

# CATEGORICAL EXCLUSION LEVEL 1 FORM

## GENERAL PROJECT INFORMATION

<b>Road No./County:</b>	State Road (SR) 229 / Franklin County
<b>Designation Number(s):</b>	2101170
<b>Project Description/Termini:</b>	Roadway Access Management Project Project limits will extend approximately 733 feet (ft.) along SR 229 from Grayson Street to 500 ft. north of Northside Drive, terminating at North Kroger Drive) (0.139 mile)

CE Level 1 documentation for exempted projects

Additional Information to CE Level 1

**Approval:**

\_\_\_\_\_  
INDOT DE/ESD Signature and Date

**Release for Public Involvement:**

ADWP

July 28, 2023

\_\_\_\_\_  
INDOT DE/ESD Initials and Date

**Certification of Public involvement:**

\_\_\_\_\_  
INDOT Consultant Services Signature and Date

**INDOT DE/ESD Reviewer:**

\_\_\_\_\_  
Signature and Date

**CE Preparer:**

\_\_\_\_\_  
Elayna Stoner, Metric Environmental, LLC  
Name and Organization

# Indiana Department of Transportation

County FranklinRoute SR 229Des. No. 2101170

## 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\*?  **Yes**  **No**

If No, then:

Opportunity for a Public Hearing Required?  **Yes**  **No**

\*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 not mailed to potentially affected property owners near the project area as the project will not require any additional permanent or temporary right-of-way.

Since this project will provide alternate access for the left-turn movements that are being restricted from a public roadway, this project will not cause a permanent traffic alteration. However, this project will offer the opportunity for a public hearing due to the change in access and facility. This project can proceed as a CE-1 document with public involvement. The project sponsor will offer the public an opportunity to submit comments and/or request a public hearing and a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

### 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.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: SeymourLocal Name of the Facility: SR 229Funding 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 primary need for this project is based on the high crash frequency at the project location. Between the intersections of Grayson Street and Northside Drive, SR 229 features uncontrolled access to adjacent commercial facilities along SR 229. SR 229 provides two, through travel lanes for both northbound and southbound traffic and an exclusive left-turn lane for southbound traffic on SR 229 at the Grayson Street intersection. During peak travel times, vehicles attempting left-turn movements from southbound SR 229 onto Grayson Street via the exclusive left-turn lane, queue beyond the storage capacity of the left-turn lane. This blocks northbound traffic on SR 229 attempting to access Northside Drive. The northbound traffic has no place to queue other than the through travel lane of SR 229.

Crash Data analyzed from April 15, 2017 through April 15, 2020 indicates that the intersection experiences a higher volume of crashes than expected for similar intersections. The fact that rear-end and right-angle crashes make up more than 50% of the crashes is typically an indication that access conflicts and queuing for turn movements contribute to congestion and higher than expected crash rates. Excerpts from the Engineering Assessment Report are provided in Appendix G, pages G-2 to G-8.

The purpose of this project is to address the high crash frequency by reducing access conflicts at the intersection of SR 229 and Northside Drive.

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## PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Franklin Municipality: City of Batesville

Limits of Proposed Work: Project limits will extend approximately 733 ft. (0.139 mile) along SR 229  
 Total Work Length: 0.139 Mile(s) Total Work Area: 0.65 Acre(s)

Is an Interstate Access Document (IAD)<sup>1</sup> required?  Yes<sup>1</sup>  No  
 If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability? Date: \_\_\_\_\_

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

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

The Indiana Department of Transportation (INDOT) with partial funding and oversight from the Federal Highway Administration (FHWA) intends to proceed with a proposed roadway access management project on SR 229 in Franklin County, Indiana (Appendix B, page B-1). Specifically, the project is located in Section 17, Township 10 North, Range 12 East as illustrated on the Batesville, Indiana 7.5-minute United States Geological Survey (USGS) topographic quadrangle (Appendix B, page B-1).

### Existing Conditions

SR 229 is classified as a Minor Arterial roadway and conveys traffic north and south through this area. The cross-section of SR 229 provides two through travel lanes in each direction that vary in width from 11 ft. to 12 ft. Between the intersections of Grayson Street (also known as Frontage Road, west of SR 229 and Cross Country Place, east of SR 229) and Northside Drive, SR 229 provides unrestricted access to commercial driveways on both sides of the roadway. SR 229 southbound provides an exclusive left-turn lane for traffic making left turns onto Grayson Street. At the intersection with Northside Drive, SR 229 northbound does not provide an exclusive left-turn lane. Northbound traffic on SR 229 is directed to the signalized intersection (North Kroger Drive) located approximately 500 ft. north of Northside Drive to access the commercial facilities located on the west side of SR 229. There are no shoulders or sidewalks present. The posted speed limit is 40 miles per hour (mph). Land use in the project area consists of developed urban land/commercial properties (Appendix B, pages B-2 to B-4).

### Preferred Alternative

The preferred alternative will construct a 2 ft. wide median curb between the northbound and southbound lanes of SR 229. The median will extend approximately 733 ft. from Grayson Street to the signalized intersection at North Kroger Drive located approximately 500 ft. north of the Northside Drive intersection. The median curb will require all left-turn movements from northbound SR 229 to occur at the North Kroger Drive intersection. Traffic exiting Northside Drive onto SR 229 will only be able to make southbound movements. A U-turn option will be provided at both the south and north end of the median, allowing for continued access to Northside Drive for both southbound and northbound traffic movements on SR 229. The U-turn option at the south end of the proposed median will allow for southbound traffic on SR 229 to turn northbound to access the commercial properties located on the east side of SR 229. The U-turn option at the north end of the proposed median will allow northbound traffic on SR 229 to return southbound and access Northside Drive.

The signal heads at the North Kroger Drive intersection, located approximately 500 ft. of Northside Drive, will be adjusted to align with the new northbound lane locations and the left-turn only signs will be reset at the entrance to the turn lane. The northbound lane striping will be shifted on SR 229 to maintain the current lane width after the median has been installed. The existing left-turn lane storage capacity for southbound SR 229 to Grayson Street is 160 ft. (approximately eight vehicles). As part of the proposed project, the left-turn storage lane will be extended to 335 ft. (approximately sixteen vehicles).

For the median installation the existing pavement would be cut one foot on each side for construction, and the area will be patched with full-depth asphalt. One lane width will be milled and resurfaced on each side of the new median. Solid white striping will be added where the outside northbound lane becomes an exclusive right turn lane and then is dropped at the first driveway south of Northside Drive. Drainage improvements include storm water inlets to be installed within the concrete median.

Project limits will extend approximately 733 ft. (0.139 mile) along SR 229. The project termini are logical because they encompass only the area necessary to install the median and tie the improvements into the existing roadway for a smooth transition. The project has independent utility as it does not depend on the construction of a secondary project to meet the purpose and need. Project plan sheets are provided in Appendix B, pages B-5 to B-20.

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Construction is anticipated to begin in Spring 2024 and will be completed by Fall 2024. Traffic will be maintained on SR 229 during construction with phased, single-lane closures alternating between the northbound and southbound lanes. A single-lane will be maintained in each direction on SR 229 with a dedicated northbound left-turn into the Kroger complex, via North Kroger Drive and a dedicated southbound left-turn lane at the Grayson Street intersection. Additional details are provided in the Maintenance of Traffic (MOT) Section of this document. The preferred alternative will meet the purpose and need of the project by reducing access conflicts and therefore reducing the high crash frequency of the project area.

**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.*

**Do Nothing/No Build Alternative**

The “No Build” alternative would not require any action to address the high crash frequency of the project area and would not require the expenditure of funds. This option would not result in any environmental impacts. Although this alternative is feasible it would not be prudent to allow the existing conditions to persist and contribute to continued access conflicts and high crash rates. This alternative does not meet the purpose and need of the project and was discarded from further consideration.

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

It would not correct existing capacity deficiencies;

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

**ROADWAY CHARACTER:**

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

Name of Roadway	<u>SR 229</u>		
Functional Classification:	<u>Minor Arterial</u>		
Current ADT:	<u>18,211</u> VPD (2019)	Design Year ADT:	<u>20,897</u> VPD (2042)
Design Hour Volume (DHV):	<u>9.07</u> Truck Percentage (%)		<u>N/A</u>
Designed Speed (mph):	<u>40</u> Legal Speed (mph):		<u>40</u>

	Existing	Proposed
Number of Lanes:	2 northbound (NB) 2 southbound (SB)	2 NB and 2 SB through travel lanes 1 NB and 1 SB left-turn lane
Type of Lanes:	11 ft. NB and SB through travel lanes 12 ft. NB and SB through travel lanes 12 ft. SB left-turn lane	11 ft. NB and SB through travel lanes 12 ft. NB and SB through travel lanes 11 ft.- 6 inch SB left-turn lane 11 ft.- 6 inch NB left-turn lane
Pavement Width:	<u>62</u> ft.	<u>62</u> ft.
Shoulder Width:	<u>0</u> ft.	<u>0</u> ft.
Median Width:	<u>N/A</u> ft.	<u>2</u> ft.
Sidewalk Width:	<u>N/A</u> ft.	<u>N/A</u> ft.

Setting:                     Urban                     Suburban                     Rural  
 Topography:             Level                     Rolling                     Hilly

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## 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): N/A Sufficiency Rating: N/A

	Existing	Proposed
Bridge/Structure Type:	N/A	N/A
Number of Spans:	N/A	N/A
Weight Restrictions:	ton	ton
Height Restrictions:	ft.	ft.
Curb to Curb Width:	ft.	ft.
Outside to Outside Width:	ft.	ft.
Shoulder Width:	ft.	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 bridges or small structures are located within the project area, and none are proposed.

## MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Traffic will be maintained on SR 229 during construction with phased, single-lane closures alternating between the northbound and southbound lanes. A single-lane will be maintained in each direction on SR 229 with a dedicated northbound left-turn into the Kroger complex, via North Kroger Drive and a dedicated southbound left-turn lane at the Grayson Street intersection. The Maintenance of Traffic (MOT) plan sheets are provided in Appendix B, pages B-10 to B-14.

The temporary 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 will cease upon project completion. Access to all business/commercial properties will be maintained for the duration of construction.

## ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$45,000.00 (2023)      Right-of-Way: \$0.00      Construction: \$352,105.00 (2024)

Anticipated Start Date of Construction: Spring 2024

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**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.00	0.00
Commercial	0.00	0.00
Agricultural/Undeveloped Vacant Land	0.00	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
<b>TOTAL</b>	<b>0.00</b>	<b>0.00</b>

*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.*

No additional permanent or temporary right-of-way will be required to complete the project. The existing right-of-way limits along SR 229 vary from 90 ft. to approximately 110 ft.

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

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

**SECTION A - EARLY COORDINATION:**

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

Early coordination letters were originally sent to agencies listed below on June 30, 2021. This project (Des. No. 2101170) was originally bundled with Des. No. 1902023. Since that time, Des. No. 2101170 has been placed under its own contract and, thus, re-coordination was initiated for purposes of the environmental documentation. The scope of work for Des. No. 2101170 has not changed from the previous coordination letter sent to agencies in June 2021.

On February 10, 2023, re-coordination efforts were initiated as documented in the table below. The Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW) responded that their original response from July 30, 2021, is still applicable to the project. A copy of the February 10, 2023, early coordination letter is provided in Appendix C, pages C-1 to C-2.

Agency	Date Sent	Response Received	Appendix C
Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR-DFW)	June 30, 2021	July 30, 2021	Page C-4
US Fish and Wildlife Service Bloomington Indiana Field Office	February 10, 2023	February 13, 2023,	Pages C-29 to C-32
US Department of Housing and Urban Development	February 10, 2023	No Response	N/A
National Parks Service	February 10, 2023	No Response	N/A
INDOT, Office of Aviation	February 10, 2023	February 10, 2023	Page C-33
INDOT, Seymour District, Environmental Section Manager	February 10, 2023	No Response	N/A
INDOT, Seymour District, Project Manager	February 10, 2023	No Response	N/A
Indiana Geological and Water Survey	February 8, 2023	February 8, 2023	Pages C-34 to C-35
IDEM Wellhead Proximity Determinator	February 10, 2023	Auto Response	N/A
City of Batesville Fire and EMS	February 10, 2023	No Response	N/A
Osgood Water Department	February 10, 2023	No Response	N/A

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

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**SECTION B – ECOLOGICAL RESOURCES:**

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Streams, Rivers, Watercourses &amp; Other Jurisdictional Features</b>			
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

 Total stream(s) in project area: 0.0 Linear feet      Total impacted stream(s): 0.0 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)
N/A	N/A	N/A	N/A	N/A

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

Based on the desktop review, the aerial map of the project area (Appendix B, page B-2) and the Water Resources map (Appendix E, page E-8) there are five streams, rivers, watercourses, or other jurisdictional features within the 0.5 mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visit on June 19, 2022, conducted by Metric Environmental. Therefore, no impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Open Water Feature(s)</b>			
Reservoirs			
Lakes			
Farm Ponds			
Retention/Detention Basin			
Storm Water Management Facilities			
Other: _____			

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

Based on the desktop review, the aerial map of the project area (Appendix B, page B-2) and the Water Resources map (Appendix E, page E-8) there are three open water features within the 0.5 mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on June 19, 2022, conducted by Metric Environmental. Therefore, no impacts are expected.

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

 Total wetland area: 0.00 Acre(s)      Total wetland area impacted: 0.00 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)
N/A	N/A	N/A	N/A	N/A

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### Documentation

### ESD Approval Dates

**Wetlands (Mark all that apply)**

Wetland Determination	
Wetland Delineation	
USACE Isolated Waters Determination	


**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 the desktop review, the aerial map of the project area (Appendix B, page B-2) and the Water Resources map (Appendix E, page E-8) there are six wetlands within the 0.5 mile search radius. There are no wetlands within or adjacent to the project area, which was confirmed by the site visit conducted by Metric Environmental on June 19, 2022. Therefore, no impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Terrestrial Habitat</b>			

Total terrestrial habitat in project area: 0.00 Acre(s)

Total tree clearing: 0.00 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, a site visit on June 19, 2022, by Metric Environmental, a review of the aerial map of the project area (Appendix B, page B-2), there are no terrestrial habitats present within or adjacent to the project area. The land adjacent to SR 229 consists of maintained grass lawns. The project area consists of roadway pavement. Therefore, no impacts are expected.

**Protected Species**

**Federally Listed Bats**

	Yes	No
Information for Planning and Consultation (IPaC) determination key completed	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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.*



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Based on a desktop review and the LRFI report (Appendix E, page E-4) completed by Metric Environmental on May 12, 2022, the IDNR Franklin County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated July 30, 2021 (Appendix C, page C-4) the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5 mile bat review occurred on July 13, 2021, and no reports of the Indiana bat or the northern long-eared bat have been documented within 0.5 mile of the project site.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C-14 to C-28). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*). One other species was generated in the IPaC species list other than the Indiana bat and NLEB. The official species list generated from IPaC indicated one other species present within the project area, the Monarch Butterfly (*Danaus plexippus*); however, no critical habitat has been designated for this species and it's considered a candidate species for future listing. The project qualifies for the most current INDOT/USFWS agreement; therefore, no further coordination is needed with the USFWS.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on November 2, 2021, and based on the responses provided, the project was found to "May Affect/Not Likely to Adversely Affect" the Indiana bat and the NLEB (Appendix C, pages C-5 to C-13). INDOT reviewed and verified the effect finding on September 26, 2022, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) include directing temporary lighting away from suitable habitat, and ensuring all operators and contractors are aware of all environmental commitments and AMMs. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the *Environmental Commitments* section of this document.

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

**Geological and Mineral Resources**

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

Yes	No
<b>X</b>	
	<b>X</b>
	<b>X</b>

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): \_\_\_\_\_

*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 within the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page B-1), there are no karst features identified within or adjacent to the project area. In the early coordination response February 8, 2023, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages C-34 to C-35).

The IGWS did identify geological hazards including a moderate liquefaction potential and a low potential for bedrock resources. No karst features are documented within the search radius. Response from IGWS has been communicated with the designer on February 8, 2023. No impacts are expected.

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**SECTION C – OTHER RESOURCES**

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Drinking Water Resources</b>			
Wellhead Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Well(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Urbanized Area Boundary	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project located in the St. Joseph Sole Source Aquifer (SSA):			
If Yes, is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is a Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on February 3, 2023, by Metric Environmental. This project is not located within a Wellhead Protection Area; however, the site is located within a Source Water Protection Area. An early coordination Letter was provided to the Osgood Water Department on February 10, 2023. No response was received. The feature will not be affected because there will be no deep excavation and all applicable erosion control measures will be implemented during construction and until all disturbed areas are stabilized.

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 3, 2023, by Metric Environmental. No wells are located near this project. Therefore, no impacts are expected. Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Metric Environmental on February 3, 2023, this project is located within an Urban Area Boundary. The project will comply with all required state and local storm water quality management conditions and the appropriate erosion control plan will be implemented during construction. Erosion control measures will be maintained until all disturbed areas are stabilized. No impact is expected.

Based on a desktop review, a site visit on June 19, 2022, conducted by Metric Environmental, a review of the aerial photograph (Appendix B, page B-2) this project is located where there is a public water system. The public water system will not be affected because the project is limited to the installation of a median within the limits of an existing roadway. The project will not impact any drinking water supply lines. Therefore, no impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Floodplains</b>			
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Longitudinal encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000’ up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, indicate the Floodplain Level?			
Level 1 <input type="checkbox"/>	Level 2 <input type="checkbox"/>	Level 3 <input type="checkbox"/>	Level 4 <input type="checkbox"/>
	Level 5 <input type="checkbox"/>		

*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.*

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The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com>) was accessed on February 3, 2023, by Metric Environmental. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix E, page E-9). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Farmland</b>			
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006\*) \_\_\_\_\_

*\*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, a site visit on June 19, 2022, conducted by Metric Environmental, the aerial map of the project area (Appendix B, page B-2), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.

**SECTION D – CULTURAL RESOURCES**

	<u>Category(ies) and Type(s)</u>	<u>INDOT Approval Date(s)</u>	<u>N/A</u>
<b>Minor Projects PA</b>	<input type="checkbox"/> Category B, Type 1,2 and 3	<input type="checkbox"/> August 22, 2022	<input type="checkbox"/>

**Full 106 Effect Finding**

No Historic Properties Affected  No Adverse Effect  Adverse Effect

**Eligible and/or Listed Resources Present**

NRHP Building/Site/District(s)  Archaeology  NRHP Bridge(s)

**Documentation Prepared** (mark all that apply)

	<u>ESD Approval Date(s)</u>	<u>SHPO Approval Date(s)</u>
APE, Eligibility and Effect Determination	<input type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties Report or Short Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check and Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ia Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>

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

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

On June 25, 2021, INDOT, CRO (Cultural Resources Office) determined that the project meets the guidelines of Category B, Type 1, 2 and 3 under the Minor Projects Programmatic Agreement, (Appendix D, pages D-1 to D-7). Category B-1 projects include the replacement, repair, or installation of curbs, curb ramps, or sidewalks, when such projects take place in previously disturbed soils and are not located within or adjacent to an aboveground historic resource listed in or eligible for listing in the National Register of Historic Places.

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Category B-2 includes the installation of new lighting, signals, signage, and other traffic control devices under the same conditions as Category B-1. Category B-3 includes the construction of added travel, turning, or auxiliary lanes under the same conditions as Category B-1 and B-2. As part of the MPPA documentation, a desktop review of the project area was completed to assess any known archaeological resources. It was determined that the immediate project area has been disturbed by commercial development and there are no archaeological sites located within or adjacent to the project area.

An amended MPPA document was approved by INDOT, CRO on August 22, 2022. The scope of work of the amended MPPA has not changed from the initial MPPA approval, except for the addition of drainage inlets within the proposed median. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

### Evaluations Prepared

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

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page B-2) and the Infrastructure map (Appendix E, page E-7) there are two potential Section 4(f) resources located within the 0.5 mile search radius. According to the site visit conducted on June 19, 2022, by Metric Environmental, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

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**Section 6(f) Involvement**

**Presence**

**Use**

**Yes**

**No**

**Section 6(f) Property**




*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 Section 6(f) properties on the INDOT ESD website revealed a total of six properties in Franklin County that have received LWCF funding (Appendix G, page G-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impact to Section 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
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Location in STIP: Page 115 (Appendix F, page F-1)  
 Name of MPO (if applicable): N/A  
 Location in TIP (if applicable): N/A

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 F, page F-1).

This project is located in Franklin County, which is currently in attainment for all criteria pollutants according to the EPA Nonattainment/Maintenance Status List located at [https://www3.epa.gov/airquality/greenbook/anayo\\_in.html](https://www3.epa.gov/airquality/greenbook/anayo_in.html). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c) or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

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## SECTION G - NOISE

**Noise**

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

Yes

No
X

Date Noise Analysis was approved/technically sufficient by INDOT ESD: \_\_\_\_\_

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

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

## SECTION H – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

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

Yes	No
X	
	X
	X
	X
X	
X	

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

The U.S. Department of Housing and Urban Development (HUD) was consulted as part of the early coordination process regarding possible regional, community or neighborhood factors associated with this project. No response was received. On February 21, 2023, Metric conducted an on-line review of the Indiana Festivals website (<http://www.indianafestivals.org>). There are no events identified within or near the project area that would be potentially impacted during construction of the project. No impact is expected.

The Americans with Disabilities Act (ADA) requires a transition plan by local and state governments. Such a plan includes how the government will remove barriers to accessibility over time for persons with disabilities, such as installing curb ramps at intersections, making a web site accessible for persons with low vision, ensuring public meetings are fully accessible to persons with disabilities and other related issues. Franklin County has an approved ADA transition plan; however, the proposed project does not include ADA compliant design components.

This project will not change the general development patterns, population density, or residential or commercial growth rate of the project area. Furthermore, there will be no permanent impacts to community cohesion, local mobility, access, pedestrian or motorist safety or emergency services as a result of the project. The project will not have any adverse impacts on the local tax base or property values.

**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.*

Based on a desktop review, a review of the aerial map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, page E-2), there are four public facilities located within the 0.5 mile search radius. The site visit conducted on June 19, 2022, by Metric Environmental confirmed that there are no public facilities located within or adjacent to the project area, therefore, no impacts are expected. Access to all properties will be maintained during construction.

On February 10, 2023, INDOT, Office of Aviation responded to early coordination stating that a Federal Aviation Administration (FAA) permit will not be required if all construction equipment used for the project does not exceed 172 ft. in height (Appendix C, page C-33). This information was provided to the project designer on February 10, 2023. 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.

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**Environmental Justice (EJ)** (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

	Yes	No
During the development of the project were EJ issues identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project require an EJ analysis?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are any EJ populations located within the project area?	<input type="checkbox"/>	<input type="checkbox"/>
Will the project result in adversely high and disproportionate impacts to EJ populations?	<input type="checkbox"/>	<input type="checkbox"/>

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT *Categorical Exclusion Manual*, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will not require any additional permanent right-of-way, and there will be no relocations. Therefore, an EJ Analysis is not required.

**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
Will the proposed action result in the relocation of people, businesses or farms?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a BIS or CSRS required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations: \_\_\_\_\_ Residences: \_\_\_\_\_ Businesses: \_\_\_\_\_ Farms: \_\_\_\_\_ Other: \_\_\_\_\_

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

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

**SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

**Documentation**

**Hazardous Materials & Regulated Substances** (Mark all that apply)

Red Flag Investigation (RFI)

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

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

Date RFI concurrence by INDOT SAM (if applicable): October 24, 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.*

The level of this Categorical Exclusion (CE) document was elevated due to a permanent change in traffic access. Based on coordination with the INDOT Seymour District on December 1, 2021, it was determined completing a Limited Red Flag Investigation (LRFI) was appropriate due to the limited excavation activities and off pavement work. Only the hazardous material 0.5 mile radius search was reviewed for this LRFI.

One RCRA Generator/ TSD site is located within 0.5 mile of the project area. Three Underground Storage Tank (UST) sites are located within 0.5 mile of the project area. Four Leaking Underground Storage (LUST) sites are located within 0.5 mile of the project area. Two Institutional Controls sites are located within 0.5 mile of the project area. Seven NPDES Facilities are located within 0.5 mile of the project area.

One LUST site/Institutional Control site (Cross County Shell Station 1029 SR 229) is located adjacent to the project area. The Indiana Department of Environmental Management (IDEM) issued an No Further Action (NFA) approval determination on December 22, 2006. The approved closure met the established industrial cleanup limits for subsurface soil and groundwater contaminates. An environmental restrictive covenant (ERC) was recorded on the property on October 30, 2006. Two affected areas are covered by the ERC, one of which extends into SR 229. Excavation is not planned for this area; however, if excavation should occur in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. In addition, if excavation should occur in this area, coordination will be conducted with the IDEM Institutional Controls section ([institutionalcontrols@idem.IN.gov](mailto:institutionalcontrols@idem.IN.gov)) before Request For Contract (RFC).

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### 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)
- Individual Permit (IP)
- Other

**IN Department of Environmental Management (401/Rule 5)**

- Nationwide Permit (NWP)
- Regional General Permit (RGP)
- Individual Permit (IP)
- Isolated Wetlands
- Rule 5
- Other

**IN Department of Natural Resources**

- Construction in a Floodway
- Navigable Waterway Permit
- Other

**Mitigation Required**

**US Coast Guard Section 9 Bridge Permit**

**Others (Please discuss in the discussion below)**

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

The project will not require any permits. Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

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



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## 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)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within INDOT's right of way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT EWPO)
4. 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)
5. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
7. One LUST site/Institutional Control site (Cross County Shell Station 1029 SR 229) is located adjacent to the project area. If excavation should occur in this area, the proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section ([institutionalcontrols@idem.IN.gov](mailto:institutionalcontrols@idem.IN.gov)) before Request for Contract (RFC). (INDOT ESD)

## APPENDICES

### APPENDIX A: INDOT Supporting Documentation

- CE Threshold Chart A-1

### APPENDIX B: Graphics

- Project Location Map/USGS Topographic Map B-1
- Aerial Photograph B-2
- Ground Level Photographs B-3
- Excerpts of Design Plans B-5

### APPENDIX C: Early Coordination

- Sample Early Coordination Letter C-1
- Early Coordination Recipients List C-3
- IDNR-DFW Response C-4
- USFWS Concurrence Verification Letter C-5
- USFWS Official Species List C-14
- USFWS, Bloomington Field Office Response C-29
- INDOT, Office of Aviation C-33
- Indiana Geological and Water Survey Response C-34

### APPENDIX D: MPPA Documentation

- MPPA Documentation D-1
- INDOT CRO MPPA Concurrence D-6

### APPENDIX E: Red Flag and Hazardous Materials

- Red Flag Investigation, INDOT Concurrence E-3
- Red Flag Maps E-5
- IDNR Floodplain Map E-9

### APPENDIX F: Air Quality

- INDOT 2022-2026 STIP F-1

### APPENDIX G: Additional Studies

- Franklin County LWCF Project List G-1
- Excerpts from Engineering Assessment Report G-2

**APPENDIX A**  
**INDOT Supporting Documentation**

**Project Processed as a CE-1 with Public Involvement**

**Categorical Exclusion Level Thresholds**

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts<sup>3</sup></b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit <sup>4</sup>
<b>Wetland Impacts<sup>3</sup></b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
<b>Right-of-way<sup>5</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations<sup>6</sup></b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat)*</b>	“No Effect”, “Not likely to Adversely Affect” (With select AMMs <sup>7</sup> )	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic <sup>8</sup>
<b>Threatened/Endangered Species (Any other species)*</b>	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>9</sup>
<b>Sole Source Aquifer</b>	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Section 4(f) Impacts</b>	None	-	-	-	Any <sup>10</sup>
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>11</sup>
<b>Approval Level</b>	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> <li>• District Env. (DE)</li> <li>• Env. Serv. Div. (ESD)</li> <li>• FHWA</li> </ul>					

<sup>1</sup> Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup> Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup> Total permanent impacts to streams (linear feet) and wetlands (acres).

<sup>4</sup> US Army Corps of Engineers Individual 404 Permit

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

<sup>6</sup> If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

<sup>7</sup> Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

<sup>8</sup> Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower-level CE.

<sup>9</sup> Potential for causing a disproportionately high and adverse impact.

<sup>10</sup> Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

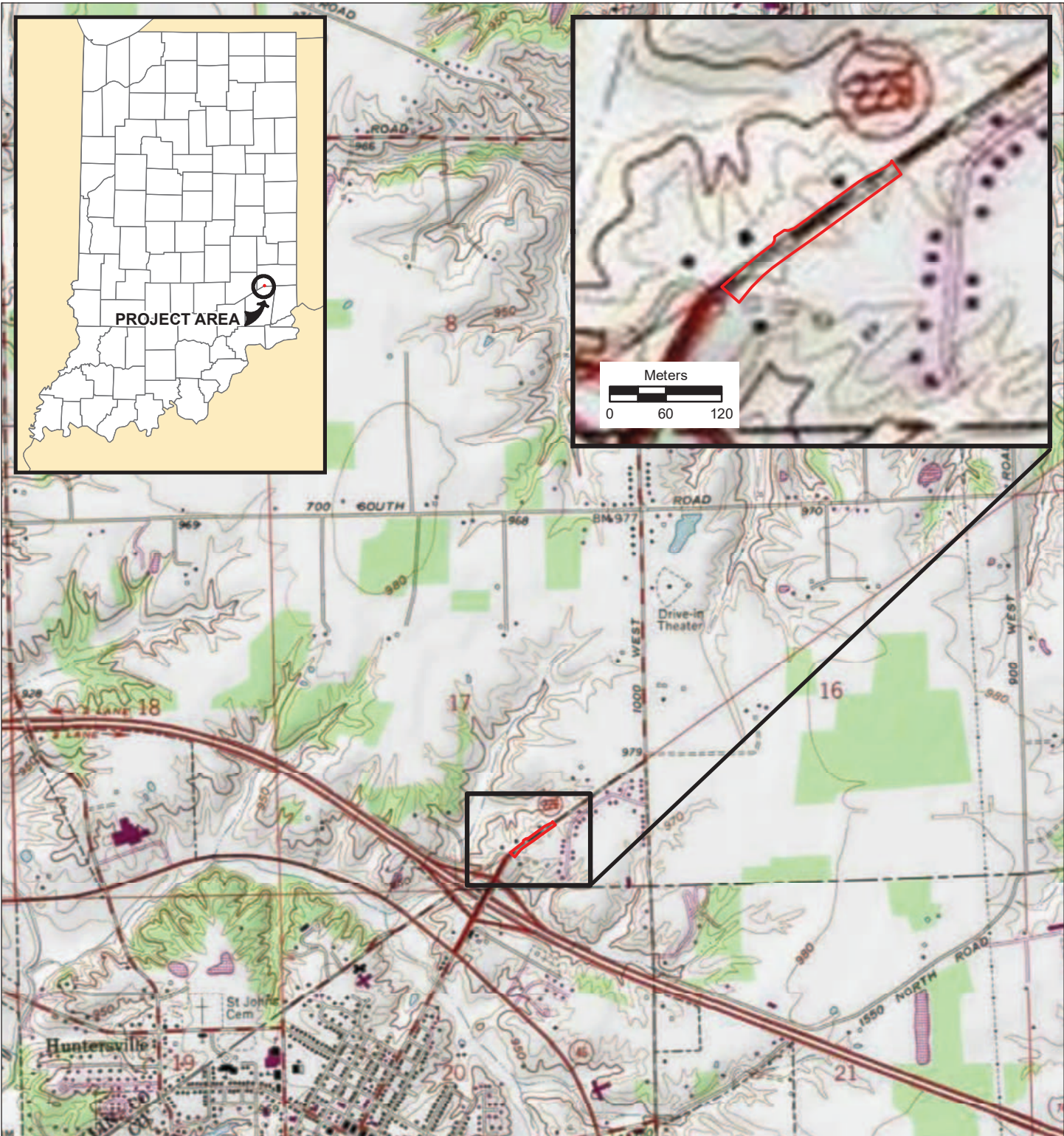
<sup>11</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\* Includes the threatened/endangered species critical habitat

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

# **APPENDIX B**

## **Graphics**



 Project Area

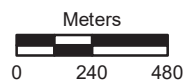
**Project Location and Topographic Map**

Roadway Access Management Project  
 Des. No. 2101170  
 SR 229 from Grayson Street to Northside Drive  
 Franklin County, Indiana

All Locations Approximate  
 1983 Basemap



1 cm = 240 m





— Center Curb

□ Project Area

→ Photo Orientation

**Aerial Photograph**

Intersection Access Management Project  
 Des. No. 2101170  
 SR 229 from Grayson Street to Northside Drive  
 Franklin County, Indiana

All Locations Approximate  
 2013 Basemap  
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye,  
 Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID,  
 IGN, and the GIS User Community



1 cm = 13 m

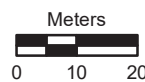




Photo 1. View Looking North Along SR 229 from the Grayson Street Intersection



Photo 2. View Looking South Along SR 229 toward the Grayson Street Intersection





Photo 3. View Looking South Along SR 229 from the Northern Project Termini



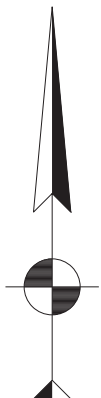
Photo 4. View of the North Side Drive Intersection Looking North Along SR 229

# TRAFFIC DATA

A.A.D.T.	2019	18,211 V.P.D.
A.A.D.T.	2042	20,897 V.P.D.
D.H.V		9.07 %
DIRECTIONAL DISTRIBUTION		50 %

# DESIGN DATA

DESIGN SPEED	40 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE



SCALE: 1" = 2500'

PROJECT LOCATION SHOWN BY   
FRANKLIN COUNTY

LATITUDE: 39° 18' 38"      LONGITUDE: 85° 12' 51"

BRIDGE LENGTH:	<u>          N/A          </u>	MI.
ROADWAY LENGTH:	<u>          0.139          </u>	MI.
TOTAL LENGTH:	<u>          0.139          </u>	MI.
MAX. GRADE:	<u>          1.40          </u>	%

HUC: 05140101040040

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2022  
TO BE USED WITH THESE PLANS

<u>          812)372-9911          </u> PHONE NUMBER		BRIDGE FILE NO.		
		N/A		
		DESIGNATION		
		2101170		
<u>                                  </u> DATE	SURVEY BOOK	SHEETS		
		1	of	25
<u>                                  </u> DATE	CONTRACT	PROJECT		
	T-44014	2101170		

# DEPARTMENT PORTATION



## PLANS

AT: RP 12+57

2101170

P.E.

2101170

CONST.

Plans of Full Plan Set

Construction Management on SR 229  
Franklin County, Batesville, IN

End Project  
Sta. 20+15 "PR-C"



PLANS  
PREPARED BY:

**STRAND ASSOCIATES, INC.**

629 WASHINGTON ST., COLUMBUS, IN 47201

CERTIFIED BY:

APPROVED  
FOR LETTING:

INDIANA DEPARTMENT OF TRANSPORTATION

# INDIANA D OF TRANS



---

# ROAD

ROUTE: SR 229

PROJECT NO.

Excerpt

Access  
In Section 17, T-10-

Begin Project  
Sta. 12+89 "PR-C"



PROJECT	DESIGNATION
2101170	2101170
CONTRACT	BRIDGE FILE NO.
T-44014	N/A





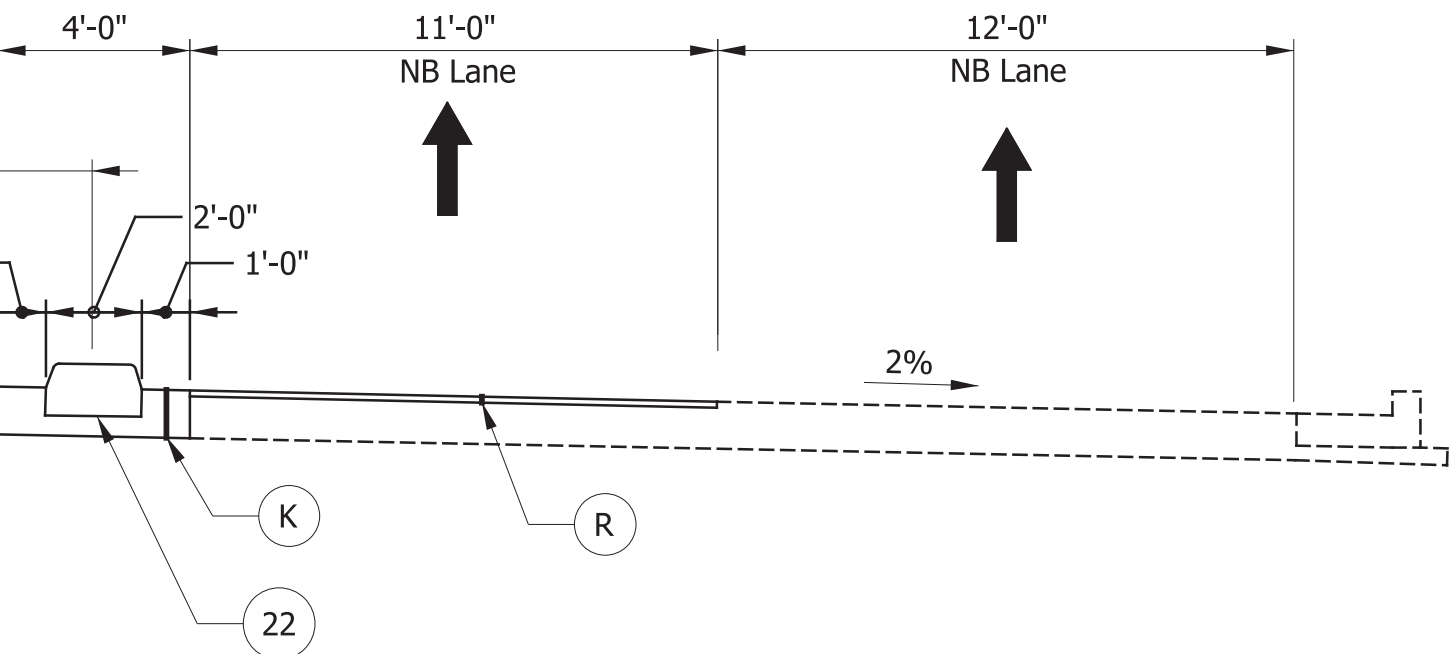
NOTE: Superelevation Transition from Reverse Crown to Normal Crown begins at 14+89.96 "PR-C" and ends at 16+20.73 "PR-C".

LEGEND

- (K) Full Depth HMA
- (R) 1-1/2" Milling/Resurface
- (22) Concrete Center Curb, Type C
- (R2) Wedge and Level Overlay  
(300#/SY Average)

ANA TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
	1/4" = 1'-0"	N/A
	VERTICAL SCALE	DESIGNATION NO.
	1/4" = 1'-0"	2101170
SS SECTIONS NE "PR-C"	SURVEY BOOK NO.	SHEETS
		3 of 25
	CONTRACT NO.	PROJECT NO.
	T-44014	2101170

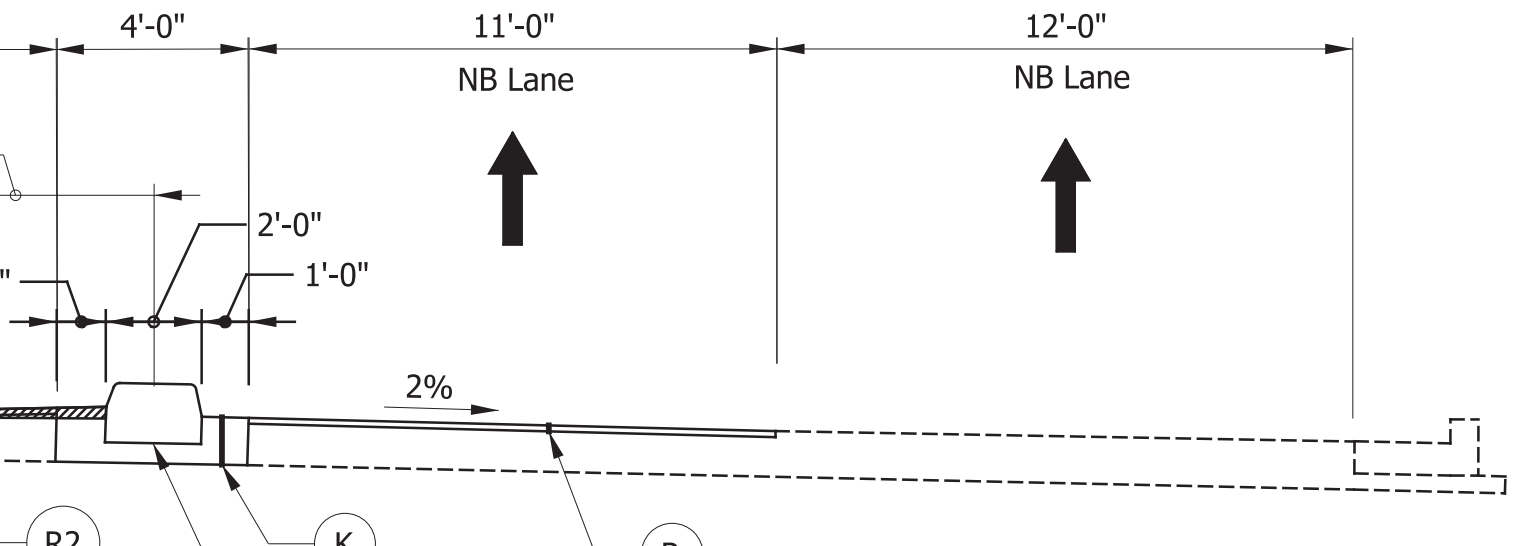
R-C"



**SECTION - SR 229**

STA. 15+03 LINE "PR-C"

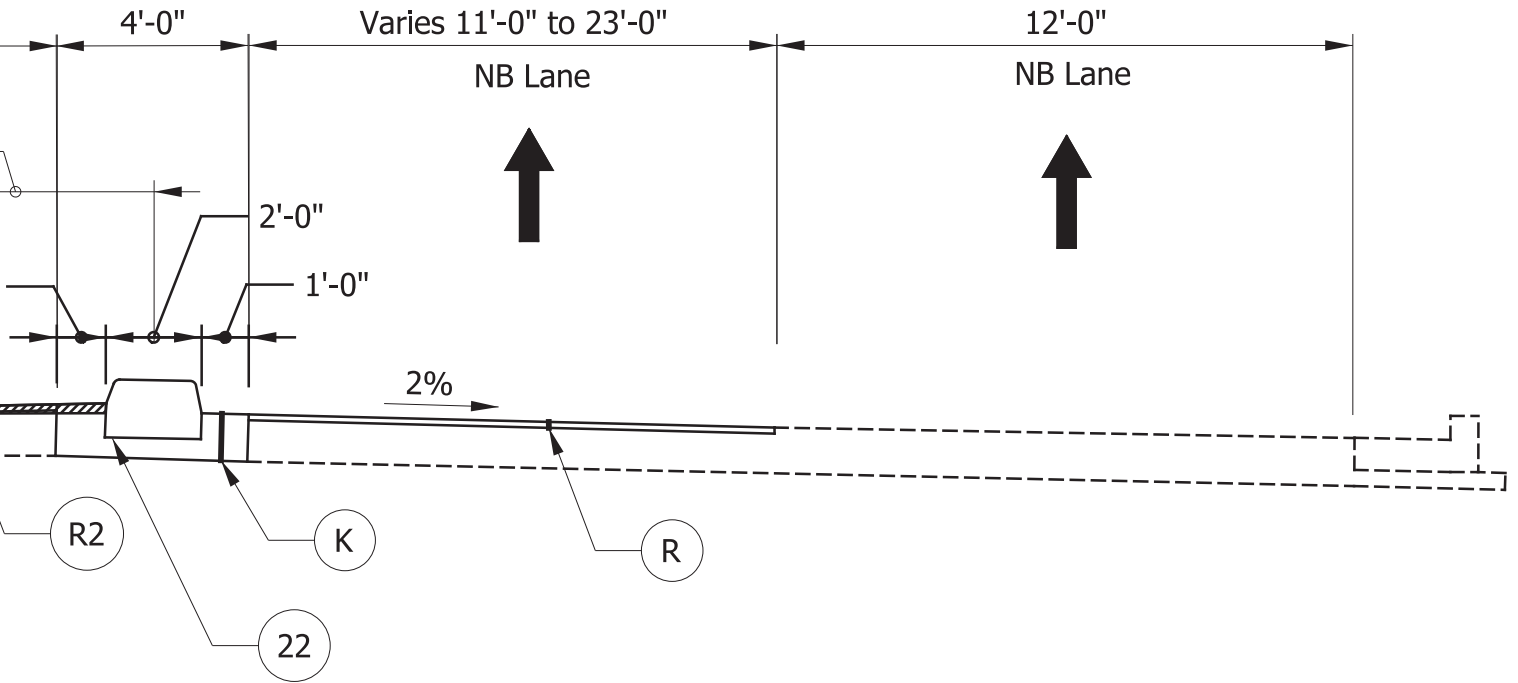
R-C"



**DN - SR 229**

A. 16+25 LINE "PR-C"

R-C"



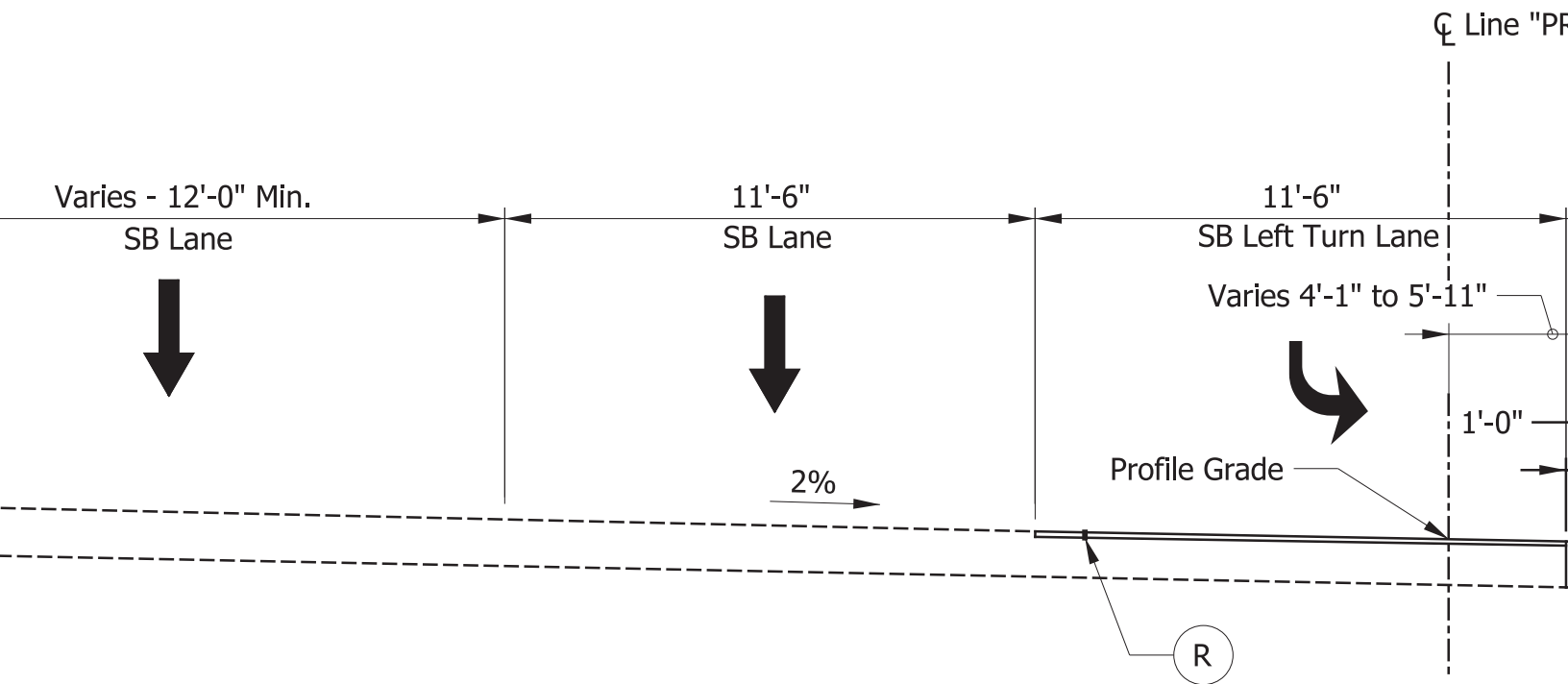
**DN - SR 229**

A. 17+10 LINE "PR-C"

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: <u>LRC</u>	DRAWN: <u>ACB</u>		
CHECKED: <u>MAR</u>	CHECKED: <u>MAR</u>		

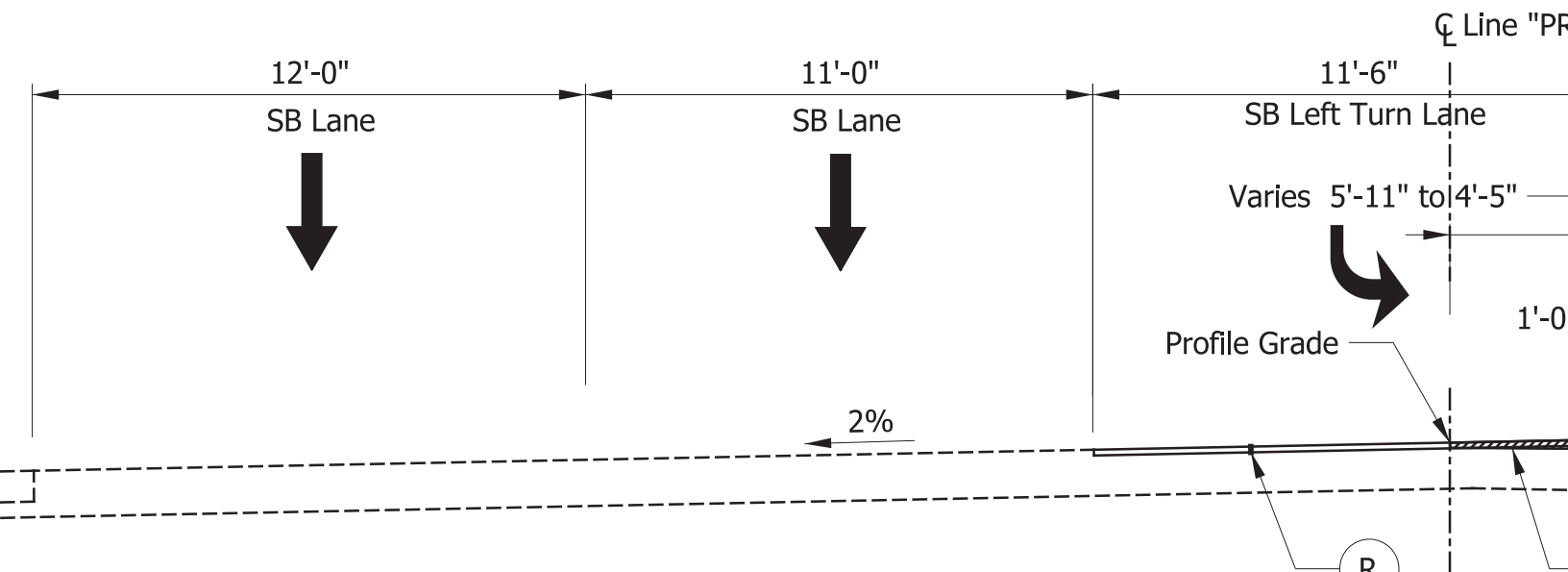
INDIA  
DEPARTMENT OF T

TYPICAL CROSS  
SR 229 - LIN



**SUPERELEVATED SECTION**

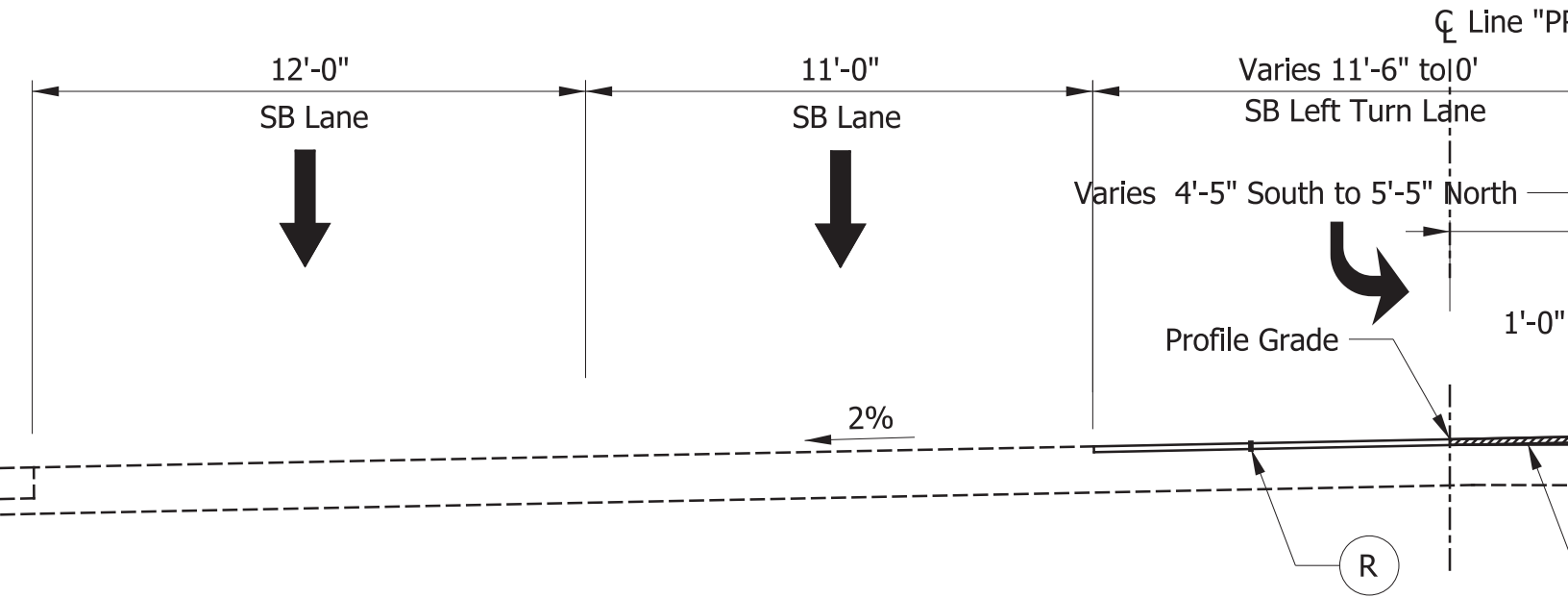
STA. 12+89 LINE "PR-C" TO STA. 12+90



(R)

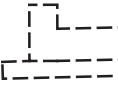
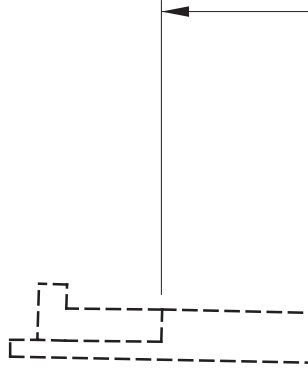
### TANGENT SECTION

STA. 15+03 LINE "PR-C" TO STA. 15+03



### TANGENT SECTION

STA. 16+25 LINE "PR-C" TO STA. 16+25

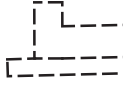




S:\COL\4000--4099\4060\554\Drawings\CAD\Micros\Temp\SR 229 Batesville\Plan\Sht Typicals\_1.dgn

4/27/2023

4:20:5





LEGEND

- (K) Full Depth HMA
- (R) 1-1/2" Milling/Resurface
- (15) Concrete Curb and Gutter, Combined
- (22) Concrete Center Curb, Type C
- (R3) Wedge and Level Overlay  
(400#/SY Average)

ANA TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
	1/4" = 1'-0"	N/A
SS SECTIONS NE "PR-C"	VERTICAL SCALE	DESIGNATION NO.
	1/4" = 1'-0"	2101170
	SURVEY BOOK NO.	SHEETS
		4 of 25
	CONTRACT NO.	PROJECT NO.
	T-44014	2101170

Line "PR-C"

n Lane

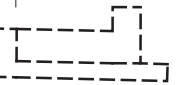
11'-0"  
NB Lane



12'-0"  
NB Lane



2%

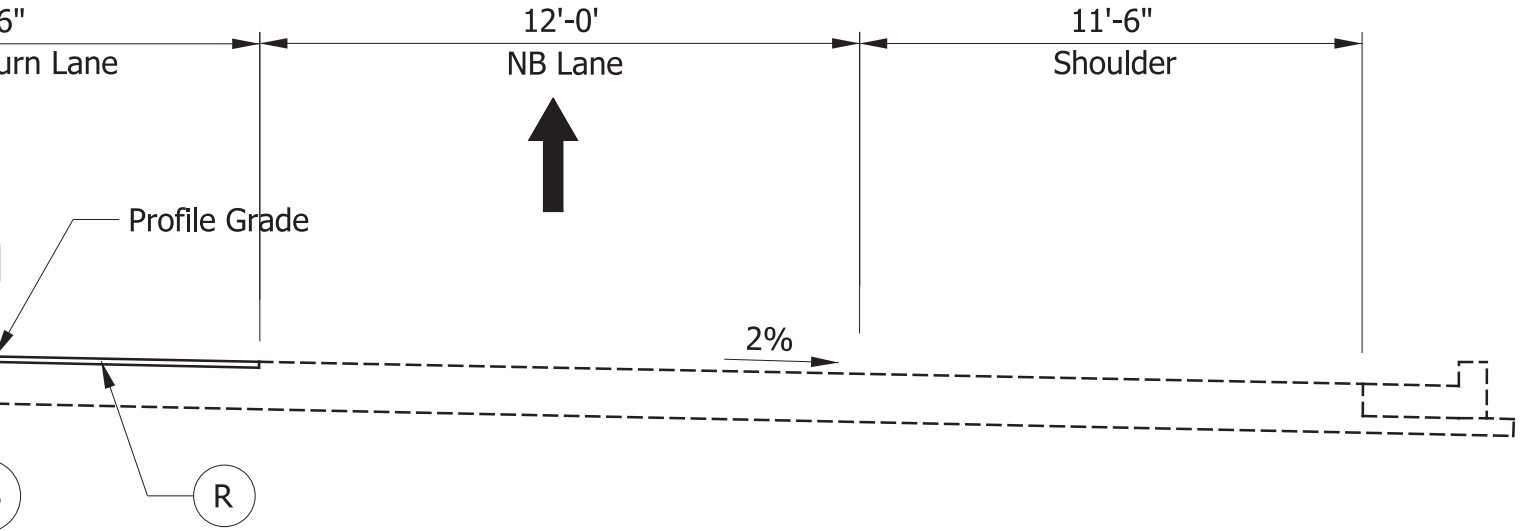


R

SECTION - SR 229

' TO STA. 18+70 LINE "PR-C"

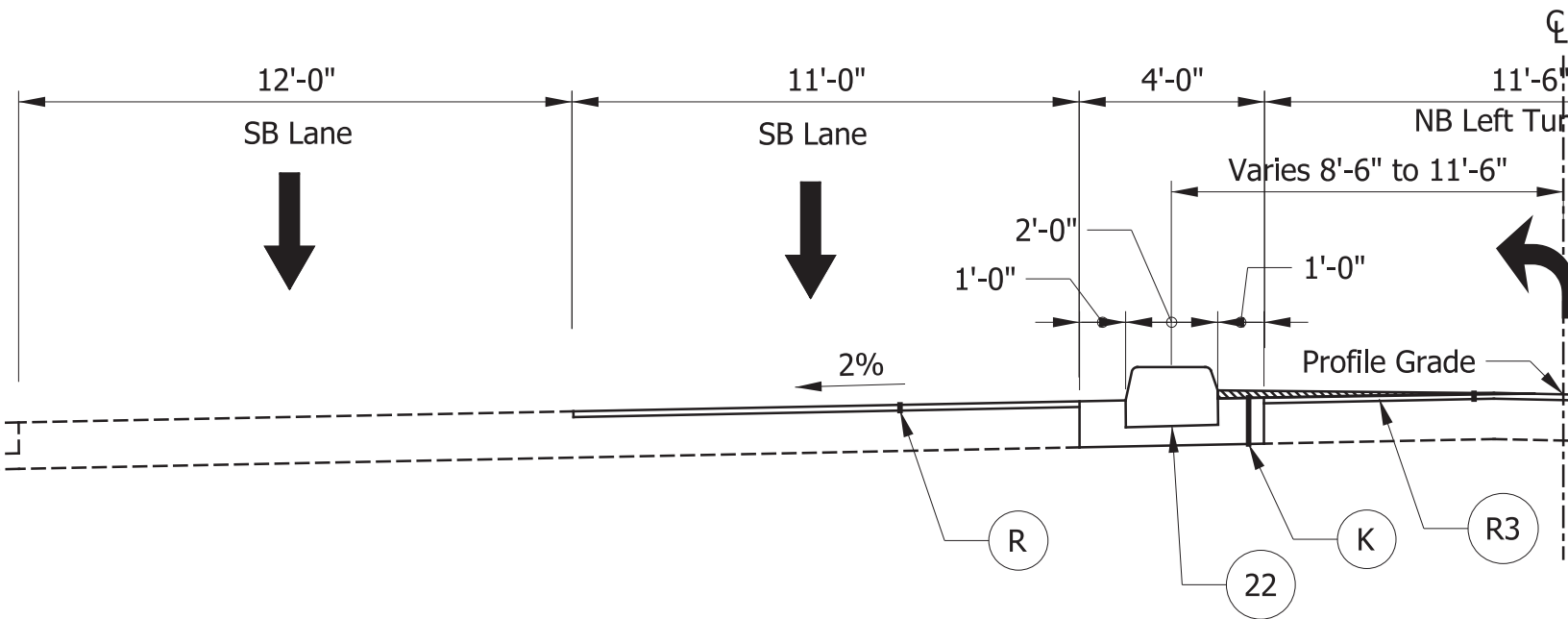
Line "PR-C"



**SECTION - SR 229**

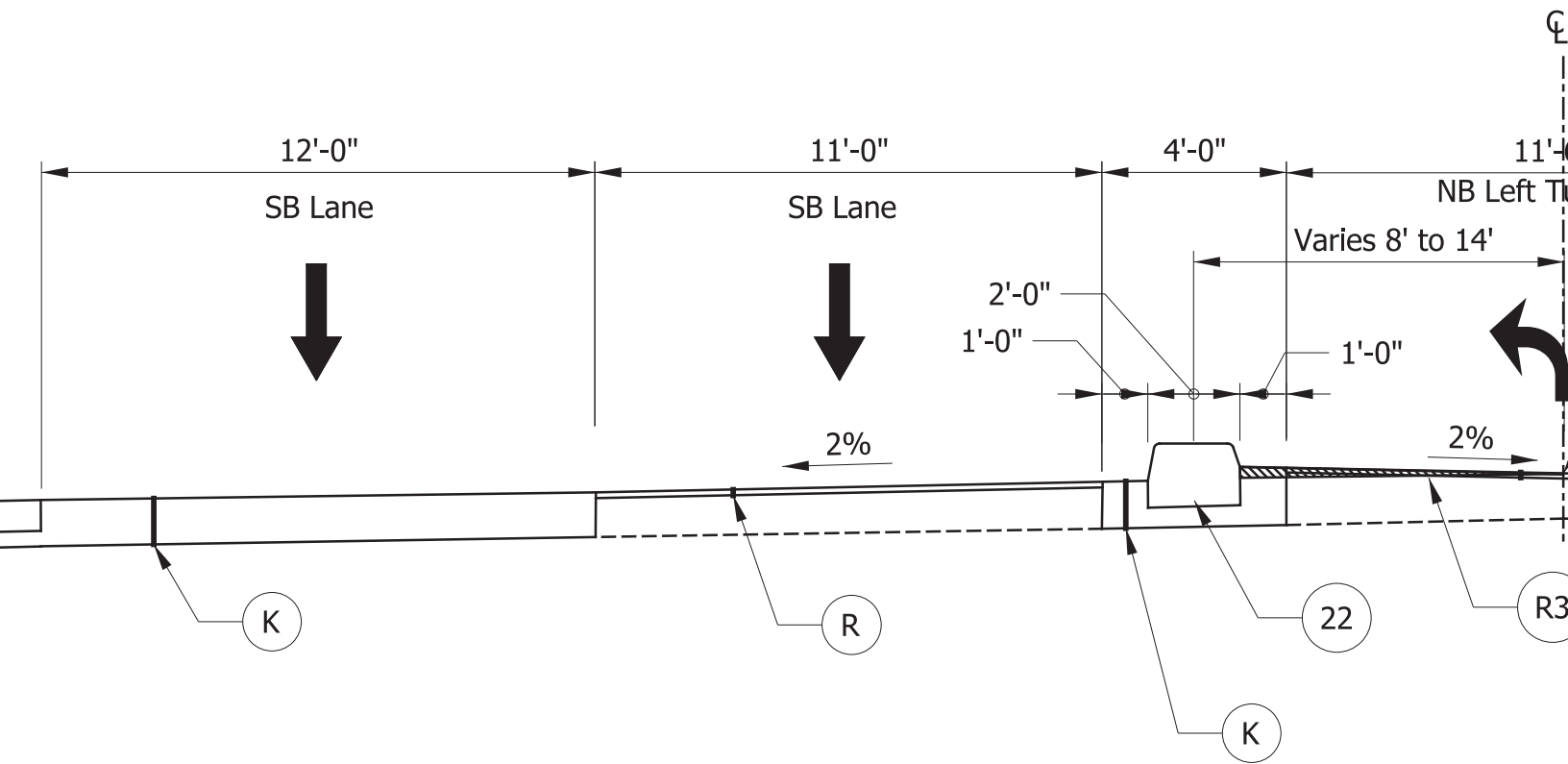
STATION 20+15 LINE "PR-C"

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	INDIA DEPARTMENT OF T	
DESIGNED: <u>LRC</u>	DRAWN: <u>ACB</u>	TYPICAL CROSS SR 229 - LIN
CHECKED: <u>MAR</u>	CHECKED: <u>MAR</u>	



**TANGENT SE**

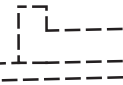
STA. 17+10 LINE "PR-C"



**TANGENT SEC**  
 STA. 18+70 LINE "PR-C" TO

4 PM

AustinG










15



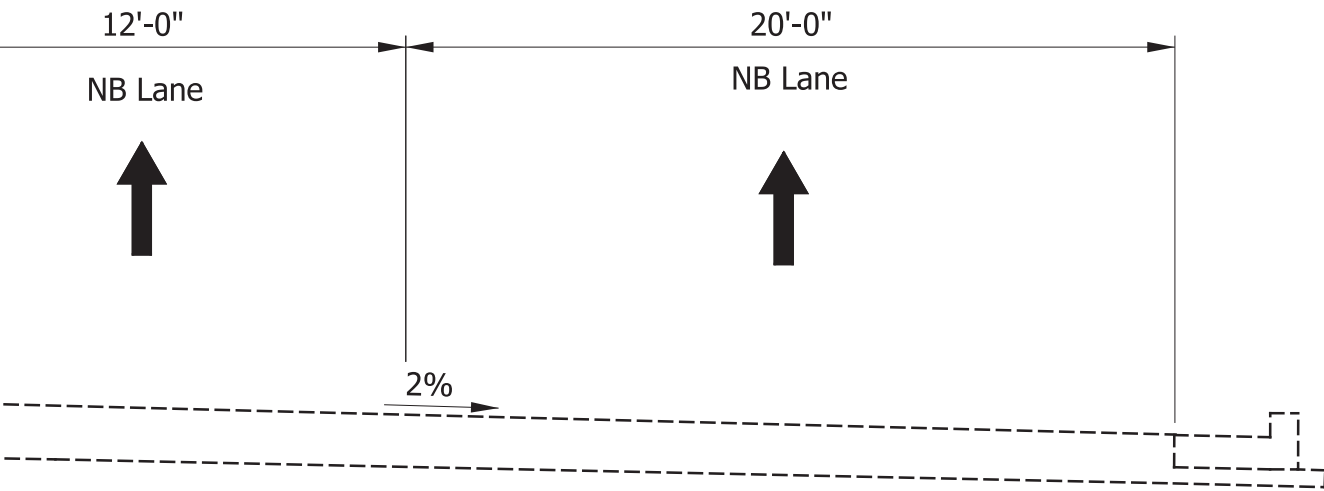


LEGEND

-  Full Depth HMA
-  Concrete Curb and Gutter, Combined
-  Temporary Pavement Marking, White, Solid, 4"
-  Temporary Pavement Marking, Yellow, Solid, 4"
-  Construction Area

ANA TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
	1/4" = 1'-0"	N/A
CROSS SECTIONS LINE "A"	VERTICAL SCALE	DESIGNATION NO.
	1/4" = 1'-0"	2101170
	SURVEY BOOK NO.	SHEETS
		5      of      25
	CONTRACT NO.	PROJECT NO.
	T-44014	2101170

R-C"



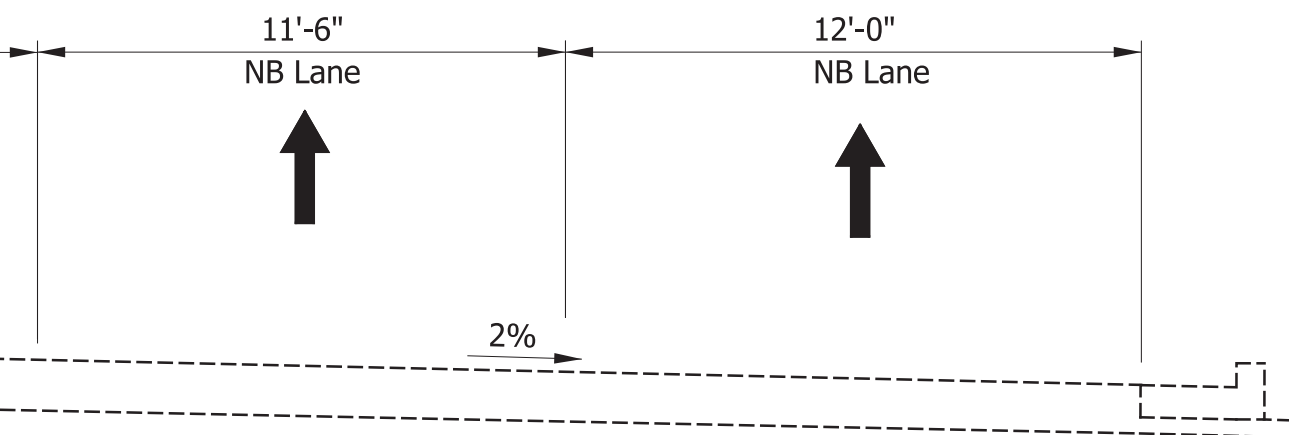
## SR 229

A. 15+34 LINE "PR-C"

lane:

sta: 15+34 , Width: 0'

"PR-C"



# SR 229

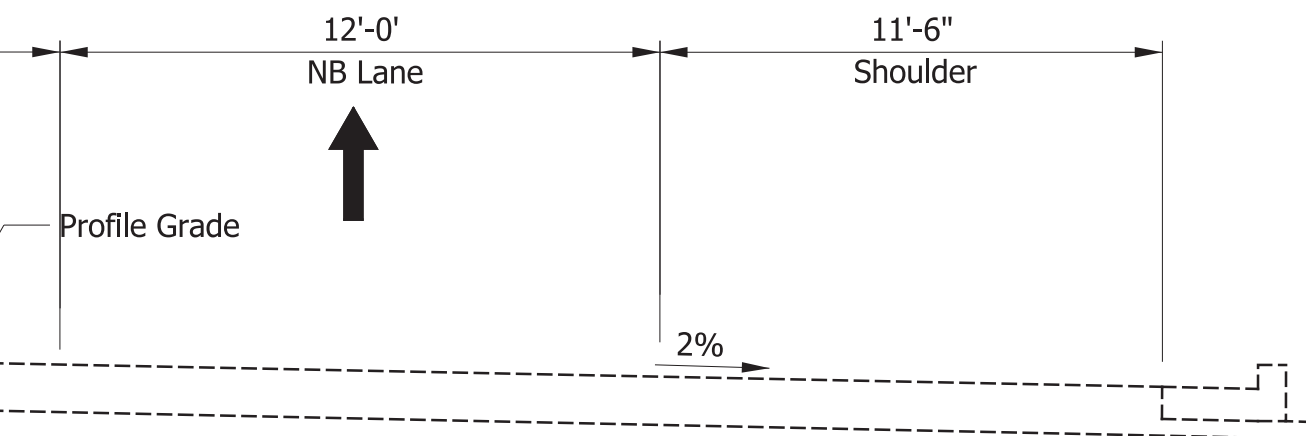
STA. 18+95 LINE "PR-C"

Lane:

17+99 , Width: 11'-6"

18+95 , Width: 0'

"PR-C"



# SR 229

STA. 20+29 LINE "PR-C"

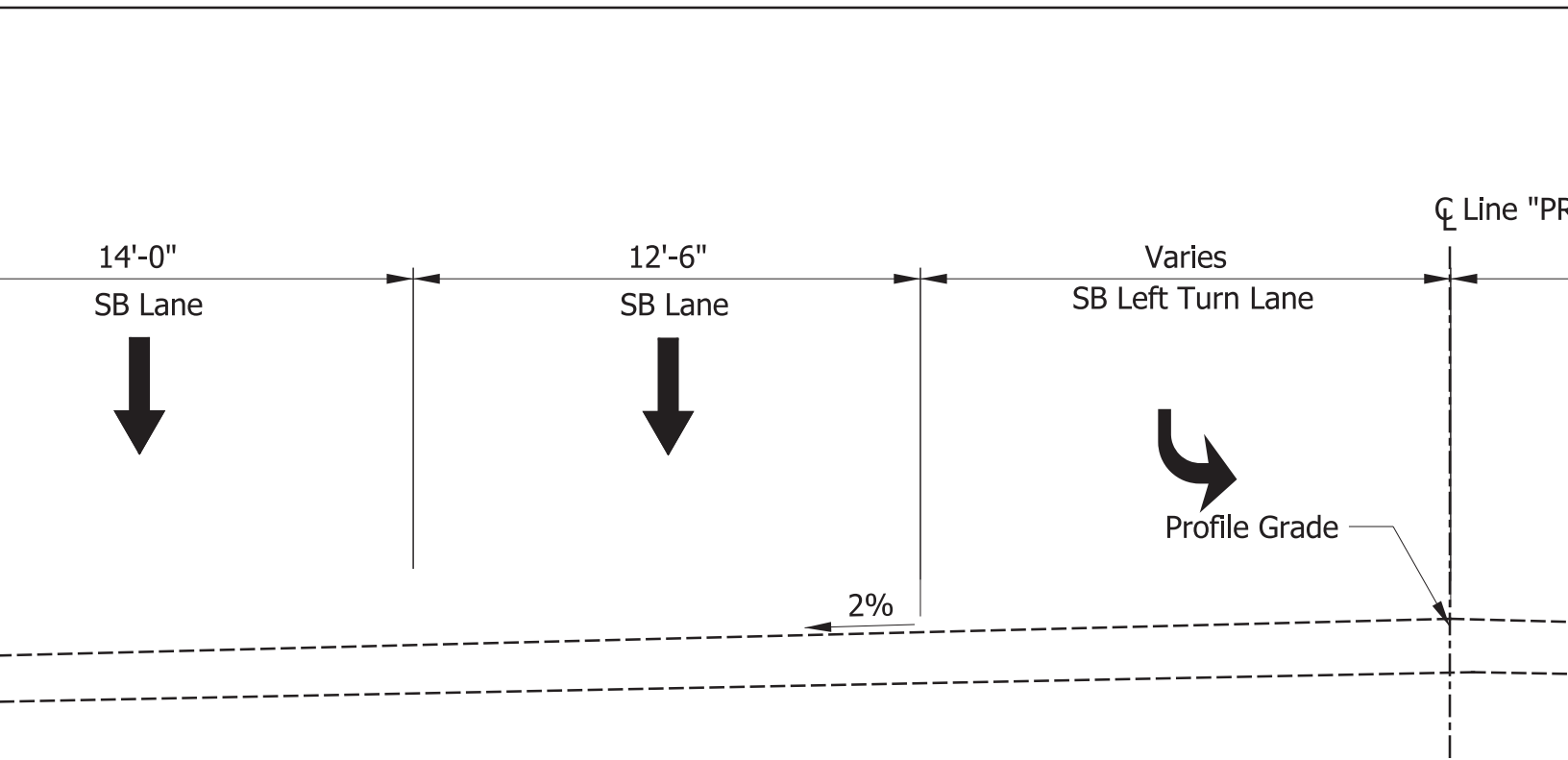
Lane:

20+29 , Width: 10'-0"

Lane:

20+29 , Width: 26'-0"

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIA DEPARTMENT OF T  MOT TYPICAL CR SR 229 - L
DESIGNED: <u>LRC</u>	DRAWN: <u>ACB</u>	
CHECKED: <u>MAR</u>	CHECKED: <u>MAR</u>	

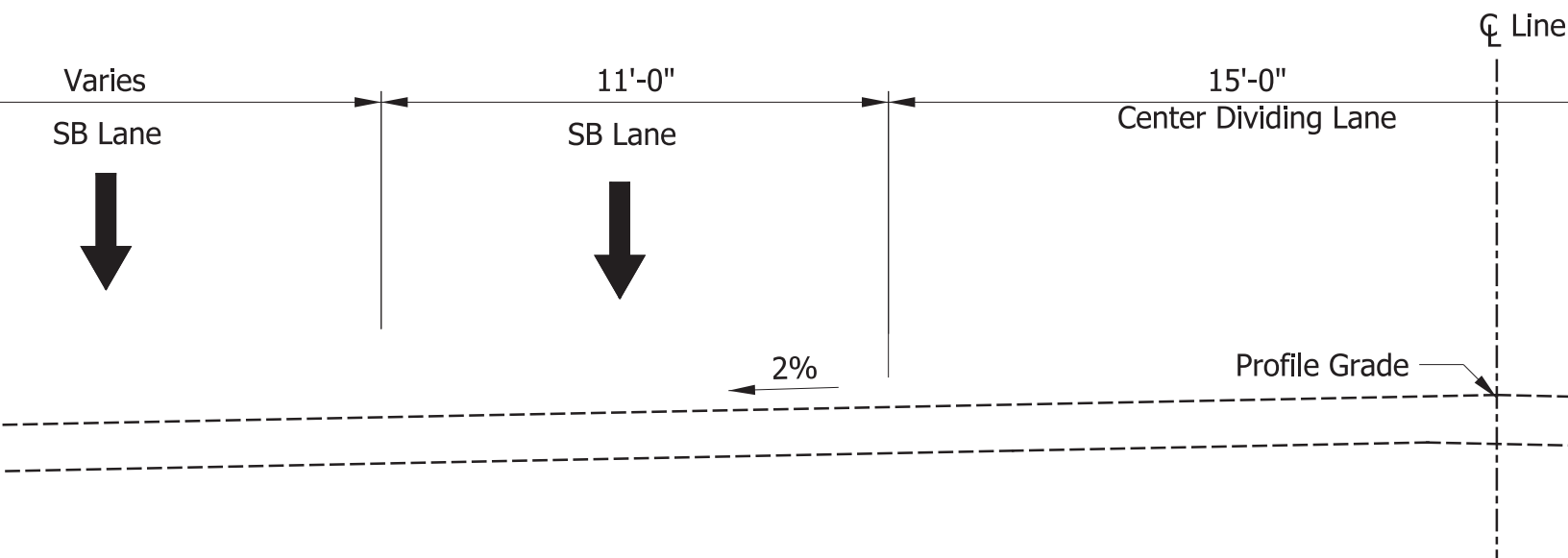


## PHASE 1 - S

STA. 12+83 LINE "PR-C" TO STA.

SB Left Turn L

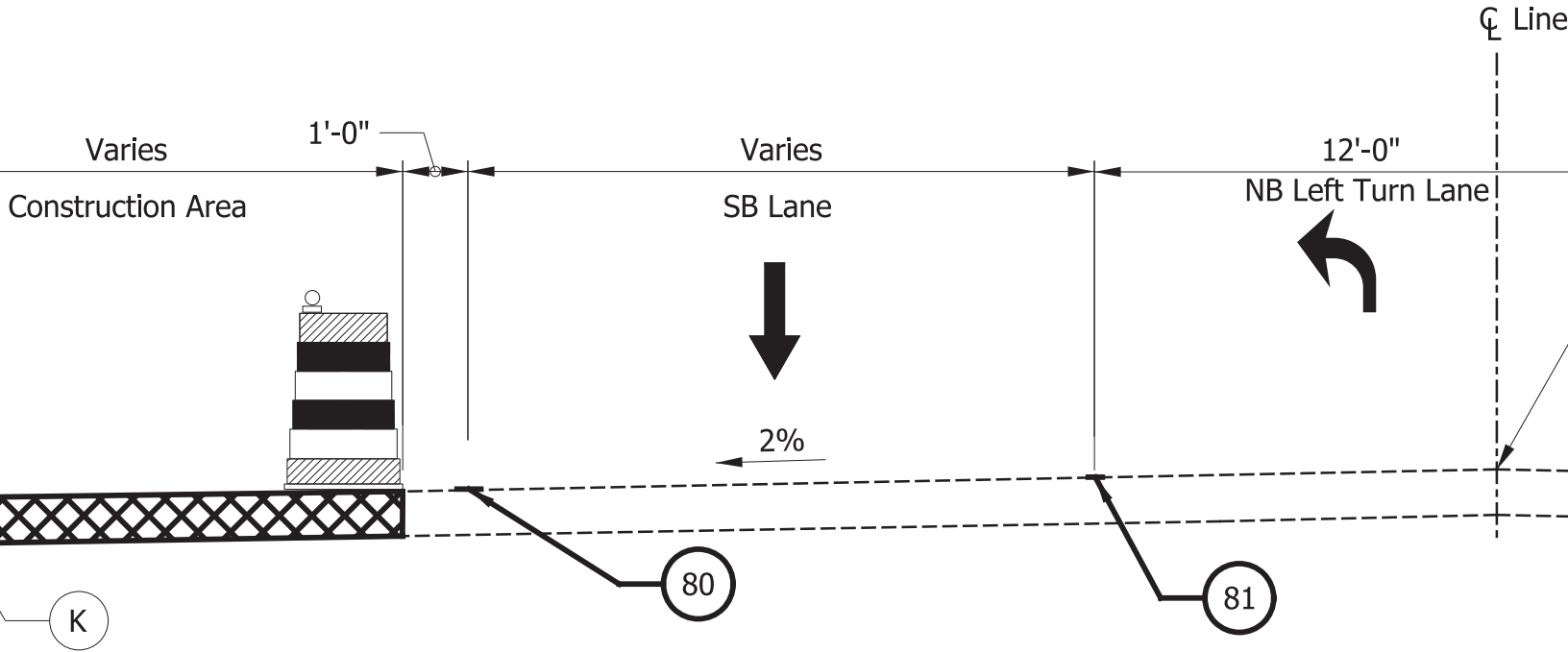
Sta: 14+65 , Width: 14'-0" - S



**PHASE 1 - S**

STA. 15+34 LINE "PR-C" TO S

SB Left Thru L  
Sta: 14+65 , Width: 16'-0" - Sta:  
Sta: 17+99 , Width: 11'-6" - St



**PHASE 1 - S**

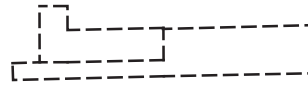
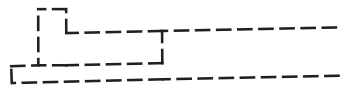
STA. 18+95 LINE "PR-C" TO S

SB Left Thru L  
Sta: 18+95 , Width: 12'-0" - Sta:

SB Left Thru L  
Sta: 18+95 , Width: 7'-0" - Sta:

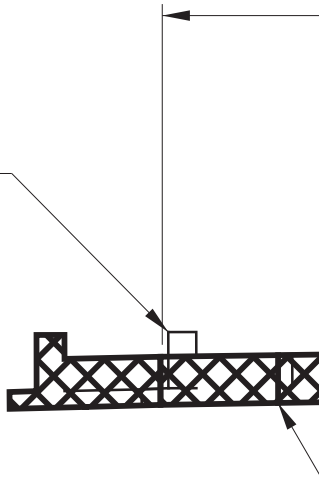
5 PM

AustinG











15

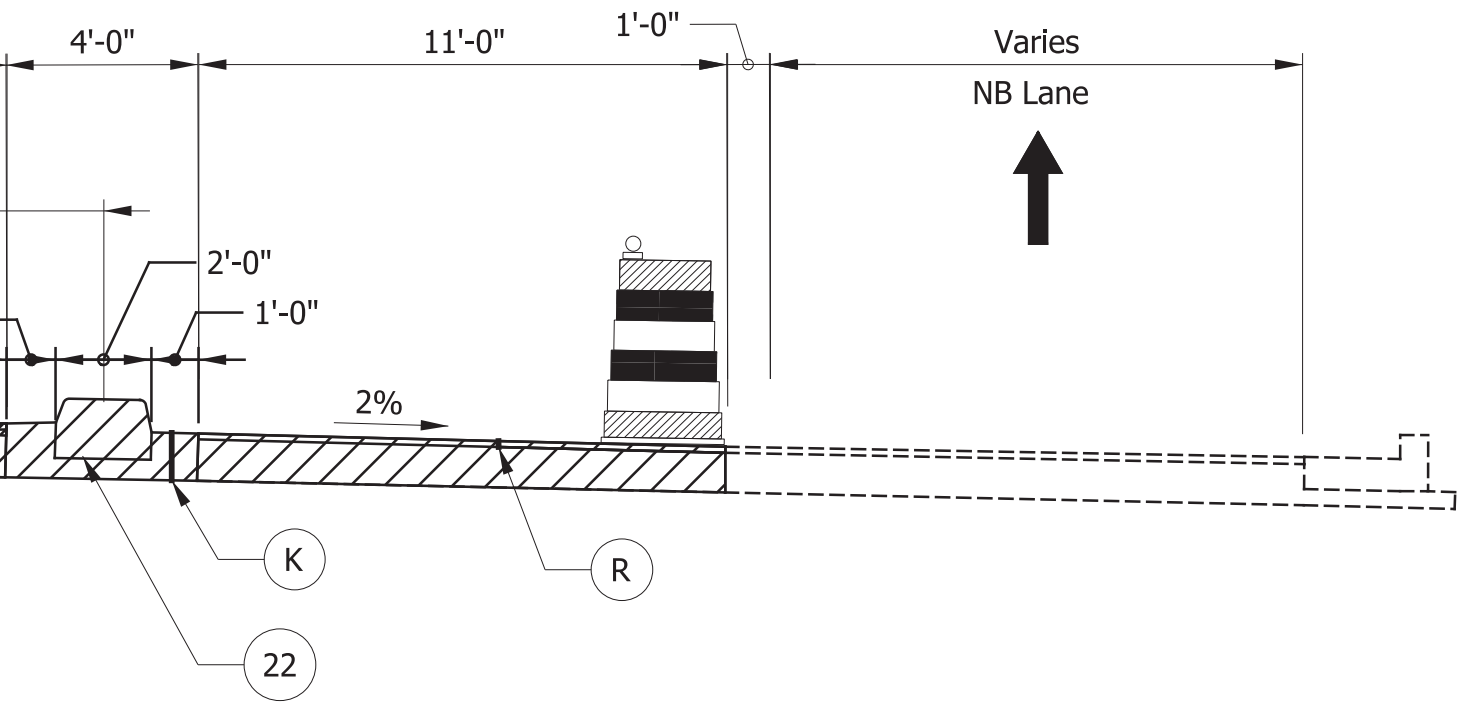




LEGEND

-  Full Depth HMA
-  1-1/2" Milling/Resurface
-  Concrete Curb and Gutter, Combined
-  Concrete Center Curb, Type C
-  Temporary Pavement Marking, White, Solid, 4"
-  Construction Area

ANA TRANSPORTATION	HORIZONTAL SCALE		BRIDGE FILE NO.		
	1/4" = 1'-0"		N/A		
	VERTICAL SCALE		DESIGNATION NO.		
	1/4" = 1'-0"		2101170		
CROSS SECTIONS LINE "A"	SURVEY BOOK NO.		SHEETS		
			6	of	25
	CONTRACT NO.		PROJECT NO.		
	T-44014		2101170		



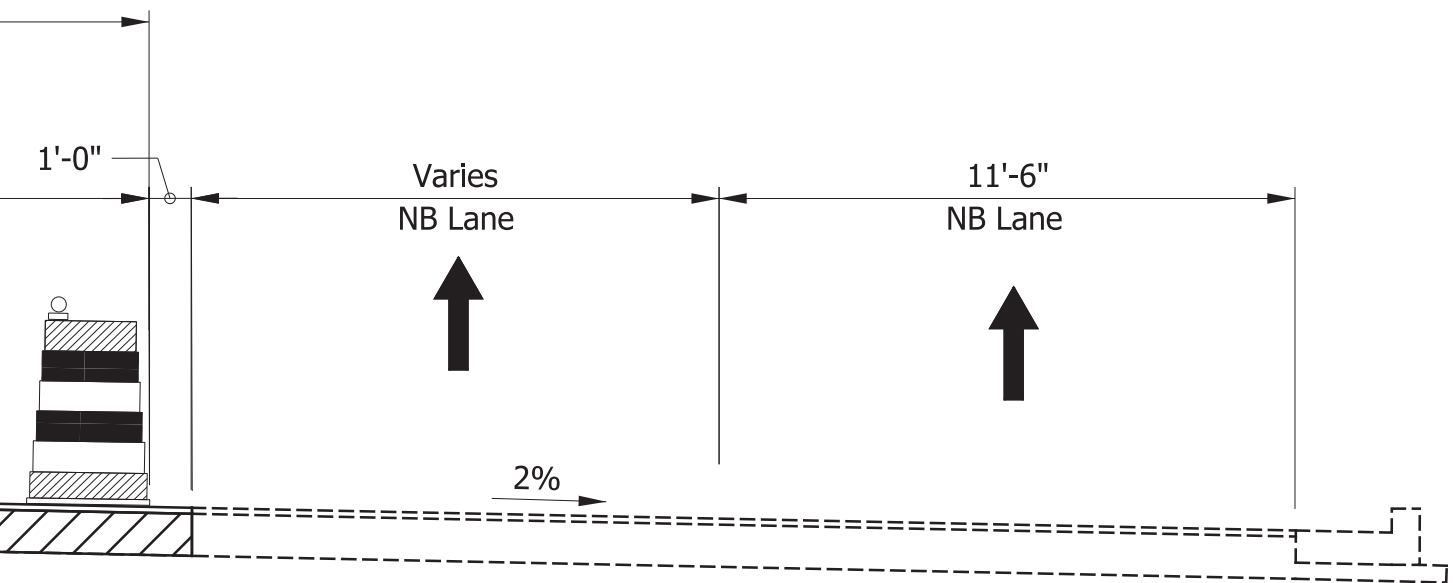
229

16+18 LINE "PR-C"

NB Right Thru Lane:

Sta: 12+83 , Width: 19'-0" - Sta: 14+20 , Width: 10'-6"

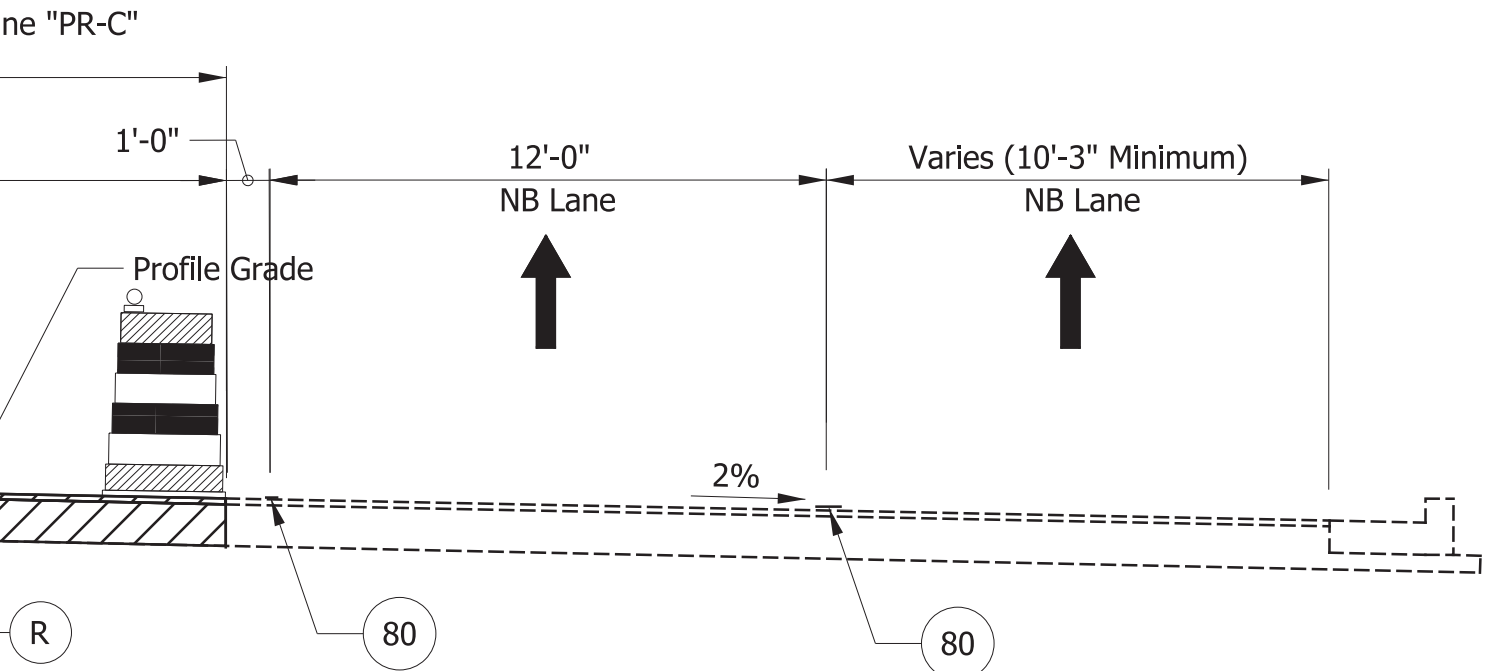
Sta: 14+20 , Width: 10'-6" - Sta: 16+18 , Width: 12'-0"



229

17+06 LINE "PR-C"

NB Left Thru Lane:  
Sta: 16+18 , Width: 12'-0" - Sta: 17+06 , Width: 0'



229

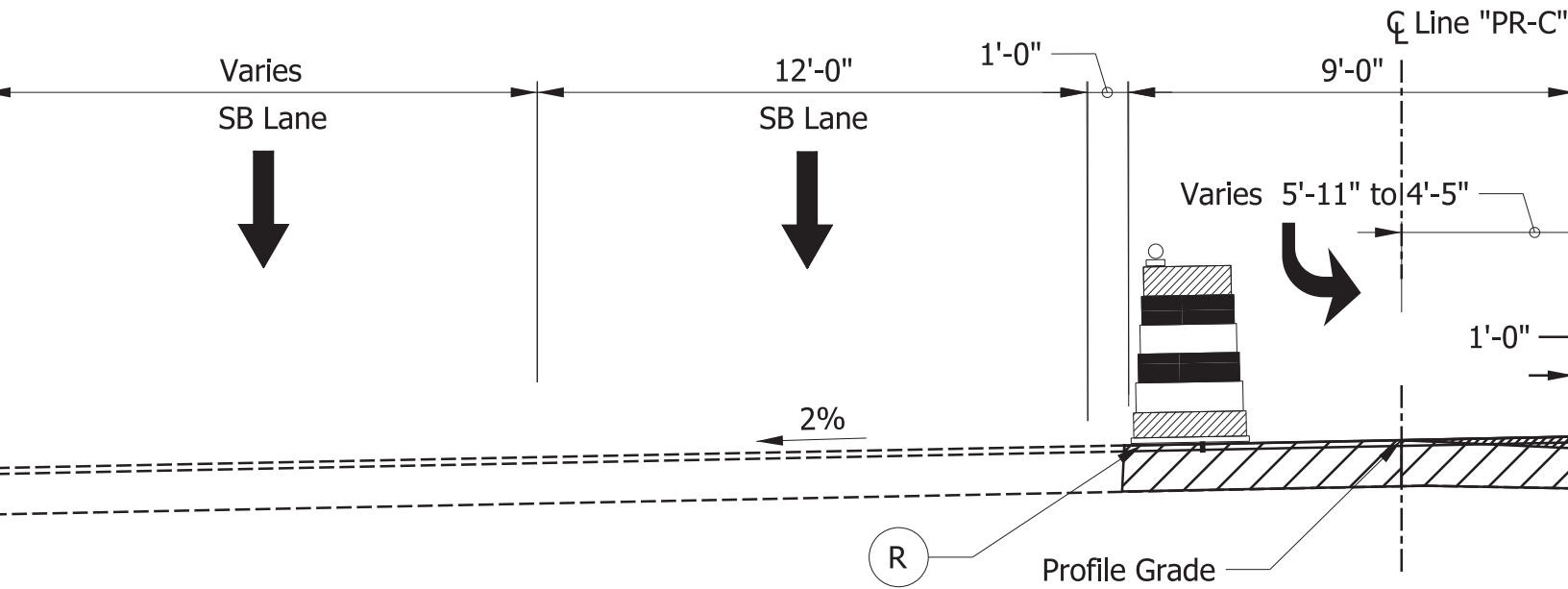
20+29 LINE "PR-C"

NB Shoulder:  
Sta: 17+06 , Width: 11'-6" - Sta: 20+29 , Width: 10'-0"

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: <u>LRC</u>	DRAWN: <u>ACB</u>		
CHECKED: <u>MAR</u>	CHECKED: <u>MAR</u>		

INDIA  
DEPARTMENT OF T

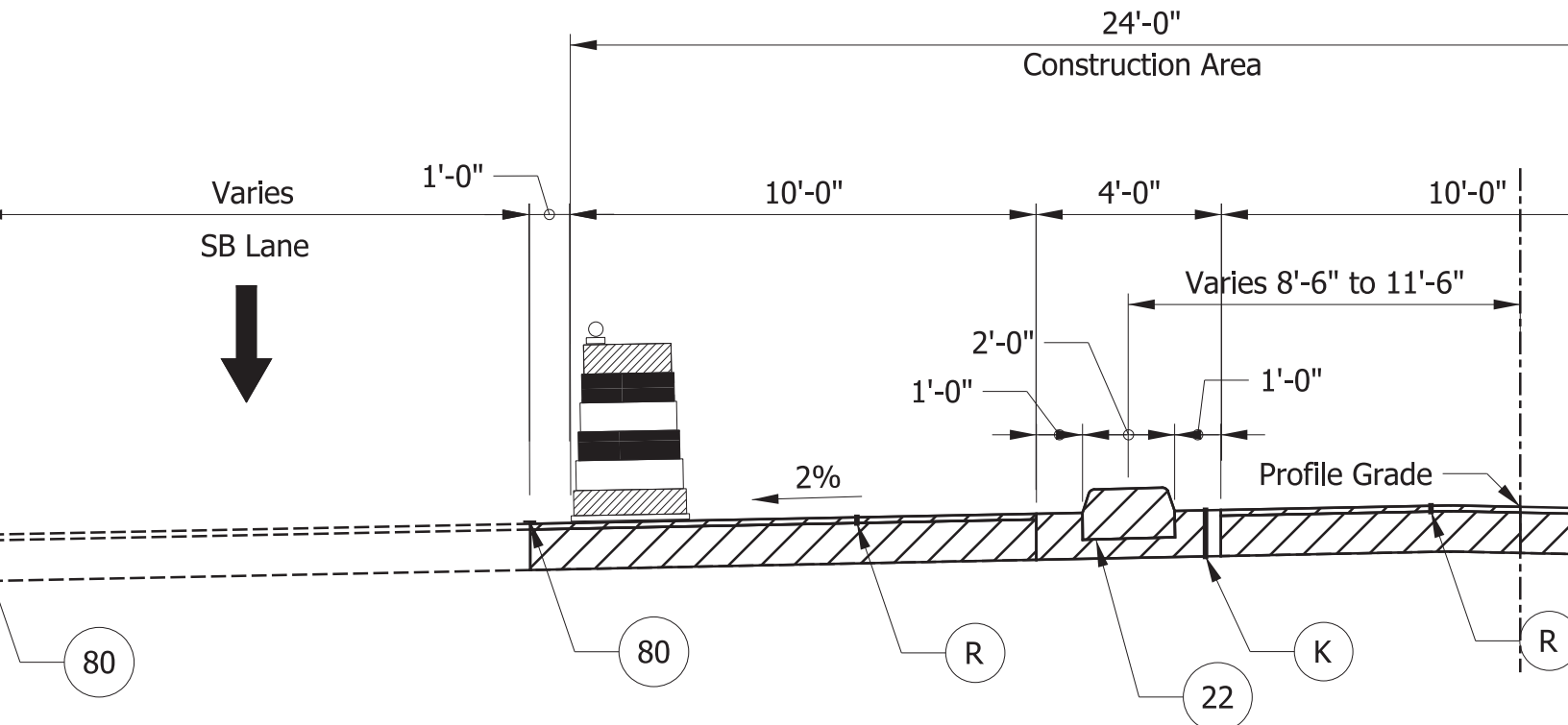
MOT TYPICAL CR  
SR 229 - L



**PHASE 2 - SR**

SB Left Thru Lane:  
 Sta: 12+83 , Width: 19'-6" - Sta: 13+95 , Width: 12'-6"  
 Sta: 13+95 , Width: 12'-6" - Sta: 16+18 , Width: 16'-0"

STA. 12+83 LINE "PR-C" TO STA. 16+18

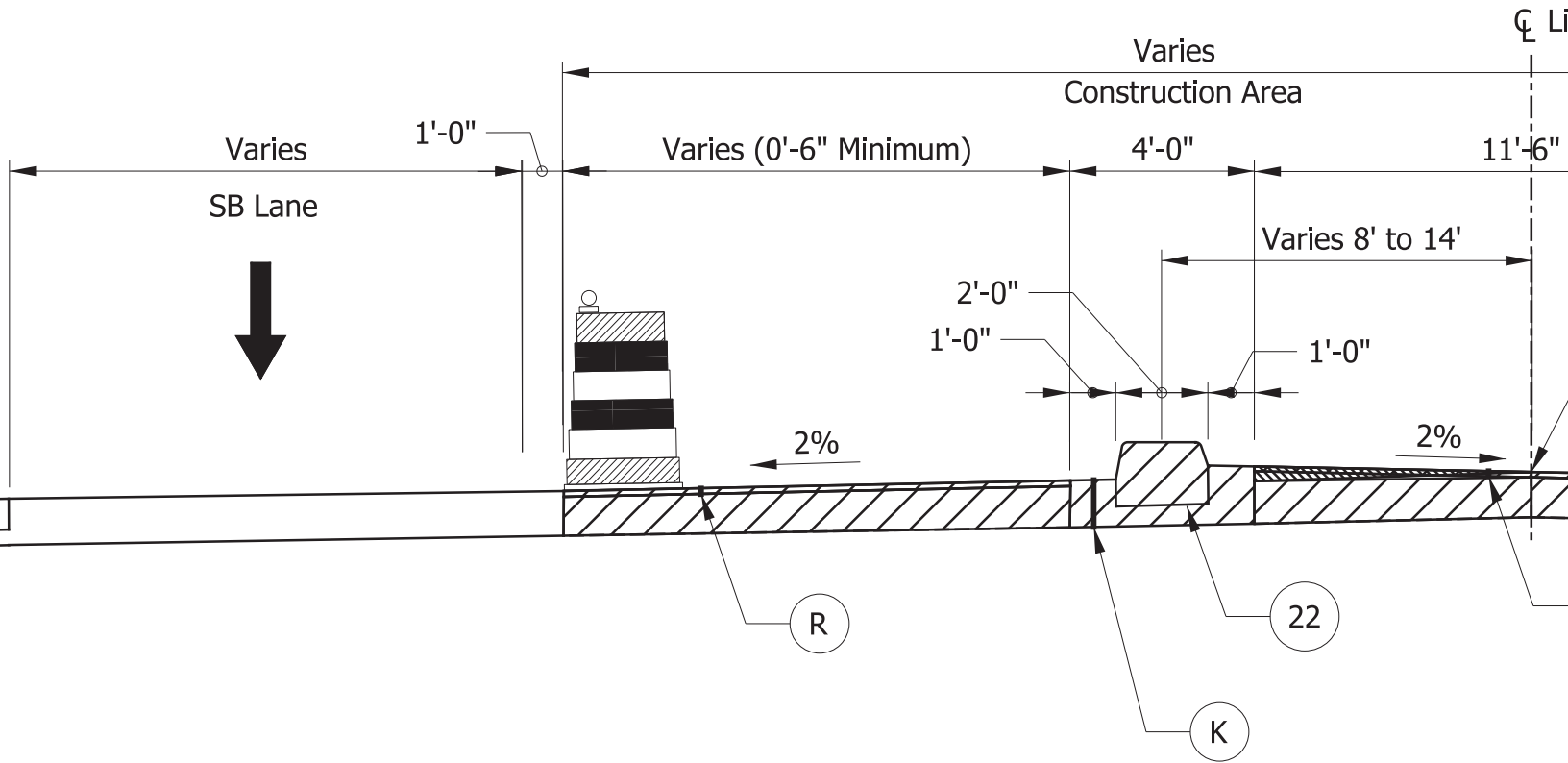


**PHASE 2 - SR**

SB Left Thru Lane:  
Sta: 16+18 , Width: 16'-0" - Sta: 17+06 , Width: 0'

STA. 16+18 LINE "PR-C" TO STA.

SB Center Thru Lane:  
Sta: 16+18 , Width: 12'-0" - Sta: 17+06 , Width: 11'-6"



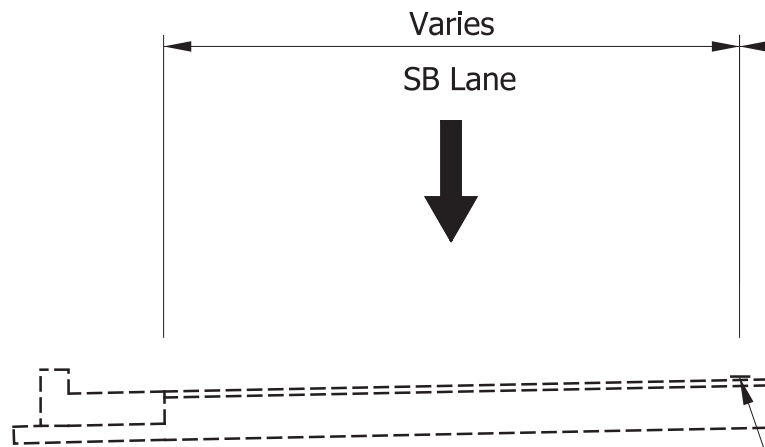
**PHASE 2 - SR**

SB Left Thru Lane:  
Sta: 17+06 , Width: 11'-6" - Sta: 20+29 , Width: 17'-6"

STA. 17+06 LINE "PR-C" TO STA.

5 PM

AustinG

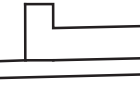




S:\COL\4000--4099\4060\554\Drawings\CAD\Micros\Temp\SR 229 Batesville\Plan\Sht MOT Typicals\_2.dgn

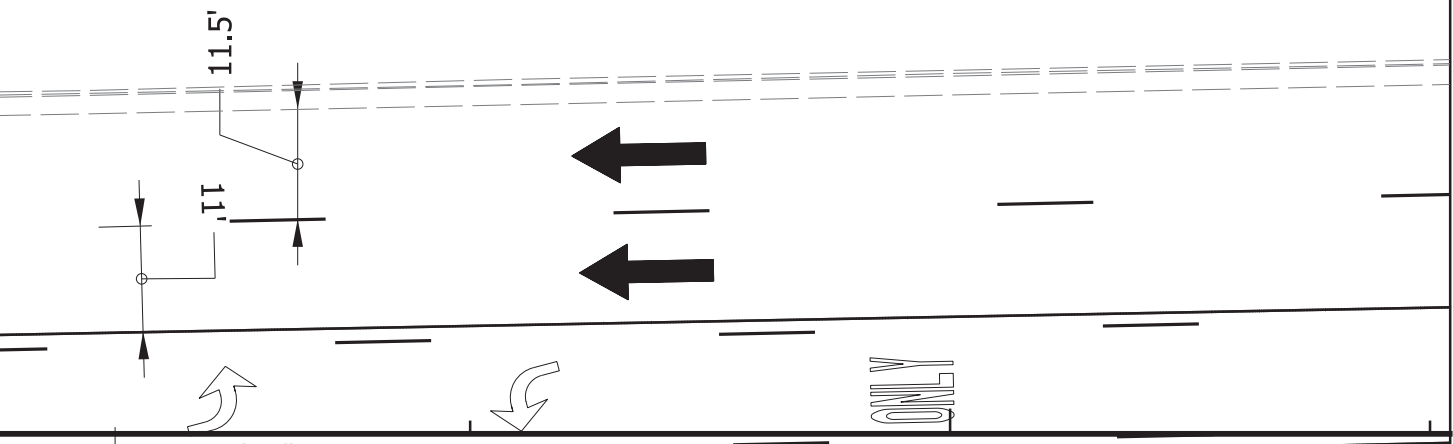
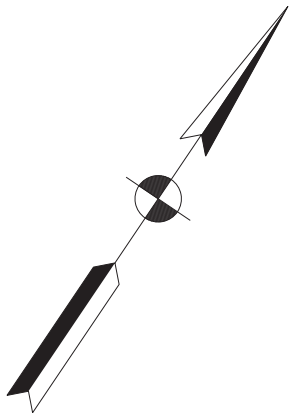
4/27/2023

4:20:5



17+00

18+00



N 56°00'30" E

ONLY

11.5'

11'

12'

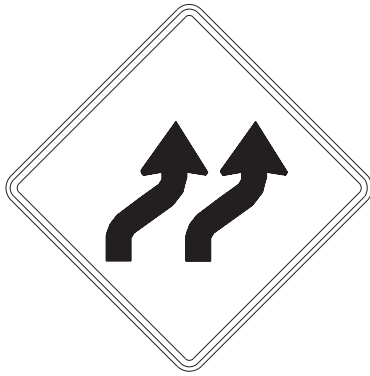
11.5'

π  
D

π  
J

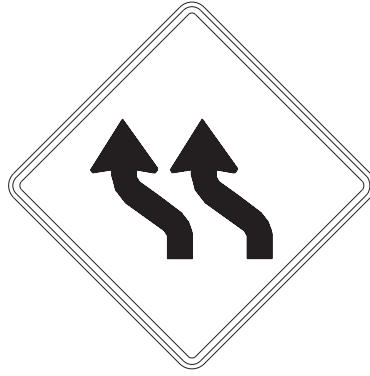


CON



XWI-4-B (R)  
36" X 36"

F

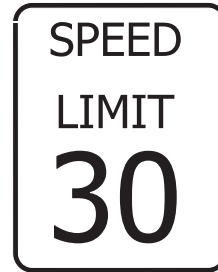


XWI-4c (L)  
36" X 36"

G

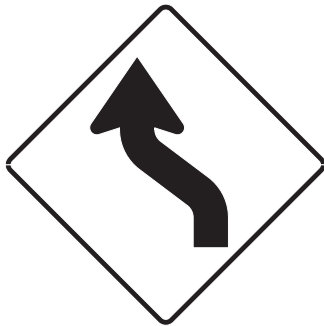
WORKSITE

XG20-5P  
24" x 18"



R2-1  
24" x 30"

H



XWI-4-A (L)  
36" X 36"

N



WO6-1b  
36" x 36"

O

Construction Zone Design Speed = 30 mph.

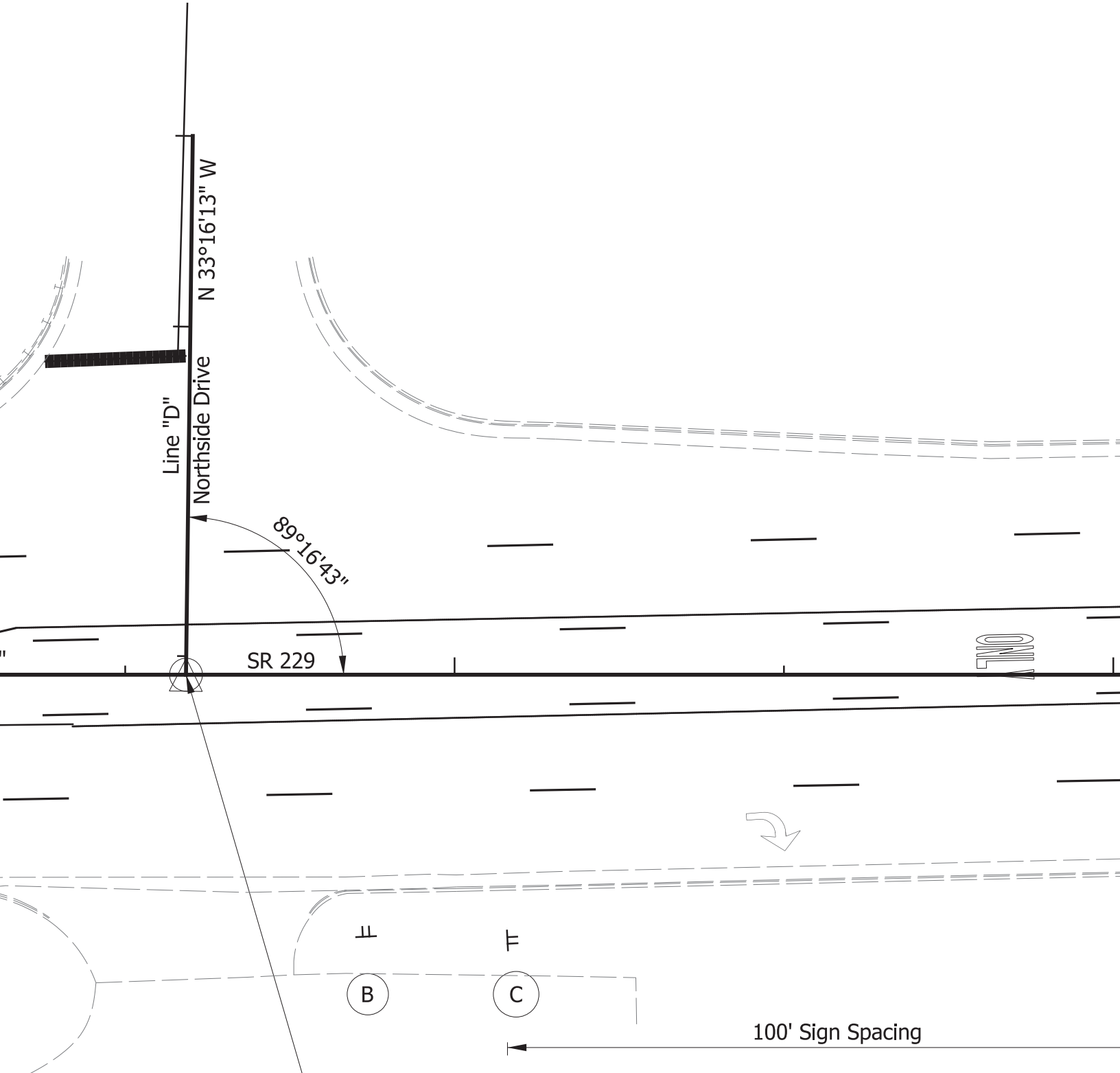
ANA  
TRANSPORTATION

TRAFFIC PHASE I  
NE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
NA	2101170
SURVEY BOOK NO.	SHEETS
	7 of 25
CONTRACT NO.	PROJECT NO.
T-44014	2101170

16+00

17+00



Line "D"  
Northside Drive  
N 33°16'13" W

SR 229

89°16'43"

ONE V

B

C

100' Sign Spacing

P.O.T. Sta. 15+59.23 "PR-C"  
 =P.O.T. Sta. 132+47.18 "D"

**WORKSITE**

XG20-5P  
 24" x 18"



XW20-1  
 36" x 36"

(B)



XW3-5  
 36" x 36"

(C)



R3-7 (R)  
 30" x 30"

(D)



(E)



XW4-2 (R or L)  
 36" X 36"

(J)



R3-7 (L)  
 30" x 30"

(K)



XW20-5 (C)  
 36" x 36"

(L)



XW20-5 (L)  
 36" x 36"

(M)

RECOMMENDED FOR APPROVAL \_\_\_\_\_  
 DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

DESIGNED: LRC DRAWN: ACB  
 CHECKED: MAR CHECKED: MAR

**INDIA**  
**DEPARTMENT OF T**  
**MAINTENANCE OF**  
**S.R. 229 - LIM**

14+00

15+00

P.T. Sta. 15+03.09 "PR-C"

(B) π

Line "PR-C"

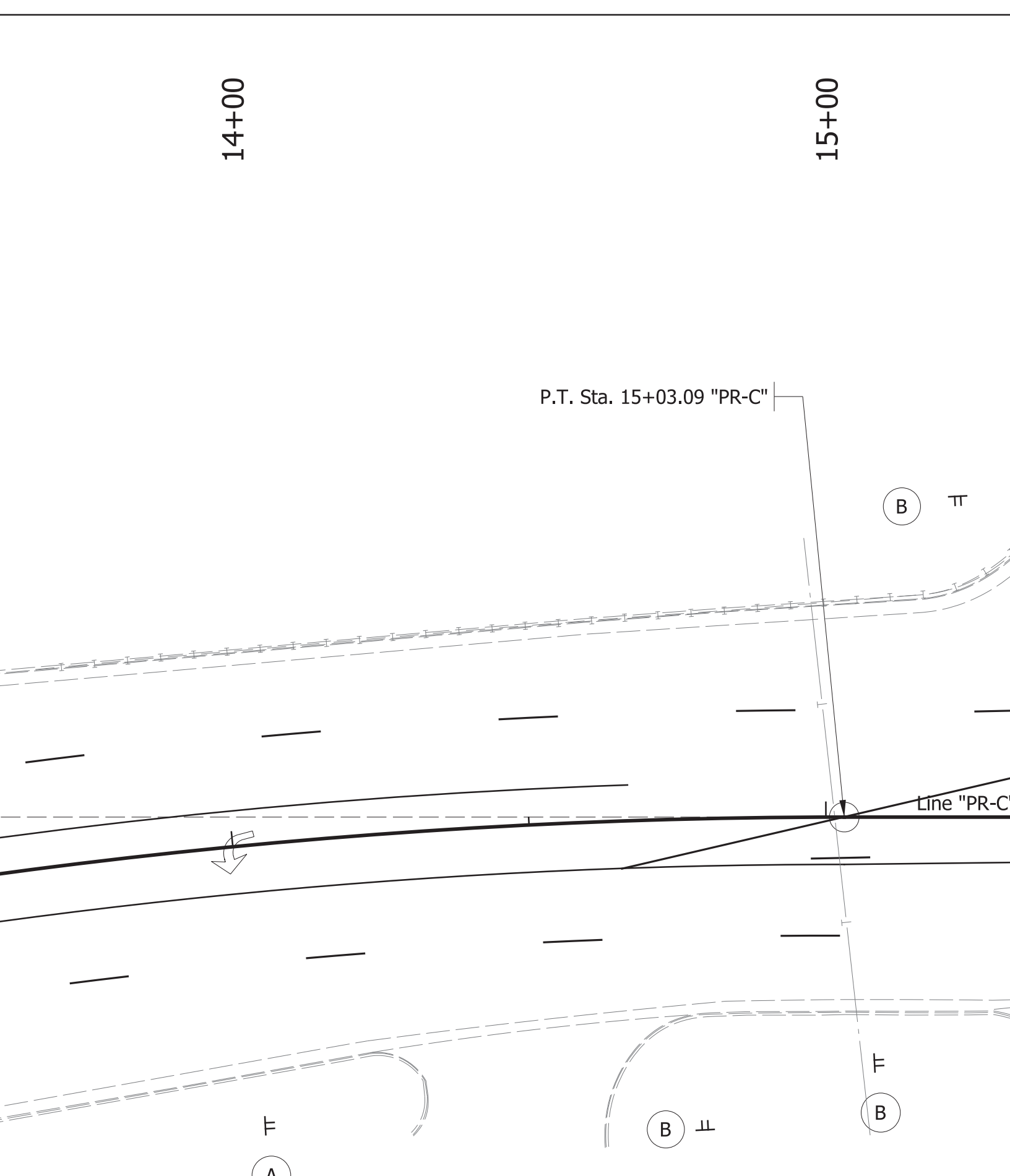
F

(B) π

(B)

F

(A)



"PR-C"



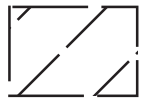
Barricade



Channelizing Device



Direction of Traffic



Construction Area



Existing Pavement Message Marking, Lane Indication Arrow

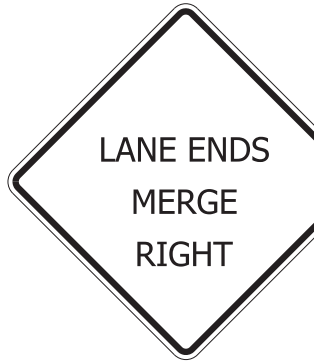


Existing Pavement Message Marking, Lane Indication Arrow

Speeding  
Max \$1000  
Reckless Driving  
Max 6 Yrs

XW2-6-A  
78" x 42"

A

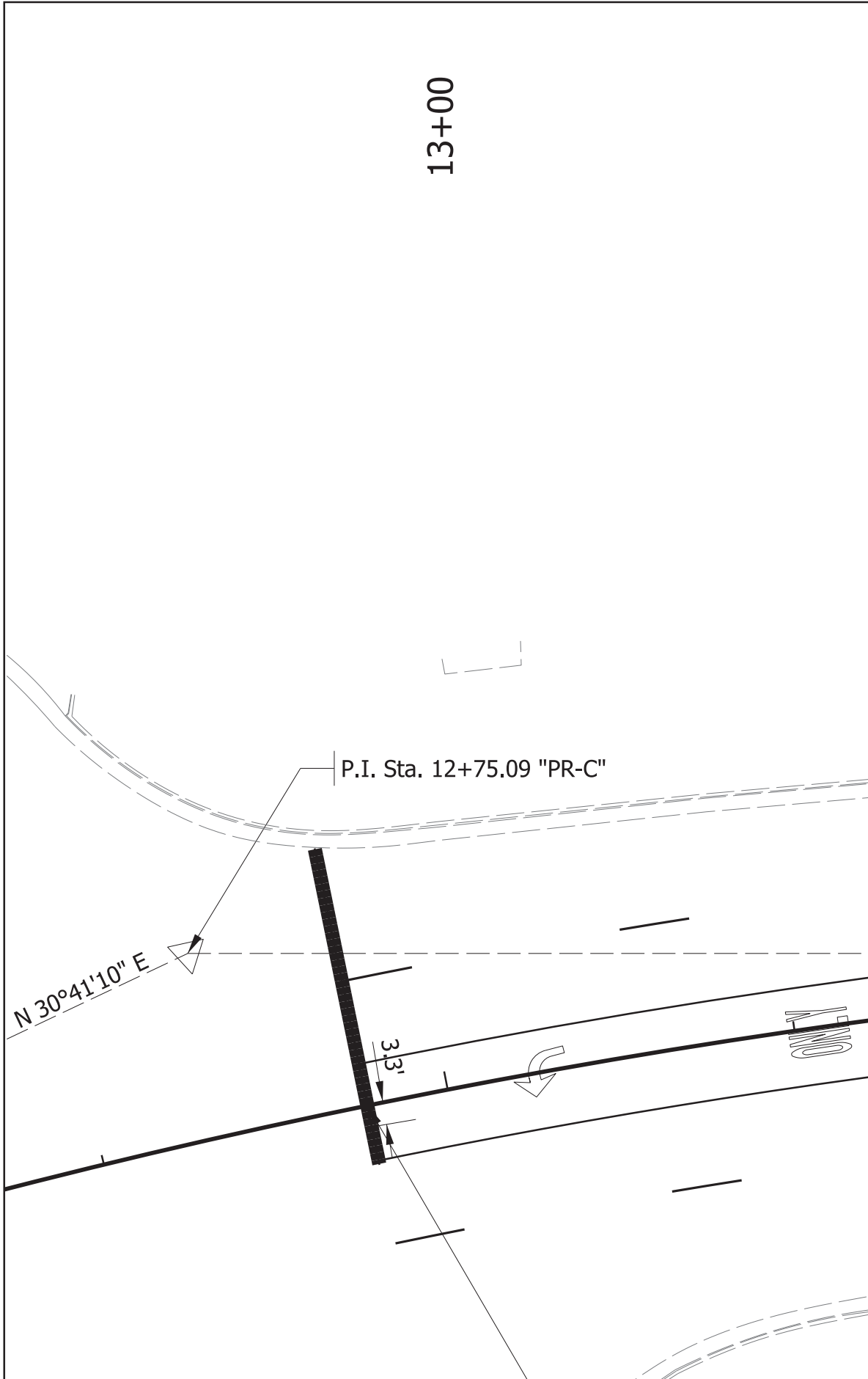


XW9-2-A (R or L)  
36" x 36"

I

5 PM

AustinG



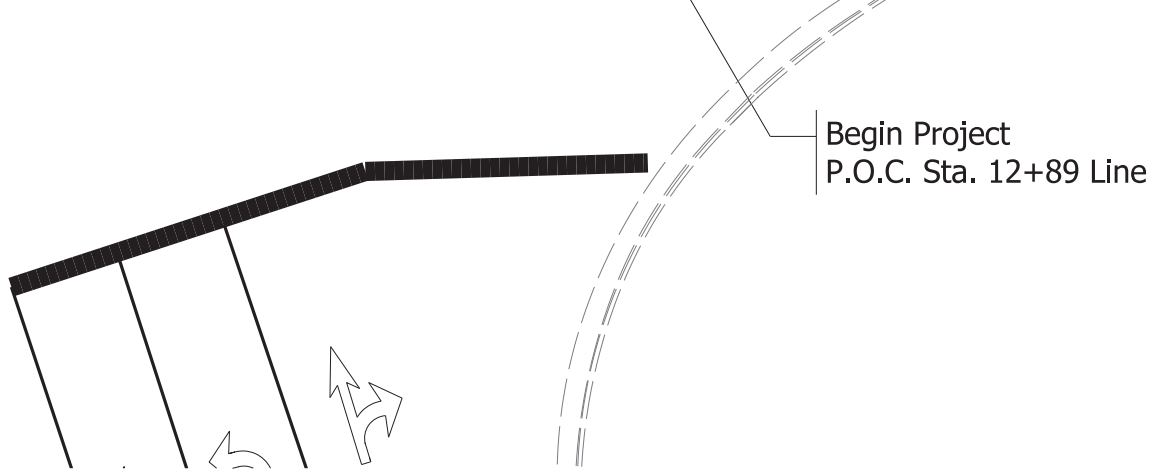
13+00

P.I. Sta. 12+75.09 "PR-C"






N 30°41'10" E

3'3"



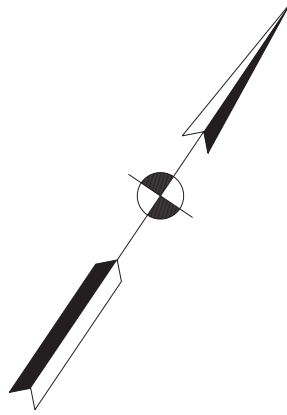


### LEGEND

-  Temporary Pavement Marking, Paint, Solid, White, 4"
-  Temporary Pavement Marking, Paint, Solid, Yellow, 4"
-  Temporary Pavement Marking, Paint, Broken, White, 4"
-  Construction Sign
-  Temporary Pavement Message Marking, Lane Indication Arrow

### GENERAL NOTES

1. Access shall be maintained to all businesses and side streets throughout construction.
2. Cover signs that conflict with current MOT Phase.
3. 100' Spacing will be the Typical Sign Spacing for All Phases.



p.)

B

≠

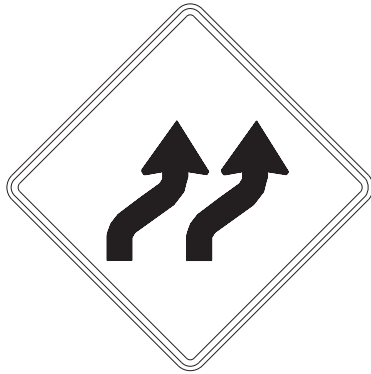
A

≠

ONLY



ION



XWI-4-B (R)  
36" X 36"

(F)



XWI-4c (L)  
36" X 36"

(G)

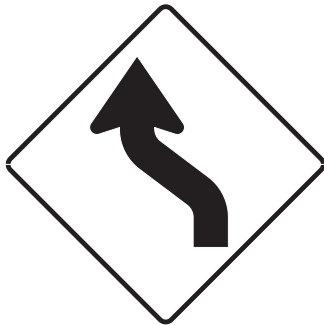
**WORKSITE**

XG20-5P  
24" x 18"



R2-1  
24" x 30"

(H)



XWI-4-A (L)  
36" X 36"

(N)



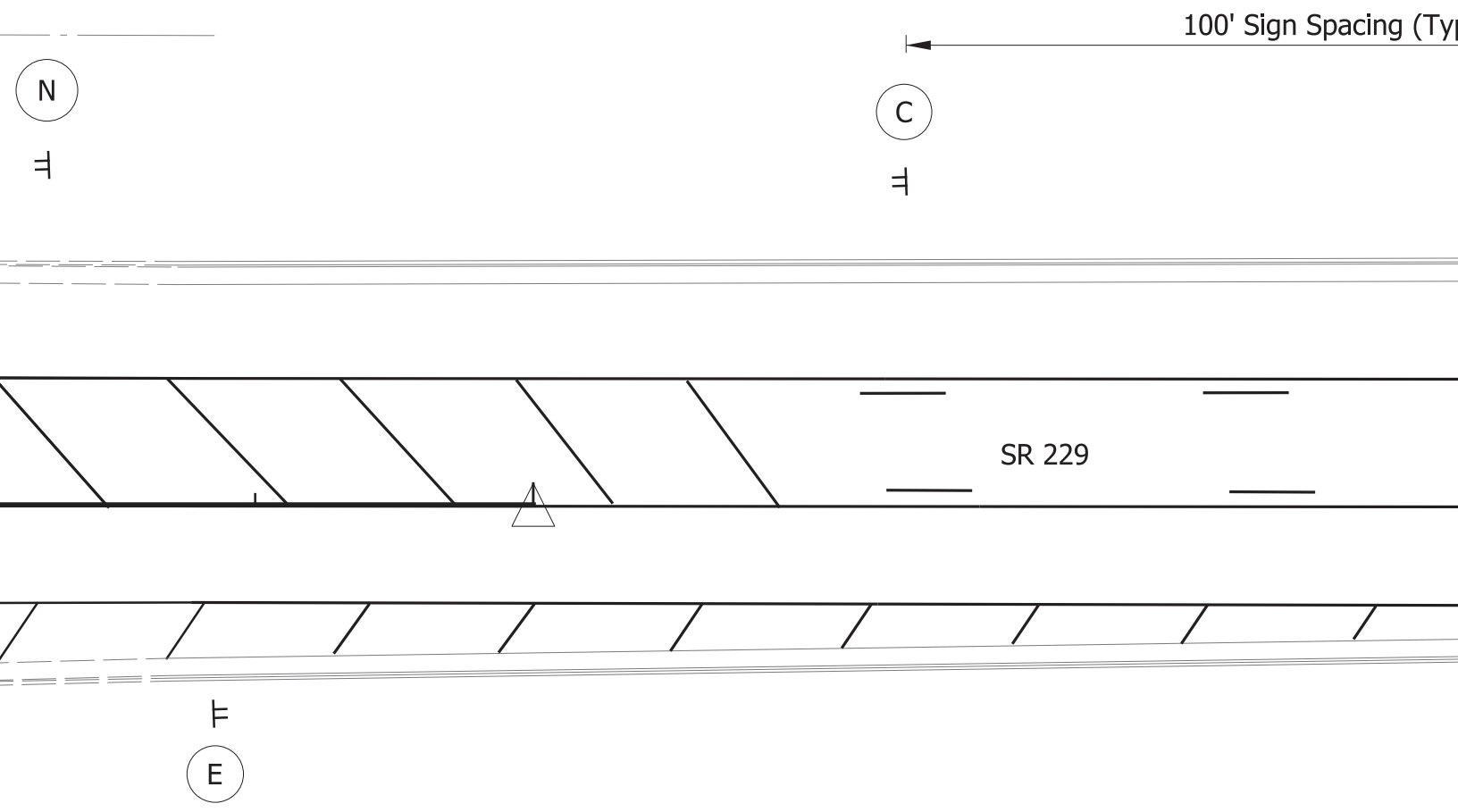
WO6-1b  
36" x 36"

(O)

(L)  
36"

Construction Zone Design Speed = 30 mph.

ANA TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
	1" = 20'	N/A
TRAFFIC PHASE I LINE "PR-C"	VERTICAL SCALE	DESIGNATION NO.
	NA	2101170
	SURVEY BOOK NO.	SHEETS
		8 of 25
	CONTRACT NO.	PROJECT NO.
	T-44014	2101170



WORKSITE

XG20-5P  
24" x 18"



XW20-1  
36" x 36"

(B)



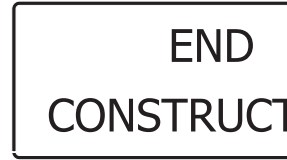
XW3-5  
36" x 36"

(C)



R3-7 (R)  
30" x 30"

(D)



(E)



XW4-2 (R or L)  
36" X 36"

(J)



R3-7 (L)  
30" x 30"

(K)



XW20-5 (C)  
36" x 36"

(L)



XW20-5  
36" x 36"

(M)

RECOMMENDED  
FOR APPROVAL

DESIGN ENGINEER

DATE

INDIA  
DEPARTMENT OF T

DESIGNED: LRC

DRAWN: ACB

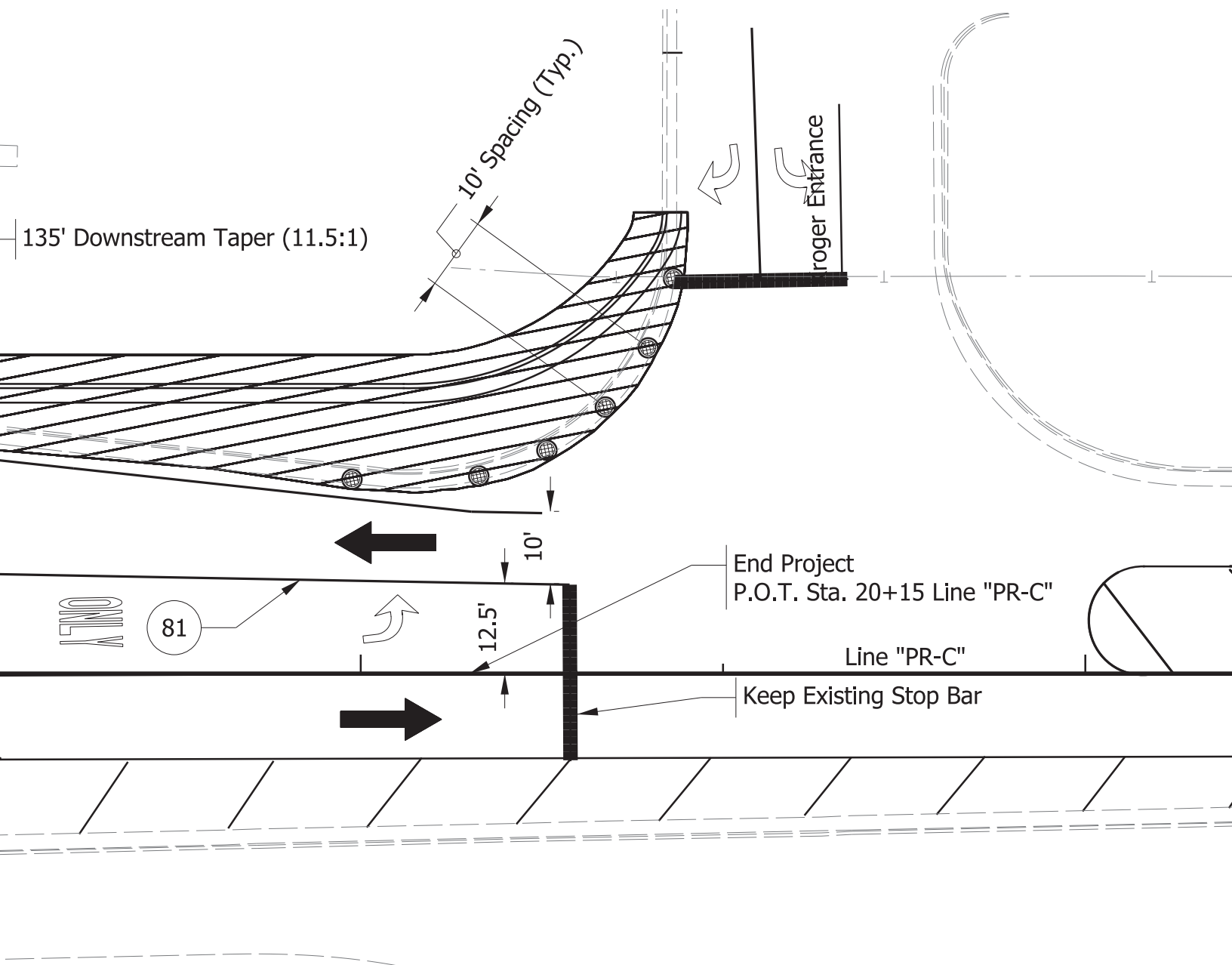
CHECKED: MAR

CHECKED: MAR

MAINTENANCE OF  
S.R. 229 - LIM

20+00

21+00





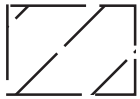
Barricade



Channelizing Device



Direction of Traffic



Construction Area



Existing Pavement Message Marking, Lane Indication Arrow

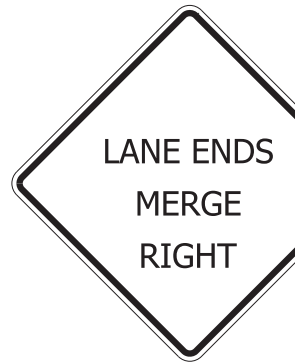


Existing Pavement Message Marking, Lane Indication Arrow

Speeding  
Max \$1000  
Reckless Driving  
Max 6 Yrs

XW2-6-A  
78" x 42"

A

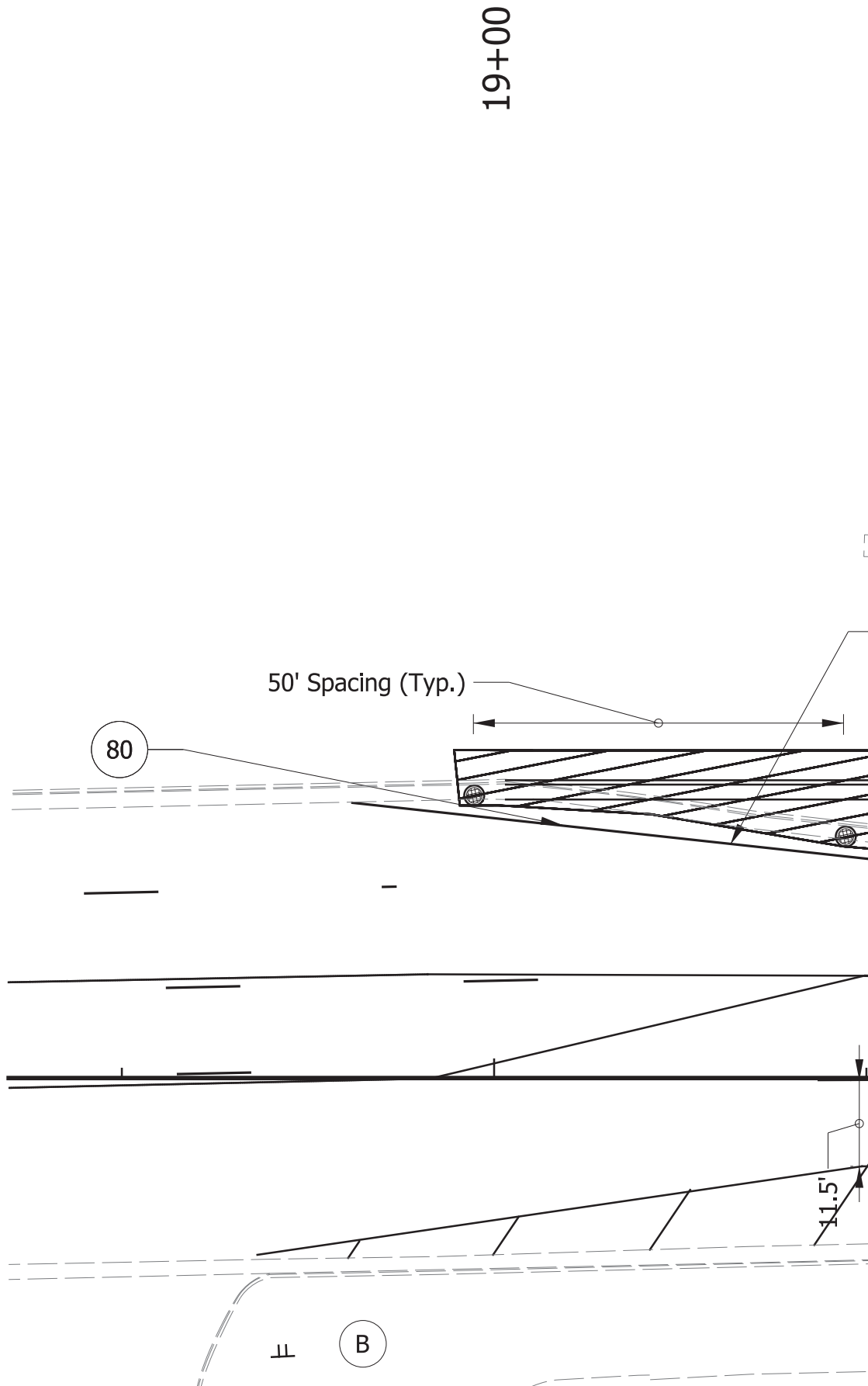


XW9-2-A (R or L)  
36" x 36"

I

AustinG

5 PM





### LEGEND



Temporary Pavement Marking, Paint, Solid, White, 4"



Temporary Pavement Marking, Paint, Solid, Yellow, 4"



Temporary Pavement Marking, Paint, Broken, White, 4"



Construction Sign



Temporary Pavement Message Marking, Lane Indication Arrow

### GENERAL NOTES

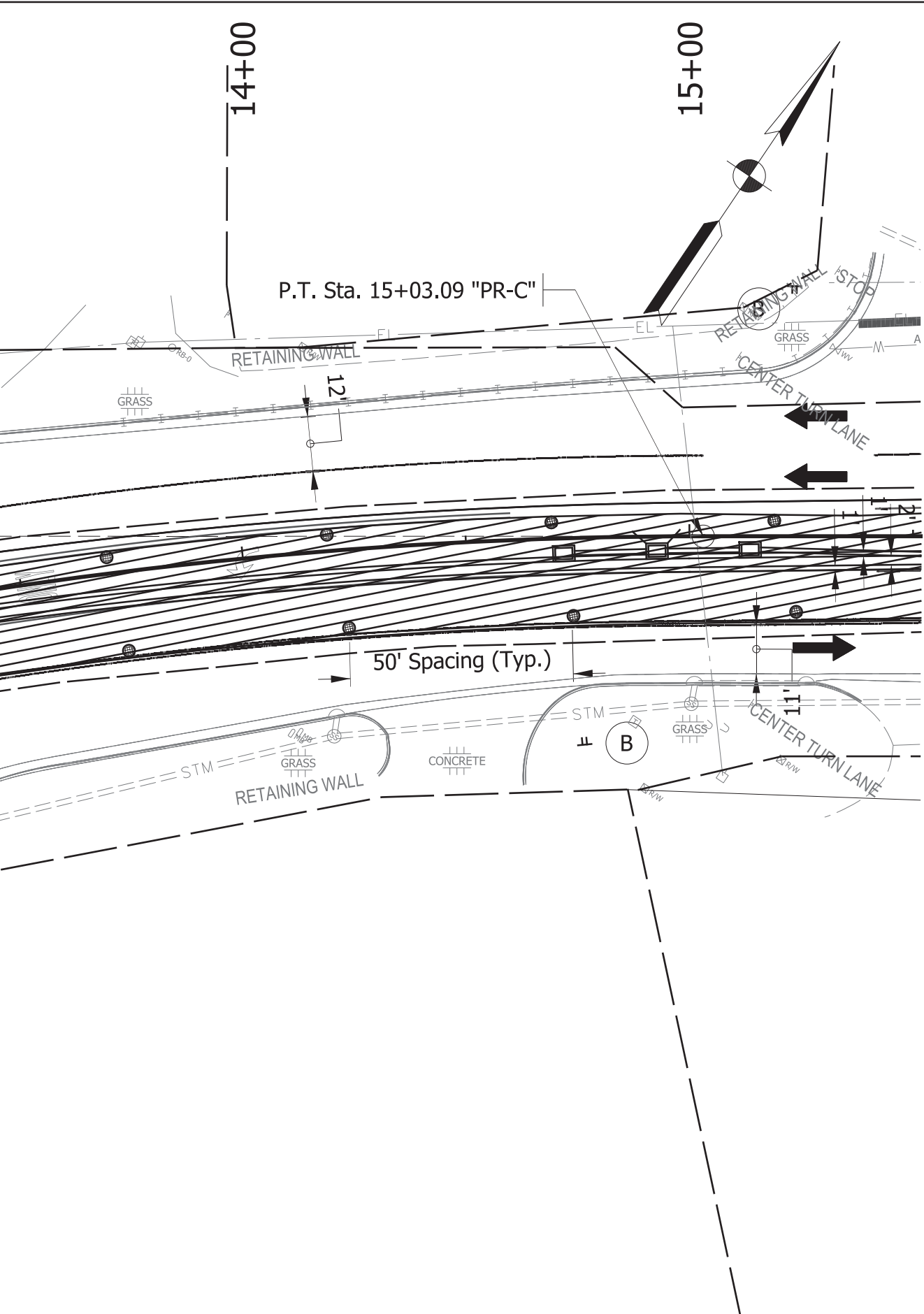
1. Access shall be maintained to all businesses and side streets throughout construction.
2. Cover signs that conflict with current MOT Phase.
3. 100' Spacing will be the Typical Sign Spacing for All Phases.

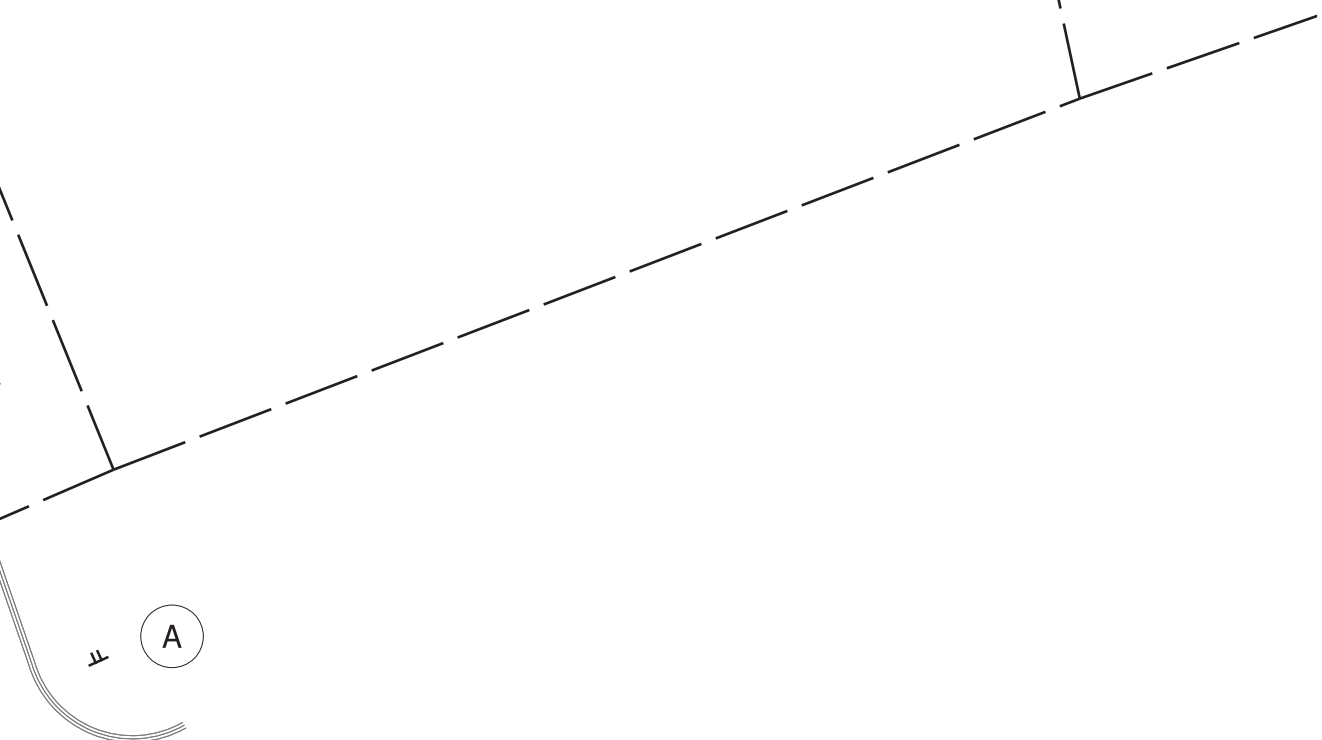
14+00

15+00

P.T. Sta. 15+03.09 "PR-C"

N 33°16'13" W





Grayson St. MIDDLE LANE	SR 229 NB RIGHT LANE
----------------------------	-------------------------

-1b  
36"

30" x 72"



Construction Zone Design Speed = 30 mph.

ANA TRANSPORTATION	HORIZONTAL SCALE		BRIDGE FILE NO.		
	1" = 30'		N/A		
	VERTICAL SCALE		DESIGNATION NO.		
TRAFFIC PHASE II LINE "PR-C"	NA		2101170		
	SURVEY BOOK NO.		SHEETS		
			9	of	25
	CONTRACT NO.		PROJECT NO.		
T-44014		2101170			

11+00

12+00

13+00

E

F  
C

P.I. Sta. 12+75.09 "PR-C"

N 30°41'10" E

Line "PR-C" SR 229

Begin Project  
P.O.C. Sta. 12+89 Line "PR-C"

50' Spacing (Typ.)

100' Sign Spacing (Typ.)

F  
C

B

Cross County

Grayson Street

ASPHALT

GRASS

OR&D

12'

3'

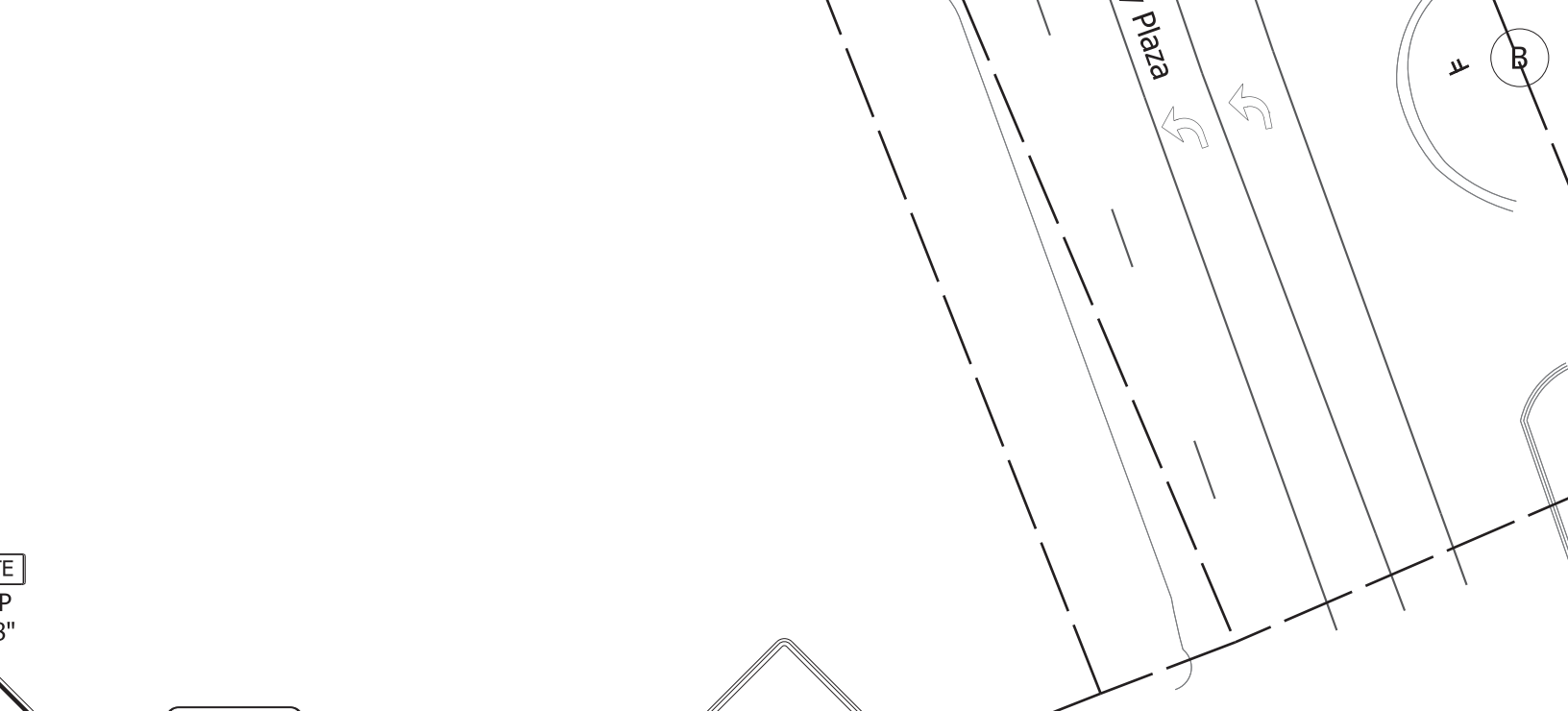
3'

SR 229

GRASS

SANITARY

RETAINING WALL



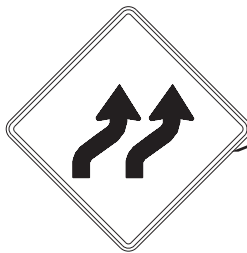
RIGHT LANE  
MUST  
TURN RIGHT

R3-7 (R)  
30" X 30"

D

END  
CONSTRUCTION

E



XWI-4-B (R)  
36" X 36"

F



XW4-2 (R or L)  
36" X 36"

J

LEFT LANE  
MUST  
TURN LEFT

R3-7 (L)  
30" X 30"

K



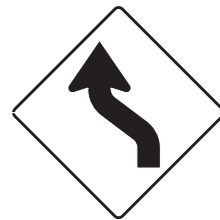
XW20-5 (C)  
36" x 36"

L



XW20-5 (L)  
36" x 36"

M



XWI-4-A (L)  
36" X 36"

N



WO6  
36" x 36"

O

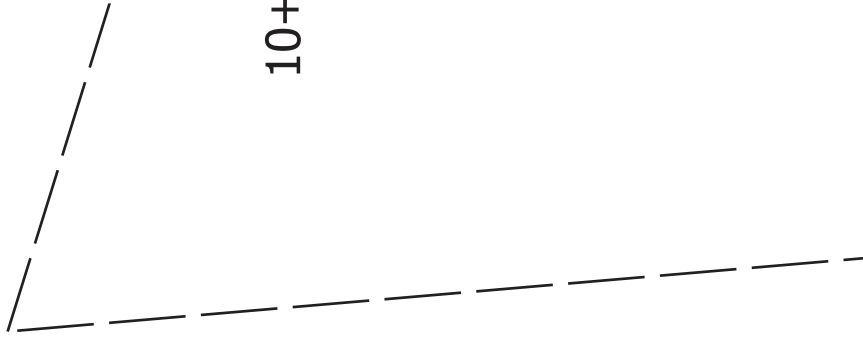
RECOMMENDED FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER DATE

DESIGNED: LRC DRAWN: ACB  
CHECKED: MAR CHECKED: MAR

INDIA  
DEPARTMENT OF T  
MAINTENANCE OF T  
S.R. 229 - LIM

9+00

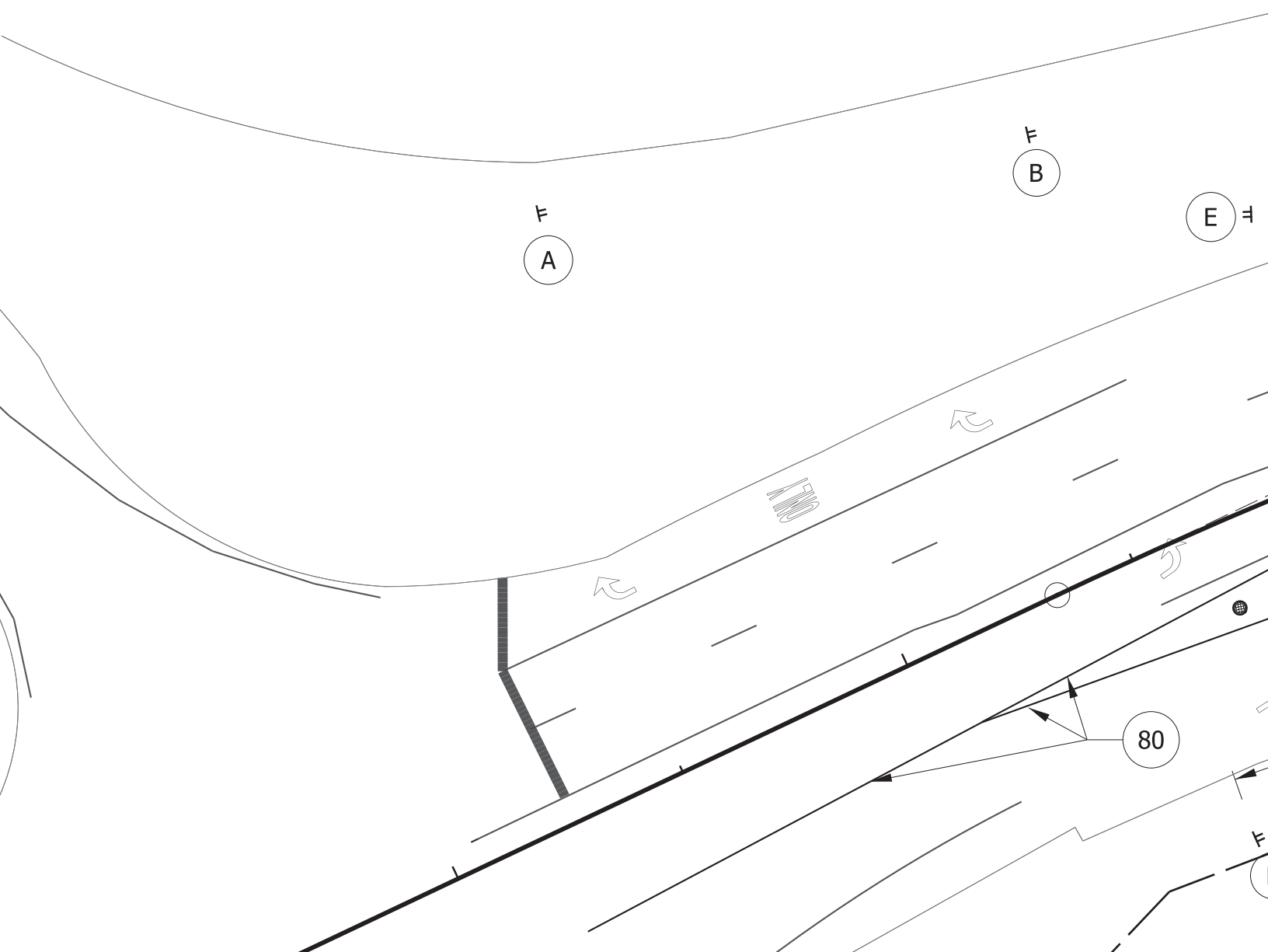
10+00

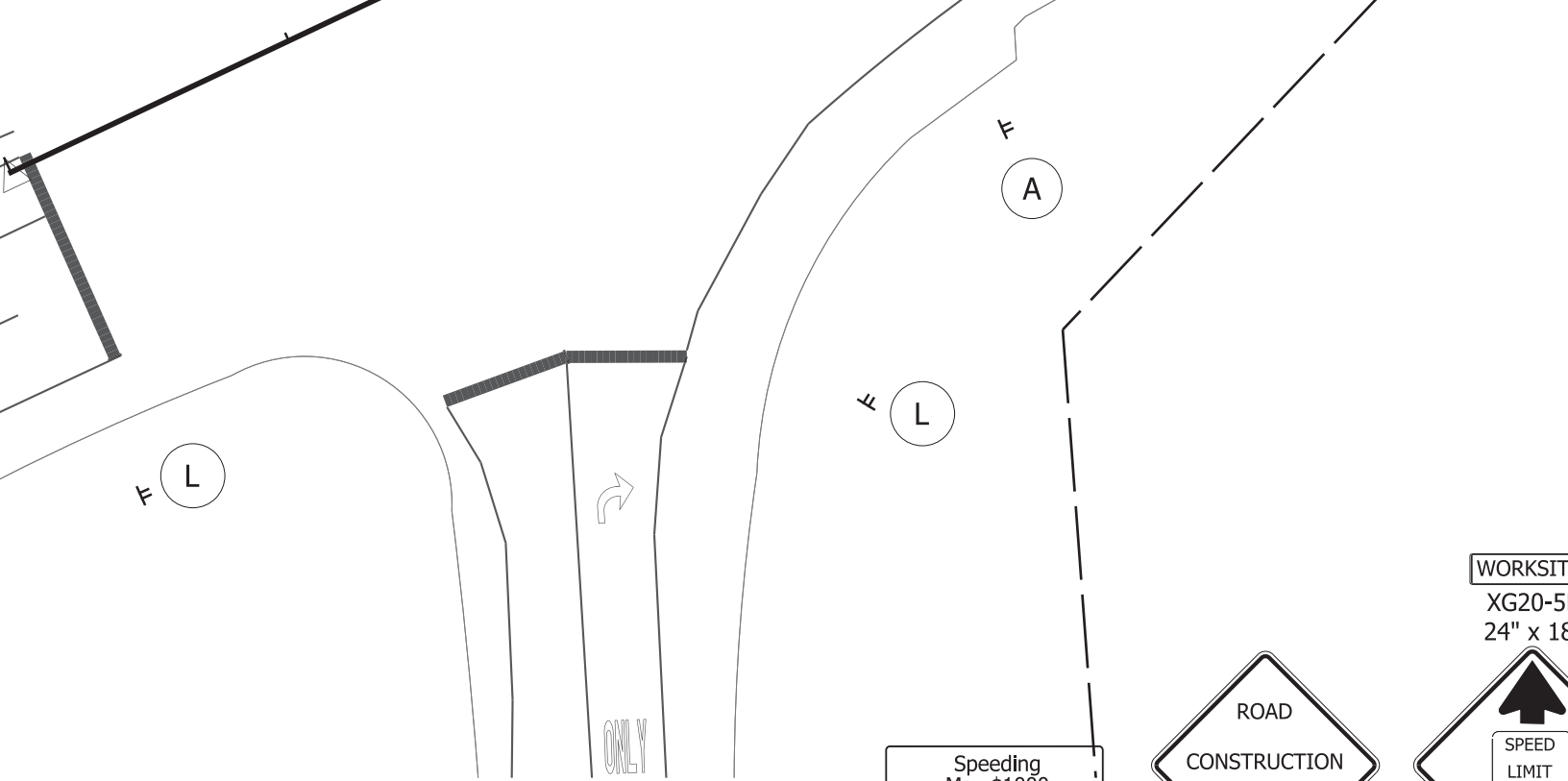


F  
A

F  
B

E





Barricade

Channelizing Device

Direction of Traffic

Construction Area

Existing Pavement Message Marking, Lane Indication Arrow

Existing Pavement Message Marking, Lane Indication Arrow

Speeding  
Max \$1000  
Reckless Driving  
Max 6 Yrs

XW2-6-A  
78" x 42"

A



XW20-1  
36" x 36"

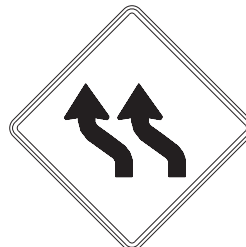
B



XW3-5  
36" x 36"

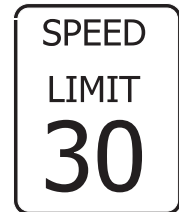
C

WORKSITE  
XG20-5P  
24" x 18"



XWI-4c (L)  
36" X 36"

G



R2-1  
24" x 30"

H

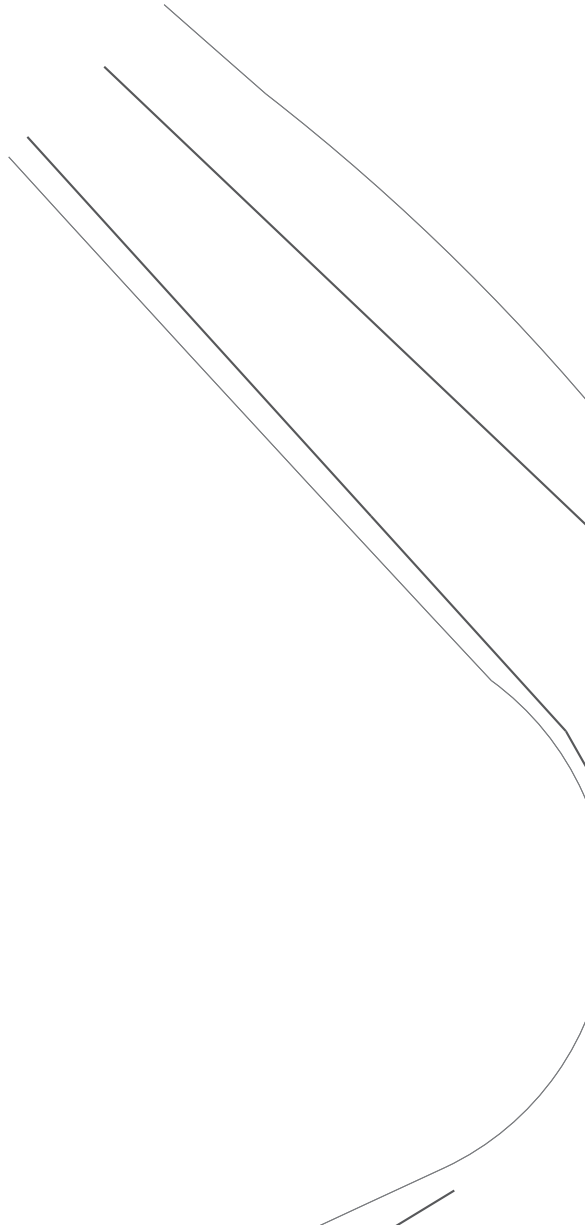


XW9-2-A (R)  
36" x 36"

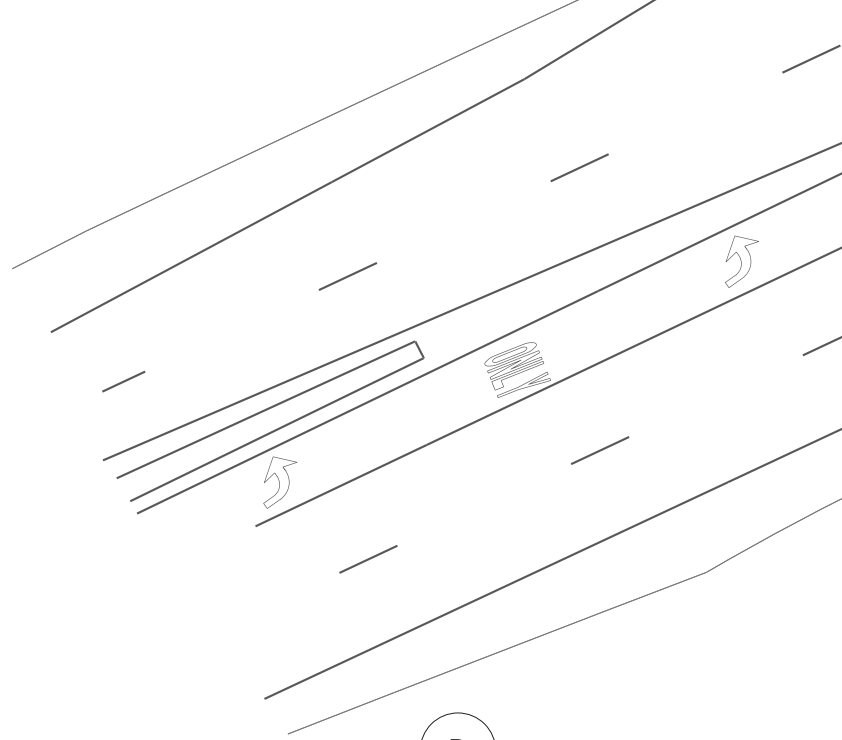
I

7 PM






AustinG







**LEGEND**

-  Temporary Pavement Marking, Paint, Solid, White, 4"
-  Temporary Pavement Marking, Paint, Solid, Yellow, 4"
-  Temporary Pavement Marking, Paint, Broken, White, 4"
-  Construction Sign
-  Temporary Pavement Message Marking, Lane Indication Arrow



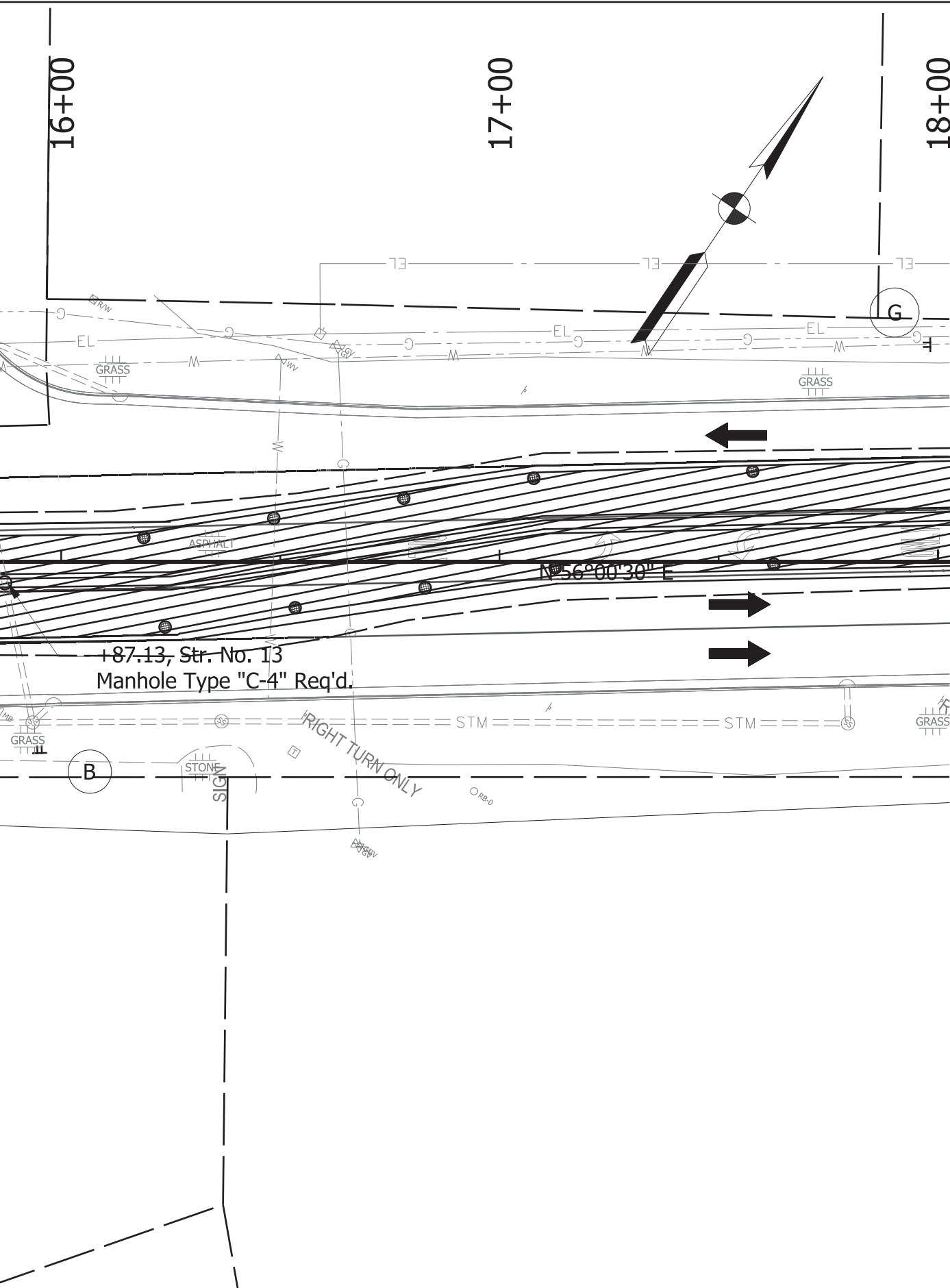
**GENERAL NOTES**

1. Access shall be maintained to all businesses and side streets throughout construction.
2. Cover signs that conflict with current MOT Phase.
3. 100' Spacing will be the Typical Sign Spacing for All Phases.

16+00

17+00

18+00



+87.13, Str. No. 13  
 Manhole Type "C-4" Req'd.

RIGHT TURN ONLY

N 56° 00' 30" E

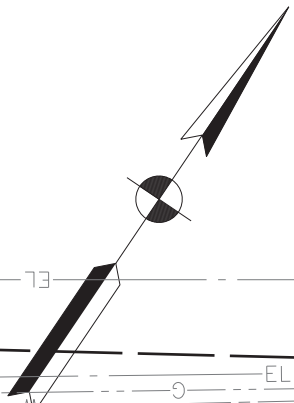
G

B

STONE SIGN

RB-0

GRASS



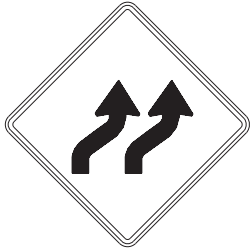
B

STONE SIGN

RB-0

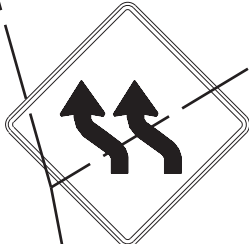
GRASS

CONSTRUCTION



XWI-4-B (R)  
36" X 36"

(F)



XWI-4c (L)  
36" X 36"

(G)



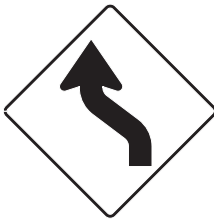
R2-1  
24" x 30"

(H)



W20-5 (L)  
36" x 36"

(M)



XWI-4-A (L)  
36" X 36"

(N)



WO6-1b  
36" x 36"

(O)

Construction Zone Design Speed = 30 mph.

ANA TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
	1" = 20'	N/A
	VERTICAL SCALE	DESIGNATION NO.
	NA	2101170
TRAFFIC PHASE II LINE "PR-C"	SURVEY BOOK NO.	SHEETS
		10 of 25
	CONTRACT NO.	PROJECT NO.
	T-44014	2101170

14+00

15+00

P.T. Sta. 15+03.09 "PR-C"

RETAINING WALL

RETAINING WALL

Line "D"  
Northside Drive 33°16'13"W

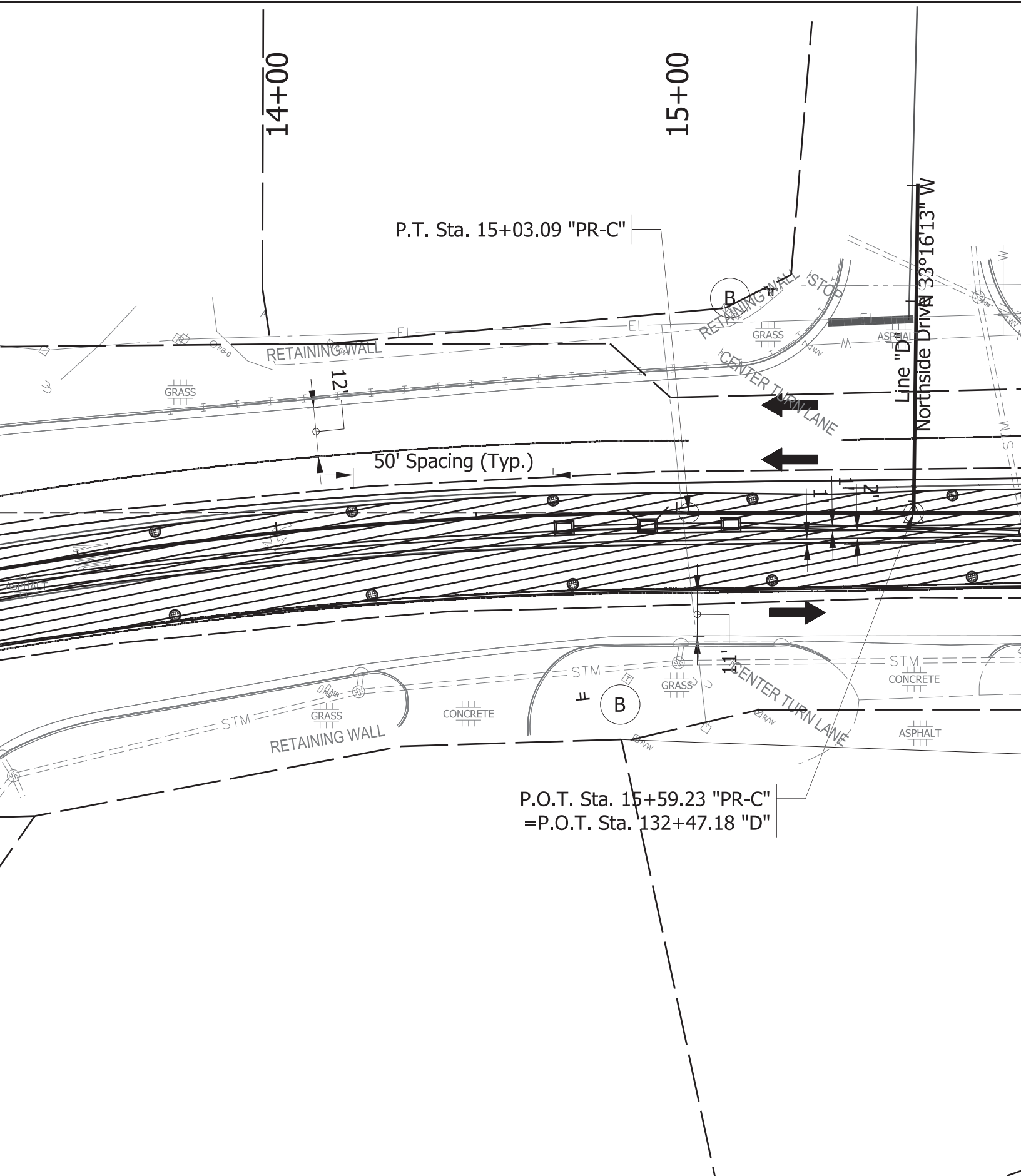
50' Spacing (Typ.)

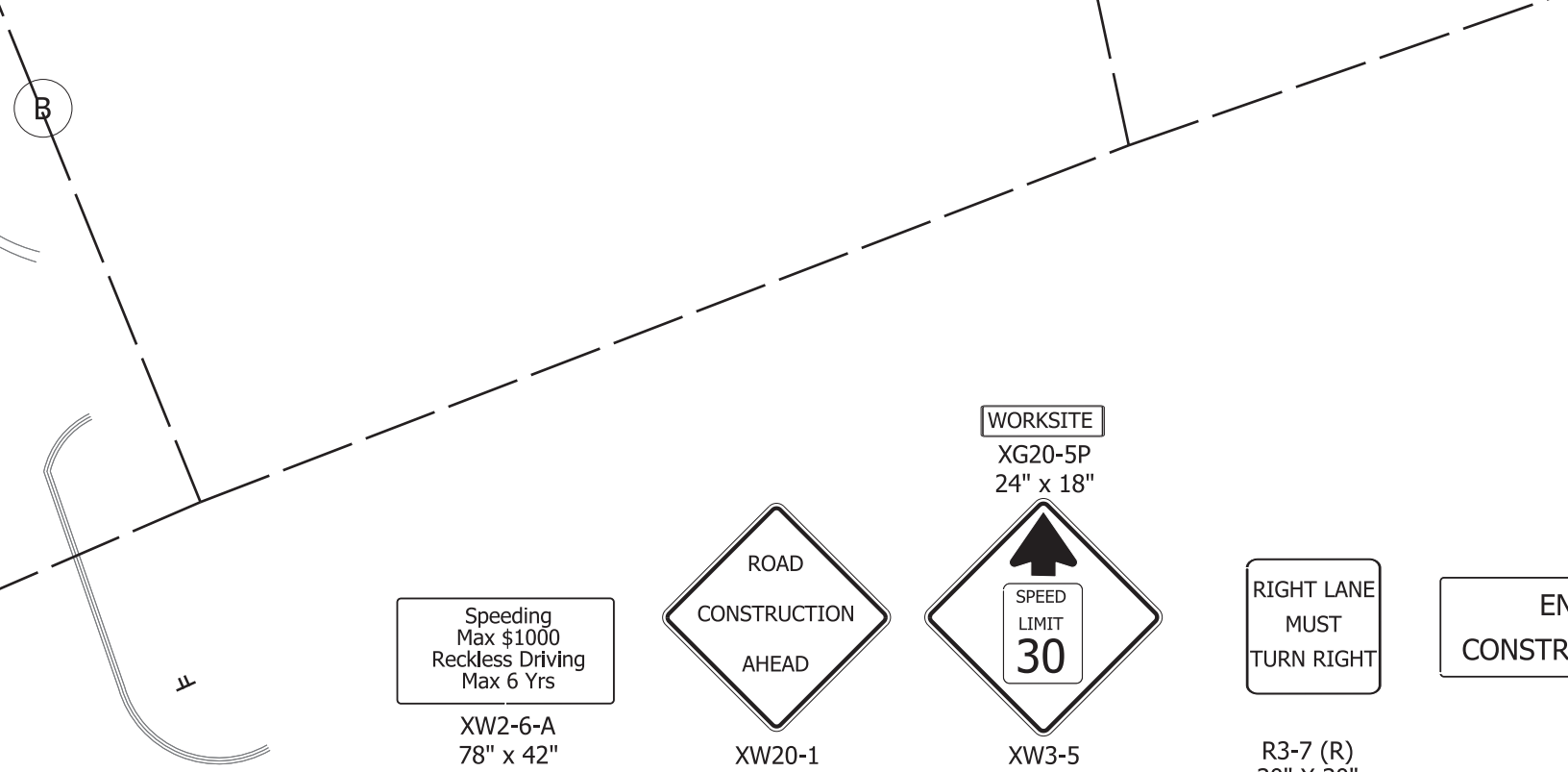
STOP  
CENTER TURN LANE

RETAINING WALL

STM  
CONCRETE  
GRASS  
ASPHALT  
CENTER TURN LANE

P.O.T. Sta. 15+59.23 "PR-C"  
=P.O.T. Sta. 132+47.18 "D"





Speeding  
Max \$1000  
Reckless Driving  
Max 6 Yrs

XW2-6-A  
78" x 42"

(A)



XW20-1  
36" x 36"

(B)

WORKSITE

XG20-5P  
24" x 18"



XW3-5  
36" x 36"

(C)

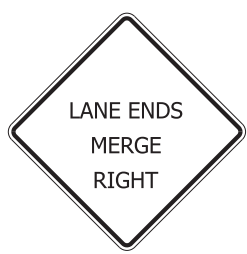
RIGHT LANE  
MUST  
TURN RIGHT

R3-7 (R)  
30" X 30"

(D)

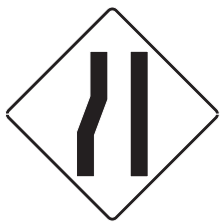
EM  
CONSTR

(E)



XW9-2-A (R or L)  
36" x 36"

(I)



XW4-2 (R or L)  
36" X 36"

(J)

LEFT LANE  
MUST  
TURN LEFT

R3-7 (L)  
30" X 30"

(K)



XW20-5 (C)  
36" x 36"

(L)



XV  
3

RECOMMENDED  
FOR APPROVAL

\_\_\_\_\_  
DESIGN ENGINEER DATE

INDIA  
DEPARTMENT OF T

DESIGNED: LRC

DRAWN: ACB

CHECKED: MAR

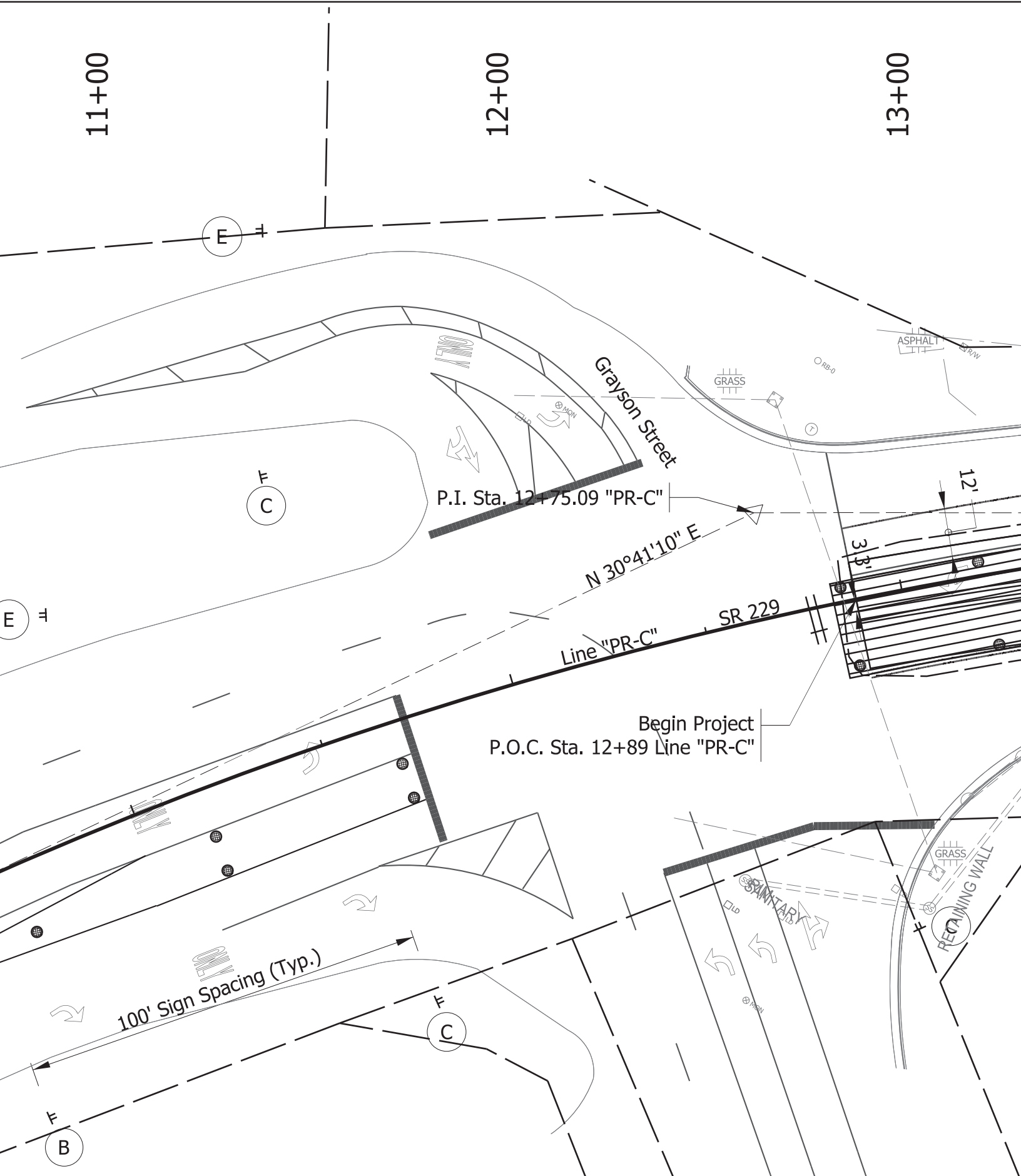
CHECKED: MAR

MAINTENANCE OF T  
S.R. 229 - LIM

11+00

12+00

13+00



E

F  
C

E

P.I. Sta. 12+75.09 "PR-C"

$N 30^{\circ}41'10'' E$

Line "PR-C" SR 229

Begin Project  
P.O.C. Sta. 12+89 Line "PR-C"

100' Sign Spacing (Typ.)

F  
B

F  
C

GRASS

REMAINING WALL

SANITARY

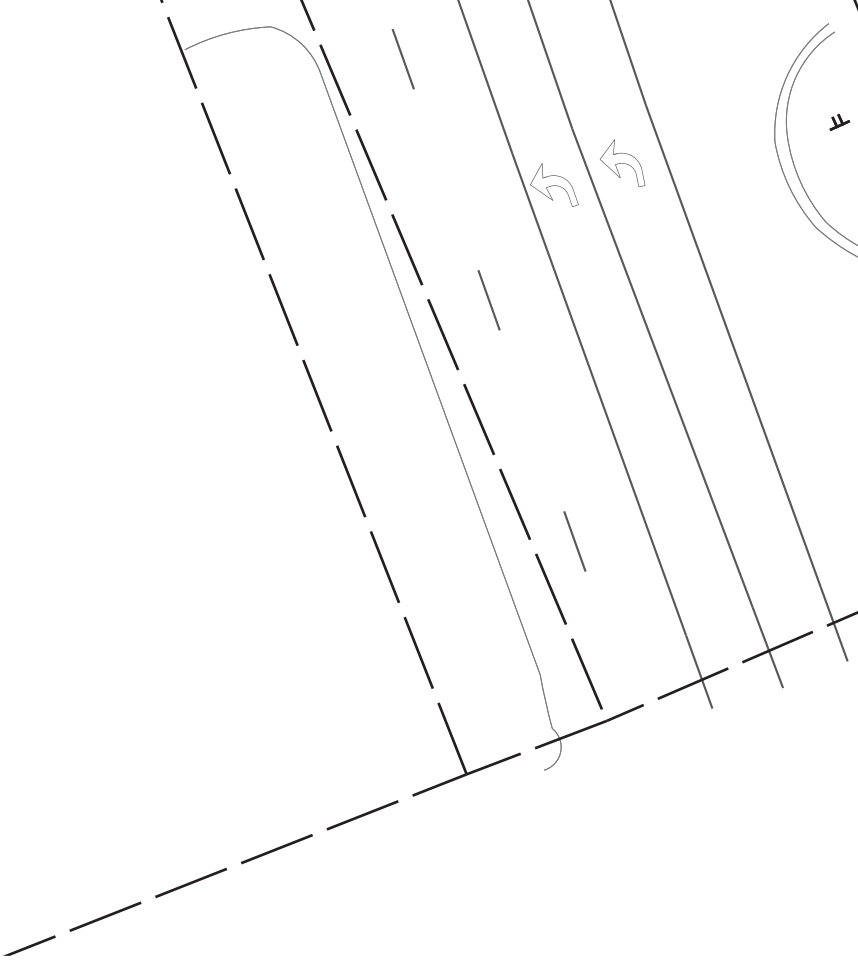
ASPHALT

GRASS

ORB-0

12'

3.3'



 Barricade

 Channelizing Device

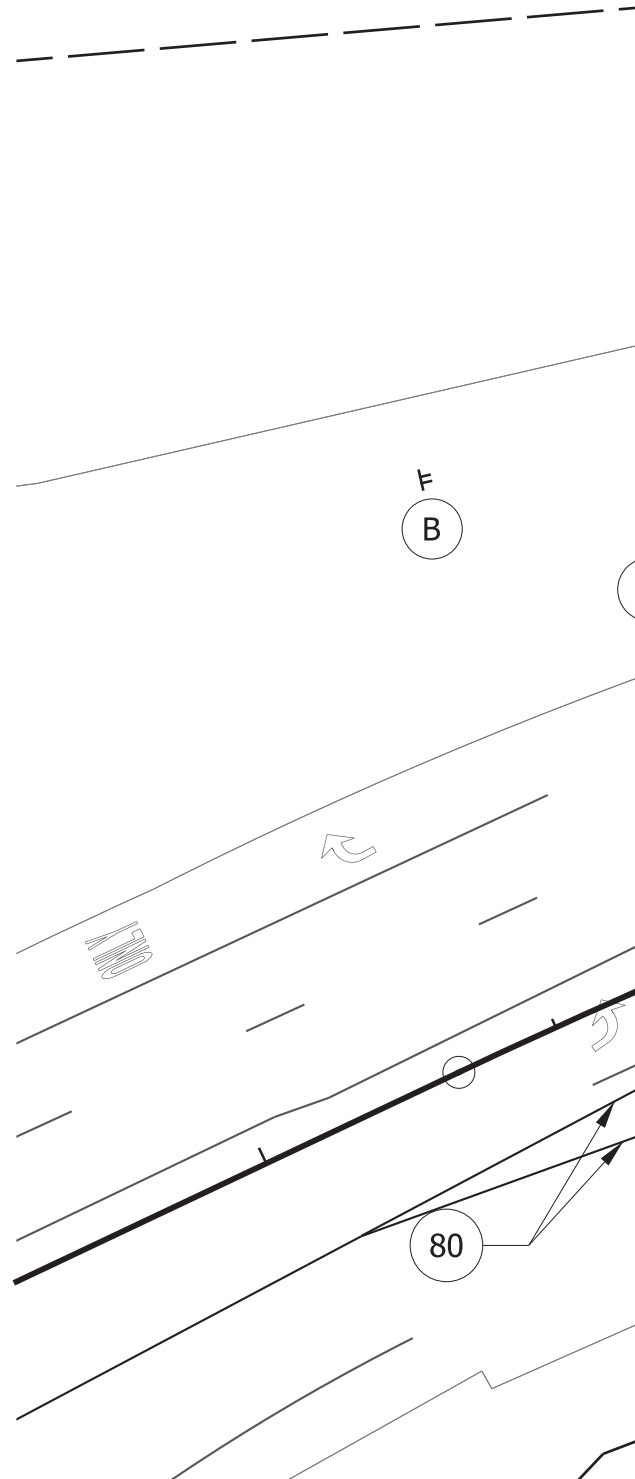
 Direction of Traffic

 Construction Area

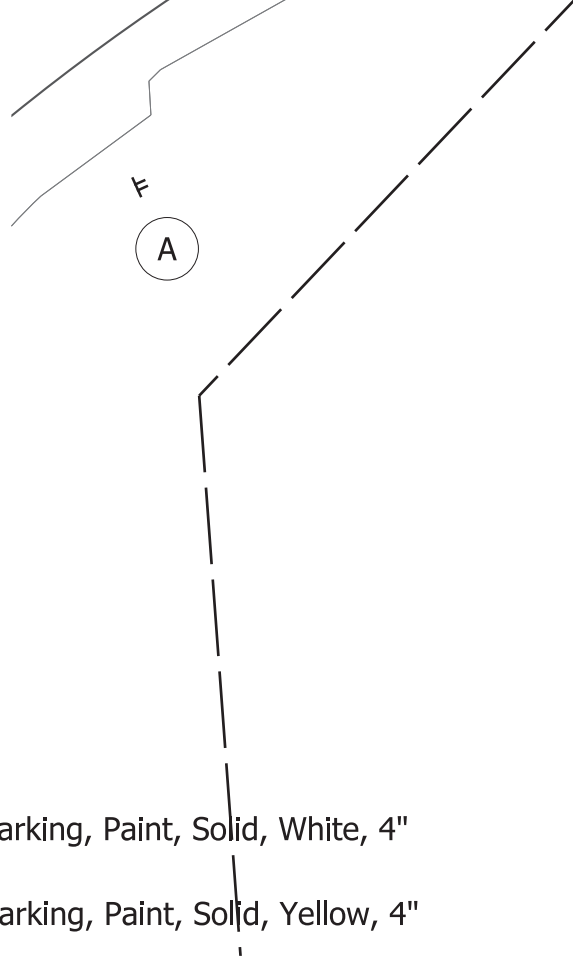
 Existing Pavement Message Marking, Lane Indication Arrow

 Existing Pavement Message Marking, Lane Indication Arrow






10+00





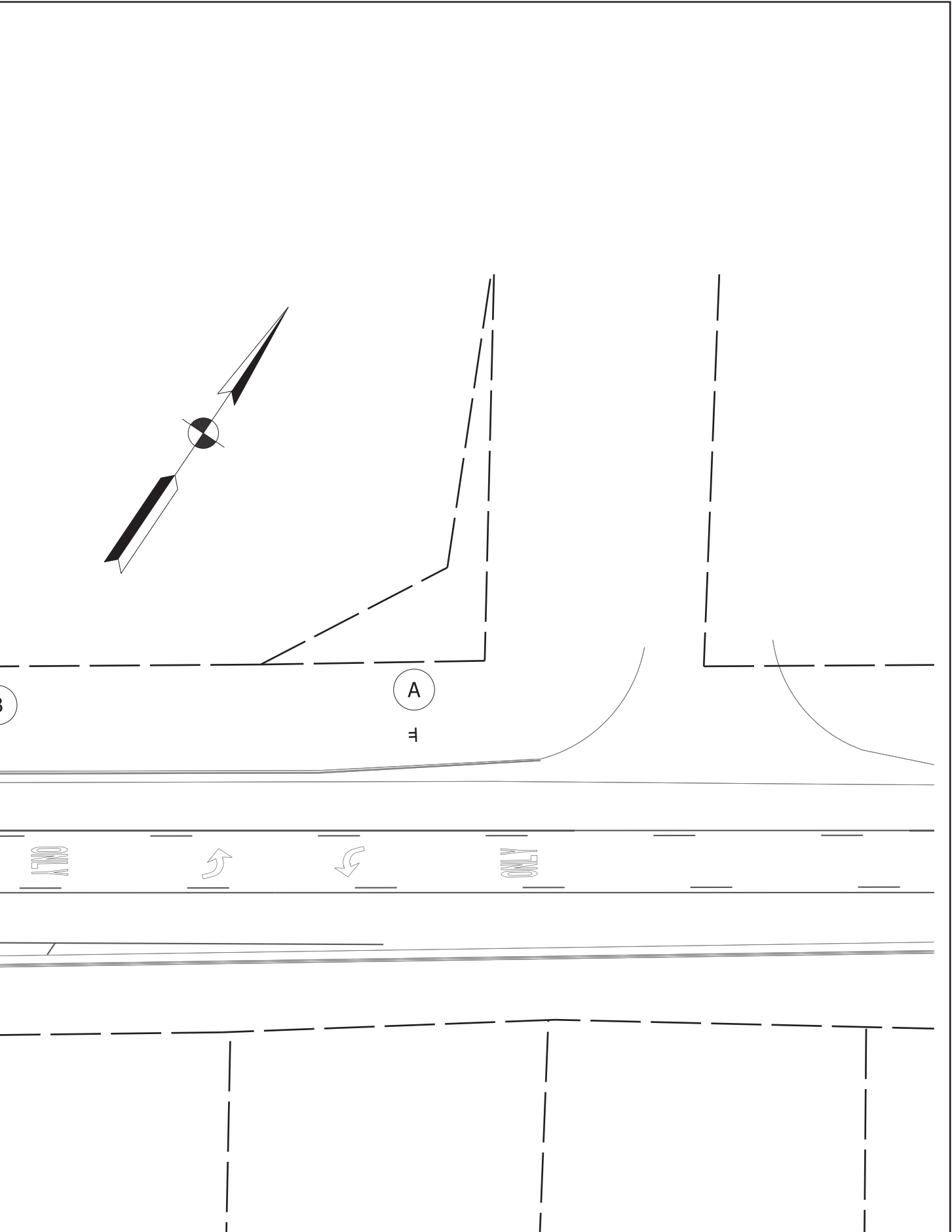


LEGEND

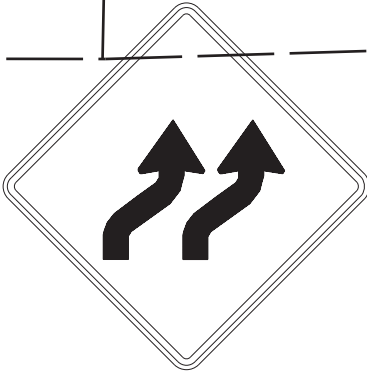
-  Temporary Pavement Marking, Paint, Solid, White, 4"
-  Temporary Pavement Marking, Paint, Solid, Yellow, 4"
-  Temporary Pavement Marking, Paint, Broken, White, 4"
-  Construction Sign
-  Temporary Pavement Message Marking, Lane Indication Arrow

GENERAL NOTES

1. Access shall be maintained to all businesses and side streets throughout construction.
2. Cover signs that conflict with current MOT Phase.
3. 100' Spacing will be the Typical Sign Spacing for All Phases.

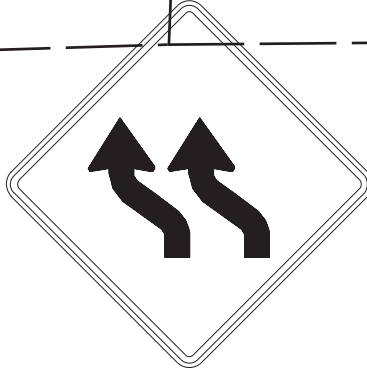


SECTION



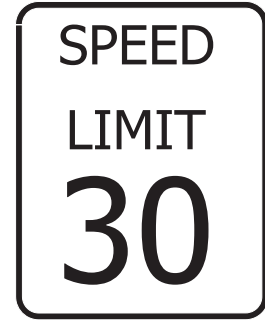
XWI-4-B (R)  
36" X 36"

F



XWI-4c (L)  
36" X 36"

G



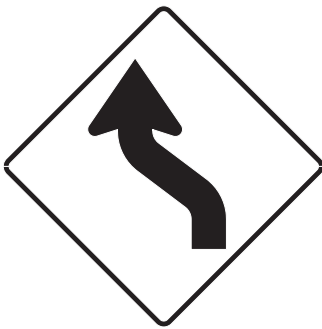
R2-1  
24" x 30"

H



W0-5 (L)  
36" X 36"

M



XWI-4-A (L)  
36" X 36"

N



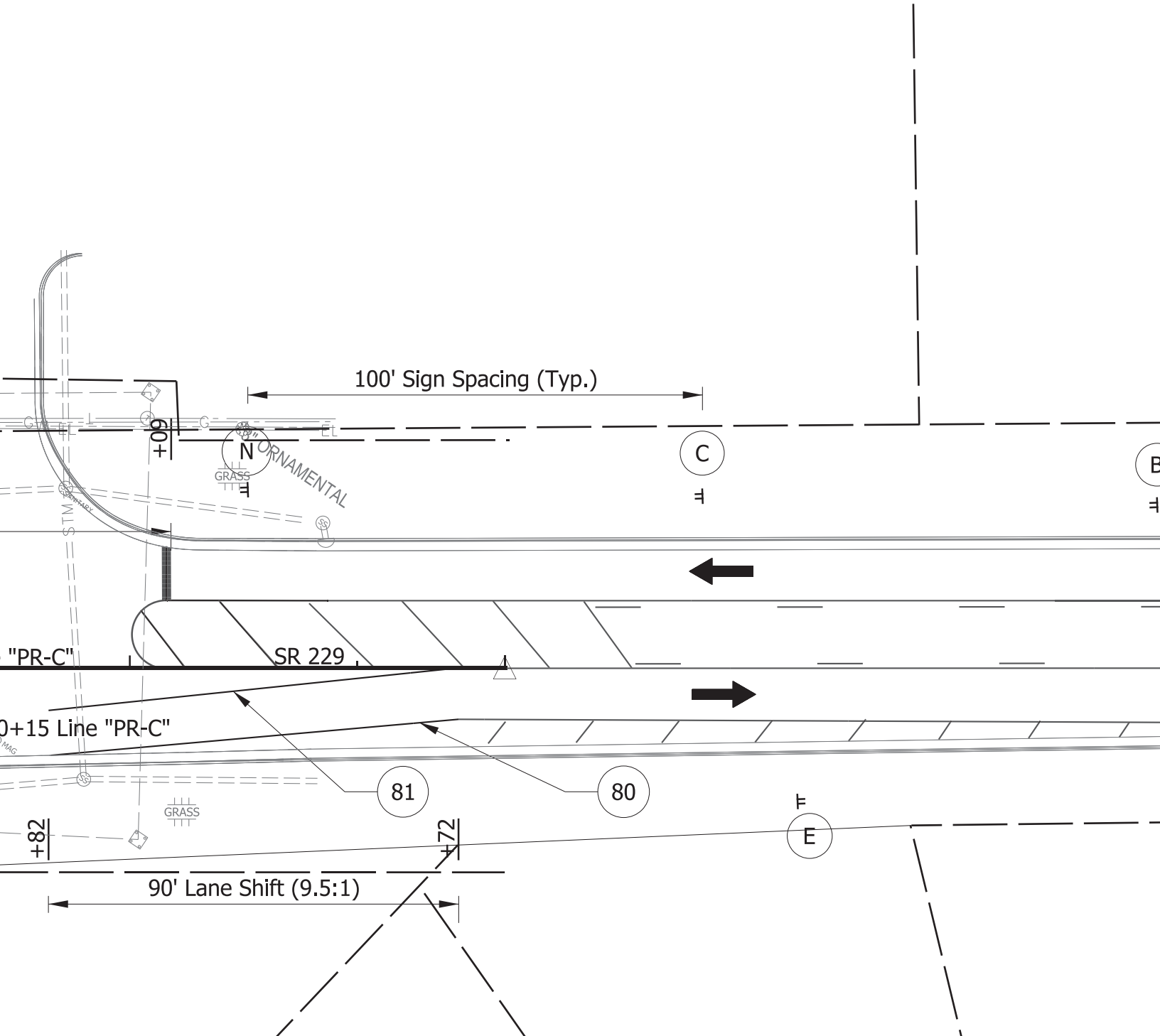
W06-1b  
36" x 36"

O

Construction Zone Design Speed = 30 mph.

ANA TRANSPORTATION	HORIZONTAL SCALE		BRIDGE FILE NO.	
	1" = 20'		N/A	
	VERTICAL SCALE		DESIGNATION NO.	
NA		2101170		
TRAFFIC PHASE II LINE "PR-C"	SURVEY BOOK NO.		SHEETS	
			11	of 25
	CONTRACT NO.		PROJECT NO.	
T-44014		2101170		

21+00



WORKSITE

XG20-5P  
24" x 18"



XW20-1  
36" x 36"

B



XW3-5  
36" x 36"

C



R3-7 (R)  
30" X 30"

D

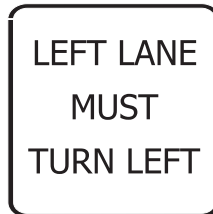


E



XW4-2 (R or L)  
36" X 36"

J



R3-7 (L)  
30" X 30"

K



XW20-5 (C)  
36" x 36"

L



XW20-4 (L)  
36" x 36"

M

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: LRC

DRAWN: ACB

CHECKED: MAR

CHECKED: MAR

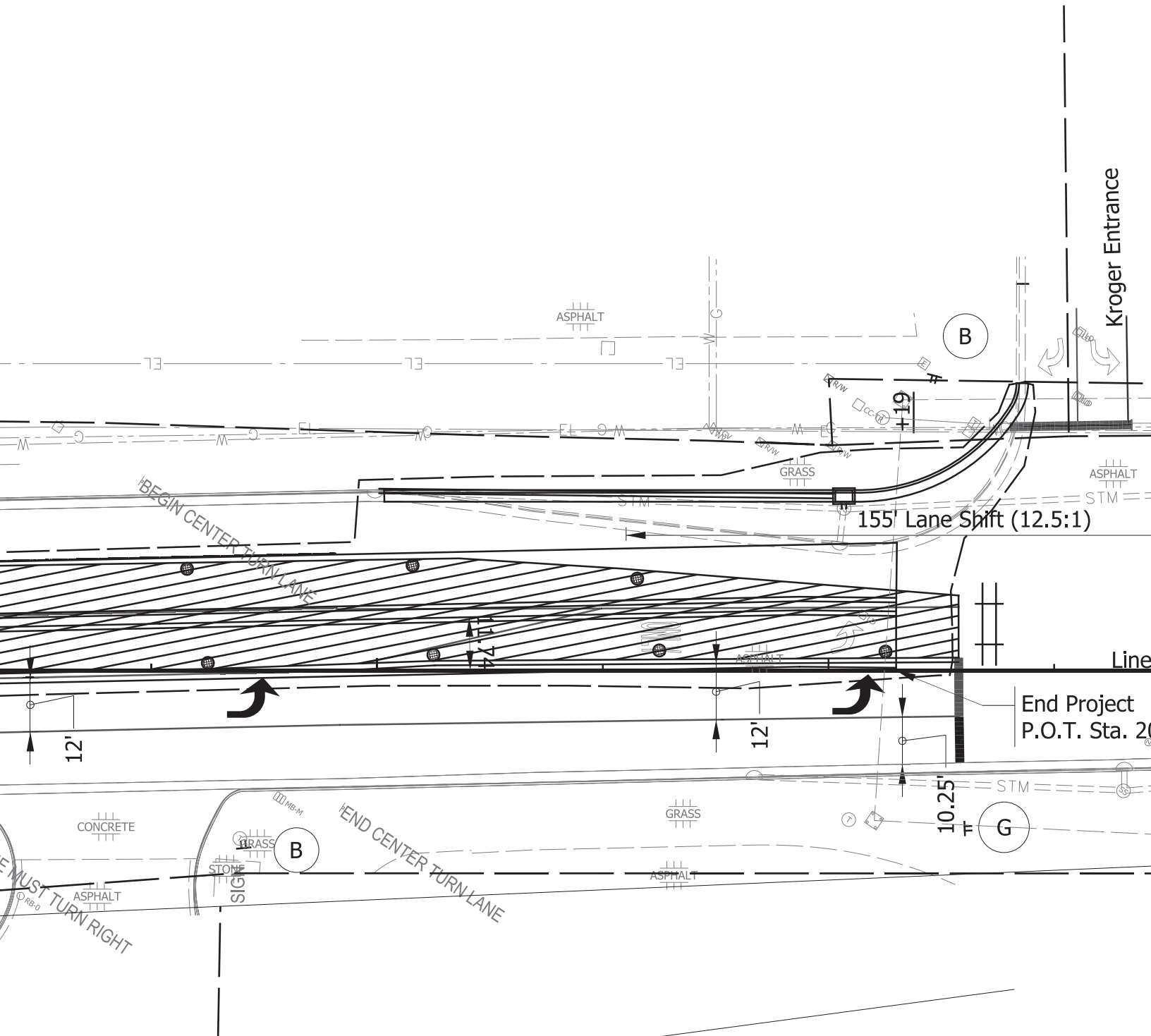
INDIA  
DEPARTMENT OF TRANSPORTS

MAINTENANCE OF TRAFFIC

S.R. 229 - LIM

19+00

20+00



Kroger Entrance

155' Lane Shift (12.5:1)

End Project  
P.O.T. Sta. 20+00

MUST TURN RIGHT



Speeding  
Max \$100  
Reckless Dri  
Max 6 Yr

XW2-6-A  
78" x 42"

A



Barricade



Channelizing Device



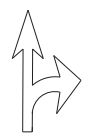
Direction of Traffic



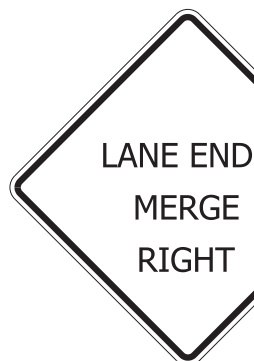
Construction Area



Existing Pavement Message Marking, Lane Indication Arrow



Existing Pavement Message Marking, Lane Indication Arrow

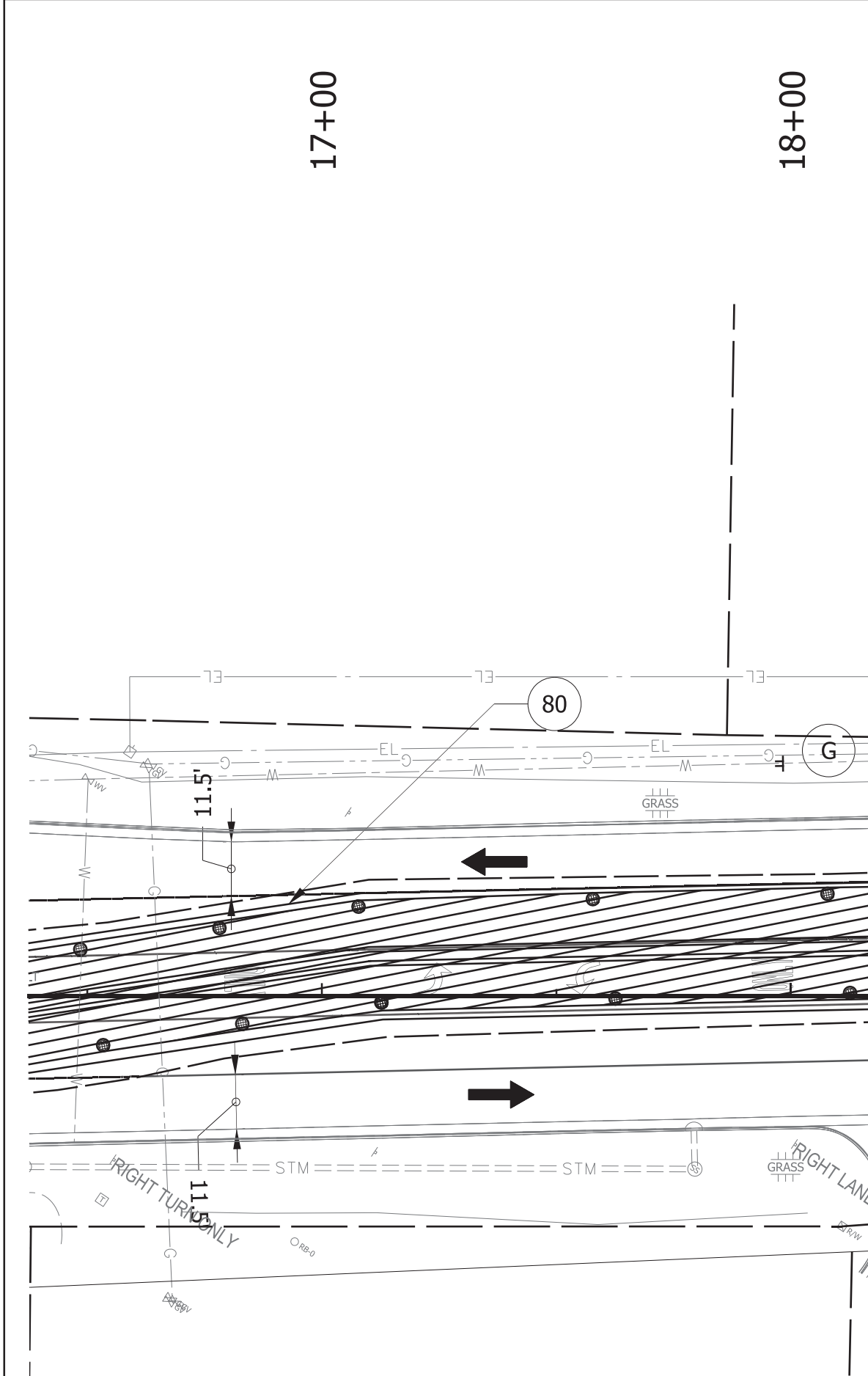


XW9-2-A (R  
36" x 36"

I

8 PM

AustinG



17+00

18+00

80

G

11.5'

RIGHT TURN ONLY

STM






RIGHT LANE

GRASS

GRASS



### LEGEND

-  Temporary Pavement Marking, Paint, Solid, White, 4"
-  Temporary Pavement Marking, Paint, Solid, Yellow, 4"
-  Temporary Pavement Marking, Paint, Broken, White, 4"
-  Construction Sign
-  Temporary Pavement Message Marking, Lane Indication Arrow

### GENERAL NOTES

1. Access shall be maintained to all businesses and side streets throughout construction.
2. Cover signs that conflict with current MOT Phase.
3. 100' Spacing will be the Typical Sign Spacing for All Phases.

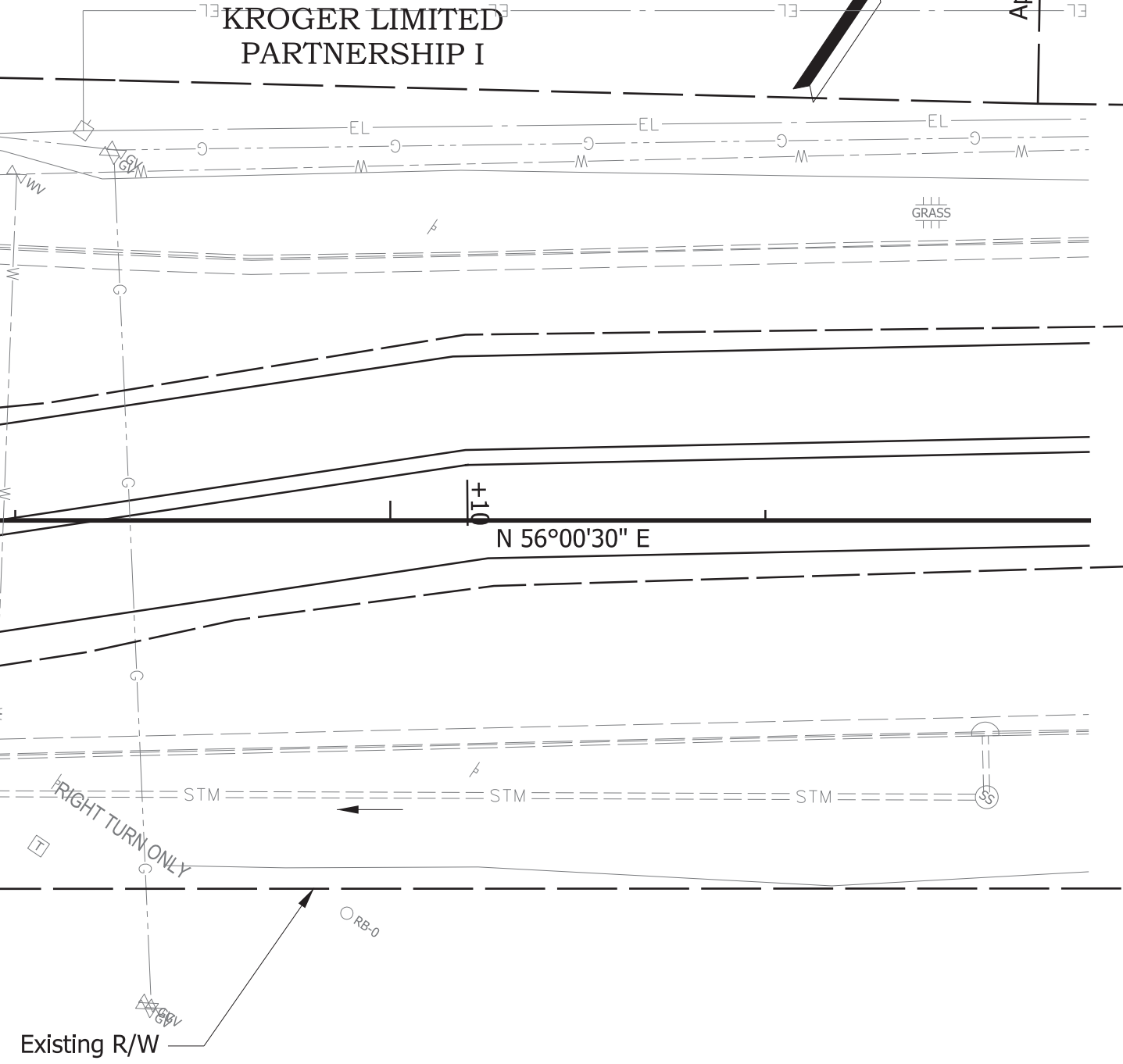
+50.18, Lt. 46.17', WV  
+59.09, Lt. 51.97', Pwp.  
+62.55, Lt. 48.68', GV  
+63.50, Lt. 49.40', GV

17+00

+05.60, Lt. 39.18', Sign

KROGER LIMITED  
PARTNERSHIP I

App. R



PEOPLES TRUST  
COMPANY

ed.

t. #11

MH

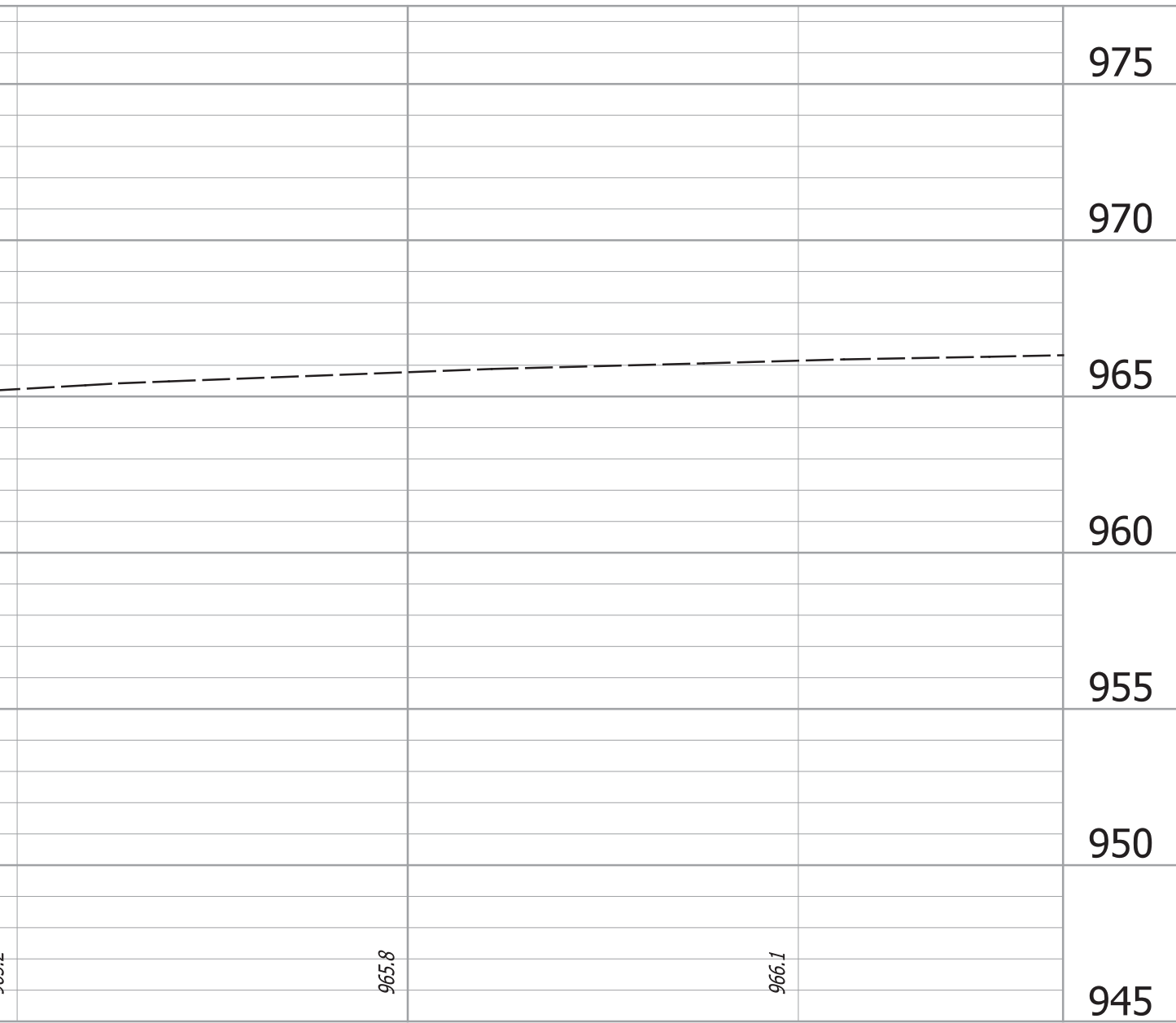
+53.12, Rt. 43.43', Tele.  
+55.48, Rt. 34.81', Sign

+67.36, Rt. 65.13', GV  
+67.77, Rt. 64.36', GV  
+68.72, Rt. 65.02', GV

+94.21, Rt. 52.38', Ctrl. P

+11.22, Rt. 33.23', Sign

+79.32, Rt. 28.73', Inlet  
+79.51, Rt. 36.91', Storm



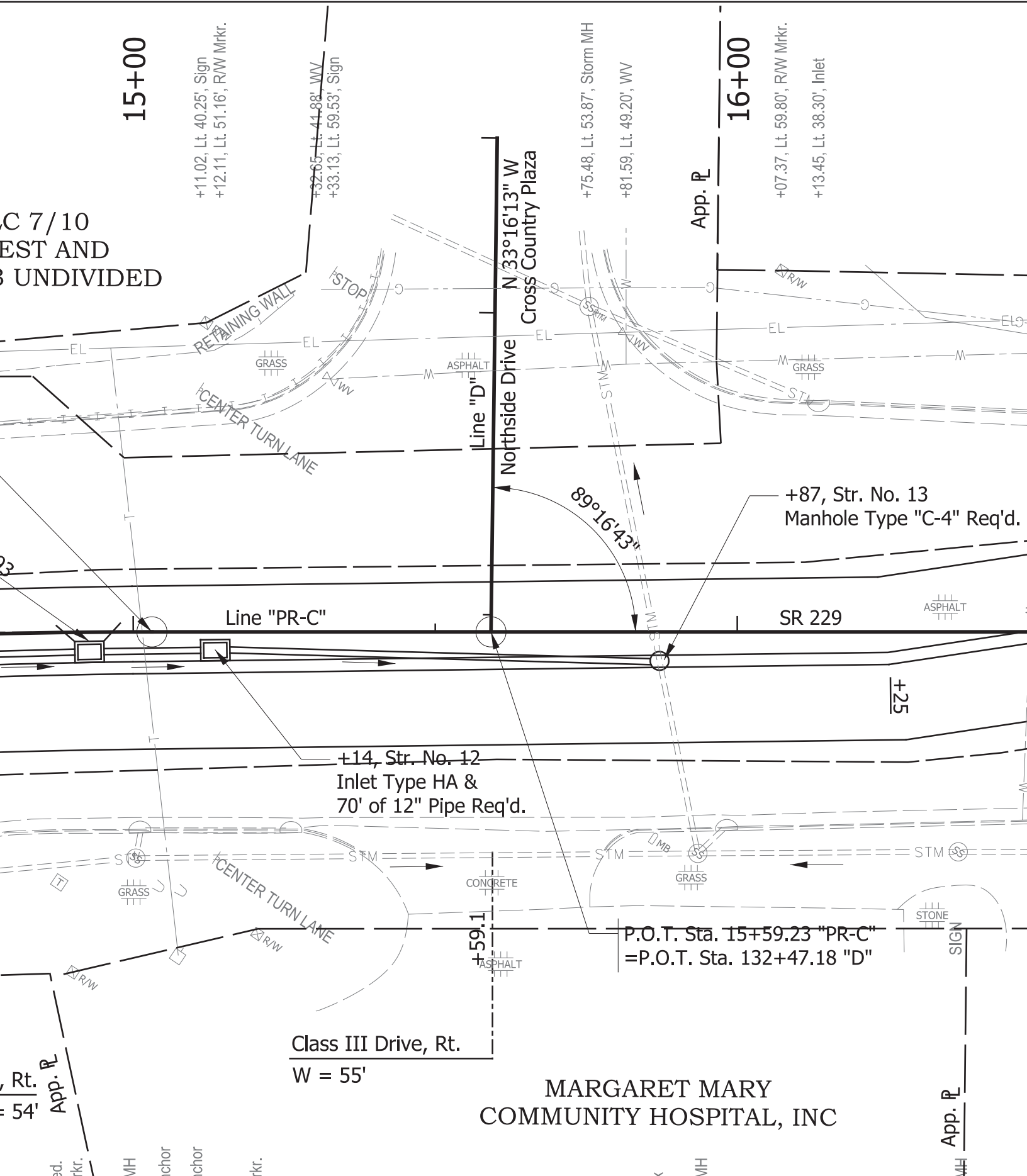
17+00

ANA  
TRANSPORTATION

PROFILE  
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	2101170
SURVEY BOOK NO.	SHEETS
	13 of 25
CONTRACT NO.	PROJECT NO.
T-44014	2101170

STA. 15+59.23 "PR-C"  
Street Approach, Lt.



MARGARET MARY  
COMMUNITY HOSPITAL, INC

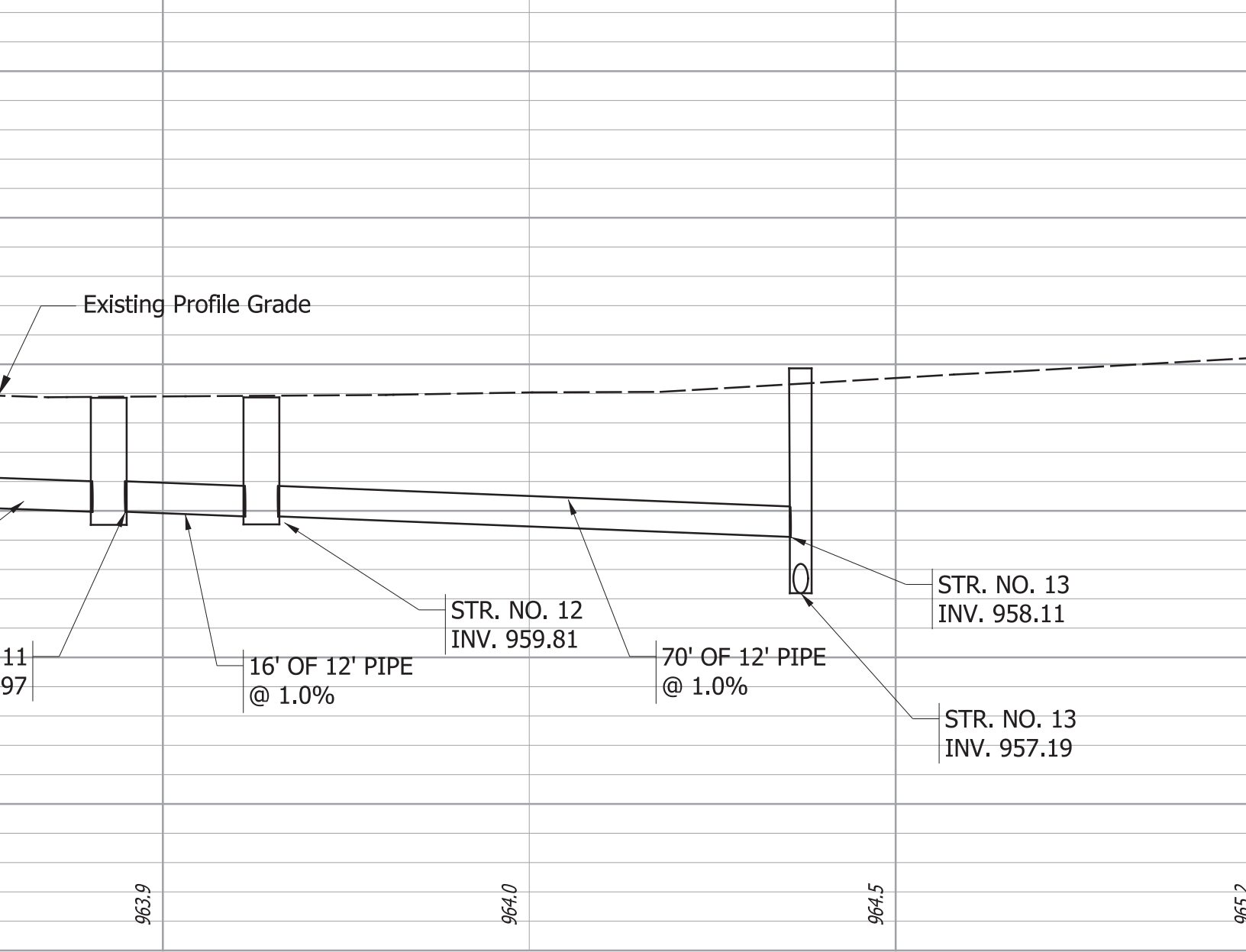
+87.13, Rt. 41.37', Tele. F.  
 +89.28, Rt. 56.29', R/W N  
 +00.33, Rt. 37.45', Storm  
 +01.05, Rt. 33.17', Inlet  
 +04.95, Rt. 42.65', Guy A  
 +07.34, Rt. 53.78', Pwp.  
 +08.66, Rt. 43.36', Guy A  
 +13.76, Rt. 37.38', Sign

+20.54, Rt. 50.03', R/W N  
 +26.11, Rt. 33.23', Inlet

Sec. 17, T-10-N, R-12-E  
 Laughery Township  
 Franklin County

+86.03, Rt. 34.32', Mailbo  
 +93.47, Rt. 36.68', Storm  
 +98.27, Rt. 32.89', Inlet

+36.50, Rt. 36.42', Storm



15+00

16+00

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: <u>LRC</u>		DRAWN: <u>ACB</u>			
CHECKED: <u>MAR</u>		CHECKED: <u>MAR</u>			

INDIA  
 DEPARTMENT OF T  
 PLAN AND  
 S.R. 229 - LIM

+25.36, Lt. 56.99', R/W Mrkr.

+48.97, Lt. 43.16', Guy Anchor  
+49.04, Lt. 52.25', Pwp.

+49.13, Lt. 41.87', Guy Anchor

+80.98, Lt. 50.69', Tele. Ped.  
+82.48, Lt. 50.52', Pwp.

+89.32, Lt. 48.53', Rebar

App. P  
+01.73, Lt. 54.96', Sign  
**14+00**

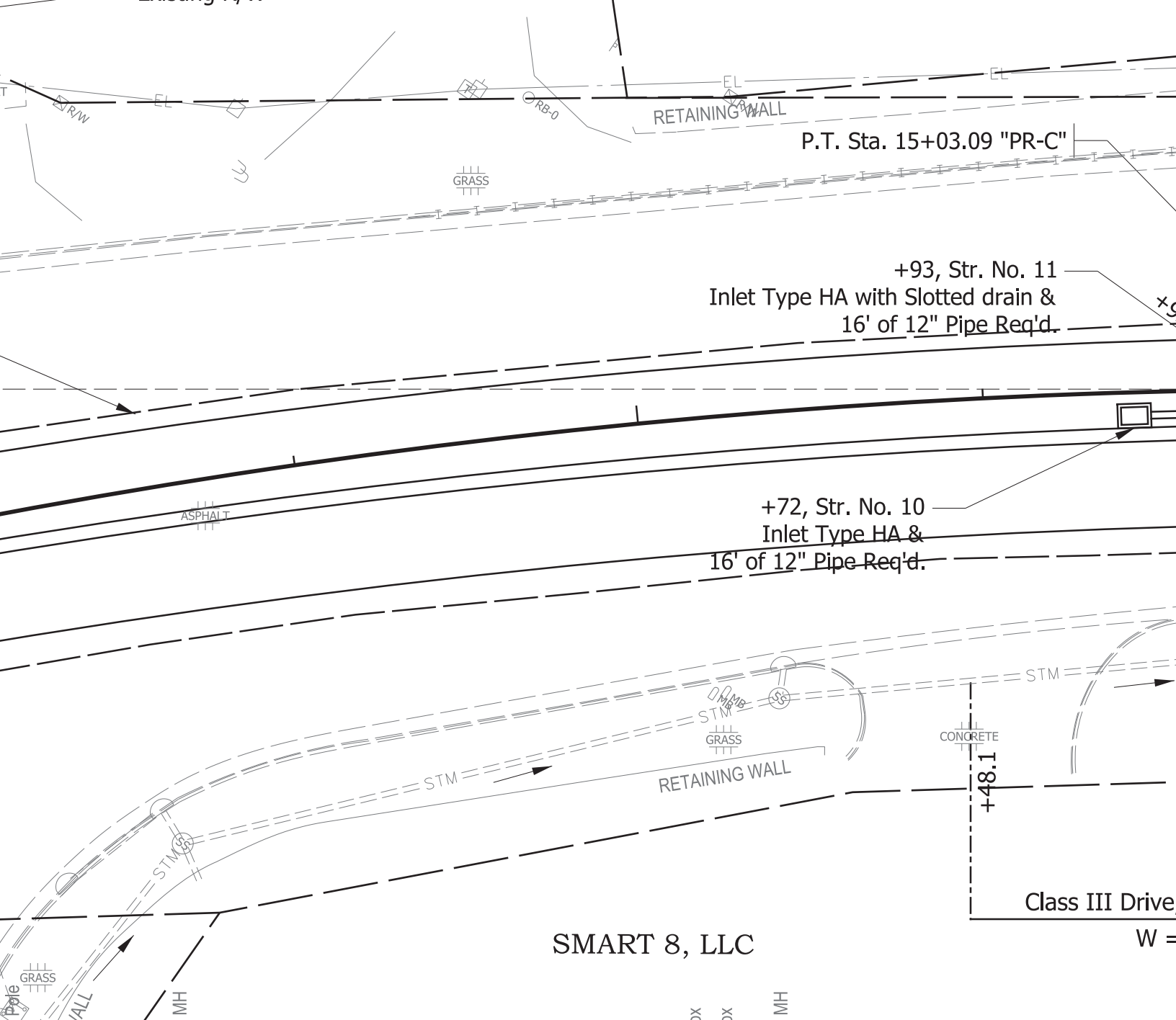
+17.12, Lt. 45.88', R/W Mrkr.

Sec. 17, T-10-N , R-12-E  
Laughery Township  
Franklin County

CBS HOLDING LL  
UNDIVIDED INTER.  
SPRUHA SHAH LLC 1/3

RNER, ARNOLD J

Existing R/W



P.T. Sta. 15+03.09 "PR-C"

+93, Str. No. 11  
Inlet Type HA with Slotted drain &  
16' of 12" Pipe Req'd.

+72, Str. No. 10  
Inlet Type HA &  
16' of 12" Pipe Req'd.

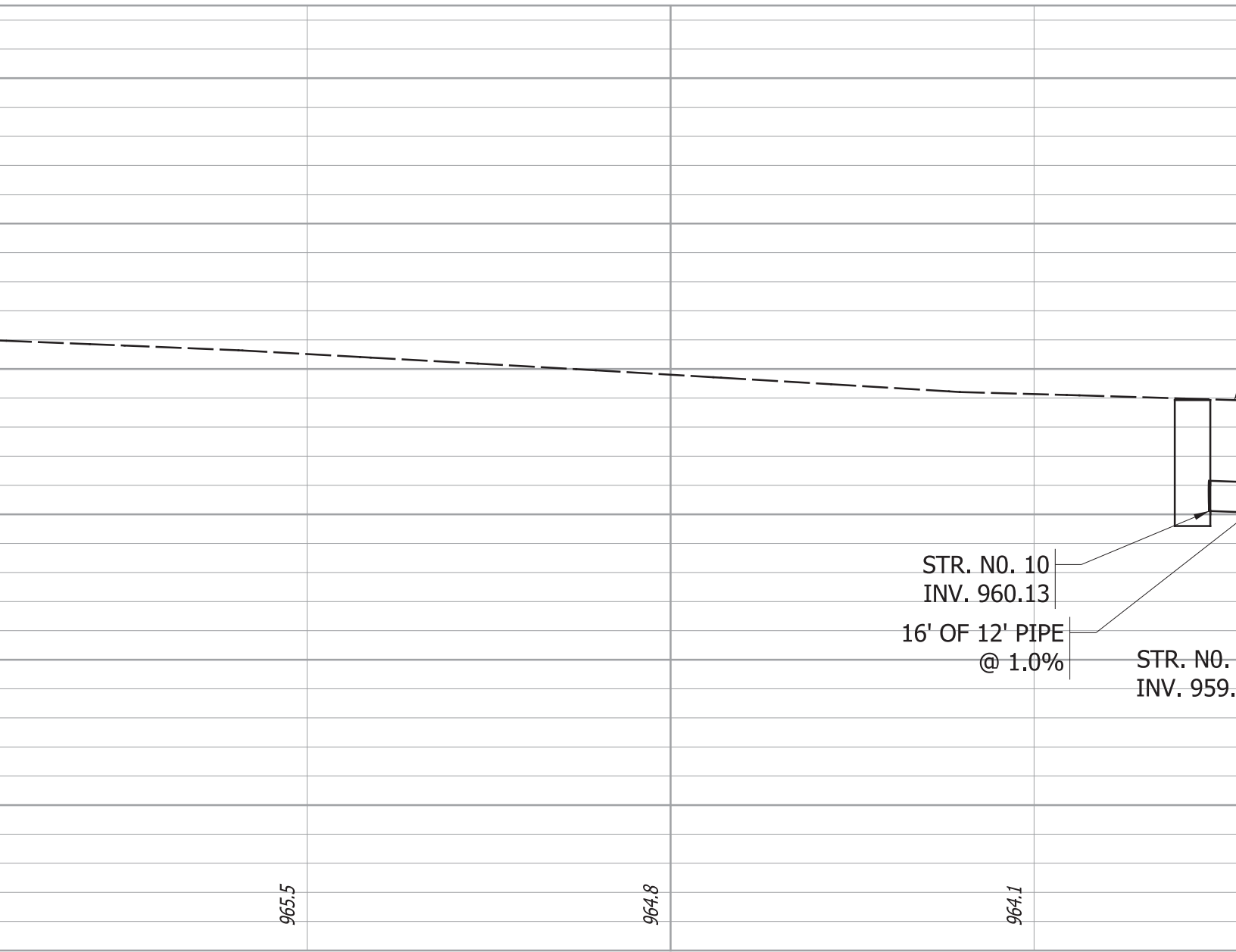
+48.1

SMART 8, LLC

Class III Drive

W =

+04.83, Rt. 71.02', Strait  
RETAINING WALL  
+06.71, Rt. 54.71', Inlet  
+22.82, Rt. 46.52', Inlet  
+24.91, Rt. 51.53', Storm  
+07.29, Rt. 39.98', Mailbox  
+09.17, Rt. 39.97', Mailbox  
+17.15, Rt. 41.38', Storm  
+18.15, Rt. 37.23', Inlet



965.5

964.8

964.1

14+00

STR. NO. 10  
INV. 960.13

16' OF 12' PIPE  
@ 1.0%

STR. NO.  
INV. 959.

AustinG

9 PM

12+00

+19.32, Lt. 64.04', Pullbox

+28.91, Lt. 64.17', Monument

### CURVE DATA

P.I. Sta. 12+75.09 "PR-C"

$\Delta = 25^\circ 19' 20''$  Rt.

D = 5° 23' 24"

R = 1,062.99'

T = 238.80'

L = 469.80'

E = 26.49'

SE = R.C.

+78.98, Lt. 52.93', Strain Pole

+86.04, Lt. 43.86', Tele. MH

+90.83, Lt. 60.32', Ctrl. Pt. #12

13+00

WE

Grayson Street

LD

MON

GRASS

RB-0

T

ASPHAL

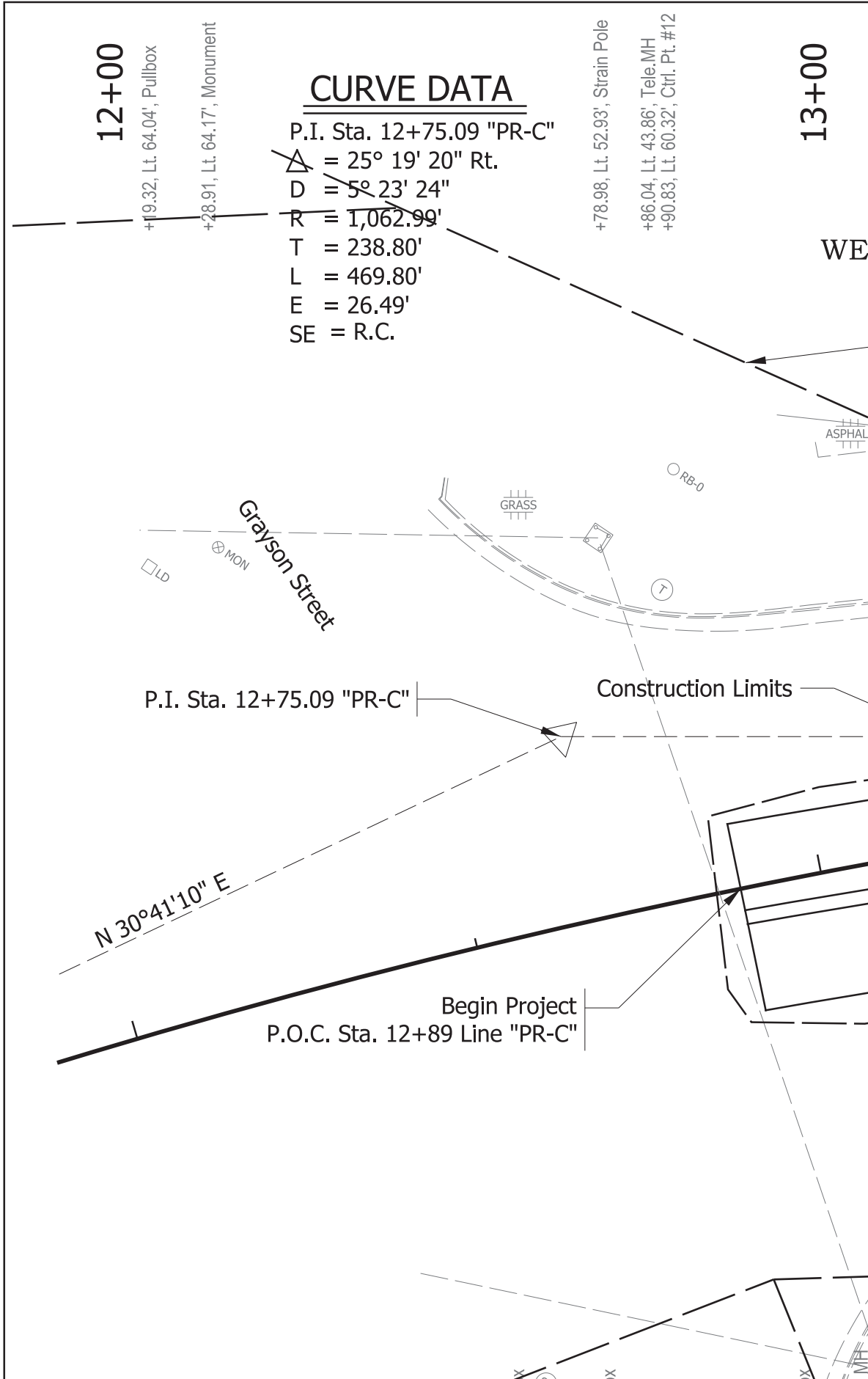
P.I. Sta. 12+75.09 "PR-C"

Construction Limits

N 30°41'10" E

Begin Project

P.O.C. Sta. 12+89 Line "PR-C"

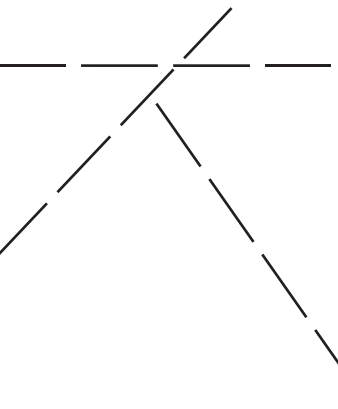
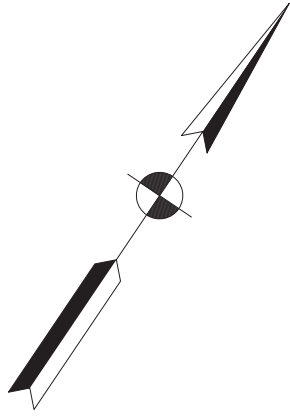






975	<b>EARTHWORK BALANCE</b>			
	Cut	=	175 CYS	
	Fill + 25%	=	4 CYS	
	Waste	=	171 CYS	
970	Borrow	=	0 CYS	
965				
960				
955				
950				
945			966.3	966.1
<b>12+00</b>		<b>13+00</b>		

FCN BANK



EDY, STEPHEN W  
 S BARBARA A

		TBM Pt. #10 Elev. 965.03 20+70.92 "PR-C", 15.90' Rt. Mag. Nail in Pavement	975
			970
			965
			960
			955
			950
			945

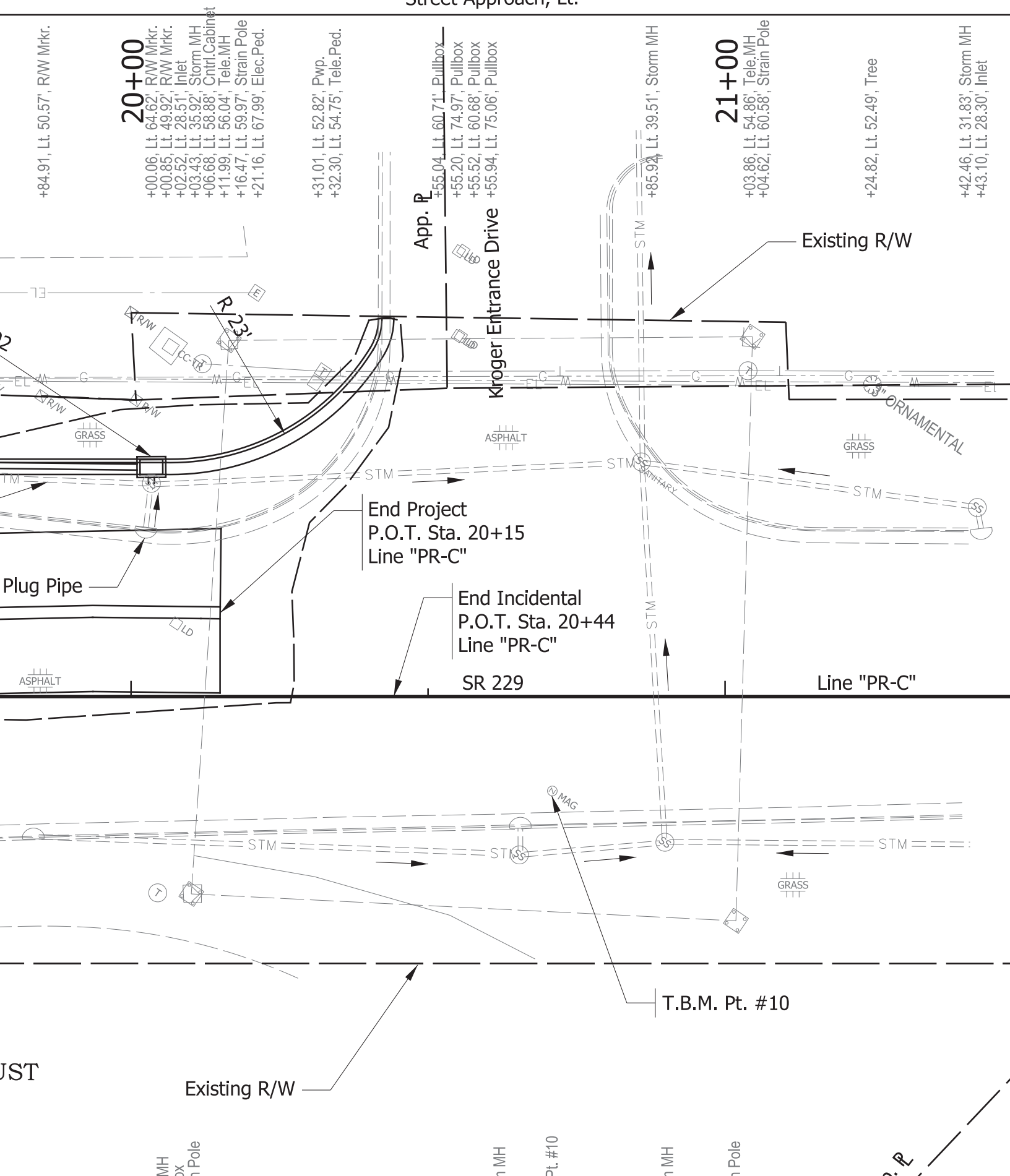
ANA  
 TRANSPORTATION

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	2101170

PROFILE  
 NE "PR-C"

SURVEY BOOK NO.	SHEETS		
	14	of	25
CONTRACT NO.	PROJECT NO.		
T-44014	2101170		

STA. 20+62.5 "PR-C"  
Street Approach, Lt.



+84.91, Lt. 50.57', R/W Mrkr.

20+00

+00.06, Lt. 64.62', R/W Mrkr.  
 +00.85, Lt. 49.92', R/W Mrkr.  
 +02.52, Lt. 28.51', Inlet  
 +03.43, Lt. 35.92', Storm MH  
 +06.68, Lt. 58.88', Cntrl. Cabinet  
 +11.99, Lt. 56.04', Tele. MH  
 +16.47, Lt. 59.97', Strain Pole  
 +21.16, Lt. 67.99', Elec. Ped.

+31.01, Lt. 52.82', Pwp.  
 +32.30, Lt. 54.75', Tele. Ped.

App. P.  
 +55.04, Lt. 60.71', Pullbox  
 +55.20, Lt. 74.97', Pullbox  
 +55.52, Lt. 60.68', Pullbox  
 +55.94, Lt. 75.06', Pullbox

21+00

+03.86, Lt. 54.86', Tele. MH  
 +04.62, Lt. 60.58', Strain Pole

+24.82, Lt. 52.49', Tree

+42.46, Lt. 31.83', Storm MH  
 +43.10, Lt. 28.30', Inlet

Kroger Entrance Drive

Existing R/W

End Project  
 P.O.T. Sta. 20+15  
 Line "PR-C"

End Incidental  
 P.O.T. Sta. 20+44  
 Line "PR-C"

SR 229

Line "PR-C"

T.B.M. Pt. #10

Existing R/W

JST

MH  
 Strain Pole

MH  
 Pt. #10

MH  
 Strain Pole

App. P.

+83.57, Rt. 23.99', Inlet

+04.49, Rt. 33.06', Tele.  
+07.61, Lt. 12.31', Pulley  
+10.14, Rt. 33.25', Strain

+65.37, Rt. 26.68', Storm  
+65.54, Rt. 22.18', Inlet

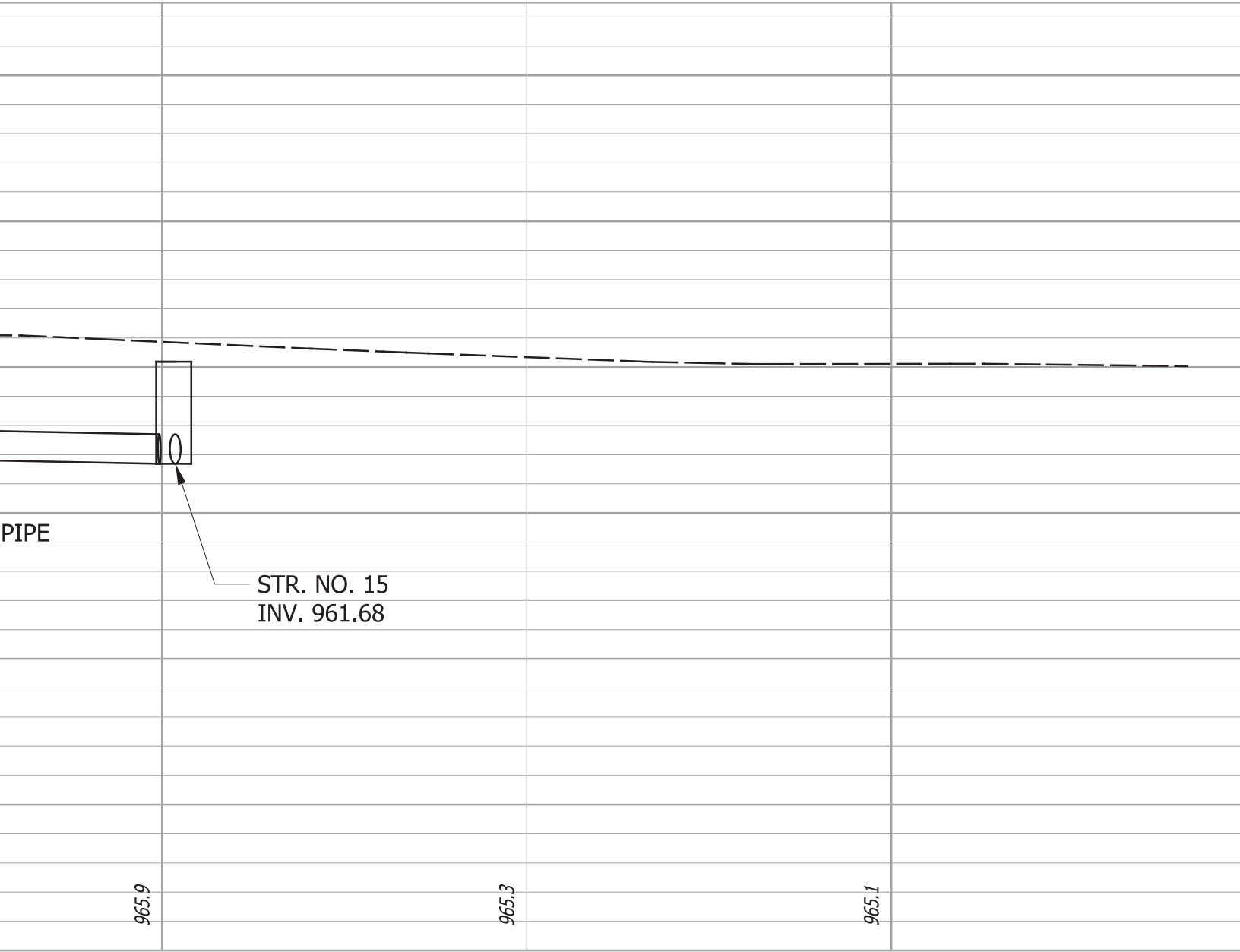
+70.92, Rt. 15.90', Ctrl. I

+89.87, Rt. 24.54', Storm

+01.83, Rt. 37.78', Strain

App

KENNEDY  
&



PIPE

STR. NO. 15  
INV. 961.68

965.9

965.3

965.1

20+00

21+00

RECOMMENDED  
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: LRC

DRAWN: ACB

CHECKED: MAR

CHECKED: MAR

INDIA  
DEPARTMENT OF T

PLAN AND  
S.R. 229 - LIM

Sec. 17, T-10-N , R-12-E  
Laughery Township  
Franklin County

+29.24, Lt. 53.97', Pwp.

+47.70, Lt. 42.04', Sign

+99.54, Lt. 40.05', Inlet

19+00

+73.54, Lt. 53.57', WW

+75.14, Lt. 53.73', GV

DUKE ENTERPRISES, LLC

+00, Str. No. 14  
Ex. Inlet and 102'  
of 12" Pipe Req'd.

+02, Str. No. 15  
Inlet Type "C-15" &  
2' of 12" Req'd.

BEGIN CENTER TURN LANE

Remove Pipe

Remove Inlet and

LANE MUST TURN RIGHT

CONCRETE

ASPHALT

+39.13

Class III Drive, Rt.

W = 68'

MH

Mailbox

MH

Mailbox

END CENTER TURN LANE

GRASS

ASPHALT

PEOPLES TRU  
COMPANY

App. P  
+0.98, Rt. 49.12', R/W

+20.98, Rt. 49.98', Reba

# PEOPLES TRUST COMPANY

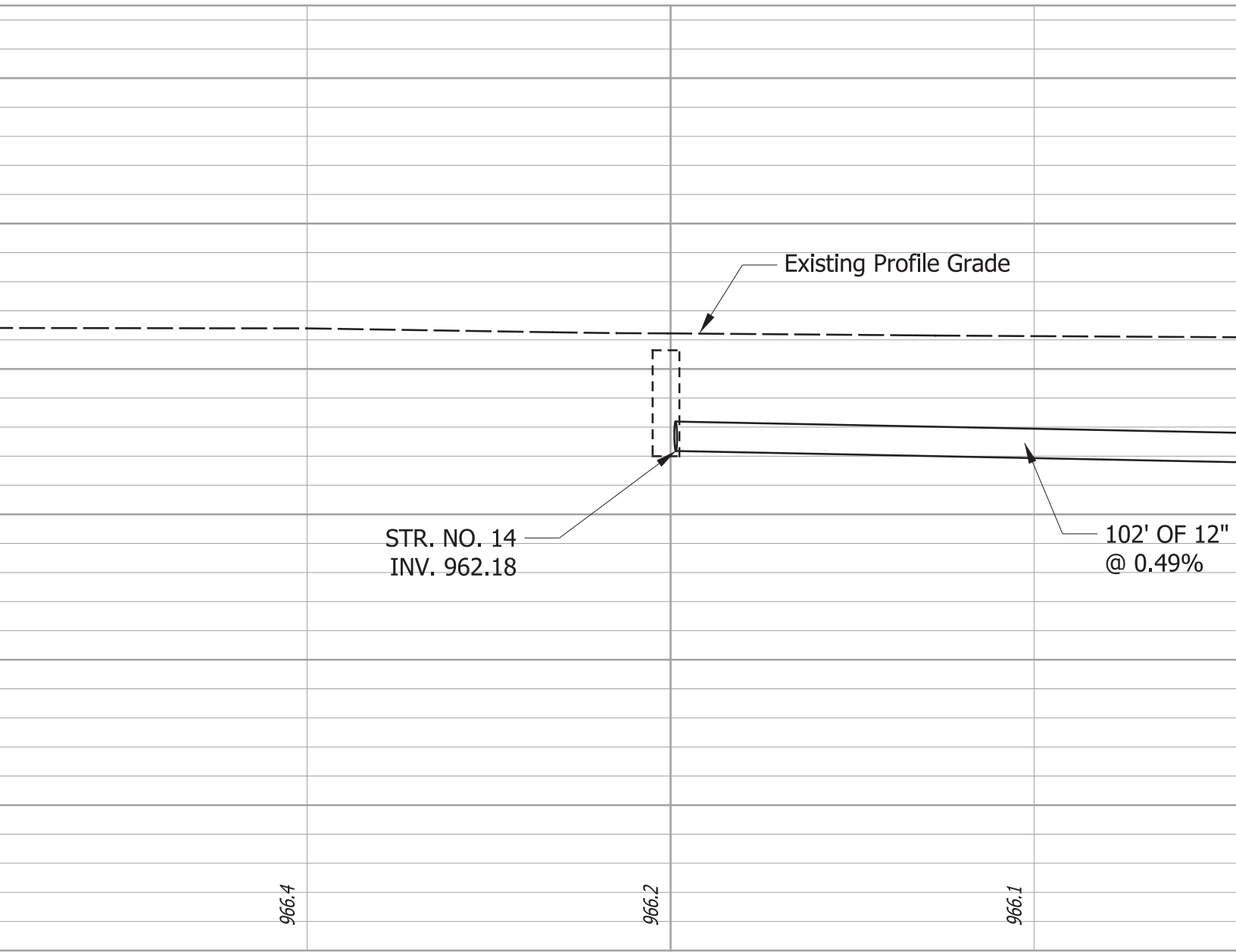
App. P

+69.09, Rt. 47.61', Sign  
+69.57, Rt. 37.24', Tele.

+78.33, Rt. 28.36', Multi-

+92.24, Rt. 30.28', Sign

Sec. 17, T-10-N , R-12-E  
Laughery Township  
Franklin County



966.4

966.2

966.1

19+00

17+00

+05.60, Lt. 39.18', Sign

18+00

KROGER LIMITED PARTNERSHIP I

App. R

--- 73 --- 73 ---

--- EL --- EL --- EL --- EL --- EL ---  
--- M --- M --- M --- M --- M ---

Construction Limits

GRASS

N 56°00'34 E

+10

--- STM --- STM ---

RIGHT L  
GRASS

AustinG

○ RB-0

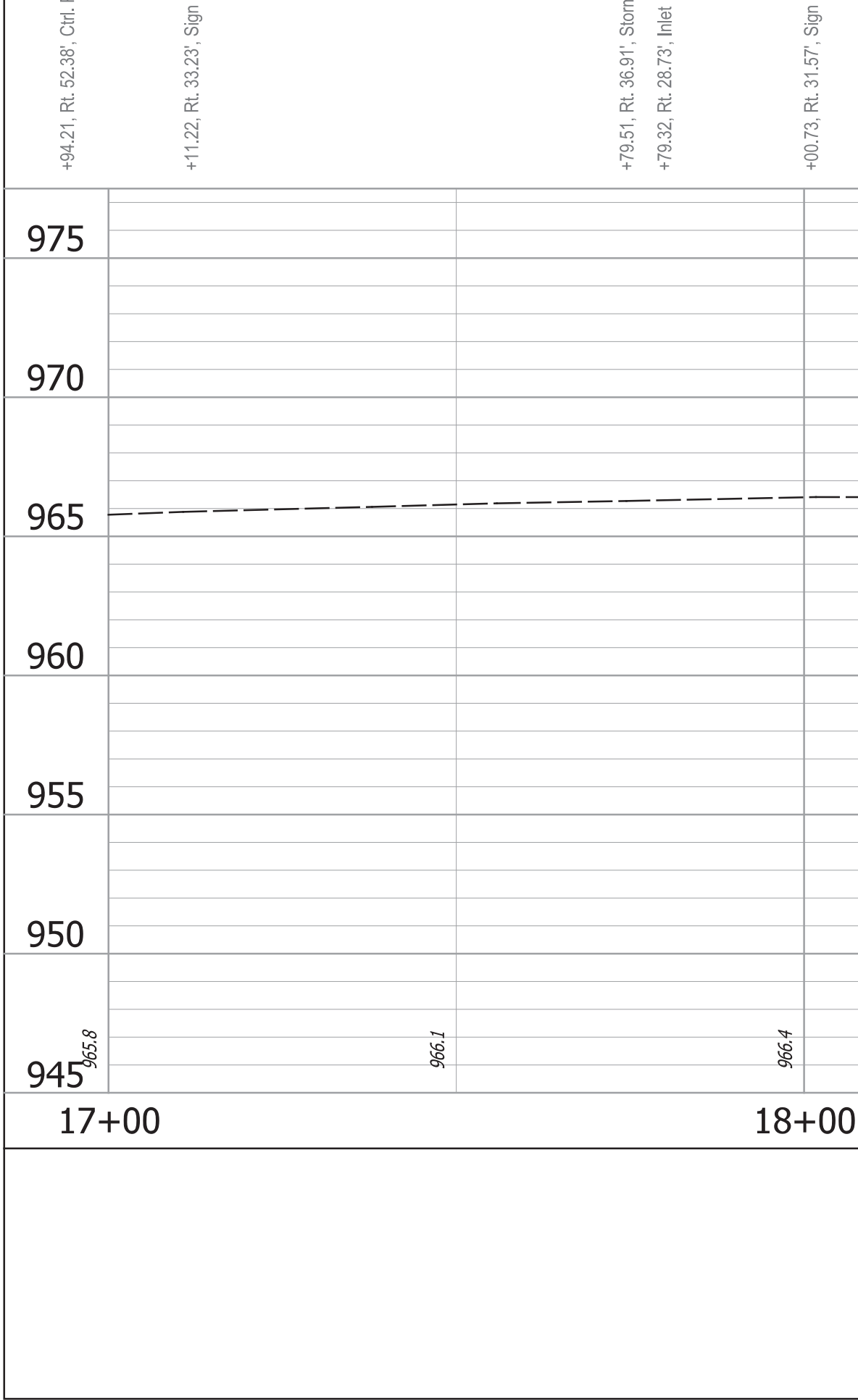
PEOPLES TRUST COMPANY

0 PM

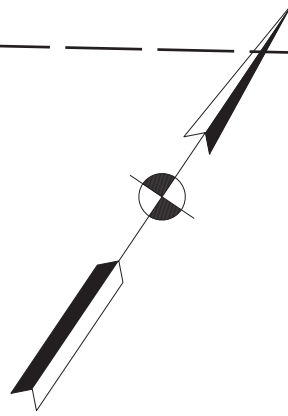
Pt. #11

n MH





17+00



App. R

KROGER LIMITED  
PARTNERSHIP I

EL --- 73 --- 73 --- 73 --- 73

App. Ex. R/W

EL --- 73 --- 73 --- 73 --- 73

GRASS

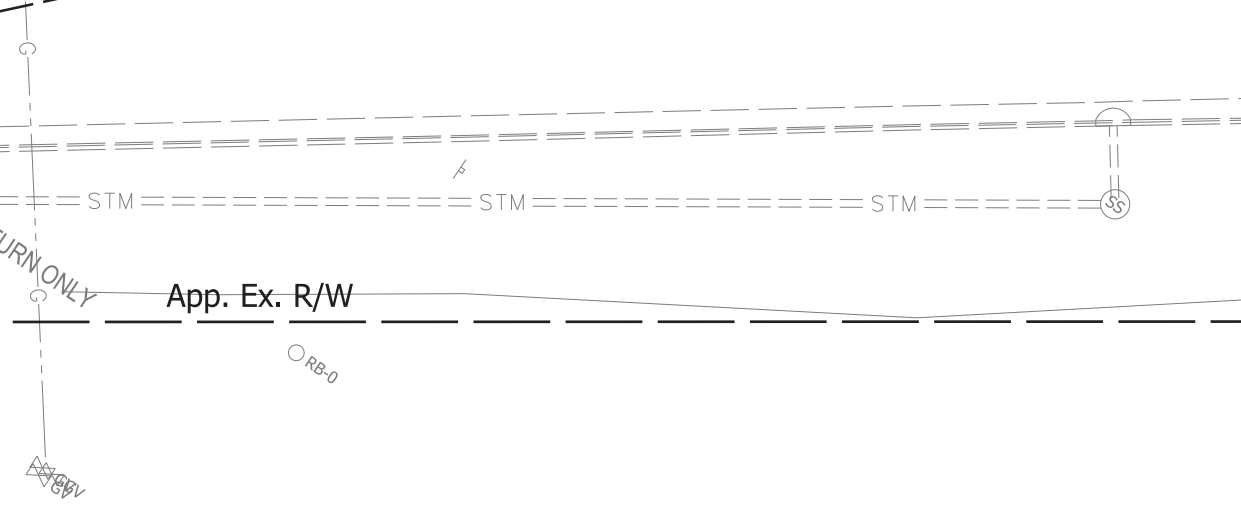
(R)

8.14'

N 56°00'30" E

(R)

01+



PEOPLES TRUST  
COMPANY

**LEGEND**

- (15) Concrete Curb and Gutter, Combined
- (K) Full-Depth HMA Pavement
- (R) HMA Mill/Resurface
- (22) Concrete Center Curb, Type C

<p>ANA TRANSPORTATION</p>	HORIZONTAL SCALE		BRIDGE FILE NO.	
	1" = 20'		N/A	
	VERTICAL SCALE		DESIGNATION NO.	
NA		2101170		
<p>ON DETAIL NE "PR-C"</p>	SURVEY BOOK NO.		SHEETS	
			15	of 25
	CONTRACT NO.		PROJECT NO.	
	T-44014		2101170	

15+00

16+00

7/10  
T AND  
DIVIDED

App. Ex. R/W

App. Ex. R/W

REMAINING WALL

STOP

GRASS

ASPHALT

GRASS

ASPHALT

CENTER TURN LANE

App. Ex. R/W

Line "D" Northside Drive N 33°16'13" W

89°16'43"

K

22

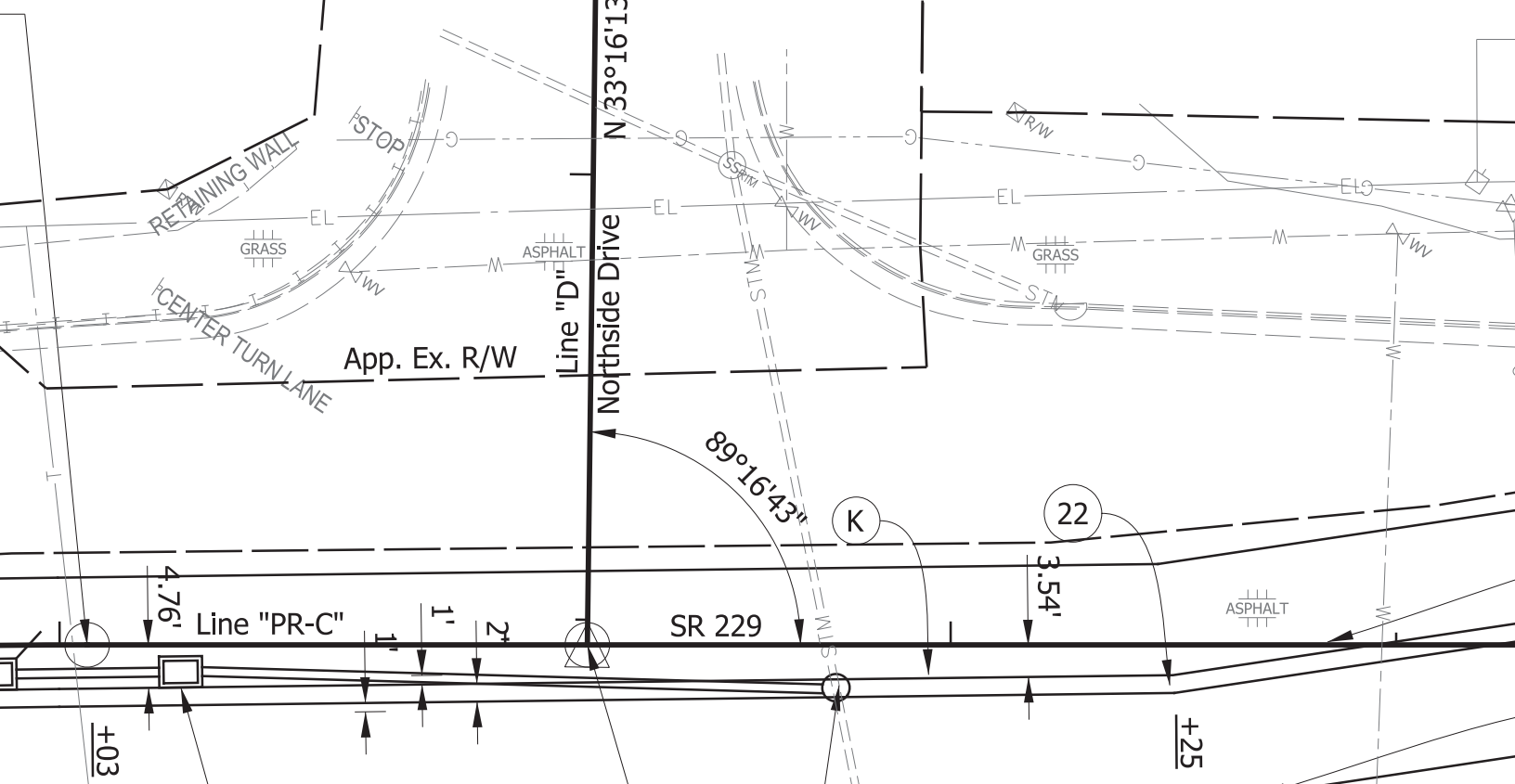
Line "PR-C"

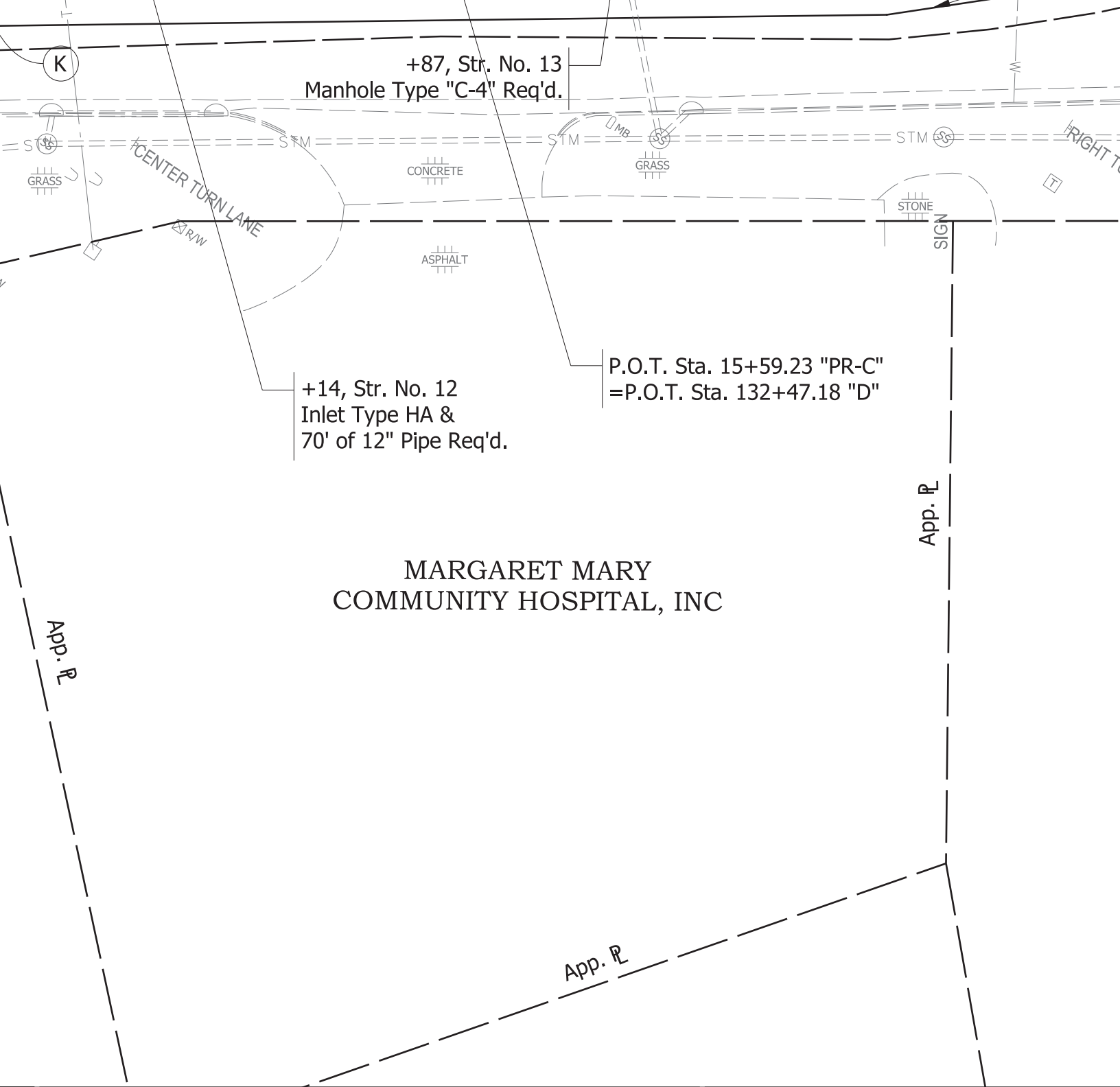
SR 229

3.54'

+25

+03





MARGARET MARY  
COMMUNITY HOSPITAL, INC

RECOMMENDED  
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: LRC

DRAWN: ACB

CHECKED: MAR

CHECKED: MAR

INDIA  
DEPARTMENT OF T

CONSTRUCTI  
S.R. 229 - LIM

14+00

App. R

Sec. 17, T-10-N, R-12-E  
Laughery Township  
Franklin County

NOLD J

CBS HOLDING LLC 7  
UNDIVIDED INTEREST  
SPRUHA SHAH LLC 1/3 UN

P.T. Sta. 15+03.09 "PR-C"

+93, Str. No. 11  
Inlet Type HA with Slotted Drain &  
16' of 12" Pipe Req'd.

App. Ex. R/W

RETAINING WALL

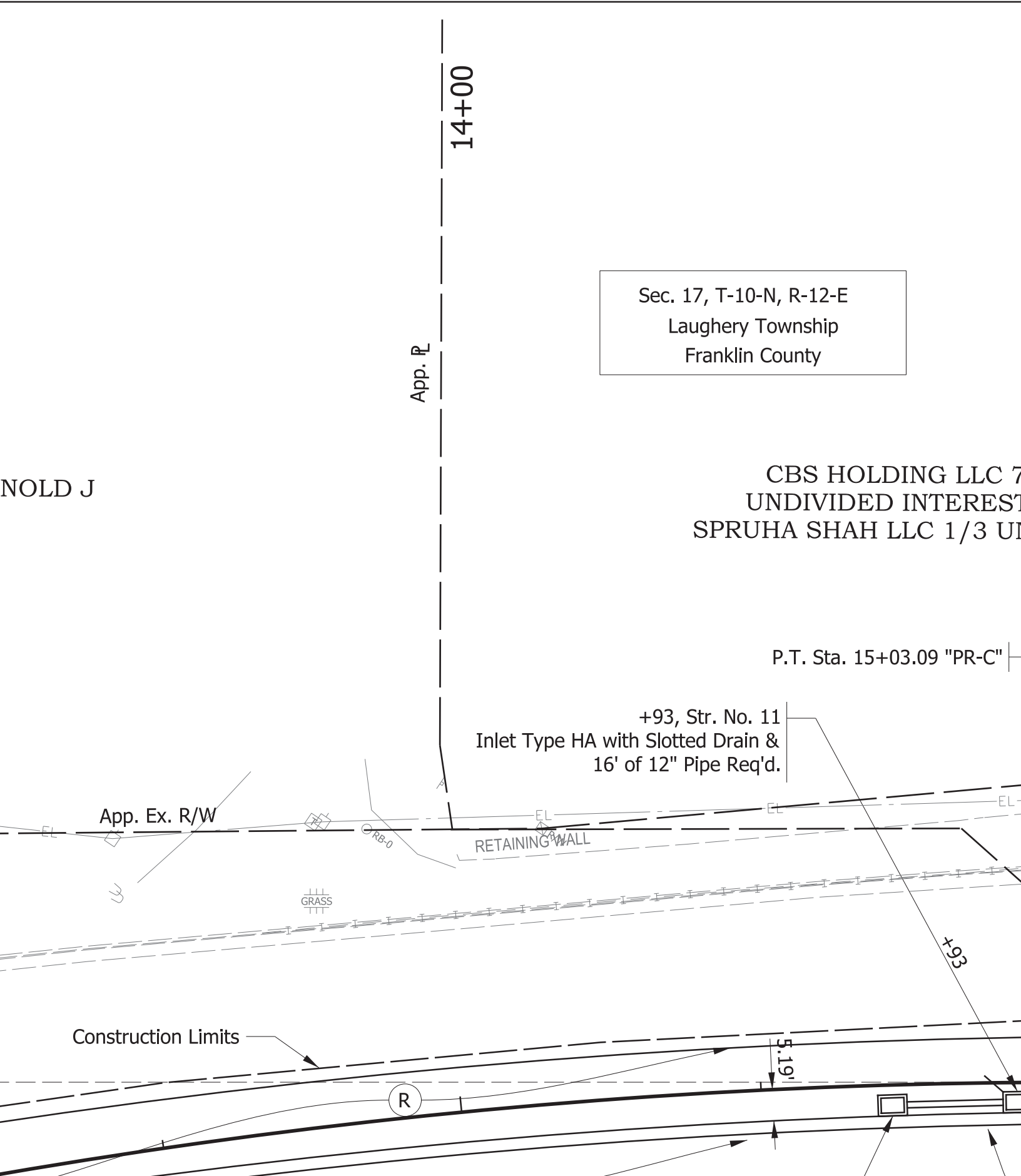
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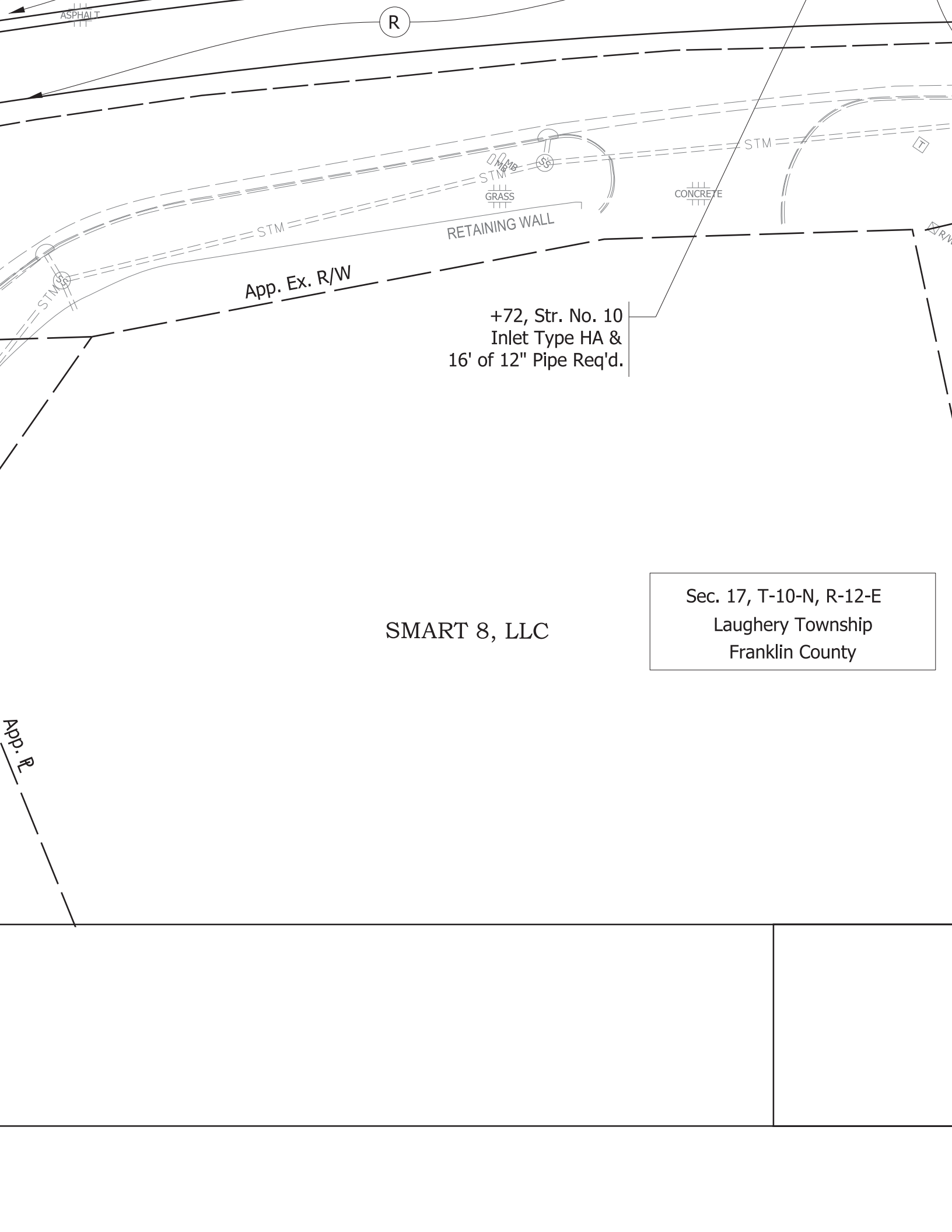
+93

Construction Limits

5.19'

R





SMART 8, LLC

+72, Str. No. 10  
Inlet Type HA &  
16' of 12" Pipe Req'd.

Sec. 17, T-10-N, R-12-E  
Laughery Township  
Franklin County

App. Ex. R/W

App. R

ASPHALT

R

STM

STM

GRASS

CONCRETE

STM

RETAINING WALL

STM

R/W

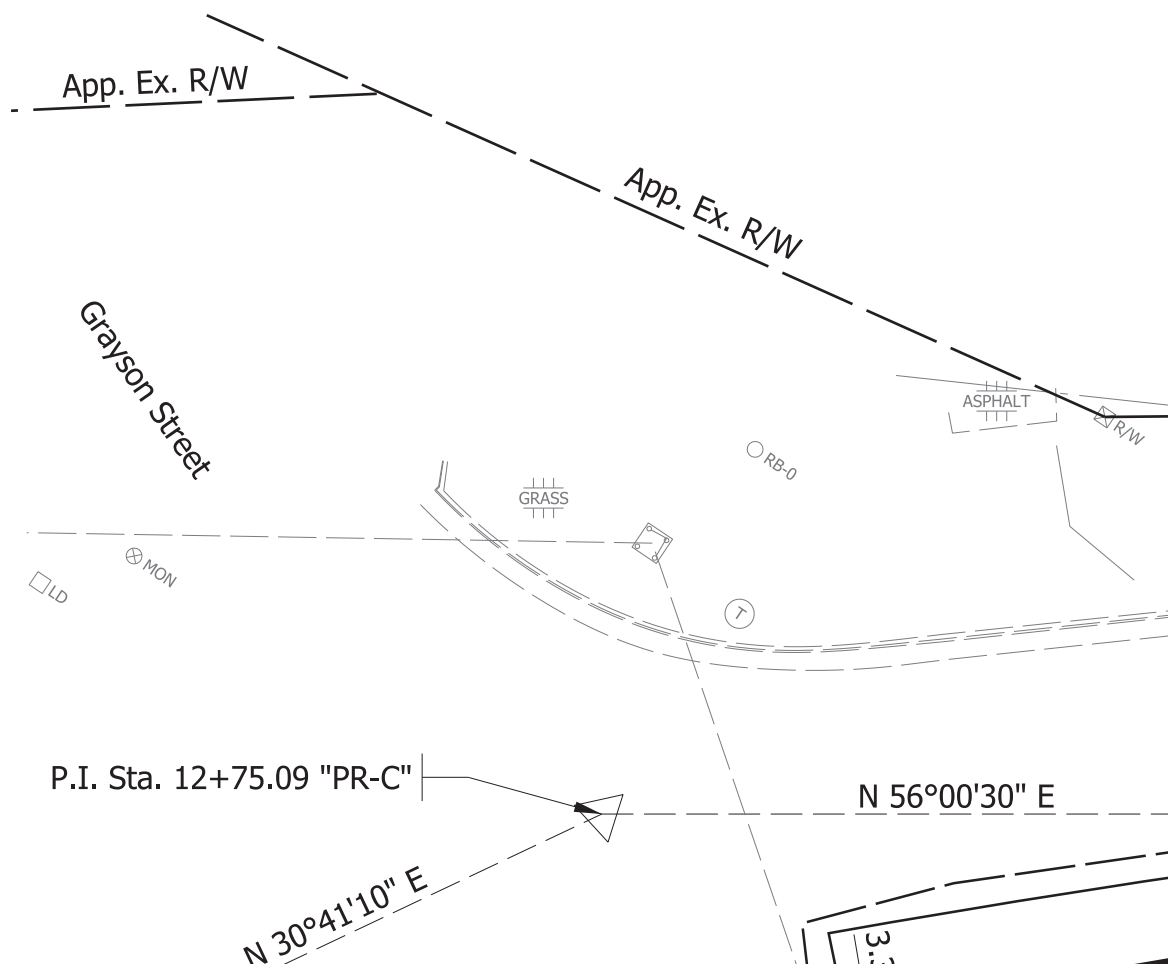
T

13+00

### CURVE DATA

P.I. Sta. 12+75.09 "PR-C"  
 $\Delta = 25^\circ 19' 20''$  Rt.  
D =  $5^\circ 23' 24''$   
R = 1,062.99'  
T = 238.80'  
L = 469.80'  
E = 26.49'  
SE = R.C.

WERNER, AR



AustinG

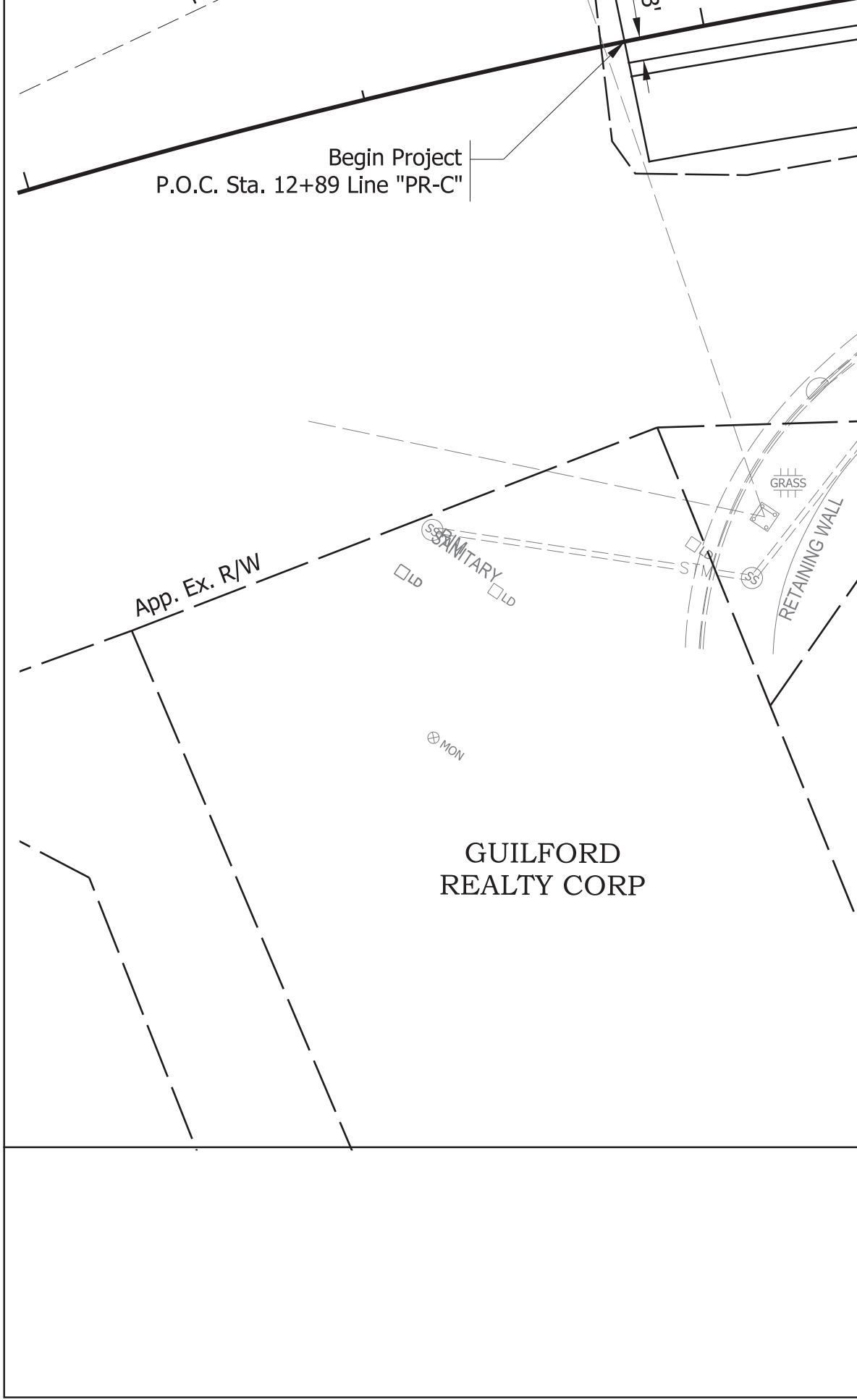
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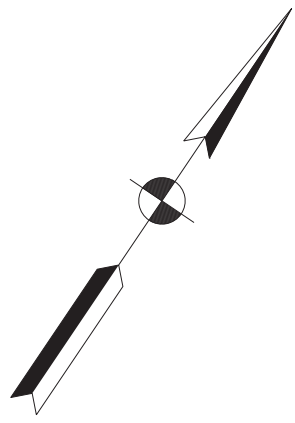


4:21:00

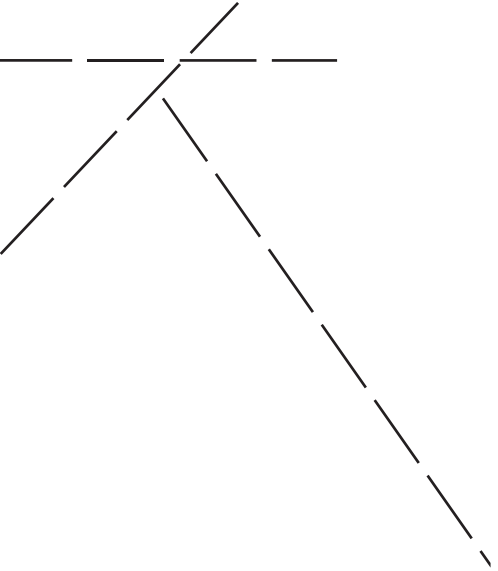
4/27/2023

S:\COL\4000--4099\4060\554\Drawings\CAD\Micros\Temp\SR 229 Batesville\Plan\Sht ConstDet\_01.dgn





App. Ex. R/W



Y, STEPHEN W  
 RBARA A

**LEGEND**

- 15 Concrete Curb and Gutter, Combined
- K Full-Depth HMA Patching
- R HMA Mill/Resurface
- 22 Concrete Center Curb, Type C

ANA TRANSPORTATION	HORIZONTAL SCALE		BRIDGE FILE NO.		
	1" = 20'		N/A		
	VERTICAL SCALE		DESIGNATION NO.		
	NA		2101170		
ON DETAIL NE "PR-C"	SURVEY BOOK NO.		SHEETS		
			16	of	25
	CONTRACT NO.		PROJECT NO.		
	T-44014		2101170		

20+00

21+00

App. R

FCN BANK

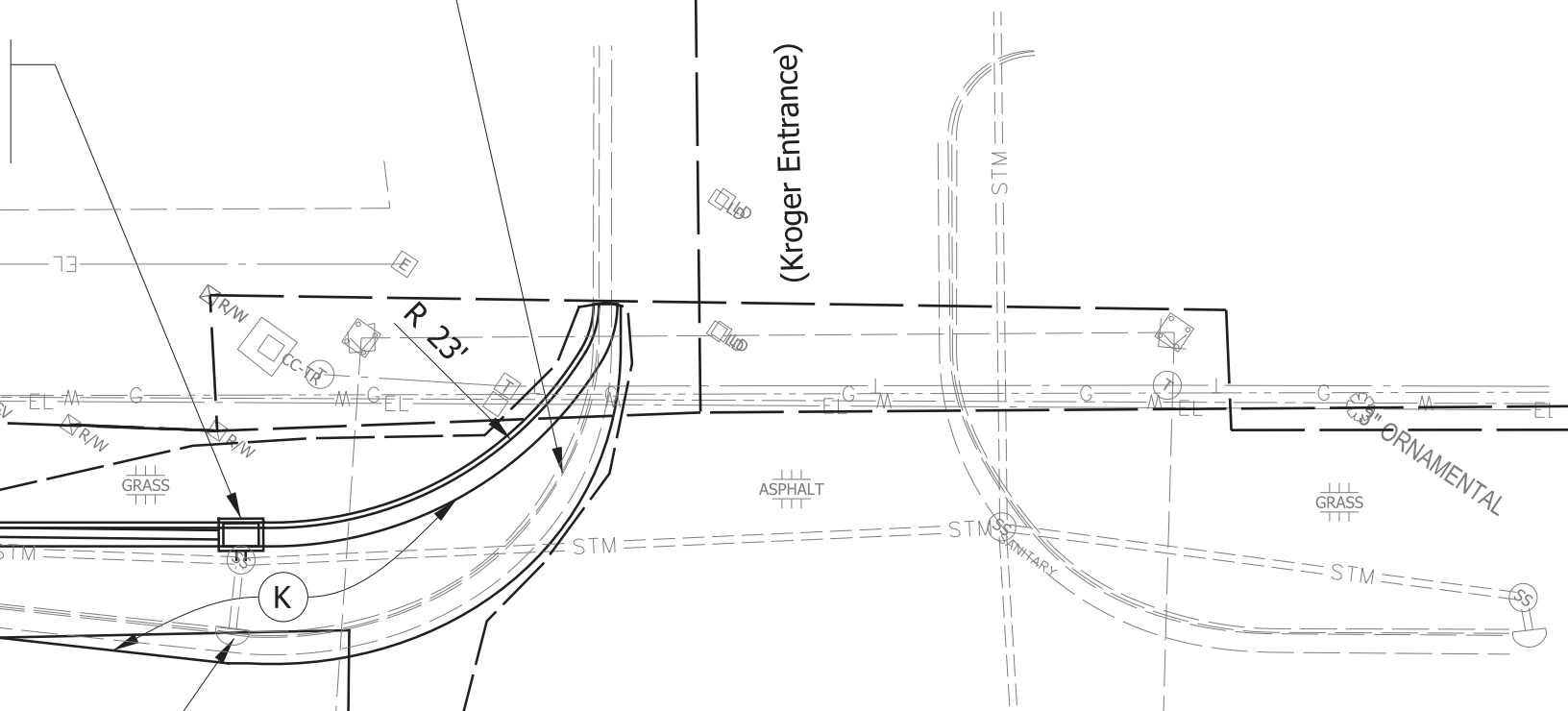
Remove Existing Concrete Curb and Gutter

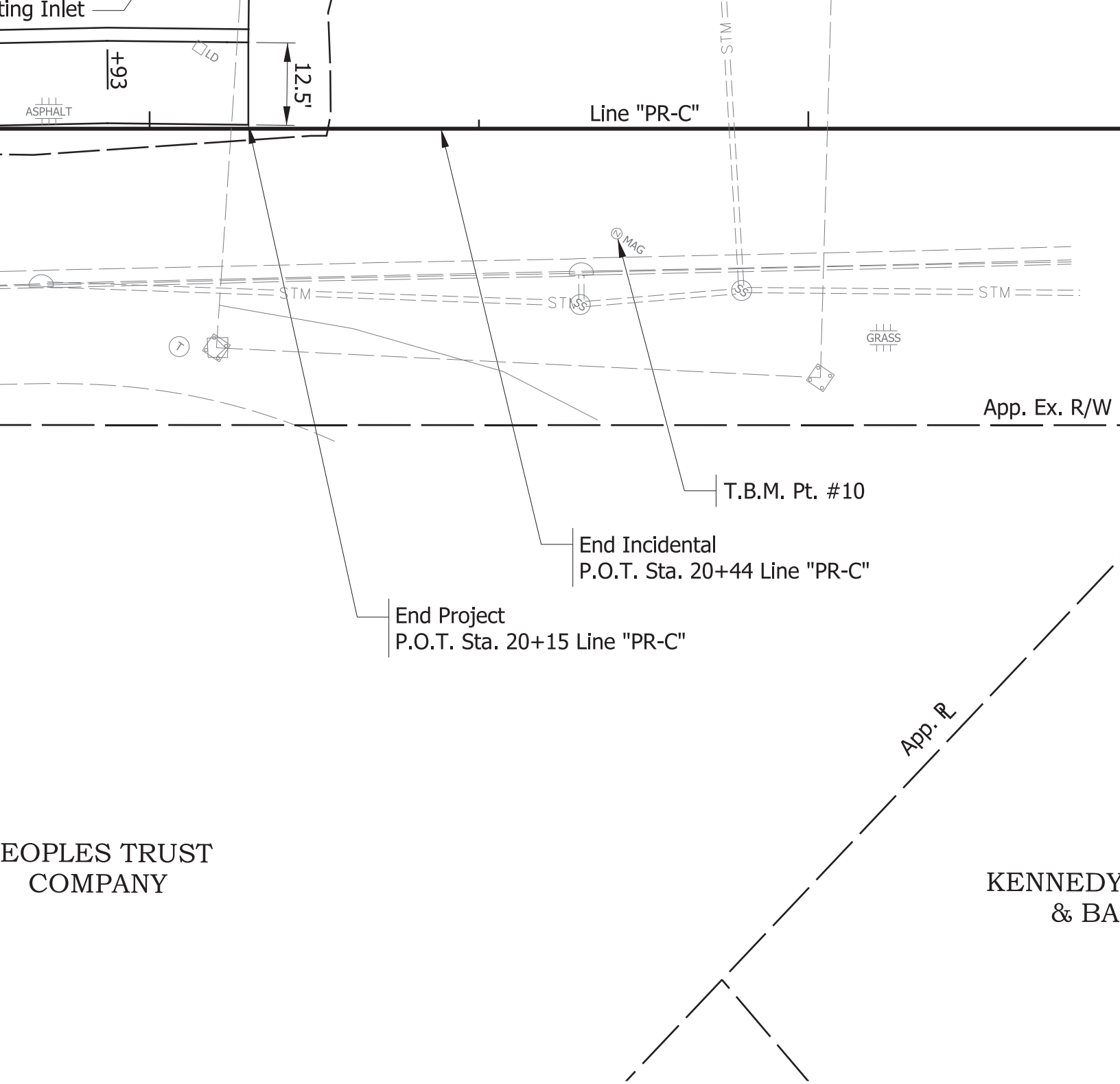
(Kroger Entrance)

R 23'

K

ORNAMENTAL





PEOPLES TRUST  
COMPANY

KENNEDY  
& BA

RECOMMENDED FOR APPROVAL _____		INDIA DEPARTMENT OF T
DESIGN ENGINEER _____	DATE _____	

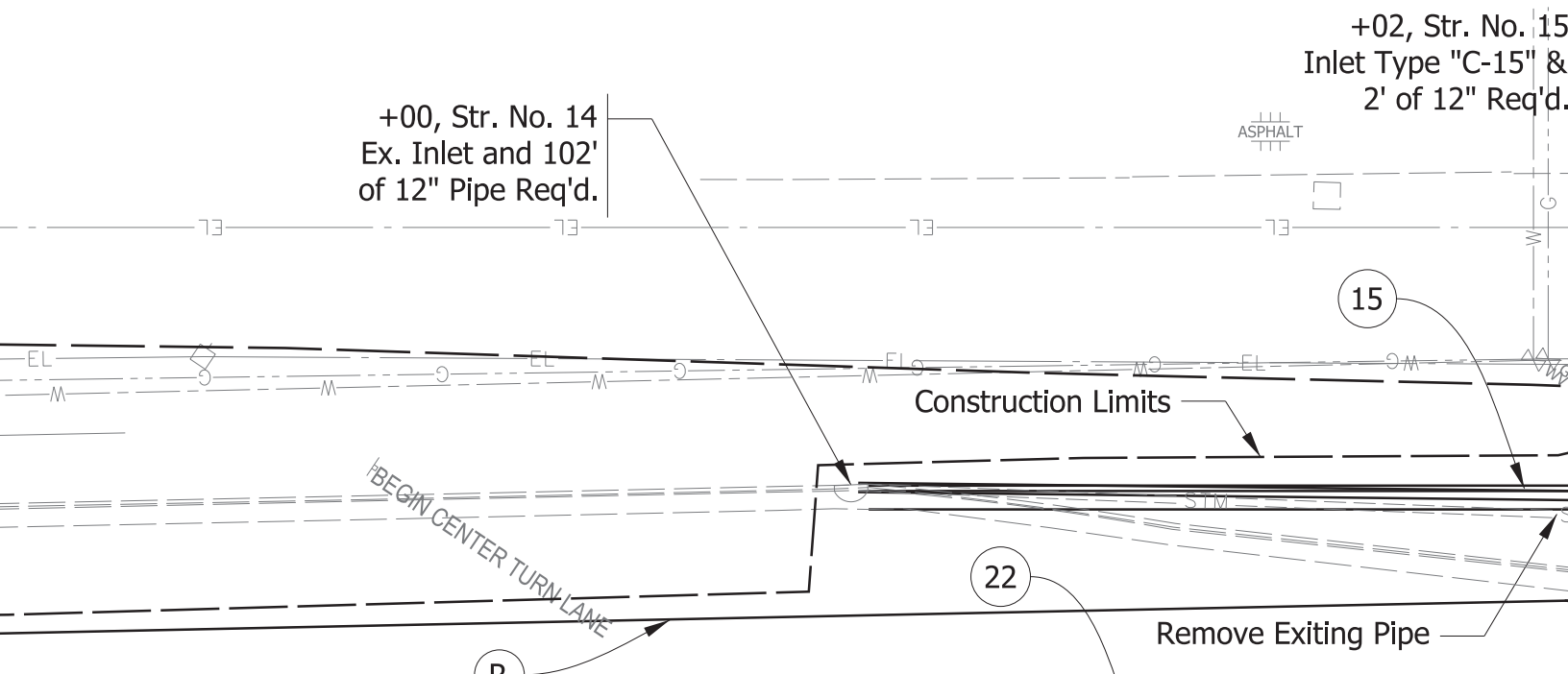
DESIGNED: <u>LRC</u>	DRAWN: <u>ACB</u>
CHECKED: <u>MAR</u>	CHECKED: <u>MAR</u>

CONSTRUCTI  
S.R. 229 - LIM

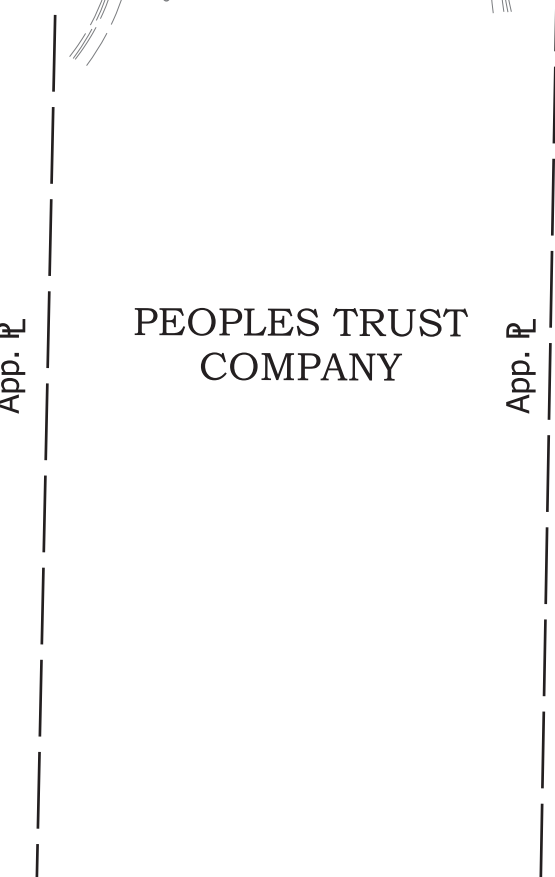
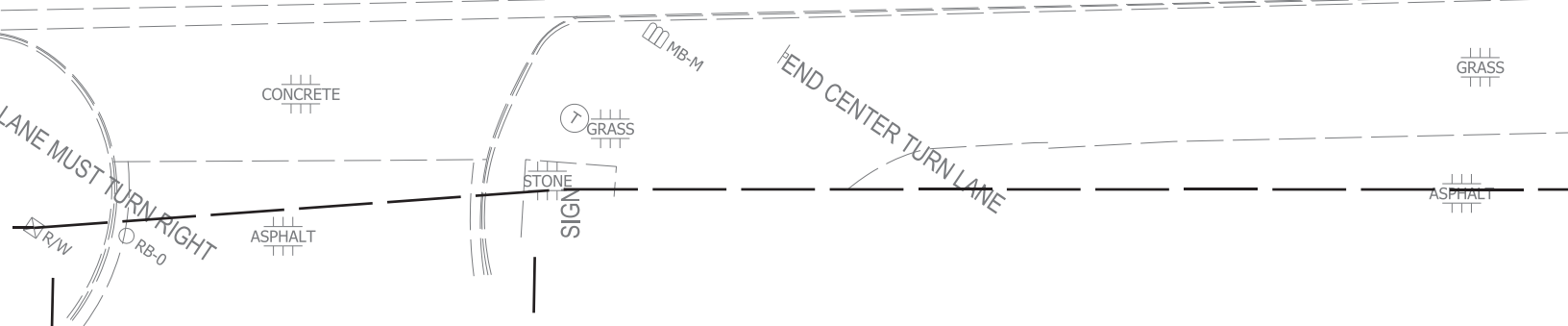
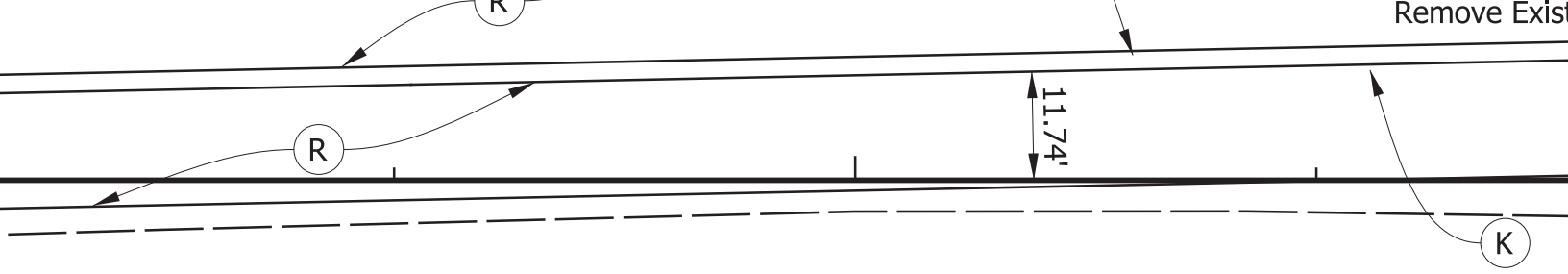
19+00

Sec. 17, T-10-N, R-12-E  
Laughery Township  
Franklin County

DUKE ENTERPRISES, LLC



Remove Existing



PEOPLES TRUST  
COMPANY

Sec. 17, T-10-N , R-12-E  
Laughery Township  
Franklin County

P

17+00

18+00

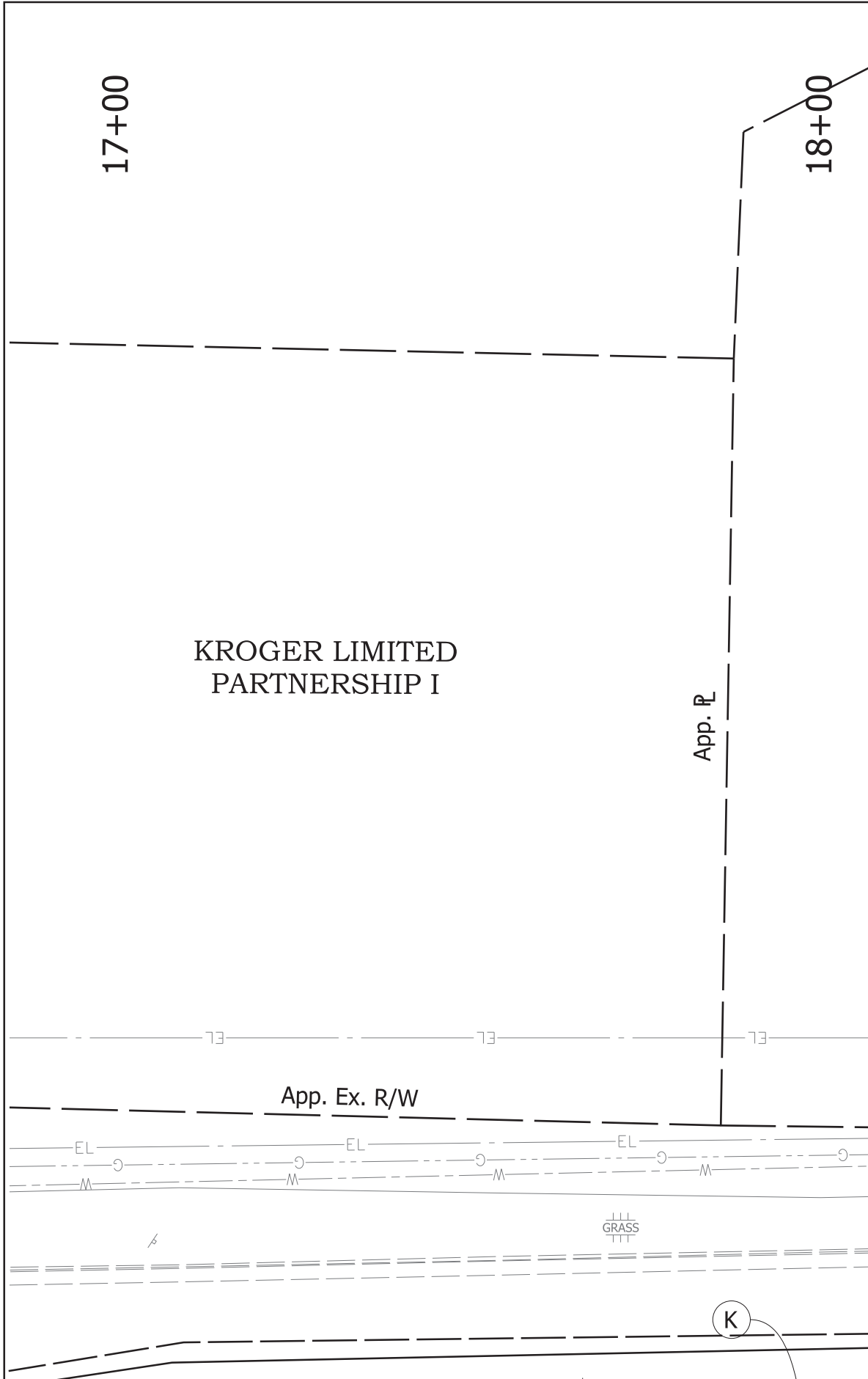
KROGER LIMITED  
PARTNERSHIP I

App. R

App. Ex. R/W

AustinG

0 PM

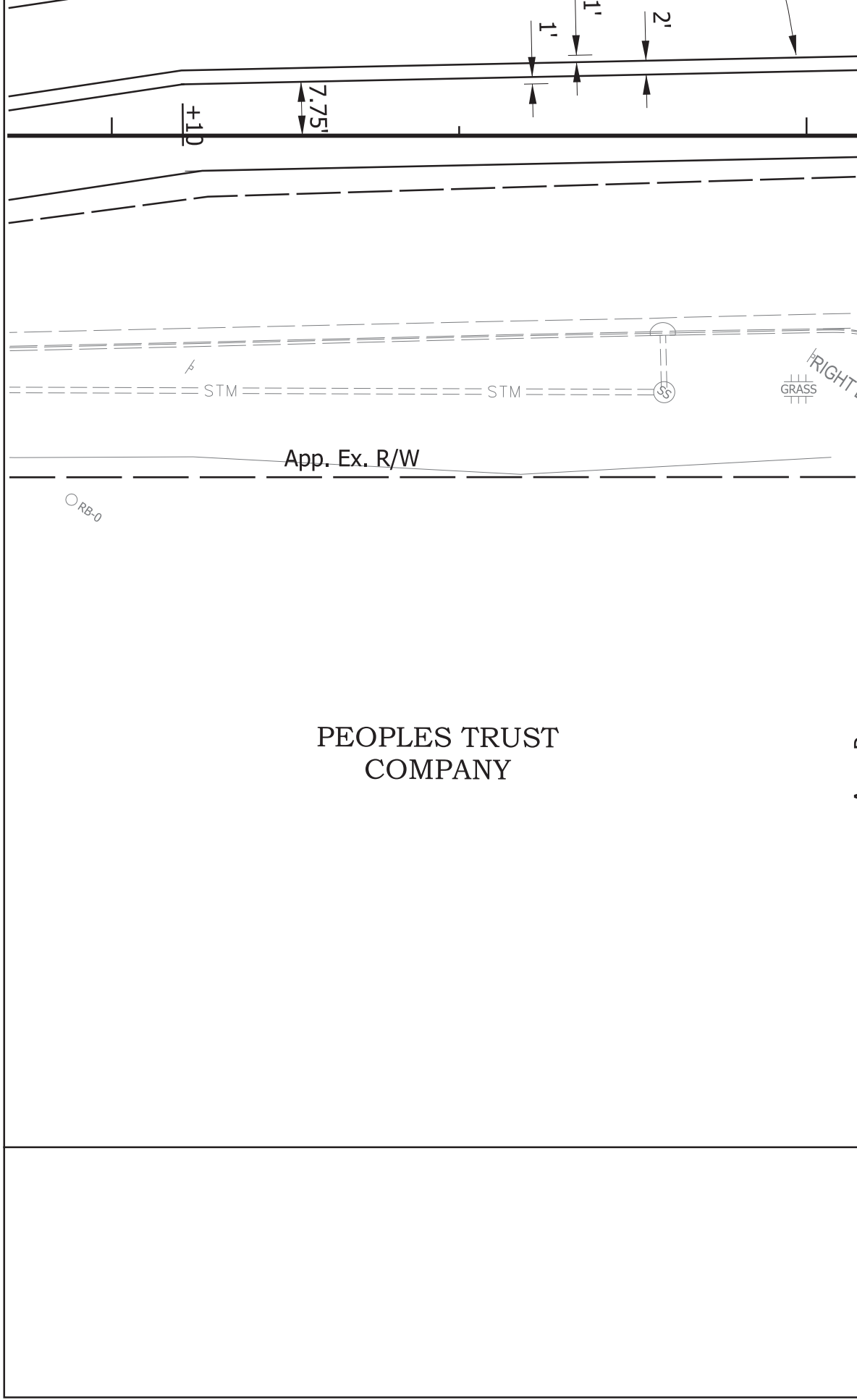




4:21:00

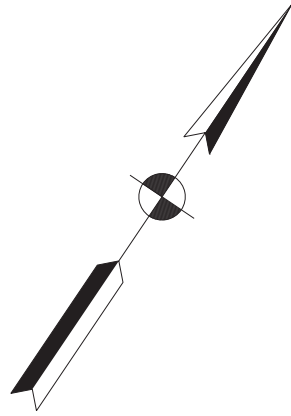
4/27/2023

S:\COL\4000---4099\4060\554\Drawings\CAD\Micros\Temp\SR 229 Batesville\Plan\Sht ConstDet\_02.dgn

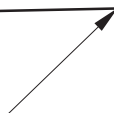


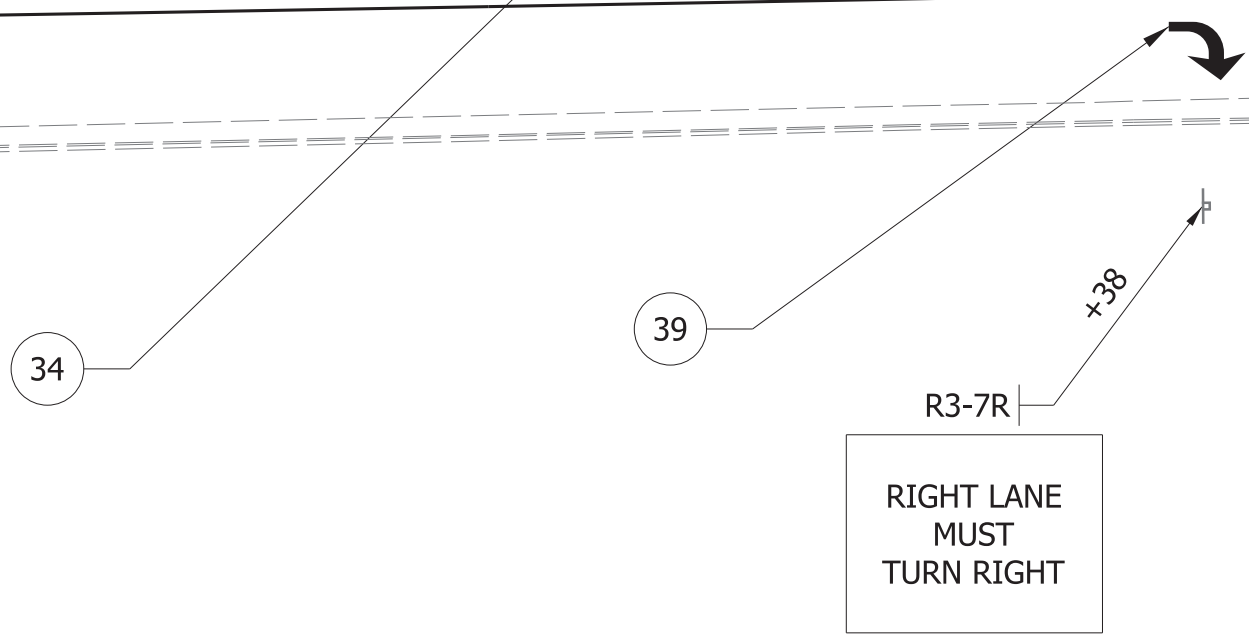
PEOPLES TRUST  
COMPANY

17+00



N 56°00'30" E





**LEGEND**

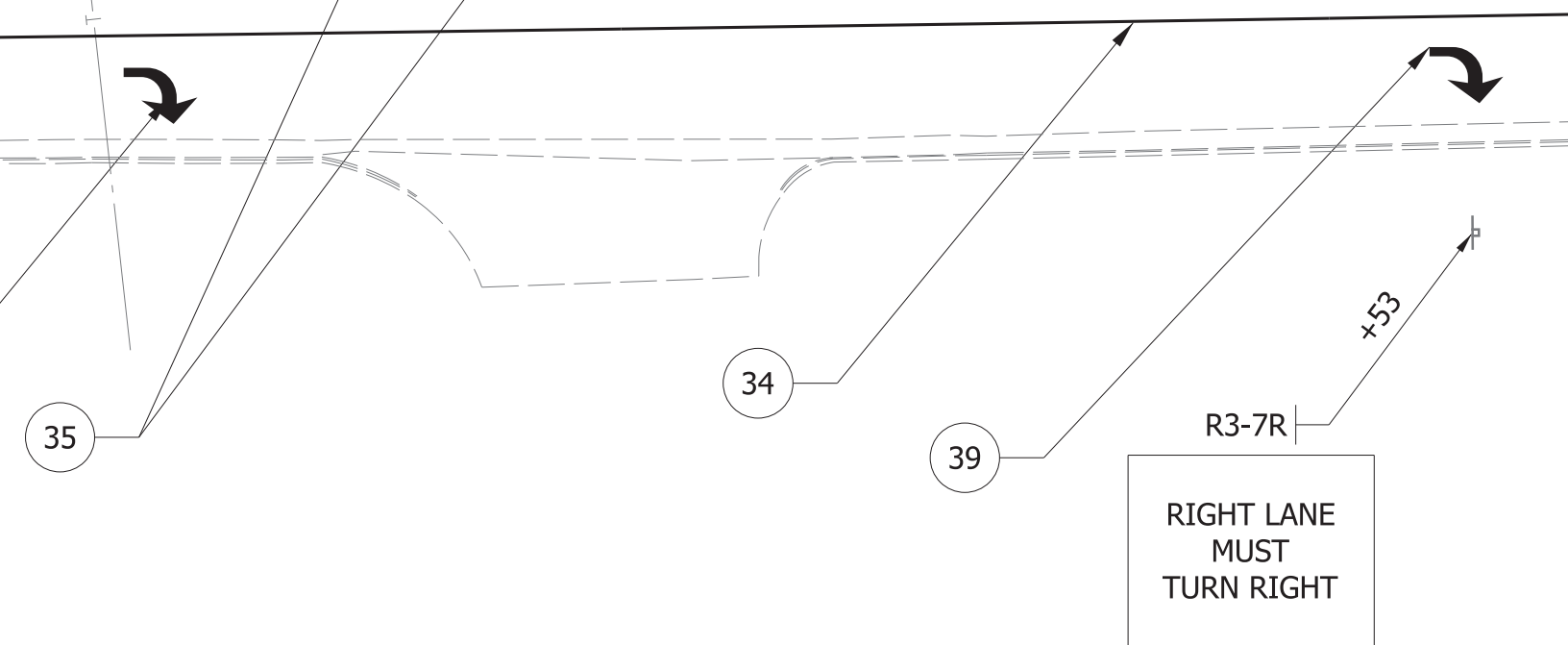
- 34 Line, Multi-Component, Solid, White, 6 in.
  - 35 Line, Multi-Component, Solid, Yellow, 6 in.
  - 36 Line, Multi-Component, Broken, White, 6 in.
  - 38 24 in. Stop Line, White, Multi-Component Transverse Marking
  - 39 Pavement Message Marking, Multi-Component Lane Indication Arrow
  - 40 Line, Multi-Component, Solid, White, 8 in.
  - 41 Transverse Marking, Multi-Component, Crosshatch, White, 12 in.
- Sheet Sign and Post

<p>ANA TRANSPORTATION</p>	HORIZONTAL SCALE		BRIDGE FILE NO.		
	1" = 20'		N/A		
	VERTICAL SCALE		DESIGNATION NO.		
	NA		2101170		
<p>MARKING DETAIL LINE "PR-C"</p>	SURVEY BOOK NO.		SHEETS		
			17	of	25
	CONTRACT NO.		PROJECT NO.		
	T-44014		2101170		

15+00

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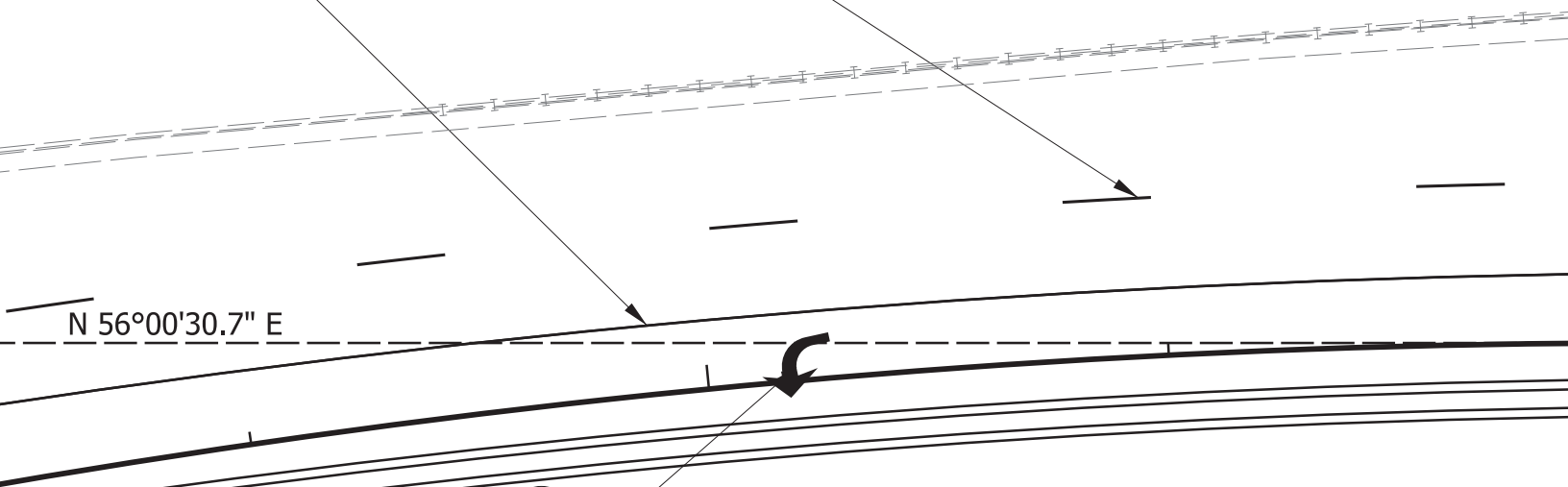
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<p>DESIGNED: <u>LRC</u></p>	<p>DRAWN: <u>ACB</u></p>	<p>PAVEMENT MAR S.R. 229 - LIM</p>
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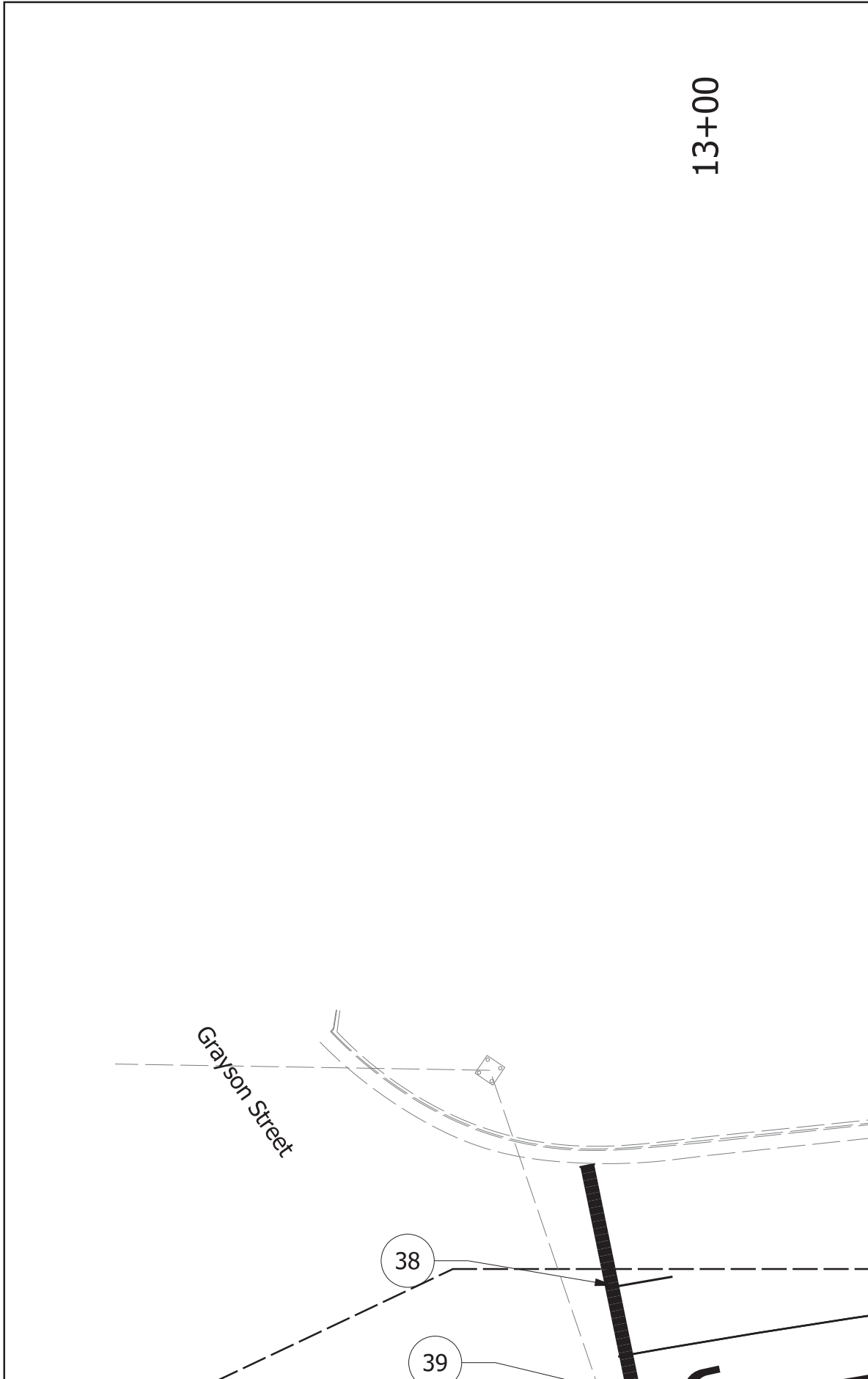
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Grayson Street

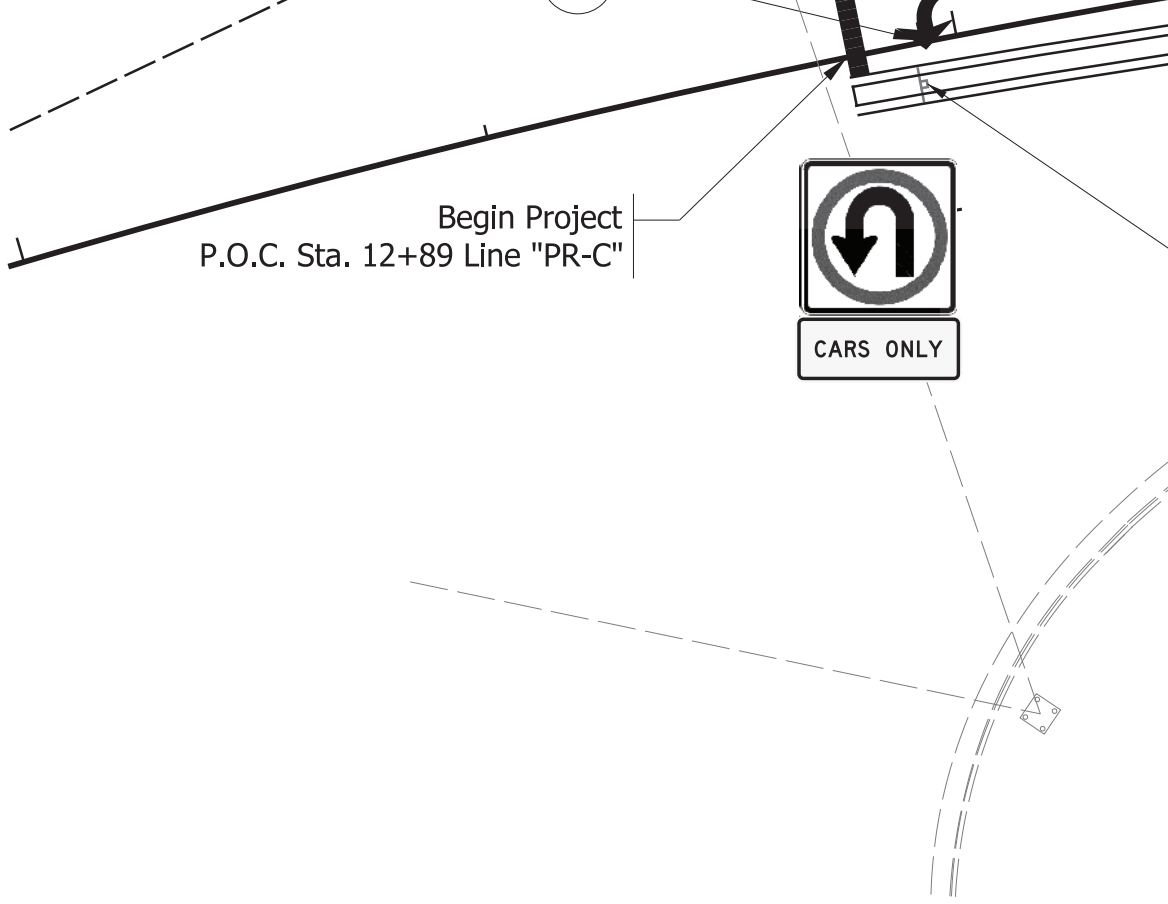
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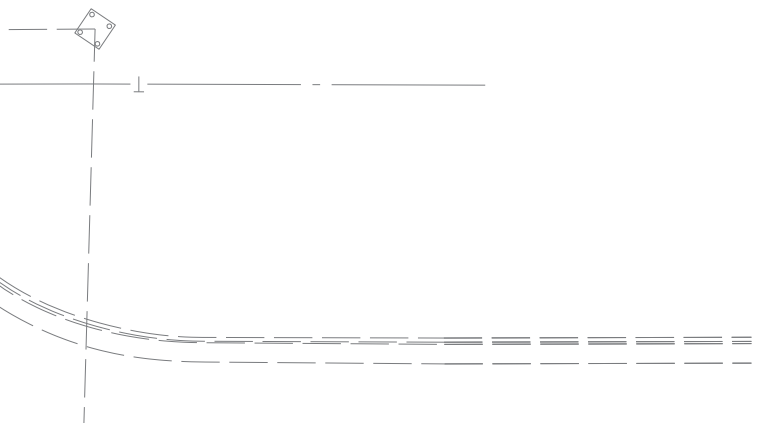
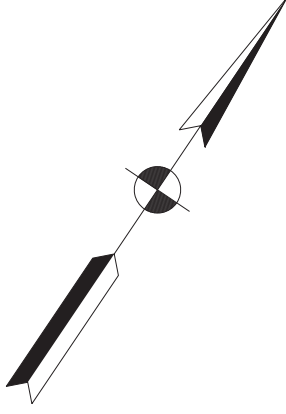
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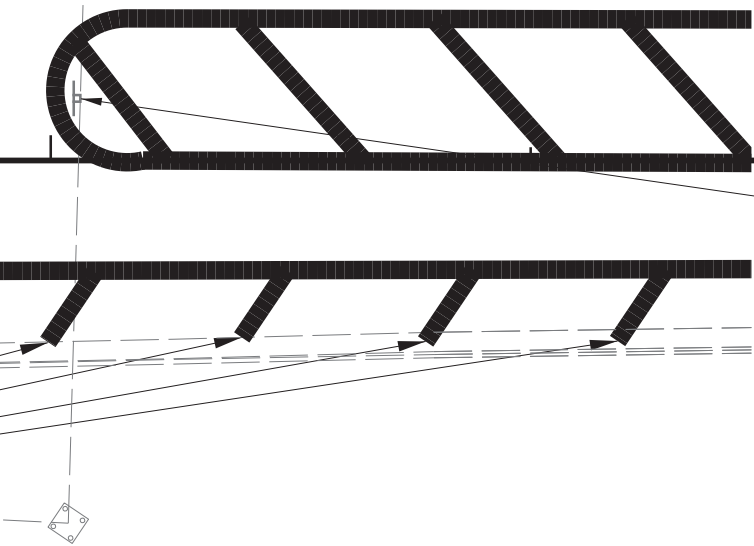






21+00





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R-3H4B  
Mod. R3-5BP



### LEGEND

- 34 Line, Multi-Component, Solid, White, 6 in.
  - 35 Line, Multi-Component, Solid, Yellow, 6 in.
  - 36 Line, Multi-Component, Broken, White, 6 in.
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<p>ANA TRANSPORTATION</p>	HORIZONTAL SCALE		BRIDGE FILE NO.		
	1" = 20'		N/A		
	VERTICAL SCALE		DESIGNATION NO.		
	NA		2101170		
<p>MARKING DETAIL LINE "PR-C"</p>	SURVEY BOOK NO.		SHEETS		
			18	of	25
	CONTRACT NO.		PROJECT NO.		
	T-44014		2101170		

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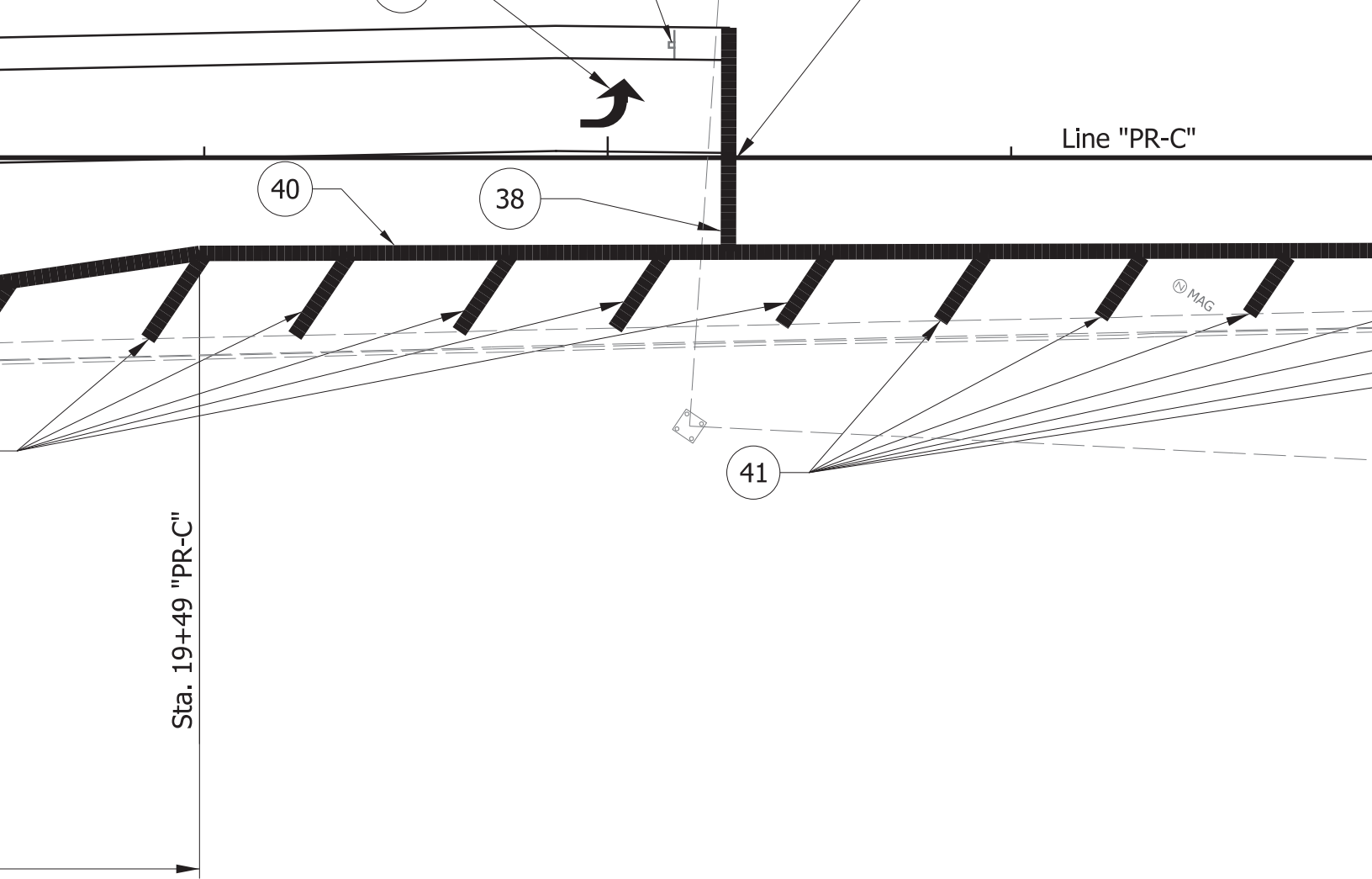
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Kroger Entrance

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End Project  
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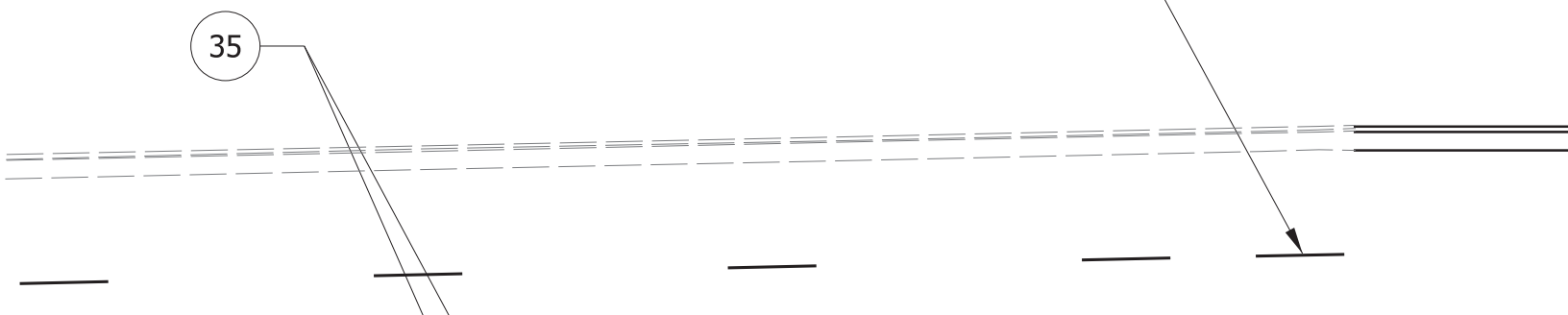
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CHECKED: <u>MAR</u>	CHECKED: <u>MAR</u>
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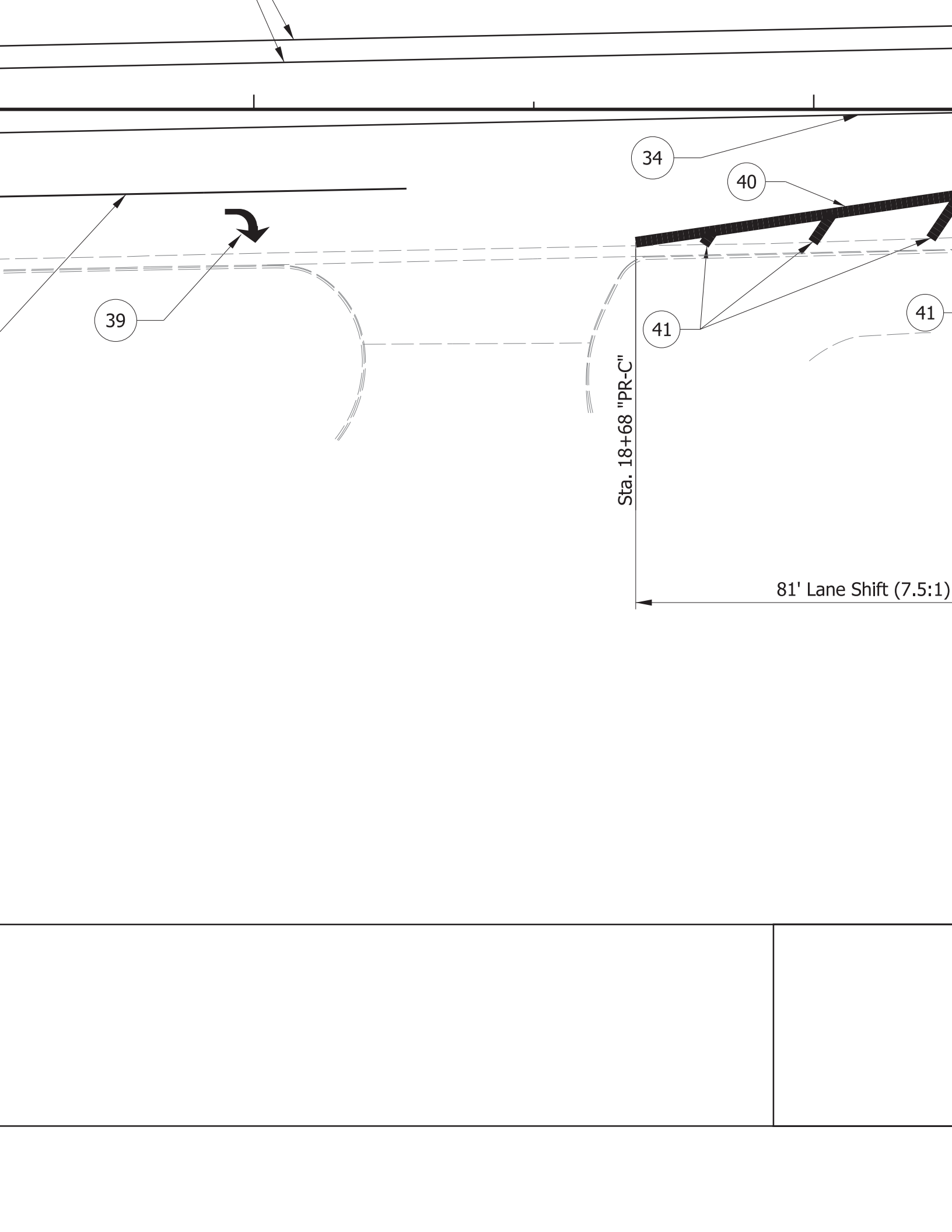
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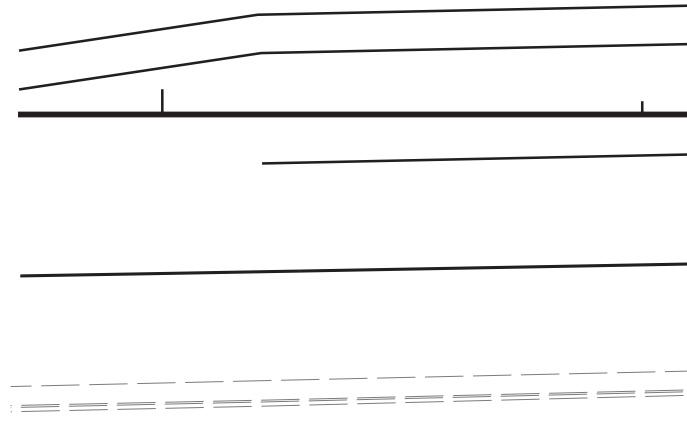
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# **APPENDIX C**

## **Early Coordination**



February 10, 2023

## Sample Early Coordination Letter

Re: Early Coordination  
Des. No. 2101170  
Roadway Access Management Project  
State Road (SR) 229 from Grayson Street to Northside Drive  
City of Batesville, Franklin County, Indiana

Dear Agency:

The Indiana Department of Transportation (INDOT) with partial funding and oversight from the Federal Highway Administration (FHWA) intends to proceed with a roadway access management project, located within the City of Batesville, Franklin County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

This project (Des. No. 2101170) was originally bundled with Des. No. 1902023 and project information was submitted to agencies in June 2021. Since that time, Des. No. 2101170 has been placed under its own contract and, thus, re-coordination is being initiated for purposes of the environmental documentation. The scope of work for Des. No. 2101170 has not changed from the previous coordination efforts. The proposed project consists of access management improvements on SR 229 from Grayson Street to Northside Drive (Kroger entrance drive).

The project is located on the northeast side of Batesville, approximately 0.06 mile north of the Interstate 74 and SR 229 exit. Specifically, the project is located within Section 17, Township 10 North, Range 12 East of the Batesville, Indiana 7.5-minute United States Geological Survey (USGS) topographic quadrangle. Land use in the project area consists of highly developed urban/commercial land.

SR 229 is classified as an Urban Principal Arterial roadway and conveys traffic north and south through this area. The cross-section of SR 229 provides two 12 ft. travel lanes in each direction. Drainage is provided via curb-and-gutter and enclosed storm sewers. There are no shoulders or sidewalks present. The posted speed limit is 40 miles per hour (mph).

Between the intersections of Grayson Street and Northside Drive, SR 229 provides unrestricted access to commercial driveways on both sides of the roadway. There are two through travel lanes northbound and southbound as well as exclusive left turn lanes northbound and southbound at the Grayson Street intersection. There is a northbound right turn only lane that ends at a commercial entrance approximately 570 ft. north of Grayson Street. At the intersection with Northside Drive, SR 229 has a left turn lane and one through lane in each direction. There are existing traffic signals at Northside Drive between these two intersections, and a continuous two-way left turn lane (TWLTL) that allows access to the various commercial entrances. Vehicles waiting to make left turns going northbound on SR 229 cause traffic to queue past Grayson Street, which creates a safety concern.

The need for this project is based on the crash frequency at the project location. The purpose of this project is to reduce the crash frequency by reducing access conflicts at the intersections.

The proposed improvements include the installation of a 2 ft. wide median curb beginning at SR 229 extending from Grayson Street to Northside Drive. The median curb would force all left turns to occur at these intersections through the project area. The signal heads at Northside Drive would be adjusted to align with the new northbound lane locations and the left only signs will be reset at the entrance. The two-way left-turn lanes will be converted to left-turn lanes only, in each direction on SR 229. The northbound lane striping would need to be shifted on SR 229 to maintain the current lane width after the median has been installed.

For the median installation the existing pavement would be cut one foot on each side for construction, and the area would be patched with full-depth asphalt. One lane width would be milled and resurfaced on each side of the new median. Solid white striping would be added where the outside northbound lane becomes an exclusive right turn lane and then is dropped at the first driveway south of Northside Drive.

No additional permanent right-of-way will be required to install the proposed median. A small amount of temporary right-of-way may be required near the north entrance of Kroger, Northside Drive, to modify the curb radius at the south corner of the intersection with SR 229 and provide new, enclosed drainage outlets. The proposed improvements will extend approximately 500 ft. north of the Grayson Street intersection with SR 229 to the Northside Drive commercial drive entrance.

Traffic will be maintained during construction with single lane closures. To maintain a southbound lane along SR 229 during construction the fourth lane southbound will be extended to Northside Drive. This will require the curb to be removed and relocated, as well as paving the new lane and adding the appropriate striping. Construction is anticipated to begin in April 2024 and be completed by October 2024.

This project qualifies for the application of the *Range-wide Programmatic Informal Consultation for the Indiana Bat and Northern Long-eared Bat between the FHWA, Federal Railroad Administration, Federal Transit Administration, and United States Fish and Wildlife Service* (USFWS) dated May 2016 (revised February 2018). Project information will be submitted through the USFWS Information for Planning and Consultation (IPaC) separately. The project also qualifies for programmatic coordination as outlined in the USFWS *Interim Policy for the Review of Highway Transportation Projects in the State of Indiana* (2013).

This project appears to fall under the current *Programmatic Agreement among the FHWA, the INDOT, 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* (MPPA). Consultation with the INDOT Cultural Resources Office will be conducted as necessary.

As there are no mapped Waters of the U.S. within or adjacent to the project area, a Waters of the U.S. report will not be prepared, and no waterway permits are anticipated to be required.

If we do not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency believes that there will be no adverse effects incurred as a result of the proposed project. However, if you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Elayna Stoner, Project Manager, Metric Environmental, at [elaynas@metricenv.com](mailto:elaynas@metricenv.com) or write to her at 6958 Hillsdale Ct., Indianapolis, IN 46250. You can also contact Mr. Will Fortson, Project Manager, INDOT Seymour District, at [wfortson@indot.in.gov](mailto:wfortson@indot.in.gov), 812.524.3745, or write to him at 5701 Highway 31 East, Clarksville, IN 47129.

Thank you in advance for your input.

Sincerely,

*Elayna Stoner*  
Elayna Stoner  
Project Manager  
Metric Environmental, LLC

cc: File No. 18-0070-18  
Mr. Marc Rape, PE; Strand Associates, Inc.  
Mr. Will Fortson, Project Manager, INDOT Seymour District

**Attachments to this Letter are Provided in Appendix B of this Document**

## **Early Coordination Recipients**

Federal Highway Administration, Seymour District  
[patrick.carpenter@dot.gov](mailto:patrick.carpenter@dot.gov)

Indiana Geological and Water Survey  
<https://igws.indiana.edu/eAssessment>

Indiana Department of Natural Resources  
Division of Fish and Wildlife  
[environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov)

National Parks Service  
Midwest Regional Office  
[Mwro\\_Compliance@nps.gov](mailto:Mwro_Compliance@nps.gov)

Wellhead Proximity Determinator  
<https://www.in.gov/idem/cleanwater/pages/wellhead/>

US Department of Housing & Urban Development  
Chicago Regional Office  
[erik.r.sandstedt@hud.gov](mailto:erik.r.sandstedt@hud.gov)

INDOT, Seymour District  
Environmental Section Manager  
[DDye@indot.in.gov](mailto:DDye@indot.in.gov)

INDOT, Seymour District  
Project Manager  
[wfortson@indot.in.gov](mailto:wfortson@indot.in.gov)

INDOT, Office of Aviation  
[TLewandowski@indot.IN.gov](mailto:TLewandowski@indot.IN.gov)

United States Fish and Wildlife Service  
Bloomington Field Office  
[Robin\\_mcwilliams@fws.gov](mailto:Robin_mcwilliams@fws.gov)

City of Batesville Fire and EMS  
[tschutte@batesvillefire.org](mailto:tschutte@batesvillefire.org)

Osgood Water Department  
[woodwwtp@yahoo.com](mailto:woodwwtp@yahoo.com)

**State of Indiana**  
**DEPARTMENT OF NATURAL RESOURCES**  
**Division of Fish and Wildlife**  
**Early Coordination/Environmental Assessment**

---

**DNR #:** ER-23852

**Request Received:** June 30, 2021

**Requestor:** Metric Environmental  
Jessica Peterson  
6971 Hillsdale Court  
Indianapolis, IN 46250

**Project:** Access management project; Des #1902023:  
Site 1) SR 229 from Grayson St. to the north Kroger driveway, Batesville; Franklin Co.  
Site 2) SR 62 and Michigan Rd. intersection, Madison; Jefferson Co.

**County/Site info:** Franklin - Jefferson

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

**Regulatory Assessment:** Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

**Fish & Wildlife Comments:** The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

**Contact Staff:** Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife  
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



**Date:** July 30, 2021

Christie L. Stanifer  
Environ. Coordinator  
Division of Fish and Wildlife



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

November 02, 2021

Consultation code: 03E12000-2022-I-0143

Event Code: 03E12000-2022-E-01071

Project Name: Des. No. 2101170, Access Management, SR 229, Batesville, Franklin Co

Subject: Concurrence verification letter for the 'Des. No. 2101170, Access Management, SR 229, Batesville, Franklin Co' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des. No. 2101170, Access Management, SR 229, Batesville, Franklin Co** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

**For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities:** If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate



## Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

### **Name**

Des. No. 2101170, Access Management, SR 229, Batesville, Franklin Co

### **Description**

The Indiana Department of Transportation intends to utilize Federal Highway Administration funds to proceed with an Access Management Project, Des. No. 2101170.

This project is located along the corridor of SR 229 beginning at Grayson Street and terminating 0.14 mile northeast at the north Kroger driveway in Batesville, in the southwest portion of Franklin County. A typical cross section of SR 229 includes two 12-ft.-wide travel lanes in each direction and a 16-ft.-wide two-way left-turn lane (TWLTL). The roadway is bounded by curb-and-gutter and drains via surface inlets and enclosed storm sewers. No shoulders, sidewalks, or guardrail are present. The adjacent land use is primarily commercial. Full-access commercial driveways are provided on both sides of the road. Left turning vehicles queue past Grayson Street, which creates a safety concern in this area.

The proposed improvements include installing a 2-ft.-wide median curb along the full corridor, adjusting the signal heads at Northside Drive to align with the new northbound lane locations, resetting left-turn-only signs, converting the TWLTL to a left-turn lane, shifting/ applying lane striping, applying full-depth asphalt patches to widen the roadway, milling and resurfacing, and installing drainage inlets. Some utility relocation(s) may be required. Traffic will be maintained during construction with single lane closures. Approximately 0.015 acre of temporary right-of-way is anticipated to be required at the northern entrance of Kroger.

Suitable summer habitat for bats exists within 1,000 ft. of the project areas however, none is present within the project area. No trees will be trimmed or removed for this project.

Traffic signalization (i.e., permanent lighting) will be modified for this project as described above. Temporary lighting may be utilized during construction. Construction is anticipated to begin in March 2023 and will last for approximately 8-9 months.

A review of the USFWS database by INDOT on July 13, 2021 did not indicate the presence of endangered bat species or known roost or hibernacula in or within 0.5 mile of the project area.

## Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

Yes

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<sup>[1]</sup> activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

*Yes*

9. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

*No*

10. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

*No*

11. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

12. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

13. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

*No*

14. Does the project include slash pile burning?

*No*

15. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

*No*

16. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

*No*

17. Will the project involve the use of **temporary** lighting *during* the active season?

*Yes*

18. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

*Yes*

19. Will the project install new or replace existing **permanent** lighting?

*Yes*

20. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

*Yes*

21. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

*Yes*

22. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

23. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

24. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

25. Will the project raise the road profile **above the tree canopy**?

No

26. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.*

27. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season*

28. **General AMM 1**

Will the project 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 Avoidance and Minimization Measures?

Yes

29. **Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

30. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society<sup>[1][2]</sup> to rate the amount of light emitted in unwanted directions?

[1] Refer to [Fundamentals of Lighting - BUG Ratings](#)

[2] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

31. **Lighting AMM 2**

Will the **permanent** lighting be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

## Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

N/A

## Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

### LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

### LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

### 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.

## **Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat**

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Indiana Ecological Services Field Office  
620 South Walker Street  
Bloomington, IN 47403-2121  
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To:

February 10, 2023

Project Code: 2023-0044207

Project Name: Des. No. 2101170, Access Management, SR 229, Batesville, Franklin Co

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you



determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

## Project Summary

Project Code: 2023-0044207  
Project Name: Des. No. 2101170, Access Management, SR 229, Batesville, Franklin Co  
Project Type: Road/Hwy - Maintenance/Modification  
Project Description: The Indiana Department of Transportation intends to utilize Federal Highway Administration funds to proceed with an Access Management Project, Des. No. 2101170.

This project is located along the corridor of SR 229 beginning at Grayson Street and terminating 0.14 mile northeast at the north Kroger driveway in Batesville, in the southwest portion of Franklin County. A typical cross section of SR 229 includes two 12-ft.-wide travel lanes in each direction and a 16-ft.-wide two-way left-turn lane (TWLTL). The roadway is bounded by curb-and-gutter and drains via surface inlets and enclosed storm sewers. No shoulders, sidewalks, or guardrail are present. The adjacent land use is primarily commercial. Full-access commercial driveways are provided on both sides of the road. Left turning vehicles queue past Grayson Street, which creates a safety concern in this area.

The proposed improvements include installing a 2-ft.-wide median curb along the full corridor, adjusting the signal heads at Northside Drive to align with the new northbound lane locations, resetting left-turn-only signs, converting the TWLTL to a left-turn lane, shifting/applying lane striping, applying full-depth asphalt patches to widen the roadway, milling and resurfacing, and installing drainage inlets. Some utility relocation(s) may be required. Traffic will be maintained during construction with single lane closures. Approximately 0.015 acre of temporary right-of-way is anticipated to be required at the northern entrance of Kroger.

Suitable summer habitat for bats exists within 1,000 ft. of the project areas however, none is present within the project area. No trees will be trimmed or removed for this project.

Traffic signalization (i.e., permanent lighting) will be modified for this project as described above. Temporary lighting may be utilized during construction. Construction is anticipated to begin in March 2023 and will last for approximately 8-9 months.

A review of the USFWS database by INDOT on July 13, 2021 did not indicate the presence of endangered bat species or known roost or hibernacula in or within 0.5 mile of the project area.

### Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.3105281,-85.21405122634059,14z>



Counties: Franklin County, Indiana

## Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

### Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

### Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

## Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

- 
1. The [Migratory Birds Treaty Act](#) of 1918.
  2. The [Bald and Golden Eagle Protection Act](#) of 1940.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

**The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\) list](#) or warrant special attention in your project location.** To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/2974">https://ecos.fws.gov/ecp/species/2974</a>	Breeds Apr 23 to Jul 20

NAME	BREEDING SEASON
<b>Chimney Swift <i>Chaetura pelagica</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
<b>Field Sparrow <i>Spizella pusilla</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Aug 15
<b>Kentucky Warbler <i>Oporornis formosus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
<b>Prairie Warbler <i>Dendroica discolor</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
<b>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
<b>Rusty Blackbird <i>Euphagus carolinus</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
<b>Wood Thrush <i>Hylocichla mustelina</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

## Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee



was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

**Breeding Season (■)**

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

**Survey Effort (|)**

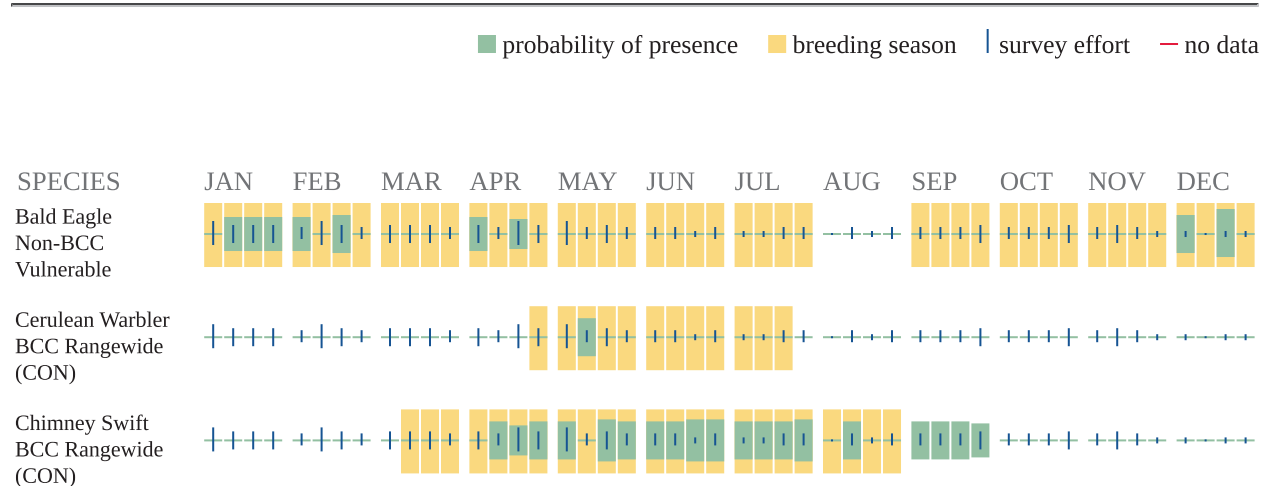
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

**No Data (-)**

A week is marked as having no data if there were no survey events for that week.

**Survey Timeframe**

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

## Migratory Birds FAQ

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding,](#)

[and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

### **What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

### **How do I know if a bird is breeding, wintering or migrating in my area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### **What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can

implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

## **IPaC User Contact Information**

Agency: Indiana Department of Transportation

Name: Jason Damm

Address: 6958 Hillside Court

City: Indianapolis

State: IN

Zip: 46250

Email: [jasond@metricenv.com](mailto:jasond@metricenv.com)

Phone: 3176052392

**From:** [McWilliams, Robin](#)  
**To:** [Elayna Stoner](#)  
**Subject:** Re: [EXTERNAL] Early Coordination \_ Des. No. 2101170\_Roadway Access Management Project \_Franklin County  
**Date:** Monday, February 13, 2023 10:49:29 AM  
**Attachments:** [image001.png](#)

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Dear Elayna,

This responds to your recent letter requesting our comments on the aforementioned projects.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*; NLEB) and should follow the Indiana bat/NLEB Federal Highway Administration, Federal Rail Administration, and Federal Transit Administration's programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). As discussed below, the NLEB reclassification rule was finalized on November 30, 2022, and will now go into effect on March 31, 2023. For projects that are "no effect" or "not likely to adversely affect" the NLEB (per the programmatic consultation), the current determination key in IPAC may continue to be used. The Service has 14 days after a "not likely to adversely affect" determination letter is generated to review the project and provide additional comments or request additional information (there is no review for projects with a "no effect" determination); if you do not receive a response from us within 14 days, we have no additional comments. The Service is working on an updated determination key that will incorporate forthcoming updates to the 2018 programmatic consultation, including the new listing status for the NLEB. This key should be in place early 2023.

### **Notice of Proposed ESA Listing Changes**

#### Northern Long-eared Bat

In March 2022, the Service proposed to reclassify the NLEB from its current status as federally threatened to federally endangered. The NLEB original listing and current reclassification proposal are due to sharp population declines associated with white-nose syndrome (WNS), a deadly fungal disease affecting hibernating bats such as the NLEB. On November 30, 2022, the reclassification action was finalized and the new listing will now go into effect March 31, 2023 (delayed from January 30, 2023). At that time, the current 4(d) rule for the NLEB will no longer apply as these types of rules are only applicable to threatened species (not endangered ones). If no form of take of NLEBs is anticipated for this project (*i.e.* the project is determined

to be "no effect" or "may affect, not likely to adversely affect"), no reinitiation of this consultation will be necessary once the status change goes into effect.

### Tricolored Bat

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*; TCB) as endangered under the Endangered Species Act (ESA). The Service has up to 12 months from the date the proposal was published to make a final determination, either to list the tricolored bat under the Act or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of WNS. Because TCB populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the Act; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and "take" will apply. Therefore, if this project or other future or existing projects have the potential to adversely affect the TCB after the potential new listing goes into effect, we recommend that the effects of the project on TCBs and their habitat be analyzed to determine whether authorization under ESA section 7 or 10 is necessary. Projects or programs with an existing section 7 biological opinion may require reinitiation of consultation, and projects with an existing section 10 incidental take permit may require an amendment to provide uninterrupted authorization for covered activities. Contact your local U.S. Fish and Wildlife Service Ecological Services Office for assistance.

The following is an excerpt from the Service's Section 7 Handbook...

Conference - a process of early interagency cooperation involving informal or formal discussions between a Federal agency and the Services pursuant to section 7(a)(4) of the Act regarding the likely impact of an action on proposed species or proposed critical habitat. **Conferences are: (1) required for proposed Federal actions likely to jeopardize proposed species, or destroy or adversely modify proposed critical habitat;**

The Service has not yet developed any guidelines regarding what level of impact may jeopardize the TCB at the species level. Therefore, in the interim, the Indiana Field Office recommends that any project that does not result in adverse impacts to Indiana bat and/or NLEB (i.e., "no effect" or "may affect, not likely to adversely affect" determinations) would not rise to the level of jeopardy for TCB. The INFO also recommends that action agencies include a written jeopardy analysis (including a conceptual logic path) for the TCB in their administrative record for each project that may affect the species.



The TCB is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters in tree branches. For more information on TCB and the proposed rule, please see: <https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus> and for more information on WNS, please see: <https://www.whitenosesyndrome.org/>

Other species may be present on the species list obtained from IPAC. If work is limited to paved areas and traffic signals, we would not anticipate impacts to other listed species. Please evaluate as needed.

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with agency mitigation guidelines.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the projects as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinstate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please contact me at [robin\\_mcwilliams@fws.gov](mailto:robin_mcwilliams@fws.gov) or you may call 812-334-4261 x. 207.

Sincerely,  
Robin McWilliams Munson

**Standard Recommendations:**

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. 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-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson  
Fish and Wildlife Biologist  
U.S. Fish and Wildlife Service  
620 South Walker Street  
Bloomington, IN 47403  
812-334-4261

Mon-Tues 8-3:30p  
Wed-Thurs 8:30-3p Telework

---



**From:** [Lewandowski, Tyler](#)  
**To:** [Elayna Stoner](#)  
**Subject:** RE: Early Coordination \_ Des. No. 2101170\_Roadway Access Management Project \_Franklin County  
**Date:** Friday, February 10, 2023 10:56:36 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)

---

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 172 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski  
Project Manager  
INDOT Office of Aviation  
(317) 495-4875  
[tlewandowski@indot.in.gov](mailto:tlewandowski@indot.in.gov)  
[www.aviation.indot.in.gov](http://www.aviation.indot.in.gov)



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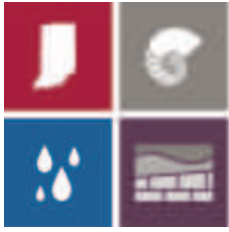
**From:** Elayna Stoner <elaynas@metricenv.com>  
**Sent:** Friday, February 10, 2023 10:06 AM  
**To:** DNR Environmental Review <environmentalreview@dnr.IN.gov>; McWilliams, Robin <robin\_mcwilliams@fws.gov>; Fortson, William <wfortson@indot.IN.gov>  
**Cc:** Carpenter, Patrick (FHWA) <patrick.carpenter@dot.gov>; Mwro\_compliance@nps.gov; Erik.r.sandstedt@hud.gov; Dye, David <DDYE@indot.IN.gov>; Lewandowski, Tyler <TLewandowski@indot.IN.gov>; Mary McCarty <mary.mccarty@sirpc.org>; tschutte@batesvillefire.org; woodwwtp@yahoo.com  
**Subject:** Early Coordination \_ Des. No. 2101170\_Roadway Access Management Project \_Franklin County

**\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\***

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Please see the attached early coordination letter for a proposed Roadway Access Management Project, located in Franklin County, Indiana.  
The project is located on SR 229 within the City of Batesville.

If you have questions or require further information, please feel free to contact me at your convenience.



**INDIANA GEOLOGICAL  
& WATER SURVEY**  
INDIANA UNIVERSITY

## Organization and Project Information

**Project ID:**  
**Des. ID:** 2101170  
**Project Title:** Roadway Access Management Project  
**Name of Organization:** Metric Environmental  
**Requested by:** Elayna Stoner

## Environmental Assessment Report

1. Geological Hazards:
  - Moderate liquefaction potential
2. Mineral Resources:
  - Bedrock Resource: Low Potential
  - Sand and Gravel Resource: None documented in the area
3. Active or abandoned mineral resources extraction sites:
  - None documented in the area

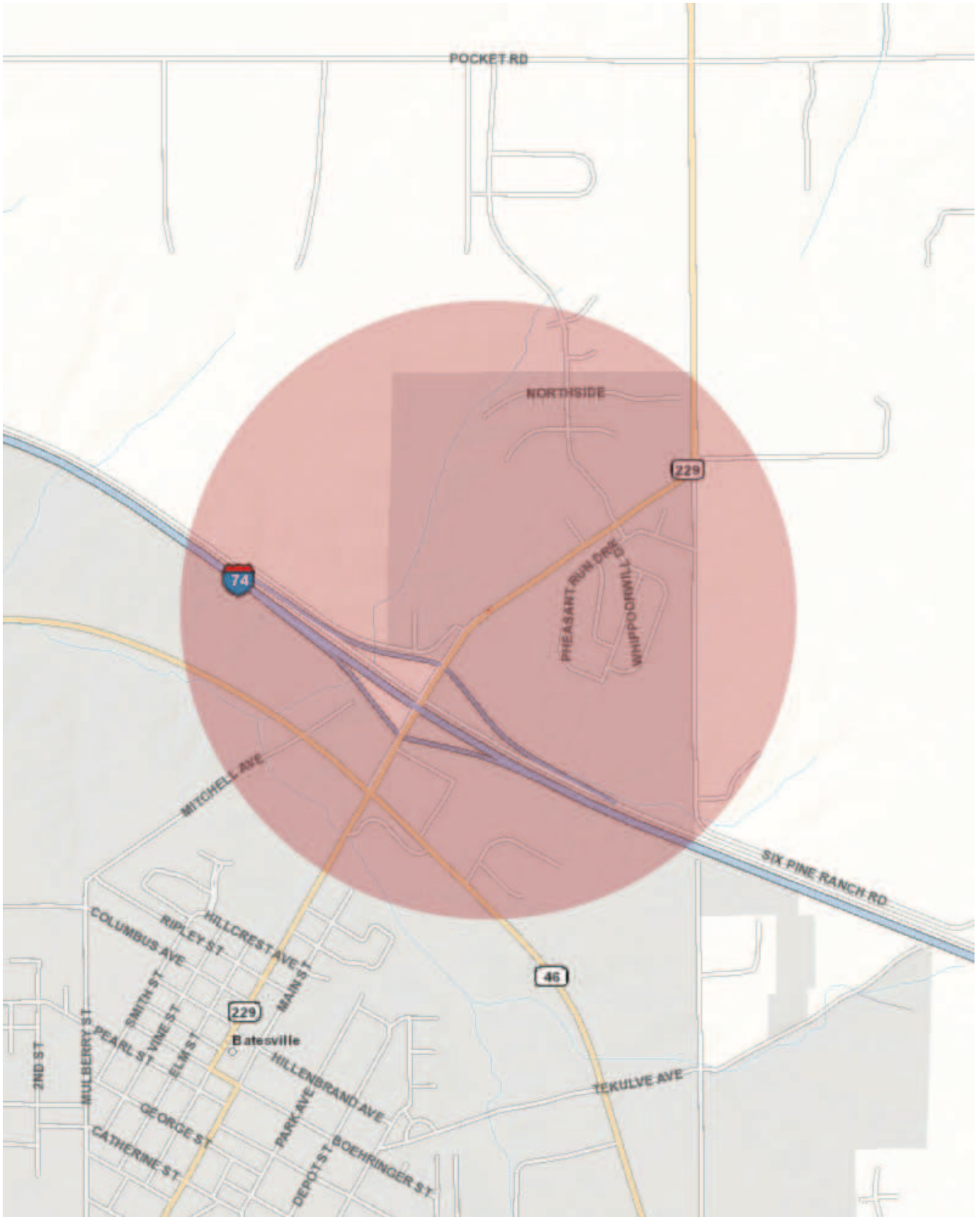
\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### **DISCLAIMER:**

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

This information was furnished by Indiana Geological Survey  
Address: 1001 E. 10th St., Bloomington, IN 47405  
Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)  
Phone: 812 855-7428

Date: February 08, 2023



**APPENDIX D**  
**Section 106 of the National Historic  
Preservation Act**

## Minor Projects PA Project Submittal and Assessment Form

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### SECTION 1

*Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B.1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B.9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.*

#### **Part 1: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff) \***

*\*A qualified professional historian (QP) is not required to complete Part I INDOT-Cultural Resources Office (INDOT-CRO) staff will be responsible for completion of Part II.*

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**Original Submission Date:** Oct 26, 2021

**Amended Submission Date\*:** July 18, 2022

*\*Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below. Please use red font to distinguish the revisions/updates.*

#### **Submitted By (Provide Name and Firm/Organization):**

Candy Hudziak  
Metric Environmental, LLC  
6958 Hillside Court  
Indianapolis, IN 46250  
Candaceh@metricenv.com

**Project Designation Number:** 2101170

**Route Number:** State Road (SR) 229

**Feature crossed (if applicable):** N/A

**City/Township:** Ray Township

**County:** Franklin County

#### **Project Description: \***

*\*Provide a full project description—include the same level of specificity and detail as expected in the NEPA document—in order to ensure a timely review by INDOT-CRO staff. For bridge and culvert projects, include specific details on the rehab or replacement including potential changes to width, height and materials. Be sure to include the specific elements listed below as applicable.*

This project (Des. No. 2101170) was originally bundled with Des. No. 1902023 and was approved under the MPPA on June 25, 2021, under categories B-1, B-2, and B-3. Since that time, Des. No. 2101170 has been placed under its own contract and, thus, requires an MPPA submittal for this scope of work only.

The scope of work for Des. No. 2101170 has not changed from the previous MPPA submittal, except for the addition of drainage inlets. The proposed project consists of access management improvements on SR 229 from Grayson Street to the southwest side of the north Kroger driveway, approximately 850 feet, within the city of Batesville in Franklin County. The need for this project is based on the crash frequency and severity at the project location. In the project area, there are commercial driveways through SR 229 that cause vehicles to queue past Grayson Street and create safety issues. The purpose of the project is to reduce the crash frequency at the project location.

Currently SR 229 includes two (2) 12-foot-wide lanes in each direction with exclusive left turn lanes northbound and southbound at the Grayson Street intersection, a northbound right turn only lane that ends at a commercial

## Minor Projects PA Project Submittal and Assessment Form

entrance 570 feet north of Grayson Street, and a left-turn lane at the entrance road to Kroger, Northside Drive intersection. Through the project area there is full access to commercial driveways along SR 229 with no restrictions.

The undertaking will reduce access points at the project location. The proposed improvements include installation of a two-foot-wide median curb beginning at SR 229 and Grayson Street to Northside Drive, where signals currently exist at both intersections. The median curb would force all left turns to occur at these intersections through the project area. The signal heads at Northside Drive would be adjusted to align with the new northbound lane locations and the left only signs will be reset at the entrance. The two-way left-turn lanes will be converted to left-turn lanes only in each direction. The northbound lane striping would need to be shifted on SR 229 to maintain the current lane width after the median has been installed. For the median installation the existing pavement would be cut one foot on each side for construction, and the area would be patched with full-depth asphalt. One lane width would be milled and resurfaced on each side of the new median. Solid white striping would be added where the outside northbound lane becomes an exclusive right turn lane and then is dropped at the first driveway south of Northside Drive. Installation of drainage inlets would likely be required. Approximately 0.015 acre of temporary right-of-way (ROW) would be required near the north entrance of Kroger, Northside Drive, to modify the curb radius at the south corner of the existing T-intersection. Maintenance of traffic will require single lane closures.

**If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:**

New curbing would be needed at the northwest corner of the existing T-intersection of SR 229 and Northside Drive. There will be new center curbing from the intersection from the start of the project area to the end of it.

**For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:**

**For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (<https://www.in.gov/indot/2531.htm>)?**

Yes       No

**If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.**

Yes       No

**Inventory Page #** \_\_\_\_\_

**Will there be right-of-way acquisition as part of this project?**

Yes       No

**If yes was checked above, please check all that apply:**

Permanent       Temporary       Reacquisition

**If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way:**

**Is there any potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?**

Yes       No



## Minor Projects PA Project Submittal and Assessment Form

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### Archaeology (check one):

- All proposed activities are presumed to occur in previously disturbed soils\***  
*\*INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*
- Project takes place in undisturbed soils and the archaeology report is included in submission or will be forthcoming\***  
*\* If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO archaeology team lead. See CRM Pt. 1 Ch. 3 for current contact information.*

### Please specify all applicable categories and condition(s) (highlight applicable conditions in yellow) \*:

*\*Include full category text, including any conditions. INDOT-CRO will finalize categories upon their review.*

Category B consists of projects that require documentation and review by INDOT Cultural Resources Office to determine the degree of existing soil disturbance within the project area or assess if properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the National Register) are present within or adjacent to the project area and will be impacted by the project.

**B-1.** Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, under the following conditions [**BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied**]:

#### **Condition A (Archaeological Resources)**

One of the two conditions listed below must be satisfied (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work occurs in previously disturbed soils;** OR
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the Division of Historic Preservation and Archaeology (DHPA) and any archaeological site form information will be entered directly into the State Historic Architectural and Archaeological Database (SHAARD) by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

#### **Condition B (Above-Ground Resources)**

One of the two conditions listed below must be satisfied (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource;** OR
- ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below (*EITHER*

## Minor Projects PA Project Submittal and Assessment Form

*Condition a OR Condition b must be met, and field work and documentation must be completed as described below):*

- a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs, or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
- b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs, or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions (1, 2, or 3) listed below must be fulfilled:
  1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
  2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
  3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

**B-2.** Installation of new lighting, signals, signage, and other traffic control devices under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:***

**Condition A (Archaeological Resources)**

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work occurs in previously disturbed soils;** *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

**Condition B (Above-Ground Resources)**

**Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.**

**B-3.** Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration, and deceleration lanes) and shoulder widening under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:***

**Condition A (Archaeological Resources)**

## Minor Projects PA Project Submittal and Assessment Form

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One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work occurs in previously disturbed soils;** OR
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

### **Condition B (Above-Ground Resources)**

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Check  if SECTION 2: Minor Projects PA Category B-1, Condition B-ii Submission is included

Check  if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is included

### **Part II: Completed by INDOT-CRO**

*Amendments will be shown in red font.*

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#### **Information reviewed (please check all that apply):**

General project location map  USGS map  Aerial photograph  Soil survey data

General project area photos  Archaeology Reports  Historic Property Reports

Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report

Bridge inspection information/BIAS  Historic Bridge Inventory Database

SHAARD  SHAARD GIS  Street-view Imagery  County GIS Data/Property Cards

#### **Other (please specify):**

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below.      yes                       no

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below.      yes                       no

#### **Additional Comments:**

### **Above-ground Resources**

## Minor Projects PA Project Submittal and Assessment Form

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An INDOT Cultural Resources historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Franklin County. No listed resources are located immediately adjacent to the project area, a distance that serves as an adequate area of potential effects given the project scope and setting.

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Franklin County are available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Franklin County Interim Report* (2011; Ray Township) was also consulted. All sites were reviewed through the IHBBCM, which contains the most recently updated SHAARD information. No IHSSI documented resources are located immediately adjacent to the project area.

Because the location of the project is not adjacent to a National Register-listed or eligible resource, a field visit by a Qualified Professional historian is not required to review the curb replacement along the project area. The project area was reviewed by an INDOT-CRO historian through aerial photography, online street-view imagery, and the Franklin County GIS website. The project area is located within a suburban setting with adjacent building stock consisting of mid-twentieth to early twenty-first century commercial buildings. None of the resources immediately adjacent to the project area appear to possess the significance or integrity required to be considered NRHP-eligible. Therefore, Categories B-1, Condition B-i, B-2, and B-3 are applicable for the proposed work at this intersection.

**Based on the available information, as summarized above, no above-ground concerns exist.**

### Archaeological Resources

An INDOT Cultural Resources Office (CRO) archaeologist, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed the MPPA request submitted by Metric Environmental, LLC. dated 6/2/2021 and updated on July 18, 2022 and conducted a desktop review of the project area and completed an archaeological assessment.

With regard to archaeological resources, the proposed project located on SR 229 in Franklin County is limited to the installation of curbs and medians, traffic signal installation/adjustment, drainage installation, turn lane adjustments/conversion, pavement replacement and lane striping within the project limits. All work will occur in soils disturbed by the above-mentioned state road, turn lanes, curbs, guardrail, storm sewers, traffic signals, lights, signs and utilities. The area immediately surrounding the right-of-way has been disturbed by commercial development. According to SHAARD GIS, there are no archaeological sites located within or adjacent to the project area. Although a small amount of temporary right-of-way (0.015 acre) is being acquired, it is in previously disturbed soils. Since the project will be confined to excavation work in previously disturbed soils, there are no archaeological concerns.

**Accidental Discovery:** If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Division of Natural Resources-Division of Historic Preservation and Archaeology (DNR-DHPA) will be notified immediately.

**INDOT-CRO staff reviewer(s):** Clint Kelly and Patty Jo Korzeniewski

INDOT Approval Date: 8/22/2022

## Minor Projects PA Project Submittal and Assessment Form

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Amendment Approval Date (if applicable):

*\*\*\*Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

**Please attach the following to this form:**

- **General Location Map.** This map should allow the INDOT-CRO reviewer to quickly locate the project.
- **Aerial photography map(s) of project area.** This map must include project limits. It may also include SHAARD data, but SHAARD data is not required.
- **If bridge or small structure project, please attach photographs of bridge or small structure.** Photographs can be found in inspection reports located in INDOT's Bridge Inspection Application System (BIAS), as well as other project documents, such as engineering assessments or mini-scopes.

**Map depicting potential temporary and/or permanent right-of-way acquisitions. In the email submission to INDOT-CRO, please also include:**

- **A GIS polygon shapefile or KMZ file of the project area** (shapefiles are preferred). Shapefiles should use "NAD\_1983\_UTM" projected coordinate system. In addition, these files should contain the following *text* attribute field: DES\_NO. The project designation number should be entered in this field.
- **If the project takes place in undisturbed soils, attach the results of the archaeological investigation, if completed.** *Note: The MPPA Submission Form may be submitted before the archaeology report. INDOT-CRO staff will process the above-ground portion of the form in advance of the archaeological portion of the form. However, a completed determination form will not be returned to the applicant until after the archaeology report has been reviewed and approved by INDOT-CRO.*

**APPENDIX E**  
**Red Flag and Hazardous Materials**



# INDIANA DEPARTMENT OF TRANSPORTATION

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

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

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

Date: May 12, 2022

To: Site Assessment & Management (SAM)  
Environmental Policy Office - Environmental Services Division (ESD)  
Indiana Department of Transportation (INDOT)  
100 N Senate Avenue, Room N758-ES  
Indianapolis, IN 46204

From: Jessica Peterson, MS  
Metric Environmental, LLC  
6958 Hillside Court  
Indianapolis, Indiana 46250  
[jessicap@metricenv.com](mailto:jessicap@metricenv.com)

Re: LIMITED RED FLAG INVESTIGATION  
Des. No. 2101170, State Project  
Access Management  
SR 229 from Grayson St. to North Kroger Driveway  
Franklin County, Indiana

## PROJECT DESCRIPTION

Brief Description of Project: This Access Management project will involve the corridor of SR 229, beginning at Grayson St. and terminating 0.14 mile northeast at the north Kroger driveway in Batesville, Franklin County. This is a CE-4 project but with limited excavation activities and off pavement work, therefore, a request to complete a Limited RFI was submitted to the Seymour District on December 1, 2021, and approval was received the same day. The need for this project is due to the crash frequency and severity in the area. Vehicles queue past Grayson Street, creating safety issues with the commercial driveways through the corridor. The purpose of this project is to reduce the crash frequency by correcting access conflicts in the project corridor. The proposed improvements include installing a 2-foot-wide median curb along the full corridor; adjusting the signal heads at Northside Drive to align with the new northbound lane locations; resetting left-turn-only signs; converting the two-way left-turn lane to a left-turn lane; shifting/applying lane striping; applying full-depth asphalt patches to widen the roadway; milling and resurfacing; and installing drainage inlets, 99 feet of pipe, and a manhole. Some utility relocation may be required. The location where excavation will occur is provided in the below table.

Location:	Designation:	Depth of Excavation (ft-bgs*)
Center of SR 229 from 87 ft. west to 28 ft. east of center of the south Kroger Driveway	Area A	4
North of SR 229, adjacent to west side of the north Kroger Driveway	Area B	4

\* ft-bgs = feet below ground surface

Bridge Work Included in Project: Yes  No  Structure # \_\_\_\_\_

Is the bridge Historical? Yes  No  , Select  Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes  No  Structure # \_\_\_\_\_

Proposed right of way: Temporary  # Acres 0.015 Permanent  # Acres \_\_\_\_\_, Not Applicable

Type of excavation: Excavation to a maximum depth of 4 feet below ground surface will be required for the drainage inlets, 99 feet of pipe installation, and manhole. Please see the above table for description.

Maintenance of traffic: Single lane closures

Work in waterway: Yes  No  Below ordinary high water mark: Yes  No

State Project:  LPA:

Any other factors influencing recommendations: N/A

## **HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	<b>N/A</b>	Manufactured Gas Plant Sites	<b>N/A</b>
RCRA Generator/ TSD	<b>1</b>	Open Dump Waste Sites	<b>N/A</b>
RCRA Corrective Action Sites	<b>N/A</b>	Restricted Waste Sites	<b>N/A</b>
State Cleanup Sites	<b>N/A</b>	Waste Transfer Stations	<b>N/A</b>
Septage Waste Sites	<b>N/A</b>	Tire Waste Sites	<b>N/A</b>
Underground Storage Tank (UST) Sites	<b>3</b>	Confined Feeding Operations (CFO)	<b>N/A</b>
Voluntary Remediation Program	<b>N/A</b>	Brownfields	<b>N/A</b>
Construction Demolition Waste	<b>N/A</b>	Institutional Controls	<b>2</b>
Solid Waste Landfill	<b>N/A</b>	NPDES Facilities	<b>7</b>
Infectious/Medical Waste Sites	<b>N/A</b>	NPDES Pipe Locations	<b>N/A</b>
Leaking Underground Storage (LUST) Sites	<b>4</b>	Notice of Contamination Sites	<b>N/A</b>

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation: This Limited RFI is being generated due to the proposed excavation activities at the locations described in the table in the Project Description section and illustrated on the attached Hazardous Material Concerns map.

UST Sites: Kroger Company Store 406, 3049 SR 229, Agency Interest (AI) ID 61642, is located adjacent to the project area. IDEM conducted a UST inspection on August 2, 2019, and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred. No impact is expected.

LUST Sites: Cross County Shell, 1029 SR 229, AI ID 33887, is located within the project area. IDEM issued a No Further Action (NFA) approval determination pursuant to Risk Integrated System of Closure (RISC) on December 22, 2006. The



closure was non-default, industrial for subsurface soil and groundwater. An Environmental Restrictive Covenant (ERC) was recorded on the property on October 30, 2006. Two (2) affected areas are covered by the ERC, one of which extends into SR 29. Excavation is not planned for this area at this time; however, if excavation should occur in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. In addition, if excavation should occur in this area, coordination will be conducted with the IDEM Institutional Controls section ([institutionalcontrols@idem.IN.gov](mailto:institutionalcontrols@idem.IN.gov)) before RFC.

Institutional Controls: Cross County Shell, 1029 SR 229, AI ID 33887, is located within the project area. Information is provided above under LUST Sites.

### **ECOLOGICAL INFORMATION SUMMARY**

The Franklin County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at [https://www.in.gov/dnr/nature-preserves/files/np\\_franklin.pdf](https://www.in.gov/dnr/nature-preserves/files/np_franklin.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species. Due to the nature of project activities, this project will fall under the guidelines set forth under USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013. No further coordination is necessary.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

### **RECOMMENDATIONS SECTION**

Include recommendations from each section. If there are no recommendations, please indicate N/A:

#### **HAZARDOUS MATERIAL CONCERNS:**

LUST Sites/Institutional Controls: Cross County Shell, 1029 SR 229, AI ID 33887, is located within the project area. IDEM issued an NFA approval determination pursuant to RISC on December 22, 2006. The closure was non-default, industrial for subsurface soil and groundwater. An ERC was recorded on the property on October 30, 2006. Two (2) affected areas are covered by the ERC, one of which extends into SR 29. Excavation is not planned for this area at this time; however, if excavation should occur in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. In addition, if excavation should occur in this area, coordination will be conducted with the IDEM Institutional Controls section ([institutionalcontrols@idem.IN.gov](mailto:institutionalcontrols@idem.IN.gov)) before RFC.

**ECOLOGICAL INFORMATION:** The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Nicole  
Fohey-  
Breting

Digitally signed by  
Nicole Fohey-Breting  
Date: 2022.05.12  
14:09:55 -04'00'

INDOT ESD concurrence: \_\_\_\_\_ (Signature)

Prepared by:  
Jessica Peterson  
Project Manager  
Metric Environmental, LLC

**Graphics:**

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Limited Red Flag Investigation - Site Location  
 SR 229, from Grayson St. to North Kroger Driveway  
 Des. No. 2101170, Access Management  
 Franklin County, Indiana



Sources: 0.5 0.25 0 0.5 Miles  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83  
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**BATESVILLE QUADRANGLE**  
**INDIANA**  
**7.5 MINUTE SERIES**  
**(TOPOGRAPHIC)**

Limited Red Flag Investigation - Hazardous Material Concerns  
 SR 229, from Grayson St. to North Kroger Driveway  
 Des. No. 2101170, Access Management  
 Franklin County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation Notice_of_Contamination		Septage Waste Site		Project Area
	Construction/Demolition Site		Solid Waste Landfill		0.25 Mile Radius
	Infectious/Medical Waste Site		State Cleanup Site		Toll
	Leaking Underground Storage Tank		Superfund		Interstate
	Manufactured Gas Plant		Tire Waste Site		State Route
	NPDES Facilities		Underground Storage Tank		US Route
	NPDES Pipe Locations		Voluntary Remediation Program		Local Road
	Open Dump Waste Site		Waste Transfer Station		

0.085 0.0425 0 0.085  
 Miles

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

Sources:

**Non Orthophotography**

Data - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

Map Projection: UTM Zone 16 N Map Datum: NAD83

Red Flag Investigation - Infrastructure  
SR 229 from Grayson St. to North Kroger Driveway  
Des. No. 1902023, Access Management  
Franklin County, Indiana



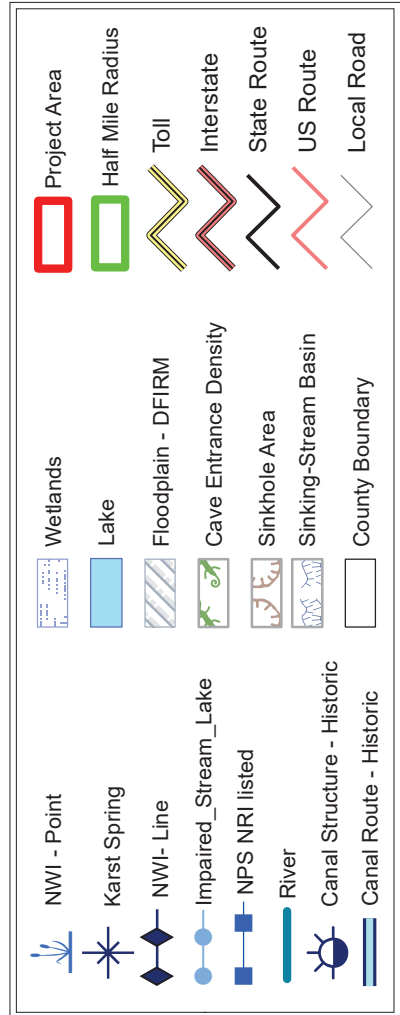


**Sources:**  
**Non Orthophotography Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

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

Red Flag Investigation - Water Resources  
SR 229 from Grayson St. to North Kroger Dr  
Des. No. 1902023, Access Management  
Franklin County, Indiana





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

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





**IDNR Floodplain Map**  
Access Management Project  
Des. No. 2101170  
SR 229 from Grayson Street to North Kroger Drive  
Franklin County, Indiana



# **APPENDIX F**

## **Air Quality**

Indiana Department of Transportation (INDOT)  
 State Preservation and Local Initiated Projects FY 2022 - 2026

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost Project
Comments:Include DES 2101058								
Indiana Department of Transportation	43774 / 2101058	A 02	SR 46	Small Structure Replacement	Seymour	0	STBG	\$606,3
Performance Measure Impacted: Bridge Condition								
Location: over Unnamed Ditch, 13.78 miles E of US 421								
Comments:Add FY23 PE (\$149,790.00). No MPO.								
Indiana Department of Transportation	43826 / 2101153	Init.	VA VARI	Traffic Signals Modernization	Seymour	0	STBG	\$410,0
Performance Measure Impacted: Safety								
Location: Various intersections in Franklin County								
Comments:Include DES 2101153								
Indiana Department of Transportation	43826 / 2101153	M 16	VA VARI	Traffic Signals Modernization	Seymour	0	STBG	\$450,0
Performance Measure Impacted: Safety								
Location: Various intersections in Franklin County								
Comments:Increase FY23 CN to \$450,000.00.								
Indiana Department of Transportation	44014 / 2101170	Init.	VA VARI	Other Type Project (Miscellaneous)	Seymour	0	STBG	\$352,1
Performance Measure Impacted: Safety								
Location: Access Management - raised medians/islands on SR229 at N. Kroger Dr. & Northside Dr. in Batesville								
Comments:Include DES 2101170								
Indiana Department of Transportation	44431 / 2200680	A 02	US 52	Bridge Deck Overlay	Seymour	0	STBG	\$1,863,5
Performance Measure Impacted: Bridge Condition								
Location: over Duck Creek, 0.99 mile E of SR 229								
Comments:New Project Add - FY23 PE and RW for FY 25, includes 2200522 and 2200702. No MPO								
Indiana Department of Transportation	44435 / 2200835	A 02	SR 229	HMA Overlay Minor Structural	Seymour	1.483	STBG	\$1,246,0
Performance Measure Impacted: Pavement Condition								
Location: 0.81 mile N of I 74 to 2.29 miles N of I 74								
Comments:Add New Project - FY23 PE funds. No MPO								

**Franklin County Total**

Federal: \$64,494,141.24      Match :\$15,958,281.67      2022: \$7,364,353.09      2023: \$23,562,262.00      2024: \$23,024,894.00

st of t*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
90.00	Bridge Consulting	PE	\$119,832.00	\$29,958.00		\$149,790.00			
00.00	Safety Construction	CN	\$328,000.00	\$82,000.00		\$410,000.00			
00.00	Safety Construction	CN	\$360,000.00	\$90,000.00		\$450,000.00			
05.00	Safety Construction	CN	\$281,684.00	\$70,421.00			\$352,105.00		
16.00	Bridge ROW	RW	\$8,000.00	\$2,000.00				\$10,000.00	
	Bridge Consulting	PE	\$424,000.00	\$106,000.00		\$530,000.00			
00.00	Road Consulting	PE	\$160,000.00	\$40,000.00		\$200,000.00			

0            2025: \$13,631,114.00            2026: \$12,869,799.83

# **APPENDIX G**

## **Additional Studies**

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

ProjectNumber	SubProjectCode	County	Property
1800031	1800031	Franklin	Franklin County Park
1800176	1800176	Franklin	Whitewater Canal State Historic Site
1800225	1800225	Franklin	Fairfield Marina, Brookville Lake
1800324	1800324	Franklin	Mounds State Recreation Area
1800331	1800331	Franklin	Batesville Community Park
1800363	1800363B	Franklin	Brookville Reservoir

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

**ENGINEERING ASSESSMENT**  
Access Management  
SR 229 - RP 12+57 to RP 12+71, Franklin County  
SR 62 - RP 194+75, Jefferson County  
Des. No. 1902023

**I. PURPOSE OF REPORT**

The purpose of the report is to document the engineering assessment phase of project development, including the coordination that has been completed in preparation for the median construction. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right-of-way (R/W), and other project tasks leading to construction. The preferred alternative identified in this document is considered pre-decisional, pending the outcome of environmental studies.

**II. PROJECT LOCATION**

There are two locations proposed to be improved by this project. The first location is State Road (SR) 229 from Grayson Street to Northside Drive, approximately 0.14 miles northeast of Grayson Street in Batesville, Indiana. The second proposed improvement location occurs at the intersection of SR 62 and Michigan Road in Madison, Indiana. Both locations are within the Indiana Department of Transportation's (INDOT) Seymour District. The project location maps are provided in Appendix A.

**III. PROJECT PURPOSE AND NEED**

The need for this project is based on the crash frequency and severity at these intersections. In Batesville, there are commercial driveways through SR 229. Vehicles queue past Grayson Street, creating safety issues. In Madison, the intersection has experienced a high rate of crashes due to multiple issues on SR 62 such as an excessive turning radius, vehicles ignoring or evading the existing median curb, and impeded signal visibility. The purpose of this project will be to reduce the crash frequency by reducing access conflicts at the intersections.

**IV. EXISTING CONDITIONS**

SR 229: Between the intersections of Grayson Street and Northside Drive, SR 229 features full-access commercial driveways on both sides of the road. There are two through lanes northbound and southbound as well as exclusive left turn lanes northbound and southbound at the Grayson Street intersection. There is a northbound right turn only lane that ends at a commercial entrance approximately 570 feet north of Grayson Street. At the intersection with Northside Drive, SR 229 has a left turn lane and one through lane in each direction. There are existing traffic signals at Northside Drive. Between these two intersections, there is a continuous two-way left turn lane (TWLTL) that allows access to the various drives. Vehicles waiting to make left turns cause traffic to queue past Grayson Street, which creates a safety concern.

This section of SR 229 has a functional classification of Minor Arterial with a posted speed limit of 40-miles per hour (mph). The typical cross section includes two lanes in each direction, 12 feet wide and a TWLTL that is 16 feet wide. The roadway is bounded by curbs and gutter and drains via surface inlets and enclosed storm sewers. The adjacent land use is primarily commercial.

SR 62: Both directions of SR 62 feature a dedicated left turn lane, two through lanes, and one dedicated right turn lane. Both approaches of Michigan Road feature one left turn lane, a through lane, and a right turn lane. The excessive turning radius on the northwest corner has created the opportunity for turning vehicles to be adjacent to one another due to the edge line being approximately 13' from the edge of the pavement. Driveway crashes have occurred on the south and west legs due to the Walgreens and gas station driveways. During another consultant's field visit motorists were observed turning left from the gas station driveway even though a raised concrete median is present. A broken signpost is present on the west end of the median on the west leg, and signal visibility is impeded by bright sun conditions. There is a horizontal curve along SR 62 to the east of Michigan Road as well.

There is currently a Hot Mix Asphalt (HMA) Overlay project being designed for SR 62 that will bid at approximately the same time. At the scoping meeting, it was discussed that the mill and overlay of SR 62 may be included with the HMA Overlay project. The overlay project number is Des. No. 1801106.

This section of SR 62 has a functional classification of Principal Arterial - Other with a 35-mph posted speed limit. The typical cross section of the roadway includes two lanes in each direction, 12 feet wide. The west half of SR 62 is curbed with storm sewers and the eastern half has shoulders with open ditches. The adjacent land use is commercial.

This section of Michigan Road has a functional classification of Minor Arterial with a 40-mph posted speed limit. The typical cross section of the roadway includes one lane in each direction, 12 feet wide. The northbound lane is bound by shoulders with open ditches and the southbound lane is primarily curbed with storm sewers. The adjacent land use is commercial.

Proposed improvements are discussed in Section IX.

## **V. FIELD INVESTIGATION**

A Virtual Field Check for both locations was held at the INDOT Seymour District office on March 6, 2020. The minutes of that meeting are included as Appendix B.

## **VI. TRAFFIC DATA ANALYSIS**

The Indiana Department of Transportation (INDOT) Traffic Count Database System was utilized to determine the traffic counts. The count station utilized for SR 229 is located just west of Grayson Street (Location ID 240420). The count station utilized for SR 62 is located approximately 580 feet west of Michigan Road (Location ID 390440). Current and projected traffic for the roadways are shown in Table 1 and Table 2 below.

The annual growth rate used for SR 229 was 0.60 percent. The annual growth rate used for SR 62 was 0.40 percent.



<b>SR 229</b>	
Annual Average Daily Traffic (AADT) (2019)	18,211 vehicles per day (VPD)
AADT (2042)	20,897 VPD
Design Hourly Volume (DHV)	9.07%
Directional Distribution	50%

**Table 1 - Traffic Data for SR 229**

<b>SR 62</b>	
Annual Average Daily Traffic (AADT) (2019)	20,713 vehicles per day (VPD)
AADT (2042)	22,705 VPD
Design Hourly Volume (DHV)	9.21%
Directional Distribution	neg 51.4%

**Table 2 - Traffic Data for SR 62**

## VII. CRASH DATA AND ANALYSIS

Crash Data for this segment of SR 229 from April 15, 2017 through April 15, 2020 was analyzed for crash type and severity. This segment of SR 229 was analyzed as a multi-lane urban arterial with a length of 0.33 mile and an intersection density of 9 per mile. The Index of Crash Frequency was 1.73 and the Index of Crash Cost was 0.44. The analysis indicates that the segment features a higher-than-expected crash rate. Table 3 summarizes the crash history over the latest 3-year period. The Crash Data can be found in Appendix D.

	Crash Severity			Crash Type				
	Fatal/Incap.	Injury	PDO	Right Angle	Ran Off Road	Rear End	Sideswipe	R/L Turn
2017 - 2020	0	5	28	7	3	10	6	7
% Total	0%	15%	85%	21.2%	9.1%	30.3%	18.2%	21.2%

**Table 3 - Crash Analysis for SR 229**

Crash Data from January 15, 2017 through January 15, 2020 for the intersection of SR 62 with Michigan Road was analyzed for crash type and severity. The intersection was analyzed as a signalized intersection of a state highway with a non-state roadway. The Index of Crash Frequency was 2.05 and the Index of Crash Cost was 2.15. The analysis indicates that the intersection experiences a higher-than-expected crash rate and crash cost. Table 4 summarizes the crash history over the latest 3-year period. The Crash Data can be found in Appendix D.

	Crash Severity			Crash Type				
	Fatal/Incap.	Injury	PDO	Right Angle	Ran Off Road	Rear End	Sideswipe	R/L Turn
2017 - 2020	4	9	66	8	4	27	15	25
% Total	0%	16%	84%	10.1%	5.1%	34.2%	19.0%	31.6%

**Table 4 - Crash Analysis for SR 229**

### VIII. DESIGN CRITERIA

Project Design Criteria	3R Reconstruction (IDM Fig. 53-6)
Functional Classification	Urban Arterial
Design Speed	40 mph
Posted Speed	40 mph
Access Control	None
Number of Lanes and Width	4 lanes @ 12 ft (match existing)
Shoulder Width	N/A (curb and gutter)
Obstruction-Free Zone	10 ft
Horizontal Alignment	Maintain Existing Alignment
Vertical Alignment	Maintain Existing Alignment

**Table 5 - Design Criteria for SR 229**

Project Design Criteria	3R Reconstruction (IDM. Fig. 53-6)
Functional Classification	Urban Arterial
Design Speed	40 mph
Posted Speed	35 mph
Access Control	Partial Limited Access
Number of Lanes and Width	4 lanes @ 12 ft (match existing)
Shoulder Width	N/A (Curb and Gutter)
Obstruction-Free Zone	12 ft
Horizontal Alignment	Maintain Existing Alignment
Vertical Alignment	Maintain Existing Alignment

**Table 6 - Design Criteria for SR 62**

## IX. PROPOSED IMPROVEMENTS

In order to reduce the crash rates of these intersections, reducing the access points via concrete median construction is recommended. Conceptual sketches of the proposed improvements are in Appendix E.

### A. SR 229

A two-foot wide median curb will be installed from the intersection of SR 229 and Grayson St. to Northside Drive. Both are signalized intersections, and the proposed center curb median will force all the left turns to occur at the signals. The signal heads at Northside Drive will be adjusted to align with the new northbound lane locations and the left only signs will be reset at the entrance. The TWLTL will be converted to left turn only lanes in each direction. The northbound lane striping will have to be shifted on SR 229 in order to maintain the current lane width after the median has been installed.

For the installation of the new median, the existing pavement will be cut 1 foot on each side for construction. This area will be patched with full-depth asphalt. One lane width will be milled and resurfaced on each side of the new median. Solid white striping will be added where the outside northbound lane becomes an exclusive right turn lane and then is dropped at the first driveway south of Northside Drive.

### B. SR 62

Since the existing medians at the intersection of SR 62 with Michigan Road are not long enough to deter left turns, the existing north and south approach medians will be extended. The existing median north of SR 62 will be extended approximately 100 feet north until the first drive on the west. The existing median south of SR 62 will be extended approximately 200 feet south until the first drive on the west. On SR 62, the median west of Michigan Road will be extended through the taper to the west, which is approximately 130 feet longer than the existing median. The west entrance to Gran Brazil and Walgreens will remain open. In addition to the extension of the center medians, the existing medians will be replaced.

<b>Cost Item</b>	<b>Total Price</b>
Estimated Construction Cost Subtotal	\$ 282,548
Contingency (20%)	\$ 56,500
<b>Estimated Construction Cost (2020)</b>	<b>\$ 339,048</b>
Utility Relocation	\$ 20,000
<b>Total Estimated Project Cost (2020)</b>	<b>\$ 359,048</b>

**Table 8 Probable Construction Cost for SR 62**

#### **XI. MAINTENANCE OF TRAFFIC**

Since the existing roadways feature multiple lanes of through traffic, the construction of these medians will be done under single lane closures. In order to maintain a southbound lane during construction of the SR 229 improvements, the fourth lane southbound will be extended to Northside Drive. This will require the curb to be removed and relocated, as well as paving the new lane and adding the appropriate striping.

The contractor will be responsible for following road closure standards as detailed in the INDOT Standard Drawings and the Indiana Manual on Uniform Traffic Control Devices. Coordination with the INDOT District Traffic will take place during design. The final maintenance of traffic plan will be determined during the design phase in coordination with the District's traffic and construction division.

#### **XII. R/W REQUIREMENTS**

Right of way acquisition is not anticipated for any of the proposed improvements. Existing right-of-way will be verified and documented as part of the design phase.

#### **XIII. POTENTIAL ENVIRONMENTAL ISSUES**

Because all proposed improvements are to occur on previously disturbed and paved areas, environmental impacts are anticipated to be minimal. All environmental issues will be addressed in greater detail in the environmental phase.

#### **XIV. RAILROAD & UTILITY IMPACTS**

There is no existing railroad near the project location. Railroad impacts are not anticipated for this project.

Utility conflicts are expected to be minimal for this project. The INDOT Utility Coordination Procedure will be followed during the design phase

Index of Crash Frequency and Cost - Form F1			Page 1/2
Location	SR 229 Batesville		
GIS	39°18'38.15"N	85°12'50.14"W	
Post			
Analyst	Marc Rape		
Date			
<b>INPUT</b>			
Road Facility Type	Urban Multilane Segment		
AADT (veh/day)	18211		
Segment Length (mi)	.33		
Intersection Density (int/mi)	9		
First Year with Crash Data (yyyy)	2017		
Last Year with Crash Data (yyyy)	2020		
Number of Crashes (crash/period)			
Fatal and Incapacitating Injury Crashes	0		
Non-Incapacitating and Possible Injury Crashes	5		
Property Damage Only Crashes	28		
Route or Road Type	Urban Multilane Segment		
Average Crash Costs (\$)			
Fatal and Incapacitating Injury Crashes	368790		
Non-Incapacitating and Possible Injury Crashes	31610		
Property Damage Only Crashes	6440		
Crash Cost Year (yyyy)	2013		
<b>OUTPUT</b>			
Expected Crash Frequency (crash/year)			
Fatal and Incapacitating Injury Crashes	0.063		
Non-Incapacitating and Possible Injury Crashes	0.60		
Property Damage Only Crashes	2.33		
All Crashes	2.99		
Index of Crash Frequency	1.73		
Index of Crash Cost	0.44		

Index of Crash Frequency and Cost - Form F1			Page 2/2
Location	SR 229 Batesville		
GIS	39°18'38.15"N	85°12'50.14"W	
Post			
Analyst	Marc Rape		
Date			
<b>Comments:</b>			