

Categorical Exclusion

Appendix E

Red Flag and Hazardous Materials



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-5113
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: August 22, 2019

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Aaron Lawson
RQAW Corporation
8770 North Street, Suite 110
Fishers, IN 46038
alawson@rqaw.com

Re: RED FLAG INVESTIGATION
DES # 1700121, State Project
Road Rehabilitation Project
US 231, from 0.03 mile south of SR 240 to 1.61 miles north of SR 240
Greencastle, Putnam County, Indiana

PROJECT DESCRIPTION

The Federal Highway Administration and the Indiana Department of Transportation (INDOT), Crawfordsville District propose to proceed with a road rehabilitation project located on US 231 in the Town of Greencastle, Putnam County, Indiana. The project area is approximately 1.64 miles long and will extend from approximately 0.03 mile south of SR 240 to 1.61 miles north of SR 240. Specifically, the project is located within Greencastle Township, Greencastle U.S. Geological Survey (USGS) Quadrangle, Township 14 North, Range 4 West, Sections 16, 21, and 28.

US 231 (also identified as Bloomington Street) pavement from the beginning of the project to Washington Street will receive a minor structural overlay with curb and gutter replacement. Any sidewalks that are not separated from the curb by a grass buffer will require replacement. All curb ramps which do not meet Americans with Disabilities Act (ADA) criteria will require replacement. Some full depth pavement replacement will be required north and south of the US 231 and Anderson Street intersection associated with the DePaul University entrance, to properly tie into the existing pavers.

US 231 (also identified as Washington Street and Jackson Street) pavement from Bloomington Street to the end of the project will be replaced. It is anticipated that curb and gutter and storm sewer will be replaced as well. Sidewalks that are not separated from the curb and gutter by a grass buffer will require replacement. Sidewalks and curb ramps which do not meet ADA criteria will need to be replaced. The existing water main will likely be replaced as well. The limits of the potential water main replacement are along Jackson and Washington Streets and along Bloomington Street as required to complete the connection. The water main will be relocated outside of the roadway either under an existing grass buffer or under existing sidewalk. The exact location will be determined as the project design is further developed.

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Bridge and/or Culvert Project: Yes No Structure # _____

If this is a bridge project, is the bridge Historical? Yes No , Select Non-Select

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

Proposed right of way: Temporary # Acres To Be Determined (TBD), Permanent # Acres TBD, Not Applicable

Type of excavation: Excavation associated with curb and gutters, sidewalks, curb ramps, and drain inlet installation will be up to approximately 2 feet below ground surface (bgs). Excavation associated with storm sewer trunk line and water main installation activities may be between to 5 to 10 feet bgs.

Maintenance of traffic: The maintenance of traffic (MOT) plan from the beginning of the project to the Washington Street/Bloomington Street intersection will consist of phased construction. The MOT plan from the Washington Street/Bloomington Street intersection to the end of the project will utilize state and local detour routes along with the allowance for one-way travel along US 231 during construction.

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

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	14*	Recreational Facilities	6
Airports ¹	1	Pipelines	6
Cemeteries	4	Railroads	3
Hospitals	1	Trails	11
Schools	5*	Managed Lands	1

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

Explanation:

Religious Facilities: *Fourteen (14) unmapped religious facilities are located within the 0.5 mile search radius. According to the USGS topographic map and a Google Maps review, three (3) of the unmapped religious facilities are located immediately adjacent to the project area (St. Paul the Apostle Church, St. Andrew’s Episcopal Church, and Cornerstone Baptist Church). Coordination with these religious facilities will occur.

Airports: Although not located within the 0.5 mile search radius, one (1) public airport, Putnam County Airport, is located within 3.8 miles (20,000 feet) of the project area. The public airport is located approximately 1.9 miles east of the project area; therefore, early coordination with INDOT Aviation will occur.

Cemeteries: Four (4) cemeteries are located within the 0.5 mile search radius. The nearest cemetery is located approximately 0.19 mile south of the Washington Street (US 231) portion of the project area. No impact is expected.

Hospitals: Although one (1) hospital icon is mapped within the 0.5 mile search radius. The hospital, Putnam County Hospital, is actually located approximately 0.89 mile south of the southern project limits. No impact is expected.

Schools: *Five (5) schools, two (2) mapped and three (3) unmapped, are located within the 0.5 mile search radius. While not mapped, the entrance to DePauw University is located within the project area at the intersection of US 231 and Anderson Street. Coordination with DePauw University will occur.

Recreational Facilities: Six (6) recreational facilities are located within the 0.5 mile search radius. The nearest facility, associated with Robe Ann Park, is located adjacent to southern portion of the project area, approximately 0.16 mile north of the SR 240 and Bloomington Street (US 231) intersection. This resource appears to qualify as a section 4(f) and 6(f) resource. Coordination with the Indiana Department of Natural Resources (IDNR) Division of Outdoor Recreation, Greencastle Park Board, and INDOT Cultural Resources will occur.

Pipelines: Six (6) pipeline segments are located within the 0.5 mile search radius. Two (2) of the segments, both associated with Indiana Gas Co., are located within the project area. One (1) segment runs parallel with the Washington Street (US 231) portion and the second segment crosses the southern termini of the project area. Coordination with INDOT Utilities and Railroads will occur.

Railroads: Three (3) railroad segments are located within the 0.5 mile search radius. One (1) of the segments, associated with CSX Railroad, crosses the project area north of the intersection of Jackson Street (US 231) and Shadowlawn Avenue. Coordination with INDOT Utilities and Railroads will occur.

Trails: Eleven (11) trail segments are located within the 0.5 mile search radius. Five (5) trail segments, one (1) under development and four (4) planned, are located within the project area. Coordination with the managing entity, People Pathways, will occur.

Managed Land: One (1) managed land polygon is located within the 0.5 mile search radius. Robe Ann Park is located within the project area, approximately 0.16 mile north of the SR 240 and Bloomington Street (US 231) intersection. This resource appears to qualify as a section 4(f) and 6(f) resource. Coordination with the IDNR Division of Outdoor Recreation, Greencastle Park Board, and INDOT Cultural Resources will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	2	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	10
Canal Structures – Historic	N/A	Lakes	13*
NPS NRI Listed	N/A	Floodplain - DFIRM	3
NWI-Lines	2	Cave Entrance Density	1
IDEM 303d Listed Streams and Lakes (Impaired)	10	Sinkhole Areas	N/A
Rivers and Streams	19	Sinking-Stream Basins	N/A

Explanation:

National Wetlands Inventory (NWI) – Points: Two (2) NWI-points are located within the 0.5 mile search radius. The nearest NWI-point is located approximately 0.31 mile northwest of the northern limits of the project area. No impact is expected.

NWI – Lines: Two (2) NWI-line segments are located within the 0.5 mile search radius. The nearest NWI-line segment is located approximately 0.22 mile southwest of the southern limits of the project area. No impact is expected.

Indiana Department of Environmental Management (IDEM) 303d Listed Streams and Lakes (impaired): Ten (10) impaired stream segments are located within the 0.5 mile search radius. The nearest impaired stream segment, Big Walnut Creek, is located approximately 0.08 mile northeast of the northern portion of the project area. No impact is expected.

Rivers and Streams: Nineteen (19) river and stream segments are located within the 0.5 mile search radius. The nearest stream segment, Big Walnut Creek, is located approximately 0.08 mile northeast of the northern portion of the project area. No impact is expected.

NWI – Wetlands: Ten (10) NWI-wetland polygons are located within the 0.5 mile search radius. The nearest NWI-wetland polygon is located approximately 0.13 mile east of the southern portion of the project area. No impact is expected.

Lakes: *Thirteen (13) lake polygons, eleven (11) mapped and two (2) unmapped, are located within the 0.5 mile search radius. The nearest lake (mapped) is located approximately 0.17 mile northeast of the northern portion of the project area. No impact is expected.

Floodplain – Digital Insurance Flood Rate Map (DFIRM): Three (3) floodplain-DFIRM polygons are located within the 0.5 mile search radius. The nearest floodplain-DFIRM polygon is located approximately 0.42 mile northwest of the northern portion of the project area. No impact is expected.

Cave Entrance Density: One (1) cave entrance density polygon is located within the 0.5 mile radius. The cave entrance density polygon is located approximately 0.01 mile south of the Washington Street (US 231) portion of the project area. No impact is expected.

URBANIZED AREA BOUNDARY SUMMARY

Explanation:

Urbanized Area Boundary (UAB): This project lies within the Greencastle UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may need to be considered. An early coordination letter with topographic and aerial maps showing the project area should be sent to the City of Greencastle MS4 Coordinator at 1 North Locusts Street, PO Box 607, Greencastle, IN. 46135.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	2	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Petroleum Wells: Two (2) petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well is located approximately 0.06 mile west of the southern portion of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	4	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	4	Waste Transfer Stations	1
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	14	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	1	Brownfields	6
Construction Demolition Waste	N/A	Institutional Controls	3
Solid Waste Landfill	N/A	NPDES Facilities	6
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	15	Notice of Contamination Sites	N/A

Explanation:

Resource Conservation and Recovery Act (RCRA) Generator Sites: Four (4) RCRA generator sites are located within the 0.5 mile search radius. The nearest RCRA site, Greencastle Automotive Supply (102 E Franklin St., AI# 58670), is located 0.03 mile north of the Washington Street (US 231) portion of the project area. According to the Indiana Department of Environmental Management (IDEM) Virtual file cabinet (VFC), a letter dated November 27, 2001, indicates that the site has not produced hazardous materials since November of 1999. No impact is expected.

State Cleanup Sites: Four (4) State Cleanup sites are located within the 0.5 mile search radius. Three (3) of the State Cleanup sites are located within the vicinity of the project area. A discussion for each of the three (3) State Cleanup sites is provided below, beginning with the northern limits of the project and ending at the southern limits of the project.

Branagin Oil Company Inc. (600 N. Indiana St., AI# 59881) is located approximately 0.03 mile east of the project area along Shadowlawn Avenue, and historically served as a bulk petroleum storage facility. Multiple releases and clean-up activities have occurred at the site; however, the most recent occurred in 1992 and involved a release of approximately 4,700 gallons of diesel fuel. It does not appear as though the incident has received closure and there appears to have been a seasonal groundwater flow northwest towards the project area. A Phase II Environmental Site Assessment (ESA), which includes the analysis for lead, is recommended.

DePauw University Site (302 Washington St., AI# 60825) was formerly the site of a gas station that operated between 1936 and 1975. This site is located adjacent to the project area, on the southeast quadrant of the Spring Street and Washington Street (US 231) intersection. Petroleum contamination was encountered during redevelopment activities completed in 1999. The impacts were encountered in the vicinity of the former UST cavity and it appears as though approximately 120-yards of impacted soil was removed from the site. It does not appear as though the extent of contamination has been determined. A Phase II ESA, which includes the analysis for lead, is recommended.

Castle Tire (506 S. Bloomington St., AI# 60874) is the site of an active automotive service facility located on the northwest quadrant of the Block Avenue and Bloomington Street (US 231) intersection. IDEM issued a Completion of Independent Closure Process determination for the site on July 5, 2013. Low level soil and groundwater contamination appears to remain on-site in the vicinity of the 2003 excavation. A Phase II ESA, which includes the analysis for lead, is recommended.

Underground Storage Tank (UST) Sites: Fourteen (14) UST sites are located within the 0.5 mile search radius. Seven (7) of the UST sites are located in the vicinity of the project area. A discussion for each of the seven (7) UST sites is provided below, beginning with the northern limits of the project and ending at the southern limits of the project.

Branagin Oil Company Inc. (600 N. Indiana St., AI# 59881) is located approximately 0.03 mile east of the northern limits of the project area. The IDEM VFC contained a Notification for underground Storage Tanks form, dated September 4, 1990, stating that the USTs were closed and removed from the ground. Refer to the State Cleanup section for more details.

Jack Bumgardner/Reece Oil (202 N. Jackson St., AI# 59382) appears to have formerly been the site of a gas station pre-1970. The site is located on the northwest quadrant of the Columbia Street and Jackson Street (US 231) intersection. According to the available files in the IDEM VFC, three (3) USTs were removed from the site in December 1988. A Phase II ESA, which includes the analysis for lead, is recommended.

Putnam Motor Incorporated (118 N. Indiana St., AI# 59064) is located approximately on the southwest quadrant of the Indiana Street and Columbia Street intersection. According to files available in the IDEM VFC, a UST is located within city right-of-way and records indicate that the UST was filled with an inert material and removed from service in December 1988. A Phase II ESA, which includes the analysis for lead, is recommended.

Verizon (210 E. Washington St., AI# 11074) was formerly a commercial utility facility. Although mapped to the south of the project area, the site is actually located on the northeast quadrant of the College Avenue and Washington Street (US 231) intersection. According to the available files in the IDEM VFC, one (1) UST was removed on December 4, 1995. According to a UST System Report Review Checklist letter, dated March 10, 1997, there was no evidence of obvious contamination during the removal of the UST. No impact is expected.

Michael D. Baker (416 S. Bloomington St., AI# 60299) may have formerly been the site of a gas station pre-1980. The site is located adjacent to the project area, south of the Maple Avenue and Bloomington Street (US 231) intersection. According to the available files in the IDEM VFC, four (4) steel USTs, which were installed in 1954, were filled in-place in September 1978. No other investigation has ever been conducted on this property. A Phase II ESA, including sampling for lead, is recommended.

Swiftly Oil 217 (605 S. Bloomington St., AI# 10999) is the site of an active gas station. The site is located adjacent to the project area, approximately 0.05 mile north of the SR 240 and Bloomington Street (US 231) intersection. IDEM conducted a UST Inspection on May 9, 2018, and the facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 239 IAC 9. No impact is expected.

McClure Oil Corporation 46 (1148 S. Bloomington St., AI# 59060) is the site of an active gas station. The site is located adjacent to the project area, approximately 0.05 mile south of the Bloomington Street (US 231) and SR 240 intersection. IDEM conducted an Underground Storage Tank Inspection on July 11, 2019, and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred. No impact is expected.

Voluntary Remediation Program (VRP) One (1) VRP site is located within the 0.5 mile search radius. The VRP site, Indiana Gas Company Inc. (AI# 61214) is located at the southwest quadrant of the Bloomington Street (US 231) and SR 240 intersection. This site is also mapped as an Institutional Controls site. Low levels of soil and ground water contamination remain on the site and include elevated concentrations of lead in shallow soil samples. An Environmental Restrictive Covenant (ERC) was recorded on the property on December 14, 2006. A Phase II ESA, including sampling for lead, is recommended. Coordination will be conducted with IDEM before further site activities occur.

Leaking Underground Storage Tank (LUST) Sites: Fifteen (15) LUST sites are located within the 0.5 mile search radius. Six (6) of the LUST sites are located in the vicinity of the project area. A discussion for each of the six (6) LUST sites is provided below, beginning with the northern limits of the project and ending at the southern limits of the project.

Greencastle Shell (701 N. Jackson St., AI# 60004) is an active gas station located on the northeast quadrant of the West New York Street and Jackson Street (US 231) intersection. Petroleum contamination remains in the soil and groundwater and extends off-site beneath Jackson Street (US 231). If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

James Watson (610 N. Jackson St., AI# 60534) is the site of an active laundromat and possibly the location of a former automotive repair shop. The site is located on the northwest quadrant of the New York Street and Jackson Street (US 231) intersection. According to the files in the IDEM VFC, a release (possibly gasoline) was reported to IDEM in December 1990 following UST removal activities. The IDEM issued an Initial Site Characterization Request, dated October 20, 2006, requesting a subsurface investigation be performed. No investigation has ever been conducted on this property. A Phase II ESA is recommended. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

HP #6/Jackson Street Marathon (405 N. Jackson St., AI# 59991) is the site of an active gas station. This site is located on the northeast quadrant of the Jacob Street and Jackson Street (US 231) intersection. According to the files in the IDEM VFC, multiple releases have occurred at this site. IDEM issued a No Further Action Determination Pursuant to RISC Guidance on October 25, 2006, following the recording of an ERC on the deed of the property. Residual contamination remains on-site and likely extends into the right-of-way of Jackson Street (US 231). If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur.

Query's 66 Service (306 E. Washington St., AI# 59014) is the site of a former gas station. The site is located on the southwest quadrant of the Locus Street and Washington Street (US 231) intersection. According the files in VFC, IDEM issued an NFA Determination for the site on September 28, 2007. According to the letter, residual contamination remains at the site. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary.

Clark Oil & Refining #0894 (404 E. Washington St., AI# 58654) is the site of a former gas station. The site is located on the southeast quadrant of the Locust St. and Washington St. (US 231) intersection. According to the IDEM VFC, an NFA Determination Pursuant to Remediation Closure Guide, issued by IDEM on December 14, 2018,

contamination remains in the area surrounding the site. An ERC was placed on the property on November 13, 2018. Groundwater flow in the area is to the north. Groundwater depths range from roughly 5-feet to 21-feet bgs. This site is also listed as an Institutional Control site. Due to the presence of residual petroleum contamination, if excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal, transport, and disposal of soil and/or groundwater will be necessary. Coordination will be conducted with IDEM before further site activities occur.

Greencastle Wash & Fill (705 S. Bloomington St., AI# 59022) is the site of an active gas station. The site is incorrectly mapped and is actually located on the northeast quadrant of the Bloomington Street (US 231) and SR 240 intersection. According to the IDEM VFC, IDEM issued an NFA for the site on May 19, 1999; however, the remaining contamination at the site was never delineated or investigated. A Phase II ESA is recommended.

Waste Transfer Stations: One (1) waste transfer station is located within the 0.5 mile search radius. The site is approximately 0.46 mile west of the Jackson Street (US 231) portion of the project area. No impact is expected.

Brownfields: Six (6) brownfield sites are located within the 0.5 mile search radius. Four (4) of the brownfield sites are located in the vicinity of the project area. A discussion for each of the four (4) brownfield sites is provided below, beginning with the northern limits of the project and ending at the southern limits of the project.

Greencastle Community School Corporation (522 Anderson St., AI# 58604) is the location of a former school, Miller School. The brownfields icon is mapped immediately adjacent to the project area; however, the location of the former school is located 0.05 mile east of the project area. The site appears to have been entered in the Indiana Brownfield Program to complete building renovations due to building materials containing asbestos. No impact is expected.

Beck's Produce Stand 4050017 (431 Bloomington St., AI# 61504), also listed as Clearwater Garden 4070453 (Tennessee St. and US 231, AI# 61111), is located within the project area, in the northeast corner of the Tennessee Street and Bloomington Street (US 231) intersection. According to the IDEM VFC, the site was formerly a gas station in the 1950's and has been used primarily as a flower and vegetable stand since. There is residual petroleum related contamination in the soil near the northeast portion of the property. In a correspondence, dated February 13, 2006, it was stated that a Phase II will need to be conducted prior to selling the property. However, the IDEM VFC did not contain any information regarding a Phase II or the current site conditions. A Phase II ESA, including sampling for lead, is recommended.

Harding Radiator Shop 4110905 (406 Maple Ave., AI# 103560) is formerly the site of an auto repair shop and is located adjacent to the project area west of the intersection of Maple and Bloomington Street (US 231). No investigation has ever been conducted on this property. A Phase II ESA is recommended.

Institutional Controls: Three (3) institutional controls sites, one (1) unmapped and two (2) mapped, are located within the 0.5 mile search radius. All three (3) Institutional Control sites are located in the vicinity of the project area. A discussion for the three (3) Institutional Control sites is provided below, beginning with the northern limits of the project and ending at the southern limits of the project.

HP #6 Jackson Street Marathon (405 N. Jackson St., AI# 59991) is located adjacent to the project area, in the northeast quadrant of the Jacob Street and Jackson Street (US 231) intersection. An ERC was recorded for the property on October 10, 2006. The ERC Specifically prohibits the use of groundwater and soil. Refer to the LUST section for more details.

Clark Oil & Refining #0894 (404 E. Washington St., AI# 58654) is not mapped as an Institutional Controls site; however, the site has an ERC on the property and is located within the project area, in the southeast quadrant of the Locust St. and Washington St. (US 231) intersection. An ERC was placed on the property on November 13, 2018. The ERC specifically prohibits the use of groundwater, but not soil. Refer to the LUST section for more information.

Indiana Gas Company Incorporated (AI# 61214) is located at the southwest quadrant of the Bloomington Street (US 231) and SR 240 intersection. An ERC was recorded on the property on December 14, 2006. The ERC specifically prohibits the use of ground water and soil. Refer to the VRP section for more information.

National Pollutant Discharge Elimination System (NPDES) Facilities: Six (6) NPDES facilities are located within the 0.5 mile search radius. The nearest NPDES Facility, Miller Asbury School, is incorrectly mapped 0.06 mile east of the project area. Miller Asbury School is actually located 0.03 miles east of the project area, in the southeast quadrant of the US 231 and Anderson Street intersection. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Putnam County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with the IDNR will occur.

Due to the nature of project activities, this project will fall under the guidelines set forth under the U.S. Fish and Wildlife Service (USFWS) Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013. No further coordination is necessary.

Indiana Bat and Northern Long-Eared Bat:

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

Rusty Patched Bumble Bee:

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Religious Facilities: Three (3) unmapped religious facilities are located immediately adjacent to the project area (St. Paul the Apostle Church, St. Andrew’s Episcopal Church, and Cornerstone Baptist Church). Coordination with these religious facilities will occur.

Airports: One (1) public airport, Putnam County Airport, is located within 3.8 miles (20,000 feet) of the project area. The public airport is located approximately 1.9 miles east of the project area; therefore, early coordination with INDOT Aviation will occur.

Schools: One (1) school, DePauw University is located adjacent to the project area. Coordination with DePauw University will occur.

Recreational Facilities: One (1) recreational facility, Robe-Ann Park, is located within the project area. This resource appears to qualify as a section 4(f) and 6(f) resource. Coordination with the IDNR Division of Outdoor Recreation, Greencastle Park Board, and INDOT Cultural Resources will occur.

Pipelines: Two (2) pipeline segments cross the project area. Coordination with INDOT Utilities and Railroads will occur.

Railroads: One (1) railroad, CSX Railroad, is located within the project area. Coordination with INDOT Utilities and Railroads will occur.

Trails: Five (5) trail segments, one (1) under development trail segment and four (4) planned trail segments, are located within the project area. Coordination with the managing entity, People Pathways, will occur.

Managed Land: One (1) managed land polygon, Robe Ann Park, is located within the project area. This resource appears to qualify as a section 4(f) and 6(f) resource. Coordination with the IDNR Division of Outdoor Recreation, Greencastle Park Board, and INDOT Cultural Resources will occur.

WATER RESOURCES: N/A

URBANIZED AREA BOUNDARY: This project lies within the Greencastle UAB. Post construction Storm Water Quality BMPs may need to be considered. An early coordination letter with topographic and aerial maps showing the project area should be sent to the City of Greencastle MS4 Coordinator at 1 North Locusts Street, PO Box 607, Greencastle, IN. 46135.

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS:

State Cleanup/UST sites:

Branagin Oil Company Inc. (600 N. Indiana St., AI# 59881) is located approximately 0.03 mile east of the project area along Shadowlawn Avenue, and historically served as a bulk petroleum storage facility. Multiple releases and clean-up activities have occurred at the site; however, the most recent occurred in 1992 and involved a release of approximately 4,700 gallons of diesel fuel. It does not appear as though the incident has received closure and there appears to have been a seasonal groundwater flow northwest towards the project area. A Phase II ESA, which includes the analysis for lead, is recommended.

State Cleanup sites:

DePauw University Site (302 Washington St., AI# 60825) was formerly the site of a gas station that operated between 1936 and 1975. This site is located adjacent to the project area, on the southeast quadrant of the Spring Street and Washington Street (US 231) intersection. Petroleum contamination was encountered during redevelopment activities completed in 1999. The impacts were encountered in the vicinity of the former UST cavity and it appears as though approximately 120-yards of impacted soil was removed from the site. It does not appear as though the extent of contamination has been determined. A Phase II ESA, which includes the analysis for lead, is recommended.

Castle Tire (506 S. Bloomington St., AI# 60874) is the site of an active automotive service facility located on the northwest quadrant of the Block Avenue and Bloomington Street (US 231) intersection. IDEM issued a Completion of Independent Closure Process determination for the site on July 5, 2013. Low level soil and groundwater contamination appears to remain on-site in the vicinity of the 2003 excavation. A Phase II ESA, which includes the analysis for lead, is recommended.

UST sites:

Jack Bumgardner/Reece Oil (202 N. Jackson St., AI# 59382) appears to have formerly been the site of a gas station. The site is located on the northwest quadrant of the Columbia Street and Jackson Street (US 231) intersection. According to the available files in the IDEM VFC, three (3) USTs were removed from the site in December 1988. A Phase II ESA, which includes the analysis for lead, is recommended.

Putnam Motor Incorporated (118 N. Indiana St., AI# 59064) is located approximately 0.03 mile east of the Jackson Street (US 231) portion of the project area. Although mapped on the northwest quadrant of the Indiana Street and Franklin Street intersection, the site is actually located on the southwest quadrant of the Indiana Street and Columbia Street intersection. According to files available in the IDEM VFC, a UST is located within city right-of-way and records indicate that the UST was filled with an inert material and removed from service in December 1988. A Phase II ESA, which includes the analysis for lead, is recommended.

Michael D. Baker (416 S. Bloomington St., AI# 60299) may have formerly been the site of a gas station pre-1980. The site is located adjacent to the project area, south of the Maple Avenue and Bloomington Street (US 231) intersection. According to the available files in the IDEM VFC, four (4) steel USTs, which were installed in 1954, were filled in-place in September 1978. No other investigation has ever been conducted on this property. A Phase II ESA, including sampling for lead, is recommended.

VRP/Institutional Control sites:

Indiana Gas Company Inc. (AI# 61214) is located at the southwest quadrant of the Bloomington Street (US 231) and SR 240 intersection. This site is also mapped as an Institutional Controls site. Low levels of soil and ground water contamination remain on the site. An ERC was recorded on the property on December 14, 2006. Lead concentrations for the site are above the RCRA 20x rule. A Phase II ESA, including sampling for lead, is recommended. Coordination will be conducted with IDEM before further site activities occur.

LUST Sites:

Greencastle Shell (701 N. Jackson St., AI# 60004) is an active gas station located on the northeast quadrant of the West New York Street and Jackson Street (US 231) intersection. Petroleum contamination remains in the soil and groundwater and extends off-site beneath Jackson Street (US 231). If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

James Watson (610 N. Jackson St., AI# 60534) is the site of an active laundromat and possibly the location of a former automotive repair shop. The site is located on the northwest quadrant of the New York Street and Jackson Street (US 231) intersection. According to the files in the IDEM VFC, a release (possibly gasoline) was reported to IDEM in December 1990 following UST removal activities. The IDEM issued an Initial Site Characterization Request, dated October 20, 2006, requesting a subsurface investigation be performed. No investigation has ever been conducted on this property. A Phase II ESA is recommended. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

Lust/Institutional Control sites:

HP #6/Jackson Street Marathon (405 N. Jackson St., AI# 59991) is the site of an active gas station. This site is located on the northeast quadrant of the Jacob Street and Jackson Street (US 231) intersection. According to the files in the IDEM VFC, multiple releases have occurred at this site. IDEM issued a No Further Action Determination Pursuant to RISC Guidance on October 25, 2006, following the recording of an ERC on the deed of the property. Residual contamination remains on-site and likely extends into the right-of-way of Jackson Street (US 231). If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur.

Clark Oil & Refining #0894 (404 E. Washington St., AI# 58654) is the site of a former gas station. The site is located on the southeast quadrant of the Locust St. and Washington St. (US 231) intersection. According to the IDEM VFC, an NFA Determination Pursuant to Remediation Closure Guide, issued by IDEM on December 14, 2018, contamination remains in the area surrounding the site. An ERC was placed on the property on November 13, 2018. Groundwater flow in the area is to the north. Groundwater depths range from roughly 5-feet to-21 feet bgs. This site is also listed as an Institutional Control site. Due to the presence of residual petroleum contamination, if excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal, transport, and disposal of soil and/or groundwater will be necessary. Coordination will be conducted with IDEM before further site activities occur.

LUST sites:

Query's 66 Service (306 E. Washington St., AI# 59014) is the site of a former gas station. The site is located on the southwest quadrant of the Locus Street and Washington Street (US 231) intersection. According the files in VFC, IDEM issued an NFA Determination for the site on September 28, 2007. According to the letter, residual contamination remains at the site. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary.

Greencastle Wash & Fill (705 S. Bloomington St., AI# 59022) is the site of an active gas station. The site is incorrectly mapped within the project area, approximately 0.07 mile north of the Bloomington Street (US 231) and SR 240 intersection. The site is actually located on the northeast quadrant of the Bloomington Street (US 231) and SR 240 intersection. According to the IDEM VFC, IDEM issued an NFA for the site on May 19, 1999; however, the remaining contamination at the site was never delineated or investigated. A Phase II ESA is recommended.

Brownfields sites:

Beck's Produce Stand 4050017 (431 Bloomington St., AI# 61504), also listed as Clearwater Garden 4070453 (Tennessee St. and US 231, AI# 61111), is located within the project area, in the northeast corner of the Tennessee Street and Bloomington Street (US 231) intersection. According to the IDEM VFC, the site was formerly a gas station in the 1950's and has been used primarily as a flower and vegetable stand since. There is residual petroleum related contamination in the soil near the northeast portion of the property. In a correspondence, dated February 13, 2006, it was stated that a Phase II will need to be conducted prior to selling the property. However, the IDEM VFC did not contain any information regarding a Phase II or the current site conditions. A Phase II ESA, including sampling for lead, is recommended.

Harding Radiator Shop 4110905 (406 Maple Ave., AI# 103560) is formerly the site of an auto repair shop and is located adjacent to the project area west of the intersection of Maple and Bloomington Street (US 231). No investigation has ever been conducted on this property. A Phase II ESA is recommended.

ECOLOGICAL INFORMATION:

Coordination with the IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT Environmental Services concurrence:

**Nicole
Fohey-
Breting** Digitally signed
by Nicole Fohey-
Breting
Date: 2019.08.30
11:21:06 -04'00' (Signature)

Prepared by:



Aaron Lawson
Environmental Manager
RQAW Corporation

Graphics:

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

SITE LOCATION: YES

Omitted to avoid duplication. See graphic in Appendix B of this CE document.

INFRASTRUCTURE: YES

WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: YES

MINING/MINERAL EXPLORATION: YES

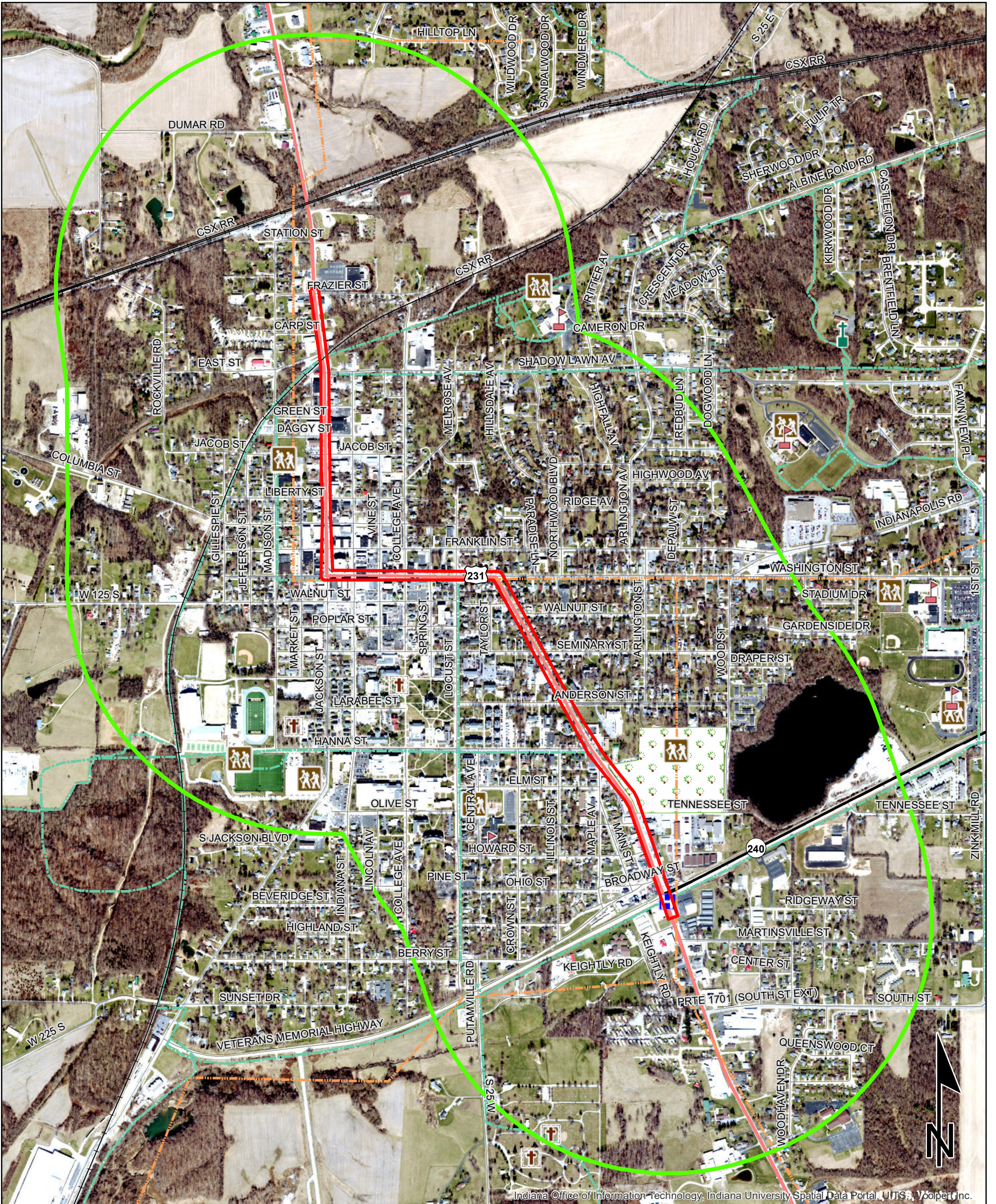
HAZMAT CONCERNS: YES

Red Flag Investigation - Infrastructure

US 231, from 0.03 mile south of SR 240 to 1.61 miles north of SR 240

Des. No. 1700121, Road Rehabilitation

Greencastle, Putnam County, Indiana



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

Sources:
Non Orthophotography 0.2 0.1 0 0.2 Miles
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

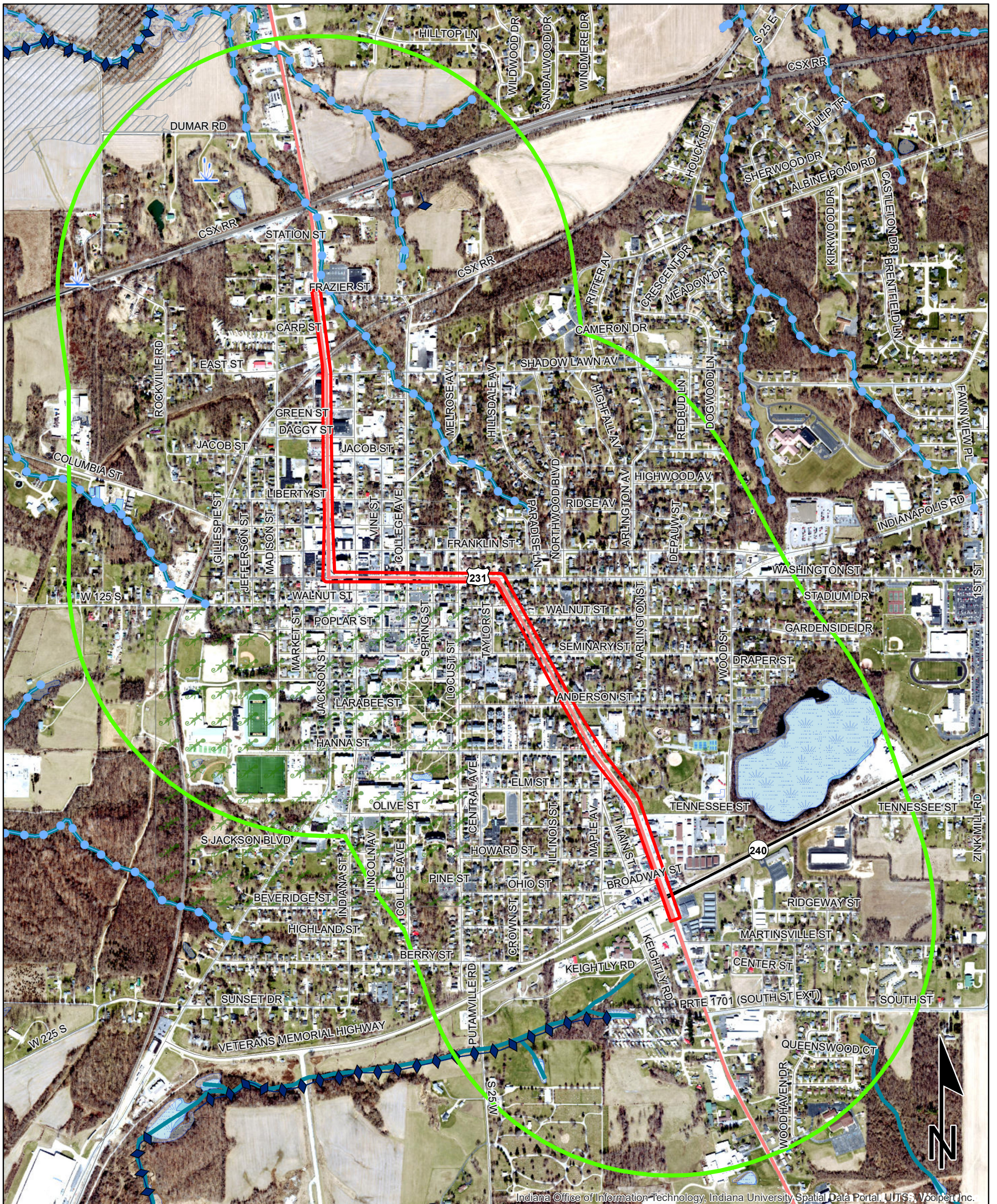
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

US 231, from 0.03 mile south of SR 240 to 1.61 miles north of SR 240

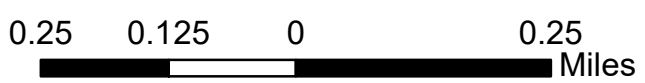
Des. No. 1700121, Road Rehabilitation

Greencastle, Putnam County, Indiana



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

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



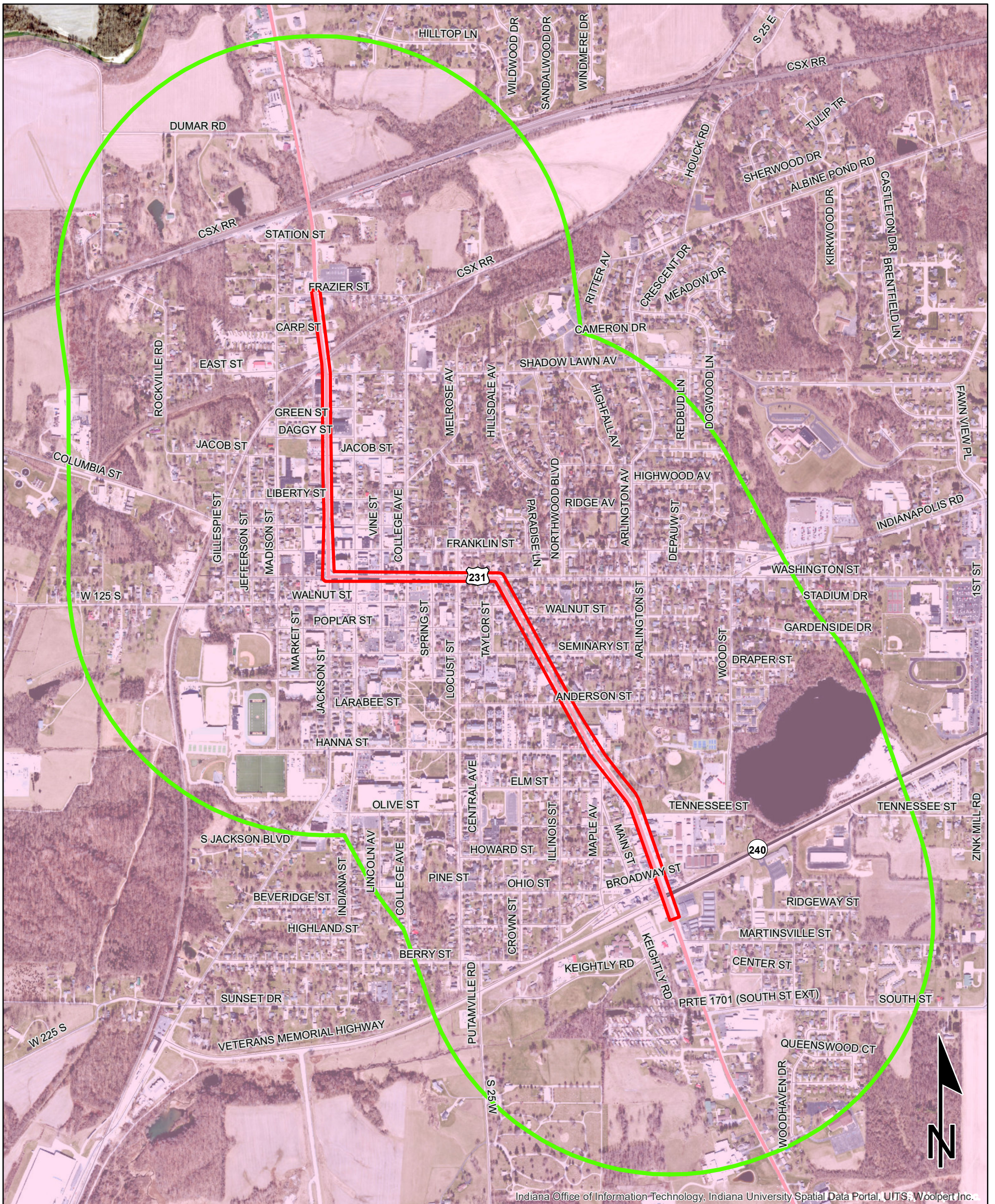
NWI - Point	Wetlands	Project Area
Karst Spring	Lake	Half Mile Radius
NWI- Line	Floodplain - DFIRM	Toll
Impaired_Stream_Lake	Cave Entrance Density	Interstate
NPS NRI listed	Sinkhole Area	State Route
River	Sinking-Stream Basin	US Route
Canal Structure - Historic	County Boundary	Local Road
Canal Route -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

Red Flag Investigation - Urbanized Area Boundary

US 231, from 0.03 mile south of SR 240 to 1.61 miles north of SR 240

Des. No. 1700121, Road Rehabilitation

Greencastle, Putnam County, Indiana



Sources: 0.25 0.125 0 0.25 Miles

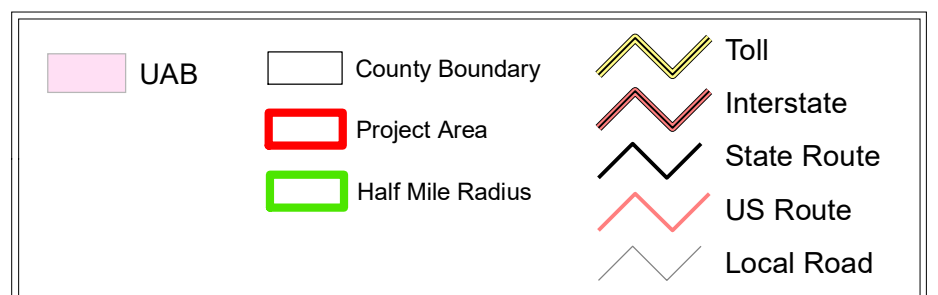
Non Orthophotography

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

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

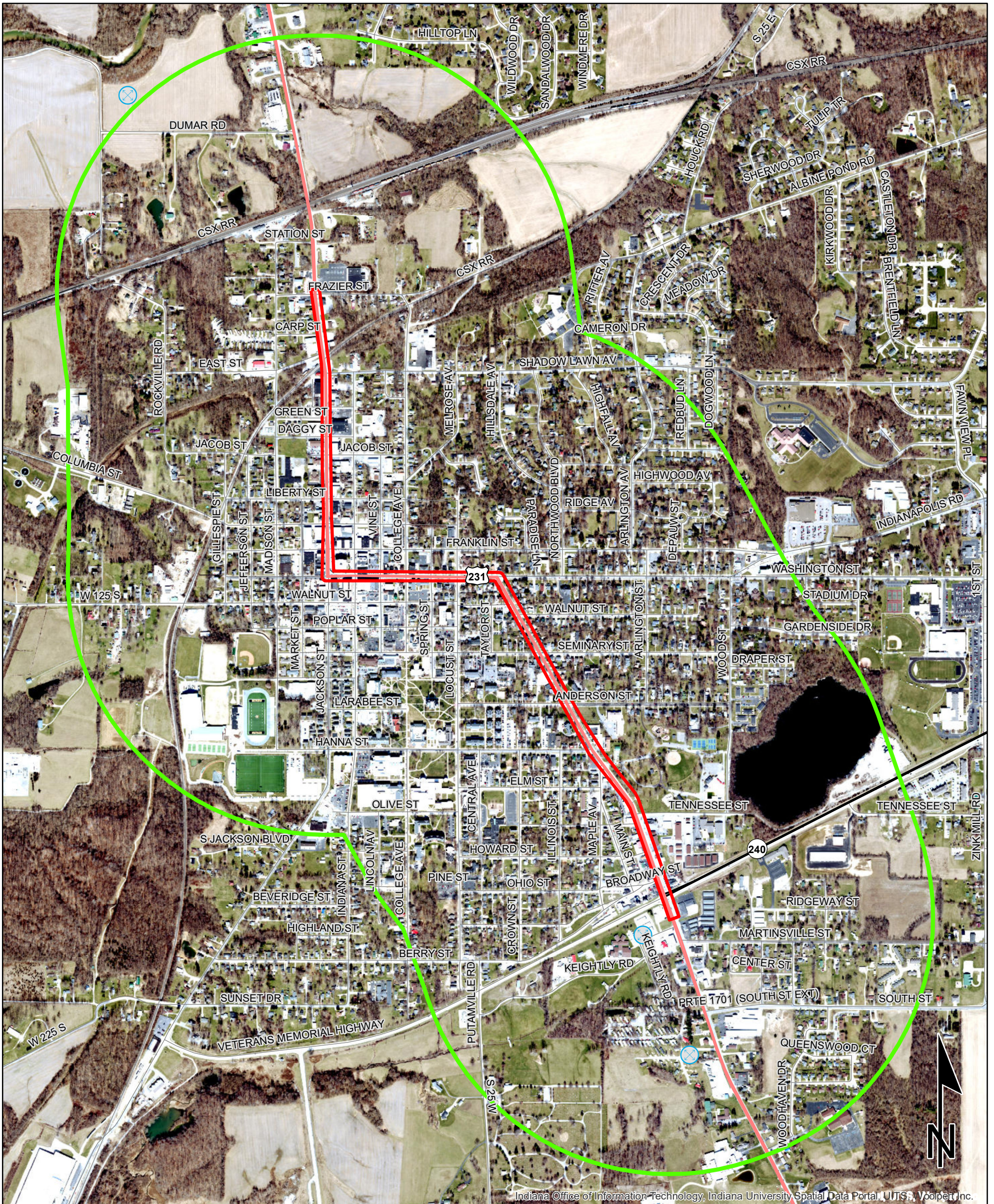


Red Flag Investigation - Mining/Mineral Exploration

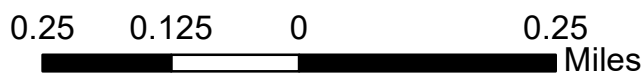
US 231, from 0.03 mile south of SR 240 to 1.61 miles north of SR 240

Des. No. 1700121, Road Rehabilitation

Greencastle, Putnam County, Indiana

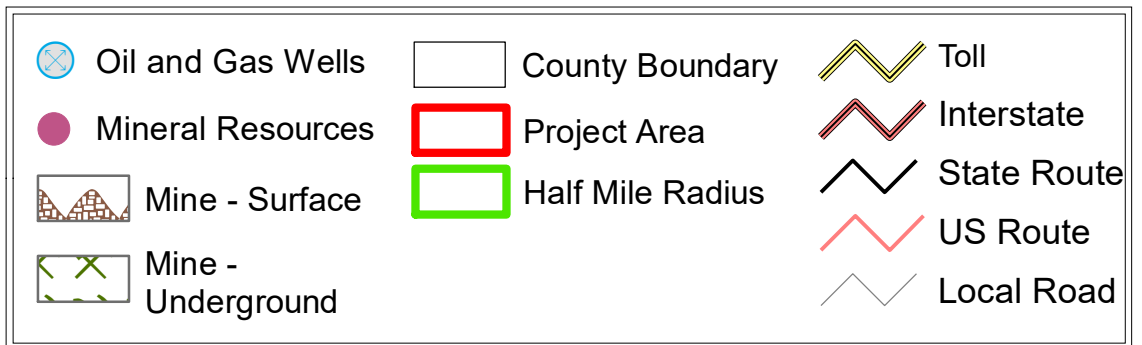


Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, VooPer, Inc.



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

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

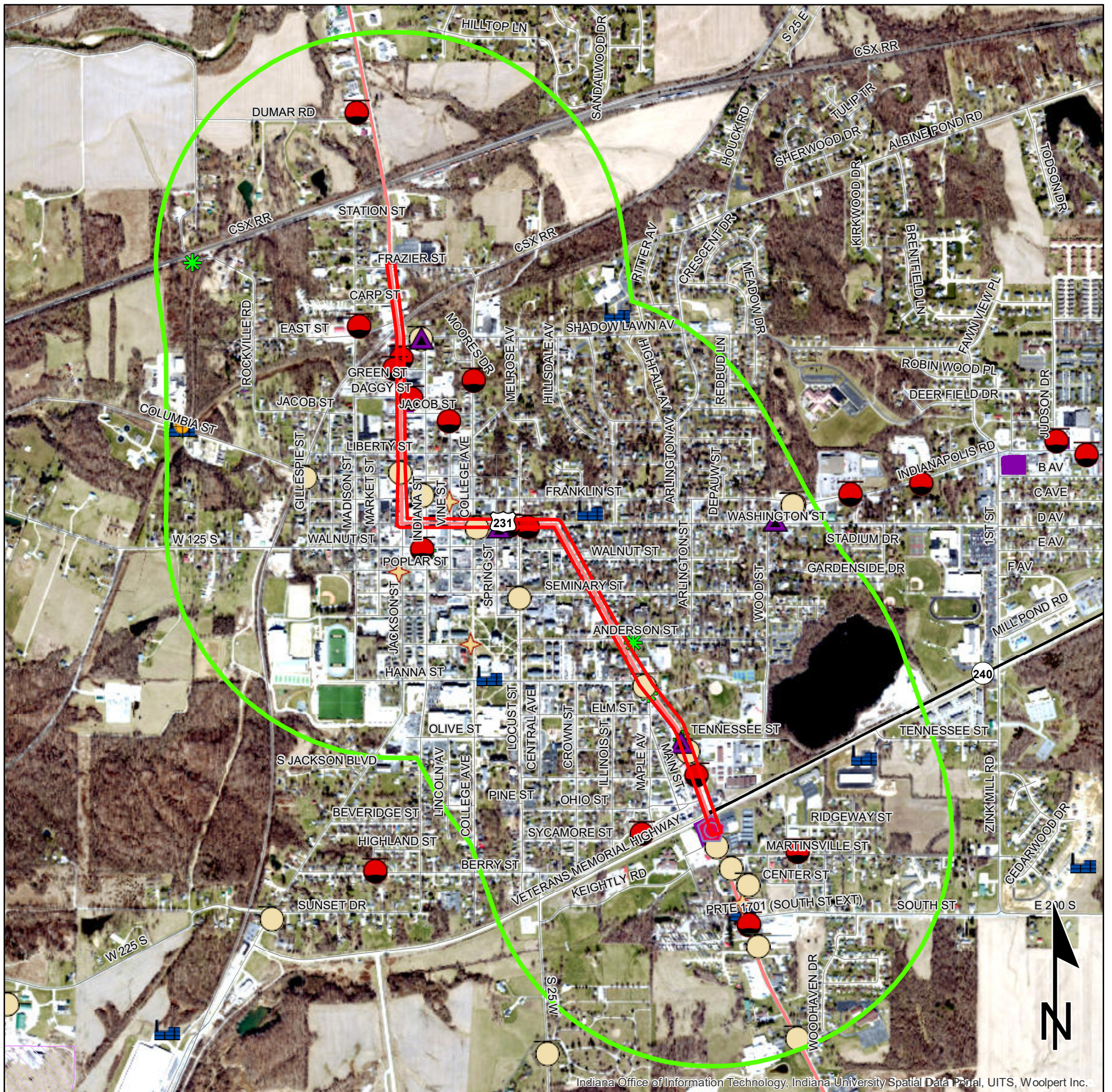


Red Flag Investigation - Hazardous Material Concerns

US 231, from 0.03 mile south of SR 240 to 1.61 miles north of SR 240

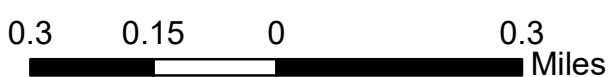
Des. No. 1700121, Road Rehabilitation

Greencastle, Putnam County, Indiana



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

<ul style="list-style-type: none"> Brownfield RCRA Corrective Action Sites Confined Feeding Operation Notice_of_Contamination Construction/Demolition Site Infectious/Medical Waste Site Leaking Underground Storage Tank Manufactured Gas Plant NPDES Facilities NPDES Pipe Locations Open Dump Waste Site 	<ul style="list-style-type: none"> RCRA Generator/TSD Restricted Waste Site Septage Waste Site Solid Waste Landfill State Cleanup Site Superfund Tire Waste Site Underground Storage Tank Voluntary Remediation Program Waste Transfer Station 	<ul style="list-style-type: none"> Institutional Controls County Boundary Project Area Half Mile Radius Toll Interstate State Route US Route Local Road
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This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

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

Indiana County Endangered, Threatened and Rare Species List

County: Putnam

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Epioblasma rangiana	Northern Riffleshell	LE	SE	G2	S1
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Obovaria subrotunda	Round Hickorynut	C	SE	G4	S1
Ptychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
Simpsonaias ambigua	Salamander Mussel	C	SSC	G3	S2
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Insect: Coleoptera (Beetles)					
Dryobius sexnotatus	Six-banded Longhorn Beetle		ST	GNR	S2
Insect: Hymenoptera					
Bombus affinis	Rusty-patched Bumble Bee	LE	SE	G1	S1
Insect: Lepidoptera (Butterflies & Moths)					
Eosporopteryx thyatyroides	Pinkpatched Looper Moth		ST	G4G5	S2
Insect: Odonata (Dragonflies & Damselflies)					
Cordulegaster obliqua	Arrowhead Spiketail		SR	G4	S2S3
Enallagma divagans	Turquoise Bluet		SR	G5	S3
Amphibian					
Necturus maculosus	Common mudpuppy		SSC	G5	S2
Reptile					
Crotalus horridus	Timber Rattlesnake		SE	G4	S2
Opheodrys aestivus	Rough Green Snake		SSC	G5	S3
Bird					
Aimophila aestivalis	Bachman's Sparrow			G3	SXB
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Helmitheros vermivorus	Worm-eating Warbler		SSC	G5	S3B
Lanius ludovicianus	Loggerhead Shrike		SE	G4	S3B
Mniotilta varia	Black-and-white Warbler		SSC	G5	S1S2B
Rallus elegans	King Rail		SE	G4	S1B
Setophaga cerulea	Cerulean Warbler		SE	G4	S3B
Setophaga citrina	Hooded Warbler		SSC	G5	S3B
Tyto alba	Barn Owl		SE	G5	S2
Mammal					
Mustela nivalis	Least Weasel		SSC	G5	S2?
Myotis sodalis	Indiana Bat	LE	SE	G2	S1
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Carex cephaloidea	Thinleaf Sedge		ST	G5	S2

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Putnam

Species Name	Common Name	FED	STATE	GRANK	SRANK
Carex pedunculata	Longstalk Sedge		WL	G5	S3
Chelone obliqua var. speciosa	Rose Turtlehead		WL	G4T3	S3
Juglans cinerea	Butternut		ST	G4	S2
Panax quinquefolius	American Ginseng		WL	G3G4	S3
Poa wolfii	Wolf Bluegrass		SR	G4	S3
Taxus canadensis	American Yew		SE	G5	S1
High Quality Natural Community					
Forest - floodplain mesic	Mesic Floodplain Forest		SG	G3?	S1
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3
Forest - upland dry-mesic Central Till Plain	Central Till Plain Dry-mesic Upland Forest		SG	GNR	S2
Forest - upland mesic Central Till Plain	Central Till Plain Mesic Upland Forest		SG	GNR	S3
Forest - upland mesic Shawnee Hills	Shawnee Hills Mesic Upland Forest		SG	GNR	S3
Primary - cliff overhang	Sandstone Overhang		SG	G4	S2
Primary - cliff sandstone	Sandstone Cliff		SG	GU	S3
Other Significant Feature					
Geomorphic - Nonglacial Erosional Feature - Water Fall and Cascade	Water Fall and Cascade			GNR	SNR

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

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SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Categorical Exclusion
Appendix F
Public Involvement



Example Notice of Survey Letter

July 26, 2018

Notice of Survey

RE: U.S. 231 from South Street to 300ft. north of Shadowlawn Avenue in Greencastle, IN

Dear Property Owner,

Certified Engineering, Inc. and RQAW Corporation have been selected by INDOT for field and environmental survey of the above referenced project. Our information indicates that you own property near the above proposed roadway project. Certified Engineering, Inc. and RQAW Corporation will be performing a survey of the project area in the near future. **The survey work may include the identification and mapping of wetlands and historic resources, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites) and various other environmental studies.** The information we obtain from these studies is necessary for the proper planning and design of this transportation project. It may be necessary for representatives from Certified Engineering, Inc. or RQAW Corporation to enter your property to complete this work. This is permitted by law per Indiana Code (IC) 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.


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

The survey is needed for this roadway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey.

If any problems do occur, please contact Jason Hesler of Certified Engineering, Inc. at (317) 546-1599 or at 3939 Millersville Road, Indianapolis, Indiana 46205. Thank you in advance for your cooperation.

Sincerely,

Certified Engineering, Inc.



Jason R. Hesler, PE, PLS

RECEIVED MAR - 4 2020

PUBLISHER'S AFFIDAVIT

State of Indiana
Putnam County

SS:

Personally appeared before the undersigned, who, being duly sworn, says that he is Publishers Representative of The Banner Graphic, a newspaper of general circulation, printed and published in the city of Greencastle, Indiana in the county aforesaid, and upon his oath further saith that the notice, of which the attached 29th day of February, 2020.

Diana Dick Diana Dick

Subscribed and sworn to before me, this 29th day of February, 2020.

Catherine D. Lesko Catherine D. Lesko
Notary Public

My Commission Expires: October 19, 2023

46 Dollars and 00 Cents in full for publishing the above notice.

Date: February 27, 2020

Amount taxed: \$ _____



Notice of Public Information Meeting
INDOT and the FHWA would like to invite you to a public information meeting regarding the proposed US 231 Road Rehabilitation Project in Greencastle, Indiana (Des. Number 1700121). The meeting will inform the community of the project scope and schedule, describe preliminary design plans and solicit input and comments from the community. An open house will be offered before and after the presentation.
The project is located on US 231 (also identified locally as Bloomington Street, Jackson Street, and Washington Street) and will extend from approximately 0.03 mile south of SR 240 northward to Frazier Street, for a total length of approximately 1.54 miles.
The proposed recommended alternative involves a functional Hot Mix Asphalt (HMA) overlay from the beginning of the project northward to Washington Street and pavement replacement from Washington Street north to the at-grade railroad crossing. Due to the increase in profile grade within the limits of the functional overlay, curb and gutter replacement would be needed. From the at-grade railroad crossing north to the end of the project, pavement would be milled, patched, and resurfaced. All existing pedestrian facilities within the project area would be analyzed to determine if they meet current ADA criteria. The existing water main located under US 231 along Jackson and Washington Streets would be replaced. No work within the railroad right-of-way will take place.
The proposed maintenance of traffic for the construction of the project utilizes phased construction. From the at-grade railroad crossing to the end of the project, phased construction will be utilized to allow for a one-lane, two-way operation utilizing a flagger. From the beginning of the project to the at-grade railroad crossing, state routes will be utilized with the allowance for one-way travel along US 231 during construction. Construction along this segment would be phased to ensure this segment of roadway is not under construction all at once.
The need for the project is due to the deteriorating condition of the existing pavement and poor drainage within the project area. The purpose of the project is to improve the condition of the pavement and drainage issues. Another desirable outcome of the project is to improve ADA facilities throughout the project area, as needed.
Please Join Us on Monday, March 16th, 2020 Greencastle City Hall located at 1 North Locust St, Greencastle, IN 46135
Doors will open at 5:30 p.m. and the presentation will begin at 6:15 p.m.
INDOT is sponsoring the project and RQAW Corporation is designing the project. RQAW is also completing the environmental document for the project. The meeting will feature a brief formal presentation and open house exhibits. During the meeting, the INDOT representatives will be available to address questions, comments and concerns. Project maps, displays and informational handouts will be available.
hspaxlp February 29-1t

February 24, 2020

Example Notice of Public Information Meeting Letter

RE: Notice of Public Information Meeting
Des. Number 1700121
US 231 Road Rehabilitation Project
Greencastle, Putnam County, Indiana

To whom it may concern,

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) would like to invite you to a public information meeting regarding the proposed U.S. Highway (US) 231 Road Rehabilitation Project in Greencastle, Indiana. The meeting will inform the community of the project scope and schedule, describe preliminary design plans and solicit input and comments from the community. An open house will be offered before and after the presentation.

The project is located on US 231 (also identified locally as Bloomington Street, Jackson Street, and Washington Street) and will extend from approximately 0.03 mile south of State Road (SR) 240 northward to Frazier Street, for a total length of approximately 1.64 miles.

The proposed recommended alternative involves a functional Hot Mix Asphalt (HMA) overlay from the beginning of the project northward to Washington Street and pavement replacement from Washington Street north to the at-grade railroad crossing. Due to the increase in profile grade within the limits of the functional overlay, curb and gutter replacement would be needed. From the at-grade railroad crossing north to the end of the project, pavement would be milled, patched, and resurfaced. All existing pedestrian facilities within the project area would be analyzed to determine if they meet current ADA criteria. The existing water main located under US 231 along Jackson and Washington Streets would be replaced. No work within the railroad right-of-way will take place.

The proposed maintenance of traffic for the construction of the project utilizes phased construction. From the at-grade railroad crossing to the end of the project, phased construction will be utilized to allow for a one-lane, two-way operation utilizing a flagger. From the beginning of the project to the at-grade railroad crossing, state routes will be utilized with the allowance for one-way travel along US 231 during construction. Construction along this segment would be phased to ensure this segment of roadway is not under construction all at once.

The need for the project is due to the deteriorating condition of the existing pavement and poor drainage within the project area. The purpose of the project is to improve the condition of the pavement and drainage issues. Another desirable outcome of the project is to improve ADA facilities throughout the project area, as needed.



**Please Join Us on Monday, March 16th, 2020 at
Greencastle City Hall located at 1 North Locust St, Greencastle, IN 46135
Doors will open at 5:30 p.m. and the presentation will begin at 6:15 p.m.**

INDOT is sponsoring the project and RQAW Corporation is designing the project. RQAW is also completing the environmental document for the project. The meeting will feature a brief formal presentation and open house exhibits. During the meeting, the INDOT representatives will be available to address questions, comments and concerns. Project maps, displays and informational handouts will be available.

Sincerely,

A handwritten signature in black ink that reads 'Joseph Dabkowski'. The signature is written in a cursive style.

Joe Dabkowski
Director of Environmental Services
RQAW Corporation

PUBLISHER'S AFFIDAVIT

**State of Indiana
Putnam County**

SS:

Personally appeared before the undersigned, who, being duly sworn, says that he is Publishers Representative of The Banner Graphic, a newspaper of general circulation, printed and published in the city of Greencastle, Indiana in the county aforesaid, and upon his oath further saith that the notice, of which the attached 25th day of September, 2020.

Diana Dick *Diana Dick*

Subscribed and sworn to before me, this 25th day of September, 2020.

Catherine D. Lesko *Catherine D. Lesko*
Notary Public

My Commission Expires: October 19, 2023

44 Dollars and 11 Cents in full for publishing the above notice.

Date: September 22, 2020

Amount taxed: \$ _____

The Indiana Department of Transportation (INDOT) Crawfordsville district is planning to undertake a road rehabilitation project funded in part by the Federal Highway Administration (FHWA). The proposed project is located on US 231 through the City of Greencastle in Putnam County, Indiana (Des. Number 1700121). US 231 is also locally known as Bloomington Street, Jackson Street, and Washington Street. The project begins approximately 0.03 mile south of SR 240 northward to Frazier Street, for a total length of approximately 1.64 miles. The project includes a functional Hot Mix Asphalt (HMA) overlay from the beginning of the project north to Washington Street and pavement replacement from Washington Street north to the at-grade railroad crossing. Due to the increase in profile grade within the limits of the functional overlay, curb and gutter replacement would be needed. From the at-grade railroad crossing north to the end of the project, pavement would be milled, patched, and resurfaced. All existing pedestrian facilities within the project area would be analyzed to determine if they meet current American with Disabilities (ADA) criteria. The existing water main located under US 231 along Jackson and Washington Streets would be replaced. Approximately 0.15 acre of permanent right-of-way and 0.70 acre of temporary right-of-way would be needed. Of this, the project would require approximately 0.17 acre of temporary right-of-way from property belonging to the City of Greencastle. No permanent right-of-way would be needed. Robe Ann Park is located on this property and contains recreational facilities that are open to the public. The temporary right-of-way would be needed to replace, widen, and upgrade the existing sidewalk to meet current ADA standards. Up to three trees would need to be removed. Temporary right-of-way would also be needed to upgrade curb ramps to meet current ADA standards and reconstruct the park access drive. Access to Robe Ann Park would always be maintained during construction. The designed action will not adversely impact the activities, features, and attributes that qualify this property for protection under Section 4(f) of the Department of Transportation Act of 1966 and in accordance with SAFETEA-LU Section 6009 (a). As such, it is the intent of INDOT, along with the FHWA, to issue a finding of de minimis. In accordance with SAFETEA-LU Section 6009 (a), the views of the public are being sought regarding the effect of the proposed project on this public recreational area. Please respond with any comments no later than October 25, 2020 to the contact below.

Stephanie Verhoff
RQAW | NEPA Specialist
sverhoff@rqaw.com
8770 North Street; Suite 110
Fishers, IN 46038
hspaxlp
September 25-1t



Categorical Exclusion
Appendix G
Air Quality

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	37788 / 1400235	Init.	I 70	Small Structure Pipe Lining	5.11 mi W of SR 243	Crawfordsville	0	NHPP		Bridge Construction	CN	\$5,578,569.00	\$619,841.00	\$6,198,410.00				
Putnam County	38267 / 1500251	Init.	VA VARI	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2019-2022	Crawfordsville	0	Multiple		Local Funds	PE	\$0.00	\$37,247.19	\$10,556.12	\$23,549.64	\$3,141.43		
										Local Bridge Program	PE	\$148,988.75	\$0.00	\$42,224.46	\$94,198.56	\$12,565.73		
Indiana Department of Transportation	39259 / 1592687	Init.	US 40	HMA Overlay, Preventive Maintenance	From 0.07 mi W of US 231 to SR 75	Crawfordsville	8.593	STPBG		Road Construction	CN	\$8,108,653.60	\$2,027,163.40	\$10,135,817.00				
Indiana Department of Transportation	39259 / 1592687	A 01	US 40	HMA Overlay, Preventive Maintenance	From 0.07 mi W of US 231 to SR 75	Crawfordsville	8.593	STPBG	\$10,220,854.00	Bridge ROW	RW	\$20,000.00	\$5,000.00	\$25,000.00				
Comments: ROW phase for \$25,000 FY20, No MPO																		
Indiana Department of Transportation	39316 / 1701458	Init.	SR 243	Bridge Deck Overlay	Rocky Fork Creek, 00.41 N I-70	Crawfordsville	0	STPBG		Bridge Construction	CN	\$301,648.80	\$75,412.20	\$377,061.00				
Indiana Department of Transportation	39964 / 1601108	Init.	SR 236	HMA Overlay Minor Structural	From US 231 E Jct to 0.39 mi W of SR 75	Crawfordsville	12.96	STPBG		Road Construction	CN	\$7,686,888.80	\$1,921,722.20		\$9,608,611.00			
Indiana Department of Transportation	40571 / 1700119	Init.	US 36	HMA Overlay Minor Structural	From 0.07 mi E, of US 231 to 4.31 mi E of US 231 (Bainbridge)	Crawfordsville	4.371	STPBG		Road Construction	CN	\$1,650,574.40	\$412,643.60			\$2,063,218.00		
Indiana Department of Transportation	40571 / 1700119	A 27	US 36	HMA Overlay Minor Structural	From 0.07 mi E, of US 231 to 4.40 mi E of US 231 (Bainbridge)	Crawfordsville	4.36	STBG	\$2,091,218.00	Road Consulting	PE	\$16,000.00	\$4,000.00		\$20,000.00			
Comments: Add PE phase for \$20,000 FY21, No MPO																		
Indiana Department of Transportation	40573 / 1700121	Init.	US 231	Road Rehabilitation (3 R/4R Standards)	From 0.22 mi S of SR 240 to 1.74 mi N of SR 240 (Greencastle)	Crawfordsville	1.689	NHPP		Road Construction	CN	\$4,593,269.60	\$1,148,317.40			\$5,741,587.00		
Indiana Department of Transportation	40573 / 1700121	A 01	US 231	Road Rehabilitation (3 R/4R Standards)	From 0.03 mi S of SR 240 to 1.61 mi N of SR 240 (Greencastle)	Crawfordsville	1.63	STPBG	\$8,091,587.00	Road ROW	RW	\$360,000.00	\$90,000.00	\$450,000.00				
Comments: ROW phase for \$450,000 FY20, No MPO																		
Indiana Department of Transportation	40576 / 1701570	Init.	US 231	Small Structure Replacement	Over Unnamed Ditch/Creek on US 231, 0.10 S SR 236 W JCT	Crawfordsville	0	NHPP		Bridge Construction	CN	\$1,412,190.40	\$353,047.60			\$1,765,238.00		
										Bridge ROW	RW	\$60,000.00	\$15,000.00	\$75,000.00				
Indiana Department of Transportation	40742 / 1700091	Init.	US 231	Added Travel Lanes	From 0.27 mi N to 1.05 mi N of I-70	Crawfordsville	.756	NHPP		Mobility Construction	CN	\$2,862,437.60	\$715,609.40			\$3,578,047.00		
Indiana Department of Transportation	40742 / 1700091	A 27	US 231	Added Travel Lanes	From 0.27 mi N to 1.05 mi N of I-70	Crawfordsville	.756	STBG	\$3,778,047.00	Mobility ROW	RW	\$80,000.00	\$20,000.00		\$100,000.00			
Comments: Add ROW phase for \$100,000 FY21, No MPO																		
Putnam County	40800 / 1600832	Init.	IR 1001	Bridge Deck Overlay	Bridge # 172 carrying County Road 525 West over Mill Creek	Crawfordsville	.1	STPBG		Local Funds	RW	\$0.00	\$10,000.00	\$10,000.00				
										Local Funds	CN	\$0.00	\$97,500.00	\$3,900.00		\$93,600.00		

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2018 - 2021

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2018	2019	2020	2021
Comments:No MPO; Add FY19 CN \$49,506.00																	
Indiana Department of Transportation	40518 / 1701458	A 11	SR 243	Bridge Thin Deck Overlay	Rocky Fork Creek, 00.41 N I-70	Crawfordsville	0	STP	\$133,606.00	Bridge Consulting	PE	\$55,398.56	\$13,849.64	\$69,248.20			
Comments:No MPO; Add FY18 \$69,248.20																	
Indiana Department of Transportation	40568 / 1700192	A 06	US 40	Small Structure Replacement	2.43 mi W of SR 75	Crawfordsville	0	STP	\$1,389,960.00	Bridge Consulting	PE	\$101,088.00	\$25,272.00	\$126,360.00			
Comments:No MPO; Add FY18 PE \$126,360																	
Indiana Department of Transportation	40568 / 1700192	M 08	US 40	Small Structure Replacement	2.43 mi W of SR 75	Crawfordsville	0	STP	\$1,389,960.00	Bridge Consulting	PE	\$0.00	\$0.00	(\$126,360.00)	\$126,360.00		
Comments:No MPO; Move FY18 PE to FY19 \$126,360																	
Indiana Department of Transportation	40571 / 1700119	A 06	US 36	HMA Overlay Minor Structural	From US 231 to 3.93 mi E of US 231 (Bainbridge)	Crawfordsville	4.371	STP	\$2,147,586.10	Bridge Consulting	PE	\$156,188.08	\$39,047.02	\$195,235.10			
Comments:No MPO; Add FY18 PE Funds \$195,235.10																	
Indiana Department of Transportation	40573 / 1700121	A 06	US 231	Road Rehabilitation (3 R/4R Standards)	From 0.22 mi S of SR 240 to 1.7 4 mi N of SR 240 (Greencastle)	Crawfordsville	1.689	STP	\$6,023,480.10	Bridge Consulting	PE	\$434,871.28	\$108,717.82	\$543,589.10			
Comments:No MPO; Add FY18 PE \$543,589.10																	
Indiana Department of Transportation	40573 / 1700121	A 10	US 231	Road Rehabilitation (3 R/4R Standards)	From 0.22 mi S of SR 240 to 1.7 4 mi N of SR 240 (Greencastle)	Crawfordsville	1.689	STP	\$6,023,480.10	Road ROW	RW	\$35,200.00	\$8,800.00		\$44,000.00		
Comments:No MPO; Add FY19 \$44,000.00																	
Indiana Department of Transportation	40573 / 1700121	A 14	US 231	Road Rehabilitation (3 R/4R Standards)	From 0.22 mi S of SR 240 to 1.7 4 mi N of SR 240 (Greencastle)	Crawfordsville	1.689	STP	\$6,048,480.00	Bridge Construction	CN	\$20,000.00	\$5,000.00		\$25,000.00		
Comments:No MPO; Add FY19 ROW \$44,000, Add FY19 CN \$25,000																	
Indiana Department of Transportation	40576 / 1701570	A 06	US 231	Small Structure Replacement	Over Unnamed Ditch/Creek	Crawfordsville	0	STP	\$995,600.40	Bridge Consulting	PE	\$132,746.72	\$33,186.68	\$165,933.40			
Comments:No MPO; Add FY18 PE 165,933.40																	
Indiana Department of Transportation	40576 / 1701570	A 14	US 231	Small Structure Replacement	Over Unnamed Ditch/Creek on US 231, 0.10 S SR 236 W JCT	Crawfordsville	0	STP	\$1,020,600.40	Bridge ROW	RW	\$20,000.00	\$5,000.00		\$25,000.00		
Comments:No MPO; Add FY19 ROW \$25,000																	
Indiana Department of Transportation	40583 / 1500136	A 06	SR 42	Small Structure Replacement	5.15 mi E of US 231	Crawfordsville	0	STP	\$419,383.70	Bridge Consulting	PE	\$66,347.76	\$16,586.94	\$82,934.70			
Comments:No MPO; Add FY18 PE \$82,934.70																	
Indiana Department of Transportation	40583 / 1500136	A 10	SR 42	Small Structure Replacement	5.15 mi E of US 231	Crawfordsville	0	STP	\$420,000.00	Bridge ROW	RW	\$28,000.00	\$7,000.00		\$35,000.00		
										Bridge Construction	CN	\$20,000.00	\$5,000.00		\$25,000.00		
Comments:No MPO; Add FY19 ROW \$35,000; Add FY19 CN \$25,000																	
Indiana Department of Transportation	40583 / 1500136	M 08	SR 42	Small Structure Replacement	5.15 mi E of US 231	Crawfordsville	0	STP	\$419,383.70	Bridge Consulting	PE	\$0.00	\$0.00	(\$82,934.70)	\$82,934.70		
Comments:No MPO; move FY18 PE to FY19 \$82,934.70																	

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Categorical Exclusion
Appendix H
Other Information

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800070	1800070B	Putnam	Lieber State Recreation Area
1800118	1800118D	Putnam	Lieber State Recreation Area
1800171	1800171S	Putnam	Lieber State Recreation Area
1800263	1800263	Putnam	Robe-Ann Park
1800312	1800312F	Putnam	Lieber State Recreation Area
1800323	1800323	Putnam	Lieber SRA & Cagles Mill Lake
1800363	1800363O	Putnam	Lieber State Recreation Area
1800364	1800364B	Putnam	Big Walnut Nature Preserve
1800375	1800375C	Putnam	Lieber State Recreation Area
1800405	1800405D	Putnam	Big Walnut Nature Preserve
1800413	1800413E	Putnam	Lieber State Recreation Area
1800557	1800557	Putnam	Big Walnut Sports Park
1800578	1800578	Putnam	Big Walnut Community Park
1800582	1800582	Putnam	Robe-Ann Park

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

Engineer's Report
US 231 Pavement Rehabilitation from 0.03 mile south of
SR 240 to 1.61 miles north of SR 240 in
Putnam County
Des. No. 1700121

Prepared for:
Indiana Department of Transportation
Crawfordsville District

Prepared by:



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PURPOSE OF REPORT

This Engineer's Report documents the engineering assessment phase of project development, including all coordination that has been completed in preparation for the planned roadway improvement to US 231 in Putnam County. The report outlines the project and is intended to serve as a guide for subsequent survey, design, environmental, right-of-way and other project activities leading to construction. The preferred alternative identified in this document is considered pre-decisional, pending the outcome of environmental studies.

PROJECT LOCATION

This project area is located in the City of Greencastle, Indiana in Putnam County. It is approximately 1.64 miles long and will extend from approximately 0.03 miles south of SR 240 at RP 149+06 to Frazier Street at RP 150+67. It is further described as being in Greencastle Township within Sections 16 and 21 of Township 14 North and Range 4 West. The GPS coordinates of the project limits are latitude 39° 38' 04" N; longitude 86° 51' 10" W to latitude 39° 39' 08" N; longitude 86° 51' 57" W. The project is in the Indiana Department of Transportation's Crawfordsville District, Cloverdale Sub-District. The project location is within the West Central Indiana Economic Development District (WCIEDD).

See Appendix A-1 for project location maps.

PROJECT PURPOSE AND NEED

The need for improvement is based on the deteriorating pavement structure. The purpose of the project is to address the pavement and drainage to ensure long term results. A secondary purpose, or other desirable outcome, of the project is to reconstruct American with Disabilities Act (ADA) facilities as needed, concrete curb and gutter as needed, and improve pedestrian connectivity throughout the urban area.

EXISTING FACILITY

The existing roadway facility along US 231 is functionally classified as an Urban (Built-up) Other Principal Arterial and is part of the National Highway System (NHS). US 231 is also on the National Truck Network. The posted speed limit is 30 mph from the beginning of the project to the at grade railroad crossing on Jackson Street (US 231). The posted speed limit is 40 mph from the at grade railroad crossing on Jackson Street (US 231) to the end of the project. The existing typical cross section along US 231 from the

beginning of the project to the at grade railroad crossing on Jackson Street (US 231) consists of two 12-ft minimum travel lanes with 1-ft to 2-ft curb offsets. At locations of intersections, the right and left turn lanes are a minimum of 11-ft in width. The existing typical cross section from the at grade railroad crossing on Jackson Street (US 231) to the end of the project consists of two 12-ft travel lanes with 4-ft 9-in minimum paved shoulders adjacent to the through travel lane. On the north approach to Elizabeth Street, there is an existing right turn lane 12-ft in width with an existing 1-ft paved shoulder.

See Appendix A-2 for the existing typical cross sections.

Roadway

Roadway Information			
Geometric Criteria			
<i>Design Speed</i>	<i>Varies from 30 mph to 40 mph</i>	<i>Functional Class</i>	<i>Other Principal Arterial</i>
<i>Design Criteria</i>	<i>4R (Reconstruction)</i>	<i>Rural/Urban</i>	<i>Urban (Built-up) & Urban (Intermediate)</i>
<i>Terrain</i>	<i>Level</i>	<i>Access Control</i>	<i>None</i>
Approach Cross Section			
<i>IDM Figure Reference</i>	<i>IDM 53-7</i>		
<i>Travel Lane Count</i>	<i>2</i>	<i>Travel Lane Width</i>	<i>12 ft min. (existing) 12 ft min. (proposed)</i>
<i>Curb Offset</i>	<i>1 ft min. (existing) 2 ft (proposed)</i>	<i>Shoulder Width (Usable/Paved)</i>	<i>4 ft 9 in min. paved (existing) 4 ft 9 in min. paved (proposed)</i>
<i>Mainline Pavement</i>	<i>HMA and HMA over concrete (existing) HMA Overlay or HMA (proposed)</i>	<i>Shoulder Pavement</i>	<i>HMA (existing) HMA overlay (proposed)</i>
Alignment			
<i>Horizontal</i>	<i>Provides adequate stopping sight distance based on the posted speed. Superelevation not required for any curves within the project limits.</i>	<i>Vertical</i>	<i>Provides adequate stopping sight distance based on the posted speed. Existing maximum grade is also within standards.</i>

Road History

Currently US 231 through Greencastle can be broken into three different pavement condition areas:

- Begin project to Washington Street (0.67 miles) is experiencing fatigue cracking in the wheel path and near the curb line, reflective cracking from the underlying concrete and age hardening of the asphalt surface material.
- Washington Street to the at grade railroad crossing (0.80 miles) is experiencing severe pavement distresses due to an old water line utility and problems with the existing storm water drainage system. Maintenance forces patch the pavement on a regular basis due to utility line failures. Recent paving from the maintenance forces have improved the area, but fatigue cracking and pumping of the subgrade material has shown through since the work was completed 2 years ago.
- At grade railroad crossing to the end of the project (0.17 miles) is experiencing fatigue cracking in the wheel path.

The overall condition of US 231 in Greencastle is poor.

<i>US 231 Pavement History Within Project Limits</i>		
<i>Year</i>	<i>Width</i>	<i>Type of Work</i>
2010	32'	<i>Intersection Improvement with HMA Overlay</i>
2002	30' to 64'	<i>HMA Overlay</i>
1935	33'	<i>Pavement and shoulder construction</i>
1934	38'-8"	<i>Pavement and shoulder construction</i>

See Appendix A-3 for ground level photographs of the project site.

Traffic Control Devices

There are four traffic signals within the project limits. They are located at the intersections of Jackson and Washington Streets, Indiana and Washington Streets, Bloomington and Washington Streets, and US 231 and SR 240. The traffic signal work will not be included in this project.

Land Use

The primary land use near the project is commercial with some residential areas towards the far north and south ends of the project. Some municipal properties also adjoin the

project areas including the Putman County Courthouse, Robe Ann Park, and the Greencastle City Planner’s office. The main entrance to DePauw University is also located within the project’s limits.

Drainage

Existing drainage through the project is primarily captured by curb and gutter sections that drain into an enclosed system. The outlet for this system is not known at this time and will be determined with the site survey information as well as coordination with the City of Greencastle. North of the at grade railroad crossing, existing drainage is handled by open ditches and sheet flow.

See Appendix A-4 for existing streams and rivers exhibit.

Railroads

There is one railroad crossing near the project limits. The CSX line crosses US 231 at 39°39’52” North, 86°51’56” West. This crossing is an at-grade crossing with gates at US 231.

PROJECT COORDINATION

A kick off meeting with the City of Greencastle was held at Greencastle City Hall on September 4, 2018 and a follow up meeting took place on April 23, 2019. A pavement option review meeting was held at INDOT Crawfordsville District on April 10, 2019. See Appendix A-5 for the minutes from all three meetings.

TRAFFIC DATA

Traffic counts for the area of study were provided by INDOT. Growth rates were applied to the existing traffic volumes to obtain 2022 and 2042 traffic volumes. Below are the summarized results.

US 231 from Martinsville Road to SR 240

TRAFFIC DATA			
A.A.D.T	(2022)	18,390	V.P.D.
A.A.D.T	(2042)	22,250	V.P.D.
D.H.V	(2042)	2252	V.P.H.

DIRECTIONAL DISTRIBUTION	50.43	%
TRUCKS	4.57	% A.A.D.T.
	3.29	% D.H.V.

US 231 from SR 240 to E. Washington Street

TRAFFIC DATA

A.A.D.T	(2022)	11,070	V.P.D.
A.A.D.T	(2042)	13,260	V.P.D.
D.H.V	(2042)	1281	V.P.H.
DIRECTIONAL DISTRIBUTION		50.43	%
TRUCKS		8.96	% A.A.D.T.
		7.78	% D.H.V.

US 231 from E. Washington Street to Elizabeth Street

TRAFFIC DATA

A.A.D.T	(2022)	15,290	V.P.D.
A.A.D.T	(2042)	19,920	V.P.D.
D.H.V	(2042)	2466	V.P.H.
DIRECTIONAL DISTRIBUTION		50.17	%
TRUCKS		6.67	% A.A.D.T.
		7.78	% D.H.V.

US 231 from Elizabeth Street to CR 25 S

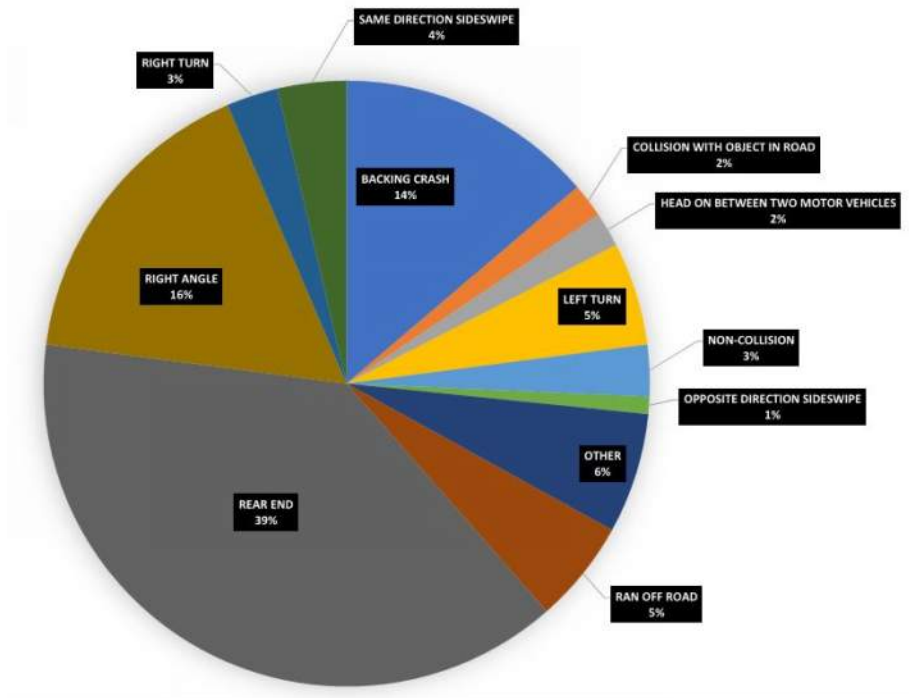
TRAFFIC DATA

A.A.D.T	(2022)	9,290	V.P.D.
A.A.D.T	(2042)	9,820	V.P.D.
D.H.V	(2042)	960	V.P.H.
DIRECTIONAL DISTRIBUTION		49.51	%
TRUCKS		8.05	% A.A.D.T.
		4.80	% D.H.V.

A copy of the traffic report may be found in Appendix A-6.

CRASH DATA AND ANALYSIS

Crash records between January 2015 and December 2017 were reviewed within the project limits. A total of 109 crashes occurred during that period. Below is a summary of the crashes within the corridor:



The crash location summary may be found in Appendix A-7.

ALTERNATIVES AND RECOMMENDATIONS

Alternatives

Multiple alternatives or scenarios were considered. These included:

- Alternative A: The No-Action (or no build) Alternative
- Alternative B: HMA Overlay (preventative maintenance or structural overlay)
- Alternative C: HMA Overlay and Pavement Replacement

Alternative A: No-Action

The No-Action Alternative involves no disruption to the facility and no additional cost by the continued use of the existing pavement. This alternative does not address the

purpose and need of the project; therefore, the **No-Action Alternative is not recommended.**

Alternative B: HMA Overlay (preventative maintenance or structural overlay)

The alternative of HMA Overlay will seal the pavement from water infiltration but does not address enough the pavement fatigue and deeper distresses in the asphalt and drainage issues along Washington and Jackson Streets. Design life is anticipated to be less than the typical span for this project. Therefore, **this option is not recommended.**

Alternative C: HMA Overlay and Pavement Replacement

This alternative meets the need and purpose of the project and is the preferred alternative.

Details of the Preferred Alternate

The **recommended alternative** involves a minor structural overlay on US 231 (Bloomington Street) from the beginning of the project to Washington Street which will raise the profile grade by 2 in. Due to the raise in profile grade, curb and gutter replacement will be needed. All existing pedestrian facilities will need to be analyzed to confirm meeting all ADA criteria. All pedestrian facilities which do not meet ADA criteria will require replacement. It is not anticipated that drainage structures will be impacted except to adjust castings to grade. The existing brick pavers located at the intersection of US 231 and Anderson Street should not be impacted with this project. Due to this, some full depth pavement replacement will be required north and south of the intersection to properly tie into the existing pavers.

US 231 pavement (Washington Street and Jackson Street) from Bloomington Street to the at grade railroad crossing will be replaced. The existing roadway footprint will be replaced in kind. It is anticipated that curb and gutter and storm sewer will be replaced as well. Sidewalks that are not separated from the curb and gutter by a grass buffer will be impacted and will require replacement. Sidewalks which do not meet ADA criteria will need to be replaced as well. The replacement pedestrian facility will need to meet all ADA criteria as well as all curb ramps. It is also anticipated that the existing mid-block pedestrian crossings located on Washington and Jackson Streets will be eliminated with this project. The designer will coordinate Putnam County for concurrence on the elimination of the crossing and with the INDOT ADA committee on an acceptable alternate pedestrian route. In addition, two existing overhead sign structures will be removed and not replaced with this project.

The existing water main located under US 231 pavement within the project limits will be replaced with this project under an agreement with the City of Greencastle. The limits of the potential replacement are along Jackson and Washington Streets and along Bloomington Street as required to complete the connection. The water main will be relocated outside of the roadway either under an existing grass buffer or under existing sidewalk. The exact location will be determined during design.

US 231 pavement (Jackson Street) from the at grade railroad crossing to the end of the project will be patched, milled, and resurfaced.

Refer to Appendix B-1 for the proposed typical cross sections.

Design Standard:	4R (Reconstruction) Urban (Built-up or Intermediate) Other Principal Arterial Figure 53-7
Design/Posted Speed	varies 30 mph to 40 mph
Cross Sectional Elements:	
Lane Width	11 ft (min.); 12 ft (des.)*
Auxiliary Lane Width	11 ft (min.); 12 ft (des.)
TWLTL	12 ft (min.); 14 ft (des.)
Curb Offset	2 ft, 1 ft (auxiliary lane)
Shoulder Width	8 ft (min.) paved
Parking-Lane Width	10 ft (min.); 12 ft (des.)
Clear Zone	10 ft from the edge of travel way (curb) 16 ft from edge of travel way (shoulder)

* For an arterial on the National Truck Network, the right lane must be 12 ft in width.

Level 1 Design Exceptions are anticipated to be needed for travel lane width, auxiliary lane width, shoulder width, and cross slope. A Level 2 Design Exception is anticipated for clear zone and parking-lane width based on the existing urban “Built-up” conditions which will prove through Economic Analysis to be cost prohibitive to relocate.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

This project is not considered a mobility significant project per IDM Section 503-2.02. The following is the temporary traffic control plan concept that shall be used for the project:

The maintenance of traffic plan from the beginning of the project to the Washington/Bloomington Street intersection and from the at grade railroad crossing to the end of the project will be performed by phased construction with a moving operation utilizing a flagger. Providing flagger control will allow a one-lane, two-way operation for the patching, milling, and overlay.

The maintenance of traffic plan from the Washington/Bloomington Street intersection to the at grade railroad crossing will utilize state and local detour routes along with the allowance for one-way travel along US 231 during construction. The construction along this segment of the project will be phased to ensure this entire segment of roadway is not under construction at once. A work zone design speed of 20 mph will be utilized. Local detours will be coordinated with the City of Greencastle and will require an agreement with INDOT for the use of local streets. The City of Greencastle has suggested a truck detour route of Jackson Street to SR 240 and College Street to Shadowlawn Avenue.

During the design phase of the project, an access study should be performed and discussions with property owners should occur to ensure access to local businesses is maintained. Specialized signage should be incorporated into the maintenance of traffic plans to direct the travelling public business access points. A Traffic Management Plan will also be developed to ensure access for emergency services is provided during each phase of construction.

In addition to maintenance of traffic for vehicles, a pedestrian maintenance of traffic plan will also be developed during plan development.

COST ESTIMATE

The cost of Preferred Alternative is as follows:

Construction Cost (CN)	\$3,960,000
Right-of-Way (RW)	\$494,000
Water Main Relocation (UT)*	\$1,900,000

Preliminary Engineering (PE)	\$986,720
Railroad Coord (RR)	\$20,000
Utility (UT)	\$25,000
Construction Engineering (CE)	\$200,000
Total Project Cost	\$7,585,720

*The water main relocation cost will be shared with the City of Greencastle. The percent INDOT will be responsible for is pending.

ENVIRONMENTAL ISSUES

A Categorical Exclusion Level 4 (CE-4) is anticipated for this project based upon the project being located within and adjacent to Historic Districts and potential individually eligible resources for the National Register of Historic Places (NRHP). There are multiple hazardous materials sites mapped immediately within and adjacent to the project corridor. An in-depth Red Flag Investigation will be necessary to determine the status of these sites.

- a. Former Clark Station: According to VFC, a No Further Action Request was submitted to IDEM on June 1, 2018. According to the NFA Request, soil and groundwater contamination is present off-site, but the exposure pathways have either been removed or are not present. A Draft ERC was also provided and included restrictions for groundwater use.
- b. Former Query's 66 Service Station (immediately west of the former Clarks station): IDEM issued an NFA Determination on September 28, 2007. According to the letter, residual contamination remains in the soil, but is below industrial closure levels. The contamination is not impacting the groundwater. The groundwater sampling results showed COCs were at or below the industrial closure levels.
- c. DePauw University Site (State Cleanup Site), located west of the former Query's 66 Service Station: One file is available in VFC for this site, dated March 15, 2000. Petroleum contamination was discovered in two soil borings completed on the west side of the property and was reported to IDEM.

Two trail segments are mapped within and immediately adjacent to the project corridor. Coordination with the Official with Jurisdiction (OWJ) over the trails will be necessary.

The project will require full Section 106 process due known historic resources within the project area. These resources include:

- NR-0656: Courthouse Square Historic District
- NR-2230: Eastern Enlargement Historic District

Refer to Appendix B-2 for the Environmental Maps.

SURVEY REQUIREMENTS

The required topographic survey for this project will be along the US 231 corridor, begin 1600 ft south of SR 240 to 300 ft north of Shadowlawn Avenue. The width of the survey requirement will be 10 feet beyond existing sidewalks and parking lots which parallel US 231.

Due to the scope of the pavement street from the at grade railroad crossing to the end of the project, a GPS survey will be required from the end of the topographic survey limits to Frazier Street.

RIGHT-OF-WAY IMPACT

The existing right-of way width is approximately 60 ft full-width throughout the project corridor. The majority of the construction is anticipated to occur within the existing right-of-way. While additional permanent right-of-way is not anticipated, it could be required where new sidewalk or drainage structures are proposed. Further investigation of the required permanent right-of-way should be conducted during the design phase of the project. The need for additional permanent right-of-way should be minimized.

Temporary right-of-way is anticipated for drive construction and grading. Exact locations of temporary right-of-way will be determined during the design phase as well.

RAILROAD IMPACT

The CSX at-grade crossing currently has crossing gates and signals. Therefore, only basic passive device upgrade is required. This includes replacing the existing cross bucks with high retro-reflectivity cross bucks, adding reflectorized striping to the post, installing any other required pavement markings, and installing or upgrading advanced warning signage.

UTILITY IMPACT

Multiple utilities are located within the study area. Utilities with facilities located within the corridor include:

- CMN-RUS, Inc.
- Comcast
- Duke Energy
- Frontier
- City of Greencastle
- Vectren
- Windstream
- Zayo Bandwidth - Fiber Optics

Subsurface Utility Engineering (SUE) Services may be determined to be required as the design is further developed. During the design phase of the project, the specific locations of as needed SUE will be determined through collaboration between the designer and utility coordinator. Obtaining SUE information will aid in determining the extents of utility conflicts and potential avoidance opportunities.

See Appendix B-3 for existing utility locations.

RELATED PROJECTS

From a review of the 2020-2024 INDOT STIP the following projects are located within or adjacent to the area of the proposed project:

- Des. No. 1600806 - South St. to SR 240 (Veterans Memorial Parkway)
- Des. No. 1800238 - Locust Street from Franklin Street to Seminary Street

CONCURRENCE

This document was prepared by:

Lisa A. Casler

August 15, 2019

Lisa Casler, P.E.
Project Manager

Reviewed by:
Asset Engineer Review

Vanessa McCauley 8/28/19 [Date]

Vanessa McCauley
Asset Engineer

Recommended: APPROVAL / DISAPPROVAL

Reviewed by:
Scope Manager Review

Michael L. Eubank 9/6/2019 [Date]

Mike Eubank
Scope Manager

Recommended: APPROVAL / DISAPPROVAL

Reviewed by:
SAM Review

Scott J. Chandler 8-29-2019 [Date]

Scott J. Chandler
System Asset Manager, Crawfordsville District

APPROVE / DISAPPROVE

Jaime Byerly

From: Bales, Ronald <rbales@indot.IN.gov>
Sent: Wednesday, July 22, 2020 12:42 PM
To: Jaime Byerly
Cc: Miller, Brandon; Aaron Lawson; Joseph Dabkowski
Subject: RE: Section 4(f) Coordination: US 231 Road Rehabilitation Project, Greencastle, Indiana (Des. Number 1700121)

We concur with the recommendations below. It would have been nice to mitigate for the impacts to avoid a use but concur it would be de minimis as currently stated.

Ron Bales

INDOT-Environmental Services Division

Office: (317) 234-4916

Email: rbales@indot.in.gov

From: Jaime Byerly <jbyerly@RQAW.com>
Sent: Tuesday, July 21, 2020 5:01 PM
To: Bales, Ronald <rbales@indot.IN.gov>
Cc: Miller, Brandon <BraMiller1@indot.IN.gov>; Aaron Lawson <alawson@rqaw.com>; Joseph Dabkowski <jdabkowski@RQAW.com>
Subject: RE: Section 4(f) Coordination: US 231 Road Rehabilitation Project, Greencastle, Indiana (Des. Number 1700121)

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Ron—

Thank you for your input. We now have confirmation that only temporary right-of-way will be needed at the park entrance and the three trees to be removed will NOT be replaced. Since the trees will not be replaced, we will proceed with a *de minimis* finding for Robe Ann Park.

In addition to the park, the Red Flag Investigation also identified five planned trails within the project area. The below trails are shown in the attached aerial.

1. L&R Railroad Trail: Within a railroad bed. Currently not a trail/sidewalk and outside construction limits and no permanent or temporary right-of-way needed. Privately owned land (New York Central Lines LLC).
2. Shadowlawn Path (Jackson Street to Greencastle/Fillmore segment): Within maintained lawn adjacent to US 231 and along the south side of Shadowlawn Avenue. Currently not a trail/sidewalk; however, existing sidewalk is present along south side of road, east of College Street (east of and outside this project area). Currently within construction limits and it is possible a small amount of temporary right-of-way could be needed. Publicly owned land (City of Greencastle).
3. Downtown University (North/South Downtown Connector segment): Along south side of US 231 between Jackson Street and Locust Street. Currently a widened sidewalk for store access south of US 231 between Jackson Street and Vine Street and a more narrow sidewalk south of US 231 between Vine Street and Locust Street. Currently within construction limits to replace underground waterline under existing sidewalk south of US 231. No temporary or permanent right-of-way will be needed.

4. Downtown University (Robe Ann Park/DePauw University segment): Adjacent to US 231 and along the south side of Hanna Street (northwest of Robe Ann Park). Currently an existing sidewalk. Currently within construction limits and it is possible a small amount of temporary right-of-way could be needed. Privately owned land (Diversified Homes, pizza place).
5. Campus Link Trail (Zinc Mill Apartments to US 231 segment): Adjacent to south side of SR 240. Currently maintained lawn and construction limits overlap the roadway only and no permanent or temporary right-of-way needed. Construction within the roadway consists of milling and resurfacing pavement. Per the Greencastle Parks and Recreation Master Plan, there appears to be funding for this trail through INDOT TEA-21 TE grant. Land where trail would extend is outside this project area and is currently owned by City of Greencastle.

Each trail is discussed as a planned trail in the Greencastle Parks and Recreation Master Plan (2018-2022). **The master plan only mentions established funding for the Campus Link Trail (southernmost trail).** Here, construction limits overlap the roadway only and no permanent or temporary right-of-way is needed. This project (essentially, either HMA or full pavement replacement, installation of curb ramps, replacing gutters, and replacing the water main under US 231) will not alter the project area to prevent any of these planned trails from being constructed in the future. Additionally, no permanent right-of-way will be needed from any of these five proposed trails.

The OWJ for the trails is an organization named People Pathways. We sent them an early coordination letter in March which identified these trails to make them aware of the project. They did not respond to the letter.

Would INDOT ESD provide concurrence that Section 4(f) does not apply for these five planned trails since (a) funding has not been established for trail #s 1 through 4, (b) even though the master plan identifies funding for trail #5, no temporary or permanent right-of-way will be needed in this area, and (c) the project will not alter the project area to prevent any of these planned trails from being constructed in the future?

Thanks (again),
Jaime

Jaime Byerly
NEPA Specialist
O: 317.588.1764
www.rqaw.com

From: Bales, Ronald <rbales@indot.IN.gov>
Sent: Wednesday, April 22, 2020 9:53 PM
To: Jaime Byerly <jbyerly@RQAW.com>
Cc: Miller, Brandon <BrMiller1@indot.IN.gov>; Aaron Lawson <alawson@rqaw.com>
Subject: RE: Section 4(f) Coordination: US 231 Road Rehabilitation Project, Greencastle, Indiana (Des. Number 1700121)

INDOT ESD concurs with de minimis with the information provided for the permanent right of way. With regards to temporary right of way and removal of the three trees, there could be potential for this to fall under temporary occupancy if mitigative measures are provided i.e. replanting and meets other criterion. If not, de minimis would seem appropriate with the information provided for the temporary right of way and loss of trees. Thank you.

Ron Bales
INDOT-Environmental Services Division
Office: (317) 234-4916
Email: rbales@indot.in.gov

From: Jaime Byerly <jbyerly@RQAW.com>
Sent: Tuesday, April 21, 2020 12:30 PM
To: Bales, Ronald <rbales@indot.IN.gov>
Cc: Miller, Brandon <BrMiller1@indot.IN.gov>; Aaron Lawson <alawson@rqaw.com>
Subject: Section 4(f) Coordination: US 231 Road Rehabilitation Project, Greencastle, Indiana (Des. Number 1700121)

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Hi, Ron:

We are currently preparing Section 4(f) documentation for the above referenced road rehabilitation project in Greencastle. Essentially, the project will involve either a HMA overlay or full depth replacement, sidewalk replacement, curb and gutter replacement (as needed), and replacement of the existing water main.

Currently, the project will require approximately 0.04 acre of permanent right-of-way and 0.09 acre of temporary right-of-way from Robe Ann Park which is owned/managed by the City of Greencastle. The permanent right-of-way is located at the US 231 entrance to the park and contains two approximately 3-foot wide sidewalks and two curb ramps (one north and south of the entrance drive) and mowed grass. The permanent right-of-way is needed to replace both curb ramps and upgrade them to meet current ADA standards, replace the existing 3-foot wide sidewalk segments in-kind, connect both upgraded curb ramps to the sidewalks, and reconstruct the park access drive (see attached aerials). Two stone columns are located just east of the permanent right-of-way limits and will not be impacted. Currently, plans are still being developed regarding the amount of permanent right-of-way required at the US 231 entrance to the park. In this area, the designer is trying to minimize permanent right-of-way requirements and it is possible it could change to temporary right-of-way.

The temporary right-of-way is along the western park boundary and the east side of US 231 and will be needed for grading purposes to replace approximately 500 linear feet of the existing 3-foot wide sidewalk (see attached aerials). The existing sidewalk will be widened to 4 feet wide and upgraded to meet current ADA standards. The widened sidewalk will be within existing US 231 right-of-way. Up to three trees (one alive silver maple, one damaged elm, and one dead ash) will need to be removed within the temporary right-of-way (see attached photos). The temporary right-of-way consists of mowed grass and trees.

Our assessment is that the permanent right-of-way required at the park entrance (assuming it does not change to temporary), and the removal of the three trees within the temporary right-of-way along US 231 will result in a *de minimis* impact to Robe Ann Park. Would INDOT ESD agree with this assessment? We also think that regardless of whether the permanent right-of-way required at the park entrance changes to temporary right-of-way, the removal of the three trees along US 231 within the temporary right-of-way would still result in a *de minimis* impact to the park. Would INDOT ESD agree with this assessment?

Thank you and please let me know if you have questions or need additional information,

Jaime

	Jaime Byerly
	NEPA Specialist
	8770 North St., Ste. 110
	Fishers, IN 46038
	O: 317.588.1764
	www.rqaw.com

August 24, 2020

Park Superintendent
Greencastle Parks and Recreation Department
405 South Bloomington Street
Greencastle, Indiana 46135

Re: Section 4(f) De Minimis Finding
US 231 Road Rehabilitation Project
Designation (Des.) Number 1700121
Greencastle, Putnam County, Indiana

Dear Mr. Rod Weinschenk,

The Indiana Department of Transportation (INDOT) Crawfordsville District and the Federal Highway Administration (FHWA) propose to proceed with a road rehabilitation project in Greencastle, Indiana. The project is located along United States Highway (US) 231 through the City of Greencastle; the project will extend from approximately 0.03 mile south of State Road (SR) 240 northward to Frazier Street, for a total length of approximately 1.64 miles. Please see Appendix A for project area maps.

The proposed project would involve a functional Hot Mix Asphalt (HMA) overlay from the beginning of the project north to Washington Street and pavement replacement from Washington Street north to the at-grade railroad crossing. Due to the increase in profile grade within the limits of the functional overlay, curb and gutter replacement would be needed. From the at-grade railroad crossing north to the end of the project, pavement would be milled, patched, and resurfaced. All existing pedestrian facilities within the project area would be analyzed to determine if they meet current American with Disabilities (ADA) criteria. The existing water main located under US 231 along Jackson and Washington Streets would be replaced. No work within the railroad right-of-way would take place. In total, approximately 0.15 acre of permanent right-of-way and approximately 0.70 acre of temporary right-of-way would be required. Please see Appendix C for the preliminary plans.

RQAW Corporation is completing the environmental documentation for this project. During this process, it was determined the project area contains a portion of the Robe Ann Park which is owned and managed by the City of Greencastle Parks and Recreation Department.

Section 4(f) Definition

Section 4(f) of the Department of Transportation Act of 1966, 49 USC 303(c) was established to protect publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites against transportation conversions. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amendment to the Section 4(f) requirements allows the U.S. Department of Transportation to determine that certain uses of Section 4(f) land would not have an adverse effect on the protected resource. A *de minimis* impact involves the use of Section 4(f) property that is generally minor in nature. A *de minimis* impact is one that, after considering avoidance, minimization, mitigation, and

enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying the resource (e.g. park) for protection under Section 4(f).

Section 4(f) Resource

Robe Ann Park is along the east side of US 231 (Bloomington Street) within the southeast project area. The park is owned and managed by the City of Greencastle. The approximately 35 acre park has entrances from US 231, Tennessee Street, Wood Street, and Anderson Street. The western half of the park includes numerous mature trees, concrete drives and walks, small stone pedestrian bridges, and a log cabin. The eastern half of the park includes a swimming pool, tennis courts, skate park, softball diamond, and playgrounds. Please see Appendix B for project area photographs.

Section 4(f) Resource Impacts

Approximately 0.17 acre of temporary right-of-way will be needed from Robe Ann Park. A portion of the temporary right-of-way is along the western park boundary and the east side of US 231. Here, the temporary right-of-way will be needed for grading purposes to replace approximately 650 linear feet of the existing 3-foot wide sidewalk. The existing sidewalk will be widened to 4 feet wide and upgraded to meet current ADA standards. The widened sidewalk will be within existing US 231 right-of-way. Up to three trees (one alive silver maple, one damaged elm, and one dead ash) will need to be removed within the temporary right-of-way (see attached photos). Curb ramp work will also take place at the US 231 and Tennessee Street intersection. Here, temporary right-of-way will be needed to upgrade the curb ramp in the northeast quadrant of the intersection to meet current ADA standards. Additionally, temporary right-of-way is needed at the US 231 entrance to the park which contains two approximately 3-foot wide sidewalks and two curb ramps (one north and south of the entrance drive) and mowed grass. Here, the temporary right-of-way is needed to replace both curb ramps and upgrade them to meet current ADA standards, replace the existing 3-foot wide sidewalk segments in-kind, connect both upgraded curb ramps to the sidewalks, and reconstruct the park access drive (see attached aerials). Two stone columns are located just east of the US 231 entrance drive right-of-way limits and will not be impacted.

No permanent right-of-way will be needed from Robe Ann Park. A commitment will be included in the environmental document to ensure that access to Robe Ann Park will always be maintained during construction.

Because this project would require land from the publicly owned Robe Ann Park, a Section 4(f) resource, agreement with the Official with Jurisdiction (OWJ) is required. The OWJ is the official(s) of an agency or agencies that own and/or administer the property in question and who are empowered to represent the agency on matters related to the property.

To make a *de minimis* finding, the FHWA must receive written concurrence from the OWJ agreeing that the project will not adversely affect the activities, features, and attributes that qualify the park for protection under Section 4(f). If, after review of these materials, you concur that the US 231 Road Rehabilitation Project will have minimal impacts to the activities, features, and attributes that qualify Robe Ann Park for protection under Section 4(f), please provide written concurrence below. If you have any questions regarding this matter,

please contact Stephanie Verhoff or Jaime Byerly of the Environmental Department at RQAW, at 317.588.1798 or at sverhoff@rqaw.com or at jbyerly@rqaw.com. Thank you in advance.

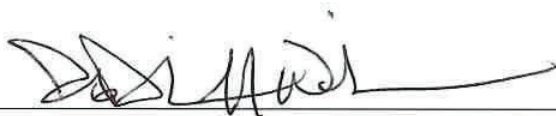
Sincerely,



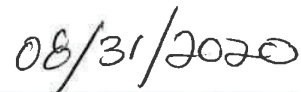
Stephanie Verhoff
Environmental Department
RQAW Corporation

The FHWA and RQAW believe the impacts of the project to Robe Ann Park qualify for use of the *de minimis* provisions due to the following:

- 1) The transportation use of the Section 4(f) property does not adversely affect the activities, features, and attributes that qualify Robe Ann Park for protection under Section 4(f).
- 2) The public will be afforded an opportunity to review and comment on the effects of the project on Robe Ann Park via a public notice that will be published in a local newspaper. The public will be afforded 30 days to comment on the project.
- 3) The City of Greencastle Parks and Recreation, who has jurisdiction over Robe Ann Park, has been informed about the intent to have the FHWA make a *de minimis* finding.



Official with Jurisdiction Concurrence Signature



Date

Attachments:

- Appendix A: Project area maps (general location, USGS topographic, and aerials)
- Appendix B: Project area photographs
- Appendix C: Preliminary design plan sheets (relevant sheets only)

Omitted to avoid duplication. See graphics in Appendices A and E of this CE document.

Jaime Byerly

From: Bowman, Sandra A <SBowman@indot.IN.gov>
Sent: Saturday, September 26, 2020 6:16 PM
To: Hinkle, Meghan; McGill, Justus
Cc: Miller, Brandon; Jaime Byerly; Aaron Lawson
Subject: RE: US 231 Road Rehabilitation Project, Greencastle, Putnam County, Indiana (Des. Number 1700121): Karst Coordination

Justus and Meghan,

This is sufficient for me.

Sandy

Sandra Bowman
Mgr, Ecology and Waterway Permitting

sbowman@indot.in.gov

From: Hinkle, Meghan <MHinkle@indot.IN.gov>
Sent: Friday, September 25, 2020 3:36 PM
To: Bowman, Sandra A <SBowman@indot.IN.gov>; McGill, Justus <JMcgill@indot.IN.gov>
Cc: Miller, Brandon <BraMiller1@indot.IN.gov>; Jaime Byerly <jbyerly@RQAW.com>; Aaron Lawson <alawson@rqaw.com>
Subject: FW: US 231 Road Rehabilitation Project, Greencastle, Putnam County, Indiana (Des. Number 1700121): Karst Coordination

Sandy and Justus,

See below for a karst question. Could you let Jamie know how to proceed?

Thanks,

Meghan Hinkle
Major Projects / LPA Review Liaison
Environmental Services Division
Indiana Department of Transportation
100 N Senate Ave N642-ES
Indianapolis, IN 46204-2216
317-232-1490
Email: MHinkle@indot.IN.gov



From: Jaime Byerly <jbyerly@RQAW.com>
Sent: Friday, September 25, 2020 2:18 PM
To: Hinkle, Meghan <MHinkle@indot.IN.gov>

Cc: Aaron Lawson <alawson@rqaw.com>

Subject: US 231 Road Rehabilitation Project, Greencastle, Putnam County, Indiana (Des. Number 1700121): Karst Coordination

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Hi, Meghan:

Please let me know if you are not the appropriate person for this request. We are working on the CE for a road rehabilitation project through Greencastle, Indiana (Des. Number 1700121). The project extends along US 231 for approximately 1.6 miles (see attached topographic map). The project does not require a Waters of the U.S. Report since there were no water features observed/documented during two field visits and construction will essentially be limited to the existing roadway footprint (essentially HMA overlay and pavement replacement, replacing curb and gutter, replacing pedestrian facilities to meet current ADA criteria, and replacing the water main located under US 231).

The IGS early coordination response (attached) mentions a potential for karst and the approved RFI documents one cave entrance density near the project area that will not be impacted. The project area is in a developed area and, although the field investigators are not certified geologists, no evidence of any karst features (e.g. sinkholes, disappearing streams, caves) were observed during both field visits. Would you be able to provide input if the below statement in the *karst* discussion of the CE is sufficient to indicate that karst features will not be impacted by this project?

Because karst features were not observed during the field visits and because of the limited scope of work, impacts to karst features are not expected.

Thanks in advance,
Jaime