark Riehle, Lochmueller Group
Jeremy Kieffner, Lochmueller Group

Attachment 1
Environmental Assessment
(Text Only)

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

Road No./County:	State Road (SR) 11 / Harrison County
Designation Number(s):	2001154
Project Description/Termini:	SR 11 Roadway Project / From SR 135/Watson Road to SR 11/Old HWY 337/Melview Road Intersection

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
X	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Release for Public Involvement	Digitally signed by KARSTIN MARIE CARMANY-GEORGE Date: 2023.07.27 11:24:05 -04'00'	<div style="text-align: right;">  July 26, 2023 </div> <hr/> INDOT ESD Signature and Date
Certification of Public Involvement	<div style="text-align: right;">  10/11/23 </div> <hr/> INDOT Consultant Services Signature and Date	
INDOT DE/ESD Reviewer Signature and Date:	<div style="text-align: right;">  Jul 26, 2023 </div> <hr/> INDOT DE/ESD Reviewer Signature and Date	
Name and Organization of CE/EA Preparer:	<hr/> Daniel Townsend, Lochmueller Group	

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Route SR 11

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Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

Part I – Public Involvement

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

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

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area in February 2021 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, pages 1-2.

A draft Public Involvement Plan (PIP) was reviewed by the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA). An initial PIP was finalized on July 1, 2021. The PIP was updated on April 8, 2022, to amend the outreach activity schedule to align with the environmental and overall project schedule. A copy of the current PIP can be found in Appendix G, pages 3-11.

A local officials meeting was held on February 8, 2021, via video conferencing. Six local officials met with a project team member to introduce the project and provide project progress. The meeting included introductions, explanation of the project process, a broad overview of the project, and tentative schedule. The meeting summary can be found in Appendix G, pages 12-14.

A second local officials meeting was held on April 30, 2021. Seven local officials were in attendance along with nine project team members from INDOT and consultants. Items discussed included: introductions and roles they serve; explanation of the preliminary engineering process, the environmental study process, the public involvement process, the design process, and the right-of-way (ROW) acquisition process; and a discussion of "hot button" topics. The meeting summary can be found in Appendix G, pages 15-18.

Community Advisory Committee (CAC) Meeting #1 was held on May 26, 2021, via video conference and in-person. Twenty-six participants, including project team members, were in attendance for this meeting. Of the 26 participants, 1 failed to sign-in. A presentation to the group included introductions & roles, project description, the role of the CAC, project schedule and process, project study area, alternative route considerations, transportation uses, transportation challenges, and next steps. The meeting summary can be found in Appendix G, pages 19-24.

A public information meeting was held on July 29, 2021, at the South Harrison Community Center (5101 Main St. SE, Elizabeth, IN 47117) and virtually via Zoom. Fifty-eight members of the public signed-in at the meeting, with potentially five to ten that chose not to sign-in. Ten members of the project team were present at the meeting. One member from the public participated virtually along with two project team members. The meeting was conducted as an open house format with a short presentation. There were six stations for the public to visit and project team members were available for one-on-one conversations before and following the presentation. Generalized input from the public included: frustration with the relinquishment agreement; general opposition/support of the project; benefit of an improved roadway for farmers; concerns about impacts to farmland; crop damage during geotechnical drilling activities; impacts to property within same family for multiple generations; impacts to natural beauty of the area; concerns with losing portions of their property and relocations; environmental features for design consideration; and pleased that project team will be holding kitchen table meetings. The meeting summary can be found in Appendix G, pages 25-28. Seven comments forms were collected at this meeting or received afterwards in the mail. The forms received were in regard to sharing of contact information, request for an individual meeting, project purpose and need, existing conditions, and access (Appendix G, pages 29-42).

In October 2021, a letter was sent to property owners in the study area to invite them to respond with contact information so that the project team can contact them directly to provide additional information about the project and if interested, schedule a Kitchen Table

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Meeting (KTM) at their property (Appendix G, pages 43-45). The intention of the KTM was to enable clear communication of conditions at their property, and for project team members to listen to property owner concerns. The project team would also provide the property owner with up-to-date project information, and document property information that would be considered during project development. Of the 56 property owners, a KTM was held with 26 property owners (plus one property owner outside of the project area); 5 property owners did not want to schedule a KTM; and the remaining 25 property owners did not respond to the letter. KTMs were held on various dates in January and February of 2022. At the KTMs, a Property Owner Survey Form (Appendix G, pages 46-47) was provided to the property owner to gain additional information regarding their property. Thirty-two survey forms were returned with information identifying existing structures and conditions such as sinkholes, septic tanks, low areas prone to flooding, dump sites, and natural features (Appendix G, pages 48-150). This information was shared with the project team for consideration during the development of alternatives.

Additional public outreach included a project website, project email address, and project phone number. An Outreach Flier for the project was posted in January and February of 2022 at ten locations in southern Harrison County. The flier was produced in both English and Spanish, and contained the project website, email address, and phone number to obtain information about the project (Appendix G, pages 151-154).

A second public information meeting was held on June 30, 2022, at the South Harrison Community Center (5101 Main St. SE, Elizabeth, IN 47117). Thirty-seven members of the public signed-in at the meeting, with potentially five to ten that chose not to sign-in. Thirteen members of the project team were in attendance for the meeting. The meeting was conducted as an open house format with a short presentation. There were six stations for the public to visit and project team members were available for one-on-one conversations before and following the pre-recorded presentation. Generalized input from the public included: frustration with the relinquishment agreement; general opposition to the project; questions about how to schedule a kitchen table meeting; Watson Road concerns; desire to know what alignment will be chosen and when the public will know; concerns about travel speeds increasing on the improved roadway; and questions about the number of relocations. The meeting summary can be found in Appendix G, pages 155-158. Eight comments forms were collected at this meeting or received afterwards in the mail. The forms received were in regard to speed and safety of new facility; condition of existing facility; and purpose and need of improvements (Appendix G, pages 159-172).

Additional general correspondence from the public has been received throughout the study period. Topics in the general correspondence include establishing contact information, identification of existing conditions such as sinkholes and flood-prone areas; coordination of survey requests, including contact information and logistics of accessing properties; request that new alignment be approximate to property lines; and preference for preserving rural appeal and privacy (Appendix G, pages 173-210).

Pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the public will be provided an opportunity to comment on FHWA's finding of "No Adverse Effect." Upon release of the EA for public involvement, a legal advertisement will be placed in a local publication soliciting public input on FHWA's Section 106 effects finding. Comments from the public will be accepted for 30 days following the publication of the notice. If any substantive comments are received during this period, the appropriate Section 106 documents will be revised. The Cultural Resources section (Section D below) will be revised following the comment period.

FHWA determined the National Environmental Policy Act (NEPA) class of action to be an Environmental Assessment (EA) on December 22, 2022 (Appendix A, pages 5-8). Per the current *Indiana Department of Transportation (INDOT) Public Involvement Manual*, a public hearing will be conducted. Upon release of the EA for public involvement, a legal advertisement will be placed in a local publication notifying the public of the EA's availability for review and comment for a period of 30 days. The legal notice will appear in local publications of general circulation, contingent upon the release of this document for public involvement, announcing the availability of the environmental documentation, and the date and venue of the public hearing at least 15 days and again at least seven days in advance of the event. The hearing will allow the public to formally provide comments on the preferred alternative and potential effects to the social and natural environments. Comments will be accepted for a period of 15 days following the hearing. A Notice of Availability (NOA) will be advertised in the same local publications and mailed to the established mailing list compiled for the project, announcing the availability of the approved environmental document and disposition of public comments.

Subsequent to the satisfactory completion of the public involvement process, and if determined appropriate, a request for preparation of a Finding of No Significant Impact (FONSI) will be submitted to FHWA through INDOT. All comments received during this period will be listed and individually addressed in the disposition of comments attachment included in the FONSI request packet. If any comments cause a re-examination or require a change to the EA, an Additional Information (AI) document may be prepared and approved by FHWA prior to the submission of the FONSI request to FHWA. The preparation of the FONSI by FHWA will indicate the NEPA process for this project has been completed. Individuals included on the mailing list for the project, which includes the identified adjacent landowners, attendees of the public information meeting and the public hearing, as well as others who have submitted a request for project specific information, will be notified by U.S. Mail of the FONSI issuance by FHWA. In addition, a public notice announcing the availability of the FONSI will be advertised in local publications of general circulation.

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Additionally, two resource agency meetings were held for the project. A kickoff meeting was held on September 1, 2021. Topics discussed included: project history and overview; summary of public involvement completed to date; draft purpose and need; project area and conceptual designs; and an update on the ongoing environmental studies being conducted. See Appendix G, pages 211-215 for a meeting summary with list of attendees. An update meeting with the resource agencies was held on December 1, 2022. Topics discussed included: project overview; project schedule; public involvement update, purpose and need discussion; proposed typical section; environmental field studies update; alternative evaluations, and next steps. See Appendix G, pages 216-221 for a meeting summary with list of attendees.

INDOT will continue public outreach activities through the remainder of the SR 11 Project.

Public Controversy on Environmental Grounds

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

There is public controversy related to the community. There are a significant number of community members that signed a petition stating that they do not think the project is high priority for the county. There is a perceived negative financial impact to the community. There were also some concerns about increased traffic speeds. Regarding natural resources, there were some concerns about karst and wildlife crossings. The most repeated concern was for a loss of rural atmosphere, seclusion, natural beauty, and privacy that people expect will come with the project. To help minimize impacts and discuss concerns, two large scale public meetings were held along with KTMs with the majority of property owners that may be potentially impacted by the proposed alignments. See discussion of these meetings above in the Public Involvement section of this EA document. Discussion of wildlife crossings can be found in the Bridges and/or Small Structure(s) section of this EA document. Discussion on karst can be found in the Geological and Mineral Resources portion of Section B – Ecological Resources of this EA document.

Public involvement will continue throughout the duration of the project to help address any future controversy.

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

Sponsor of the Project: INDOT INDOT District: SeymourLocal Name of the Facility: SR 11Funding Source (mark all that apply): Federal State Local Other*

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

PURPOSE AND NEED:

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

The Harrison County 2040 Long Range Transportation Plan, adopted on August 5, 2019, stated that "Reducing crashes and increasing transportation safety is the top priority at the local, state, and national level." The plan also identified a need for a safe east west route in southern Harrison County, Indiana and identified the SR 11 extension along Watson Road as a priority project.

There are safety concerns with the current roadway network in southern Harrison County. The study area for this project includes SR 135 on the west side, Old Highway 11 / Old Highway 337 on the east side, Wiseman Road on the north side and Old Highway 11 on the south side. SR 135 is the primary north south roadway in Harrison County and SR 11 is the primary east west roadway in this portion of southern Harrison County, which currently does not connect with SR 135. The distance between SR 135 and the eastern termini of SR 11 is approximately 4.8 miles; however, current access from SR 135 to the eastern termini of SR 11 must utilize the local roadway network due to the limited bridge crossings of Buck Creek, one of which (Old Highway 11) has to be closed during extreme weather events due to flooding of the Ohio River which causes an additional safety concern. The travel distances using the local roadway network between SR 135 and SR 11 ranges from 6.7 miles to 10.6 miles. The existing roadways within the study area that connect SR 135 to SR 11 have RoadHAT indices that range from 0.31 to 3.48 for the Index of Crash Frequencies (I_{cf}) and from 0.15 to 1.72 for the Index of Crash Costs (I_{cc}) (Appendix A, page 3). RoadHAT is the program used by INDOT for roadway crash

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data analysis throughout the state. The RoadHAT measures are expressions of standard deviation, comparing crash data for similar roadways and intersections throughout the state. For example, an I_{cf} or I_{cc} index of 1.00 indicates that crash frequencies or costs are higher than approximately 83% (one standard deviation) of similar locations across the state of Indiana. Similarly, an I_{cf} or I_{cc} index of 2.0 indicates that the location has crash frequencies/costs which are higher than approximately 98% (two standard deviations) of similar locations across the state of Indiana. The RoadHAT index scores for I_{cf} show that there are multiple locations within the project area where the safety performance places these locations in the worst two to three percent of all locations across the state of Indiana.

Additionally, the existing roadways in the project area have lane widths that average between 9 feet to 10 feet wide with no shoulders and no clear zones. Also, these roadways have numerous deficient horizontal and vertical curves, which cause sight distance issues. Narrow lanes, lack of shoulders, lack of sufficient clear zones, and poor sight distances on roadways increase the potential for crashes because there is no room to compensate for driving errors or unforeseen obstacles. See Appendix A, pages 1-3 for additional information on the need for this project. In addition, one of the roadways that connect SR 135 to the eastern termini of SR 11 (Old Highway 11) is located in the floodway of the Ohio River and requires closing of the roadway at times due to flooding.

The purpose of the SR 11 Roadway Project is to provide a roadway in the southern region of Harrison County that provides improved safety performance connecting SR 135 to SR 11 by designing and constructing a roadway that meets current design standards, which includes wider lanes, usable shoulders, clear zones, and adequate sight distances to reduce crash frequencies and crash costs.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Harrison Municipality: N/A

Limits of Proposed Work: SR 11, from SR 135/Watson Road to SR 11/Old Hwy 337/Melview Road Intersection

Total Work Length: 5.06 Mile(s) Total Work Area: 88.67 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

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

Yes ¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input style="width: 100%;" type="text"/>	

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

The INDOT and FHWA intend to proceed with the SR 11 Roadway Project that will connect SR 135 and SR 11 in southern Harrison County, including a new bridge crossing of Buck Creek.

The Des 2001154 project is located between SR 135 and Watson Road junction (western limit) and the SR 11/Melview Road/Old Hwy 337 junction (eastern limit) in Harrison County. This is approximately 4.7 miles north of the existing junction between SR 135 and SR 11 and approximately 10 miles south of Corydon, Indiana along SR 135. Specifically, the project is located in Sections 11-14, Township 5 South, Range 3 East in Heth Township as depicted on the Mauckport U.S. Geological Survey 1:24,000 scale quadrangle and in Sections 7-9 and 16-18, Township 5 South, Range 4 East in Boone Township as depicted on the Laconia U.S. Geological Survey 1:24,000 scale quadrangle (Appendix B, pages 2-4).

Existing Conditions:

Within the project area, SR 135 is classified as Minor Collector; Watson Road, Union Chapel Road, Old Hwy 337, and SR 11 are classified as Major Collectors; and Melview Road is classified as a Local Road. SR 135 is a north-south roadway and SR 11 is an east-west roadway in this portion of southern Harrison County. SR 135 and SR 11 currently do not connect and are approximately 4.8 miles apart. The local roadways that connect SR 135 to SR 11 all have narrow lanes (9-10 feet wide); no shoulders; no clear zones; deficient horizontal and vertical curves; and poor site distances which attribute to the safety issues on the existing roadways in this area. The project includes both upgrading existing roadways and constructing portions of the project on new terrain, including a new bridge crossing of Buck Creek. The new terrain alignment portion of the project includes crossing agricultural fields, forest lands, Buck Creek, and residential properties.

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Preferred Alternative:

Alternative 3 has been identified as the Preferred Alternative for this project. The Preferred Alternative will maximize the use of existing roadways and minimize the amount of new terrain construction. The total length of the Preferred Alternative is approximately 5.1 miles and begins at the intersection of SR 135 and Watson Road following along Watson Road for 2.25 miles to Union Chapel Road. The alternative will then follow along Union Chapel Road for 0.6 mile before turning east on new terrain for 0.2 mile to provide access to the proposed new 0.2-mile bridge crossing of Buck Creek. After crossing Buck Creek, the Preferred Alternative remains on new terrain alignment for 0.2 mile until it connects to an existing farm access road on the east side of Buck Creek where it follows the farm access road (gravel lane) for 0.75 mile to Melview Road. At Melview Road, the Preferred Alternative follows along Melview Road for 0.9 mile to the eastern terminus where it connects to SR 11. Approximately 4.5 miles of the Preferred Alternative will utilize existing roadway facilities (including 0.75 mile of gravel lane) and 0.6 mile will be constructed on new terrain. The preferred SR 11 roadway will be constructed as a two-lane Major Collector with 12 feet wide travel lanes, 6 feet wide shoulders, 16 feet wide clear zones, and adequate horizontal and vertical curves to meet current design standards for a Major Collector. The proposed roadway will have a design speed of 55 miles per hour and a posted speed limit of 45 miles per hour. Guardrail will be used on the bridge crossing of Buck Creek and along the bridge approaches where needed. The project includes a large bridge crossing over Buck Creek and several other smaller structures to convey roadside drainage and streams beneath the proposed roadway. In addition, karst treatments following the INDOT Karst Guidance will be installed within all karst features identified within the construction limits of the project to protect the karst from construction and post construction runoff impacts of the proposed roadway.

The traffic study completed in 2021 by CMT Engineers and Consultants identified that the SR 11 Roadway Project would divert approximately 35% to 50% of the traffic off the existing local roadways. This reduction in traffic volumes on the local roadways that do not meet current design standards onto a roadway that does meet current design standards is anticipated to decrease the crash frequencies and crash costs and improve safety for the traveling citizens in the southern region of Harrison County (Appendix A, pages 3-4)

The Preferred Alternative requires approximately 135.6 acres of permanent new ROW acquisition. Of the total ROW acquisition, approximately 3.8 acres will be required from residential parcels, approximately 50.4 acres will be required from agricultural parcels, approximately 41.6 acres will be required from undeveloped parcels, and approximately 39.8 acres will be required from existing ROW. Two residential relocations will be required for the construction of the project. Temporary ROW will be required for reconstruction of driveways to access adjacent parcels and for construction of the new bridge crossing of Buck Creek.

The Preferred Alternative identified above has gone through design revisions since the determination was completed to select Alternative 3 as the Preferred Alternative. The environmental information used for the remainder of this Environmental Assessment (EA) evaluation is based on the current design revisions and has been identified as the Refined Preferred Alternative. Therefore, this EA will use the Refined Preferred Alternative for all environmental evaluations. It is anticipated that similar refinements would be required for any alternative selected.

Due to the design revisions, the Refined Preferred Alternative will require approximately 132.75 acres of permanent ROW and 0.90 acre of temporary ROW. The permanent ROW will include 2.74 acres from residential, 50.60 acres from agricultural, 25.70 acres from forest, 0.09 acre from wetlands, 29.28 acres from undeveloped (vacant) land, and 24.34 acres from existing roadway. Ownership and determination of existing ROW, and whether any ROW needs to be reacquired, will occur in the Right-of-Way Engineering phase of this project. At this point, it is assumed all ROW will be acquired new. The temporary ROW will include 0.25 acres from residential, 0.28 acre from agricultural, 0.11 acre from forest, 0.07 acre from undeveloped (vacant) land, and 0.19 acre from existing roadway.

Please refer to Appendix B for maps depicting the project area (pages 1-18), photographs of the project area (pages 19-25), and preliminary design plans (pages 26-69).

The proposed maintenance of traffic (MOT) plan will require road closures with detours (Appendix B, pages 32-40). Please refer to the Maintenance of Traffic (MOT) During Construction section of this document for details.

The project will meet the objectives of its purpose and need by providing a roadway in the southern region of Harrison County that provides improved safety performance connecting SR 135 to SR 11 by designing and constructing a roadway that meets current design standards, which includes wider lanes, usable shoulders, clear zones, and adequate sight distances to reduce crash frequencies and crash costs.

The proposed project exhibits independent utility as it is not dependent upon the completion of any other project to meet the objectives of its purpose and need and would function independent of other projects and improvements taking place in the vicinity of the project. The proposed project also does not create the need for additional work. The project termini are logical with the western

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terminus of the project tying into SR 135 and the eastern terminus of the project tying into the western end of SR 11 at the intersection of SR 11/Old Hwy 337/Melview Road, providing a connection between SR 135 and SR 11.

OTHER ALTERNATIVES CONSIDERED:

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

No-Build Alternative:

The No-Build Alternative would leave the existing roadways in southern Harrison County as they currently exist. This alternative would utilize the current local roadway network to connect SR 135 to SR 11 with no expenditure of federal funds. The No-Build Alternative would not address the safety concerns of the roadway network in southern Harrison County connecting SR 135 to SR 11. While this alternative eliminates cost, potential relocation of residents and commercial facilities, and environmental impacts, it would not meet the purpose and need for the project, which is to improve the safety concerns of the roadway network in southern Harrison County. Therefore, this alternative was discarded from further consideration.

Initial Screening Corridors:

An alternatives analysis document was completed on the project that analyzed three initial screening corridors for the project, which included the Old Hwy 11 Initial Screening Corridor, Heth-Washington/St. Michaels Road Initial Screening Corridor, and Watson Road/Melview Road Initial Screening Corridor. These three initial screening corridors were analyzed based on environmental impacts, ROW impacts, relocation impacts, and excavation volumes to determine which corridor to move forward for more detailed alternative analysis (Appendix A, pages 10-13). The results of the SR 11 Roadway Project Alternatives Analysis identified the Watson Road/Melview Road Initial Screening Corridor as the corridor to move forward for more detailed alternatives analysis.

Watson Road/Melview Road Initial Screening Corridor Detailed Alternatives Evaluation:

Three alternatives (Alternative 1, Alternative 2, and Alternative 3) were developed within the Watson Road/Melview Road Initial Screening Corridor to determine the preferred alternative; Alternative 3 has been identified as the preferred for this project (Appendix A, pages 13-14).

Alternative 1

Alternative 1 would meet the purpose and need for the project. Alternative 1 begins and ends at the same termini as the preferred alternative and shares the same alignment along Watson Road. At the intersection of Watson Road and Union Chapel Road, Alternative 1 turns to the north on new terrain and crosses Buck Creek approximately 0.35 mile north of the preferred alternative. Alternative 1 remains on new terrain and parallels the preferred alternative approximately 0.4 mile to the north before intersecting with an existing farm access road. Alternative 1 follows along the farm access road for approximately 0.6 mile at which point Alternative 1 takes off on new terrain before intersecting with existing Melview Road just west of the SR 11/Old Hwy 337/Melview Road intersection. From this point, Alternative 1 shares the same alignment as the preferred alternative to the eastern terminus of the project. Alternative 1 utilizes approximately 2.85 miles of existing facilities and will be on new terrain alignment for approximately 2.25 miles. Alternative 1 requires 3.1 acres more tree clearing, 0.25 acre more wetland/open water impacts, 407 feet more stream impacts, 16.7 acres more ROW, 129,017 cubic yard more common excavation, and 80,984 cubic yards more rock excavation than the preferred alternative. Due to the additional tree, wetland/open water, stream, and ROW impacts along with the additional excavation requirements for Alternative 1, Alternative 1 was discarded from further consideration.

Alternative 2

Alternative 2 would meet the purpose and need for the project. Alternative 2 begins and ends at the same termini as the preferred alternative and shares the same alignment along Watson Road. Approximately 0.25 mile southeast of the intersection of Watson Road and Union Chapel Road, Alternative 2 turns to the east on new terrain and crosses Buck Creek approximately 0.2 mile north of the preferred alternative. Alternative 2 remains on new terrain and parallels the preferred alternative approximately 0.15 mile to the north before intersecting with existing Melview Road. Alternative 2 follows along Melview Road for approximately 0.2 mile at which point Alternative 2 shares the alignment with the preferred alternative to the eastern termini. Alternative 2 utilizes approximately 3.25 miles of existing facilities and will be on new terrain alignment for approximately 1.75 miles. Alternative 2 requires 13.1 acres more tree clearing, 429 feet more stream impacts, 27.9 acres more ROW, 211,221 cubic yards more common excavation, and 203,078 cubic yards more rock excavation than the preferred alternative. Due to the additional tree, stream, and ROW impacts along with the additional excavation requirements for Alternative 2, Alternative 2 was discarded from further consideration.

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The No Build 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

ROADWAY CHARACTER:

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

Name of Roadway	<u>SR 135</u>			
Functional Classification:	<u>Minor Arterial</u>			
Current ADT:	<u>4,504</u>	VPD (2020)	Design Year ADT:	<u>4,806</u>
				VPD (2046)
Design Hour Volume (DHV):	<u>480</u>	Truck Percentage (%)	<u>9</u>	
Designed Speed (mph):	<u>55</u>	Legal Speed (mph):	<u>55</u>	

	Existing	Proposed	
Number of Lanes:	2	2	
Type of Lanes:	Through	Through	
Pavement Width:	11 ft.	12 ft.	
Shoulder Width:	8 ft.	4 & 8 ft.	
Median Width:	N/A ft.	N/A ft.	
Sidewalk Width:	N/A ft.	N/A ft.	

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

Name of Roadway	<u>Watson Road¹</u>			
Functional Classification:	<u>Major Collector</u>			
Current ADT:	<u>265</u>	VPD (2020)	Design Year ADT:	<u>N/A</u>
				VPD (2046)
Design Hour Volume (DHV):	<u>N/A</u>	Truck Percentage (%)	<u>10</u>	
Designed Speed (mph):	<u>N/A</u>	Legal Speed (mph):	<u>N/A</u>	

	Existing	Proposed	
Number of Lanes:	2	N/A	
Type of Lanes:	Through	N/A	
Pavement Width:	9 ft.	N/A ft.	
Shoulder Width:	0 ft.	N/A ft.	
Median Width:	N/A ft.	N/A ft.	
Sidewalk Width:	N/A ft.	N/A ft.	

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

¹ The Refined Preferred Alternative will fully replace Watson Road with the new SR 11

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Name of Roadway Union Chapel Road
 Functional Classification: Major Collector
 Current ADT: 221 VPD (2020) Design Year ADT: 236 VPD (2046)
 Design Hour Volume (DHV): 26 Truck Percentage (%) 5
 Designed Speed (mph): 40 Legal Speed (mph): 30 (North); 40 (South)

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	8 ft.	10 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

Name of Roadway SR 11 (Proposed Refined Preferred Alternative)
 Functional Classification: Major Collector
 Current ADT: N/A VPD (2020) Design Year ADT: 1,325 VPD (2046)
 Design Hour Volume (DHV): 133 Truck Percentage (%) 5
 Designed Speed (mph): 55 Legal Speed (mph): 45

	Existing	Proposed
Number of Lanes:	N/A	2
Type of Lanes:	N/A	Through
Pavement Width:	N/A ft.	12 ft.
Shoulder Width:	N/A ft.	4 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

Name of Roadway Old Hwy 11
 Functional Classification: Major Collector
 Current ADT: 979 VPD (2020) Design Year ADT: 953 VPD (2046)
 Design Hour Volume (DHV): 200 Truck Percentage (%) 6
 Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	10 ft.	11 ft.
Shoulder Width:	0 ft.	4 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

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Name of Roadway Old Hwy 337
 Functional Classification: Major Collector
 Current ADT: 651 VPD (2020) Design Year ADT: 695 VPD (2046)
 Design Hour Volume (DHV): 83 Truck Percentage (%) 5
 Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	10 ft.	11 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

Name of Roadway Melview Road
 Functional Classification: Local Road
 Current ADT: 100 VPD (2020) Design Year ADT: 107 VPD (2046)
 Design Hour Volume (DHV): 2 Truck Percentage (%) 4
 Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	9 ft.	10 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

Name of Roadway SR 11 (Existing segment east of Old Hwy 337)
 Functional Classification: Major Collector
 Current ADT: 260 VPD (2020) Design Year ADT: 1,045 VPD (2046)
 Design Hour Volume (DHV): 115 Truck Percentage (%) 6
 Designed Speed (mph): 45 Legal Speed (mph): 45

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	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	12 ft.	12 ft.
Shoulder Width:	0 ft.	0 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

BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): 011-031-10782 (proposed) Sufficiency Rating: N/A
 (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	N/A	Continuous Composite Steel Plate Girder
Number of Spans:	N/A	6 spans
Weight Restrictions:	N/A ton	None ton
Height Restrictions:	N/A ft.	None ft.
Curb to Curb Width:	N/A ft.	37.33 ft.
Outside to Outside Width:	N/A ft.	40.33 ft.
Shoulder Width:	N/A ft.	6.67 ft.

Structure/NBI Number(s): CV 011-031-09.37 (proposed*) Sufficiency Rating: N/A
 *existing culvert on private lane; no current structure number available (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	6-foot x 3-foot Box Culvert	16-foot x 6-foot Box Culvert with Haunches
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	N/A ft.
Outside to Outside Width:	N/A ft.	N/A ft.
Shoulder Width:	N/A ft.	N/A ft.

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Structure/NBI Number(s): CV 011-031-10.10 (proposed*) Sufficiency Rating: N/A
 *existing culvert on county system; no current structure number available (Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	24-inch Corrugated Metal Pipe (CMP)		4-foot x 3-foot Box Culvert with Haunches	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

Structure/NBI Number(s): CV 011-031-10.32 (proposed*) Sufficiency Rating: N/A
 *existing culvert on county system; no current structure number available (Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	5-foot Span Smooth Walled Elliptical Pipe		7-foot x 4-foot Reinforced Concrete Box with Haunches, Raised Profile	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

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

No existing bridges are located within the Refined Preferred Alternative. A new 6-span Continuous Composite Steel Plate Girder bridge, Structure Number 011-031-10782, is proposed to cross Buck Creek. The placement of piers for the new bridge is anticipated to impact approximately 50 feet of Buck Creek.

There are three existing structures with span length between 48 inch and 20 feet that will be replaced as part of the project. The proposed culvert CV 011-031-09.37 is a 16-foot by 6-foot box culvert with haunches on raised road profile that will replace an existing 6-foot by 3-foot box culvert conveying Unnamed Tributary (UNT) 10 to Buck Creek under Melview Road. UNT 10 to Buck Creek will be impacted by the new proposed culvert. The proposed culvert CV 011-031-10.10 is a 4-foot by 3-foot box culvert with haunches on raised road profile that will replace an existing 24-inch CMP that convey drainage under Melview Road. The proposed culvert CV 011-031-10.32 is a 7-foot by 4-foot reinforced concrete box with haunches on raised road profile that will replace an existing 5-foot span smooth walled elliptical pipe that conveys UNT 11 to Buck Creek under Melview Road. UNT 11 to Buck Creek will be impacted by the new proposed culvert.

All structures that require IDNR Construction in a Floodway permits will be designed following current IDNR wildlife passage guidelines.

There are also smaller pipes/maintenance pipes along the existing roadways that also may be replaced as part of the proposed construction. New pipes/maintenance pipes may be added to convey drainage along the proposed roadway. No impacts to jurisdictional streams are anticipated as a result of the new pipes/maintenance pipes.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed?
 Is a temporary roadway proposed?

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

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

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

The MOT for the project is anticipated to be completed in six phases and require road closures with detours (Appendix B, pages 32-40).

- Phase 1 is proposed to close Watson Road from SR 135 to Robins Road with a detour utilizing SR 135, Squire Boone Road, and Robins Road. Detour length is approximately 3.8 miles. Phase 1 also includes closing a portion of Central Drive with a detour utilizing SR 135 and Heth Washington Road for a detour length of approximately 1.2 miles. Phase 1 is preliminarily estimated to be in place for approximately 6 months.
- Phase 2 is proposed to close Watson Road from Robins Road to Meridian Lane with a detour utilizing new SR 11, SR 135, Heth Washington Road, Union Chapel Road, and Watson Road. Detour length is approximately 5.4 miles. Phase 2 is preliminarily estimated to be in place for approximately 6 months.
- Phase 3 will close Watson Road from Meridian Road to Union Chapel Road with a detour utilizing new SR 11, SR 135, Heth Washington Road, and Union Chapel Road. Detour length is approximately 6.0 miles. Phase 3 is preliminarily estimated to be in place for approximately 2 months.
- Phase 4 will close Union Chapel Road from Watson Road to Buck Creek Crossing with a detour utilizing new SR 11, SR 135, Harrison Heth Road, Buck Creek Valley Road, Lake Road, Old Hwy 337, Old Goshen Road, and Union Chapel Road. Detour length is approximately 12.6 miles. Phase 4 is preliminarily estimated to be in place approximately 6 months.
- Phase 5 will close a farm access drive and a portion of Melview Road with a detour utilizing Melview Road, Old Goshen Road, Old Hwy 11, and Old Hwy 337. The majority of Phase 5 is new terrain and new bridge construction and can be constructed concurrently with various other phases. Detour length is approximately 1.7 miles. The preliminary estimate for Phase 5 is 9 months but the detour may only be needed for 1 month or less.
- Phase 6 will close a portion of Melview Road and Old Hwy 337 with a detour utilizing Melview Road, Old Goshen Road, and Old Hwy 11. Detour length is approximately 2.5 miles. Phase 6 also includes closing SR 337 at Melview Road with a detour utilizing SR 11, Main Street, Elizabeth New Middletown Road, Buck Creek Valley Road, and Lake Road for a detour length of approximately 15.0 miles. Although Phase 6 is not new terrain, this phase affects approximately 11 properties directly and could be constructed concurrently with other phases.

The vast majority of Phases 5 & 6 could be constructed while leaving open a portion of the existing roadway at the north/south part of Melview Road to keep traffic moving. The duration of Phase 6 is preliminarily estimated at approximately 6 months.

There are no known through-traffic dependent businesses or local special events or festivals requiring any provisions as a result of the detour. The closed roadways will re-open to thru-traffic immediately upon phase completion to minimize traffic disruption to the maximum possible extent. Access will be available to all local properties.

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

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 2,330,000* (2021*) Right-of-Way: \$ 320,000 (2023) Construction: \$ 1,460,000 (2025)
 \$ 29,073,370 (2026)

*from 2020-2024 Updated Statewide Transportation Improvement Program (STIP) FY 2020-2024

Anticipated Start Date of Construction: August/September 2025

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	2.74	0.25
Commercial	0	0
Agricultural	50.60	0.28
Forest	25.70	0.11
Wetlands	0.09	0
Other: Undeveloped (vacant) Land*	29.28	0.07
Other: Existing Roadway	24.34	0.19
TOTAL	132.75	0.90

* Based on parcel property class codes for vacant agricultural land and vacant residential land

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

The proposed project will use portions of existing Watson Road, Union Chapel Road, and Melview Road. The typical width of existing Watson Road is approximately 50 feet. The typical width of existing Union Chapel Road and Melview Road is approximately 40 feet.

The project requires approximately 132.75 acres of permanent ROW consisting of 2.74 acres of residential, 50.60 acres of agricultural, 25.70 acres of forest, 0.09 acre of wetlands, 29.28 acres of undeveloped (vacant) land, and 24.34 acres of existing roadway. As the Right-of-Way process for the project continues, it is possible that the existing roadway can be reacquired instead of acquired as new permanent ROW. Ownership and determination of existing ROW, and whether any ROW needs to be reacquired, will occur in the Right-of-Way Engineering phase of this project. At this point, it is assumed all ROW will be acquired new. The project also requires approximately 0.90 acre of temporary ROW consisting of 0.25 acre of residential, 0.28 acre of agricultural, 0.11 acre of forest, 0.07 acre of undeveloped (vacant) land, and 0.19 acre existing roadway.

The proposed ROW widths for the new SR 11 roadway range from approximately 145 feet to 380 feet.

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on October 6, 2021 (Appendix C, pages 1-4).

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
FHWA - Indiana	October 6, 2021	No response received	
Indiana Geological and Water Survey (IGWS)	October 6, 2021	October 6, 2021	Appendix C, pages 13-15
IDNR, Division of Fish and Wildlife	October 6, 2021	November 10, 2021	Appendix C, pages 33-36
IDEM	October 6, 2021	October 6, 2021	Appendix C, pages 5-12
National Park Service	October 6, 2021	No response received	
IDEM Groundwater	October 6, 2021	October 6, 2021*	*completed online
U.S. Housing and Urban Development (HUD)	October 6, 2021	No response received	
INDOT Environmental Services Division	October 6, 2021	No response received	
INDOT Seymour District Environmental	October 6, 2021	No response received	
Natural Resources Conservation Service (NRCS)	October 6, 2021	October 7, 2021 October 18, 2021 November 1, 2021 March 16, 2023	Appendix C, pages 16-17 Appendix C, page 16 Appendix C, page 18 Appendix C, pages 19-21
U.S. Environmental Protection Agency (USEPA)	October 6, 2021	November 5, 2021	Appendix C, pages 23-32
U.S. Army Corps of Engineers (USACE)	October 6, 2021	No response received	
Harrison County Board of Commissioners	October 6, 2021	No response received	
Harrison County Surveyor's Office	October 6, 2021	No response received	
Harrison County Highway Department	October 6, 2021	November 15, 2021	Appendix C, page 37
Harrison County Council	October 6, 2021	No response received	
Harrison County Sheriff's Department	October 6, 2021	No response received	
Harrison County Emergency Management Agency (EMA)	October 6, 2021	No response received	
Harrison County Plan Commission; Floodplain Administrator	October 6, 2021	October 13, 2021	Appendix C, page 22
South Harrison Community School Corporation	October 6, 2021	No response received	
Heth Township Fire Department	October 6, 2021	No response received	
Boone Township Volunteer Fire Department	October 6, 2021	No response received	
The Nature Conservancy	October 6, 2021	No response received	
IDNR Division of Oil and Gas	October 6, 2021	No response received	
U.S. Fish and Wildlife Service (USFWS)	April 12, 2022	April 27, 2022	Appendix J, pages 9-97

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

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SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

Presence

X
X

Impacts

Yes	No
X	
X	

Total stream(s) in project area: 765 Linear feet Total impacted stream(s): 393 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
UNT 1 to Buck Creek	Ephemeral	74	40	UNT 1 to Buck Creek flows from southwest to northeast into subsurface flow before discharging into Buck Creek approximately 0.75 mile upstream of the proposed Refined Preferred Alternative bridge crossing of Buck Creek and is located approximately 0.4 mile east of the Watson Road and Union Chapel Road intersection. This stream is likely a Waters of the U.S. (Appendix F, pages 9-10 and 42).
Buck Creek	Perennial	177	50	Buck Creek flows from north to south through the center of the project area, and ultimately discharges into the Ohio River approximately 9.5 river miles downstream of the project. Buck Creek is listed as an Outstanding River in Indiana. Buck Creek is likely a Waters of the U.S. (Appendix F, pages 9 and 42-43).
UNT 10 to Buck Creek	Intermittent	252	199	UNT 10 to Buck Creek is located on the east side of Buck Creek and flows from north to south. This is a sinking stream; therefore, there is no direct surface connection of this stream to Buck Creek. Dye tracing within this stream identified that UNT 10 to Buck Creek flows into the ground and then resurfaces into a different stream before discharging into Buck Creek approximately 850 downstream of the proposed new bridge crossing. UNT 10 to Buck Creek is likely a Waters of the U.S. (Appendix F, pages 15 and 44-45).
UNT 11 to Buck Creek	Ephemeral	262	104	UNT 11 to Buck Creek is located on the east side of Buck Creek approximately 0.15 mile west of the Melview Road and Old Hwy 337 intersection and flows from northeast to southwest. This is a sinking stream that loses surface definition within the Refined Preferred Alternative project limits; therefore, there is no direct surface connection of this stream to Buck Creek. It is assumed that UNT 11 to Buck Creek connects through underground flow to UNT 10 to Buck Creek and ultimately flows into Buck Creek in the same location described above for UNT 10 to Buck Creek. UNT 11 to Buck Creek is likely a Waters of the U.S. (Appendix F, pages 15-16 and 46).

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

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mitigate if impacts will occur.

Based on a desktop review, the aerial maps of the project area (Appendix B, pages 5-11), and the RFI report (Appendix E, page 9), there are 27 stream segments within the 0.5 mile search radius. That number could not be confirmed by the site visits in April, May, and October of 2021 by Lochmueller Group as the field work for the project did not encompass the entire search radius used during the desktop review. There are 12 streams identified within the waters survey area; four of the identified streams are within the Refined Preferred Alternative and discussed below.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on February 1, 2022. Please refer to Appendix F, pages 3-46 for the *Waters of the U.S. Report*. It was determined that 12 jurisdictional streams are located within the waters survey area, however; only four jurisdictional streams, UNT 1 to Buck Creek, Buck Creek, UNT 10 to Buck Creek, and UNT 11 to Buck Creek are located within the Refined Preferred Alternative. The USACE makes all final determination regarding jurisdiction.

UNT 1 to Buck Creek is an ephemeral stream feature located west of Buck Creek and north of Union Chapel Road. Approximately 40 feet of UNT 1 to Buck Creek will be permanently impacted by the Refined Preferred Alternative. UNT 1 to Buck Creek flows northeast and flows only in response to rainfall runoff; therefore, UNT 1 to Buck Creek is considered an ephemeral stream. USGS StreamStats (<https://streamstats.usgs.gov/ss/>) did not determine a drainage area for UNT 1 to Buck Creek; therefore, it is assumed the drainage area is less than one square mile. According to the Indiana Floodplain Information Portal (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>), there are no mapped floodway or floodplain zones associated with UNT 1 Buck Creek. UNT 1 to Buck Creek has a narrow streambed with no defined riffle/run/pool habitat. The ordinary high water mark (OHWM) of UNT 1 to Buck Creek is 3.3 feet wide and 0.3 feet deep. UNT 1 to Buck Creek is considered to display poor quality based on the lack of riffle/run/pool habitat, bank full width, and ephemeral nature. UNT 1 to Buck Creek is a non-relatively permanent waterway (RPW) with a connection to a traditionally navigable waterway (TNW), Buck Creek; therefore, UNT 1 to Buck Creek meets the definition of a Waters of the U.S. under Section 404 of the Clean Water Act. UNT 1 to Buck Creek connects to Buck Creek through underground flow paths under low flow conditions, and overland flow via UNT 4 to Buck Creek in high flow conditions (see Appendix F, pages 9-10 for additional information on UNT 1 to Buck Creek). This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act. UNT 1 to Buck Creek will be impacted by the Refined Preferred Alternative by the installation of a culvert to maintain the water flow through the project area. UNT 1 to Buck Creek is not listed as an outstanding, scenic, wild, recreational, or navigable waterway on any state or federal listing and it is not listed as an impaired water on the Indiana 303d list. Impacts to this stream have been minimized to the maximum extent possible and stream flow to UNT 1 to Buck Creek will be maintained through the project area via a culvert to reduce impacts to this channel. Total cumulative stream impacts of the Refined Preferred Alternative are anticipated to be more than 300 linear feet; therefore, mitigation for impacts to UNT1 to Buck Creek will be required. Credits purchased from the Indiana Stream and Wetland Mitigation Program (IN SWMP) are anticipated to be used for mitigation for this stream.

Buck Creek is a perennial stream that generally flows north to south. The Refined Preferred Alternative will bridge Buck Creek with minimal impacts to the stream channel. Approximately 50 feet of the stream may be permanently impacted by the Refined Preferred Alternative. Buck Creek is fed by groundwater and flows throughout the year; therefore, it is considered perennial. The drainage area for Buck Creek, at the proposed Refined Preferred Alternative bridge crossing, was determined to be approximately 75 square miles using USGS StreamStats (<https://streamstats.usgs.gov/ss/>). According to the Indiana Floodplain Information Portal (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>), there is a mapped DNR Approximate Floodway and a DNR Approximate Floodway Fringe associated with Buck Creek and has a base flood elevation of 484.1 feet (North American Vertical Datum 88 (NAVD 88)). The stream has a wide streambed with defined riffle/run/pool habitat. The OHWM of Buck Creek is 75 feet wide and 4 feet deep. Buck Creek is considered to display excellent quality based on persistent stream flow, substrate, bank full width and depth, good species diversity, and the ability to support endangered species (see Appendix F, page 9 for additional information on Buck Creek). Buck Creek is a RPW that becomes an TNW (<https://www.in.gov/nrc/nonrule-policy-documents-npd/navigable-waterways-roster/roster-by-county/>) approximately 4 miles south of the project area. Buck Creek meets the definition of a Water of the U.S. based on perennial flow and connection to the Ohio River, a TNW; therefore, Buck Creek is subject to USACE jurisdiction under Section 404 of the Clean Water Act. The location of the Refined Preferred Alternative crossing of Buck Creek is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act. Buck Creek is listed as an Outstanding River in Indiana, but is not listed as a scenic, wild, recreational, or navigable waterway in the state or federal listing. Buck Creek is listed as an impaired water for both Impaired Biotic Communities (IBC) and E. coli on the Indiana 303d list. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Concerning E. coli, workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular handwashing, and limit personal exposure. These are included as firm commitments in the Environmental Commitments section of this document. Impacts to this stream have been minimized to the maximum extent possible and Buck Creek will be bridged to reduce impacts to the channel. Total cumulative stream impacts of the Refined Preferred Alternative are anticipated to be more than 300 linear feet; therefore, mitigation for impacts to Buck Creek will be required. Credits purchased from the IN SWMP are anticipated to be used for mitigation for this stream.

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UNT 10 to Buck Creek is an intermittent, sinking stream which flows from northeast to southwest through the Refined Preferred Alternative before it sinks into subsurface flow approximately 750 feet south of the Refined Preferred Alternative right-of-way. Approximately 199 feet of UNT 10 to Buck Creek will be permanently impacted by the Refined Preferred Alternative. UNT 10 to Buck Creek is fed by ground water and rainfall runoff but does not flow throughout the year; therefore, it is considered an intermittent stream. The drainage area for the UNT 10 to Buck Creek was determined to be 0.91 square mile using USGS StreamStats (<https://streamstats.usgs.gov/ss>); however, watershed areas determined within a karst landscape from surface topography should be considered rough estimates as underground flow patterns can be unpredictable. According to the Indiana floodplain Information Portal (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>), there are no mapped floodway or floodplain zones associated with UNT 10 to Buck Creek. UNT 10 to Buck Creek has a narrow streambed and defined riffle/run/pool habitat. The OHWM is 2.5 feet wide and 0.3 feet deep. UNT 10 to Buck Creek is considered to display excellent quality based on the substrate, bank full width, maximum pool depth, and good species diversity (see Appendix F, page 15 for additional information on UNT 10 to Buck Creek). UNT 10 to Buck Creek is a RPW with a significant underground connection to a TNW, Buck Creek; therefore, UNT 10 to Buck Creek meets the definition of a Waters of the U.S. under Section 404 of the Clean Water Act. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act. UNT 10 to Buck Creek is not listed as an outstanding, scenic, wild, recreational, or navigable waterway on any state or federal listing, and it is not listed as an impaired water on the Indiana 303d list. Impacts to this stream have been minimized to the maximum extent possible as the stream flow of UNT 10 to Buck Creek will be maintained through the Refined Preferred Alternative via a culvert to reduce impacts to this channel. Total cumulative stream impacts of the Refined Preferred Alternative are anticipated to be more than 300 linear feet; therefore, mitigation for impacts to UNT 10 to Buck Creek will be required. Credits purchased from the IN SWMP are anticipated to be used for mitigation for this stream.

UNT 11 to Buck Creek is an ephemeral, sinking stream feature that starts east of Buck Creek and north of Melview Rd and flows southwest. Approximately 104 feet of UNT 11 to Buck Creek will be permanently impacted by the Refined Preferred Alternative. UNT 11 to Buck Creek flows only in response to rainfall runoff; therefore, UNT 11 to Buck Creek is an ephemeral stream. The drainage area for UNT 11 to Buck Creek was determined to be 0.15 square mile using USGS StreamStats (<https://streamstats.usgs.gov/ss>); however, watershed areas determined within a karst landscape from surface topography should be considered rough estimates as underground flow patterns can be unpredictable. According to the Indiana floodplain Information Portal (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>), there are no mapped floodway or floodplain zones associated with UNT 11 to Buck Creek. The stream has a narrow streambed with no defined riffle/run/pool habitat. The OHWM of UNT 11 to Buck Creek is 3.3 feet wide and 0.3 feet deep. UNT 11 to Buck Creek is considered to display poor quality based on the substrate, bankfull width, and ephemeral nature (See Appendix F, pages 15-16 for additional information on UNT 11 to Buck Creek). UNT 11 to Buck Creek is a non-RPW with a significant nexus with a TNW, Buck Creek; therefore, UNT 11 to Buck Creek meets the definition of a Waters of the U.S. under Section 404 of the Clean Water Act. UNT 11 to Buck Creek connects to Buck Creek through underground flow paths. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act. UNT 11 to Buck Creek is not listed as an outstanding, scenic, wild, recreational, or navigable waterway on any state or federal listing and it is not listed as an impaired water on the Indiana 303d list. Impacts to this stream have been minimized to the maximum extent possible and stream flow to UNT 11 to Buck Creek will be maintained through the Refined Preferred Alternative via a culvert to reduce impacts to this channel. Total cumulative stream impacts of the Refined Preferred Alternative are anticipated to be more than 300 linear feet; therefore, mitigation for impacts to UNT 11 to Buck Creek will be required. Credits purchased from the IN SWMP are anticipated to be used for mitigation for this stream.

The IDNR DFW responded on November 10, 2021, with recommendations to avoid and minimize impacts to fish to the greatest extent possible and compensate for impacts. IDNR DFW recommendations included bridging as much of the creek valley as possible; maintaining or improving fish and wildlife passage at existing or proposed crossing locations; minimizing and containing within the project limits inchannel disturbance; not working in the waterway from April 1 through June 30 without prior written approval of the DFW; not excavating in the low flow area except for the placement of piers, foundations, and riprap; not constructing any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds; using minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids; and implementing appropriately designed measures for controlling erosion and sediment (Appendix C, pages 33-36). All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this EA document.

The USFWS responded on April 27, 2022, with recommendations to minimize adverse impacts on fish resources. USFWS recommendations included minimizing the extent of artificial bank stabilization and use bioengineering methods wherever feasible; if riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat; to use best methods to contain soil and sediment runoff during construction; and to restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap (Appendix J, pages 92-97). All applicable USFWS recommendations are included in the Environmental Commitments section of this EA document.

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The USEPA responded on November 5, 2021, with a recommendation to bridge across streams and their associated floodplains, wetlands, and unique habitats, such as riparian forest, if feasible (Appendix C, pages 23-32).

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

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

Based on a desktop review, the aerial maps of the project area (Appendix B, pages 5-11), and the RFI report (Appendix E, page 9), there are 52 lakes within the 0.5 mile search radius. That number could not be confirmed by the site visits in April, May, and October of 2021 by Lochmueller Group as the field work for the project did not encompass the entire search radius used in the desktop review. There are eight open water features identified within the waters survey area; only one of the identified open water features is within the Refined Preferred Alternative and discussed below.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on February 1, 2022. Please refer to Appendix F, pages 3-46 for the Waters of the U.S. Report. It was determined that eight open water features are located within the waters survey area, however; only one open water pond is located within the Refined Preferred Alternative. The USACE makes all final determination regarding jurisdiction.

Open Water 1 is a 1.41-acre feature that is situated west of Buck Creek and 55 feet north of Watson Road. This open water feature has developed within a sinkhole depression. Open Water 1 does not have clear connection to other surface water bodies and therefore is not considered a jurisdictional feature (Appendix F, page 31). Open Water 1 is located within the right-of-way of the Refined Preferred Alternative; however, the feature is not located within the construction limits and will not be impacted by the project. Appropriate erosion and sediment control measures will be installed prior to construction to prevent any incidental construction impacts to this pond. There are no open water features that will be impacted by the Refined Preferred Alternative.

The IDNR DFW responded on November 10, 2021, with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible and compensate for impacts. IDNR DFW recommendations included revegetating all bare and disturbed areas disturbed during construction as soon as possible upon completion and implementing appropriately designed measures for controlling erosion and sediment (Appendix J, pages 92-97). All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this EA document.

The USFWS responded on April 27, 2022, with recommendations to minimize adverse impacts on fish and wildlife resources. USFWS recommendations included revegetating all disturbed soil areas immediately upon project completion and to use best methods to contain soil and sediment runoff during construction (Appendix J, pages 92-97). All applicable USFWS recommendations are included in the Environmental Commitments section of this EA document.

The USEPA responded on November 5, 2021, with a recommendation to bridge across streams and their associated floodplains, wetlands, and unique habitats, such as riparian forest, if feasible (Appendix C, pages 23-32).

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Presence

Impacts

Wetlands

Yes

No

Total wetland area: 0.06 Acre(s) Total wetland area impacted: 0.02 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland B	Emergent (PEM1)	0.06	0.02	Wetland B is an emergent wetland located east of Buck Creek, on the border between a forested area to the north and a graded gravel pad (Appendix F, pages 18-19 and 43). Wetland B is not likely a Waters of the U.S.

Documentation

ESD Approval Dates

Wetlands (Mark all that apply)

Wetland Determination	<input checked="" type="checkbox"/>
Wetland Delineation	<input checked="" type="checkbox"/>
USACE Isolated Waters Determination	<input type="checkbox"/>

February 1, 2022
February 1, 2022
<input type="checkbox"/>

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

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

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

Based on a desktop review, the aerial maps of the project area (Appendix B, pages 5-11), and the RFI report (Appendix E, page 9), there are 114 NWI-wetlands within the 0.5 mile search radius. That number could not be confirmed by the site visits in April, May, and October of 2021 by Lochmueller Group as the field work for the project did not encompass the entire search radius used in the desktop review. There are eight wetlands identified within the waters survey area; only one wetland is within the Refined Preferred Alternative and is discussed below.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on February 1, 2022. Please refer to Appendix F, pages 3-46 for the Waters of the U.S. Report. It was determined that wetlands are located within the waters survey area, however; only one wetland is located within the Refined Preferred Alternative. The USACE makes all final determination regarding jurisdiction.

Wetland B is a 0.06-acre emergent wetland east of Buck Creek, on the border between a forested area to the north and a graded gravel pad. Wetland B is disturbed from debris and garbage dumping and receives drainage from the surrounding forested area. Wetland B would be considered an isolated wetland and therefore is not considered a jurisdictional water of the U.S. under the Clean Water Act. As defined by the Cowardin, et al. (1978), this wetland would be classified as a palustrine, emergent, persistent (PEM1) wetland. Based on a qualitative assessment of Wetland B, this wetland is of poor quality based on its size, disturbed nature, and quality of soil and vegetation (Appendix F, page 18). Approximately 0.02 acre of Wetland B will be permanently impacted by the Refined Preferred Alternative. Impacts to this wetland have been minimized to the maximum extent possible. Total cumulative stream impacts of the Refined Preferred Alternative are anticipated to be more than 300 linear feet; therefore, mitigation for impacts to Wetland B will be required. Credits purchased from the IN SWMP are anticipated to be used for mitigation for this wetland.

The IDNR DFW responded on November 10, 2021, with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible and compensate for impacts. IDNR DFW recommendations included revegetating all bare and disturbed areas disturbed during construction as soon as possible upon completion and implementing appropriately

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designed measures for controlling erosion and sediment (Appendix C, pages 33-36). All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this EA document.

The USFWS responded on April 27, 2022, with recommendations to minimize adverse impacts on fish and wildlife resources. USFWS recommendations included revegetating all disturbed soil areas immediately upon project completion and to use best methods to contain soil and sediment runoff during construction (Appendix J, pages 92-97). All applicable USFWS recommendations are included in the Environmental Commitments section of this EA document.

The USEPA responded on November 5, 2021, with a recommendation to bridge across streams and their associated floodplains, wetlands, and unique habitats, such as riparian forest, if feasible (Appendix C, pages 23-32).

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

Total terrestrial habitat in project area: 108.41 Acre(s) Total tree clearing: 17.15 Acre(s)

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

Based on a desktop review, site visits in February, April, May, and November of 2021 and January and April of 2022 by Lochmueller Group, Inc., and the aerial maps of the project area (Appendix B, pages 5-11), there are 108.41 acres of forest, agricultural lands, undeveloped (based on parcel property class codes for vacant agricultural land and vacant residential land), and lawn habitats (residential) present within the project area. Terrestrial habitats include American beech (*Fagus grandifolia*), sugar maple (*Acer saccharum*), bush honeysuckle (*Diervilla lonicera*), twinleaf (*Jeffersonia diphylla*), Christmas fern (*Polystichum acrostichoides*), rue anemone (*Thalictrum thalictroides*), yellow trout lily (*Erythronium rostratum*), wild blue phlox (*Phlox divaricata*), American sycamore (*Platanus occidentalis*), Ohio buckeye (*Aesculus glabra*), flowering dogwood (*Cornus florida*), autumn olive (*Elaeagnus umbellata*), eastern red cedar (*Juniperus virginiana*), cress-leaf groundsel (*Packera glabella*), wild mustard (*Sinapis arvensis*), beaked cornsalad (*Valerianella radiata*), tall goldenrod (*Solidago altissima*), aster (*Symphotrichum spp*), and spotted touch-me-not (*Impatiens capensis*), tulip poplar (*Liriodendron tulipifera*), red bud (*Cercis canadensis*), blackberry (*Rubus spp.*), and Japanese honeysuckle (*Lonicera japonica*). Total tree clearing is estimated at approximately 17.15 acres. Dominant tree species include red cedar (*Juniperus virginiana*), sugar maple (*Acer saccharum*), tulip tree (*Liriodendron tulipifera*), black cherry (*Prunus serotina*), ash (*Fraxinus*), sycamore (*Platanus occidentalis*), American Beech (*Fagus grandifolia*), shagbark hickory (*Carya ovata*), red oak (*Quercus rubra*), sassafras (*Sassafras albidum*), white oak (*Quercus alba*), and black walnut (*Juglans nigra*). The construction limits have been minimized to only include the amount of tree clearing necessary for construction of the new roadway and bridge. Mitigation measures were developed through the Section 7 consultation process with USFWS. Details of these mitigation measures can be found in the Protected Species section of the EA document below.

The IDNR DFW responded on November 10, 2021, with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible and compensate for impacts. IDNR DFW recommendations included mitigation ratios for non-wetland forest impacts, revegetating all bare and disturbed areas, minimizing tree and brush clearing, time of year tree removal restrictions, implementing appropriate erosion and sediment control measures, and seeding and protecting all disturbed streambanks and slopes. (Appendix C, pages 33-36). All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this EA document. IDNR also commented on impacts to forest due to fragmentation caused by roadway construction. The Refined Preferred Alternative has the least amount of forest fragmentation (Appendix J, pages 434-439)..

The USFWS responded on April 27, 2022, with recommendations to minimize adverse impacts on fish and wildlife resources. USFWS recommendations included to not clear trees or understory vegetation outside of construction zone boundaries and to use project design and ROW control to prohibit or restrict secondary development in large forest blocks and near currently undeveloped forested waterways. (Appendix J, pages 92-97). All applicable USFWS recommendations are included in the Environmental Commitments section of this EA document.

The USEPA responded on November 5, 2021, with a recommendation to bridge across streams and their associated floodplains, wetlands, and unique habitats, such as riparian forest, if feasible (Appendix C, pages 23-32).

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Protected Species

Federally Listed Bats

	Yes	No
Information for Planning and Consultation (IPaC) determination key completed	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

	Yes	No
Additional federal species found in project area (based on IPaC species list)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State species (not bird) found in project area (based upon consultation with IDNR)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Migratory Birds

	Yes	No
Known usage or presence of birds (i.e. nests)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State bird species based upon coordination with IDNR	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Based on a desktop review and the RFI report (Appendix E, page 4) completed by Lochmueller Group on March 31, 2022, the IDNR Harrison County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR DFW early coordination response letter dated October 6, 2021 (Appendix C, page 33), the Natural Heritage Program's Database has been checked and indicates that the state special concern wavyrayed lampmussel (*Lampsilis fasciola*) and the state special concern little spectaclecase (*Villosa lienosa*) have been documented in Buck Creek within 1/2 mile of the project area. An INDOT 0.5-mile bat review occurred on May 4, 2021, and did not indicate the presence of endangered bat species in or within 0.5 mile of the project area; however, the project is located within the 10-mile Indiana bat hibernacula buffer. Harrison County is considered critical habitat for the Indiana bat.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix J, pages 2-8). The project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*). The project is located within the 10-mile Indiana bat hibernacula buffer. Other species were identified in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to the paragraph below.

Based on assumed presence and assumed maternity colony impacts for the Indiana bat and northern long-eared bat, this project does not qualify for the *Rangewide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. Through coordination with the USFWS, in an e-mail response dated September 24, 2021, the Service determined that formal Section 7 Endangered Species Act consultation would be required for the SR 11 Roadway Project (Appendix J, page 1). Therefore, a draft Biological Assessment (BA) was prepared and submitted to USFWS for review on August 12, 2022. USFWS provided comments to the draft BA on September 16, 2022, and October 5, 2022. On November 15, 2022, a revised BA was submitted to USFWS. On March 20, 2023, an addendum to the BA was prepared and submitted to USFWS. The purpose of the addendum was to update forest impacts based on minor alignment shifts in the Refined Preferred Alternative and to estimate anticipated acreage of tree clearing required for utility relocation at the request of USFWS.

The official species list generated from IPaC and the early coordination response dated April 27, 2022 (Appendix J, pages 211-225) from USFWS indicated one other species present within the project area. The project is within the range of the federally endangered gray bat (*Myotis grisescens*). The project does not qualify for the USFWS Interim Policy due to impacts to forested ROW greater than 75 feet from the existing pavement. USFWS correspondence indicates that there are summer capture records on Buck Creek, as well as winter and summer presence records in caves to the northwest of the project. A determination on the gray bat was included in the BA and is discussed below.

A bridge inspection (31-00038, Union Chapel Road at Buck Creek) occurred on April 1, 2022, and no bats or evidence of bats using the structure were documented (Appendix J, page 232). Removal or replacement of the Union Chapel Road Bridge is not part of the proposed action for the SR 11 Roadway Project. All culverts (24 total) under Watson Road, Union Chapel Road, Melview Road, and

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private access roads were inspected on April 22, 2021, and no bats or evidence of bats using the structures were documented (Appendix J, page 202). USFWS Bridge Structure Assessments are only valid for two years. If construction will begin after April 1, 2024, an inspection of the structure by a qualified individual must be performed. Inspection of the structure must indicate no signs of bats or birds. If signs of bats or birds are documented during the inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the Environmental Commitments section of this document.

Two residences and multiple outbuildings will be removed as a result of the project. Prior to any demolition, the structure(s) will be inspected for bats or evidence of bats. If bats, or evidence of bats, are found, coordination will occur with INDOT ESD and USFWS before demolition may occur. If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS. This firm commitment is included in the Environmental Commitments of this document.

Structure No. 31-00038 spanning Buck Creek for Union Chapel Road and the project's surrounding habitat is conducive for use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Since the bridge will not be removed or replaced as part of the SR 11 Roadway Project proposed action, additional inspections prior to construction are not warranted.

On December 21, 2022, the FHWA initiated Formal Consultation with the USFWS to review the November 15, 2022, BA and prepare a Biological Opinion (BO) that provides concurrence with the determination of effect for each bat species covered in the BA and documents all special conditions associated with the proposed action (Appendix J). FHWA concluded that a "may affect, likely to adversely affect" determination was warranted for the Indiana bat and northern long-eared bat and that a determination of "may affect, not likely to adversely affect" determination was warranted for the gray bat for the proposed action. On January 9, 2023, USFWS acknowledged that they had received sufficient documentation to evaluate potential project impacts to bats and prepare a BO to address concurrence with the proposed determinations.

The BO was completed by USFWS on April 19, 2023, and transmitted to FHWA on April 20, 2023 (Appendix J, pages 441-486). USFWS concurred that the project is not likely to adversely affect the gray bat. It is also USFWS's opinion that the SR 11 project, as proposed, is not likely to jeopardize the continued existence of the Indiana bat or NLEB.

The following avoidance and minimization measures (AMMs) have been developed through coordination with the USFWS to minimize impacts to bats and are firm commitments included in the Environmental Commitments of this document:

- Avoid clearing trees between April 1 and November 15.
- Incorporate routine inspections of the bridge for bats during construction. If bats are found to be using portions of the bridge for roosting during construction, an avoidance or minimization measure for physical exclusion techniques (Styrofoam sheets, foam backer rolls, expansion foam) to seal off gaps and crevices will be evaluated and implemented if considered appropriate.
- Prohibit or limit night construction and the use of temporary lighting during active season bridge construction within the Buck Creek valley.
- Direct temporary lighting away from adjacent woodland foraging habitat.
- Develop an erosion control plan sensitive to the unique challenges of protecting karst groundwater in accordance with INDOT standards and Indiana Department of Environmental Management requirements. The erosion plan will include, but not necessarily be limited to, silt fences, and temporary seed mix to control migration of sediment into Buck Creek, contributing surface water features, and sinkholes.
- Confine fueling and other hazardous material activities at locations where accidental spills can be best managed.
- Incorporate measures into the design to intercept contaminants leaving the roadway prior to discharge into Buck Creek and develop measures to protect the underground karst system. This will include detention basins along the roadway and a system to control drainage runoff from the new Buck Creek Bridge. The bridge design will either eliminate drop drains on the bridge deck directly above Buck Creek or will capture the bridge runoff within an enclosed drainage system and direct the discharge onto the floodplain to the west of the channel where the runoff water can be filtered via the floodplain soils and vegetation.
- To minimize construction noise, maintain equipment in good working order.
- Restrict construction within Buck Creek valley to daytime except for nighttime pouring of concrete bridge deck to minimize noise impacts at night.
- Consider restricting blasting activities to avoid the months of May, June, and July during the maternity/pup season for Indiana bats and northern long-eared bats.
- Compensate for unavoidable and irreversible loss of roosting, swarming, and foraging bat habitat associated with construction of the project via payment into the Range-Wide Indiana Bat and Northern Long-eared Bat In Lieu Fee Program (amended in 2022 to include the NLEB).
- FHWA/INDOT will minimize impacts to forest and wetland areas when developing the proposed alignment. They also will provide compensatory mitigation for unavoidable loss of forest.

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- FHWA/INDOT will follow best management practices and will mitigate for stream impacts as appropriate. Buck Creek and most of its floodplain will be bridged and no piers are planned within the waterway.
- Impacts will be minimized by spanning as much of the floodplain as possible to preserve wildlife corridors and to minimize fill. FHWA/INDOT will span the floodplain at the proposed crossing of the Buck Creek and the height of the structure will allow for continued movement beneath the bridge.
- Roadway lighting is not proposed at this time. If lighting is deemed necessary in the future, downward facing lights with full cut-off lenses are suggested.
- INDOT will routinely assess bridges for bat use and will coordinate with the Service if needed to reduce unnecessary disturbances.
- Impacts to aquatic habitat will be reduced or avoided via standard best management practices such as low salt and no spray areas. The bridge drainage system will be designed to prevent runoff from being deposited directly into Buck Creek.
- Design the project footprint to have the minimum feasible width within the forested corridors and maintain habitat connectivity wherever possible.
- Any injured or dead bats incidentally observed should be reported to USFWS.
- Construction personnel and INDOT maintenance staff should be made aware of potential construction, maintenance or operation issues concerning Indiana bats and NLEBs.
- Any dead bats located within the construction limits, roadway, or right-of-way should be immediately reported to INFO [(812) 334-4261], and subsequently transported (frozen or on ice) to INFO. No attempt should be made to handle any live bat, regardless of its condition; report bats that appear to be sick or injured to INFO. INFO will make a species determination on any dead or moribund bats. If an Indiana bat is identified, INFO will contact the appropriate Service Law Enforcement office as required.
- Provide the Service with final construction impact figures and compensatory mitigation fee details for review and notify the INFO of payment to the TCF In Lieu Fee Program.

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

Geological and Mineral Resources

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

Yes	No
X	
X	
X	

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): Karst Report Approved September 9, 2022

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

Based on a desktop review and the Indiana Karst Region map, the project is located in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo maps of the project area (Appendix B, pages 2-4), the RFI report (Appendix E, page 9), and the Karst Report (Appendix K, pages 6-14), there are karst features identified within and adjacent to the project area.

Due to the nature of the project, which includes approximately five miles of combined road improvement and roadway construction, impacts to the surface karst features and subsurface karst system will take place. Impacts will be associated with changes to grading and hard surface cover both of which will alter drainage patterns. A detailed karst investigation was completed for the project and a Karst Report documenting the details of the investigation was approved by INDOT Ecology and Waterway Permitting Office (EWPO) on September 9, 2022 (Appendix K, page 2-33). The karst investigation included a preliminary evaluation, a search of relevant literature and documentation, and a field check for signs of karst visible at the surface. A multi-phase geophysical investigation which included ground penetrating radar (GPR), electrical magnetism (EM) survey, and an electrical resistivity (ER) survey was conducted to identify karst features. Based on information collected during the field check and geophysical survey, a geotechnical investigation was conducted. The geotechnical investigation included 27 borings at select locations in the project area to investigate potential underground karst features and bedrock quality. In addition, a dye trace study, consisting of six dye traces, was conducted to determine groundwater flows and drainage patterns in and around the project area. The geophysical, geotechnical, and dye trace studies can be found in the Karst Report in Appendix K.

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Field Survey:

The karst field investigation found 133 surface karst features within the survey area. Karst surface features include sinkholes, soil piping, sinking streams, sinkpoints, springs, and other features. These features are described in more detail in the Karst Report (Appendix K, pages 6-14). The Karst Report compared the number of surface karst features within 20 feet of the construction limits of the three alternative alignments (Alternative 1, Alternative 2, and Alternative 3) under consideration. This comparison found that while impacts to surface karst features are of a similar order of magnitude, Alternative 3 has the least cumulative impact to surface karst features (Appendix K, pages 14-16). This is attributable to the fact that Alternative 3 follows existing roadways for a greater distance through the project area.

Field Identified Karst Feature Alternative Comparison Table

Karst Feature Type	Alternative 1	Alternative 2	Alternative 3
Sinkholes	17	16	12
Soil Piping	3	6	4
Sinking Stream	3	2	2
Sinkpoint	N/A	2	N/A
Spring	N/A	1	N/A
Other	4	1	5
Total	27	28	23

Karst Impacts:

Karst impacts will include the grouting and plugging of sinkholes beneath the pavement of the roadway. Sinkholes adjacent to the roadway pavement will be treated with a reverse aggregate cap to prevent eventually undermining of the roadway embankment and roadway. If the road is constructed over any springs, a spring box will be installed to capture the water and move it out from under the roadway. The deep cut through bedrock east of Buck Creek will interrupt and alter karst drainage pathways in the vicinity. An increase in paved surface may increase stormwater runoff into karst sinks. Mitigation will take place through the installation of karst feature treatments that are designed to maintain the quantity and quality of water reaching the subsurface wherever possible. Where possible, stormwater basins will be installed to slow and filter runoff before it enters karst. Reverse aggregate caps on sinkholes will help prevent washing of fine sediments into the subsurface. The Field Identified Karst Feature Table above quantifies the known karst impacts for each of the alternatives; however, unknown and covered karst features are likely to be uncovered during construction and will need to be treated. The subsurface karst system could be impacted by changes to the quantity and quality of water entering the system. The Dye Trace Report provides information on the geographic extent of the subsurface drainage system that could be impacted by the project. These impacts will primarily be minimized by erosion control BMPs during and post construction.

Karst avoidance alternatives are not feasible or practical due to the geographic extent of the Mitchell Plateau which starts at the Ohio River and continues north through the middle of Harrison County. Alternative alignments south and north of Watson Road would have similar impacts on the karst plain. In order to avoid the Mitchell Plateau, the proposed road would have to be moved to a location that would no longer meet the project's purpose and need.

Commitments:

Karst mitigation is anticipated for the project. The focus of mitigation is maintaining the quality and quantity of water entering the feature (*Protection of Karst Features During Project Development and Construction*, July 15, 2021). Where possible, surface water draining to karst inlets should be perpetuated unless alternative drainage is approved with Agency coordination. Additionally, if unknown karst features are discovered during construction, all work within 100 feet of the feature shall stop and the Engineer shall be notified immediately. Karst features include, but are not limited to, voids, caves, sinking streams, springs, seeps, and sinkholes. The Department will provide the treatment measures to be incorporated for the feature. The karst feature shall be protected from sedimentation runoff until a final treatment measure is identified and installed. Work shall not resume in the area until directed by the Engineer. This is included as a firm commitment in the Environmental Commitments section of this EA document.

The USEPA responded on November 5, 2021 (Appendix C, pages 23-32), with the following recommendations:

- Give special attention to work that would occur upstream of a drinking water intake. In addition, special attention should be given to how work is conducted in areas with karst feature where contaminants introduced into the karst system may travel underground for miles and show up in private and/or public drinking water supply wells, streams/rivers and/or springs used by people and/or livestock for drinking water. Impacts to these resources should be evaluated and mitigation measures identified, if applicable.
- Class V injection well permits may be required for various types of projects. For example, in Indiana, such a permit could be required by USEPA Region 5 if a Class V injection well is located within the karst region of the state, a sole source aquifer area, a state designated source water protection area for a public water supply, or anywhere

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untreated fluids discharged through a Class V well may otherwise endanger an underground source of drinking water. For example, if sinkholes will be modified for stormwater drainage for the proposed road and/or related facilities, they would be considered Class V wells under the Safe Drinking Water Act's Underground Injection Control (UIC) program.

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

The IDNR responded on October 6, 2021 (Appendix C, pages 33-36) with the following recommendations:

- Construction activities that occur within the drainage area of active karst features could potentially cause significant impacts to sensitive karst ecosystems and biota. Should any karst features be located within the construction limits or that may receive drainage from the construction, we recommend that a karst assessment be conducted by a qualified geologist with experience in karst geology assessments and a determination made as to whether or not the karst feature/sinkhole is active. If a karst assessment is not done, any sinkhole that construction runoff may drain to should be assumed to be active. To protect active sinkholes (or those not assessed), the most protective erosion control methods should be implemented to avoid potentially impacting sensitive karst ecosystems (such as runoff containment and filtering prior to discharge).
- Construction should be avoided within 25 feet of the topmost closed contour of any active karst features. Runoff from construction located outside of the drainage area of any karst feature should be directed away from any karst features. Where construction within the closed contours of a karst feature is unavoidable, runoff must be filtered prior to discharge.
- INDOT's karst protection procedures should be followed during all phases of the project.

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

In their early coordination response dated October 6, 2021, the Indiana Geological and Water Survey (IGWS) did indicate that karst features may exist in the project area (Appendix C, pages 13-15). The IGWS early coordination letter identified one percent annual chance of flooding and potential karst as geologic hazards in the project area. In addition, the IGWS identified that there are petroleum exploration wells and abandoned industrial mineral quarries in the project area. Responses from IGWS were communicated to the designer on October 6, 2021.

Karst Agency coordination, which included the Approved Karst Report, was sent to the Karst Coordinating Agencies (USFWS, IDEM Groundwater Section, IDNR DFW, IGWS, and the EPA) on February 7, 2023.

IDEM Ground Water Section responded on February 20, 2023, with the following recommendation that should be included as a firm commitment.

- Sampling of springs and seeps in the area is needed to show road construction is not affecting water quality. Sampling of springs needs to include samples collected under base flow conditions (less than 0.75 inches of rain has fallen in the previous 24 hours) and storm flow conditions (more than 0.75 inches of rain has fallen over the previous 24 hours).

To address this recommendation, a water quality monitoring plan has been developed and approved by INDOT EWPO and will be implemented as part of construction (pre-, during, and post-construction) (Appendix K, pages 34-41). This has been included as a firm commitment in the Environmental Commitments section of this EA.

USFWS responded to Karst Agency Coordination on February 22, 2023, and IGWS responded on February 24, 2023, respectively with input into karst resource protection but with no additional commitments to be included.

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

Based on the RFI report (Appendix E, page 10), there were 18 petroleum wells located within or adjacent to the RFI project area. Of the 18 petroleum wells, 4 are mapped within or adjacent to the Refined Preferred Alternative. An early coordination letter was sent to IDNR Oil and Gas Division and no response has been received to date. There is an entire system of natural gas extraction wells, connecting pipes, and collection facilities within the project area that appear to be owned by BreitBurn Energy Partners. No impacts are anticipated to any wells or collection facilities but there may be impacts to some of the pipe network. It is anticipated that any crossing pipe owned by BreitBurn Energy Partners within the proposed ROW limits will need to be replaced. Coordination is on-going as part of the design process. Coordination is also on-going with property owners that have leases with BreitBurn Energy Partners.

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SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

Presence

X
X

Impacts

Yes	No
X	
X	

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

Yes	No
	X

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

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

IDEM's Wellhead Proximity Determinator website (<https://www.in.gov/idem/cleanwater/information-about/groundwater-monitoring-and-source-water-protection/wellhead-protection-program/source-water-proximity-determination-tool/>) was accessed on July 8, 2022 by Lochmueller Group. This project is not located within a Wellhead Protection Area or a Source Water Area. No Impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on March 1, 2023, by Lochmueller Group. The nearest well is located near the Old Hwy 337 and existing SR 11 intersection. The feature will be affected because it is located within the proposed ROW. This well is likely a private well associated with the residence that will be relocated as part of this project. The well will be closed following current well closure guidelines. This is included as a firm commitment in the Environmental Commitments section of this EA document. Avoidance alternatives are not practicable or feasible due to its location at the tie-in with existing SR 11 at the eastern terminus of the project and would likely have been impacted by all alternatives. Three additional wells are located adjacent to but outside of the proposed ROW and are not anticipated to be impacted by the project.

Based on a desktop review of INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Lochmueller Group on March 1, 2023, this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, site visits in 2021 and 2022 by Lochmueller Group, the aerial maps of the project area (Appendix B, pages 5-11), and utility coordination, this project is located where there is a public water system. The public water system will be impacted as the South Harrison Water Corporation water line along Watson Road will need to be relocated. Avoidance alternatives would not be practicable with trying to minimize project impacts by reusing existing roadways. Coordination with South Harrison Water Corporation is ongoing and will continue as the design process moves forward.

Floodplains

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

Presence

X
X

Impacts

Yes	No
X	
X	

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

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

Based on a desktop review of The IDNR Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) by Lochmueller Group on February 28, 2023, and the RFI report, this project is located in a regulatory floodway as determined from approved IDNR floodplain maps (Appendix F, pages 1-2). An early coordination letter was sent on October 6, 2021, to the local Floodplain Administrator. The floodplain administrator responded on October 13, 2021, but did not provide any responses related to floodplains (Appendix C, page 22). With the crossing of Buck Creek being on new alignment, this project qualifies as a Category 5 per the current INDOT CE Manual, which states there will be no substantial impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. The proposed structure will have no substantial impact per the completed hydraulic study.

Farmland	Presence	Impacts	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*)	156		

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

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

Based on a desktop review, site visits in 2021 and 2022 by Lochmueller Group, the aerial maps of the project area (Appendix B, pages 5-11), and statewide county parcel data, the project will convert 60.58 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on October 6, 2021, to NRCS. On February 28, 2023, Lochmueller Group sent updated information for the preferred alternative to NRCS. NRCS responded on March 16, 2023, stating the project will cause a conversion of prime farmland (Appendix C, page 19). Coordination with NRCS resulted in a score of 156 on the NRCS-CPA-106 Form (Appendix C, page 20). The 131.59 acres of permanent ROW shown on the NRCS form has increased slightly to 132.75 acres, of which 60.58 acres is from agricultural parcels. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA			<input checked="" type="checkbox"/>
Full 106 Effect Finding			
No Historic Properties Affected		No Adverse Effect	<input checked="" type="checkbox"/>
		Adverse Effect	<input type="checkbox"/>
Eligible and/or Listed Resources Present			
NRHP Building/Site/District(s)	<input checked="" type="checkbox"/>	Archaeology	<input type="checkbox"/>
		NRHP Bridge(s)	<input type="checkbox"/>

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Documentation Prepared (mark all that apply)

	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	X	May 24, 2023
800.11 Documentation	X	June 15, 2023
Historic Properties Report or Short Report	X	June 15, 2023
Archaeological Records Check and Assessment	X	March 10, 2022
Archaeological Phase Ia Survey Report	X	December 9, 2022
Archaeological Phase Ic Survey Report	X	December 20, 2022
Other: Archaeological Phase Ia Addendum	X	December 20, 2022
	May 16, 2023	June 15, 2023

Memorandum of Agreement (MOA)

MOA Signature Dates (List all signatories)

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

As this is a federal aid highway project, a Section 106 evaluation is required as mandated by the National Historic Preservation Act of 1966, as amended (54 USC § 306108) and as governed by the process established by 36 CFR Part 800. This process mandates the evaluation of the effects of the undertaking on properties that are listed on or eligible for listing on the National Register of Historic Places.

Area of Potential Effect (APE):

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project area and those which may not be immediately adjacent, but which have a proximate viewshed of the project area. The project area encompasses the area required to support the purpose and need of the project. At the west end of the project area near the intersection of SR 135 and Watson Road the APE extends along SR 135 approximately 650 feet south and 630 feet north along the road. Due to the vegetation west of SR 135, the APE only extends about 150 feet beyond the project limits at this intersection. Generally, along Watson Road the APE extends approximately between 50 to 720 feet north and between 100 to 700 feet south of the project limits with the viewshed limited in some areas by vegetation and landforms. In the area of the anticipated road construction, heavy forestation significantly restricted the APE. Between the intersection of Watson Road/Union Chapel Road and Melview Road, the APE extends between 100 and 600 feet and between 100 and 1000 feet south of the project limits, limited in some areas by vegetation and topography. At the east end of the APE near the intersection of Old Hwy 337 and SR 11, the land is slightly less vegetative and flatter, resulting in a wider APE. Therefore, the APE extends between 200 and 1000 feet north of the east end project limits and approximately 660 feet south of the east end project limits. Finally, the APE extends approximately 750 feet east of the east end project limits (Appendix D, pages 17-20). The Archaeological APE is defined as the 133.0-acre survey area investigated for the presence of archaeological resources.

Coordination with Consulting Parties:

Early coordination was initiated with potential consulting parties on July 6, 2021, with an email to consulting parties (Appendix D, pages 28-29). The email asked consulting parties to review the early coordination letter attached to the email and via IN SCOPE, which is INDOT's Section 106 document website (<https://erms12c.indot.in.gov/Section106Documents>). A hard copy of these materials was mailed to the State Historic Preservation Officer (SHPO). Those who were invited to become consulting parties at that time are shown below, with those who accepted consulting party status at that time shown in **bold** below. Please note, SHPO is considered an automatic consulting party.

Section 106 Invited Consulting Parties	Date of Response
State Historic Preservation Officer (SHPO)	July 15, 2021
Harrison County Commissioners	No response received
Harrison County Historian	No response received
Harrison County Historical Society	No response received
Harrison County Discovery Center	No response received
Harrison County Highway Engineer	No response received
Indiana Landmarks – Southern Regional Office	No response received
River Hills Economic Development District	No response received
Delaware Tribe of Indians, Oklahoma	No response received
Eastern Shawnee Tribe of Oklahoma	September 3, 2021
Miami Tribe of Oklahoma	No response received

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Peoria Tribe of Indians of Oklahoma	No response received
Pokagon Band of Potawatomi Indians	No response received
Shawnee Tribe	No response received
United Keetoowah Band of Cherokee Indians	No response received

In a letter dated July 15, 2021, the SHPO staff responded to the early coordination letter and asked that property owners be invited if right-of-way is planned to be taken from adjacent historic properties. The following property owners were invited to become consulting parties with the distribution of the Historic Property Report. Those who accepted consulting party status are shown in **bold** below.

Section 106 Invited Consulting Parties	Date of Response
Ralph & Cora Frakes	No response received
Hauswald Partners, LLC	No response received
David Hisery	No response received
Amanda Uhl	March 16, 2022 (accepted consulting party status as the executor of estate for Cora Frakes)

Archaeology:

An Indiana Archaeological Report, which included an archaeological records review check and Phase 1a archaeological reconnaissance, was completed by qualified professionals at Cultural Resource Analysts, Inc. (CRA) on December 6, 2022. The field reconnaissance resulted in the re-identification of one previously recorded site (12HR583) and documented four new archaeological sites (12HR864-12HR867). Sites 12HR583 and 12HR864 are prehistoric lithic scatters of indeterminate temporal/cultural affiliation. Site 12HR865 is a historic farmstead dating from the early nineteenth century through the present day. Site 12HR866 is a historic artifact scatter dating from the late nineteenth through early twentieth centuries. Site 12HR867 is a historic root cellar dating from the mid-twentieth century through the present day. The portions of Sites 12HR583, 12HR864, and 12HR865 within the survey area are recommended not eligible for inclusion in the National Register of Historic Places. Sites 12HR866 and 12HR867 are entirely within the survey area and are also not recommended eligible for the National Register of Historic Places. No further work is recommended at these archeological sites within the survey area. No further archaeological work was recommended (Appendix D, pages 76-77). The report of these findings was submitted to INDOT CRO on August 26, 2022 for review. Following INDOT CRO concurrence on December 9, 2022, the report was sent to the IDNR DHPA who also concurred with the findings of the report on December 20, 2022, stating that sites 12Hr866 and 12Hr867 do not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary. The portions of sites 12Hr583, 12Hr864, and 12Hr865 within the proposed project area do not appear to contain significant, intact archaeological deposits. No further archaeological investigations were determined necessary provided the remainder of sites 12Hr583, 12Hr864, and 12Hr865 outside of the proposed project area are avoided (Appendix D, pages 55-56). The report was sent to the tribes (listed above) utilizing IN SCOPE on February 1, 2023. No comments regarding the report were received from the tribes.

Due to the advancement of the design for Alternative 3 (the recommended Refined Preferred Alternative), expansion of the archaeological APE occurred warranting additional archaeological investigations. The Phase 1a archaeological reconnaissance addendum was completed by CRA on April 4, 2023. The results of this investigation included the re-identification of two previously recorded sites (12HR864 and 12HR865) and the identification of two new archaeological sites (12HR873 and 12HR874). Sites 12HR864, 12HR873, and 12HR874 are prehistoric lithic scatters of indeterminate temporal/cultural affiliation. Site 12HR865 is an isolated find with an indeterminate temporal/cultural affiliation and a historic farmstead dating from the late nineteenth century to the present day. The portions of Sites 12HR864, 12HR865, and 12HR873 within the addendum survey area are recommended not eligible for inclusion in the NRHP. Site 12HR874 is entirely within the addendum survey area and is also recommended not eligible for the NRHP. No further work is recommended at these archaeological sites within the survey area (Appendix D, pages 78-79). The addendum report was sent to the IDNR DHPA who also concurred with the findings of the report on June 15, 2023, stating they concur that sites 12Hr873 and 12Hr874 do not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary. The reinvestigated portions of sites 12Hr583, 12Hr584, 12Hr864, and 12Hr865 within the proposed project area do not appear to contain significant, intact archaeological deposits. No further archaeological investigations are necessary provided the remainder of sites 12Hr583, 12Hr584, 12Hr864, and 12Hr865 outside of the proposed project area are avoided (Appendix D, pages 86-87). The addendum report was sent to the tribes (listed above) utilizing IN SCOPE on May 24, 2023 and May 30, 2023. No comments regarding the report were received from the tribes.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery must be reported to the Indiana SHPO within two business days.

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Historic Properties:

The National Register of Historic Places (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. Survey work of Harrison County began in 1986 for the IHSSI. The resulting *Harrison County Interim Report* (1987) was also reviewed. No resources already listed in the NRHP were located within the APE.

The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. No bridges eligible for listing in the NRHP are located within the project area.

A Qualified Professional with Lochmueller Group conducted a site inspection of the project area on June 22-23, October 13, and December 15, 2021, and documented resources that will be at least 50 years of age at the time of the project letting within the APE. The APE was investigated for the existence of any historic properties, structures, objects, or districts listed in or eligible for listing in the NRHP. The historian walked the APE, taking photographs of all resources meriting a Contributing or higher rating. Non-Contributing resources or those that did not meet the age requirements were noted but not documented other than in general view photographs. One (1) previously surveyed resource that appears in the interim report is located within the APE. Thirteen (13) newly identified aboveground resources were recorded within the APE. One (1) previously surveyed IHSSI property that is no longer extant was located within the APE: Harrison County Bridge Number 38 (IHSSI #061-329-40007/HB-0676).

As a result of identification and evaluation efforts for this project, three properties are recommended eligible for listing in the NRHP:

- Farm (Lochmueller #1) at 8265 SR 135; Corydon, IN
- Farm (Lochmueller #7) at 140 Watson Road SE; Corydon, IN
- Farm (Lochmueller #10) at 2275 Melview Road; Corydon, IN.

Farm at 8265 SR 135: The Farm at 8265 SR 135 is a 120-acre farm consisting of a c. 1890 Queen Anne farmhouse (rated Notable), a c. 1900 wash house and shed (considered Contributing to the property), a c. 1950 pole barn (considered Contributing to the property), and two c. 1900 English barns (considered Contributing to the property). The c. 1890 Queen Anne farmhouse is situated in the southeast corner of the parcel and is the closest building to SR 135. Despite its current slightly neglected appearance, with only two one-story additions, the farmhouse retains many original features including the decorative elements on the front porch which include spindled spandrels and brackets on the columns. All outbuildings are associated with agricultural/domestic use and are considered contributing to the property. Similar to the house, the outbuildings appear slightly neglected with weathered boards, missing and broken components, and rusted metal roofs. Despite the additions to the house on this property, Harrison County lacks rural residences of the Queen Anne style, making this farm an unusual architectural resource within the local cultural landscape. The number of outbuildings, most of the same era of construction as the dwelling, convey the agricultural significance of this late nineteenth/early twentieth century farm. As such, this resource is recommended eligible under Criterion C of the NRHP for its architectural merit.

Farm at 140 Watson Road SE: The Farm at 140 Watson Road SE sits north of Watson Road and consists of two residential structures and multiple outbuildings on a 68-acre farm. The oldest residence on the property is a c. 1840 Hall and Parlor log house that is surrounded by large mature trees. The house has a limestone foundation, wood siding over its original log construction, and a brick exterior chimney. Largely neglected, the house maintains a shed roof porch that stretches across the entire front façade supported by square plain porch columns. The second residential building on the property is a c. 1990 modular house that is located just north of the log house. Also located on the property are multiple outbuildings including a c. 1920 shed, a c. 1920 gable end barn, a c. 1840 double-pen log barn, a c. 1930 metal corn crib, a c. 1950 shed, a c. 1960 chicken house, a c. 1940 livestock shed, a c. 1900 drive through corn crib, a c. 1960 pole barn, and a c. 1900 English barn, all of which are considered Contributing elements to the property. The log house remains within its original setting, retains a good amount of architectural integrity sufficient to convey its significance, and has a clear connection with early European-American emigration within Harrison County. The log barn, while structurally compromised, is associated with local early agriculture and the remaining standing pen continues to convey its significance. Therefore, this property is recommended eligible for listing in the NRHP under Criterion A for its association with early settlement patterns in Boone Township and Criterion C for architectural merit as a good example of vernacular log construction.

Farm at 2275 Melview Road: The Farm at 2275 Melview Road in Boone Township consists of a c. 1910 Free Classic style farmhouse, a c. 1900 English barn, a c. 1930 outhouse, a c. 1960 livestock shed, and a detached modern garage on a 90-acre farm. The large two-story farmhouse sits on a rock faced concrete block foundation, has modern vinyl siding, and a wraparound front porch. Like most Free Classic style homes, this house has fish scale shingles in the front gable. The farmhouse has vinyl siding, modern vinyl replacement windows, and two additions. The additions are located largely to the south and west sides of the house and do not detract significantly from the original structure. In addition to the farmhouse, the English Barn has experienced alterations with the addition of metal sheeting to the exterior barn walls and roof. Harrison County lacks rural properties of the Free Classic

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style, making this farm an unusual architectural resource within the local cultural landscape. As such, this resource is recommended eligible under Criterion C of the NRHP for its architectural significance.

A Historic Property Report (HPR) was completed by Lochmueller Group on March 10, 2022 (Appendix D, pages 74-75) and provided NRHP boundaries for the newly identified NRHP-eligible properties. The HPR was submitted to the INDOT CRO on November 2, 2021, and on March 10, 2022, INDOT CRO concurred with the findings of the report. The HPR was subsequently submitted to the IDNR DHPA and to the other consulting parties on March 10, 2022. Amanda Uhl responded on March 16, 2022, wanting to be considered a consulting party. On March 21, 2022, the Eastern Shawnee Tribe of Oklahoma responded that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. On March 29, 2022, Amanda Uhl inquired about the historical significance to Harrison County of the farm at 140 Watson Road. Lochmueller Group provided additional information to Amanda Uhl on April 4, 2022.

In a letter dated April 6, 2022, the SHPO staff agreed with the recommendations within the HPR but regarding the farms at 8625 SR 135 and 2275 Melview Road, based on the information provided, SHPO believed that the farms may also be eligible under Criterion A in addition to Criterion C. Stating that they were "one of over three thousand [farms] operating in Harrison County" is not justification for ineligibility. They are intact farmsteads that convey historic use/significance through the extant buildings, which meets the National Register criteria.

Documentation Findings:

An effects report was prepared that presented the project's anticipated impacts to the three identified historic properties. The supporting basis for the recommended finding in association with each historic property is discussed below.

Farm at 8265 SR 135: The undertaking will not encroach upon the recommended NRHP boundary for the Farm at 8265 SR 135. The project will have "No Adverse Effect" to this resource because the proposed changes will not alter the Farm at 8265 SR 135 in a manner that would diminish its historic integrity or its eligibility for listing in the NRHP. A portion of the project, including the improvements to the SR 135/Watson Road (future SR 11) intersection and the reconstruction of a portion of Watson Road (future SR 11), may be visible from the recommended NRHP boundary and is the basis for the "No Adverse Effect" determination.

Farm at 140 Watson Road SE: The undertaking will encroach upon the southern portion of the recommended NRHP boundary. The realignment of Watson Road (future SR 11) will shift the road 57 feet closer (north) to the contributing structures on the property, which are currently located 600 feet north of existing Watson Road. It is anticipated that 0.11 acre of the historic property boundary will be acquired as permanent ROW for the proposed reconstruction and realignment of the road and reconstruction of the driveway to the farm. The portion within the recommended NRHP boundary that will be acquired consists entirely of the existing gravel drive leading into the historic property. It is estimated that approximately 164 feet of the existing drive will be acquired due to its location within the proposed construction limits and proposed ROW. Currently the drive is approximately 631 feet, 85 feet of which is within the proposed construction limits which would leave approximately 546 feet of drive after the completion of the undertaking.

The project will have "No Adverse Effect" to this resource because the proposed changes will not alter the historic property in a manner that would diminish its historic integrity or its eligibility for listing in the NRHP. Though 0.11 acre of the historic property boundary will be acquired from the property for the reconstruction and realignment of the road and drive reconstruction, this action takes place at the southern portion of the recommended property boundary. This area is not adjacent to any contributing historic structures or features. The closest structure on the property to this work is approximately 600 feet north of the existing alignment of Watson Road. The physical encroachment and visibility to the resource, in addition to the avoidance of impacts to contributing elements of the resource are the basis for the "No Adverse Effect" determination.

Farm at 2275 Melview Road: The undertaking will encroach upon the northern portion of the recommended NRHP boundary. It is anticipated that 0.07 acre of the historic property boundary will be acquired for the reconstruction of the road and the farm driveway. The alignment of proposed SR 11 shifts the proposed road closer to the property at the existing drive by approximately 4 feet when comparing to its current distance to Melview Road (the existing road feature being improved as part of SR 11 project). Proposed SR 11 also shifts closer to the property as it diverges from Melview Road and continues on new alignment to the southwest. In this area, proposed SR 11 will be located approximately 820 feet from the main contributing structure, whereas the current distance between this structure and existing Melview Road is 915 feet.

It is estimated that approximately 83 feet of the existing drive will be acquired due to its location within the proposed construction limits and proposed ROW. Currently the drive is approximately 881 feet long, 16 feet of which is within the proposed construction limits, which would leave approximately 865 feet of drive after the completion of the undertaking.

The project will have "No Adverse Effect" to this resource because the proposed changes will not alter the historic property in a manner that would diminish its historic integrity or its eligibility for listing in the NRHP. Though 0.07 acre of the historic property

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boundary will be acquired from the property for the reconstruction of the road and driveway reconstruction, this action takes place at the north end of the recommended property boundary. This area is not adjacent to any contributing historic structures or features. The closest structure on the property to this work is approximately 710 feet to the south of the existing alignment of Melview Road. The physical encroachment and visibility to the resource, in addition to the avoidance of impacts to contributing elements of the resource are the basis for the "No Adverse Effect" determination.

The effects report was submitted to INDOT CRO on March 21, 2023, and was subsequently approved on April 14, 2023. The effects report was sent to consulting parties on April 14, 2023. On May 8, 2023, the SHPO staff responded to the effects report. The letter clarified SHPO's statement from their previous correspondence stating the properties at 8625 SR 135 and 2275 Melview Road, "may also be eligible under Criterion A for Agriculture for the reasons given within the letter, not for their association with early settlement patterns in their respective townships as stated within the effects report." In addition, the letter stated that, "... overall, we agree with the conclusions of the effects report will not adversely affect these historic properties." There were no additional comments regarding the effects report from the other consulting parties.

The Section 106 "No Adverse Effect" finding was sent to INDOT CRO on May 4, 2023, and was subsequently signed by INDOT CRO, on behalf of FHWA, on May 24, 2023 (Appendix D, pages 3-4). The effects finding and supporting 800.11(e) documentation were sent to consulting parties, including the SHPO on May 24, 2023. The SHPO concurred with the "No Adverse Effect" finding on June 15, 2023 (Appendix D, pages 86-87). There were no additional comments regarding the finding from the other consulting parties.

Public Involvement:

Pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the public will be provided an opportunity to comment on FHWA's finding of "No Adverse Effect." Upon release of the EA for public involvement, a legal advertisement will be placed in a local publication soliciting public input on FHWA's Section 106 effects finding. Comments from the public will be accepted for 30 days following the publication of the notice. If any substantive comments are received during this period, the appropriate Section 106 documents will be revised.

FHWA's responsibilities under Section 106 process will be fulfilled following the completion of the public involvement process. This section will be updated following the completion of the public involvement activities.

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

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

Evaluations
Prepared

Programmatic Section 4(f)	<input type="checkbox"/>
"De minimis" Impact	<input checked="" type="checkbox"/>
Individual Section 4(f)	<input type="checkbox"/>
Any exception included in 23 CFR 774.13	<input type="checkbox"/>

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation

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

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreational areas, wildlife/waterfowl refuges, and NRHP eligible or listed historical properties. Public ownership of historic properties is not a requirement for 4(f) protection. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, site visits in June, October, and December of 2021 by Lochmueller Group, the aerial maps of the project area (Appendix B, pages 5-11), the RFI report (Appendix E, page 8), and the documentation prepared during the Section 106 consultation, there are three Section 4(f) resources located within the project area. The Farm (Lochmueller #1) at 8265 SR 135, the Farm (Lochmueller #7) at 140 Watson Road SE, and the Farm (Lochmueller #10) at 2275 Melview Road are historic properties located within or adjacent to the project area. In addition, The Nature Conservancy's Indiana Forest Bank – Harrison managed land is located adjacent to the project area.

Nature Conservancy's Indiana Forest Bank - Harrison:

The Indiana Forest Bank – Harrison is a conservation alternative from The Nature Conservancy (TNC) in Indiana to conserve working woodlands while preserving opportunities for recreation, wildlife habitat, natural beauty and solitude. This managed land is not a 4(f)-resource due to being privately owned. Therefore, no 4(f) impact is expected.

Farm (Lochmueller #1) at 8265 SR 135:

The Farm at 8265 SR 135 is a 120-acre farm consisting of a c. 1890 Queen Anne farmhouse (rated Notable), a c. 1900 wash house and shed (considered Contributing to the property), a c. 1950 pole barn (considered Contributing to the property), and two c. 1900 English barns (considered Contributing to the property). The Farm at 8265 SR 135 is eligible for listing in the NRHP under Criterion C for its architectural significance. The project will not encroach upon the recommended historic boundary. A portion of the project, including the improvements to the SR 135/Watson Road (future SR 11) intersection and the reconstruction of a portion of Watson Road (future SR 11), may be visible from the recommended NRHP boundary. The project will not use this resource by taking permanent right of way and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

Farm (Lochmueller #7) at 140 Watson Road SE:

The Farm at 140 Watson Road SE consists of two residential structures and multiple outbuildings on a 68-acre farm. The oldest residence on the property is a c. 1840 Hall and Parlor log house that is surrounded by large mature trees. The Farm at 140 Watson Road SE is eligible for listing in the NRHP under Criterion A for its association with early settlement patterns in Boone Township and Criterion C for its architectural significance. The project will encroach upon the southern portion of the recommended NRHP boundary. The realignment of Watson Road (future SR 11) will shift the road 57 feet closer (north) to the contributing structures on the property, which are currently located 600 feet north of existing Watson Road. It is anticipated that 0.11 acre of the historic property boundary will be acquired as permanent ROW for the reconstruction and realignment of the road and for reconstruction of the driveway to the farm. The portion within the recommended NRHP boundary to be acquired consists entirely of the existing gravel drive leading into the historic property. It is estimated that approximately 164 feet of the existing drive will be acquired due to its location within the construction limits and permanent ROW. Currently, the drive is approximately 631 feet, 85 feet of which is within the proposed construction limits which would leave approximately 546 feet of drive after the completion of the undertaking. The current viewshed from the historic property will remain the same, but 57 feet closer to the structures on the historic property within the recommended NRHP boundary following the completion of the project. The project will have "No Adverse Effect" to this resource because the proposed changes will not alter the Farm at 140 Watson Road SE in a manner that would diminish its historic integrity.

According to the June 2020 Memorandum of Understanding (MOU) between the FHWA, the Indiana SHPO, and the INDOT, a *de minimis* use of a property applies for all projects that the SHPO has concurred with a "No Adverse Effect" finding. INDOT CRO, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect." As such, a *de minimis* finding was determined to be appropriate and it was determined that no further analysis was required (Appendix D, pages 3-4). It should be noted that FHWA's approval of this environmental document is also FHWA's approval of the Section 4(f) *de minimis* finding. In accordance with the MOU, SHPO's June 15, 2023 concurrence with the "No Adverse Effect" finding (Appendix D, pages 86-87) constitutes concurrence with the *de minimis* finding.

Farm (Lochmueller #10) at 2275 Melview Road:

The Farm at 2275 Melview Road in Boone Township consists of a c. 1910 Free Classic style farmhouse, a c. 1900 English barn, a c. 1930 outhouse, a c. 1960 livestock shed, and a detached modern garage on a 90-acre farm. The Farm at 2275 Melview Road is eligible for listing in the NRHP under Criterion C for its architectural significance. The project resulted in a Section 106 finding of "No Adverse Effect" on the Farm at 140 Watson Road SE. The project will encroach upon the northern portion of the recommended NRHP boundary for the Farm at 2275 Melview Road. It is anticipated that 0.07 acre of the historic property boundary will be acquired

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for the reconstruction of the road and for reconstruction of the farm driveway. The alignment of proposed SR 11 shifts the proposed road closer to the property at the existing drive by approximately 4 feet when compared to its current distance to Melview Road (the existing road feature being improved as part of the SR 11 project). The SR 11 Roadway Project also shifts closer to the property as it diverges from Melview Road and continues on new alignment to the southwest. In this area, proposed SR 11 will be located approximately 820 feet from the main contributing structure, whereas the current distance between this structure and existing Melview Road is 915 feet. The current viewshed from the historic property will remain the same, but 83 feet closer to the structures on the historic property within the recommended NRHP boundary following the completion of the project. The project will have "No Adverse Effect" to this resource because the proposed changes will not alter the Farm at 2275 Melview Road in a manner that would diminish its historic integrity.

According to the June 2020 Memorandum of Understanding (MOU) between the FHWA, the Indiana SHPO, and the INDOT, a *de minimis* use of a property applies for all projects that the SHPO has concurred with a "No Adverse Effect" finding. INDOT CRO, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect." As such, a *de minimis* finding was determined to be appropriate and it was determined that no further analysis was required (Appendix D, pages 3-4). It should be noted that FHWA's approval of this environmental document is also FHWA's approval of the Section 4(f) *de minimis* finding. In accordance with the MOU, SHPO's June 15, 2023 concurrence with the "No Adverse Effect" finding (Appendix D, pages 86-87) constitutes concurrence with the *de minimis* finding.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 15 properties in Harrison County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

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

Yes	No
X	
	X
	X

Location in STIP: Pages 167-168

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

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Level of MSAT Analysis required?

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

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

This project is included in the Fiscal Year (FY) 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1-2).

This project is located in Harrison County, which is currently in attainment for all criteria pollutants according to the EPA Green Book website (<https://www.epa.gov/green-book>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

The purpose of this project is to provide a roadway in the southern region of Harrison County that provides improved safety performance connecting SR 135 to SR 11 by designing and constructing a roadway that meets current design standards, which includes wider lanes, usable shoulders, clear zones, and adequate sight distances. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

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

Greenhouse gas emissions from vehicles is directly related to the amount of CO₂ that is released from vehicle exhaust. The amount of CO₂ emissions from vehicle exhaust depends on the speed of travel, acceleration, deceleration, and roadway geometrics. Studies have shown that the optimal speed of travel for lowering CO₂ emissions from vehicles is 30 to 50 miles per hour and that the more times a vehicle decelerates and accelerates causes CO₂ emissions to increase (<https://learn.eartheasy.com/guides/fuel-efficient-driving/#:~:text=Avoid%20Speeding&text=You%20can%20improve%20your%20gas,efficiency%20drops%20after%2060%20mph>). In addition, steep roadway grades require more emissions from vehicles due to the added engine power needed to travel over steep grades.

The current roadway network connecting SR 135 to SR 11 have narrow lanes and require a minimum of two start and stop conditions along with a minimum of six narrow radius curves that require vehicles to significantly decelerate and accelerate while traveling between SR 135 and SR 11. In addition, the existing roadway network contains steep grades that have maximum slopes of up to 20%. Due to the current conditions of the existing roadway network, the speed limits for these roadways range from 15 to 45 miles per hour. The shortest route currently connecting SR 135 with SR 11 is approximately 6.75 miles in length.

The Refined Preferred Alternative will be designed with large radius curves, maximum slopes of 4.6%, and will not have any stop conditions between SR 135 and SR 11. The Refined Preferred Alternative will be designed for 55 miles per hour with a posted speed limit of 45 miles per hour and will have a total length of 5.1 miles. The traffic studies completed within the project area identified that the project would divert approximately 35% to 50% of the traffic from the existing roadways. The project is not anticipated to result in additional traffic through the area. These improvements are anticipated to result in the project having a benefit in reducing CO₂ emissions.

The Council on Environmental Quality's (CEQ) greenhouse gas (GHG) interim guidance (<https://www.regulations.gov/document/CEQ-2022-0005-0001>) was reviewed and considered in the above greenhouse gas emissions analysis. The intent of the guidance is to consider a proposed project's effects on GHG emissions to ensure that FHWA projects do not have any negative impacts to GHG and how the selected alternative will improve GHG emissions. The purpose of this project is to improve safety and it is not being developed to promote development in this area; therefore, the project is not projected to increase vehicular traffic in this region of Harrison County. The above analysis indicates the proposed project is anticipated to result in a net reduction in GHG emissions by diverting traffic to a shorter route between SR 135 and SR 11 with no stop conditions and less steep grades. All of the proposed alternatives for this project are anticipated to result in a near equal net benefit to GHG emissions; therefore, air quality from GHG emissions was not considered a deciding factor in the selection of the preferred alternative.

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The USEPA responded to early coordination on November 5, 2021, with recommendations for air quality and construction emission control (Appendix C, pages 23-32). Construction trucks and heavy equipment are potential emission sources during the construction phase of this project. Specific measures recommended include requiring the use of equipment with clean diesel engines and limits on the length of time equipment idles when not in active use. The USEPA Construction Emission Control Checklist, regarding mobile and stationary source diesel controls, fugitive dust source controls, and occupational health, will be evaluated as design continues based on current standards at that time.

SECTION G - NOISE

Noise

Yes No

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

Date Noise Analysis was approved/technically sufficient by INDOT ESD: May 11, 2023 (Appendix L, page 1)

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

The project is a Type I project under 23 CFR 772.5 because it involves the construction of roadway (SR 11) on new alignment. Based on the studies completed to date, CMT Engineers and Consultants have identified no impacted receptors. As a result, noise abatement was not evaluated. This noise analysis was based on preliminary design criteria. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed and noise impacts are identified, noise abatement will be evaluated at that time as to whether it is feasible and reasonable. The Noise Analysis Report was approved/technically sufficient by INDOT ESD on May 11, 2023, and a copy of the report can be found in Appendix L, pages 1-32.

Traffic noise was evaluated at all receptors (39) within 500 feet of edge of pavement within the study area. The receptors were all residences. Traffic noise levels were evaluated for the existing (2026) and projected (2046) traffic volumes for the build alternative. Predicted design year (2046) noise levels would not approach or exceed the Noise Abatement Criteria (NAC) at any receptors resulting in no need to evaluate noise abatement.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Yes No

Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the community have an approved transition plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, are steps being made to advance the community's transition plan?	<input type="checkbox"/>	<input type="checkbox"/>
Does the project comply with the transition plan? (explain in the discussion below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The project will ultimately be beneficial to local businesses and properties due to improvements to the existing roadway network in southern Harrison County by providing a safer connection of SR 135 to SR 11 with a roadway that meets current design standards. Impacts to property owners within the project area will be required for the purchasing of 132.75 acres of new permanent right-of-way and from construction of the roadway project. The proposed 132.75 acres accounts for approximately 0.26% of the total land area of Heth and Boone townships so converting this taxable land to a tax-exempt status is not anticipated to have any substantial impacts to the local tax base. The project is utilizing existing roadway facilities as much as possible, but due to the limited locations within the Watson Road / Melview Road Initial Screening Corridor to cross Buck Creek, portions of the project will be on new terrain, which will negatively impact properties. A total of two residential relocations are expected to be impacted. The relocations are at the extreme

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west and east ends of the project. The relocation on the west end of the project is at the proposed new intersection at SR 135, which needs to be realigned to address safety concerns with sight distances for the intersection. The second relocation is at the east end of the project where the proposed project connects to the western termini of SR 11 and is required to provide adequate sight distance for the intersection at SR 11, Old Highway 11, and Old Highway 337. During kitchen table meetings with the two residential relocation property owners, neither property owner expressed any concern with being displaced from their local community or neighborhood. The remaining property owners will be provided access throughout the duration of the project to reduce temporary construction impacts as much as possible. The project is not anticipated to result in substantial impacts to community cohesion because it will not change access to the remaining properties within the area. Discussion during the May 26, 2021 CAC Meeting indicated that farmers in the southern and central part of Harrison County would use the proposed SR 11 over current options; many farmers have chosen to use county roads over the state highways in the area because the state highways are not as suited for farm vehicles due to terrain challenges (Appendix G, page 23). Additionally, the project proposes to convert only approximately 0.05% of farmland in the county. The proposed project is not expected to impact the surrounding community or cause economic impacts to the surrounding area. Therefore, this project is anticipated to have minimal impacts to the community or local economy.

According to the Fairs and Festivals website (<https://www.fairsandfestivals.net/>), accessed on March 2, 2023 by Lochmueller Group, there are no fairs or festivals scheduled within 10 miles of the project. The MOT may pose delays and temporary inconveniences to traveling motorists (including school buses and emergency services); however, all inconveniences will cease upon project completion. The MOT for the project is not anticipated to impact access to community events.

Harrison County has an approved Americans with Disabilities (ADA) transition plan. The project will comply with the published ADA transition plan and will not create any additional barriers for access as there are no ADA elements included as part of the project.

Public Facilities and Services

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

South Central Jr-Sr High School, South Harrison Park, Chariot Run Golf Club, Freedom Christian Church, Grace Tabernacle, and First Baptist Church are all located on SR 11 east of the project area. The project will not result in any permanent impacts to these facilities; however, temporary impacts to these facilities may be caused by the project due to temporary access limitation from SR 135 during construction of the project. The MOT will provide adequate detours around the project area to access these facilities from SR 135 to mitigate for the temporary construction impacts. Upon project completion, the project will result in an overall benefit to these facilities by providing a safer roadway connecting SR 135 to SR 11 that meets current design standards.

The Community Advisory Committee (CAC) includes members of the school board, fire department, and police department that have jurisdiction in this portion of Harrison County. Although the project may have temporary impacts to school bus routes and emergency response during construction, none of the members of the CAC identified any concerns with the project. The MOT will provide access to all properties during construction to avoid having impacts to emergency response to properties located within the project area. The only public transit system within the project area is a call as needed transit system, which would be allowed access to all properties within the project area during construction. Upon completion of the project, the project will result in a benefit to school bus routes, emergency response, and the public call as needed transit system by providing a safer roadway that meets current design standards connecting SR 135 to SR 11.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income

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populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. The project will require 2 relocations and 132.75 acres of additional permanent ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Harrison County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Harrison County Census Tract 606.02. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2021 American Community Survey 5-Year Estimates was obtained from the <https://data.census.gov/cedsci/> on January 23, 2023, by Lochmueller Group. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (2021 American Community Survey 5-Year Estimates)		
	COC – Harrison County, Indiana	AC – Census Tract 606.02 Harrison County, Indiana
Percent Minority	5.27%	5.61%
125% of COC	6.59%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	8.43%	5.84%
125% of COC	10.54%	AC < 125% COC
EJ Population of Concern		No

The AC, Census Tract 606.02, has a percent minority of 5.27% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain minority populations of EJ concern.

The AC, Census Tract 606.02, has a percent low-income of 8.43% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain low-income populations of EJ concern.

Additional efforts were made through individual kitchen table meetings with property owners to identify EJ populations in the area that may not have been captured in the census data. No additional EJ populations were identified as a result of the kitchen table meetings.

The census data sheets, map, and calculations can be found in Appendix I (pages 2-7). The project will benefit the community by providing a safer transportation route between SR 135 and SR 11 for both citizens driving private vehicles and the call as needed public transit system by constructing a roadway that meets current design standards. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

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

Yes	No
X	
	X

Number of relocations: Residences: 2 Businesses: 0 Farms: 0 Other: 0

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

Two residential relocations will be required for the project. Both relocations are single family residences. One is located on the western end of the project near the proposed new intersection of SR 135 and SR 11 (Appendix B, page 5) and the second is located near the eastern termini of the project near the SR 11 and Old Hwy 337 intersection (Appendix B, page 11). Avoidance and minimization of these relocations was not feasible due to the location of these properties being at the logical termini of the project on both ends while also meeting the current design standards for intersection geometry and sight distance. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocatees without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

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SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

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

Documentation

X

Date RFI concurrence by INDOT SAM (if applicable): April 14, 2022

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

Based on a review of GIS and available public records, the RFI was completed on March 31, 2022, by Lochmueller Group and INDOT SAM provided their concurrence on April 14, 2022 (Appendix E, pages 5 and 11). One leaking underground storage tank (LUST) site is located within 0.5 mile of the project area. The identified LUST will not impact the project. Further investigation for hazardous material concerns or regulated substances is not required at this time. The field work conducted during 2021 and 2022 did not identify any additional hazardous materials concerns within the project area.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Individual Permit (IP)	
Other	

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Individual Permit (IP)	X
Isolated Wetlands	
Rule 5	
Other (Construction Stormwater General Permit)	X

IN Department of Natural Resources

Construction in a Floodway	X
Navigable Waterway Permit	
Other	

Mitigation Required

US Coast Guard Section 9 Bridge Permit	
Others (EPA Class V Injection Well Permit)	X

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

A USACE Section 404 Regional General Permit and an IDEM 401 Individual Water Quality Certification are anticipated due to impacts greater than 300 linear feet below the OHWM of jurisdictional streams. The project will result in greater than one acre of land disturbance and will require an IDEM Construction Stormwater General Permit.

The IDNR DFW early coordination response letter dated November 10, 2021, states that the proposal will require formal IDNR approval for construction in a floodway (Appendix C, pages 33-36). The project is located within a floodway; therefore, an IDNR CIF permit will likely be necessary. Mitigation will likely be required and will be determined during permitting.

EPA Class V Injection Well permits are anticipated for this project due to the karst features in the project area, some of which may receive runoff from the roadway.

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 4) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely. (USFWS)
- 5) Tree Removal AMM 2: Apply time of year (TOY) restrictions (April 1 – November 14) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR DFW)
- 6) Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
- 7) Tree Removal AMM 4. Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting; or trees within 0.25 mile of roosts; or documented foraging habitat any time of year. (USFWS)
- 8) Hibernacula AMM 1: For projects located within karst areas, on-site personnel will use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography. (USFWS)
- 9) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

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- 10) Revegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. We recommend reforestation along riparian areas extend at least 30 meters perpendicular from the streambank. (USFWS)
- 11) Minimize the extent of artificial bank stabilization and use bioengineering methods wherever feasible. (USFWS)
- 12) If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat (if applicable). (USFWS)
- 13) Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment. (USFWS)
- 14) Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
- 15) Use project design and right-of-way control to prohibit or restrict secondary development in large forest blocks and near currently undeveloped forested waterways. (USFWS)
- 16) Incorporate routine inspections of the bridge for bats during construction. If bats are found to be using portions of the bridge for roosting during construction, an avoidance or minimization measure for physical exclusion techniques (Styrofoam sheets, foam backer rolls, expansion foam) to seal off gaps and crevices will be evaluated and implemented if considered appropriate.(USWS)
- 17) Prohibit or limit night construction and the use of temporary lighting during active season bridge construction within the Buck Creek valley. (USFWS)
- 18) Direct temporary lighting away from adjacent woodland foraging habitat. (USFWS)
- 19) Develop an erosion control plan sensitive to the unique challenges of protecting karst groundwater in accordance with INDOT standards and Indiana Department of Environmental Management requirements. The erosion plan will include, but not necessarily be limited to, silt fences, and temporary seed mix to control migration of sediment into Buck Creek, contributing surface water features, and sinkholes. (USFWS)
- 20) Confine fueling and other hazardous material activities at locations where accidental spills can be best managed. (USFWS)
- 21) Incorporate measures into the design to intercept contaminants leaving the roadway prior to discharge into Buck Creek and develop measures to protect the underground karst system. This will include detention basins along the roadway and a system to control drainage runoff from the new Buck Creek Bridge. The bridge design will either eliminate drop drains on the bridge deck directly above Buck Creek or will capture the bridge runoff within an enclosed drainage system and direct the discharge onto the floodplain to the west of the channel where the runoff water can be filtered via the floodplain soils and vegetation. (USFWS)
- 22) To minimize construction noise, maintain equipment in good working order. (USFWS)
- 23) Restrict construction within Buck Creek valley to daytime except for nighttime pouring of concrete bridge deck to minimize noise impacts at night. (USFWS)
- 24) Consider restricting blasting activities to avoid the months of May, June, and July during the maternity/pup season for Indiana bats and northern long-eared bats. (USFWS)
- 25) Compensate for unavoidable and irreversible loss of roosting, swarming, and foraging bat habitat associated with construction of the project via payment into the Range-Wide Indiana Bat and Northern Long-eared Bat In Lieu Fee Program (amended in 2022 to include the NLEB). (USFWS)

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- 26) FHWA/INDOT will minimize impacts to forest and wetland areas when developing the proposed alignment. They also will provide compensatory mitigation for unavoidable loss of forest. (USFWS)
- 27) FHWA/INDOT will follow best management practices and will mitigate for stream impacts as appropriate. Buck Creek and most of its floodplain will be bridged and no piers are planned within the waterway. (USFWS)
- 28) Impacts will be minimized by spanning as much of the floodplain as possible to preserve wildlife corridors and to minimize fill. FHWA/INDOT will span the floodplain at the proposed crossing of the Buck Creek and the height of the structure will allow for continued movement beneath the bridge. (USFWS)
- 29) Roadway lighting is not proposed at this time. If lighting is deemed necessary in the future, downward facing lights with full cut-off lenses are suggested. (USFWS)
- 30) INDOT will routinely assess bridges for bat use and will coordinate with the Service if needed to reduce unnecessary disturbances. (USFWS)
- 31) Impacts to aquatic habitat will be reduced or avoided via standard best management practices such as low salt and no spray areas. The bridge drainage system will be designed to prevent runoff from being deposited directly into Buck Creek. (USFWS)
- 32) Design the project footprint to have the minimum feasible width within the forested corridors and maintain habitat connectivity wherever possible. (USFWS)
- 33) Any injured or dead bats incidentally observed should be reported to USFWS. (USFWS)
- 34) Construction personnel and INDOT maintenance staff should be made aware of potential construction, maintenance or operation issues concerning Indiana bats and NLEBs. (USFWS)
- 35) Any dead bats located within the construction limits, roadway, or right-of-way should be immediately reported to INFO [(812) 334-4261], and subsequently transported (frozen or on ice) to INFO. No attempt should be made to handle any live bat, regardless of its condition; report bats that appear to be sick or injured to INFO. INFO will make a species determination on any dead or moribund bats. If an Indiana bat is identified, INFO will contact the appropriate Service Law Enforcement office as required. (USFWS)
- 36) Provide the Service with final construction impact figures and compensatory mitigation fee details for review and notify the INFO of payment to the TCF In Lieu Fee Program. (USFWS)
- 37) Buck Creek is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular handwashing, and limit personal exposure. (INDOT SAM)
- 38) Buck Creek is listed as impaired for IBC. Best Management Practices (BMPs) will be used to avoid further degradation to the stream. (INDOT SAM)
- 39) Require construction contractors to establish material hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, daycare centers, and playgrounds. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents. (USEPA)
- 40) Use native pollinator friendly species recommended for restoration and roadside plantings. (USEPA)
- 41) Consider protective measures from the USEPA Emission Control Checklist related to mobile and stationary source diesel controls, fugitive dust source controls, and occupational health. (USEPA)
- 42) Consider strategies to reduce diesel emissions, such as project construction contracts that require the use of equipment with clean diesel engines and limits on the length of time equipment idles when not in active use. (USEPA)
- 43) Give special attention to work that would occur upstream of a drinking water intake. In addition, special attention should be given to how work is conducted in areas with karst feature where contaminants introduced into the karst system may travel

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underground for miles and show up in private and/or public drinking water supply wells, streams/rivers and/or springs used by people and/or livestock for drinking water. Impacts to these resources should be evaluated and mitigation measures identified, if applicable. (USEPA)

- 44) Class V injection well permits may be required for various types of projects. For example, in Indiana, such a permit could be required by EPA Region 5 if a Class V injection well is located within the karst region of the state, a sole source aquifer area, a state designated source water protection area for a public water supply, or anywhere untreated fluids discharged through a Class V well may otherwise endanger an underground source of drinking water. For example, if sinkholes will be modified for stormwater drainage for the proposed road and/or related facilities, they would be considered Class V wells under the Safe Drinking Water Act's Underground Injection Control (UIC) program. (USEPA)
- 45) Construction activities that occur within the drainage area of active karst features could potentially cause significant impacts to sensitive karst ecosystems and biota. Should any karst features be located within the construction limits or that may receive drainage from the construction, we recommend that a karst assessment be conducted by a qualified geologist with experience in karst geology assessments and a determination made as to whether or not the karst feature/sinkhole is active. If a karst assessment is not done, any sinkhole that construction runoff may drain to should be assumed to be active. To protect active sinkholes (or those not assessed), the most protective erosion control methods should be implemented to avoid potentially impacting sensitive karst ecosystems (such as runoff containment and filtering prior to discharge). (IDNR DFW)
- 46) Construction should be avoided within 25 feet of the topmost closed contour of any active karst features. Runoff from construction located outside of the drainage area of any karst feature should be directed away from any karst features. Where construction within the closed contours of a karst feature is unavoidable, runoff must be filtered prior to discharge. (IDNR DFW)
- 47) INDOT's karst protection procedures should be followed during all phases of the project as outlined in the *Protection of Karst Features during Project Development and Construction* (Ecology and Waterway Permitting Office; Environmental Service Division; July 15, 2021). (IDNR DFW)
- 48) Sampling of springs and seeps in the area is needed to show road construction is not affecting water quality. Sampling of springs needs to include samples collected under base flow conditions (less than 0.75 inches of rain has fallen in the previous 24 hours) and storm flow conditions (more than 0.75 inches of rain has fallen over the previous 24 hours). (IDEM Ground Water)
- 49) Implement the water quality monitoring plan, that has been developed and approved by INDOT EWPO, as part of construction (pre-, during, and post-construction). (INDOT EWPO)
- 50) Where possible, surface water draining to karst inlets should be perpetuated unless alternative drainage is approved with Agency coordination. (INDOT EWPO)
- 51) The IDNR Water Well located near the Old Hwy 337 and existing SR 11 intersection will be closed following current well closure guidelines. (INDOT)
- 52) For brand new crossings in areas that currently do not have a crossing, the new structure must accommodate white-tailed deer passage where appropriate. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. (IDNR DFW)
- 53) For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. (IDNR DFW)
- 54) All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions.

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Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety. (IDNR DFW)

- 55) All culverts (24 total) under Watson Road, Union Chapel Road, Melview Road, and private access roads were inspected on April 22, 2021, and no bats or evidence of bats using the structures were documented. USFWS Bridge Structure Assessments are only valid for two years. If construction will begin after April 1, 2024, an inspection of the structure by a qualified individual must be performed. Inspection of the structure must indicate no signs of bats or birds. If signs of bats or birds are documented during the inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT)
- 56) Two residences and multiple outbuildings will be removed as a result of the project. Prior to any demolition, the structure(s) will be inspected for bats or evidence of bats. If bats, or evidence of bats, are found, coordination will occur with INDOT ESD and USFWS before demolition may occur. If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS. (INDOT)
- 57) If unknown karst features are discovered during construction, all work within 100 feet of the feature shall stop and the Engineer shall be notified immediately. Karst features include, but are not limited to, voids, caves, sinking streams, springs, seeps, and sinkholes. The Department will provide the treatment measures to be incorporated for the feature. The karst feature shall be protected from sedimentation runoff. Work shall not resume in the area until directed by the Engineer. (INDOT EWPO)
- 58) Sites 12Hr583, 12Hr584, 12Hr864, and 12Hr865 located outside of the proposed project are will be added to design plans with the label "Environmentally Sensitive Area – Do Not Disturb" and will be avoided. (IDNR DHPA)

For Further Consideration:

- 1) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR DFW)
- 2) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
- 3) Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)
- 4) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, 1 inch to 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inch dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR DFW)
- 5) The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat. (IDNR DFW)
- 6) If box or pipe culverts are used, the bottoms should be buried a minimum of 6 inch (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2 feet) below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark. (IDNR DFW)

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Attachment 2

Section 106 Documentation:

800.11(e) Documentation (Text Only);

Miami Tribe of Oklahoma Comment Letter;

Eastern Shawnee Tribe of Oklahoma Comment Letter;

SHPO Concurrence Letter; and

Publisher's Claim with Legal Notice

SR 11 ROADWAY PROJECT

Finding/800.11(e) Document

*From SR 135/Watson Road to SR 11/SR
337/Melview Road Intersection*

*Boone and Heth Townships,
Harrison County, Indiana*

Des. No. 2001154

DHPA No. 27742



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Prepared By:

Hannah Blad

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Date

May 17, 2023

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (FOR HISTORIC PROPERTIES) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECTS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**SR 11 ROADWAY PROJECT
FROM SR 135/WATSON ROAD TO SR 11/SR 337/MELVIEW ROAD
BOONE AND HETH TOWNSHIPS, HARRISON COUNTY, INDIANA
DES. NO.: 2001154**

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

The APE for this project encompasses all resources immediately adjacent to the project area and those that may not be immediately adjacent but have a proximate viewshed of the project area. The project area encompasses the area required to support the purpose and need of the project. At the west end of the project area, near the intersection of SR 135 and Watson Road, the APE extends along SR 135 approximately 650 feet south and 630 feet north along the road. Due to the vegetation west of SR 135, the APE only extends about 150 feet beyond the project limits at this intersection. Generally, along Watson Road the APE extends approximately between 50 to 720 feet north and between 100 to 700 feet south of the project limits with the viewshed limited in some areas by vegetation and landforms. In the area of the anticipated new road construction, heavy forestation significantly restricted the APE. Between the intersection of Watson Road/Union Chapel Road and Melview Road, the APE extends between 100 and 600 feet and between 100 and 1,000 feet south of the project limits, limited in some areas by vegetation and topography. At the east end of the APE near the intersection of SR 337/SR 11 and Melview Road the land is slightly less vegetative and flatter, resulting in a wider APE. Therefore, the APE extends between 200 and 1,000 feet north and approximately 660 feet south of the eastern project terminus. Finally, the APE extends approximately 750 east of the eastern project terminus. Please see the APE map in Appendix A, page 3. The Archaeological APE is defined as the 133-acre survey area investigated for the presence of archaeological resources.

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

There are no properties currently listed in the National Register of Historic Places (NRHP) within the APE.

There are three properties recommended eligible for listing in the NRHP within the APE:

Farm at 8265 SR 135 (Lochmueller #1). The Farm at 8265 SR 135 is a 120-acre farm consisting of a c. 1890 Queen Anne farmhouse (rated Notable), a c. 1900 wash house and shed (considered Contributing to the property), a c. 1950 pole barn (considered Contributing to the property), and two c. 1900 English barns (considered Contributing to the property). The number of outbuildings, most of the same era of construction as the dwelling, convey the agricultural significance of this late nineteenth/early twentieth century farm. The Farm at 8265 SR 135 is eligible for listing in the NRHP under Criterion A for its association with agriculture and Criterion C for its architectural significance.

Farm at 140 Watson Road SE (Lochmueller #7). The Farm at 140 Watson Road SE consists of two residential structures and multiple outbuildings on a 68-acre farm. The oldest residence on the property is a c. 1840 Hall and Parlor log house that is surrounded by large mature trees. The other residence is a c. 1990 modular house. Also located on the property are multiple outbuildings including a c. 1920 shed, a c. 1920 gable end barn, a c. 1840 double-pen log barn, a c. 1930 metal corn crib, a c. 1950 shed, a c. 1960 chicken house, a c. 1940 livestock shed, a c. 1900 drive through corn crib, a c. 1960 pole barn, and a c. 1900 English barn, all of which are considered Contributing elements to the property. The Farm at 140 Watson Road SE is eligible for listing in the NRHP under Criterion A for its association with early settlement patterns in Boone Township and Criterion C for its architectural significance.

Farm at 2275 Melview Road (Lochmueller #10). The Farm at 2275 Melview Road in Boone Township consists of a c. 1910 Free Classic style farmhouse, a c. 1900 English barn, a c. 1930 outhouse, a c. 1960 livestock shed, and a detached modern garage on a 90-acre farm. Harrison County lacks rural properties of the Free Classic style, making this farm an unusual architectural resource within the local cultural landscape. The Farm at 2275 Melview Road is eligible for listing in the NRHP under Criterion A for its association with agriculture and Criterion C for its architectural significance.

EFFECT FINDING

Farm at 8265 SR 135 (Lochmueller #1) – No Adverse Effect
Farm at 140 Watson Road SE (Lochmueller #7) – No Adverse Effect
Farm at 2275 Melview Road (Lochmueller #10) – No Adverse Effect

INDOT, acting on FHWA’s behalf, has determined a “No Adverse Effect” finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

Farm at 8265 SR 135 (Lochmueller #1) - This undertaking will not convert property from the Farm at 8265 SR 135 (Lochmueller #1), a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore, no Section 4(f) evaluation is required for the Farm at 8265 SR 135 (Lochmueller #1).

Farm at 140 Watson Road SE (Lochmueller #7) - This undertaking will convert property from the Farm at 140 Watson Road SE (Lochmueller #7), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore FHWA hereby intends to issue a “de minimis” finding for the Farm at 140 Watson Road SE (Lochmueller #7), pursuant to SAFETEA-LU, thereby satisfying FHWA’s responsibilities under Section 4(f) for this historic property.

Farm at 2275 Melview Road (Lochmueller #10) - This undertaking will convert property from the Farm at 2275 Melview Road (Lochmueller #10), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore FHWA hereby intends to issue a “de minimis” finding for the Farm at 2275 Melview Road (Lochmueller #10), pursuant to SAFETEA-LU, thereby satisfying FHWA’s responsibilities under Section 4(f) for this historic property.



Matt Coon, Manager
Cultural Resources Office, Environmental Services
INDOT for FHWA

May 24, 2023
Approval Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR 800.5(c)**

**SR 11 ROADWAY PROJECT
FROM SR 135/WATSON ROAD TO SR 11/SR 337/MELVIEW ROAD
BOONE AND HETH TOWNSHIPS, HARRISON COUNTY, INDIANA
DES. NO.: 2001154**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a roadway project (Des. No. 2001154). The FHWA is providing funding and is the lead federal agency for this Section 106 undertaking. The proposed undertaking takes place between the intersections of SR 135/Watson Road and SR 11/SR 337/Melview Road intersection in Harrison County, Indiana. The project is within Boone and Heth Townships, Mauckport and Laconia USGS Topographic Quadrangles, in Sections 11, 12, 13, 14, Township 5 South, Range 3 East and Sections 7, 8, 9, 16, 17, 18, Township 5 South, and Range 4 East. Adjacent land use consists of mature forests, riparian corridors, agricultural fields, and scattered residences. Please see maps and photographs of the project area in Appendices A and B.

The Harrison County 2040 Long Range Transportation Plan adopted on August 5, 2019, stated that, “Reducing crashes and increasing transportation safety is the top priority at the local, state, and national level.” The plan also identified a need for a safe east-west route in southern Harrison County, Indiana.

There are safety concerns with the current roadway network in southern Harrison County. The existing roadways within the project area that connect SR 11 to SR 135 have RoadHAT indices that range from 0.31 to 3.48 for the Index of Crash Frequencies (Icf) and from -0.15 to 1.72 for the Index of Crash Costs (Icc). RoadHAT measures are expressions of standard deviation, comparing crash data for similar roadways and intersections throughout the state. For example, an Icf or Icc index of 1.00 indicates that crash frequencies or costs are higher than approximately 83% (one standard deviation) of similar locations across the state of Indiana. Similarly, an Icf or Icc index of 2.0 indicates that the location has crash frequencies/costs which are higher than approximately 98% (two standard deviations) of similar locations across Indiana. The RoadHAT index scores for Icf show that there are multiple locations within the project area where the safety performance places these locations in the worst two to three percent of all locations across the state of Indiana.

The existing roadways in the project area have lane widths that average between 9 feet to 10 feet wide with no shoulders and no clear zones. In addition, these roadways have numerous deficient horizontal and vertical curves, which cause sight distance issues. Narrow lanes, lack of shoulders, lack of sufficient clear zones, and poor sight distances on roadways increase the potential for crashes because there is no room to compensate for driving errors or unforeseen obstacles.

The purpose of the SR 11 Roadway Project is to provide a roadway in the southern region of Harrison County that provides improved safety performance connecting SR 11 to SR 135 by designing and constructing a roadway that meets current design standards, which includes wider lanes, usable shoulders, clear zones, and adequate sight distances. The traffic study completed in 2021 by CMT Engineers and Consultants identified that the SR 11 Roadway Project would divert approximately 35% to 50% of the traffic off the existing local roadways. This reduction in traffic volumes on the local roadways that do not meet current design standards onto a roadway that does meet current design standards is anticipated to decrease the crash frequencies and crash costs and improve safety for the traveling citizens in the southern region of Harrison County.

This project will extend the SR 11 roadway with a wider, arterial facility from the existing SR 337 and SR 11 intersection to the SR 135 and Watson Road intersection in southern Harrison County. The proposed project includes improving the existing SR 337, SR 11 and Melview Road intersection; upgrading existing Melview Road to its western termini; constructing a new terrain roadway from the western termini of Melville Road west to the intersection of Watson Road and Union Chapel Road, including a new bridge across Buck Creek; upgrading Watson Road to the intersection of SR 135; and improving the SR 135 intersection with Watson Road. Originally, three routes were being considered, but the decision has been made to advance alternative 3 (which follows the described alignment above) as the preferred alternative. Alternative 3 has the least amount of environmental and right-of-way impacts. In addition, Alternative 3 has the least amount of excavation compared to the other alternatives evaluated within the Watson Road/Melview Road Initial Screening Corridor. Even though Alternative 3 has a slightly higher construction cost estimate, Alternative 3 is being recommended as the preferred alternative for the SR 11 Roadway Project because it has the fewest environmental impacts, least amount of right-of-way impacts, and least amount of excavation requirements.

The proposed cross section of SR 11 will consist of two 12-foot-wide paved travel lanes with 4-foot paved and 2-foot aggregate shoulders along each side. A 16-foot clear zone will be provided outward from the outside of each travel lane and transitions to a 3:1 foreslope, 4-foot bottom ditch, and 3:1 backslope. The exact structure size and type of the new bridge across Buck Creek has not been determined. However, it is anticipated the new bridge will have six spans, an out-to-out coping width of 40-feet and 4 inches, and a structure length of 1,175 feet. On structure, SR 11 will consist of two 12-foot-wide travel lanes with 6-foot, 8-inch shoulders. Anticipated work along SR 135 (the western project terminus) will include widening of the pavement to the east for the incorporation of a 12-foot-wide southbound left-turn lane and a 12-foot-wide northbound right-turn lane onto SR 11. In total, the project will extend SR 11 approximately five miles along mostly existing roadways/field drives between SR 135 and SR 337 but does include some (approximately one mile) of new terrain. This project is anticipated to require up to 131.6 acres of permanent right-of-way (ROW) and 0.9 acre of temporary ROW.

A noise analysis report has been prepared for this undertaking and it concluded that no noise abatement is recommended. A reevaluation will occur during final design.

The APE for this project encompasses all resources immediately adjacent to the project area and those that may not be immediately adjacent but have a proximate viewshed of the project area. The project area encompasses the area required to support the purpose and need of the project. At the west end of the project area, near the intersection of SR 135 and Watson Road, the APE extends along SR 135 approximately 650 feet south and 630 feet north along the road. Due to the vegetation west of SR 135, the APE only extends about 150 feet beyond the project limits at this intersection. Generally, along Watson Road the APE extends approximately between 50 to 720 feet north and between 100 to 700 feet south of the project limits with the viewshed limited in some areas by vegetation and landforms. In the area of the anticipated new road construction, heavy forestation significantly restricted the APE. Between the intersection of Watson Road/Union Chapel Road and Melview Road, the APE extends between 100 and 600 feet and between 100 and 1,000 feet south of the project limits, limited in some areas by vegetation and topography. At the east end of the APE near the intersection of SR 337 and SR 11, the land is slightly less vegetative and flatter, resulting in a wider APE. Therefore, the APE extends between 200 and 1,000 feet north and approximately 660 feet south of the eastern project terminus. Finally, the APE extends approximately 750 east of the eastern project terminus. Please see the APE map in Appendix A, page 3. The Archaeological APE is defined as the 130-acre survey area investigated for the presence of archaeological resources.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

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 (IHBCM), and the Indiana Historic Sites and Structures Inventory (IHSSI) were consulted. Survey work of Harrison County began in 1986 for the IHSSI. The resulting *Harrison County Interim Report* (1987) was also reviewed. No resources already listed in the NRHP were located within the APE.

The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. No bridges eligible for listing in the NRHP are located within the project area.

Gary Francis Quigg, a Lochmueller Group historian who meets the Secretary of the Interior's Professional Qualification Standards, performed a site inspection of the project area on June 22-23, October 13, and December 15, 2021, and documented resources that will be at least 50 years of age at the time of the project letting within the APE. The APE was investigated for the existence of any historic properties, structures, objects, or districts listed in or eligible for listing in the NRHP. The historian walked the APE, taking photographs of all resources meriting a Contributing or higher rating. Non-Contributing resources or those that did not meet the age requirements were noted but not documented other than in general view photographs. One (1) previously surveyed resource that appears in the interim report is located within the APE. Thirteen (13) newly identified aboveground resources were recorded within the APE. One (1) previously surveyed IHSSI property that is no longer extant was located within the APE: Harrison County Bridge Number 38 (IHSSI #061-329-40007/HB-0676). Please see Appendix E, page 3, for a summary of the Historic Property Report (HPR).

A Phase Ia archaeological reconnaissance survey was conducted by Cultural Resource Analysts, Inc. (CRA) between June 27 and July 14, 2022. The field reconnaissance resulted in the relocation of one previously recorded site (12HR583) and documented four new archaeological sites (12HR864-12HR867). Sites 12HR583 and 12HR864 are prehistoric lithic scatters of indeterminate temporal/cultural affiliation. Site 12HR865 is a historic farmstead dating from the early nineteenth century through the present day. Site 12HR866 is a historic artifact scatter dating from the late nineteenth through early twentieth centuries. Site 12HR867 is a historic root cellar dating from the mid-twentieth century through the present day. The portions of Sites 12HR583, 12HR864, and 12HR865 within the survey area are recommended not eligible for inclusion in the National Register of Historic Places. Sites 12HR866 and 12HR867 are entirely within the survey area and are also not recommended eligible for the NRHP. No further work was recommended at these archeological sites within the survey area. No further archaeological work was recommended. See Appendix E, pages 4-5 for a summary of the Phase Ia archaeological reconnaissance survey.

Early coordination was initiated on July 6, 2021, with an email to consulting parties. The email asked consulting parties to review the early coordination letter attached to the email and via IN SCOPE, which is INDOT's Section 106 document website <https://erms12c.indot.in.gov/Section106Documents>. A hard copy of these materials was mailed to the SHPO.

In a letter dated July 15, 2021, the SHPO staff responded to the early coordination letter stating they did not know of any other parties that should be invited to participate in the Section 106 consultation process. In that same letter, the SHPO staff asked: 1) that property owners be invited as soon as possible if right-of-way is planned to be taken from adjacent historic properties, and 2) that SHPO be notified of what organizations/individuals had accepted consulting party status in the next communication. Please see Appendix D, pages 8-9 for a copy of the communication.

In a letter dated September 3, 2021, the Eastern Shawnee Tribe of Oklahoma responded to the early coordination letter accepting consulting party status and stating that, "... the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe." Please see Appendix D, page 10 for a copy of the communication.

An HPR, based on the results of the June 22-23, October 13, and December 15, 2021, aboveground field survey, was completed (Blad, March 10, 2022) and provided NRHP boundaries for the newly identified NRHP-eligible properties. Three properties were recommended eligible for listing in the NRHP: Farm at 8265 SR 135 (Lochmueller #1); Farm at 140 Watson Road SE (Lochmueller #7); and Farm at 2275 Melview Road (Lochmueller #10). Please see Appendix E, page 3, for a summary of the HPR.

The HPR was uploaded to IN SCOPE, and an email was sent to consulting parties notifying them of the availability of the report online on March 10, 2022. Hard copies of these materials were also mailed to the SHPO and other consulting parties on that same day. Please see Appendix D, page 11 for a copy of the communication.

In an email dated March 16, 2022, Amanda Uhl responded to the HPR accepting consulting party status and stating she had a few questions. Lochmueller Group responded to Amanda in an email dated March 17, 2022 acknowledging Uhl's acceptance of consulting party status and inquired about the questions Uhl alluded to her in first email. Lochmueller Group sent a further follow-up email on March 29, 2022 asking Uhl about her questions. In an email dated March 29, 2022, Uhl responded and asked if her property has some historical significance and what it means for the project. In an email dated April 4, 2022, Lochmueller Group responded to Uhl explaining the historical significance of her property, explained the remainder of the Section 106 process, and provided her with a link to the Citizen's Guide to Section 106 Review. Please see Appendix D, page 16-20 for a copy of the communications.

In a letter dated March 21, 2022, the Eastern Shawnee Tribe of Oklahoma responded to the HPR indicating the "... project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe." Please see Appendix D, page 21 for a copy of the communication.

In a letter dated April 6, 2022, the SHPO staff concurred with the conclusions in the HPR, noting that "[t]he area of potential effects ("APE") proposed in the HPR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur." In the same letter, the SHPO also stated, "Regarding the farms at 8625 SR 135 and 2275 Melview Road, based on the information provided, we believe that they may also be eligible under Criterion A in addition to Criterion C." No additional questions or concerns were noted in the SHPO letter. All NRHP eligible properties are now considered eligible for the NRHP under both Criterion A and Criterion C. Please see Appendix D, page 22-23 for a copy of the communication.

A Phase 1a Archaeological Reconnaissance Report based on the results of the June 27 and July 14, 2022, field work was completed (Curran, December 6, 2022). Please see Appendix E, page 5 for a summary of the Phase 1a.

The Phase 1a was uploaded to IN SCOPE, and an email was sent to non-tribal consulting parties notifying them of the availability of the report online (Tribes only) on December 9, 2022. Hard copies of this material was also mailed to the SHPO on that same day. On February 1, 2023, an email was sent to Tribal consulting parties notifying them of the availability of the report online. This discrepancy in notification dates between the non-tribal and tribal consulting parties was the result of a communication oversight. Upon discovery of this oversight by the consultant and INDOT, corrective steps were taken to get the information into the hands of the tribal consulting parties. This did not affect their review period, as an additional 30 days were afforded to account for the oversight.

In a letter dated December 20, 2022, the SHPO responded to the Phase 1a concurring with the findings within. Please see Appendix D, page 28-29 for a copy of the communication.

In a letter dated February 14, 2023, the Miami Tribe of Oklahoma responded to the Phase 1a noting that, "[t]he Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site." Please see Appendix D, page 31 for a copy of the communication.

In a letter dated March 2, 2023, the Eastern Shawnee Tribe of Oklahoma responded to the Phase 1a stating that, "... the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe." Please see Appendix D, page 32 for a copy of the communication.

Though not a Section 106 consulting party, on October 13, 2021, the Harrison County Plan Commission responded to the distribution of the NEPA Early Coordination Letter (ECL) noting that an encampment for the Morgan's Raiders has been reported within the project area near Buck Creek. No sites associated with the encampment were identified when fieldwork was conducted by the archaeologists in this area within the footprint of the chosen alternative. Please see Appendix D, page 33-35 for a copy of the communication.

No additional comments were received from consulting parties regarding the above-mentioned identification of historic properties.

Since the distribution of the archaeology report, preliminary ROW limits were established. The limits of the proposed ROW extend beyond the archaeological footprint investigated by CRA (116.2 acres). An additional archaeological reconnaissance was undertaken. Between March 13 and 16, 2023, additional field reconnaissance was conducted by CRA. In total, the two survey areas now total 130-acres. This reconnaissance resulted in the location of two previously recorded sites, 12HR864 and 12HR865. The survey also resulted in the location of two newly identified sites, 12HR873 and 12HR874. Sites 12HR864, 12HR873, and 12HR874 are prehistoric lithic scatters of indeterminate temporal/cultural affiliation. Site 12HR865 is an isolated find with an indeterminate temporal/cultural affiliation and a historic farmstead dating from the late nineteenth century to the present date. The portions Sites 12HR864, 12HR865, and 12HR873 within the addendum survey area are recommended not eligible for inclusion in the NRHP. Site 12HR874 is entirely within the addendum survey area and is also recommended not eligible for the NRHP. No further work is recommended. This report is currently being reviewed by consulting parties in conjunction with this 800.11/Finding Document. As such, no consulting party comments have currently been received regarding the addendum Phase 1a report. Please see Appendix E, page 6-7 for a summary of the addendum report.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Farm at 8265 SR 135 (Lochmueller #1). The Farm at 8265 SR 135 is a 120-acre farm consisting of a c. 1890 Queen Anne farmhouse (rated Notable), a c. 1900 wash house and shed (considered Contributing to the property), a c. 1950 pole barn (considered Contributing to the property), and two c. 1900 English barns (considered Contributing to the property). The number of outbuildings, most of the same era of construction as the dwelling, convey the agricultural significance of this late nineteenth/early twentieth century farm. The Farm at 8265 SR 135 is eligible for listing in the NRHP under Criterion A for its association with agriculture and Criterion C for its architectural significance.

Farm at 140 Watson Road SE (Lochmueller #7). The Farm at 140 Watson Road SE consists of two residential structures and multiple outbuildings on a 68-acre farm. The oldest residence on the property is a c. 1840 Hall and Parlor log house that is surrounded by large mature trees. The other residence is a c. 1990 modular house. Also located on the property are multiple outbuildings including a c. 1920 shed, a c. 1920 gable end barn, a c. 1840 double-pen log barn, a c. 1930 metal corn crib, a c. 1950 shed, a c. 1960 chicken house, a c. 1940 livestock shed, a c. 1900 drive through corn crib, a c. 1960 pole barn, and a c. 1900 English barn, all of which are considered Contributing elements to the property. The Farm at 140 Watson Road SE is eligible for listing in the NRHP under Criterion A for its association with early settlement patterns in Boone Township and Criterion C for its architectural significance.

Farm at 2275 Melview Road (Lochmueller #10). The Farm at 2275 Melview Road in Boone Township consists of a c. 1910 Free Classic style farmhouse, a c. 1900 English barn, a c. 1930 outhouse, a c. 1960 livestock shed, and a detached modern garage on a 90-acre farm. Harrison County lacks rural properties of the Free Classic style, making this farm an unusual architectural resource within the local cultural landscape. The Farm at 2275 Melview Road is eligible for listing in the NRHP under Criterion A for its association with agriculture and Criterion C for its architectural significance.

4. DESCRIBE THE UNDERTAKING'S EFFECT ON HISTORIC PROPERTIES

Farm at 8265 SR 135 (Lochmueller #1) – No Adverse Effect

The proposed undertaking will not encroach upon the recommended NRHP boundary for the Farm at 8265 SR 135. The project will have “No Adverse Effect” to this resource because the proposed changes will not alter the Farm at 8265 SR 135 in a manner that would diminish its historic integrity or its eligibility for listing in the NRHP. A portion of the project, including the improvements to the SR 135/Watson Road (future SR 11) intersection and the reconstruction of a portion of Watson Road (future SR 11), may be visible from the recommended NRHP boundary. See Appendix F, page 7 for plan sheet adjacent showing general location of the historic property compared to proposed work.

Farm at 140 Watson Road SE (Lochmueller #7) – No Adverse Effect

The proposed undertaking will encroach upon the southern portion of the recommended NRHP boundary. The realignment of Watson Road (future SR 11) will shift the road 57 feet closer (north) to the contributing structures on the property, which are currently located 600 feet north of existing Watson Road. It is anticipated that 0.11 acre of the historic property boundary will be acquired as permanent ROW for the proposed reconstruction and realignment of the road and for reconstruction of the driveway to the farm. The portion within the recommended NRHP boundary that will be acquired consists entirely of the existing gravel drive leading into the historic property. It is estimated that approximately 164 feet of the existing drive will be acquired due to its location within the proposed construction limits and proposed ROW. Currently the drive is approximately 631 feet, 85 feet of which is within the proposed construction limits which would leave approximately 546 feet of drive after the completion of the undertaking. The proposed road will be 57 feet closer to the historic property at its drive after construction.

The project will have “No Adverse Effect” to this resource because the proposed changes will not alter the historic property in a manner that would diminish its historic integrity or its eligibility for listing in the NRHP. Though 0.11 acre of the historic property boundary will be acquired from the property for the reconstruction and realignment of the road and drive reconstruction, this action takes place at the southern portion of the recommended property boundary. This area is not adjacent to any contributing historic structures or features. The closest structure on the property to this work is approximately 600 feet north of the existing alignment of Watson Road. See Appendix F, page 21 for plan sheet showing proposed work adjacent to historic property.

Farm at 2275 Melview Road (Lochmueller #10) – No Adverse Effect

The proposed undertaking will encroach upon the northern portion of the recommended NRHP boundary for the Farm at 2275 Melview Road. It is anticipated that 0.07 acre of the historic property boundary will be acquired for the reconstruction of the road and for reconstruction of the farm driveway. The alignment of proposed SR 11 shifts the proposed road closer to the property at the existing drive by approximately 4 feet when comparing to its current distance to Melview Road (the existing road feature being improved as part of SR 11 project). Proposed SR 11 also shifts closer to the property as it diverges from Melview Road and continues on new alignment to the southwest. In this area, proposed SR 11 will be located approximately 820 feet from the main contributing structure, whereas the current distance between this structure and existing Melview Road is 915 feet.

It is estimated that approximately 83 feet of the existing drive will be acquired due to its location within the proposed construction limits and proposed ROW. Currently the drive is approximately 881 feet long, 16 feet of which is within the proposed construction limits, which would leave approximately 865 feet of drive after the completion of the undertaking.

The project will have “No Adverse Effect” to this resource because the proposed changes will not alter the historic property in a manner that would diminish its historic integrity or its eligibility for listing in the NRHP. Though 0.07 acre of the historic property boundary will be acquired from the property for the reconstruction of the road and driveway reconstruction, this action takes place at the north end of the recommended property boundary. This area is not adjacent to any contributing historic structures or features. The closest structure on the property to this work is approximately 710 feet to the south of the existing alignment of Melview Road. See Appendix F, page 41 for plan sheet showing proposed work adjacent to historic property.

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

According to 36 CFR 800.5(a)(1), “an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.”

Examples of an Adverse Effect:

Per 36 CFR 800.5(a)(2)(i), the undertaking will result in the “Physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the undertaking will result in the “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)(2)(iv), the undertaking will result in a “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.”

Per 36 CFR 800.5(a)(2)(v), the undertaking will cause the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.”

Per 36 CFR 800.5(a)(2)(vi), the undertaking will result in the “Neglect of a property which causes its deterioration...”

Per 36 CFR 800.5(a)(2)(vii), the undertaking will cause the “Transfer, lease, or sale of property out of Federal ownership or control...”

The following discusses potential effects to the Farm at 8265 SR 135 (Lochmueller #1), the Farm at 140 Watson Road SE (Lochmueller #7), and the Farm at 2275 Melview Road (Lochmueller #10). Please see maps and photographs of these resources in Appendices A and B.

Farm at 8265 SR 135 (Lochmueller #1) – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will not alter the existing setting within the property beyond its present condition.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property.” The project will not encroach upon the NRHP boundary for the property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will not cause “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.” The project will not encroach upon the NRHP boundary for the property.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location.” The project will not encroach upon the NRHP boundary for the property.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a “Change of the character of the property’s use or of physical features within the property setting that contribute to its historic significance.” The project will not encroach upon the NRHP boundary for the property.

Per 36 CFR 800.5(a)2(v), the undertaking will not cause the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The project will not encroach upon the NRHP boundary for the property. Generally, what is visible from the historic property will remain the same following the completion of the undertaking. Regarding audible impacts, a noise analysis was completed for the project. While this property was not included as a modeled receptor in this analysis, due to its distance from the actual construction elements associated with the project, there was a receptor comparable is setback from SR 135 and closer to proposed construction activities that was modeled nearly 900 feet to the northeast of this property. The analysis at this receptor found the existing (in 2026) noise levels to be 53 decibels (dBA) and the predicted 2046 noise levels to be 54 dBA. The Noise Abatement Criteria (NAC) for this particular type of land use activity is 67 dBA as defined by FHWA and INDOT. An impact is considered to be a measurement that approaches (within 1 dBA) or exceeds the NAC. A substantial increase in traffic noise level occurs when the predicted 20-year level is at least 15 dBA higher than the existing. In either case, audible impacts to this property are not expected.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...”

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the historic resource will not change as a result of this project.

Farm at 140 Watson Road SE (Lochmueller #7) – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter the property in a manner that would diminish its historic integrity or its eligibility for listing in the NRHP.

Per 800.5(a)2(i), the undertaking will result in the “Physical destruction of or damage to all or part of the property.” The project will encroach upon the NRHP boundary for the property. A 164-foot segment of the existing drive will be acquired within the proposed permanent ROW and the road will be constructed within that section of the property.

Per 36 CFR 800.5(a)2(ii), the undertaking will not cause “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.” The paved road at the south end of the property (Watson Road) will be wider following the road reconstruction and the realignment shifts the proposed roadway approximately 57 feet closer to the structures on the property than the existing Watson Road alignment. Though the road will encroach upon the historic property boundary, the contributing structures associated with this historic property will not be impacted by the project due to their distance (approximately 600 feet north of the proposed road) from the proposed undertaking. The acquisition of the additional permanent ROW (0.11 acre) within the recommended NRHP boundary and related construction will not adversely alter the setting within the property.

Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the “Removal of the property from its historic location.” The project will not remove the property from its historic location.

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in a “Change of the character of the property’s use or of physical features within the property setting that contribute to its historic significance.” A portion of the drive will be acquired for this undertaking, but that area does not include any physical features that contribute to the property’s historic significance.

Per 36 CFR 800.5(a)2(v), the undertaking will not cause the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” Generally, what is visible from the historic property will remain the same, but 57 feet closer to the structures on the historic property within the NRHP boundary following the completion of the undertaking. A noise analysis was completed for

this project, but no receptors were placed at this property due to its distance from the proposed road (more than 500 feet). At this distance, any receptor would have fallen outside the 500-foot noise study area, which coincides with the general reliability limits of FHWA's Traffic Noise Model (TNM) program. Therefore, it is anticipated that no audible impacts are expected to occur at this location.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the "Neglect of a property which causes its deterioration..."

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the "Transfer, lease, or sale of property out of Federal ownership or control..." Ownership of the historic resource will not change as a result of this project.

Farm at 2275 Melview Road (Lochmueller #10) – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter the property in a manner that would diminish its historic integrity or its eligibility for listing in the NRHP.

Per 800.5(a)(2)(i), the undertaking will result in the "Physical destruction of or damage to all or part of the property." The project will encroach upon the NRHP boundary for the property. An 83-foot segment of the existing drive will be acquired within the boundary, and the new road will be constructed within that section of the property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will not cause "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and/or other applicable guidelines." The paved road at the north end of the property (Melview Road) will be wider following the road reconstruction and the realignment shifts the proposed roadway approximately 4 feet closer to the structures on the property than the existing Melview Road alignment. Though the road will encroach upon the historic property boundary, the contributing structures associated with this historic property will not be impacted by the project due to their distance (710 feet south of existing Melview Road) from the proposed undertaking. The acquisition of additional permanent ROW (0.07 acre) within the recommended NRHP boundary and related construction will not adversely alter the setting within the property.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the "Removal of the property from its historic location." The project will not remove the property from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a "Change of the character of the property's use or of physical features within the property setting that contribute to its historic significance." A portion of the drive will be acquired for this undertaking, but that area does not include any physical features that contribute to its historic significance.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not cause the "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." Generally, what is visible from the historic property will remain the same, but 83 feet closer to the historic property boundary following the completion of the undertaking. A noise analysis was completed for this project, but no receptors were placed at this property due to its distance from the proposed road (more than 500 feet). At this distance, any receptor would have fallen outside the 500-foot noise study area, which coincides with the general reliability limits of FHWA's Traffic Noise Model (TNM) program. Therefore, it is anticipated that no audible impacts are expected to occur at this location.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the "Neglect of a property which causes its deterioration..."

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the historic resource will not change as a result of this project.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

As noted above, early coordination was initiated on July 6, 2021. All consulting parties received the early coordination materials via email and in addition, the SHPO was mailed a hard copy of the materials. The complete list of those who agreed to be consulting parties throughout the 106 process is shown in bold below and in Appendix C, page 1.

- **State Historic Preservation Officer (automatic consulting party)**
- Harrison County Commissioners
- Harrison County Historian
- Harrison County Historical Society
- Harrison County Discovery Center
- Harrison County Highway Engineer
- Indiana Landmarks – Southern Regional Office
- River Hills Economic Development District
- **Amanda Uhl**
- Delaware Tribe of Indians, Oklahoma
- **Eastern Shawnee Tribe of Oklahoma**
- **Miami Tribe of Oklahoma**
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- United Keetoowah Band of Cherokee Indians

The following is a summary of the comments of the consulting parties following the distribution of the early coordination materials and HPSR (July 2021 through December 2022). These comments have been previously presented in detail above in “Section 2. Efforts to Identify Historic Properties” and the correspondence may be viewed in Appendix D, pages 1-35:

- July 15, 2021: A letter from SHPO stated that they were unaware of any additional consulting parties that should be invited to participate in the Section 106 process but that if ROW is to be taken from the historic properties their owners should be invited as soon as possible.
- September 3, 2021: A letter from the Eastern Shawnee Tribe of Oklahoma responded to the early coordination letter accepting consulting party status.
- October 13, 2021: An email from a non-Consulting Party received during the NEPA process stating the location of Morgan’s Raiders encampment was potentially within the project area.
- March 10, 2022: An HPR (Blad, March 10, 2022) was sent to consulting parties for their review.
- March 16 – April 4, 2022: Emails between Amanda Uhl and Lochmueller Group responding to her questions about the project and her property.
- March 21, 2022: A letter from the Eastern Shawnee Tribe of Oklahoma stating the project will not adversely impact sites known to the tribe.
- April 6, 2022: A letter from SHPO concurring with the recommendations therein plus an opinion that all NRHP-eligible properties are also eligible under Criterion A as well as C.

- December 9, 2022: A Phase 1a Archaeological Reconnaissance Report (Curran, December 6, 2022) was sent to consulting parties for their review.
- December 20, 2022: A letter from SHPO concurring with the recommendations within the Phase 1a.
- February 1, 2023: Tribal consulting parties were notified that the Phase 1a Archaeological Reconnaissance Report (Curran, December 6, 2022) was available for their review.
- February 14, 2023: A letter from the Maimi Tribe of Oklahoma accepting consulting party status and offering no objection to the undertaking.
- March 2, 2023: A letter from the Eastern Shawnee Tribe of Oklahoma stating the project will not adversely impact sites known to the tribe.

On April 14, 2023, an effects report recommending a finding of “No Adverse Effect” was uploaded to IN SCOPE and an email was sent to consulting parties notifying them of the report. A hard copy of the report was mailed to SHPO. Please see Appendix D, page 36-42 for a copy of the correspondence and Appendix E page 8-11 for a summary of the effects report.

On May 8, 2023, the SHPO staff responded to the effects report. The letter clarified SHPO’s statement from their previous correspondence stating the properties at 8625 SR 135 and 2275 Melview Road, “may also be eligible under Criterion A for Agriculture for the reasons given within the letter, not for their association with early settlement patterns in their respective townships as stated within the effects report.” In addition, the letter stated that, “... overall, we agree with the conclusions of the effects report will not adversely affect these historic properties.” Please see Appendix D, page 43-44 for a copy of the correspondence.

No other consulting party comments were received. No consulting parties expressed an interest in participating in a consulting party meeting.

A public notice will be published in the *Corydon Democrat* newspaper seeking the views of the public regarding the effects of the proposed project on the historic elements within the APE. Comments from the public will be accepted for 30 days following the publication of the notice. If any substantive comments are received during this period, this document will be revised to include them.

APPENDICES

A – Maps

B – General Photographs

C – Consulting Parties List

D – Consulting Parties Correspondence

E – Historic Property Report Summary/Phase 1a Archaeological Report Summaries

F – Grade Plans



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: mcoon@indot.in.gov

June 9, 2023

Matt Coon, Tribal Liaison
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204

Re: Des. No.2001154, New Roadway Alignment, Harrison County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon:

Aya, kweehsitoolaani– I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No.2001154, New Roadway Alignment in Harrison County, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter

Diane Hunter
Tribal Historic Preservation Officer



EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70500 East 128 Road, Wyandotte, OK 74370

June 9, 2023

INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: Des No. 2001154, Harrison County, Indiana

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Harrison County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

A handwritten signature in blue ink that reads "Paul Barton". The signature is written in a cursive style with a long, sweeping underline.

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
THPO@estoo.net



June 15, 2023

Hannah Blad
Historian/Section 106 Specialist
Lochmueller Group
112 W. Jefferson Blvd., Suite 500
South Bend, IN 46601

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

Re: Addendum phase Ia archeological reconnaissance report (Curran, 5/16/2023) and Indiana Department of Transportation’s finding of “no adverse effect” on behalf of the Federal Highway Administration for the SR 11 New Roadway alignment project from SR135/Watson Road to SR11/SR 37/Melview Road intersection (Des. No. 2001154; DHPA No. 27742)

Dear Ms. Blad:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your May 24, 2023, submission, which enclosed the addendum phase Ia archaeological report, and INDOT’s finding and supporting documentation, received by our office the same day for this project in Boone and Heth Townships, Harrison County, Indiana.

As previously stated, for the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPR that the farms at 8265 SR 135, 140 Watson Road SE, and 2275 Melview Road are all eligible for inclusion in the National Register of Historic Places (“NRHP”). We agree that there are no other historic properties listed or eligible for inclusion in the NRHP within the project’s APE. Additionally, we agree that these properties will not be adversely affected by the proposed undertaking.

As previously stated, regarding the archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Curran 2022), that sites 12Hr866 and 12Hr867 do not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary. The portions of sites 12Hr583, 12Hr864, and 12Hr865 within the proposed project area do not appear to contain significant, intact archaeological deposits. No further archaeological investigations are necessary provided that the remainder of sites 12Hr583, 12Hr864, and 12Hr865 outside of the proposed project area are avoided. Regarding concerns of an encampment of a Morgan’s Raiders party in the project area, no evidence was found by the archaeological survey (Curran 2022). Regarding the addendum archaeological reconnaissance survey report (Curran, 5/16/2023), we concur with the opinion of the archaeologist that sites 12Hr873 and 12Hr874 do not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary. The reinvestigated portions of sites 12Hr583, 12Hr584, 12Hr864 and 12Hr865 within the proposed project area

do not appear to contain significant, intact archaeological deposits. No further archaeological investigations are necessary provided that the remainder of sites 12Hr583, 12Hr584, 12Hr864 and 12Hr865 outside of the proposed project area are avoided. Thank you for submitting the site forms in SHAARD for the above revered archaeological sites.

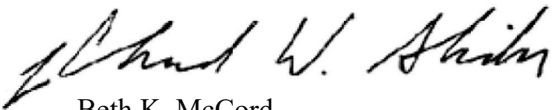
Accordingly, we concur with INDOT's May 24, 2023, Section 106 finding of "No Adverse Effect" on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Melody Pope, and the structures reviewer is Caitlin Lehman. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 11 new roadway project in Harrison County (Des. No. 2001154), please refer to DHPA No. 27742.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:CML:MKP:mkp

emc: Patrick Carpenter, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Hannah Blad, Lochmueller Group
Gary Quigg, Lochmueller Group
Chad Costa, Lochmueller Group
Andrew Martin, Cultural Resources Analysts, Inc.
Amanda Uhl, Property Owner
Erin Wise, Harrison County Plan Commission & Land Conservation Program
Melody Pope, DNR-DHPA
Caitlin Lehman, DNR-DHPA

Payton Parke
Lochmueller Group - Evansville
6200 Vogel Rd.
Evansville, IN 47715

Corydon Democrat
FIN 61-0301090
Corydon, IN

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall
total more than four solid lines of the type in which the body of the
advertisement is set) -- number of equivalent lines

Head -- number of lines

Body -- number of lines

Tail -- number of lines

Total number of lines in notice

291.96

COMPUTATION OF CHARGES

291.96 at

0.7297

cents per line

Additional charges for notices containing rule or tabular work (50 per cent
of above amount)

Charge for extra proofs of publication (\$1.00 for each proof in excess
of two)

TOTAL AMOUNT OF CLAIM

\$ 213.04

\$ 106.78

\$ 319.82

DATA FOR COMPUTING COST

Width of single column in 9 picas

8 point column
type size 7.5

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is
just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same
has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size,
which was duly published in said paper 1 times. The dates of publication being as follows:

August 16, 2023

August 23, 2023

Ad# 70745881

Additionally, the statement checked below is true and correct:

- Newspaper does not have a Web site.
- Newspaper has a Web site and this public notice was posted on the same day as it was published in
the newspaper.
- Newspaper has a Web site, but due to technical problem or error, public notice was posted on
Newspaper has a Web site but refuses to post the public notice.

Date: August 27, 2023

Keisma Hickey
Title: Accounting Clerk

Leona A Hendrix
Leona A. Hendrix
My Commission expires the 10th day of October 2024.

ATTACH COPY
OF ADVERTISEMENT
HERE

Notary Public State of Kentucky



LEGAL

LEGAL NOTICE OF PUBLIC HEARING Proposed SR 11 Roadway Project in Harrison County

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As proposed, the project involves the construction of Refined Preferred Alternative 3 which begins at the intersection of SR 135 and Watson Road, following along Watson Road for 2.25 miles to Union Chapel Road. The alternative will then follow along Union Chapel Road for 0.6 mile before turning east on new terrain for 0.2 mile to provide access to the proposed new 0.2 mile bridge crossing of Buck Creek. After crossing Buck Creek, the Refined Preferred Alternative remains on new terrain alignment for 0.2 mile until it connects to an existing farm access road on the east side of Buck Creek where it follows the farm access road (gravel lane) for 0.75 mile to Melview Road. At Melview Road, the Refined Preferred Alternative follows along Melview Road for 0.9 mile to the eastern terminus where it connects to SR 11. Approximately 4.5 miles of the Refined Preferred Alternative will utilize existing roadway facilities (including 0.75 mile of gravel lane) and 0.5 mile will be constructed on new terrain. The total length of the project is approximately 5.1 miles. The preferred SR 11 roadway will be constructed as a two-lane Major Collector with 12 feet wide travel lanes with 6 feet wide shoulders. Additionally, the project includes a new bridge crossing over Buck Creek and several other smaller structures to convey roadside drainage and streams beneath the proposed roadway. The proposed roadway will have a design speed of 55 miles per hour and a posted speed limit of 45 miles per hour.

The Maintenance of Traffic (MOT) plan for the project is anticipated to be completed in six phases and requires road closures with detours. The length of detours depends on the phase of construction but varies from a minimum of 1.2 miles to a maximum of 15 miles. Specific MOT details will be presented during the public hearing. Access to all properties will be maintained during construction. INDOT will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible. The project will require approximately 132.75 acres of permanent new right-of-way, in addition to approximately 0.90 acre of temporary right-of-way needed during construction. Two residential relocations will be required for the project. Approximately 0.02 acre of wetland will be impacted as a result of this project. Construction is expected to begin in August/September 2025. The estimated construction cost is approximately \$55.62 million.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration (FHWA) have agreed that an Environmental Assessment (EA) will be prepared to determine the appropriate environmental document. The environmental documentation and preliminary design information is available to view prior at the following locations:

1. Harrison County Public Library – Corydon, 105 North Capital Avenue, Corydon, IN 47112
2. Harrison County Public Library – Elizabeth (Community Center), 5101 Main Street, Suite 109, Elizabeth, IN 47117
3. INDOT Seymour District Office, 185 Agric Lane, Seymour, IN 47274; 855-INDOT4U (463-6848)
4. INDOT Seymour District Website:
<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymour-district/s.r.-11-extension-project-in-harrison-county/>
5. SR 11 Project Website:
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Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Nicole Minton, Lochmuller Group, Inc., 6200 Vogel Road, Evansville, IN 47715 or by email at Nicole.Minton@lochgroup.com. **INDOT respectfully requests comments be submitted by Friday, September 15, 2023.**

In accordance with Section 106 of the National Historic Preservation Act, the views of the public are also being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(a) and 800.6(a)(4). Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the Farm at 5265 SR 135, the Farm at 140 Watson Road SE, and the Farm at 2275 Melview Road. The proposed action impacts properties listed in or eligible for the NRHP. INDOT, on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection at the locations listed above. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <https://ems12c.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Comments on the Section 106 finding will be accepted through Friday, September 15, 2023.

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Nicole Minton, Lochmuller Group, Inc. at 812-759-4179 or at Nicole.Minton@lochgroup.com.

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

hspaxlp

Attachment 3

Public Hearing Materials:

**Legal Notice of Public Hearing;
Publisher's Claim;
Legal Notice Distribution List;
Press Release and INDOT News Release;
Public Hearing Email to Project Mailing List;
CAC Invitation Letter, Distribution List, Public Hearing Flyer,
and CAC Sign-in Sheet;
Hearing Sign In Sheets;
Presentation Slides from the Public Hearing;
Public Hearing Handout;
Public Hearing Comment Sheet;
Summary of Comments Received with Responses; and
Public Comments Received**



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Payton Parke
Lochmueller Group - Evansville
6200 Vogel Rd.
Evansville, IN 47715

Corydon Democrat
FIN 61-0301090
Corydon, IN

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines	.....	.....
Head -- number of lines	.....	.....
Body -- number of lines	.....	.....
Tail -- number of lines	.....	.....
Total number of lines in notice	.....	291.96

COMPUTATION OF CHARGES

291.96 at	0.7297		
cents per line	.....	\$	213.04
Additional charges for notices containing rule or tabular work (50 per cent of above amount)	.....	\$	106.78
Charge for extra proofs of publication (\$1.00 for each proof in excess of two)	.....	\$
TOTAL AMOUNT OF CLAIM	.....	\$	319.82

DATA FOR COMPUTING COST

Width of single column in 9 picas	8 point column type size 7.5
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Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times. The dates of publication being as follows:

August 16, 2023
August 23, 2023 Ad# 70745881

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Date: August 27, 2023

Keisma Hickey
Title: Accounting Clerk

Leona A. Hendrix
Leona A. Hendrix
My Commission expires the 10th day of October 2024.

ATTACH COPY OF ADVERTISEMENT HERE Notary Public State of Kentucky



LEGAL

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hspaxlp

Des 2001154 - Legal Notice Distribution List

Method	Group	Organization	Name	Title	City	State	Zip Code
email	CP - Tribe	Eastern Shawnee Tribe of Oklahoma					
email	CP - Tribe	Miami Tribe of Oklahoma					
email	CPs	INDOT CRO	Matt Coon				
email	CPs	INDOT CRO	Susan Branigin				
USPS	CPs	SHPO	Melody Pope & Caitlin Lehman	Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology	Indianapolis	IN	46204
USPS	CPs	Harrison County Commissioners		Harrison County Commissioners	Corydon	IN	47112
USPS	CPs	Harrison County Historian	Daniel L. Bays	Harrison County Historian	Corydon	IN	47112
USPS	CPs	Historical Society of Harrison County		Historical Society of Harrison County	Corydon	IN	47112
USPS	CPs	Harrison County Discovery Center		Harrison County Discovery Center	Corydon	IN	47112
USPS	CPs	Harrison County Highway Engineer		Harrison County Highway Engineer	Corydon	IN	47112
USPS	CPs	Indiana Landmarks - Southern Regional Office	Greg Sekula	Indiana Landmarks - Southern Regional Office	New Albany	IN	47150
USPS	CPs	River Hills Economic Development District		River Hills Economic Development District	Jeffersonville	IN	47130
USPS	CPs	Property Owner	Amanda Uhl		Corydon	IN	47112
email	ECL	FHWA Indiana	Erica Tait				
email	ECL	IDNR-DFW	Christie Stanifer				
		Midwest Regional Office					
email	ECL	National Park Service	Environmental Coordinator				
email	ECL	IDEM Groundwater Section	Alisha Turnbow				
		Chicago Regional Office					
email	ECL	US Department of Housing & Urban Development	Erik Sandstedt				
email	ECL	Natural Resources Conservation Service	John Allen				
email	ECL	USEPA, Region 5					
email	ECL	USACE	Deborah Synder				
email	ECL	The Nature Conservancy					
		Indiana Department of Natural Resources					
email	ECL	Division of Oil and Gas	Brian Royer				
email	ECL	IDEM - Wetlands and Stormwater Programs					
email	ECL	USFWS	Robin McWilliams				
USPS	ECL	Indiana Geological & Water Survey (IGWS)		Indiana Geological & Water Survey (IGWS)	Bloomington	IN	47405
USPS	ECL	Harrison County Commissioners		Harrison County Commissioners	Corydon	IN	47112
USPS	ECL	Harrison County Surveyor	Harold Klintstiver	Harrison County Surveyor	Corydon	IN	47112
USPS	ECL	Highway Superintendent	Glen Bube	Highway Superintendent	Corydon	IN	47112
USPS	ECL	Harrison County Council		Harrison County Council	Corydon	IN	47112
USPS	ECL	Harrison County Sheriff	Nick Smith	Harrison County Sheriff	Corydon	IN	47112
USPS	ECL	EMA Director	Greg Reas	EMA Director	Corydon	IN	47112
USPS	ECL	Floodplain Administrator	Eric Wise	Floodplain Administrator	Corydon	IN	47112
USPS	ECL	South Harrison Community School Corporation	Brad DeVore	Transportation Coordinator	Corydon	IN	47112
USPS	ECL	Heth Township Fire Department		Heth Township Fire Department	Corydon	IN	47112
USPS	ECL	Boone Township Volunteer Fire Department		Boone Township Volunteer Fire Department	Laconia	IN	47135
email	FHWA	FHWA Indiana	Patrick Carpenter				
email	FHWA	FHWA Indiana	Kari Carmany-George				
USPS	Legislators		Senator Gary Byrne	Senate District 47	Indianapolis	IN	46204
USPS	Legislators		Rep. Karen Engleman	House District 70	Indianapolis	IN	46204
USPS	Legislators		Rep. Erin Houchin	House District 9	Jeffersonville	IN	47130
USPS	Legislators		Senator Todd Young		Indianapolis	IN	46204
USPS	Legislators		Senator Mike Braun		Indianapolis	IN	46204

Des 2001154 - Legal Notice Distribution List

Method	Group	Organization	Name	Title	City	State	Zip Code
USPS	Mailing List / Property Owner		Amy E. Larson		Brandenburg	KY	40108
USPS	Mailing List / Property Owner		Angela Schmelz & Christopher Schmelz		Laconia	IN	47135
USPS	Mailing List / Property Owner		Bernard E. Schenck Jr. & Mary Ann Schenck		Corydon	IN	47112
USPS	Mailing List / Property Owner		Betty Ann Judd; Dennis R. Wiseman; Peggy S. Webb		Corydon	IN	47112
USPS	Mailing List / Property Owner		Breitburn Operating L.P.		Rowlett	TX	75088
USPS	Mailing List / Property Owner		Caf Land LLC		Louisville	KY	40207
USPS	Mailing List / Property Owner		Mark Snyder		Laconia	IN	47135
USPS	Mailing List / Property Owner		Cynthia R. Jones		Lanesville	IN	47136
USPS	Mailing List / Property Owner		David O. Thornton		Corydon	IN	47112
USPS	Mailing List / Property Owner		James and Jill Greene		Laconia	IN	47135
USPS	Mailing List / Property Owner		Dennis R. Wiseman & Joyce Wiseman		Corydon	IN	47112
USPS	Mailing List / Property Owner		Floyd A. Shewmaker & Nancy Shewmaker		Corydon	IN	47112
USPS	Mailing List / Property Owner		Jill Byerley (Garmon-Byerley Farms LLC)		Georgetown	IN	47122
USPS	Mailing List / Property Owner		Kevin Hanson (Hanson & Son Agriculture LLC-S)		Laconia	IN	47135
USPS	Mailing List / Property Owner		Paul Hauswald (Hauswald Partners LLC)		Corydon	IN	47112
USPS	Mailing List / Property Owner		Jim & Karen Brewer		Corydon	IN	47112
USPS	Mailing List / Property Owner		Rick Withers		Lanesville	IN	47136
USPS	Mailing List / Property Owner		James L. Miller & Sherry L. Miller		Mauckport	IN	47142
USPS	Mailing List / Property Owner		Jeffrey & Diane Wycough		Corydon	IN	47112
USPS	Mailing List / Property Owner		Martin, Bruce K. & Donna S & Adrienne E Gatrost		Corydon	IN	47112
USPS	Mailing List / Property Owner		Jerry Knear & Gerry Knear		Clarksville	IN	47129
USPS	Mailing List / Property Owner		Jerry L. Crosier & Terry E. Crosier		Laconia	IN	47135
USPS	Mailing List / Property Owner		John J. Huber		Louisville	KY	40207
USPS	Mailing List / Property Owner		John Wesley Hardin & Christina Diane Hardin		Corydon	IN	47112
USPS	Mailing List / Property Owner		Jonathan C. Neal & Jessica Joyal		Laconia	IN	47135
USPS	Mailing List / Property Owner		Jonathan D. Coyle & Michele L. Coyle		Corydon	IN	47112
USPS	Mailing List / Property Owner		Just Investments LLC		Corydon	IN	47112

Des 2001154 - Legal Notice Distribution List

Method	Group	Organization	Name	Title	City	State	Zip Code
USPS	Mailing List / Property Owner		Kayla N. Fible		Central	IN	47110
USPS	Mailing List / Property Owner		Kenneth C. Logsdon		Elizabeth	IN	47117
USPS	Mailing List / Property Owner		Living Springs LLC; To the attention of Wanda Toler		Rockport	IN	47635
USPS	Mailing List / Property Owner		Paul K. Luntzel & Judy Luntzel		Corydon	IN	47112
USPS	Mailing List / Property Owner		Ralph E. & Cora Jane Frakes C/o Amanda Uhl		Corydon	IN	47112
USPS	Mailing List / Property Owner		Ronald Ray Faith & Phyllis L. Faith		Mauckport	IN	47142
USPS	Mailing List / Property Owner		Rebecca Crecelius		Corydon	IN	47112
USPS	Mailing List / Property Owner		Stanley A. Kingsley & Judith A. Kingsley		Corydon	IN	47112
USPS	Mailing List / Property Owner		Terry Striha & Laurie Striha		Corydon	IN	47112
USPS	Mailing List / Property Owner		Logan and Leighann Thomas		Corydon	IN	47112
USPS	Mailing List / Property Owner		Thomas E. Mullins & Myra A. Mullins		Corydon	IN	47112
USPS	Mailing List / Property Owner		Vickie S. Barr & Daniel W. Barr		Corydon	IN	47112
USPS	Mailing List / Property Owner		Weldon E. Danner & Judith E. Danner		Corydon	IN	47112
USPS	Mailing List / Property Owner		Matthew B. Powell		Corydon	IN	47112
USPS	Mailing List / Property Owner		The Samuel Smith Lamar Irrevocable Living Trust		Laconia	IN	47135
USPS	Mailing List / Property Owner		Shirley A. Faith		Laconia	IN	47135
USPS	Mailing List / Property Owner		HANSON & SON AGRICULTURE LLC-S C/O KEVIN HANSON		SEVIERVILLE	TN	37879
USPS	Mailing List / Property Owner		TRI-CENTRAL LEASING INC.		MAUCKPORT	IN	47142
USPS	Mailing List / Property Owner		MARK W. SNYDER		LACONIA	IN	47135
USPS	Mailing List / Property Owner		MIRANDA SCHWARTZ		CORYDON	IN	47112
USPS	Mailing List / Property Owner		RICHARD H. & DOROTHY FAITH		LACONIA	IN	47135
USPS	Mailing List / Property Owner		JASON T. & ELLEN L. LOGSDON		ELIZABETH	IN	47117
USPS	Mailing List / Property Owner		KENNETH C. LOGSDON		ELIZABETH	IN	47117
USPS	Mailing List / Property Owner		JUST INVESTMENTS LLC		CORYDON	IN	47112
USPS	Mailing List / Property Owner		HOLLY C. KINGSLEY		MAUCKPORT	IN	47142
USPS	Mailing List / Property Owner		BECKY J. WELSH		MILTON	FL	32583
USPS	Mailing List / Property Owner		MICHAEL DALE & CORTNEY SHEWMAKER		LOUISVILLE	KY	40291

Des 2001154 - Legal Notice Distribution List

Method	Group	Organization	Name	Title	City	State	Zip Code
USPS	Mailing List / Property Owner		BRUCE H. JR. & LYNETTA F. TODD		CENTRAL	IN	47110
USPS	Mailing List / Property Owner		THE EMMETT WILLIAMS TRUST		CORYDON	IN	47112
USPS	Mailing List / Property Owner		DONALD LLOYD & CAROL SUE BRISON		MAUCKPORT	IN	47142
USPS	Mailing List / Property Owner		HUNTER ALAN DUNAWAY		MAUCKPORT	IN	47142
USPS	Mailing List / Property Owner		GARY SCHILMILLER		MAUCKPORT	IN	47142
USPS	Mailing List / Property Owner		JOYCE M. PHILPOTT & TAMMY L. BICKEL		LACONIA	IN	47135
USPS	Mailing List / Property Owner		LARRY & LA VONNIA KAY HANKA		MAUCKPORT	IN	47142
USPS	Mailing List / Property Owner		JEREMY J. WILLIS		CORYDON	IN	47112
USPS	Mailing List / Property Owner		DIANNE FRAKES		LACONIA	IN	47135
USPS	Mailing List / Property Owner		DAVID G. HISEY		MAUCKPORT	IN	47142



STATE ROAD 11

August 16, 2023

INDOT to host public hearing for S.R. 11 Extension Project in Harrison County

*Study recommends preferred alternative, public encouraged to comment on project path
(Des #2001154)*

HARRISON COUNTY, Ind.— In partnership with Lochmueller Group, the Indiana Department of Transportation will hold a public hearing for the proposed State Road 11 Extension Project; a road construction project that provides an improved connection between S.R. 11 and S.R. 135 in Harrison County.

The hearing will provide an opportunity for the public to interact with the project team, receive the latest updates for the project, and provide official public comment on the preferred alternative.

The public hearing will take place at the following location:

South Harrison Community Center - Gymnasium
5101 Main Street, Elizabeth, IN 47117

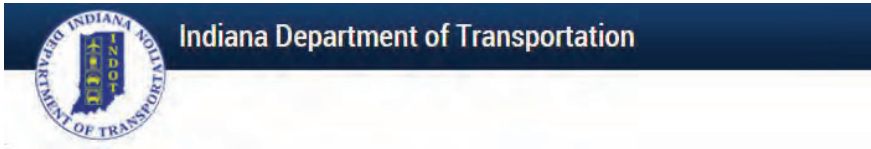
Doors will open at 5:30 p.m. to allow the public to view displays and talk with project personnel prior to a presentation that will begin at 6 p.m. Following the presentation, a public comment session will be held.

The purpose of the project is to improve safety and provide an improved connection between S.R. 135 and S.R. 11 in Harrison County. As proposed, the project involves the construction of Refined Preferred Alternative 3, which begins at the intersection of S.R. 135 and Watson Rd., following Watson Rd. for 2.25 miles to Union Chapel Rd. The alternative then follows Union Chapel Rd. for 0.6 mile before turning east on new terrain to cross Buck Creek. After crossing Buck Creek, the alternative remains on new terrain until it meets an existing access road and continues to Melview Rd., where it continues to S.R. 11.

Current plans would construct the new roadway as a two-lane road with 12-foot travel lanes and six-foot shoulders and includes a new bridge crossing over Buck Creek. The project is anticipated to be constructed in six phases with various road closures and detours. Construction is expected to begin in late summer/early fall of 2025. Estimated construction cost is approximately \$55.62 million.

There are several ways to follow project progress, ask questions and offer feedback.

- Provide official public comment before, during or after the public hearing (comment period ends Friday, September 15, 2023)
 - In-person at the public hearing on Thursday, August 31 (written or verbal)
 - By email: nicole.minton@lochgroup.com
 - By mail: Lochmueller Group Inc. Attn: Nicole Minton, 6200 Vogel Rd., Evansville, IN 47715
- Find project information online at sr11extension.com
- Email questions to INDOT4U at indot4u.com or by calling 855-463-6848



Subscribe to updates from Indiana Department of Transportation

Email Address e.g. name@example.com
Subscribe

INDOT to host public hearing for S.R. 11 Extension Project in Harrison County

Share Bulletin

Indiana Department of Transportation sent this bulletin at 08/17/2023 09:00 AM EDT



Having trouble viewing this email? View it as a Web page.



August 17, 2023

INDOT to host public hearing for S.R. 11 Extension Project in Harrison County

Public invited to provide feedback on preferred alternative at South Harrison Community Center (Des #2001154)

HARRISON COUNTY, Ind.— In partnership with Lochmueller Group, the Indiana Department of Transportation will hold a public hearing on Thursday, August 31, for the proposed State Road 11 Extension Project; a road construction project that provides an improved connection between S.R. 135 and S.R. 11 in Harrison County.

The hearing will take place at the South Harrison Community Center (5101 Main St., Elizabeth, IN) and will be an opportunity for the public to interact with the project team, receive the latest updates for the project, and provide official public comment on the preferred alternative. Doors will open at 5:30 p.m. to allow the public time to view displays and talk with project personnel prior to a presentation that will begin at 6 p.m. Following the presentation, a public comment session will be held.

The purpose of the project is to improve safety and provide an improved connection between S.R. 135 and S.R. 11 in Harrison County. As proposed, the project involves the construction of Refined Preferred Alternative 3, which begins at the intersection of S.R. 135 and Watson Rd., following Watson Rd. for 2.25 miles to Union Chapel Rd. The alternative then follows Union Chapel Rd. for 0.6 mile before turning east on new terrain to cross Buck Creek. After crossing Buck Creek, the alternative remains on new terrain until it meets an existing access road and continues to Melview Rd., where it continues to S.R. 11.

Current plans would construct the new roadway as a two-lane road with 12-foot travel lanes and six-foot shoulders, and includes a new bridge crossing over Buck Creek. The project is anticipated to be constructed in six phases with various road closures and detours. Construction is expected to begin in late summer/early fall of 2025. Estimated construction cost is approximately \$55.62 million.

There are several ways to follow project progress, ask questions and offer feedback.

- Provide official public comment before, during or after the public hearing (comment period ends Friday, September 15, 2023)
- In-person at the public hearing on Thursday, August 31 (written or verbal)
- By email: nicole.minton@lochgroup.com
- By mail: Lochmueller Group Inc. Attn: Nicole Minton, 6200 Vogel Rd., Evansville, IN 47715
• Find project information online at sr11extension.com
• Ask questions via INDOT4U at indot4u.com or by calling 855-463-6848

Stay Informed

Motorists in Southeast Indiana can monitor road closures, road conditions, and traffic alerts any time via:

- Facebook: facebook.com/INDOTSoutheast
- Twitter: [@INDOTSoutheast](https://twitter.com/INDOTSoutheast)
- TrafficWise: 511in.org
- Mobile App: [iTunes App Store](https://itunes.apple.com) and the [Google Play store for Android](https://play.google.com/store/apps/details?id=com.indot)

About the Indiana Department of Transportation

INDOT continues to solidify the Hoosier State as the Crossroads of America through delivery of Gov. Eric J. Holcomb's \$60 billion Next Level Roads plan. With six district offices and 3,500 employees, the agency is charged with constructing and maintaining more than 29,000 lane miles of highways, more than 5,700 bridges, and supporting 4,500 rail miles and 127 aviation facilities across the state. For the seventh consecutive year, Indiana has placed within the top five in the nation for infrastructure in CNBC's "America's Top States for Business" rankings. Learn more about INDOT at [in.gov/indot](https://www.in.gov/indot).

Customer Service

1-855-463-6848
www.indot4u.com

Media Contact

Natalie Garrett
812-525-0571
nagarrett@indot.in.gov



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From: Nicole Minton
Sent: Friday, August 25, 2023 10:05 AM
To: Nicole Minton
Cc: David Goffinet; Peter Putzier
Subject: Please Join Us This Thursday: SR 11 Public Hearing

Greetings,

Thank you for your interest in the SR 11 Extension Project. You are receiving this email because you asked to be added to the project's mailing list.

In partnership with Lochmueller Group, the Indiana Department of Transportation will hold a public hearing for the proposed State Road 11 Extension Project; a road construction project that provides an improved connection between S.R. 11 and S.R. 135 in Harrison County.

The hearing will provide an opportunity for the public to interact with the project team, receive the latest updates for the project, and provide official public comment on the preferred alternative.

The public hearing will take place **Thursday, August 31, 2023**, at the following location:

South Harrison Community Center - Gymnasium
5101 Main Street, Elizabeth, IN 47117

Doors will open at 5:30 p.m. to allow the public to view displays and talk with project personnel prior to a presentation that will begin at 6 p.m. Following the presentation, a public comment session will be held.

The purpose of the project is to improve safety and provide an improved connection between S.R. 135 and S.R. 11 in Harrison County. As proposed, the project involves the construction of Refined Preferred Alternative 3, which begins at the intersection of S.R. 135 and Watson Rd., following Watson Rd. for 2.25 miles to Union Chapel Rd. The alternative then follows Union Chapel Rd. for 0.6 mile before turning east on new terrain to cross Buck Creek. After crossing Buck Creek, the alternative remains on new terrain until it meets an existing access road and continues to Melview Rd., where it continues to S.R. 11.

Current plans would construct the new roadway as a two-lane road with 12-foot travel lanes and six-foot shoulders and includes a new bridge crossing over Buck Creek. The project is anticipated to be constructed in six phases with various road closures and detours.

Construction is expected to begin in late summer/early fall of 2025. Estimated construction cost is approximately \$55.62 million.

There are several ways to follow project progress, ask questions and offer feedback.

- Provide official public comment before, during or after the public hearing (comment period ends Friday, September 15, 2023)
 - In-person at the public hearing on Thursday, August 31 (written or verbal)
 - By email: nicole.minton@lochgroup.com
 - By mail: Lochmueller Group Inc. Attn: Nicole Minton, 6200 Vogel Rd., Evansville, IN 47715
- Find project information online at sr11extension.com
- Email questions to INDOT4U at indot4u.com or by calling 855-463-6848

We look forward to sharing details of this milestone with you at the hearing.

Sincerely,


Nicole




 **Web:** <http://lochgroup.com>
  

Nicole Minton

Public Outreach Manager

 **Lochmueller Group**
6200 Vogel Road, Evansville, IN 47715

 **Email:** Nicole.Minton@lochgroup.com

Direct: 812.759.4179
 **Mobile:** 812.228.9744

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Distribution List for August 25, 2023 Email Notification of Public Hearing

Method	Group	Name	Date Emailed
email	Project Mailing List	Kathy Hensley	8/25/2023
email	Project Mailing List	Rebecca Crecelius	8/25/2023
email	Project Mailing List	Larry Day	8/25/2023
email	Project Mailing List	Michael Bailey	8/25/2023
email	Project Mailing List	Teresa Barr	8/25/2023
email	Project Mailing List	Brandon Hardin	8/25/2023
email	Project Mailing List	James & Jill Green	8/25/2023
email	Project Mailing List	Eric West	8/25/2023
email	Project Mailing List	Heather Seacat	8/25/2023
email	Project Mailing List	Kaitlyn Clay	8/25/2023
email	Project Mailing List	Darrell Voelker	8/25/2023
email	Project Mailing List	Christina Hess	8/25/2023
email	Project Mailing List	Kayla Bradshaw	8/25/2023
email	Project Mailing List	Josh Bradshaw	8/25/2023
email	Project Mailing List	Garry Knear	8/25/2023
email	Project Mailing List	Terry & Jerry Crosier	8/25/2023
email	Project Mailing List	Jill Byerley	8/25/2023
email	Project Mailing List	Julia Martin	8/25/2023
email	Project Mailing List	James Crosier	8/25/2023
email	Project Mailing List	Lora Phillippe	8/25/2023
email	Project Mailing List	Janie & Charles Crawford	8/25/2023
email	Project Mailing List	Hauswald Farms	8/25/2023
email	Project Mailing List	Jerry Knear	8/25/2023
email	Project Mailing List	Nelson & Rena Stepro	8/25/2023
email	Project Mailing List	Travis Marking	8/25/2023
email	Project Mailing List	Jim Heitkemper	8/25/2023
email	Project Mailing List	Jim Withers	8/25/2023
email	Project Mailing List	Bernie Schenck	8/25/2023
email	Project Mailing List	Sally Williar/Doug Sellers	8/25/2023
email	Project Mailing List	Amanda L. Uhl	8/25/2023
email	Project Mailing List	Angela & Chris Schmelz	8/25/2023
email	Project Mailing List	Brad Wiseman	8/25/2023
email	Project Mailing List	Harold Klinstiver	8/25/2023
email	Project Mailing List	Terry Crosier	8/25/2023
email	Project Mailing List	Alyssa Newton	8/25/2023
email	Project Mailing List	Nathaniel Adams	8/25/2023
email	Project Mailing List	Susan Mills	8/25/2023
email	Project Mailing List	Darryl Hauswald	8/25/2023
email	Project Mailing List	Doug Sellers	8/25/2023
email	Project Mailing List	Floyd Shewmaker	8/25/2023
email	Project Mailing List	Kimberly Radmacher	8/25/2023
email	Project Mailing List	Michele Coyle	8/25/2023
email	Project Mailing List	Joe Withers	8/25/2023
email	Project Mailing List	Teresa Barr	8/25/2023
email	Project Mailing List	Weldon Danner	8/25/2023
email	Project Mailing List	Bruce & Donna Martin	8/25/2023
email	Project Mailing List	Pike & Pike Land Holdings	8/25/2023
email	Project Mailing List	Cynthia Jones	8/25/2023
email	Project Mailing List	Rob Shewmaker	8/25/2023
email	Project Mailing List	Howard & Christy	8/25/2023
email	Project Mailing List	John Bigland	8/25/2023

NOTE: email addresses have been omitted from this table



STATE ROAD 11

Community Advisory Committee Members,

Please join us **Monday, August 28, 2023**, for our 2nd Community Advisory Committee Meeting. At this meeting we will discuss the recommendation of a preferred alternative for the SR 11 Extension. We will have a presentation on the preferred alternative, the Maintenance of Traffic Plan, and the remaining project schedule.

The meeting will be held at the **Harrison County Government Center, Conference Room A, from 11:30 a.m. – 12:30 p.m.** If you can't join in person, please notify us so you can be sent a Teams link invitation to participate online.

The CAC meeting will provide an opportunity to answer your questions and receive your feedback in advance of the Public Hearing on August 31, 2023, at the South Harrison Community Center Gymnasium. Doors will open for the hearing at 5:30 p.m. with a presentation at 6 p.m. followed by a public comment session. We have attached a flier to this e-mail that is available for you to share with others who might be interested in attending.

Thank you for your commitment to your role as a CAC member. We look forward to seeing you on the 28th.

Sincerely,



CAC Meeting Invitation List

Stakeholder List	
Name	Description
Kevin Russel	Highway Department/Commissioner Liaison
Charlie Crawford	Harrison County Board of Commissioners - President
Donnie Hussung	Harrison County Council - President
Brad Ponsler	Indiana Farm Bureau - Regional Manager
Nick Smith	Sheriff
Greg Reas	Emergency Management Director
Mark Eastridge	South Harrison Community School Corp - Superintendent
Brad Devore	South Harrison Community School Corp - Transportation Director
Jeremy Yackle	Harrison County Convention & Visitor's Bureau
Chris Woertz	Fire Chief's Association - President
Angela Schmelz	Property Owner
Gary Roberson	Owner - Indiana Caverns (Local Cave Expert)
Darrell Voelker	Harrison County Economic Development - Director
Lisa Long	Harrison County Chamber of Commerce
Eric Wise	Harrison County Plan Commission - County Planner
Joe Squire	Harrison County Hospital - EMS Manager
Larry Day	Local Farmer
Paul Hauswald	Local Farmer
Harold Klintiver	Harrison County Surveyor
Frank Czeshin	Indiana Utilities (Local Gas Utility)
Bruce Cunningham	South Harrison Water Company (Local Water Utility) - General Manager
Justin Swarens	Harrison REMC (Local Electric Utility) - Director
Karen Gleitz	Harrison County Historical Society
Clark Hardsaw	Local Business Owner (Longbottom & Hardsaw)
Claudia Yundt	General Manager Squire Boone Caverns
Justin Swarens	Harrison County REMC
Pamela Sheley (Michael)	South Harrison County Resident
James Crosier	South Harrison County Resident
Jon Saulman	Harrison Township Fire Department Fire Chief

Phone number, email addresses, and mailing address information was omitted from this table.



STATE ROAD 11

Public Hearing

Thursday, August 31, 2023

5:30 p.m. to 7:00 p.m.

South Harrison Community Center

5101 Main Street SE

Elizabeth, IN 47117



WEBSITE:

www.sr11extension.com



EMAIL:

nicole.minton@lochgroup.com



CALL:

812-228-9744





STATE ROAD 11

MEETING	TIME	EVENT DATE	LOCATION
Community Advisory Committee #2	11:30 am - 12:30pm	08/28/2023	Harrison County Government Center

NAME	EMAIL	REPRESENTING
Eric Wiss	[REDACTED]	Harrison Co Planning
Jeremy R. McKim	[REDACTED]	Harrison County Hospital EMS
Kevin Russel	[REDACTED]	Harrison Co. (Hwy -
A. Schindler	[REDACTED]	Resident
James Croster	[REDACTED]	Property owner
Matt Rhoads	[REDACTED]	INDOT
Mark Rhiela	[REDACTED]	LG
Jeremy Kiefner	[REDACTED]	LG
Nicole Minton	[REDACTED]	LG
Nick Batta	[REDACTED]	CMT



STATE ROAD 11

Thursday, August 31, 2023 | South Harrison Community Center - Elizabeth, IN
Hearing Sign-In Sheet

Name (Write Legibly)	Public Officials Check Here	Email	Email Updates Opt In (check)
Paul, Judy Luntzel		[Redacted]	Email <input checked="" type="checkbox"/>
Jonathan & Michela Coyle			Email <input checked="" type="checkbox"/>
TRAVIS MARKING			Email <input checked="" type="checkbox"/>
Bryce L. Holton			Email <input checked="" type="checkbox"/>
Rebecca Crocchius			Email <input type="checkbox"/>
			Email <input type="checkbox"/>
			Email <input type="checkbox"/>
			Email <input type="checkbox"/>
			Email <input type="checkbox"/>
			Email <input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



STATE ROAD 11

Thursday, August 31, 2023 | South Harrison Community Center – Elizabeth, IN
Hearing Sign-In Sheet

Name (Write Legibly)	Public Officials Check Here	Email	Email Updates Opt In (check)
Ken + Nicole Logsdon		[Redacted]	Email <input type="checkbox"/>
Jim Brewer + Jessica Shickles		[Redacted]	Email <input type="checkbox"/>
Clark Ferrance		[Redacted]	Email <input checked="" type="checkbox"/>
Jeff Wycougl		[Redacted]	Email <input type="checkbox"/>
STEVE + DIANE WILSON		[Redacted]	Email <input checked="" type="checkbox"/>
Maria Troutman		[Redacted]	Email <input type="checkbox"/>
Duane Jimie		[Redacted]	Email <input checked="" type="checkbox"/>
Kumbeus Kierese		[Redacted]	Email <input checked="" type="checkbox"/>
SCOTT BYRUM		Laconia Town Board	Email <input type="checkbox"/>
JARRELL VOELKER		[Redacted]	Email <input checked="" type="checkbox"/>
Danny Stults		[Redacted]	Email <input checked="" type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



STATE ROAD 11

Thursday, August 31, 2023 | South Harrison Community Center – Elizabeth, IN
Hearing Sign-In Sheet

Name (Write Legibly)	Public Officials Check Here	Email	Email Updates Opt In (check)
DEANNA CUKYS			Email <input type="checkbox"/>
Brandon Wiseman			Email <input type="checkbox"/>
Chad Anderson			Email <input type="checkbox"/>
JERRY CROSIER			Email <input type="checkbox"/>
Kari Carmody - George			Email <input type="checkbox"/>
Juleya Faith			Email <input type="checkbox"/>
Jesse Withers			Email <input checked="" type="checkbox"/>
Doug Sellers			Email <input checked="" type="checkbox"/>
Amanda Lowery			Email <input type="checkbox"/>
Drew Passmore			Email <input type="checkbox"/>
Kayla + Josh Bredshaw			Email <input checked="" type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



STATE ROAD 11

Thursday, August 31, 2023 | South Harrison Community Center – Elizabeth, IN
Hearing Sign-In Sheet

Name (Write Legibly)	Public Officials Check Here	Email	Email Updates Opt In (check)
BJ Lillpop	✓	[REDACTED]	Email <input checked="" type="checkbox"/>
Danny Baker			Email <input type="checkbox"/>
Bill Radmacher			Email <input type="checkbox"/>
Geery Knear		[REDACTED]	Email <input checked="" type="checkbox"/>
Jerry Knear			Email <input type="checkbox"/>
James Coadis		[REDACTED]	Email <input checked="" type="checkbox"/>
Donna Martin		[REDACTED]	Email <input checked="" type="checkbox"/>
Bruce Martin			Email <input type="checkbox"/>
Adriano & Gatrost			Email <input type="checkbox"/>
Richard & Welford			Email <input type="checkbox"/>
F. Sheumaker			Email <input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



STATE ROAD 11

Thursday, August 31, 2023 | South Harrison Community Center – Elizabeth, IN
Hearing Sign-In Sheet

Name (Write Legibly)	Public Officials Check Here	Email	Email Updates Opt In (check)
LARRY LIEBERT			Email <input type="checkbox"/>
Brad Wiseman			Email <input type="checkbox"/>
			Email <input type="checkbox"/>
Ann Smith Ann Smith			Email <input type="checkbox"/>
Phyllis L. Faith			Email <input type="checkbox"/>
Amanda Uni			Email <input type="checkbox"/>
Gene Schenk			Email <input type="checkbox"/>
Weldon Danne			Email <input type="checkbox"/>
Leona Ball			Email <input type="checkbox"/>
Gene Ball			Email <input type="checkbox"/>
SALLY WILLIAR			Email <input type="checkbox"/>


PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.

SR 11 Extension Project
From the intersection of S.R. 37, S.R. 11 and Melview Road to S.R. 135

DES. 2001154

Harrison County

Indiana Department of Transportation



1

Welcome

- Purpose and Need Overview
- Proposed Project Improvements
- Environmental Process
- Anticipated Project Schedule
- Submit Written Public Comments
- View Handout and Display Materials at SR11extension.com
- A public hearing notice was mailed to known property owners in the project area.
- An announcement of this hearing was posted to INDOT's website.
- Legal notice published



2

Submit Public Comments

Ways to comment:

Public Comment Form mailed to:

Nicole Minton 6200 Vogel Rd. Evansville, IN 47715

Via e-mail : nicole.minton@lochgroup.com

Project website: sr11extension.com - Contact Us tab

All comments submitted will become part of the public record, and they will be entered into a transcript, reviewed, evaluated, and given full consideration during the decision-making process.

To be included in the project record,
**Comments are due by
September 15, 2023**



3

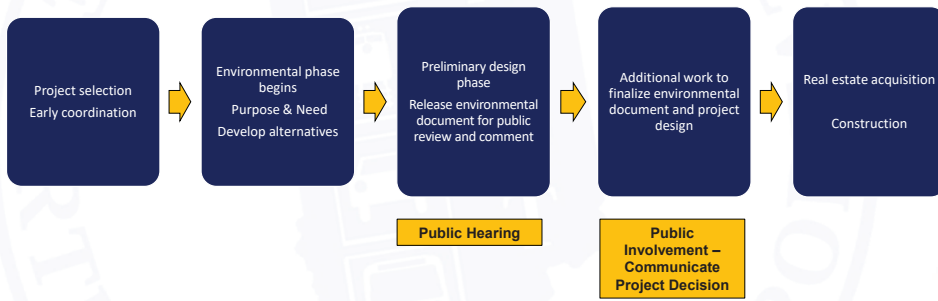
Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Harrison County and Corydon
- Elected and local officials
- Residents and citizens
- Commuters
- Businesses
- Emergency services
- Schools
- Churches
- Community organizations



4

Project Development



5

Environmental Document

National Environmental Policy Act (NEPA)

- Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
- NEPA is a decision-making process
 - Purpose and Need
 - Alternatives Screening
 - Preferred Alternative
- **Impacts are analyzed, evaluated, and described in an environmental document**
 - What are the impacts this project might have on the community?
 - How can impacts be avoided?
 - Can impacts be minimized?
 - Mitigation for impacts?
- **Environmental document released for public involvement**
 - Released prior to hearing
 - Available for review via public repositories



6

National Environmental Policy Act



7

Environmental Document

• Environmental Process

- Establish purpose and need
- Develop possible alternatives
 - The "Do Nothing" alternative is a baseline for comparison
- Evaluate and screen alternatives
- Identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Address and consider public comment as part of decision-making process
- Finalize and approve environmental document



8

Project Need

Improve safety, mobility and accessibility in southern Harrison County.



9

Project Purpose

Provide an improved east to west transportation link in southern Harrison County that meets current INDOT standards for rural state highways and improves access to and from:

- Corydon
- Brandenburg
- South Central Schools
- South Harrison Park
- Other local destinations



10

Environmental Document

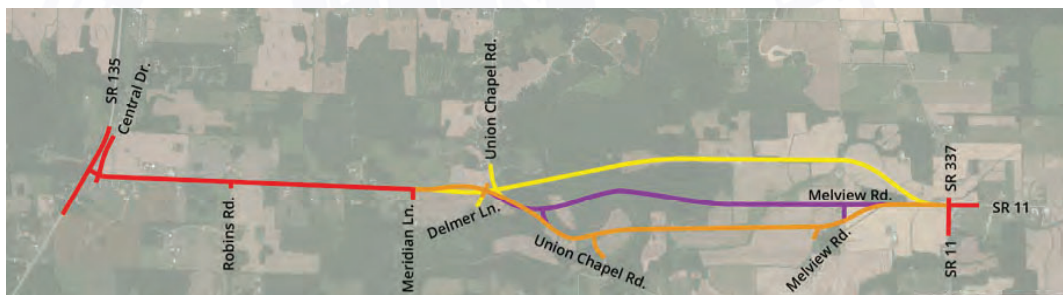
• Environmental Process

- Establish purpose and need
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- Finalize and approve environmental document



11

Detailed Alternative Analysis



Watson Road option was carried forward with 3 alternative alignments



12

Environmental Document

• Environmental Process

- Establish purpose and need
- Develop possible alternatives
 - The "Do Nothing" alternative is a baseline for comparison
- Evaluate and screen alternatives
- Identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Address and consider public comment as part of decision-making process
- Finalize and approve environmental document



13

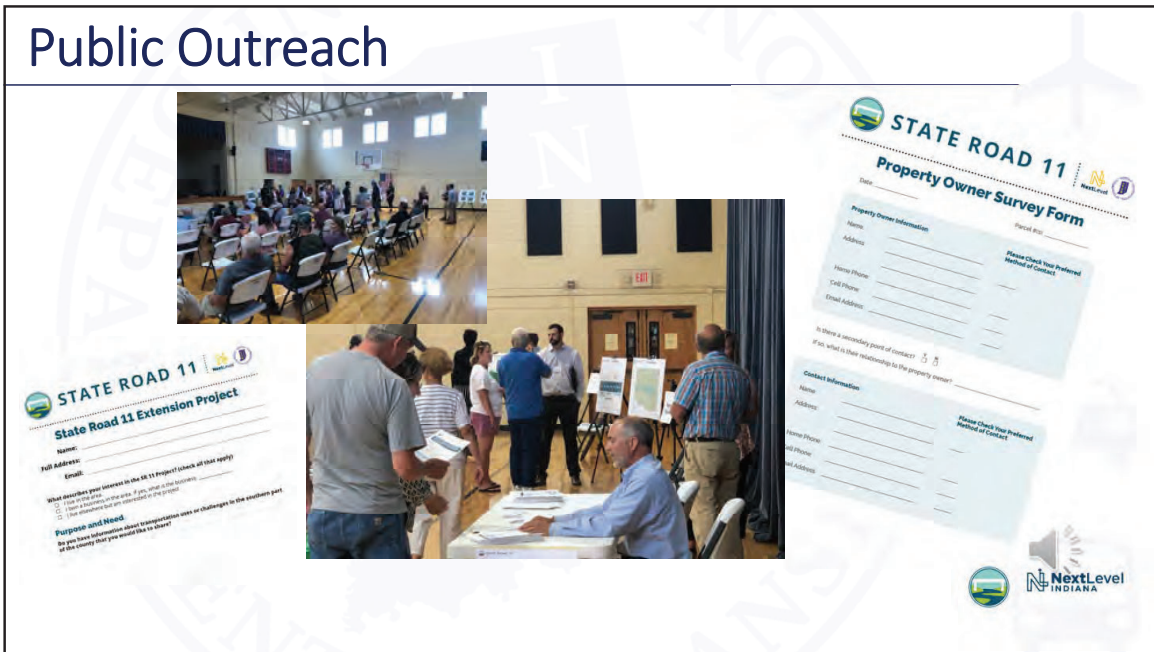
Examples of Items Evaluated

- Right-of-way
- Streams, wetlands, and other waters
- Floodplains
- Endangered species
- Farmland
- Cultural resources (historic/archaeological)
- Parks and recreational lands (trails)
- Air quality
- Noise
- Community impacts
- Environmental justice
- Hazardous materials
- Permits
- Mitigation
- Public involvement
- Commercial development



14

Public Outreach



The image shows a public outreach event in a large hall with people seated at tables. In the foreground, a survey form titled "STATE ROAD 11 State Road 11 Extension Project" is displayed. The form includes fields for Name, Address, Home Phone, Cell Phone, and Email Address. It also has a section for "Property Owner Information" and "Contact Information". A "NextLevel INDIANA" logo is visible in the bottom right corner.

15

Historic Properties – Section 106

- Identify Historic Properties
- Archaeological Investigation
- Prepare Findings Report
- State Historic Preservation Office concurrence – 6/15/2023
- Public Comment
 - Comment period ends September 15, 2023
 - Report Available at sr11extension.com



16

Alternatives Analysis



Impacts
People and
natural
environment



Costs
Construction,
right-of-way,
utility
relocations



Benefits
Improved
safety and
travel time
savings



17

Environmental Document

• Environmental Process

- Establish purpose and need
- Develop possible alternatives
 - The "Do Nothing" alternative is a baseline for comparison
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- Finalize and approve environmental document



18

Preferred Alternative



19

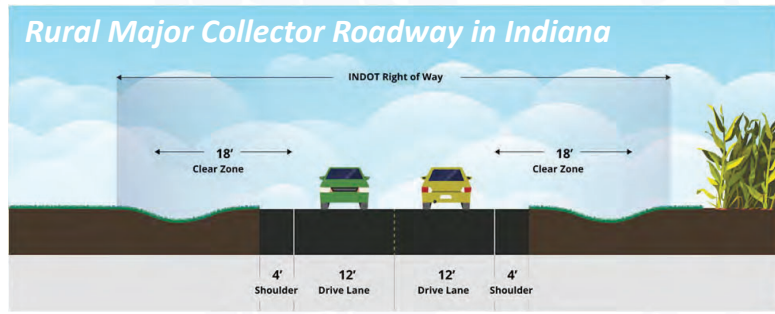
Comparison of Alternatives

	Alternative 1	Alternative 2	Preferred Alternative 3
Relocations	2	2	2
Total Right-of-way (acres)	152.3	163.5	135.6
Karst Features (No.)	27	28	23
Tree Removal (acres)	18.2	28.2	15.1
Mitigation Cost	\$930,830	\$1,213,070	\$603,720
Construction Cost	\$54,700,000	\$64,610,000	\$55,620,000



20

Typical Section



45 mph Posted Speed



21

Environmental Document

• Environmental Process

- Establish purpose and need
- Develop possible alternatives
 - The "Do Nothing" alternative is a baseline for comparison
- Evaluate and screen alternatives
- Identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Address and consider public comment as part of decision-making process
- Finalize and approve environmental document



22

Next Steps

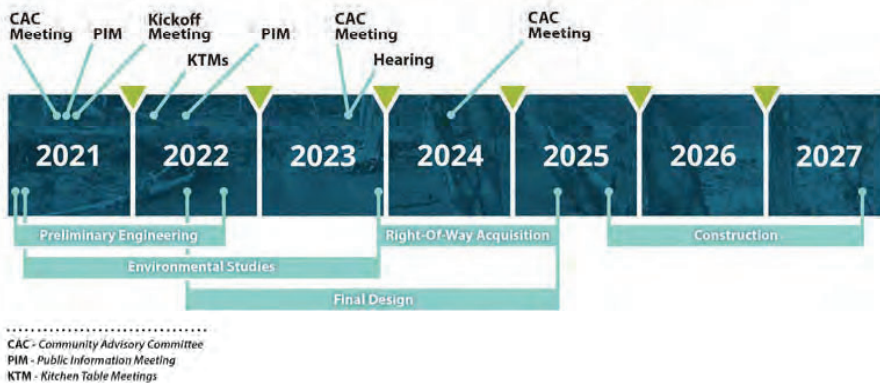
- **Public and project stakeholder input**
 - Submit comments via postal mail, e-mail, or phone message.
- **INDOT review and evaluation**
 - All comments are given full consideration during the decision-making process.
 - Address comments, finalize and approve the environmental document, and complete the project design.
- **Communicate a decision**
 - INDOT will notify project stakeholders of the decision.
 - Work through local media, social media outlets; paid legal notice.
 - Make project documents accessible via repositories.
- **Questions? Contact the Public Involvement Team.**



23

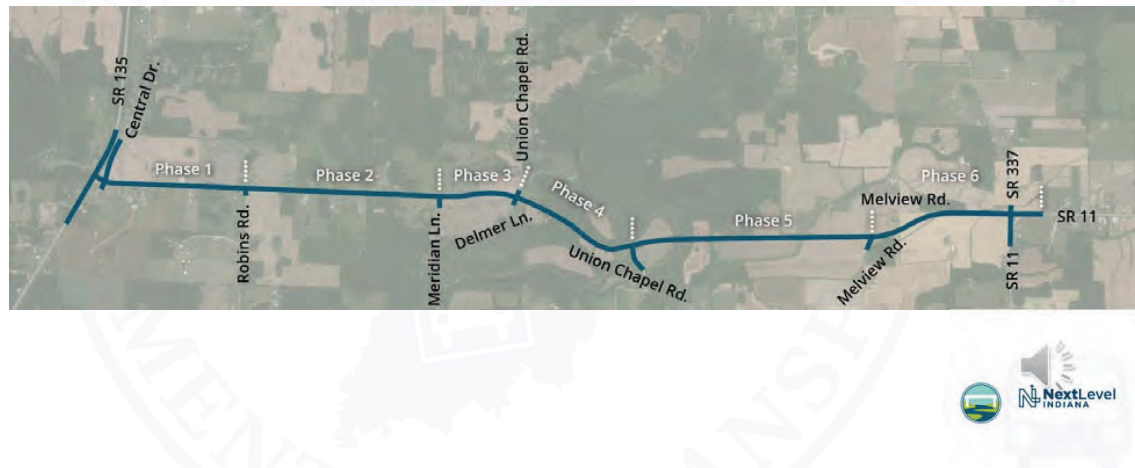
Project Schedule

SR 11 Extension Project Schedule



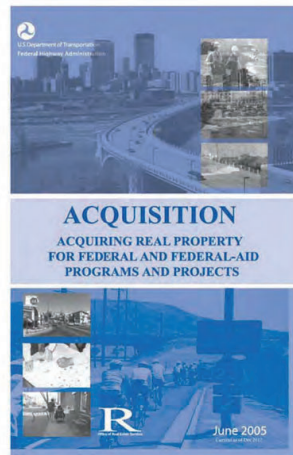
24

Maintenance of Traffic



25

Property Acquisition



<https://www.in.gov/indot/projects/files/FHWA-Acquisition-Brochure-BLUE.pdf>

26

Project Resource Locations

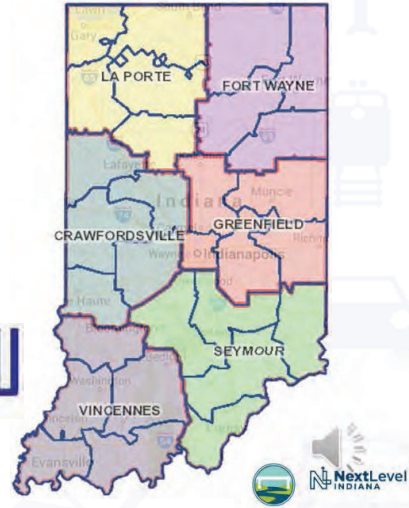
INDOT Seymour District website –
Seymour.indot.in.gov

Project website –
SR11extension.com

Transportation Services Call Center

Provides citizens and business customers with a single point of contact to request transportation services, obtain information, or provide feedback through multiple channels of communication.

855-463-6848 • INDOT4U.com • INDOT@indot.in.gov



27

Ways To Make a Formal Comment

Written Comments



By Email nicole.minton@lochgroup.com

By Mail 6200 Vogel Rd. Evansville, IN 47715

Project Website sr11extension.com



Voice Recorded Message

INDOT Customer Service (855) 463-6848

Comment Period Ends September 15, 2023



28

Thank You For Watching



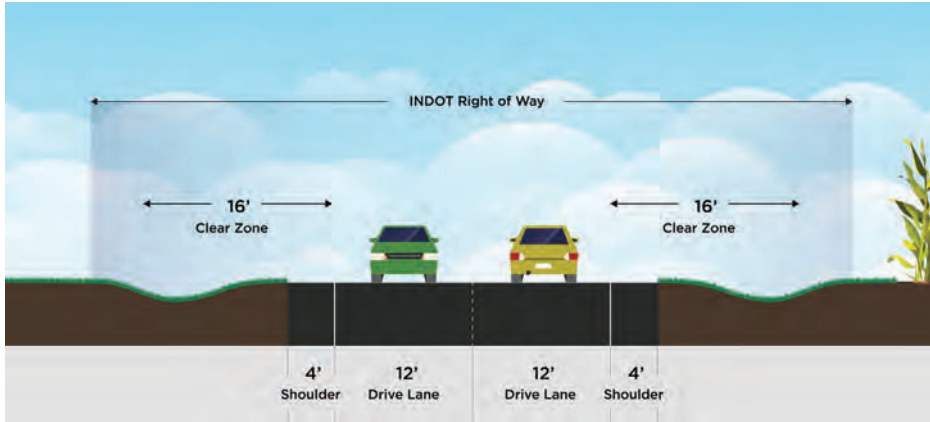
INDOT Seymour District page:
Seymour.indot.in.gov

INDOT Seymour District Facebook page:
Indiana Department of Transportation: Southeast



What to Expect

To address safety concerns, design obstacles, and improve travel times, INDOT is proposing to extend SR 11 with a facility that meets design standards for state highways. This is the typical section for a rural major collector roadway in Indiana. It will have a posted speed of 45 mph. Travel lanes will be 12' wide and there will be a 4' paved shoulder.



Contact Information

A comment form is included as a separate sheet in this handout.

To have your comment included in the project record, please return it by the end of the comment period on **September 15, 2023**.

You can drop your comment in a comment box this evening.

Completed forms can also be mailed to **6200 Vogel Road, Evansville, IN 47715**.

You are welcome to email comments to nicole.minton@lochgroup.com



www.sr11extension.com



Project team:
nicole.minton@lochgroup.com

INDOT Seymour District:
INDOT4U.com



Project team:
812-228-9744

INDOT Seymour District:
855-INDOT4U (463-6848)



STATE ROAD 11



The Indiana Department of Transportation welcomes you to the Public Hearing for the State Road 11 Extension Project; a road construction project that provides an improved connection between S.R. 11 and S.R. 135 in Harrison County.

About This Evening

5:30 p.m. – Doors open and project team is available for questions

6:00 p.m. – Formal presentation, followed immediately by the public comment session

At the conclusion of the presentation and the comment session, team members will be available for questions in the display area.

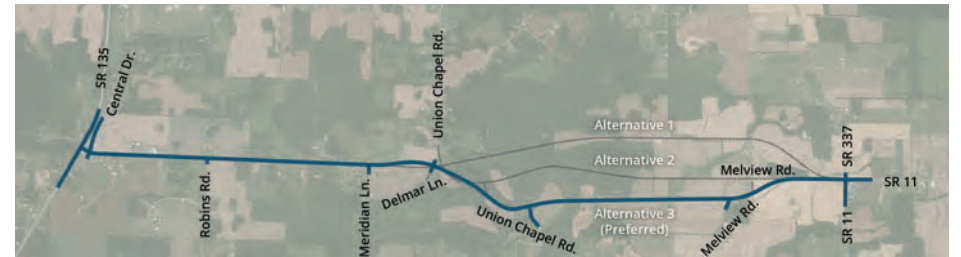
Inside the folded handout is a comment sheet. Please feel free to fill out the comment form and drop it in a comment box tonight. The back of the handout shares other ways to provide your comment.

The comment period ends September 15, 2023. To have your comment added to the project record, please return it by that date. If you would like to give a verbal comment during this evening's hearing, please return to the sign-in table to add your name to the list.

All substantive comments received prior to, during and following the public hearing will be evaluated and responded to in writing within subsequent project documentation. The documentation will address concerns presented during the public hearing process and describe project decisions reached following careful consideration of the views and concerns of the public.

Recommended Preferred Alternative

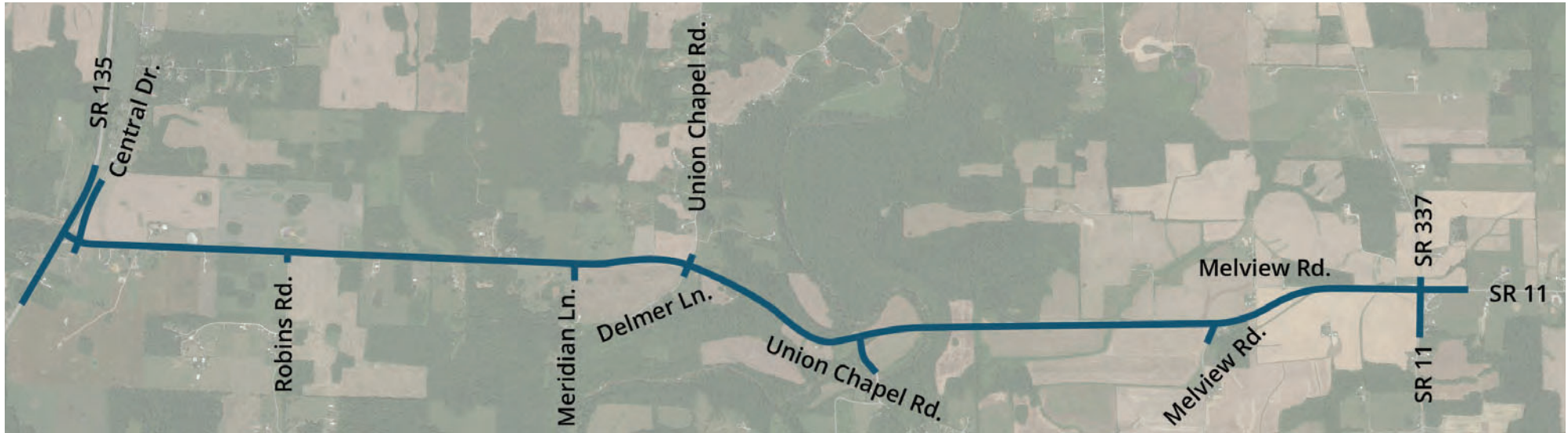
This hearing marks a project milestone. The recommended preferred alternative was identified following the project team's extensive studies. Their work included field investigations, accessibility and safety analysis and dozens of meetings with property owners. Comparing the three options, Alternative 3 provides the best balance of costs, impacts and benefits. The inside of the handout contains a larger map of the preferred alternative



Recommended Preferred Alternative

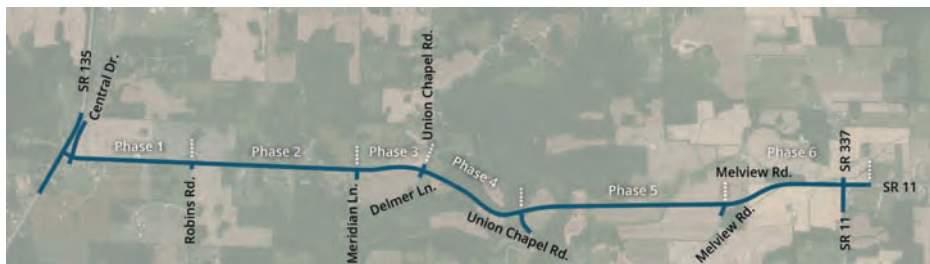
Refined Preferred Alternative 3 begins at the intersection of SR 135 and Watson Road, following along Watson Road for 2.25 miles to Union Chapel Road. The alternative will then follow along Union Chapel Road for 0.6 mile before turning east on new terrain for 0.2 mile to provide access to the proposed new 0.2-mile bridge crossing of Buck Creek. After crossing Buck Creek, the Refined Preferred Alternative remains on new terrain alignment for 0.2 mile until it connects to

an existing farm access road on the east side of Buck Creek where it follows the farm access road (gravel lane) for 0.75 mile to Melview Road. At Melview Road, the Refined Preferred Alternative follows along Melview Road for 0.9 mile to the eastern terminus where it connects to SR 11.



Maintenance of Traffic

The project team created a plan for managing traffic once construction begins. Work will be done in phases moving from west to east. Local access will be maintained for property owners. For more information on the plan, visit with team members at the Maintenance of Traffic display.



Project Schedule

This hearing signals the final phases of the environmental study. The environmental studies process will wrap in late 2023. Final design efforts and right-of-way acquisition will continue into 2025 with construction starting in the fall of that year. Construction is estimated to last for two years.





STATE ROAD 11



State Road 11 Extension Project Hearing Comment Form

Name: _____

Full Address: _____

Email: _____

Public Hearing Comment

Please provide your feedback on the recommended preferred alternative or the project. Comments will be included in the project record and responded to in the environmental document.

- **Drop your comment in the comment box**
- **Mail to Loch Group Attn: Nicole Minton 6200 Vogel Road Evansville, IN 47715**
- **Scan & email to *nicole.minton@lochgroup.com***
- **Please return before the end of the comment period on Septemeber 15, 2023**

Commentor No.	Name/Organization/ Comment Date	Comment	Designer Response
01	Shirley Faith (Property Owner) August 18, 2023 (phone call)	<ul style="list-style-type: none"> A. Asked why she was not mailed a copy of the Legal Notice for upcoming public hearing. B. Was concerned her property would be impacted by the project. C. Expressed an interest in the proximity of her son's (Richard Faith) property to the project. 	<ul style="list-style-type: none"> A. Confirmed that a copy of the Legal Notice was mailed to her on August 14, 2023. Mailed another copy of August 18, 2023. B. As currently designed, her property is not within the project area and will not be impacted. C. Richard Faith's property is within the current project area and will be directly impacted by the project. A copy of the legal notice was sent on August 18, 2023.
02	Michael Combs August 22, 2023 (email)	<ul style="list-style-type: none"> A. What is the estimated miles in length will finished road be with existing and refined road miles? 	<ul style="list-style-type: none"> A. As proposed, the project involves the construction of Refined Preferred Alternative 3 which begins at the intersection of SR 135 and Watson Road, following along Watson Road for 2.25 miles to Union Chapel Road. The alternative will then follow along Union Chapel Road for 0.6 mile before turning east on new terrain for 0.2 mile to provide access to the proposed new 0.2-mile bridge crossing of Buck Creek. After crossing Buck Creek, the Refined Preferred Alternative remains on new terrain alignment for 0.2 mile until it connects to an existing farm access road on the east side of Buck Creek where it follows the farm access road (gravel lane) for 0.75 mile to Melview Road. At Melview Road, the Refined Preferred Alternative follows along Melview Road for 0.9 mile to the eastern terminus where it connects to SR 11. Approximately 4.5 miles of the Refined Preferred Alternative will utilize existing roadway facilities (including 0.75 mile of gravel lane) and 0.6 mile will be

Commentor No.	Name/Organization/ Comment Date	Comment	Designer Response
			constructed on new terrain. The total length of the project is approximately 5.1 miles.
03	<p>Jill Byerley (Property Owner)</p> <p>August 23, 2023 (email) A.</p> <p>September 19, 2023 (email) B. - I.</p>	<p>A. Unable to attend meeting. Can a separate meeting be scheduled to get updates on the project as well as ask a few questions.</p> <p>B. The west side of the property (Garmon-Byerley Farms) is central drive (old SR 135) When it is relocated, will there be a stop sign/roundabout/traffic light? Why would there be anything there as there will be a stop sign at the 135 road?</p> <p>C. Have you considered making it a dead end and not extending it to meet the subdivision road? Other neighbors feel the same.</p> <p>D. What will prevent salting and other forms of chemicals from affecting the pond/animals in it?</p> <p>E. What is the proposed drainage around the pond?</p> <p>F. What is the slope of frontage of the new road, 4 to 1?</p> <p>G. Why was it chosen to move all the utilities?</p> <p>H. Will Atlas Gas be removing their lines/wells?</p> <p>I. What is the total proposed acreage our property will lose?</p>	<p>A. Yes. A separate meeting was held via a phone conference call on September 6, 2023 to discuss project updates.</p> <p>B. A stop sign is currently proposed for Central Drive approaching the new SR 11; this will be a 2-way stop condition only; therefore, no traffic control is proposed along the new SR 11 at the Central Drive intersection.</p> <p>C. This would limit access to one single point for more than 40 residential properties and a church. This option was reviewed during early stages of the project and was determined not to be practicable due to the closing of an existing access for the residence and the church in this area, which would limit them to only one access point to the north.</p> <p>D. Roadside ditches are proposed along new SR 11 to direct roadway runoff to the appropriate discharge locations.</p> <p>E. A curb is proposed along the north side of new SR 11 at the location of the pond. In addition, shallow swales/roadside ditches will be used to collect the runoff.</p> <p>F. All proposed sideslopes are 3:1 or flatter, which is maintainable for mowing and trimming.</p> <p>G. Coordination is ongoing with all potentially impacted utilities to determine the need to relocate their facilities. The final determination will be made as the project development progresses.</p>

Commentor No.	Name/Organization/ Comment Date	Comment	Designer Response
			<p>H. Coordination is ongoing with all potentially impacted utilities to determine the need to relocate their facilities. Only the utilities that are in conflict with the roadway construction will be relocated/removed. The final determination will be made as the project moves forward into additional design phases.</p> <p>I. The final right-of-way has not yet been established. As part of the right-of-way acquisition process, appraisers and buyers will contact each impacted property owner and offer to meet with them on-site to discuss the acquisition process and impacts to their property.</p>
04	<p>Liz Peloso (Senior NEPA Reviewer, EPA Region 5)</p> <p>August 30, 2023 (Email)</p>	<p>A. Due to staffing constraints, EPA will not be reviewing or providing comments on the Draft Environmental Assessment that is out for this project. Would appreciate having a minimum 30 days to review and provide comments on EAs.</p> <p>B. Would appreciate it if in future emails regarding an EA release to be clearer, including a date by which comments are requested.</p>	<p>A. Comment noted.</p> <p>B. Comment noted.</p>
05	<p>Amanda L. Uhl</p> <p>August 31, 2023 (Hearing Comment Form)</p>	<p>A. How will homeowners get to their places during each Phase? Especially during Phase 3.</p> <p>B. How do I minimize the ROA across my property?</p>	<p>A. Access to all homeowners will be maintained at all times during construction; however, the specific means for providing this access will be determined by the Contractor during construction.</p> <p>B. The final right-of-way has not yet been established. As part of the right-of-way acquisition process, appraisers and buyers will contact each impacted property owner</p>

Commentor No.	Name/Organization/ Comment Date	Comment	Designer Response
			and offer to meet with them on-site to discuss the acquisition process and impacts to their property. All impacts have been minimized as much as possible.
06	George Hayden August 31, 2023 (SR 11 Website Comment)	A. I own land off of 11 near the intersection of old Damn 43 Road. It's in dire need of the extension to 135. The time it takes to get things into that area of Harrison County is boggling. To open that area for more opportunity would be very advantageous for the whole part of southern Harrison County. Looking forward to the day to cut time off from traveling(albeit, crooked travel)to get myself in and out of the area.	A. Suggestions provided are outside the scope of the SR 11 project.
07	William P Radmacher (Corydon Resident) September 5, 2023 (Letter)	A. Feels like the preferred alternative is the most balance for cost and benefits B. Feels the clear zone is fine and the typical section is good. C. Asks if there is going to be “k” drains at the edge of pavement. “k” drains are the life of the road. D. Asks if there will be any sinkholes in the right-of-way and if they will be capped. E. Provided information on his background, education, and work experience.	A. Comment noted. B. Comment noted. C. The need for underdrains will be determined during the pavement design process as the project is developed. D. Sinkholes have been identified in the right-of-way. Sinkholes in the right-of-way will be treated with either an aggregate cap or concrete cap depending on their location and the drainage needs. In general features will be treated according to the <i>Protection of Karst Features During Project Development and Construction</i> document available on INDOT EWPO’s website. E. Comments noted.
08	Schmelz (Property Owner)	A. Feels the project is stupid, pointless, and an unwanted waste of taxpayer money. B. Still hoping for the no build option.	A. The need for the project is due to safety concerns (crash frequency and cost, narrow lanes, lack of shoulders, lack of sufficient clear

Commentor No.	Name/Organization/ Comment Date	Comment	Designer Response
	September 11, 2023 (Comment Form)	<ul style="list-style-type: none"> C. Feels it would be beneficial to so many more to spend the estimated \$56 million on repairing existing roads. D. Asked for clarification on crash data information in the presentation. E. Asked if the 45-mph speed limit is accurate. 	<p>zones, and poor sight distances) with the current roadway network in southern Harrison County connecting SR 135 to SR 11. The new SR 11 roadway will meet current design standards, including wider lanes, usable shoulders, clear zones, and adequate sight distances to reduce crash frequencies and crash costs.</p> <ul style="list-style-type: none"> B. The no build option would not meet the purpose and need of the project, which is to improve the safety concerns of the roadway network in southern Harrison County connecting SR 135 to SR 11; therefore, the no build alternative was discarded from further consideration. C. The benefits of this project include an improved roadway between SR 135 and SR 11 that consists of wider lanes, usable shoulders, clear zones, and adequate sight distances to reduce crash frequencies and crash costs. D. The presentation stated the intersection at SR 135 and Watson Road has more crashes than 98% of similar roadways in the state. Similar conditions exist at several of the project's other existing intersections. This statistic is developed from reports filed by law enforcement. E. Yes, the SR 11 Roadway Project will be posted with a 45 mph speed limit.
09	NRCS September 11, 2023	A. Letter stated the proposed project will cause a conversion of prime farmland.	A. The conversion of prime farmland is consistent with documentation in the Farmland section of the Draft EA based on

Commentor No.	Name/Organization/ Comment Date	Comment	Designer Response
	(Letter and partially completed CPA-106 form by email)	B. Provided partially completed CPA-106 to complete and return to NRCS for their records.	previous coordination with NRCS for the preferred alternative. B. CPA-106 form was completed and a copy returned to NRCS for their records.
10	Coyle (Watson Rd Resident) September 14, 2023 (Email)	<p>A. Email states there are other road projects in Harrison County more deserving of consideration than this one. Examples provided are: 1) bridge over Buck Creek near Lake Rd. 2) addressing the one-lane condition on SR 135 3) Bottleneck at light on SR 135 near Zaxby's 4) Ambulances using Walmart parking lot as a cut through.</p> <p>B. Rumble strips fill with water and freeze in winter causing safety concerns.</p> <p>C. Project will potentially provide safer travel; speed of vehicles is a concern.</p> <p>D. What is the history of the project? Questions if motivation is to bring money from riverboat gambling in the southeast portion of the county.</p> <p>E. Author's neighbors at the corner of SR 135 and Watson Rd will be relocated. Suggests the new Watson Rd SW / SR11 could connect with SR135 on the northern side of their property line. The old portion of Watson Rd SW on the southside of their house could eventually be closed off, the road destroyed and converted to tillable land. Additionally, a new connecting road could be established to give the Asher Court families access to the new SR11.</p>	<p>A. Suggestions provided are outside the scope of the SR 11 project.</p> <p>B. Comment noted. Currently, rumble strips are not proposed as part of the new SR 11 project.</p> <p>C. The new SR 11 will have a posted 45 mph speed limit. Speed enforcement is a responsibility of the Harrison County sheriff.</p> <p>D. Refer to the Purpose and Need section and Appendix A of the environmental document, which provides the purpose of the project. The environmental document is available online under the Project Documents Section of the sr11extension.com website.</p> <p>E. Comment noted. To minimize impacts to adjacent properties, no revisions will be made to the current design of this intersection.</p> <p>F. Comment noted. All core holes have been backfilled; however, if there are specific areas of concern, please let the project team know.</p> <p>G. This drive access was not picked up in the original survey and will be added to the design. This has been included as a firm commitment.</p> <p>H. The design has been optimized as much as prudent to retain the stand of trees between the new roadway and the house.</p>

Commentor No.	Name/Organization/ Comment Date	Comment	Designer Response
		<p>F. Karst samples taken on Watson Rd. caused some serious bumps in pavement for vehicles. Some of these were just over the crest of the hill which caused safety issues.</p> <p>G. Wants to ensure access is maintained to property's back field. The access point was not identified on the project map, but it is a dirt road that runs along the eastern perimeter of the property line. Discussed with Nick Batta at the hearing.</p> <p>H. Requests SR11 not veer away from existing Watson Rd SW in front of his house. Wants to keep barrier of trees in front of house will not be destroyed to provide noise reduction, privacy and maintain habitat for wildlife.</p> <p>I. Requests the easement be developed in such a way to provide ease in maintaining mowing and trimming.</p>	<p>I. All proposed sideslopes are 3:1 or flatter, which is maintainable for mowing and trimming.</p>



TELEPHONE RECORD

Date of Call: 08/18/2023 **Phone Number:** [REDACTED]

Order Number: **Conversation With:** Shirley Faith

Submitted By: Nicole Minton **Company Name:**

Copies To: **Project:**

Subject: SR 11 Hearing Inquiry

Remarks: Shirley Faith called me to ask why a legal notice had not been mailed to her address at [REDACTED] in regards to the upcoming hearing. She read the notice in the paper and decided to call because it was her belief from the project description that she would be impacted by the project. I looked up Shirley's parcel in relation to the preferred alternative and described to her the proximity of her property to the project. Shirley also expressed interest in the proximity to her son's property. I told Shirley that I would speak with our Environmental Department to get answers to her question and would call her back. I asked Jeremy Kiefner for help identifying whether Ms. Faith was to have received a legal notice. He shared that he was familiar with Ms. Faith and her property and would be happy to provide a response to her.

Jeremy Kieffner's returned phone call to Shirley Faith on August 18, 2023. Shirley indicated that she thought the project would impact her property based on descriptions provided in the Legal Notice and documentation but was not 100% certain. She thought she should have received the notice in the mail like her neighbors and was questioning why she did not receive the mailed noticed. Jermey told her she was on the mailing list and should have received a notice. She said neither her nor Richard Faith received the notice. Jeremy told her that Richard Faith is being directly impacted and should have received a notice in the mail and that she was on the mailing list and should have also received a notice in the mail. Jeremy told Shirley that we would send notices in the mail to her and Richard later that day and that she and Richard should be receiving them in the next day or two. Shirley seemed satisfied with the response.

6200 Vogel Road
Evansville, Indiana 47715

PHONE: 812.479.6200 • TOLL FREE: 800.423.7411

From: Nicole Minton
Sent: Friday, August 25, 2023 8:38 AM
To: michael combs
Subject: RE: St Rd 11 Extension in Southern Harrison county. What is estimated miles in length will finished road be with existing and new refined road miles Thanks

Mr. Combs,

As proposed, the project involves the construction of Refined Preferred Alternative 3 which begins at the intersection of SR 135 and Watson Road, following along Watson Road for 2.25 miles to Union Chapel Road. The alternative will then follow along Union Chapel Road for 0.6 mile before turning east on new terrain for 0.2 mile to provide access to the proposed new 0.2-mile bridge crossing of Buck Creek. After crossing Buck Creek, the Refined Preferred Alternative remains on new terrain alignment for 0.2 mile until it connects to an existing farm access road on the east side of Buck Creek where it follows the farm access road (gravel lane) for 0.75 mile to Melview Road. At Melview Road, the Refined Preferred Alternative follows along Melview Road for 0.9 mile to the eastern terminus where it connects to SR 11. Approximately 4.5 miles of the Refined Preferred Alternative will utilize existing roadway facilities (including 0.75 mile of gravel lane) and 0.6 mile will be constructed on new terrain. The total length of the project is approximately 5.1 miles. The preferred SR 11 roadway will be constructed as a two-lane Major Collector with 12 feet wide travel lanes with 6 feet wide shoulders. Additionally, the project includes a new bridge crossing over Buck Creek and several other smaller structures to convey roadside drainage and streams beneath the proposed roadway. The proposed roadway will have a design speed of 55 miles per hour and a posted speed limit of 45 miles per hour.

I hope you can join us at a public hearing on Thursday, August 31, 2023, at the South Harrison Community Center, 5101 Main Street, Elizabeth, IN 47117. The hearing will begin at 5:30pm, with a presentation at 6:00pm.

If you have additional questions, please reach out.


Best,
Nicole





 **Web:** <http://lochgroup.com>
  

Nicole Minton

Public Outreach Manager

 **Lochmueller Group**
6200 Vogel Road, Evansville, IN 47715

 **Email:** Nicole.Minton@lochgroup.com

 **Direct:** 812.759.4179
 **Mobile:** 812.228.9744

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From: michael combs [REDACTED]
Sent: Tuesday, August 22, 2023 10:31 AM
To: Nicole Minton <nicole.minton@lochgroup.com>
Subject: St Rd 11 Extension in Southern Harrison county. What is estimated miles in length will finished road be with existing and new refined road miles Thanks

From: Nicole Minton
Sent: Friday, August 25, 2023 8:26 AM
To: HomeTWC; Peter Putzier
Cc: Byerley, Jill
Subject: RE: State Road 11 Website:

Jill,

I'm sorry you can't make it. I'm looping Peter in on this conversation so he can maybe arrange a time to meet. We will be in town early that day to set up if you wanted to stop in and get the handout and see plans.

We are happy to help answer your questions.

Thanks,
Nicole

From: HomeTWC [REDACTED]
Sent: Wednesday, August 23, 2023 8:44 PM
To: Nicole Minton <nicole.minton@lochgroup.com>
Cc: Byerley, Jill [REDACTED]
Subject: Re: State Road 11 Website:

EXTERNAL

Unfortunately I can't be at the scheduled meeting Can I schedule a separate meeting to get updates on the project as well as ask a few questions?
Have a great day! Jill

On Aug 8, 2023, at 5:22 PM, Nicole Minton <nicole.minton@lochgroup.com> wrote:

Jill,

Thanks for reaching out. The 24th was a tentative date. We are still trying to schedule something soon. I would be happy to follow up with you when we have something on the calendar.

Best,
Nicole



Nicole Minton
Public Outreach Manager

From: Jill Byerley [REDACTED]
Sent: Tuesday, September 19, 2023 12:35 PM
To: Nicole Minton
Cc: [REDACTED]; [REDACTED]
Subject: RE: FW: State Road 11 Website: Garmon-Byerley Farms questions/concerns

EXTERNAL

Hello,
Here are the questions/comments that we have for this project.

- 1) the west side of our property (Garmon-Byerley Farms) is central drive (old SR 135) it is proposed to move it to meet the subdivision road. Questions about this:
 - a) is there a stop sign? roundabout? traffic light? why would there be anything there as there will be a stop sign at the 135 road?
 - b) have you considered making it a deadend and not extending it to meet the subdivision road? (not sure fully understand the need to do so) (other neighbors feel the same)
- 2) Concerns about the road being close to the pond:
 - a) what will prevent salting and other forms of chemicals from affecting the pond/animals in it? drainage what is the proposed drainage around the pond
- 3) Slope of frontage of new road we heard it is 4 to1?
- 4) Why was it chosen to move all the utilities? Water electric etc?
 - a) Atlas Gas lines what is the status of that conversation? will they be removing them? what about the gas wells?
- 5) what is the total proposed acreage loss to us for this project?

Thank you,
Jill Byerley

From: "Nicole Minton"
To: "Jill Byerley"
Cc: "Peter Putzier", "Jeremy Kieffner", [REDACTED]
Sent: Tuesday September 19 2023 11:09:43AM
Subject: RE: FW: State Road 11 Website:

Hi, Jill.

You can just respond to this email. They all end up coming to me!

From: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>
Sent: Thursday, August 31, 2023 9:30 AM
To: EPA Region 5 NEPA Program; Passmore, Andrew D
Cc: Mauro, Cindy E; Daniel Townsend
Subject: RE: EPA Review - Draft EA, SR 11 Roadway Project in Harrison County, IN

EXTERNAL

Liz
Thanks for email.

Kari Carmany-George (she/her)
Senior Environmental Program Manager
Federal Highway Administration – Indiana Division
317.226.5629 (Desk)
317.226.7475 (Main Office)
K.CarmanyGeorge@dot.gov
575 N. Pennsylvania St.; Room 254
Indianapolis, IN 46204

“It is often the small steps, not the giant leaps, that bring about the most lasting change.” Queen Elizabeth II

From: EPA Region 5 NEPA Program <R5NEPA@epa.gov>
Sent: Wednesday, August 30, 2023 3:48 PM
To: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Drew Passmore (apassmore@indot.in.gov) <apassmore@indot.in.gov>
Cc: Mauro, Cindy E <CMAuro@indot.IN.gov>; DTownsend@lochgroup.com
Subject: EPA Review - Draft EA, SR 11 Roadway Project in Harrison County, IN

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Kari and Drew,

EPA’s NEPA program is in receipt of an email from the Lochmueller Group regarding SR 11 in Harrison County. At this time, due to staffing constraints, EPA will not be reviewing or providing comments on the Draft Environmental Assessment that is out for this project. However, please continue to send us NEPA documents for review. We would appreciate having a minimum of 30 days to review and provide comments on EAs.

To ensure that all FHWA/INDOT NEPA documents route correctly to the NEPA program, please continue to send all NEPA-related documents and requests to the EPA Region 5 NEPA email box at R5NEPA@epa.gov.

Also – Dan’s email below did not mention that this project is a Draft EA or that it is out for public comment. While the notice of public hearing mentioned the environmental document, it seemed secondary to the project. We would appreciate it if future emails to us regarding an EA release would be clearer, including a date by which comments are requested.

Thanks!
Liz Pelloso

+++++

Liz Pelloso, Senior NEPA Reviewer
Tribal and Multimedia Programs Office | Office of the Regional Administrator
EPA Region 5 | 77 West Jackson Blvd. | Chicago, Illinois 60604
Phone: (312) 886-7425 | pelloso.liz@epa.gov

***** Please direct general NEPA correspondence, including EA submittals for EPA's review, to our team mailbox at R5NEPA@epa.gov *****

From: Daniel Townsend <DTownsend@lochgroup.com>
Sent: Wednesday, August 16, 2023 11:23 AM
To: R5NEPA <R5NEPA@epa.gov>
Subject: Legal Notice of Public Hearing - Des 2001154 SR 11 Roadway Project in Harrison County, IN

Attached is a copy of the Legal Notice of Public Hearing (with Section 106) for the Des 2001154 SR 11 Roadway Project in Harrison County, IN that was published today (August 16, 2023) in the Corydon Democrat newspaper. The second publication will be on August 23, 2023.


Thank you,
Daniel





 **Web:** <http://lochgroup.com>
  

Daniel Townsend

Environmental Specialist III

 **Lochmueller Group**
6200 Vogel Road, Evansville, IN 47715

 **Email:** DTownsend@lochgroup.com

Direct: 812.759.4116
 **Mobile:** 812.459.3415

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STATE ROAD 11



State Road 11 Extension Project Hearing Comment Form

Name: Amanda L. Loh

Full Address: [REDACTED]

Email: [REDACTED]

Public Hearing Comment

Please provide your feedback on the recommended preferred alternative or the project. Comments will be included in the project record and responded to in the environmental document.

- How will homeowners get to their places during each phase? Especially during Phase 3.

- How do I minimize the ROA across my property?

- Drop your comment in the comment box
- Mail to Loch Group Attn: Nicole Minton 6200 Vogel Road Evansville, IN 47715
- Scan & email to nicole.minton@lochgroup.com
- Please return before the end of the comment period on September 15, 2023

Daniel Townsend

From: George Hayden [REDACTED]
Sent: Thursday, August 31, 2023 8:05 PM
To: Nicole Minton
Subject: State Road 11 Website:

EXTERNAL

To Whom It Concerns, I own land off of 11 near the intersection of old Damn 43 Road. It's in dire need of the extension to 135. The time it takes to get things into that area of Harrison County is boggling. To open that area for more opportunity would be very advantageous for the whole part of southern Harrison County. Looking forward to the day to cut time off from traveling(albeit, crooked travel)to get myself in and out of the area. George Hayden



STATE ROAD 11



State Road 11 Extension Project Hearing Comment Form

Name: William P. Redmacher

Full Address: [REDACTED]

Email: _____

Public Hearing Comment

Please provide your feedback on the recommended preferred alternative or the project. Comments will be included in the project record and responded to in the environmental document.

I feel like the preferred alternative is the most balance for cost and benefits. I see it has a clear zone which is fine. The typical section for the road is good. Is there going to be 10' Drains at the edge of Pavement? 10' Drains are the life of the road. Also will there will any sinkholes in the Right-of-way and all they to be capped.

I'll explain why I'm writing, I was borned at Laconia, Ind. I lived there until I graduated from High School, 1954 I had applied to Purdue for Engineering but with the limit classes I had, Purdue stated it would take at least two taking 2 classes at Purdue I would be able to attend. In about 1 month later a Professor, called me and stated Mr. Eisenhower had come up the Interstate Program. The Indiana State Hwy. Dept. needed to Increase there Survey Crews and would like to attend a Tech. Program on Surveying I accepted.

The rest is history. Worked 2 yrs in surveying, got married lived in Evansville, Ind. Transferred to the Vinc District in 9/1965 and worked there until 8/2/2003 when I retired, when I came to work B&T in 2003 and worked there for roughly 10 yrs.

I'll have jobs with sinkholes, daves, etc.

I know David Gifford, I talked to him at the hearing

- Drop your comment in the comment box
- Mail to Loch Group Attn: Nicole Minton 6200 Vogel Road Evansville, IN 47715
- Scan & email to nicole.minton@lochgroup.com
- Please return before the end of the comment period on September 15, 2023



STATE ROAD 11



State Road 11 Extension Project

Name: Schmelz

Full Address: [REDACTED]

Email: [REDACTED]

What describes your interest in the SR 11 Project? (check all that apply)

- I live in the area.
- I own a business in the area. If yes, what is the business: _____
- I live elsewhere but am interested in the project.

~~Purpose and Need~~

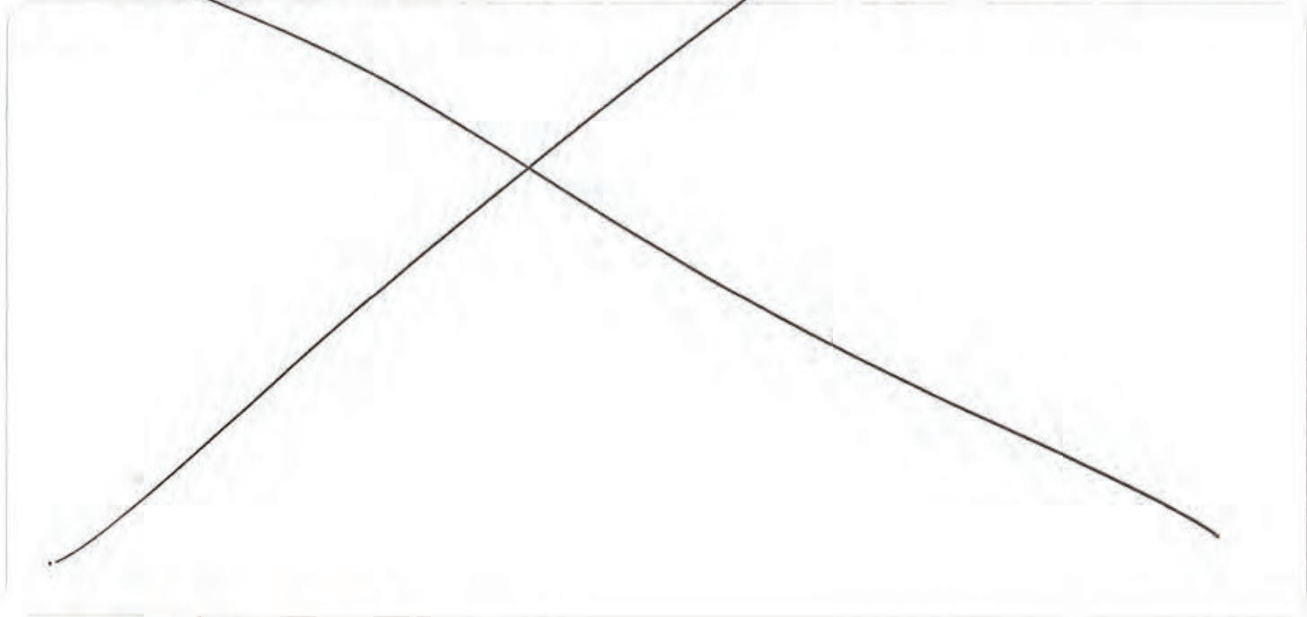
Public Hearing Comment

Do you have information about transportation uses or challenges in the southern part of the county that you would like to share?

Let me take this time to remind you of how stupid, pointless, and unwanted this, waste of tax payer money, project is. I have continued to have discussions with my fellow community members about how someone must be lining their pockets with this project. Care to share that information? Still hoping for the no build option! An alternate plan that would be beneficial to so many more in the state is to spend the estimated \$56 million on repairing existing roads that have gone to shit.

Potential Preliminary Alternatives

Do you have information about natural features, land uses, or structures that we should be aware of as we identify potential locations for preliminary alternatives?



General Comments

2 questions about the presentation..

1. what was the comment about percentage or data on accidents at a certain thing 136 intersection?
2. Is the posted 45 mph on this stretch of roadway a joke?

- Deposit the completed form in the comment box
- Mail to 6200 Vogel Road, Evansville, IN 47715
- Scan & email to dgoffinet@lochgroup.com



September 11, 2023

Daniel Townsend
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Mr. Townsend:

The proposed SR 11 Roadway Project in Harrison County, Indiana (Des. No. 2001154), as referred to in your letter received August 21, 2023 will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2023.09.11 11:31:38 -04'00'

JOHN ALLEN
State Soil Scientist

Enclosers

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of <u>1</u>
1. Name of Project Des 2001154 SR 11 Update Aug 2023		5. Federal Agency Involved FHWA	
2. Type of Project New Road Construction		6. County and State Harrison County, Indiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form JRA
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated | Average Farm Size 141 ac	
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 194275 % 62	7. Amount of Farmland As Defined in FPPA Acres: 77509 % 25	
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 9/11/23	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment <u>Preferred Alt</u>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	132.75			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	155.72			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	87.47			
B. Total Acres Statewide And Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.171			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	114			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	83			
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	8			
2. Perimeter in Nonurban Use	10	5			
3. Percent Of Corridor Being Farmed	20	13			
4. Protection Provided By State And Local Government	20	20			
5. Size of Present Farm Unit Compared To Average	10	4			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	3			
TOTAL CORRIDOR ASSESSMENT POINTS	160	73	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	83	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	73	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	156	0	0	0

1. Corridor Selected: Corridor A - Preferred Alt	2. Total Acres of Farmlands to be Converted by Project: 60.58	3. Date Of Selection: 10/3/23	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--	---	---	---

5. Reason For Selection:
This alternative has an impact rating score less than 160 and will have minimal impacts to prime farmland.

Signature of Person Completing this Part: Daniel Townsend	DATE 10/3/23
---	------------------------

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

From: [REDACTED]
Sent: Thursday, September 14, 2023 11:22 PM
To: Nicole Minton
Subject: Harrison County SR11 Project

EXTERNAL

Please acknowledge receipt of this email.

9/14/2023

State Road 11 Project Team

6200 Vogel Road

Evansville, Indiana

47715

RE: Harrison County SR11 Project

Dear Project Team:

My name is Jonathan Coyle and I live on [REDACTED] that is directly involved in the SR11 project. My goal here is simply to provide my comments concerning this state and county project.

I don't begrudge my county and state "representatives" from pursuing this project, but I strongly believe there are other road projects in Harrison County more deserving of consideration than this one.

- One such project is to build a bridge (or at least a ford) so that people don't have to actually drive through Buck Creek to get to the other part of the road such as Lake Road; there are other such roads.
- Another is SR135 near Lickford Bridge Road. There has been a "temporary" stop light in place for more than two months with no progress in sight. If this is such a serious safety condition that it required one lane to be closed, then resources should have been immediately put toward it. This is at least the 2nd time this exact road has been closed in the past two years.

- The new style of corduroy/rumble strips on SR135 south of Corydon in one respect provides the desired effect. However, when “mixed” with water particularly in the wintertime, it can cause a safety concern as the strips fill up with water and freeze thus causing a slick surface.
- The Planning and Zoning for the County provided the license to build a Zaxby’s in Corydon which is nearing completion. The traffic light at this intersection is a major bottleneck for traffic flow through SR135 and the surrounding area. Adding businesses is only compounding the problem. Again, I don’t begrudge such businesses coming in, but there appears to be little to no forethought of road projects to alleviate the stress and strain of the added traffic.
- Related to this traffic is the Harrison County Hospital. Ambulances often come from the interstate and go through the “Wal-Mart” parking lot to get to the hospital. It makes zero sense that a ramp would not be added at mile marker 106 where SR337 crosses over the interstate. If you talk about safety and the well-being of the community, then this would be the Coup de grâce to end a great deal of suffering for the community.
- While I agree that this project will potentially provide safer travel for emergency, agriculture, and school vehicles, it will also likely increase the speed of the traffic on this road that is already hazardous. I have observed on occasion cars going airborne on the hilly portion of Watson Rd with which my driveway intersects.
- I had requested from the Lochmueller Group a history of when this project was first discussed and added to the docket, but I have not seen a response for this. It was in 1994 that a ballot proposal in Harrison County was passed to allow riverboat gambling in the southeast portion of the county. There is a great deal of traffic from Kentucky that travels Watson Rd to gain access to the riverboat. Not to diminish the safety aspect of this project, but I assert that it is more about the revenue it will bring to the county and state as it relates to the “boat”.

Below are concerns more on a personal level as they more directly impact my family and neighbors.

- For my neighbors that live at the corner of SR135 and Watson Rd that are being “relocated”, I have a proposal for the part of this project that impacts them (*and on a smaller scale the neighbors in Asher Court*). I have not spoken to them about this, but unless this family is in agreement with being displaced, it makes zero sense that they can’t keep their home “as is”. The new Watson Rd SW / SR11 could connect with SR135 on the northern side of their property line. The old portion of Watson Rd SW on the southside of their house could eventually be closed off, the road destroyed and converted to tillable land. Additionally, a new connecting road could be established to give the Asher Court families access to the new SR11 that will run on the northside of the “displaced family” which would no longer require them to be displaced.
- When karst samples were taken in the road of Watson, this caused some serious bumps for my families vehicles. Some of these were just over the crest of the hill which caused safety issues. It is my strong desire that this is not a foretaste of how the road will be maintained for the year+ that this project will involve us directly.
- I don’t remember Nick’s last name (*with the Lochmueller Group*), but I had told him at the most recent Public Hearing that I want to ensure we maintain access to our back field. The access point was not identified on the project map, but it is a dirt road that runs along the eastern perimeter of our property line.
- It is of utmost importance to us that the middle of the new SR11 not veer away from the path of the existing Watson Rd SW in front of our house. This will help to ensure our barrier of trees in front of our house will not be destroyed, which will better manage road noise and keep some privacy from the traffic. Additionally, the trees will continue to provide a habitat for the wildlife around our house. For years, I had not seen any turkeys or whippoorwills. I still haven’t seen or heard any of the latter but have seen several of the former in recent weeks. I am concerned this project will drive them away.
- Lastly, it is my hope that the easement will be developed in such a way to provide us ease in taking care of mowing and trimming down front.

Thank you for your time,

Jonathan Coyle

Attachment 4
Project Commitments

Firm Commitments:

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 4) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely. (USFWS)
- 5) Tree Removal AMM 2: Apply time of year (TOY) restrictions (April 1 – November 14) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR DFW)
- 6) Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
- 7) Tree Removal AMM 4. Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting; or trees within 0.25 mile of roosts; or documented foraging habitat any time of year. (USFWS)
- 8) Hibernacula AMM 1: For projects located within karst areas, on-site personnel will use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography. (USFWS)
- 9) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 10) Revegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. We recommend reforestation along riparian areas extend at least 30 meters perpendicular from the streambank. (USFWS)
- 11) Minimize the extent of artificial bank stabilization and use bioengineering methods wherever feasible. (USFWS)
- 12) If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat (if applicable). (USFWS)
- 13) Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment. (USFWS)
- 14) Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
- 15) Use project design and right-of-way control to prohibit or restrict secondary development in large forest blocks and near currently undeveloped forested waterways. (USFWS)

- 16) Incorporate routine inspections of the bridge for bats during construction. If bats are found to be using portions of the bridge for roosting during construction, an avoidance or minimization measure for physical exclusion techniques (Styrofoam sheets, foam backer rolls, expansion foam) to seal off gaps and crevices will be evaluated and implemented if considered appropriate.(USWS)
- 17) Prohibit or limit night construction and the use of temporary lighting during active season bridge construction within the Buck Creek valley. (USFWS)
- 18) Direct temporary lighting away from adjacent woodland foraging habitat. (USFWS)
- 19) Develop an erosion control plan sensitive to the unique challenges of protecting karst groundwater in accordance with INDOT standards and Indiana Department of Environmental Management requirements. The erosion plan will include, but not necessarily be limited to, silt fences, and temporary seed mix to control migration of sediment into Buck Creek, contributing surface water features, and sinkholes. (USFWS)
- 20) Confine fueling and other hazardous material activities at locations where accidental spills can be best managed. (USFWS)
- 21) Incorporate measures into the design to intercept contaminants leaving the roadway prior to discharge into Buck Creek and develop measures to protect the underground karst system. This will include detention basins along the roadway and a system to control drainage runoff from the new Buck Creek Bridge. The bridge design will either eliminate drop drains on the bridge deck directly above Buck Creek or will capture the bridge runoff within an enclosed drainage system and direct the discharge onto the floodplain to the west of the channel where the runoff water can be filtered via the floodplain soils and vegetation. (USFWS)
- 22) To minimize construction noise, maintain equipment in good working order. (USFWS)
- 23) Restrict construction within Buck Creek valley to daytime except for nighttime pouring of concrete bridge deck to minimize noise impacts at night. (USFWS)
- 24) Consider restricting blasting activities to avoid the months of May, June, and July during the maternity/pup season for Indiana bats and northern long-eared bats. (USFWS)
- 25) Compensate for unavoidable and irreversible loss of roosting, swarming, and foraging bat habitat associated with construction of the project via payment into the Range-Wide Indiana Bat and Northern Long-eared Bat In Lieu Fee Program (amended in 2022 to include the NLEB). (USFWS)
- 26) FHWA/INDOT will minimize impacts to forest and wetland areas when developing the proposed alignment. They also will provide compensatory mitigation for unavoidable loss of forest. (USFWS)
- 27) FHWA/INDOT will follow best management practices and will mitigate for stream impacts as appropriate. Buck Creek and most of its floodplain will be bridged and no piers are planned within the waterway. (USFWS)
- 28) Impacts will be minimized by spanning as much of the floodplain as possible to preserve wildlife corridors and to minimize fill. FHWA/INDOT will span the floodplain at the proposed crossing of the Buck Creek and the height of the structure will allow for continued movement beneath the bridge. (USFWS)
- 29) Roadway lighting is not proposed at this time. If lighting is deemed necessary in the future, downward facing lights with full cut-off lenses are suggested. (USFWS)
- 30) INDOT will routinely assess bridges for bat use and will coordinate with the Service if needed to reduce unnecessary disturbances. (USFWS)
- 31) Impacts to aquatic habitat will be reduced or avoided via standard best management practices such as low salt and no spray areas. The bridge drainage system will be designed to prevent runoff from being deposited directly into Buck Creek. (USFWS)
- 32) Design the project footprint to have the minimum feasible width within the forested corridors and maintain habitat connectivity wherever possible. (USFWS)
- 33) Any injured or dead bats incidentally observed should be reported to USFWS. (USFWS)

- 34) Construction personnel and INDOT maintenance staff should be made aware of potential construction, maintenance or operation issues concerning Indiana bats and NLEBs. (USFWS)
- 35) Any dead bats located within the construction limits, roadway, or right-of-way should be immediately reported to INFO [(812) 334-4261], and subsequently transported (frozen or on ice) to INFO. No attempt should be made to handle any live bat, regardless of its condition; report bats that appear to be sick or injured to INFO. INFO will make a species determination on any dead or moribund bats. If an Indiana bat is identified, INFO will contact the appropriate Service Law Enforcement office as required. (USFWS)
- 36) Provide the Service with final construction impact figures and compensatory mitigation fee details for review and notify the INFO of payment to the TCF In Lieu Fee Program. (USFWS)
- 37) Buck Creek is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular handwashing, and limit personal exposure. (INDOT SAM)
- 38) Buck Creek is listed as impaired for IBC. Best Management Practices (BMPs) will be used to avoid further degradation to the stream. (INDOT SAM)
- 39) Require construction contractors to establish material hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, daycare centers, and playgrounds. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents. (USEPA)
- 40) Use native pollinator friendly species recommended for restoration and roadside plantings. (USEPA)
- 41) Consider protective measures from the USEPA Emission Control Checklist related to mobile and stationary source diesel controls, fugitive dust source controls, and occupational health. (USEPA)
- 42) Consider strategies to reduce diesel emissions, such as project construction contracts that require the use of equipment with clean diesel engines and limits on the length of time equipment idles when not in active use. (USEPA)
- 43) Give special attention to work that would occur upstream of a drinking water intake. In addition, special attention should be given to how work is conducted in areas with karst feature where contaminants introduced into the karst system may travel underground for miles and show up in private and/or public drinking water supply wells, streams/rivers and/or springs used by people and/or livestock for drinking water. Impacts to these resources should be evaluated and mitigation measures identified, if applicable. (USEPA)
- 44) Class V injection well permits may be required for various types of projects. For example, in Indiana, such a permit could be required by EPA Region 5 if a Class V injection well is located within the karst region of the state, a sole source aquifer area, a state designated source water protection area for a public water supply, or anywhere untreated fluids discharged through a Class V well may otherwise endanger an underground source of drinking water. For example, if sinkholes will be modified for stormwater drainage for the proposed road and/or related facilities, they would be considered Class V wells under the Safe Drinking Water Act's Underground Injection Control (UIC) program. (USEPA)
- 45) Construction activities that occur within the drainage area of active karst features could potentially cause significant impacts to sensitive karst ecosystems and biota. Should any karst features be located within the construction limits or that may receive drainage from the construction, we recommend that a karst assessment be conducted by a qualified geologist with experience in karst geology assessments and a determination made as to whether or not the karst feature/sinkhole is active. If a karst assessment is not done, any sinkhole that construction runoff may drain to should be assumed to be active. To protect active sinkholes (or those not assessed), the most protective erosion control methods should be implemented to avoid potentially impacting sensitive karst ecosystems (such as runoff containment and filtering prior to discharge). (IDNR DFW)
- 46) Construction should be avoided within 25 feet of the topmost closed contour of any active karst features. Runoff from construction located outside of the drainage area of any karst feature should be directed away from any karst features. Where construction within the closed contours of a karst feature is unavoidable, runoff must be filtered prior to discharge. (IDNR DFW)

- 47) INDOT's karst protection procedures should be followed during all phases of the project as outlined in the *Protection of Karst Features during Project Development and Construction* (Ecology and Waterway Permitting Office; Environmental Service Division; July 15, 2021). (IDNR DFW)
- 48) Sampling of springs and seeps in the area is needed to show road construction is not affecting water quality. Sampling of springs needs to include samples collected under base flow conditions (less than 0.75 inches of rain has fallen in the previous 24 hours) and storm flow conditions (more than 0.75 inches of rain has fallen over the previous 24 hours). (IDEM Ground Water)
- 49) Implement the water quality monitoring plan, that has been developed and approved by INDOT EWPO, as part of construction (pre-, during, and post-construction). (INDOT EWPO)
- 50) Where possible, surface water draining to karst inlets should be perpetuated unless alternative drainage is approved with Agency coordination. (INDOT EWPO)
- 51) The IDNR Water Well located near the Old Hwy 337 and existing SR 11 intersection will be closed following current well closure guidelines. (INDOT)
- 52) For brand new crossings in areas that currently do not have a crossing, the new structure must accommodate white-tailed deer passage where appropriate. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. (IDNR DFW)
- 53) For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. (IDNR DFW)
- 54) All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety. (IDNR DFW)
- 55) All culverts (24 total) under Watson Road, Union Chapel Road, Melview Road, and private access roads were inspected on April 22, 2021, and no bats or evidence of bats using the structures were documented. USFWS Bridge Structure Assessments are only valid for two years. If construction will begin after April 1, 2024, an inspection of the structure by a qualified individual must be performed. Inspection of the structure must indicate no signs of bats or birds. If signs of bats or birds are documented during the inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT)
- 56) Two residences and multiple outbuildings will be removed as a result of the project. Prior to any demolition, the structure(s) will be inspected for bats or evidence of bats. If bats, or evidence of bats, are found, coordination will occur with INDOT ESD and USFWS before demolition may occur. If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS. (INDOT)
- 57) If unknown karst features are discovered during construction, all work within 100 feet of the feature shall stop and the Engineer shall be notified immediately. Karst features include, but are not limited to, voids, caves, sinking streams, springs, seeps, and sinkholes. The Department will provide the treatment measures to be incorporated for the feature. The karst feature shall be protected from sedimentation runoff. Work shall not resume in the area until directed by the Engineer. (INDOT EWPO)
- 58) Sites 12Hr583, 12Hr584, 12Hr864, and 12Hr865 located outside of the proposed project area will be added to design plans with the label "Environmentally Sensitive Area – Do Not Disturb" and will be avoided. (IDNR DHPA)

- 59) The dirt road access drive to the back field behind 670 Watson Road SW will be added to the design to ensure access is maintained. (INDOT)

For Further Consideration Commitments:

- 1) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR DFW)
- 2) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
- 3) Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)
- 4) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, 1 inch to 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inch dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR DFW)
- 5) The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat. (IDNR DFW)
- 6) If box or pipe culverts are used, the bottoms should be buried a minimum of 6 inch (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2 feet) below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark. (IDNR DFW)