

**CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	State Route (SR) 61, Warrick County
<b>Designation Number(s):</b>	1800176
<b>Project Description/Termini:</b>	The project includes a mill and overlay and patching throughout SR 61 from 0.14 mile south of I-64 to 0.88 mile north of SR 68 (Town of Lynnville) in Warrick County, Indiana. Additionally, the project includes curb ramp, closed drainage system, and sidewalk improvements, where appropriate.

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

**Approval**

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date
_____	
FHWA Signature and Date	

**Release for Public Involvement**

	RF      7/13/2022	
	_____	_____
	INDOT DE Initials and Date	INDOT ESD Initials and Date

**Certification of Public Involvement**

\_\_\_\_\_

INDOT Consultant Services Signature and Date

**INDOT DE/ESD Reviewer Signature and Date:** \_\_\_\_\_

**Name and Organization of CE/EA Preparer:** Molly Barletta, Kaskaskia Engineering Group, LLC

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### 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.**

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

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

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

Notice of Survey letters were mailed to potentially affected property owners near the project area on October 10, 2019 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey letter is included in Appendix G, pages 1 to 3.

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in the 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.

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Vincennes

Local Name of the Facility: SR 61

Funding 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.*

Per the INDOT Roadway Project Application dated January 2, 2018, the need is due to the deteriorating condition of the pavement that has functional and structural cracking, rutting, and an International Roughness Index (IRI) of 139 in/mile, which is fair condition, along SR 61 throughout the project study area (Appendix I, pages 1 to 2). Additionally, the project area lacks ADA-compliant curbs and sidewalks.

The purpose of the project is to extend the service life of the roadway by addressing the pavement deficiencies of the existing pavement, updating the curb ramps and sidewalks to be ADA-compliant, providing for safe travel along SR 61, and improving the IRI to 120 in/mile or less (good condition).

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Warrick Municipality: Lynnville

Limits of Proposed Work: From 0.14 mile south of I-64 to 0.88 mile north of SR 68 (Town of Lynnville).

Total Work Length: 1.17 Mile(s) Total Work Area: 6.75 Acre(s)

Is an Interstate Access Document (IAD)<sup>1</sup> required?

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

<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.

Yes <sup>1</sup>	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: _____	

*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) and the Federal Highway Administration (FHWA) intend to proceed with this preventive maintenance overlay and improvements project.

The project is located on SR 61, 0.14 mile south of I-64 to 0.88 mile north of SR 68 (Appendix B, page 1). The project is located in Sections 3, 4, 9, 10, Township 4 S, Range 8 W, and Sections 33, 34, Township 3 S, Range 8 W, Hart Township, Warrick County, Town of Lynnville, Indiana.

This section of SR 61 is classified as a Major Collector, consisting of two thru lanes that vary in width throughout the project area. Per the January 2, 2018 INDOT Roadway Project Application, the project has functional cracking of 37%, structural cracking of 3%, rutting at 0.2", and an IRI of 139 in/mile (Appendix I, pages 1 to 2). Additionally, the curb ramps and sidewalks are not in compliance with

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ADA standards. The project corridor is located in an urbanized area (Town of Lynnville) consisting of mixed uses, predominantly commercial and residential uses with stand-alone structures.

The preferred alternative for this project includes partial and full depth patching, where appropriate, throughout the project limits. From the northern project limits to just south of the SR 61/SR68 intersection, INDOT proposes to mill 1.5 inches off the existing pavement and overlay with 1.5 inches of hot mix asphalt (HMA) surface material. In addition, the following work will occur: curb ramp replacements at all quadrants of SR 61 and 1<sup>st</sup> Street and 2<sup>nd</sup> Street, and SW and SE quadrants of SR 61 and 3<sup>rd</sup> Street; closed drainage systems on the west and east sides of SR 61 from the gas stations north of the SR 61/SR 68 intersection to 1st Street; new sidewalk will be added from the gas stations north of the SR 61/SR 68 intersection to 1st Street (east and west sides) and reconstruction of sidewalk from 1st Street to 3rd Street (east and west sides); and curb and gutter/vertical curb work associated with sidewalk work. Approximately 0.59 acre of permanent right-of-way (ROW) and 0.16 acre of temporary ROW is anticipated. All work will take place within 100 feet of the existing pavement. Every effort to avoid, minimize, and/or mitigate project impacts will be made. Preliminary project plans are included in Appendix B (pages 5 to 82).

The proposed method of traffic maintenance is anticipated to require phased construction and will maintain a single travel lane for each direction of travel (Appendix B, pages 25 to 37). The MOT for the project is discussed in further detail in the MOT During Construction section of this document.

The overlay of SR 61 will address the current structural and functional deficiencies of the pavement and address the service life issue. The curb ramp and sidewalk improvements will make these features ADA-compliant. This will improve overall travel in the area and meet the purpose and need.

The project extends from the SR 61 and County Road (CR) 1250 N intersection to the south through the Town of Lynnville to 0.14 mile south of I-64, which are the logical termini for the project. This project demonstrates independent utility because it will improve the roadway as an independent project and does not depend on any other planned projects.

### OTHER ALTERNATIVES CONSIDERED:

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

**No Build:** The No Build Alternative does not address the deteriorating condition of the existing pavement. If no action is taken, the condition of the pavement will continue to deteriorate resulting in unsafe travel and a roadway past its service life. This would not address the purpose and need. Therefore, this alternative was discarded.

**Full Depth Pavement Replacement:** This alternative would have replaced the existing concrete pavement from the SR 68 and SR 61 intersection south to 0.14 mile south of I-64. This alternative does not address the non-compliant ADA curbs and sidewalks or the majority of pavement deterioration through the Town of Lynnville; thus, this would not address the purpose and need. Therefore, this alternative was discarded.

**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

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### ROADWAY CHARACTER:

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

Name of Roadway	<u>SR 61</u>			
Functional Classification:	<u>Major Collector</u>			
Current ADT:	<u>3,740</u>	<u>VPD (2023)</u>	Design Year ADT:	<u>3,740</u> <u>VPD (2043)</u>
Design Hour Volume (DHV):	<u>368 VPH</u>	Truck Percentage (%)		<u>10.5</u>
Designed Speed (mph):	<u>Varies 25-55</u>	Legal Speed (mph):		<u>Varies 25-55</u>

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Thru travel		Thru travel	
Pavement Width:	Varies 12' to 20'	ft.	Varies 12' to 20'	ft.
Shoulder Width:	Varies 1' to 10'	ft.	Varies 1' to 10'	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	Varies 0' to 6'	ft.	Varies 4' to 6'	ft.

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

### BRIDGES AND/OR SMALL STRUCTURE(S):

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

 Structure/NBI Number(s): \_\_\_\_\_ Sufficiency Rating: \_\_\_\_\_  
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:				
Number of Spans:				
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.*

The non-historic SR 61 over I-64 EB/WB structure (Str # 061-87-05600 B/NBI # 021660) is located within the project limits near the southern terminus; however, no work is planned for this structure.



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The approximate existing ROW varies from 12' to 17.5' from the centerline north of the SR 61 and SR 68 intersection and varies from 50' to 82.5' from centerline south of the intersection. The existing ROW consists of concrete sidewalks and curbs with intermittent mowed areas adjacent to existing mixed uses, such as residences and commercial businesses. The proposed ROW will only change north of SR 68 and will vary from 25' to 50' either side of the centerline. ROW locations are denoted in the project plans in Appendix B.

The project requires approximately 0.59 acre of permanent ROW. The project requires approximately 0.16 acre of temporary ROW. Proposed ROW widths along SR 61 are 65 feet from centerline. The following details the location and type of property acquisitions.

Use	Location	Perm. R/W (ac.)	Temp. R/W (ac.)
Commercial	NE quadrant of SR 61/68	0.0000	0.0114
Commercial	NW quadrant of SR 61/SR 68	0.0102	0.0036
Vacant/Open Space	SE quadrant of SR 61/1st Street	0.0620	0.0696
Residential	119 Main Street	0.0321	0.0151
Residential	SW quadrant of SR 61/1st Street	0.0259	0.0000
Residential	NE quadrant of SR 61/1st Street	0.0279	0.0080
Other: Town of Lynnville	NW quadrant of SR 61/W 1st Street	0.0000	0.0283
Residential	202 Main Street	0.0252	0.0000
Residential	209 Main Street	0.0665	0.0000
Commercial	SW quadrant of SR 61/W 2nd Street	0.0760	0.0000
Residential	226 Main Street	0.0178	0.0000
Commercial	SW quadrant of SR 61/W 2nd Street	0.0184	0.0000
Commercial	SE quadrant of SR 61/E 2nd Street	0.0119	0.0000
Residential	SW quadrant of SR 61/W 1st Street	0.0255	0.0000
Residential	310 N Main Street	0.0446	0.0000
Vacant/Open Space	W side of SR 61, N of 301 N Main Street	0.0313	0.0000
Residential	317 N. Main Street	0.0129	0.0021
Other: Lodge of Free Masons	E side of SR 61, S of 326 N Main Street	0.0218	0.0000
Residential	321 N Main Street	0.0143	0.0057
Residential	SE quadrant of SR 61/E 3rd Street	0.0350	0.0000
Residential	SW quadrant of SR 61/W 3rd Street	0.0296	0.0119

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

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

**SECTION A - EARLY COORDINATION:**

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

Early coordination letters were sent on August 4, 2021 (Appendix C, pages 1 to 2) and May 16, 2022 (Appendix C, pages 3 to 4).

<b>Agency</b>	<b>Date Sent</b>	<b>Response Date</b>	<b>Appendix</b>
Federal Highway Administration (FHWA)	August 4, 2021	No response received	N/A
Indiana Geological and Water Survey (IGWS)	August 4, 2021	August 4, 2021	Appendix C, pages 5 to 7
U.S. Department of Housing and Urban Development (HUD)	August 4, 2021	No response received	N/A
Indiana Department of Environmental Management (IDEM) – Wetlands and Stormwater Programs	May 16, 2022	No response received	N/A
IDEM - Groundwater Section	August 4, 2021	August 13, 2021	Appendix C, page 8
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW)	August 4, 2021	September 2, 2021	Appendix C, pages 9 to 10
National Park Service (NPS)	August 4, 2021	No response received	N/A
INDOT Vincennes Sr Environmental Manager Supervisor	August 4, 2021	August 5, 2021	Appendix C, page 11
INDOT Project Manager	August 4, 2021	No response received	N/A
U.S. Army Corps of Engineers (USACE)	August 4, 2021	No response received	N/A
Evansville MPO	August 4, 2021	No response received	N/A
Warrick County Storm Management	August 4, 2021	No response received	N/A
Warrick County Sheriff	August 4, 2021	No response received	N/A
Warrick County Surveyor	August 4, 2021	No response received	N/A
Lynnville Volunteer Fire Department	August 4, 2021	No response received	N/A
Warrick County Highway Department	August 4, 2021	No response received	N/A
Warrick County Commissioners	August 4, 2021	August 4, 2021	Appendix C, page 13
Lynnville Town Board	August 4, 2021	August 6, 2021	Appendix C, page 12
Lynnville Elementary School	August 4, 2021	August 4, 2021	Appendix C, page 14
Natural Resources Conservation Service (NRCS)	August 4, 2021	September 9, 2021	Appendix C, page 15

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

**SECTION B – ECOLOGICAL RESOURCES:**

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



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Navigable Waterways

Total stream(s) in project area: 179 Linear feet Total impacted stream(s): 12-permanent Linear feet  
10-temporary

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
UNT 1 to Big Creek	Intermittent	179	12-permanent 10-temporary	Flows northwest to southeast crossing SR 68 east of the SR 61/SR 68 intersection and is likely a Waters of the US (Appendix F).

*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 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, and the Red Flag Investigation (RFI) report (Appendix E, pages 1 to 12), there are 22 streams, rivers, watercourse, or other jurisdictional features within the 0.5-mile search radius. There is one stream, river, watercourse, or other jurisdictional feature within or adjacent to the project area. That number was confirmed by the site visit on April 14, 2021 and July 21, 2021 by Kaskaskia Engineering Group, LLC (KEG).

No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterway are present in or adjacent to the project area.

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office (EWPO) on June 2, 2022. Please refer to Appendix F, pages 1 to 20 for the *Waters of the U.S. Determination/Wetlands Delineation Report*. It was determined that one likely intermittent jurisdictional stream is located within the investigated area and will be impacted by the project. The USACE makes all final determinations regarding jurisdiction.

Unnamed Tributary (UNT) 1 to Big Creek is an intermittent stream that flows under SR 68 that eventually flows into to Ohio River. A defined ordinary high water mark (OHWM) was observed that was approximately 4' wide and approximately 0.67' deep. Upstream drainage comes from mostly residential areas. Approximately 179 linear feet (LF) of the stream is within the investigated area.

Approximately 12 LF (0.001 acre) of permanent impacts and approximately 10 LF (0.001 acre) of temporary impacts to UNT 1 to Big Creek will occur due to the installation of revetment riprap for scour protection on the northeast side of the SR 61/SR 68 intersection. The total impact to UNT 1 to Big Creek is 22 LF (0.002 acre). Avoidance was not practicable, as project limits have been constrained to the smallest possible to complete the project.

Due to impacts to likely Waters of the U.S., a USACE Section 404 Nationwide Permit (NWP) and an IDEM Section 401 Water Quality Certification (WQC) will be required (Appendix F, pages 1 to 20). It is likely no mitigation will be required since cumulative impacts to Waters of the US will be below 0.1 acre.

IDNR-DFW responded on September 2, 2021 requesting further coordination will be necessary if the UNT to Big Creek located between SR 68 and I-64 was impacted (Appendix C, pages 9 to 10). Since this UNT to Big Creek is not impacted, no further coordination was necessary. All applicable recommendations are included in the Environmental Commitments section of this CE document.

**Open Water Feature(s)**

- Reservoirs
- Lakes
- Farm Ponds
- Retention/Detention Basin
- Storm Water Management Facilities
- Other: \_\_\_\_\_

**Presence**

X

**Impacts**

Yes	No
	X

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*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 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, and the RFI report (Appendix E, pages 1 to 12), there are 43 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 April 14, 2021 and July 21, 2021 by KEG. Therefore, no impacts are expected.

**Presence** **Impacts**

Yes No

**Wetlands**

Total wetland area: \_\_\_\_\_ Acre(s)    Total wetland area impacted: \_\_\_\_\_ 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)

<b>Wetlands (Mark all that apply)</b>	<b><u>Documentation</u></b>	<b><u>ESD Approval Dates</u></b>
Wetland Determination	<input type="checkbox"/>	<input type="text"/>
Wetland Delineation	<input type="checkbox"/>	<input type="text"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="text"/>

**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 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, and the RFI report (Appendix E, pages 1 to 12), there are 38 wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area. That number was confirmed by the site visit on April 14, 2021 and July 21, 2021 by KEG.

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT EWPO on June 2, 2022. Please refer to Appendix F, pages 1 to 20 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that no indicators of hydric soil, wetland vegetation, or hydrological indicators were found within the investigated area that would signify the presence of wetlands. Therefore, no impacts are expected.

IDNR-DFW responded on September 2, 2021 with standard recommendations regarding wetland impacts (Appendix C, pages 9 to 10). All applicable recommendations are included in the Environmental Commitments section of this CE document.

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

Total terrestrial habitat in project area: 0.18 Acre(s)      Total tree clearing: 0 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 April 14, 2021 and July 21, 2021 by KEG, and the aerial map of the project area (Appendix B, page 1), there are mowed grasses, shrubs, and trees, typical of an urbanized setting, surrounding the project corridor. The dominant species include Fine fescue (*Festuca ovina*), Kentucky bluegrass (*Poa pratensis*), and Perennial ryegrass (*Lolium perenne*). Approximately 0.18 acre of terrestrial habitat will be disturbed due to the curb ramp and sidewalk improvements. Avoidance alternatives would not be practical as the project limits have been constrained to the smallest area possible to complete the project.

No trees are anticipated to be removed or cleared as part of this project.

The IDNR-DFW responded on September 2, 2021 regarding tree removal dates, revegetation, and erosion control (Appendix C, pages 9 to 10). All applicable recommendations are included in the Environmental Commitments section of this CE document.

### 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.*

Based on a desktop review and the RFI report (Appendix E, pages 1 to 12), completed by KEG on November 12, 2021, the IDNR Warrick County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated September 2, 2021 (Appendix C, pages 9 to 10), the Natural Heritage Program's Database has been checked and 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. An INDOT 0.5-mile bat review occurred on April 20, 2021 and did not indicate the presence of endangered bat species in or within the project area.

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 16 to 31). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.

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The project qualifies for the *Rangewide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between the FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on May 19, 2022, and based on the responses provided, the project was found to "May Affect – Not Likely to Adversely Affect" the Indiana bat and/or the NLEB (Appendix C, pages 32 to 41). INDOT reviewed and verified the effect finding on May 20, 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. General construction and lighting Avoidance and Minimization Measures (AMMs) are applicable to this project. AMMs and/or commitments 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 the project plans are changed, USFWS will be contacted for consultation.

### Geological and Mineral Resources

- Project located within the Potential Karst Features Area of Indiana
- 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 Study/Report reviewed by INDOT EWPO (if applicable): \_\_\_\_\_

*Discuss if project is located in Potential Karst Features Area of Indiana 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. Describe if any impacts will occur to any karst features. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Karst MOU and coordinated and reviewed by INDOT EWPO)*

Based on a desktop review and the Indiana Karst Region Map, the project is located in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page 1) and the RFI report (Appendix E, pages 1 to 12), there are no karst features identified within or adjacent to the project area. In the early coordination response on August 4, 2021, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages 5 to 7). IGWS did indicate moderate liquefaction potential, low potential bedrock resource, no documented sand and gravel resource in the area, and surface coal mines. Response from IGWS has been communicated with the designer on June 20, 2022. No impacts are expected.

### SECTION C – OTHER RESOURCES

#### Drinking Water Resources

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

#### Presence


#### Impacts

Yes	No

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

Yes	No
	<b>X</b>

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*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.*

This project is located in Warrick 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, a detailed groundwater assessment is not needed, and no impacts are expected.

The IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead>) was accessed on June 14, 2022 by KEG. This project is not located within Wellhead Protection Area or Source Water Area. In an early coordination letter dated August 13, 2021, IDEM stated the project is not located within a wellhead area (Appendix C, page 8). No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on June 14, 2022 by KEG. 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 KEG on June 14, 2022, this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, a site visit on April 14, 2021 and July 21, 2021 by KEG, and the aerial map of the project area (Appendix B, page 1), no public water systems were identified. Therefore, no impacts are expected.

### Floodplains

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

#### Presence


#### Impacts

Yes	No

If applicable, indicate the Floodplain Level?

Level 1     Level 2     Level 3     Level 4     Level 5

*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.*

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on June 14, 2022 by KEG. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 14). 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.

### Farmland

- Agricultural Lands
- Prime Farmland (per NRCS)

#### Presence


#### Impacts

Yes	No

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

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

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*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 April 14, 2021 and July 21, 2021 by KEG, the aerial map of the project area (Appendix B, page 1), 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. An early coordination letter was sent on August 4, 2021, to Natural Resources Conservation Service (NRCS). In a response dated September 8, 2021, NRCS stated the project will not cause a conversion of prime farmland (Appendix C, page 15).

### SECTION D – CULTURAL RESOURCES

<b>Minor Projects PA</b>	<b>Category(ies) and Type(s)</b> <input type="text" value="B-1"/>	<b>INDOT Approval Date(s)</b> <input type="text" value="May 10, 2022"/>	<b>N/A</b> <input type="text"/>
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**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)

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

**MOA Signature Dates** (List all signatories)

Memorandum of Agreement (MOA)

*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 May 10, 2022 the INDOT-CRO determined that this project falls within the guidelines of Category B, Type 1 under the Minor Projects Programmatic Agreement (Appendix D, pages 1 to 8). Category B-1 includes 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 when work occurs in undisturbed soils and an archaeological investigation has been conducted or when work occurs adjacent to or within a National Register-listed or eligible district.

INDOT-CRO completed an above-ground resource desktop review of the project area. No National Register or Indiana State Register listed resources are present within or adjacent to the project area. The Indiana Historic Sites and Structures Inventory (IHSSI) listed 13 sites adjacent to the project. Due to the scope of work, no further review of the sites in the following areas was necessary: southern project terminus to the SR 61/SR 68 intersection, the intersection of SR 61/SR 68, between SR 68 and 1<sup>st</sup> Street, the SR 61/1<sup>st</sup> Street intersection, the SR 61/2<sup>nd</sup> Street intersection, and from 3<sup>rd</sup> Street to the northern project terminus (including the intersection of SR 61/4<sup>th</sup> Street). Three remaining areas were reviewed in further detail via a site visit. SR 61 between 1<sup>st</sup> Street and 2<sup>nd</sup> Street listed one site, Lynnville Post Office (IHSSI #173-374-06002, notable), determined to have a flagpole present in front; however, no other unusual

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features are present in this portion of the project area. SR 61 between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street listed two sites, the Lynnville Masonic Lodge (IHSSI #173-374-06003, notable) and the Klussmeier Store (IHSSI #173-374-06004, outstanding). The Klussmeier Store has since been demolished and no other unusual features were present in this portion of the project area. SR 61 and 3<sup>rd</sup> Street listed two sites, a mid-twentieth century house in the southeast quadrant (IHSSI #173-374-05035, notable) and another in the southwest quadrant (IHSSI #173-374-05036, contributing). No unusual features were present in this portion of the project area. The following commitment was made: The flagpole in front of the Lynnville Post Office (IHSSI #173-374-06002; "notable") shall be avoided by the project, if feasible or removed and reset.

INDOT-CRO completed an archaeological reconnaissance of the project area. A desktop review indicated no archaeological sites or reconnaissances have been recorded within the project area. A series of shovel test probes was also completed for the site and no archaeological sites were recorded. 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 the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been filled.

### 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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Wildlife and Waterfowl Refuges</b>			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Historic Properties</b>			
Site eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b><u>Evaluations</u></b>			
<b><u>Prepared</u></b>			
Programmatic Section 4(f)	<input type="checkbox"/>		
"De minimis" Impact	<input checked="" type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

*Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation 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 1), and the RFI report (Appendix E, pages 1 to 12), there is one potential 4(f) resource located within the 0.5 mile search radius. According to additional research and by the site visit on April 14, 2021 and July 21, 2021 by KEG, there are 14 Section 4(f) resources located within or adjacent to the project area. Of these, 13 are considered historic sites and one is considered a publicly-owned park. The following details the historic sites. The MPPA determination by INDOT-CRO identified 2 IHSSI sites adjacent to the project resulting in a *de minimis* 4(f) use of the property (Appendix

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D, page 5). On the east side of SR 61 between 2<sup>nd</sup> Street to 3<sup>rd</sup> Street, 0.022 acre of permanent ROW will be acquired from the Lynnville Masonic Lodge (IHSSI #173-374-06003) to widen the sidewalk and avoid relocating the existing utility pole. The area to be acquired consists of existing sidewalk and a small amount of lawn. Since the lawn is not already in a transportation use, this acquisition constitutes a *de minimis* 4(f) use of the property. A total of 0.035 acre of permanent ROW will be acquired from the house (IHSSI #173-374-05035) located in the southeast corner of the SR 61 and 3<sup>rd</sup> Street intersection to construct ADA-compliant curb ramps and reconstruct the sidewalk. The area to be acquired consists of existing sidewalk and the lawn. Since the lawn is not in a transportation use, this acquisition constitutes a *de minimis* 4(f) use of the property.

The publicly-owned park constitutes the Lynnville Memorial located at the northwest quadrant of West 1<sup>st</sup> Street and SR 61 (Appendix C, page 45). This 0.16-acre property serves as one of the Town's public open spaces. The project will acquire 0.0283 acre of temporary ROW for curb ramp and sidewalk ADA compliance reconstruction. The temporary ROW will allow contractors to access the construction site. The area of temporary ROW being acquired from the Lynnville Memorial is characterized by mowed grass and concrete sidewalk. Once construction is complete, the 0.0283 acre of temporary ROW will be restored as it presently exists. Because this area of the Lynnville Memorial may be temporarily closed during project construction, it was evaluated for Section 4(f) temporary occupancy. To meet temporary occupancy the project had to meet the following conditions:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

On April 21, 2022 KEG requested concurrence from the Town of Lynnville, the Official with Jurisdiction (OWJ) on the site, regarding the above criteria. The OWJ (Town of Lynnville) concurred on April 22, 2022 that the project meets the above five criteria for temporary occupancy of a Section 4(f) resource (Appendix C, pages 42 to 44).

This completes the 4(f) analysis. No further coordination is necessary.

**Section 6(f) Involvement**

**Presence**

**Use**

**Section 6(f) Property**

**Yes**

**No**

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of three properties in Warrick County (Appendix I, page 3). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

**SECTION F – Air Quality**

**STIP/TIP and Conformity Status of the Project**

Is the project in the most current STIP/TIP?

**Yes**

**No**

Is the project located in an MPO Area?



Is the project in an air quality non-attainment or maintenance area?



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If Yes, then:

Is the project in the most current MPO TIP? 

X
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Is the project exempt from conformity? 

X
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If No, then:

Is the project in the Transportation Plan (TP)? 

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--

Is a hot spot analysis required (CO/PM)? 

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Location in STIP:

Name of MPO (if applicable):

Evansville MPO

Location in TIP (if applicable):

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Level of MSAT Analysis required?

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

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

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

This project is located in Warrick County, which is currently in attainment for all criteria pollutants according to IDEM. Therefore, the conformity procedures of 40 CFR 93 do not apply.

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.

### SECTION G - NOISE

**Noise**

**Yes**

**No**

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



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

*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 *INDOT Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

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## 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 amended 2007 Comprehensive Plan for Warrick County was reviewed by KEG on June 14, 2022 and did not identify any future plans for this project area or local/regional development patterns. The project is not anticipated to negatively affect community cohesion, the local tax base, or property values, since transportation within the community and connectivity to community resources will not be permanently affected.

On June 14, 2022, KEG reviewed [www.indianafestivals.org](http://www.indianafestivals.org) for any special events or festivals in the Town of Lynnville or surrounding Warrick County area throughout the year. Six events were identified, but were located in Boonville, Indiana or Newburgh, Indiana. However, if these events are held during the proposed construction activities, the commute times to events may be impacted causing a short-term impact. Announcements regarding construction activities will be published on the INDOT social media pages and coordination with the community will occur to minimize disruption to the extent possible.

Delays shall occur during construction but will cease with project completion. Temporary community and economic impacts will occur due to increased travel time and expense; therefore, no long-term negative impacts to the community or its economy are expected.

**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, the aerial map of the project area (Appendix B, page 1), and the RFI report (Appendix E, pages 1 to 12) there are five public facilities within the 0.5-mile search radius. There are two public facilities within or adjacent to the project area, which was confirmed by the site visit on April 14, 2021 and July 21, 2021 by KEG. The Lynnville Memorial, located in the northwest quadrant of West 1<sup>st</sup> Street and SR 61 and the Lynnville Town Hall directly adjacent to the north. There will be no permanent alterations or adverse physical impacts to either facility.

The Town of Lynnville responded on August 6, 2021 with a response to the question of what occurs at the Town Hall and adjacent memorial (Appendix C, page 12). The Lynnville Elementary School principal responded on August 4, 2021 in support of the project improvements (Appendix C, page 14).

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?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

*Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high and 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 ROW. The project will require 0.59 acre of permanent ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Warrick County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Town of Lynnville. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2020 ACS 5-Year Estimates was obtained from the <https://data.census.gov/cedsci/> on June 17, 2022 by KEG. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Min Minority and Low-Income Data (2020: US Census Bureau, ACS 5-Year Estimates)

	COC – Warrick County	AC-1 – Town of Lynnville	AC-2 – Census Tract 302, Warrick County
Percent Minority	9	3	4
125% of COC	11	4	5
EJ Population of Concern		No	No
Percent Low-Income	6	5	4
125% of COC	7	6	5
EJ Population of Concern		No	No

AC-1, Town of Lynnville has a percent minority of 3% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 302, Warrick County has a percent minority of 4% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain minority populations of EJ concern.

AC-1, Town of Lynnville has a percent low-income of 5% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 302, Warrick County has a percent low-income of 4% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I. In summary, the percentage of low-income or minority populations in Warrick County are relatively low. In comparison, the Town of Lynnville and the census tract consisting of the Town of Lynnville are similar with relatively low populations of low-income or minority cohorts. No further environmental justice analysis is warranted.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?

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

Is a BIS or CSRS required?

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

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*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

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

Documentation

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?

X

Date RFI concurrence by INDOT SAM (if applicable): November 12, 2021

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

Based on a review of GIS and available public records, the RFI was completed on August 8, 2021 by KEG and INDOT SAM provided their concurrence on November 12, 2021 (Appendix E, pages 1 to 12). Four Leaking Underground Storage Tanks (LUSTs), one Institutional Controls site, four NPDES facilities, and four NPDES pipe locations are located within 0.5 mile of the project area. The four LUSTs are located in the project area and detailed as follows:

- Rocket Wholesale {currently Casey's}, 107 North Main Street {northwest corner of SR 68 and SR 61}, AI #59046, is currently a gas station. IDEM issued a No Further Action {NFA} Determination Pursuant to RISC on June 25, 2007. Low levels of soil and groundwater contamination remain on the site. An ERC was placed on the property on April 5, 2007. The ERC specifically prohibits the use of groundwater and soil. The old facility was removed in 2017 and replaced with the Casey's. If excavation occurs in this area, it is possible petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.
- Country Cupboard 1, SR 68 and SR 61 {northeast corner}, AI #58921, is currently a gas station. IDEM issued an NFA Determination Pursuant to Remediation Closure Guide on February 28, 2018. The closure was unconditional for soil, groundwater, and vapor intrusion exposure. Groundwater flow appears to be to the south-southeast. No impact is expected from the release. A UST Inspection conducted on October 27, 2021, indicated that violations relating to leak detection were observed. While not likely, soil/groundwater contamination could be encountered and proper handling, removal, and disposal of soil/groundwater may be necessary.
- Ringman Estate, 209 Main Street {northwest corner of SR 61 and 1st Street}, AI #60324, was formerly the site of a gas station. The site operated as an automobile repair garage and gasoline service station pre-1980. A closure occurred at the site in August 1998, and approximately 54 tons of contaminated soil were removed and disposed. Confirmatory soil samples were analyzed for TPH, and results were all less than detection limits. While not likely, soil/groundwater contamination could be encountered and proper handling, removal, and disposal of soil/groundwater may be necessary. If contamination is encountered, sampling for lead will be necessary before disposal.

If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

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### Part IV – Permits and Commitments

<b>PERMITS CHECKLIST</b>
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Permits (mark all that apply)

Likely Required

**Army Corps of Engineers (404/Section 10 Permit)**

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

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

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Natural Resources**

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

**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."

Due to impacts to likely Waters of the U.S., a USACE Section 404 Nationwide Permit (NWP) and an IDEM Section 401 Water Quality Certification (WQC) will be required. No mitigation will be required since cumulative impacts to Waters of the US will be below 0.1 acre.

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.

<b>ENVIRONMENTAL COMMITMENTS</b>
----------------------------------

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 ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Vincennes District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access (INDOT ESD)
3. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)

## Indiana Department of Transportation

County Warrick

Route SR 61

Des. No. 1800176

4. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. 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)
6. 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)
7. The flagpole in front of the Lynnville Post Office (IHSSI #173-374-06002; "notable") shall be avoided by the project, if feasible or removed and reset. (INDOT-CRO)
8. Rocket Wholesale {currently Casey's}, 107 North Main Street {northwest corner of SR 68 and SR 61}, AI #59046, is currently a gas station. IDEM issued a No Further Action {NFA} Determination Pursuant to RISC on June 25, 2007. Low levels of soil and groundwater contamination remain on the site. An ERC was placed on the property on April 5, 2007. The ERC specifically prohibits the use of groundwater and soil. The old facility was removed in 2017 and replaced with the Casey's. If excavation occurs in this area, it is possible petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT-SAM)
9. Country Cupboard 1, SR 68 and SR 61 {northeast corner}, AI #58921, is currently a gas station. IDEM issued an NFA Determination Pursuant to Remediation Closure Guide on February 28, 2018. The closure was unconditional for soil, groundwater, and vapor intrusion exposure. Groundwater flow appears to be to the south-southeast. No impact is expected from the release. A UST Inspection conducted on October 27, 2021, indicated that violations relating to leak detection were observed. While not likely, soil/groundwater contamination could be encountered and proper handling, removal, and disposal of soil/groundwater may be necessary. (INDOT-SAM)
10. Ringhman Estate, 209 Main Street {northwest corner of SR 61 and 1st Street}, AI #60324, was formerly the site of a gas station. The site operated as an automobile repair garage and gasoline service station pre-1980. A closure occurred at the site in August 1998, and approximately 54 tons of contaminated soil were removed and disposed. Confirmatory soil samples were analyzed for TPH, and results were all less than detection limits. While not likely, soil/groundwater contamination could be encountered and proper handling, removal, and disposal of soil/groundwater may be necessary. If contamination is encountered, sampling for lead will be necessary before disposal. (INDOT-SAM)
11. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned. (INDOT-SAM)

**Further Consideration:**

1. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)

Categorical Exclusion Level 2  
SR 61  
DES 1800176, Overlay and Improvements  
Warrick County, Indiana

**APPENDICES**

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**APPENDIX A**

INDOT Supporting Documents



## 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</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>6</sup> )	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic <sup>7</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>8</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>9</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>10</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

<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> 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>7</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>8</sup> Potential for causing a disproportionately high and adverse impact.

<sup>9</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>10</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

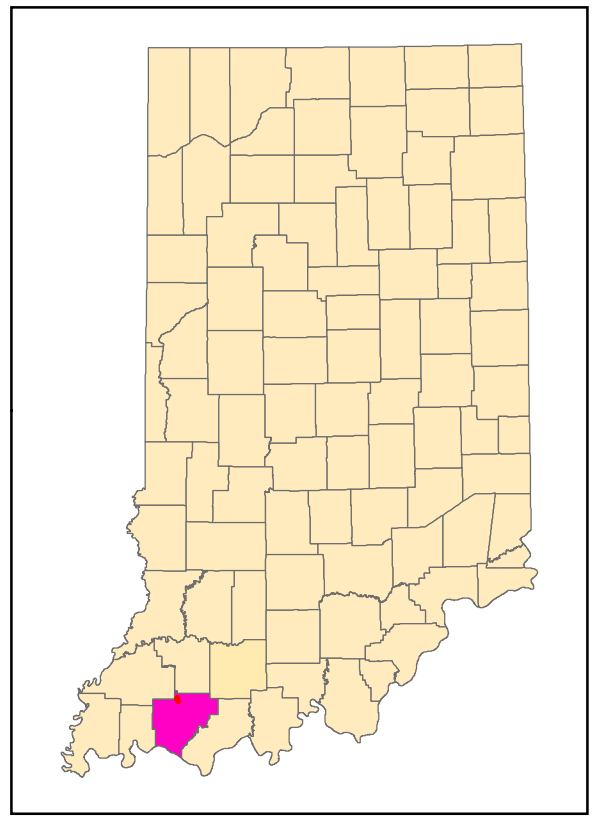
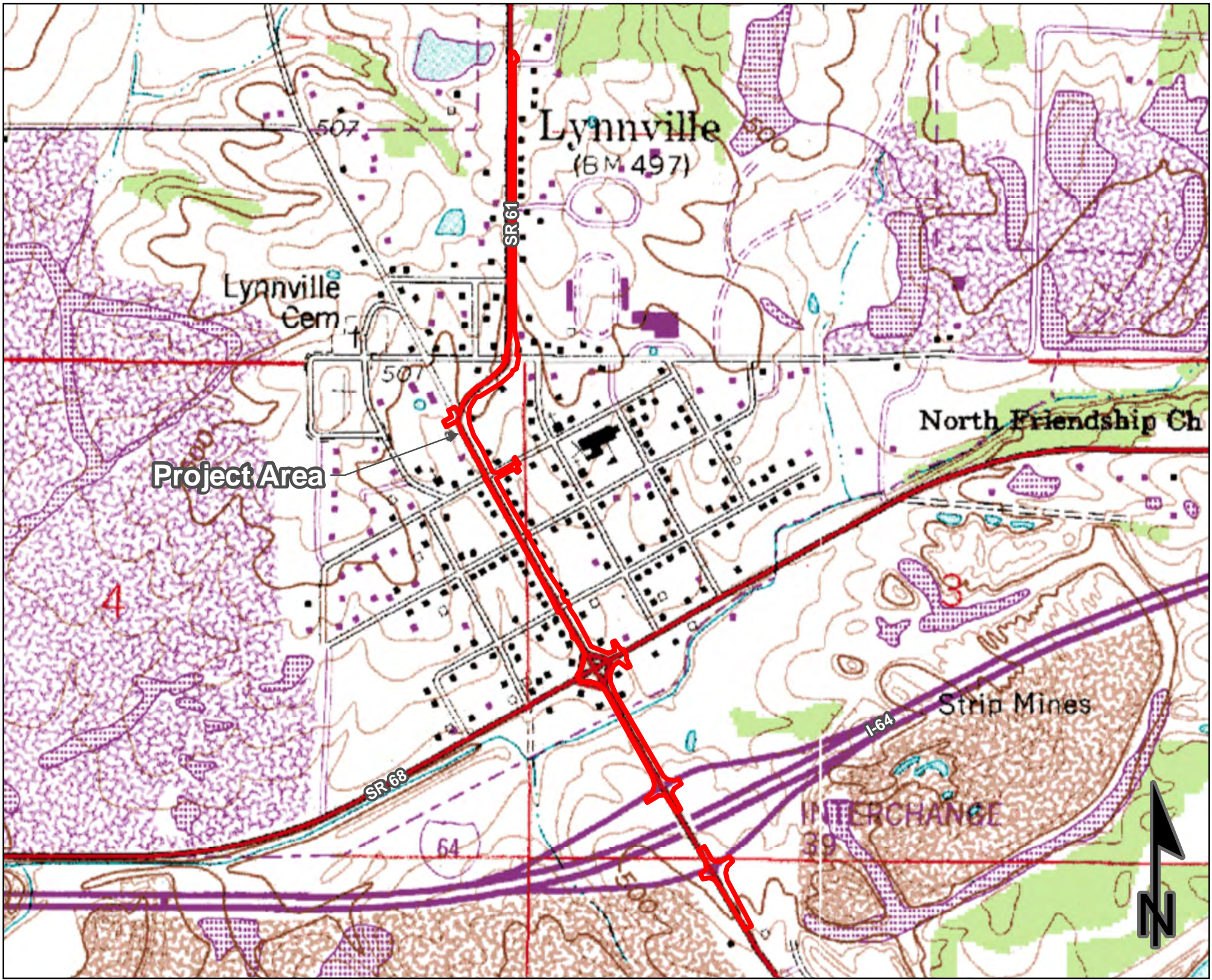
\* Includes the threatened/endangered species critical habitat

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

## **APPENDIX B**

Graphics

General Site Location  
 SR 61, 0.14 mile south of I-64 to 0.88 mile north of SR 68  
 Des. No. 1800176, Overlay and Curb Ramps  
 Warrick County, Indiana



Sources: 0.15 0.075 0 0.15 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.

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

**Photo Log**

DES 1800176: SR 61 Overlay and Improvements, Warrick County  
Photos Taken: 4/14/2021



1. Looking S at SR 61 from NE quadrant of SR 61/SR 68 intersection.



2. Looking NW at SR 61 from NE quadrant of SR 61/SR 68 intersection.



3. Looking SW at SR 61 from SR 61/1<sup>st</sup> Street intersection.



4. Looking NW at SR 61 from SR 61/1<sup>st</sup> Street intersection.

Photo Log

DES 1800176: SR 61 Overlay and Improvements, Warrick County  
Photos Taken: 4/14/2021



5. Looking NW at SR 61 from SR 61/2<sup>nd</sup> Street intersection.



6. Looking SW at SR 61 from SR 61/2<sup>nd</sup> Street intersection.



7. Looking N at SR 61 from SR 61/3<sup>rd</sup> Street intersection..



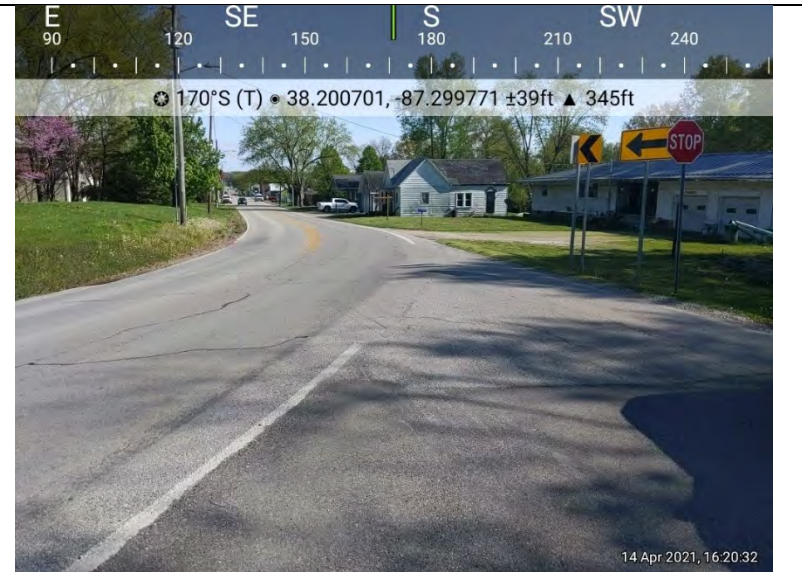
8. Looking S at SR 61 from SR 61/3<sup>rd</sup> Street intersection.

Photo Log

DES 1800176: SR 61 Overlay and Improvements, Warrick County  
Photos Taken: 4/14/2021



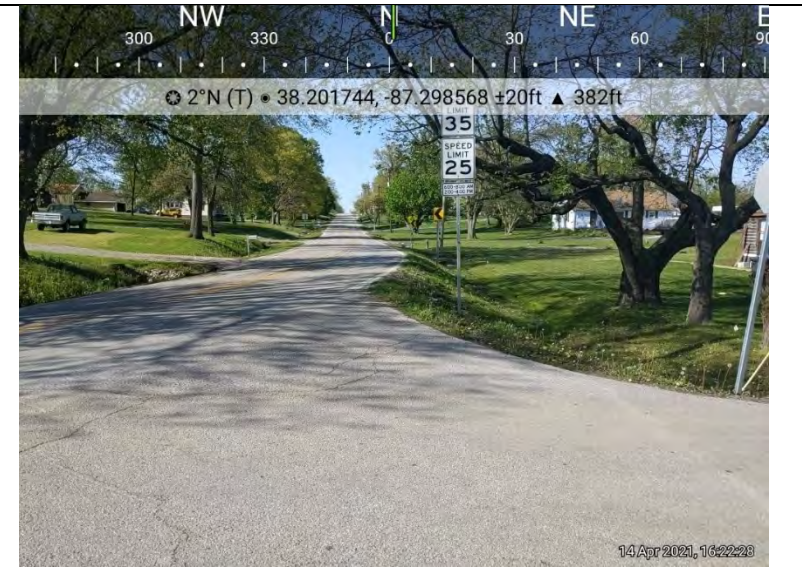
9. Looking N at SR 61, N of SR 61/Old Petersburg Road intersection.



10. Looking S at SR 61/Old Petersburg Road intersection.



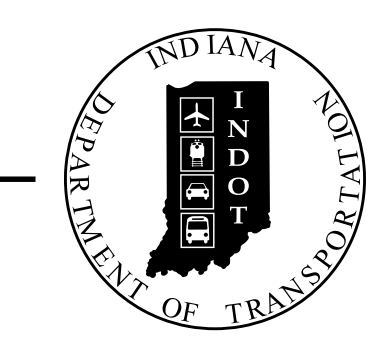
11. Looking W at 4<sup>th</sup> Street from SR 61/4<sup>th</sup> Street intersection.



12. Looking N at SR 61 from SR 61/4<sup>th</sup> Street intersection.

PROJECT	DESIGNATION
1800176	1800176
CONTRACT	
R-41407	

# INDIANA DEPARTMENT OF TRANSPORTATION



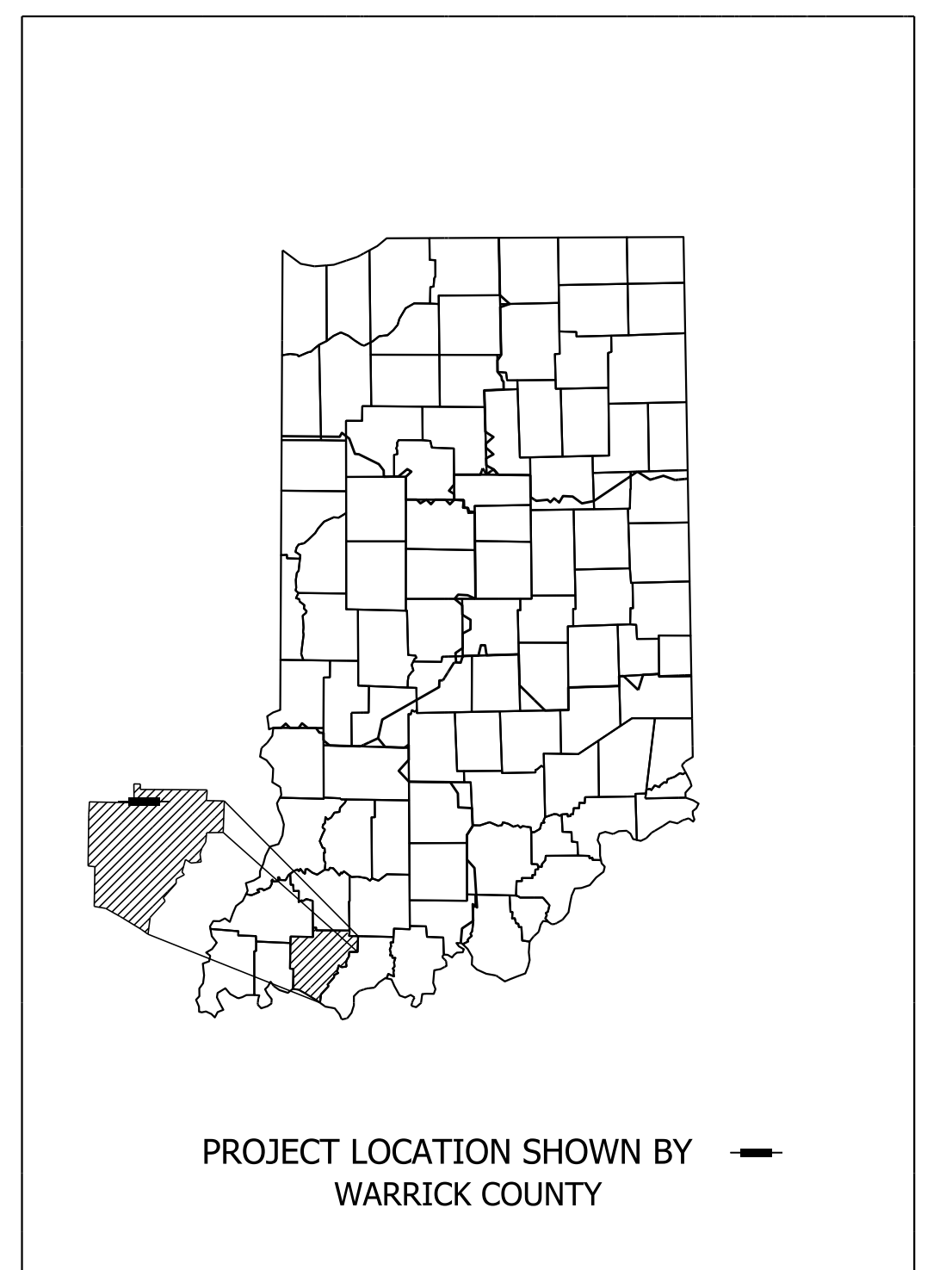
## ROAD PLANS

ROUTE: SR-61 FROM: RP 19+71 TO: RP 20+88  
 PROJECT NO. 1800176 P.E.  
 R/W CONST.

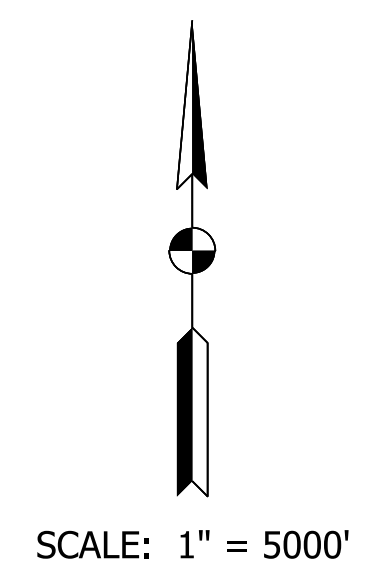
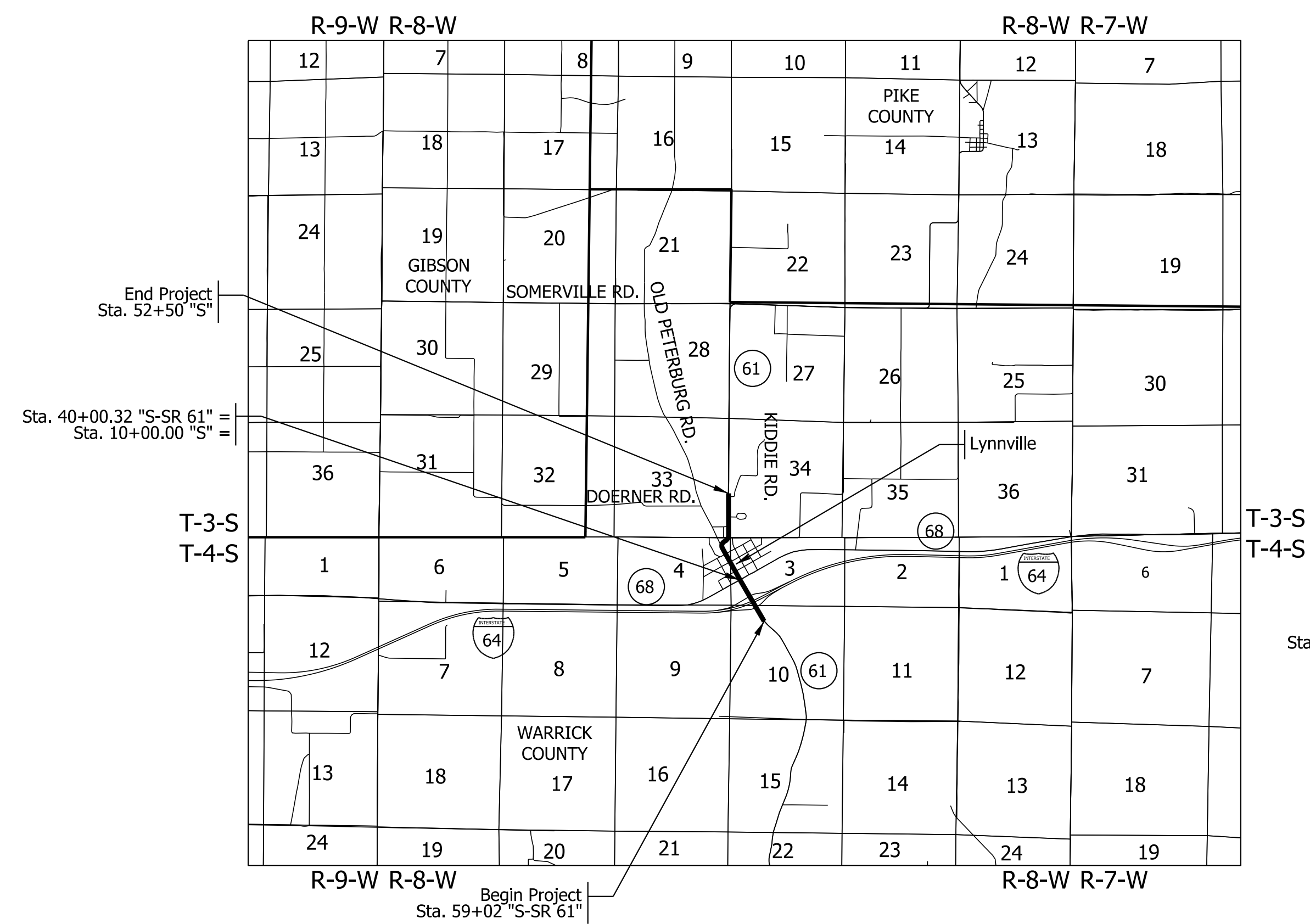
Plans omitted. Recent set of plans available on project website.

TRAFFIC DATA		
A.A.D.T. (2023)		3740 V.P.D.
A.A.D.T. (2043)		3740 V.P.D.
D.H.V (2043)		368 V.P.H.
DIRECTIONAL DISTRIBUTION		50/50 %
TRUCKS		10.5 % A.A.D.T. 4.9 % D.H.V.

DESIGN DATA	
DESIGN SPEED	Varies 25-55 M.P.H.
PROJECT DESIGN CRITERIA	PARTIAL 3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	PARTIAL



PREVENTIVE MAINTENANCE HMA OVERLAY ON SR-61  
 FROM 0.14 MILES SOUTH OF I-64 TO 0.88 MILES NORTH OF SR- 68 (LYNNVILLE)  
 SECTIONS 3, 4, 9, 10 IN T-4-S, R-8-W AND  
 SECTIONS 33, 34 IN T-3-S, R-8-W  
 HART TOWNSHIP, WARRICK COUNTY, INDIANA



LATITUDE: 38°11'54.00"N LONGITUDE: 87°17'53.00"W

GROSS LENGTH:	1.17 MI.
NET LENGTH:	1.12 MI.
MAX. GRADE:	%

Stage 3 Submittal  
 06/17/2022

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

**WSP**  
 WSP USA Inc.  
 115 W. Washington Street  
 Suite 1270S  
 Indianapolis, IN 46204  
 TEL: 317-972-1706

PLANS PREPARED BY:	WSP USA Inc.	317-972-1706
		PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

DESIGNATION	1800176
SURVEY BOOK	SHEETS
	1 of 112
CONTRACT	PROJECT
R-41407	1800176

Plot: 6/17/2022 2:38 PM

## **APPENDIX C**

### Early Coordination





## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204-2216

PHONE: (317) 515-7908

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

August 4, 2021

SAMPLE EARLY COORDINATION  
LETTER. ATTACHMENTS REMOVED  
FOR DUPLICATION PURPOSES.

Kari Carmany-George  
Federal Highway Administration  
Federal Office Building, Room 254  
575 North Pennsylvania Street  
Indianapolis, Indiana 46204

Re: Early Coordination Letter, DES No: 1800176, Overlay and Improvements on SR 61, 0.14 Mile South of I-64 to 0.88 Mile North of SR 68, Warrick County, Indiana.  
KEG No. 18-1101.02

Dear Ms. Carmany-George:

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the aforementioned roadway in Warrick County. 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 is located on SR 61, 0.14 mile south of I-64 to 0.88 mile north of SR 68, in Lynnville, Indiana. This section of SR 61 is a two lane *Major Collector*. The existing SR 61 cross section consists of two lanes that vary in width throughout the project area. The draft need is due to the deteriorating condition of the existing pavement. The draft purpose is to improve the ride and prevent further deterioration on SR 61 and improve pedestrian facilities. The approximate existing right-of-way (ROW) varies from 12 to 17.5 feet from the centerline north of the SR 61/SR 68 intersection and varies from 50 to 82.5 feet from centerline south of the SR 61 and SR 68 intersection.

The proposed project is anticipated to mill, overlay, and patch SR 61, with curb ramp and sidewalk work. Closed drainage system improvements are anticipated from the gas stations north of the SR 61/SR 68 intersection to 1<sup>st</sup> Street (east and west sides) and from 3<sup>rd</sup> to 4<sup>th</sup> Street (east side). Curb ramps will be replaced in some or all quadrants of the following intersections with SR 61: 1<sup>st</sup> Street, 2<sup>nd</sup> Street, 3<sup>rd</sup> Street, and 4<sup>th</sup> Street. New sidewalk is planned along SR 61 from the gas stations north of the SR 61/SR 68 intersection to 1<sup>st</sup> Street (east and west sides) and from 3<sup>rd</sup> to 4<sup>th</sup> Street (east side), with reconstructed sidewalk from 1<sup>st</sup> Street to 3<sup>rd</sup> Street (east and west sides). Curb and gutter/vertical curb work is also proposed from the gas stations north of the SR 61/SR 68 intersection to 4<sup>th</sup> Street. The project will require the acquisition of approximately 1.1 acres of permanent ROW, and 0.5 acres of temporary ROW. The project limits will be approximately 1.17 miles in length. The proposed method of traffic maintenance is anticipated to require phased construction with flaggers and/or temporary signals to maintain a single travel lane for both directions of travel. A short-term closure with an official detour is possible depending on the amount of concrete patching required near I-64. The extent of concrete patching will be determined by the approved pavement design report.

Approximately 25 trees will be cleared as part of this project. The project is anticipated to begin construction in Spring/Summer 2023.

Land use in the vicinity of the project is predominantly commercial, residential, and transportation. Kaskaskia Engineering Group, LLC will perform waters and wetlands determinations to identify water resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence as appropriate.

Please provide your response within thirty (30) calendar days from the date of this letter. However, should 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 me at 812-314-7041 or MBarletta@kaskaskiaeng.com, or Matthew Bullock, INDOT Project Manager at 812.830.9683 or mbullock1@indot.in.gov. Thank you in advance for your input.

Sincerely,



Molly Barletta  
Project Manager  
Kaskaskia Engineering Group, LLC

Attachments -

- Early Coordination Letter Recipient List
- Maps (Location, Aerial, Topographic)
- Photo Log

cc: Kendall Brown, PE, WSP



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204-2216

PHONE: (855) 463-6848

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

May 16, 2022

Re: Early Coordination Letter, DES No: 1800176, Roadway Project on SR 61, 0.14 Mile South of I-64 to 0.88 Mile North of SR 68, Warrick County, Indiana.  
KEG No. 18-1101.02

Dear Interested Party:

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the aforementioned roadway in Warrick County. 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 is located on SR 61, 0.14 mile south of I-64 to 0.88 mile north of SR 68, in Lynnville, Indiana. This section of SR 61 is a two lane *Major Collector*. The existing SR 61 cross section consists of two lanes that vary in width throughout the project area. The draft need is due to the deteriorating condition of the existing pavement. The draft purpose is to improve the ride and prevent further deterioration on SR 61 and improve pedestrian facilities. The approximate existing right-of-way (ROW) varies from 12 to 17.5 feet from the centerline north of the SR 61/SR 68 intersection and varies from 50 to 82.5 feet from centerline south of the SR 61 and SR 68 intersection.

The proposed project is anticipated to include partial and full depth patching, where appropriate, throughout the project limits. From the northern project limits to just south of the SR 61/SR68 intersection, INDOT proposes to mill 1.5 inches off the existing pavement and overlay with 1.5 inches of hot mix asphalt (HMA) surface material. In addition, the following work will occur: curb ramp replacements at various locations; closed drainage systems on the west and east sides of SR 61 from the gas stations north of the SR 61/SR 68 intersection to 1st Street; new sidewalk will be added from the gas stations north of the SR 61/SR 68 intersection to 1st Street (east and west sides) and reconstruction of sidewalk from 1st Street to 3rd Street (east and west sides); and curb and gutter/vertical curb work associated with sidewalk work. The project requires the acquisition of approximately 0.6 acres of permanent ROW, and 0.2 acres of temporary ROW. The project limits will be approximately 1.17 miles in length. The proposed method of traffic maintenance is anticipated to require phased construction with flaggers and/or temporary signals to maintain a single travel lane for both directions of travel. A short-term closure with an official detour is possible depending on the amount of concrete patching required near I-64. No trees will be cleared as part of this project. The project is anticipated to begin construction in Spring/Summer 2023.

Land use in the vicinity of the project is predominantly commercial, residential, and transportation. Kaskaskia Engineering Group, LLC will perform waters and wetlands determinations to identify water resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the

Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence as appropriate.

Please provide your response within thirty (30) calendar days from the date of this letter. However, should 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 me at 812-314-7041 or MBarletta@kaskaskiaeng.com, or Matthew Bullock, INDOT Project Manager at 812.830.9683 or mbullock1@indot.in.gov. Thank you in advance for your input.

Sincerely,

A handwritten signature in blue ink that reads "Molly Barletta".

Molly Barletta  
Project Manager  
Kaskaskia Engineering Group, LLC

Attachments -

- Early Coordination Letter Recipient List
- Maps (Location, Aerial, Topographic)
- Photo Log

cc: Emily Chen, PE, WSP

## Organization and Project Information

**Project ID:** 18-1101.02  
**Des. ID:** 1800176  
**Project Title:** Overlay and Improvements on SR 61  
**Name of Organization:** Kaskaskia Engineering Group, LLC  
**Requested by:** Molly Barletta

## 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:
  - Surface Coal Mines

\*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.

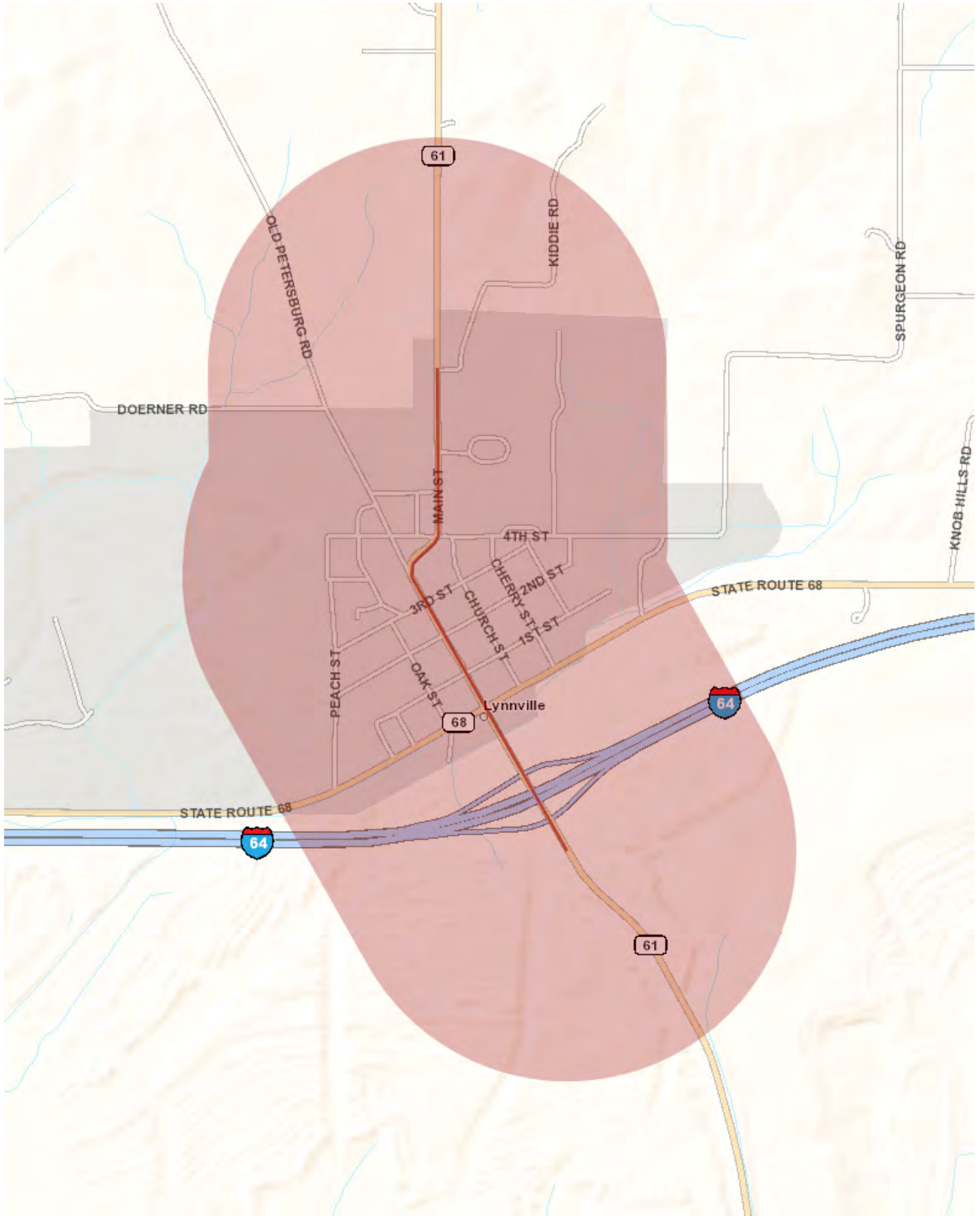
This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: August 04, 2021



# Metadata:

- [https://maps.indiana.edu/metadata/Geology/Coal\\_Mines\\_Surface.html](https://maps.indiana.edu/metadata/Geology/Coal_Mines_Surface.html)
- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)

August 13, 2021

66-33  
Kaskaskia Engineering Group, LLC  
Attention: Molly Barletta  
208 East Main Street, Suite 100  
Belleville, Illinois 62220

Dear Molly Barletta,

RE: Wellhead Protection Area  
Proximity Determination  
Des No 1800176  
SR 61, 0.14 Mile South of I-64 to 0.88 Mile  
North of SR 68, Overlay and Curb Ramps  
Warrick County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

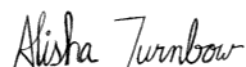
Note: the Drinking Water Branch has a self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to <https://www.in.gov/idem/cleanwater/pages/wellhead/>
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it suits your needs.

If you have any additional questions please feel free to contact me at the address above or at (317) 233-9158 and [aturnbow@idem.in.gov](mailto:aturnbow@idem.in.gov).

Sincerely,



Alisha Turnbow,  
Environmental Manager  
Ground Water Section  
Drinking Water Branch  
Office of Water Quality



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

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**DNR #:** ER-23962**Request Received:** August 4, 2021

**Requestor:** Kaskaskia Engineering Group, LLC  
Molly Barletta  
208 East Main Street, Suite 100  
Belleville, IL 62220

**Project:** SR 61 overlay and improvements, from 0.14 mile south of I-64 to 0.88 mile north of SR 68, Lynnville; Des #1800176

**County/Site info:** Warrick

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:** This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of UNT Big Creek, unless it qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application, if required.

**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:** Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. No information was provided about any potential impacts to the unnamed tributary to Big Creek located between SR 68 and I-64. If there will be impacts to the crossing structure or stream, further coordination with our agency may be needed.

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

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

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The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

The additional measures listed 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), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30,
4. 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.
5. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

**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.

*Christie L. Stanifer*

**Date:** September 2, 2021

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

**From:** [Falls, Ryan G](#)  
**To:** [Molly Barletta](#)  
**Cc:** [Bullock, Matthew K](#)  
**Subject:** RE: Vincennes Early Coordination Response, Des. No. 1800176, Overlay & Improvements, SR 61, Warrick County, IN  
**Date:** Thursday, August 5, 2021 6:49:39 AM  
**Attachments:** [image002.jpg](#)  
[image003.png](#)

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Molly Barletta,

I noticed with tree clearing and an anticipated start date of Spring/Summer 2023. I also looked up the letting date is in February 2023. We will need to be sure this project stays on schedule to ensure trees are cleared during the inactive season if they are suitable summer habitat. Going through Lynnville, they may not be but I did want to mention. In IPaC, you may want to note the letting date to ensure during my review that the trees can be removed during the inactive season, if applicable.

I noticed you coordinated with USFWS. USFWS has asked that if a project falls under the interim policy, there is no need to coordinate with them, note this in the CE, and to include recommendations from the policy. If the project does not fall under the policy, please disregard. This is only guidance for future EC letters. Please feel free to share this within your firm.

Thank you for the opportunity to respond to early coordination.

### **Ryan Falls**

#### ***Capital Program Management-Senior Environmental Manager Supervisor***

Indiana Department of Transportation  
 3650 South US Highway 41  
 Vincennes, IN 47591

**Email:** [rfalls@indot.IN.gov](mailto:rfalls@indot.IN.gov)

**Cell:** 812-582-1387




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**From:** Molly Barletta <MBarletta@kaskaskiaeng.com>  
**Sent:** Wednesday, August 4, 2021 10:38 AM  
**To:** Falls, Ryan G <RFalls@indot.IN.gov>  
**Subject:** Early Coordination, Des. No. 1800176, Overlay & Improvements, SR 61, Warrick County, IN

**\*\*\*\* 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.

Thank you-

signature

**From:** [Lynnville Town Hall Clerk Treasurer](#)  
**To:** [Molly Barletta](#)  
**Subject:** Re: Early Coordination, Des. No. 1800176, Overlay & Improvements, SR 61, Warrick County, IN  
**Date:** Friday, August 6, 2021 7:50:00 AM  
**Attachments:** [image001.png](#)

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Ms. Barletta,

Our townspeople use Town Hall for a few different reasons. We handle all of the paperwork side of the Water/Wastewater accounts here so people come in to set up and close accounts. Town hall is also used to host meetings for the Town Council as well as other entities that are allowed to access the building. This building is also the "office" for the financial workings of the town and park, with that being said, this is where people come to discuss any complaints or issues they are having with basically anything owned by the Town of Lynnville. If you have any questions or concerns feel free to contact us at 812-922-5111.

Thank you,  
Miranda Mullins

**Lauri Stockus**  
Clerk Treasurer  
**Miranda Mullins**  
Deputy Clerk Treasurer  
[townoflynnville@gmail.com](mailto:townoflynnville@gmail.com)  
812-922-5111

On Wed, Aug 4, 2021 at 9:37 AM Molly Barletta <[MBarletta@kaskaskiaeng.com](mailto:MBarletta@kaskaskiaeng.com)> wrote:

Hello!

Please see the attached.

Also, we are looking for more information about how your Town Hall functions and how the Town of Lynnville citizens use this facility. Any information you can provide would be greatly appreciated. Currently, the design anticipates 0.02 acre of temporary right-of-way (R/W) for construction purposes along the sidewalk on the parcel with the Town Hall. Similarly, we are anticipating 0.01 acre of temporary R/W at the adjacent parcel to the south with the memorial. Again, if you could provide some insight how the Town of Lynnville citizens use this parcel as well, it would be greatly appreciated.

Thank you in advance!

Molly

**From:** [Roger Emmons](#)  
**To:** [Molly Barletta](#)  
**Cc:** [HEATHER](#); [SUSIE](#)  
**Subject:** RE: Early Coordination, Des. No. 1800176, Overlay & Improvements, SR 61, Warrick County, IN  
**Date:** Wednesday, August 4, 2021 1:07:29 PM  
**Attachments:** [image001.png](#)

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Molly,

I will forward your email and attachments to our Board of Commissioners.

If we find there are possible environmental effects from the project, we will reply before September 3, 2021.

Thank you.

*Roger*

Roger E. Emmons, Administrator  
Warrick County Commissioners  
107 W. Locust Street, Suite 301  
Boonville, IN 47601  
Phone: (812) 897-6120  
Fax: (812) 897-6189

---

**From:** 'Molly Barletta' via info [mailto:[info@warrickcounty.gov](mailto:info@warrickcounty.gov)]  
**Sent:** Wednesday, August 4, 2021 9:36 AM  
**To:** [info@warrickcounty.gov](mailto:info@warrickcounty.gov)  
**Subject:** Early Coordination, Des. No. 1800176, Overlay & Improvements, SR 61, Warrick County, IN

Please see the attached.

Thank you-

signature  


Molly Barletta  
*Project Manager*  
**Certified: WBE/DBE/WOSB/EDWOSB**  
314.910.2642 cell | 618.233.5877 office  
[MBarletta@kaskaskiaeng.com](mailto:MBarletta@kaskaskiaeng.com)

**From:** [Gene Raber](#)  
**To:** [Molly Barletta](#)  
**Subject:** Re: Early Coordination, Des. No. 1800176, Overlay & Improvements, SR 61, Warrick County, IN  
**Date:** Wednesday, August 4, 2021 9:53:38 AM  
**Attachments:** [image001.png](#)

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Molly--

Received; thank you. I will forward this information to our school district transportation director, Bryan Flowers.

This will be a significant improvement to that small stretch of road.

Gene

Gene E. Raber  
Principal  
Lynnville Elementary School  
320 E. 4th Street  
Lynnville, IN 47619-2015  
812-922-3828 Phone  
812-922-5646 Fax

On Wed, Aug 4, 2021 at 9:37 AM Molly Barletta <[MBarletta@kaskaskiaeng.com](mailto:MBarletta@kaskaskiaeng.com)> wrote:

Please see the attached.

Thank you-

signature



Molly Barletta

*Project Manager*

**Certified: WBE/DBE/WOSB/EDWOSB**

314.910.2642 cell ; 618.233.5877 office

[MBarletta@kaskaskiaeng.com](mailto:MBarletta@kaskaskiaeng.com)

This is a staff email account managed by Warrick County School Corporation. This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender.



Natural Resources Conservation Service  
Indiana State Office  
6013 Lakeside Boulevard  
Indianapolis, IN 46278  
317-290-3200

September 8, 2021

Molly Barletta  
Kaskaskia Engineering Group, LLC  
323 Main Street, Suite E  
Evansville, Indiana 47708

Dear Ms. Barletta:

The proposed project to proceed with overlay and improvements along State Road 61 in Warrick County, Indiana (Des No. 1800176), as referred to in your letter received August 4, 2021, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

**RICHARD NEILSON** Digitally signed by  
RICHARD NEILSON  
Date: 2021.09.09  
08:19:29 -04'00'

RICK NEILSON  
State Soil Scientist





## 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:

May 19, 2022

Project Code: 2022-0044750

Project Name: DES 1800176, SR 61 Roadway Project

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: 2022-0044750  
Event Code: None  
Project Name: DES 1800176, SR 61 Roadway Project  
Project Type: Road/Hwy - Maintenance/Modification  
Project Description: This project is located on SR 61, 0.14 mile south of I-64 to 0.88 mile north of SR 68 in Lynnville, Warrick County, Indiana. The proposed work includes partial and full depth patching, where appropriate, throughout the project limits. From the northern project limits to just south of the SR 61/SR68 intersection, INDOT proposes to mill 1.5 inches off the existing pavement and overlay with 1.5 inches of hot mix asphalt (HMA) surface material. In addition, the following work will occur: curb ramp replacements at various locations; closed drainage systems on the west and east sides of SR 61 from the gas stations north of the SR 61/SR 68 intersection to 1st Street; new sidewalk will be added from the gas stations north of the SR 61/SR 68 intersection to 1st Street (east and west sides) and reconstruction of sidewalk from 1st Street to 3rd Street (east and west sides); and curb and gutter/vertical curb work associated with sidewalk work. There is no culvert or bridge work anticipated with this project. There is suitable summer habitat within the project action area; however, no trees will be removed or trimmed as part of this project. INDOT personnel from the Vincennes District stated on April 20, 2021 that 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. Construction is anticipated to begin in Spring/Summer 2023. Installation of temporary lighting (construction warning lights and possible temporary signal) is anticipated during the maintenance of traffic for the project. Installation of permanent lighting (4-way flasher to be installed at SR 61/SR 68) is also anticipated. This project will not require mitigation.

### Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.192558250000005,-87.2937554971069,14z>



Counties: Warrick 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. Note that 1 of these species should be considered only under certain conditions.

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. The location of the critical habitat is not available. 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. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li> </ul> 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. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	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
<p>Henslow's Sparrow <i>Ammodramus henslowii</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p><a href="https://ecos.fws.gov/ecp/species/3941">https://ecos.fws.gov/ecp/species/3941</a></p>	Breeds May 1 to Aug 31
<p>Kentucky Warbler <i>Oporornis formosus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 20 to Aug 20
<p>Lesser Yellowlegs <i>Tringa flavipes</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p><a href="https://ecos.fws.gov/ecp/species/9679">https://ecos.fws.gov/ecp/species/9679</a></p>	Breeds elsewhere
<p>Prairie Warbler <i>Dendroica discolor</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Jul 31
<p>Prothonotary Warbler <i>Protonotaria citrea</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 1 to Jul 31
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p>Rusty Blackbird <i>Euphagus carolinus</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds elsewhere
<p>Wood Thrush <i>Hylocichla mustelina</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Aug 31

## Probability Of Presence Summary

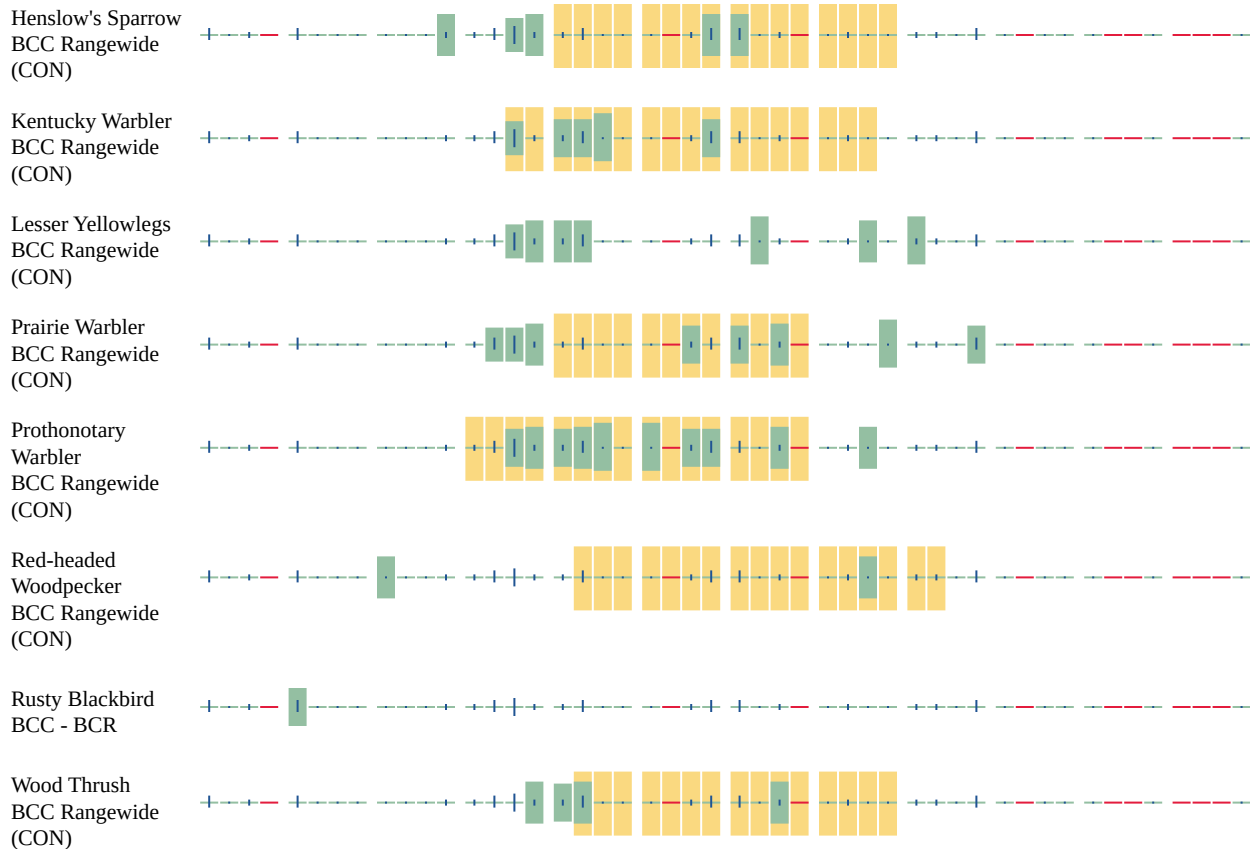
The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation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







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 migratory birds potentially occurring 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 [AKN Phenology 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, migrating or present year-round in my project 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 refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). 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.

WETLAND INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED.  
PLEASE VISIT [HTTPS://WWW.FWS.GOV/WETLANDS/DATA/MAPPER.HTML](https://www.fws.gov/wetlands/data/mapper.html) OR CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

## **IPaC User Contact Information**

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## 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:

May 20, 2022

Project code: 2022-0044750

Project Name: DES 1800176, SR 61 Roadway Project

Subject: Concurrence verification letter for the 'DES 1800176, SR 61 Roadway Project' 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 dated May 20, 2022 to verify that the **DES 1800176, SR 61 Roadway Project** (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*). Consultation with the 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.

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/culvert or structure removal, replacement, and/or maintenance activities:** If your initial bridge/culvert or structure assessments failed to detect Indiana bats, but you later detect bats prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or 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 1800176, SR 61 Roadway Project

### ***Description***

This project is located on SR 61, 0.14 mile south of I-64 to 0.88 mile north of SR 68 in Lynnville, Warrick County, Indiana. The proposed work includes partial and full depth patching, where appropriate, throughout the project limits. From the northern project limits to just south of the SR 61/SR68 intersection, INDOT proposes to mill 1.5 inches off the existing pavement and overlay with 1.5 inches of hot mix asphalt (HMA) surface material. In addition, the following work will occur: curb ramp replacements at various locations; closed drainage systems on the west and east sides of SR 61 from the gas stations north of the SR 61/SR 68 intersection to 1st Street; new sidewalk will be added from the gas stations north of the SR 61/SR 68 intersection to 1st Street (east and west sides) and reconstruction of sidewalk from 1st Street to 3rd Street (east and west sides); and curb and gutter/vertical curb work associated with sidewalk work. There is no culvert or bridge work anticipated with this project. There is suitable summer habitat within the project action area; however, no trees will be removed or trimmed as part of this project. INDOT personnel from the Vincennes District stated on April 20, 2021 that 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. Construction is anticipated to begin in Spring/Summer 2023. Installation of temporary lighting (construction warning lights and possible temporary signal) is anticipated during the maintenance of traffic for the project. Installation of permanent lighting (4-way flasher to be installed at SR 61/SR 68) is also anticipated. This project will not require mitigation.

## 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 [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

*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 biangulation/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]</sup> to rate the amount of light emitted in unwanted directions?

[1] 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 28, 2022. 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.

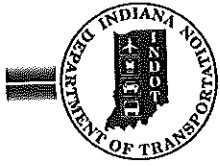


**IPaC User Contact Information**

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**Lead Agency Contact Information**

Lead Agency: Indiana Department of Transportation



## INDIANA DEPARTMENT OF TRANSPORTATION

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(855) INDOT4U

Eric Holcomb, Governor  
Joe McGuinness, Commissioner

April 21, 2022

Ms. Lauri Stockus  
Clerk Treasurer  
Town of Lynnville  
P.O. Box 99  
Lynnville, Indiana 47619

Re: SR 61 Overlay and Improvements, 0.14 Mile South of I-64 to 0.88 Mile North of SR 68  
INDOT Des No.: 1800176  
Request for Concurrence of Temporary Occupancy to Lynnville Memorial

Dear Ms. Stockus:

This letter concerns the proposed impacts of the above referenced project to the Lynnville Memorial property located at the northwest quadrant of West 1<sup>st</sup> Street and SR 61 in the Town of Lynnville, Indiana. WSP USA, Inc. is under contract with the Indiana Department of Transportation (INDOT) to prepare design plans and the environmental documentation for this project. The proposed project will use federal funding for partial and full depth patching, where appropriate, throughout the project limits. From the northern project limits to just south of the SR 61/SR68 intersection, INDOT proposes to mill 1.5 inches off the existing pavement and overlay with 1.5 inches of hot mix asphalt (HMA) surface material. In addition, the following work will occur: curb ramp replacements at various locations; closed drainage systems on the west and east sides of SR 61 from the gas stations north of the SR 61/SR 68 intersection to 1<sup>st</sup> Street; new sidewalk will be added from the gas stations north of the SR 61/SR 68 intersection to 1<sup>st</sup> Street (east and west sides) and reconstruction of sidewalk from 1<sup>st</sup> Street to 3<sup>rd</sup> Street (east and west sides); and curb and gutter/vertical curb work associated with sidewalk work. The project will address the deteriorated condition of pavement along SR 61 and update select curb ramp locations to comply with Americans with Disabilities Act (ADA) standards.

As part of the environmental evaluation of the community and natural resource impacts of the proposed project, any potential recreation areas must be identified and evaluated for protection under Section 4(f) of the Department of Transportation Act of 1966, 49 USC 303(c). Section 4(f) protects publicly-owned parks, recreational areas (including trails), wildlife and waterfowl refuges, and public and private historic sites against direct or constructive use impacts from transportation projects. Section 4(f) requires coordination with an official with jurisdiction over these historic and recreational resources regarding applicability of Section 4(f) and the impacts of the project on Section 4(f) resources. In the case of recreational properties, the officials with jurisdiction are the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property. The Lynnville Memorial, described below, is within your agency's jurisdiction and is located within or adjacent to the SR 61 Overlay and Improvement Project area.

Lynnville Memorial, 0.16 acres in size, serves as one of the Town of Lynnville's public open spaces and features a gazebo, picnic tables, and benches. Construction of this project will require one type of right-of-way acquisition from the Lynnville Memorial:

- 0.0283 acre of temporary right-of-way for construction purposes.

The project will require 0.0283 acre of temporary right-of-way (highlighted purple on the accompanying graphic) for curb ramp and sidewalk ADA compliance reconstruction. The temporary right-of-way will allow contractors to access the construction site. The area of temporary right-of-way being acquired from the Lynnville Memorial is characterized by mowed grass and concrete sidewalk. Once construction is complete, the 0.0283 acre of temporary right-of-way will be restored as it presently exists. Because this area of the Lynnville Memorial may be temporarily closed during project construction, it is being evaluated for Section 4(f) temporary occupancy. Under 23 CFR 774.13(d), a temporary occupancy of protected land for a construction project will not constitute a Section 4(f) use when all of the conditions listed below are satisfied:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

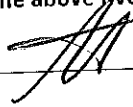
For the proposed SR 61 Overlay and Improvement Project, closure of a short section of the sidewalk along the Lynnville Memorial will be temporary and less than the time needed for construction of the project. There will be no permanent alterations or adverse physical impacts to the Lynnville Memorial, and it will be re-opened in a condition which is as good as that which existed prior to the project. As the official with jurisdiction over the Lynnville Memorial, your documented agreement of this project's meeting the above five criteria is required in order for the sidewalk closure to be considered a temporary occupancy under Section 4(f).

A response from you is requested within 30 days to determine the following:

If you agree with the statements below, please sign this letter and return it for inclusion in the environmental document for this project:

As the Official with Jurisdiction over the Lynnville Memorial, I agree that the proposed project meets the above five criteria for temporary occupancy of a Section 4(f) resource.

SIGNATURE:



DATE:

4/22/2022

Printed Name and Title:

Lauri Stockus, Clerk-Treasurer

Ms. Lauri Stockus  
Town of Lynnville

Page | 3 of 3  
Temporary Occupancy Concurrence  
INDOT DES No.: 1800176

If you have questions regarding this matter, please feel free to contact Molly Barletta, of Kaskaskia Engineering Group, LLC, at mbarletta@kaskaskiaeng.com or 618-233-5877. Thank you for your assistance in the development of this project.

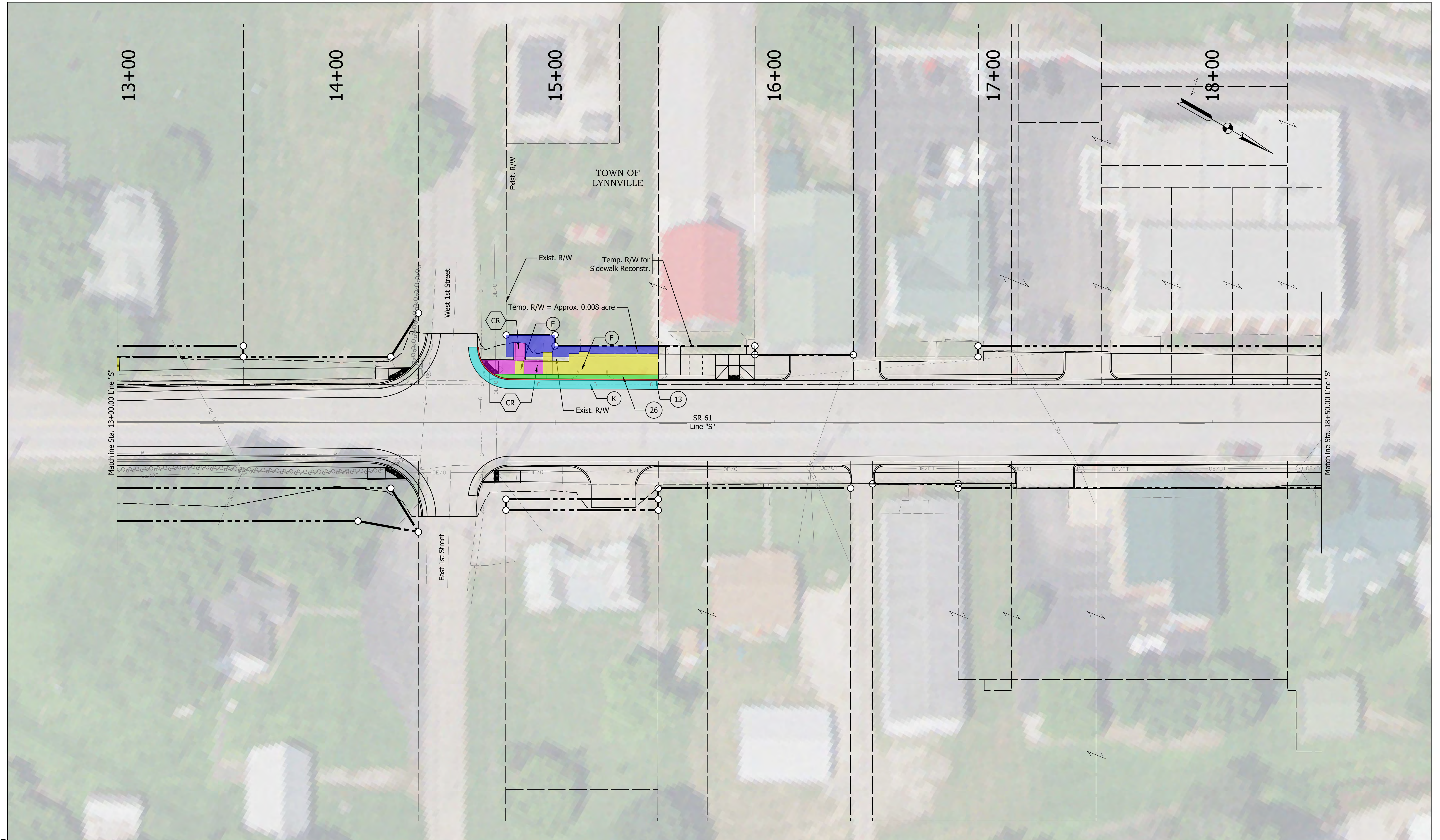
Sincerely,  
Kaskaskia Engineering Group, LLC

A handwritten signature in cursive script that reads "Molly Barletta".












Molly Barletta  
Project Manager

Attachments: Project Map with Recreational Resource

Cc: Ryan Falls, INDOT Environmental Services Division  
Emily Chen, WSP USA, Inc.  
Eric Arthur, WSP USA, Inc.  
Matthew Bullock, INDOT Project Manager



Plot: 4/12/2022 4:17 PM

 Sidewalk, Concrete	  Sodding, Nursery	  HMA for Full Depth Pavement	
 New ADA Curb Ramps	  Concrete, Curb	 Approximate Temp. R/W	

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: SAC _____	DRAWN: SAC _____	
CHECKED: EAC _____	CHECKED: EAC _____	

**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**EXHIBIT SHEET  
TOWN OF LYNNVILLE**

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE N/A	DESIGNATION 1800176
SURVEY BOOK	SHEETS 1 of 1
CONTRACT R-41407	PROJECT 1800176

**APPENDIX D**

Section 106 of the NHPA

## Minor Projects PA Project Assessment Form

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**Date:** 5/10/2022

**Project Designation Number:** 1800176

**Route Number:** SR 61 (locally known as Main Street)

**Project Description:** HMA Overlay, Preventive Maintenance from 0.14 mile south of I-64 to 0.88 mile north of SR 68 in Lynnville

The project consists of 1.5-inch mill and overlay with patching, closed drainage system improvements, curb ramp upgrades and installations, and sidewalk reconstruction and installation on and along SR 61, from 0.14 mile south of I-64 to 0.88 mile north of SR 68 in Lynnville, Indiana.

The project includes curb, curb ramp, and sidewalk work:

- Curb ramp work will occur at SR 61 and 1<sup>st</sup> Street (All corners), 2<sup>nd</sup> Street (All corners), 3<sup>rd</sup> Street (NE, SW and SE Corners).
- New sidewalk is planned along SR 61 from the gas stations north of the SR 61/SR 68 intersection to 1<sup>st</sup> Street (east and west sides) with reconstructed sidewalk from 1<sup>st</sup> Street to 3<sup>rd</sup> Street (east and west sides).
- Curb and gutter/vertical curb work are proposed from the gas stations north of the SR 61/SR 68 intersection to 3<sup>rd</sup> Street.
- Closed drainage system improvements are anticipated from the gas stations north of the SR 61/SR 68 intersection to 1<sup>st</sup> Street (east and west sides). The existing ditches will be enclosed with the construction of the new sidewalk, resulting in the closed drainage systems.

There will be 0.59 acre of permanent and 0.16 acre of temporary right-of-way (ROW) acquisition for this project.

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

**City/Township:** Lynnville/Hart Township

**County:** Warrick County

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

- General project location map   
  USGS map   
  Aerial photograph   
  Interim Report  
 Written description of project area   
  General project area photos   
  Soil survey data  
 Previously completed historic property reports   
  Previously completed archaeology reports  
 Bridge Inspection Information   
  SHAARD   
  SHAARD GIS   
  Streetview Imagery

**Other (please specify):** Indiana State Historic Architectural and Archaeological Research Database (SHAARD); Indiana Buildings, Bridges, and Cemeteries Map (IBBCM) website; Arc Map GIS; Warrick County GIS (accessed via <https://warrickin.wthgis.com/>); online street-view imagery; MPPA application (including maps and photographs) sent by Kaskaskia Engineering Group, on August 6, 2021 and email correspondence between CRO and the designer, all on file at Cultural Resources Office (CRO).

Moffatt, David

2021 Archaeological Investigation for the Proposed SR 61 pavement Replacement Project from 0.18 mile west of SR 545 to 0.1 mile east of SR 545 (Des. Nos. 1800176 and 2001933) with Drainage and sidewalk Improvements in Lynnville, Warrick County, Indiana. INDOT, CRO. Report on file at INDR, DHPA.

## Minor Projects PA Project Assessment Form

**Please specify all applicable categories and condition(s) (conditions that are applicable are highlighted):**  
**Category B Minor Projects (Applicable conditions are highlighted)**

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 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



## Minor Projects PA Project Assessment Form

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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.

### **Field work and documentation required for fulfillment of condition B-ii:**

When the project takes place adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource, it must be field checked by INDOT Cultural Resources Office staff or other qualified professional historian (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) and photographic documentation must be prepared illustrating both the presence and/or absence of any unusual features along the project route adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource. This documentation must be submitted to INDOT Cultural Resources Office for review.

The only exception would be when it is determined that previous projects along the project route have eliminated the possibility that unusual features adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource exist. In this situation, documentation illustrating the modifications made through previous projects, such as replacement of curbs, curb ramps, or sidewalks, including plan sheets or contract documents and current photographs of the project area, must be submitted to the INDOT Cultural Resources Office for review. With such approved documentation, a site visit by a qualified professional is not required, unless questions arise during the review process. INDOT Cultural Resources Office has the discretion to require the project applicant's qualified professional conduct a site visit when it is not clear if unusual features may be present in the project area.

**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**

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, first 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 Warrick County. No listed resources are present within or adjacent to the project area.

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Warrick County are available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). All sites were reviewed through the IHBBCM, which contains the most recently updated SHAARD information. The following IHSSI sites are recorded adjacent to the project:

IHSSI #173-374-05014 (Commercial Building; 544 N Main St.; c. 1950; "contributing")  
 IHSSI #173-374-05002 (House; 501 N SR 61; c. 1900; "contributing")  
 IHSSI #173-374-05036 (House; 329 Main St.; c. 1960; "contributing")  
 IHSSI #173-374-05035 (House; 326 Main St.; c. 1900; "notable")  
 IHSSI #173-374-06003 (Lynnville Masonic Lodge; 320 Main St.; c. 1931; "notable")  
 IHSSI #173-374-06004 (Klusmeier Store; 313 Main St.; c. 1900; "outstanding")—demolished  
 IHSSI #173-374-05018 (House; 300 Main St.; c. 1930; "contributing")  
 IHSSI #173-374-06002 (Lynnville Post Office; 216 Main St.; 1962; "notable")  
 IHSSI #173-374-06005 (Gentry House; 211 Main St.; c. 1845; "contributing")  
 IHSSI #173-374-05006 (House; 202 Main St.; c. 1940; "contributing")  
 IHSSI #173-374-05033 (House; 122 Main St.; c. 1935; "contributing")

## Minor Projects PA Project Assessment Form

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IHSSI #173-374-05041 (House; 119 Main St.; c. 1930; “contributing”)  
 IHSSI #173-374-05015 (Duplex; 113 Main St.; c. 1930; “contributing”).

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated “notable” might possess the necessary level of significance after further research. Properties rated “outstanding” usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

An INDOT-CRO historian performed a desktop review of the project area. The project is located along a two-lane state route through a small town. Due to the scope of work being limited to the current roadbed and the curbs/curb ramps, only those properties that immediately border the project area have any potential for impacts.

The following project areas fall under Condition B-i of Category B-1 of the MPPA due to their scope of work being limited to the roadway or curb ramp and sidewalk construction outside and not adjacent to a National Register-listed or National Register-eligible bridge, property, or historic district. No further review is required of these areas: from the southern project terminus to the SR 61 & SR 68 intersection, the intersection of SR 61 & SR 68, between SR 68 and 1<sup>st</sup> Street, the SR 61 & 1<sup>st</sup> Street intersection, the SR 61 & 2<sup>nd</sup> Street intersection, and from 3<sup>rd</sup> Street to the northern project terminus, including the intersection of SR 61 & 4<sup>th</sup> Street.

For the following project areas, a site visit by a qualified professional (QP) who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 is required for application of Condition B-ii of Category B-1 of the MPPA to determine the presence of any unusual features such as brick or stone sidewalks, curbs or sidewalks/curb ramps; stepped or elevated sidewalks, curbs or sidewalks/curb ramps; or any other feature whose replacement or modification might constitute an adverse effect.

### SR 61 between 1<sup>st</sup> Street and 2<sup>nd</sup> Street

The existing sidewalk on both sides of SR 61 between 1<sup>st</sup> Street and 2<sup>nd</sup> Street will be reconstructed. IHSSI #173-374-06002 (Lynnville Post Office; “notable”) is located on the east side of the road. **A flagpole is present in front of the post office.** Other properties along the street include mid-twentieth century, late twentieth-century, and twenty-first century commercial/municipal buildings and early and mid-twentieth century residential houses. No other unusual features are present.

On the east side of SR 61 from 1<sup>st</sup> Street to 3<sup>rd</sup> Street, 0.24 acre of permanent and 0.008 acre of temporary ROW will be acquired. As noted above, IHSSI #173-374-06002 (Lynnville Post Office; “notable”) is present between 1<sup>st</sup> and 2<sup>nd</sup> streets. However, the area to be acquired from IHSSI #173-374-06002 (0.067 acre) consists of existing sidewalk and driveway, which are considered to already be in a transportation use. Therefore, acquisition of the existing sidewalk and driveway adjacent to IHSSI #173-374-06002 is not considered a 4(f) use of the resource.

### SR 61 between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street

The existing sidewalk on both sides of SR 61 between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street will be reconstructed. IHSSI #173-374-06003 (Lynnville Masonic Lodge; “notable”) and IHSSI #173-374-06004 (Klusmeier Store; “outstanding”) were recorded within this area. However, IHSSI #173-374-06004 was demolished between 2018 and 2019; the 2021 site visit confirmed its demolition. The Lynnville Masonic Lodge is located on the east side of SR 61. The other properties present along this portion of the project include early twentieth and mid-twentieth century residential houses. No unusual features are present in this portion of the project area.

On the east side of SR 61 from 1<sup>st</sup> Street to 3<sup>rd</sup> Street, 0.24 acre of permanent and 0.008 acre of temporary ROW will be acquired. As noted above, IHSSI #173-374-06003 (Lynnville Masonic Lodge; “notable”) is present between 2<sup>nd</sup> and 3<sup>rd</sup> streets. Existing sidewalk and a small amount of lawn will be acquired to widen the sidewalk and avoid relocating the existing utility pole. While the area consisting of existing sidewalk is considered to

## Minor Projects PA Project Assessment Form

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already be in a transportation use, the lawn is not. Therefore, the acquisition of the minimal amount of permanent ROW (0.022 acre-includes sidewalk acquisition) from IHSSI #173-374-06003 constitutes a *de minimis* 4(f) use of the property.

### SR 61 & 3<sup>rd</sup> Street

The SE and SW corners will receive curb ramp upgrades and a curb ramp will be installed in the NE corner at this intersection. No sidewalk or curb ramp is planned in the NW corner. The NE quadrant contains a mid-twentieth century house. IHSSI #173-374-05035 (House; “notable”) is located in the SE quadrant of the intersection. In the SW quadrant, IHSSI #173-374-05036 (House; “contributing”) is present. An early twentieth-century house is present in the NW quadrant. No unusual features are present in this portion of the project area.

A total of 0.035 acre of permanent ROW will be acquired from IHSSI #173-374-05035 (House; “notable”) located in the SE corner of the intersection in order to construct ADA-compliant curb ramps and reconstruct the sidewalk. The area to be acquired consists of existing sidewalk and the lawn of IHSSI #173-374-05035. While the existing sidewalk is considered to already be in a transportation use, the lawn is not. Therefore, for the purposes of this determination INDOT and FHWA consider that the taking of the minimal amount of permanent ROW (0.035 acre-includes sidewalk acquisition) from IHSSI #173-374-05035 constitutes a *de minimis* 4(f) use of the property.

A qualified professional historian from INDOT-CRO who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 conducted field work on 10/21/2021 as dictated by the fieldwork and documentation requirements of Condition B-ii of Category B-1 of the MPPA when projects are within or adjacent to National Register-listed or eligible resources. During the site visit, the historian surveyed the above-ground resources adjacent to the project area, identifying any previously unsurveyed historic districts or individual resources that warrant a “notable” or “outstanding” rating according to the IHSSI criteria. In addition, the historian identified all unusual features along the project route that are adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource. Photographic documentation from the field work is on file at INDOT-CRO. **The following commitment must be made in order for Condition B-ii.b-1 to apply to this project.**

- **The flagpole in front of the Lynnville Post Office (IHSSI #173-374-06002; “notable”) shall be avoided by the project, if feasible or removed and reset.**

**This commitment will be included in the environmental documentation for this project and entered into INDOT’s Project Commitment Database. If the commitment cannot be maintained, INDOT-CRO will need to reassess this project.**

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

### Archaeological Resources

An INDOT CRO archaeologist, who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61, reviewed the proposed project documentation provided by Kaskaskia Engineering Group and found that most of the area to be impacted has been disturbed. However, the locations with new sidewalks and a drainage feature will extend beyond the disturbed highway corridor.

A check of SHAARD and the SHAARD GIS map indicated that no archaeological sites or reconnaissances have been recorded within the project area. A review of online street view images shows intense alteration of the landscape within the project corridor. Disturbances include SR 61, local streets, alleys, parking lots, sidewalks and buried utilities.

## Minor Projects PA Project Assessment Form

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An archaeological reconnaissance confirmed the disturbance within the project area except for portions of the proposed new sidewalk and drainage feature. A series of 18 shovel test probes were excavated to examine the areas with intact soils. No archaeological sites were recorded, and no further work is recommended. The proposed project has no potential to impact intact archaeological deposits and no additional archaeological investigation is required.

**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 the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

**INDOT Cultural Resources staff reviewer(s):** Kelyn Alexander and David Moffatt

*\*\*\*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.*

### Minor Projects PA Project Assessment Form



Looking east at the Lynnville Post Office (IHSSI #173-374-06002; notable). The flagpole will be avoided or removed and reset. ROW will be acquired from the existing sidewalk and drive.



Looking northeast at the Lynnville Masonic Lodge (173-374-06003; “notable”). ROW will be acquired from the existing sidewalk and lawn.

### Minor Projects PA Project Assessment Form



Looking north along the east side of SR 61. View of existing sidewalk and the lawn of the Lynnvile Masonic Lodge (173-374-06003; “notable”).



Looking southwest at the southeast corner of SR 61 & 3<sup>rd</sup> Street. ROW will be acquired at this corner for the existing sidewalk and a portion of the yard in order to reconstruct the sidewalk, install ADA-compliant curb ramps, and relocate the existing utility pole.

## **APPENDIX E**

Red Flag Investigation 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**  
**Joe McGuinness, Commissioner**

Date: November 11, 2021

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

From: Molly Barletta  
Kaskaskia Engineering Group, LLC  
323 Main Street, Suite E  
Evansville, IN 47708  
mbarletta@kaskaskiaeng.com

Re: RED FLAG INVESTIGATION  
DES # 1800176/2001933, State Project  
HMA Overlay, Curb Ramps, New/Reconstructed Sidewalk  
SR 61, 0.14 Mile South of I-64 to 0.88 Mile North of SR 68  
Warrick County, Indiana

## PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) has identified the need to address the deteriorated condition of pavement along SR 61 and update select curb ramp locations to comply with ADA standards. The project spans from 0.14 mile south of I-64 to 0.88 mile north of SR 68 through the Town of Lynnville. INDOT proposes partial and full depth patching, where appropriate, throughout the project limits. From the northern project limits to just south of the SR 61/SR68 intersection, INDOT proposes to mill 1.5 inches off the existing pavement and overlay with 1.5 inches of hot mix asphalt (HMA) surface material. Full depth pavement replacement and guardrail upgrades are anticipated from just south of the SR 61/SR68 intersection to 0.14 mile south of the SR 61/I-64 intersection. In addition, the following work will occur: curb ramp replacements at the intersections named below in the table; closed drainage systems on the west and east sides of SR 61, from just north of the SR 61/SR 68 intersection to 1<sup>st</sup> Street and on the east side of SR 61 between 3<sup>rd</sup> Street and 4<sup>th</sup> Street; under DES 2001933, new sidewalk will be added just north of the SR 61/SR 68 intersection to 1<sup>st</sup> Street (east and west sides) and from 3<sup>rd</sup> Street to 4<sup>th</sup> Street (east side only), and reconstruction of sidewalk from 1<sup>st</sup> Street to 3<sup>rd</sup> Street (east and west sides); and curb and gutter/vertical curb work associated with sidewalk work. The intersections where ADA curb ramp work is proposed to occur are provided in the table below:

Intersections:	Quadrants:	Depth of Excavation (feet below ground surface (ft/bgs))
SR 61/1 <sup>st</sup> Street	All Four	Approximately 2.2
SR 61/2 <sup>nd</sup> Street	All Four	Approximately 2.2
SR 61/3 <sup>rd</sup> Street	NE, SW, SE	Approximately 2.2
SR 61/4 <sup>th</sup> Street	SE	Approximately 2.2



Bridge and/or Culvert Project: Yes  No  Structure # N/A

If this is a bridge project, 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).

Proposed right of way: Temporary  # Acres 0.5 Permanent  # Acres 1.1 , Not Applicable

Type of excavation: Roadway and drainage excavation will occur on the project. The greatest roadway excavation anticipated is 2.2 ft/bgs for the full depth HMA pavement patch. The average drainage depth of excavation is approximately 5 feet. The greatest drainage excavation anticipated is approximately 9 ft/bgs. The maximum anticipated depth of excavation for the sidewalk improvements is 2.2 ft/bgs.

Maintenance of traffic: The proposed method of traffic maintenance is anticipated to require phased construction with flaggers and/or temporary signals to maintain a single travel lane for both directions of travel. A short-term closure with an official detour is possible depending on the amount of concrete patching required near I-64. The extent of concrete patching will be determined by the approved pavement design report.

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

State Project:  LPA:

Any other factors influencing recommendations: The SR 61 bridge over I-64 located in the project area will not undergo any work.

**INFRASTRUCTURE TABLE AND SUMMARY**

<b>Infrastructure</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:			
Religious Facilities	<b>1</b>	Recreational Facilities	<b>2</b>
Airports <sup>1</sup>	<b>N/A</b>	Pipelines	<b>2</b>
Cemeteries	<b>2</b>	Railroads	<b>N/A</b>
Hospitals	<b>N/A</b>	Trails	<b>1</b>
Schools	<b>1</b>	Managed Lands	<b>N/A</b>

<sup>1</sup>In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

**Religious Facilities:** One (1) religious facility is located within the 0.5 mile search radius. The nearest facility, United Methodist Church, is located approximately 0.06 mile east of the project area. No impact is expected.

**Cemeteries:** Two (2) cemeteries are located within the 0.5 mile search radius. The nearest facility, Lynnville Cemetery, is located approximately 0.11 mile west of the project area. No impact is expected.

**Schools:** One (1) school is located within the 0.5 mile search radius. Lynnville Elementary School is located approximately 0.06 mile east of the project area. No impact is expected.

**Recreational Facilities:** Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest recreational facility, Lynnville Elementary School, is located approximately 0.21 mile east of the project area. No impact is expected.

**Pipelines:** Two (2) pipeline segments are located within the 0.5 mile search radius. The pipeline segment, Southern Indiana Gas and Electric Company, intersects the project area 0.03 mile south of Terry Lane. Coordination with INDOT Utilities and Railroads should occur.

**Trails:** One (1) trail is located within the 0.5 mile search radius. Tecumseh Trail is located approximately 0.30 mile southwest of the project area. No impact is expected.

**WATER RESOURCES TABLE AND SUMMARY**

<b>Water Resources</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:			
NWI - Points	<b>4</b>	Canal Routes - Historic	<b>N/A</b>
Karst Springs	<b>N/A</b>	NWI - Wetlands	<b>38</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>43</b>
NPS NRI Listed	<b>N/A</b>	Floodplain - DFIRM	<b>1</b>
NWI-Lines	<b>2</b>	Cave Entrance Density	<b>N/A</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>N/A</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>22</b>	Sinking-Stream Basins	<b>N/A</b>

Explanation:

**NWI-Points:** Four (4) NWI – Points are located within the 0.5 mile search radius. The nearest NWI-Point is located approximately 0.29 mile northwest of the project area. No impact is expected.

**NWI-Lines:** Two (2) NWI line segments are located within the 0.5 mile search radius. One NWI line segment is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

**Rivers and Streams:** Twenty-two (22) river and stream segments are located within the 0.5 mile search radius. The nearest segment, an unnamed stream, is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

**NWI-Wetlands:** Thirty-eight (38) wetlands are located within the 0.5 mile search radius. The nearest wetland is located approximately 0.02 mile west of the project area. No impact is expected.

**Lakes:** Forty-three (43) lakes are located within the 0.5 mile search radius. The nearest lake is located approximately 0.01 mile west of the project area. No impact is expected.

**Floodplain-DFIRM:** One (1) floodplain polygon is located within the 0.5 mile search radius. It is located approximately 0.41 mile west of the project area. No impact is expected.

**MINING AND MINERAL EXPLORATION TABLE AND SUMMARY**

<b>Mining/Mineral Exploration</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:			
Petroleum Wells	<b>N/A</b>	Mineral Resources	<b>N/A</b>
Mines – Surface	<b>16</b>	Mines – Underground	<b>N/A</b>

Explanation:

**Mines-Surface:** Sixteen (16) surface mines are located within the 0.5 search radius. The nearest mine, Lynnville #1 Mine, is located adjacent to the east of the project area near Terry Lane. Coordination with IDNR Division of Reclamation will occur.

#### **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	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	1
Solid Waste Landfill	N/A	NPDES Facilities	4
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	4
Leaking Underground Storage (LUST) Sites	5	Notice of Contamination Sites	N/A

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).

**Leaking Underground Storage Tank (LUST) Sites** – Five (5) LUST sites are located within the 0.5 mile search radius. The icon associated with Lynnville Repair Service is mapped twice (i.e., duplicated); therefore, four (4) LUST sites are located within the 0.5 mile search radius. All four (4) LUSTs are located within/adjacent to the project area, and described as follows:

- Rocket Wholesale (currently Casey's), 107 North Main Street (northwest corner of SR 68 and SR 61), AI #59046, is currently a gas station. IDEM issued a No Further Action (NFA) Determination Pursuant to Risk Integrated System of Closure (RISC) on June 25, 2007. Low levels of soil and groundwater contamination remain on the site. An Environmental Restrictive Covenant (ERC) was placed on the property on April 5, 2007. The ERC specifically prohibits the use of groundwater and soil. The old facility was removed in 2017 and replaced with the Casey's. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.
- Country Cupboard 1, SR 68 and SR 61 (northeast corner), AI #58921, is currently a gas station. IDEM issued an NFA Determination Pursuant to Remediation Closure Guide on February 28, 2018. The closure was unconditional for soil, groundwater, and vapor intrusion exposure. Groundwater flow appears to be to the south-southeast. No impact is expected from the release. A UST Inspection conducted on October 27, 2021, indicated that violations relating to leak detection were observed. While not likely, soil/groundwater contamination could be encountered and proper handling, removal, and disposal of soil/groundwater may be necessary.
- Ringhman Estate, 209 Main Street (northwest corner of SR 61 and 1<sup>st</sup> Street), AI #60324, was formerly the site of a gas station. The site operated as an automobile repair garage and gasoline service station pre-1980. A closure occurred at the site in August 1998, and approximately 54 tons of contaminated soil were removed and

[www.in.gov/dot/](http://www.in.gov/dot/)

***An Equal Opportunity Employer***

disposed. Confirmatory soil samples were analyzed for Total Petroleum Hydrocarbons (TPH), and results were all less than detection limits. While not likely, soil/groundwater contamination could be encountered and proper handling, removal, and disposal of soil/groundwater may be necessary. If contamination is encountered, sampling for lead will be necessary before disposal.

- Lynnville Repair Service, 308 North Main (east side of SR 61 between E 2<sup>nd</sup> Street and E 3<sup>rd</sup> Street), AI #60113 (two icons mapped at this location), is currently a vacant residential yard. IDEM issued an NFA Approval Determination Pursuant to 1994 UST Branch Guidance Manual on November 27, 2013. Post excavation soil samples were found to be below the IDEM RISC residential direct contact screening values for gasoline and diesel range total petroleum hydrocarbons. The closure was unconditional for soil and groundwater exposures. No impact is expected.

If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

**NPDES Facilities** – Four (4) NPDES facilities are located within the 0.5 mile search radius. The nearest NPDES facility is located approximately 0.05 mile south of the project area. No impact is expected.

**NPDES Pipe Locations** – Four (4) NPDES pipe locations are within the 0.5 mile search radius. The nearest NPDES pipe location is located approximately 0.20 mile west of the project area. No impact is expected.

### **ECOLOGICAL INFORMATION SUMMARY**

The Warrick 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 the following website: [https://www.in.gov/dnr/nature-preserves/files/np\\_warrick.pdf](https://www.in.gov/dnr/nature-preserves/files/np_warrick.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

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:

#### **INFRASTRUCTURE:**

**Pipelines:** One (1) pipeline segment, Southern Indiana Gas and Electric Company, intersects the project area 0.03 mile south of Terry Lane. Coordination with INDOT Utilities and Railroads should occur.

**WATER RESOURCES:** The presence of the following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ESD Ecology and Waterway Permitting:

- One river/stream segment, an unnamed stream, is located within the project area.
- One NWI line segment is located within the project area.

MINING AND MINERAL EXPLORATION: Lynnville #1 Mine is located adjacent to the east of the project area near Terry Lane. Coordination with IDNR Division of Reclamation will occur.


HAZARDOUS MATERIAL CONCERNS: LUST Sites:

- o Rocket Wholesale (currently Casey’s), 107 North Main Street (northwest corner of SR 68 and SR 61), AI #59046, is currently a gas station. IDEM issued a No Further Action (NFA) Determination Pursuant to RISC on June 25, 2007. Low levels of soil and groundwater contamination remain on the site. An ERC was placed on the property on April 5, 2007. The ERC specifically prohibits the use of groundwater and soil. The old facility was removed in 2017 and replaced with the Casey's. If excavation occurs in this area, it is possible petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.
- o Country Cupboard 1, SR 68 and SR 61 (northeast corner), AI #58921, is currently a gas station. IDEM issued an NFA Determination Pursuant to Remediation Closure Guide on February 28, 2018. The closure was unconditional for soil, groundwater, and vapor intrusion exposure. Groundwater flow appears to be to the south-southeast. No impact is expected from the release. A UST Inspection conducted on October 27, 2021, indicated that violations relating to leak detection were observed. While not likely, soil/groundwater contamination could be encountered and proper handling, removal, and disposal of soil/groundwater may be necessary.
- o Ringman Estate, 209 Main Street (northwest corner of SR 61 and 1<sup>st</sup> Street), AI #60324, was formerly the site of a gas station. The site operated as an automobile repair garage and gasoline service station pre-1980. A closure occurred at the site in August 1998, and approximately 54 tons of contaminated soil were removed and disposed. Confirmatory soil samples were analyzed for TPH, and results were all less than detection limits. While not likely, soil/groundwater contamination could be encountered and proper handling, removal, and disposal of soil/groundwater may be necessary. If contamination is encountered, sampling for lead will be necessary before disposal.

If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller’s license number, must be provided to the INDOT Project Manager once the well has been abandoned.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. 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.”

INDOT ESD concurrence: Marlene Mathas Digitally signed by Marlene Mathas  
Date: 2021.11.12 12:20:33 -05'00' (Signature)

Prepared by:  


Molly Barletta  
Project Manager  
Kaskaskia Engineering Group, 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

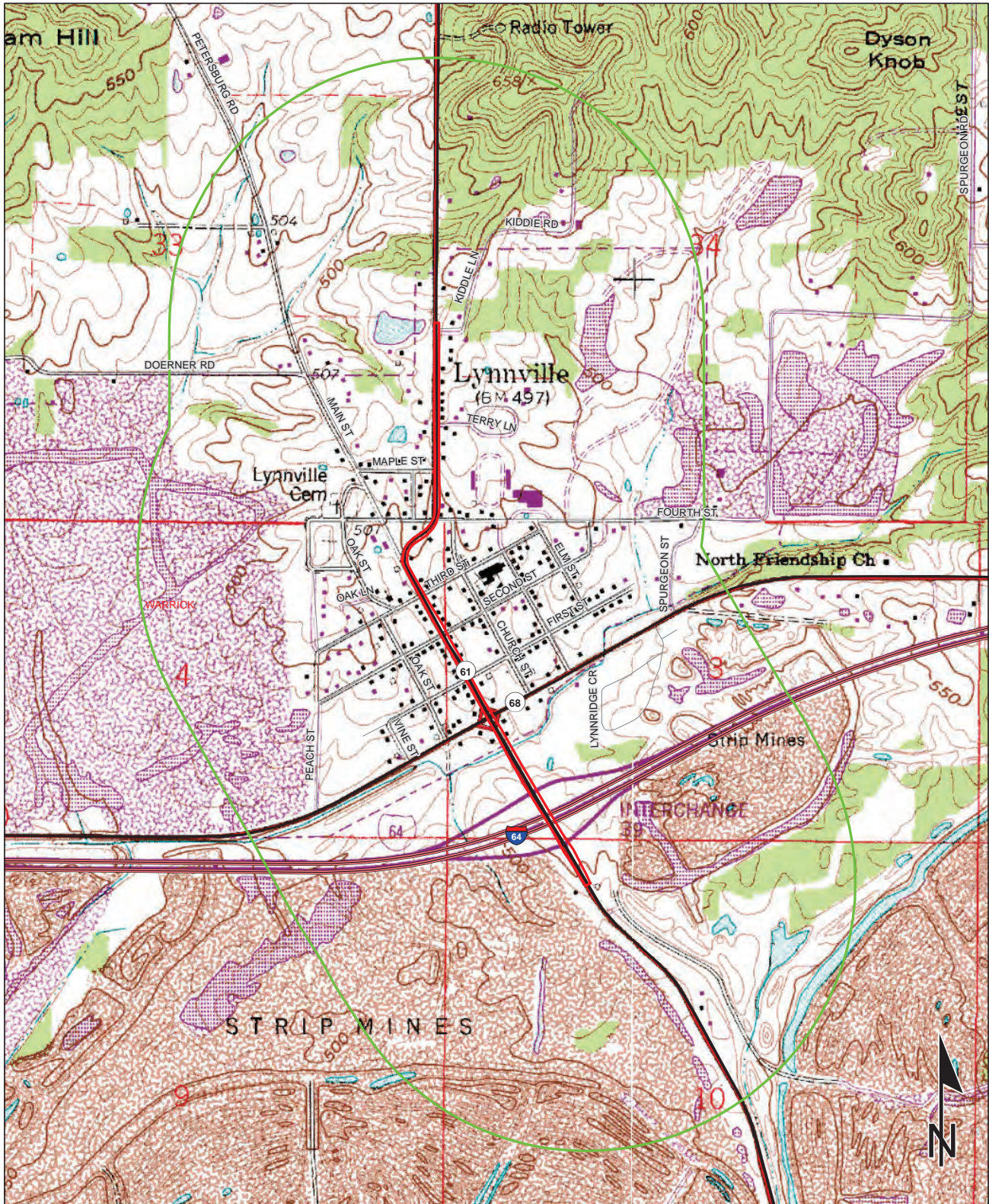
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING AND MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location  
 SR 61, from 0.14 mile South of I-64 to 0.88 mile North of SR 68  
 Des. No. 1800176, HMA Overlay, Curb Ramps, and New/Reconstructed Sidewalk  
 Warrick County, Indiana



Sources: 0.2 0.1 0 0.2 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.

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

**Red Flag Investigation - Infrastructure**  
**SR 61, from 0.14 mile South of I-64 to 0.88 mile North of SR 68**  
**Des. No. 1800176, HMA Overlay, Curb Ramps, and New/Reconstructed Sidewalk**  
**Warrick 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.**



	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road



**Red Flag Investigation - Water Resources**  
**SR 61, from 0.14 mile South of I-64 to 0.88 mile North of SR 68**  
**Des. No. 1800176, HMA Overlay, Curb Ramps, and New/Reconstructed Sidewalk**  
**Warrick County, Indiana**

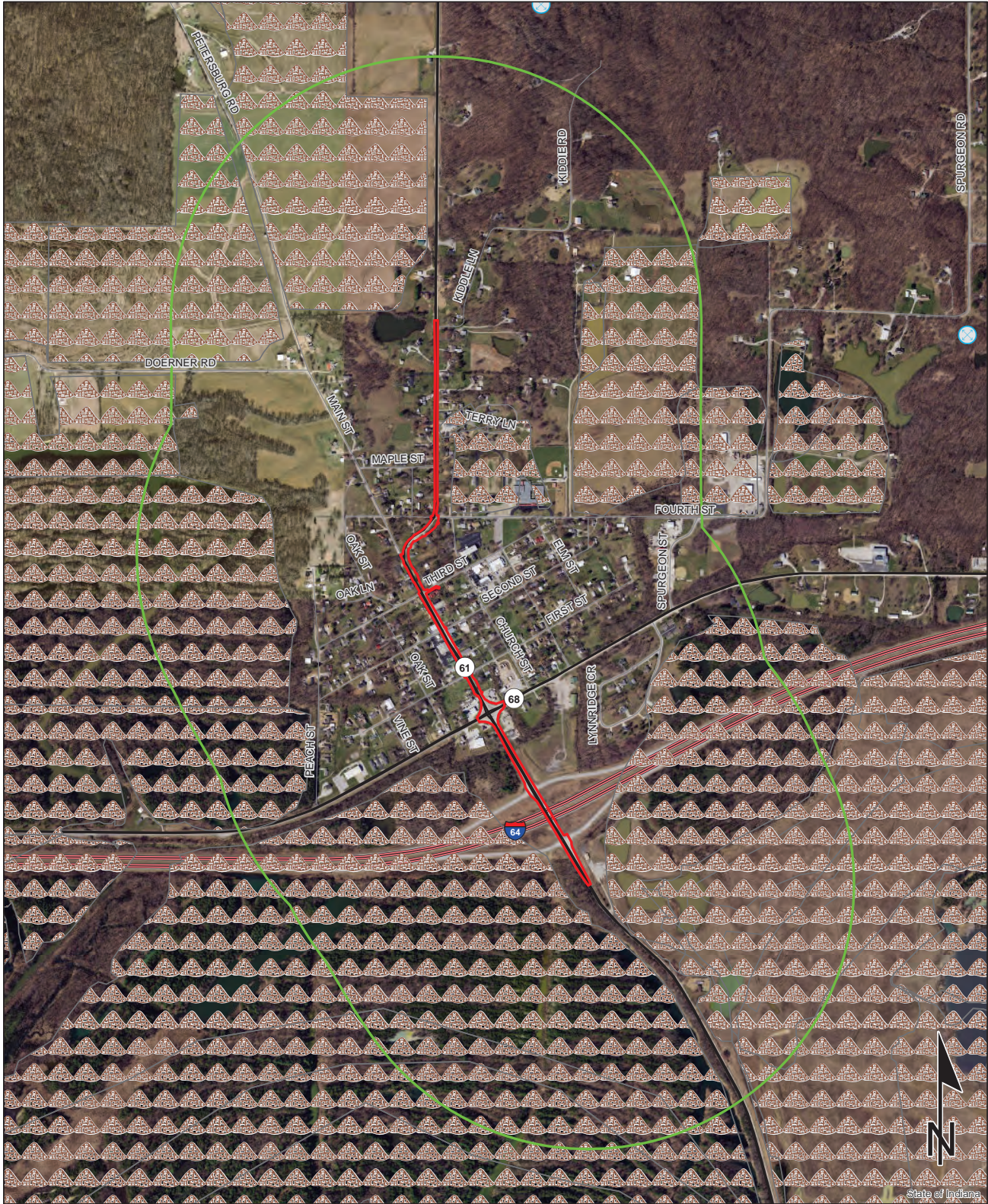


**Sources:**  
**Non Orthophotography Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

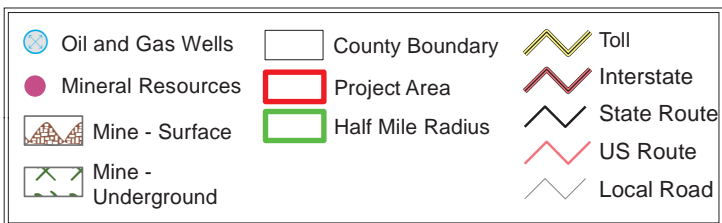
**This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.**

NWI - Point	Wetlands	Project Area
Karst Spring	Lake	Half Mile Radius
NWI - Line	Floodplain - DFIRM	Toll
Impaired_Stream_Lake	Cave Entrance Density	Interstate
NPS NRI listed	Sinkhole Area	State Route
River	Sinking-Stream Basin	US Route
Canal Structure - Historic	County Boundary	Local Road
Canal Route - Historic		

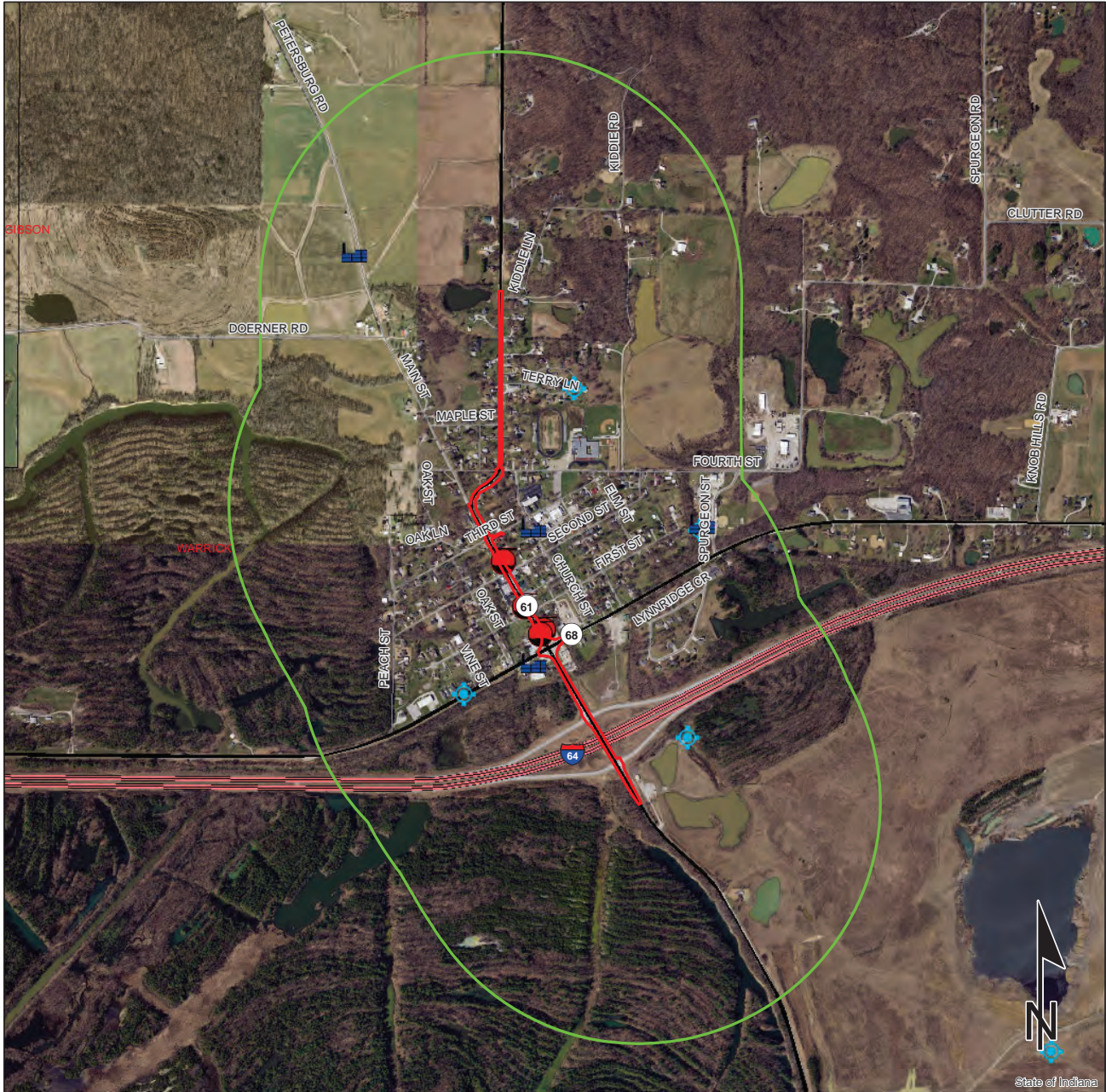
**Red Flag Investigation - Mining/Mineral Exploration**  
**SR 61, from 0.14 mile South of I-64 to 0.88 mile North of SR 68**  
**Des. No. 1800176, HMA Overlay, Curb Ramps, and New/Reconstructed Sidewalk**  
**Warrick County, Indiana**



Sources: 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.



Red Flag Investigation - Hazardous Material Concerns  
 SR 61, from 0.14 mile South of I-64 to 0.88 mile North of SR 68  
 Des. No. 1800176, HMA Overlay, Curb Ramps, and New/Reconstructed Sidewalk  
 Warrick County, Indiana



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

0.25 0.125 0 0.25  
 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

## **APPENDIX F**

### Water Resources

**APPROVED***Justus McDill*  
6/2/2022

Photos omitted. See Appendix B.

**WATERS OF THE U.S.  
DETERMINATION REPORT**

**SR 61 Overlay and Improvements  
Warrick County, Indiana**

**INDOT Des. No.1800176**

*Authored By:*

**Virginia Flynn**

**Kaskaskia Engineering Group, LLC**

**208 East Main Street, Suite 100**

**Belleville, Illinois 62220**

**618-233-5877**

*Prepared for:*

**WSP**

**115 W Washington Street, Ste. 1270S**

**Indianapolis, IN 46204**

**May 31, 2022**



## 1.0 PROJECT INFORMATION

### Date of Waters Field Investigation:

April 14, 2021, and July 21, 2021

### Project Location:

Lynnville, Indiana Quadrangle

Sections 3, 4, 9, and 10 Township 4 S, Range 8 W & Sections 33 & 34, Township 3 S, Range 8 W

38.19833 °, -87.29806 °

Hart Township

Warrick County, Indiana

### Project Description:

The proposed state project (Des. No. 1800176) is located on SR 61, 0.14 mile south of I-64 to 0.81 mile north of SR 68, in Lynnville, Indiana, in the Indiana Department of Transportation (INDOT) Vincennes District (Figure 1). The proposed project is anticipated to include partial and full depth patching, where appropriate, throughout the project limits. INDOT proposes to mill 1.5 inches off the existing pavement and overlay with 1.5 inches of hot mix asphalt (HMA) surface material. In addition, the following work will occur: curb ramp replacements at various locations; closed drainage systems on the west and east sides of SR 61 from the gas stations north of the SR 61/SR 68 intersection to 1st Street; new sidewalk will be added from the gas stations north of the SR 61/SR 68 intersection to 1st Street (east and west sides) and reconstruction of sidewalk from 1st Street to 3rd Street (east and west sides); and curb and gutter/vertical curb work associated with sidewalk work. The project limits will be approximately 1.17 miles in length. No work will occur outside of existing pavement north of 1<sup>st</sup> Street and south of the SR 61/SR 68 intersection. The work that will occur off pavement is between 1<sup>st</sup> Street and the northeast quadrant of the SR 61/SR 68 intersection for construction of closed drainage systems. The investigated area was constrained to those areas for this Waters Report (See Figures 1).

## 2.0 OFFICE EVALUATION

### Methodology:

A desktop review of the investigated area was conducted to identify areas likely to contain potential wetlands and Waters of the U.S. (streams, wetlands, ponds, etc.). This included a review of historic and recent aerial photography, National Wetland Inventory (NWI) mapping, United States Geological Survey (USGS) topographic maps (7.5'), and National Hydrography Dataset (NHD) mapping, which is a GIS-based database that interconnects and uniquely identifies the stream segments or reaches that make up the nation's surface water drainage system. The United States Department of Agriculture Natural Resources Conservation Service (USDA-NRCS) Web Soil Survey was used to review the mapped soil units in the project area.

### Results:

#### NWI Mapping

The NWI map was reviewed for the presence of potential wetlands in, or adjacent to, the investigated area (Figure 2, Table 1). There are no NWI wetlands mapped within the investigated area. The nearest NWI wetland is classified as riverine (R2UBHx) and is located approximately 0.06 mile south of SR 68, crossing under SR 61. No work will occur off pavement at this location.

#### USGS Mapping

The USGS Lynnville, Indiana 7.5-minute topographic quadrangle map indicates no blue-line streams within the investigated area (Figures 3 and 4). The nearest stream, associated with an

unnamed tributary (UNT) to Big Creek, is a solid (perennial) blue-line stream approximately 0.05 mile south of the investigated area.

#### Mapped Soil Units

According to the Web Soil Survey geographic database for Warrick County, Indiana (USDA-NRCS Web Soil Survey, 2022), the investigated area contains two mapped soil units (Figure 5, Table 2).

**Table 2 - Soil Units within the Investigated Area**

Soil Unit Symbol	Soil Unit Name	Hydric Rating
HoB	Whitaker loam, 2 to 6% slopes	Nonhydric (0%)
Se	Steff silt loam, 0 to 2% slopes, frequently flooded	Predominantly Nonhydric (1-32%)

Source: NRCS Web Soil Survey, 2022

#### Hydrology

According to the USGS NHD map, one flowline is located within the investigated area (Figure 6). It flows southeast crossing the investigated area at SR 68 (associated with UNT 1 to Big Creek). USGS StreamStats shows one blue line that can be delineated near the investigated area. It is associated with UNT 1 to Big Creek and has an upstream drainage of 0.07 square mile. The investigated area is within USGS 12-Digit Hydrological Unit Code 051402020201. The NHD flowline drains southeast and then into a flowline that flows southwest into Big Creek, 1.67 miles southwest of the investigated area.

According to the IDNR Best Available Floodplain Layer, the investigated area is not located in a floodplain (<https://dnrmapping.dnr.in.gov/appsphp/fdms/>) (Figure 7).

The investigated area is located within the karst region of Indiana. A review of IndianaMAP data (<https://www.indianamap.org/>) did not indicate karst features within 0.5 mile of the investigated area. The investigated area was field surveyed for visual indicators of karst features such as cave entrances, springs, sinking streams, or sinkholes that would indicate karst. No karst features were identified during the field reconnaissance.

### **3.0 FIELD RECONNAISSANCE**

#### **Methodology:**

A field visit was conducted by Brooke Vorbeck and Virginia Flynn on April 14 and July 21, 2021, to document and survey the presence of streams, wetlands, and other water resources within the investigated area. The investigated area is slightly larger than the proposed construction limits for the project, where impacts will occur outside of pavement, and is shown on the figures.

Any identified streams were assessed for jurisdictional disposition Ordinary High Water Mark (OHWM) and relative quality. The OHWM measurements were taken by a hand-held measuring tape at the widest, non-scour hole location, outside of the influence of any structure.

The investigated area was surveyed for the presence of vegetation, soil, or hydrological indicators that would signify a potential for wetlands to be present, according to the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)*.

Any roadside ditches within the investigated area were also evaluated for consideration as jurisdictional or non-jurisdictional aquatic resources.

The structures were investigated for the presence of migratory bird nests and/or evidence of bats during the site visit. None were identified.

Water resources are summarized in Table 3 below. Resource maps showing all identified features within the investigated areas are located on Figure 8. Photographs and a photo direction map are included after the figures.

## **Results:**

### Streams:

One stream was identified within the investigated area.

#### *UNT 1 to Big Creek:*

UNT 1 to Big Creek would likely be classified as an intermittent stream because it has areas of slow moving base flow and pools. It is not identified on the USGS maps. The stream flows from northwest to southeast crossing SR 68. Upstream drainage appears to come from mostly residential areas. From Google Earth maps, it appears to flow underground within pipes throughout some sections outside the investigated area. UNT 1 to Big Creek flows into Big Creek approximately 0.05 mile south of the UNT 1 to Big Creek, which flows into Pigeon Creek, which flows into the Ohio River, a traditional navigable waterway. UNT 1 to Big Creek would likely be considered a Waters of the US.

On the north side of SR 68, where the impacts are anticipated, the OHWM was 4 feet wide and 8 inches deep. Banks are estimated at 9 feet high. Sediment sorting and presence of litter/debris was observed. The substrate within the channel in this section was silt, cobble, and gravel. No riffles or pools were present. In-stream cover from overhanging vegetation was 10 percent. There were no dominant plant species within the stream. Dominant vegetation along the banks consisted of giant ragweed (*Ambrosia trifida*) (FAC), black willow (*Salix nigra*) (OBL), horseweed (*Erigeron canadensis*) (FACU), tall fescue (*Schedonorus arundinaceus*) (FACU), tall goldenrod (*Solidago altissima*) (FACU), and white clover (*Trifolium repens*) (FACU). Based on a qualitative assessment, this resource is of poor quality within this reach due to lack of in-stream cover disturbance from the roadway.

### Wetlands:

No indicators of hydric soil, wetland vegetation, or hydrological indicators were found within the investigated area that would signify the presence of wetlands. Water flowed into roadside ditches and UNT 1 to Big Creek. Vegetation in the remainder of the investigated area consisted of maintained roadside grasses, consisting of Kentucky blue grass (*Poa pratensis*) (FAC), and tall fescue (*Schedonorus arundinaceus*) (FACU).

### Roadside Ditches:

Five roadside ditches (RSD 1-5) were located within the investigated area. Table 4 summarizes the roadside ditches that were found within the investigated area. All RSDs did not have a defined OHWM, were determined to be excavated wholly in and draining only uplands and did not carry a relatively permanent flow of water. They are likely non jurisdictional. The locations of the RSDs are shown in Figure 8.



**Table 3 - Stream Summary Table  
SR 61 Overlay and Improvements  
Warrick County, Indiana  
INDOT Des. No. 1800176**

ID	Coordinates (Decimal Degrees)		USGS Blue-Line (Y/N)	Stream Type	Riffles/ Pools (Y/N)	Substrate	OHWM Width (ft.)	OHWM Depth (ft.)	Stream Relative Quality	Estimated Amount of Aquatic Resources within Investigated Area (acres / linear feet)	Photo Numbers	Likely Water of the U.S.?
	Latitude	Longitude										
UNT 1 to Big Creek	38.196723	-87.296158	No	Intermittent	No	Gravel, silt, cobble	4	0.67	Poor	0.016 ac. / 179 lf	14-15, 17-21, 23-30	Yes

**Table 4 – Roadside Ditch Summary Table  
SR 61 Overlay and Improvements  
Warrick County, Indiana  
INDOT Des. No. 1800176**

ID	Latitude	Longitude	Location	Description	Length (ft)
RSD1	38.197185	-87.297103	drains southeast along the east side of SR61	Gravel ditch	166
RSD2	38.196652	-87.29657	drains southeast along the east side of SR61 at the SR 61 and SR 68 intersection	Riprap ditch	118
RSD3	38.196663	-87.29617	drains northeast along the north side of SR 68 into UNT 1 to Big Creek	Riprap ditch	26
RSD4	38.196692	-87.296086	drains southwest along the north side of SR68 into UNT 1 to Big Creek	Riprap ditch	26
RSD5	38.196518	-87.296085	drains southeast along the south side of SR68 into UNT 1 to Big Creek	Riprap ditch/grass lined ditch	24

#### 4.0 CONCLUSIONS

Field observations revealed one likely jurisdictional stream (UNT 1 to Big Creek) that has the potential to be impacted by the proposed project. Every effort should be taken to avoid and minimize impacts to wetlands and waterways. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by the USACE.

#### 5.0 ACKNOWLEDGEMENT

This waters determination report has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

Respectfully,

**Kaskaskia Engineering Group, LLC**



Virginia Flynn                      Date: 5/31/22  
*Project Manager, PWS*

## 6.0 REFERENCES

Cowardin, L. M., V. Carter, F. C. Golet, and E. T. LaRoe. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Fish and Wildlife Service. FWS/OBS-79/31. Washington, DC.

Environmental Laboratory. 1987. U.S. Army Corps of Engineers Wetlands Delineation Manual. U.S. Army Engineer Waterways Experiment Station, Vicksburg, Miss. Technical Report Y-87-1. 207 p.

ESRI. 2022. ArcGIS, version 10.8. Environmental Systems Research Institute, Redlands, CA, USA.

IndianaMAP. 2022. Indiana Geological Survey. Available online at <http://www.indianamap.org/index.php> [Accessed July 2022].

Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm> [Accessed April 2022].

U.S. Army Corps of Engineers. 2020. National Wetland Plant List, ([https://wetland-plants.sec.usace.army.mil/nwpl\\_static/v34/mapper/mapper.html#](https://wetland-plants.sec.usace.army.mil/nwpl_static/v34/mapper/mapper.html#)). U.S. Army Corps of Engineers, Engineer Research and Development Center, Cold Regions Research and Engineering Laboratory, Hanover, NH.

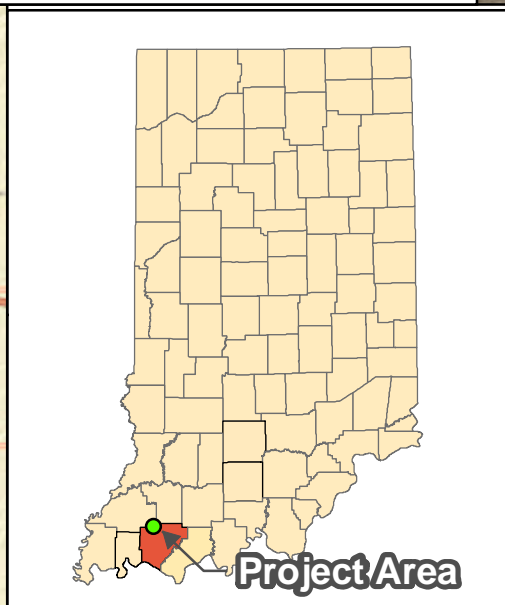
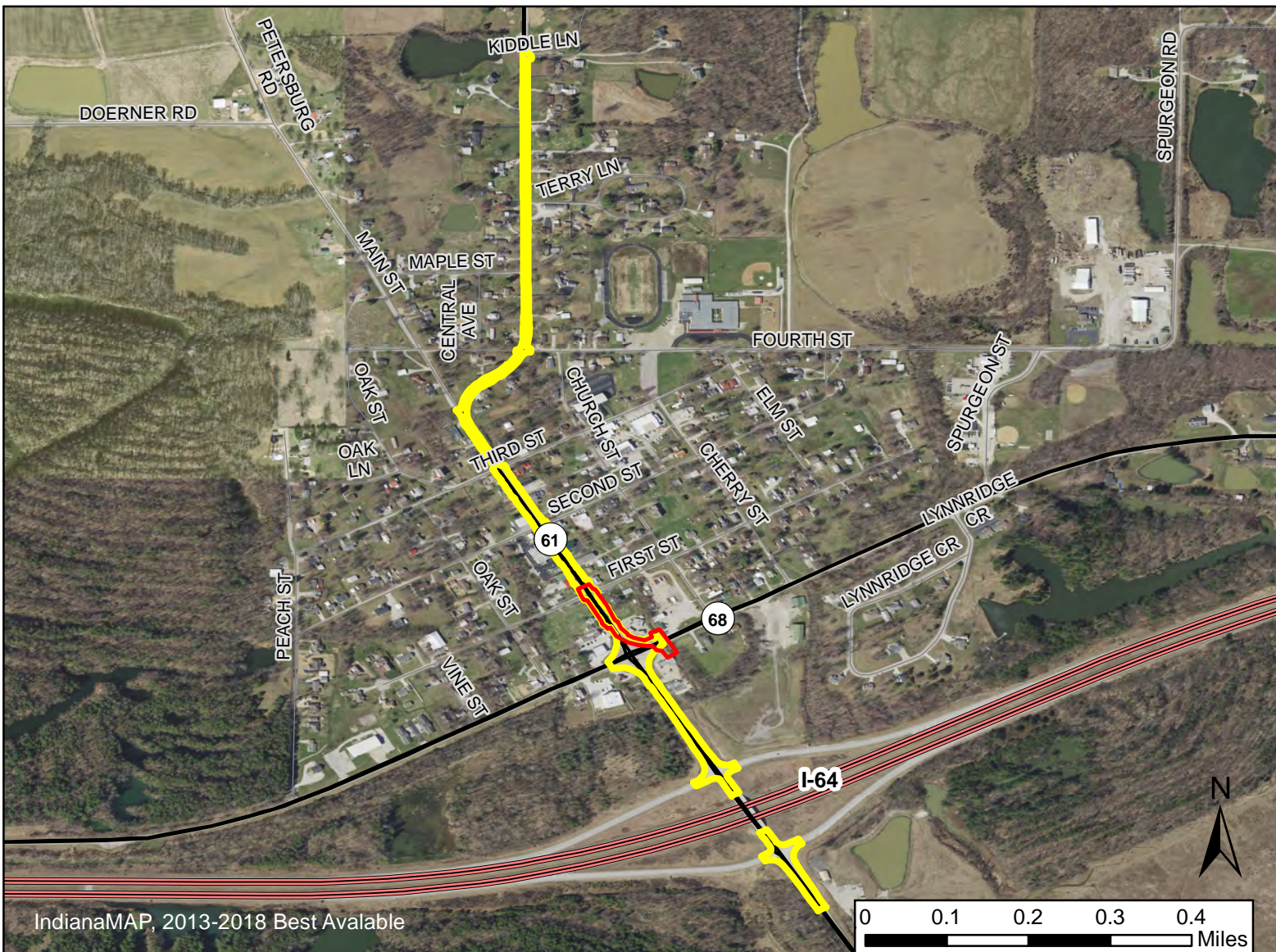
U.S. Army Corps of Engineers. 2010. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0), ed. J.S. Wakely, R.W. Lichvar, and C.V. Noble. ERDC/EL TR-10-16. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

U.S. Department of Agriculture, Natural Resources Conservation Service. 2020. Field indicators of hydric soils in the United States. Version 8.2. L.M. Vasilas, G.W. Hunt, and C.V. Noble, eds. USDA, NRCS, in cooperation with the National Technical Committee for Hydric Soils.

U.S. Fish and Wildlife Service. 2022. Wetlands Mapper, online at <http://www.fws.gov/wetlands/Data/Mapper.html>. [Accessed May 2022].

U.S. Geological Survey (USGS), 2022. The National Map. Hydrography Local Resolution Flowline, USGS NHD View (V 2.0). <https://www.usgs.gov/core-science-systems/ngp/tnm-delivery/>. [Accessed May 2022].

USGS StreamStats. 2022. Online at <http://water.usgs.gov/osw/streamstats/indiana.html>. [Accessed May 2022].



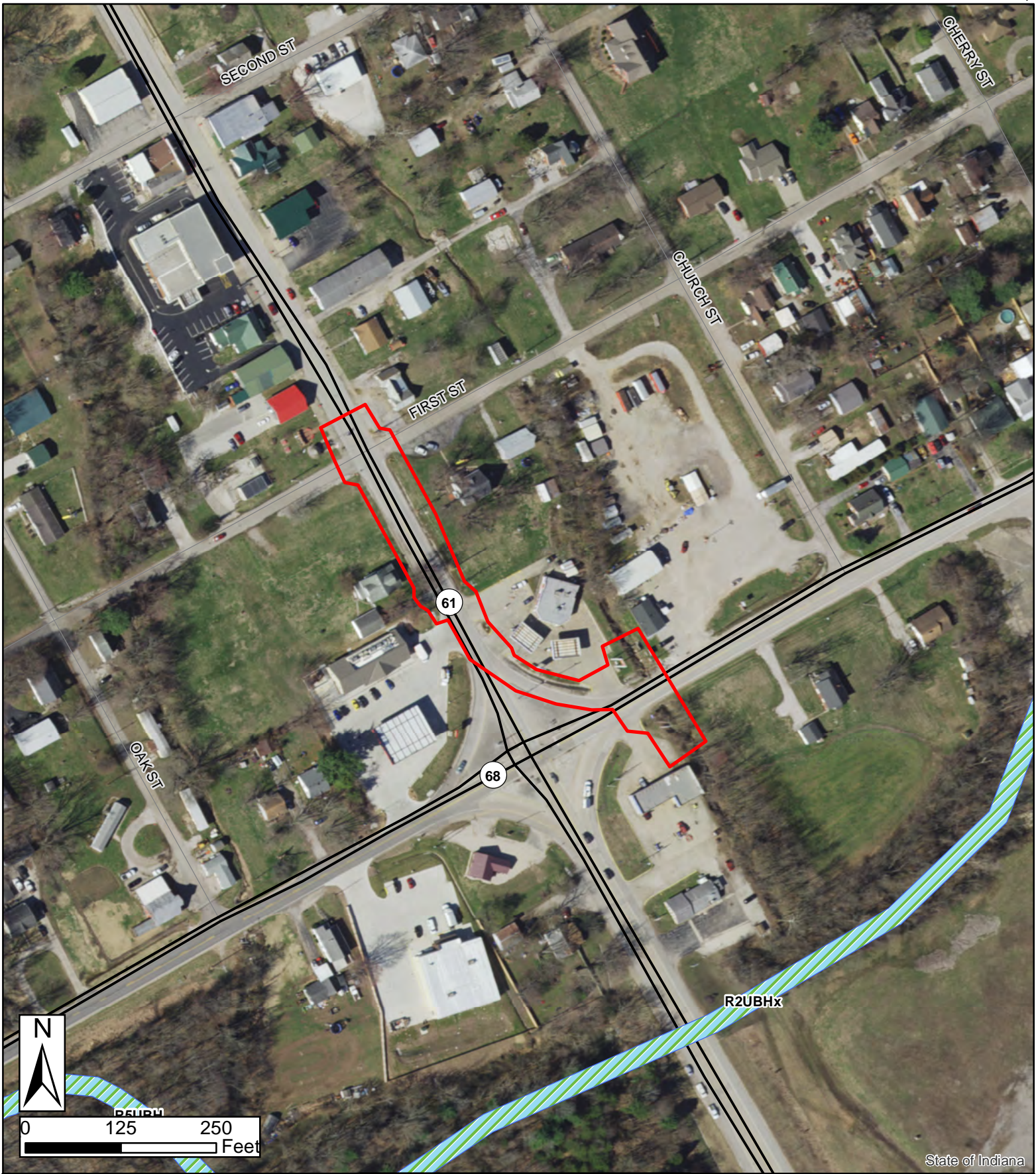
**Figure 1**  
**Site Location Map**  
**SR 61 Overlay and Improvements**  
**Warrick County, Indiana**  
**Des. No. 1800176**

Investigated Area  
 Project Area



*Map Source: Esri and IndianaMAP, 2022*

**Kaskaskia**  
 Engineering Group, LLC

Created 5/31/22



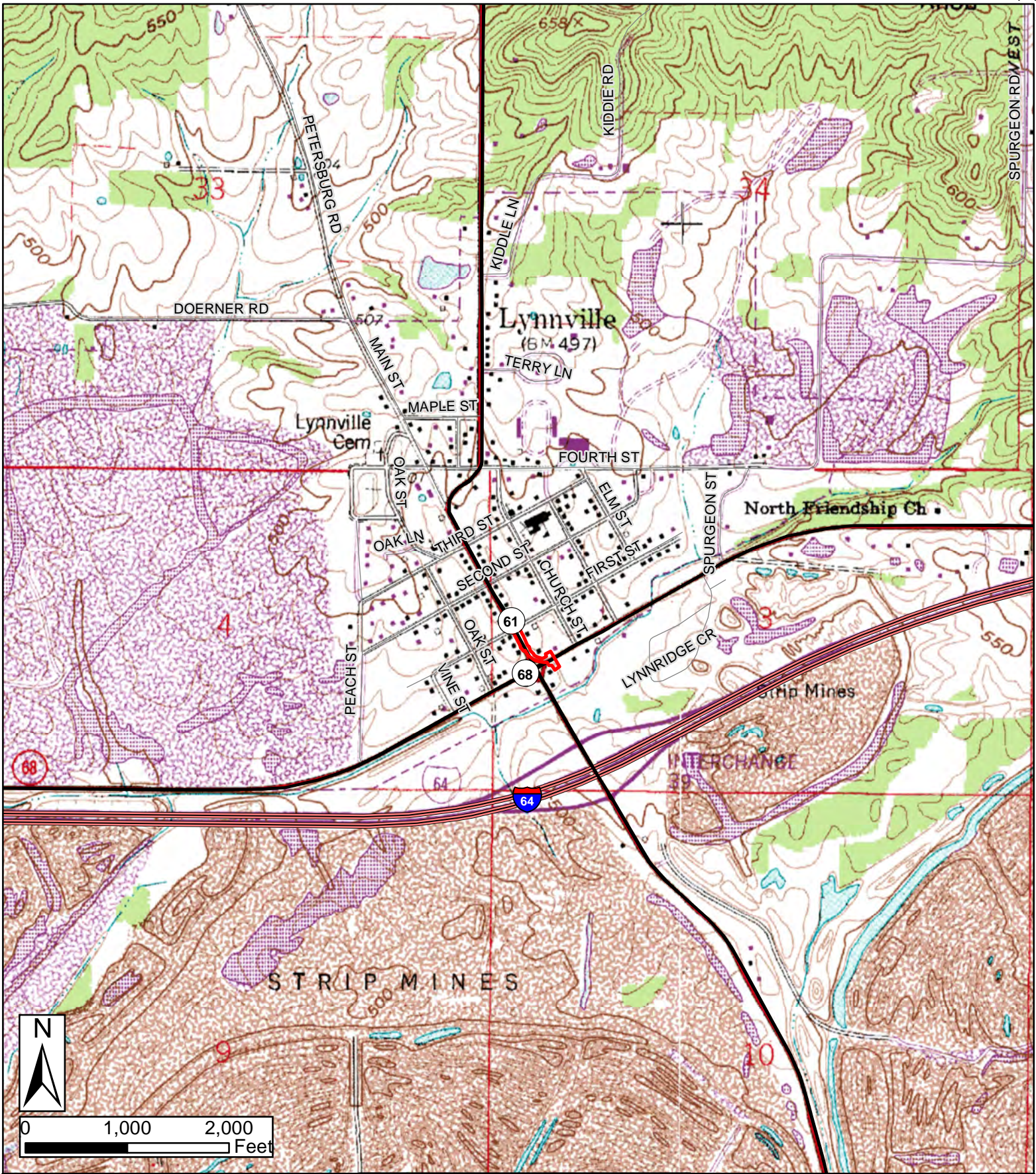
**Figure 2**  
**USFS National Wetland Inventory Map**  
**SR 61 Overlay & Improvements**  
**Lynnville Quadrangle**  
**Warrick County, IN**  
**Des. No. 1800176**

-  NWI Wetlands
-  Investigated Area




Source: IndianaMAP 2022

Created 5/30/22



**Figure 4**  
**USGS Topographic**  
**Small Scale Map**  
**SR 61 Overlay & Improvements**  
**Lynnville Quadrangle**  
**Warrick County, IN**  
**Des. No. 1800176**

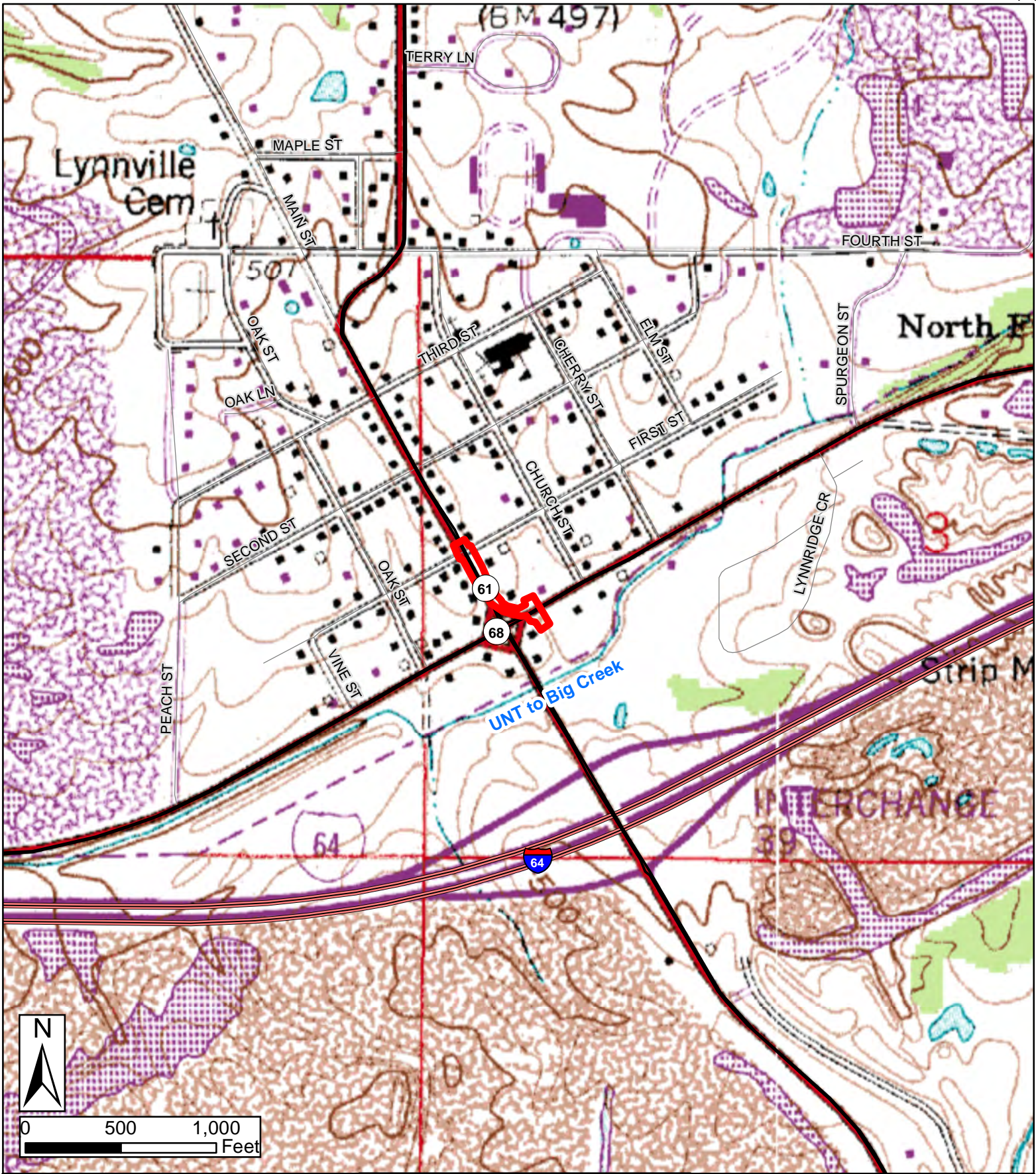
 Investigated Area

Source: IndianaMAP 2022



**Kaskaskia**  
 Engineering Group, LLC

Created 5/30/22



**Figure 4**  
**USGS Topographic**  
**Large Scale Map**  
**SR 61 Overlay & Improvements**  
**Lynnville Quadrangle**  
**Warrick County, IN**  
**Des. No. 1800176**

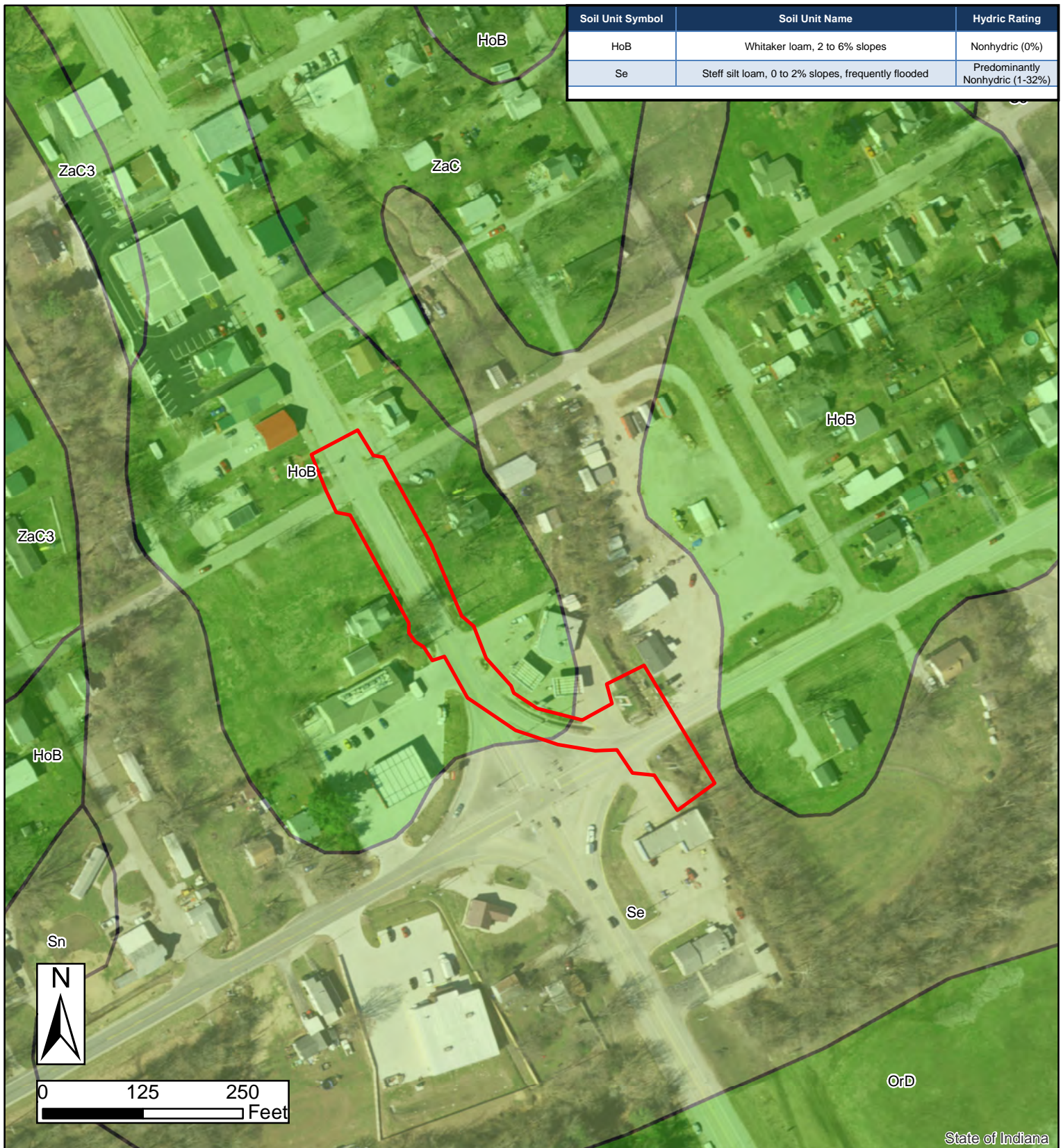
 Investigated Area

Source: IndianaMAP 2022



**Kaskaskia**  
 Engineering Group, LLC

Created 5/30/22



**Figure 5**  
**USDA NRCS Soil Map**  
**SR 61 Overlay and Improvements**  
**Warrick County, Indiana**  
**Des. No.1800176**

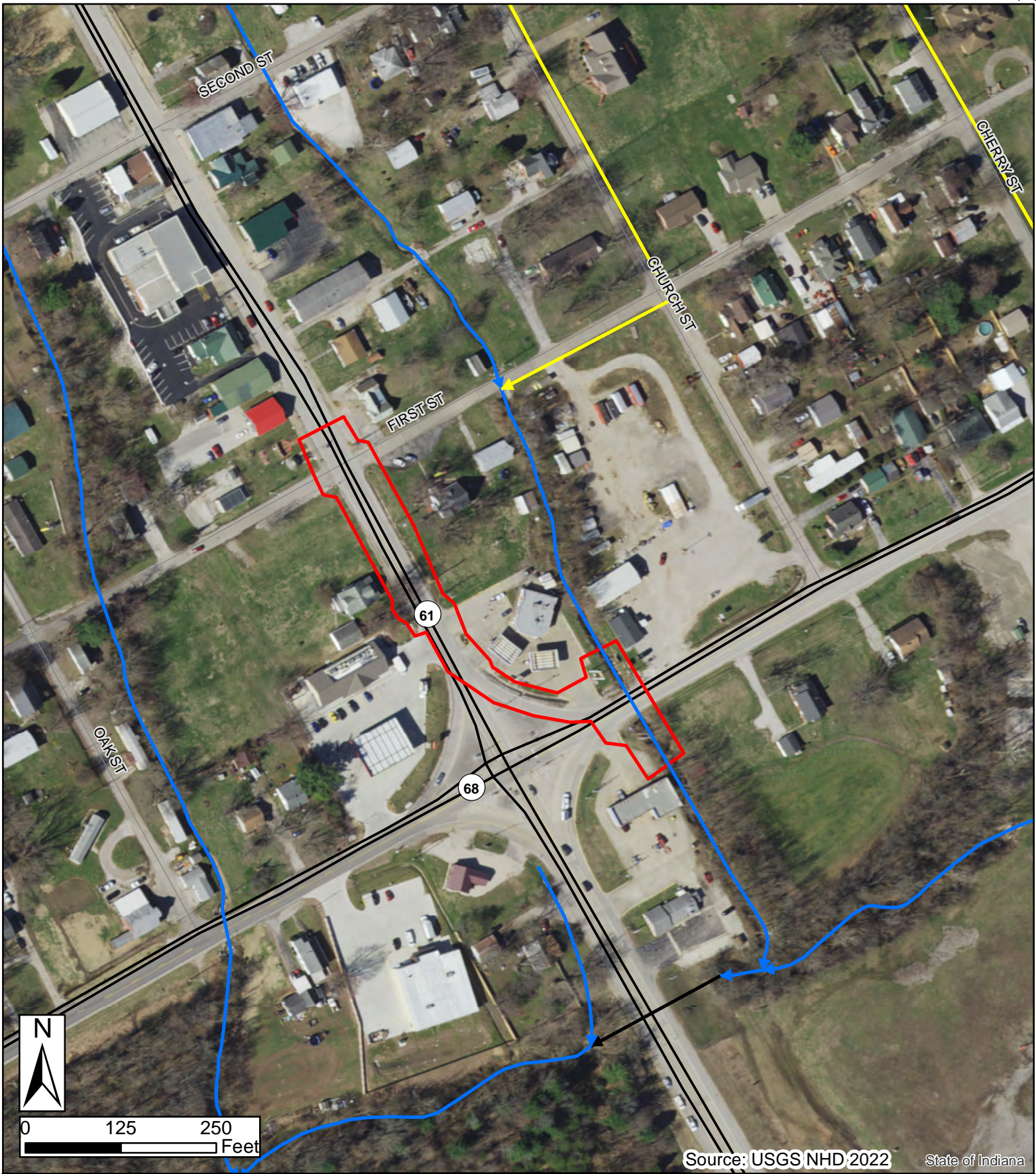
- Investigated Area
- Hydric
- Nonhydric
- Predominantly Hydric
- Predominantly Nonhydric

Source: USDA NRCS 2022



Created 5/16/2022





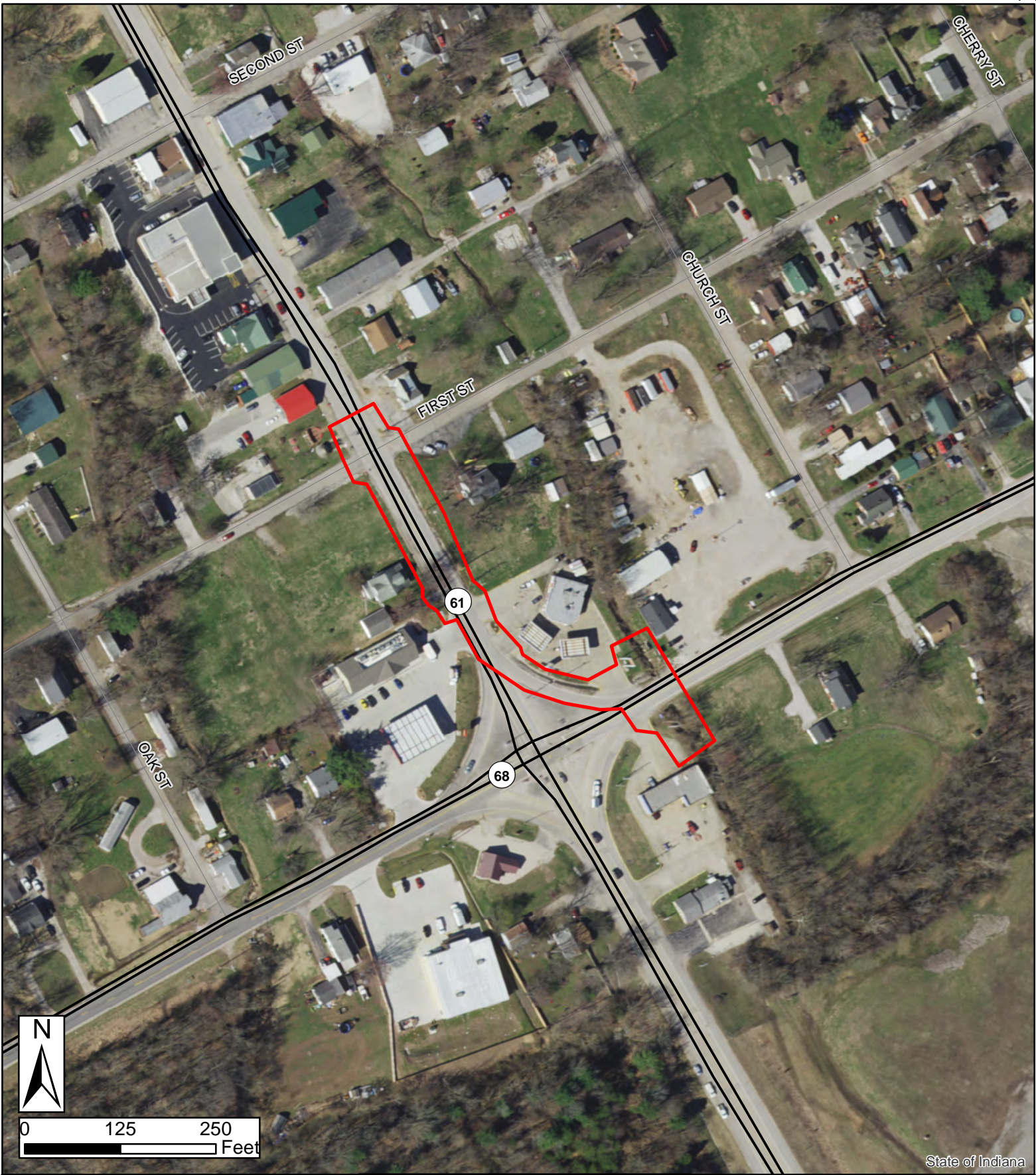
Source: USGS NHD 2022 State of Indiana

**Figure 6**  
**USGS**  
**National Hydrography Data Map**  
**SR 61 Overlay & Improvements**  
**Warrick County, IN**  
**Des. No. 1800176**



-  Canal Ditch
-  Connector
-  Stream/River
-  Investigated Area



Created 5/30/22



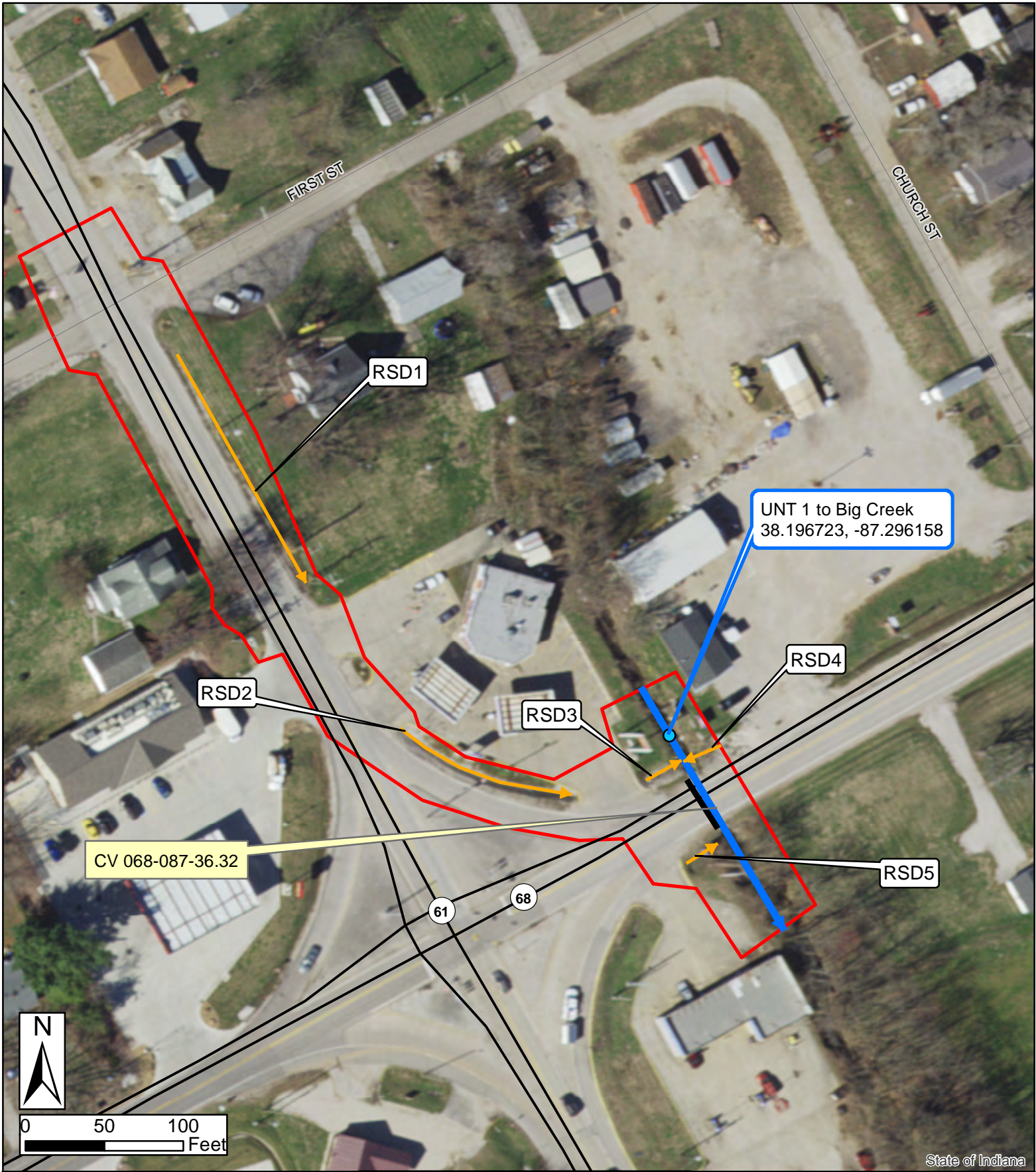
**Figure 7**  
**IDNR Best Available**  
**Floodplain Map**  
**SR 61 Overlay & Improvements**  
**Warrick County, IN**  
**Des. No. 1800176**

-  Floodplain
-  Investigated Area



Source: IDNR 2022

Created 5/30/2022



State of Indiana

**Figure 8**  
**Water Resource Map**  
**SR 61 Overlay & Improvements**  
**Warrick County, IN**  
**Des. No. 1800176**

- Stream Data Point
- Roadside Ditch
- Streams
- Investigated Area



Created 5/30/22

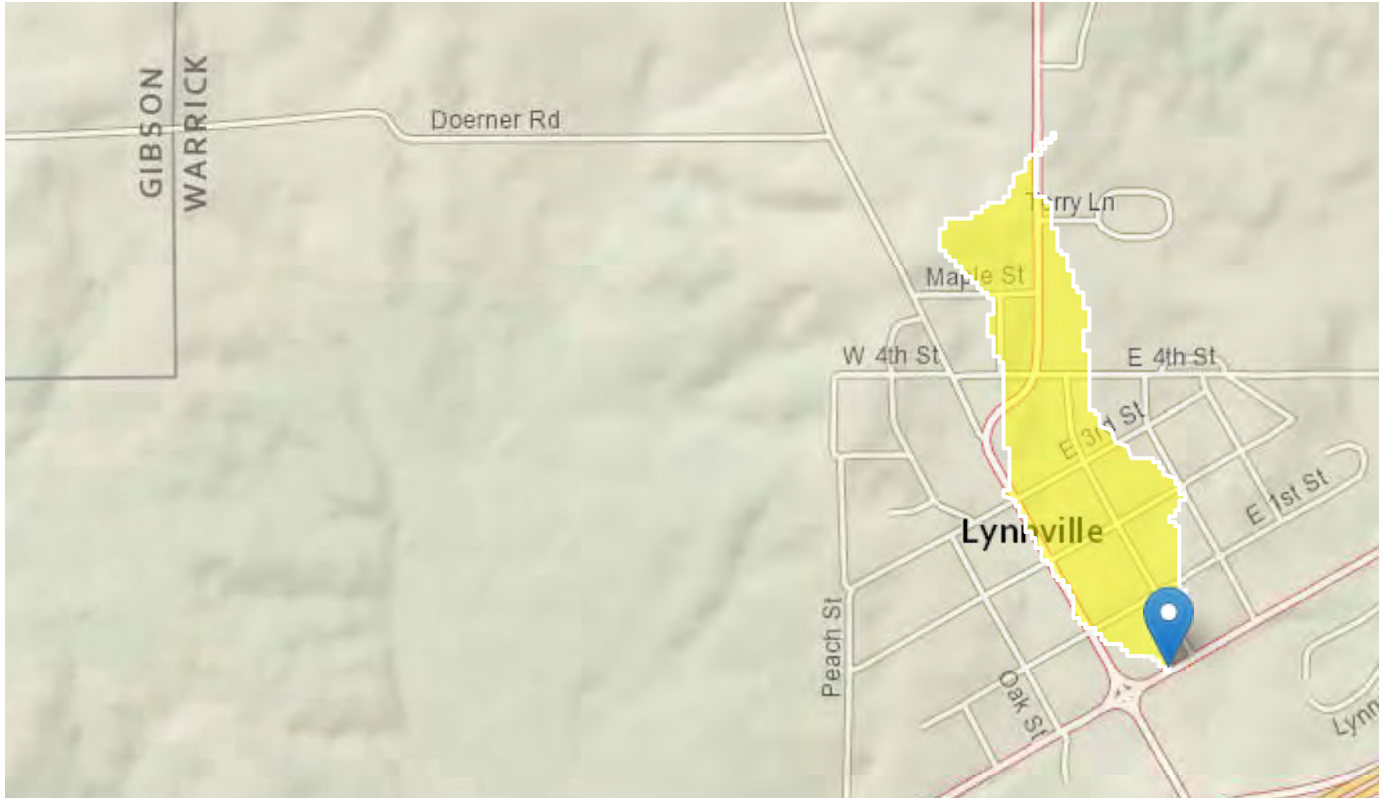
# StreamStats Report

**Region ID:** IN

**Workspace ID:** IN20220531021021438000

**Clicked Point (Latitude, Longitude):** 38.19686, -87.29571

**Time:** 2022-05-30 21:10:40 -0500



Collapse All

## ➤ Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
BFREGNO	BFREGNO	1567	dimensionless
BSLDEM10M	Mean basin slope computed from 10 m DEM	3.52	percent
CONTDA	Area that contributes flow to a point on a stream	0.07	square miles

**Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM****BACKGROUND INFORMATION****A. REPORT COMPLETION DATE FOR PJD:** 5/31/22**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Virginia Flynn, Kaskaskia Engineering Group, 201 E. Main, Belleville, IL 62220**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:****D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:**

The proposed state project (Des. No. 1800176) is located on SR 61, 0.14 mile south of I-64 to 0.81 mile north of SR 68, in Lynnville, Indiana. The proposed project is anticipated to mill, overlay, and patch SR 61, with curb ramp, sidewalk, and drainage work.

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

State: **Indiana** County/parish/borough: **Warrick** City: **Lynnville**

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

Lat.: **38.19833°** Long.: **-87.29806°**

Universal Transverse Mercator: **Zone 16**

Name of nearest waterbody: **Big Creek**

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

Office (Desk) Determination. Date:

Field Determination. Date(s):

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
UNT 1 to Big Creek	38.196723	-87.296158	0.016 ac. / 179 lf	non-wetland	Section 404

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

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

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

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Map: Figures 1-8
- Data sheets prepared/submitted by or on behalf of the PJD requestor.  
 Office concurs with data sheets/delineation report.  
 Office does not concur with data sheets/delineation report. Rationale: \_\_\_\_\_
- Data sheets prepared by the Corps: \_\_\_\_\_
- Corps navigable waters' study: \_\_\_\_\_
- U.S. Geological Survey Hydrologic Atlas: \_\_\_\_\_  
 USGS NHD data.  
 USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Lynnville 7.5' quad
- Natural Resources Conservation Service Soil Survey. Citation: NRCS Web Soil Survey, 2022
- National wetlands inventory map(s). Cite name: USFWS NWI Online Mapper, 2022
- State/local wetland inventory map(s): \_\_\_\_\_
- FEMA/FIRM maps: IDNR Best Available, 2022
- 100-year Floodplain Elevation is: \_\_\_\_\_.(National Geodetic Vertical Datum of 1929)
- Photographs:  Aerial (Name & Date): Indiana, Best Available  
or  Other (Name & Date): Photo log, taken April 14, 2021 and July 21, 2021.
- Previous determination(s). File no. and date of response letter: \_\_\_\_\_
- Other information (please specify): \_\_\_\_\_

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

\_\_\_\_\_  
Signature and date of  
Regulatory staff member  
completing PJD

Virginia Flynn \_\_\_\_\_ 5/31/22  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

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



## **APPENDIX G**

### Public Involvement



Confidence in the built environment.

135 N. Pennsylvania, Suite 2800  
Indianapolis, Indiana 46204

[www.hwcengineering.com](http://www.hwcengineering.com)

October 10, 2019

**SAMPLE NOTICE OF  
SURVEY LETTER.**

RE: Des No.: 1800176  
Road: SR-61, Lynnville, Indiana (1.24 miles or 6,500 linear feet)  
Description: Mill and Overlay along with Sidewalk Construction or Re-Construction.

### Notice of Survey/Entry

Dear Property Owner:

The Indiana Department of Transportation (INDOT) will perform a survey for the proposed project. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. The survey is needed for the proper planning and design of this highway project.

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

Indiana Code 8-23-7-26 allows the Vincennes District Survey Section, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Meaning of Notice of Survey sheet, as found on INDOT's website (<http://www.in.gov/indot/2888.htm>), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property on or after October 10, 2019.

INDOT employees or subcontractors will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work.

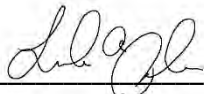
If you have any questions or concerns regarding our proposed survey work or schedule, please contact one of the following listed below. This contact information is as follows:

General Questions:  
Lewie Allen, PE  
Project Manager  
HWC Engineering, Inc.  
New Albany, IN  
(812) 675-4134

Survey Questions:  
Luke Jahn, PS  
Survey Manager  
HWC Engineering, INC.  
Indianapolis, IN 46206  
(317) 981-1269

Thank you in advance for your cooperation in this matter.

Sincerely,



---

Luke Jahn, PS  
Survey Manager  
HWC Engineering  
135 N. Pennsylvania St., Suite 2800  
Indianapolis, IN 46204  
(317) 981-1269

<https://www.in.gov/indot/2888.htm>

If you have received a Notice of Survey from INDOT or the Environmental Assessment Section, you may be wondering what it means. In the early stages of a project's development, INDOT must collect as much information as possible to ensure that sound decisions are made in designing the project. Before entering onto private property to collect that data, INDOT is required to notify landowners that personnel will be in the area and may need to enter onto their property. INDOT's authority to enter onto any property in Indiana is addressed in the Indiana Code.

Receipt of a Notice of Survey does not necessarily mean that INDOT will be buying property from you. It doesn't even necessarily mean that the project will involve your property at all. Since the Notice of Survey is sent out in the very early stages and since INDOT wants to collect data within and surrounding the project's limits, more landowners are contacted than will actually fall within the eventual project limits. It may also be that your property falls within the project limits but we will not need to purchase property from you to make improvements to the roadway. Another thing to keep in mind is that when you receive a Notice of Survey, very few specifics have been worked out and actual construction of the project is at least three years away.

Before INDOT begins a project that requires it to purchase property from landowners, INDOT must first offer the opportunity for a public hearing. If you were on the list of people who received a Notice of Survey, you should also receive a notice informing you of your opportunity to request a public hearing. These notices will also be published in your local papers so that interested individuals who are not adjacent to the project will also have the opportunity to request a public hearing.

If a public hearing is to be held, INDOT will publicize the date, location, and time. INDOT will present detailed project information at the public hearing, comments will be taken from the public in spoken and written form, and question and answer sessions will be offered. Based on the feedback INDOT receives from the public, a project can be modified and improved to better serve the public.

So, if you have received a Notice of Survey, remember:

1. You do not need to take any action at this time. It is merely letting you know that people in orange vests are going to be in your neighborhood.
2. The project is still in its very early planning stage.
3. Construction is a long way off.
4. You will be notified of your opportunity to comment on the project at a later date.

## **APPENDIX H**

Air Quality

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
<b>Warrick County</b>																		
Warrick County	1902074	Init.	IR 1001	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2021-2024	Vincennes	0	STBG	\$190,909.96	Local Funds	PE	\$0.00	\$38,110.81		\$3,899.89	\$30,349.46	\$3,861.46	
										Local Bridge Program	PE	\$152,799.15	\$0.00		\$15,955.46	\$121,397.85	\$15,445.84	
Performance Measure Impacted: Bridge Condition																		
Warrick County	2100533	Init.	MS NA	HMA Overlay Minor Structural	KAISER RD, S 50 W, SHELTON RD, WEYERBACHER RD, WEYERBACHER RD North	Vincennes	0	STBG	\$639,358.00	Community Crossing Grant Fund	CN	\$319,679.00	\$0.00	\$319,679.00				
										Local Funds	CN	\$0.00	\$319,679.00	\$319,679.00				
Performance Measure Impacted: Pavement Condition																		
Indiana Department of Transportation	41407 / 1800176	Init.	SR 61	HMA Overlay, Preventive Maintenance	From 0.14 mi S of I-64 to 0.88 mi N of SR-68 (Lynnville)	Vincennes	1.156	STBG	\$6,502,000.00	Road ROW	RW	\$46,400.00	\$11,600.00	\$30,000.00	\$28,000.00			
										Road Construction	CN	\$4,764,800.00	\$1,191,200.00	\$20,000.00	\$5,936,000.00			
Performance Measure Impacted: Pavement Condition																		
Comments: Include DES 2000890, 2001113, 1800176																		
Indiana Department of Transportation	42728 / 2000485	Init.	SR 62	Bridge Thin Deck Overlay	Over Caney Creek, 6.34 mi W of SR 261, EBL	Vincennes	0	STBG	\$1,179,000.00	Bridge Construction	CN	\$700,000.00	\$175,000.00			\$875,000.00		
										Bridge Consulting	PE	\$243,200.00	\$60,800.00	\$304,000.00				
Performance Measure Impacted: Bridge Condition																		
Comments: Include DES 2000486, 2000487, 2000488, 2000720, 2000723, 2000485																		
Indiana Department of Transportation	43232 / 2001938	Init.	SR 261	Small Structure Replacement with Bridge	over UNT, 3+70 N JCT SR 66	Vincennes	0	STBG	\$1,275,000.00	Bridge Construction	CN	\$856,000.00	\$214,000.00				\$1,070,000.00	
										Bridge ROW	RW	\$12,000.00	\$3,000.00			\$15,000.00		
										Bridge Consulting	PE	\$152,000.00	\$38,000.00	\$190,000.00				
Performance Measure Impacted: Bridge Condition																		
Comments: Include DES 2001942, 2001938																		
<b>Warrick County Total</b>																		
Federal: \$7,246,878.15      Match :\$2,051,389.81      2022: \$1,183,358.00      2023: \$5,983,855.35      2024: \$1,041,747.31      2025: \$1,089,307.30      2026:																		

**Table 4.4:  
TIP Projects Listing Cont.**

Sponsor: Indiana Department of Transportation												
Route Des# Length: Description:	Project Limits		Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share	
	Planning Reference	Federal Funding Category		Amendment/ Modification Date	2022	2023	2024	2025				2026
											2022-2026 Estimates	
SR 66 2101301 n/a Contract 44091; Traffic signal repair project.	At Fielding Rd, 1.83 mi W of I-69 NHPP 9/21/2021		PE RW CN		\$69						\$ - \$ - \$ 55	\$ - \$ - \$ 14
Project Total *										\$69		
<b>Warrick County</b>												
SR 62 1900563 10 mi. Contract 42124; Cleaning and Sealing Joints; Includes Des# 1901751	From 0.25 mi E of I-69 to W Jct SR-61 STBG		PE RW CN		\$4,073						\$ - \$ - \$ 3,258	\$ - \$ - \$ 815
Project Total *										\$4,073		
I-64 1593068 n/a Contract 39367; Replace Superstructure; Includes Des# 1593069	Over Plum Creek, 3.92 mi W of SR 61, EBL & WBL NHPP		PE RW CN		\$3,646						\$ - \$ - \$ 3,281	\$ - \$ - \$ 365
Project Total *										\$3,646		
I-64 1802047 n/a Contract 41768; ITS Traffic management systems.	CCTV Cameras/Detection from SR 69 to Lanesville NHPP		PE RW CN		\$155		\$1,590				\$ 140 \$ - \$ 1,431	\$ 16 \$ - \$ 159
Project Total *										\$1,745		
I-64 1900562 1.58 mi Contract 42137; Surface Treatment, PM	From 0.13 mi E of SR-61 to 1.91 mi W of SR-161 NHPP		PE RW CN		\$6,020						\$ - \$ - \$ 5,418	\$ - \$ - \$ 602
Project Total *										\$6,020		
I-64 2001796 n/a Contract 43255; Small Structure Project	Various Locations from 2 mi W of SR 165 to 1.27 mi E of SR 31 NHPP		PE RW CN	\$335			\$2,733				\$ 302 \$ - \$ 2,460	\$ 34 \$ - \$ 273
Project Total *										\$3,068		
SR 66 1400195 1.081 mi. Contract 39921; Other intersection improvement	0.16 mi. E of I-69 at Epworth Rd. NHPP 10/21/2021		PE RW CN		\$4,144						\$ - \$ - \$ 3,315	\$ - \$ - \$ 829
Project Total *										\$5,079		
SR 68 1593066 n/a Contract 39418; Bridge replacement, other construction	Over Simpson Branch, 2.33 mi. E of SR 61 STBG 7/30/21, 2/1/22		PE RW CN		\$50	\$1,000					\$ - \$ - \$ 840	\$ - \$ - \$ 210
Project Total *										\$1,201		
SR 68 1700167 n/a Contract 40541; Bridge replacement, other construction; Includes Des# 1593067	Over Wallace Creek, 0.95 mi E of SR 161 STBG 2/1/22, 3/2/22		PE RW CN			\$1,587					\$ - \$ - \$ 1,270	\$ - \$ - \$ 317
Project Total *										\$2,049		
SR 68 2002063 n/a Contract 43235; Bridge construction	Over Mill Creek, 0.26 mi E of SR 61 STBG		PE RW CN	\$181		\$50	\$1,613				\$ 145 \$ 40 \$ 1,290	\$ 36 \$ 10 \$ 323
Project Total *										\$1,844		
SR 161 1700170 n/a Contract 40551; Small structure replacement; Includes Des# 1701058, 1702071, 1702072	10.46 mi. N Jct. SR 66 STBG 9/9/21, 3/2/22		PE RW CN		\$19	\$2,025					\$ - \$ 15 \$ 1,620	\$ - \$ 4 \$ 405
Project Total *										\$2,635		
SR 161 1900115 n/a Contract 42186; Replace Superstructure and Bridge deck overlays; Includes Des# 2000738, 2000739, 2000740, 2000741, 2000768, 2000769, 2101026	Bridge over Coles Creek, 0.69 mi N SR-62 STBG 7/30/2021		PE RW CN	\$77		\$6,522					\$ 62 \$ - \$ 5,218	\$ 15 \$ - \$ 1,304
Project Total *										\$7,682		
SR 261 2001938 n/a Contract 43232; Bridge construction	Over UNT, 3.7 mi N Jct SR 66 STBG		PE RW CN	\$190		\$15	\$1,070				\$ 152 \$ 12 \$ 856	\$ 38 \$ 3 \$ 214
Project Total *										\$1,275		
SR 61 1800176 0.88 Contract 41407; HMA Overlay, preventative maintenance. Includes Des# 2000890, 2001113.	From 0.14 mi S of I-64 to 0.88 mi N of SR-68 STBG, STBG-R 11/10/2021		PE RW CN		\$30 \$20	\$28 \$5,936					\$ - \$ 46 \$ 4,765	\$ - \$ 12 \$ 1,191
Project Total *										\$6,502		
Various 2001713 n/a No contract number; DNR Recreational Trails Program project	Various locations including Interlake State Recreation Area RTP		PE RW CN		\$400	\$232					\$ - \$ - \$ 506	\$ - \$ - \$ 126
Project Total *										\$632		
Various 2000456 n/a Contract 42699; Bridge rehabilitation projects; Includes Des# 2000457, 2000458, 2000504, 2000506, 2000511, 2000515	Various locations in the Vincennes District STBG		PE RW CN		\$1,260						\$ - \$ - \$ 1,008	\$ - \$ - \$ 252
Project Total *										\$1,260		

## **APPENDIX I**

Additional Information



# Roadway Project Application

Application Date	1/2/2018	Des	1800176
Proposed FY	2023	Work Type	HMA OL, PM with ADA

Project Information				Project History (Last Work)			
Pvmt Section ID	6293			Project Type	Des #	Contract #	Year
Route	SR 61			PM	9903590	RS-26309	2003
Limits	From 0.14 mi S of I-64 to 0.88 mi N of SR 68 (Lynnville)			Work Type	HMA Overlay, Structural		
From RP + Offset	19.71	From SL	19.68	Last Major Treatment:		Year:	
To RP + Offset	20.88	To SL	20.85	Last Minor Treatment:		Year:	
Beg Lat	38.1919	Beg Long	-87.2933	<a href="#">Map it</a>	<b>Additional Location Desc.:</b> From the Asphalt/Concrete Transition just west of I-64 to Kiddie Road (Lynnville)		
End Lat	38.2071	End Long	-87.2985	<a href="#">Map it</a>			

Roadway Information				2016 Condition Data			
AADT	3614			% Functional Cracking	37.0	Rut (in)	0.20
AADTT	372			% Structural Cracking	3.0	IRI (in/mile)	139
AADT Year	2017			<b>Purpose/ Need of Project</b>			
Project Length (miles)	1.17			The current need for this project is to restore the ride and prevent further deterioration of the existing pavement structure.			
# Thru Lanes	2.00						
# Lane Miles	2.34						
Pavement Area (sys)	27300						
Pavement Type	0			<b>History/Current Condition</b>			
County 1	Warrick			This section of roadway consists of portions of full depth concrete and composite concrete.			
County 2	-						
Subdistrict	Tell City						
Functional Class	Major Collector						
On NHS?	No						
Are Underdrains Present?							
Are Curbs Present?	Yes						

Additional Features to be Included		Recommended Alternative	
RPMs	No	The proposed recommended alternative treatment for this project is a PM overlay. Specifically, it is anticipated that milling 1.5 inches of the existing surface followed by construction of a 1.5 inch thick HMA Surface Overlay will provide the necessary primary treatment. Additionally, areas of full depth and partial depth patching may be necessary. Determination of patching locations and extents shall be coordinated with the District Pavement Engineer.	
Centerline Rumble Stripes	No		
Edgeline Rumble Stripes	No		
Shoulder Corrugations	No		
Curb Ramps	Yes		

Project Cost		Testing In order to determine the final pavement treatment, pavement cores, geotechnical borings, and FWD testing shall be obtained to develop the final pavement design. In order to receive a pavement design in a timely manner, coordination of the pavement analysis shall be through the Project Manager as soon as practical after the notice to proceed. Geotechnical boring and coring locations shall also be coordinated with the District Pavement Engineer.	
Right of Way Purchase (RW):	\$ 30,000.00		
Preliminary Engineering (PE):	\$		
Environmental (Already Included in PE)	\$		
Railroad (RR):	\$ 8,000.00		
Utilities CN (UT):	\$ 40,000.00		
Construction (CN):	\$ 575,000.00		
Construction Engineering (CE):	Included in CN Cost		
Relinquishment Payment (RQP):			
<b>Total Roadway Costs:</b>	<b>\$</b>		

What are we buying?		
Lane-mile Years	Small Culvert Condition Points	Other (Safety, Geometric, etc.)
	-	-
Projected Condition Targets		
FI	SI	IRI
0	0	70

**Secondary Considerations**

I-2

Bridge Approaches

Evaluate all bridge approaches within the project extents for smoothness and ride. Adjust profile as necessary to provide a smooth transition from the roadway pavement. Provide elevations showing existing profile and proposed profile to ensure the transition is constructed correctly. The transition shall be evaluated using the requirement set forth in Standard Drawing No. E306-TMPT. The following bridges (NBI) are located within the extents of this project: 021660 (recent work has occurred on this bridge)

R/W Information

It shall not be assumed that INDOT has valid R/W outside the edge of pavement. It is recommended that additional research be performed to determine R/W if substantial planned work is proposed beyond the edge of pavement.

Environmental Document Requirements

This project should qualify under a CE 1 with a partial or full Section 106 likely. If endangered species are found within the project limits the level of NEPA document may become a higher level CE. As the project progresses, the environmental document requirements shall be continuously monitored to ensure the correct level environmental document is developed.

Curb Ramps

The curb ramps present within this section of roadway shall be evaluated for compliance. If a curb ramp is out of compliance, rehabilitation to correct the specific non-compliant item or replacement of the entire curb ramp will be necessary. Right-of-way or platted streets shall be reviewed to determine if sufficient public ROW is present to perform any necessary ADA work. It is anticipated that this work will require a CE 1 or higher. As the project progresses, these requirements shall be continuously monitored to determine if the design/work causes the project to require an environmental document beyond a CE 1.

Additional Notes

This section of roadway starts at the transition between asphalt and concrete just west of I-64. The concrete work shall consist, at a minimum, of sawing and sealing and patching, as necessary. The concrete shall also be evaluated for full depth replacement. Concrete work at the approaches of the interstate ramps and at SR 68 shall be included with the project. Evaluate the need for guardrail and guardrail updates through this section of roadway. There are no areas of poor drainage or areas with drainage issues known to be present through this section of roadway. RPMs and Rumble Stripes shall be used together and match the existing RPM layout.

**Supporting Documentation**

File Name

Description

**Additional Asset Improvements**

Asset Group

Des

Work Type

Total Cost

**Total Cost for Additional Asset Improvements**

**\$0**

**Report Prepared By and Approved By**

Name

Title

Signature

Prepared by:

Duane Decker

Scoping Manager

*Duane Decker*

Reviewed by:

David Dallas

Pavement Asset Engineer

*David Dallas*

Approved by:

Khalil I Dughaiish

System Asset Manager

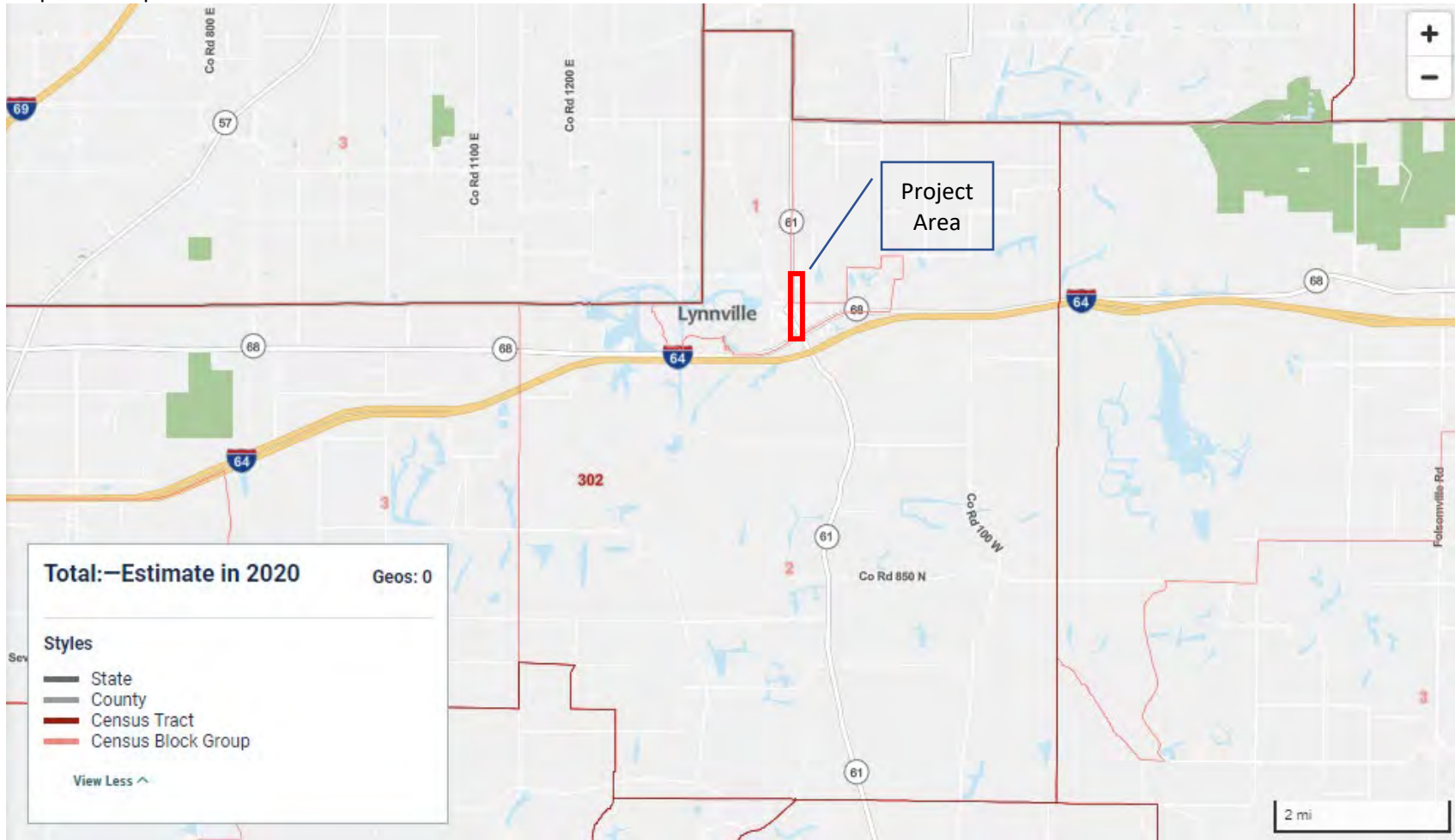
*Khalil I Dughaiish*

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

ProjectNumber	SubProjectCode	County	Property
1800082	1800082	Warrick	Newburgh Community Park and Newburgh Community Pool
1800383	1800383	Warrick	Newburgh-Amax Athletic Park & Ed Gesser Soccer
1800405	18004050	Warrick	Little Pigeon Creek Wetland Conservation Area

\*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.

Map 1: EJ Map



Source: <https://data.census.gov/cedsci/>

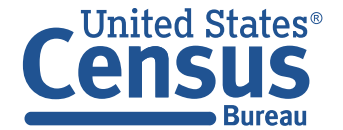


## HISPANIC OR LATINO ORIGIN BY RACE

**Note:** This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

### Warrick County, Indiana

Label	Estimate	Margin of Error
▼ Total:	62,608	*****
▼ Not Hispanic or Latino:	61,395	*****
White alone	57,108	±416
Black or African American alone	1,147	±163
American Indian and Alaska Native alone	54	±49
Asian alone	1,768	±91
Native Hawaiian and Other Pacific Islander alone	4	±6
Some other race alone	317	±286
▼ Two or more races:	997	±364
Two races including Some other race	304	±277
Two races excluding Some other race, and three or more races	693	±208
▼ Hispanic or Latino:	1,213	*****
White alone	807	±289
Black or African American alone	0	±29
American Indian and Alaska Native alone	0	±29
Asian alone	0	±29
Native Hawaiian and Other Pacific Islander alone	0	±29
Some other race alone	397	±300
▼ Two or more races:	9	±20
Two races including Some other race	0	±29
Two races excluding Some other race, and three or more races	9	±20



## HISPANIC OR LATINO ORIGIN BY RACE

**Note:** This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Lynnville town, Indiana			
Label	Estimate	Margin of Error	
▼ Total:	1,071	±230	
▼ Not Hispanic or Latino:	1,067	±230	
White alone	1,038	±224	
Black or African American alone	3	±8	
American Indian and Alaska Native alone	0	±12	
Asian alone	0	±12	
Native Hawaiian and Other Pacific Islander alone	4	±6	
Some other race alone	0	±12	
▼ Two or more races:	22	±22	
Two races including Some other race	0	±12	
Two races excluding Some other race, and three or more races	22	±22	
▼ Hispanic or Latino:	4	±5	
White alone	2	±3	
Black or African American alone	0	±12	
American Indian and Alaska Native alone	0	±12	
Asian alone	0	±12	
Native Hawaiian and Other Pacific Islander alone	0	±12	
Some other race alone	2	±4	



## HISPANIC OR LATINO ORIGIN BY RACE

**Note:** This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 302, Warrick County, Indiana			
Label	Estimate	Margin of Error	
▼ Total:	4,137	±413	
▼ Not Hispanic or Latino:	4,133	±413	
White alone	3,979	±434	
Black or African American alone	3	±8	
American Indian and Alaska Native alone	0	±12	
Asian alone	0	±12	
Native Hawaiian and Other Pacific Islander alone	4	±6	
Some other race alone	0	±12	
▼ Two or more races:	147	±110	
Two races including Some other race	0	±12	
Two races excluding Some other race, and three or more races	147	±110	
▼ Hispanic or Latino:	4	±5	
White alone	2	±3	
Black or African American alone	0	±12	
American Indian and Alaska Native alone	0	±12	
Asian alone	0	±12	
Native Hawaiian and Other Pacific Islander alone	0	±12	
Some other race alone	2	±4	

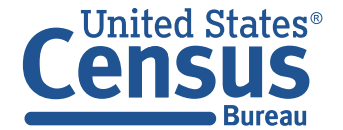
## POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Warrick County, Indiana		
Label	Estimate	Margin of Error
▼ Total:	61,640	±241
▼ Income in the past 12 months below poverty level:	3,680	±671
▼ Male:	1,546	±396
Under 5 years	145	±109
5 years	34	±44
6 to 11 years	126	±81
12 to 14 years	41	±32
15 years	5	±9
16 and 17 years	74	±74
18 to 24 years	282	±163
25 to 34 years	62	±54
35 to 44 years	140	±71
45 to 54 years	284	±151
55 to 64 years	151	±103
65 to 74 years	84	±57
75 years and over	118	±80
▼ Female:	2,134	±408
Under 5 years	223	±131
5 years	9	±15
6 to 11 years	48	±47
12 to 14 years	25	±26
15 years	93	±68
16 and 17 years	95	±71
18 to 24 years	274	±99
25 to 34 years	152	±87
35 to 44 years	324	±133
45 to 54 years	159	±88



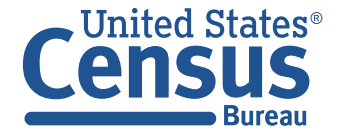


## POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

**Note:** This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

### Lynnville town, Indiana

Label	Estimate	Margin of Error
▼ Total:	1,059	±230
▼ Income in the past 12 months below poverty level:	52	±29
▼ Male:	25	±15
Under 5 years	0	±12
5 years	0	±12
6 to 11 years	2	±3
12 to 14 years	0	±12
15 years	0	±12
16 and 17 years	0	±12
18 to 24 years	9	±7
25 to 34 years	3	±6
35 to 44 years	7	±11
45 to 54 years	2	±4
55 to 64 years	0	±12
65 to 74 years	2	±3
75 years and over	0	±12
▼ Female:	27	±21
Under 5 years	2	±3



## POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

**Note:** This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 302, Warrick County, Indiana

Label	Estimate	Margin of Error
▼ Total:	4,121	±411
▼ Income in the past 12 months below poverty level:	167	±96
▼ Male:	41	±23
Under 5 years	0	±12
5 years	0	±12
6 to 11 years	2	±3
12 to 14 years	0	±12
15 years	0	±12
16 and 17 years	0	±12
18 to 24 years	19	±17
25 to 34 years	3	±6
35 to 44 years	10	±13
45 to 54 years	2	±4
55 to 64 years	3	±4
65 to 74 years	2	±3
75 years and over	0	±12
▼ Female:	126	±84
Under 5 years	2	±3

Census Table	Census Table Line Item	COC	AC-1	AC-2	Notes
		Warrick County	Lynnville	Census Tract 302, Warrick County	
<b>Low-Income</b>					
B17001	Pop, for whom Poverty Status Determined: Total	61,640	1,059	4,121	
B17001	Pop, for whom Poverty Status Determined: Income past 12 mos below poverty level	3,680	52	167	
	<i>% Low-Income</i>	6	5	4	
	<i>125 % COC</i>	7	6	5	
	<i>Potential Low-Income EJ Impact?</i>		No	No	Is the AC greater than 50%?
			No	No	Is the AC 25% higher than the COC?
<b>Minority</b>					
B03002	Total Population: Total	62,608	1,071	4,137	
B03002	Total Population - Not Hispanic or Latino: White Alone	57,108	1,038	3,979	
	<i>Number Non-White/Minority</i>	5,500	33	158	
	<i>% Non-White/Minority</i>	9	3	4	
	<i>125 % COC</i>	11	4	5	
	<i>Potential Minority EJ Impact?</i>		No	No	Is the AC greater than 50%?
			No	No	Is the AC 25% higher than the COC?