

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

Road No./County:	State Road (SR) 66 at Epworth Road / Warrick County
Designation Number(s):	1400195
Project Description/Termini:	Intersection Improvements / SR 66 at Epworth Road, 0.16 mile east of I-69

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

Approval	N/A	
	INDOT DE Signature and Date	Date: 2022.04.07 <i>Ronald E. Baska</i> 12:45:15 -04'00'
	MICHELLE B ALLEN	INDOT ESD Signature and Date
	Digitally signed by MICHELLE B ALLEN Date: 2022.04.15 10:52:26 -04'00'	
	FHWA Signature and Date	

Release for Public Involvement	N/A	
	INDOT DE Initials and Date	<i>REB</i> 2-4-2022 INDOT ESD Initials and Date

Certification of Public Involvement	<i>Brian Malone</i>	3/31/2022
	INDOT Consultant Services Signature and Date	

INDOT DE/ESD Reviewer Signature and Date:	Date: 2022.04.07 <i>Ronald E. Baska</i> 12:44:55 -04'00'	
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Name and Organization of CE/EA Preparer:	Holly Hume - Lochmueller Group, Inc.
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Part I – Public Involvement

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

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

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

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

Notice of Survey letters were mailed to potentially affected property owners near the project area on February 21, 2018 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey letter is included in Appendix G, page 1.

Stakeholder meetings with a small working group from Warrick County were held on 23 occasions beginning in September 2019. The working group included the INDOT project manager and highway engineer, the AECOM project designer, and representatives from Warrick County and Warrick County Economic Development, Stantec, and Morley Engineering (for Warrick County). The intent of these meetings was to share information about the project, gather input from the stakeholders on design considerations, and answer questions. Discussion topics included traffic modeling and preliminary design, including refinement of the geometric alternatives. Meetings were held on the following dates:

- June 27, 2019
- September 25, 2019
- October 30, 2019
- November 26, 2019
- February 10, 2020
- April 16, 2020
- April 23, 2020
- April 30, 2020
- May 7, 2020
- May 14, 2020
- May 21, 2020
- June 4, 2020
- June 11, 2020
- June 25, 2020
- July 16, 2020
- July 23, 2020
- January 12, 2021
- January 21, 2021
- February 9, 2021
- February 11, 2021
- February 22, 2021
- February 23, 2021
- March 18, 2022

The local stakeholders were strongly opposed to the boulevard left portion of the proposed intersection improvement. They were in favor of the displaced left turn and strongly advocated for displaced left turn in both directions on SR 66. Coordination between INDOT and the stakeholders eventually led to the abandonment of the hybrid boulevard left/displaced left turn option in favor of the dual displaced left turn option.

The project met the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit

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comments and/or request public hearing. Therefore, a legal notice of public hearing was published in the *Evansville Courier & Press* on February 22, 2022 and March 1, 2022 (Appendix G, pages 3-11). A copy of the legal notice was sent to adjacent property owners on February 17, 2022, other stakeholders on February 28, 2022, and to additional early coordination stakeholders on March 1, 2022 (Appendix G, pages 11-14). The opportunity to provide comments was given an established deadline of March 24, 2022.

A public hearing was held on March 9, 2022 at 6:00 PM at the Friedman Park Event Center located at 2700 Park Blvd, Newburgh, Indiana. A total of 19 people signed in at the hearing (Appendix G, pages 35-38). An opportunity to join the hearing virtually was also offered. Five members of the public registered and attended the meeting virtually. The presentation slides and handout are available in Appendix G, pages 15-34. An opportunity was provided for the public to comment on the proposed project. No formal public comments were received before or during the hearing. A total of five comments/requests for information were received by email following the hearing and are discussed below.

On March 10, 2022, a representative of The Lung Centre requested a link to the *INDOT Alternative Intersections - Displaced Left Turns* video that was shown during the public hearing. A link to the video was sent on March 10, 2022 (Appendix G, pages 40-41).

On March 10, 2022 a representative of the Digestive Care Center requested a copy of the graphics from the meeting. A copy of the presentation slides that included graphics showing the improved intersection were provided on March 14, 2022. The Digestive Care Center responded on March 17, 2022 asking for details regarding the MOT for Phase 2 of the project. MOT details and plan sheets were provided to the Digestive Care Center on March 24, 2022 (Appendix G, pages 42-43).

Two comments were received on March 24, 2022. The first commenter asked for crash reduction data for dual displaced left turn intersections and whether an overpass was considered as an alternative (Appendix G, page 44). The designer stated that according to the FHWA, a displaced left turn should provide a 24% reduction in crashes for this type of intersection. However, reducing congestion for SR 66 through movements should provide additional reduction in rear-end crashes. The FHWA crash reduction rate includes the installation of signals to displace the left turns. Assuming overpass means a grade-separated interchange, this option was not analyzed since it would require the closure of Venetian Drive / Epworth Crossing and the Deaconess entrance due to their proximity to SR 66. The second commenter stated concern about the preferred alternative, the additional proposed stoplights, and the lack of information regarding the ideal crash rate of a dual displaced left turn intersection (Appendix G, page 45). Regarding the additional stoplights, the designer stated that green time for SR 66 through traffic will be increased with the preferred alternative. Regarding the crash rate, the designer stated that the crash rate of the intersection was compared to intersections with similar geometry and control (e.g., signalized) throughout Indiana. Two factors, crash frequency and crash severity, were compared to similar intersections. SR 66 at Epworth was found to be significantly higher than average in both factors, which is the defined need for this project. Therefore, there is no ideal crash rate but rather an analysis of whether the crashes are above average for the intersection type and traffic volume.

A table of all comments and responses may be found in Appendix G, pages 46-47.

Public Controversy on Environmental Grounds

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

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

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

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

Local Name of the Facility: SR 66 at Epworth Road

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

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

This is page 3 of 27 Project name: SR 66/Epworth Road Intersection Improvements Date: April 4, 2022

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PURPOSE AND NEED:

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

The need for this project stems from a high number of crashes along SR 66. The crashes are predominantly rear-end with a considerable amount of eastbound (EB) and westbound (WB) left turn crashes. There were approximately 141 collisions at the intersection between 2014 and 2016. Approximately 76% of the crashes occurred along SR 66. The intersection is located approximately 1,500 feet east of the exit ramp from northbound (NB) I-69, which results in an undesirable weaving situation for vehicles exiting the interstate and turning left onto NB Epworth Road. Analysis of the crashes at the intersection is described in the Lloyd Expressway Corridor Study, dated October 1, 2018, located in Appendix I, pages 1-14.

The primary purpose of the project is to reduce the number of crashes within the intersection.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Warrick

Municipality: N/A

Limits of Proposed Work: The project extends approximately 2,900 feet west and 2,600 feet east of the intersection along SR 66 and approximately 900 feet south and 1,000 feet north of the intersection along Epworth Road.

Total Work Length: 0.435 Mile(s)

Total Work Area: 11.48 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

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

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

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

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

The INDOT and Federal Highway Administration (FHWA) propose to proceed with an intersection improvement project on SR 66 at Epworth Road in Warrick County, Indiana.

Des No. 1400195 is located at the intersection of SR 66 and Epworth Road, 0.16 mile east of I-69. Specifically, the project is located in Sections 20 and 29, Township 6 South, Range 9 West in Ohio Township, Warrick County on the Newburgh U.S. Geological Survey 1:24,000 scale quadrangle.

Within the project area, SR 66 is an east-west route and is functionally classified as a principal arterial roadway with a design speed of 50 mph. SR 66 at the Epworth Road intersection consists of six 12-foot wide travel lanes, three in each direction, with a 10-foot wide paved shoulder. At the intersection, each travel direction has 12-foot wide left and right turning lanes. Epworth Road at the SR 66 intersection is a north-south route and is functionally classified as a major collector with a design speed of 30 mph. Epworth Road north of the intersection consists of five travel lanes with a 4-foot wide median. From west to east they are a 12-foot wide combined southbound (SB) through lane/WB right turn lane, a 12-foot wide SB through lane, an 11-foot wide EB left turn lane, a 4-foot wide median, and two 12-foot wide NB through lanes. Epworth Road south of the intersection consists of six travel lanes. From west to east they are two 12-foot wide SB through lanes, two 11-foot wide WB left turn lanes, one 11-foot wide NB through lane, and one EB right turn lane. Two existing frontage roads are located east of the intersection, one north and one south of SR 66. Both consist of two 10-foot travel lanes (one in each direction). The southern frontage road (SR 66 Frontage Road S) connects to Epworth Road south of the intersection and ends in a cul-de-sac. The northern frontage road (SR 66 Frontage Road N) connects to Epworth Road north of the intersection and ends in an unpaved section that connects back to SR 66. Land use within and adjacent to the project area includes commercial, residential, and agricultural areas.

The preferred alternative is to construct a displaced left turn intersection. The displaced left turn intersection is also known as a continuous flow intersection and a crossover displaced left turn intersection. Displaced left turn refers to any intersection form

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relocating one or more left turn movements on an approach to the other side of the opposing traffic flow. This attribute consequently allows left turn movements to proceed simultaneously with the through movements and eliminates the left-turn phase for this approach. The number of traffic signal phases and conflict points (locations where user paths cross) are reduced at a displaced left turn intersection, which can result in improvements in traffic operations and safety performance. The green time formerly allocated for the left turn at a conventional intersection is reallocated. For this project, the SR 66 left turn movements are displaced.

The proposed project will replace left turning movements along the mainline with displaced left turns in both directions. The NB and SB ramps to I-69 will be realigned as part of the project. The project will include some redesign of signaling. The potential area of impact extends approximately 2,900 feet west and 2,600 feet east of the intersection along SR 66; approximately 900 feet south of the intersection along Epworth Road; and approximately 1,000 feet north of the intersection along Epworth Road. New 44-foot tall lights will be placed near the displaced left turns and at the Epworth intersection. Several small structures will be replaced or extended throughout the project area including two culverts under the NB to EB I-69 exit ramp, one under the WB to NB I-69 entrance ramp, and a 36-inch pipe beneath SR 66 on the eastern side of the SR 66/Epworth Road intersection. None of the small structures have structure numbers due to their size. In order to provide adequate separation from the reconstructed Epworth Road intersection, the NB to EB I-69 exit ramp will be changed to a signalized "T" intersection and the WB to NB I-69 entrance ramp will be changed to reduce the curve radius which will create separation from the Epworth Road intersection. On Epworth Road north of SR 66, an additional auxiliary lane will be added in order to create enough width for dual left turn lanes. On Epworth Road south of SR 66, a SB right turn lane will be added between SR 66 and the Deaconess Hospital entrance and an auxiliary lane will be added along the NB lanes to create enough width for dual left turn lanes. Grading and drive construction will likely be required along SR 66 and Epworth Road.

Permanent and temporary right-of-way (ROW) will be required for this project but is not anticipated to exceed 0.05 acre of temporary ROW and 0.20 acre of permanent ROW. Permanent acquisition is not expected to impact improved areas of the parcels except for the commercial sign and parking lot in the northwest quadrant. A total of 0.215 acre of wetland impacts and 766 linear feet of permanent stream impacts, including 477 linear feet of impacts to UNT 1 to Howard Ditch and 289 linear feet of impacts to UNT 2 to Howard Ditch, are anticipated as a result of this project. Construction limits for the project were minimized to the greatest amount possible in an effort to reduce impacts to water resources. Approximately 0.02 acre of tree clearing is anticipated. Avoidance and Minimization Measures (AMMs) will be required for the project and will include time of year restriction and tree clearing AMMs.

Please see Appendix B for maps (pages 1-6), photographs (pages 7-15), preliminary design plans (pages 16-73), and a conceptual graphic of the improved intersection (page 74).

The proposed maintenance of traffic (MOT) plan will be carried out in three phases and will include detours, lane restrictions, and flagging operations. Please refer to the Maintenance of Traffic During Construction section of this document for details.

The project will meet the objectives of its purpose and need by using displaced left turns in both directions which makes the SR 66 through traffic operate more efficiently and reduces queuing, thereby reducing the number of rear-end crashes near the intersection.

The project termini are logical as they only encompass the area necessary to make the proposed intersection improvements. This project is not dependent upon the completion of any other project to meet the objectives of its purpose and need; therefore, it exhibits independent utility.

OTHER ALTERNATIVES CONSIDERED:

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

No Build:

This alternative would not improve the intersection at SR 66 and Epworth Road. While this alternative would have eliminated costs and any environmental impacts, it would not have met the objectives of the purpose and need of the project. Therefore, this alternative was discarded from further consideration.

Bow-Tie Intersection:

This alternative would have constructed a bow-tie intersection at SR 66 and Epworth Road. However, this alternative was predicted to be less effective than the preferred alternative at reducing congestion on the mainline where the majority of crashes occur; therefore, it would not meet the objectives of the project's purpose and need and was discarded from further consideration.

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Hybrid Boulevard Left/Displaced Left-Turn Intersection:

This alternative would have constructed a hybrid boulevard left/displaced left turn at the SR 66 and Epworth Road intersection. This alternative was predicted to be effective at reducing congestion on the mainline where the majority of crashes occur and would have also improved the weaving conditions between I-69 and the intersection. Therefore, the hybrid boulevard left/displaced left turn was the original preferred alternative. During stakeholder coordination, Warrick County disputed the traffic growth rates utilized in analysis of Epworth Road. After additional coordination, revised growth rates were agreed upon. The hybrid boulevard left/displaced left turn was analyzed with the revised traffic growth predictions. During the coordination, Warrick County also requested that a dual displaced left turn intersection alternative be investigated. This alternative would have met the objectives of the purpose and need of the project. However, due to stakeholder opposition to the hybrid boulevard left/displaced left turn, the dual displaced left turn was advanced as the preferred alternative and this alternative was dismissed from further consideration.

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

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

ROADWAY CHARACTER:

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

Name of Roadway SR 66
 Functional Classification: Principal Arterial
 Current ADT: 44,484 VPD (2021) Design Year ADT: 66,378 VPD (2041)
 Design Hour Volume (DHV): 13,002 Truck Percentage (%) 3.0
 Designed Speed (mph): 50 Legal Speed (mph): 50

	Existing		Proposed	
Number of Lanes:	8		10	
Type of Lanes:	6 through lanes (3 in each direction), 1 left turn lane, and 1 right turn lane		6 through lanes (3 in each direction), 2 left turn lanes, and 2 right turn lanes (1 in each direction)	
Pavement Width:	122	ft.	176	ft.
Shoulder Width:	10	ft.	10	ft.
Median Width:	6	ft.	30	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Epworth Road - North of SR 66
 Functional Classification: Major Collector
 Current ADT: 13,965 VPD (2021) Design Year ADT: 15,534 VPD (2041)
 Design Hour Volume (DHV): 1,234 Truck Percentage (%) 8.0
 Designed Speed (mph): 30 Legal Speed (mph): 30

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	Existing		Proposed	
Number of Lanes:	5		7	
Type of Lanes:	4 through lanes (2 in each direction) and 1 SB left turn lane		4 through lanes (2 in each direction), 2 SB left turn lanes, and 1 SB right turn lane	
Pavement Width:	68	ft.	90	ft.
Shoulder Width:	2	ft.	2	ft.
Median Width:	4	ft.	4	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Epworth Road - South of SR 66
 Functional Classification: Major Collector
 Current ADT: 13,965 VPD (2021) Design Year ADT: 15,534 VPD (2041)
 Design Hour Volume (DHV): 1,234 Truck Percentage (%) 8.0
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed	
Number of Lanes:	6		8	
Type of Lanes:	2 SB through lanes, 1 NB through lane, 2 NB left turn lanes, and 1 NB right turn lane		4 through lanes (2 in each direction), 2 NB left turn lanes, 2 right turn lanes (1 in each direction)	
Pavement Width:	76	ft.	96	ft.
Shoulder Width:	2	ft.	2	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

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

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

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

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

Within the project area, 14 culverts are present. Six of the culverts are anticipated to receive work as part of the project. None of the culverts have structure numbers due to their size. Please refer to the table below for details.

Station*	Existing Structure Type and Diameter	Existing Structure Length	Waterway/ Wetland Impacted	Work Planned
292+06 "PR-A"	96" CMP	534'	None	None
292+24 "PR-A"	96" CMP	534'	None	None
312+97 "PR-A"	36" CMP	186'	UNT 2 to Howard Ditch	The existing pipe will remain. The proposed storm sewer will connect to existing pipe at two locations with manholes. The north end of the existing pipe will be extended 40 feet and become part of an enclosed storm sewer system due to a portion of UNT 2 to Howard Ditch becoming encapsulated.
314+81 "PR-A"	36" CMP	195'	None	The existing pipe will be replaced with 215 feet of 60" x 38" CMPA.
331+16 "PR-A", Lt	15" RCP	84'	None	None
337+67 "PR-A", Lt.	15" RCP	30'	None	None
45+36 "PR-2055 Epworth"	24" X 72" RC Box Culvert	167'	None	None
45+50 "PR-2055 Epworth", Lt.	24" X 72" RC Box Culvert	81'	None	None
53+41 "PR-2055 Epworth"	24" RCP	101	Wetlands H & I	The existing pipe will be extended on both ends due to Epworth Road widening.
54+12 "PR-2055 Epworth", Lt.	15" CMP	71'	Wetland I	The existing pipe will be extended on the outlet end due to Epworth Road widening.
55+45 "PR-2055 Epworth", Lt.	15" CMP	45'	None	None
16+20 "PR-Ramp B", Rt.	36" CMP	119'	None	The existing pipe will be removed (Pipe is under existing I-69 NB entrance ramp).
15+00 "PR-Ramp D"	36" CMP	126'	None	None
18+75 "PR-Ramp D", Lt.	36" CMP	94'	None	A proposed manhole will be connected to the outlet end of the existing pipe and a 93-foot long 36-inch diameter pipe will be installed under the proposed relocated I-69 NB exit ramp. Work will occur on the downstream end. No impacts to Wetland D will occur.

*Refer to Appendix B, pages 67-73 for stationing.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

The MOT for the project will be carried out in three phases. Phase 1 will restrict one through lane on WB SR 66 between I-69 and Grimm Road to construct improvements on the north side of SR 66 including the new SR 66 WB to I-69 NB entrance ramp. Two 10-foot through lanes will remain open, as well as a left turn lane to SB Epworth Road. The existing ramp will remain open during construction. In Phase 1, Epworth Road north of SR 66 will be restricted to one NB lane, one SB through and right-turn lane combined, and one SB left-turn lane. Phase 2 will shift the traffic on SR 66 toward the outside, leaving two 10-foot through lanes in each direction. Work during this phase will be in the median of SR 66. Epworth Road will be unrestricted in its current lane configuration. Phase 3 will restrict one through lane on EB SR 66 between I-69 and Grimm Road to construct improvements on the south side of SR 66 including the new I-69 NB to SR 66 EB exit ramp. There will also be a single lane restriction on WB SR 66 near the existing SR 66 WB to I-69 NB entrance ramp to remove the ramp pavement. Two 11-foot dual left-turn lanes will remain open, as well as a 12-foot through lane in each direction on Epworth Road south of SR 66. The existing SR 66 WB to I-69 NB entrance ramp will remain open during construction. Epworth Road north of SR 66 will be unrestricted in its current lane configuration. During MOT Phases 2 and 3, detours will be in place for left turns onto Epworth Road from SR 66. The detour for left turns onto SB Epworth Road from WB SR 66 will utilize the I-69 interchange ramps and EB SR 66 (Appendix B, page 63). The detour for left turns onto NB Epworth Road from EB SR 66 will utilize I-69 and SR 62 (Appendix B, page 64). In addition, a wide load detour utilizing I-69, SR 62, and SR 261 will be in place for all phases (Appendix B, page 65).

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 300,000 (2018) Right-of-Way: \$ 256,000* (2022) Construction: \$ 4,143,987 (2023)

*Right-of-Way funds will be 100% state funded and are not represented in the 2020-2024 Statewide Transportation Improvement Program (STIP).

Anticipated Start Date of Construction: Summer 2022

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	0.20	0.05
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
Other:	0	0
TOTAL	0.20	0.05

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

Within the project area, existing ROW along SR 66 extends approximately 120 to 260 feet north and 100 to 280 feet south of the SR 66 centerline and includes the SR 66 roadway, two frontage roads (one north and one south of SR 66), roadside ditches, streams, wetlands, and maintained roadside. Existing ROW along Epworth Road within the project area extends approximately 50 to 75 feet west and 65 to 420 feet east of the centerline and includes roadway, roadside ditches, streams, wetlands, and maintained roadside.

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The project requires approximately 0.20 acre of permanent ROW from the German American Bank and the former Boston's restaurant at the northwest quadrant of the SR 66/Epworth Road intersection. The acquisition area is approximately 6 to 30 feet wide and 578 feet long and currently consists of parking lot, business signage, and maintained grass. The project also requires approximately 0.05 acre of temporary ROW from German American Bank that includes two separate areas, a 34-foot wide by 37-foot long area in the southeastern portion of the parking lot and a 125-foot long, 10-foot wide strip of maintained grass to the south of the bank's drive through area.

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on January 24, 2019 (Appendix C, pages 1-5). The project scope and footprint were subsequently expanded and an addendum was sent on December 20, 2021 (Appendix C, pages 6-9).

Agency	Date Sent	Date Response Received	Appendix
U.S. Fish and Wildlife Service (USFWS), Bloomington Field Office	January 24, 2019; December 20, 2021	February 26, 2019	Appendix C, pages 43-44
FHWA, Indiana Division	January 24, 2019; December 20, 2021	No response received	
National Resources Conservation Service (NRCS), Indianapolis Office	January 24, 2019; December 20, 2021	January 31, 2019; January 20, 2022	Appendix C, pages 37-38
U.S. Army Corps of Engineers (USACE), Louisville District	January 24, 2019; December 20, 2021	No response received	
U.S. Housing and Urban Development	January 24, 2019; December 20, 2021	No response received	
National Park Service	January 24, 2019; December 20, 2021	No response received	
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR DFW)	January 24, 2019; December 20, 2021	February 20, 2019; January 19, 2022	Appendix C, pages 39-42
IDNR Division of Reclamation	September 25, 2019	October 11, 2019	Appendix C, page 43
Indiana Department of Environmental Management (IDEM)	January 24, 2019; December 20, 2021	January 24, 2019 (autogenerated) December 20, 2021 (autogenerated)	Appendix C, pages 10-26
IDEM, Groundwater Section	September 19, 2019	October 8, 2019	Appendix C, page 27
INDOT, Office of Public Involvement	January 24, 2019	January 29, 2019	Appendix C, page 34
INDOT, Utilities and Railroad Division	January 24, 2019; December 20, 2021	No response received	
INDOT Vincennes District, Project Manager	January 24, 2019	No response received	
INDOT Vincennes District, Environmental Manager	January 24, 2019; December 20, 2021	February 4, 2019; December 22, 2021	Appendix C, pages 35-36
INDOT ESD	January 24, 2019; December 20, 2021	No response received	
Indiana Geological and Water Survey (IGWS)	January 24, 2019; December 20, 2021	January 24, 2019 (autogenerated) December 20, 2021 (autogenerated)	Appendix C, pages 28-33

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Warrick County Board of Commissioners	January 24, 2019; December 20, 2021	No response received	
Warrick County Council	January 24, 2019; December 20, 2021	No response received	
Warrick County Highway Engineering	January 24, 2019; December 20, 2021	No response received	
Warrick County, Ohio Township Trustee	January 24, 2019; December 20, 2021	No response received	
Warrick County Surveyor	January 24, 2019; December 20, 2021	No response received	
Warrick County Emergency Management	January 24, 2019; December 20, 2021	No response received	
Warrick County MS4	January 24, 2019; December 20, 2021	No response received	
Evansville Metropolitan Planning Organization	January 24, 2019; December 20, 2021	No response received	
St. Luke's Lutheran Church	January 24, 2019; December 20, 2021	No response received	
Deaconess Hospital	January 24, 2019; December 20, 2021	No response received	
Orthopedic Associates (East Newburgh)	January 24, 2019; December 20, 2021	No response received	
Basinski & Juran MDs	January 24, 2019; December 20, 2021	No response received	
St. Vincent Urgent Care - Epworth Crossing	January 24, 2019; December 20, 2021	No response received	
The Lung Centre	January 24, 2019; December 20, 2021	February 8, 2022	Appendix C, pages 69-71
Oral Surgery Group	January 24, 2019; December 20, 2021	No response received	
Deaconess Orthopedic Neuroscience Hospital	December 20, 2021	No response received	
Warrick County Floodplain Administrator	December 20, 2021	No response received	

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

SECTION B – ECOLOGICAL RESOURCES:

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

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Total stream(s) in project area: 2,457 Linear feet Total impacted stream(s): 766 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Howard Ditch	Perennial	486	0	Please refer to Appendix F, page 30 for a map showing stream location, flow direction, and OHWM information
Unnamed Tributary (UNT) 1 to Howard Ditch	Intermittent	1,361	477	Please refer to Appendix F, page 31 for a map showing stream location, flow direction, and OHWM information.
UNT 2 to Howard Ditch	Intermittent	558	289	Please refer to Appendix F, page 31 for a map showing stream location, flow direction, and OHWM information.
UNT 3 to Howard Ditch	Ephemeral	52	0	Please refer to Appendix F, page 30 for a map showing stream location, flow direction, and OHWM information.

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

Based on a desktop review, the aerial maps of the project area (Appendix B, pages 3-4), the RFI report (Appendix E, page 9), and the RFI addendum (Appendix E, page 18), there are four streams within the 0.5 mile search radius. That number could not be confirmed or updated as the field work for the project area did not encompass the entire 0.5 mile search radius. The site visits on August 10 and 11, 2021 by Lochmueller Group identified four streams, rivers, watercourses, or other jurisdictional features present within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office (EWPO) on December 30, 2021. Please refer to Appendix F, pages 2-37 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that four streams are present within the waters survey area. The USACE makes all final determinations regarding jurisdiction.

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

Howard Ditch

Howard Ditch is a perennial stream feature that begins south of the survey area and flows north through the western portion of the project area near the SR 66/I-69 interchange (Appendix F, page 30). Within the project area, Howard Ditch is entirely contained within two 12.5-foot diameter culverts. No portion of Howard Ditch within the project area displays bed and bank with ordinary high water mark (OHWM) as it is captured within culverts. Howard Ditch is considered to exhibit poor quality based on substrate composition and channelization. Howard Ditch is considered to be a relatively permanent waterway (RPW) with a connection to the Ohio River, a traditionally navigable waterway (TNW), via Pigeon Creek and Brandies Ditch. Howard Ditch meets the definition of a Waters of the U.S. under Section 404 of the Clean Water Act due to its designation as a perennial channel and connection to a TNW, the Ohio River. This stream is not subject to USACE jurisdiction under Section 10 of the Rivers and Harbors Act. The entirety of the stream within the project limits is encapsulated; therefore, no impacts are anticipated.

UNT 1 to Howard Ditch

UNT 1 to Howard Ditch is an intermittent stream feature that begins in the survey area north of SR 66 and flows west towards Epworth Road and then turns and flows north along the east side of Epworth Road beyond the survey area (Appendix F, page 31). UNT 1 to Howard Ditch is fed by UNT 2 to Howard Ditch and overflow from the open water feature south of the survey area and flows for significant periods after rainfall; therefore, it is an intermittent stream. The OHWM is 2.6 feet wide by 0.2 feet deep. UNT 1 to Howard Ditch is considered to be an RPW with a connection to the Ohio River, a TNW, via Pigeon Creek, Brandies Ditch, Lockwood Ditch, and Howard Ditch. UNT 1 to Howard Ditch meets the definition of a Waters of the U.S. under Section 404 of the Clean Water Act due to its designation as an intermittent channel and connection to a traditionally navigable water, the Ohio River. Approximately 477 linear feet of permanent impacts to UNT 1 to Howard Ditch are anticipated as a result of the placement of 9 cubic yards of clean earthen fill and 3 cubic yards of riprap below the OHWM.

UNT 2 to Howard Ditch

UNT 2 to Howard Ditch is an intermittent stream feature that begins south of SR 66 and west of Epworth Road at an open water pond outside the survey area and flows north through two culverts under SR 66 and Epworth Road into UNT 1 to Howard Ditch

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(Appendix F, page 31). UNT 2 to Howard Ditch is fed by overflow from the open water feature south of the survey area and flows for significant periods after rainfall; therefore, it is an intermittent stream. The OHWM is 2.58 feet wide by 0.21 feet deep. UNT 2 to Howard Ditch is considered to be a RPW with a connection to the Ohio River, a TNW, via Pigeon Creek, Brandies Ditch, Lockwood Ditch, and Howard Ditch, and UNT 1 to Howard Ditch. UNT 2 to Howard Ditch meets the definition of a Waters of the U.S. under Section 404 of the Clean Water Act due to its designation as an intermittent channel and connection to the Ohio River. Although not within the streambed, approximately 268 linear feet of 36-inch diameter pipe will be added and will encapsulate a portion of the stream. Approximately 289 linear feet of permanent impacts to UNT 2 to Howard Ditch are anticipated as a result of the placement of 6 cubic yards of clean earthen fill below the OHWM and encapsulation of the stream within the project limits.

UNT 3 to Howard Ditch

UNT 3 to Howard Ditch is an ephemeral stream feature that begins north of the WB SR 66 to NB I-69 entrance ramp and flows east beyond the survey area into Howard Ditch (Appendix F, page 30). UNT 3 to Howard Ditch receives runoff from the roadway and after rainfall; therefore, it is ephemeral. The OHWM is 3.08 feet wide by 0.17 feet deep. UNT 3 to Howard Ditch is considered to be a non-relatively permanent waterway (non-RPW) with a connection to the Ohio River, a TNW, via Pigeon Creek, Brandies Ditch, Lockwood Ditch, and Howard Ditch. UNT 3 to Howard Ditch meets the definition of a Waters of the U.S. under Section 404 of the Clean Water Act due to its designation as an ephemeral channel and connection to the Ohio River. The entirety of UNT 3 to Howard Ditch is located outside the construction limits for the project. Therefore, no impacts are expected.

A total of 766 linear feet (0.06 acre) of permanent impacts, including 477 linear feet (0.04 acre) of impacts to UNT 1 to Howard Ditch and 289 linear feet (0.02 acre) of impacts to UNT 2 to Howard Ditch, are anticipated as a result of this project. A USACE Section 404 Regional General Permit (RGP) and an IDEM Section 401 Individual Permit (IP) will likely be required due to these impacts. Mitigation will likely be required and will be determined during permitting.

The IDNR DFW responded to early coordination on February 20, 2019 and January 19, 2022 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, pages 39-42). These recommendations included seeding and protecting all disturbed streambanks and slopes and implementing appropriate erosion and sediment control measures. All applicable recommendations are included in the Environmental Commitments section of this document.

The USFWS responded to early coordination on February 26, 2019 with recommendations to restrict below low-water work in streams, restrict channel work to the minimum necessary, minimize the extent of riprap in bank stabilization, avoid work in streams during fish spawning season (April 1 to June 30), and evaluate wildlife crossings under bridges/culverts when appropriate (Appendix C, pages 44-45). All applicable recommendations are included in the Environmental Commitments section of this document.

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

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

Based on the desktop review, the aerial maps of the project area (Appendix B, pages 3-4), the RFI report (Appendix E, page 9), and the RFI addendum (Appendix E, page 18), there are 24 open water features within the 0.5 mile search radius. That number could not be confirmed or updated as the field work for the project area did not encompass the entire 0.5 mile search radius. The site visits on August 10 and 11, 2021 by Lochmueller Group did not identify any open water features. No open water features are present within or adjacent to the project area; therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPO on December 30, 2021. Please refer to Appendix F, pages 2-37 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no open water features are present within the waters survey area. The USACE makes all final determinations regarding jurisdiction.

The IDNR DFW responded on February 20, 2019 and January 19, 2022 with recommendations to avoid or minimize impacts to fish, botanical, and wildlife resources (Appendix C, pages 39-42). The recommendations are not applicable to other surface waters.

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Wetlands

Presence

Impacts

Yes

No

Total wetland area: 1.144 Acre(s) Total wetland area impacted: 0.187 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland A	palustrine, emergent, persistent (PEM1)	0.140	0	Wetland A is located 70 feet northeast of the WB SR 66 to NB I-69 entrance ramp (Appendix F, page 30).
Wetland B	PEM1	0.036	0	Wetland B is located within the NB I-69 to WB SR 66 cloverleaf, 133 feet north of the SR 66 centerline (Appendix F, page 30).
Wetland C	PEM1	0.019	0.018	Wetland C is located east of the NB I-69 to WB SR 66 cloverleaf, 144 feet north of the SR 66 centerline (Appendix F, page 30).
Wetland D	PEM1	0.057	0	Wetland D is located within the EB SR 66 to NB I-69 cloverleaf, 95 feet south of the SR 66 centerline (Appendix F, page 30).
Wetland E	PEM1	0.003	0	Wetland E is located 60 feet southeast of the NB I-69 to EB SR 66 exit ramp centerline (Appendix F, page 30).
Wetland F	PEM1	0.200	0.075	Wetland F is located west of Epworth Road, 80 feet north of the SR 66 centerline (Appendix F, pages 30 and 31).
Wetland G	PEM1	0.371	0.002	Wetland G is located west of Epworth Road, 89 feet south of the SR 66 centerline (Appendix F, pages 30 and 31).
Wetland H	PEM1	0.035	0.006	Wetland H is located along the west side of Epworth Road just south of the SR 66 intersection (Appendix F, page 31).
Wetland I	PEM1	0.030	0.030	Wetland I is located along the east side of Epworth Road, just north of SR 66 Frontage Road South (Appendix F, page 31).
Wetland J	PEM1	0.178	0.056	Wetland J is located south of and parallel to SR 66, east of Epworth Road (Appendix F, pages 31 and 32).
Wetland K	PEM1	0.013	0	Wetland K is located north of and parallel to SR 66 west of Grimm Road (Appendix F, page 32).
Wetland L	PEM1	0.062	0	Wetland L is located south of and parallel to SR 66 west of Grimm Road (Appendix F, page 32).

Wetlands (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

Documentation

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

ESD Approval Dates

December 30, 2021

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

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

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

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

Based on the desktop review, the aerial maps of the project area (Appendix B, pages 3-4), the RFI report (Appendix E, page 9,) and the RFI addendum (Appendix E, page 18), there are 17 wetlands within the 0.5 mile search radius. That number could not be confirmed or updated as the field work for the project area did not encompass the entire 0.5 mile search radius. The site visits on August 10 and 11, 2021 identified 12 wetlands within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPO on December 30, 2021. Please refer to Appendix F, pages 2-37 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that 12 wetland features are present within the waters survey area. The USACE makes all final determinations regarding jurisdiction.

Wetland A

Wetland A is a 0.140-acre emergent wetland located within a roadside ditch located 70 feet northeast of the WB SR 66 to NB I-69 entrance ramp. This wetland would be classified as a PEM1 wetland and is of poor quality due to its size and quality of vegetation. Wetland A does not directly abut or directly connect to any jurisdictional Waters of the U.S. Therefore, in accordance with the Navigable Waters Protection Rule, Wetland A is not considered a jurisdictional feature subject to Section 404 regulation under the Clean Water Act. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the US. However, INDOT is requesting that the USACE take jurisdiction of the wetland. Wetland A is located entirely outside of the construction limits for the project; therefore, no impacts are expected.

Wetland B

Wetland B is a 0.036-acre wetland located within the NB I-69 to WB SR 66 cloverleaf located 133 feet north of the SR 66 centerline. This wetland would be classified as a PEM1 wetland and is of poor quality based on its size and quality of vegetation. Wetland B does not directly abut or directly connect to any jurisdictional Waters of the U.S. Therefore, in accordance with the Navigable Waters Protection Rule, Wetland B is not considered a jurisdictional feature subject to Section 404 regulation under the Clean Water Act. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the US. However, INDOT is requesting that the USACE take jurisdiction of the wetland. Wetland B is located entirely outside of the construction limits for the project; therefore, no impacts are expected.

Wetland C

Wetland C is a 0.019-acre wetland located east of the NB I-69 to WB SR 66 cloverleaf and 144 feet north of the SR 66 centerline. This wetland would be classified as a PEM1 wetland. Wetland C has formed within an excavated drainage feature for transportation purposes. Based on a qualitative assessment of Wetland C, this wetland is of poor quality based on its size and quality of vegetation. Wetland C does not directly abut or directly connect to any jurisdictional Waters of the U.S. Therefore, in accordance with the Navigable Waters Protection Rule, Wetland C is not considered a jurisdictional feature subject to Section 404 regulation under the Clean Water Act. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of the wetland. Permanent impacts to Wetland C include 0.018 acre of impacts for the placement of 82 cubic yards of fill for embankment widening.

Wetland D

Wetland D is a 0.057-acre wetland located within the EB SR 66 to NB I-69 cloverleaf and 95 feet south of the SR 66 centerline. This wetland would be classified as a PEM1 wetland and is of poor quality based on its size and quality of vegetation. Wetland D does not directly abut or directly connect to any jurisdictional Waters of the U.S. Therefore, in accordance with the Navigable Waters Protection Rule, Wetland D is not considered a jurisdictional feature subject to Section 404 regulation under the Clean Water Act. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of Wetland D. Wetland D is located entirely outside of the construction limits for the project; therefore, no impacts are expected.

Wetland E

Wetland E is a 0.003-acre wetland located 60 feet southeast of the NB I-69 to EB SR 66 exit ramp centerline. This wetland would be classified as a PEM1 wetland. Wetland E has formed within a scour hole at the outlet of a roadway culvert and is of poor quality based on its size and quality of vegetation. Wetland E does not directly abut or directly connect to any jurisdictional feature Waters of the U.S. Therefore, in accordance with the Navigable Waters Protection Rule, Wetland E is not considered a jurisdictional feature subject to Section 404 regulation under the Clean Water Act. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of Wetland E. Wetland E is located entirely outside of the construction limits for the project; therefore, no impacts are expected.

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Wetland F

Wetland F is a 0.200-acre wetland located west of Epworth Road, 80 feet north of the SR 66 centerline. This wetland would be classified as a PEM1 wetland. Wetland F has formed within an excavated drainage feature for transportation purposes and is of poor quality based on its size and quality of vegetation. Wetland F does not directly abut or directly connect to any jurisdictional Waters of the U.S. Therefore, in accordance with the Navigable Waters Protection Rule, Wetland F is not considered a jurisdictional feature subject to Section 404 regulation under the Clean Water Act. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of Wetland F. Permanent impacts to Wetland F include 0.075 acre of impacts for the placement of 6 cubic yards of Class I riprap for scour protection and 231 cubic yards of fill for embankment widening.

Wetland G

Wetland G is a 0.371-acre wetland located west of Epworth Road, 89 feet south of the SR 66 centerline. This wetland would be classified as a PEM1 wetland and is of poor quality based on its size and quality of vegetation. Wetland G provides surface flow to UNT 2 to Howard Ditch which has connection to a TNW the Ohio River via UNT 1 to Howard Ditch, Howard Ditch, Lockwood Ditch, Brandies Ditch and Pigeon Creek and therefore is considered a jurisdictional water of the U.S subject to Section 404 regulation under the Clean Water Act. Permanent impacts to Wetland G include 0.002 acre of impacts for the placement of 5 cubic yards of revetment riprap for scour protection.

Wetland H

Wetland H is a 0.035-acre wetland located along the west side of Epworth Road, just south of the SR 66 intersection. This wetland would be classified as a PEM1 wetland. Based on a qualitative assessment of Wetland H, this wetland is of poor quality due to its size and quality of vegetation. Wetland H provides surface flow to UNT 2 to Howard Ditch which has connection to a TNW, the Ohio River, via UNT 1 to Howard Ditch, Howard Ditch, Lockwood Ditch, Brandies Ditch and Pigeon Creek. Therefore, Wetland H is considered a jurisdictional water of the U.S subject to Section 404 regulation under the Clean Water Act. Permanent impacts to Wetland H include 0.006 acre of impacts for the placement of 8 cubic yards of revetment riprap and 2 cubic yards of fill for embankment widening.

Wetland I

Wetland I is a 0.030-acre wetland located along the east side of Epworth Road, just north of SR 66 Frontage Road South. This wetland has formed within an excavated drainage feature for transportation purposes. Wetland I would be classified as a PEM1 wetland and is of poor quality due to its size and quality of vegetation. Wetland I does not directly abut or directly connect to any jurisdictional Waters of the U.S. Therefore, in accordance with the Navigable Waters Protection Rule, Wetland I is not considered a jurisdictional feature subject to Section 404 regulation under the Clean Water Act. INDOT acknowledges that the wetland would likely not meet the definition of the Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of Wetland I. Permanent impacts to Wetland I include 0.030 acre of impacts for the placement of 39 cubic yards of fill for embankment widening.

Wetland J

Wetland J is a 0.178-acre wetland located south of and parallel to SR 66, east of Epworth Road. This wetland has formed within a drainage feature excavated for transportation purposes. Wetland J would be classified as a PEM1 wetland and is of poor quality due to its size and quality of vegetation. Wetland J provides surface flow to UNT 1 to Howard Ditch which has connection to a TNW, the Ohio River, Howard Ditch, Lockwood Ditch, Brandies Ditch and Pigeon Creek. Therefore, Wetland J is considered a jurisdictional water of the U.S. subject to Section 404 regulation under the Clean Water Act. Permanent impacts to Wetland J include 0.056 acre of impacts for the placement of 2 cubic yards of revetment riprap for scour protection and 273 cubic yards of fill for embankment widening.

Wetland K

Wetland K is a 0.013-acre wetland located north of and parallel to SR 66, west of Grimm Road. Wetland K has formed within a drainage feature that was excavated for transportation purposes. This would be classified as a PEM1 wetland and is of poor quality due to its size and quality of vegetation. Wetland K does not directly abut or directly connect to any jurisdictional Waters of the U.S. Therefore, in accordance with the Navigable Waters Protection Rule, Wetland K is not considered a jurisdictional feature subject to Section 404 regulation under the Clean Water Act. INDOT acknowledges that the wetland would likely not meet the definition of the Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of Wetland K. Wetland K is located entirely outside of the construction limits for the project; therefore, no impacts are expected.

Wetland L

Wetland L is a 0.062-acre wetland located south of and parallel to SR 66 west of Grimm Road. Wetland L has formed within a drainage feature that was excavated for transportation purposes. As defined by Cowardin et al. (1979), this wetland would be classified as a PEM1 wetland. Based on a qualitative assessment of Wetland L, this wetland is of poor quality due to its size and quality of vegetation. Wetland L does not directly abut or directly connect to any jurisdictional Waters of the U.S. Therefore, in

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accordance with the Navigable Waters Protection Rule, Wetland L is not considered a jurisdictional feature subject to Section 404 regulation under the Clean Water Act. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of Wetland L. Wetland L is located entirely outside of the construction limits for the project; therefore, no impacts are expected.

A total of 0.187 acre of wetland impacts are anticipated. The construction limits were minimized to reduce wetland impacts to the greatest extent possible. Avoidance alternatives are not practicable because they would not allow the project to meet the objectives of its purpose and need. USACE Section 404 and IDEM Section 401 permits will likely be needed. Mitigation will likely be required and will be determined during permitting.

Recommendations provided by IDNR DFW on February 20, 2019 and January 19, 2022 (Appendix C, pages 39-42) and USFWS on February 26, 2019 (Appendix C, pages 44-45) were not applicable to wetlands.

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

Total terrestrial habitat in project area: 22.54 Acre(s) Total tree clearing: 0.02 Acre(s)

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

Based on a desktop review, site visits on August 10 and 11, 2021, and the aerial maps of the project area (Appendix B, pages 3-4), there is maintained roadside habitat within and adjacent to the project area. Dominant species within the tree layer of the maintained roadside habitat include bur oak (*Quercus macrocarpa*), black willow (*Salix nigra*), and callery pear (*Pyrus calleryana*). Dominant species within the herbaceous layer of the maintained roadside habitat include rough barnyard grass (*Echinochloa muricata*), narrow leaf plantain (*Plantago lanceolata*), dallisgrass (*Paspalum dilatatum*), tall false rye grass (*Schedonorus arundinaceus*), green bristle grass (*Setaria viridis*), bermudagrass (*Cynodon dactylon*), path rush (*Juncus tenuis*), yellow nutsedge (*Cyperus esculentus*), shallow sedge (*Carex lurida*), purpletop tridens (*Tridens flavus*), Japanese bristlegrass (*Setaria faberi*), johnson grass (*Sorghum halepense*), carpetgrass (*Arthraxon hispidus*), broadleaf cattail (*Typhus latifolia*), white clover (*Trifolium repens*), Kentucky bluegrass (*Poa pratensis*), rice cutgrass (*Leersia oryzoides*), softstem bullrush (*Schoenoplectus tabernaemontani*), and floating willow primrose (*Ludwigia peploides*). Approximately 7.24 acres of disturbance to maintained roadside habitat, including 0.02 acre of tree clearing, is anticipated as a result of the planned intersection improvements. The construction limits were minimized to the greatest extent possible to avoid terrestrial impacts. Avoidance alternatives would not be practicable because they would not allow space for the ramp realignments or widening of the SR 66 roadway to accommodate the new traffic pattern. Mitigation is not anticipated at this time but will be determined during permitting. As the project will result in one acre or more of land disturbance, an IDEM Rule 5 permit will likely be required.

The IDNR DFW responded to early coordination on February 20, 2019 and January 19, 2022 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, pages 39-42). These recommendations included revegetating all bare and disturbed areas, minimizing tree and brush clearing, tree cutting restrictions, seeding and protecting all disturbed streambanks and slopes, mitigation guidelines for tree removal, and implementing appropriate erosion and sediment control measures. All applicable recommendations are included in the Environmental Commitments section of this document.

The USFWS responded to early coordination on February 26, 2019 with recommendations to refrain from tree clearing outside the construction zone boundaries and implementing temporary erosion and sediment control measures (Appendix C, pages 44-45). All applicable recommendations are included in the Environmental Commitments section of this document.

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Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed
 Section 7 informal consultation completed (IPaC cannot be completed)
 Section 7 formal consultation Biological Assessment (BA) required

Yes	No
X	
	X
	X

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
 State species (not bird) found in project area (based upon consultation with IDNR)

Yes	No
	X
	X

Migratory Birds

Known usage or presence of birds (i.e. nests)
 State bird species based upon coordination with IDNR

Yes	No
	X
	X

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

Based on a desktop review, the RFI report (Appendix E, pages 13-14) completed on July 20, 2018, and the RFI addendum completed on January 6, 2022 by Lochmueller Group (Appendix E, page 16), the IDNR Warrick County Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR DFW early coordination response letters dated February 20, 2019 and January 19, 2022 (Appendix C, pages 39-42), the Natural Heritage Program's Database has been checked and to date no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. No critical habitats are present. An INDOT 0.5-mile bat review occurred on July 1, 2021. The review did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal and an official species list was generated (Appendix C, pages 46-51). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana bat and NLEB.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. Culvert inspections occurred on August 10 and 11, 2021 and no bats or signs of bats were found using the structures (Appendix C, pages 66-67). An effect determination key was completed on December 20, 2021 and based on the responses provided, it was found that the project "may affect, but is not likely to adversely affect (NLAA)" the Indiana bat and/or the NLEB (Appendix C, pages 52-65). INDOT reviewed and verified the effect finding on December 21, 2021 and requested USFWS's review of the finding (Appendix C, page 68). No response was received from the USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. AMMs required for the project include Lighting AMMs 1 and 2, Tree Removal AMMs 1-4, General AMM 1, and Hibernacula AMM 1. AMMs are included as firm commitments in the Environmental Commitments section of this document.

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

Geological and Mineral Resources

Project located within the Potential Karst Features Area of Indiana
 Karst features identified within or adjacent to the project area
 Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
X	
	X
	X

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

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

Based on a desktop review and the Indiana Karst Region map, the project is located in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page 2), the RFI report (Appendix E, page 9), and the RFI addendum (Appendix E, page 18), there are no karst features identified within or adjacent to the project area. In the early coordination responses dated January 24, 2019 and December 20, 2021, the IGWS did not indicate that karst features exist in the project area. The IGWS indicated potential mine subsidence, high liquefaction potential, 1% annual chance flood hazard, high potential of encountering bedrock resources, and active or abandoned underground coal mines in the vicinity (Appendix C, pages 28-33). The response from IGWS was communicated to the designer on December 20, 2021. No impacts are expected.

The RFI completed for the project and signed by INDOT Site Assessment and Management (SAM) on July 20, 2018 recommended coordination with IDNR Division of Reclamation due to a underground mine located within the project area (Appendix E, page 11). An early coordination letter was sent to IDNR Division of Reclamation on September 25, 2019. The IDNR Division of Reclamation responded on October 11, 2019 stating that they do not foresee any adverse effects incurred as a result of the project (Appendix C, page 43). An addendum to early coordination was sent on December 20, 2021. No response has been received to date. No impact is anticipated.

SECTION C – OTHER RESOURCES

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

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

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

IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on December 20, 2021 by Lochmueller Group. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on December 27, 2021 by Lochmueller Group. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Lochmueller Group on December 27, 2021, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on January 24, 2019 to the Warrick County MS4 coordinator and an addendum to the early coordination letter was sent on December 20, 2021. The MS4 coordinator did not respond within the 30-day time frame.

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Based on a desktop review, site visits on August 10 and 11, 2021, and the aerial maps of the project area (Appendix B, pages 3-4), this project is located where there is a public water system. The Town of Chandler has a water main that runs north-south along the west side of Epworth Road within the project area. This water main crosses the proposed storm sewer just north of SR 66 and may be impacted depending on the depth of the water main. Coordination with the Town of Chandler is ongoing as part of the design process.

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

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

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

Based on a desktop review of The IDNR Floodplain Information Portal website (<https://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Lochmueller Group on December 27, 2021, the RFI report (Appendix E, page 9), and the RFI addendum (Appendix E, page 18), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 1). An early coordination letter was sent to the local floodplain administrator on December 20, 2021. The floodplain administrator did not respond within the 30-day timeframe. This project qualifies as a Category 1 per the current INDOT CE Manual, which states although this project involves work within the horizontal limits of the 100-year floodplain, no work is being performed below the 100-year flood elevation and as a result this project does not encroach upon the base floodplain.

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

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

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

Based on a desktop review, site visits on August 10 and 11, 2021 by Lochmueller Group, and the aerial maps of the project area (Appendix B, pages 3-4), there is farmland as defined by the Farmland Protection Policy Act within the project area. The project will not convert any farmland because no ROW impacts to farmland are anticipated. An early coordination letter was sent to NRCS on January 24, 2019 and an addendum to the early coordination letter was sent on December 20, 2021. The NRCS responded on January 31, 2019 and January 20, 2022 stating that the proposed project will not cause a conversion of prime farmland (Appendix C, pages 37-38).

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SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s) A-2, A-3, B-1, B-2, and B-3	INDOT Approval Date(s) April 8, 2019; January 18, 2022	N/A
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Full 106 Effect Finding
 No Historic Properties Affected No Adverse Effect Adverse Effect

Eligible and/or Listed Resources Present
 NRHP Building/Site/District(s) Archaeology NRHP Bridge(s)

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

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

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

On April 8, 2019 the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category A, Types 2 and 3 and Category B, Types 1, 2, and 3 under the Minor Projects Programmatic Agreement (MPPA). Due to the updates to the project scope and footprint, the project was re-evaluated and INDOT CRO provided an updated MPPA form on January 18, 2022 (Appendix D, pages 1-5). It was determined that the project still falls under the aforementioned categories of the MPPA. Category A, Type 2 covers all work within interchanges and within medians of divided highways in previously disturbed soils. Category A, Type 3 covers replacement, repair, lining, or extension of culverts that do not exhibit wood, stone, or brick structures or parts. Category B, Type 1 conditionally covers replacement, repair, or installation of curbs, curb ramps, or sidewalks. Category B, Type 2 conditionally covers installation of new lighting, signals, signage and other traffic control devices. Category B, Type 3 conditionally covers construction of added travel, turning, or auxiliary lanes and shoulder widening. Since the proposed project will occur within previously disturbed soils, there are no archaeological concerns. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
Parks and Other Recreational Land			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
 <u>Evaluations Prepared</u>			
Programmatic Section 4(f)	<input type="checkbox"/>		
“De minimis” Impact	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

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

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

Based on a desktop review, the aerial maps of the project area (Appendix B, pages 3-4), the RFI report (Appendix E, page 8), and the RFI addendum (Appendix E, page 17), there are no potential 4(f) resources located within the 0.5 mile search radius. According to additional research and site visits on August 10 and 11, 2021 by Lochmueller Group, there are no Section 4(f) resources within or adjacent to the project area.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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

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

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

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

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

 Location in STIP: Page 802

 Name of MPO (if applicable): Evansville Metropolitan Planning Organization (EMPO)

 Location in TIP (if applicable): Page 45

Level of MSAT Analysis required?

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

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

This project is included in the Fiscal Year (FY) 2020-2024 EMPO Transportation Improvement Program (TIP) (Appendix H, page 1) and STIP (Appendix H, page 2).

This project is located in Warrick County, which is currently a maintenance area for ozone under the 1997 Ozone 8-hour standard according to the EPA Green Book website (<https://www.epa.green-book>) which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project's design concept and scope are accurately reflected in both the EMPO Transportation Plan (TP) and the TIP and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

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

SECTION G - NOISE

	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date Noise Analysis was approved/technically sufficient by INDOT ESD: <u>N/A</u>		

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

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

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SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

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

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

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

The project will ultimately be beneficial to local business and properties due to improvements to traffic flow at the intersection of SR 66 and Epworth Road. Overall, the negative impacts to property owners and local businesses within the project area will be minimal and will consist primarily of short-term construction impacts. No relocations are expected. Property owners will be provided access throughout the duration of the project to reduce impacts as much as possible. The project is not anticipated to result in substantial impacts to community cohesion because it will not change access to properties within the area. This project is not expected to impact the surrounding community or cause economic impacts to the surrounding area. Therefore, the project will have minimal or no negative impacts to the community or local economy.

According to the Fairs and Festivals website (www.fairsandfestivals.net), accessed on January 20, 2022 by Lochmueller Group, there is one event, the Newburgh Antique Market, scheduled within 10 miles of the project area in 2022. Lane restrictions and closures, as well as detours, will be implemented to maintain traffic during construction; however, no impacts to the Newburgh Antique Market are anticipated as a result of the detour. Therefore, no impacts are expected. See Maintenance of Traffic (MOT) During Construction section above for detour details.

The MOT may pose delays and temporary inconveniences to traveling motorists (including school buses and emergency services); however, all inconveniences will cease upon project completion. The project sponsor will be responsible for contacting school districts and emergency services at least two weeks prior to any construction that would limit access. This is included as a firm commitment in the Environmental Commitments section of this CE document.

Warrick County has an approved Americans with Disabilities Act (ADA) plan. This project is an intersection improvement project that will eliminate left-turn movements from the mainline. No ADA facilities will be affected as part of the project.

Public Facilities and Services

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

Based on a desktop review, the aerial maps of the project area (Appendix B, pages 3-4), the RFI report (Appendix E, page 8), and the RFI addendum (Appendix E, page 17), there are 3 religious facilities, 20 hospitals or clinics, 11 pipeline segments, and 4 trail segments within the 0.5 mile search radius. That number could not be confirmed or updated by the August 10 and 11, 2021 site visits by Lochmueller Group, as the field work for the project did not encompass the entire 0.5 mile search radius. The access to 16 of the hospitals/clinics (Deaconess Gateway Hospital, Heart Hospital at Deaconess Gateway, Deaconess Women's Hospital, Riley Children's Specialty Center, Deaconess Orthopedic Neuroscience Hospital, Midwest Radiological Imaging, Deaconess Regional Laboratory, Evansville Surgery Center, Oral Surgery Group, Deaconess Clinic Gateway Health Center, Deaconess Clinic Urgent Care, Orthopedic Associates East Newburgh, Cindy Basinski, MD, St. Vincent's Urgent Care, The Lung Center, and Deaconess Orthopedic Neuroscience Hospital) is within the project area. No impact is expected as a result of the project as access to all properties will be maintained throughout construction.

One pipeline segment crosses the project area and one pipeline segment is adjacent to the project area. Both are associated with Southern Indiana Gas & Electric Co. natural gas pipelines. An early coordination letter was sent to INDOT Utilities and Railroads on January 24, 2019 and an addendum to the early coordination letter was sent on December 20, 2021. No response has been

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received to date. Utility coordination is ongoing as part of the design process. Access to all properties will be maintained during construction.

AT&T Distribution, the Town of Newburgh, and Wide Open West have facilities within the project area; however, no impacts to these facilities are anticipated. Centerpoint Energy has gas and electric facilities within the project area. While no impacts to the gas facilities are anticipated, several electric poles along the west side of Epworth Road will need to be relocated due to the project. Time Warner Cable has lines attached to the affected electric poles; these lines will be moved to the relocated poles. Coordination with CenterPoint Energy and Time Warner Cable is ongoing as part of design.

The Lung Centre responded to early coordination via telephone on February 8, 2022 requesting details regarding whether the project will cause any ingress/egress changes to their property at 10288 SR 66, Newburgh, IN 47630 (Appendix C, page 69). The project will not cause any ingress/egress changes at the property. A response stating this was provided to The Lung Centre on February 16, 2022 with additional follow up discussion occurring on February 22, 2022 (Appendix C, pages 70-71).

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?
Does the project require an EJ analysis?

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

If YES, then:

Are any EJ populations located within the project area?

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

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

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will require less than 0.5 acre of additional permanent ROW; therefore, an environmental justice analysis is not required per the current INDOT Categorical Exclusion Manual.

Relocation of People, Businesses or Farms

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

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

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

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

Documentation

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

Date RFI concurrence by INDOT SAM (if applicable): RFI - July 20, 2018;
RFI Addendum - January 6, 2022

Indiana Department of Transportation

County Warrick Route SR 66 at Epworth Road Des. No. 1400195

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

Based on a review of GIS and available public records, an RFI was prepared by Lochmueller Group and INDOT SAM provided concurrence on July 20, 2018 (Appendix E, page 12). One underground storage tank site and 15 National Pollutant Discharge Elimination System (NPDES) facilities are located within 0.5 mile of the project area. Due to the length of time that has passed since the RFI concurrence, an RFI addendum was prepared by Lochmueller Group and INDOT SAM provided concurrence on January 6, 2022. No additional hazmat sites were identified. None of the hazmat sites will impact the project. Further investigation for hazardous material concerns or regulated substances is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

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

IN Department of Environmental Management (401/Rule 5)

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

IN Department of Natural Resources

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

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)	<input checked="" type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>

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

A USACE Section 404 RGP and an IDEM Section 401 IP are anticipated due to proposed work below the OHWM. The project is anticipated to result in greater than one acre of land disturbance and will likely require an IDEM Rule 5 permit.

The IDNR DFW early coordination response letters dated August 6, 2021 and January 19, 2022 state that the proposal will require formal IDNR approval for construction in a floodway unless it qualifies for a bridge exemption (Appendix C, pages 39-42). No work will occur within the horizontal limits of the 100-year floodplain; therefore, no IDNR Construction in a Floodway permit will be needed.

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

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

Indiana Department of Transportation

County Warrick

Route SR 66 at Epworth Road

Des. No. 1400195

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Vincennes District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
4. Tree Removal AMM 2: Apply time of year (TOY) restrictions for tree removal when bats are not likely to be present (October 1 - March 31), or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR DFW)
5. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
6. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
7. Tree Removal AMM 4: Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year. (USFWS)
8. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
9. Hibernacula AMM 1: For projects located within karst areas, on-site personnel will use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography. (USFWS)
10. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)

For Further Consideration:

1. Plant five trees, at least 1 to 2 inches in diameter at breast height, for each tree which is removed that is ten inches or greater in diameter at breast height. (IDNR DFW)
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
3. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
5. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
6. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)

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Categorical Exclusion

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

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

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

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

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

⁴ US Army Corps of Engineers Individual 404 Permit

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

⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁷ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

⁸ Potential for causing a disproportionately high and adverse impact.

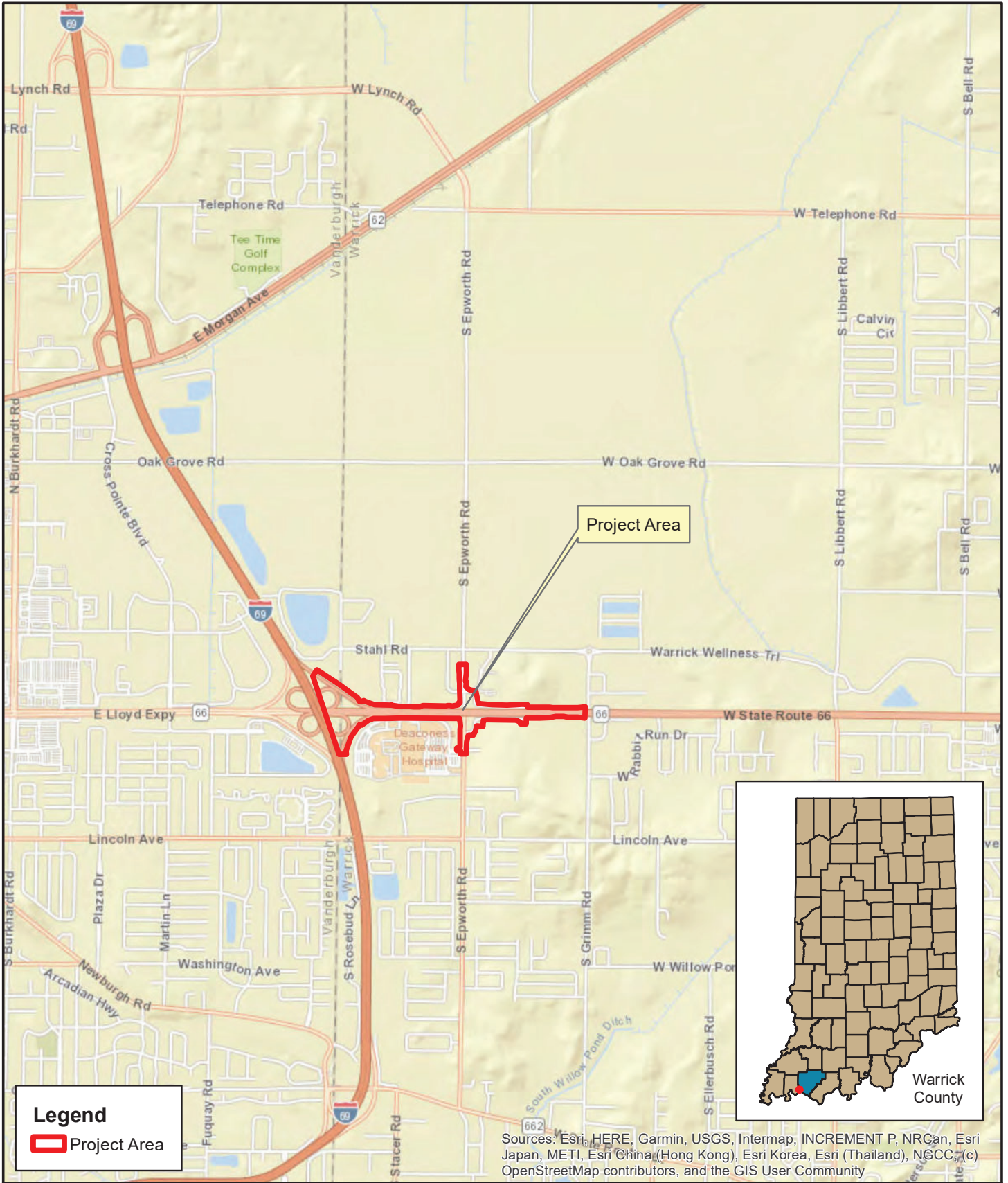
⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

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

Categorical Exclusion
Appendix B
Graphics



Legend

Project Area

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community




LOCHMUELLER GROUP

6200 Vogel Road
 Evansville, IN 47715
 Phone: (812) 479-6200
 Fax: (812) 479-6262

General Location Map
 Des No. 1400195

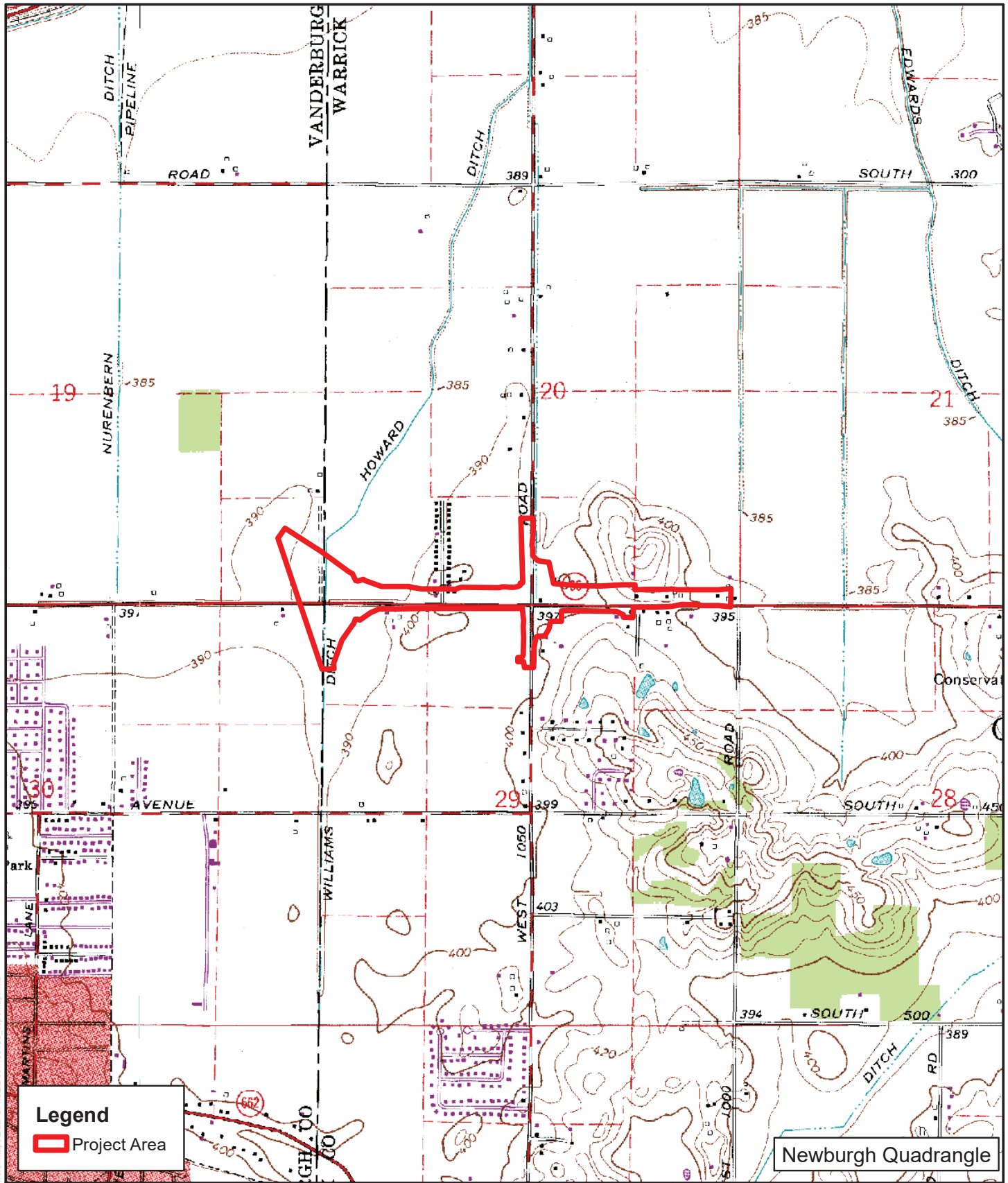
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 Miles




County: Warrick
 Township: Ohio

SR 66, 0.16 mi E of I-69 at Epworth Rd
 Intersection Improvements
 Created: 12/29/2021, H. Hume

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Legend


 Project Area


Newburgh Quadrangle



6200 Vogel Road
 Evansville, IN 47715
 Phone: (812) 479-6200
 Fax: (812) 479-6262

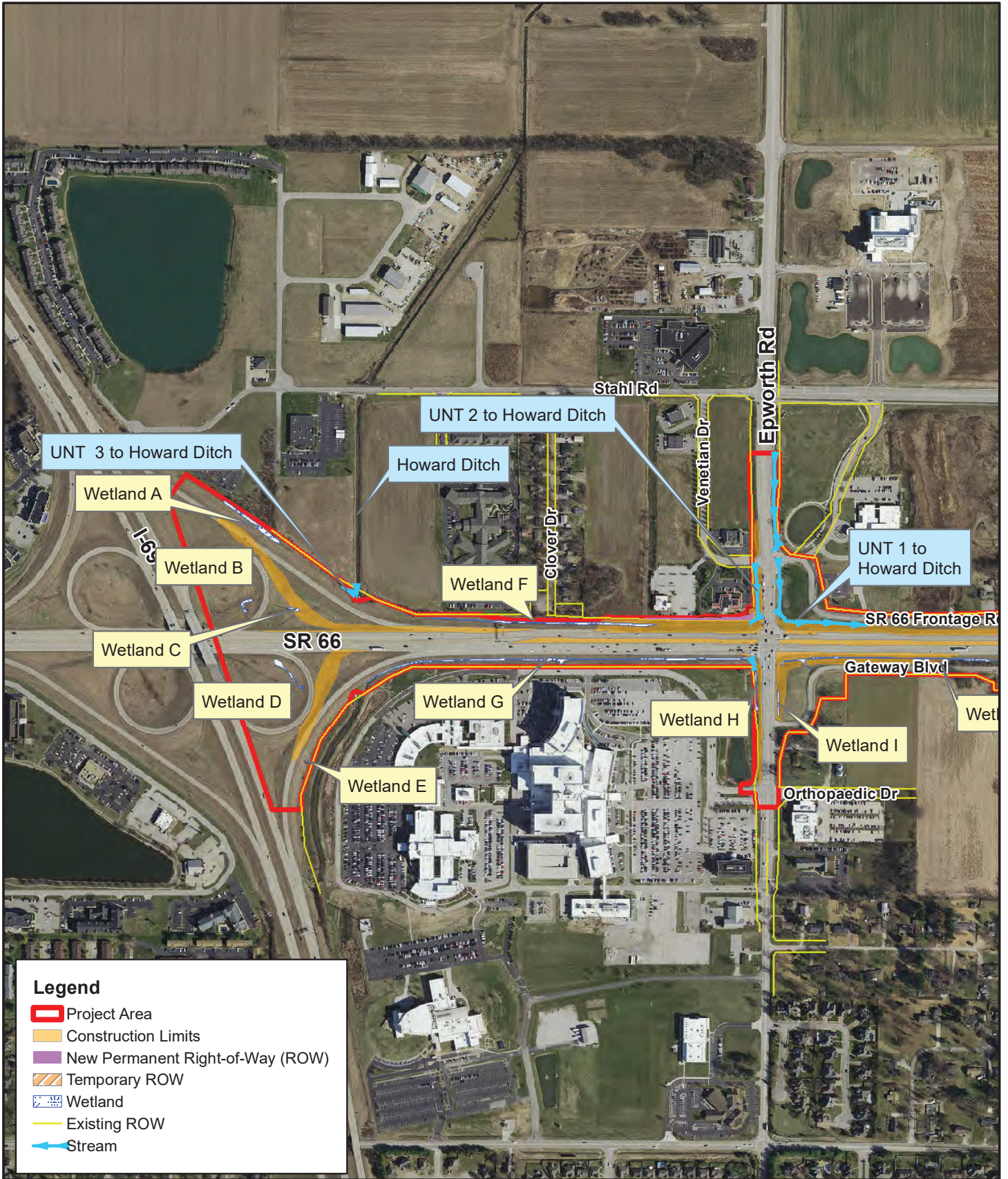
USGS Topographic Map
 Des No. 1400195

0 0.25 0.5
 Miles



County: Warrick
 Township: Ohio

SR 66, 0.16 mi E of I-69 at Epworth Rd
 Intersection Improvements
 Created: 12/29/2021, H. Hume



Legend

- Project Area
- Construction Limits
- New Permanent Right-of-Way (ROW)
- Temporary ROW
- Wetland
- Existing ROW
- ← Stream



6200 Vogel Road
 Evansville, IN 47715
 Phone: (812) 479-6200
 Fax: (812) 479-6262

Project Map (1 of 2)
 Des. No. 1400195

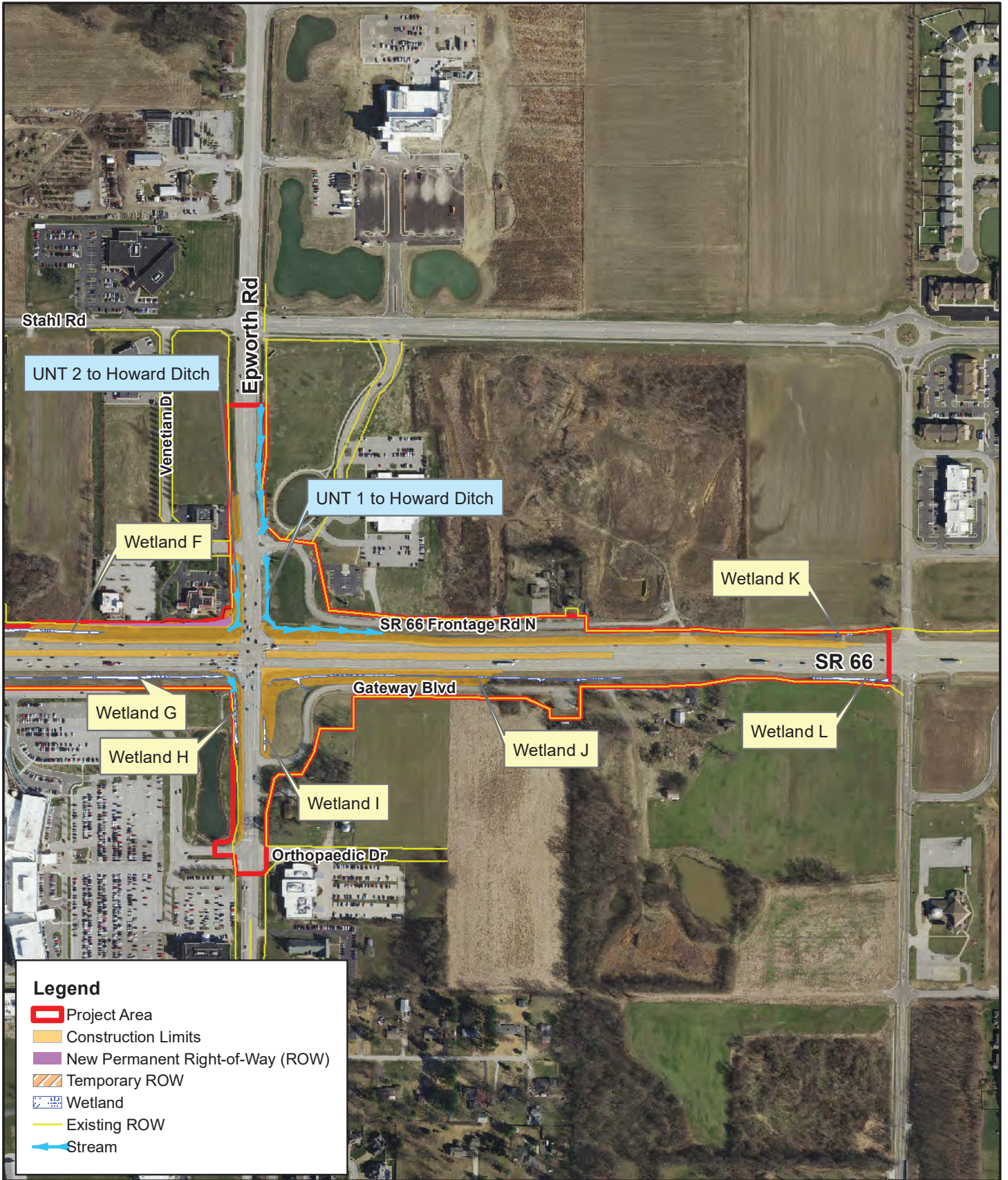
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 Feet



County: Warrick
 Township: Ohio

SR 66, 0.16 mi E of I-69 at Epworth Rd
 Intersection Improvements
 Created: 1/19/2022, H. Hume

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LOCHMUELLER GROUP

6200 Vogel Road
 Evansville, IN 47715
 Phone: (812) 479-6200
 Fax: (812) 479-6262

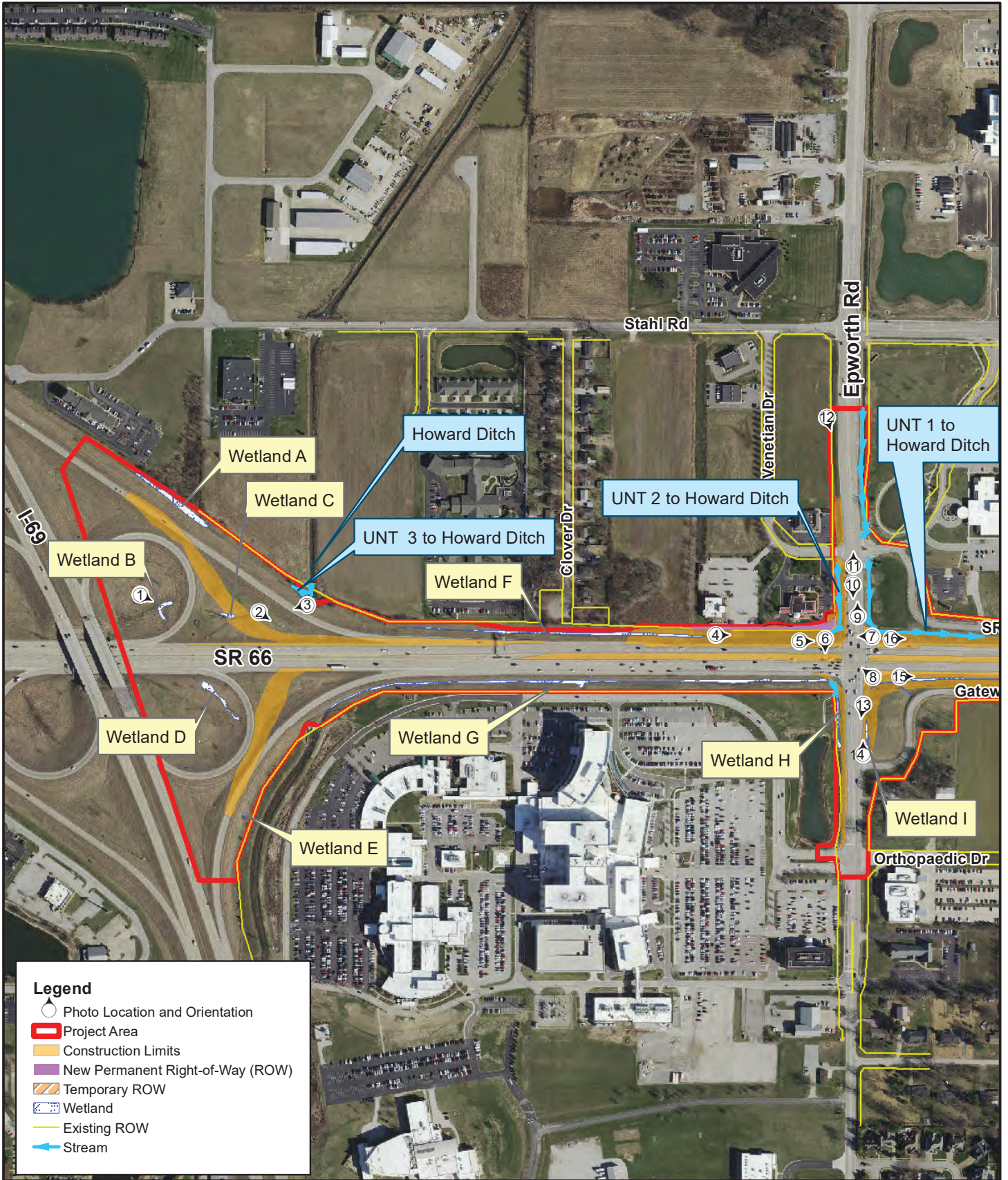
Project Map (2 of 2)
 Des. No. 1400195

0 250 500 Feet

County: Warrick
 Township: Ohio

SR 66, 0.16 mi E of I-69 at Epworth Rd
 Intersection Improvements
 Created: 12/29/2021, H. Hume

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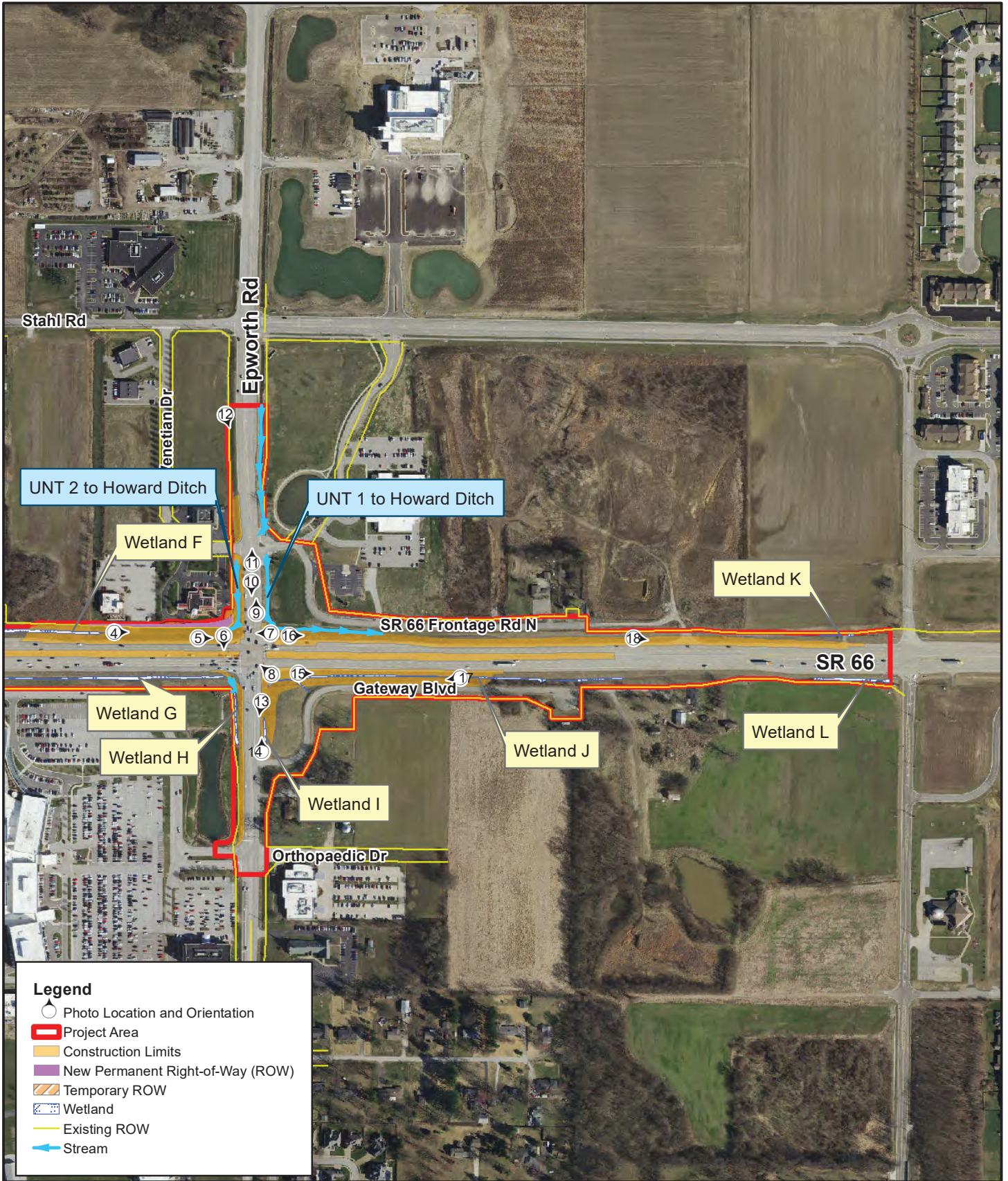
6200 Vogel Road
 Evansville, IN 47715
 Phone: (812) 479-6200
 Fax: (812) 479-6262

Photo Location Map (1 of 2)
 Des. No. 1400195

0 250 500 Feet

County: Warrick
 Township: Ohio

SR 66, 0.16 mi E of I-69 at Epworth Rd
 Intersection Improvements
 Created: 1/19/2022, H. Hume



Legend

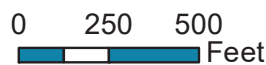
- Photo Location and Orientation
- Project Area
- Construction Limits
- New Permanent Right-of-Way (ROW)
- Temporary ROW
- Wetland
- Existing ROW
- Stream



6200 Vogel Road
 Evansville, IN 47715
 Phone: (812) 479-6200
 Fax: (812) 479-6262

Photo Location Map (2 of 2)
 Des. No. 1400195

County: Warrick
 Township: Ohio



SR 66, 0.16 mi E of I-69 at Epworth Rd
 Intersection Improvements
 Created: 12/30/2021, H. Hume



1. Looking southeast from the I-69/SR 66 interchange (08/11/21)



2. Looking southeast toward SR 66 from the I-69/SR 66 interchange (08/11/21)



3. Looking southwest across the SR 66 W to I-69 N entrance ramp (08/10/21)



4. Looking east along existing ROW toward SR 66/Epworth Rd intersection (08/11/21)



5. Looking east at SR 66/Epworth Rd intersection (12/29/21)



6. Looking south across SR 66 at Epworth Rd (12/29/21)



7. Looking west across Epworth Rd at SR 66 (12/29/21)



8. Looking northwest across SR 66/Epworth Rd intersection (12/29/21)



9. Looking north along Epworth Rd (12/29/21)



10. Looking south along Epworth Rd toward SR 66 (12/29/21)



11. Looking north along Epworth Rd (12/29/21)



12. Looking southeast along Epworth Rd from northern project limits (08/10/21)



13. Looking south along Epworth Rd (12/29/21)



14. Looking north along Epworth Rd toward SR 66 (12/29/21)



15. Looking east along eastbound SR 66 (12/29/21)



16. Looking east along westbound SR 66 (12/29/21)



17. Looking west along eastbound SR 66 (08/10/21)



18. Looking east along westbound SR 66 (08/10/21)

PROJECT	DESIGNATION
1400195	1400195
CONTRACT	
R-39921	

INDIANA DEPARTMENT OF TRANSPORTATION

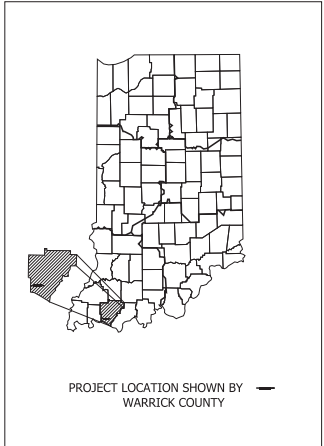


ROAD PLANS

SR 66 & EPWORTH ROAD INTERSECTION IMPROVEMENT
 ROUTE: SR 66 FROM: RP 32+60 TO: RP 33+02
 PROJECT NO. 1400195 P.E.
 1400195 R/W
 1400195 CONST.

SR 66 Intersection Improvement at the intersection of Epworth Road, 0.16 miles East of I-69, in Sections 20 & 29, Township 6 South, Range 9 West, in Ohio Township, Warrick County, Indiana.

TRAFFIC DATA		
SR 66	Epworth Road	
A.A.D.T. 2021	44,484 V.P.D.	13,965 V.P.D.
A.A.D.T. 2041	66,378 V.P.D.	15,534 V.P.D.
D.H.V. 2041	13,002 V.P.H.	1,234 V.P.H.
DIRECTIONAL DISTRIBUTION	57%	58%
TRUCKS	3.0% A.A.D.T.	8.0% A.A.D.T.
	3.0% D.H.V.	8.0% D.H.V.
DESIGN DATA		
DESIGN SPEED	50 M.P.H.	30 M.P.H.
PROJECT DESIGN CRITERIA	SR (Non-Freeway)	SR (Non-Freeway)
FUNCTIONAL CLASSIFICATION	Principal Arterial	Local Agency Collector
RURAL/URBAN	Urban (Suburban)	Urban (Suburban)
TERRAIN	Level	Level
ACCESS CONTROL	Partial	None

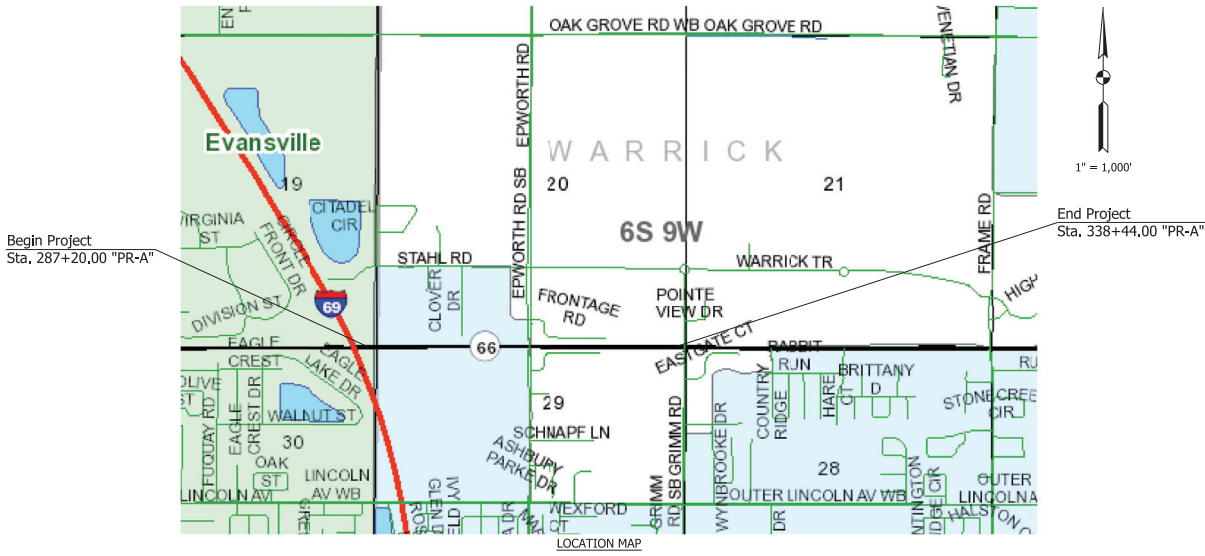


LATITUDE: 37° 58' 36" N LONGITUDE: 87° 26' 28" W

GROSS LENGTH:	0.970 MI.
NET LENGTH:	0.970 MI.
MAX. GRADE:	1.720 %

Final Field Check Plans
 12/20/2021

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



Begin Project
Sta. 287+20.00 "PR-A"

End Project
Sta. 338+44.00 "PR-A"



Preliminary

PLANS PREPARED BY: AECOM	317-532-5400	DESIGNATION	1400195
CERTIFIED BY: _____	PHONE NUMBER	SURVEY BOOK	SHEETS
APPROVED FOR LETTING: _____	DATE	ELECTRONIC (Y/N)	1 of 177
INDIANA DEPARTMENT OF TRANSPORTATION		CONTRACT	R-39921
		PROJECT	1400195

UTILITIES

Communications: AT&T Distribution Attn: Matt Spindler 240 N. Meridian St, Room 1791 Indianapolis, IN 46204 Wilde Open West (WOW) Attn: Rick Bowen 6600 Hank Ave. Evansville, IN 47715 Time Warner Attn: Brent Rafferty 100 Industrial Dr. Owensboro, KY 42301 Windstream Attn: Mark Mills 5020 Smythe Dr. Evansville, IN 47715 Vectren (Evansville) Holly Columbia 2345 E. Main St. Danville, IN 46122	Gas & Electric: BP Pipelines North America Inc. Attn: Andy Viola 150 W. Warrenville Rd. Naperville, IL 60563 Sewer & Water: Evansville Water & Sewer Duane Gilles 1931 Allens Ln. Evansville, IN 47720 Town of Newburgh Attn: Leon Key 6366 Vanada Rd. Newburgh, IN 47630 Chandler Utilities Attn: Rob Coghill 101 Constitution Ct. Chandler, IN 47610
---	---

GENERAL NOTES

All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified.
 The paper relocation will be cross sectioned by the Engineer before construction.

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SHEET NO.	DRAWINGS INDEX
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8 - 9	GEOMETRIC TIE-UP & REFERENCE TIES SHEET
10 - 54	MAINTENANCE OF TRAFFIC
55 - 62	PLAN AND PROFILES
63 - 65	SUPERELEVATION DETAILS
66 - 82	CONSTRUCTION DETAILS
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119 - 122	SIGNING TABLES
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REVISIONS

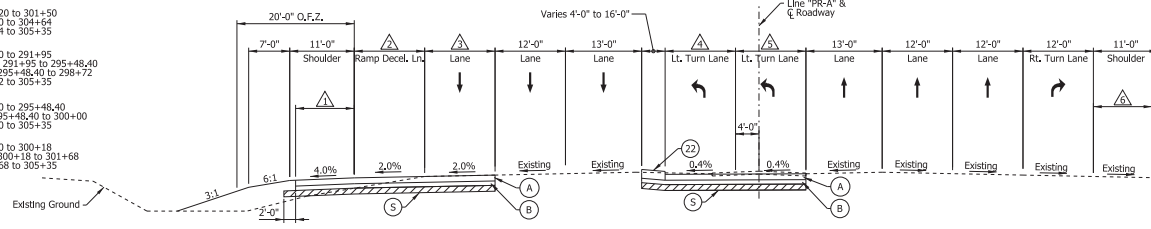
SHEET NO.	DATE	REVISED

Preliminary

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE
	INDEX AND GENERAL NOTES	N/A	DESIGNATION
DESIGNED: ALP	DRAWN: DAH	VERTICAL SCALE	1400195
CHECKED: BSC	CHECKED: ALP	SURVEY BOOK	SHEETS
		ELECTRONIC (Yrs.)	2 of 177
		CONTRACT	PROJECT
		R-39921	1400195

DATE: 11/7/2022
 USER: jh...
 PROJECT: ...

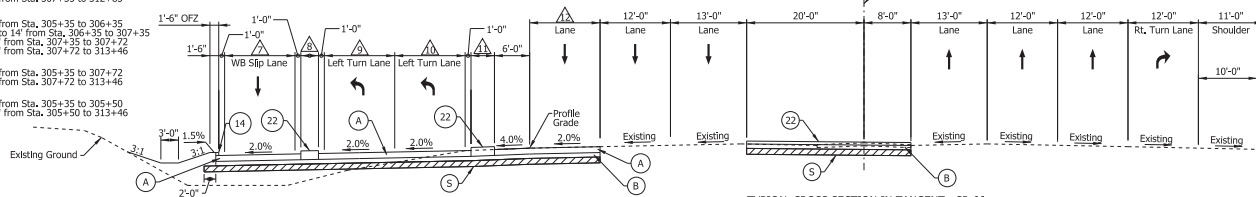
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0' from Sta. 301+50 to 304+64
4' from Sta. 304+64 to 305+35
- △ 0' from Sta. 287+20 to 291+95
20' to 12' from Sta. 291+95 to 295+48.40
12' to 0' from Sta. 295+48.40 to 298+72
0' from Sta. 298+72 to 305+35
- △ 0' from Sta. 287+20 to 295+48.40
0' to 9' from Sta. 295+48.40 to 300+00
0' from Sta. 300+00 to 305+35
- △ & △ 0' from Sta. 287+20 to 300+18
0' to 12' from Sta. 300+18 to 301+68
12' from Sta. 301+68 to 305+35



TYPICAL CROSS SECTION IN TANGENT - SR 66
Sta. 287+20.00 "PR-A" to 305+35.00 PR-A"

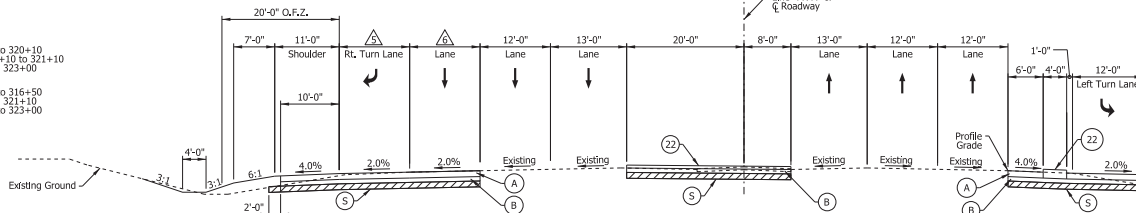
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11.45' to 10' from Sta. 292+00 to 293+00
0' from Sta. 293+00 to 305+35

- △ 10' from Sta. 287+20 to 301+50
0' from Sta. 301+50 to 304+64
4' from Sta. 304+64 to 305+35
- △ 0' to 33' from Sta. 305+35 to 305+65
33' from Sta. 305+65 to 306+35
33' to 3' from Sta. 306+35 to 307+35
3' from Sta. 307+35 to 312+83
- △ & △ 0' from Sta. 305+35 to 306+35
0' to 14' from Sta. 306+35 to 307+35
14' from Sta. 307+35 to 307+72
12' from Sta. 307+72 to 313+46
- △ 0' from Sta. 305+35 to 307+72
4' from Sta. 307+72 to 313+46
- △ 4' from Sta. 305+35 to 305+50
12' from Sta. 305+50 to 313+46



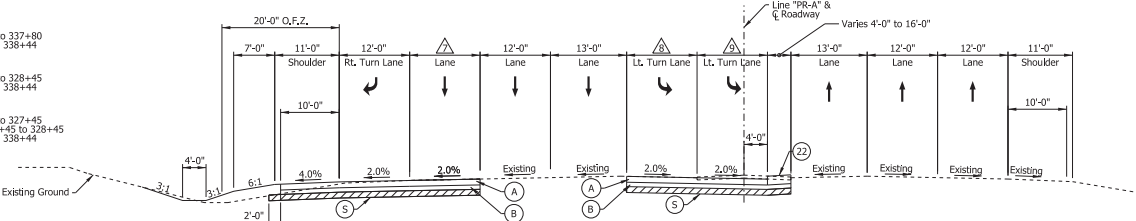
TYPICAL CROSS SECTION IN TANGENT - SR 66
Sta. 305+35.00 "PR-A" to 314+00.00 PR-A"

- △ 12' from Sta. 314+00 to 320+10
12' to 0' from Sta. 320+10 to 321+10
0' from Sta. 321+10 to 323+00
- △ 12' from Sta. 314+00 to 316+50
0' from Sta. 316+50 to 321+10
12' from Sta. 321+10 to 323+00



TYPICAL CROSS SECTION IN TANGENT - SR 66
Sta. 314+00.00 "PR-A" to 323+00.00 PR-A"

- △ 12' from Sta. 323+00 to 337+80
0' from Sta. 337+80 to 338+44
- △ 12' from Sta. 323+00 to 328+45
0' from Sta. 328+45 to 338+44
- △ 12' from Sta. 323+00 to 327+45
12' to 0' from Sta. 327+45 to 328+45
0' from Sta. 328+45 to 338+44



TYPICAL CROSS SECTION IN TANGENT - SR 66
Sta. 323+00.00 "PR-A" to 338+44.00 PR-A"

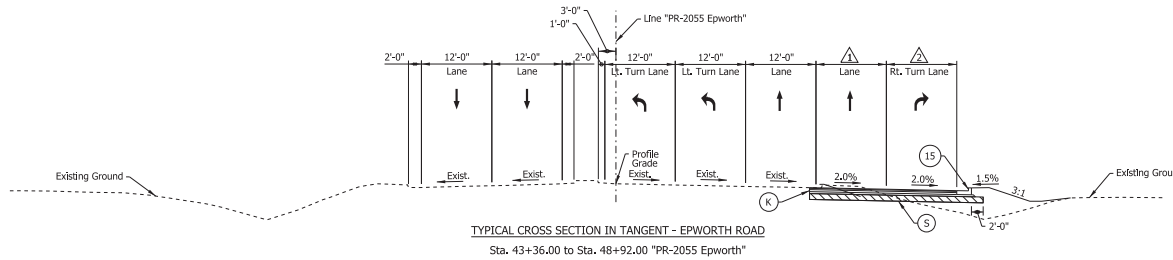
Preliminary

Legend	
(A)	QC/QA-PCCP, 12" with D-1 Contraction Joints spaced at 18' with 1.5" dowel bars
(B)	Subbase For PCCP
(C)	3" of Compacted Aggregate, No. 8 on 6" of Compacted Aggregate, No. 53
(D)	Compacted Aggregate, No. 53
(E)	Subgrade Treatment, Type ID
(F)	165 lb/yd ² QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/yd ² QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 440 lb/yd ² QC/QA-HMA, 3, 64, Base, 25.0 mm on 440 lb/yd ² QC/QA-HMA, 3, 64, Base, 25.0 mm
(G)	Curb, Integral, Concrete
(H)	Concrete Curb & Gutter
(I)	Center Curb, Type B, Concrete

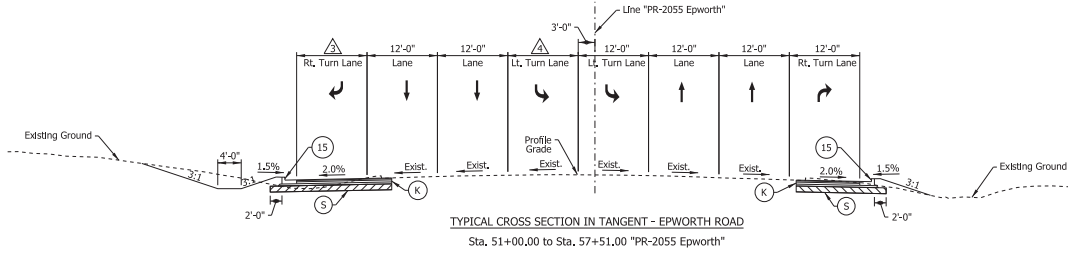
RECOMMENDED FOR APPROVAL	
DESIGNED BY: ALP	DRAWN BY: DAH
CHECKED BY: BSC	CHECKED BY: ALP

INDIANA DEPARTMENT OF TRANSPORTATION	
TYPICAL CROSS SECTIONS	

BRIDGE FILE	
HORIZONTAL SCALE	1" = 10'
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	4 of 177
CONTRACT	PROJECT
R-39921	1400195



- △ 0' to 12' from Sta. 43+46 to 44+36
12' from Sta. 44+36 to 48+92
- △ 0' from Sta. 44+36 to 45+50
12' from Sta. 45+50 to 48+50



- △ 12' from Sta. 51+00 to 54+00
0' from Sta. 54+00 to 57+51
- △ 12' from Sta. 51+00 to 53+00
12' to 0' from Sta. 53+00 to 54+00
0' from Sta. 54+00 to 57+51

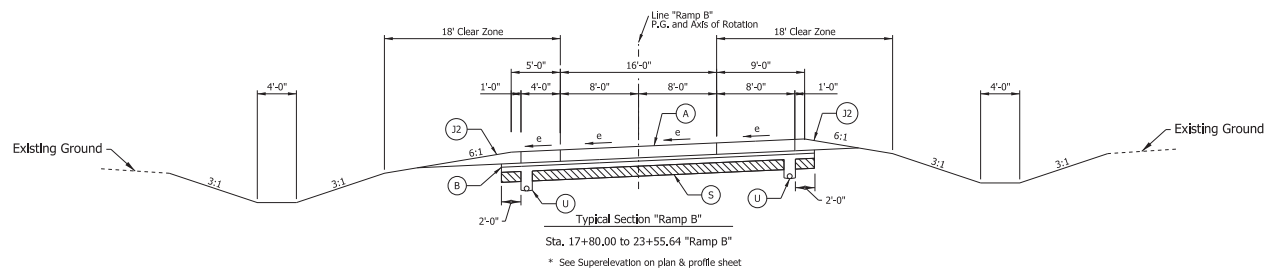
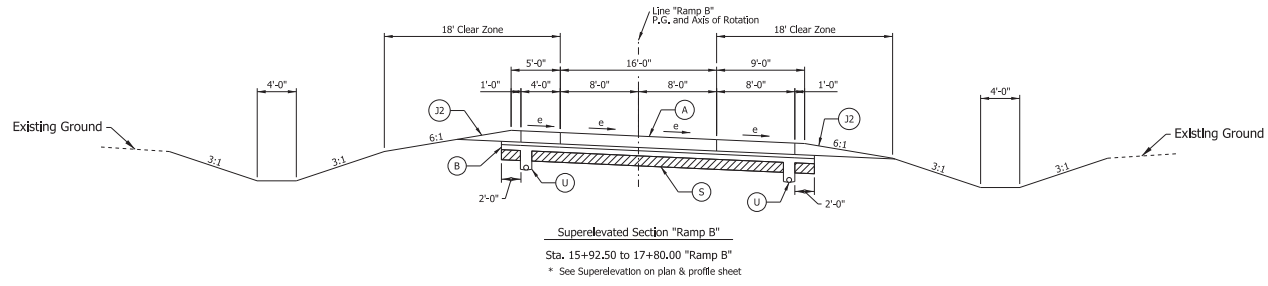
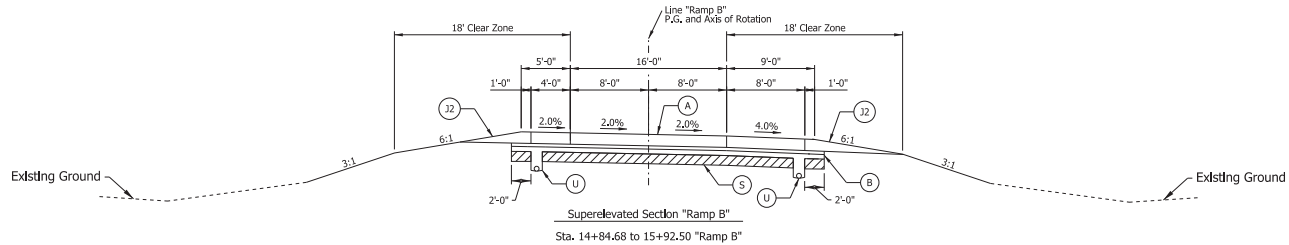
Preliminary

Legend	
(A)	QC/QA-PCCP, 12" with D-1 Contraction Joints spaced at 18' with 1.5" dowel bars
(B)	Subbase For PCCP 3" of Compacted Aggregate, No. 8 on 6" of Compacted Aggregate, No. 53
(12)	Compacted Aggregate, No. 53
(K)	165 lb/yd ³ QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/yd ³ QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 440 lb/yd ³ QC/QA-HMA, 3, 64, Base, 25.0 mm on 440 lb/yd ³ QC/QA-HMA, 3, 64, Base, 25.0 mm
(S)	Subgrade Treatment, Type ID
(14)	Curb, Integral, Concrete
(15)	Concrete Curb & Gutter
(22)	Center Curb, Type B, Concrete

RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA DEPARTMENT OF TRANSPORTATION	
TYPICAL CROSS SECTIONS	

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	5 of 177
CONTRACT	PROJECT
R-39921	1400195



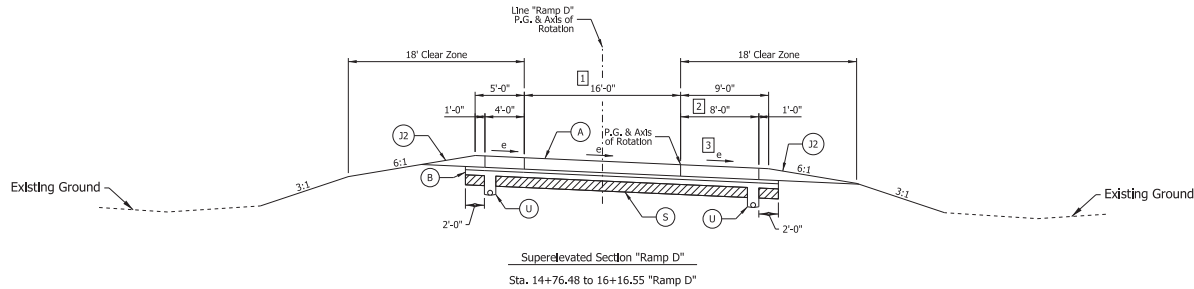
Preliminary

Legend	
(A)	QC/QA-PCCP, 12" with D-1 Contraction Joints spaced at 18' with 1.5" dowel bars
(B)	Subbase For PCCP 3" of Compacted Aggregate, No. 8 on 6" of Compacted Aggregate, No. 53
(12)	Compacted Aggregate, No. 53
(K)	165 lb/yd ² QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/yd ² QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 440 lb/yd ² QC/QA-HMA, 3, 64, Base, 25.0 mm on 440 lb/yd ² QC/QA-HMA, 3, 64, Base, 25.0 mm
(U)	Pipe, Type 4, 6"
(S)	Subgrade Treatment, Type ID
(14)	Curb, Integral, Concrete
(15)	Concrete Curb & Gutter
(22)	Center Curb, Type B, Concrete

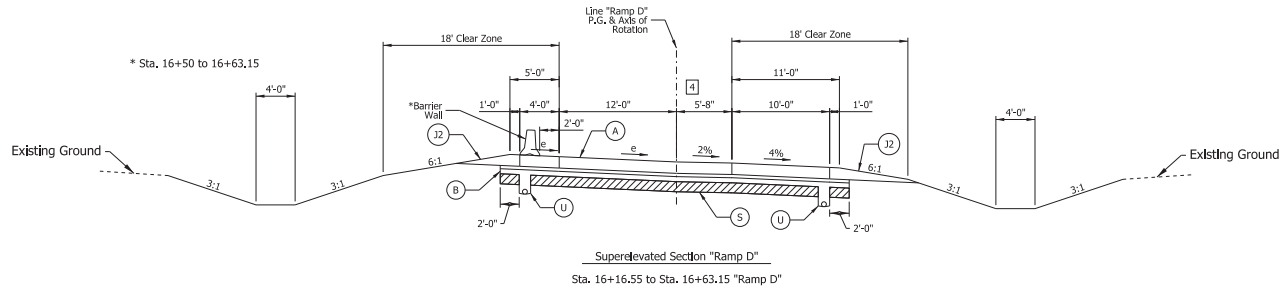
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH	
CHECKED: BSC	CHECKED: ALP	

INDIANA DEPARTMENT OF TRANSPORTATION	
TYPICAL CROSS SECTIONS	

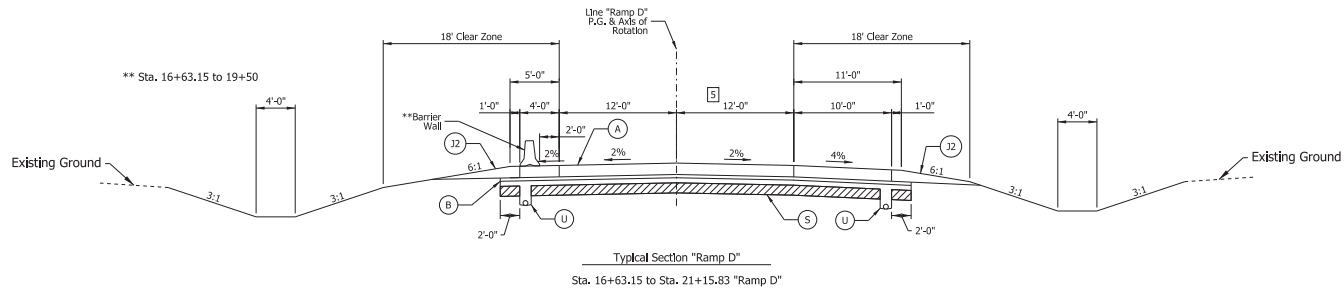
HORIZONTAL SCALE	BRIDGE FILE
1" = 8'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	6 of 177
CONTRACT	PROJECT
R-39921	1400195



- 1] Varies From 16'-0" at Sta. 14+76.48 to 12'-0" at Sta. 16+16.55 Ramp "D"
- 2] Varies From 8'-0" at Sta. 14+76.48 to 10'-0" at Sta. 16+16.55 Ramp "D"
- 3] Varies from e at Sta. 14+76.48 to 4% at Sta. 16+16.55 Ramp "D"



- 4] Varies from 0'-0" at Sta. 16+16.55 to Sta. 5'-8" at Sta. 16+63.15 Ramp "D"



- 5] Varies from 5'-8" at Sta. 16+63.15 to 12'-0" at Sta. 17+15.82 Ramp "D"

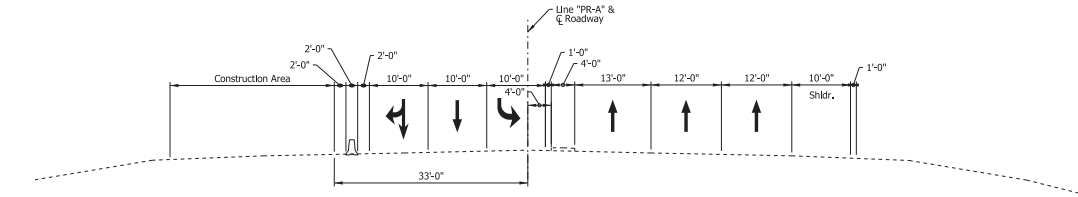
Preliminary

Legend	
(A)	QC/QA-PCCP, 12" with D-1 Contraction Joints spaced at 18' with 1.5" dowel bars
(B)	Subbase For PCCP 3" of Compacted Aggregate, No. 8 on 6" of Compacted Aggregate, No. 53
(J2)	Compacted Aggregate, No. 53
(K)	165 lb/yd ³ QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/yd ³ QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 440 lb/yd ³ QC/QA-HMA, 3, 64, Base, 25.0 mm on 440 lb/yd ³ QC/QA-HMA, 3, 64, Base, 25.0 mm
(U)	Pipe, Type 4, 6"
(S)	Subgrade Treatment, Type ID
(14)	Curb, Integral, Concrete
(15)	Concrete Curb & Gutter
(22)	Center Curb, Type B, Concrete

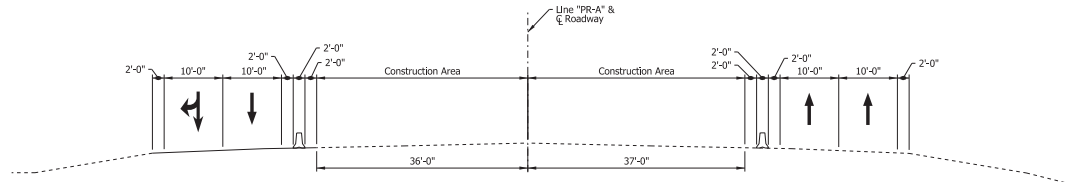
RECOMMENDED FOR APPROVAL	
DESIGNED BY: ALP	DRAWN BY: DAH
CHECKED BY: BSC	CHECKED BY: ALP

INDIANA DEPARTMENT OF TRANSPORTATION	
TYPICAL CROSS SECTIONS	

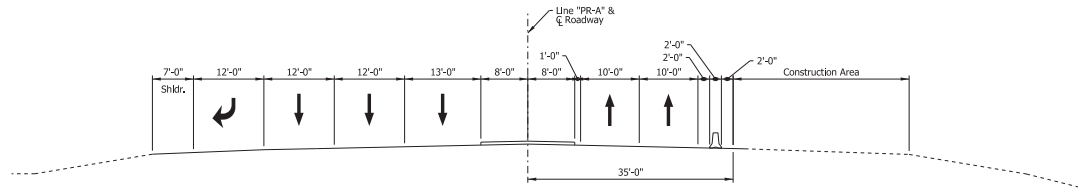
HORIZONTAL SCALE	BRIDGE FILE
1" = 8'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	7 of 177
CONTRACT	PROJECT
R-39921	1400195



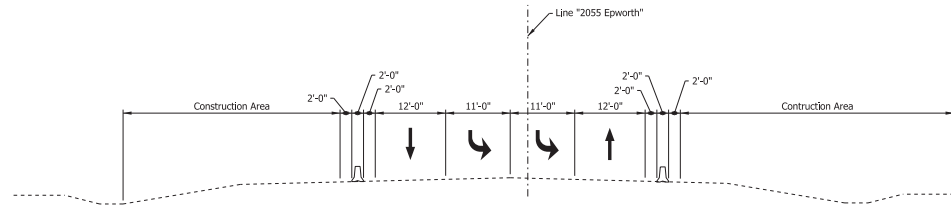
MAINTENANCE OF TRAFFIC - SR 66
PHASE 1



MAINTENANCE OF TRAFFIC - SR 66
PHASE 2



MAINTENANCE OF TRAFFIC - SR 66
PHASE 3



MAINTENANCE OF TRAFFIC - EPWORTH ROAD
PHASE 3

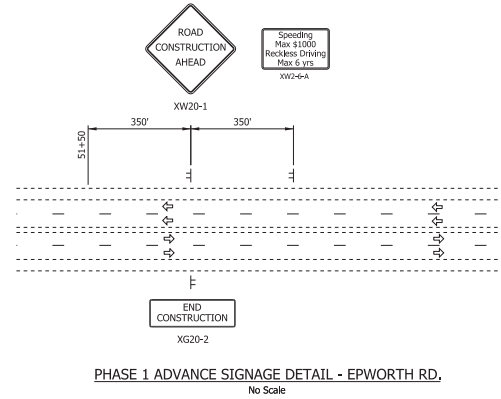
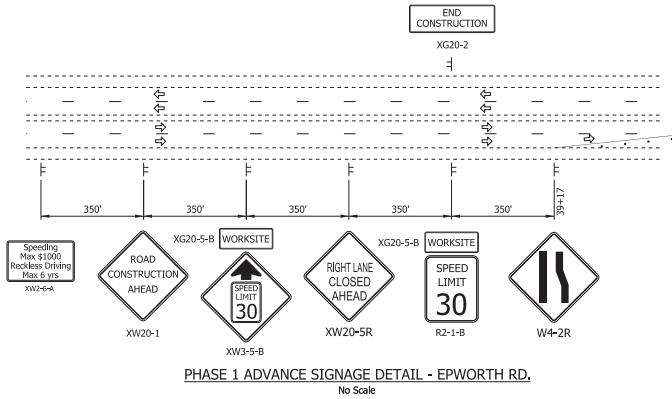
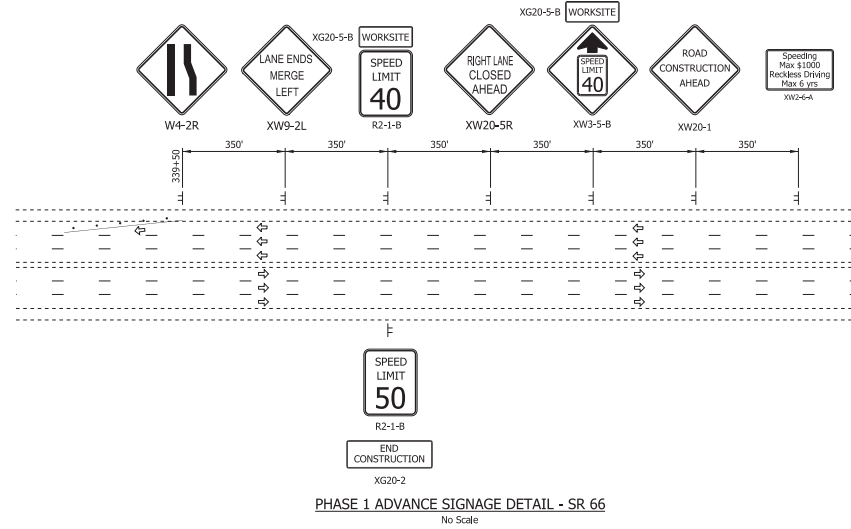
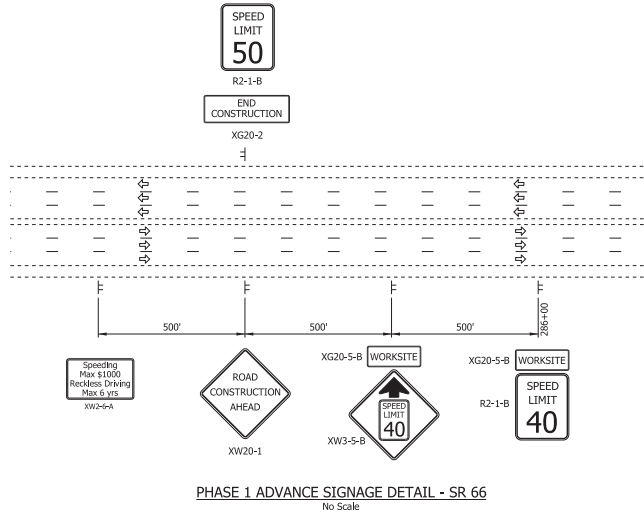
Preliminary

DATE: 10/20/22
DRAWN BY: J. J. COOPER
CHECKED BY: J. J. COOPER
DESIGNED BY: J. J. COOPER
PROJECT: 1400195

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED:	ALP	DRAWN:	DAH
CHECKED:	BSC	CHECKED:	ALP

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC TYPICAL CROSS SECTIONS	

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	
VERTICAL SCALE	DESIGNATION
N/A	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	10 of 177
CONTRACT	PROJECT
R-39921	1400195



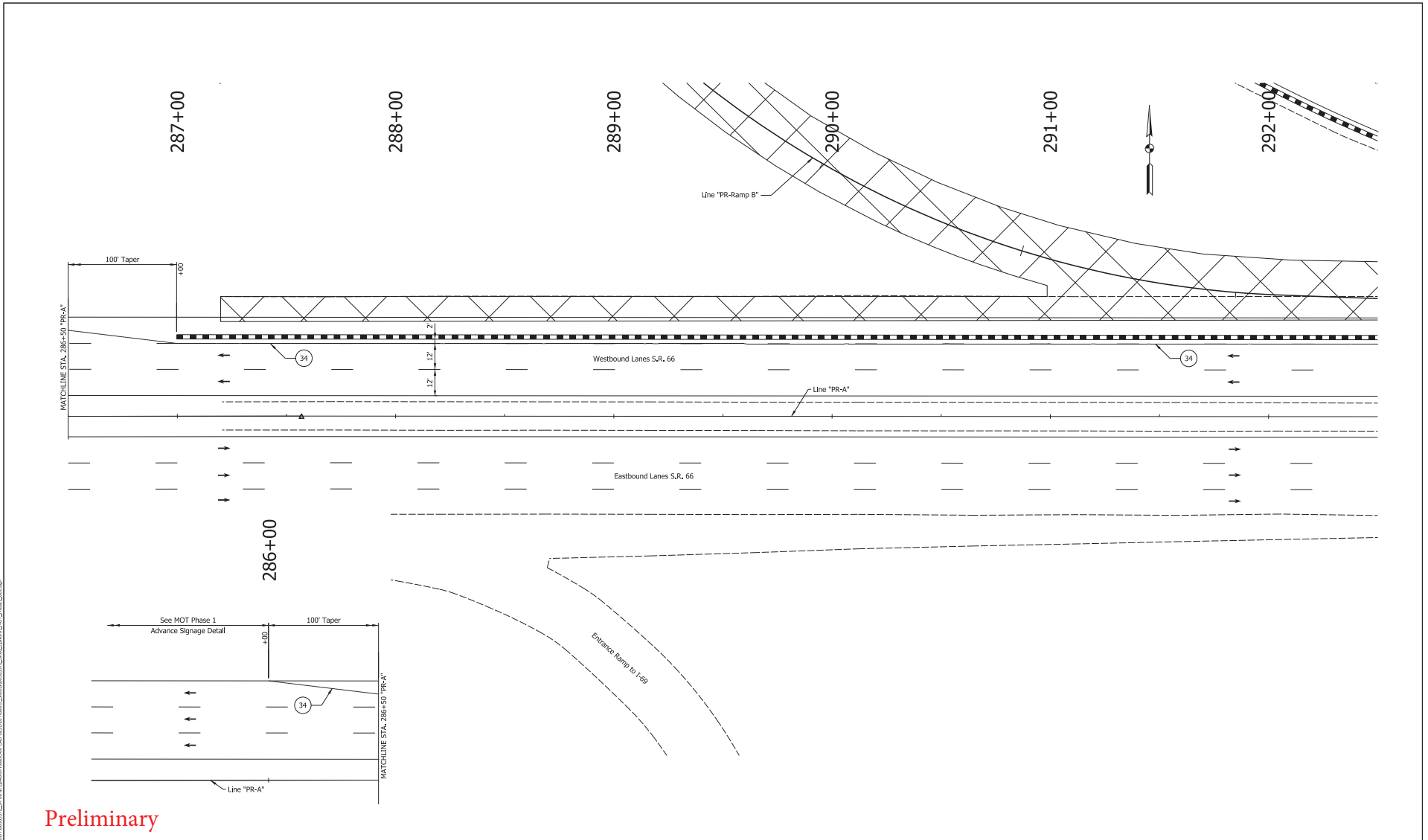
Preliminary

DATE: 11/7/2022
USER: jrb

RECOMMENDED FOR APPROVAL	
DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PHASE 1
ADVANCE SIGNAGE DETAIL

HORIZONTAL SCALE	BRIDGE FILE
VERTICAL SCALE	DESIGNATION
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	11 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

- 29 Remove Existing Pavement Markings
- 30 Temp. Pvmt. Marking, Broken, White, 4"
- 31 Temp. Pvmt. Marking, Solid, White, 4"
- 32 Temp. Pvmt. Marking, Solid, Yellow, 4"
- 33 Temp. Pvmt. Marking, Dotted, White, 4"
- 34 Temp. Pvmt. Marking, Dotted, Yellow, 4"
- 35 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow
- 36 Temp. Transverse Pvmt. Mrk., White, 24"
- 37 Temporary Concrete Barrier
- 38 Barricade, Type III-A
- 39 Energy Absorbing Terminal, CZ, TL-3
- 40 Drums
- 41 Traffic Flow Arrows
- 42 Construction Area
- 43 Shoulder Strengthening
- 44 Construction Zone Design Speed = 40 mph

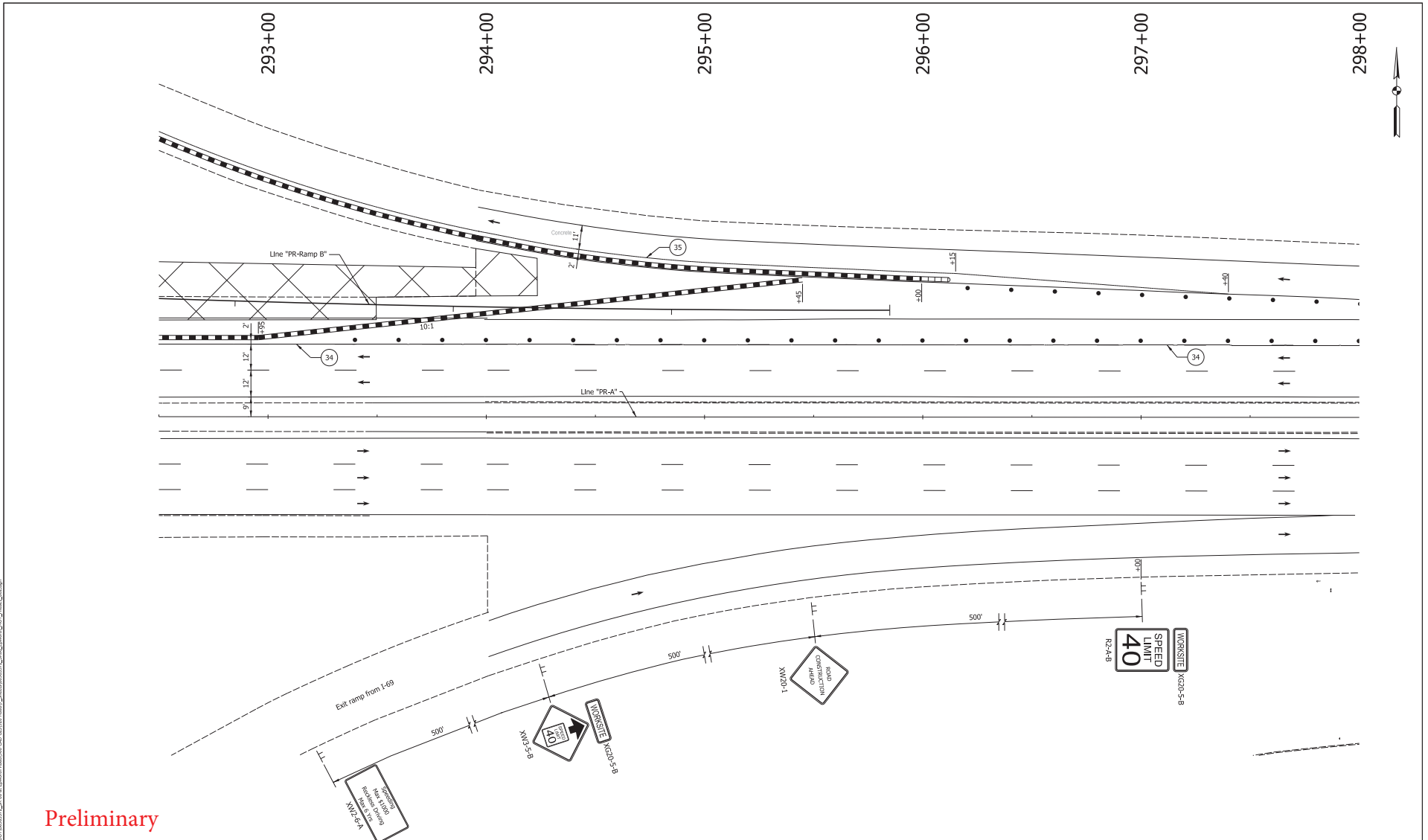
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED BY: ALP	DRAWN BY: DAH		
CHECKED BY: BSC	CHECKED BY: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	12 of 177
CONTRACT	PROJECT
R-39921	1400195

DATE: 11/17/2022
DRAWN BY: DAH
CHECKED BY: BSC



Preliminary

- | | | | |
|---|--|-------------------------------------|---|
| 29 Remove Existing Pavement Markings | 36 Temp. Pvmt. Marking, Dotted, White, 4" | Temporary Concrete Barrier | Traffic Flow Arrows |
| 33 Temp. Pvmt. Marking, Broken, White, 4" | 37 Temp. Pvmt. Marking, Dotted, Yellow, 4" | Barricade, Type III-A | Construction Area |
| 34 Temp. Pvmt. Marking, Solid, White, 4" | 38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow | Energy Absorbing Terminal, CZ, TL-3 | Shoulder Strengthening |
| 35 Temp. Pvmt. Marking, Solid, Yellow, 4" | 39 Temp. Transverse Pvmt. Mrk., White, 24" | Drums | Construction Zone Design Speed = 40 mph |

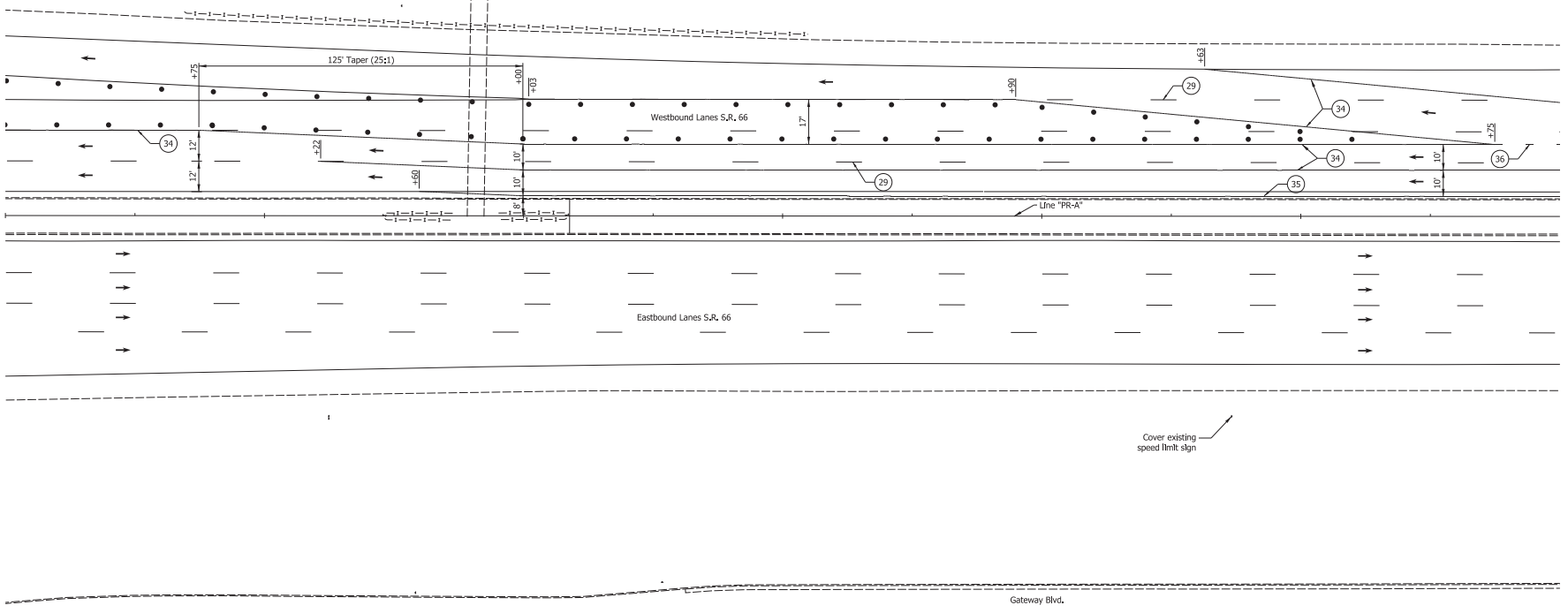
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH		
CHECKED: BSC	CHECKED: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	13 of 177
CONTRACT	PROJECT
R-39921	1400195

298+00 299+00 300+00 301+00 302+00 303+00 304+00



Preliminary

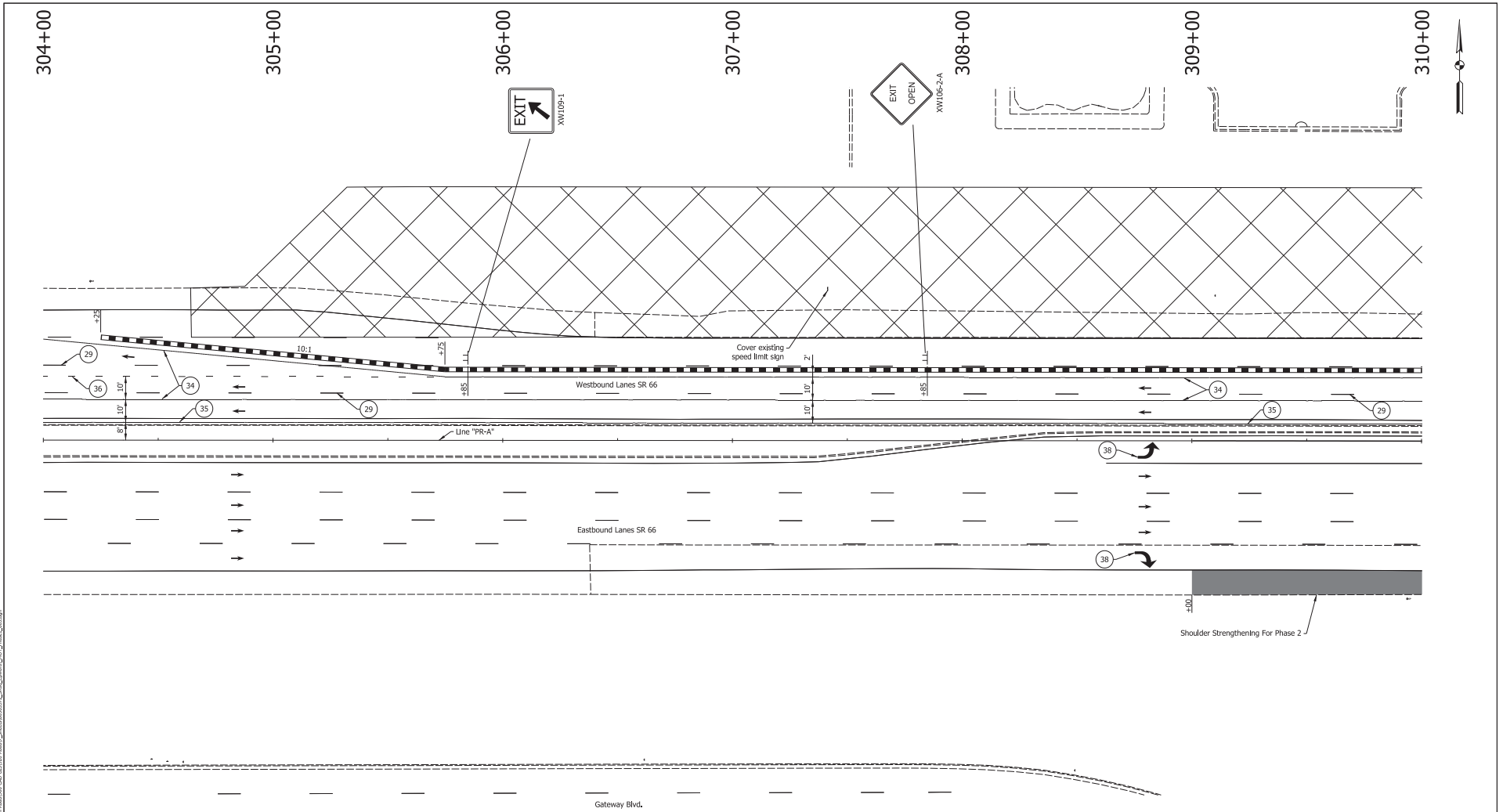
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|---|--|-------------------------------------|---|
| 29 Remove Existing Pavement Markings | 36 Temp. Pvmt. Marking, Dotted, White, 4" | Temporary Concrete Barrier | Traffic Flow Arrows |
| 33 Temp. Pvmt. Marking, Broken, White, 4" | 37 Temp. Pvmt. Marking, Dotted, Yellow, 4" | Barricade, Type III-A | Construction Area |
| 34 Temp. Pvmt. Marking, Solid, White, 4" | 38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow | Energy Absorbing Terminal, CZ, TL-3 | Shoulder Strengthening |
| 35 Temp. Pvmt. Marking, Solid, Yellow, 4" | 39 Temp. Transverse Pvmt. Mrk., White, 24" | Drums | Construction Zone Design Speed = 40 mph |

RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	14 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

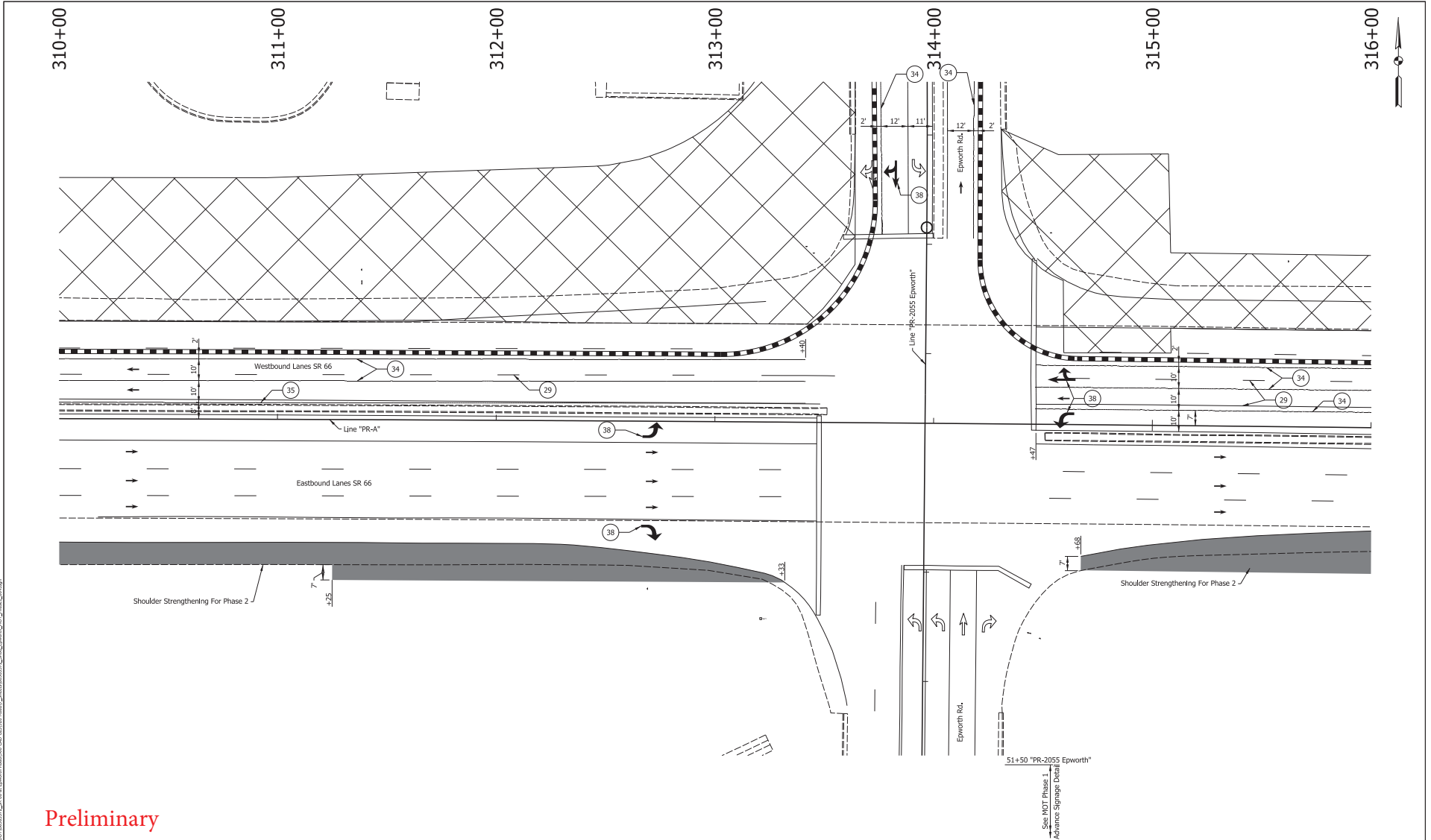
- 29 Remove Existing Pavement Markings
 - 30 Temp. Pvmt. Marking, Broken, White, 4"
 - 31 Temp. Pvmt. Marking, Dotted, White, 4"
 - 32 Temp. Pvmt. Marking, Dotted, Yellow, 4"
 - 33 Temp. Pvmt. Marking, Solid, White, 4"
 - 34 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow
 - 35 Temp. Pvmt. Marking, Solid, Yellow, 4"
 - 36 Temp. Pvmt. Marking, Dotted, White, 4"
 - 37 Temp. Pvmt. Marking, Dotted, Yellow, 4"
 - 38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow
 - 39 Temp. Transverse Pvmt. Mrk., White, 24"
- Temporary Concrete Barrier
 - Barricade, Type III-A
 - Energy Absorbing Terminal, CZ, TL-3
 - Drums
 - Traffic Flow Arrows
 - Construction Area
 - Shoulder Strengthening
 - Construction Zone Design Speed = 40 mph

RECOMMENDED FOR APPROVAL	
DESIGNED BY: ALP	DESIGN ENGINEER: DAH
CHECKED BY: BSC	CHECKED BY: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	15 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

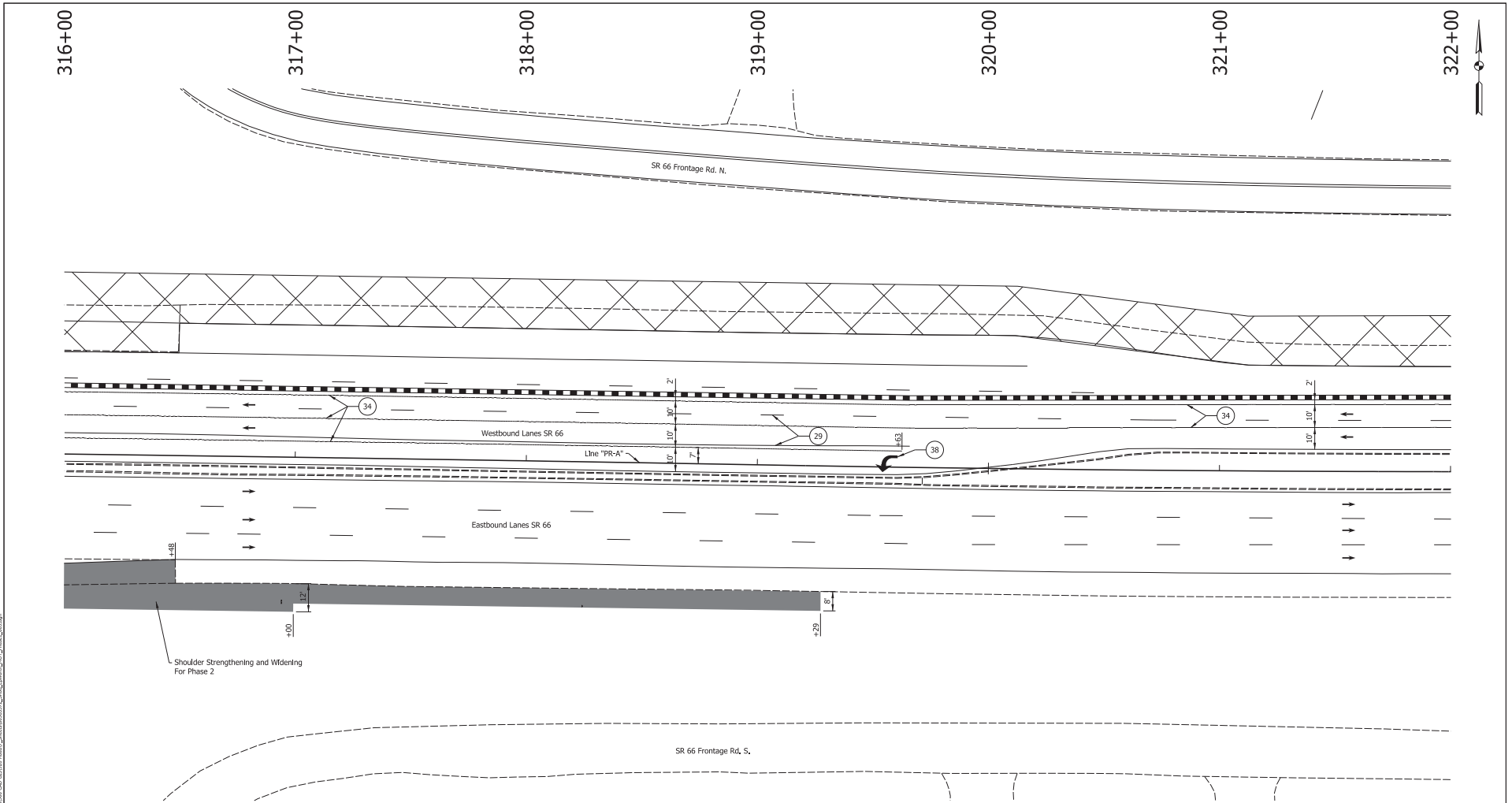
- 29 Remove Existing Pavement Markings
- 33 Temp. Pvmt. Marking, Broken, White, 4"
- 34 Temp. Pvmt. Marking, Solid, White, 4"
- 35 Temp. Pvmt. Marking, Solid, Yellow, 4"
- 36 Temp. Pvmt. Marking, Dotted, White, 4"
- 37 Temp. Pvmt. Marking, Dotted, Yellow, 4"
- 38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow
- 39 Temp. Transverse Pvmt. Mrk., White, 24"
- Temporary Concrete Barrier
- Barricade, Type III-A
- Energy Absorbing Terminal, CZ, TL-3
- Drums
- Traffic Flow Arrows
- Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 40 mph

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH	
CHECKED: BSC	CHECKED: ALP	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	16 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

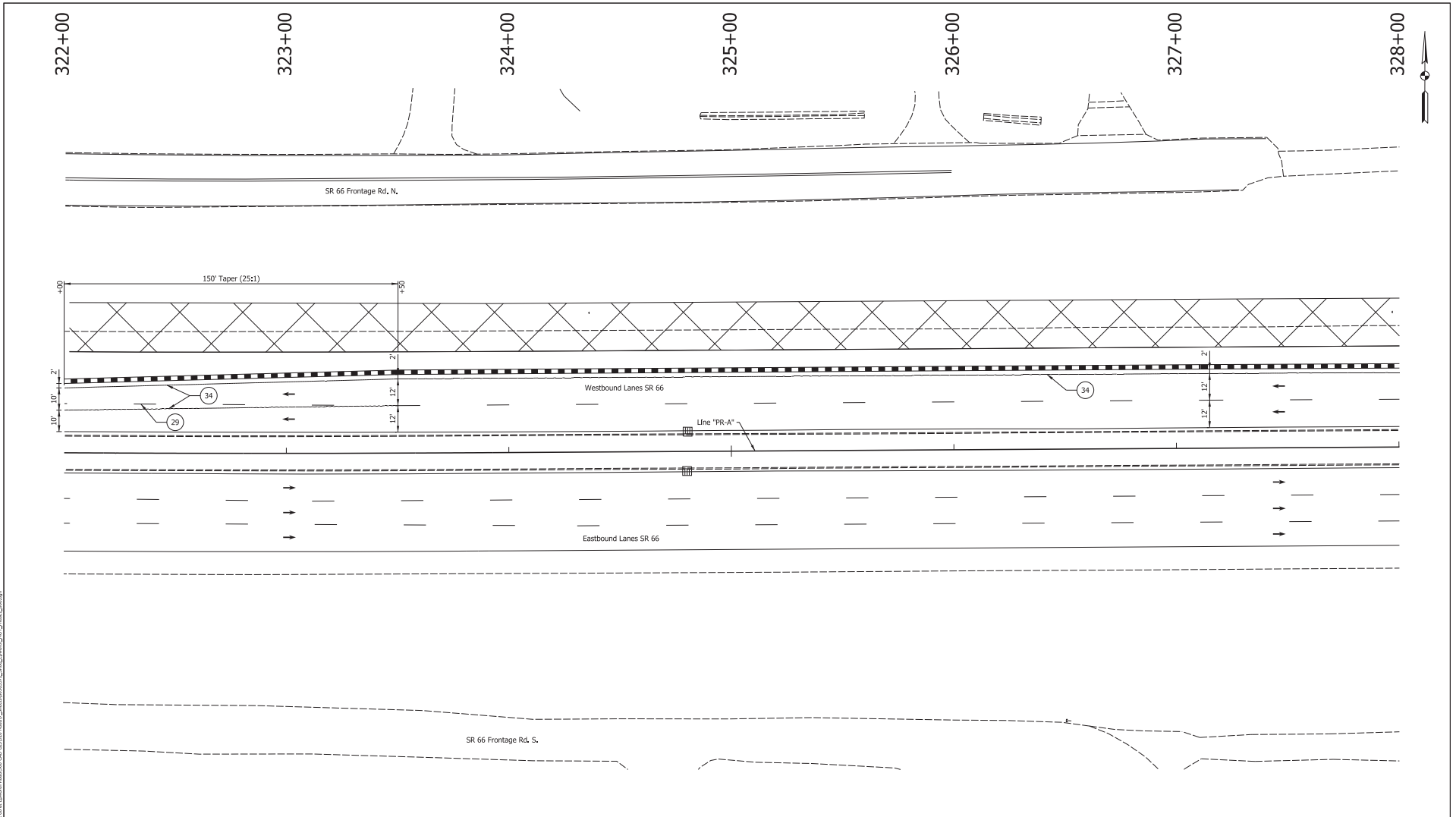
- 29 Remove Existing Pavement Markings
- 30 Temp. Pvmt. Marking, Broken, White, 4"
- 31 Temp. Pvmt. Marking, Dotted, White, 4"
- 32 Temp. Pvmt. Marking, Dotted, Yellow, 4"
- 33 Temp. Pvmt. Marking, Solid, White, 4"
- 34 Temp. Pvmt. Marking, Solid, Yellow, 4"
- 35 Temp. Pvmt. Marking, Solid, Yellow, 4"
- 36 Temp. Pvmt. Marking, Dotted, White, 4"
- 37 Temp. Pvmt. Marking, Dotted, Yellow, 4"
- 38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow
- 39 Temp. Transverse Pvmt. Mrk., White, 24"
- Temporary Concrete Barrier
- Barricade, Type III-A
- Energy Absorbing Terminal, CZ, TL-3
- Drums
- Traffic Flow Arrows
- Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 40 mph

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED BY: ALP	DRAWN BY: DAH		
CHECKED BY: BSC	CHECKED BY: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	17 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

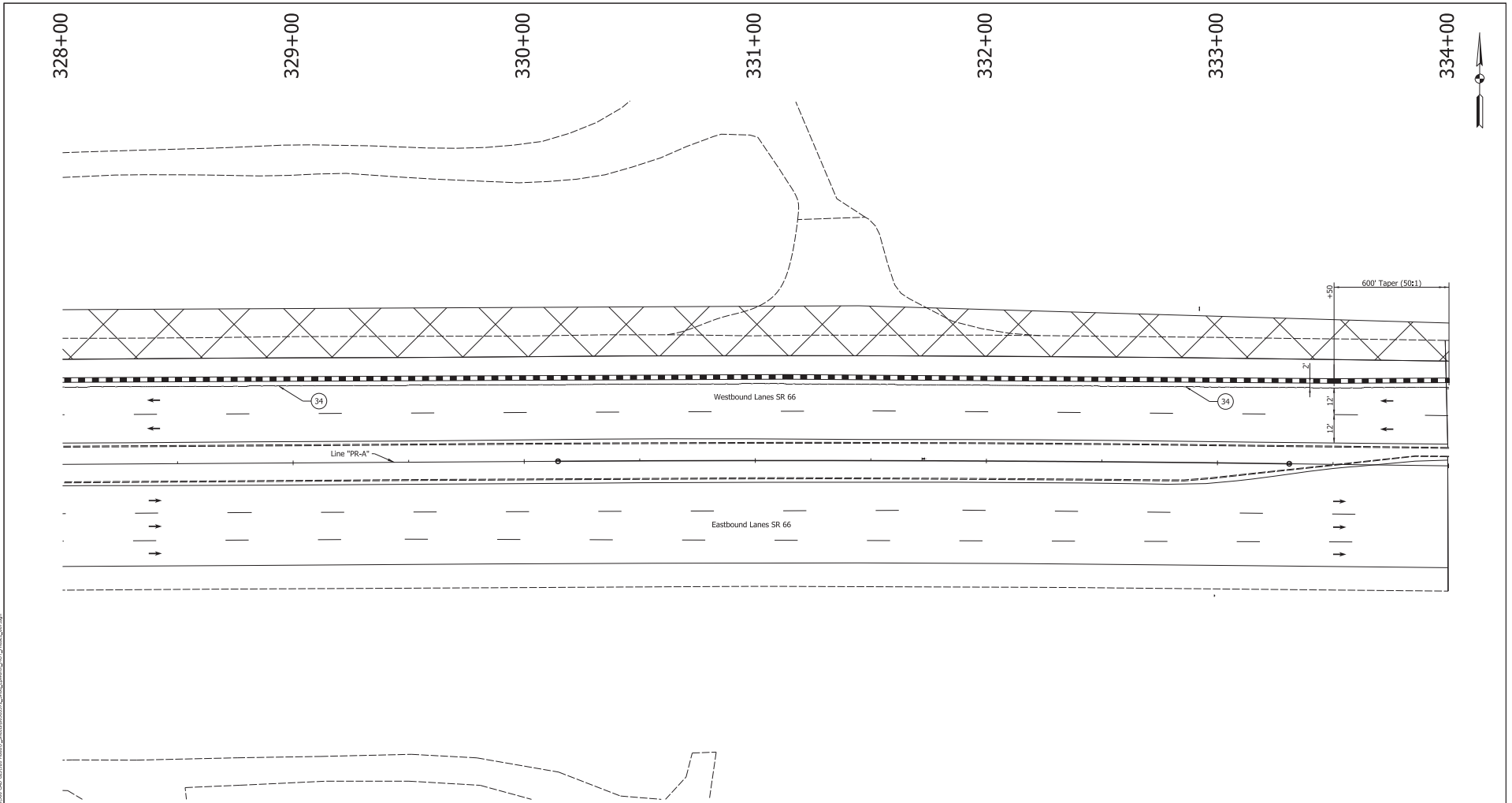
- 29 Remove Existing Pavement Markings
- 30 Temp. Pmnt. Marking, Broken, White, 4"
- 31 Temp. Pmnt. Marking, Solid, White, 4"
- 32 Temp. Pmnt. Marking, Solid, Yellow, 4"
- 33 Temp. Pmnt. Marking, Dotted, White, 4"
- 34 Temp. Pmnt. Marking, Dotted, Yellow, 4"
- 35 Temp. Pmnt. Msg. Marking, Lane Ind. Arrow
- 36 Temp. Transverse Pmnt. Mrk., White, 24"
- 37 Temporary Concrete Barrier
- 38 Barricade, Type III-A
- 39 Energy Absorbing Terminal, CZ, TL-3
- • • Drums
- Traffic Flow Arrows
- ▨ Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 40 mph

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED BY: ALP	DRAWN BY: DAH		
CHECKED BY: BSC	CHECKED BY: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	18 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

29	Remove Existing Pavement Markings	36	Temp. Pvmt. Marking, Dotted, White, 4"		Temporary Concrete Barrier		Traffic Flow Arrows
33	Temp. Pvmt. Marking, Broken, White, 4"	37	Temp. Pvmt. Marking, Dotted, Yellow, 4"		Barricade, Type III-A		Construction Area
34	Temp. Pvmt. Marking, Solid, White, 4"	38	Temp. Pvmt. Msg. Marking, Lane Ind. Arrow		Energy Absorbing Terminal, CZ, TL-3		Shoulder Strengthening
35	Temp. Pvmt. Marking, Solid, Yellow, 4"	39	Temp. Transverse Pvmt. Mrk., White, 24"		Drums	Construction Zone Design Speed = 40 mph	

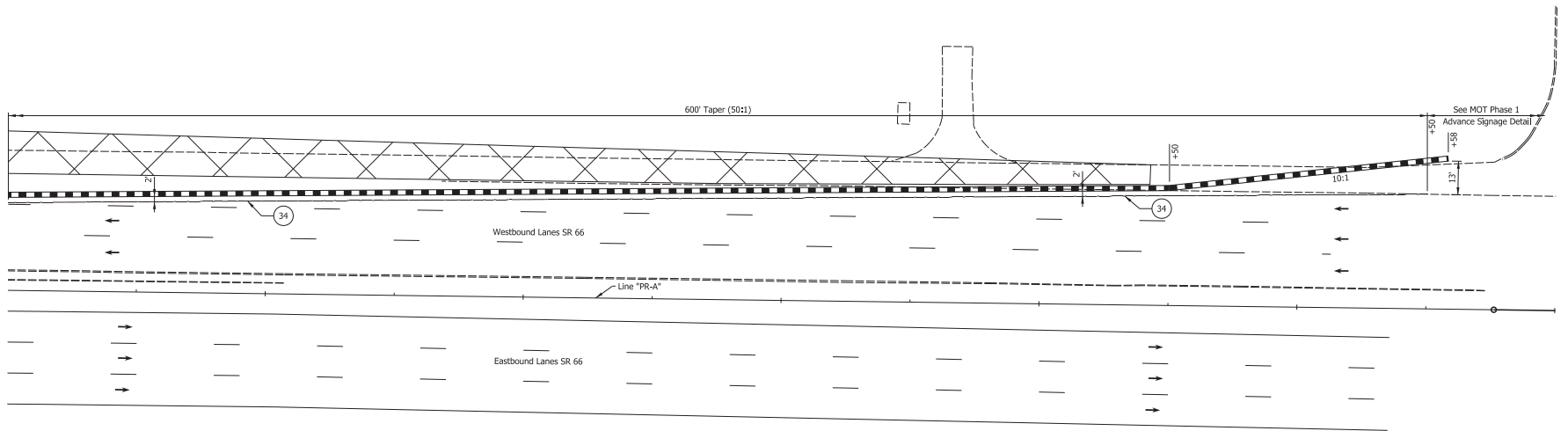
RECOMMENDED FOR APPROVAL	
DESIGNED BY: ALP	DRAWN BY: DAH
CHECKED BY: BSC	CHECKED BY: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	19 of 177
CONTRACT	PROJECT
R-39921	1400195

334+00 335+00 336+00 337+00 338+00 339+00 340+00



Preliminary

29 Remove Existing Pavement Markings	36 Temp. Pvm. Marking, Dotted, White, 4"	Temporary Concrete Barrier	Traffic Flow Arrows
33 Temp. Pvm. Marking, Broken, White, 4"	37 Temp. Pvm. Marking, Dotted, Yellow, 4"	Barricade, Type III-A	Construction Area
34 Temp. Pvm. Marking, Solid, White, 4"	38 Temp. Pvm. Msg. Marking, Lane Ind. Arrow	Energy Absorbing Terminal, CZ, TL-3	Shoulder Strengthening
35 Temp. Pvm. Marking, Solid, Yellow, 4"	39 Temp. Transverse Pvm. Mrk., White, 24"	Drums	Construction Zone Design Speed = 40 mph

DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE	DESIGNATION 1400195
SURVEY BOOK ELECTRONIC (Typ.)	SHEETS of 177
CONTRACT R-39921	PROJECT 1400195

DATE: 11/7/2022
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PROJECT: 1400195

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39+00

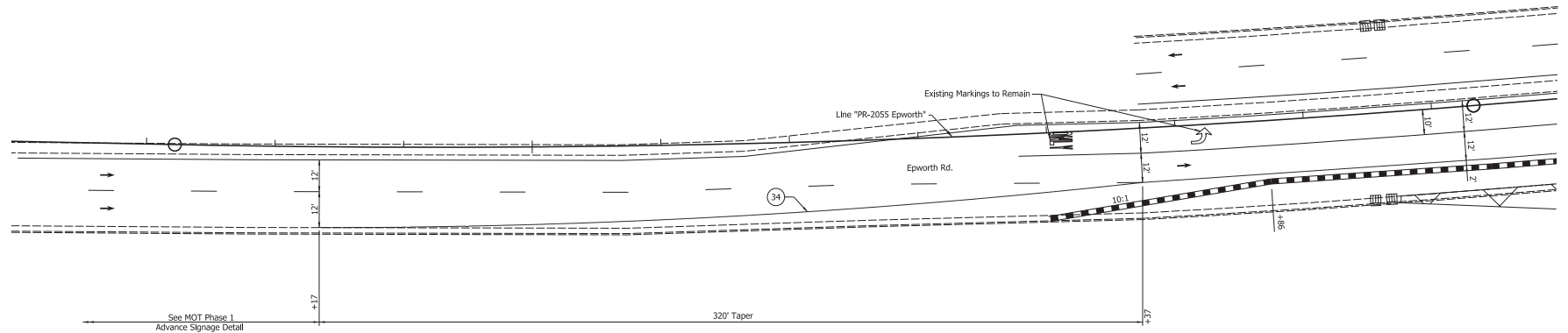
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42+00

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Preliminary

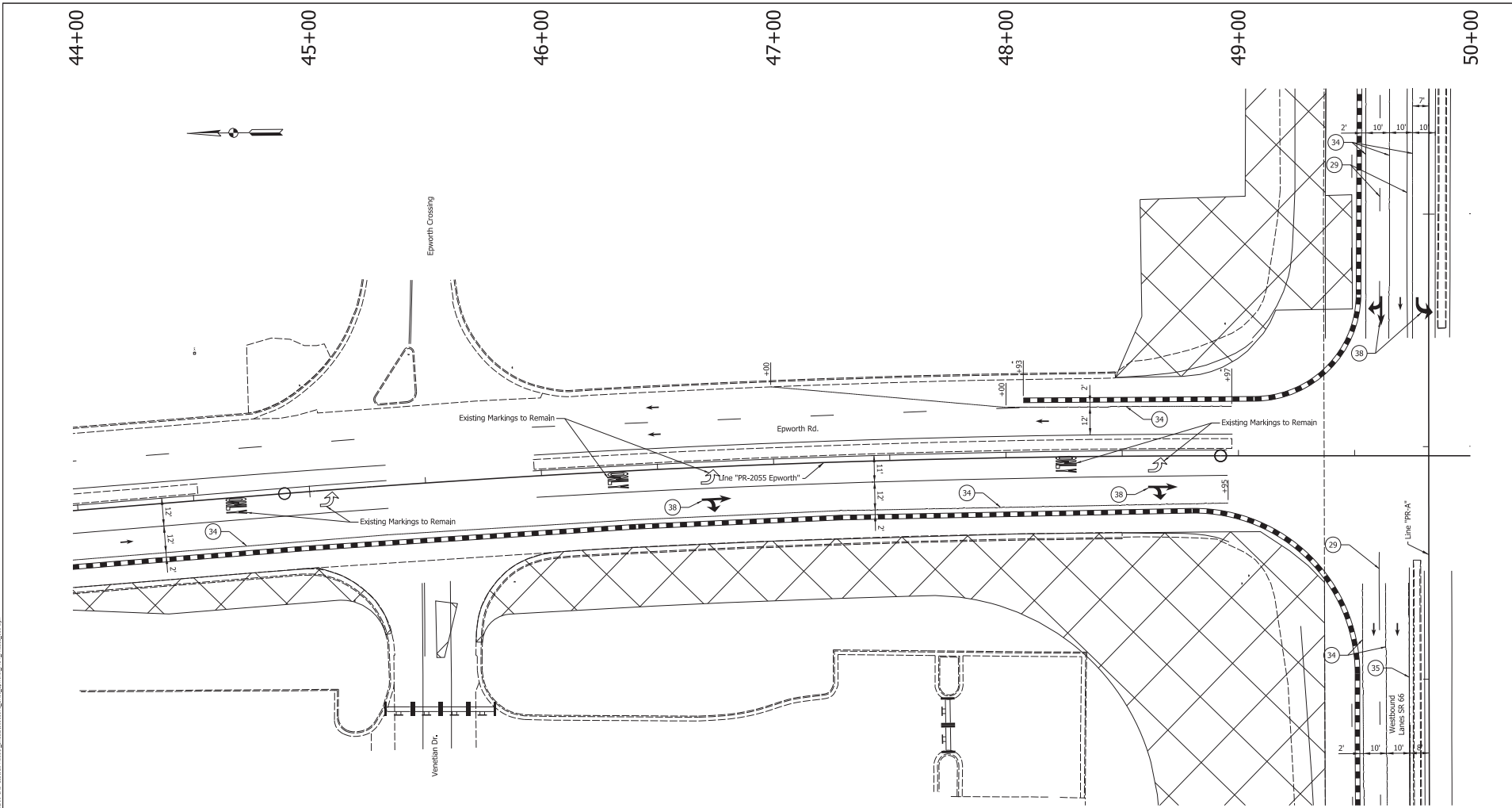
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- 30 Temp. Pvmt. Marking, Broken, White, 4"
- 31 Temp. Pvmt. Marking, Solid, White, 4"
- 32 Temp. Pvmt. Marking, Solid, Yellow, 4"
- 36 Temp. Pvmt. Marking, Dotted, White, 4"
- 37 Temp. Pvmt. Marking, Dotted, Yellow, 4"
- 38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow
- 39 Temp. Transverse Pvmt. Mrk., White, 24"
- Temporary Concrete Barrier
- Barricade, Type III-A
- Energy Absorbing Terminal, CZ, TL-3
- Drums
- Traffic Flow Arrows
- Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 30 mph

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH		
CHECKED: BSC	CHECKED: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	21 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

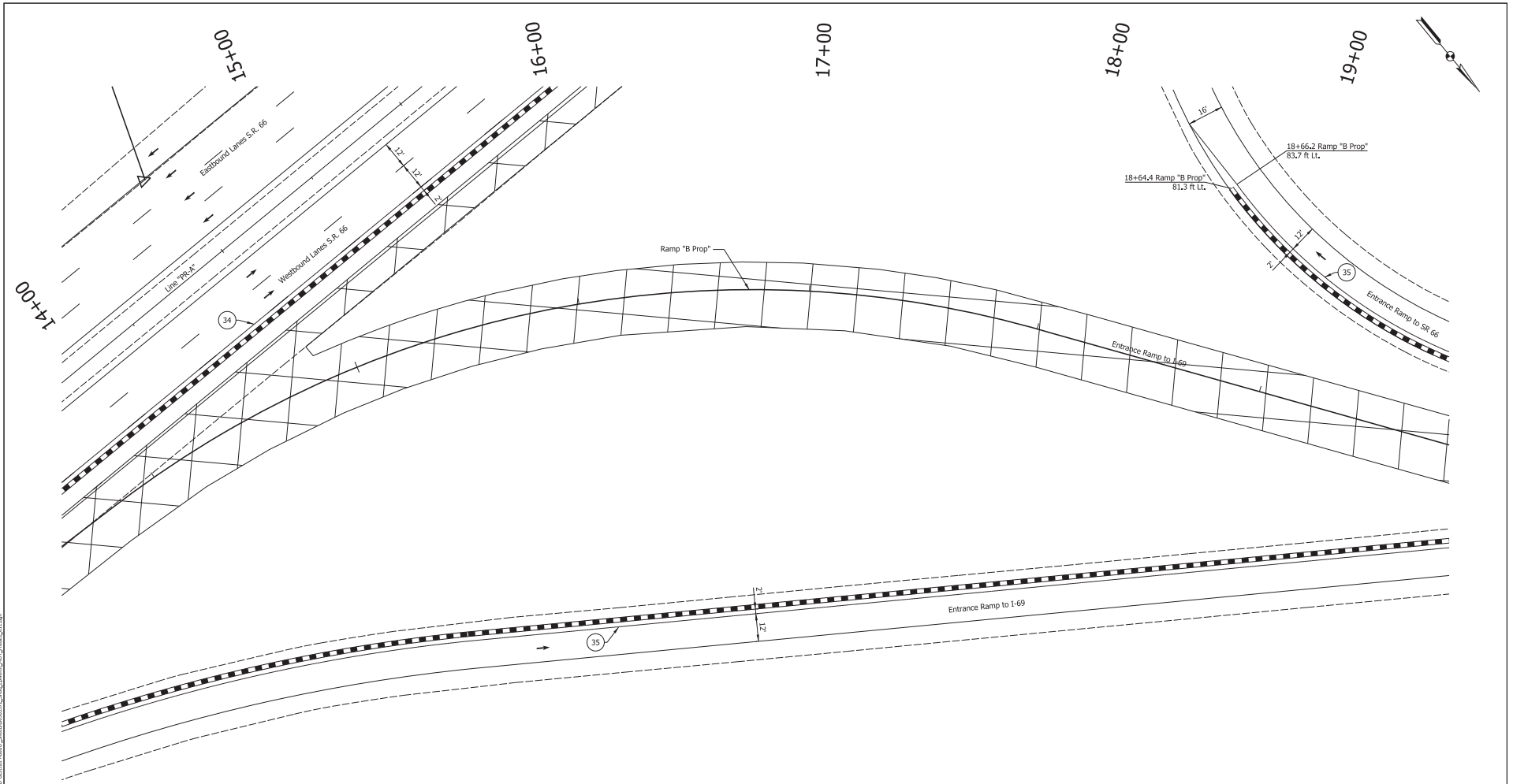
29 Remove Existing Pavement Markings	36 Temp. Pvmt. Marking, Dotted, White, 4"	Temporary Concrete Barrier	Traffic Flow Arrows
33 Temp. Pvmt. Marking, Broken, White, 4"	37 Temp. Pvmt. Marking, Dotted, Yellow, 4"	Barricade, Type III-A	Construction Area
34 Temp. Pvmt. Marking, Solid, White, 4"	38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow	Energy Absorbing Terminal, CZ, TL-3	Shoulder Strengthening
35 Temp. Pvmt. Marking, Solid, Yellow, 4"	39 Temp. Transverse Pvmt. Mrk., White, 24"	• • • Drums	Construction Zone Design Speed = 30 mph

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DMH	
CHECKED: BSC	CHECKED: ALP	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	22 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

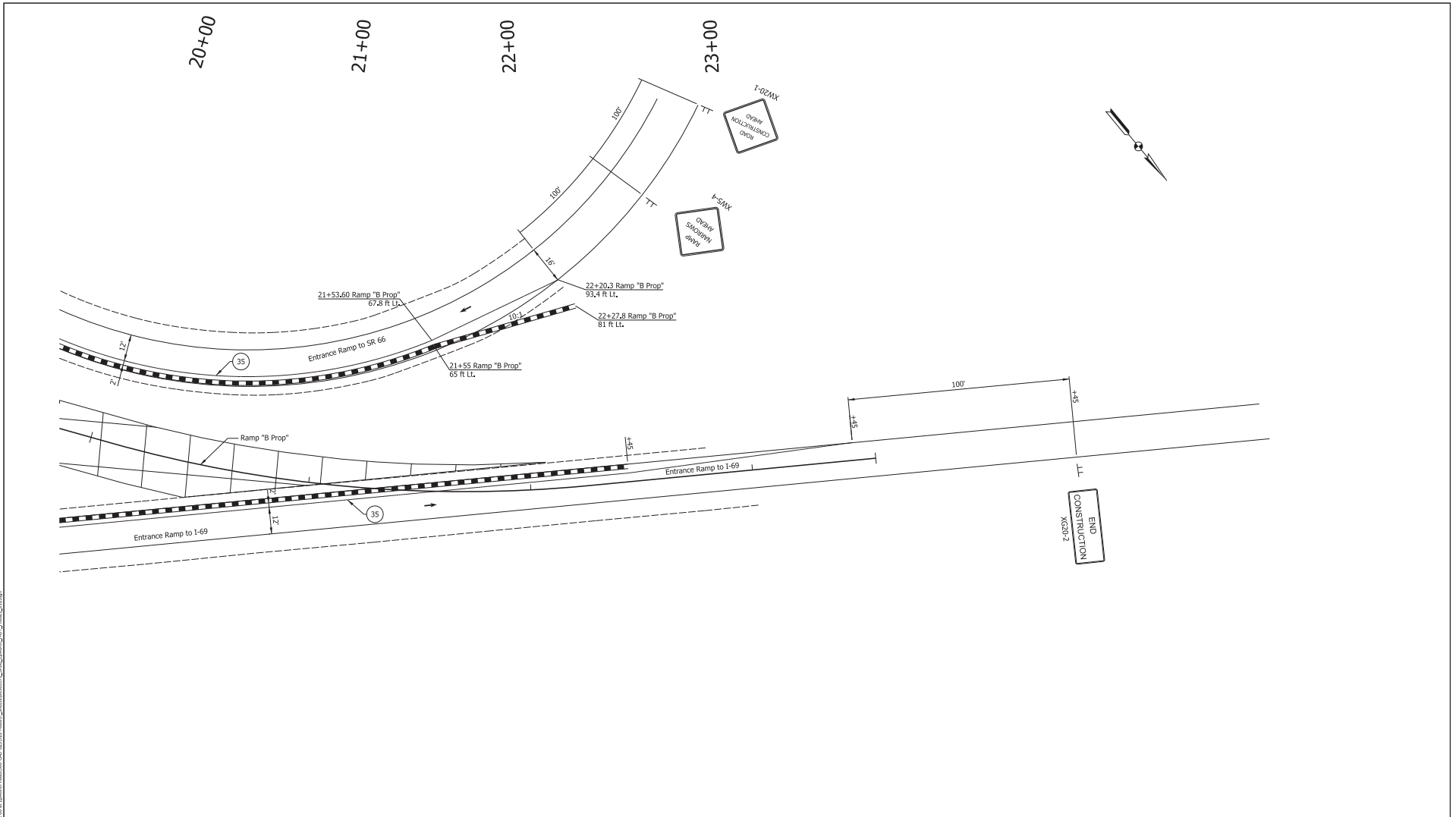
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| 29 Remove Existing Pavement Markings | 36 Temp. Pvmnt. Marking, Dotted, White, 4" | Temporary Concrete Barrier | Traffic Flow Arrows |
| 33 Temp. Pvmnt. Marking, Broken, White, 4" | 37 Temp. Pvmnt. Marking, Dotted, Yellow, 4" | Barricade, Type III-A | Construction Area |
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| 35 Temp. Pvmnt. Marking, Solid, Yellow, 4" | 39 Temp. Transverse Pvmnt. Mrk., White, 24" | Drums | Construction Zone Design Speed = 40 mph |

RECOMMENDED FOR APPROVAL	
DESIGNED BY: ALP	DATE:
CHECKED BY: BSC	CHECKED BY: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	23 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

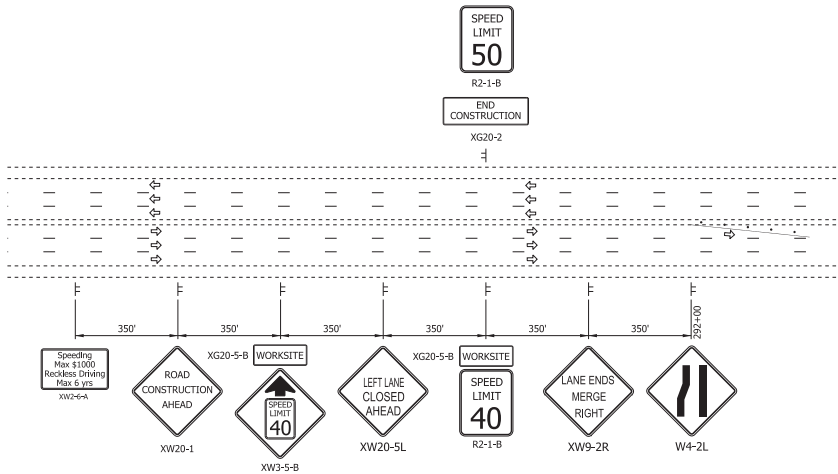
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| 33 Temp. Pvmt. Marking, Broken, White, 4" | 37 Temp. Pvmt. Marking, Dotted, Yellow, 4" | Barricade, Type III-A | Construction Area |
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| 35 Temp. Pvmt. Marking, Solid, Yellow, 4" | 39 Temp. Transverse Pvmt. Mrk., White, 24" | Drums | Construction Zone Design Speed = 40 mph |

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH		
CHECKED: BSC	CHECKED: ALP		

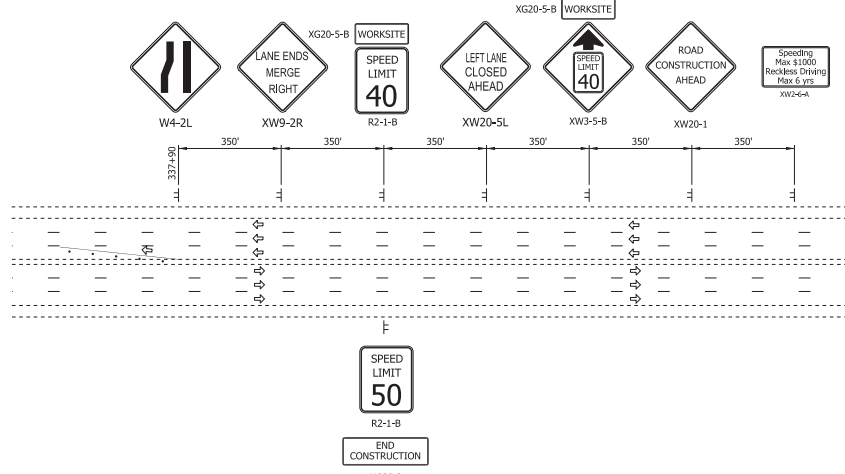
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

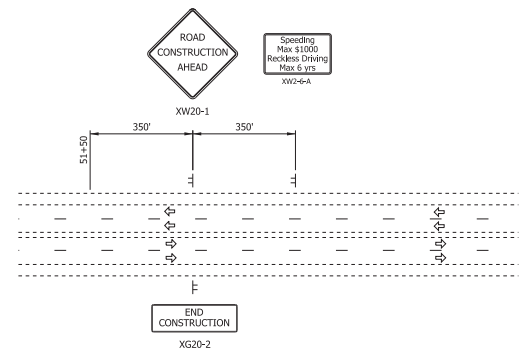
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1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	24 of 177
CONTRACT	PROJECT
R-39921	1400195



PHASE 2 ADVANCE SIGNAGE DETAIL - SR 66
No Scale



PHASE 2 ADVANCE SIGNAGE DETAIL - SR 66
No Scale



PHASE 2 ADVANCE SIGNAGE DETAIL - EPWORTH RD.
No Scale

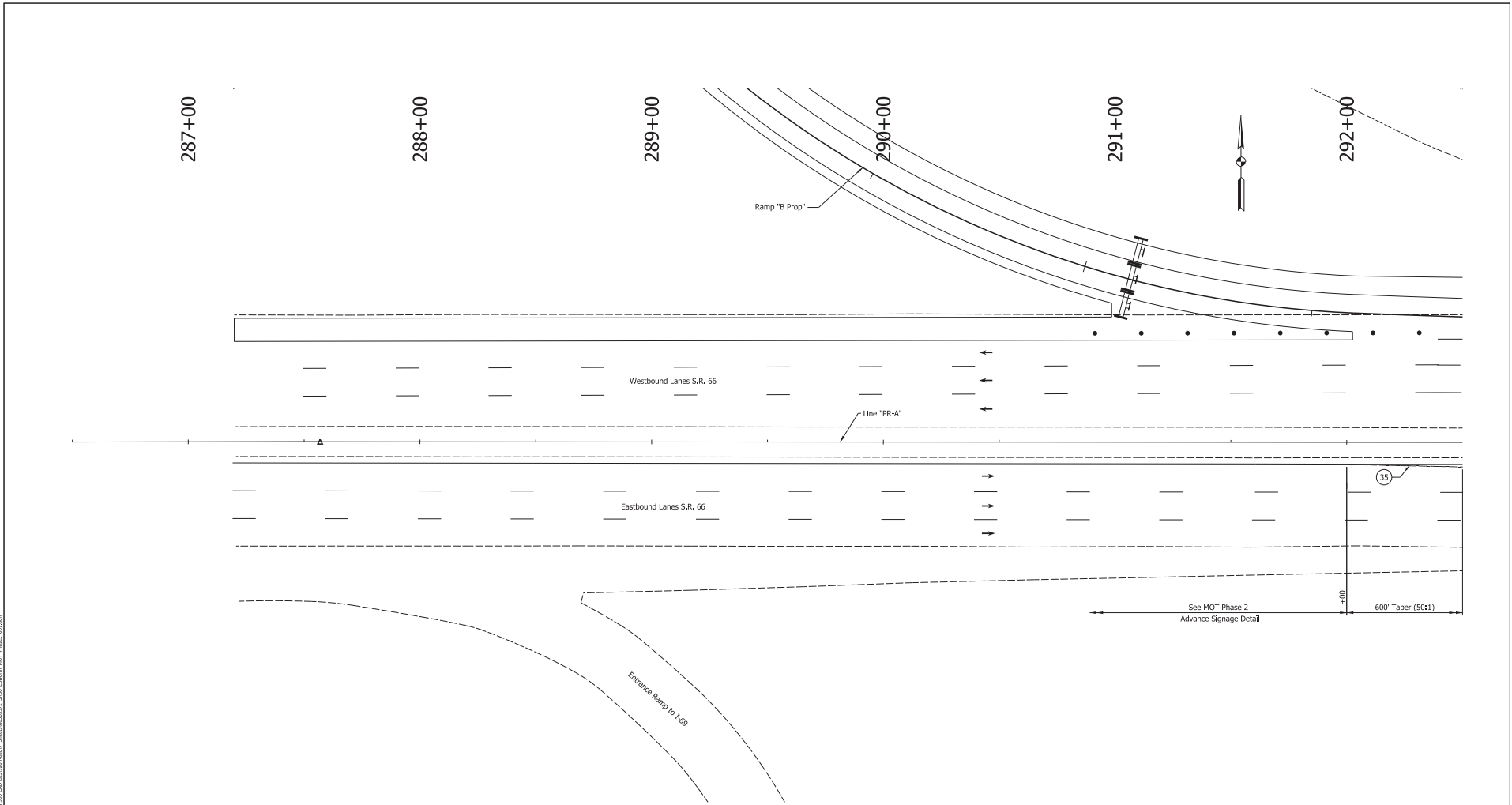
Preliminary

DATE: 11/7/2023
DRAWN BY: BSC
CHECKED BY: BSC

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE
DESIGNED BY: ALP	DRAWN BY: DAH			
CHECKED BY: BSC	CHECKED BY: ALP			

INDIANA
DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PHASE 2
ADVANCE SIGNAGE DETAIL

HORIZONTAL SCALE	BRIDGE FILE
NONE	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	25 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

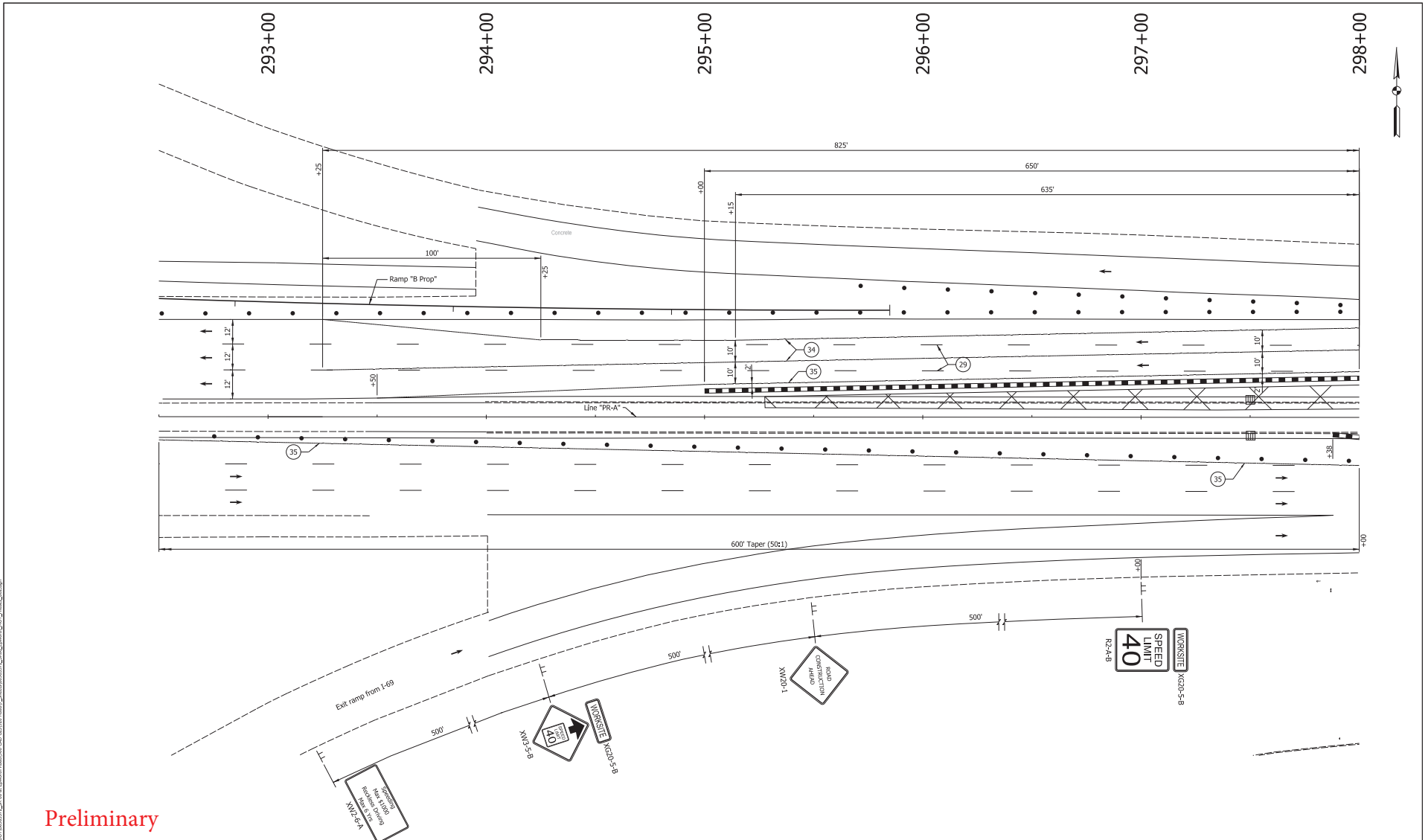
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33 Temp. Pvmt. Marking, Broken, White, 4"	37 Temp. Pvmt. Marking, Dotted, Yellow, 4"	Barricade, Type III-A	Construction Area
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35 Temp. Pvmt. Marking, Solid, Yellow, 4"	39 Temp. Transverse Pvmt. Mrk., White, 24"	Drums	Construction Zone Design Speed = 40 mph

RECOMMENDED FOR APPROVAL	
DESIGNED BY: ALP	DATE: _____
CHECKED BY: BSC	DESIGN ENGINEER: _____
DRAWN BY: DAH	CHECKED BY: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

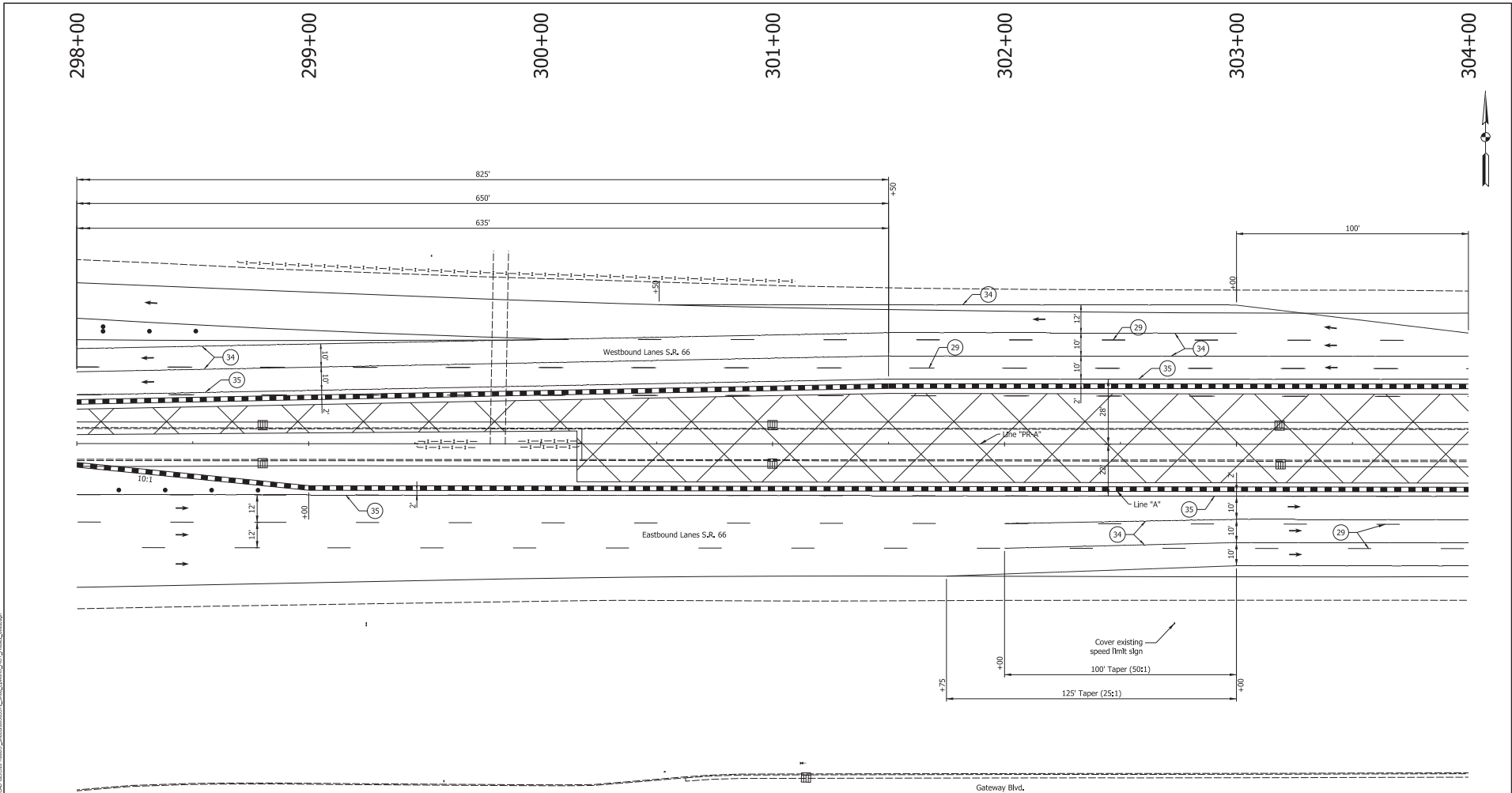
MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	26 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

<ul style="list-style-type: none"> 29 Remove Existing Pavement Markings 33 Temp. Pvmt. Marking, Broken, White, 4" 34 Temp. Pvmt. Marking, Solid, White, 4" 35 Temp. Pvmt. Marking, Solid, Yellow, 4" 	<ul style="list-style-type: none"> 36 Temp. Pvmt. Marking, Dotted, White, 4" 37 Temp. Pvmt. Marking, Dotted, Yellow, 4" 38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow 39 Temp. Transverse Pvmt. Mrk., White, 24" 	<ul style="list-style-type: none"> Temporary Concrete Barrier Barricade, Type III-A Energy Absorbing Terminal, CZ, TL-3 Drums 	<ul style="list-style-type: none"> Traffic Flow Arrows Construction Area Shoulder Strengthening Construction Zone Design Speed = 40 mph 	<p>RECOMMENDED FOR APPROVAL _____</p> <p>DESIGNED BY: ALP DRAWN BY: DAH</p> <p>CHECKED BY: BSC CHECKED BY: ALP</p>	<p style="text-align: center;">INDIANA DEPARTMENT OF TRANSPORTATION</p> <p style="text-align: center;">MAINTENANCE OF TRAFFIC PHASE 2</p>	<table border="1"> <tr> <td>HORIZONTAL SCALE</td> <td>BRIDGE FILE</td> </tr> <tr> <td>VERTICAL SCALE</td> <td>DESIGNATION</td> </tr> <tr> <td></td> <td>1400195</td> </tr> <tr> <td>SURVEY BOOK</td> <td>SHEETS</td> </tr> <tr> <td>ELECTRONIC (Y/N)</td> <td>27 of 177</td> </tr> <tr> <td>CONTRACT</td> <td>PROJECT</td> </tr> <tr> <td>R-39921</td> <td>1400195</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	VERTICAL SCALE	DESIGNATION		1400195	SURVEY BOOK	SHEETS	ELECTRONIC (Y/N)	27 of 177	CONTRACT	PROJECT	R-39921	1400195
HORIZONTAL SCALE	BRIDGE FILE																			
VERTICAL SCALE	DESIGNATION																			
	1400195																			
SURVEY BOOK	SHEETS																			
ELECTRONIC (Y/N)	27 of 177																			
CONTRACT	PROJECT																			
R-39921	1400195																			



Preliminary

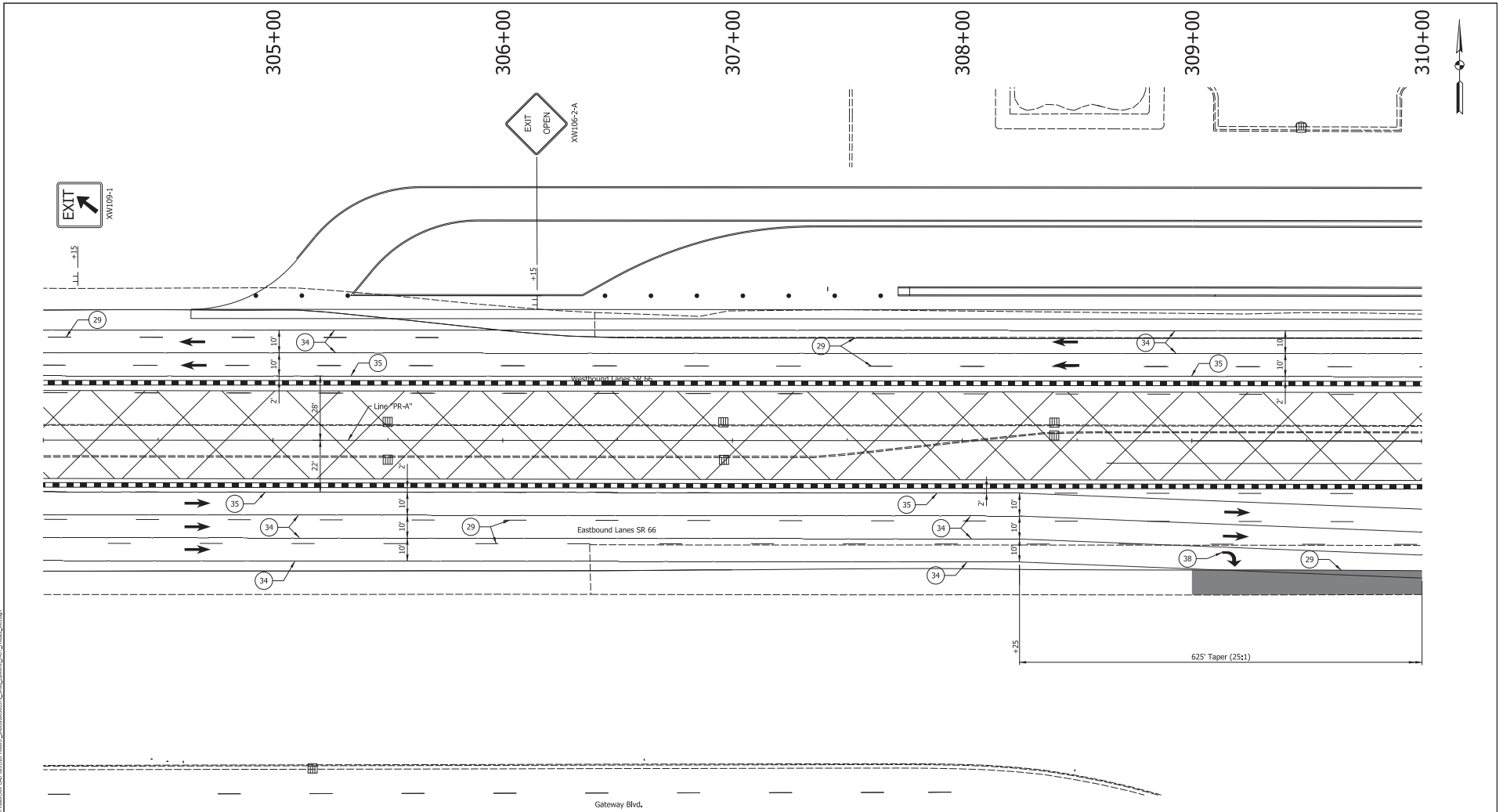
- 29 Remove Existing Pavement Markings
- 33 Temp. Pvmt. Marking, Broken, White, 4"
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- 35 Temp. Pvmt. Marking, Solid, Yellow, 4"
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- Temporary Concrete Barrier
- Barricade, Type III-A
- Energy Absorbing Terminal, CZ, TL-3
- Drums
- Traffic Flow Arrows
- Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 40 mph

RECOMMENDED FOR APPROVAL	
DESIGNED BY: ALP	DRAWN BY: DAH
CHECKED BY: BSC	CHECKED BY: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	28 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

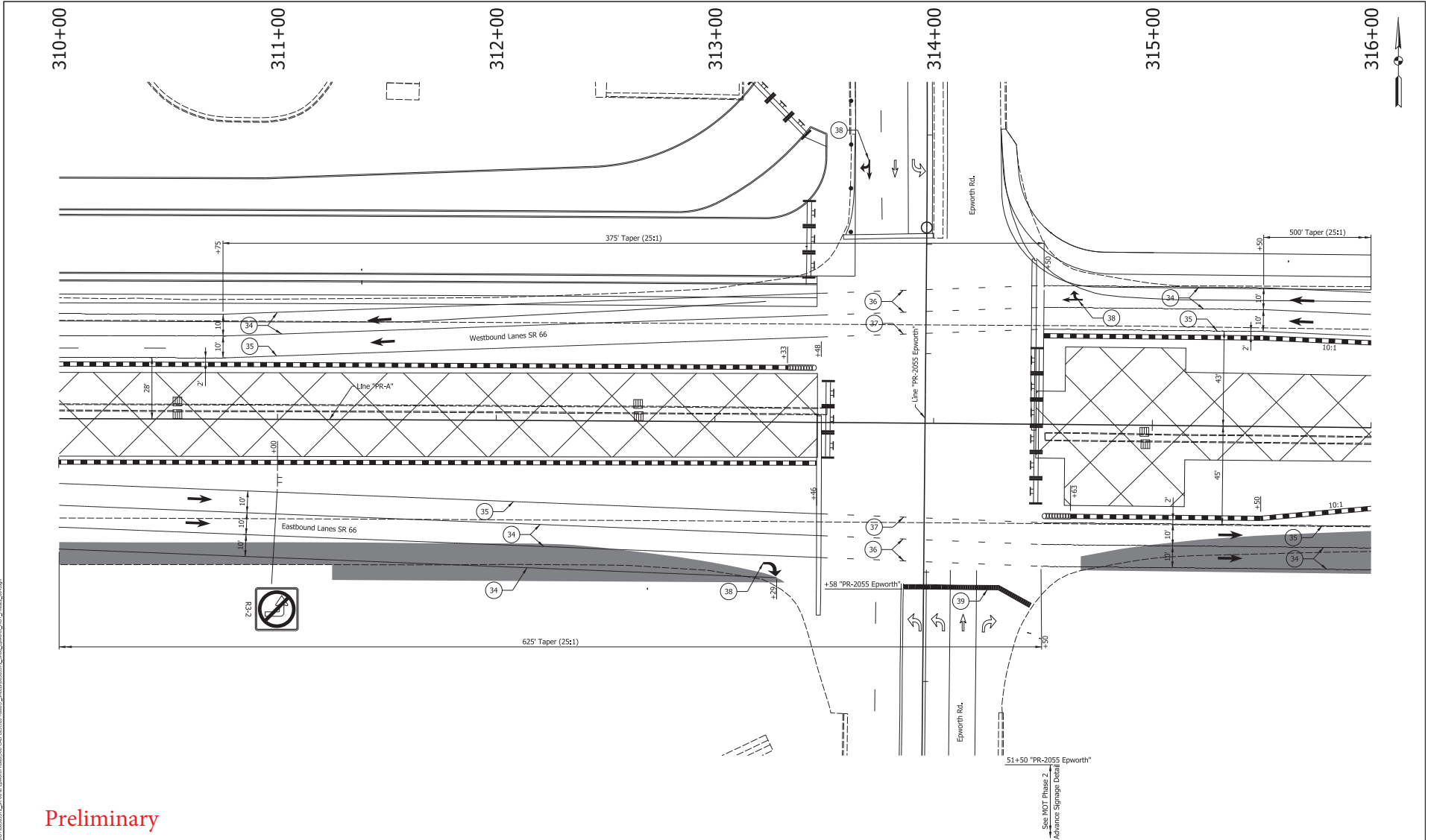
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| 29 Remove Existing Pavement Markings | 36 Temp. Pvmt. Marking, Dotted, White, 4" | Temporary Concrete Barrier | Traffic Flow Arrows |
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| 35 Temp. Pvmt. Marking, Solid, Yellow, 4" | 39 Temp. Transverse Pvmt. Mrk., White, 24" | Drums | Construction Zone Design Speed = 40 mph |

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED BY: ALP	DRAWN BY: DAH		
CHECKED BY: BSC	CHECKED BY: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	29 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

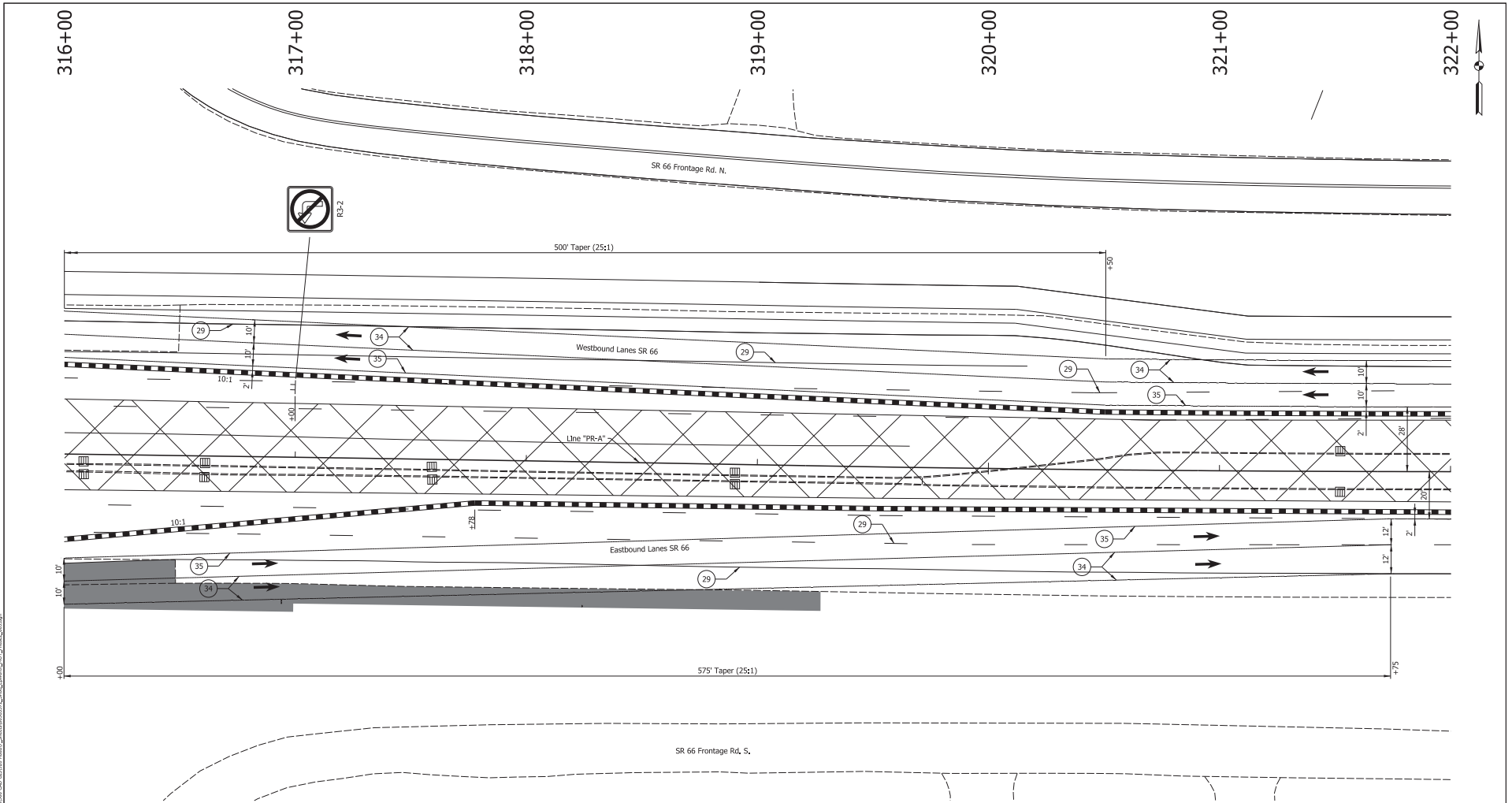
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH	
CHECKED: BSC	CHECKED: ALP	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	30 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

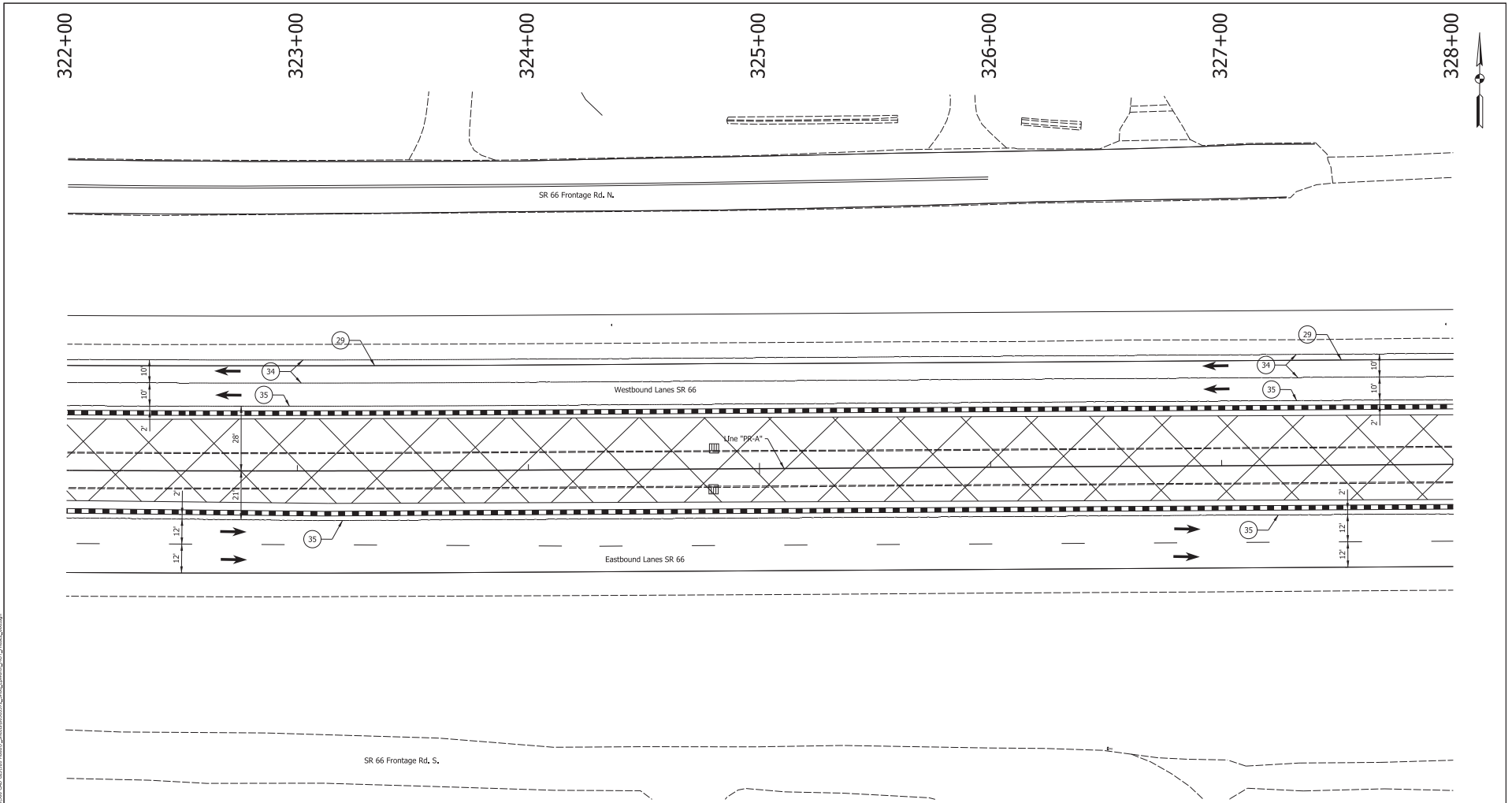
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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED BY: ALP	DRAWN BY: DAH		
CHECKED BY: BSC	CHECKED BY: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	31 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

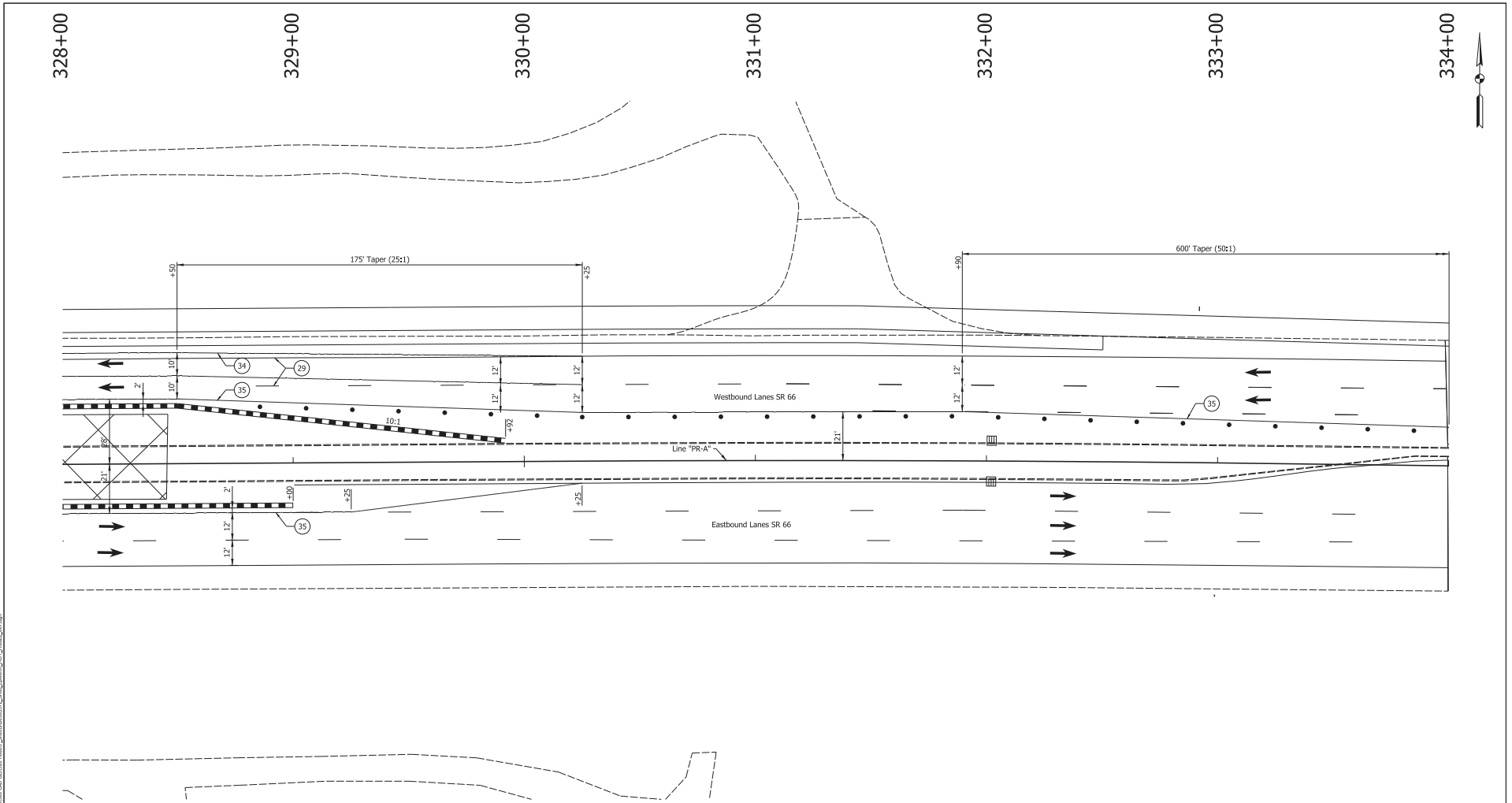
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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH		
CHECKED: BSC	CHECKED: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	32 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

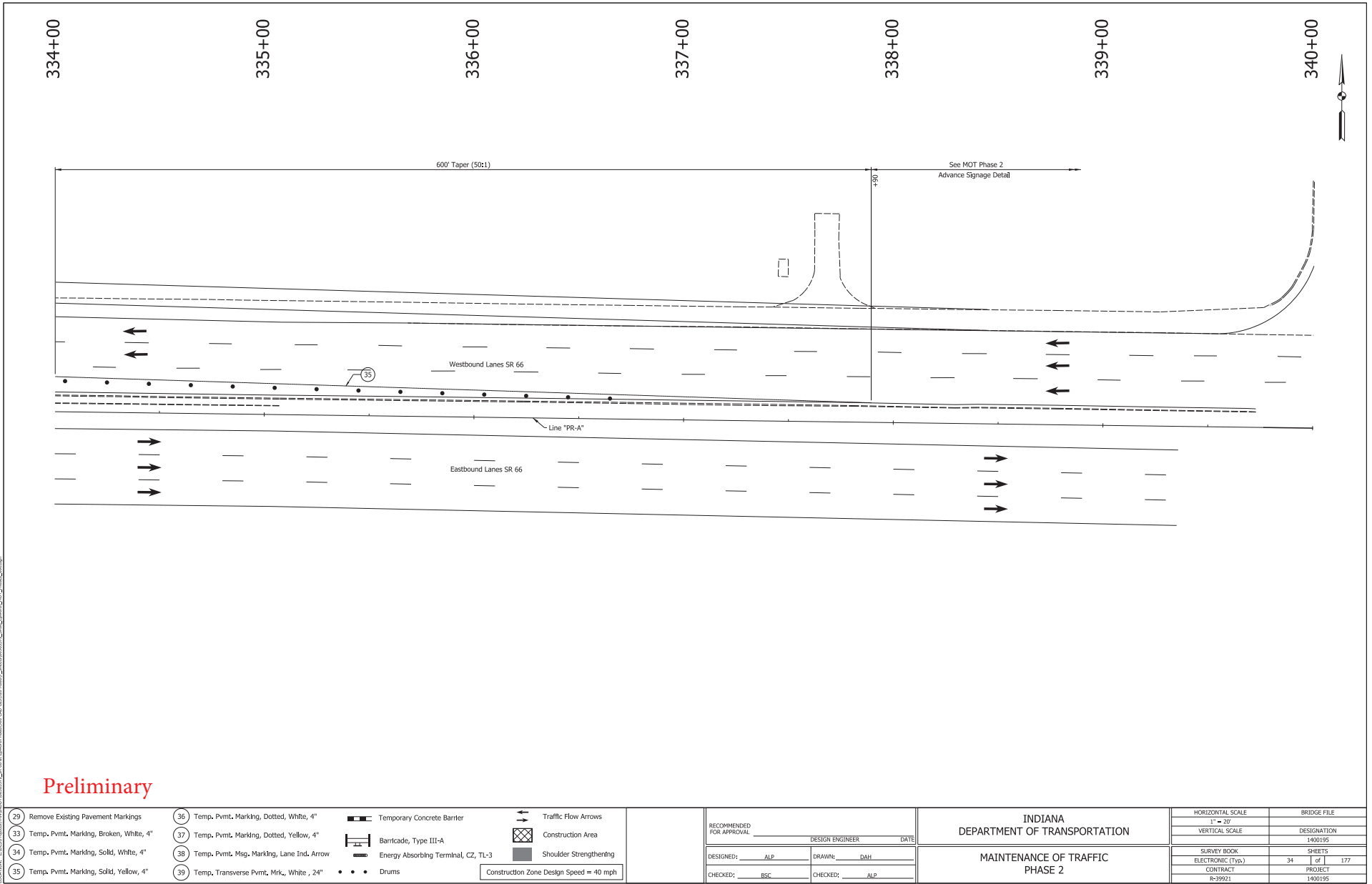
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RECOMMENDED FOR APPROVAL	
DESIGNED BY: ALP	DATE: _____
CHECKED BY: BSC	CHECKED BY: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	33 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

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RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	34 of 177
CONTRACT	PROJECT
R-39921	1400195

38+00

39+00

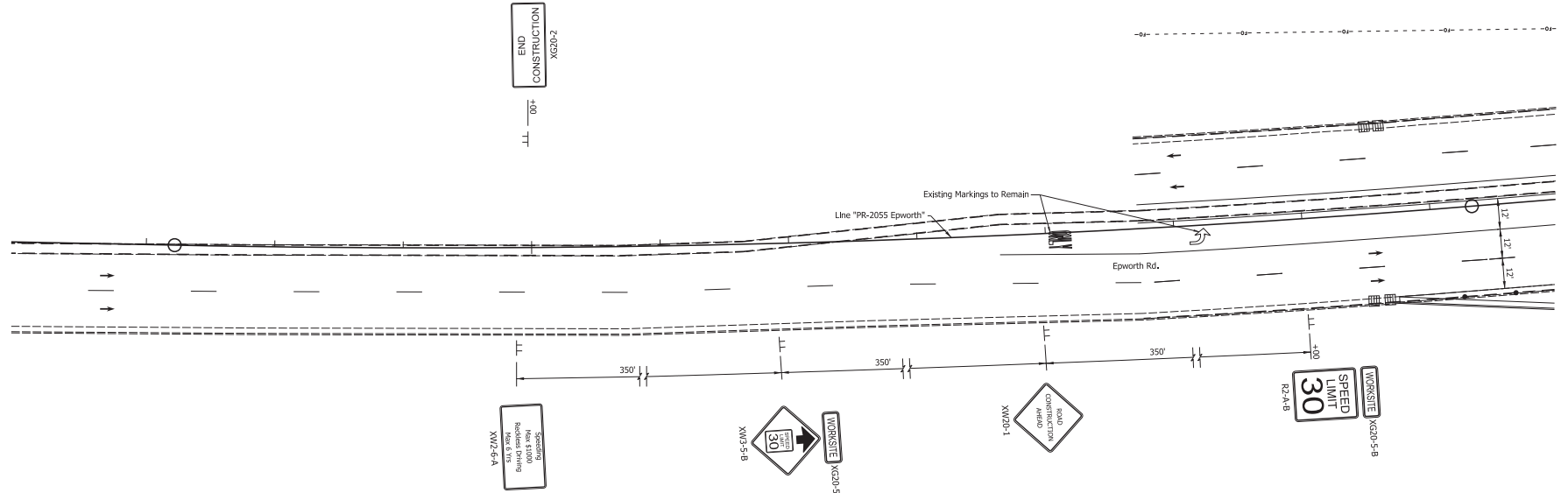
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41+00

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Preliminary

- | | | | |
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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____

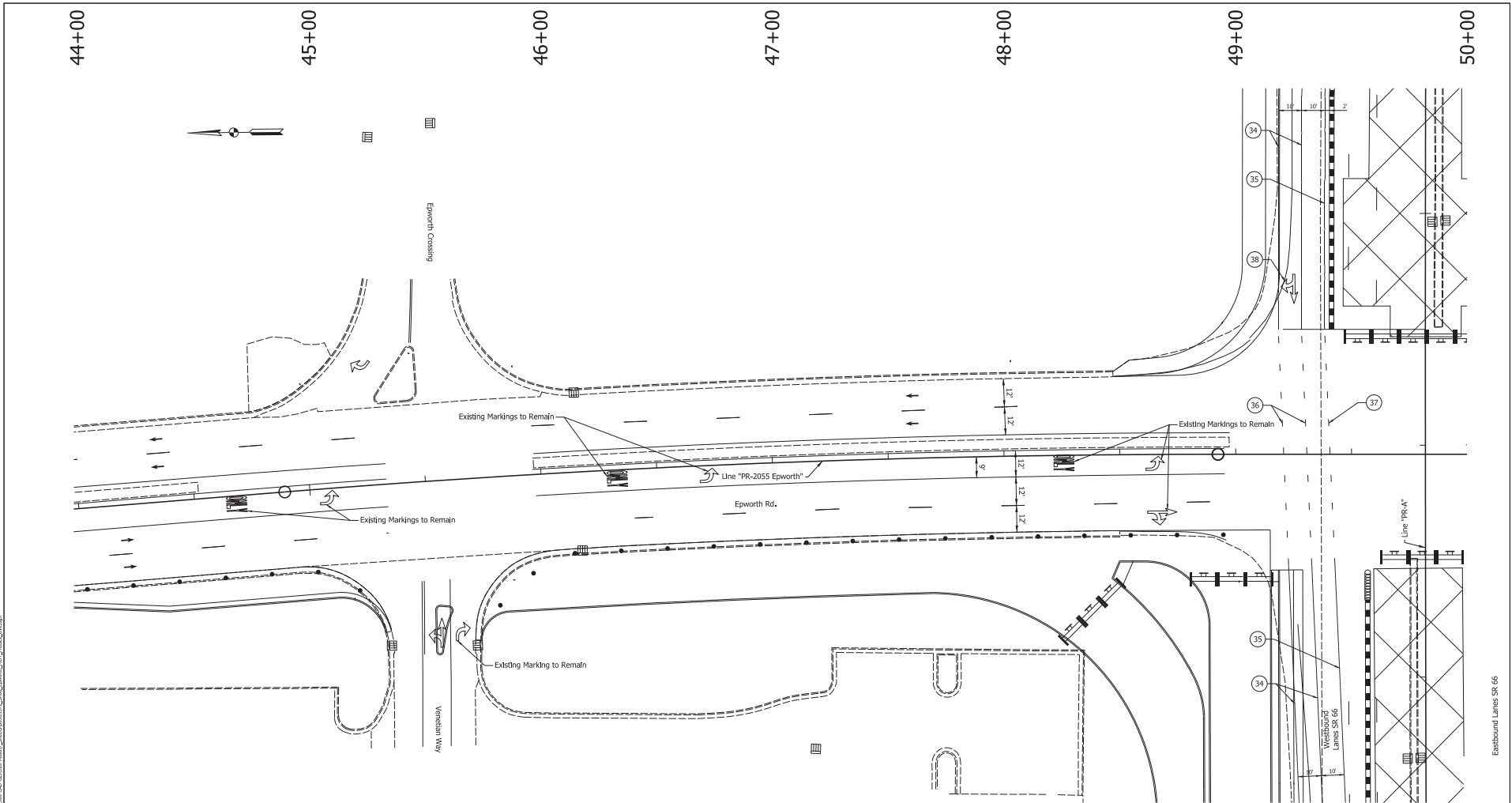
DESIGNED: ALP DRAWN: DAH

CHECKED: BSC CHECKED: ALP

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	35 of 177
CONTRACT	PROJECT
R-39921	1400195



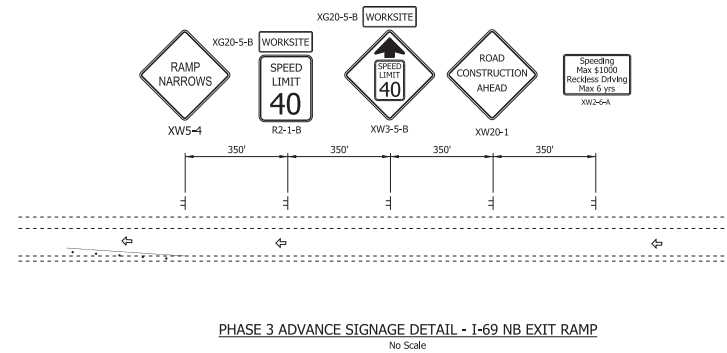
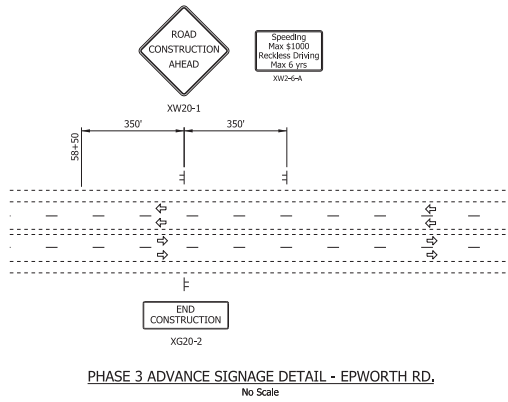
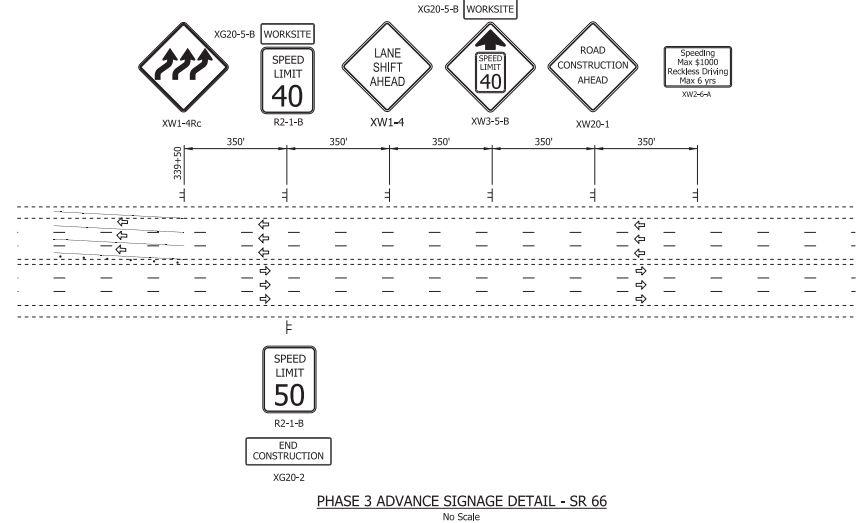
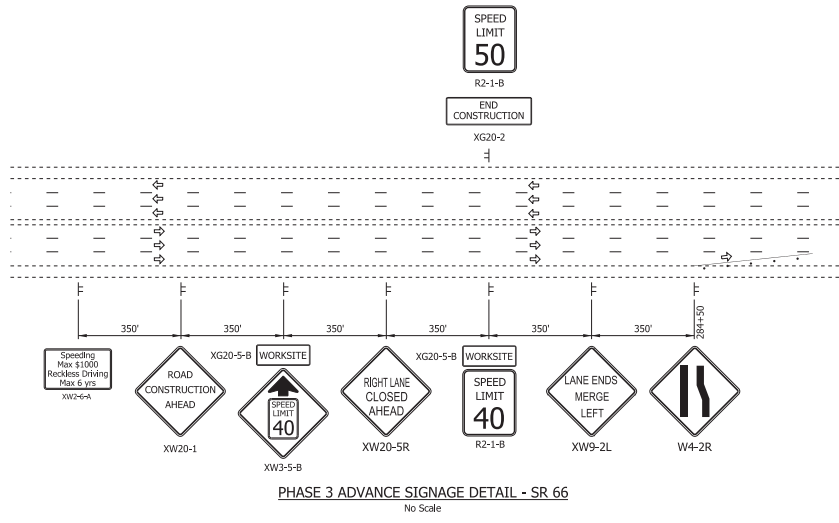
Preliminary

29 Remove Existing Pavement Markings	36 Temp. Pvmt. Marking, Dotted, White, 4"	Temporary Concrete Barrier	Traffic Flow Arrows
33 Temp. Pvmt. Marking, Broken, White, 4"	37 Temp. Pvmt. Marking, Dotted, Yellow, 4"	Barricade, Type III-A	Construction Area
34 Temp. Pvmt. Marking, Solid, White, 4"	38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow	Energy Absorbing Terminal, CZ, TL-3	Shoulder Strengthening
35 Temp. Pvmt. Marking, Solid, Yellow, 4"	39 Temp. Transverse Pvmt. Mrk., White, 24"	Drums	Construction Zone Design Speed = 30 mph

DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE
VERTICAL SCALE	DESIGNATION 1400195
SURVEY BOOK ELECTRONIC (Typ.)	SHEETS 36 of 177
CONTRACT R-39921	PROJECT 1400195



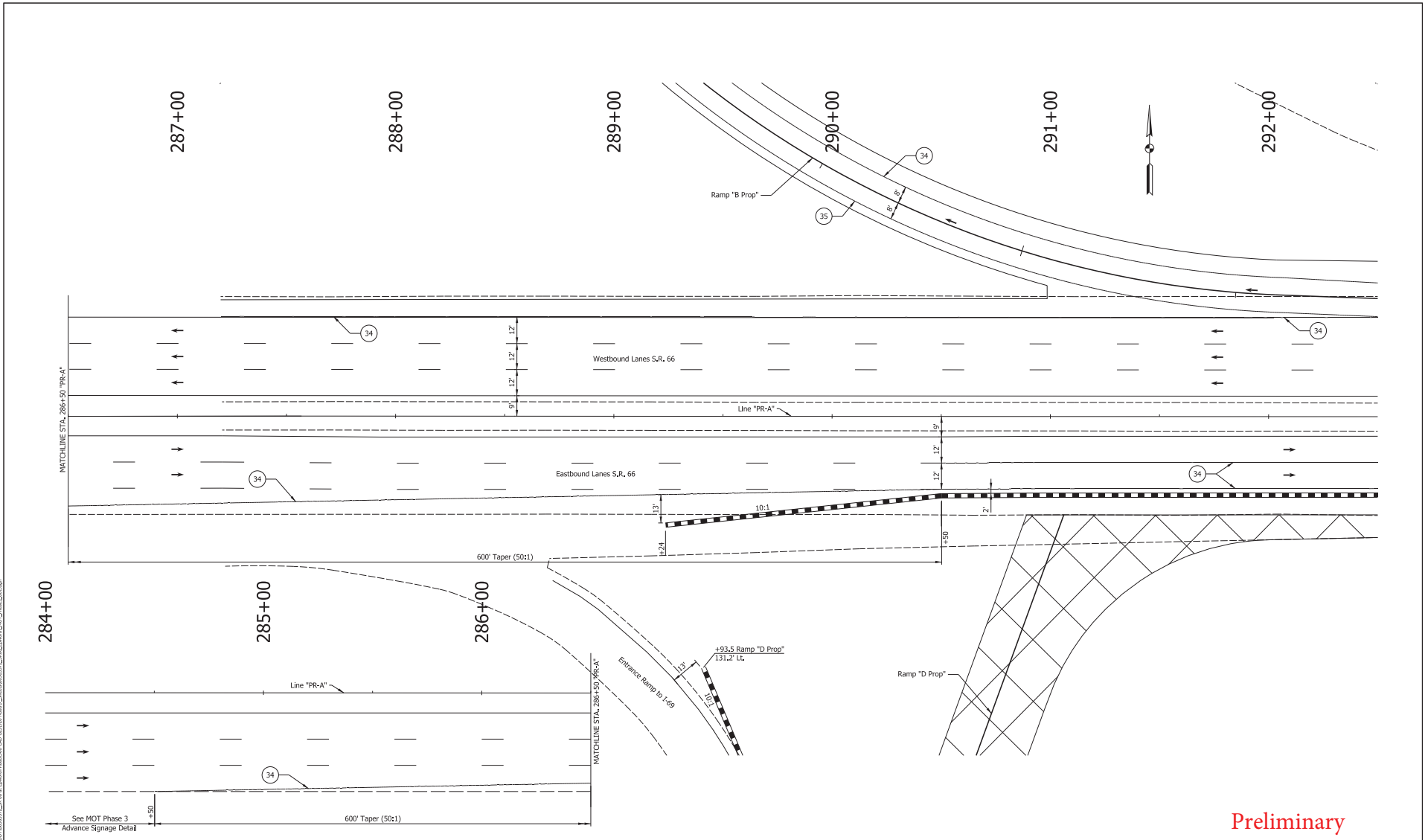
Preliminary

DATE: 11/7/2023
USER: jh111

RECOMMENDED FOR APPROVAL	
DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 3 ADVANCE SIGNAGE DETAIL	

HORIZONTAL SCALE	BRIDGE FILE
NONE	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	37 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

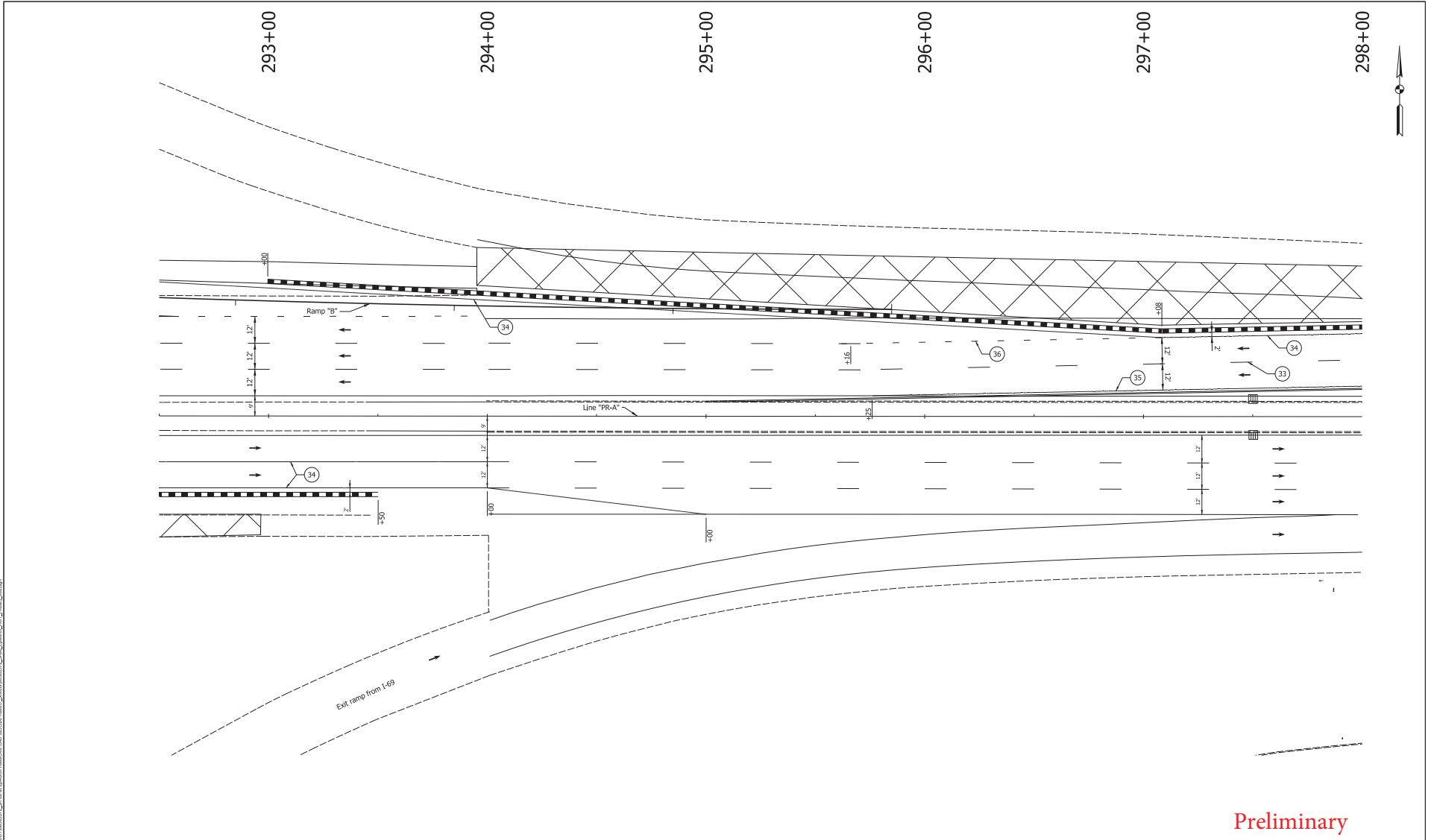
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|---|--|-------------------------------------|---|
| 29 Remove Existing Pavement Markings | 36 Temp. Pvmt. Marking, Dotted, White, 4" | Temporary Concrete Barrier | Traffic Flow Arrows |
| 33 Temp. Pvmt. Marking, Broken, White, 4" | 37 Temp. Pvmt. Marking, Dotted, Yellow, 4" | Barricade, Type III-A | Construction Area |
| 34 Temp. Pvmt. Marking, Solid, White, 4" | 38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow | Energy Absorbing Terminal, CZ, TL-3 | Shoulder Strengthening |
| 35 Temp. Pvmt. Marking, Solid, Yellow, 4" | 39 Temp. Transverse Pvmt. Mrk., White, 24" | Drums | Construction Zone Design Speed = 40 mph |

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH	
CHECKED: BSC	CHECKED: ALP	

INDIANA
DEPARTMENT OF TRANSPORTATION

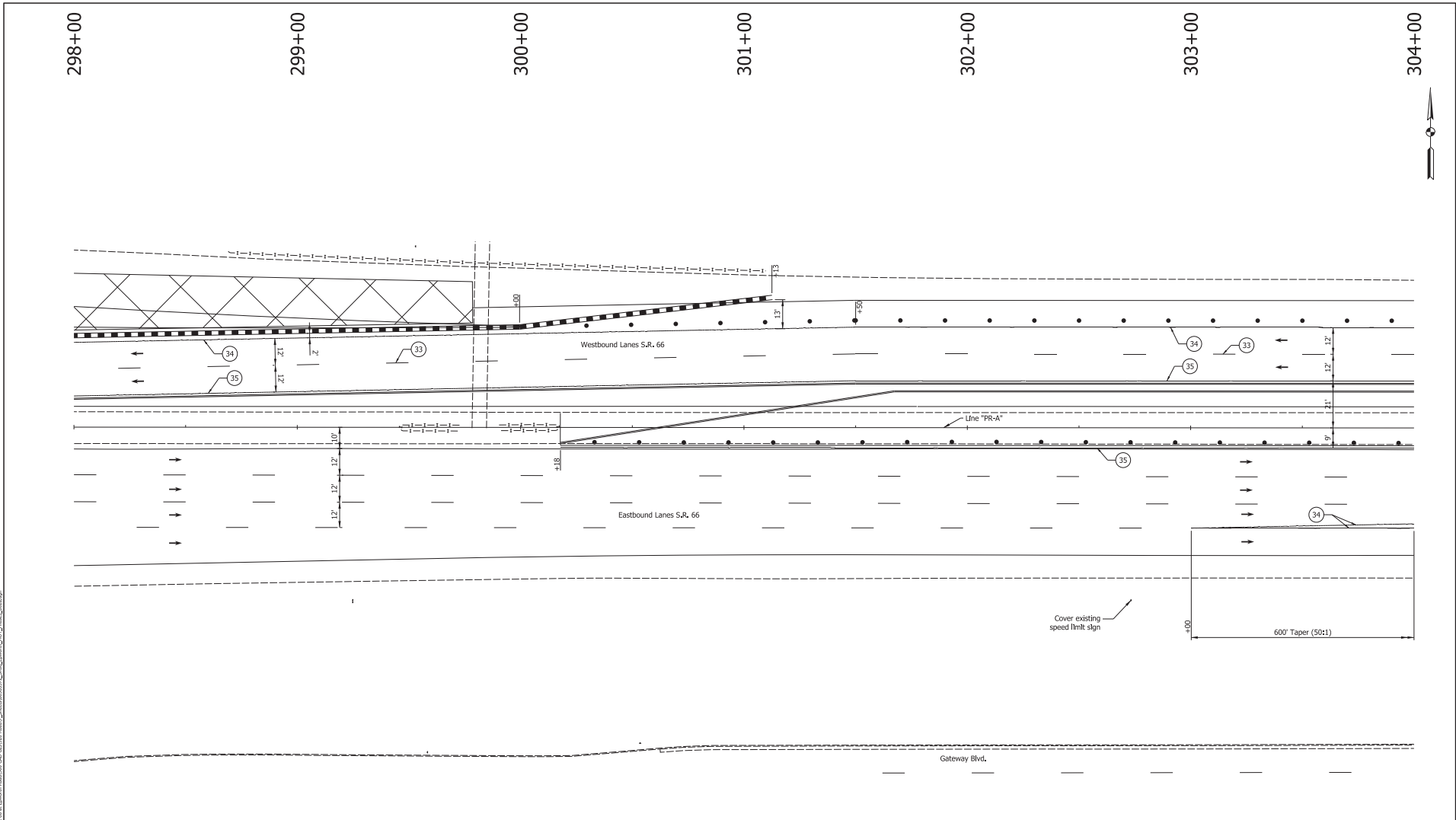
MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	38 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

<p>29 Remove Existing Pavement Markings</p> <p>33 Temp. Pvmt. Marking, Broken, White, 4"</p> <p>34 Temp. Pvmt. Marking, Solid, White, 4"</p> <p>35 Temp. Pvmt. Marking, Solid, Yellow, 4"</p>	<p>36 Temp. Pvmt. Marking, Dotted, White, 4"</p> <p>37 Temp. Pvmt. Marking, Dotted, Yellow, 4"</p> <p>38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow</p> <p>39 Temp. Transverse Pvmt. Mrk., White, 24"</p>	<p>Temporary Concrete Barrier</p> <p>Barricade, Type III-A</p> <p>Energy Absorbing Terminal, CZ, TL-3</p> <p>Drums</p>	<p>Traffic Flow Arrows</p> <p>Construction Area</p> <p>Shoulder Strengthening</p> <p>Construction Zone Design Speed = 40 mph</p>	<p>RECOMMENDED FOR APPROVAL</p> <p>DESIGNED BY: ALP</p> <p>CHECKED BY: BSC</p>	<p>DESIGN ENGINEER</p> <p>DATE</p> <p>DRAWN BY: DAH</p> <p>CHECKED BY: ALP</p>	<p>INDIANA DEPARTMENT OF TRANSPORTATION</p> <p>MAINTENANCE OF TRAFFIC PHASE 3</p>	<table border="1"> <tr> <td>HORIZONTAL SCALE</td> <td>BRIDGE FILE</td> </tr> <tr> <td>1" = 20'</td> <td></td> </tr> <tr> <td>VERTICAL SCALE</td> <td>DESIGNATION</td> </tr> <tr> <td></td> <td>1400195</td> </tr> <tr> <td>SURVEY BOOK</td> <td>SHEETS</td> </tr> <tr> <td>ELECTRONIC (Y/N)</td> <td>39 of 177</td> </tr> <tr> <td>CONTRACT</td> <td>PROJECT</td> </tr> <tr> <td>R-39921</td> <td>1400195</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	1" = 20'		VERTICAL SCALE	DESIGNATION		1400195	SURVEY BOOK	SHEETS	ELECTRONIC (Y/N)	39 of 177	CONTRACT	PROJECT	R-39921	1400195
HORIZONTAL SCALE	BRIDGE FILE																						
1" = 20'																							
VERTICAL SCALE	DESIGNATION																						
	1400195																						
SURVEY BOOK	SHEETS																						
ELECTRONIC (Y/N)	39 of 177																						
CONTRACT	PROJECT																						
R-39921	1400195																						



- 29 Remove Existing Pavement Markings
- 30 Temp. Pvmt. Marking, Broken, White, 4"
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- 32 Temp. Pvmt. Marking, Dotted, Yellow, 4"
- 33 Temp. Pvmt. Marking, Solid, White, 4"
- 34 Temp. Pvmt. Marking, Solid, Yellow, 4"
- 35 Temp. Transverse Pvmt. Mrk., White, 24"
- 36 Temp. Pvmt. Marking, Dotted, White, 4"
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- 38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow
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- Temporary Concrete Barrier
- Barricade, Type III-A
- Energy Absorbing Terminal, CZ, TL-3
- Drums
- Traffic Flow Arrows
- Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 40 mph

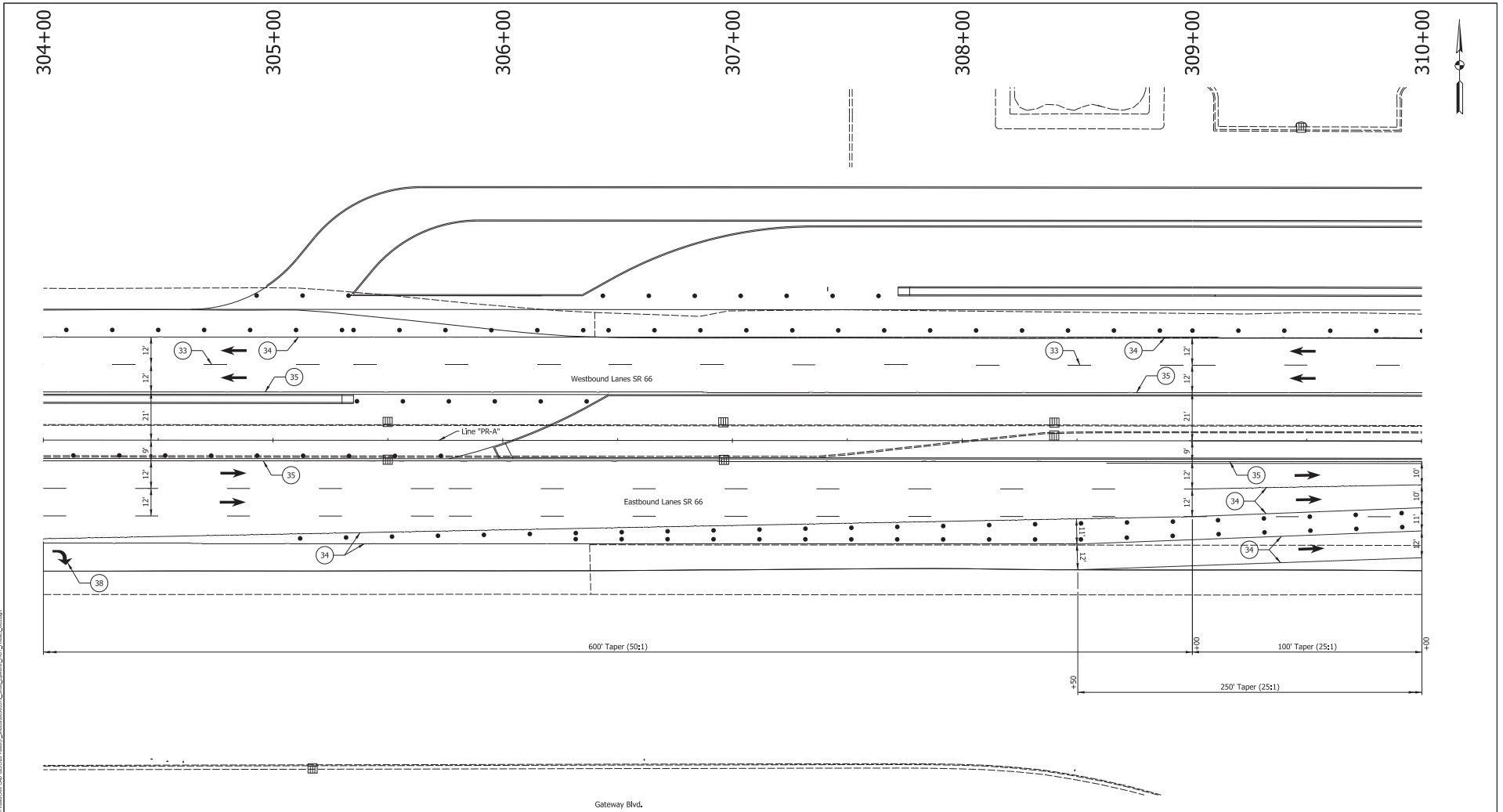
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED BY: ALP	DRAWN BY: DAH		
CHECKED BY: BSC	CHECKED BY: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	40 of 177
CONTRACT	PROJECT
R-39921	1400195

Preliminary



- 29 Remove Existing Pavement Markings
- 33 Temp. Pvmt. Marking, Broken, White, 4"
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- Energy Absorbing Terminal, CZ, TL-3
- Drums
- Traffic Flow Arrows
- Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 40 mph

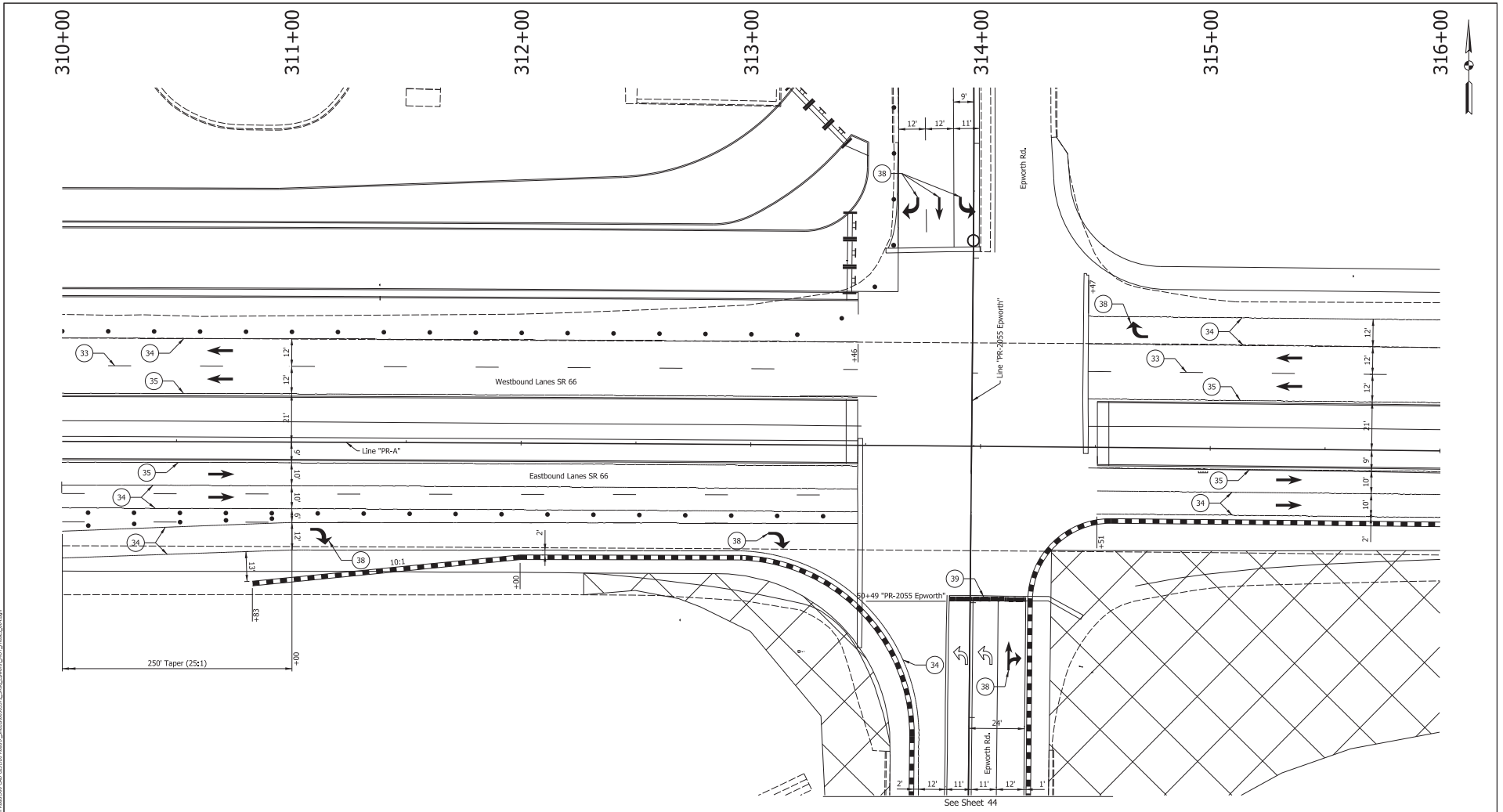
RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

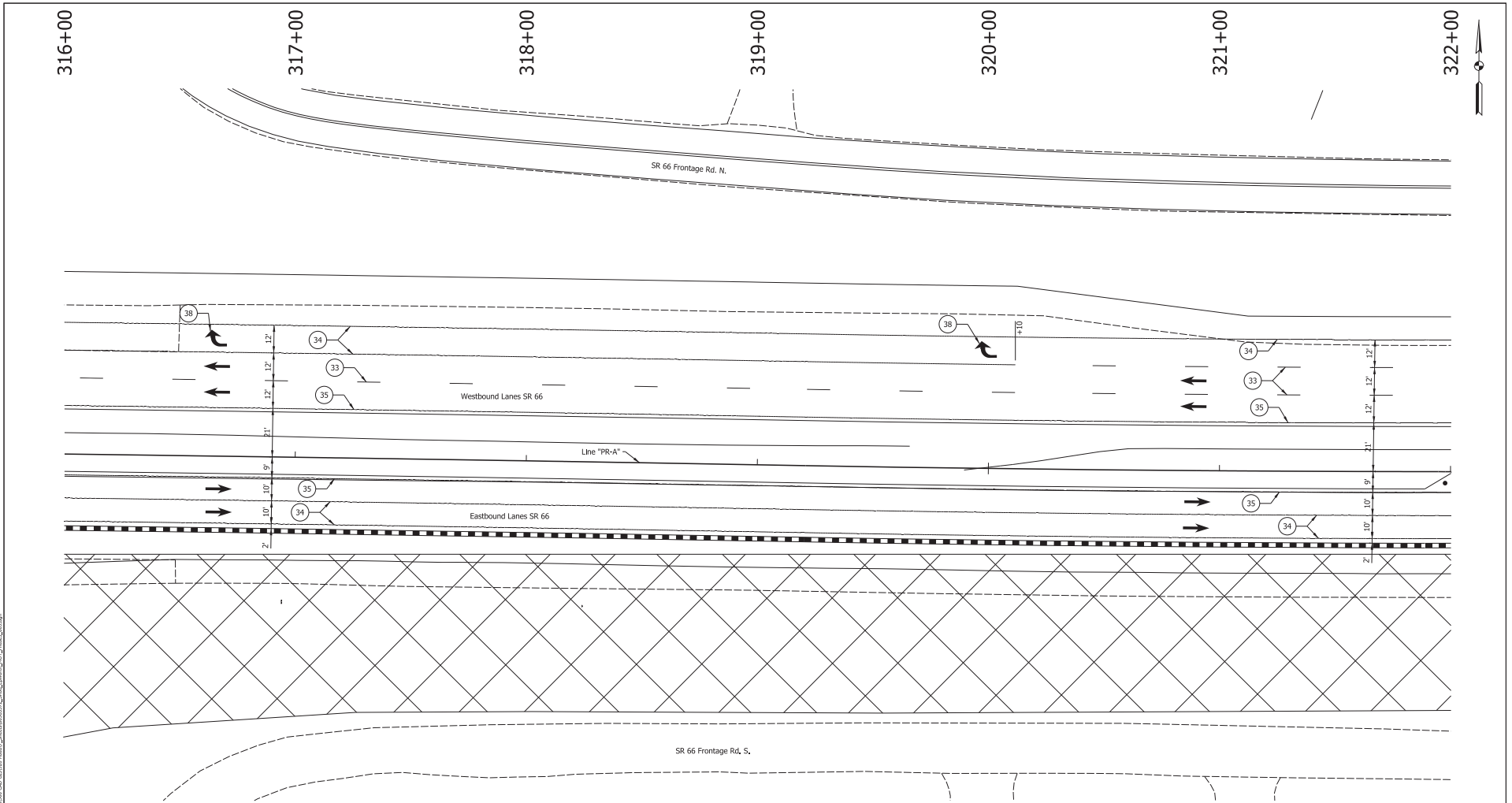
HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	41 of 177
CONTRACT	PROJECT
R-39921	1400195

Preliminary



Preliminary

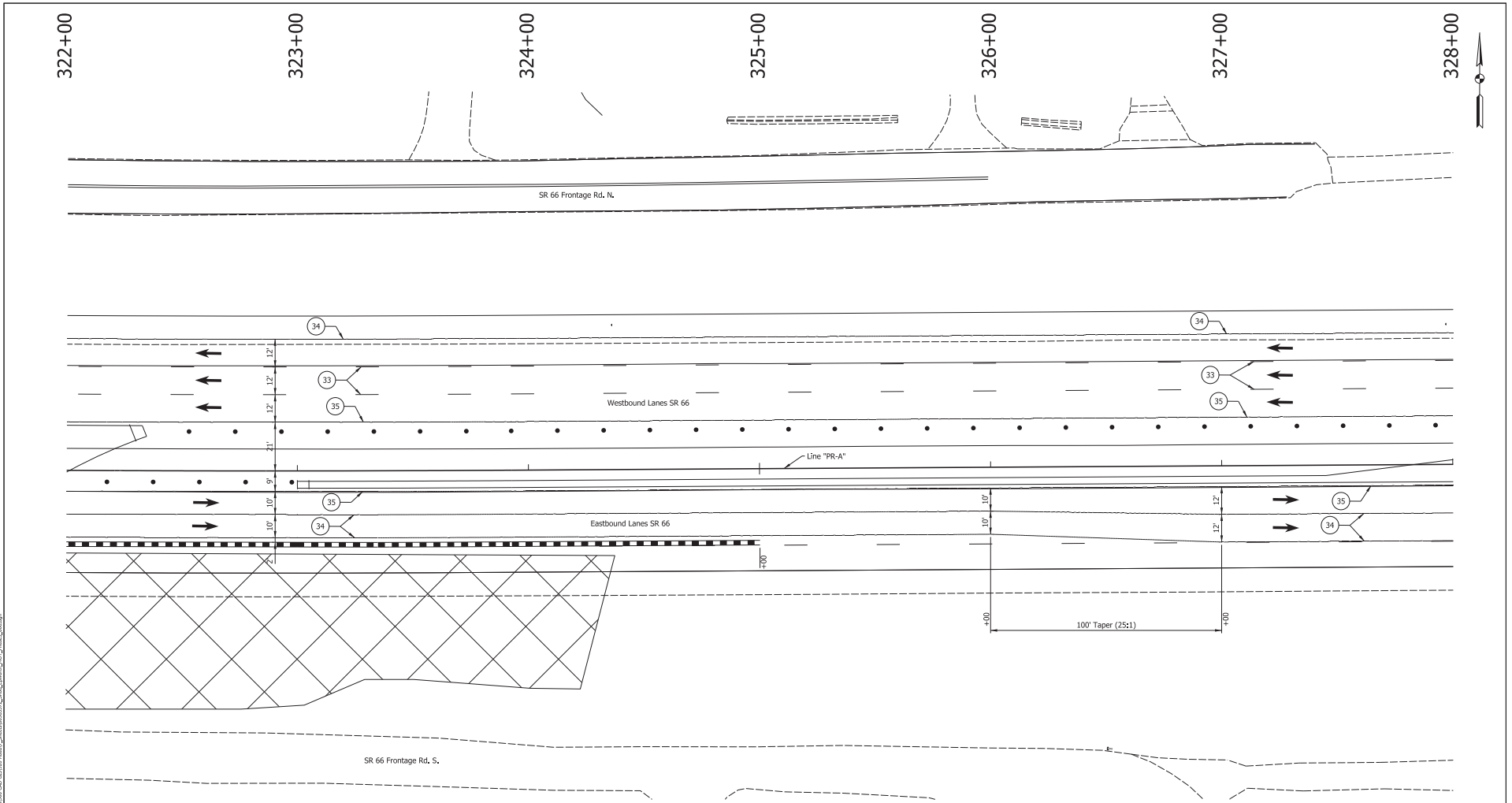
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HORIZONTAL SCALE	BRIDGE FILE																			
1" = 20'	DESIGNATION																			
VERTICAL SCALE	1400195																			
SURVEY BOOK	SHEETS																			
ELECTRONIC (Y/N)	42 of 177																			
CONTRACT	PROJECT																			
R-39921	1400195																			



Preliminary

<p>29 Remove Existing Pavement Markings</p> <p>33 Temp. Pvmt. Marking, Broken, White, 4"</p> <p>34 Temp. Pvmt. Marking, Solid, White, 4"</p> <p>35 Temp. Pvmt. Marking, Solid, Yellow, 4"</p>	<p>36 Temp. Pvmt. Marking, Dotted, White, 4"</p> <p>37 Temp. Pvmt. Marking, Dotted, Yellow, 4"</p> <p>38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow</p> <p>39 Temp. Transverse Pvmt. Mrk., White, 24"</p>	<p>Temporary Concrete Barrier</p> <p>Barricade, Type III-A</p> <p>Energy Absorbing Terminal, CZ, TL-3</p> <p>Drums</p>	<p>Traffic Flow Arrows</p> <p>Construction Area</p> <p>Shoulder Strengthening</p> <p>Construction Zone Design Speed = 40 mph</p>	<p>RECOMMENDED FOR APPROVAL</p> <p>DESIGN ENGINEER: _____ DATE: _____</p> <p>DESIGNED BY: ALP DRAWN BY: DAH</p> <p>CHECKED BY: BSC CHECKED BY: ALP</p>	<p>INDIANA DEPARTMENT OF TRANSPORTATION</p> <p>MAINTENANCE OF TRAFFIC PHASE 3</p>	<table border="1"> <tr> <td>HORIZONTAL SCALE</td> <td>BRIDGE FILE</td> </tr> <tr> <td>1" = 20'</td> <td>DESIGNATION</td> </tr> <tr> <td>VERTICAL SCALE</td> <td>1400195</td> </tr> <tr> <td>SURVEY BOOK</td> <td>SHEETS</td> </tr> <tr> <td>ELECTRONIC (Y/N)</td> <td>43 of 177</td> </tr> <tr> <td>CONTRACT</td> <td>PROJECT</td> </tr> <tr> <td>R-39921</td> <td>1400195</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	1" = 20'	DESIGNATION	VERTICAL SCALE	1400195	SURVEY BOOK	SHEETS	ELECTRONIC (Y/N)	43 of 177	CONTRACT	PROJECT	R-39921	1400195
HORIZONTAL SCALE	BRIDGE FILE																			
1" = 20'	DESIGNATION																			
VERTICAL SCALE	1400195																			
SURVEY BOOK	SHEETS																			
ELECTRONIC (Y/N)	43 of 177																			
CONTRACT	PROJECT																			
R-39921	1400195																			

DATE: 11/7/2023
USER: ALP



Preliminary

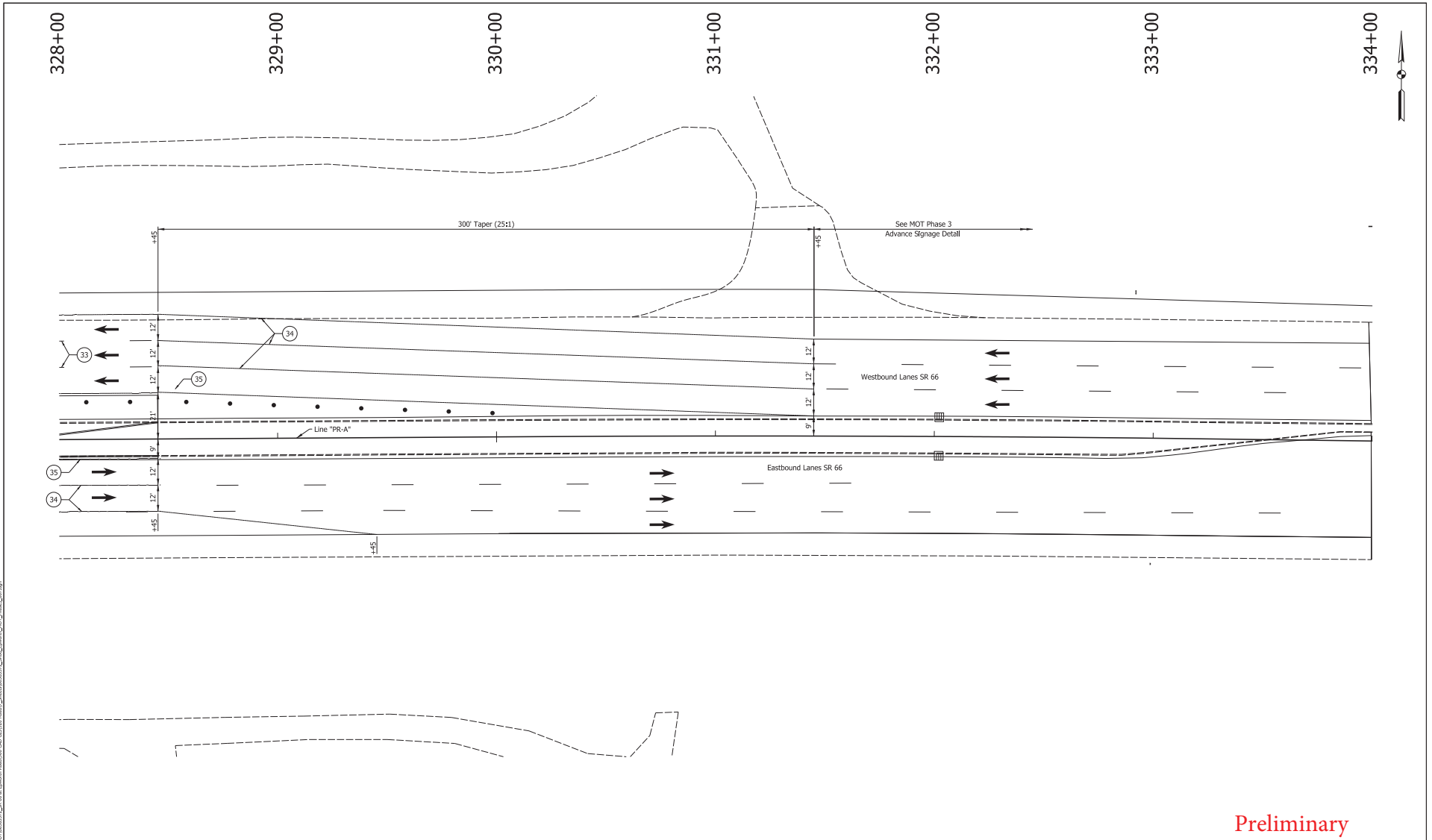
- 29 Remove Existing Pavement Markings
- 33 Temp. Pvmt. Marking, Broken, White, 4"
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- Barricade, Type III-A
- Energy Absorbing Terminal, CZ, TL-3
- Drums
- Traffic Flow Arrows
- Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 40 mph

RECOMMENDED FOR APPROVAL	
DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	44 of 177
CONTRACT	PROJECT
R-39921	1400195



<p>29 Remove Existing Pavement Markings</p> <p>33 Temp. Pvmt. Marking, Broken, White, 4"</p> <p>34 Temp. Pvmt. Marking, Solid, White, 4"</p> <p>35 Temp. Pvmt. Marking, Solid, Yellow, 4"</p>	<p>36 Temp. Pvmt. Marking, Dotted, White, 4"</p> <p>37 Temp. Pvmt. Marking, Dotted, Yellow, 4"</p> <p>38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow</p> <p>39 Temp. Transverse Pvmt. Mrk., White, 24"</p>	<p>Temporary Concrete Barrier</p> <p>Barricade, Type III-A</p> <p>Energy Absorbing Terminal, CZ, TL-3</p> <p>Drums</p>	<p>Traffic Flow Arrows</p> <p>Construction Area</p> <p>Shoulder Strengthening</p> <p>Construction Zone Design Speed = 40 mph</p>	<p>RECOMMENDED FOR APPROVAL</p> <p>DESIGN ENGINEER _____ DATE _____</p> <p>DESIGNED BY: ALP DRAWN BY: DAH</p> <p>CHECKED BY: BSC CHECKED BY: ALP</p>	<p>INDIANA DEPARTMENT OF TRANSPORTATION</p> <p>MAINTENANCE OF TRAFFIC PHASE 3</p>	<table border="1"> <tr> <td>HORIZONTAL SCALE</td> <td>BRIDGE FILE</td> </tr> <tr> <td>1" = 20'</td> <td></td> </tr> <tr> <td>VERTICAL SCALE</td> <td>DESIGNATION</td> </tr> <tr> <td></td> <td>1400195</td> </tr> <tr> <td>SURVEY BOOK</td> <td>SHEETS</td> </tr> <tr> <td>ELECTRONIC (Typ.)</td> <td>45 of 177</td> </tr> <tr> <td>CONTRACT</td> <td>PROJECT</td> </tr> <tr> <td>R-39921</td> <td>1400195</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	1" = 20'		VERTICAL SCALE	DESIGNATION		1400195	SURVEY BOOK	SHEETS	ELECTRONIC (Typ.)	45 of 177	CONTRACT	PROJECT	R-39921	1400195
HORIZONTAL SCALE	BRIDGE FILE																					
1" = 20'																						
VERTICAL SCALE	DESIGNATION																					
	1400195																					
SURVEY BOOK	SHEETS																					
ELECTRONIC (Typ.)	45 of 177																					
CONTRACT	PROJECT																					
R-39921	1400195																					

Preliminary

38+00

39+00

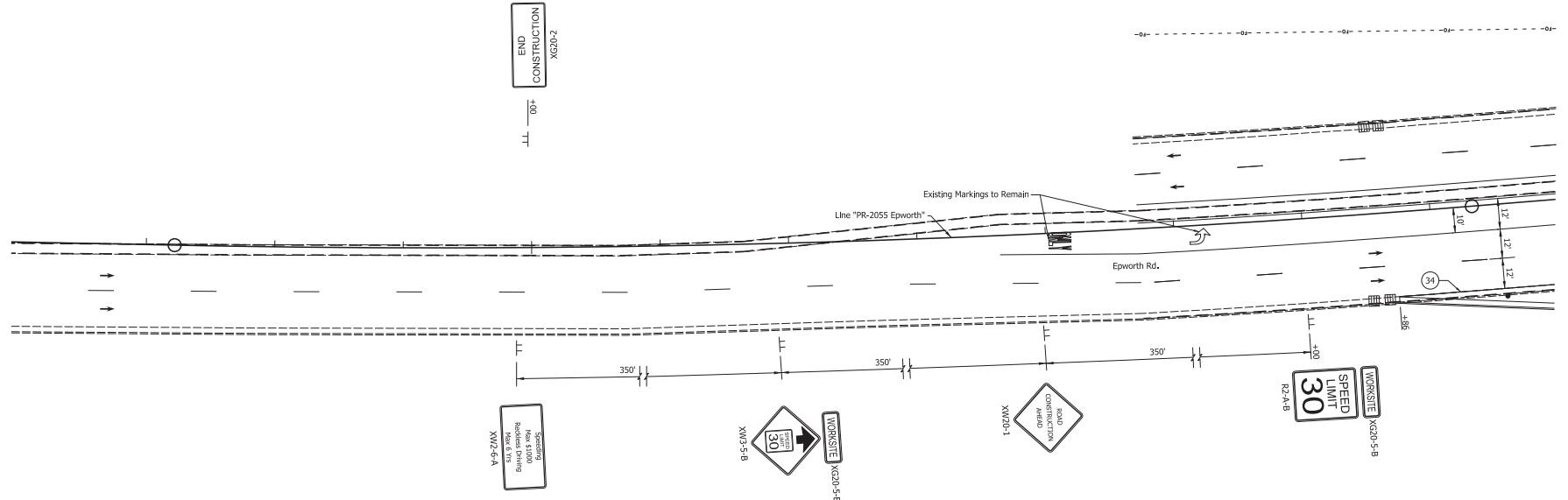
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42+00

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44+00



Preliminary

- 29 Remove Existing Pavement Markings
- 33 Temp. Pvmt. Marking, Broken, White, 4"
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- Temporary Concrete Barrier
- Barricade, Type III-A
- Energy Absorbing Terminal, CZ, TL-3
- Drums
- Traffic Flow Arrows
- Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 30 mph

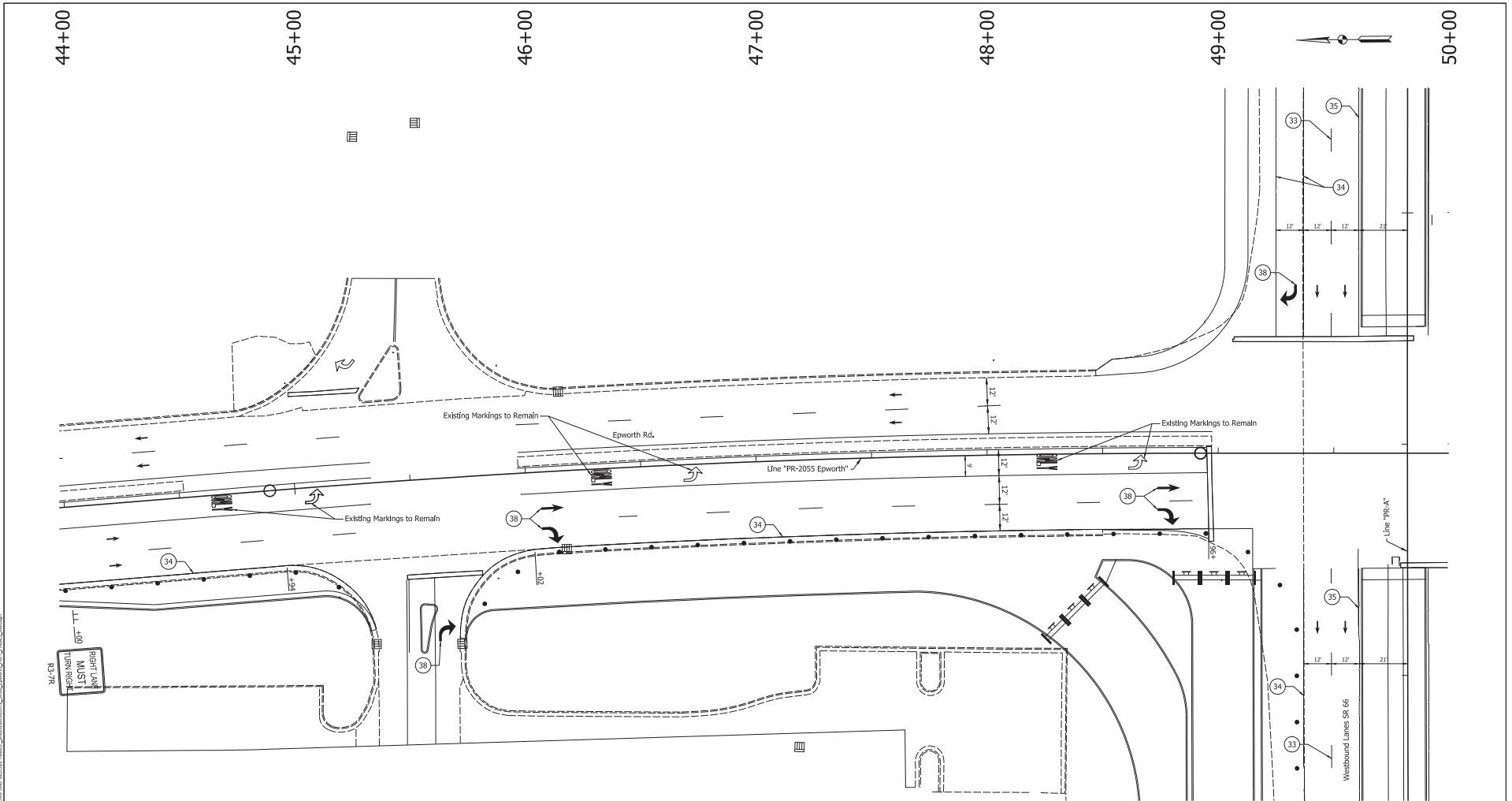
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH		
CHECKED: BSC	CHECKED: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

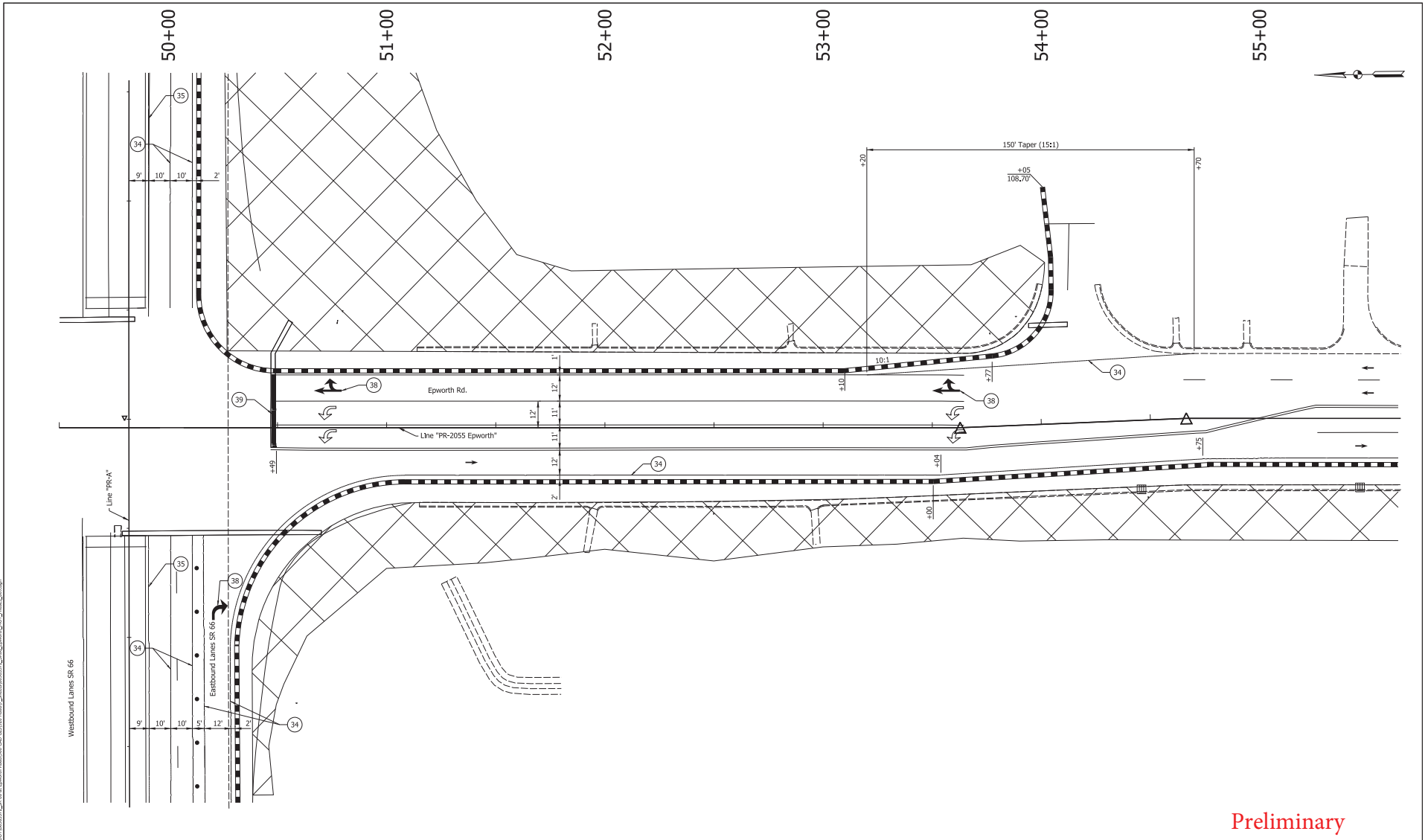
HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	DESIGNATION
VERTICAL SCALE	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	46 of 177
CONTRACT	PROJECT
R-39921	1400195

DATE: 11/17/2022
 LOCATION: I:\2022\1400195\1400195.dwg
 USER: ALP



Preliminary

<p>29 Remove Existing Pavement Markings</p> <p>33 Temp. Pvmt. Marking, Broken, White, 4"</p> <p>34 Temp. Pvmt. Marking, Solid, White, 4"</p> <p>35 Temp. Pvmt. Marking, Solid, Yellow, 4"</p>	<p>36 Temp. Pvmt. Marking, Dotted, White, 4"</p> <p>37 Temp. Pvmt. Marking, Dotted, Yellow, 4"</p> <p>38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow</p> <p>39 Temp. Transverse Pvmt. Mrk., White, 24"</p>	<p>Temporary Concrete Barrier</p> <p>Barricade, Type III-A</p> <p>Energy Absorbing Terminal, CZ, TL-3</p> <p>Drums</p>	<p>Traffic Flow Arrows</p> <p>Construction Area</p> <p>Shoulder Strengthening</p> <p>Construction Zone Design Speed = 30 mph</p>	<p>RECOMMENDED FOR APPROVAL</p> <p>DESIGN ENGINEER _____ DATE _____</p> <p>DESIGNED BY: ALP DRAWN BY: DAH</p> <p>CHECKED BY: BSC CHECKED BY: ALP</p>	<p>INDIANA DEPARTMENT OF TRANSPORTATION</p> <p>MAINTENANCE OF TRAFFIC PHASE 3</p>	<table border="1"> <tr> <td>HORIZONTAL SCALE</td> <td>BRIDGE FILE</td> </tr> <tr> <td>1" = 30'</td> <td>DESIGNATION</td> </tr> <tr> <td>VERTICAL SCALE</td> <td>1400195</td> </tr> <tr> <td>SURVEY BOOK</td> <td>SHEETS</td> </tr> <tr> <td>ELECTRONIC (Y/N)</td> <td>47 of 177</td> </tr> <tr> <td>CONTRACT</td> <td>PROJECT</td> </tr> <tr> <td>R-39921</td> <td>1400195</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	1" = 30'	DESIGNATION	VERTICAL SCALE	1400195	SURVEY BOOK	SHEETS	ELECTRONIC (Y/N)	47 of 177	CONTRACT	PROJECT	R-39921	1400195
HORIZONTAL SCALE	BRIDGE FILE																			
1" = 30'	DESIGNATION																			
VERTICAL SCALE	1400195																			
SURVEY BOOK	SHEETS																			
ELECTRONIC (Y/N)	47 of 177																			
CONTRACT	PROJECT																			
R-39921	1400195																			



Preliminary

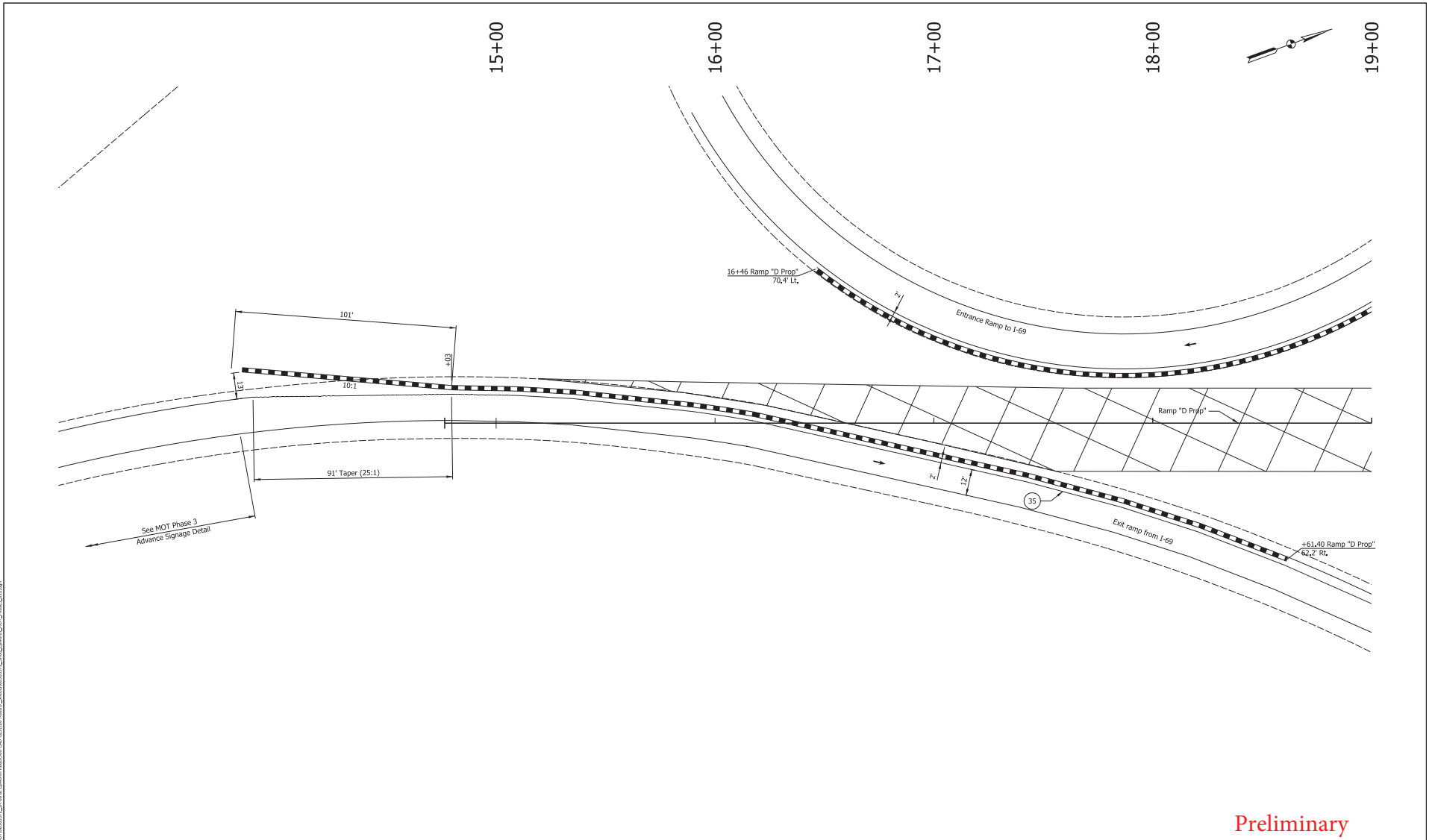
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- 39 Energy Absorbing Terminal, CZ, TL-3
- 40 Drums
- 41 Traffic Flow Arrows
- 42 Construction Area
- 43 Shoulder Strengthening
- 44 Construction Zone Design Speed = 30 mph

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH		
CHECKED: BSC	CHECKED: ALP		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

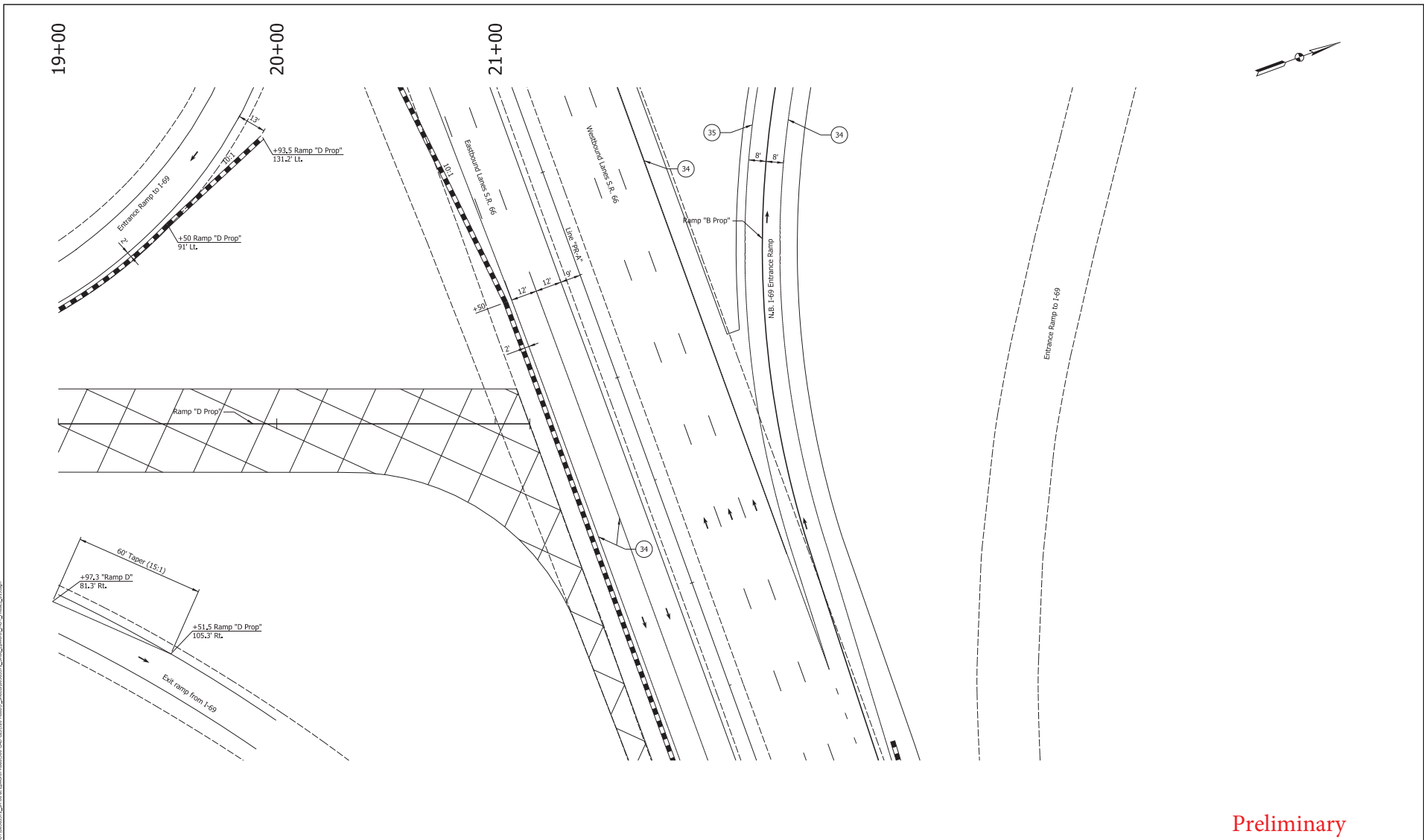
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1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	48 of 177
CONTRACT	PROJECT
R-39921	1400195



Preliminary

<p>29 Remove Existing Pavement Markings</p> <p>33 Temp. Pvmt. Marking, Broken, White, 4"</p> <p>34 Temp. Pvmt. Marking, Solid, White, 4"</p> <p>35 Temp. Pvmt. Marking, Solid, Yellow, 4"</p>	<p>36 Temp. Pvmt. Marking, Dotted, White, 4"</p> <p>37 Temp. Pvmt. Marking, Dotted, Yellow, 4"</p> <p>38 Temp. Pvmt. Msg. Marking, Lane Ind. Arrow</p> <p>39 Temp. Transverse Pvmt. Mrk., White, 24"</p>	<p>Temporary Concrete Barrier</p> <p>Barricade, Type III-A</p> <p>Energy Absorbing Terminal, CZ, TL-3</p> <p>Drums</p>	<p>Traffic Flow Arrows</p> <p>Construction Area</p> <p>Shoulder Strengthening</p> <p>Construction Zone Design Speed = 40 mph</p>	<p>RECOMMENDED FOR APPROVAL</p> <p>DESIGN ENGINEER _____ DATE _____</p> <p>DESIGNED BY: ALP DRAWN BY: DAH</p> <p>CHECKED BY: BSC CHECKED BY: ALP</p>	<p>INDIANA DEPARTMENT OF TRANSPORTATION</p> <p>MAINTENANCE OF TRAFFIC PHASE 3</p>	<p>HORIZONTAL SCALE 1" = 20'</p> <p>VERTICAL SCALE _____</p> <p>SURVEY BOOK ELECTRONIC (Yp.) 49 of 177</p> <p>CONTRACT R-39921 PROJECT 1400195</p>	<p>BRIDGE FILE 1400195</p> <p>DESIGNATION 1400195</p> <p>SHEETS 49 of 177</p> <p>PROJECT 1400195</p>
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DATE: 11/17/2022
 USER: jh...
 PROJECT: I-69...



- 29 Remove Existing Pavement Markings
- 30 Temp. Pvmnt. Marking, Broken, White, 4"
- 31 Temp. Pvmnt. Marking, Solid, White, 4"
- 32 Temp. Pvmnt. Marking, Solid, Yellow, 4"
- 33 Temp. Pvmnt. Marking, Dotted, White, 4"
- 34 Temp. Pvmnt. Msg. Marking, Lane Ind. Arrow
- 35 Temp. Transverse Pvmnt. Mrk., White, 24"
- 36 Temporary Concrete Barrier
- 37 Barricade, Type III-A
- 38 Energy Absorbing Terminal, CZ, TL-3
- 39 Drums
- Temporary Concrete Barrier
- Barricade, Type III-A
- Energy Absorbing Terminal, CZ, TL-3
- Drums
- Traffic Flow Arrows
- Construction Area
- Shoulder Strengthening
- Construction Zone Design Speed = 40 mph

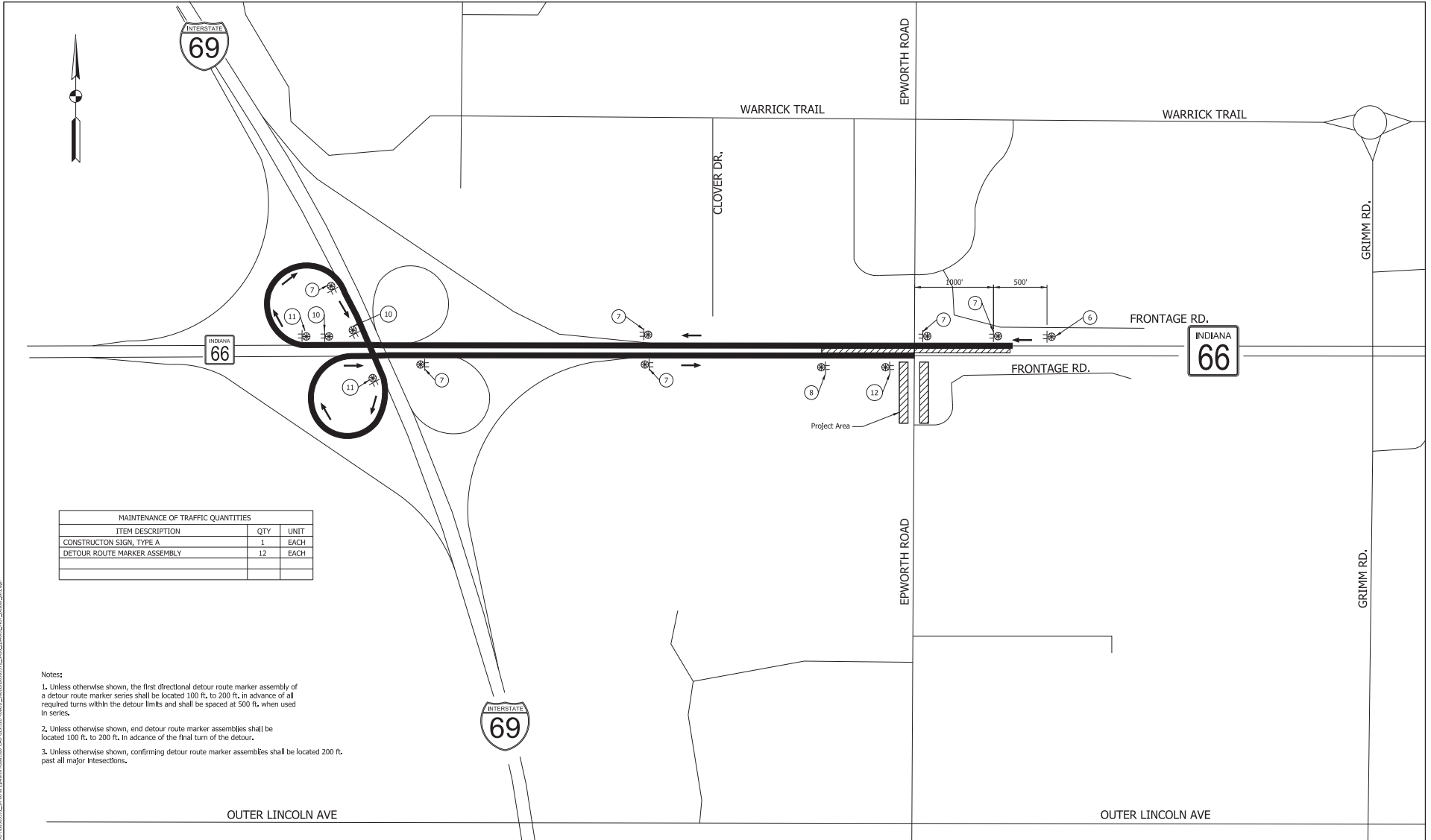
RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH
CHECKED: BSC	CHECKED: ALP

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	50 of 177
CONTRACT	PROJECT
R-39921	1400195

DATE: 11/7/2023
USER: ALP



MAINTENANCE OF TRAFFIC QUANTITIES		
ITEM DESCRIPTION	QTY	UNIT
CONSTRUCTION SIGN, TYPE A	1	EACH
DETOUR ROUTE MARKER ASSEMBLY	12	EACH

- Notes
1. Unless otherwise shown, the first directional detour route marker assembly of a detour route marker series shall be located 100 ft. to 200 ft. in advance of all required turns within the detour limits and shall be spaced at 500 ft. when used in series.
 2. Unless otherwise shown, end detour route marker assemblies shall be located 100 ft. to 200 ft. in advance of the final turn of the detour.
 3. Unless otherwise shown, confirming detour route marker assemblies shall be located 200 ft. past all major intersections.

Preliminary

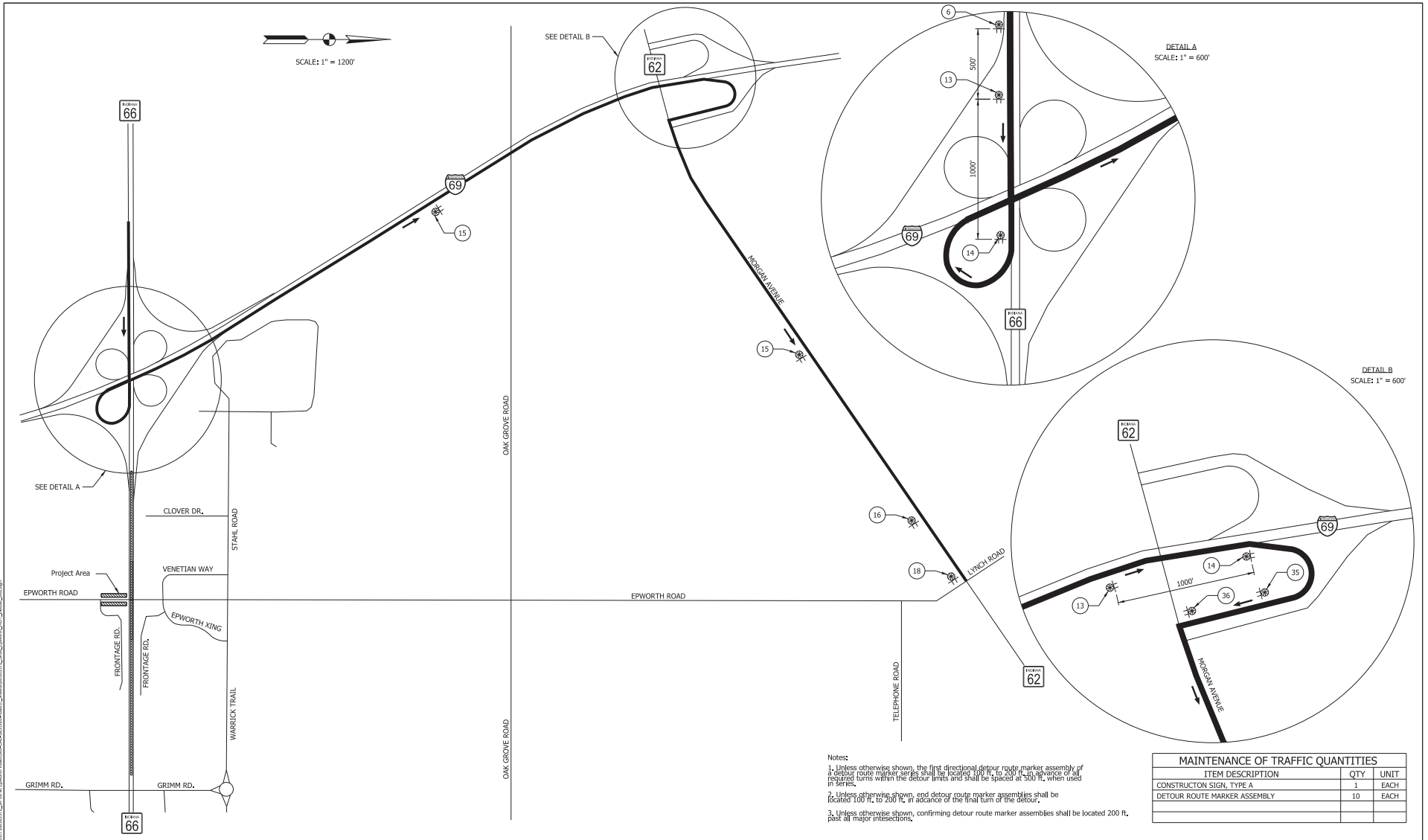
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH	
CHECKED: BSC	CHECKED: ALP	

INDIANA
DEPARTMENT OF TRANSPORTATION

MOT PHASE 2 & 3 DETOUR
WESTBOUND SR 66 LEFT TURN
TO SOUTHBOUND EPWORTH

HORIZONTAL SCALE	BRIDGE FILE
1" = 500'	
VERTICAL SCALE	DESIGNATION
N/A	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	51 of 177
CONTRACT	PROJECT
8-39921	1400195

DATE: 11/7/2022
DRAWN BY: DAH
CHECKED BY: BSC
DESIGNED BY: ALP
PROJECT: MOT PHASE 2 & 3 DETOUR WESTBOUND SR 66 LEFT TURN TO SOUTHBOUND EPWORTH



- Notes
1. Unless otherwise shown, the first directional detour route marker assembly of a detour route marker shall be located 100 ft to 200 ft in advance of all required turns within the detour limits and shall be spaced at 200 ft, when used in series.
 2. Unless otherwise shown, detour route marker assemblies shall be located 100 ft, to 200 ft, in advance of the final turn of the detour.
 3. Unless otherwise shown, confirming detour route marker assemblies shall be located 200 ft, past all major intersections.

MAINTENANCE OF TRAFFIC QUANTITIES		
ITEM DESCRIPTION	QTY	UNIT
CONSTRUCTION SIGN, TYPE A	1	EACH
DETOUR ROUTE MARKER ASSEMBLY	10	EACH

Preliminary

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED: ALP	DRAWN: DANI				
CHECKED: BSC	CHECKED: ALP				

INDIANA
DEPARTMENT OF TRANSPORTATION

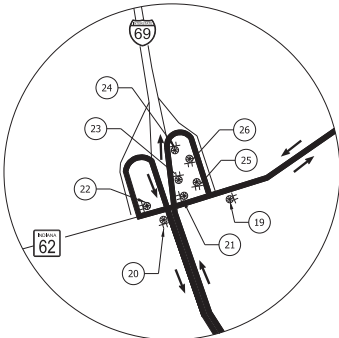
MOT PHASE 2 & 3 DETOUR
EASTBOUND SR 66 LEFT TURN
TO NORTHBOUND EPWORTH RD.

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	
VERTICAL SCALE	DESIGNATION
N/A	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	52 of 182
CONTRACT	PROJECT
R-39921	1400195

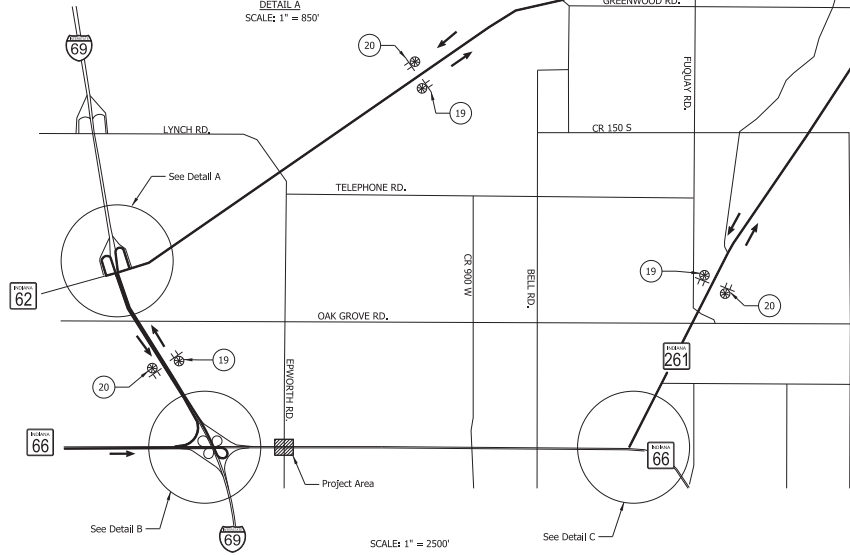
DATE: 12/21/2022
USER: jh...
PROJECT: ...



MAINTENANCE OF TRAFFIC QUANTITIES		
ITEM DESCRIPTION	QTY	UNIT
CONSTRUCTION SIGN, TYPE A	6	EACH
DETOUR ROUTE MARKER ASSEMBLY	36	EACH



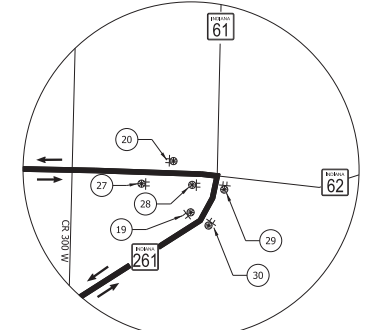
DETAIL A
SCALE: 1" = 850'



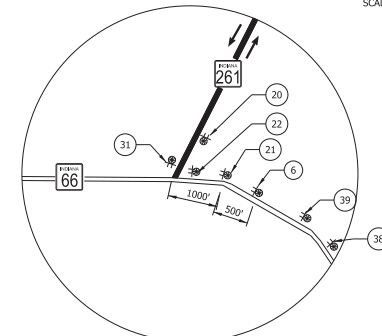
SCALE: 1" = 2500'

See Detail C

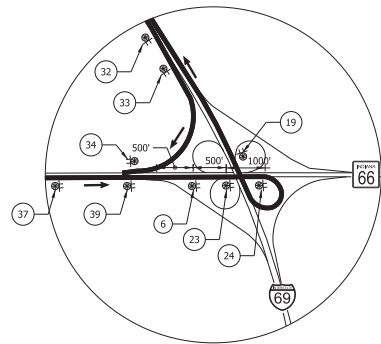
See Detail D



DETAIL D
SCALE: 1" = 850'



DETAIL C
SCALE: 1" = 850'



DETAIL B
SCALE: 1" = 850'

- Notes:
1. Unless otherwise shown, the first directional detour route marker assembly of a detour route marker series shall be located 100 ft. to 200 ft. in advance of all required turns within the detour limits and shall be spaced at 500 ft. when used in series.
 2. Unless otherwise shown, end detour route marker assemblies shall be located 100 ft. to 200 ft. in advance of the final turn of the detour.
 3. Unless otherwise shown, confirming detour route marker assemblies shall be located 200 ft. past all major intersections.

Preliminary

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ALP	DRAWN: DAH	
CHECKED: BSC	CHECKED: ALP	

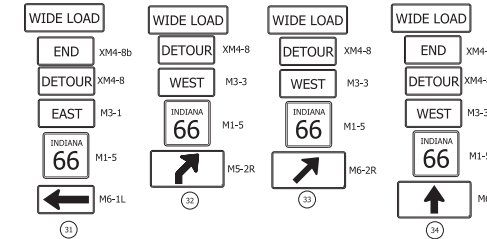
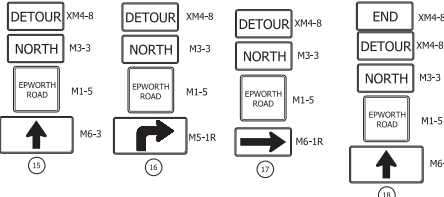
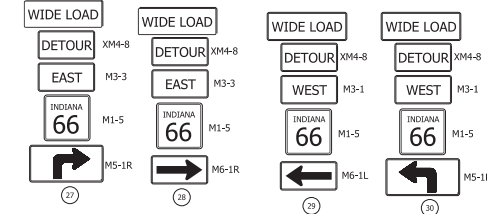
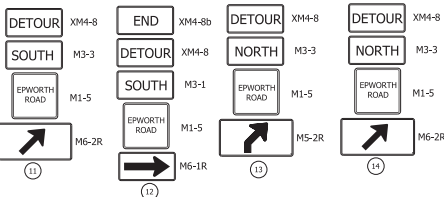
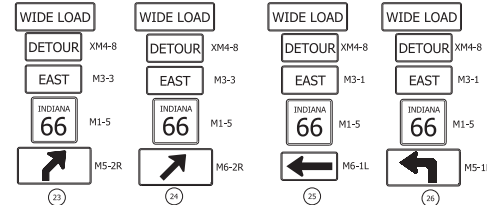
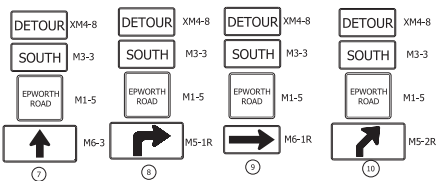
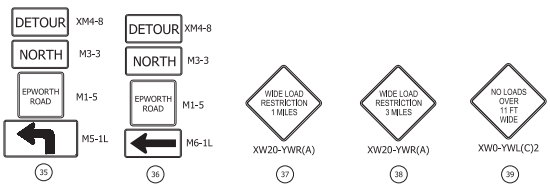
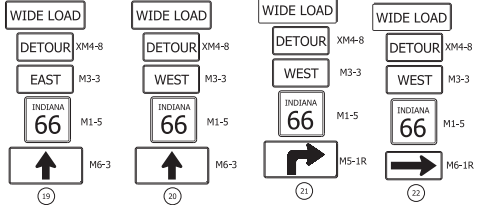
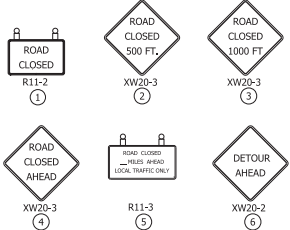
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
WIDE LOAD DETOUR

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	
VERTICAL SCALE	DESIGNATION
N/A	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Typ.)	53 of 177
CONTRACT	PROJECT
R-39921	1400195

Preliminary

DATE: 11/7/2023
 LOCATION: I:\2023\1400195\1400195.dwg
 USER: jason.kim



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED BY: ALP	DRAWN BY: DMI	
CHECKED BY: BSC	CHECKED BY: ALP	

INDIANA
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
 DETOUR SIGNS

HORIZONTAL SCALE	BRIDGE FILE
VERTICAL SCALE	DESIGNATION
N/A	1400195
SURVEY BOOK	SHEETS
ELECTRONIC (Y/N)	54 of 177
CONTRACT	PROJECT
R-39921	1400195