

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

Road No./County:	US 41 / Vanderburgh County
Designation Number(s):	2000186
Project Description/Termini:	Intersection Improvement for US 41 at Washington Avenue, approximately 0.87 mile south of the intersection of US 41 and State Road (SR) 66/SR 62 (Lloyd Expressway)

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

Approval

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

FHWA Signature and Date	

Release for Public Involvement

_____	_____
INDOT DE Initials and Date	INDOT ESD Initials and Date

RF 10/11/2022

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer:

Christine Meador, HNTB Corporation

Indiana Department of Transportation

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Route US 41

Des. No. 2000186

Part I – Public Involvement

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

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

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

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

Notice of Entry

Notice of Entry letters were mailed to potentially affected property owners near the project area on July 13, 2020, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, pages 1-2.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of the Federal Highway Administration's (FHWA's) finding of "No Adverse Effect" was published in *The Courier & Press*, with circulation in and around Evansville, Indiana, on August 11, 2022, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed August 29, 2022. A second notice was published on September 14, 2022, offering another two week comment period for a total of a 30 day comments period. The affidavits of publication and text of the public notices appear in Appendix D, pages 151-152, and 156-157. No comments were received.

Open House and Other Public Involvement

The public Open House was held on June 29, 2022, at Benjamin Bosse High School (Appendix G, pages 3-7) in conjunction with the Public Hearing for the US 41 Pedestrian Bridge (Des. No. 1902709) project. A notice of the public open house and public hearing was published in *The Courier & Press* on June 13 and 21, 2022. The notice was emailed to the project stakeholders and public who had provided contact information at previous meetings. The Indiana Department of Transportation (INDOT) advertised the hearing on the INDOT Southwest Facebook page. The advertisement included a video of the pedestrian bridge and how to access the bridge and an announcement of the intersection project. The video posted on June 23, 2022, received approximately 44,800 views and the video re-posted on June 28, 2022, received approximately 468 views. Multiple local news media reposted the INDOT Facebook announcement, provided additional public notice of the hearing via social media, and covered the hearing itself.

Twenty-five people signed in at the public hearing/open house. The open house session offered the public an opportunity to review display boards and discuss the project with the project team, Appendix G, pages 16-24. A video of how to navigate the proposed intersection was also shown.

Comments on the US 41 Intersection Improvement, as well as any comments on the US 41 pedestrian bridge, were requested by July 18, 2022. Two written comments were collected at the hearing and are included in Appendix G, pages 25-26. Both comments were in support for the project.

Due to the level of public interest in the project, INDOT determined that the project does meet the minimum requirements described in the current *Indiana Department Transportation (INDOT) Project Development Public Involvement Procedures Manual*, which require 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 a local publication contingent upon the release of this document for public involvement. Hard copies of the document will be available locally for review as well as on the INDOT project website. 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. Two comments from residents of adjacent neighborhoods responded negatively to the project in response to the early coordination request. As noted above, there was a public open house and comments received at the open house were supportive of the project.

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

Sponsor of the Project: INDOT INDOT District: Vincennes

Local Name of the Facility: US 41

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

If other is selected, please identify the funding source:

* Note all local funds included in the TIP are allocated to the US 41 Pedestrian bridge only (Des. No. 1902709) and are not associated with the intersection project.

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.

Need

The need for the project is demonstrated by the high crash rates at this intersection. According to the Abbreviated Engineer's Report, dated January 9, 2020, between 2016 and 2018, there were 15 Fatal and/or Incapacitating Crashes, 15 Non-Incapacitating and Possible Injury Crashes, and 85 Property Damage Only (PDO) crashes (Appendix I, page 12). The Index of Crash Frequency (ICF) for the study intersection was found to be 2.95, and the Index of Crash Cost (ICC) for the study intersection was found to be 4.15. According to The Hazard Elimination Program-Manual on Improving Safety of Indiana Road Intersections and Sections, if the ICF and ICC values for a location are both greater than 2, the location is a "high crash" location (Appendix I, page 12).

Purpose

The purpose of the project is to reduce the number of crashes at this intersection and reduce the ICF and ICC values to below 2.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Vanderburgh Municipality: Evansville

Limits of Proposed Work: From the intersection of US 41 and Washington Avenue to approximately 1,050 feet north and south of Washington Avenue

Total Work Length: 0.5 Mile(s) Total Work Area: 8.5 acre Acre(s)

Is an Interstate Access Document (IAD)1 required?

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

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

Table with 2 columns: Yes1, No. Row 1: [], [X]. Row 2: Date: N/A

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.

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Location

INDOT and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at US 41 and Washington Avenue in the city of Evansville. This project will utilize state and federal funds. This intersection improvement is located on US 41, approximately 0.87 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in an urban portion of Evansville in Vanderburgh County, Indiana. More specifically, the project is located in Sections 28 and 33, Township 6 South, Range 10 West in Knight Township (Appendix B, pages 1-3). The proposed project area begins approximately 0.25 mile south of US 41 and Washington Avenue and extends to approximately 0.25 mile north of on US 41 and Washington Avenue. The project also begins along Washington Avenue approximately 430 feet (0.08 mile) west of its intersection with US 41 and extends approximately 1,010 feet (0.19 mile) east along Washington Avenue (Appendix B, pages 8-17).

Existing Conditions

US 41 is an urban principal arterial and is part of the US National Highway System (NHS). Within the project limits, US 41 includes four 12-foot through lanes and two turning lanes of varying width, with no sidewalks. Currently, the intersection of US 41 and Washington Avenue consists of two northbound and two southbound US 41 lanes with a left-turn lane and right turn lane for each direction separated by a grassy median. Washington Avenue consists of two thru lanes in each direction and a left turn lane in each direction at the intersection. One westbound thru lane at the intersection was recently converted to a right turn only to improve pedestrian safety until the pedestrian bridge is constructed. Washington Avenue is an urban minor arterial, not on the NHS with sidewalks on both sides of the street.

The Hi-Rail Pedestrian Trail runs along the west side of US 41 adjacent to the project limits and connects to the sidewalks on the north and south side of Washington Avenue. South of Blackford Avenue, the Hi-Rail Trail is situated two to three feet west of the existing limited access right-of-way fence and swings west as it approaches the north side of Washington Avenue. This shift in the trail incorporates landscape plantings, a bench, and signage for the gas station and restaurant situated at this corner. Currently, pedestrian and bicycle traffic cross Washington Avenue on the west side of US 41 using an at-grade crosswalk with transverse pavement markings and cross US 41 on the north side of Washington Avenue using an at-grade crosswalk with transverse pavement markings, median refuge, and push button signals. There is no existing crosswalk on the south or east side of Washington Avenue at this intersection. Note there is a pedestrian curb ramp at the western end of the sidewalk in the southeast quadrant of the intersection; however, this curb ramp does not connect to a pedestrian crosswalk, nor does it have a receiving curb ramp on the north side of Washington Avenue (Appendix B, page 11).

The primary surrounding land use is residential and commercial, with Benjamin Bosse High School on the east side of US 41, north of Washington Avenue, contributing to a majority of the surrounding pedestrian/bicycle traffic.

Preferred Alternative

The proposed project includes construction of a Boulevard Left intersection at US 41 and Washington Avenue. The project will reduce conflict points by relocating left turns from all legs of the main intersection to median U-turns located approximately 700 feet north and south of Washington Avenue. This intersection type retains the east-west connectivity on Washington Avenue. The Boulevard Left intersection has fewer signal phases than other types of reduced conflict intersections and provides better mobility to eastbound-westbound traffic on Washington Avenue.

The project will also include directional signage, maintenance of drainage within the project extents, replacement of traffic signals at the existing intersection, and installation of new traffic signals at the median U-turns. Utilities may be relocated if in conflict with the project. There is no permanent or temporary right-of-way acquisition anticipated for this project (Appendix B, pages 8-17).

Another project to provide a pedestrian overpass of US 41 at this intersection (Des. No. 1902709) is expected to be constructed just prior or at the same time as the construction of the intersection improvement. The pedestrian bridge project includes the bridge, relocation of a portion of the Hi-Rail Trail, new lighting, and the removal of the existing crosswalk and pedestrian refuge. INDOT is preparing a separate environmental documentation and preliminary plans for the pedestrian bridge under Des. No. 1902709. Both the intersection improvement project and the pedestrian crossing project have independent utility; however, each project is being designed as though the other project is in place in order to avoid any conflicts between the two projects. It is anticipated that both projects will be constructed by one contractor under one construction contract. It is anticipated that the projects will be constructed in phases, with the bridge construction first.

Traffic on US 41 is anticipated to be maintained with two lanes of traffic with reduced width during construction. Short term lane closures on nights and weekends may be required. Any median crossing work will be constructed prior to closing the intersection to

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allow for movements to be open during construction. Pedestrian maintenance of traffic will be required. Maintenance of traffic (MOT) for the pedestrian bridge and the RCI projects will be coordinated as necessary. More information about the MOT plan is included in the MOT section of this document.

Logical Termini/Independent Utility

Project termini extend from approximately 1,000 feet north and south of Washington Avenue from the intersection of US 41 and Washington Avenue. These termini are logical, as they are rational end points for a transportation improvement including an area sufficient to construct the project, evaluate environmental impacts, and are of sufficient length to address environmental matters on a broad scope. This project has independent utility because it will be a reasonable expenditure of funds even if no additional transportation improvements are made, does not add project components that would require future efforts to complete, or rely on other projects to meet the project purpose and need.

The preferred alternative will meet the purpose and need of the project by eliminating conflict points within the intersection, improving safety.

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.

An Abbreviated Engineering Report, dated January 9, 2020, was prepared for this project. An excerpt of the report is located in Appendix I, pages 11-26. The report recommended conversion of this intersection to a median U-turn (MUT). A MUT would eliminate left-turns at the intersection by utilizing signalized U-turn access points on US 41. A loon would be necessary at each of the U-turn locations to allow trucks to make the turn (Appendix I, page 12).

The US 41 Intersection Analysis evaluated eight different intersection types, including two types of MUT intersections. Alternatives were evaluated to determine if they were feasible and reasonable given site characteristics, right-of-way, and existing geometry. To be considered feasible, an intersection would not require right-of-way acquisition and be compatible with the pedestrian crossing. The intersection alternatives were also evaluated to determine if they addressed the identified needs in a manner appropriate for the scale of the problem, if they improved or preserved the existing traffic safety and mobility performance, and if the intersection type would be considered viable in terms of traffic operations in the design year 2046. See Table 1 for reference to the eight alternatives evaluated (Appendix I, page 9).

Table 1: Initial Intersection Type Screening (from US 41 Intersection Analysis)

Intersection Type	Feasible or Infeasible
Conventional intersection The existing configuration is a conventional intersection. The existing intersection could achieve better mobility with improvements (added left turn lanes) but would not be feasible because of right-of-way impacts.	Infeasible
Boulevard left (MUT) A boulevard left turn intersection will be further analyzed because it could address traffic operations and safety needs at the intersection and can be constructed with little or no right-of-way.	Feasible
J-Turn/RCUT (MUT) An RCUT intersection will be further analyzed because it could address traffic operations and safety needs at the intersection and can be constructed with little or no right-of-way.	Feasible
Roundabout intersection A roundabout intersection would not provide adequate capacity for the traffic on US 41. There would also be significant right-of-way impacts if a roundabout were constructed.	Infeasible
Displaced left turn intersection/Jug-handle intersection/Quadrant roadway intersection A displaced left turn, jug-handle intersection, or quadrant roadway intersection would have significant right-of-way impacts.	Infeasible
Offset "T" intersection An offset "T" intersection is not feasible at this intersection because there would be significant right-of-way impacts.	Infeasible

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Green "T" intersection A green "T" intersection is not appropriate for an intersection with four approaches; therefore, it will not be considered.	Infeasible
Grade separation A grade separation is not appropriate for this project. This would conflict with the planned pedestrian grade separation. The cost and impacts of a grade separation would be high.	Infeasible

The US 41 Intersection Analysis determined that the Boulevard Left and the J-Turn/RCUT were feasible. The other alternatives evaluated were determined infeasible and eliminated.

The US 41 Intersection Analysis then evaluated the traffic operations of the Boulevard Left intersection and RCUT intersection. The RCUT intersection maintains through traffic and left turns from US 41 to Washington Avenue. Traffic from Washington Avenue would not be able to cross the median. Left turns and through traffic on Washington Avenue would turn right and be routed to a U-turn. An additional right turn lane is included on the Washington Avenue approaches due to the high volume of left turns.

The Boulevard Left intersection eliminates left turns from all legs of the intersection and retains the east-west connectivity on Washington Avenue. The Level of Service for the RCUT and Boulevard Left are comparable; however, the Boulevard Left intersection has fewer signal phases, which is an advantage in terms of traffic operations. The Boulevard Left also provides better mobility to eastbound-westbound traffic on Washington Avenue, which is a minor arterial and was therefore recommended as the preferred alternative.

Do Nothing Alternative

This alternative would allow the existing roadway and intersection to remain the same, with no improvements. This alternative would not involve any environmental impacts. It would result in continued high number of crashes at this intersection. This alternative would not meet the purpose and need of the project to reduced crashes; therefore, this alternative has been discarded from further consideration.

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

- It would not correct existing capacity deficiencies;
- It would not correct existing safety hazards;
- It would not correct the existing roadway geometric deficiencies;
- It would not correct existing deteriorated conditions and maintenance problems; or
- It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe):

ROADWAY CHARACTER:

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

Name of Roadway US 41

Functional Classification: Urban Principal Arterial

Current ADT: 28,748 VPD (2023) Design Year ADT: 32,392 VPD (2043)

Design Hour Volume (DHV): 2,591 Truck Percentage (%) 11

Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing	Proposed	
Number of Lanes:	4 SB and 4 NB	3 SB and 3 NB	
Type of Lanes:	4 Through and 4 Turn	4 Through and 2 Turn	
Pavement Width:	116 ft.	116 ft.	
Shoulder Width:	12 ft.	12 ft.	
Median Width:	28 ft.	28 ft.	
Sidewalk Width:	N/A ft.	N/A ft.	

Setting: Urban Suburban Rural

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Topography: Level Rolling Hilly

Name of Roadway Washington Avenue

Functional Classification: Minor Arterial
 Current ADT: 28,748 VPD (2023) Design Year ADT: 32,392 VPD (2043)
 Design Hour Volume (DHV): 2,591 Truck Percentage (%) 11
 Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing	Proposed
Number of Lanes:	3 SB and 3 NB	2 SB and 2 NB
Type of Lanes:	4 Through and 2 Turn	2 Through and 2 Turn
Pavement Width:	54 ft.	54 ft.
Shoulder Width:	0 ft.	0 ft.
Median Width:	0 ft.	0 ft.
Sidewalk Width:	10 ft.	10 ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

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

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

	Existing	Proposed
Bridge/Structure Type:	N/A	N/A
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	N/A ft.
Outside to Outside Width:	N/A ft.	N/A ft.
Shoulder Width:	N/A ft.	N/A ft.

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

No bridges or small structures are currently located within the project area. The associated pedestrian bridge project will construct a new prefabricated steel truss pedestrian bridge. The new bridge will be 162 feet long and will have a minimum vertical clearance of 17 feet, 6 inches. The bridge will carry pedestrians over US 41.

There are several stormwater pipe inlets or outlets within the project area. Two 12 inch reinforced concrete pipes (RCPs) at the southern end of the project will be abandoned in place by filling with grout. Other buried stormwater pipes in the project area will be maintained, and new stormwater inlets and connections constructed to perpetuate drainage within the project area (Appendix B, pages 14-17).

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MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

Traffic on US 41 is expected to be maintained in both directions during construction. Most of the construction is expected to occur outside of the travel way. Washington Ave is to remain open during construction. Any median crossing work will be constructed prior to the closing of the intersection to allow for traffic movements to be open during construction. US 41 will be reduced to one lane in each direction for a short time to complete shoulder strengthening activities. The two lanes will be maintained throughout project construction.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ _____ Right-of-Way: \$ 254,000 (2023*) Construction: \$ 5,462,000 (2022-2024)*
 Anticipated Start Date of Construction: Spring 2023

*Project costs are reflective of total costs inclusive of the US 41 pedestrian bridge which is bundled together with this intersection improvement project. Note all local funds included in the TIP are allocated to the US 41 Pedestrian bridge (Des. No. 1902709) only. Note right-of-way costs listed are associated with the US 41 Pedestrian bridge (Des. No. 1902709) only.

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
Other:	0	0
TOTAL	0	0

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

The existing right-of-way along US 41 ranges from 130 feet to 176 feet wide within the project corridor and consists of existing roadway and mowed / maintained grassed yard. The right-of-way on Washington Avenue is 70 feet wide and consists of the existing roadway, sidewalk, and occasional grassed buffer. This project will occur within existing right-of-way. No permanent or temporary right-of-way will be required for this project. (Appendix B, pages 8-17).

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

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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 July 9, 2021 (Appendix C, pages 1-3).

Agency	Date Sent	Date Response Received	Appendix
Akin Park Neighborhood Association	July 9, 2021	July 13, 2021	Appendix C, page 9
Vanderburg Area Plan Commission	July 9, 2021	No Response Received	NA
Ballard Neighborhood Association	July 9, 2021	No Response Received	NA
Bellemeade Bayard Park Neighborhood Association	July 9, 2021	July 19, 2021	Appendix C, page 10
BOSS, Inc.	July 9, 2021	No Response Received	NA
Bosse High School	July 9, 2021	No Response Received	NA
City Common Council - Ward 4	July 9, 2021	No Response Received	NA
City of Evansville	July 9, 2021	No Response Received	NA
City of Evansville – Engineering	July 9, 2021	No Response Received	NA
City of Evansville – Mayors Office	July 9, 2021	No Response Received	NA
City of Evansville Parks and Recreation	July 9, 2021	No Response Received	NA
City of Evansville Police Department	July 9, 2021	No Response Received	NA
City of Evansville Transportation and Services	July 9, 2021	No Response Received	NA
City of Evansville/Vanderburgh County Emergency Management Agency	July 9, 2021	No Response Received	NA
Community Action Program of Evansville (CAPE)	July 9, 2021	No Response Received	NA
Congregations Acting for Justice and Empowerment	July 9, 2021	No Response Received	NA
Vanderburgh County Council	July 9, 2021	No Response Received	NA
Crossroads Community Baptist Church	July 9, 2021	No Response Received	NA
Deaconess Health System	July 9, 2021	No Response Received	NA
Eastside Baptist Church	July 9, 2021	No Response Received	NA
ECHO Housing Corporation	July 9, 2021	No Response Received	NA
Economic Development Coalition of Southwest Indiana	July 9, 2021	No Response Received	NA
Evansville Area Trails Coalition	July 9, 2021	No Response Received	NA
Evansville Bicycle Club	July 9, 2021	No Response Received	NA
Evansville Black Chamber	July 9, 2021	No Response Received	NA
Evansville Convention and Visitors Bureau	July 9, 2021	No Response Received	NA
Evansville Department of Metropolitan Development	July 9, 2021	No Response Received	NA
Evansville Promise Zone, Evansville Department of Metropolitan Development	July 9, 2021	No Response Received	NA
Evansville Metropolitan Planning Organization	July 9, 2021	No Response Received	NA
Evansville Metropolitan Planning Organization	July 9, 2021	No Response Received	NA
Evansville Promise Zone	July 9, 2021	No Response Received	NA
Evansville Vanderburgh School Corp.	July 9, 2021	No Response Received	NA
Federal Highway Administration	July 9, 2021	No Response Received	NA
Greater Lincolnshire Neighborhood Association	July 9, 2021	No Response Received	NA
Growth Alliance for Greater Evansville	July 9, 2021	No Response Received	NA
Vanderburgh County Highway Department	July 9, 2021	No Response Received	NA
HOLA Evansville	July 9, 2021	No Response Received	NA
Indiana Department of Natural Resources	July 9, 2021	August 6, 2021	Appendix C, pages 5-6
INDOT Vincennes District Environmental Services	July 9, 2021	July 12, 2021	Appendix C, page 7
Indiana Department of Transportation – Environmental Services	July 9, 2021	No Response Received	NA
Communications Director, Indiana Department of Transportation	July 9, 2021	No Response Received	NA
Utilities and Railroads, Indiana Department of Transportation	July 9, 2021	No Response Received	NA
Indiana Department of Transportation - Cultural Resources	July 9, 2021	No Response Received	NA
Indiana Department of Transportation, Office of Aviation	July 9, 2021	July 9, 2021	Appendix C, page 4
Indivisible Evansville	July 9, 2021	No Response Received	NA
Latino Chamber Alliance	July 9, 2021	No Response Received	NA
Evansville Department of Transportation and Services, Metropolitan Evansville Transit System (METS)	July 9, 2021	No Response Received	NA
NAACP, Evansville Chapter	July 9, 2021	No Response Received	NA
Presidents Neighborhood Association	July 9, 2021	No Response Received	NA
Southwest Indiana Chamber of Commerce	July 9, 2021	No Response Received	NA

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Storm Water Management – City of Evansville	July 9, 2021	No Response Received	NA
Vanderburgh County Surveyor's Office	July 9, 2021	July 12, 2021	Appendix C, page 8
United Neighborhoods of Evansville	July 9, 2021	No Response Received	NA
Vanderburgh County Board of Commissioners	July 9, 2021	No Response Received	NA
Vanderburgh County Engineers Office	July 9, 2021	No Response Received	NA
Vanderburgh County Sheriff's Office	July 9, 2021	No Response Received	NA
National Park Services	July 9, 2021	No Response Received	NA
US Department of Housing & Urban Development	July 9, 2021	No Response Received	NA
Grace of Christ Church	July 9, 2021	No Response Received	NA
Indiana Department of Environmental Management, via webform	July 9, 2021	August 9, 2021	Appendix C, pages 11-17
Indiana Geological and Water Survey, via webform	July 9, 2021	August 9, 2021	Appendix C, pages 18-20

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

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
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"/>
Navigable Waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total stream(s) in project area: 0 Linear feet Total impacted stream(s): 0 Linear feet

<u>Stream Name</u>	<u>Classification</u>	<u>Total Size in Project Area (linear feet)</u>	<u>Impacted linear feet</u>	<u>Comments (i.e., location, flow direction, likely Water of the US, appendix reference)</u>
N/A	N/A	N/A	N/A	N/A

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are 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, page 3), there are no streams, rivers, watercourse, or other jurisdictional features within the 0.5 mile search radius. No streams, rivers, watercourses, or other jurisdictional features are present within or adjacent to the project area. That was confirmed by the site visits on June 25, 2021, and October 21, 2021, by HNTB and concurred with by INDOT Ecology and Waterway Permitting Office (EWPO) on November 3, 2022 (Appendix F, page 1). Therefore, no impacts are expected.

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

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

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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, page 3), there are no open water features within the 0.5 mile search radius. No open water features are present within or adjacent to the project area. That was confirmed by the site visits on June 25, 2021, and October 21, 2021, by HNTB and concurred with by INDOT Ecology and Waterway Permitting Office (EWPO) on November 3, 2022 (Appendix F, page 1). Therefore, no impacts are expected.

Wetlands

Presence

Impacts

Yes

No

Total wetland area: 0 Acre(s) Total wetland area impacted: 0 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e., location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

Wetlands (Mark all that apply)

Documentation

ESD Approval Dates

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

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

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

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are 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, page 3), there are no wetlands within the 0.5 mile search radius. No wetlands are present within or adjacent to the project area. That was confirmed by the site visits on June 25, 2021, and October 21, 2021, by HNTB and concurred with by INDOT Ecology and Waterway Permitting Office (EWPO) on November 3, 2022 (Appendix F, page 1). Therefore, no impacts are expected.

Terrestrial Habitat

Presence

Impacts

Yes

No

Total terrestrial habitat in project area: 0.40 Acre(s) Total tree clearing: 0.01 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.

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Based on a desktop review, site visits on June 25, 2021, and October 21, 2021, by HNTB, and the aerial map of the project area (Appendix B, page 2), there are two types of habitat present: maintained lawn and urban trees. There are narrow corridors of urban trees lining the roadway both north and south of the intersection. These trees are not suitable for bat habitat. The project will require a total of approximately 0.40 acre of habitat disturbance, of which 0.01 acre is urban tree clearing. Dominant vegetation within the project area consisted of pine (*Pinus spp.*) and black locust (*Robinia pseudoacacia*). Vegetated right-of-way is comprised of tall fescue (*Schedonorus arundinaceus*) and Kentucky bluegrass (*Poa pratensis*). Avoidance alternatives are not practicable because of the location of the proposed project within the exiting right-of-way. Terrestrial habitat impacts will not require mitigation.

Early Coordination

IDNR Division of Fish and Wildlife (DFW) responded on August 6, 2021, with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 5-6). These recommendations included post-construction revegetation measures, and clearing restriction of any trees suitable for the Indiana bat or Northern Long-eared bat roosting during the active season.

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, page 5) completed by HNTB on January 13, 2022, the IDNR Vanderburgh County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated August 6, 2021 (Appendix C, pages 5-6), 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 June 9, 2022. The review did not indicate the presence of endangered bat species in or within 0.5-mile of 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 on September 2, 2021 (Appendix C, pages 21-26). 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.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on September 2, 2021, and based on the responses provided, the project was found to be “no effect” for the Indiana bat and/or the NLEB (Appendix C, pages 27-33). INDOT reviewed and verified the effect finding on September 2, 2021 (Appendix C, page 34).

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

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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
X	
	X
	X

Date Karst Study/Report reviewed by INDOT EWPO (if applicable): N/A

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, the project is located within the designated karst region of Indiana outlined in the *July 15, 2021, Karst Protection Procedure*. According to the topo map of the project area (Appendix B, page 3) and the RFI report (Appendix E, page 3), there no karst features identified within or adjacent to the project area. In the early coordination response dated August 9, 2022, IGWS did not indicate that karst features exist in the project area (Appendix C, pages 18-20). The IGWS response indicated that there is moderate liquefaction potential and that the project is protected by a levee. There is high potential for bedrock resources, as well as sand and gravel resources. There are no active or abandoned mineral resources extraction sites documented in the area (Appendix C, pages 18-20). Response from IGWS was communicated with the designer on August 9, 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
	X	X	
	X		X

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

	Yes	No
		X

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

Sole Source Aquifer (SSA)

The project is located in Vanderburgh County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/Environmental Protection Agency (EPA) 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.

Wellhead Protection Area and Source Water Area

The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on May 21, 2021, by HNTB. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

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Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on May 17, 2021, by HNTB. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary

Based on a desktop review of IDEM's Municipal Separate Storm Sewer System (MS4) website (<https://www.in.gov/idem/stormwater/municipal-separate-storm-sewer-systems-ms4/>) by HNTB on May 17, 2021, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on July 9, 2021, to the City of Evansville Storm Water Coordinator. The MS4 coordinator did not respond within the 30-day time frame.

Public Water System

Based on a desktop review, site visits on June 25, 2021, and October 21, 2021, by HNTB, and the aerial map of the project area (Appendix B, page 2), this project is located in Evansville, where there is a public water system. The City of Evansville Water and Sewer (EWSU) responded to the HNTB utility verification and conflict analysis request on November 11, 2021, indicating there are no conflicts based upon the scope of work planned (Appendix C, pages 35-36). EWSU has a fire hydrant and water line on the southwest corner of US 41 and Washington Avenue outside of the work limits. The public water system will not be affected as no excavation will occur in this area.

Floodplains	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Longitudinal encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If applicable, indicate the Floodplain Level?

Level 1 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://dnrmaps.dnr.in.gov/appsphp/fdms/>) was accessed on May 17, 2021, by HNTB. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 5). This area is protected by a levee. 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	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006*) N/A
**If 160 or greater, see CE Manual for guidance.*

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

Based on a desktop review, site visits on June 25, 2021, and October 21, 2021, by HNTB, and the aerial map of the project area (Appendix B, page 2), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.

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SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s) <input type="text"/>	INDOT Approval Date(s) <input type="text"/>	N/A <input checked="" type="checkbox"/>
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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)		ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	May 16, 2022	June 7, 2022
800.11 Documentation	<input checked="" type="checkbox"/>	July 21, 2022	August 3, 2022
Historic Properties Report or Short Report	<input checked="" type="checkbox"/>	December 13, 2021	January 7, 2022
Archaeological Records Check and Assessment	<input checked="" type="checkbox"/>	August 2, 2021	September 9, 2021
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: Section 800.11 Note to File	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>

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

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

Area of Potential Effect (APE):

According to 36 CFR Section 800.16(d), the area of potential effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. Given the nature of the proposed project, the APE was determined to include the proposed project area and a buffer zone based on topography and vegetation surrounding the proposed intersection improvement. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of heavily urbanized area with paved parking lots and scattered trees surrounding the intersection, while the Archaeological APE is defined as the project area that consists of the existing right-of-way required for this project (Appendix D, pages 13-14).

Coordination with Consulting Parties:

An early coordination letter was uploaded to INSCOPE (INDOT’s public Section 106 consultation website) on August 2, 2021, and sent to potential consulting parties and Tribal Historic Preservation Officers (THPOs) via email the same day (Appendix D, pages 49-65). Hard copies of these materials were mailed to the Indiana State Historic Preservation Office (SHPO) on August 2, 2021. Below is a list of the organizations invited to participate as consulting parties. The organizations identified in bold print are participating consulting parties.

- Indiana State Historic Preservation Office (SHPO)**
- Benjamin Bosse High School
- Greater Lincolnshire Neighborhood Association
- Charles Farmer, Traffic Engineering Foreman
- Downtown Evansville, Inc.

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Economic Development Coalition of Southwest Indiana
Evansville Historic Preservation Commission
Evansville Metropolitan Planning Organization (EMPO)
Evansville-Vanderburgh School Corporation
Historic Southern Indiana
Indiana Landmarks Southwest Field Office
Old Evansville Historic Association
Preservation Alliance of Evansville
Presidents Neighborhood Association
Vanderburgh County Commissioners
Vanderburgh County Highway Engineer
Vanderburgh County Highway Superintendent
Vanderburgh County Historian
Vanderburgh County Historical Society
Lloyd Winnecke, Mayor of Evansville
Absentee Shawnee Tribe of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Delaware Tribe of Indians, Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetowah Band of Cherokee Indians

The following responses were received from the August 2, 2021, correspondence:

On September 9, 2021, SHPO staff responded to the ECL and indicated that a dual review had commenced for the project (Appendix D, pages 66-68). The Dual Review process evaluates projects under both Section 106 and state law historic preservation law concurrently.

The Eastern Shawnee Tribe responded to the ECL on October 4, 2021, accepting consulting party status. In addition, they stated, "...should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation" (Appendix D, page 69).

No further responses were received regarding the ECL.

Archaeology:

A qualified professional archaeologist reviewed the proposed project area and determined the proposed intersection improvement project in Vanderburgh County will not likely affect archaeological resources due to the project setting. The project will be within existing disturbed right-of-way. Furthermore, the soils throughout the project area have likely been disturbed by earth moving associated with a series of construction and demolition episodes occurring around the intersection during the late twentieth and early twenty first centuries, as well as previous maintenance and improvements to the intersection itself and the installation and maintenance of buried utilities. Surficial evidence of these disturbances was noted during a visual inspection of the project area.

The project area does not appear to have been previously surveyed for archaeological resources. However, according to the State Historic Architectural and Archaeological Database (SHAARD), two previously recorded archaeological sites (12Vg1824 and 12Vg1825) are located within or adjacent to the project area. Site 12Vg1824 is a historic industrial site associated with machinist, elevator, and hot water apparatus manufacturing operations. Site 12Vg1825 is a historic lumber mill site. Both sites were recorded by researchers at Indiana State University. Based solely on historic map data and given the extent of subsequent disturbances at this location, it is unlikely that any intact archaeological deposits associated with these sites remain.

A review of historic map data revealed that an abandoned interurban line may transect the project area. This line followed Washington Avenue, running east and west, and is mapped within the roadway. It was established by the Evansville Railroad Company in 1866 and operated until 1939. At the time of abandonment, the line was owned by Southern Indiana Gas and Electric Co. An abandoned segment of the Illinois Central Railroad also transects the project area, extending north south along the west side of US 41. What

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remained of the track bed at this location has been repurposed as a trail for cyclist and pedestrian use.

Given the disturbed character of the project area and its correspondingly low potential to contain intact archaeological deposits, it is recommended that the project be allowed to proceed without additional archaeological study.

On September 9, 2021, SHPO staff stated, “In terms of archaeological resources, based on the submitted information and the documentation available to the staff of the SHPO, it is our understanding that portions of the proposed project area lie within portions of two previously recorded industrial archaeological sites--12-Vg-1824 (a historical industrial site associated with machinist, elevator, and hot water apparatus manufacturing operations) and 12-Vg-1825 (a historical lumber mill site)--and within portions of an abandoned interurban line (Evansville Railroad Company/Southern Indiana Gas and Electric Co.; established in 1866, and operated until 1939) and an abandoned segment of the Indiana Central Railroad. However, it is our understanding, from the submission and from additional/clarifying information contained in the September 8, 2021, e-mail message from Andy V. Martin (CRA, Inc.) to Wade T. Tharp (Indiana DNR-DHPA) that modern development (i.e., recent building construction, utilities installation, and grading related to road and ditch construction) within the areas of the previously recorded industrial archaeological sites are likely to have negatively affected the integrity of any extant archaeological deposits.” (Appendix D, page 66-67).

Historic Properties:

In August 2021, Cultural Resource Analysts, Inc. (CRA) conducted a site visit of the APE and documented all above-ground resources that will be 50 years of age or older at the time of project letting (2024). The APE was investigated for the existence of any buildings, structures, objects, or districts listed in or eligible for listing in the NRHP.

A Historic Property Report (HPR) was completed and sent to consulting parties on December 13, 2021. CRA recommended that the Lincolnshire Historic District (NR-0908) continue to be listed in the NRHP Criteria A and C for its significance relating to architecture, commerce, and community planning and development. CRA also recommended the Akin Park Historic District (IHSSI No. 163-196-430) as eligible for listing in the NRHP under Criterion A and C as it illustrates a planned and meticulously designed neighborhood in Evansville during the early to mid-twentieth century with excellent examples of early and mid-twentieth century architectural styles shown on locally designed residences (Appendix D, pages 72-76).

The SHPO responded to the HPR in a letter dated January 7, 2022. They concurred with the recommendation that the Akin Park Historic District was eligible for listing in the NRHP and that the Lincolnshire Historic District remains eligible for listing in the NRHP. Additionally, they also stated, “In regard to the residential area north of Washington Avenue, bounded on the west by South Kerth Avenue, on the north by East Gum Street and on the east by US 41 that was evaluated to determine its potential as a mid-century historic district, we agree with the conclusions of the HPR that this area is not eligible for inclusion in the NRHP under the Residential Planning and Development in Indiana, 1940-1973 Multiple Property Documentation Form (MPDF). However, we have taken note of the nearby Bayard Park Historic District (NR-0756), which was listed in the NRHP on June 27, 1985, but is located outside of this project’s area of potential effects. In reviewing the area surrounding the district, we believe that if the nomination for the Bayard Park Historic District was ever updated and its period of significance expanded, it is probable that its eastern boundary would be extended farther to the east. However, for the purposes of the dual review of this undertaking, we agree that the Lincolnshire Historic District and the Akin Park Historic District are the only historic properties located within the project’s APE” (Appendix D, page 77).

No further responses were received regarding the HPR.

The Lincolnshire Historic District (NR-0908) was listed in the NRHP in 1989 under Criteria A and C for its significance relating to commerce, community planning and development, and architecture with a period of significance between 1913 and 1940. The district contains 97 “contributing” and 22 “noncontributing” resources that are a mix of Tudor and Colonial Revival commercial and residential properties from the early to mid-twentieth century, some of which were designed by Anderson & Veatch, an Evansville design firm. Publicly owned resources within the district include Benjamin Bosse High School (IHSSI No. 163-196-41045), “Outstanding;” and Enlow Field (IHSSI No. 163-196-41044), “Outstanding.”

Akin Park Historic District (IHSSI No. 163-196-430) is an excellent example of community planning and development in Evansville during the early to mid-twentieth century. The architecturally diverse residences represent the desire to have a fashionable, well-planned residential neighborhood utilizing local architects. Approximately 190 previously surveyed resources range from “contributing” to “outstanding,” and are set within an urban landscape dotted with mature trees. The district also contains approximately 21 “noncontributing” resources. The resources are a mix of single-family and multifamily dwellings along with Akin Park. The district features an array of architectural styles such as Craftsman Bungalows, Colonial Revival, Contemporary, Tudor Revival, and vernacular.

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The Akin Park Historic District is recommended eligible under Criterion A as it illustrates a planned and meticulously designed neighborhood in Evansville during the early to mid-twentieth century. Evidence of a planned neighborhood include the boulevards and centrally located park of which the residential neighborhood is centered around.

The Akin Park Historic District is also recommended eligible under Criterion C. The district features a cohesive collection of representative structures that embody the distinctive characteristics of early and mid-twentieth century architectural styles with original materials and forms along with locally designed residences.

The project intends to reconfigure the existing intersection of US 41 and Washington Avenue using a Boulevard Left intersection, along with new directional signage, and the installation of new traffic signals at the median U-turn locations. The intersection will be visible from the Lincolnshire Historic District and the Akin Park Historic District, but it will not alter the districts' ability to convey their significance relating to architecture, commerce, and community planning and development.

Overall, the proposed project will have minimal visual effects to the Lincolnshire Historic District and its "outstanding" structure, Enlow Field, or the Akin Park Historic District. The overall historic integrity of the districts will remain. The districts will still maintain their association with architecture, community planning and development, and commerce as the resources themselves will not be altered.

Documentation Finding:

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

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The proposed project will not alter the Lincolnshire Historic District's setting as none of the activities associated with the project occur within the district, only adjacent to it. The traffic signals and signage located at the intersection of Washington Avenue and US 41 will be replaced in-kind with modern materials of approximately the same height. Replacement in-kind of modern materials will not affect the district's setting as a form of these utilities has existed at the intersection for over 50 years. Additionally, a Boulevard Left intersection will result in the construction of two U-turns and the addition of traffic signals at each U-turn, eliminating the left-turn lanes for northbound and southbound lanes of US 41, also near, but not within the historic district.

Work associated with the alteration of the intersection of Washington Avenue and US 41 will be minimally visible from the historic district, as the work will occur at or near surface grade or will involve the replacement of existing more visible items, such as traffic signals and signage. The traffic signals and signage will be replaced in-kind with modern materials of approximately the same height in approximately the same location. New traffic signals will be placed at each median U-turn and will be suspended from strain poles located within the grassed right-of-way between the edge of pavement and the right-of-way fence. However, the work will not alter the district's ability to convey its significance.

The proposed project will not alter the Akin Park Historic District's setting as none of the activities associated with the project occur within the district. The traffic signals and signage located at the intersection of Washington Avenue and US 41 will be replaced in-kind with modern materials of approximately the same height. Replacement in-kind of modern materials will not affect the district's setting as a form of these utilities has existed at the intersection for over 50 years. Additionally, a Boulevard Left intersection will result in the construction of two U-turns and the addition of traffic signals at each U-turn, eliminating the left turn lanes for northbound and southbound lanes of US 41, also near, but not within the historic district.

Work associated with the alteration of the intersection of Washington Avenue and US 41 will be minimally visible from the historic district, as the work will occur at or near surface grade or will involve the replacement of existing more visible items, such as traffic signals and signage. The traffic signals and signage will be replaced in-kind with modern materials of approximately the same height in approximately the same location. New traffic signals will be placed at each median U-turn and will be suspended from strain poles located within the grassed right-of-way between the edge of pavement and the right-of-way fence. However, the work will not alter the district's ability to convey its significance.

On August 3, 2022, SHPO staff responded to the Finding of Section 800.11 finding of No Adverse Effect (Appendix D, pages 153-155). They indicated their concurrence with "the INDOT's July 21, 2022, Section 106 finding of "No Adverse Effect" on behalf of FHWA for this federal undertaking. Furthermore, since there will be no adverse impact to Lincolnshire Historic District (NR-0908) or the Akin Park Historic District (IHSSI# 163-196-43001-213), we have determined, pursuant to 312 IAC 20-4-11.5(f), that with a finding of "No Adverse Effect" under 36 C.F.R. 800, a certificate of approval from the Review Board is not necessary. Accordingly,

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this letter serves as a director’s letter of clearance.”

Public Involvement:

To meet the public involvement requirements of Section 106, a legal notice of FHWA’s finding of “No Adverse Effect” was published in *The Courier & Press*, with circulation in and around Evansville, Indiana, on August 11, 2022, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(c), and 800.6(a)(4). The public comment period closed on August 29, 2022. No comments were received. The text of the public notice and the affidavit of publication appear in Appendix D, pages 151-152. The full 30 day notice was not completed. An additional legal notice was published in *The Courier & Press* on September 14, 2022, offering the public an additional two weeks to comment on the FHWA’s finding of “No Adverse Effect” (Appendix D, pages 156-157). No comments were received.

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

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

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<u>Evaluations</u>		
	<u>Prepared</u>		
Programmatic Section 4(f)	<input type="checkbox"/>		
“De minimis” Impact	<input 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 2), and the RFI report (Appendix E, pages 2 and 8), there are seven recreational facilities, trails, or managed lands, which are potential 4(f) resources located within the 0.5 mile search radius. There are two potential recreational 4(f) facilities within the project area: Benjamin Bosse High School and the Hi-Rail Trail. There are two historic 4(f) facilities, Lincolnshire Historic District, and the Akin Park Historic District, within the project area. Benjamin Bosse High School and Enlow Field are contributing resources within the Lincolnshire Historic District.

Lincolnshire Historic District

This undertaking will not convert property from the Lincolnshire Historic District, a Section 4(f) historic property, to a transportation use and therefore there is no Section 4(f) use of the historic district. INDOT, acting on FHWA's behalf, has determined the appropriate

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Section 106 finding is "No Adverse Effect" and that the project will not result in substantial impairment to the historic district's activities, features, or attributes that qualify the district for protection under Section 4(f). For more information about Lincolnshire Historic District, see the Cultural Resources section above and Appendix D, page 8.

Akin Park Historic District

This undertaking will not convert property from the Akin Park Historic District, a Section 4(f) historic property, to a transportation use and therefore there is no Section 4(f) use of the historic district. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect" and that the project will not result in substantial impairment to the historic district's activities, features, or attributes that qualify the district for protection under Section 4(f). For more information about Akin Park Historic District, see the Cultural Resources section above and Appendix D, page 8.

Benjamin Bosse High School and Enlow Field

Benjamin Bosse High School is an outstanding resource within the Lincolnshire Historic District and is a publicly owned high school located on the northeast corner of US 41 and Washington Avenue. Enlow Field is the football stadium associated with the Benjamin Bosse High School. These resources are considered Section 4(f) resources as part of the Lincolnshire Historic District. There is no public recreational use of the high school or Enlow Field that would qualify for protection under Section 4(f). Public access to the school and the recreational fields is limited, and Enlow Field, including the parking lot, is gated and locked prohibiting public access except during specific times.

Hi-Rail Trail

As a publicly-owned and/or managed trail that is open to the public, the Hi-Rail Trail is considered to be a Section 4(f) resource. The Hi-Rail Trail is located on the west side of US 41 extending from Riverside Drive to Walnut Street. This trail is a multi-use asphalt path with occasional park benches and amenities. There is no right-of-way acquisition from the Hi-Rail Trail or permanent or temporary closures as part of this project. Therefore there is no Section 4(f) use of the Hi-Rail Trail. The associated pedestrian bridge project will require right-of-way acquisition from the Hi-Rail Trail resulting in a *de minimis* use to the trail. For reference see the Categorical Exclusion document prepared for Des. No. 1902709.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of sixteen grants in Vanderburgh County (Appendix I, page 27). 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?

If Yes, then:

Is the project in the most current MPO TIP?

Is the project exempt from conformity?

If No, then:

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Is the project in the Transportation Plan (TP)?
Is a hot spot analysis required (CO/PM)?

Location in STIP: NA
 Name of MPO (if applicable): Evansville Metropolitan Planning Organization
 Location in TIP (if applicable): Page 40

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.

The project is included in the Evansville Metropolitan Planning Organization Transportation Improvement Program 2022-2026 for the Evansville-Henderson Urbanized Area (Appendix H, pages 5-7). This project and the associated US 41 Pedestrian Bridge (Des. No. 1902709) have been combined under Construction Contract B-42876 and will be constructed sequentially with that project.

This project is located in Vanderburgh County, which is currently a maintenance area for Ozone, under the 1997 8-hour Ozone, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project's design concept and scope are accurately reflected in both the Evansville Metropolitan Planning Organization Transportation Plan (TP) and the Transportation Improvement Program (TIP), and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date Noise Analysis was approved/technically sufficient by INDOT ESD: <u>N/A</u>		

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

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

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

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

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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)

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 project is located in the City of Evansville. The project will not require acquisition of permanent or temporary right-of-way. The project will not result in substantial negative impacts to community cohesion, there will be no relocations, and the project will not divide existing neighborhoods or change community access. There may be temporary inconveniences associated with construction, such as increased travel times, construction, noise, and fugitive dust. However, these will cease upon completion of construction activities.

According to the Fairs and Festivals website (www.fairsandfestivals.net) and the Indiana Festivals website (<https://www.indianafestivals.org/>) there are various recurring fairs and festivals planned in Evansville and the surrounding areas, including county fairs, craft fairs, and music festivals. The MOT for this project is anticipated to maintain traffic in both directions during construction. The project should not substantially impair travel routes to these fairs, as they will be short in duration. Access to individual properties will be maintained, but typical delays in construction zones with reduced speeds and potential restrictions can be expected during construction of the project. A detour for pedestrian traffic will be utilized and is anticipated to include a detour via use of Bellemeade Avenue directly north of Washington Avenue for both pedestrians crossing US 41 and a detour of the Hi-Rail Trail.

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

The City of Evansville's most recent Americans with Disabilities (ADA) transition/accessibility implementation plan was adopted in 2017 (<https://www.evansvillegov.org/egov/apps/document/center.egov?view=detail&id=98>). The project will be designed in accordance with the plan and all applicable ADA requirements.

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.

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 2), and the RFI report (Appendix E, pages 2 and 8), there are 12 religious facilities, four schools, six recreational facilities, one railroad, one trail, and two managed lands located within 0.5 mile of the project. One religious facility, one school, six recreational facilities, one inactive railroad, one trail, and two managed lands lie within or adjacent to the project area. That number was confirmed by the site visits on June 25, 2021, and October 21, 2021, by HNTB. Traffic on US 41 is anticipated to be maintained during construction. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion. Therefore, no significant impacts to any of these public facilities are expected. Access to all properties will be maintained during construction.

An early coordination letter was sent to multiple community officials on July 9, 2021, officials including elected officials, law enforcement and emergency management, transportation and metropolitan development, planning, school districts, and community organizations (Appendix C, pages 1-3). INDOT aviation responded that there were no issues with surrounding airspace or airports (Appendix C, page 4).

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 checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>
<input type="checkbox"/>	<input 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. This project will have no relocations and will require less than 0.5 acre of additional permanent right-of-way; therefore, a detailed demographic EJ analysis is not required per the current INDOT Categorical Exclusion Manual. However, this area is known to have environmental justice communities present. This was taken into consideration when planning public engagement opportunities during project development.

An early coordination letter was sent to multiple community officials on July 9, 2021, including elected officials, law enforcement and emergency management, transportation and metropolitan development, planning, school districts, and community organizations (Appendix C, pages 1-3). Two neighborhood residents of the Akin Park Neighborhood Association and the Bellemeade Bayard Park Neighborhood Association responded that although a change is warranted for this intersection, a Boulevard Left intersection improvement is not the correct solution (Appendix C, pages 9-10).

In association with the stakeholder meeting and Public Hearing for the US 41 Pedestrian Bridge (Des. No. 1902709), a public open house for the intersection improvement project was held. The public stakeholders invited to the meetings included organizations, such as the Congregations Acting for Justice and Empowerment and NAACP, which have been identified as serving low income and minority communities as well as neighborhood representatives.

Negative impacts specific to EJ communities were not identified during the public outreach or public open house. The proposed intersection improvement will not negatively impact community cohesion or create a physical barrier. Access will be maintained to all properties in the area, and any temporary construction impacts, such as increased noise and dust, will be of short duration.

The intersection improvement will provide a safer intersection will benefit both EJ and non-EJ communities similarly. This project will not result in a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations. No further EJ analysis is required.

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: 0 Businesses: 0 Farms: 0 Other: 0

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

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

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SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

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

Documentation

X

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

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

Based on a review of GIS and available public records, a RFI was completed on January 13, 2022, by HNTB (Appendix E, pages 1-9). One State Cleanup Site, five Underground Storage Tank (UST) sites, one Voluntary Remediation Program, eight Leaking Underground Storage (LUST) Sites, two Institutional Controls site, and 13 National Pollutant Discharge Elimination System (NPDES) Facilities are located within 0.5 mile of the project area.

One (1) State Cleanup site could affect the project area. Clayton’s 1 (AI #40425) is located at 1400 Washington Avenue at the northeast corner of Washington Avenue and Lodge Avenue, approximately 0.15 mile east of the project area. Although not mapped in the GIS layer, this site is also a Voluntary Remediation Program site. The site was used as a dry-cleaning facility from sometime prior to 1956 until 1982. Contaminants of Concern (COCs), including tetrachloroethylene (TCE) and its degradation products, were discovered in November 2008 during a limited subsurface investigation. According to the First Quarter 2021 Groundwater Monitoring Report (Troy Risk, Inc., April 8, 2021), the dissolved chlorinated solvent plume is widespread on and off-site, extending several blocks southwest of the site. The groundwater flow is to the southwest and the depth of groundwater varies between 8 and 17 feet below ground surface. The contaminate plume for vinyl chloride is noted extending from the site at Washington Avenue and Lodge Avenue southwest to just east of Henning Avenue and north of Madison Avenue which is approximately 0.1 mile east of the project. If de-watering will be utilized, then coordination with INDOT SAM will occur before RFC.

One NPDES facility, Benjamin Bosse High School, is located adjacent to the project area. The permit is in effect and expires May 8, 2022. An early coordination letter was sent to Benjamin Bosse High School on July 9, 2021. No response was received.

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Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

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

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

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

The project does not meet the threshold for a Construction Stormwater and Erosion Control Permit, formerly Rule 5. However, this project will be constructed at the same time as the US 41 RCI project, which will also involve ground disturbance. Therefore, there may be a need for a Construction Stormwater and Erosion Control Permit if both projects together meet the permit impact threshold.

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.

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Clayton's 1 (AI #40425) is located at 1400 Washington Avenue at the northeast corner of Washington Avenue and Lodge Avenue, approximately 0.15 mile east of the project area. Contaminants of Concern (COCs), including tetrachloroethylene (TCE) and its degradation products. The contaminate plume for vinyl chloride is noted extending from the site at Washington Avenue

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and Lodge Avenue southwest to just east of Henning Avenue and north of Madison Avenue which is approximately 0.1 mile east of the project. If de-watering will be utilized, then coordination with INDOT SAM will occur before RFC. (INDOT SAM)

4. If any object will exceed 200 ft in height regardless of location, the object will need to be air spaced with the FAA 45 days prior to construction through the OEAAA. (INDOT Aviation)

For Consideration:

5. 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, FW)
6. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR, FW)

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APPENDIX A: INDOT SUPPORTING DOCUMENTATION

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁷)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level					
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

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

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

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

⁸ 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.

⁹ Potential for causing a disproportionately high and adverse impact.

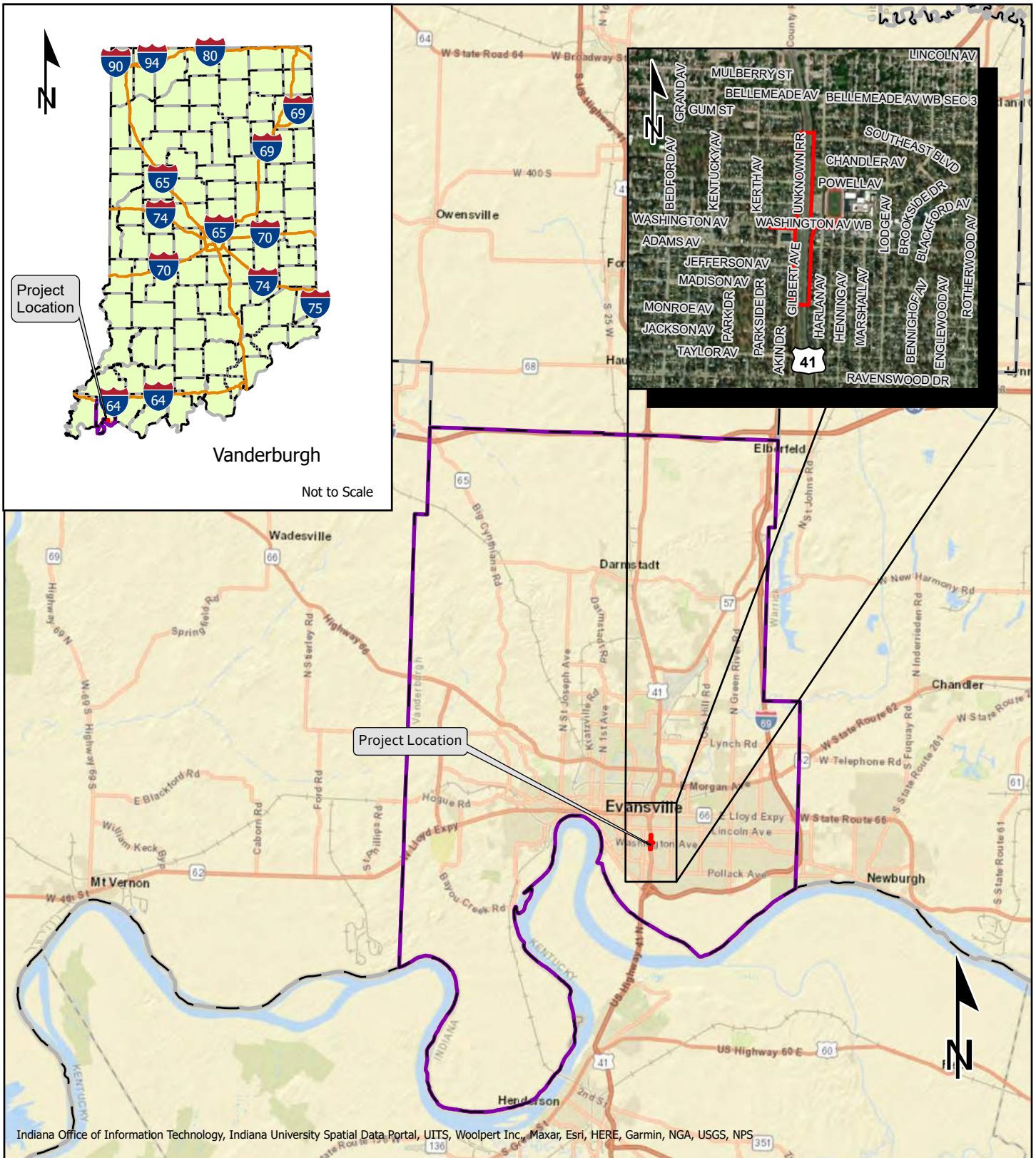
¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

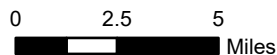
* Includes the threatened/endangered species critical habitat

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

APPENDIX B: GRAPHICS



- Project Area
- Vanderburgh County
- County Boundaries



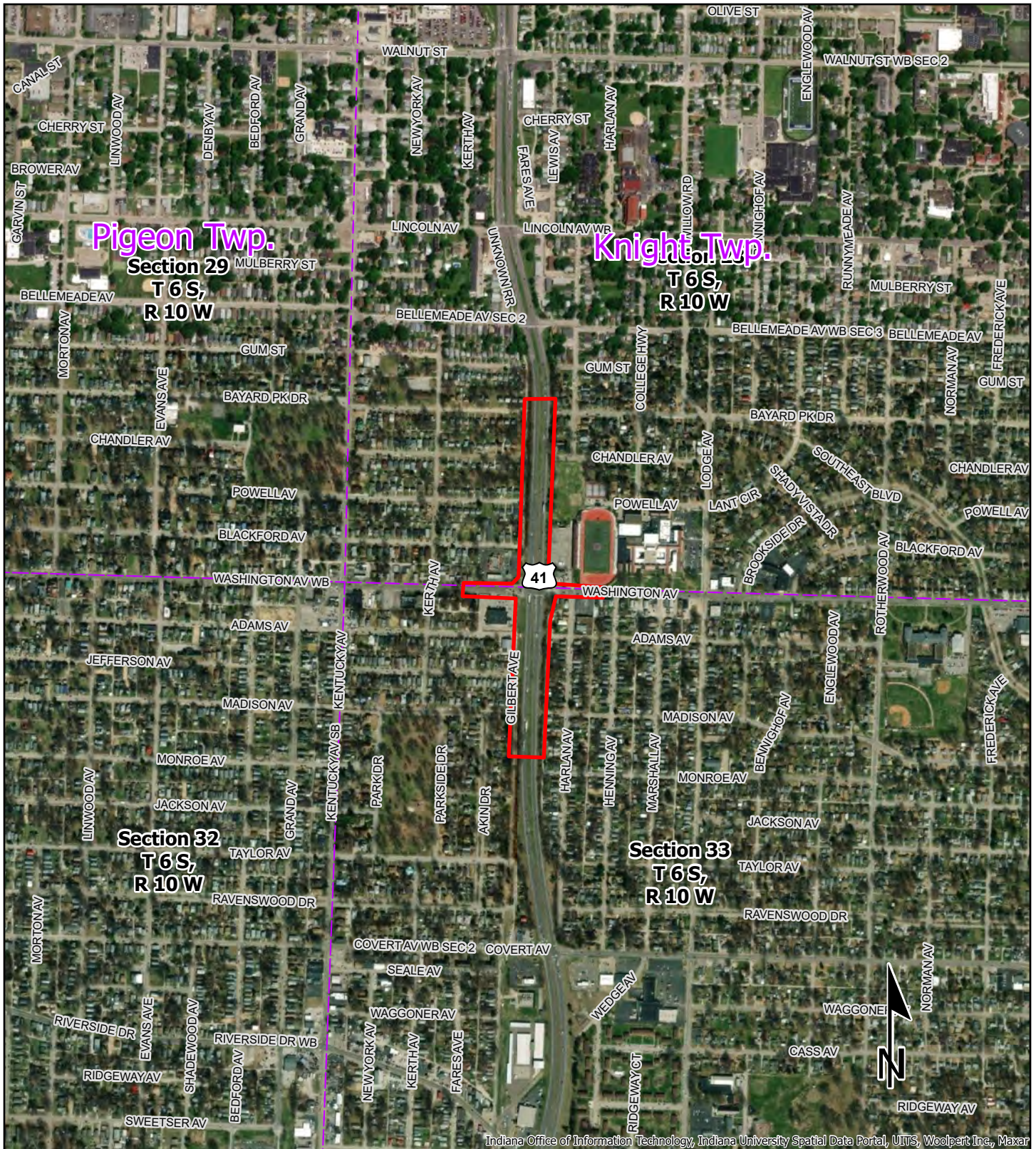
Project Location Map
 US 41 Intersection Improvement
 Vanderburgh County, Indiana

Des. No. 2000186




1 inch = 5 miles

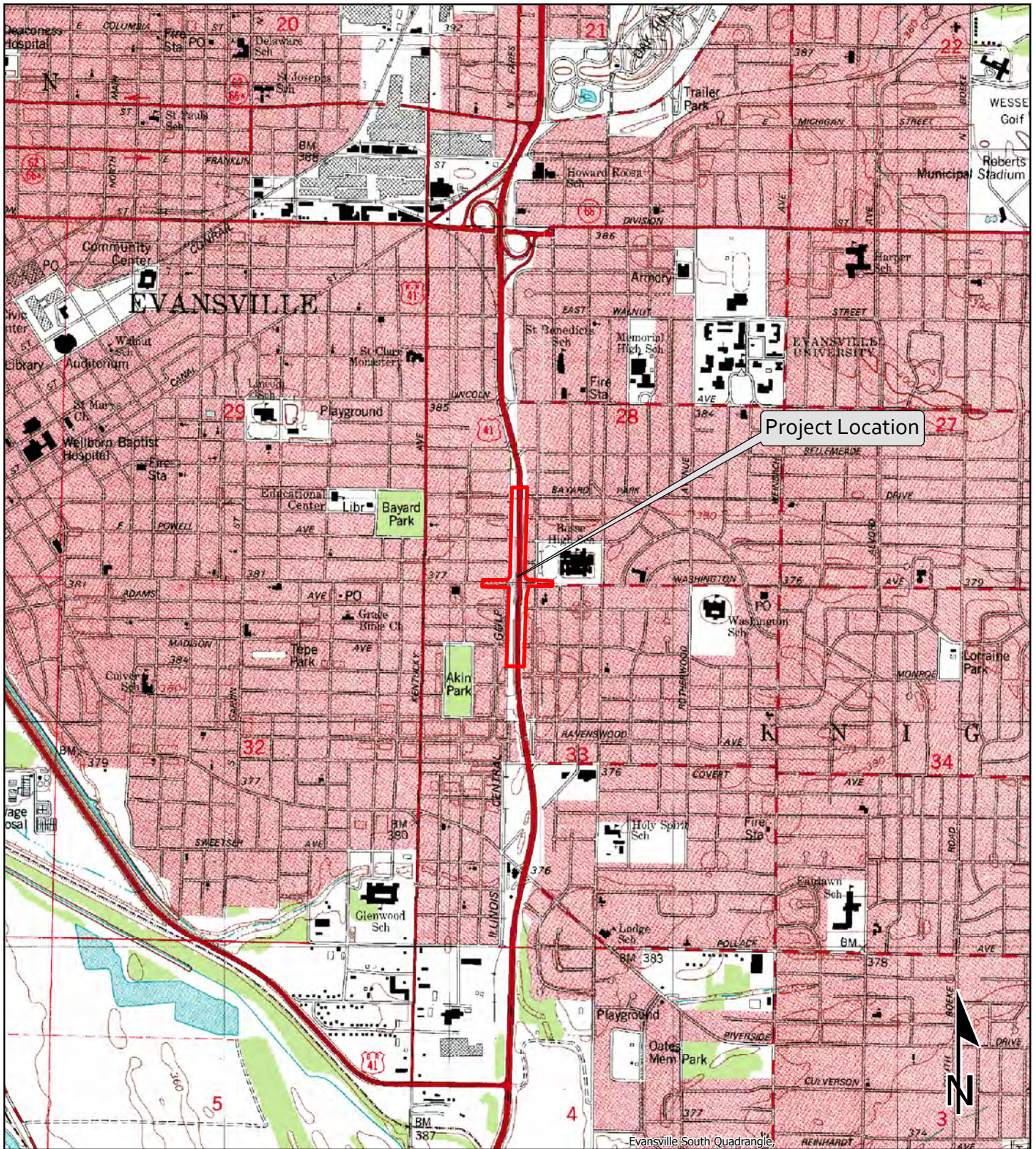


Graphics created by HNTB Corporation (2021)



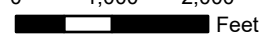
Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc., Maxar

 Project Area	Project Aerial Map US 41 Intersection Improvement Vanderburgh County, Indiana	
0 500 1,000  Feet	Des. No. 2000186	 Graphics created by HNTB Corporation (2021)
	1 inch = 1,000 ft	



 Project Area

USGS 7.5 Minute Topographic Quad Map
 US 41 Intersection Improvement
 Vanderburgh County, Indiana

0 1,000 2,000
 Feet

Des. No. 2000186

1 inch = 2,000 ft

HNTB
 Graphics created by HNTB Corporation (2021)



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc., Maxar

Project Area	Photo Location Map US 41 Intersection Improvement Vanderburgh County, Indiana	
Photo Location	Des. No. 2000186	 Graphics created by HNTB Corporation (2021)
	1 inch = 500 ft	



1. Looking southwest at intersection of Washington Avenue and US 41



2. Looking south at the intersection of Washington Avenue and US 41



3. Looking west across US 41 from 175 feet north of Washington Avenue



4. Looking southeast at intersection of Washington Avenue and US 41



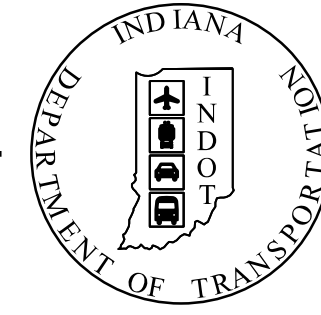
5. Looking northeast along US 41 from intersection of Washington Avenue and US 41



6. Looking southeast at intersection of Washington Street and US 41

PROJECT	DESIGNATION
2000186	2000186
CONTRACT	
B-42876	

INDIANA DEPARTMENT OF TRANSPORTATION



TRAFFIC DATA	U.S. 41	WASHINGTON AVE.
A.A.D.T. (2023)	30,200 V.P.D.	12,900 V.P.D.
A.A.D.T. (2043)	37,100 V.P.D.	13,100 V.P.D.
D.H.V. (2043)	2,970 V.P.H.	1,180 V.P.H.
DIRECTIONAL DISTRIBUTION	59.00%	57.00%
TRUCKS	11.00% OF AADT	2.00% OF AADT
	1.00% OF DHV	1.00% OF DHV

DESIGN DATA	U.S. 41	WASHINGTON AVE.
DESIGN SPEED	40 MPH	30 MPH
PROJECT DESIGN CRITERIA	3R NON-FREEWAY	3R NON-FREEWAY
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	MINOR ARTERIAL
RURAL/URBAN	URBAN	URBAN
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	PARTIAL	PARTIAL

ROAD PLANS

US 41 AND WASHINGTON AVENUE INTERSECTION IMPROVEMENT

ROUTE: U.S. 41 FROM: RP 2+82 TO: RP 2+89

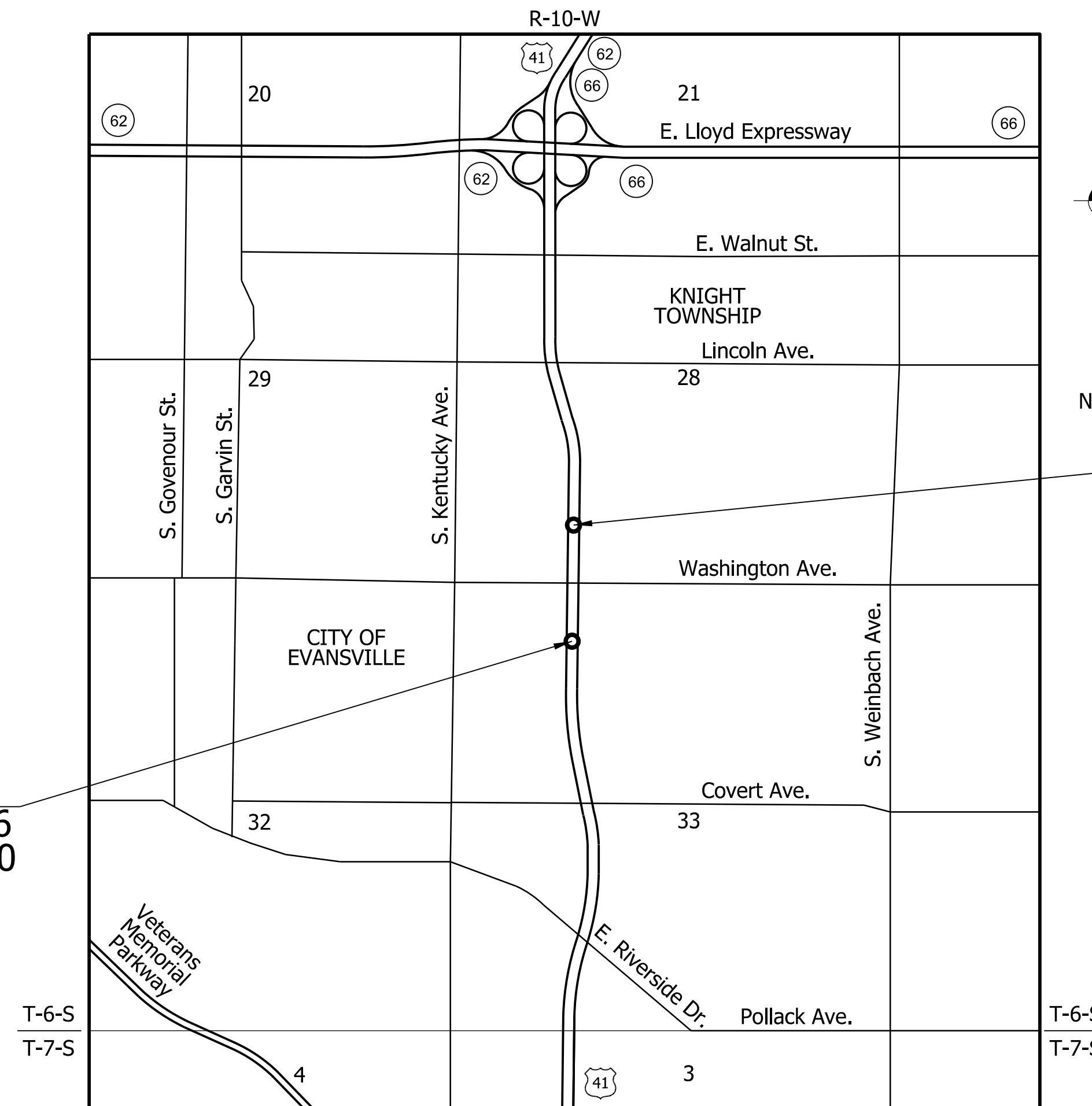
PROJECT NO. 2000186 P.E.
2000186 CONST.

KIN PROJECT INFORMATION		
DESIGNATION	PROJECT DESCRIPTION	LEAD DES
1902709	PEDESTRIAN BRIDGE OVER US 41	
2000186	US 41 AND WASHINGTON AVENUE INTERSECTION IMPROVEMENT	

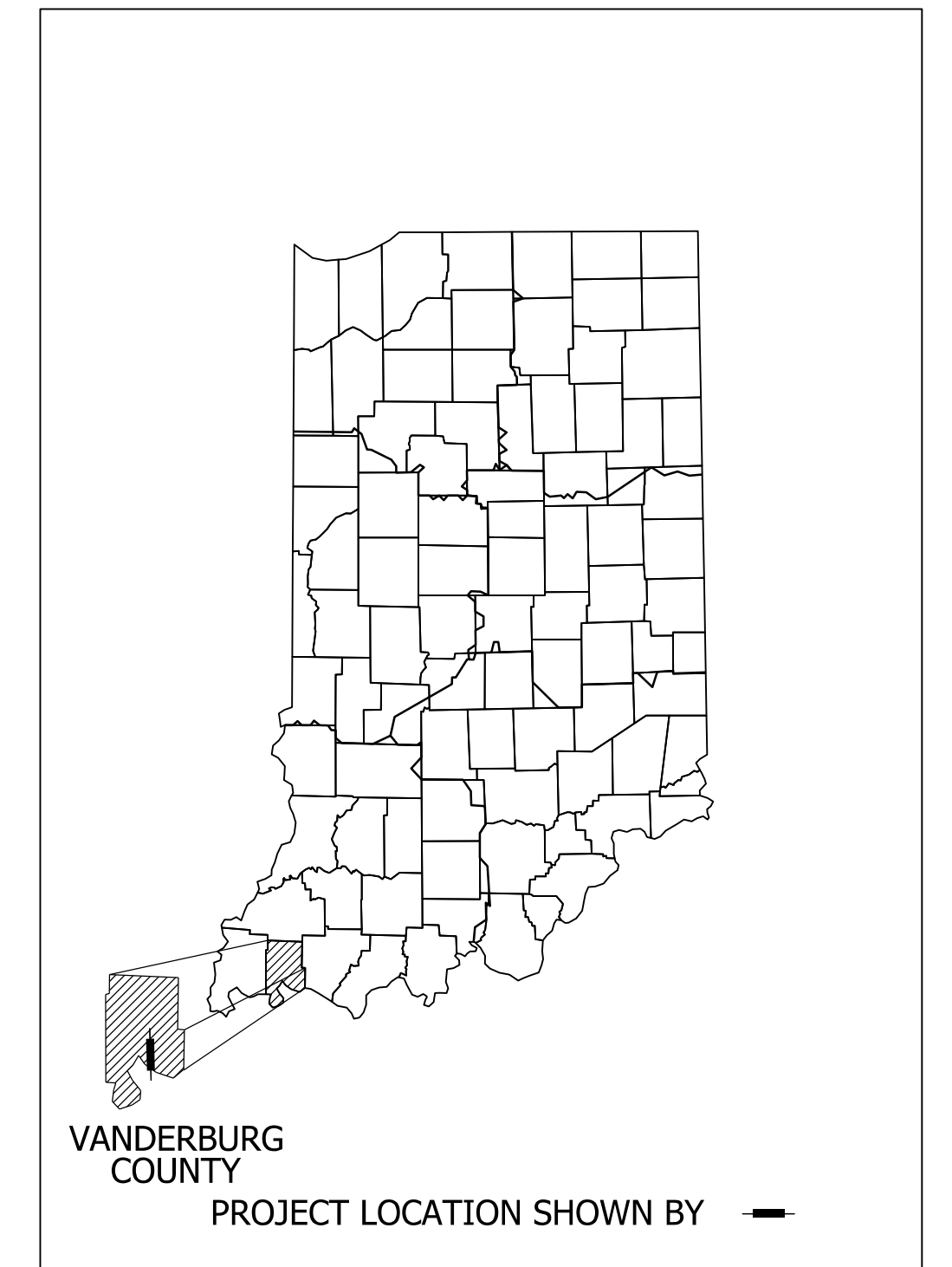
PROJECT DESCRIPTION
INTERSECTION IMPROVEMENTS AND ROADWAY MODIFICATIONS ON U.S. 41 AND WASHINGTON AVENUE APPROXIMATELY 1.00 MILES SOUTH OF THE U.S. 41/E. LLOYD EXPRESSWAY IN SECTION 28 & 33, T-6-S, R-10-W, CITY OF EVANSVILLE, KNIGHT TOWNSHIP, VANDERBURGH COUNTY, INDIANA.

STAGE 3 PLANS
AUGUST 31, 2022

BEGIN PROJECT
PROJECT NO. 2000186
P.O.C. STA. 273+00.00
LINE "B"



END PROJECT
PROJECT NO. 2000186
P.O.T. STA. 293+95.00
LINE "B"



LATITUDE: 37°57'46"N LONGITUDE: 87°32'34"W

GROSS LENGTH: 0.397 MI.
NET LENGTH: 0.397 MI.
MAX. GRADE: 0.73%

HYDROLOGIC UNIT CODE: 05140202010030

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

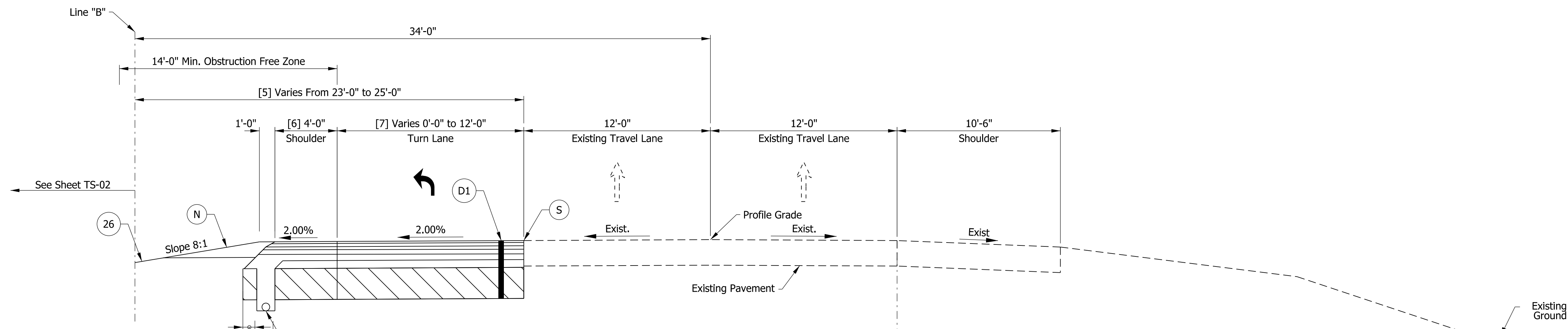


THE HNTB COMPANIES
INFRASTRUCTURE SOLUTIONS
111 MONUMENT CIRCLE
SUITE 1200
INDIANAPOLIS, IN 46204-5178

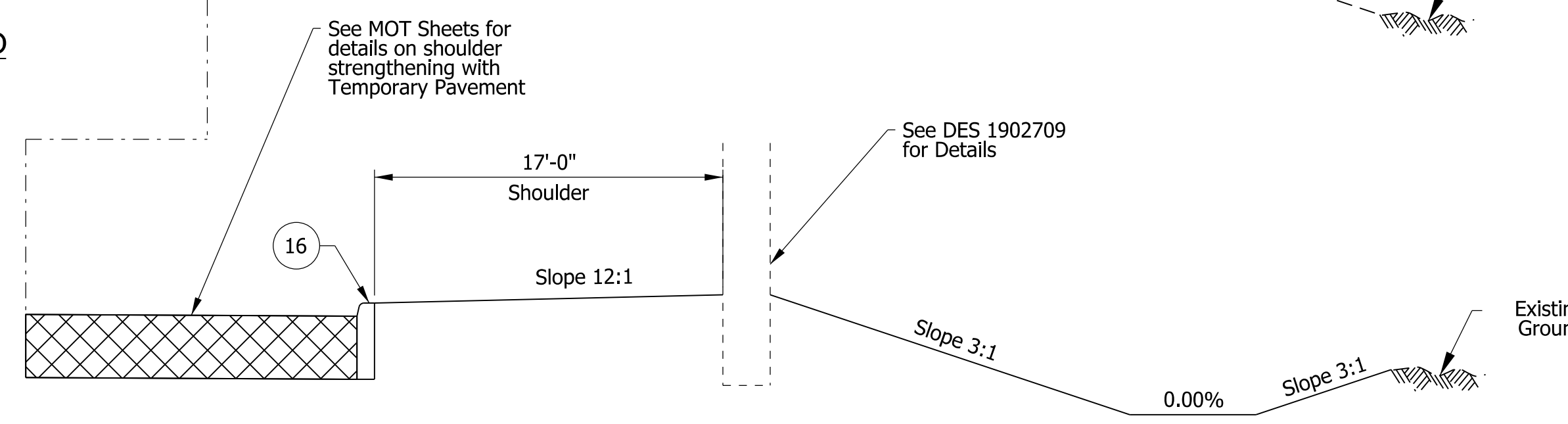
DRAFT
NOT FOR CONSTRUCTION

PLANS PREPARED BY: HNTB INDIANA, INC. (317) 636-4682 PHONE NUMBER
CERTIFIED BY: _____ DATE _____
APPROVED FOR LETTING: _____ DATE _____
INDIANA DEPARTMENT OF TRANSPORTATION

DESIGNATION	
2000186	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 66
CONTRACT	PROJECT
B-42876	2000186

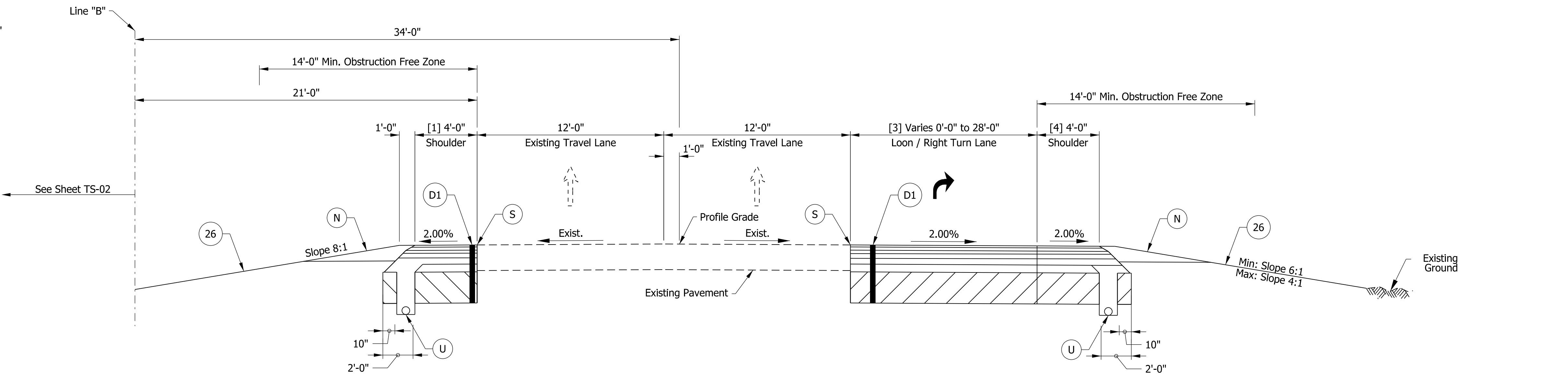


TYPICAL SECTION U.S. 41 NORTHBOUND
STA. 283+85.00 "B" TO STA. 293+30.00 "B"



Outside Curb Detail
STA. 283+83.00 "B" TO STA. 285+75.00 "B"

- Notes**
- [1] Omit Inside Shoulder at Turn Lane From Sta. 273+94.00 "B" to Sta. 274+34.50 "B"
 - [3] Right Turn Lane is 0'-0" From Sta. 273+00.00 "B" to Sta. 273+48.00 "B"
Right Turn Lane Varies From 0'-0" at Sta. 273+48.00 "B" to 28'-0" at Sta. 273+98.00 "B"
Right Turn Lane is 28'-0" From Sta. 273+98.00 "B" to Sta. 274+73.00 "B"
Right Turn Lane Varies From 28'-0" at Sta. 274+73.00 "B" to 12'-0" at Sta. 275+31.00 "B"
Right Turn Lane is 12'-0" From Sta. 275+31.00 "B" to 279+30.00 "B"
Omit Right Turn Lane at Existing Right Turn Lane From Sta. 279+30.00 "B" to Sta. 283+25.00 "B"
 - [4] Outside Shoulder is 11'-0" From Sta. 273+00.00 "B" to Sta. 273+48.00 "B"
Outside Shoulder Varies From 11'-0" at Sta. 273+48.00 "B" to 4'-0" at Sta. 273+59.46 "B"
Outside Shoulder is 4'-0" From Sta. 273+59.46 "B" to Sta. 279+30.00 "B"
Omit Outside Shoulder at Existing Outside Shoulder From Sta. 279+30.00 "B" to Sta. 283+25.00 "B"
 - [5] Inside Edge of Pavement is 23'-0" at Sta. 283+85.00 "B" to Sta. 287+00.00 "B"
Inside Edge of Pavement Varies From 23'-0" at Sta. 287+00.00 "B" to 25'-0" at Sta. 290+00.00 "B"
Inside Edge of Pavement is 25'-0" at Sta. 290+00.00 "B" to Sta. 293+30.00 "B"
 - [6] Omit Inside Shoulder at Turn Lane From Sta. 292+38.00 "B" to Sta. 292+78.66 "B"
 - [7] Left Turn Lane is 0'-0" From Sta. 283+85.00 "B" to Sta. 286+55.74 "B"
Left Turn Lane Varies From 0'-0" at Sta. 286+55.74 "B" to 12'-0" at Sta. 287+55.74 "B"
Left Turn Lane is 12'-0" From Sta. 287+55.74 "B" to Sta. 292+52.24 "B"
Omit Left Turn Lane From Sta. 292+52.00 "B" to Sta. 292+78.26 "B"
Left Turn Lane is 0'-0" From Sta. 292+78.66 "B" to Sta. 293+30.00 "B"



TYPICAL SECTION U.S. 41 NORTHBOUND
STA. 273+00.00 "B" TO STA. 283+25.00 "B"

- Legend**
- D1 165#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 275#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 880#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 300#/Syd. QC/QA-HMA, 4, 76, Intermediate OG, 19.0 mm on 6 in. of Compacted Aggregate No. 53 on Subgrade Treatment Type IC
 - N Compacted Aggregate, No. 53
 - S Saw Cut (No Direct Pay)
 - U 6 In. Underdrain (See Std. Dwg. No. 718-UNDR-01)
 - 26 Seed Mixture, U

Note to Reviewer: Pavement assumed to be asphalt. Final pavement design to be determined in a future submittal.

DRAFT
NOT FOR CONSTRUCTION

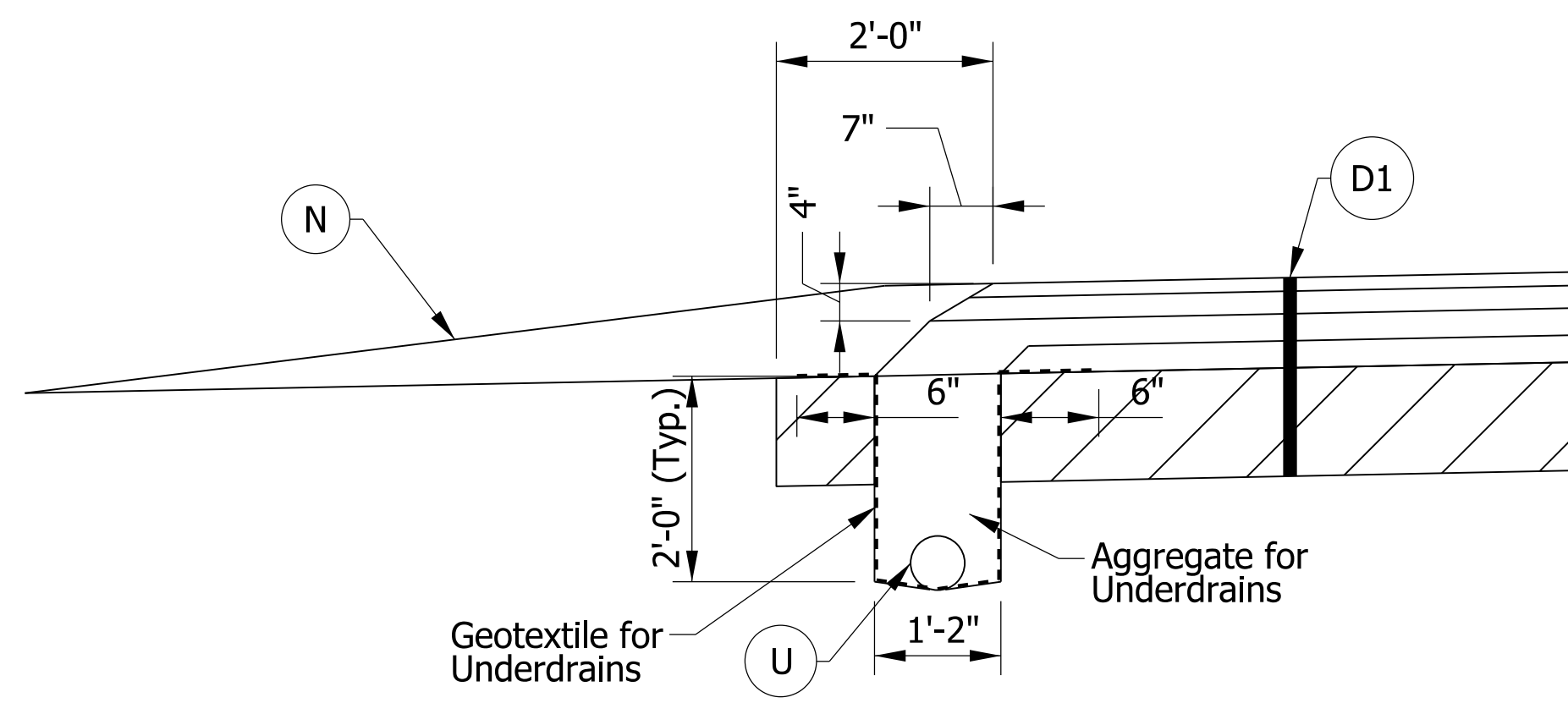
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ NSX _____	DRAWN: _____ LMC _____	
CHECKED: _____ TNE _____	CHECKED: _____ NSX _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

ROADWAY TYPICAL CROSS SECTIONS

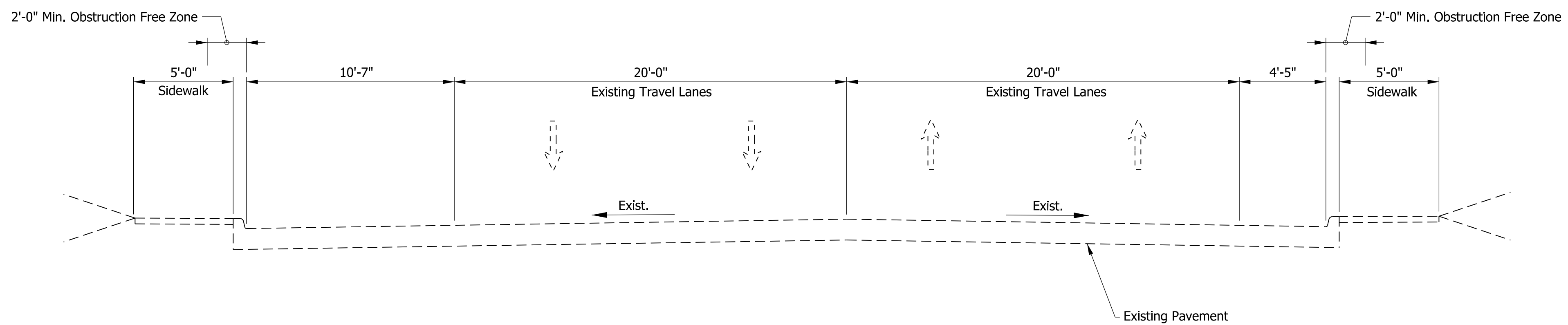
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1/4"=1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000186
SURVEY BOOK	SHEETS TS-01
ELECTRONIC	5 of 67
CONTRACT	PROJECT
B-42876	2000186

jbaasham
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 file:c:\cadd\ib\p\hmb_apacada\greatakes\02286823\79067-r-d-s-650.Ldgn



SAFETY EDGE AND UNDERDRAIN DETAIL

N.T.S.



TYPICAL SECTION WASHINGTON AVE

Notes

[11] Inside Edge of Pavement is 19'-0" From Sta. 273+58.00 "B" to Sta. 277+50.00 "B"
 Inside Edge of Pavement Varies From 19'-0" at Sta. 277+50.00 "B" to 18'-0" at Sta. 280+00.00 "B"
 Inside Edge of Pavement is 18'-0" at Sta. 280+00.00 "B" to Sta. 283+25.00 "B"

[12] Left Turn Lane is 0'-0" From Sta. 273+58.00 "B" to Sta. 274+09.34 "B"
 Omit Left Turn Lane From Sta. 274+09.34 "B" to Sta. 274+36.00 "B"
 Left Turn Lane is 12'-0" From Sta. 274+36.00 "B" to Sta. 279+63.54 "B"
 Left Turn Lane Varies From 12'-0" at Sta. 279+63.54 "B" to 0'-0" at Sta. 280+62.33 "B"
 Left Turn Lane is 0'-0" From Sta. 280+62.33 "B" to Sta. 283+25.00 "B"

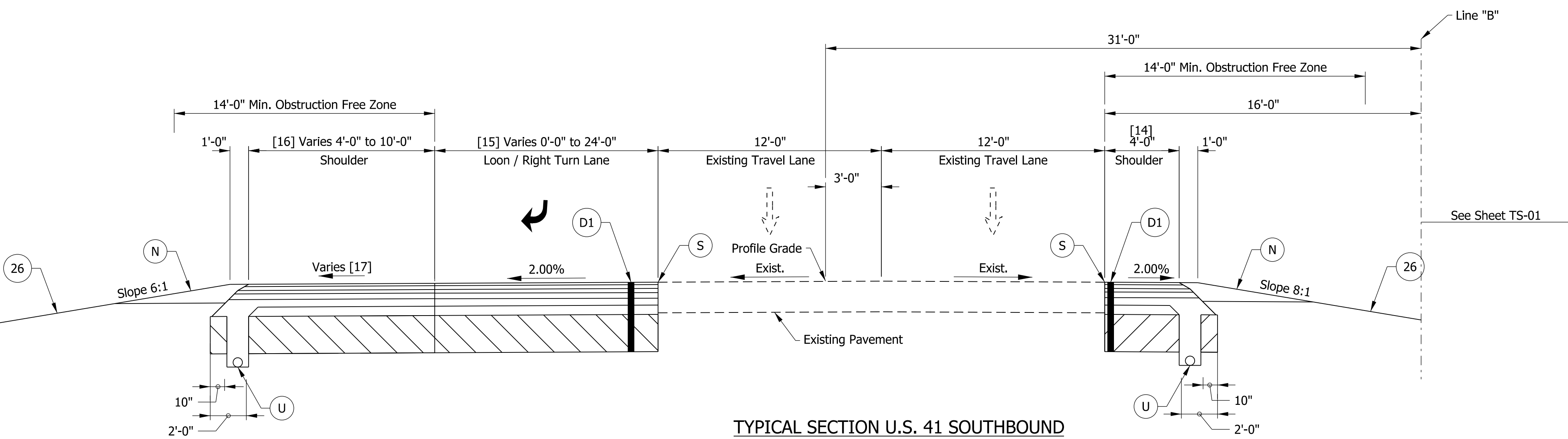
[13] Omit Inside Shoulder at Left Turn Lane From Sta. 274+09.34 "B" to Sta. 274+50.00 "B"

[14] Omit Inside Shoulder at Turn Lane From Sta. 292+53.72 "B" to Sta. 292+94.00 "B"

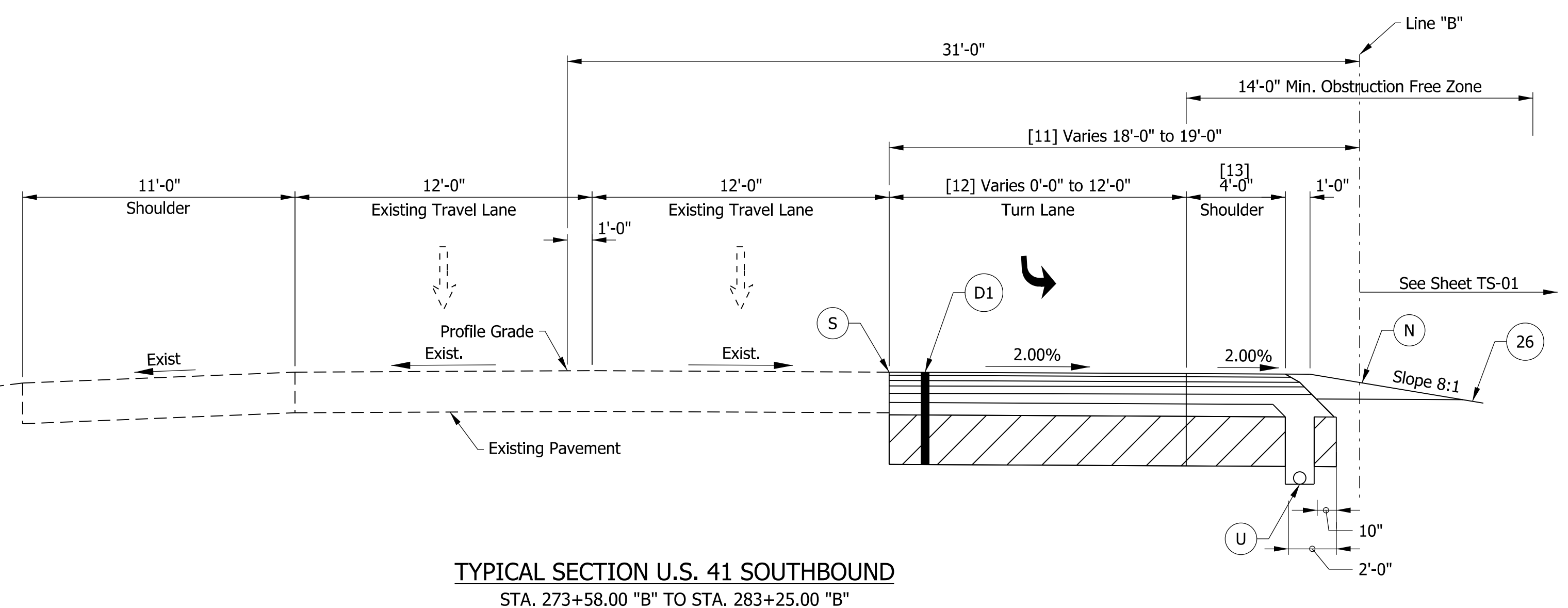
[15] Omit Right Turn Lane at Existing Right Turn Lane From Sta. 283+85.00 "B" to Sta. 289+33.00 "B"
 Right Turn Lane is 12'-0" From Sta. 289+33.00 "B" to Sta. 291+25.00 "B"
 Right Turn Lane Varies From 12'-0" at Sta. 291+25.00 "B" to 24'-0" at Sta. 292+15.00 "B"
 Right Turn Lane is 24'-0" From Sta. 292+15.00 "B" to Sta. 292+90.00 "B"
 Right Turn Lane Varies From 24'-0" at Sta. 292+90.00 "B" to 0'-0" at Sta. 293+40.00 "B"
 Right Turn Lane is 0'-0" From Sta. 293+40.00 "B" to Sta. 293+95.00 "B"

[16] Omit Outside Shoulder at Existing Outside Shoulder From Sta. 283+85.00 "B" to Sta. 289+33.00 "B"
 Outside Shoulder is 4'-0" From Sta. 289+33.00 "B" to Sta. 293+28.41 "B"
 Outside Shoulder Varies From 4'-0" at Sta. 293+28.41 "B" to 10'-0" at Sta. 293+40.00 "B"
 Outside Shoulder is 10'-0" From Sta. 293+40.00 "B" to Sta. 293+95.00 "B"

[17] Outside Shoulder is 2.00% From Sta. 289+33.00 "B" to Sta. 293+40.00 "B"
 Outside Shoulder is 4.00% From Sta. 293+40.00 "B" to Sta. 293+95.00 "B"



TYPICAL SECTION U.S. 41 SOUTHBOUND
 STA. 283+85.00 "B" TO STA. 293+95.00 "B"



TYPICAL SECTION U.S. 41 SOUTHBOUND
 STA. 273+58.00 "B" TO STA. 283+25.00 "B"

- Legend**
- D1 165#/Syd. QC/OA-HMA, 4, 70, Surface, 9.5 mm on 275#/Syd. QC/OA-HMA, 4, 70, Intermediate, 19.0 mm on 880#/Syd. QC/OA-HMA, 4, 64, Base, 25.0 mm on 300#/Syd. QC/OA-HMA, 4, 76, Intermediate OG, 19.0 mm on 6 in. of Compacted Aggregate No. 53 on Subgrade Treatment Type 1C
 - N Compacted Aggregate, No. 53
 - S Saw Cut (No Direct Pay)
 - U 6 In. Underdrain (See Std. Dwg. No. 718-UNDR-01)
 - 26 Seed Mixture, U

Note to Reviewer: Pavement assumed to be asphalt. Final pavement design to be determined in a future submittal.

DRAFT
 NOT FOR CONSTRUCTION

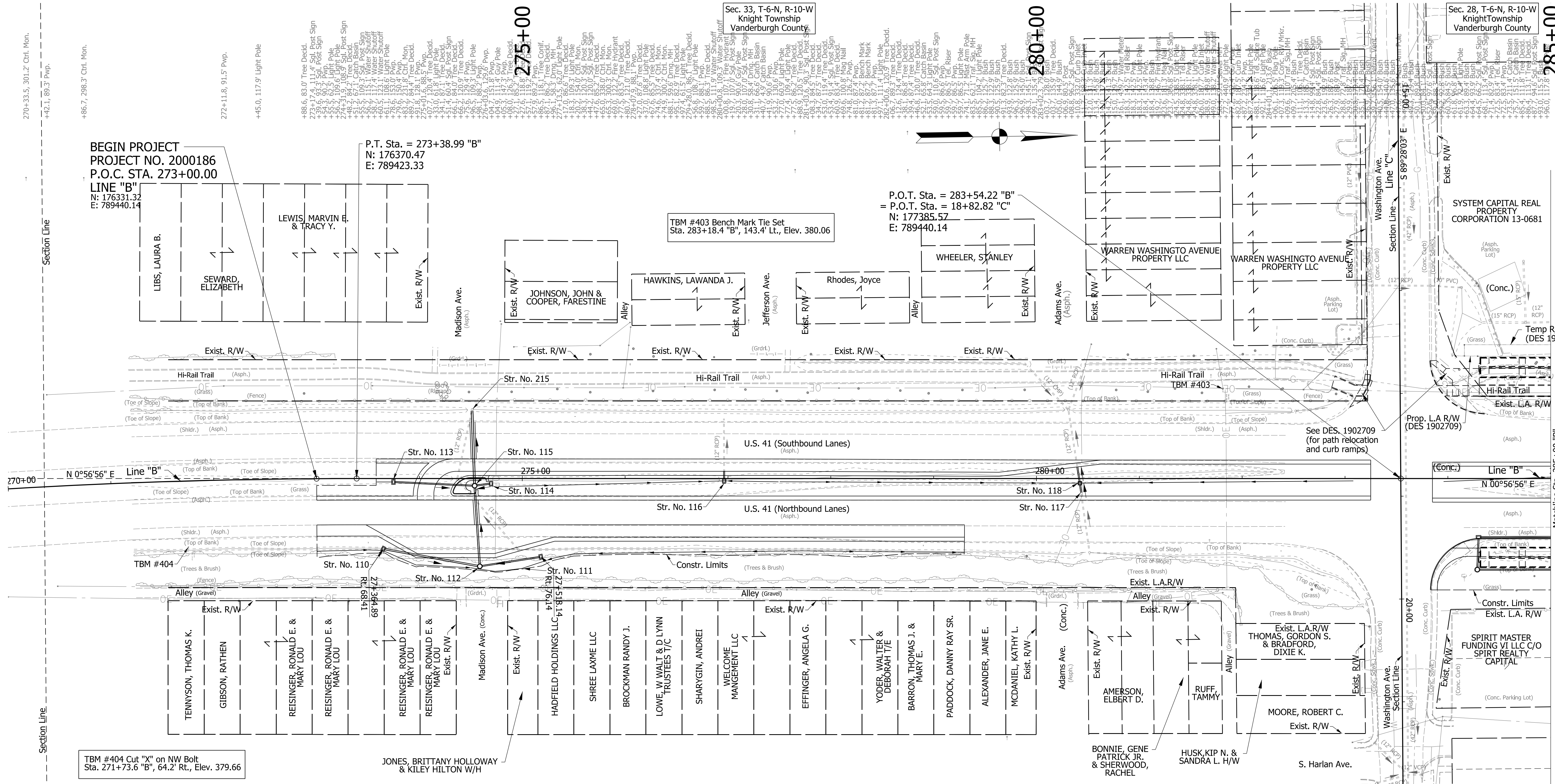
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ NSX _____	DRAWN: _____ LMC _____	
CHECKED: _____ TNE _____	CHECKED: _____ NSX _____	

INDIANA
 DEPARTMENT OF TRANSPORTATION

ROADWAY TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1/4"=1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000186
SURVEY BOOK	SHEETS TS-02
ELECTRONIC	6 of 67
CONTRACT	PROJECT
B-42876	2000186

jbaasham
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BEGIN PROJECT
PROJECT NO. 2000186
P.O.C. STA. 273+00.00
LINE "B"
N: 176331.32
E: 789440.14

P.T. Sta. = 273+38.99 "B"
N: 176370.47
E: 789423.33

P.O.T. Sta. = 283+54.22 "B"
= P.O.T. Sta. = 18+82.82 "C"
N: 177385.57
E: 789440.14

TBM #403 Bench Mark Tie Set
Sta. 283+18.4 "B", 143.4' Lt., Elev. 380.06

TBM #404 Cut "X" on NW Bolt
Sta. 271+73.6 "B", 64.2' Rt., Elev. 379.66

Curve Data
P.I. Sta. 267+44.90 "B"
(Off the Sheet)
N: 175772.14
E: 789413.42
Delta = 11°55'30" Rt.
R = 5729.58 Ft.
L = 598.41 Ft.
T = 1192.50 Ft.
M = 31.17 Ft.
SE = N.A.

P.C. Sta. 261+46.49 "B"
(Off the Sheet)
N: 175184.68
E: 789527.35

Sec. 33, T-6-N, R-10-W
Knight Township
Vanderburgh County

Sec. 28, T-6-N, R-10-W
Knight Township
Vanderburgh County

NOTE TO REVIEWER:
Drainage layout for the intersection to be refined in future submittal.
Additional survey and existing combined sewer data is being collected.

DRAFT
NOT FOR CONSTRUCTION

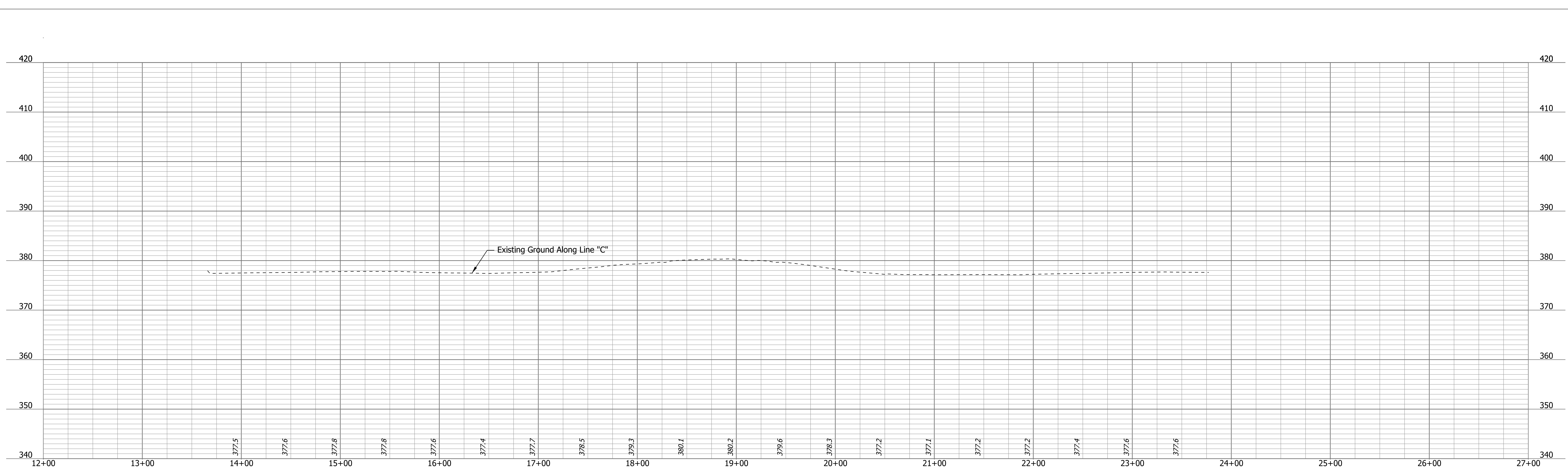
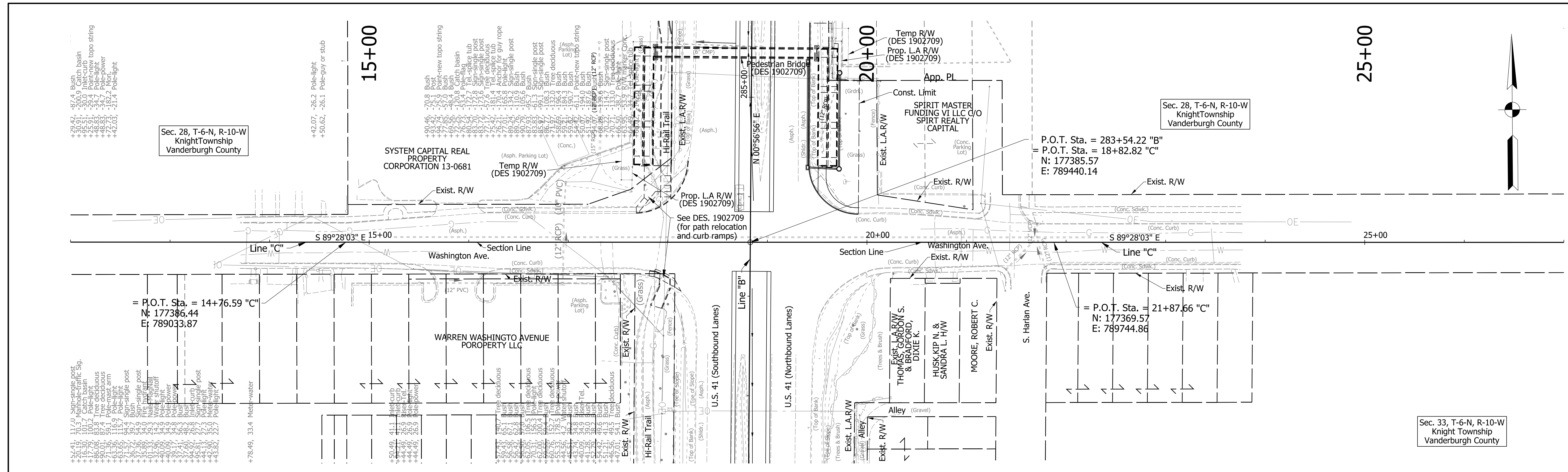
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NSX	DRAWN: CPH	
CHECKED: TNE	CHECKED: NSX	

INDIANA
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
US 41 - LINE "B"
STA. 270+00 TO STA. 285+00

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
1"=10'	2000186
SURVEY BOOK	SHEETS
ELECTRONIC	21 of 67
CONTRACT	PROJECT
8-42876	2000186

apacada
3/14/2022 5:27:47 pm
model:Sheet1
file:c:\caddib\pwr\hshwnter\greateakes\0206623\79067-rd-s-ph01.dgn



Note:
The existing profiles, at the crown, are provided for information only. No revisions required to the profile.

NOTE TO REVIEWER:
Drainage layout for the intersection to be refined in future submittal. Additional survey and existing combined sewer data is being collected.

NOTE TO REVIEWER:
No cross sections are provided for Line "C". The only proposed work that ties to this alignment sign placement and pavement marking layout.

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NSX	DRAWN: CPH	
CHECKED: TNE	CHECKED: NSX	

INDIANA DEPARTMENT OF TRANSPORTATION

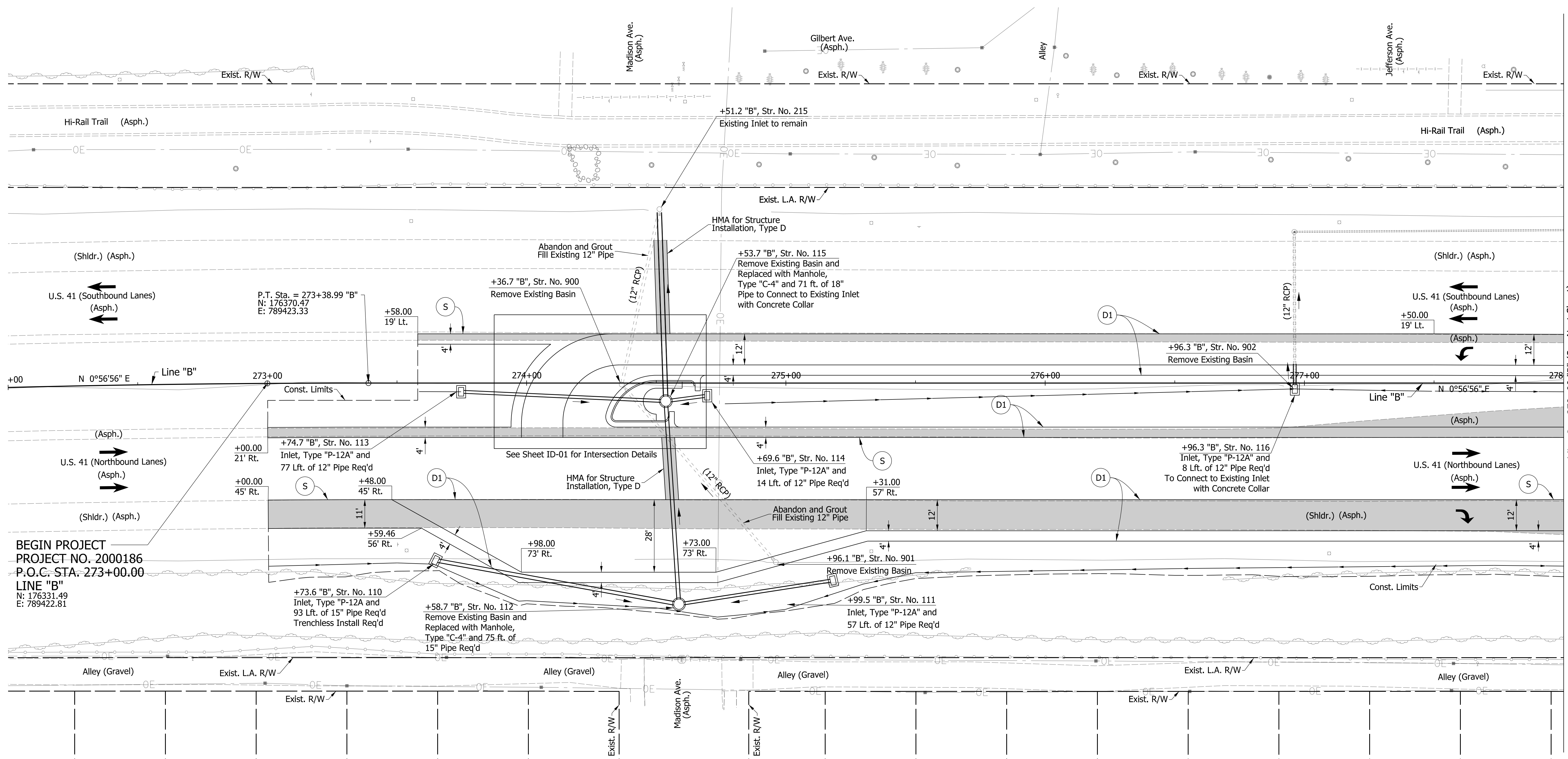
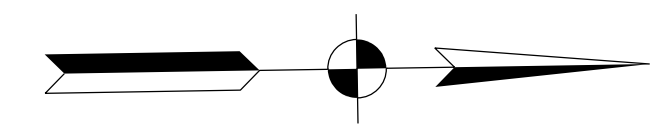
ROADWAY PLAN AND PROFILE WASHINGTON AVE - LINE "C" STA. 12+00 TO STA. 27+00

SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
1"=10'	2000186
SURVEY BOOK	SHEETS
N/A	25 of 67
CONTRACT	PROJECT
B-42876	2000186

apaxaca
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 file:c:\cadd\ib\p\j\hashwanter\grate\akes\02\86823\79067-rd-s-pln01.dgn

272+00 273+00 274+00 275+00 276+00 277+00 278+00

Sec. 33, T-6-N, R-10-W
Knight Township
Vanderburgh County



Curve Data
(Off the Sheet)
P.I. Sta. 267+44.90 "B"
N: 175772.14
E: 789413.42
Delta = 11°55'30" Rt.
R = 5729.58 Ft.
T = 598.41 Ft.
L = 1192.50 Ft.
E = 31.17 Ft.
SE = N.A.

P.C. Sta. 261+46.49 "B"
(Off the Sheet)
N: 175184.68
E: 789527.35

Sec. 33, T-6-N, R-10-W
Knight Township
Vanderburgh County

Matchline Sta. 278+00 "B" (See Next Sheet)

- Legend**
- (D1) 165#/Syd. QC/OA-HMA, 4, 70, Surface, 9.5 mm on 275#/Syd. QC/OA-HMA, 4, 70, Intermediate, 19.0 mm on 880#/Syd. QC/OA-HMA, 4, 64, Base, 19.0 mm on 300#/Syd. QC/OA-HMA, 4, 76, Intermediate OG, 19.0 mm on 6 in of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC
 - (S) Saw Cut (No Direct Pay)
 - (P) Pavement Removal
 - (F) Sidewalk, Concrete
 - (C) PCCP, 7 In. w/"Type D-1" Construction Joint @ 18 Ft. Spacing (Typ.) on Subbase for PCCP Consisting of: 3 In. of Compacted Aggregate, No. 8 on 6 In. of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC
 - (15) Curb & Gutter, B, Concrete (Sloping) (See Std. Dwg. E-605-CCCG-01)
 - (16) Concrete Curb (Vertical) (See Std. Dwg. E-605-CCSJ-01)
 - (17) Combined Curb and Gutter Turnout (See Std. Dwg. E-605-CTCG)
 - Traffic Direction Arrow

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NSX	DRAWN: CPH	
CHECKED: TNE	CHECKED: NSX	

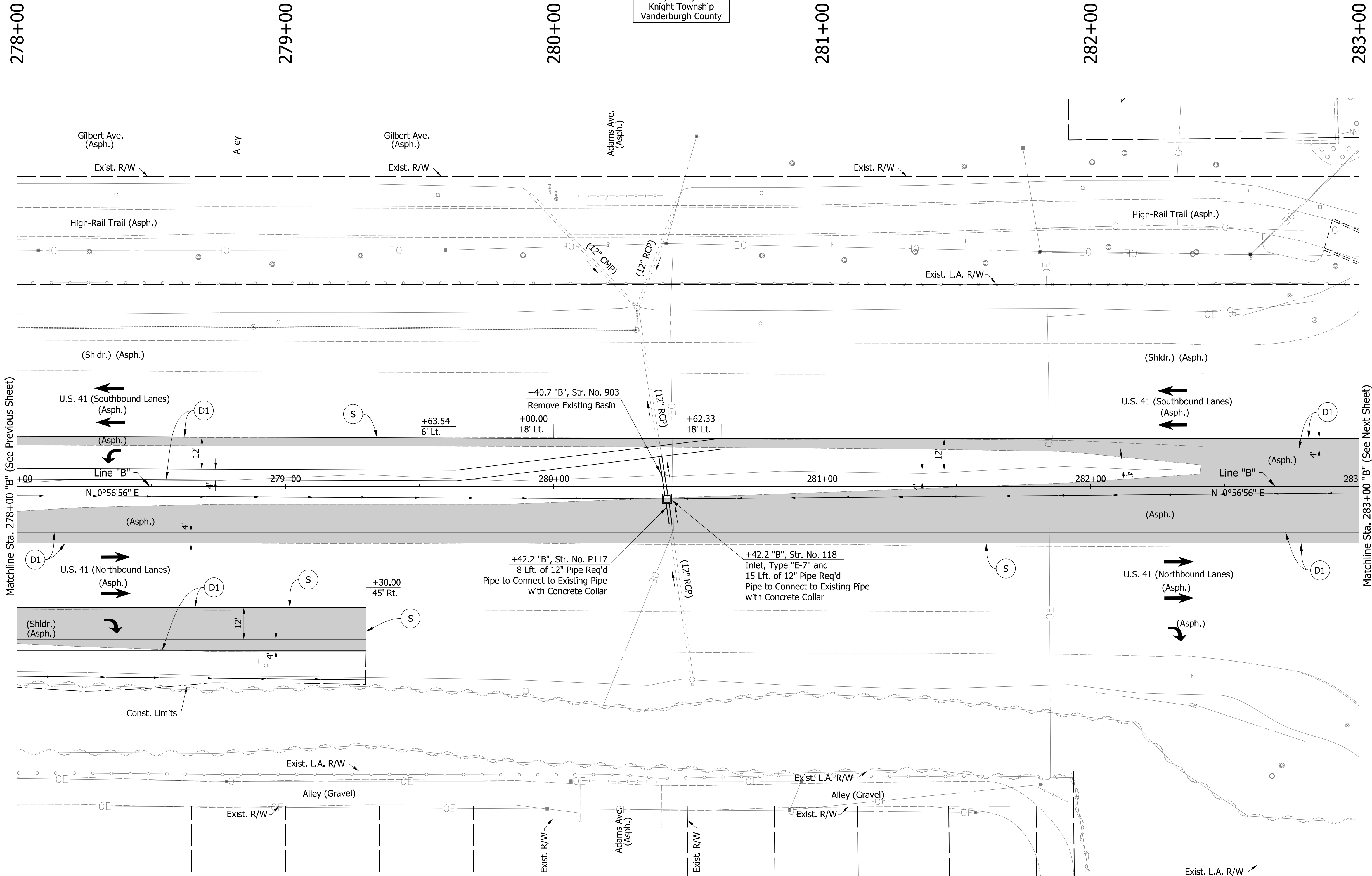
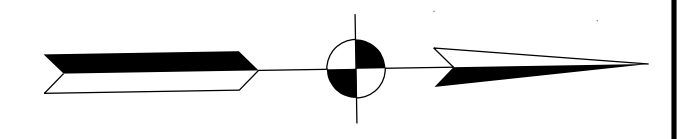
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000186	
SURVEY BOOK	SHEETS	CD-01
ELECTRONIC	26	of 67
CONTRACT	PROJECT	
B-42876	2000186	

jboasham
8/18/2022 2:51:52 pm
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Sec. 33, T-6-N, R-10-W
Knight Township
Vanderburgh County



Matchline Sta. 278+00 "B" (See Previous Sheet)

Matchline Sta. 283+00 "B" (See Next Sheet)

Sec. 33, T-6-N, R-10-W
Knight Township
Vanderburgh County

DRAFT
NOT FOR CONSTRUCTION

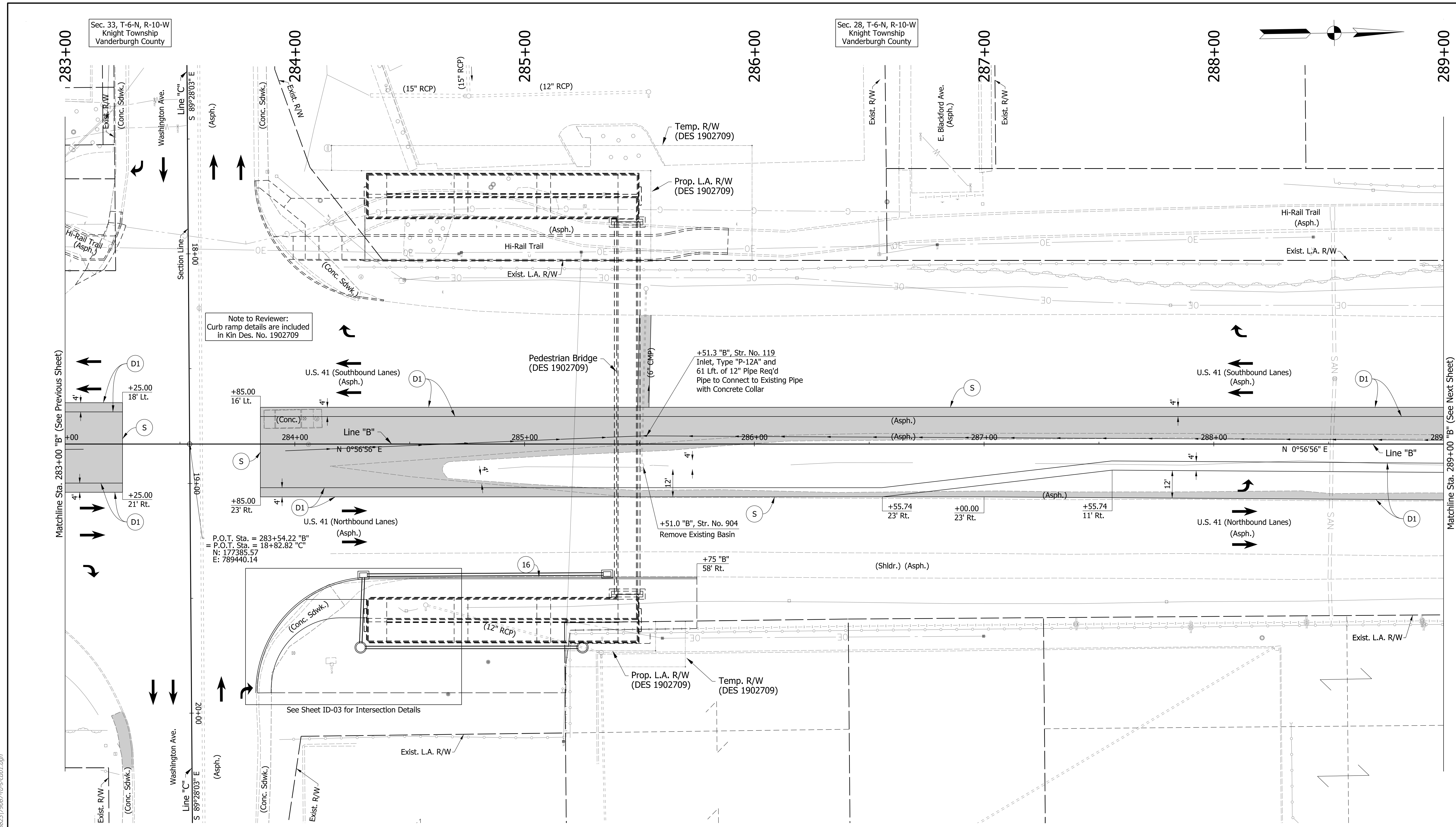
Legend		Legend		Legend	
(D1)	165#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 275#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 880#/Syd. QC/QA-HMA, 4, 64, Base, 19.0 mm on 300#/Syd. QC/QA-HMA, 4, 76, Intermediate OG, 19.0 mm on 6 in of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC	(C)	PCCP, 7 In. w/"Type D-1" Construction Joint @ 18 Ft. Spacing (Typ.) on Subbase for PCCP Consisting of: 3 In. of Compacted Aggregate, No. 8 on 6 In. of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC	(15)	Curb & Gutter, B, Concrete (Sloping) (See Std. Dwg. E-605-CCCG-01)
(S)	Saw Cut (No Direct Pay)	(F)	Sidewalk, Concrete	(16)	Concrete Curb (Vertical) (See Std. Dwg. E-605-CCSJ-01)
	Pavement Removal			(17)	Combined Curb and Gutter Turnout (See Std. Dwg. E-605-CTCG)
					Traffic Direction Arrow

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NSX	DRAWN: CPH	
CHECKED: TNE	CHECKED: NSX	

INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAILS	

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000186	
SURVEY BOOK	SHEETS	CD-02
ELECTRONIC	27	of 67
CONTRACT	PROJECT	
B-42876	2000186	

jbaasham
8/18/2022 2:51:53 pm
model:Sheet2
file:c:\aditib\p\l\mb_apa\cada\greatakes\02266623\79067-d-s-cd01.dgn



Note to Reviewer:
Curb ramp details are included
in Kin Des. No. 1902709

P.O.T. Sta. = 283+54.22 "B"
P.O.T. Sta. = 18+82.82 "C"
N: 177385.57
E: 789440.14

NOTE TO REVIEWER:
Drainage layout for the intersection to be refined in future submittal.
Additional survey and existing combined sewer data is being collected.

Legend	
(D1) 165#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 275#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 880#/Syd. QC/QA-HMA, 4, 64, Base, 19.0 mm on 300#/Syd. QC/QA-HMA, 4, 76, Intermediate OG, 19.0 mm on 6 in of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC	(C) PCCP, 7 In. w/"Type D-1" Construction Joint @ 18 Ft. Spacing (Typ.) on Subbase for PCCP Consisting of: 3 In. of Compacted Aggregate, No. 8 on 6 In. of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC
(S) Saw Cut (No Direct Pay)	(F) Sidewalk, Concrete
(Shaded Area) Pavement Removal	(15) Curb & Gutter, B, Concrete (Sloping) (See Std. Dwg. E-605-CCG-01)
	(16) Concrete Curb (Vertical) (See Std. Dwg. E-605-CCS-01)
	(17) Combined Curb and Gutter Turnout (See Std. Dwg. E-605-CTCG)
	→ Traffic Direction Arrow

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NSX	DRAWN: CPH	
CHECKED: TNE	CHECKED: NSX	

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000186	
SURVEY BOOK	SHEETS	CD-03
ELECTRONIC	28	of 67
CONTRACT	PROJECT	
B-42876	2000186	

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289+00

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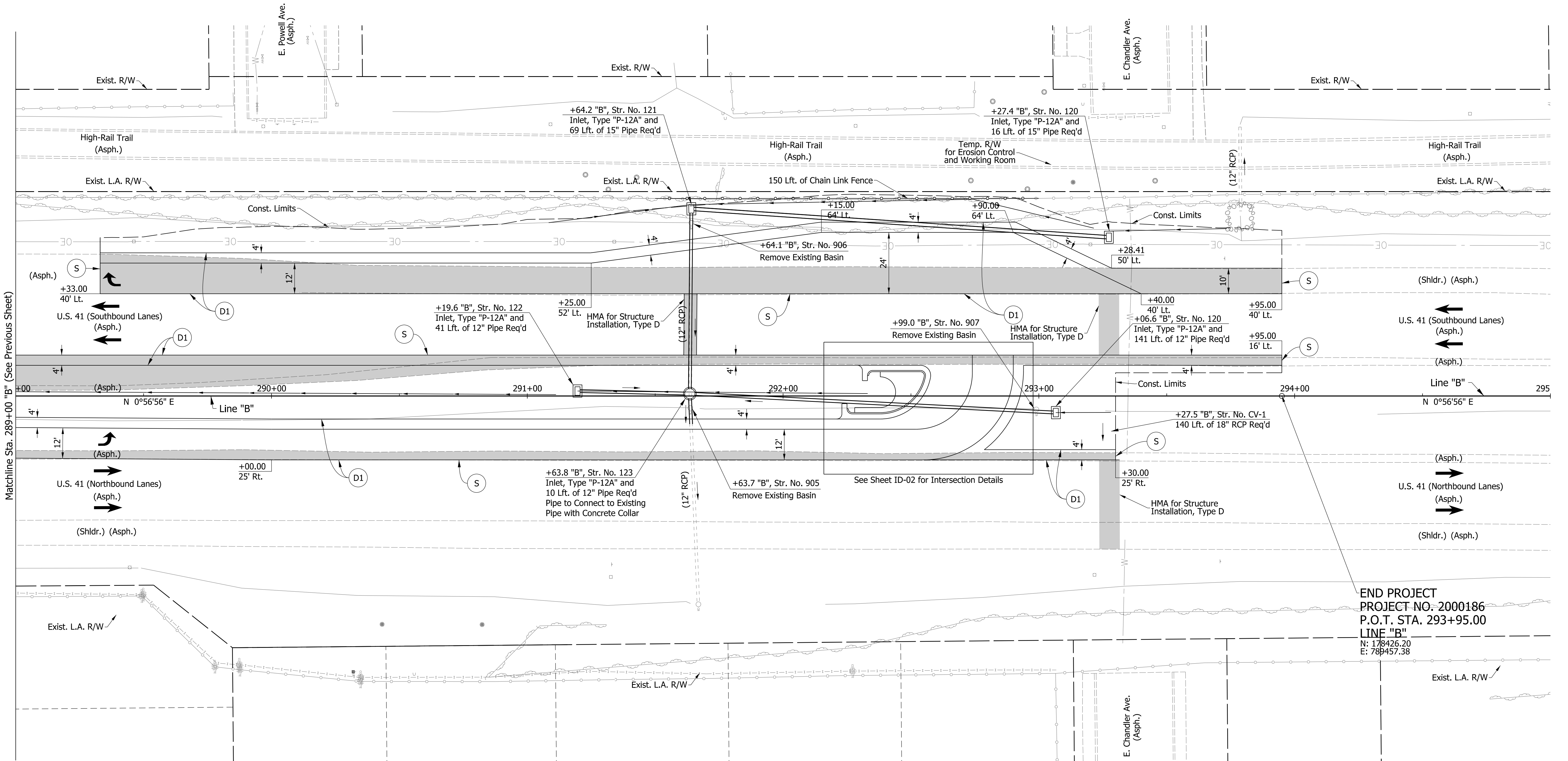
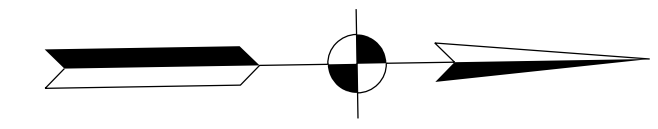
292+00

293+00

294+00

295+00

Sec. 28, T-6-N, R-10-W
Knight Township
Vanderburgh County



Matchline Sta. 289+00 "B" (See Previous Sheet)

END PROJECT
PROJECT NO. 2000186
P.O.T. STA. 293+95.00
LINE "B"
N: 178426.20
E: 789457.38

Sec. 28, T-6-N, R-10-W
Knight Township
Vanderburgh County

Legend

- (D1) 165#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 275#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 880#/Syd. QC/QA-HMA, 4, 64, Base, 19.0 mm on 300#/Syd. QC/QA-HMA, 4, 76, Intermediate OG, 19.0 mm on 6 in of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC
- (S) Saw Cut (No Direct Pay)
- (C) PCCP, 7 In. w/"Type D-1" Construction Joint @ 18 Ft. Spacing (Typ.) on Subbase for PCCP Consisting of: 3 In. of Compacted Aggregate, No. 8 on 6 In. of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC
- (F) Sidewalk, Concrete
- (15) Curb & Gutter, B, Concrete (Sloping) (See Std. Dwg. E-605-CCG-01)
- (16) Concrete Curb (Vertical) (See Std. Dwg. E-605-CCS-01)
- (17) Combined Curb and Gutter Turnout (See Std. Dwg. E-605-CTCG)
- Traffic Direction Arrow

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NSX	DRAWN: CPH	
CHECKED: TNE	CHECKED: NSX	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000186	
SURVEY BOOK	SHEETS	CD-04
ELECTRONIC	29	of 67
CONTRACT	PROJECT	
B-42876	2000186	

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8/18/2022 2:51:54 pm
model:Sheet4
file:c:\cadd\ib\p\hmb_apacada\gratitakes\02266623\79067-d-s-cd01.dgn

APPENDIX C: EARLY COORDINATION



INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

July 9, 2021

Early Coordination Mailing List

Re: Early Coordination Letter
DES #2000186
Reduced Conflict Intersection Improvement
US 41 at Washington Avenue
Vanderburgh County, Indiana

Early Coordination Mailing List:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the construction of a Reduced Conflict Intersection (RCI) at US 41 and Washington Avenue, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in the city of Evansville, Vanderburgh County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed 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 effects.

Project Location: This project is located on US 41, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62, in Evansville in Vanderburgh County. More specifically, the project is located in Sections 28 and 33, Township 6 South, Range 10 West in Knight Township.

Existing Conditions: US 41 is an urban principal arterial and is part of the US National Highway System (NHS). Within the project limits, US 41 includes four lanes in each direction including two 12 foot through lanes, one left turn only lane, and one right turn lane. Washington Avenue is an urban minor arterial, not on the NHS and was recently restriped to include three lanes in each direction including one left only, one through, and one right only lane.

The High-Rail Pedestrian Trail runs along the west side of US 41 within the project limits and connects to the sidewalks on the north and south side of Washington Avenue.

Purpose and Need: The need for the project is based on the existing crash rates and safety concerns with this intersection. Between 2016 and 2018, there were 15 Fatal and/or Incapacitating Crashes, 15 Non-Incapacitating and Possibly Injury Crash and 85 Property Damage Only Crashes; which make this intersection a "high crash" location. The purpose of this project is to improve the safety of the intersection.

Proposed Project: The proposed project includes construction of a Reduced Conflict Intersection at US 41 and Washington Avenue, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62. The project will reduce conflict points at the intersection by considering eliminating left turns in the intersection and evaluating through movements of Washington Avenue across US 41. Details will be finalized during design; however, preliminary studies have shown the use of a boulevard left to be a feasible solution. The project will also include directional signage, maintenance of drainage within the project extents, and replacement of traffic signals. Utilities may be relocated if in conflict with the project.

Right-of-Way: The project will likely require the acquisition of right-of-way; however, the exact location and amount of right-of-way required is still being determined at this time. It is anticipated that less than 0.5 acre of right-of-way will be required. HNTB will perform utility coordination to verify location of surrounding utilities for potential relocation.

Maintenance of Traffic (MOT): Any median crossing work will be constructed prior to closing the intersection to allow for movements to be open during construction. US 41 will be reduced to one-lane in each direction during construction. Pedestrian maintenance of traffic will be required.

Surrounding Resources: Land use in the vicinity of the project is primarily residential and commercial business. Bosse High School is located at the northeast corner of US 41 and Washington Street. School property extends along the east side of US 41 from Washington Avenue north to Chandler Avenue. The project is located within the city of Evansville.

An evaluation of natural resources in the project study area did not identify any waters and wetlands. This project qualifies for the application of the United States Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. The USFWS Information, Planning, and Consultation System (IPaC) will be utilized to determine the project's potential to affect the Indiana bat and northern long-eared bat.

Comments Request: You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Christine Meador, HNTB Corporation, at cmeador@hntb.com or 317-917-5338. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. 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 Christine Meador, HNTB Corporation, at cmeador@hntb.com or 317-917-5338 or Troy Arnold, INDOT Project Manager, at TArnold1@indot.IN.gov or (812) 895-7348. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION



Christine Meador
Senior Project Manager

Attachments have been removed to avoid duplication. For reference to graphics, see Appendix B.

Attachments: Figure 1: Project Location Map
Figure 2: Project Area Aerial
Figure 3: USGS 7.5 Minute Topographic Quad Map
Figure 4: Photo Location Map
Figure 5: Photos of Project Area

Cc: Troy Arnold, INDOT
Dan Thatcher, HNTB
Tabitha Eynert, HNTB

Early Coordination List

Terry Brooks, President, Akin Park Neighborhood Association
Ronald S. London, Executive Director, Area Plan Commission
Greg Schulten, President, Ballard Neighborhood Association
Stephanie Gibson, President, Bellemeade Bayard Park Neighborhood Association
William Payne, BOSS, Inc.
Aaron Huff, Principal, Bosse High School
Alex Burton, Council Member, City Common Council - Ward 4
Steve Schaefer, Deputy Mayor, City of Evansville
Brent Schmitt, City Engineer, City of Evansville
Lloyd Winnecke, Mayor, City of Evansville
Brian Holtz, Executive Director, City of Evansville Parks and Recreation
Police Chief, City of Evansville Police Department
Todd Robertson, Executive Director, City of Evansville Transportation and Services
Cliff Weaver, Agency Director, City of Evansville/Vanderburgh County Emergency Management Agency
Gale Brocksmith, Director of Planning and Corporate Affairs, Community Action Program of Evansville (CAPE)

Amy DeVries, Lead Organizer, Congregations Acting for Justice and Empowerment
Teri Lukeman, County Council Executive Assistant, County Council
Tim Hobbs, Pastor, Crossroads Community Baptist Church
Jared Florence, Vice President Business Development, Deaconess Health System
Eastside Baptist Church
Chris Metz, Executive Director, ECHO Housing Corporation
Greg Wathen, President and CEO, Economic Development Coalition of Southwest Indiana
Lorie Van Hook, Executive Director, Evansville Area Trails Coalition
Kevin Otolski, President, Evansville Bicycle Club
William Payne, Evansville Black Chamber
Jim Wood, President & CEO, Evansville Convention and Visitors Bureau
Kelley Coures, Executive Director, Evansville Department of Metropolitan Development
Kelley Coures, Evansville Promise Zone Liaison, Evansville Department of Metropolitan Development
Shokouhzadeh Seyed, Executive Director, Evansville Metropolitan Planning Organization
Pamela Drach, Deputy Director, Evansville Metropolitan Planning Organization
Silas Matchem, Director, Evansville Promise Zone
David Smith, Superintendent, Evansville Vanderburgh School Corp.
Kari Carmany-George, Environmental Specialist Vincennes District, Federal Highway Administration
Betsy Pruitt, President, Greater Lincolnshire Neighborhood Association
Andrea Lendy, President, Growth Alliance for Greater Evansville
Scott Wischer, Superintendent, Highway Department
Daniela Vidal, President, HOLA Evansville
Christie Stanifer, Environmental Coordinator, Indiana Department of Natural Resources
Ryan Falls, INDOT Vincennes District Environmental Services
Ronald Bales, Environmental Services Division, Indiana Department of Transportation
Jason Tiller, Communications Director, Indiana Department of Transportation
William Plant, Utilities and Railroads, Indiana Department of Transportation
Anuradha Kumar, Historian, Indiana Department of Transportation - Cultural Resources
Julian Courtade, Chief Airport Inspector, Indiana Department of Transportation, Office of Aviation
Karen Reising, President, Indivisible Evansville
Brant Flores, Chairman, Latino Chamber Alliance
Interim Director Evansville Department of Transportation and Services, Metropolitan Evansville Transit System (METS)
Gerald Arnold, President, NAACP, Evansville Chapter
Brent Jackson, President, Presidents Neighborhood Association
Tara Barenly, President and CEO, Southwest Indiana Chamber of Commerce
Karen Barnhill, Storm Water Coordinator, Storm Water Management
Jeff Mueller, Vanderburgh County Surveyor, Surveyor's Office
Brent Jackson, President, United Neighborhoods of Evansville
Jeff Hatfield, President, Vanderburgh County Board of Commissioners
John Stoll, County Engineer, Vanderburgh County Engineers Office
Dave Wedding, Sheriff, Vanderburgh County Sheriff's Office
National Park Services
US Department of Housing & Urban Development
Grace of Christ Church
Indiana Department of Environmental Management, via webform
Indiana Geological Survey, via webform

From: [Courtade, Julian](#)
To: [Christine Meador](#)
Subject: RE: US 41 Reduced Conflict Intersection Improvement - US 41 and Washington Ave. Des. No. 2000186
Date: Friday, July 9, 2021 2:48:01 PM
Attachments: [image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)

Christine –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

<https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp>

Please let me know if you have any questions!

Thanks,

Julian L. Courtade

Chief Airport Inspector

100 North Senate Ave, N758-MM
Indianapolis, IN 46204

Cell: (317) 954-7385

Email: jcourtade@indot.in.gov



From: Christine Meador <CMeador@HNTB.com>
Sent: Friday, July 9, 2021 1:43 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>; Fowler, Rusty <RFOWLER@indot.IN.gov>
Subject: US 41 Reduced Conflict Intersection Improvement - US 41 and Washington Ave. Des. No. 2000186

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

DNR #: ER-23889

Request Received: July 9, 2021

Requestor: HNTB Corporation
Christine Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: US 41 and Washington Avenue reduced conflict intersection improvement, about 1.00 mile south of SR 66/SR 62 (Lloyd Expressway), Evansville; Des #2000186

County/Site info: Vanderburgh

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

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

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

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

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. 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.
6. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.

THIS IS NOT A PERMIT

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

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: August 6, 2021

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

From: [Falls, Ryan G](#)
To: [Christine Meador](#); [Christine Meador](#)
Cc: [Tabitha Enyart](#); [Dan Thatcher](#); [Arnold, Troy](#); [Susan Harrington](#)
Subject: RE: US 41 Reduced Conflict Intersection Improvement - US 41 and Washington Ave. Des. No. 2000186: Vincennes EC Response
Date: Monday, July 12, 2021 3:58:13 PM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

Christine Meador,

Our scoping document has the termini at 0.87 mile south of the SR 62/66 intersection. Please use that termini in future documents along with stating Washington Ave.

The early coordination list was quite extensive. I want to thank you for compiling the list and reaching out to so many parties.

At this time, our office has no comment on this project. 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

Cell: 812-582-1387



From: Christine Meador <CMeador@HNTB.com>
Sent: Friday, July 9, 2021 1:16 PM
To: Christine Meador <CMeador@hntb.com>
Cc: tenyart <tenyart@HNTB.com>; Dan Thatcher <DThatcher@HNTB.com>; Arnold, Troy <TArnold1@indot.IN.gov>; Susan Harrington <sharrington@HNTB.com>
Subject: US 41 Reduced Conflict Intersection Improvement - US 41 and Washington Ave. Des. No. 2000186

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

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the construction of a Reduced Conflict Intersection at US 41 and Washington Avenue, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in the city of Evansville, Vanderburgh County, Indiana. This attached letter is part of the early coordination phase of



Linda Freeman
VANDERBURGH COUNTY SURVEYOR

Room 325 Civic Center Complex
1 NW Martin Luther King Jr Blvd
Evansville, IN 47708-1880
Phone (812) 435-5210
Fax (812) 435-5023

Mrs. Christine Meador
Senior Project Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

July 12, 2021

Regarding: Early Coordination Letter
Des. No. 2000186
U.S. 41 at Washington Avenue Reduced Conflict Intersection
Improvement
City of Evansville, Vanderburgh County, Indiana

Dear Mrs. Meador,

The Vanderburgh County Surveyor has reviewed the Early Coordination Letter, dated July 9, 2021 regarding the Reduced Conflict Intersection Improvement at U.S. 41 and Washington Avenue. The Vanderburgh County Surveyor does not have any section corners perpetuated within this proposed study area, nor does this project appear to affect any Vanderburgh County legal drain.

If you have any additional questions or comments, please feel free to contact our office at the above letterhead address or phone number.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Linda Freeman", with a long horizontal flourish extending to the right.

Linda Freeman
Vanderburgh County Surveyor

Cc: File-INDOT

From: [Erin Hobgood](#)
To: [Christine Meador](#)
Subject: Des No 2000186
Date: Tuesday, July 13, 2021 3:31:47 PM

Akin Park Neighborhood Association

Hello,

I'm writing in regards to the Des No 200186 (as referenced in the subject line) for the intersection of Washington Ave and US Highway 41. I'm very sorry to see the plans for the intersection do away with left-hand turns. This intersection is a busy intersection, and we definitely do need change. However, the lights were just changed about 4+ months ago on the Washington side so there's a left-turn lane, a straight lane, and a right-hand turn lane and people still aren't comprehending the change. Doing away with left turns will only confuse people even more or send them elsewhere like to Covert or Bellemeade (which already doesn't allow left turns and yet still has people confused and still trying to turn left) or Lincoln Ave. Furthermore, the city is cutting down the size of Covert from 4 lanes to 2. As someone who lives between Washington and Covert, I barely drive Covert anymore because of the inconvenience, and I'm sure I'm not the only one making that choosing Washington in favor of Covert. Once complete, I can assure you there will be more traffic at Washington – traffic that is even more confused and not paying attention to the right-turn only intersection you are trying to change this into.

Furthermore, Highway 41 is just a mess here in Evansville. There's no way around saying how bad the road is. Perhaps if more intersections were like this, people might understand, but you're not proposing changing all intersection, you're changing one intersection. As I stated before, the intersection at Bellemeade and 41 is barely paid attention to. Now you plan on doing this to intersection that's one of the main thoroughfares to get to not only Bosse High School but Washington Middle School. This is doing to be a disaster that we will finance. ***If you're not going to actually fix 41 the way it should be fixed, save our money***, simply install a pedestrian bridge which everyone in our neighborhood agrees that we need.

Regards,

Erin Hobgood

From: Stephanie Gibson <ollanza18@gmail.com>
Sent: Monday, July 19, 2021 4:05 PM
To: Christine Meador
Subject: Re: US 41 Reduced Conflict Intersection Improvement - US 41 and Washington Ave. Des. No. 2000186
Attachments: [image005.gif](#)

Oooh Ms. Meador,

The parties involved in this proposal are clueless as to the practicality of this band-aid solution.

I beseech u and at least two other people to come to Evansville and watch the madness of the first attempt at remedying this hostile thoroughfare.

I would add that someone from the affected area be an additional part of your observation party.

At this present time the turn left arrow light for N. bound traffic only holds for 2 car lengths after that approx. 2-3 more cars will proceed on the red arrow while the Eastbound through traffic and Southbound right turn lanes proceed.

SCHOOL IS NOT IN SESSION and THIS MADNESS IS ALREADY EVIDENT.

In this post pandemic mean environment there is no reason to expect a traffic guard or a student traveling home (after the primary release from school time) would not be dodging vehicles who MUST make their turns.

The same madness holds true and is worse on the West bound traffic side of US 41N and Washington. Smh; the madness begins just as the vehicles cross Boeke (say bakee), drivers either refuse or are unaware until the last minute that through traffic must channel into the middle lane.

Driver attempts to "break the line" choke the right turn lane, creating hostile drivers missing the light & the drivers following the signage are equally frustrated at the folk who are attempting to break the line and at the same time creating a boondoggle of backed up traffic!!

This is not safe, right, or feasible. It would seem like the parties in Indy are ignoring the severity of our plight.

A crosswalk has been needed for well OVER a decade. I fear the value of our youth is not deemed a worthy investment.

You have my contact information and I've shared this plan with our neighborhood association. They too were aghast at the proposed solution mentioned in the body of your document.

I do await a reply and a better proposal for all parties affected.

On Fri, Jul 9, 2021, 12:15 PM Christine Meador <CMeador@hntb.com> wrote:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the construction of a Reduced Conflict Intersection at US 41 and Washington Avenue, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in the city of Evansville, Vanderburgh County, Indiana. This attached letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

Indiana Department of Transportation
Troy Arnold
3650 US 41
Vincennes , IN 47591
Date

HNTB Corporation
4967 West 14th Street
Indianapolis , IN 46224

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project includes construction of a Reduced Conflict Intersection at US 41 and Washington Avenue, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62. The project will reduce conflict points at the intersection by considering eliminating left turns in the intersection and evaluating through movements of Washington Avenue across US 41. Details will be finalized during design; however, preliminary studies have shown the use of a boulevard left to be a feasible solution. The project will also include directional signage, maintenance of drainage within the project extents, and replacement of traffic signals. Utilities may be relocated if in conflict with the project.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are

disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the following statutes:
 - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - o IC 14-28-1 Flood Control Act 310 IAC 6-1
 - o IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - o IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6

- IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>).

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD adem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

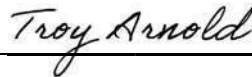
The proposed project includes construction of a Reduced Conflict Intersection at US 41 and Washington Avenue, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62. The project will reduce conflict points at the intersection by considering eliminating left turns in the intersection and evaluating through movements of Washington Avenue across US 41. Details will be finalized during design; however, preliminary studies have shown the use of a boulevard left to be a feasible solution. The project will also include directional signage, maintenance of drainage within the project extents, and replacement of traffic signals. Utilities may be relocated if in conflict with the project.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 8/29/2022

Signature of the INDOT

Project Engineer or Other Responsible Agent



Troy Arnold

Organization and Project Information

Project ID: 2000186
Des. ID: 2000186
Project Title: US 41 Reduced Conflict Intersection
Name of Organization: HNTB Corp.
Requested by: Christine Meador

Environmental Assessment Report

1. Geological Hazards:
 - Moderate liquefaction potential
 - 0.2% Annual Chance Protected by Levee
2. Mineral Resources:
 - Bedrock Resource: High Potential
 - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
 - None documented in the area

*All map layers from Indiana Map (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.

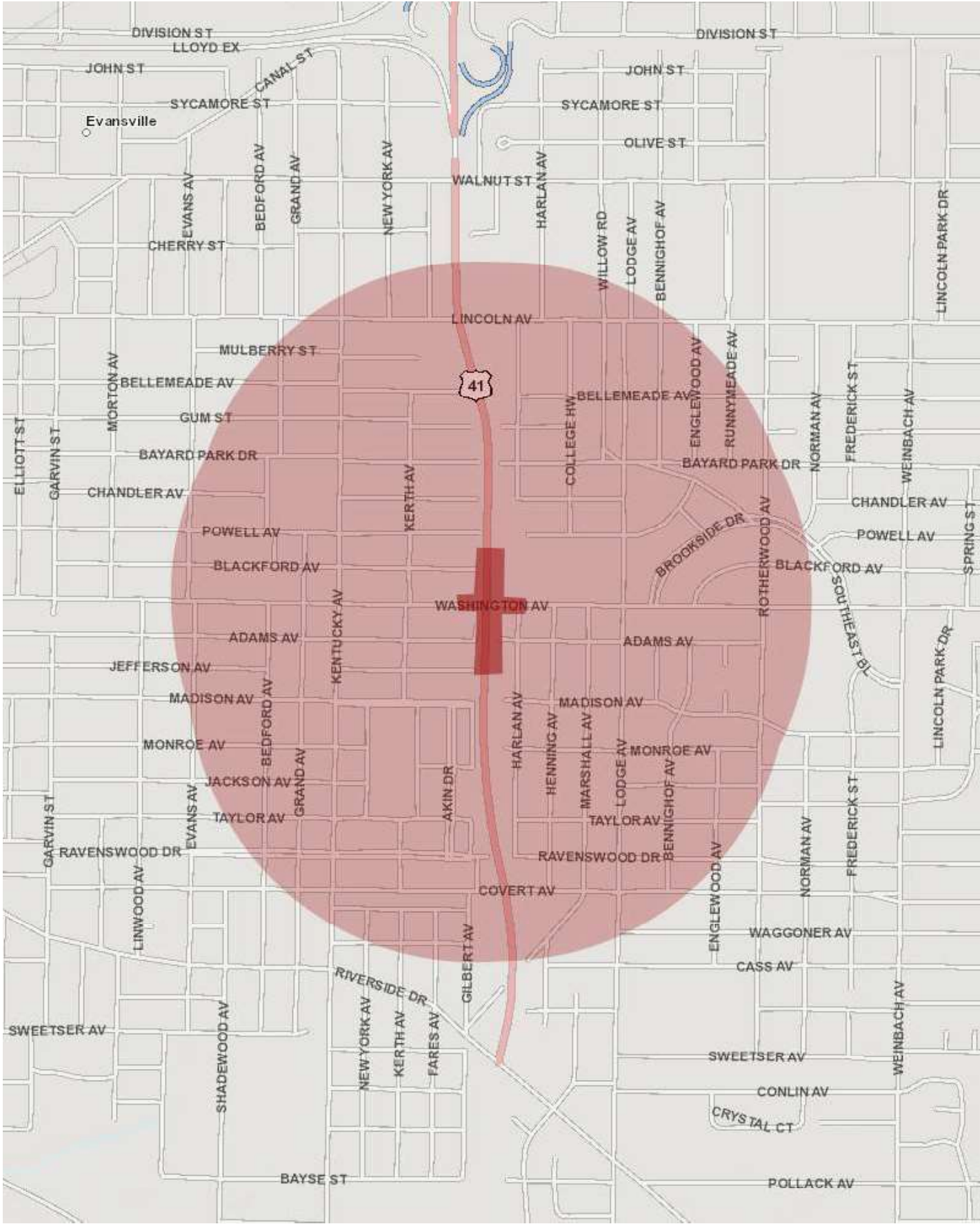
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: August 09, 2022



Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html



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:

September 02, 2021

Consultation Code: 03E12000-2021-SLI-1466

Event Code: 03E12000-2021-E-09084

Project Name: US 41 Reduced Conflict Intersection Improvement (Des. 2000186)

Subject: Updated 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 attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project "may affect" listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

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.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number 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

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

Consultation Code: 03E12000-2021-SLI-1466
Event Code: Some(03E12000-2021-E-09084)
Project Name: US 41 Reduced Conflict Intersection Improvement (Des. 2000186)
Project Type: TRANSPORTATION
Project Description: This project is located on US 41, approximately 0.87 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in an urban portion of Evansville in Vanderburgh County, Indiana. The primary surrounding land use is residential and commercial, with Bosse High School on the east side of US 41, north of Washington Avenue.

The project will include the construction of a reduced conflict intersection at US 41 near Washington Avenue. The project will reduce conflict points at the intersection by considering the elimination of left turns in the intersection and evaluating through movements of Washington Avenue across US 41. Details will be finalized during design; however, preliminary studies have shown the use of a boulevard left to be a feasible solution. The project will also include directional signage, maintenance of drainage within the project extents, and replacement of traffic signals.

There are narrow corridors of urban trees located in and along the US 41 right-of-way fences on the east and west side of US 41, both north and south of the intersection. These trees are not suitable for bat habitat. Up to six trees growing in the fence row could be cleared. The project will install new lighting, and temporary lighting may also be needed during construction.

An email inquiry with INDOT Vincennes District Environmental Staff on June 9, 2021, concluded 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.

The project is scheduled for construction beginning during spring and summer of 2023 and concluding by fall 2024.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.96303399999999,-87.5429324016153,14z>



Counties: Vanderburgh 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 Fisheries¹, 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 final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	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"> ▪ 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 www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

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

Critical habitats

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



United States Department of the Interior



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Bloomington, IN 47403-2121

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

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

IPaC Record Locator: 527-103136672

September 02, 2021

Subject: Consistency letter for the 'US 41 Reduced Conflict Intersection Improvement (Des. 2000186)' project (no current TAILS record) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **US 41 Reduced Conflict Intersection Improvement (Des. 2000186)** (Proposed Action) may rely on 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 (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 will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.**

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

If the Proposed Action may affect any other federally-listed or proposed species and/or 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 advise the lead Federal action agency accordingly.

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

US 41 Reduced Conflict Intersection Improvement (Des. 2000186)

Description

This project is located on US 41, approximately 0.87 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in an urban portion of Evansville in Vanderburgh County, Indiana. The primary surrounding land use is residential and commercial, with Bosse High School on the east side of US 41, north of Washington Avenue.

The project will include the construction of a reduced conflict intersection at US 41 near Washington Avenue. The project will reduce conflict points at the intersection by considering the elimination of left turns in the intersection and evaluating through movements of Washington Avenue across US 41. Details will be finalized during design; however, preliminary studies have shown the use of a boulevard left to be a feasible solution. The project will also include directional signage, maintenance of drainage within the project extents, and replacement of traffic signals.

There are narrow corridors of urban trees located in and along the US 41 right-of-way fences on the east and west side of US 41, both north and south of the intersection. These trees are not suitable for bat habitat. Up to six trees growing in the fence row could be cleared. The project will install new lighting, and temporary lighting may also be needed during construction.

An email inquiry with INDOT Vincennes District Environmental Staff on June 9, 2021, concluded 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.

The project is scheduled for construction beginning during spring and summer of 2023 and concluding by fall 2024.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no 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 for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

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

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[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^[1] 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^[1]?

[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^[1]?

[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^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

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

No

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

No

10. Does the project include slash pile burning?

No

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

No

12. 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

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

Yes

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

No

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

Yes

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

No

17. 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?

No

18. 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

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

No

20. Is the location of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

21. Is the temporary lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

22. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

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

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

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

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

From: [Falls, Ryan G](#)
To: [Susan Harrington](#)
Cc: [Christine Meador](#); [Wright, Kristy](#)
Subject: RE: IPaC Concurrence - US 41 Reduced Conflict Intersection Improvement - Des 2000186 - No Effect
Date: Thursday, September 2, 2021 12:40:45 PM
Attachments: [image005.jpg](#)
[image007.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.jpg](#)
[image014.png](#)
[image015.jpg](#)

After review of DES 2000186, the document's finding of no effect has been deemed sufficient. The Official Species List and Consistency Letter are all now immediately available for your use. It is suggested that these documents be downloaded at this time. This concludes the IPaC phase of coordination with the Vincennes environmental office.

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

Cell: 812-582-1387



From: Susan Harrington <sharrington@HNTB.com>
Sent: Thursday, September 2, 2021 12:22 PM
To: Falls, Ryan G <RFalls@indot.IN.gov>
Cc: Christine Meador <CMeador@hntb.com>; Wright, Kristy <KWright@indot.IN.gov>
Subject: RE: IPaC Concurrence - US 41 Reduced Conflict Intersection Improvement - Des 2000186 & 1st Comments

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No problem! I've regenerated the consistency letter.

Susan Harrington
Scientist III
Tel (317) 917-5233 Cell (317) 902-0672 Email sharrington@hntb.com

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From: [Mayer, Ryan J.](#)
To: [Jason McCort](#)
Cc: [Kat Sparks \(ksparks@indot.in.gov\)](mailto:ksparks@indot.in.gov)
Subject: RE: Verification and Conflict Analysis INDOT DES 2000186 U.S. 41 in Vanderburgh County, Indiana
Date: Wednesday, November 10, 2021 4:20:44 PM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[2000186 - EWSU Water Verification & Conflict Analysis Markups.pdf](#)
[2000186 - EWSU Water Record Drawings.pdf](#)

Mr. McCort,

In response to your Verification & Conflict Analysis Request letter dated October 10, 2021, please see the attached reduced set of plans with mark-ups for the referenced project. The mark-ups indicate where assets are missing (magenta) or correct (blue). For the missing information, I have also attached any record drawings from historic projects or mapping resources we have on file to further support the GIS mapping provided at the Initial Notice response. The surveyed surface features of the water system are difficult to clearly identify on the plan and profile sheets (11-15) due to the larger scale, but several valves, hydrants, and only small portions of located water mains are visible on Sheets 16 – 19.

There are no conflicts noted for the set of plans provided or anticipated based upon the scope of work planned. EWSU has a fire hydrant on the SW corner of US 41 & Washington Avenue, but it is outside of the work limits. All identified valves also appear to be outside of any pavement improvements. Once the plans are further developed with the missing information added, I can review again to determine what, if any, conflicts are present. Please let me know if you need additional information from me at this stage. Feel free to contact me with any questions. Thank you.

Sincerely,

Ryan J. Mayer, P.E. | Capital Projects Manager
1 SE 9th Street, Suite 200 | Evansville, IN 47708
M: (812) 549-5219 | O: (812) 421-2120 Ext. 2203 | www.ewsu.com



From: Jason McCort <jmccort@HNTB.com>
Sent: Saturday, October 9, 2021 12:05 PM
To: Mayer, Ryan J. <rjmayer@ewsu.com>
Cc: Kat Sparks (ksparks@indot.in.gov) <ksparks@indot.in.gov>
Subject: Verification and Conflict Analysis INDOT DES 2000186 U.S. 41 in Vanderburgh County, Indiana

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Subject: Verification and Conflict Analysis of Proposed Improvement Project Des. No. 2000186

Dear Mr. Mayer,

Our firm has been assigned the task of utility coordination for the project referenced above by the Indiana Department of Transportation. In accordance with 105 IAC 13-3-2(a) and 105 IAC 13-3(a), we are asking you to verify the location of your existing facilities and for you to review the plans and identify any conflicts between your facilities and the proposed improvement project Des. No. 2000186 on U.S. 41 in Vanderburgh County, Indiana. Please see the attached letters and preliminary plans for more information relative to this project.

If you have questions, do not hesitate to ask.

Regards,

Jason N. McCort, PS

Sr. Project Surveyor

Survey & Right-of-Way

Tel (317) 917-5268 Cell (317) 412-4699 Email jmccort@hntb.com

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