

Categorical Exclusion
Appendix C
Early Coordination



100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

January 13, 2021

Sample Early Coordination Letter

Re: Des. No.: 1700803
Road Reconstruction – Preventative Maintenance and Pedestrian Improvement Project
US 36, from Garden Street to State Road (SR) 13
Town of Fortville, Hancock County, Indiana

Dear :

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) – Greenfield District, intend to proceed with the aforementioned Preventative Maintenance and Pedestrian Improvement project along US 36 in Hancock County, Indiana (Des. No. 1700803). This letter is part of the early coordination phase of the environmental review. At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with this project. **Please use the above Des. No. and project description in your reply.** Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located along US 36, and begins at Garden Street, which is 0.57 mile west of the SR 13 east junction and continues east to SR 13. Specifically, the project is located in Sections 9 and 10, Township 17 North, Range 6 East in Vernon Township as depicted on the Ingalls, Indiana U. S. Geological Survey 7.5-minute scale quadrangle. Adjacent land use consists mainly of commercial and residential areas. Please see attachments for maps and photographs of the proposed project area.

US 36 is functionally classified as a minor arterial within the project area. The typical cross-section of US 36 is four 11-foot wide through travel lanes (two in each direction) with intermittent 4-foot-wide sidewalks on either side of the roadway. At the intersection with Maple Street, the roadway profile of US 36 widens and 11-foot wide dedicated left-turn lanes are present in each direction. The existing speed limit along US 36 is 40 miles per hour. US 36 is also known as Broadway Street within the project area.

Purpose and Need

The need for the project stems from the deteriorated condition of the pavement along this stretch of US 36. According to the Engineer's Report completed by Lochmueller Group, the

3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268
PHONE: 317.222.3878 • TOLL FREE: 800.423.7422

pavement is deteriorating with multiple transverse and longitudinal cracks and minor rutting and stripping prevalent along the driving surface. There are numerous cracks and voids in the driving surface. A secondary need of the project is the inconsistent pedestrian facilities located along this stretch of US 36 caused by the width of the roadway. The purpose of the project is to preserve and extend the life of the existing pavement and to maintain the functional conditions of the system. The secondary purpose of the project is to upgrade the pedestrian mobility in the Town of Fortville.

Proposed Project

The proposed project will repair the existing pavement along US 36. The project will reconstruct the roadway by removing the existing roadway surface to full depth. After which, approximately 4 inches of compacted aggregate will be placed on new subgrade treatment. Then, approximately 13 inches of hot mix asphalt (HMA) will be applied to the compacted aggregate. The project will reduce the number of through travel lanes in the project area from four to two. The proposed cross-section will include two 11-foot wide through travel lanes (one in each direction) and a 12-foot wide center two-way left turn lane. There will be a 10-foot wide multi-use path constructed on the north side and a new 6-foot wide sidewalk constructed on the south side of US 36. Existing curb ramps at each intersection will be updated to be compliant with the Americans with Disabilities Act (ADA). The project will also involve new curb and gutter along the entire length of the project area along US 36. Including incidental construction, the total project length along US 36 is 2,805 feet (0.65 mile).

The maintenance of traffic (MOT) plan will include phased construction to keep one lane of traffic open in each direction. The temporary closures of sidewalks in the project area will also occur. Sidewalk construction will occur on one side of the street at a time and pedestrian traffic will be directed to the opposite side of the street to avoid the sidewalk that is under construction. Barricades, barrels, and signage will be placed along US 36 to inform motorists of the sidewalk and lane closures. The MOT will be implemented per the *Indiana Design Manual* guidelines.

Construction is anticipated to begin in Spring 2022.

Right-of-Way (ROW)

This project is not anticipated to require permanent ROW. However, a minimal amount of temporary ROW may be required. No tree clearing is anticipated.

Environmental Resources

A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Some “Red Flags” were identified within the 0.5-mile search radius; however, not all will impact the proposed project. One pipeline, owned by Indiana Gas Co., is located near the project area. One stream was identified within the project area. The project area is within a floodplain. One State Cleanup Site, four underground storage tanks, five leaking underground storage tanks, and one institutional control site are located within or adjacent to the project area. This project is outside the Karst Memorandum of Understanding Potential Karst Features Region.

Urbanized Area Boundary

The project lies within a UAB, and in accordance with 327 IAC 15-13 (Rule 13 – Municipal Separate Storm Sewer Systems), INDOT Greenfield District will develop a Storm Water Quality Management Plan. As part of its implementation, projects falling within the UAB will be required to consider appropriate post-construction storm water quality best management practices (BMPs). These BMPs should take into consideration the available space, pollutants of concern, and receiving waters.

Section 106

The National Register of Historic Places (National Register) and the Indiana Register of Historic Sites and Structures (State Register) were reviewed using the State Historic Architectural and Archaeological Research Database (SHAARD) and SHAARD Geographic Information System (GIS) data published online. No above-ground historical resources on either list are within the project area. The *Hancock County Interim Report: Indiana Historic Sites and Structures Inventory* (IHSSI) data was also examined; no surveyed resources from this inventory were located within the project area. No resources listed in the Interim Report are near the project area. The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* by Mead & Hunt (2009) was reviewed. No bridges eligible for listing in the National Register are within the project area. No cemeteries were noted within the vicinity of the project area. According to coordination with the INDOT Cultural Resources Office, this project will qualify for the Minor Projects Programmatic Agreement as a Category B, Item 1 and Category B, Item 8.

Range-wide Informal Programmatic Consultation

Hancock County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). The U.S. Fish and Wildlife Service (USFWS) Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB) will be completed for this project.

Land use in the vicinity of the project is primarily urban with commercial and residential land. Completion of the appropriate determination key through the USFWS Information for Planning and Consultation (IPaC) portal will occur. If a likely determination of “Not Likely to Adversely Affect,” is reached then additional consultation with the USFWS will occur through INDOT.

Early Coordination

This letter is part of the early coordination review process. You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project’s environmental impacts. To facilitate the development of this project, you are asked to reply within **30 calendar days** of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this project, please feel free to contact me at (317) 222-3880 or at ckunkel@lochgroup.com. Additionally, should you want to contact the sponsor of this project, INDOT Greenfield District please contact the Project Manager, Michelle Loveall at (317) 467-3438 or a mloveall@indot.in.gov.

Thank you in advance for your input.

Sincerely,



Chris Kunkel
Environmental Specialist
Lochmueller Group, Inc.

Attachments:

- | | |
|--|--|
| <ul style="list-style-type: none">• General Location Map• USGS Topographic Map• Aerial Map (2017)• Red Flag Investigation Maps• Photo Location Map and Project Photographs | <p>Removed to avoid duplication; see Appendix B & Appendix E</p> |
|--|--|

Distribution List:

- Natural Resources Conservation Service, Indianapolis Office (electronic submission)
- U.S. Army Corps of Engineers, Louisville District (electronic submission)
- U.S. Housing and Urban Development (electronic submission)
- National Park Service
- FHWA – Indiana Division (electronic submission)
- IDNR, Division of Fish and Wildlife (electronic submission)
- IDEM (electronic submission)
- INDOT, Environmental Services (electronic submission)
- INDOT, Greenfield District (electronic submission)
- INDOT, Utilities and Railroads (electronic submission)
- Indiana Geological Survey (electronic submission)
- Hancock County Board of Commissioners (electronic submission)
- Hancock County Council (electronic submission)
- Hancock County Highway Department (electronic submission)
- Hancock County Drainage Board (electronic submission)
- Hancock County Surveyor’s Office (electronic submission)
- Hancock County Emergency Management Agency

- Hancock County E-911 Center
- Hancock County Sheriff's Department
- Vernon Township Trustee
- Vernon Township Fire Department
- Fortville Police Department
- Fortville Town Council
- Mt. Vernon Community School Corporation
- Madison County Council of Governments
- Fortville MS4 Coordinator

January 14, 2021

Chris Kunkel
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Chris Kunkel:

The proposed project to reconstruct, preform preventative maintenance, and make pedestrian improvements along US 36 from Garden Street to State Road 13 in the Town of Fortville, Hancock County, Indiana, (Des No 1700803), as referred to in your letter received January 13, 2021 will not cause a conversion of prime farmland.

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

Sincerely,

RICHARD
NEILSON

Digitally signed by
RICHARD NEILSON
Date: 2021.01.14
10:36:22 -05'00'

RICK NEILSON
State Soil Scientist

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.



SUSAN A. BODKIN
Hancock County
Surveyor

111 American Legion Place
Suite 171
Greenfield, IN 46140
Phone 317-477-1150
Fax 317-477-1715

RECEIVED

FEB - 2 2021

Lochmueller Group Indianapolis

January 28, 2021

Lochmueller Group
C/o Chris Kunkel, Environmental Specialist
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

RE: Des. NO.: 1700803
Road Reconstruction – Preventative Maintenance and Pedestrian Improvement
US 36, from Garden Street to State Road 13
Town of Fortville, Hancock County, Indiana

Dear Chris:

Thank you very much for contacting our office regarding road reconstruction and pedestrian improvement on US 36 from Garden Street to State Road 13. This project will include crossing the Cal Jackson Regulated Drain. If any work is going to be done to the bridge or to the Regulated Drain, please notify our office. It does not appear we have any benchmarks or section corners that will be affected by this project. If you have any questions, please contact our office.

Respectfully,

Susan Bodkin
Hancock County Surveyor

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

DNR #: ER-23344

Request Received: January 13, 2021

Requestor: Lochmueller Group Inc
Chris Kunkel
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Project: US 36 roadway reconstruction and pedestrian improvements, from Garden Street to SR 13, Fortville; Des #1700803

County/Site info: Hancock

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

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

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of Jackson Ditch. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

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

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
3. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

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

Christie L. Stanifer

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

Date: February 5, 2021



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) INDOT-4U

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

July 23, 2021

Sample Re-
Coordination Letter

Re: Recoordination, Des. Nos.: 1700803, 1901985, and 1702935, Road Reconstruction – Preventative Maintenance, Pedestrian, and Intersection Improvement Project on US 36, from Garden Street to State Road (SR) 13 in the Town of Fortville, Hancock County, Indiana

Dear :

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) – Greenfield District, intend to proceed with the aforementioned road reconstruction – preventative maintenance (Des. No. 1700803), pedestrian (Des. No. 1901985), and intersection improvement (Des. No. 1702935) project along US 36 in the town of Fortville, Hancock County, Indiana.

Early coordination was initiated on January 13, 2021. However, re-coordination is required due to changes in the scope of the project. These changes, which are detailed herein, include:

- The incorporation of intersection improvement work proposed at US 36 and Maple Street (Des. No. 1702935)
- Further clarification on the pedestrian improvements involving the construction of a multi-use path along the north side of US 36 (Des. No. 1901985)
- The addition of drainage improvements along US 36 and Maple Street

At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with this project. **Please use the above Des. Nos. and project description in your reply.** Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located along US 36, and begins at Garden Street, which is 0.57 mile west of the SR 13 east junction and continues northeast to SR 13. The project also extends along Maple Street from High Street to approximately 180 northwest of US 36. Specifically, the project is located in Sections 9, 10, and 16, Township 17 North, Range 6 East in Vernon Township as depicted on the Ingalls, Indiana U. S. Geological Survey 7.5-minute scale quadrangle. Adjacent

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Indianapolis, Indiana 46268
PHONE: 317.222.3878 • TOLL FREE: 800.423.7422

land use consists mainly of commercial and residential areas. Please see attachments for maps and photographs of the proposed project area.

US 36, which is also known as Broadway Street in Fortville, is functionally classified as a minor arterial within the project area. The typical cross-section of US 36 consists of four 11-foot wide through travel lanes (two in each direction) with intermittent 4-foot-wide sidewalks along either side of the roadway. At the intersection with Maple Street, the roadway profile of US 36 widens and 11-foot wide dedicated left-turn lanes are present in each direction. The existing speed limit along US 36 is 40 miles per hour. US 36 is also known as Broadway Street within the project area.

Maple Street is functionally classified as a major collector within the project area. The typical cross-section of Maple Street consists of two 10-foot wide asphalt through travel lanes (one in each direction) with an 8-foot wide parking lane along the southbound lane, south of the intersection. There are also 4-foot wide sidewalks along both sides of the roadway.

Original Project from January 2021 Coordination

Previous coordination stated the project scope was to reconstruct the roadway pavement to full depth and reduce the number of through travel lanes from four to two lanes from Garden Street to SR 13. The cross-section of US 36 included two 11-foot travel lanes (one in each direction) separated by a 13-foot wide center two-way left turn lane. The scope also included the construction of a 10-foot wide multi-use path along the north side of US 36 and the construction of a 6-foot wide sidewalk along the south side. These elements of the project remain unchanged.

Project Modifications

As design progressed, it was determined that the project detailed in the January 2021 early coordination letter should also incorporate the proposed intersection improvements at US 36 (Broadway Street) and Maple Street (Des. No. 1702935).

The need for the intersection improvement stems from the poor Level of Service along Maple Street at this intersection. The purpose of the project is to improve the LOS along Maple Street to an acceptable level.

The scope of the intersection improvement work involves the addition of a dedicated left-turn lane at both the northbound and southbound approaches of Maple Street at the intersection with US 36. This will require widening Maple Street within the project area. The new typical cross-section of Maple Street will be two, 10-foot wide travel (one in each direction) and one, 10-foot wide dedicated left-turn lane. Adjacent to the church at the southwest corner of the intersection is an 8-foot wide parking lane that will be retained for church parking. The length of the intersection improvement along Maple Street is approximately 620 feet (0.12 mile).

The addition of the 10-foot wide multi-use path discussed in the January 2021 early coordination letter was subsequently assigned a designation number, Des. No. 1901985. This Des. No. was not mentioned in the previous letter.

The project now includes the construction of a new stormwater drainage trunk line with lateral lines that will connect with inlets along the new curb lines along US 36 and along Maple Street. The new trunk line will tie into existing stormwater lines at Garden Street and Maple Street.

The maintenance of traffic (MOT) plan will require the closure of Maple Street to thru traffic. A detour utilizing W 1000 N, N 50/N 750 W, W 1050 S, SR 13 and Michigan Street will be established during construction. Access to all surrounding properties will be maintained during construction. Signage and barricades notifying motorists of the closure and the detour will be in place. Construction along US 36 will occur in phases to keep one lane in each direction open. The temporary closures of sidewalks in the project area will also occur. Sidewalk construction will occur on one side of the street at a time and pedestrian traffic will be directed to the opposite side of the street to avoid the sidewalk that is under construction. Barricades, barrels, and signage will be placed along US 36 to inform motorists of the sidewalk and lane closures. The MOT will be implemented per the *Indiana Design Manual* guidelines.

Construction is anticipated to begin in Spring of 2022.

Right-of-Way (ROW)

The road reconstruction and multi-use path construction portions of the project are not anticipated to require any new permanent ROW. However, a minimal amount of temporary ROW will be required. The intersection improvement portion of the project will require less than 0.5 acre of permanent and temporary ROW. No tree clearing is anticipated.

Section 106

In regard to Section 106, the project modifications do not affect the project's qualification under the Minor Projects Programmatic Agreement between the INDOT, FHWA State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation. Coordination with the INDOT Greenfield District and INDOT Cultural Resources Office (CRO) will occur.

Range-wide Informal Programmatic Consultation

As stated in the January 2021 early coordination letter, Hancock County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). The U.S. Fish and Wildlife Service (USFWS) Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB) will be completed for this project.

Land use in the vicinity of the project is primarily urban with commercial and residential land. Completion of the appropriate determination key through the USFWS Information for Planning and Consultation (IPaC) portal will occur. If a likely determination of "Not Likely to Adversely Affect," is reached then additional consultation with the USFWS will occur through INDOT.

Re-Coordination

This letter is an effort to re-coordinate modification of the project design and solicit comments from your office relative to the resources under your jurisdiction. We will incorporate your

comments into a study of the project’s environmental impacts. To facilitate the development of this project, you are asked to reply within **30 calendar days** of receipt of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this project, please feel free to contact me at (317) 222-3880 or at ckunkel@lochgroup.com. Additionally, should you want to contact the sponsor of this project, INDOT Greenfield District please contact the Project Manager, Donald McGhghy at (317) 467-3920 or a dmcghghy@indot.in.gov.

Thank you in advance for your input.

Sincerely,



Chris Kunkel
Environmental Specialist
Lochmueller Group, Inc.

Attachments:

- General Location Map
 - USGS Topographic Map
 - Photo Location Map and Project Photographs
- Removed to avoid duplication;
See Appendix B

Distribution List:

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- IDEM (electronic submission)
- INDOT, Environmental Services (electronic submission)
- INDOT, Greenfield District (electronic submission)
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- Hancock County Council (electronic submission)
- Hancock County Highway Department (electronic submission)
- Hancock County Drainage Board (electronic submission)

- Hancock County Surveyor's Office (electronic submission)
- Hancock County Emergency Management Agency
- Hancock County E-911 Center
- Hancock County Sheriff's Department
- Vernon Township Trustee
- Vernon Township Fire Department
- Fortville Police Department
- Fortville Town Council
- Mt. Vernon Community School Corporation
- Madison County Council of Governments
- Fortville MS4 Coordinator
- Grace Baptist Church



SUSAN A. BODKIN
Hancock County
Surveyor

111 American Legion Place
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Greenfield, IN 46140
Phone 317-477-1150
Fax 317-477-1715

July 27, 2021

Lochmueller Group
C/o Chris Kunkel, Environmental Specialist
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

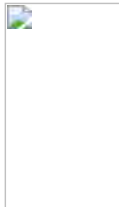
RE: Des. NO.: 1700803, 1901985, and 1702935
Road Reconstruction – Preventative Maintenance, Pedestrian, and Intersection
Improvement
US 36, from Garden Street to State Road 13
Town of Fortville, Hancock County, Indiana

Dear Chris:

Thank you very much for contacting our office regarding road reconstruction, preventative maintenance, pedestrian, and intersection improvement on US 36 from Garden Street to State Road 13. This project will include crossing the Cal Jackson Regulated Drain. If any work is going to be done to the bridge or to the Regulated Drain, please notify our office. It does not appear we have any benchmarks or section corners that will be affected by this project. If you have any questions, please contact our office.

Respectfully,

Susan Bodkin
Hancock County Surveyor



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

INDOT - Greenfield District
Don McGhghy
32 S Broadway St
Greenfield , IN IN

Lochmueller Group
Chris Kunkel
3502 Woodview Trace, Suite 150
Suite 150
Indianapolis , IN 46268

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) – Greenfield District, intend to proceed with the aforementioned road reconstruction – preventative maintenance (Des. No. 1700803), pedestrian (Des. No. 1901985), and intersection improvement (Des. No. 1702935) project along US 36 in the town of Fortville, Hancock County, Indiana. The proposed project is located along US 36, and begins at Garden Street, which is 0.57 mile west of the SR 13 east junction and continues northeast to SR 13. The project also extends along Maple Street from High Street to approximately 180 northwest of US 36. Previous coordination stated the project scope was to reconstruct the roadway pavement to full depth and reduce the number of through travel lanes from four to two lanes from Garden Street to SR 13. The cross-section of US 36 included two 11-foot travel lanes (one in each direction) separated by a 13-foot wide center two-way left turn lane. The scope also included the construction of a 10-foot wide multi-use path along the north side of US 36 and the construction of a 6-foot wide sidewalk along the south side. These elements of the project remain unchanged. As design progressed, it was determined that the project detailed in the January 2021 early coordination letter should also incorporate the proposed intersection improvements at US 36 (Broadway Street) and Maple Street (Des. No. 1702935). The scope of the intersection improvement work involves the addition of a dedicated left-turn lane at both the northbound and southbound approaches of Maple Street at the intersection with US 36. This will require widening Maple Street within the project area. The new typical cross-section of Maple Street will be two, 10-foot wide travel (one in each direction) and one, 10-foot wide dedicated left-turn lane. Adjacent to the church at the southwest corner of the intersection is an 8-foot wide parking lane that will be retained for church parking. The length of the intersection improvement along Maple Street is approximately 620 feet (0.12 mile). The addition of the 10-foot wide multi-use path discussed in the January 2021 early coordination letter was subsequently assigned a designation number, Des. No. 1901985. This Des. No. was not mentioned in the previous letter. The project now includes the construction of a new stormwater drainage trunk line with lateral lines that will connect with inlets along the new curb lines along US 36 and along Maple Street. The new trunk line will tie into existing stormwater lines at Garden Street and Maple Street. The maintenance of traffic (MOT) plan will require the closure of Maple Street to thru traffic. A detour utilizing W 1000 N, N 50/N 750 W, W 1050 S, SR 13 and Michigan Street will be established during construction. Access to all surrounding properties will be maintained during construction. Signage and barricades notifying motorists of the closure and the detour will be in place. Construction along US 36 will occur in phases to keep one lane in each direction open. The temporary closures of sidewalks in the project area will also occur. Sidewalk construction will occur on one side of the street at a time and pedestrian traffic will be directed to the opposite side of the street to avoid the sidewalk that is under construction. Barricades, barrels, and signage will be placed along US 36 to inform motorists of the sidewalk and lane closures.

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

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

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

Loading the ad...

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

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

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

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

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Loading the ad...

Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page

- <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

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

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

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

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

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

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

AIR QUALITY

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

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

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

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

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

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

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf)). It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

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

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

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

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

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

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

For more information about IDEM policy regarding asbestos removal and disposal, visit:

<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>) (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality.

Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

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

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) – Greenfield District, intend to proceed with the aforementioned road reconstruction – preventative maintenance (Des. No. 1700803), pedestrian (Des. No. 1901985), and intersection improvement (Des. No. 1702935) project along US 36 in the town of Fortville, Hancock County, Indiana. The proposed project is located along US 36, and begins at Garden Street, which is 0.57 mile west of the SR 13 east junction and continues northeast to SR 13. The project also extends along Maple Street from High Street to approximately 180 northwest of US 36. Previous coordination stated the project scope was to reconstruct the roadway pavement to full depth and reduce the number of through travel lanes from four to two lanes from Garden Street to SR 13. The cross-section of US 36 included two 11-foot travel lanes (one in each direction) separated by a 13-foot wide center two-way left turn lane. The scope also included the construction of a 10-foot wide multi-use path along the north side of US 36 and the construction of a 6-foot wide sidewalk along the south side. These elements of the project remain unchanged. As design progressed, it was determined that the project detailed in the January 2021 early coordination letter should also incorporate the Loading the ad...

proposed intersection improvements at US 36 (Broadway Street) and Maple Street (Des. No. 1702935). The scope of the intersection improvement work involves the addition of a dedicated left-turn lane at both the northbound and southbound approaches of Maple Street at the intersection with US 36. This will require widening Maple Street within the project area. The new typical cross-section of Maple Street will be two, 10-foot wide travel (one in each direction) and one, 10-foot wide dedicated left-turn lane. Adjacent to the church at the southwest corner of the intersection is an 8-foot wide parking lane that will be retained for church parking. The length of the intersection improvement along Maple Street is approximately 620 feet (0.12 mile). The addition of the 10-foot wide multi-use path discussed in the January 2021 early coordination letter was subsequently assigned a designation number, Des. No. 1901985. This Des. No. was not mentioned in the previous letter. The project now includes the construction of a new stormwater drainage trunk line with lateral lines that will connect with inlets along the new curb lines along US 36 and along Maple Street. The new trunk line will tie into existing stormwater lines at Garden Street and Maple Street. The maintenance of traffic (MOT) plan will require the closure of Maple Street to thru traffic. A detour utilizing W 1000 N, N 50/N 750 W, W 1050 S, SR 13 and Michigan Street will be established during construction. Access to all surrounding properties will be maintained during construction. Signage and barricades notifying motorists of the closure and the detour will be in place. Construction along US 36 will occur in phases to keep one lane in each direction open. The temporary closures of sidewalks in the project area will also occur. Sidewalk construction will occur on one side of the street at a time and pedestrian traffic will be directed to the opposite side of the street to avoid the sidewalk that is under construction. Barricades, barrels, and signage will be placed along US 36 to inform motorists of the sidewalk and lane closures.

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

Date: July 29, 2021

Signature of the INDOT
Project Engineer or Other Responsible Agent

Don McGhghy

Date: 07/29/2021

Signature of the
For Hire Consultant

Chris Kunkel



Organization and Project Information

Project ID: 218-0015-21H
Des. ID: 1700803, 1901985, & 1702935
Project Title: US 36 Roadway Project
Name of Organization: Lochmueller Group
Requested by: Chris Kunkel

Environmental Assessment Report

1. Geological Hazards:

- Moderate liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: Low Potential

3. Active or abandoned mineral resources extraction sites:

- Petroleum Exploration Wells

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

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

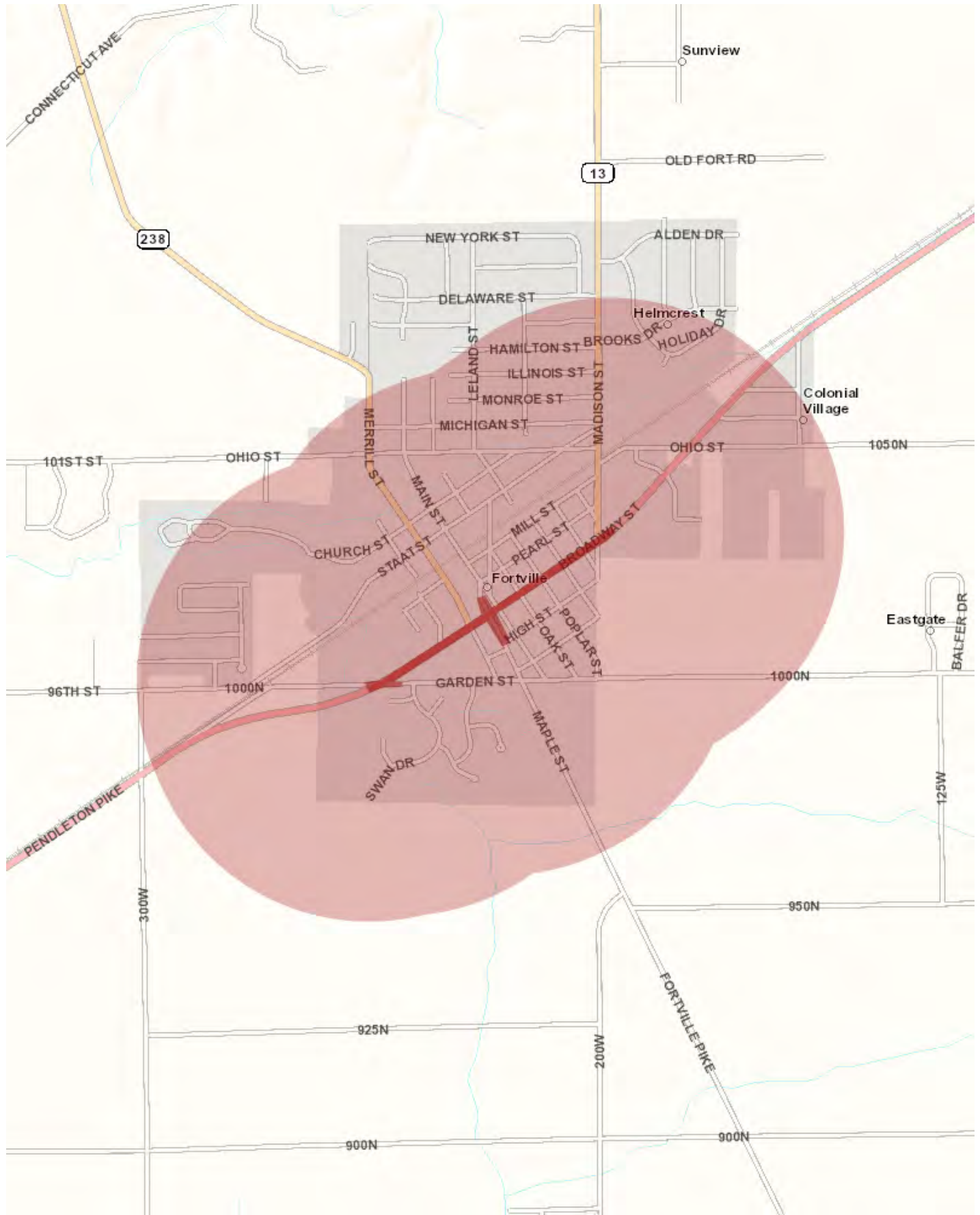
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: July 29, 2021



August 2, 2021

Chris Kunkel
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Mr. Kunkel:

The proposed project to proceed with road reconstruction, preventative maintenance, pedestrian and intersection improvements along US 36 from Garden Street to State Road 13 in Hancock County, Indiana, (Des No 1700803, 1901985 and 1702935), as referred to in your letter received July 23, 2021 will not cause a conversion of prime farmland.

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

Sincerely,

RICHARD
NEILSON

Digitally signed by
RICHARD NEILSON
Date: 2021.08.03
11:23:56 -04'00'

RICK NEILSON
State Soil Scientist

Helping People Help the Land.



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United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

December 30, 2021

Consultation Code: 03E12000-2021-SLI-1834

Event Code: 03E12000-2022-E-03012

Project Name: US 36 Roadway Project - DES 1700803, 1901985, & 1702935

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

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

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2021-SLI-1834

Event Code: Some(03E12000-2022-E-03012)

Project Name: US 36 Roadway Project - DES 1700803, 1901985, & 1702935

Project Type: TRANSPORTATION

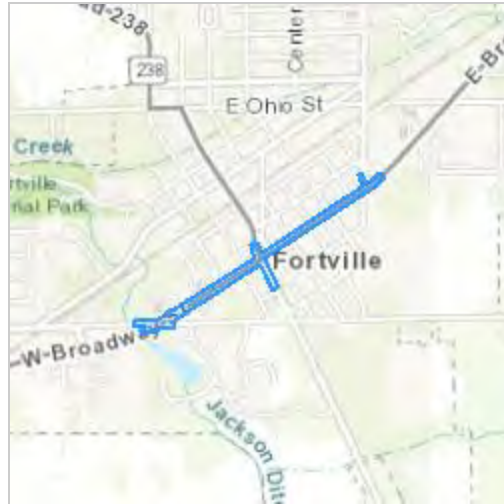
Project Description: This proposed project along US 36 involves roadway right-sizing (Des. 1700803), pedestrian improvements (Des. 1901985), and intersection improvements at Maple Street (Des. 1702935). The project will involve reducing the existing 4-lane (two in each direction) cross-section of US 36 to a 2-lane cross-section with a center two-way turn lane. The reduced number of lanes will allow for the construction of the pedestrian improvement portion of the project. This portion will involve the construction of a 10-foot wide multi use path along the north side of US 36. The path will tie in to an existing sidewalk along the north side of Garden Street at the western terminus and to an existing sidewalk along the west side of SR 13 at the eastern terminus. The intersection improvement will involve widening Maple Street at the intersection with US 36 and adding a dedicated left-turn lane in each direction. The roadway right-sizing and pedestrian improvement activities will extend from Garden Street to SR 13. The intersection improvements will be along Maple Street from High Street to approximately 185 feet northwest of US 36. No bridges or structures are located within the project limits.

There is suitable bat habitat near the project area. A total of 10 trees will be removed for this project. Six of them will be removed along Maple Street and are ornamental pear trees (*Pyrus calleryana*). Four of the trees will be removed from the north side of US 36 between McCarthy and Merrill Streets and are ornamental apple trees (*Malus* sp.). New permanent lighting will installed along US 36. Temporary lighting, although not likely, could be utilized if night construction is required. Construction is anticipated to begin in the Spring of 2022.

INDOT Greenfield District staff performed a review of the USFWS Database for the presence of endangered bats or their hibernacula within 0.5-mile of the project area on August 4, 2021. No bats were found.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.9315165,-85.84789334191086,14z>



Counties: Hancock County, Indiana

Endangered Species Act Species

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

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

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

Critical habitats

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



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

September 03, 2021

Consultation code: 03E12000-2021-I-1834

Event Code: 03E12000-2021-E-09152

Project Name: US 36 Roadway Project - DES 1700803, 1901985, & 1702935

Subject: Concurrence verification letter for the 'US 36 Roadway Project - DES 1700803, 1901985, & 1702935' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **US 36 Roadway Project - DES 1700803, 1901985, & 1702935** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

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

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

Project Description

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

Name

US 36 Roadway Project - DES 1700803, 1901985, & 1702935

Description

This proposed project along US 36 involves roadway right-sizing (Des. 1700803), pedestrian improvements (Des. 1901985), and intersection improvements at Maple Street (Des. 1702935). The project will involve reducing the existing 4-lane (two in each direction) cross-section of US 36 to a 2-lane cross-section with a center two-way turn lane. The reduced number of lanes will allow for the construction of the pedestrian improvement portion of the project. This portion will involve the construction of a 10-foot wide multi use path along the north side of US 36. The path will tie in to an existing sidewalk along the north side of Garden Street at the western terminus and to an existing sidewalk along the west side of SR 13 at the eastern terminus. The intersection improvement will involve widening Maple Street at the intersection with US 36 and adding a dedicated left-turn lane in each direction. The roadway right-sizing and pedestrian improvement activities will extend from Garden Street to SR 13. The intersection improvements will be along Maple Street from High Street to approximately 185 feet northwest of US 36. No bridges or structures are located within the project limits.

There is suitable bat habitat near the project area. A total of 10 trees will be removed for this project. Six of them will be removed along Maple Street and are ornamental pear trees (*Pyrus calleryana*). Four of the trees will be removed from the north side of US 36 between McCarthy and Merrill Streets and are ornamental apple trees (*Malus* sp.). New permanent lighting will be installed along US 36. Temporary lighting, although not likely, could be utilized if night construction is required. Construction is anticipated to begin in the Spring of 2022.

INDOT Greenfield District staff performed a review of the USFWS Database for the presence of endangered bats or their hibernacula within 0.5-mile of the project area on August 4, 2021. No bats were found.

Determination Key Result

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

Qualification Interview

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

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

Automatically answered

Yes

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

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

Automatically answered

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

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

Yes

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

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

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?
No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

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

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

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

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

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

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

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

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

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

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

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

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

No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

20. Are *all* trees that are being removed clearly demarcated?
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?
Yes
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
23. Does the project include slash pile burning?
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
No
25. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)
No
26. Will the project involve the use of **temporary** lighting *during* the active season?
Yes
27. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?
Yes
28. Will the project install *any* new or replace any existing **permanent** lighting in addition to the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities?
Yes
29. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting (other than the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities) will be installed or replaced?
Yes
30. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?
No

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

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

Yes

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

No

33. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

34. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

35. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

36. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

37. Tree Removal AMM 1

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

38. Tree Removal AMM 3

Can tree removal be 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)?

Yes

39. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

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

Yes

40. Lighting AMM 2

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

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

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

Yes

41. Lighting AMM 2

Will the **permanent** lighting used during removal of suitable habitat and/or the removal/trimming of trees within suitable habitat be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

42. **Lighting AMM 1**

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

Yes

43. **Lighting AMM 2**

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

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

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

Yes

44. **Lighting AMM 2**

Will the **permanent** lighting (other than any lighting already indicated for tree clearing or bridge/structure removal, replacement or maintenance activities) be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

Project Questionnaire

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

N/A

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

N/A

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.90

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, 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.

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.

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).

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.

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.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

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

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

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

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

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

DNR #: ER-23344-1

Request Received: July 23, 2021

Requestor: Lochmueller Group Inc
Chris Kunkel
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Project: US 36 roadway reconstruction and pedestrian improvements, from Garden Street to SR 13, Fortville; Des #1700803: including intersection improvement at Maple Street (Des #1702935) & clarification of multi-use path along US 36 (Des #1901985)

County/Site info: Hancock

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

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

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of Jackson Ditch. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

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

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
6. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.

THIS IS NOT A PERMIT

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

Contact Staff:

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

Christie L. Stanifer

Date: August 20, 2021

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

Chris Kunkel

From: Havard, John E. <JHavard@citizensenergygroup.com>
Sent: Thursday, August 26, 2021 7:40 AM
To: Chris Kunkel
Subject: RE: US 36 Roadway Preventative Maintenance, Pedestrian Improvements, and Intersection Improvement Project (Des. No. 1700803, 1901985, & 1702935)

Chris Kunkel,

Thank you for the opportunity to review this project. As long as typical storm water pollution prevention measures and spill prevention measures are implemented, I do not foresee any impacts to the source water assessment area as a result of this project,

John Havard

From: Chris Kunkel <CKunkel@lochgroup.com>
Sent: Wednesday, August 25, 2021 4:20 PM
To: Havard, John E. <JHavard@citizensenergygroup.com>
Subject: US 36 Roadway Preventative Maintenance, Pedestrian Improvements, and Intersection Improvement Project (Des. No. 1700803, 1901985, & 1702935)

WARNING: This email originated outside of Citizens Energy Group. **DO NOT CLICK** links or attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached early coordination letter and associated attachments for this roadway project in Hancock County, Indiana. It appears as though the project is within the Citizens Water – Indianapolis' Source Water Assessment Area and we are requesting your review of the project to determine if you foresee any impacts to the source water assessment area as a result of this project.

Please contact myself or Chad Costa (ccosta@lochgroup.com) should you have any questions or comments regarding this project.

Thank you for your time and have a great day,

Chris Kunkel
Environmental Specialist II
Lochmueller Group

3502 Woodview Trace, Suite 150, Indianapolis, IN 46268
317.334.6818 (direct) | 317.677.5132 (mobile)
CKunkel@lochgroup.com
<http://lochgroup.com>

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Chris Kunkel

From: Dave Thompson <dthompson@fortvilleindiana.org>
Sent: Friday, September 17, 2021 11:33 AM
To: Chris Kunkel
Subject: Re: US 36 Roadway Preventative Maintenance, Pedestrian Improvements, and Intersection Improvement Project (Des. No. 1700803, 1901985, & 1702935)

Mr. Kunkel,

After reviewing the projected improvements, I see nothing that would impact the wellhead protection area.

Thank you for your patience.

David Thompson
Fortville Water Works
Water and Wastewater Treatment
Superintendent
Ph. 317-485-5432

From: Chris Kunkel <CKunkel@lochgroup.com>
Sent: Thursday, September 9, 2021 4:34 PM
To: Dave Thompson <dthompson@fortvilleindiana.org>
Subject: FW: US 36 Roadway Preventative Maintenance, Pedestrian Improvements, and Intersection Improvement Project (Des. No. 1700803, 1901985, & 1702935)

Hi Mr. Thompson,

I'm emailing to see if you had a chance to review the project details and the potential for impacts to the wellhead protection area. Let me know if you need any additional information.

Thank you,



Chris Kunkel

Environmental Specialist II



Lochmueller Group

3502 Woodview Trace, Suite 150, Indianapolis, IN 46268



Email: CKunkel@lochgroup.com

Direct: 317.334.6818

Categorical Exclusion

Appendix D

**Section 106 of the National Historic
Preservation Act (NHPA)**

Minor Projects PA Project Assessment Form

Date: 2/24/2021 **UPDATED 9/10/2021

Project Designation Number: 1700803, 1901985, **1702935

Route Number: US 36

Project Description: US 36 Road Reconstruction Project From 0.57 mi W of SR 13 Garden Street E Jct to SR 13

The proposed project will repair the existing pavement along US 36. The project will reconstruct the roadway by removing the existing roadway surface to full depth. After which, approximately 4 inches of compacted aggregate will be placed on new subgrade treatment. Then, approximately 13 inches of hot mix asphalt (HMA) will be applied to the compacted aggregate. The project will reduce the number of through travel lanes in the project area from four to two. The proposed cross-section will include two 11-foot wide through travel lanes (one in each direction) and a 12-foot-wide center two-way left turn lane. There will be a 10-foot-wide multi-use path constructed on the north side, which will replace the current sidewalk in front of Greenfield Banking, and a new 6-foot-wide sidewalk constructed on the south side of US 36. Existing curb ramps at each intersection will be updated to be compliant with the Americans with Disabilities Act (ADA). The project will also involve new curb and gutter along the entire length of the project area along US 36. In addition, new lighting will be added along the project area near the multiuse trail. The total project length along US 36 is 2,805 feet (0.65 mile). It is anticipated that no additional permanent right-of-way will be needed but approximately 0.01 acre of temporary right-of-way will be required.

The maintenance of traffic (MOT) plan will include phased construction to keep one lane of traffic open in each direction. Temporary closures of sidewalks in the project area will also occur. Sidewalk construction will occur on one side of the street at a time and pedestrian traffic will be directed to the opposite side of the street to avoid the sidewalk that is under construction. Barricades, barrels, and signage will be placed along US 36 to inform pedestrians and motorists of the sidewalk and lane closures. The MOT will be implemented per the Indiana Design Manual guidelines.

- New sidewalk - south side of US 36
- New curbs - intersection of US 36 and Garden Street, McCarty Street, Merrill Street, Maple Street, Main Street, Oak Street, Poplar Street, Walnut Street, Elm Street, and SR 13/Madison Street (NW corner only)

**On 8/13/2021, INDOT-CRO was informed that the project scope for the project had changed slightly. It is anticipated that no additional permanent or temporary right-of-way will be needed for Des 1700803 & 1901985. The project also includes the addition of Des. No. 1702935 for the proposed intersection improvements at US 36 (Broadway Street) and Maple Street. The scope of the intersection improvement work involves the addition of a dedicated left-turn lane at both the northbound and southbound approaches of Maple Street at the intersection with US 36. This will require widening Maple Street within the project area. The new typical cross-section of Maple Street will be two, 10-foot-wide travel (one in each direction) and one, 10-foot-wide dedicated left-turn lane. Adjacent to the church at the southwest corner of the intersection is an 8-foot-wide parking lane that will be retained for church parking. The length of the intersection improvement along Maple Street is approximately 620 feet (0.12 mile). The intersection improvement portion of the project will require approximately 0.04 acre (1795 square feet) of temporary right-of-way and 0.09 acre (3835 square of permanent right-of-way).

The project includes the construction of a new stormwater drainage trunk line with lateral lines that will connect with inlets along the new curb lines along US 36 and along Maple Street. The new trunk line will tie into existing stormwater lines at Garden Street and Maple Street.

The maintenance of traffic (MOT) plan will require the closure of Maple Street to thru traffic. A detour utilizing W 1000 N, N 50/N 750 W, W 1050 S, SR 13, and Michigan Street will be established during construction. Access to all surrounding properties will be maintained during construction. Signage and barricades notifying motorists of the closure and the detour will be in place. Construction along US 36 will occur in phases to keep one lane in each

Minor Projects PA Project Assessment Form

direction open. The temporary closures of sidewalks in the project area will also occur. Sidewalk construction will occur on one side of the street at a time and pedestrian traffic will be directed to the opposite side of the street to avoid the sidewalk that is under construction. Barricades, barrels, and signage will be placed along US 36 to inform motorists of the sidewalk and lane closures. The MOT will be implemented per the Indiana Design Manual guidelines.

Feature crossed (if applicable): N/A

City/Township: Fortville/Vernon Township

County: Hancock County

Information reviewed (please check all that apply):

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

Other (please specify): Project information provided by Lochmueller dated 2/5/2021 and updated on 8/12/2021 and (on file at INDOT-CRO).

Please specify all applicable categories and condition(s) (conditions that are applicable are highlighted):

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

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

- i. **Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; OR**
- ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below (*EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below*):
 - a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the

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project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*

- b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions (1, 2, or 3) listed below must be fulfilled:
 1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
 2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
 3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

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

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

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

Condition A (Archaeological Resources)

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

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

Minor Projects PA Project Assessment Form

will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

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

- B-8. Construction of pedestrian facilities including trails, multi-use paths, greenways, and associated minor activities defined below, under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

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

- i. Work occurs within areas previously disturbed by vertical and horizontal construction activities, including existing roadway, sidewalk, or rail bed, and is not on, within or adjacent to a National Register listed or eligible site; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

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

Activities associated with this category include the following:

- Pavement surface installation, replacement, rehabilitation, resurfacing, and reconstruction work, including widening, laying down of crushed stone or gravel, shoulder treatments, pavement repair, seal coating, pavement grinding, pavement marking, etc.;
- Installation of new signals, signage, and other traffic control devices;
- Installation of new safety appurtenances such as guardrails and barriers;
- Installation of plant materials and hardscape landscaping elements, including, but not limited to bike racks, benches, trash cans, lighting, and other amenities;
- Trail heads and parking lots;
- Installation of pipes, culverts, and pedestrian bridges.

- B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

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

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any

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archaeological site form information will be entered directly into the SHAARD by the applicant.
The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

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

- i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):
 - a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 - b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):
 1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.
- ii. Work involves the installation of a new culvert and other drainage structures AND/OR there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):
 - a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 - b. The subject structure exhibits one of the characteristics described below (*Condition 1, Condition 2 or Condition 3 must be satisfied*).
 1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

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

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

Additional Comments:

Above-ground Resources

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With regard to above-ground resources, an INDOT Cultural Resources historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Hancock County. No listed properties are located adjacent to the project area.

The *Hancock County Interim Report* (1983; Fortville Scattered Sites) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD and IHBBCM information was checked against the Interim Report hard copy maps. No IHSSI properties are located adjacent to the project area.

Properties adjacent to the expanded project area include twentieth-century commercial buildings (predominately from the late twentieth century), early twentieth-century bungalows (common types/altered), mid-twentieth-century ranch houses, and a late twentieth-century library building. None of the properties adjacent to the project area possess the significance and integrity necessary to be considered potentially eligible for the National Register.

A qualified professional historian from Lochmueller Group provided additional analysis in their 8/12/2021 submission to INDOT-CRO:

IHSSI #059-298-12019 (Saint Thomas the Apostle Church, Outstanding) is located just south of the project limits on Maple Street. The parcel for the church is approximately 132 feet from the start of the construction limits on Maple Street and approximately 83 feet from the start of incidental construction on Maple Street. Therefore, this property is not considered "adjacent" to the proposed project. The plan sheet, showing the portion of the proposed intersection improvement's (Des. No. 1702935) relationship to this resource, is provided below.

Previous correspondence with the Anderson Metropolitan Planning Organization (MPO) has resulted in the identification of three properties of particular interest to the MPO: Saint Thomas the Apostle Church (noted above), a service station at 110 E. Broadway Street, and a house at 401 S. Main Street. The service station at 110 E. Broadway Street is adjacent to a curb replacement and a new sidewalk will be constructed on the south side of US 36 in front of the property. There are no unique features in the area around the service station that would be removed as part of the project. We noted that the service station has lost its fuel pump island and exterior free-standing signs. The Free Classic/Craftsman property located at 401 S. Main Street is also adjacent to curb ramp replacement work and a new sidewalk. There are no unique features around this property that will be affected by the project. The professional opinion of the Lochmueller Group Qualified Professional historian is that the service station and the house are not eligible for listing in the National Register of Historic Places and therefore the pursuit of the Minor Projects Programmatic Agreement (MPPA) is not affected.

The INDOT-CRO historian concurs with recommendations of the Lochmueller historian and has determined that the project meets the above-ground conditions of the applicable MPPA categories. See attached map and plan sheet provided by Lochmueller Group.

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

Archaeological Resources

An INDOT Cultural Resources Office (CRO) archaeologist, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed the MPPA request submitted by Lochmueller on February 5, 2021 and sent an updated submission on August 12, 2021 and conducted a desktop review of the project area and completed an archaeological assessment.

With regard to archaeological resources, the proposed project is limited to pavement replacement and HMA overlay, sidewalk installation/replacement in the south, installation/replacement of ADA compliant curb ramps,

Minor Projects PA Project Assessment Form

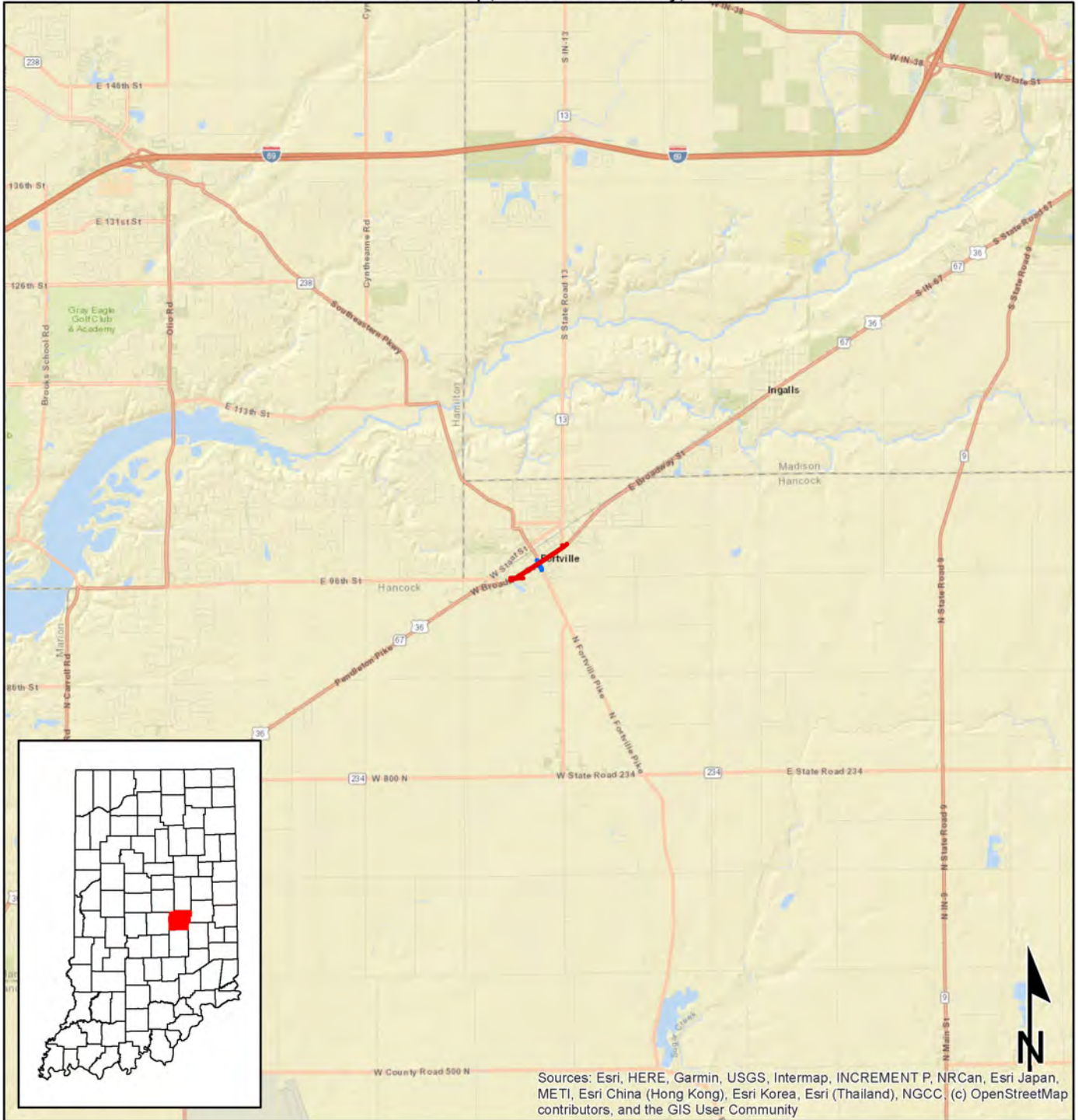
and repairs to curb and gutters along the entire project. There will also be the construction of a multi-use trail in the north that will have lighting installed within the project limits. Updates noted to the project scope were received on 8/12/2021, and included the addition of added turn lanes, intersection improvements and the construction of drainage features within the project limits. All work will be in disturbed soils which consist of the two to four-lane US 36 highway, turn lanes, guardrails, sidewalks, curbs, curb ramps, ditches, lights, signals, signs, and utilities. The curb ramps to be updated or installed have been improved in the recent past and any excavation to replace these ramps will not extend deeper than previous construction disturbance. The project area consists of somewhat poorly drained to poorly drained soils and is located within previously disturbed soils. According to SHAARD GIS, there are no archaeological sites located within or adjacent to the survey area. Although a small amount (0.04 acres of temporary and 0.09 acres of permanent) of right of way is anticipated, it has been disturbed during previous construction activities. Since the project will be confined to excavation in previously disturbed soils there are no archaeological concerns.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Anthony Ross and Patricia Jo Korzeniewski

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

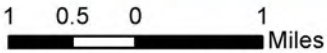
Des. Nos. 1700803, 1702935 & 1901985
 US 36 Roadway Projects
 Garden Street to State Road 13
 Vernon Township, Hancock County, Indiana



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

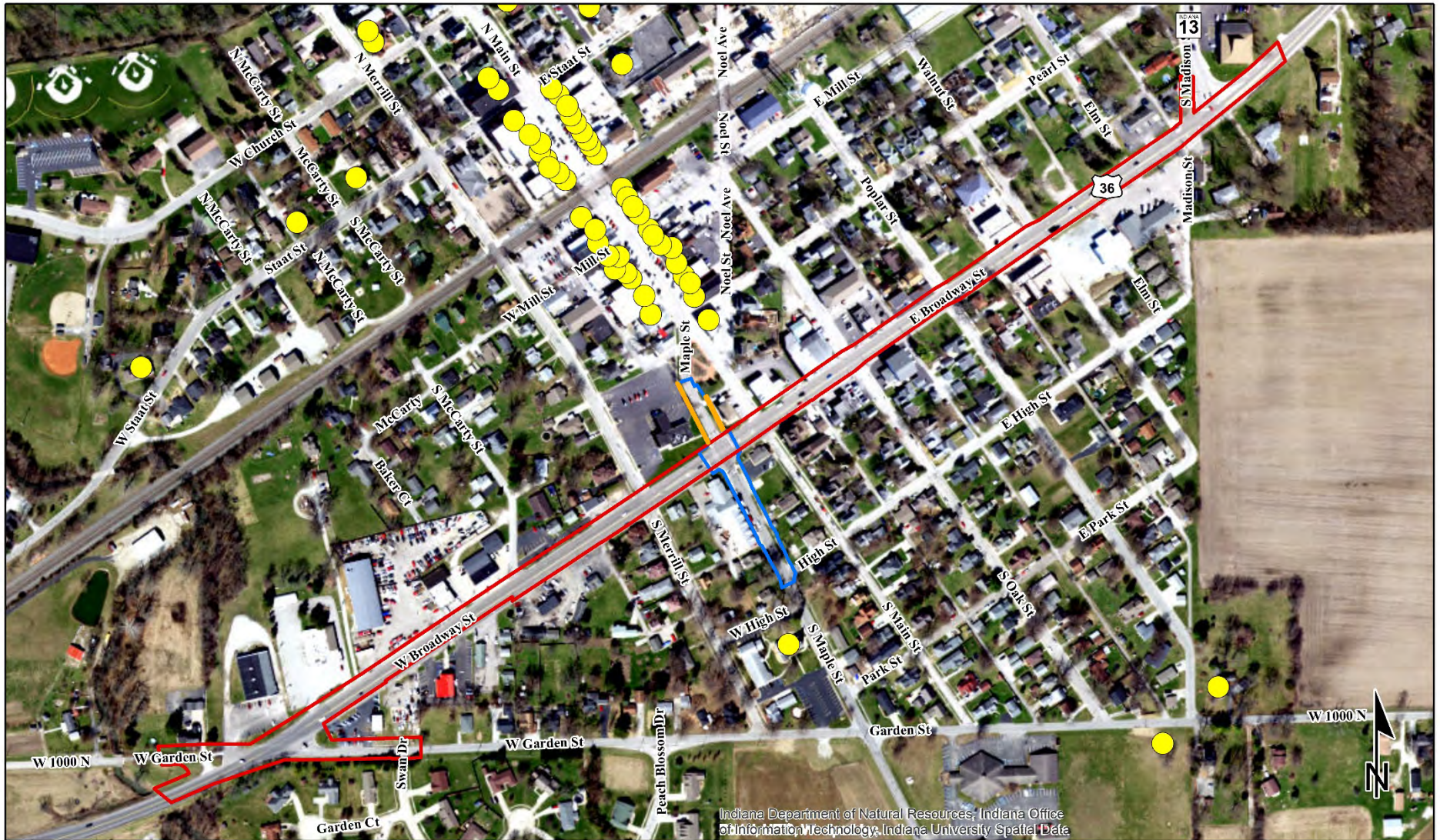
Sources: **Non Orthophotography** Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

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



General Location Map

- Project Area - Des. Nos. 1700803 & 1901985
- Project Area - Des. No. 1702935



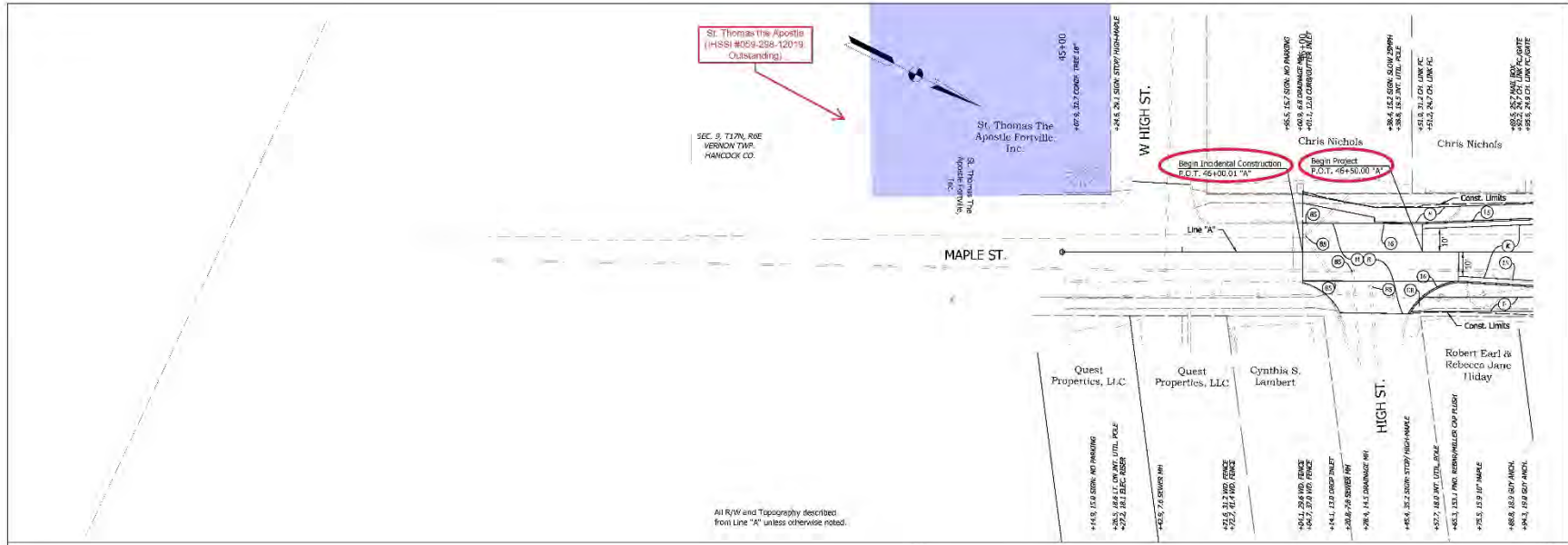
Sources: 400 200 0 400 Feet
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

Des. Nos. 1700803, 1702935 & 1901985
 US 36 Roadway Projects
 Garden Street to State Road 13
 Vernon Township, Hancock County, Indiana

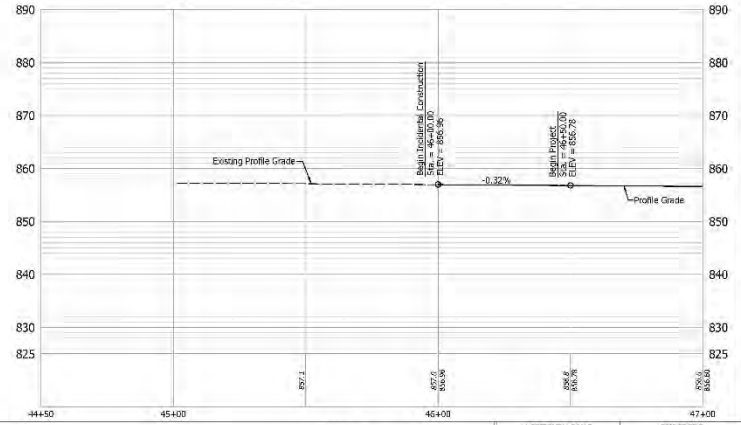
Aerial Location Map

Project Area - Des. Nos. 1700803 & 1901985	County Survey Sites	Historic Bridges
Project Area - Des. No. 1702935	RATING	RATING
Proposed ROW	Outstanding	Outstanding
National Register Sites	Notable	Notable
Historic Districts	Contributing	Contributing
Cemeteries	Non-Contributing	Non-Contributing
	Demolished	Demolished
	Unknown	Unknown



All R/W and Topography described from Line "A" unless otherwise noted.

BM #1 - RR SPK 12" Up On West Face PNT Sta. 44+55.06, 18.0' RT. of Line "A" Elev. 858.76
 BM #2 - Chiseled X On Top North 80k Fire Hydrant Sta. 53+48.50, 50.7' RT. of Line "A" Elev. 858.94



- (C) 155 LB/SYS QC/QA HMA, 3, 70, Surface, 9.5 mm on
- 275 LB/SYS QC/QA HMA, 3, 70, Intermediate, 19.0 mm on
- 330 LB/SYS QC/QA HMA, 3, 54, Base, 19.0 mm on
- 330 LB/SYS QC/QA HMA, 3, 54, Base, 19.0 mm on
- 300 LB/SYS QC/QA HMA, 4, 76, Intermediate, OG, 19.0 mm on
- 4 IN Compacted Aggregate, No. 53 on
- Subgrade Treatment, Type ID
- (CR) Curb Ramp, Concrete
- (P) Sidewalk, Concrete
- (M) Curb and Gutter, Concrete
- (C) Curb, Concrete
- (S) Casting, Adjust to Grade
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 LB/SYS QC/QA HMA, 3, 70, Surface, 9.5 mm

DESIGNED: NEM
 DRAWN: HBT
 CHECKED: BKA
 CHECKED: BKA

INDIANA DEPARTMENT OF TRANSPORTATION
 PLAN AND PROFILE- LINE "A"

HORIZONTAL SCALE	VERTICAL SCALE	DATE	DESIGNATION
1" = 20'	1" = 2'	1702933	1702933
SHR/VP/ROOF	SE/FT	5	14
ELECTRICAL	PROJ/CI		1702933
CONTRACT			
T-11903			

Categorical Exclusion

Appendix E

**Red Flag Investigation
& Hazardous Materials**



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: August 1, 2019

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

From: Ruth Hook
3502 Woodview Trace
Indianapolis, IN
rhoock@lochgroup.com

Re: RED FLAG INVESTIGATION
Des. No. 1700803, State Project
HMA Overlay and Roadway Reconstruction
US 36 – Garden Street to State Road (SR) 13
Hancock County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) – Greenfield District proposes to proceed with a preventative maintenance HMA overlay and roadway reconstruction project along US 36 from Garden Street to SR 13 in the Town of Fortville, Hancock County, Indiana. The existing 4-lane roadway will be narrowed to 3-lanes. In addition, the project will include installation of sidewalks, curbs, and lighting along US 36. With the addition of curbs, new drainage structures will need to be installed as well. Design for this project is on-going and additional information will be available as design progresses.

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

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

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

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

Type of excavation: Excavation to install sidewalk and curb will occur to a maximum depth of 2 feet. For the installation of new drainage structures, the maximum depth of excavation will be 8 feet. Installation of the lighting poles will require excavation to a maximum depth of 12 feet.

Maintenance of traffic: The maintenance of traffic (MOT) for this project has yet to be developed. It is likely that lane closures and restrictions will be required. The MOT will be implemented per the *Indiana Design Manual*.

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

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	6[±]	Recreational Facilities	3*
Airports ¹	N/A	Pipelines	4
Cemeteries	N/A	Railroads	2
Hospitals	N/A	Trails	4
Schools	N/A	Managed Lands	N/A

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

Explanation:

Religious Facilities[±]: Though not mapped in GIS, six (6) churches were identified within the 0.5 mile search radius. The nearest facility, St. Thomas Catholic Church, is located 0.1 mile south of the project area. Traffic will be maintained throughout construction and therefore no impact is expected.

*Recreational Facilities**: Three (3) recreational facilities, two (2) mapped and one (1) unmapped, are located within the 0.5 mile search radius. Memorial Park is not mapped in the GIS layers. The nearest facility, Landmark Park, is located 0.25 miles north of the project area. No impact is expected.

Pipelines: Four (4) pipelines (segments) were identified within the 0.5 mile search radius. The nearest segment operated by Indiana Gas Co. is located 0.02 mile southeast. Due to the proximity of the pipeline segment to the project area, coordination with INDOT Utilities and Railroads will occur.

Railroads: Two (2) railroads are mapped within the 0.5 mile search radius. The nearest railroad, CSX Railroad, is located 0.14 mile northwest of the project area. No impact is expected.

Trails: Four (4) trails are mapped within the 0.5 miles search radius. The nearest trail, Neighborhood Connection to Memorial Park, is located 0.34 mile northwest of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	6
Canal Structures – Historic	N/A	Lakes	3
NPS NRI Listed	N/A	Floodplain - DFIRM	27
NWI-Lines	4	Cave Entrance Density	N/A

IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	8	Sinking-Stream Basins	N/A

Explanation:

NWI – Lines: Four (4) NWI – Lines are located within the 0.5 mile search radius. One NWI – Line crosses the project area. A Waters of the U.S. report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Rivers and Streams: Eight (8) rivers and streams (segments) are located within the 0.5 mile search radius. One (1) stream (segment) Jackson Ditch crosses the project area. A Waters of the U.S. Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

NWI – Wetlands: Six (6) NWI – Wetlands are located within the 0.5 mile search radius. The nearest wetland is located 0.03 mile south of the project area. No impact is expected.

Lakes: Three (3) lakes are located within the 0.5 mile search radius. The nearest lake is located 0.03 mile south of the project area. No impact is expected.

Floodplain – DFIRM: Twenty-seven (27) floodplain polygons are located within the 0.5 mile search radius. The project area is located within four of the floodplain polygons. Coordination with INDOT ES Ecology Waterway and Permitting will occur.

URBANIZED AREA BOUNDARY SUMMARY

Explanation: The project lies within the Fortville UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may need to be considered. An early coordination letter with topographic and aerial maps showing the project area should be sent to the Fortville MS4 coordinator at 714 East Broadway, Fortville, IN 46040.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	12	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Petroleum Wells: Twelve (12) petroleum wells are located within the 0.5 mile search radius. The nearest well is located 0.02 mile south of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A

RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	4[±]	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	11	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	3*
Solid Waste Landfill	N/A	NPDES Facilities	4
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	4*
Leaking Underground Storage (LUST) Sites	7	Notice of Contamination Sites	N/A

Explanation:

State Cleanup Sites: Four (4)[±] state cleanup sites are located within the 0.5 mile search radius, however two (2) points are representing the same facility. One (1) state cleanup site is located adjacent to the project area.

- Bud Clements Chevrolet Oldsmobile Incorporated (AI 33977) is located at 345 West Broadway, which is on the northwest corner of McCarty Street and US 36 (icon is mapped incorrectly). According to records on Indiana Department of Environment (IDEM)'s Virtual File Cabinet (VFC), IDEM issued a Completion of Independent Closure Process letter, dated November 5, 2012, stating additional investigation activities are not required at this time. No impact is expected.

Underground Storage Tank (UST) Sites: Eleven (11) UST Sites are located within the 0.5 mile search radius. Of these, four (4) UST Sites are located within or adjacent to the project area.

- Summers Ford Dealership (AI 34183) is located at 625 Broadway Street. According to IDEM VFC, one (1) tank was permanently closed in-place at some point between 1976 and 1979. This site has potential for lead contamination in the soil and/or groundwater. If construction excavation occurs adjacent to this property, a Phase II Environmental Assessment should occur.
- Bud Clements Chevrolet Oldsmobile Incorporated (AI 33977) is located at 345 West Broadway. According to IDEM VFC, there were previously two storage tanks that were closed in-place in 1983. The site is discussed further in the State Cleanup Sites section above.
- Robert Smith (AI 33641) is located at 100 W. Broadway Street. According to IDEM VFC, there were four (4) tanks that were closed and removed in 1989. This site has potential for lead contamination in the soil and/or groundwater. If construction excavation occurs adjacent to this property, a Phase II Environmental Assessment should occur.
- Hucks Food Store 298 (AI 34020) is located at 322 E. Broadway Street. According to records on IDEM VFC, there are two (2) active gasoline USTs. Violations were noted in a 2018 inspection. There is no record on whether these violations were corrected. If construction excavation occurs adjacent to this property, a Phase II Environmental Assessment should occur.

Leaking Underground Storage (LUST) Sites: Seven (7) LUST sites are located within the 0.5 mile search radius. Of these, five (5) are located within or adjacent to the project area.

- Ratliff Auto Sales (AI 35472) is located at 217 W. Broadway Street on the northeast corner of US 36 and McCarthy Street (icon mapped incorrectly). According to records on IDEM VFC a suspected release was reported in 1989. There is no additional information. It is likely that petroleum contamination and/or lead contamination is present within the soil and/or groundwater. If excavation is to occur in this area, a Phase II Environmental Assessment should occur.
- Hughes Fortville Shell (AI 30886), 110 E Broadway Street, was formerly a gas station. According to records on IDEM VFC, four (4) USTs were closed in May 2018, contaminants of concern (COCs) were identified in the soil and

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groundwater. Further sampling information, dated June 2019, showed that petroleum groundwater contamination from the site appears to have migrated under US 36. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

- Taylors Marathon Service (AI 34351) is located at 203 W. Broadway Street in the northwest corner of US 36 and Merrill Street (icon mapped incorrectly). According to IDEM VFC, seven (7) USTs were removed from the site. Minimal Total Petroleum Hydrocarbons (TPHs) were identified in the soil; however, no additional testing was conducted. No other records about the closure of the LUST site were available. It is likely that, in addition to the petroleum contamination, lead contamination exists on the site. If construction excavation occurs adjacent to this property, a Phase II Environmental Assessment should occur.
- Fortville Hardware Inc. (AI 32099) is located at 135 E. Broadway Street. According to records on IDEM VFC, during excavation to remove a kerosene UST, contamination was identified due to long-term overfill. This tank was removed. No further records of sampling exists for this site. If excavation occurs in or adjacent to this area, a Phase II Environmental Assessment should occur.
- Milk Barn (aka Speedway 8042) (AI 33246) is located at 335 Broadway Street. This is an active gas station with five (5) USTs. According to the records available on IDEM VFC, a release of petroleum occurred. After remediation activities, a NFA determination was issued by IDEM in 2013. As contamination remains on-site and extends beneath US 36, an Environmental Restrictive Covenant (ERC) has been recorded on the property. If excavation occurs in this area, petroleum contamination will likely be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur.

*Institutional Controls**: Three (3) institutional controls are located within the 0.5 mile search radius. However, two (2) areas represent the same location. One (1) site is located adjacent to the project area.

- Speedway 8042 (aka Milk Barn) (AI 33246) is located at 335 Broadway Street. This site received a NFA determination from IDEM in 2013 and an ERC was recorded on the property in December 2012. Residual contamination remains on-site and beneath US 36. If excavation occurs in this area, petroleum contamination will likely be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur.

NPDES Facilities: Four (4) NPDES facilities are located within the 0.5 mile search radius. The nearest facility is located 0.11 mile southwest. No impact is expected.

*NPDES Pipe Locations**: Four (4) NPDES pipes are located within the 0.5 mile search radius. However, two (2) of these points are duplicates. The nearest pipe is located 0.19 mile northeast. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

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

Due to the nature of project activities, this project will fall under the guidelines set forth under USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana Dated May 29, 2013. No further coordination is necessary.

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

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RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Pipelines: One (1) pipeline segment operated by Indiana Gas Co. is located 0.02 mile southeast of the project area. Due to the proximity of the pipeline segment to the project area, coordination with INDOT Utilities and Railroads will occur.

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

- One (1) NWI – Line crosses the project area.
- One (1) stream segment, Jackson Ditch, flows through the project area.
- The project is located within four floodplain polygons (coordination only).

URBANIZED AREA BOUNDARY: The project lies within the Fortville UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may need to be considered. An early coordination letter with topographic and aerial maps showing the project area should be sent to the Fortville MS4 Coordinator at 714 East Broadway, Fortville, IN 46040.

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS:

Underground Storage Tank (UST) Sites:

- Summers Ford Dealership (AI 34183) is located at 625 Broadway Street. According to IDEM VFC, one (1) tank was permanently closed in-place at some point between 1976 and 1979. This site has potential for lead contamination in the soil and/or groundwater. If construction excavation occurs adjacent to this property, a Phase II Environmental Assessment should occur.
- Robert Smith (AI 33641) is located at 100 W. Broadway Street. According to IDEM VFC, there were four (4) tanks that were closed and removed in 1989. This site has potential for lead contamination in the soil and/or groundwater. If construction excavation occurs adjacent to this property, a Phase II Environmental Assessment should occur.
- Hucks Food Store 298 (AI 34020) is located at 322 E. Broadway Street. According to records on IDEM VFC, there are two (2) active gasoline USTs. Violations were noted in a 2018 inspection. There is no record on whether these violations were corrected. If construction excavation occurs adjacent to this property, a Phase II Environmental Assessment should occur.

Leaking Underground Storage (LUST) Sites:

- Ratliff Auto Sales (AI 35472) is located at 217 W. Broadway Street on the northwest side of US 36 (icon mapped incorrectly). According to records on IDEM VFC a suspected release was reported in 1989. There is no additional information. It is likely that petroleum contamination and/or lead contamination is present within the soil and/or groundwater. If excavation is to occur in this area, a Phase II Environmental Assessment should occur.
- Hughes Fortville Shell (AI 30886), which is located at 110 E Broadway Street, was formerly the site of a gas station. According to records on IDEM VFC, the four USTs that existed on the site were closed in May 2018. During closure activities, contaminants of concern (COCs) were identified in the soil and groundwater. Further sampling information from, June 2019, showed that petroleum groundwater contamination from the site appears to have migrated underneath US 36. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

- Taylors Marathon Service (AI 34351) is located at 203 W. Broadway Street. According to IDEM VFC, seven (7) USTs were removed from the site. Minimal Total Petroleum Hydrocarbons (TPHs) were identified in the soil; however, no additional testing was conducted. No other records about the closure of the LUST site were available. It is likely that, in addition to the petroleum contamination, lead contamination exists on the site. If construction excavation occurs adjacent to this property, a Phase II Environmental Assessment should occur.
- Fortville Hardware Inc. (AI 32099) is located at 135 E. Broadway Street. According to records on IDEM VFC, during excavation to remove a kerosene UST, contamination was identified due to long-term overfill. This tank and contaminated soils were removed. A request for a NFA action was requested in 1999 but no records in the IDEM VFC were found. No further records of sampling has exists for this site. If excavation occurs in or adjacent to this area, a Phase II Environmental Assessment should occur.
- Milk Barn (aka Speedway 8042) (AI 33246) is located at 335 Broadway Street. This is an active gas station with five (5) USTs. According to the records available on IDEM VFC, a release of petroleum occurred. After remediation activities, a NFA determination was issued by IDEM in 2013. As contamination remains on-site and extends beneath US 36, an Environmental Restrictive Covenant (ERC) has been recorded on the property. If excavation occurs in this area, petroleum contamination will likely be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur.

Institutional Controls:

- Speedway 8042 (aka Milk Barn) (AI 33246) is located at 335 Broadway Street. This site received a NFA determination from IDEM in 2013 and an ERC was recorded on the property in December 2012. Residual contamination remains on-site and beneath US 36. If excavation occurs in this area, petroleum contamination will likely be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur.

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

INDOT Environmental Services concurrence: Nicole Fohey-Breting (Signature)

Prepared by: August 1, 2019

Ruth Hook, CPESC, CESSWI
Environmental Biologist
Lochmueller Group, Inc.

Graphics:

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

SITE LOCATION: YES

INFRASTRUCTURE: YES

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WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: YES

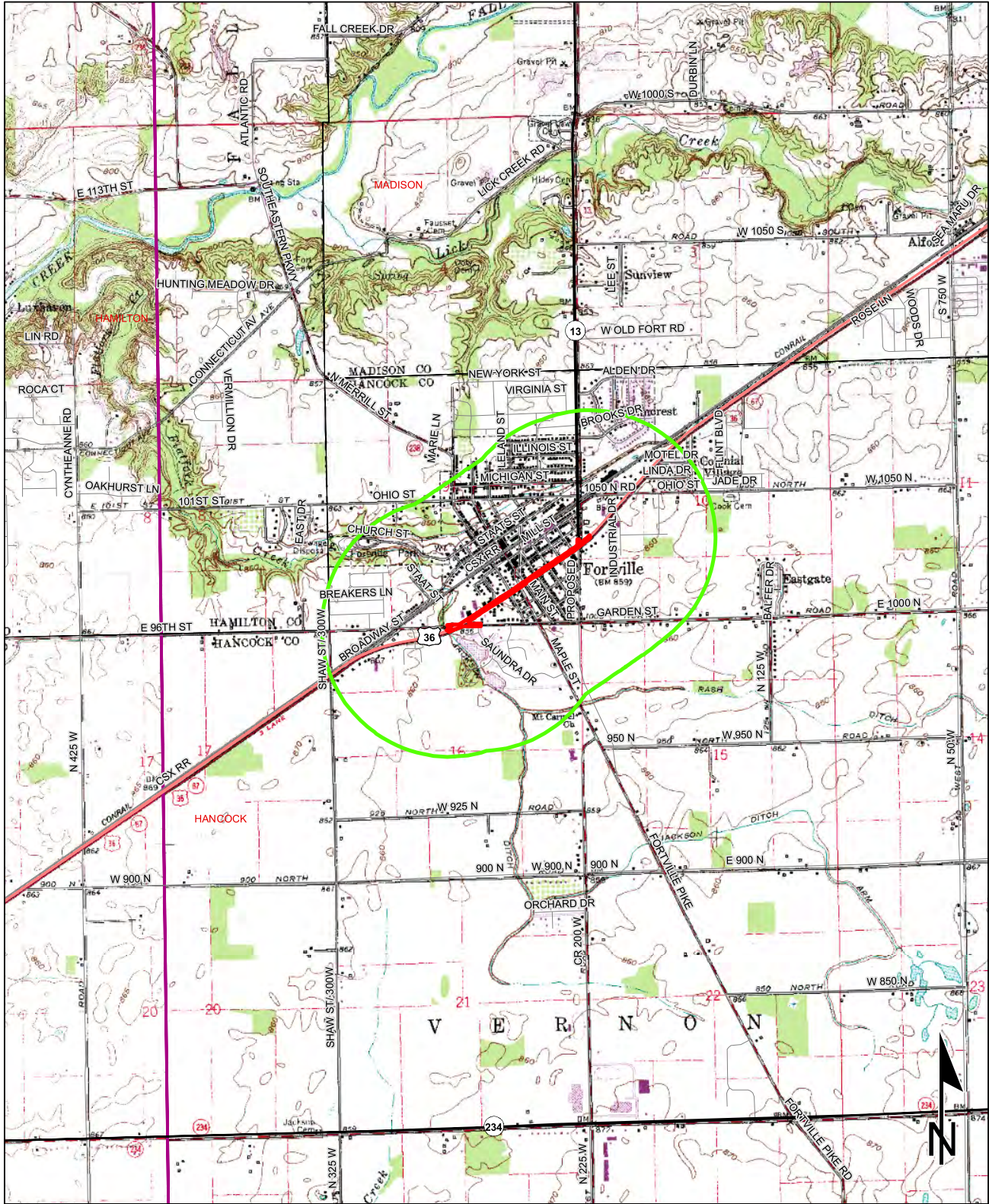
MINING/MINERAL EXPLORATION: YES

HAZMAT CONCERNS: YES

Additional Attachments:

Hancock County ETR List

Red Flag Investigation - Site Location
 US 36 - Garden Street to SR 13
 Des. No. 1700803, HMA Overlay and Roadway Reconstruction
 Hancock County, Indiana



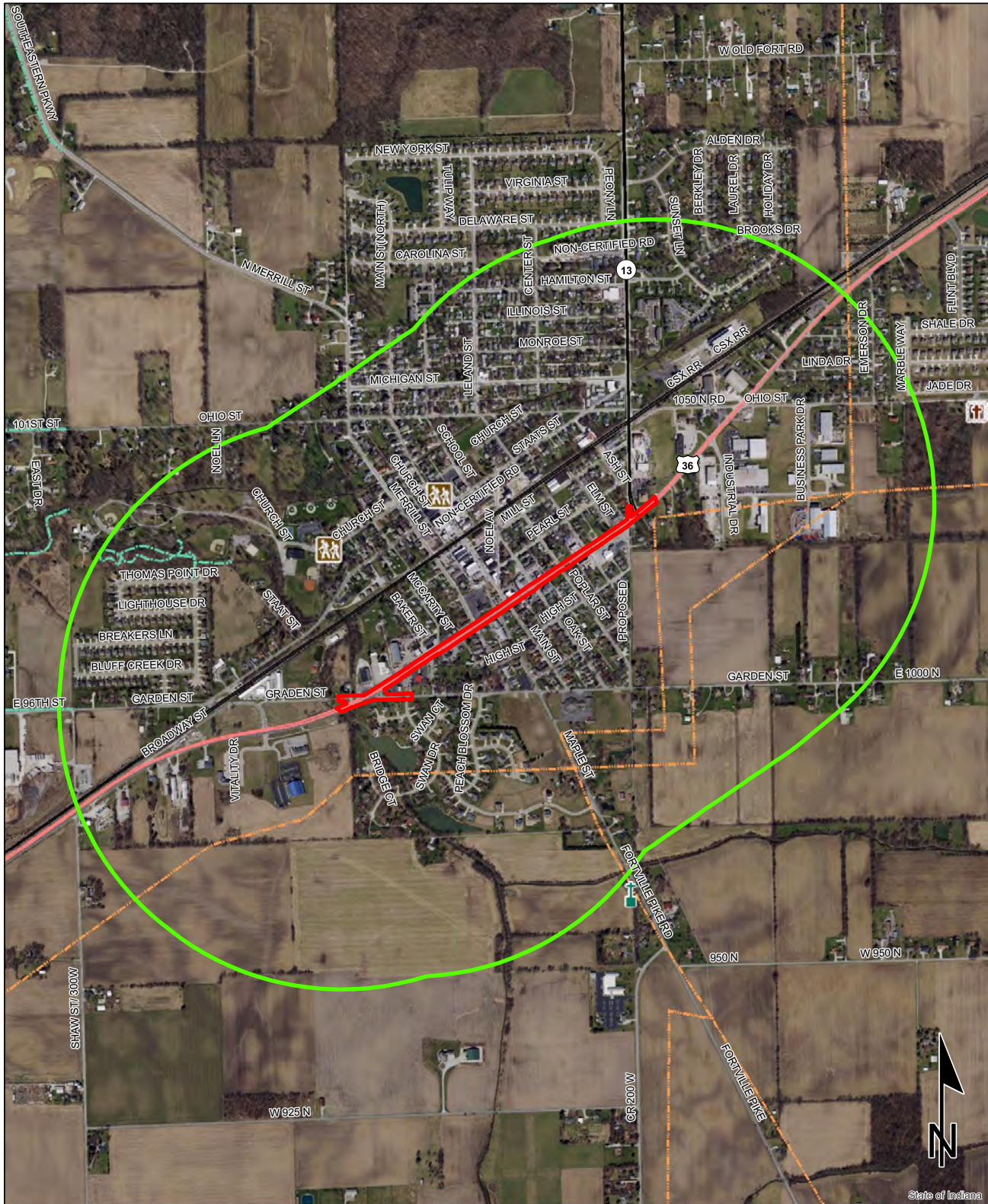
Sources: 0.5 0.25 0 0.5 Miles
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an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

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

Red Flag Investigation - Infrastructure

US 36 - Garden Street to SR 13

Des. No. 1700803, HMA Overlay and Roadway Reconstruction Hancock County, Indiana



Sources: 0.2 0.1 0 0.2 Miles
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

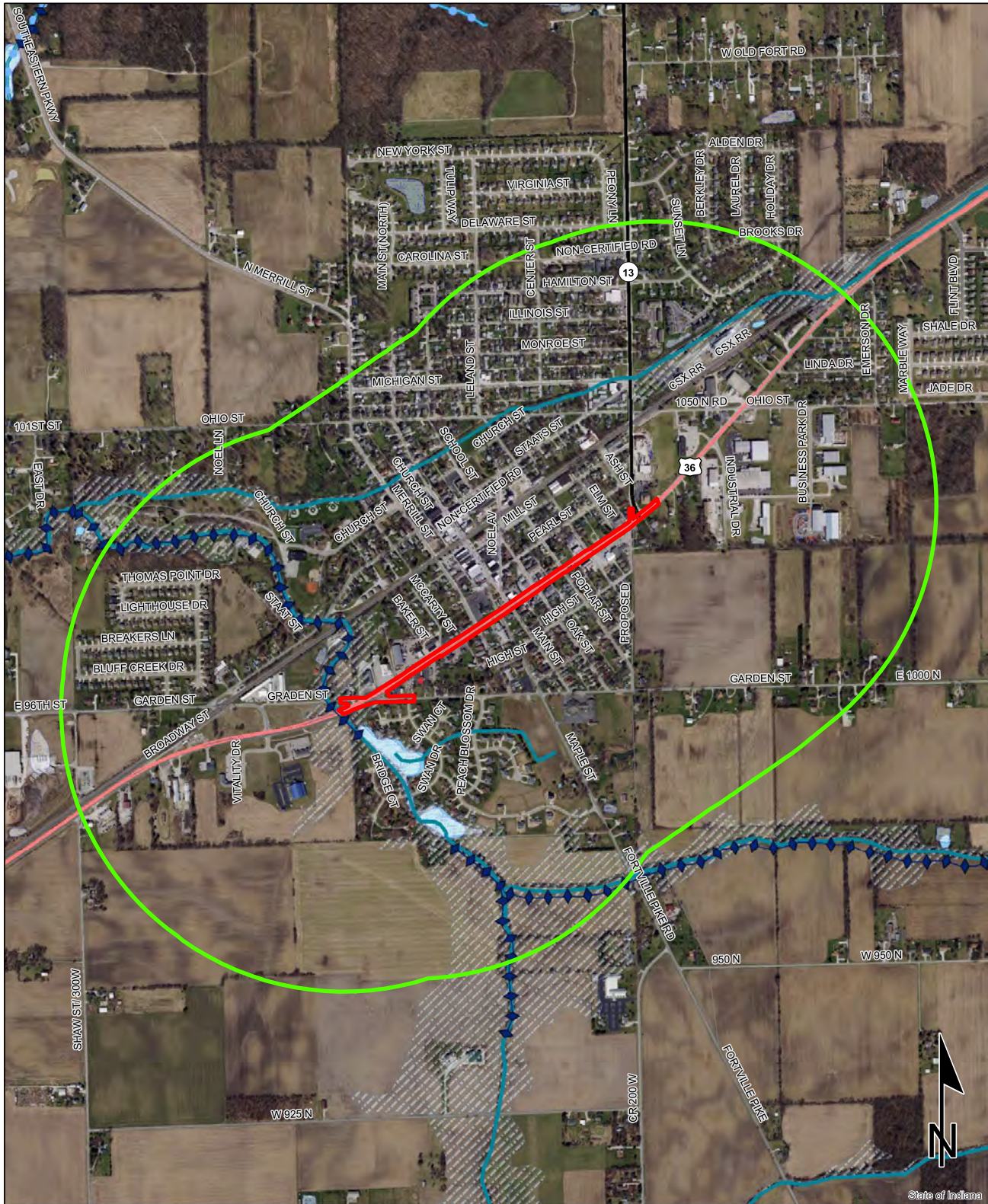
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

US 36 - Garden Street to SR 13

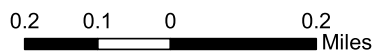
Des. No. 1700803, HMA Overlay and Roadway Reconstruction

Hancock County, Indiana



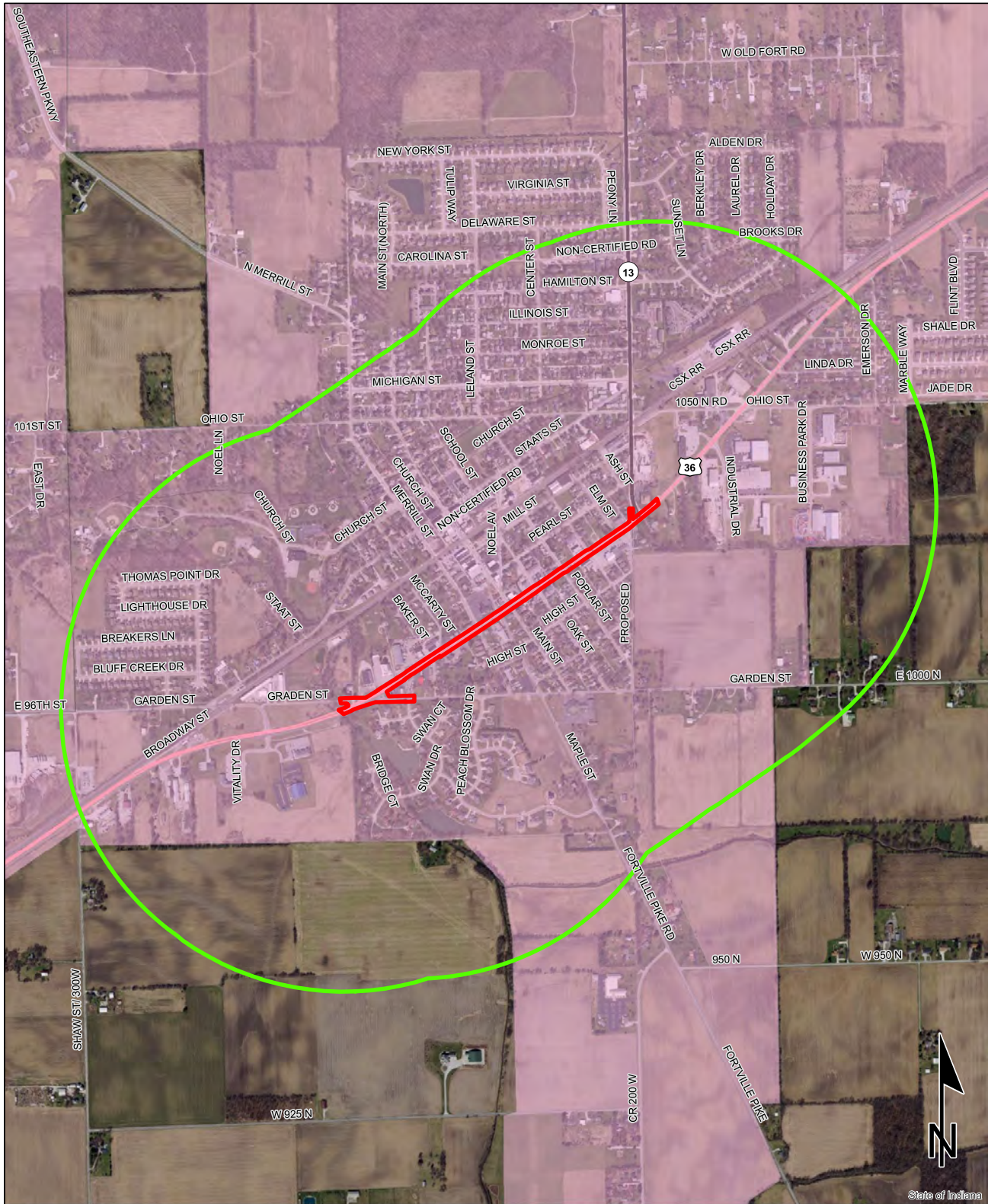
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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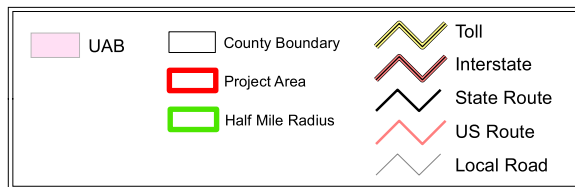
NWI - Point	Wetlands	Project Area
Karst Spring	Lake	Half Mile Radius
NWI - Line	Floodplain - DFIRM	Toll
Impaired_Stream_Lake	Cave Entrance Density	Interstate
NPS NRI listed	Sinkhole Area	State Route
Canal Structure - Historic	Sinking-Stream Basin	US Route
Canal Route - Historic	County Boundary	Local Road

Red Flag Investigation - Urbanized Area Boundary US 36 - Garden Street to SR 13 Des. No. 1700803, HMA Overlay and Roadway Reconstruction Hancock County, Indiana



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

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

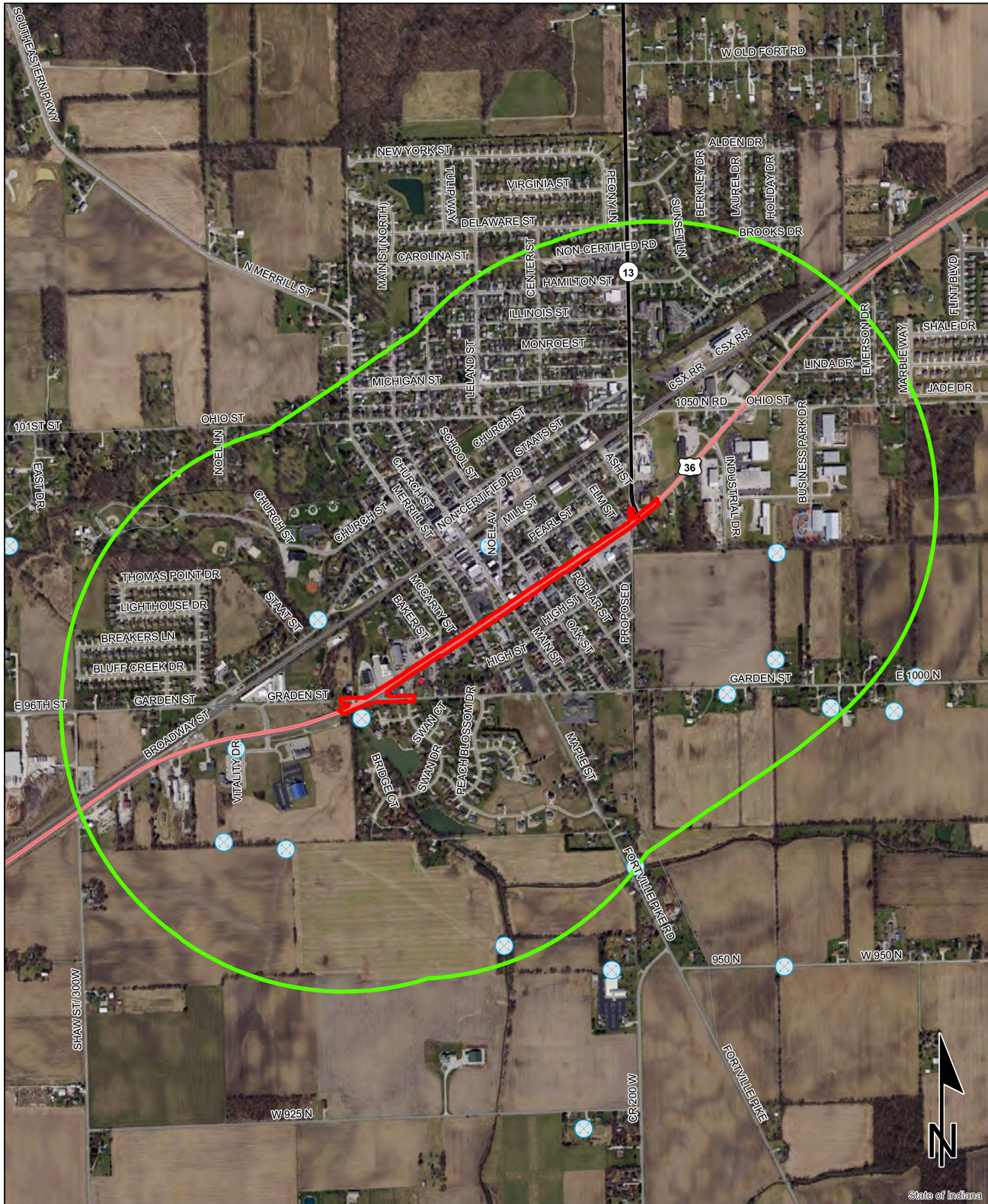


Red Flag Investigation - Mining/Mineral Exploration

US 36 - Garden Street to SR 13

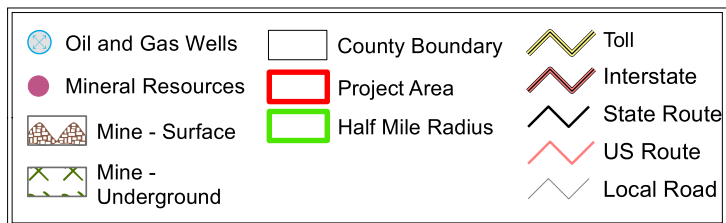
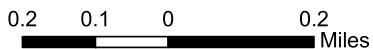
Des. No. 1700803, HMA Overlay and Roadway Reconstruction

Hancock County, Indiana



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

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

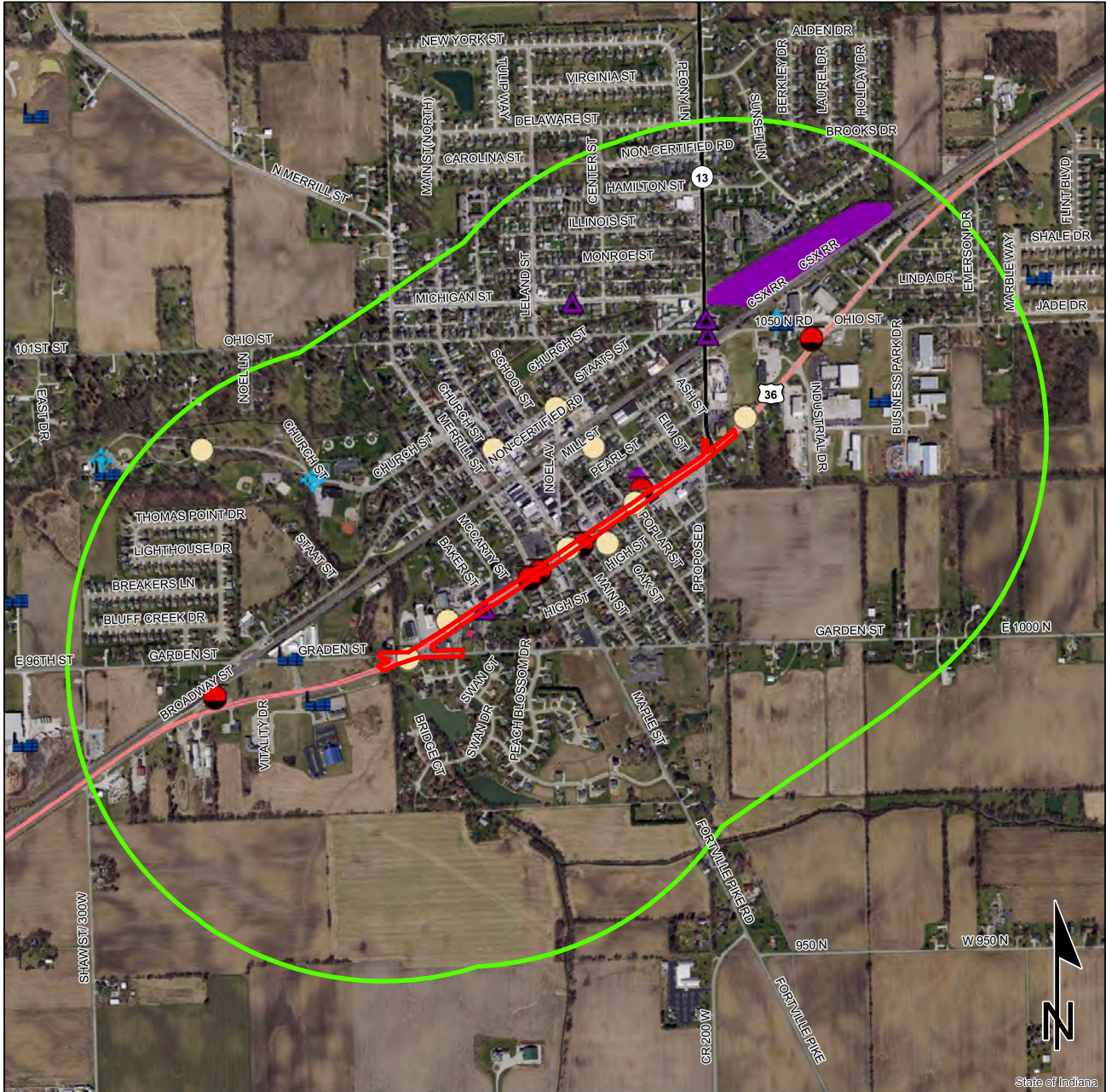


Red Flag Investigation - Hazardous Material Concerns

US 36 - Garden Street to SR 13

Des. No. 1700803, HMA Overlay and Roadway Reconstruction

Hancock County, Indiana



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



This map is intended to serve as an aid in graphic representation only. This information is not warranted.

Sources:

Non Orthophotography

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

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

Indiana County Endangered, Threatened and Rare Species List

County: Hancock

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Epioblasma triquetra	Snuffbox	LE	SE	G3	S1
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranthus fasciolaris	Kidneyshell		SSC	G4G5	S2
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Venustaconcha ellipsiformis	Ellipse		SSC	G4	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Bird					
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Buteo lineatus	Red-shouldered Hawk		SSC	G5	S3
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Lanius ludovicianus	Loggerhead Shrike		SE	G4	S3B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Setophaga cerulea	Cerulean Warbler		SE	G4	S3B
Mammal					
Mustela nivalis	Least Weasel		SSC	G5	S2?
Myotis sodalis	Indiana Bat or Social Myotis	LE	SE	G2	S1
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Magnolia acuminata	Cucumber Magnolia		SE	G5	S1
Sanguisorba canadensis	Canada Burnet		SE	G5	S1
Valerianella chenopodiifolia	Goose-foot Corn-salad		SE	G4	S1

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

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



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 694-8283

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: May 17, 2021

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

From: Chris Kunkel
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, Indiana
ckunkel@lochgroup.com

Re: RED FLAG INVESTIGATION
Des. No. 1702935, State Project
Intersection Improvement Project
US 36, at Maple Street
Hancock County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) Greenfield District propose an intersection improvement project along Maple Street at the intersection US 36. The project proposes to add 10-foot wide, dedicated left-turn lanes along both directions of Maple Street at the intersection. In addition to the added turn lanes, the project will involve updating the stormwater drainage. The limits of the project extend from approximately 400 feet southeast to approximately 215 feet northwest of US 36 along Maple Street. The project is anticipated to require additional right-of-way but will not exceed 0.5 acre.

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

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

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

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

Type of excavation: Excavation will be required to construct the stormwater drainage improvements. The excavation will not exceed 10 feet below ground surface.

Maintenance of traffic: The maintenance of traffic will require the closure of Maple Street but US 36 will remain open. A detour will be established; however, the route has not been finalized.

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

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	6	Recreational Facilities	2
Airports ¹	N/A	Pipelines	2
Cemeteries	N/A	Railroads	2
Hospitals	N/A	Trails	1
Schools	N/A	Managed Lands	N/A

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

Explanation:

Religious Facilities: Although not mapped on the available GIS layer, six, (6) religious facilities are located within the 0.5 mile search radius. The nearest (unmapped) facility, Grace Baptist Church, is located adjacent to the project area to the southwest. Coordination with Grace Baptist Church will occur.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest facility, Landmark Park, is located 0.19 mile north of the project area. No impact is expected.

Pipelines: Two (2) pipelines are located within the 0.5 mile search radius. The nearest pipeline, a natural gas pipeline, is located 0.19 mile southeast of the project area. No impact is expected.

Railroads: Two (2) railroads are located within the 0.5 mile search radius. The nearest railroad, owned by CSX, is located 0.11 mile northwest of the project area. No impact is expected.

Trails: One (1) trail is located within the 0.5 mile search radius. The trail, which is within Fortville Park, is located 0.46 mile northwest of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	5
Canal Structures – Historic	N/A	Lakes	2
NPS NRI Listed	N/A	Floodplain - DFIRM	27
NWI-Lines	4	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	8	Sinking-Stream Basins	N/A

Explanation:

NWI – Lines: Four (4) NWI Lines are located within the 0.5 mile search radius. The nearest NWI line is located 0.26 mile west of the project area. No impact is expected.

Rivers and Streams: Eight (8) streams are located within the 0.5 mile search radius. The nearest stream, an unnamed tributary to Jackson Ditch, is located 0.16 mile south of the project area. No impact is expected.

NWI – Wetlands: Five (5) wetlands are located within the 0.5 mile search radius. The nearest wetland is located 0.26 mile southwest of the project area. No impact is expected.

Lakes: Two (2) lakes are located within the 0.5 mile search radius. The nearest lake is located 0.26 mile southwest of the project area. No impact is expected.

Floodplain – DFIRM: Twenty-seven (27) floodplain polygons are located within the 0.5 mile search radius. The nearest floodplain polygon is located 0.21 mile west of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	7	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Petroleum Wells: Seven (7) wells are located within the 0.5 mile search radius. The nearest well is located 0.08 mile north of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	4	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	9	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	3
Solid Waste Landfill	N/A	NPDES Facilities	4
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	12
Leaking Underground Storage (LUST) Sites	5	Notice of Contamination Sites	N/A

Explanation:

State Cleanup Sites: Four (4) state cleanup sites are located within the 0.5 mile search radius. The nearest state cleanup site, Bud Clements Chevrolet Oldsmobile Inc. (Garner Towing) (Agency Interest (AI) #: 33977), is located 0.14 mile southwest of the project area at 345 W Broadway Street. IDEM issued a Completion of Independent Closure Process letter, dated November 5, 2012. No impacts are expected.

UST Sites: Nine (9) UST sites are located within the 0.5 mile search radius. The nearest UST site, Robert T Smith (AI #: 33641), is mapped incorrectly 0.01 mile northeast of the project. The site is actually adjacent to the project area on the northeast quadrant of the intersection at 100 W Broadway St. The site was a gas station pre-1980. The 4 USTs on the site were removed in 1989 and no closure sampling or documentation is available. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

LUST Sites: Five (5) LUST sites are located within the 0.5 mile search radius. Each of these sites are near the project area:

- Fortville Hardware Inc (AI #: 32099; 135 E Broadway St) is mapped incorrectly 0.04 mile northeast of the project and is actually located 0.05 mile northeast of the project area. The UST was removed from the site in December of 1993 and soil sample taken at the time did not indicate any contamination above closure guidance. The IDEM issued a No Further Action Approval Determination Pursuant to 1994 UST Branch Guidance Manual letter, dated on February 21, 2020. No impact is expected.
- Taylors Marathon Service (AI #: 34351; 203 W Broadway St) is mapped incorrectly 0.03 mile southwest of the project area and is actually located 0.05 mile southwest of the project area. The site is a former gas station that operated pre-1980. The seven (7) USTs on the site were removed in 1990 and low levels of TPH were reported during the removal activities. No impact is expected.

Institutional Controls: Three (3) institutional control sites are located within the 0.5 mile search radius. Two (2) sites, that are adjacent to each other and represent one AI #, are located near the project area. Speedway 8042 (AI #: 33246; 335 E Broadway St) is located 0.13 mile northeast of the project area. No impact is expected.

NPDES Facilities: Four (4) NPDES facilities are located within the 0.5 mile search radius. The nearest mapped NPDES site, Irving Materials Inc., is mapped incorrectly and is actually located outside the 0.5 mile search radius. The nearest NPDES site, Lot 1 of Bridge Church Minor Subdivision (Permit No. INR101153), is a stormwater construction permit located 0.44 mile southwest of the project area. No impact is expected.

NPDES Pipe Locations: Twelve (12) NPDES pipe locations are located within the 0.5 mile search radius. The nearest pipe location, an outfall for the Fortville Wastewater Treatment Plant, is 0.25 mile west of the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Hancock County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high-quality natural communities are provided at https://www.in.gov/dnr/naturepreserve/files/np_hancock.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did indicate the presence of ETR species within the 0.5 mile search radius.

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

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

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Religious Facilities: Grace Baptist Church is located adjacent to the project area to the southwest. Coordination with Grace Baptist Church will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

Nicole Fohey-
Breting

Digitally signed by
Nicole Fohey-Breting
Date: 2021.05.18
07:44:45 -04'00'

INDOT Environmental Services concurrence:

(Signature)

Prepared by:



Chris Kunkel
Environmental Specialist
Lochmueller Group, Inc.

Graphics:

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

SITE LOCATION: YES

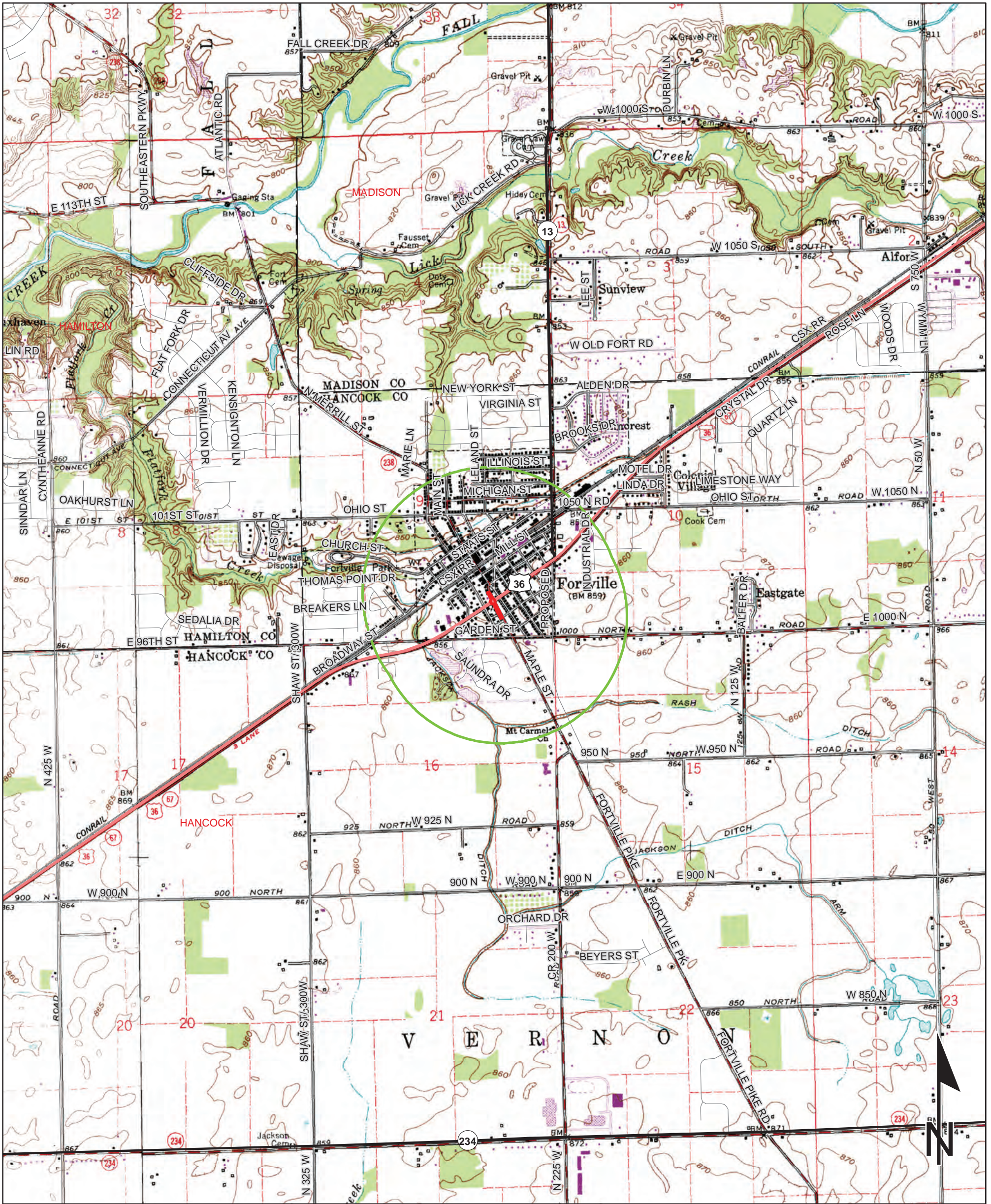
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
 US 36 at Maple Street
 Des. No. 1702935, Intersection Improvement
 Hancock County, Indiana



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

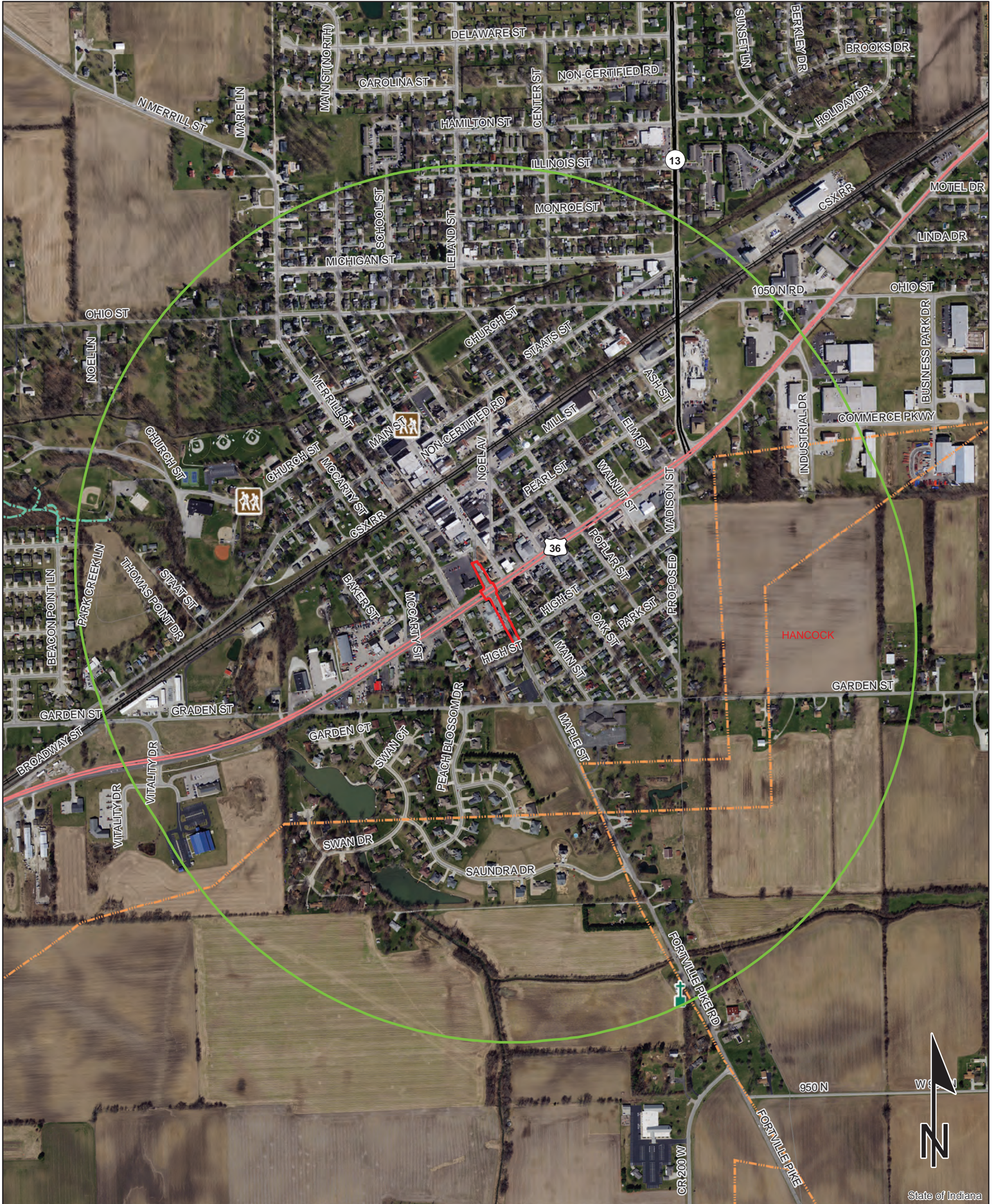
**INGALLS QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)**

Red Flag Investigation - Infrastructure

US 36 at Maple Street

Des. No. 1702935, Intersection Improvement

Hancock County, Indiana



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

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



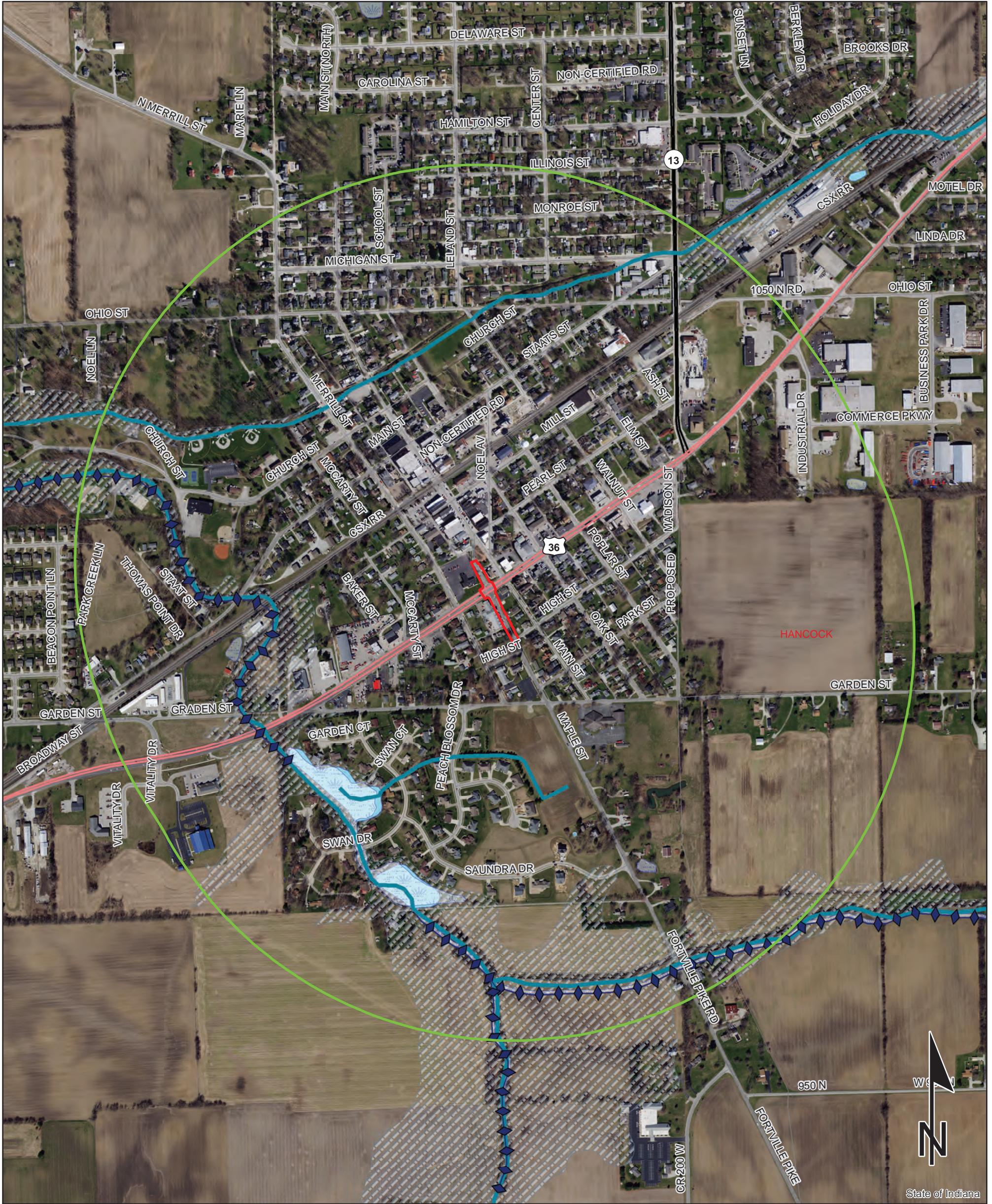
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

US 36 at Maple Street

Des. No. 1702935, Intersection Improvement

Hancock County, Indiana



Sources: 0.15 0.075 0 0.15 Miles

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

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

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

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

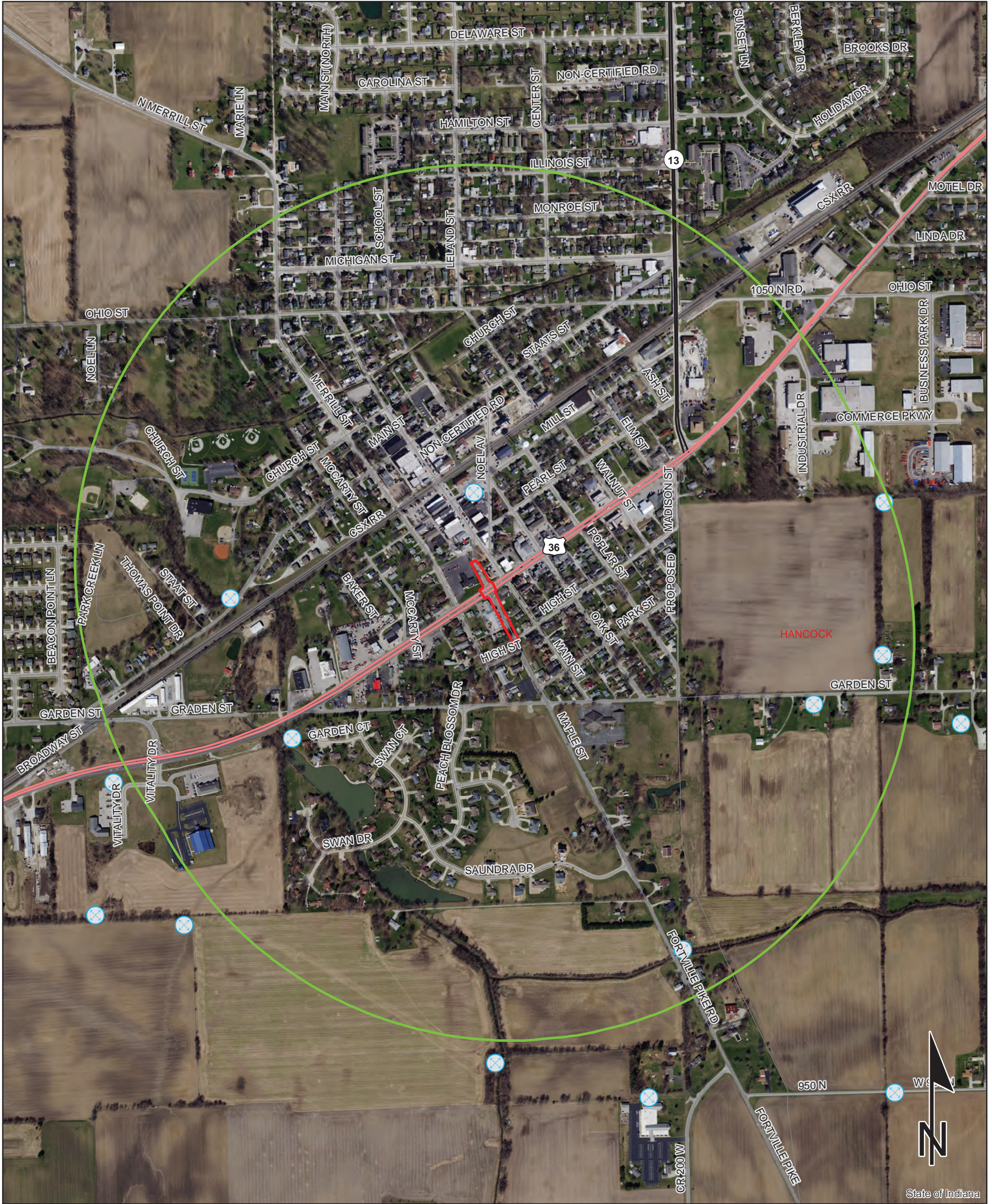
	NWI - Point		Wetlands		Project Area
	Karst Spring		Lake		Half Mile Radius
	NWI - Line		Floodplain - DFIRM		Toll
	Impaired_Stream_Lake		Cave Entrance Density		Interstate
	NPS NRI listed		Sinkhole Area		State Route
	River		Sinking-Stream Basin		US Route
	Canal Structure - Historic		County Boundary		Local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

Red Flag Investigation - Mining/Mineral Resources

US 36 at Maple Street

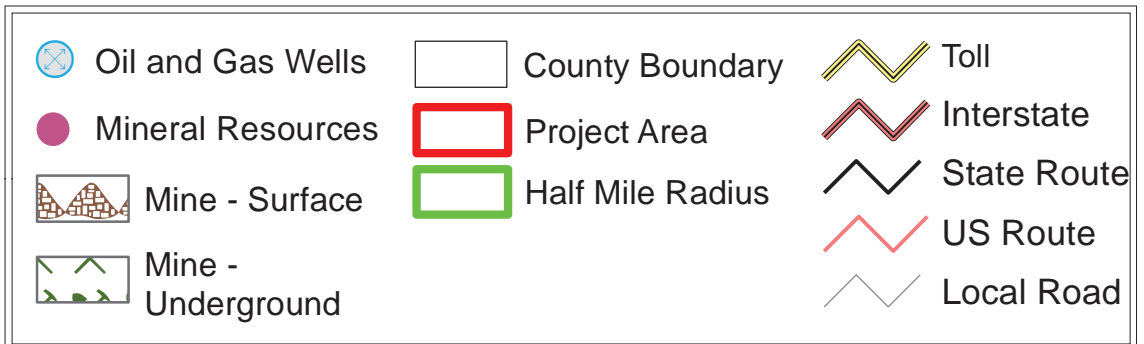
Des. No. 1702935, Intersection Improvement

Hancock County, Indiana



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

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

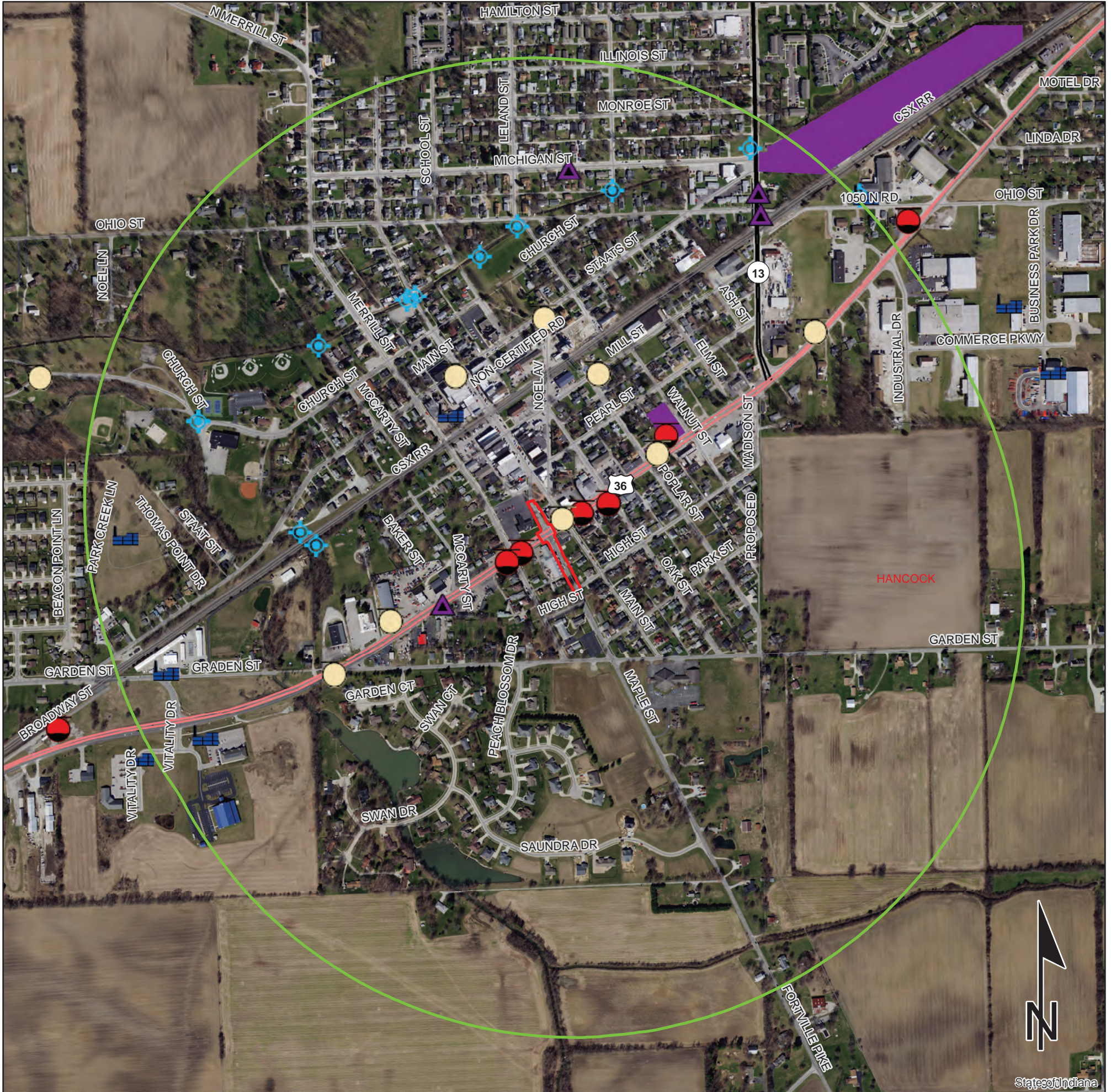


Red Flag Investigation - Hazardous Material Concerns

US 36 at Maple Street

Des. No. 1702935, Intersection Improvement

Hancock County, Indiana



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



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

Sources:
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 E25

Categorical Exclusion
Appendix F
Water Resources



August 18, 2021

Wetlands

- | | | | | | |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland |  | Lake |
|  | Estuarine and Marine Wetland |  | Freshwater Forested/Shrub Wetland |  | Other |
| | |  | Freshwater Pond |  | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Point of Interest

Effective Flood Zone:

X

Preliminary Flood Zone:

N/A

Best Available Flood Zone:

Approximate Flood Elevation:

852.2ft NAVD88

Source:

Zone AE Profile Delineation

Nearest Stream:

JACKSON DITCH

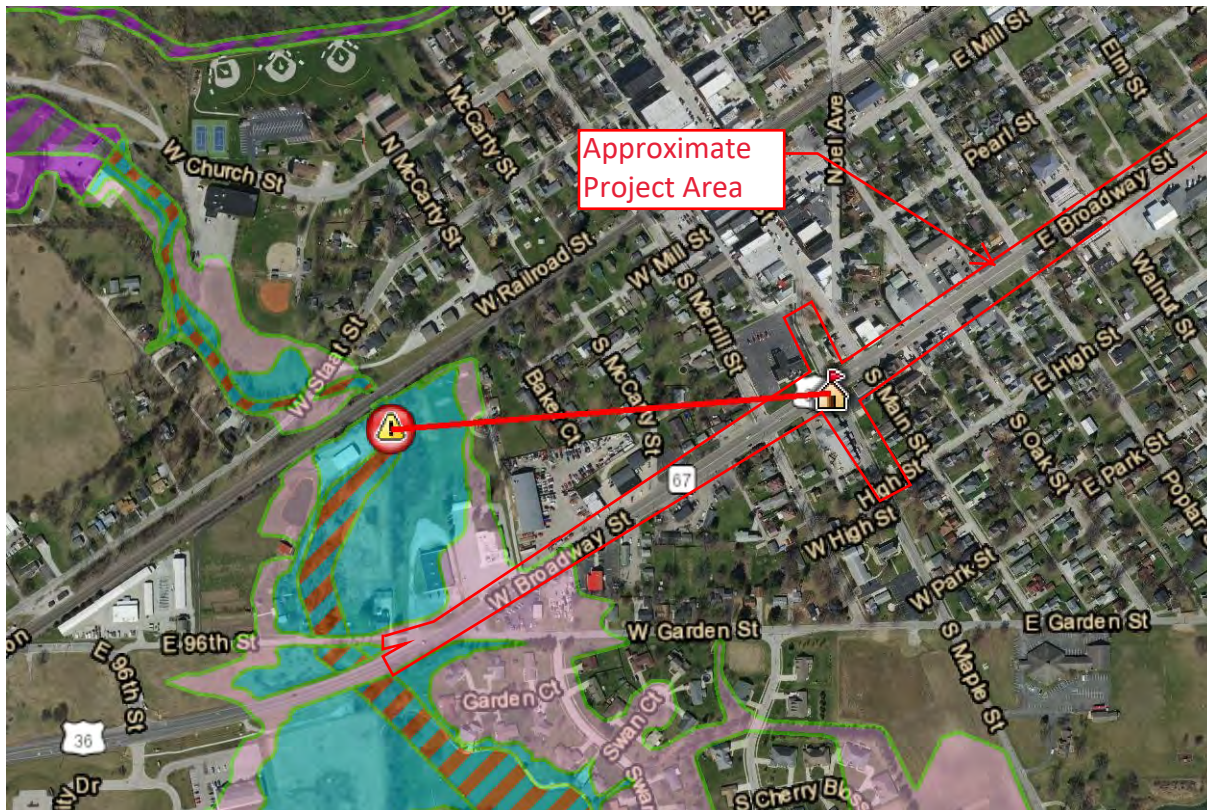
Map Legend

- Point of Interest
- Nearest Point on Stream

Best Available Flood Zone

- FEMA Zone AE Floodway
- DNR Detailed Floodway
- DNR Approximate Floodway
- FEMA Zone A
- FEMA Zone AE
- DNR Detailed Fringe
- DNR Approximate Fringe
- Additional Floodplain Area
- FEMA Protected by Levee
- FEMA Floodplain - Ponding (Depth)
- FEMA Floodplain - Sheet Flow (Depth)

Site Map with Best Available Flood Zone



Approximate scale 1:9,600

Disclaimer

Generated on Friday December 3rd 2021 at 09:10:23am

The data shown on this map represents FEMA floodplain data enhanced with data provided and approved by the Division of Water. While this data has not yet been submitted to FEMA for inclusion in the Flood Insurance Rate

Categorical Exclusion
Appendix G
Public Involvement



6200 Vogel Road, Evansville, Indiana 47715 • 812.479.6200

August 19, 2020

NOTICE OF SURVEY

RE: Survey for U.S. 36 / Maple St. intersection improvement project in Hancock County, Indiana
Loch Group Project No.: 218-0015-40H; DES No: 1702935

Dear Property Owner:

Research of county records indicates that you own or occupy property near this proposed intersection improvement project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. These procedures are allowed by Indiana Code IC 8-23-7-26. If you are available, our surveyors will show identification before coming onto your property. If you have sold this property, or it is occupied by someone else, please advise us of the name and address of the current owner/occupant so that we may contact them about the survey.

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

The survey work will include mapping the location of features such as buildings, trees, fences and drives, as well as obtaining ground elevations. The survey work may include the identification and mapping of wetlands and streams, and various other environmental studies. This work is necessary for the proper planning and design of this proposed intersection improvement project.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or call me at **(812-479-6200)**, email at ssuttles@lochgroup.com or write to me at the above address. Thank you in advance for your cooperation.

Sincerely yours,

LOCHMUELLER GROUP, INC.

A handwritten signature in black ink, appearing to read "Sean L. Suttles".

Sean L. Suttles, P.L.S.
Chief of Surveying

Categorical Exclusion
Appendix H
Air Quality

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

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Comments:Adding PE IRTIP Resolution 19-IMPO-008																		
Greenfield	41318 / 1801423	Init.	MS 1	Bike/Pedestrian Facilities	Multi-use Riley Literary Trail in Downtown Greenfield	Greenfield	.7	STBG		Local Funds	CN	\$0.00	\$677,736.00				\$677,736.00	
										Indianapolis MPO	CN	\$1,581,384.00	\$0.00				\$1,581,384.00	
Performance Measure Impacted: Reliability and Freight Reliability																		
Greenfield	41324 / 1801424	Init.	ST 1001	New Flasher Installation	School Zone Flashing Beacons	Greenfield	0	STBG		Local Funds	CN	\$0.00	\$24,150.00				\$24,150.00	
										Indianapolis MPO	CN	\$217,350.00	\$0.00				\$217,350.00	
Performance Measure Impacted: Safety																		
Indiana Department of Transportation	41501 / 1702919	Init.	I 70	Pavement Replacement	6.62 mi E of I-465 E leg (Mt Comfort Rd) to 3.03 mi W of SR 9	Greenfield	4.712	NHPP		Road Construction	CN	\$19,061,100.00	\$2,117,900.00				\$21,179,000.00	
Performance Measure Impacted: Pavement Condition																		
Indiana Department of Transportation	41501 / 1702919	A 36	I 70	Added Travel Lanes	1.0 mile west of Mount Comfort Road to 1.2 miles east of SR 9	Greenfield	9.94	NHPP	\$75,179,000.00	Mobility Construction	CN	\$28,350,000.00	\$3,150,000.00			\$31,500,000.00		
										Demonstration Fund Program	CN	\$20,250,000.00	\$2,250,000.00			\$22,500,000.00		
Performance Measure Impacted: Pavement Condition																		
Comments:A Add CN \$54,000,000.00 2022 IMPO Resolution 08/19/20 AQC Exempt 09/28/20																		
Indiana Department of Transportation	41887 / 1802066	Init.	US 52	Traffic Signal Visibility Improvements	Lane Realignment *Signal Visibility Funds US 52 at CR 600 W	Greenfield	0	STBG		Safety Construction	CN	\$16,000.00	\$4,000.00			\$20,000.00		
Performance Measure Impacted: Safety																		
Indiana Department of Transportation	41903 / 1702935	Init.	US 36	Intersect. Improv. W/ Added Turn Lanes	at Maple Street	Greenfield	0	NHPP		Mobility Construction	CN	\$212,973.60	\$53,243.40				\$266,217.00	
										Mobility Consulting	PE	\$17,426.40	\$4,356.60	\$21,783.00				
										Mobility ROW	RW	\$16,000.00	\$4,000.00		\$20,000.00			
Performance Measure Impacted: Safety																		
Hancock County	41989 / 1802940	A 48	ST 2505	Added Travel Lanes	Hancock CR 600 W	Greenfield	1.8	Multiple	\$8,100,000.00	Group IV Program	CN	\$5,774,000.00	\$0.00				\$300,000.00	\$5,474,000.00
										Local Funds	CN	\$0.00	\$1,468,500.00				\$100,000.00	\$1,368,500.00
										Local Funds	PE	\$0.00	\$63,537.00		\$63,537.00			
										Group IV Program	PE	\$254,148.00	\$0.00		\$254,148.00			

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

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

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Hancock County	41989 / 1802940	A 48	ST 2505	Added Travel Lanes	Hancock CR 600 W	Greenfield	1.8	Multiple	\$8,100,000.00	Local Funds	RW	\$0.00	\$87,500.00			\$87,500.00		
										Group IV Program	RW	\$350,000.00	\$0.00			\$350,000.00		
Performance Measure Impacted: Pavement Condition																		
Comments:PE \$350,000, RW 400,000, CN \$5,774,000.00, IMPO Amendment 20-10.2 AQC Finding 4/16/2021																		
Indiana Department of Transportation	41999 / 1700967	A 07	SR 9	Bridge Deck Overlay	Over Sugar Creek, 00.49 N SR 234	Greenfield	0	NHPP	\$2,135,648.00	Bridge Construction	CN	\$1,708,518.40	\$427,129.60	\$2,135,648.00				
Performance Measure Impacted: Bridge Condition																		
Comments:No MPO Adding CN new bundled project.																		
Indiana Department of Transportation	42166 / 1700803	A 15	US 36	Road Reconstruction (3R/4R Standards)	From 0.57 mi W of SR 13 Garden Street E Jct to SR 13	Greenfield	.554	NHPP	\$5,796,697.00	Bridge Construction	CN	\$69,307.20	\$17,326.80			\$86,634.00		
										Local Funds	CN	\$400,000.00	\$100,000.00			\$500,000.00		
										Local Transportation Alternatives	CN	\$1,600,000.00	\$400,000.00			\$2,000,000.00		
										Road Construction	CN	\$2,352,946.40	\$588,236.60			\$2,941,183.00		
Comments:MPO MCOG Adding CN FY 2022 \$5,527,817. Resolution 19-2019																		
Indiana Department of Transportation	42263 / 1901511	A 07	US 40	HMA Overlay, Preventive Maintenance	4.51 mi E of I-465 E leg to 0.91 mi W of SR 9 (Monroe St)	Greenfield	8.5	STBG	\$4,660,000.00	Road Construction	CN	\$3,329,600.00	\$832,400.00			\$4,162,000.00		
										Bridge Construction	CN	\$243,200.00	\$60,800.00			\$304,000.00		
Performance Measure Impacted: Pavement Condition																		
Comments:New Project IRTIP Resolution 19-IMPO-008																		
Indiana Department of Transportation	42268 / 1900201	A 01	SR 234	Small Structure Replacement	5.191 MI E SR 9	Greenfield	0	STBG	\$390,000.00	Bridge Consulting	PE	\$120,000.00	\$30,000.00	\$150,000.00				
										Bridge Construction	CN	\$180,000.00	\$45,000.00					\$225,000.00
										Bridge ROW	RW	\$12,000.00	\$3,000.00			\$15,000.00		
Performance Measure Impacted: Bridge Condition																		
Comments:New Project																		
Indiana Department of Transportation	42272 / 1900445	A 07	I 70	Small Structure Pipe Lining	2.138 E HANCOCK/MARION	Greenfield	0	NHPP	\$325,000.00	Bridge Construction	CN	\$193,500.00	\$21,500.00					\$215,000.00
										Bridge Consulting	PE	\$90,000.00	\$10,000.00	\$100,000.00				

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

Madison County Council of Governments (Anderson MPO)

FY 2020-2023 Transportation Improvement Program (TIP)

All Projects: Current Through 7-12-21

REF	PROJECT DETAILS					PROJECT FUNDING								PERFORMANCE MEASURES							MTP PLANNING		AIR QUALITY CONFORMITY			REFERENCE DOCUMENTS		
	DES	Sponsor Name	Work Category (Work Type)	Location & Description	County	Funding Obligation Year (State Fiscal)	Project Phase	Federal Funds by Phase	Required Local/State Matching Funds	Total Funds by Phase	Federal Funding Program	Letting Date (2-3 weeks prior to Obligation Date of CN Phase)	Contract Number (CN Phase)	Estimated Total Project Cost Extending Beyond SFY2023	Complete Streets [MPO]	Safety [MPO/INDOT]	Pavement Condition [MPO/INDOT]	Bridge Condition [MPO/INDOT]	Reliability & Freight Reliability [MPO/INDOT]	Congestion Mitigation & Air Quality [CMAQ] [MPO/INDOT]	Transit [MPO/INDOT]	MTP Project Category	Fiscal Analysis Period	AQ Conformity Analysis	Exempt Project Type (AQ)		Reference (AQ)	
52	1901435	Fortville	Intersect. Improv. W/ New Signals	CR 200 W & Fortville Pike Intersection Safety Improvement Project	30	2020	RW	\$ 3,795	\$ -	\$ 3,795	HSIP	7/13/2022	R-39072	\$ -	Scope Provided by MPO	X							PROTECT	2020-2025	AQC Exempt - 11-15-19 & 8-5-20	Air Quality: Bicycle and Pedestrian Facilities (33)	40 CFR 93.126.33	Res. 4-4-19, Adopted with 2020-2023 TIP, Res. 11-15-19, Res. 2-20-20, Res. 8-6-20, Res. 10-1-20
53	1901435	Fortville	Intersect. Improv. W/ New Signals	CR 200 W & Fortville Pike Intersection Safety Improvement Project	30	2021	RW	\$ 3,000	\$ -	\$ 3,000	HSIP	7/13/2022	R-39072	\$ -	Scope Provided by MPO	X							PROTECT	2020-2025	AQC Exempt - 11-15-19 & 8-5-20	Air Quality: Bicycle and Pedestrian Facilities (33)	40 CFR 93.126.33	Res. 4-4-19, Adopted with 2020-2023 TIP, Res. 11-15-19, Res. 2-20-20, Res. 8-6-20, Res. 10-1-20
54	1901435	Fortville	Intersect. Improv. W/ New Signals	CR 200 W & Fortville Pike Intersection Safety Improvement Project	30	2023	CN	\$ 186,000	\$ -	\$ 186,000	HSIP	7/13/2022	R-39072	\$ -	Scope Provided by MPO	X							PROTECT	2020-2025	AQC Exempt - 11-15-19 & 8-5-20	Air Quality: Bicycle and Pedestrian Facilities (33)	40 CFR 93.126.33	Res. 4-4-19, Adopted with 2020-2023 TIP, Res. 11-15-19, Res. 2-20-20, Res. 8-6-20, Res. 10-1-20
55	1401152	Pendleton	Intersection Improvement, Roundabout	State Street (Old SR 38) & Heritage Way/Enterprise Drive Intersection	48	2020	PE	\$ 25,000	\$ -	\$ 25,000	CMAQ	2/6/2019	R-36921	\$ -	Technical Memo Provided by MPO	X							PROTECT	2020-2025	AQC Exempt - 11-15-19 & 3-3-20	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 8-7-14, Adopted with 2016-2019 TIP, Res. 2-5-16, Res. 3-10-17, Res. 2-14-19, Res. 8-16-18, Res. 11-15-19, Res. 3-6-20
56	1401152	Pendleton	Intersection Improvement, Roundabout	State Street (Old SR 38) & Heritage Way/Enterprise Drive Intersection	48	2020	CN	\$ 87,995	\$ 21,999	\$ 109,994	CMAQ	2/6/2019	R-36921	\$ -	Technical Memo Provided by MPO	X							PROTECT	2020-2025	AQC Exempt - 11-15-19 & 3-3-20	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 8-7-14, Adopted with 2016-2019 TIP, Res. 2-5-16, Res. 3-10-17, Res. 2-14-19, Res. 8-16-18, Res. 11-15-19, Res. 3-6-20
57	1401152	Pendleton	Intersection Improvement, Roundabout	State Street (Old SR 38) & Heritage Way/Enterprise Drive Intersection	48	2020	CN	\$ 96,356	\$ -	\$ 96,356	CMAQ	2/6/2019	R-36921	\$ -	Technical Memo Provided by MPO	X							PROTECT	2020-2025	AQC Exempt - 11-15-19 & 3-3-20	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 8-7-14, Adopted with 2016-2019 TIP, Res. 2-5-16, Res. 3-10-17, Res. 2-14-19, Res. 8-16-18, Res. 11-15-19, Res. 3-6-20
58	1401152	Pendleton	Intersection Improvement, Roundabout	State Street (Old SR 38) & Heritage Way/Enterprise Drive Intersection	48	2020	CN	\$ 145,000	\$ -	\$ 145,000	CMAQ	2/6/2019	R-36921	\$ -	Technical Memo Provided by MPO	X							PROTECT	2020-2025	AQC Exempt - 11-15-19 & 3-3-20	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 8-7-14, Adopted with 2016-2019 TIP, Res. 2-5-16, Res. 3-10-17, Res. 2-14-19, Res. 8-16-18, Res. 11-15-19, Res. 3-6-20
59	2001127	Pendleton	Bike/Pedestrian Facilities	US 36 (SR 9/SR67) Pedestrian Connectivity Project, .28 miles S. of SR 38 to N. Junction of SR 9/SR67	48	2021	PE	\$ 81,980	\$ 20,495	\$ 102,475	STBG	11/16/2022	R-41837	\$ -	Scope Provided by MPO				X				PROTECT	2020-2025	AQC Exempt - 3-3-20	Air Quality: Bicycle and Pedestrian Facilities (33)	40 CFR 93.126.33	Res. 3-6-20, Res. 6-4-20, Res. 10-1-20, Res. 4-7-21
60	2001127	Pendleton	Bike/Pedestrian Facilities	US 36 (SR 9/SR67) Pedestrian Connectivity Project, .28 miles S. of SR 38 to N. Junction of SR 9/SR67	48	2021	PE	\$ 280,000	\$ 70,000	\$ 350,000	STBG	11/16/2022	R-41837	\$ -	Scope Provided by MPO				X				PROTECT	2020-2025	AQC Exempt - 3-3-20	Air Quality: Bicycle and Pedestrian Facilities (33)	40 CFR 93.126.33	Res. 3-6-20, Res. 6-4-20, Res. 10-1-20, Res. 4-7-21
61	2000989	MCCOG	Other Type Project (Miscellaneous)	2021 UPWP Funds	48	2021	N/A	\$ 1,109,645	\$ 277,411	\$ 1,387,056	STBG	N/A	N/A	\$ -	N/A	N/A	N/A	N/A	N/A	N/A	N/A	ADMIN	2020-2025	Exempt	Other: Other Specific Activities that Do Not Involve or Lead Directly to Construction (47)	40 CFR 93.126.47	Adopted with 2020-2023 TIP, Res. 3-6-20, Mod. 4-8-20	
62	2000989	MCCOG	Other Type Project (Miscellaneous)	2021 UPWP Funds	48	2021	N/A	\$ 49,000	\$ 4,900	\$ 53,900	HSIP	N/A	N/A	\$ -	N/A	N/A	N/A	N/A	N/A	N/A	N/A	ADMIN	2020-2025	Exempt	Other: Other Specific Activities that Do Not Involve or Lead Directly to Construction (47)	40 CFR 93.126.47	Adopted with 2020-2023 TIP, Res. 3-6-20, Mod. 4-8-20	
63	2000989	MCCOG	Other Type Project (Miscellaneous)	2021 UPWP Funds	48	2021	N/A	\$ 70,000	\$ 17,500	\$ 87,500	CMAQ	N/A	N/A	\$ -	N/A	N/A	N/A	N/A	N/A	N/A	N/A	ADMIN	2020-2025	Exempt	Other: Other Specific Activities that Do Not Involve or Lead Directly to Construction (47)	40 CFR 93.126.47	Adopted with 2020-2023 TIP, Res. 3-6-20, Mod. 4-8-20	
64	1383417	Elwood	Road Reconstruction (3R/4R Standards)	22nd Street, Main Street (SR 28) to South "P" Street	48	2020	CN	\$ 72,794	\$ 18,199	\$ 90,993	STBG	10/12/2017	R-37454	\$ -	SCOPE PROVIDED BY LPA		X						CONNECT	2020-2025	AQC Exempt - 2-13-20	Safety: Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes) (19)	40 CFR 93.126.19	Res. 4-3-14, Res. 6-5-14, Adopted with 2016-2019 TIP, Res. 2-5-16, Res. 2-20-20
Section 4: Non-MPO-Funded Projects - Exempt from Air Quality Conformity Analysis																												
65	1500286	Madison County	Bridge Inspections	Countywide Bridge Inspections: Phase 1a (2020)	48	2020	PE	\$ 4,506	\$ 1,127	\$ 5,633	STBG	N/A	N/A	\$ -	N/A			X				PROTECT	2020-2025	AQC Exempt - 11-15-19	Other: Planning Activities Conducted Pursuant to Titles 23 and 49 U.S.C. (36)	40 CFR 93.126.36	Adopted with 2016-2019 TIP, Res. 8-6-15, Res. 2-5-16, Res. 2-2-17, Res. 2-14-19, Adopted with 2020-2023 TIP, Res. 11-15-19	
66	1500286	Madison County	Bridge Inspections	Countywide Bridge Inspections: Phase 2 (2021)	48	2021	PE	\$ 162,815	\$ 40,704	\$ 203,519	STBG	N/A	N/A	\$ -	N/A			X				PROTECT	2020-2025	AQC Exempt - 11-15-19	Other: Planning Activities Conducted Pursuant to Titles 23 and 49 U.S.C. (36)	40 CFR 93.126.36	Adopted with 2016-2019 TIP, Res. 8-6-15, Res. 2-5-16, Res. 2-2-17, Res. 2-14-19, Adopted with 2020-2023 TIP, Res. 11-15-19	
67	1500286	Madison County	Bridge Inspections	Countywide Bridge Inspections: Phase 2a (2023)	48	2022	PE	\$ 4,666	\$ 1,167	\$ 5,833	Multiple	N/A	N/A	\$ -	N/A			X				PROTECT	2020-2025	AQC Exempt - 11-15-19	Other: Planning Activities Conducted Pursuant to Titles 23 and 49 U.S.C. (36)	40 CFR 93.126.36	Adopted with 2016-2019 TIP, Res. 8-6-15, Res. 2-5-16, Res. 2-2-17, Res. 2-14-19, Adopted with 2020-2023 TIP, Res. 11-15-19	
68	1901985	Fortville	Bike/Pedestrian Facilities	US 36 (SR 67/Broadway Street), W. Garden Street (South of US 36) to Industrial Drive [Stellar Project Award] [Fortville]	30	2022	CN	\$ 2,000,000	\$ 500,000	\$ 2,500,000	STBG	12/8/2021	R-42166	\$ -	Technical Memo Provided by MPO				X				PROTECT	2020-2025	AQC Exempt - 3-3-20	Air Quality: Bicycle and Pedestrian Facilities (33)	40 CFR 93.126.33	Res. 3-6-20
69	1902803	Madison County	Bridge Deck Replacement	Rangeline Road (CR 200 E) over White River	48	2021	PE	\$ -	\$ 260,000	\$ 260,000	STBG	12/11/2024	B-42792	\$ -	Exempt			X					CONNECT	2020-2025	AQC Exempt - 4-2-20	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 4-14-20
Section 5: State-Funded Projects - Exempt from Air Quality Conformity Analysis																												

Madison County Council of Governments (Anderson MPO)

FY 2020-2023 Transportation Improvement Program (TIP)

All Projects: Current Through 7-12-21

REF	PROJECT DETAILS					PROJECT FUNDING								PERFORMANCE MEASURES						MTP PLANNING		AIR QUALITY CONFORMITY			REFERENCE DOCUMENTS		
	DES	Sponsor Name	Work Category (Work Type)	Location & Description	County	Funding Obligation Year (State Fiscal)	Project Phase	Federal Funds by Phase	Required Local/State Matching Funds	Total Funds by Phase	Federal Funding Program	Letting Date (2-3 weeks prior to Obligation Date of CN Phase)	Contract Number (CN Phase)	Estimated Total Project Cost Extending Beyond SFY2023	Complete Streets (MPO)	Safety (MPO/INDOT)	Pavement Condition (MPO/INDOT)	Bridge Condition (MPO/INDOT)	Reliability & Freight Reliability (MPO/INDOT)	Congestion Mitigation & Air Quality (CMAQ) (MPO/INDOT)	Transit (MPO/INDOT)	MTP Project Category	Fiscal Analysis Period	AQ Conformity Analysis		Exempt Project Type (AQ)	Reference (AQ)
108	1593100	INDOT	ITS Program Contracted Services	Statewide INRIX Traffic Data	48	2020	PE	\$ 450,000	\$ 50,000	\$ 500,000	NHPP	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19
109	1602174	INDOT	ITS Program Contracted Services	Statewide Software License for ATMS	48	2021	PE	\$ 967,500	\$ 107,500	\$ 1,075,000	NHPP	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19
110	1602175	INDOT	ITS Program Contracted Services	Statewide TMC Dispatcher Operations	48	2021	PE	\$ 1,350,000	\$ 150,000	\$ 1,500,000	NHPP	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19
111	1602177	INDOT	ITS Program Contracted Services	Statewide INRIX Traffic Data	48	2021	PE	\$ 450,000	\$ 50,000	\$ 500,000	NHPP	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19
112	1700038	INDOT	HMA Overlay, Structural	SR 9, .43 miles N of I-70 (CR 300 N) to US 36/SR 67	48	2020	PE	\$ 24,000	\$ 6,000	\$ 30,000	STBG	1/12/2022	R-40495	\$ -	Exempt		X					N/A	2020-2025	Exempt	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 12-13-18, Res. 2-14-19
113	1700038	INDOT	HMA Overlay, Structural	SR 9, .43 miles N of I-70 (CR 300 N) to US 36/SR 67	30	2022	CN	\$ 6,264,550	\$ 1,566,137	\$ 7,830,687	STBG	1/12/2022	R-40495	\$ -	Exempt		X					N/A	2020-2025	Exempt	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Adopted with 2020-2023 TIP
114	1700395	INDOT	Other Type Project (Miscellaneous)	Consultant Shop Plan Review Services	48	2020	PE	\$ 200,000	\$ 50,000	\$ 250,000	STBG	N/A	N/A	\$ -	Exempt							N/A	2020-2025	Exempt	Other: Other Specific Activities that Do Not Involve or Lead Directly to Construction (47)	40 CFR 93.126.47	Res. 12-13-18, Res. 2-14-19
115	1700917	INDOT	HMA Overlay, Preventive Maintenance	SR 236 (53rd Street), SR 9 (Scatterfield Road) to 6.66 miles E. of SR 9 @ N 5th Street (Middletown)	48	2021	CN	\$ 3,149,040	\$ 787,260	\$ 3,936,300	NHPP	12/9/2020	RS-39827	\$ -	Exempt		X					N/A	2020-2025	Exempt	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 12-13-18, Res. 2-14-19
116	1701069	INDOT	HMA Overlay, Preventive Maintenance	SR 9 (Scatterfield Road, SR 32 N Junction (University Boulevard) to SR 128 (CR 800 N))	48	2020	CN	\$ 5,090,382	\$ 1,272,596	\$ 6,362,978	NHPP	3/4/2020	RS-40593	\$ -	Exempt		X					N/A	2020-2025	Exempt	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 12-13-18, Res. 2-14-19
117	1702883	INDOT	Small Structure Pipe Lining	SR 128, 7.455 miles E. of SR 13	48	2020	PE	\$ 80,000	\$ 20,000	\$ 100,000	STBG	7/13/2022	R-41485	\$ -	Exempt	X						N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19, Adopted with 2020-2023 TIP
118	1702883	INDOT	Small Structure Pipe Lining	SR 128, 7.455 miles E. of SR 13	48	2021	RW	\$ 32,000	\$ 80,000	\$ 112,000	STBG	7/13/2022	R-41485	\$ -	Exempt	X						N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19, Adopted with 2020-2023 TIP
119	1702883	INDOT	Small Structure Pipe Lining	SR 128, 7.455 miles E. of SR 13	48	2023	CN	\$ 339,936	\$ 84,984	\$ 424,920	STBG	7/13/2022	R-41485	\$ -	Exempt	X						N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19, Adopted with 2020-2023 TIP
120	1702916	INDOT	Replace Superstructure	CR 200 S (E. 38th Street) @ Bridge over I-69, 2.7 miles S of SR 67	48	2020	PE	\$ 157,500	\$ 17,500	\$ 175,000	NHPP	11/16/2022	B-41498	\$ -	Exempt							N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19
121	1702916	INDOT	Replace Superstructure	CR 200 S (E. 38th Street) @ Bridge over I-69, 2.7 miles S of SR 67	48	2021	RW	\$ 31,500	\$ 3,500	\$ 35,000	NHPP	11/16/2022	B-41498	\$ -	Exempt			X				N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19
122	1702923	INDOT	Replace Superstructure	SR 13 @ Bridge over Sand Creek, .56 miles N of SR 38	48	2020	PE	\$ 89,600	\$ 22,400	\$ 112,000	STBG	10/13/2022	R-41499	\$ -	Exempt			X				N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Adopted with 2020-2023 TIP, Res. 12-13-18, Res. 2-14-19
123	1702923	INDOT	Replace Superstructure	SR 13 @ Bridge over Sand Creek, .56 miles N of SR 38	48	2021	RW	\$ 8,000	\$ 2,000	\$ 10,000	STBG	10/13/2022	R-41499	\$ -	Exempt			X				N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Adopted with 2020-2023 TIP, Res. 12-13-18, Res. 2-14-19
124	1702923	INDOT	Replace Superstructure	SR 13 @ Bridge over Sand Creek, .56 miles N of SR 38	48	2023	CN	\$ 597,870	\$ 149,468	\$ 747,338	STBG	10/13/2022	R-41499	\$ -	Exempt			X				N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Adopted with 2020-2023 TIP, Res. 12-13-18, Res. 2-14-19
125	1702935	INDOT	Intersect. Improv. W/ Added Turn Lanes	US 36 (Broadway Street) @ Maple Street/Fortville Pike (Fortville)	30	2020	PE	\$ 21,783	\$ 4,357	\$ 26,140	NHPP	7/13/2022	T-41903	\$ -	Exempt	X						N/A	2020-2025	AQC Exempt - 8-5-20 & 1-6-21	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 2-14-19, Adopted with 2020-2023 TIP, Res. 1-8-21
126	1702935	INDOT	Intersect. Improv. W/ Added Turn Lanes	US 36 (Broadway Street) @ Maple Street/Fortville Pike (Fortville)	30	2022	RW	\$ 16,000	\$ 4,000	\$ 20,000	NHPP	7/13/2022	T-41903	\$ -	Exempt	X						N/A	2020-2025	AQC Exempt - 8-5-20 & 1-6-21	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 2-14-19, Adopted with 2020-2023 TIP, Res. 1-8-21

Madison County Council of Governments (Anderson MPO)

FY 2020-2023 Transportation Improvement Program (TIP)

All Projects: Current Through 7-12-21

REF	PROJECT DETAILS					PROJECT FUNDING								PERFORMANCE MEASURES							MTP PLANNING		AIR QUALITY CONFORMITY			REFERENCE DOCUMENTS		
	DES	Sponsor Name	Work Category (Work Type)	Location & Description	County	Funding Obligation Year (State Fiscal)	Project Phase	Federal Funds by Phase	Required Local/State Matching Funds	Total Funds by Phase	Federal Funding Program	Letting Date (2-3 weeks prior to Obligation Date of CN Phase)	Contract Number (CN Phase)	Estimated Total Project Cost Extending Beyond SFY2023	Complete Streets [MPO]	Safety [MPO/INDOT]	Pavement Condition [MPO/INDOT]	Bridge Condition [MPO/INDOT]	Reliability & Freight Reliability [MPO/INDOT]	Congestion Mitigation & Air Quality (CMAQ) [MPO/INDOT]	Transit [MPO/INDOT]	MTP Project Category	Fiscal Analysis Period	AQ Conformity Analysis	Exempt Project Type (AQ)		Reference (AQ)	
127	1702935	INDOT	Intersect. Improv. W/ Added Turn Lanes	US 36 (Broadway Street) @ Maple Street/Fortville Pike [Fortville]	30	2023	CN	\$ 212,974	\$ 53,243	\$ 266,217	NHPP	7/13/2022	T-41903	\$ -	Technical Memo Provided by MPO	X							N/A	2020-2025	AQC Exempt - 8-5-20 & 1-6-21	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 2-14-19, Adopted with 2020-2023 TIP, Res. 1-8-21
128	1801815	INDOT	Utility Relocation	Statewide On-Call Utility Coordination Services	48	2020	PE	\$ 200,000	\$ 50,000	\$ 250,000	STBG	N/A	N/A	\$ -	Exempt	X							N/A	2020-2025	Exempt	Other: Other Specific Activities that Do Not Involve or Lead Directly to Construction (47)	40 CFR 93.126.47	Res. 12-13-18, Res. 2-14-19
129	1593099	INDOT	ITS Operations And Maintenance Contracts	Statewide O&M Fee for CARS	48	2020	PE	\$ 340,000	\$ 85,000	\$ 425,000	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
130	1601212	INDOT	Bridge Rehabilitation or Repair	Statewide Border Bridges Projects	48	2021	CN	\$ 16,000,000	\$ 4,000,000	\$ 20,000,000	Multiple	N/A	N/A	\$ -	Exempt			X					N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19
131	1601848	INDOT	New Bridge, Other	Statewide Short-Term Bridge Projects (Placeholder)	48	2021	CN	\$ 14,400,000	\$ 3,600,000	\$ 18,000,000	Multiple	N/A	N/A	\$ -	Exempt			X					N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19
132	1602176	INDOT	ITS Operations And Maintenance Contracts	Statewide O&M Fee for CARS	48	2021	PE	\$ 340,000	\$ 85,000	\$ 425,000	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
133	1702462	INDOT	Other Type Project (Miscellaneous)	District Discretionary Funds (Greenfield District)	48	2020	PE	\$ 400,000	\$ 100,000	\$ 500,000	Multiple	N/A	N/A	\$ -	Exempt	X							N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19
134	1702462	INDOT	Other Type Project (Miscellaneous)	District Discretionary Funds (Greenfield District)	48	2020	CN	\$ 1,605,715	\$ 401,429	\$ 2,007,144	Multiple	N/A	N/A	\$ -	Exempt	X							N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19
135	1702739	INDOT	Other Type Project (Miscellaneous)	Construct ADA Sidewalk Ramps (Greenfield District)	48	2020	CN	\$ 343,663	\$ 85,916	\$ 429,579	Multiple	N/A	N/A	\$ -	Exempt	X							N/A	2020-2025	Exempt	Air Quality: Bicycle and Pedestrian Facilities (33)	40 CFR 93.126.33	Res. 12-13-18, Res. 2-14-19
136	1800906	INDOT	ITS Devices Maintenance Contracts	ITS & Signal Maintenance (Greenfield & Crawfordsville Districts)	48	2020	CN	\$ 311,667	\$ 77,917	\$ 389,584	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
137	1800907	INDOT	ITS Devices Maintenance Contracts	ITS & Signal Maintenance (Greenfield & Crawfordsville Districts)	48	2020	PE	\$ 24,000	\$ 6,000	\$ 30,000	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
138	1800907	INDOT	ITS Devices Maintenance Contracts	ITS & Signal Maintenance (Greenfield & Crawfordsville Districts)	48	2021	CN	\$ 320,054	\$ 80,014	\$ 400,068	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
139	1800908	INDOT	ITS Traffic Management Systems	ITS & Signal Maintenance (Greenfield & Crawfordsville Districts)	48	2021	PE	\$ 24,000	\$ 6,000	\$ 30,000	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
140	1800945	INDOT	ITS Operations And Maintenance Contracts	Signal Controller/Communications Updates (Greenfield & Seymour Districts)	48	2020	CN	\$ 1,153,937	\$ 288,484	\$ 1,442,421	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
141	1801223	INDOT	ITS Operations And Maintenance Contracts	Statewide Cell Service for Signals & ITS Devices	48	2020	PE	\$ 600,000	\$ 150,000	\$ 750,000	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
142	1801224	INDOT	ITS Program Equipment	Statewide Cell Service for Signals & ITS Devices	48	2021	PE	\$ 680,000	\$ 170,000	\$ 850,000	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
143	1801229	INDOT	ITS Program Equipment	Statewide ITS Field Device Cell Hardware (Modem) Upgrades	48	2020	CN	\$ 280,000	\$ 70,000	\$ 350,000	Multiple	N/A	N/A	\$ -	Exempt					X		N/A	2020-2025	Exempt	Safety: Highway Safety Improvement Program Implementation (6)	40 CFR 93.126.6	Res. 12-13-18, Res. 2-14-19	
144	1801230	INDOT	Traffic Signals	Statewide ITS Field Device Cell Hardware (Modem) Upgrades	48	2021	CN	\$ 280,000	\$ 70,000	\$ 350,000	Multiple	N/A	N/A	\$ -	Exempt	X							N/A	2020-2025	Exempt	Safety: Projects that Correct, Improve, or Eliminate a Hazardous Location or Feature (2)	40 CFR 93.126.2	Res. 12-13-18, Res. 2-14-19

Madison County Council of Governments (Anderson MPO)

FY 2020-2023 Transportation Improvement Program (TIP)

All Projects: Current Through 7-12-21

REF	PROJECT DETAILS					PROJECT FUNDING								PERFORMANCE MEASURES							MTP PLANNING		AIR QUALITY CONFORMITY			REFERENCE DOCUMENTS		
	DES	Sponsor Name	Work Category (Work Type)	Location & Description	County	Funding Obligation Year (State Fiscal)	Project Phase	Federal Funds by Phase	Required Local/State Matching Funds	Total Funds by Phase	Federal Funding Program	Letting Date (2-3 weeks prior to Obligation Date of CN Phase)	Contract Number (CN Phase)	Estimated Total Project Cost Extending Beyond SFY2023	Complete Streets [MPO]	Safety [MPO/INDOT]	Pavement Condition [MPO/INDOT]	Bridge Condition [MPO/INDOT]	Reliability & Freight Reliability [MPO/INDOT]	Congestion Mitigation & Air Quality (CMAQ) [MPO/INDOT]	Transit [MPO/INDOT]	MTP Project Category	Fiscal Analysis Period	AQ Conformity Analysis	Exempt Project Type (AQ)		Reference (AQ)	
204	1802826	INDOT	Other Type Project (Miscellaneous)	Statewide On-Call Consultant Review	Various	2023	PE	\$ 2,100,000	\$ 525,000	\$ 2,625,000	STBG	N/A	N/A	\$ -	Exempt	X							N/A	2020-2025	Exempt	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 4-4-19, Res. 9-17-19
205	1900554	INDOT	Other Type Project (Miscellaneous)	Statewide Helpers Program	Various	2020	PE	\$ 1,039,144	\$ 115,460	\$ 1,154,604	HSIP	N/A	N/A	\$ -	Exempt	X							N/A	2020-2025	Exempt	Safety: Emergency Relief (23 U.S.C. 125) (12)	40 CFR 93.126.12	Res. 4-4-19, Res. 9-17-19
206	1700917	INDOT	HMA Overlay, Preventive Maintenance	SR 236 (53rd Street/Mill Street), SR 9 (Scatterfield Road) to 6.66 miles E. of SR 9 @ N 5th Street [Middletown]	48	2020	PE	\$ 167,840	\$ 41,960	\$ 209,800	STBG	12/9/2020	RS-39827	\$ -	Exempt		X						N/A	2020-2025	Exempt	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 12-13-18, Res. 2-14-19, Res. 4-4-19, Res. 9-17-19
207	1700917	INDOT	HMA Overlay, Preventive Maintenance	SR 236 (53rd Street/Mill Street), SR 9 (Scatterfield Road) to 6.66 miles E. of SR 9 @ N 5th Street [Middletown]	48	2021	CN	\$ 2,330,562	\$ 582,641	\$ 2,913,203	STBG	12/9/2020	RS-39827	\$ -	Exempt		X						N/A	2020-2025	Exempt	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 12-13-18, Res. 2-14-19, Res. 4-4-19, Res. 9-17-19
208	1901338	INDOT	Patch and Rehab Pavement	US 36, .61 miles W. of CR 300 W to .54 miles E. of SR 13 [Fortville]	30	2020	CN	\$ 453,962	\$ 113,490	\$ 567,452	STBG	9/11/2019	R-42024	\$ -	Technical Memo Provided by MPO		X						N/A	2020-2025	Exempt	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 4-4-19, Res. 9-17-19
209	1901312	INDOT	Patch and Rehab Pavement	SR 28, 2.71 miles W. of SR 37 9 (Madison County Line) to SR 37 [Elwood]	48	2020	CN	\$ 792,016	\$ 198,004	\$ 990,020	STBG	9/11/2019	R-42024	\$ -	Exempt		X						N/A	2020-2025	Exempt	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 4-4-19, Res. 9-17-19
210	1700950	INDOT	Bridge Deck Overlay	SR 32 over Shoemaker Ditch, .29 miles E. of I-69 [Daleville]	48	2021	CN	\$ 198,238	\$ 49,559	\$ 247,797	STBG	1/13/2021	R-39995	\$ -	Exempt			X					N/A	2020-2025	AQC Exempt - 11-15-19	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 11-15-19
211	1592583	INDOT	Bridge Painting	CR 650 W over I-69, 2.5 miles N. of SR 13	48	2020	CN	\$ 128,769	\$ 32,192	\$ 160,961	STBG	2/5/2020	B-40006	\$ -	Exempt			X					N/A	2020-2025	AQC Exempt - 11-15-19	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 11-15-19
212	1702909	INDOT	Bridge Deck Overlay	SR 38 over Crowell Ditch, .2 miles W. of SR 109	48	2020	PE	\$ 33,600	\$ 8,400	\$ 42,000	STBG	10/13/2022	B-41502	\$ -	Exempt			X					N/A	2020-2025	AQC Exempt - 11-15-19	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 11-15-19
213	1702909	INDOT	Bridge Deck Overlay	SR 38 over Crowell Ditch, .2 miles W. of SR 109	48	2021	RW	\$ 8,000	\$ 2,000	\$ 10,000	STBG	10/13/2022	B-41502	\$ -	Exempt			X					N/A	2020-2025	AQC Exempt - 11-15-19	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 11-15-19
214	1702909	INDOT	Bridge Deck Overlay	SR 38 over Crowell Ditch, .2 miles W. of SR 109	48	2023	CN	\$ 218,996	\$ 54,749	\$ 273,745	STBG	10/13/2022	B-41502	\$ -	Exempt			X					N/A	2020-2025	AQC Exempt - 11-15-19	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 11-15-19
215	1802057	INDOT	Signing	SR 32, Daleville to Yorktown (curve warning sign installation)	48	2020	PE	\$ 4,500	\$ 500	\$ 5,000	HSIP	1/13/2021	R-39995	\$ -	Exempt	X							N/A	2020-2025	AQC Exempt - 11-15-19	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 11-15-19
216	1802057	INDOT	Signing	SR 32, Daleville to Yorktown (curve warning sign installation)	48	2022	CN	\$ 16,200	\$ 1,800	\$ 18,000	HSIP	1/13/2021	R-39995	\$ -	Exempt	X							N/A	2020-2025	AQC Exempt - 11-15-19	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 11-15-19
217	1700803	INDOT	Road Reconstruction (3R/4R Standards)	US 36, .57 miles W. of SR 13 @ Intersection of Garden Street to SR 13 (Madison Street) [Fortville]	30	2022	CN	\$ 2,352,946	\$ 588,237	\$ 2,941,183	NHPP	12/8/2021	R-42166	\$ -	Technical Memo Provided by MPO		X						N/A	2020-2025	AQC Exempt - 12-12-19 & 1-6-21	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 9-14-18, Res. 12-12-19, Res. 1-8-21, Res. 4-7-21
218	1700803	INDOT	Road Reconstruction (3R/4R Standards)	US 36, .57 miles W. of SR 13 @ Intersection of Garden Street to SR 13 (Madison Street) [Fortville]	30	2022	CN	\$ 69,307	\$ 17,327	\$ 86,634	NHPP	12/8/2021	R-42166	\$ -	Technical Memo Provided by MPO		X						N/A	2020-2025	AQC Exempt - 12-12-19 & 1-6-21	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 9-14-18, Res. 12-12-19, Res. 1-8-21, Res. 4-7-21
219	1700803	INDOT	Road Reconstruction (3R/4R Standards)	US 36, .57 miles W. of SR 13 @ Intersection of Garden Street to SR 13 (Madison Street) [Fortville]	30	2022	CN	\$ 1,600,000	\$ 400,000	\$ 2,000,000	NHPP	12/8/2021	R-42166	\$ -	Technical Memo Provided by MPO		X						N/A	2020-2025	AQC Exempt - 12-12-19 & 1-6-21	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 9-14-18, Res. 12-12-19, Res. 1-8-21, Res. 4-7-21
220	1902727	INDOT	New Signal Installation	SR 13 @ Carefree Drive [Ingalls]	48	2020	RW	\$ 45,000	\$ 5,000	\$ 50,000	HSIP	3/10/2021	T-42682	\$ -	Exempt	X							N/A	2020-2025	AQC Exempt - 2-13-20	Safety: Traffic Control Devices & Operating Assistance other than Signalization Projects (7)	40 CFR 93.126.7	Res. 2-20-20
221	1902727	INDOT	New Signal Installation	SR 13 @ Carefree Drive [Ingalls]	48	2021	CN	\$ 99,581	\$ 11,065	\$ 110,646	HSIP	3/10/2021	T-42682	\$ -	Exempt	X							N/A	2020-2025	AQC Exempt - 2-13-20	Safety: Traffic Control Devices & Operating Assistance other than Signalization Projects (7)	40 CFR 93.126.7	Res. 2-20-20
222	1800321	INDOT	Bridge Deck Overlay	SR 109 over Lick Creek, .6 miles N. of SR 38	48	2021	CN	\$ 299,887	\$ 74,972	\$ 374,859	STBG	1/13/2021	B-41135	\$ -	Exempt			X					N/A	2020-2025	AQC Exempt - 3-3-20	Safety: Pavement Resurfacing and/or Rehabilitation (10)	40 CFR 93.126.10	Res. 3-6-20

Chris Kunkel

From: Mcghghy, Donald <DMcghghy@indot.IN.gov>
Sent: Thursday, December 30, 2021 8:35 AM
To: Chris Kunkel
Cc: Trevor Wieseke; Brian Arterbery
Subject: FW: Initial CE Submittal US 36 Roadway Project - Des. No. 1700803, 1702935, and

Chris,

I had have the missing DES number in to Amendment 20-61. Taylor is going to let you move forward with public involvement with out it being approved. It will just have to be approved before we finalize our environmental documentation. Taylor, should be sending out her approval next week when she gets back.

Don

From: Darrah, Taylor N <TDarrah@indot.IN.gov>
Sent: Friday, December 17, 2021 7:50 AM
To: Bailey, Scott <sbailey2@indot.IN.gov>
Cc: Mcghghy, Donald <DMcghghy@indot.IN.gov>
Subject: FW: Initial CE Submittal US 36 Roadway Project - Des. No. 1700803, 1702935, and

Hi Scott,

This is the one we briefly touched on this week. After further review, the issue from our perspective is that we can't say that 1901985 (the baby des local project) is included in the STIP under lead des 1700803 because the contract number included in the STIP for 1700803 is 42166 but the contract number for 1901985 is 41903. Because of the information that is displayed in the STIP, there is no way for us to know if 1901985 was actually included in the STIP funding for 1700803 since there is a discrepancy in the contract number.

Let me know if we need to discuss further.

Thank you,

Taylor Darrah

Environmental Section Manager

Indiana Department of Transportation

32 South Broadway

Greenfield, IN 46140

Office: (317) 467-3915

Cell: (317) 526-6080

Email: TDarrah@indot.in.gov



 Go Green, There is no Planet B

Categorical Exclusion
Appendix I
Other Information

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

ProjectNumber	SubProjectCode	County	Property
1800350	1800350	Hancock	Riley Memorial Park & Riley Park Pool
1800552	1800552	Hancock	Beckenholdt Park
1800561	1800561	Hancock	Sugar Creek Township Park
1800575	1800575	Hancock	Beckenholdt Park
1800615	1800615	Hancock	Brandywine Park and Connector Trail

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

Call Application Report Project (Mini Scope)

FORM VERSION: 7/6/2015 FORM VERSION BY: Andrew Fitzgerald, PTOE, PE

Date:	12/14/2018 AMMENDED	District:	GREENFIELD	SCORE:	
DES:	1700803	Sub-District:	Tipton		
Proposed FY:	2020	Asset Group:	ROAD		
Work Type:	HMA Overlay, Minor Structural	Work Category:	District Pavement Project (Non-I)		

Project Location							
Route:	US 36	City/Town:	Fortville	County 1	Hancock	County 2	
RP Start:	80+87	Latitude Start:	39.92946954° N	Longitude Start:	85.85177389° W		
RP End:	81+45	Latitude End:	39.93383833° N	Longitude End:	85.8431943° W		
AADT FY:	2016	AADT:	13,034	% Trucks:	6.0%		
Length:	0.55	# Lanes:	4	Lane Mi:	2.2		
Func. Class:	Minor Arterial			Area:		NHS:	Yes
Str. #		NBI #:		Bridge / Culvert: Length (FI) / Width (FI):		Bridge Area (SFT):	Year Built: 1926
Location Description:	US 36, from Garden St. to SR 13 in Fortville						

SEE IT: WHAT IS THE CURRENT AND PROJECTED CONDITION AND WHY IS THIS A PROBLEM (FOCUS ON THE PROBLEM):

US 36, from Garden St. to SR 13 in Fortville, is a 4-lane undivided roadway with multiple access points, Raised Pavement Markers (RPM's), and sidewalks through a portion of the project limits. The speed limit is 45 mph in the Fortville area and this route acts as a corridor between Indianapolis and the Anderson area.

The pavement along this stretch of US 36 is deteriorating with multiple transverse and longitudinal cracks and minor rutting and stripping prevalent along the driving surface. There are numerous cracks and voids in the driving surface which need to be repaired to re-establish smoother, quieter, and safer driving lanes.

It is unclear why the pavement is deteriorating so quickly, but it is a suspected binder deficiency issue. The IRI is very high for a 2012 pavement.

INSERT ONE OR TWO PICTURES OF PRIMARY PROBLEM:



DATE AND TYPE OF LAST MAJOR TREATMENT:		HMA Overlay, Minor Structural		DATE:	2012
PROJECT CONDITION RATINGS:		LOS:	Crash Rate:	ICC:	
Wearing Surface:		Deck:	Bridge/Culvert Super:	Substructure (Bridge/ Culvert):	
Type I Culverts/ pipes:		Bridge Scour:	Bridge Paint:	Culvert Sub:	
AVG IRI:	141	MAX. IRI:	365	AVG. RUT:	0.14 in Max. Rut 0.24 in Other:

INTENT/ PURPOSE OF PROJECT (INITIAL STATEMENT OF ESSENTIAL PROJECT PURPOSE):

The purpose of this minor structural project is to preserve and extend the service life of the existing pavement, to retard further surface deterioration, and to maintain the functional conditions of the system.

Completed FULL SCOPE:	KPI Delta:	KPI UNIT:
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OWN IT: Alternatives

PRELIMINARY ALTERNATIVES THAT ARE CONTEMPLATED (ANALYSED) WITH COSTS:

- ALTERNATIVE #1:** Mill 4" along the mainline, shoulders, and turning lanes and resurface disturbed areas with a 2-layer (2 1/2" Intermediate and 1 1/2" Surface) HMA pavement. With this alternative, the existing road profile grade is not altered and increases the structural strength of US 36 and there are no environmental concerns with construction. Loop detectors, RPM's, and striping are part of this alternative and the overall quality and functionality of this roadway will be greatly enhanced. The estimated cost for this option is **\$692,000**.
- ALTERNATIVE #2:** Do Nothing. This alternative does nothing to the roadway system and avoids any upgrades to the existing pavements. This Alternative does not require any money, but it also does not allow for upgrades to INDOT's roadway assets.
- Alternative #1 is the preferred Alternative.** It is recommended Alternative #1 be constructed. This option will extend the service life, functionality, and strength of the road that creates a modern driving surface for the public. The overall drivability and safety of the roadway will be enhanced and a smooth, efficient roadway will be constructed.

CONSEQUENCES IF NO ACTION IS TAKEN (DO NOTHING ALTERNATIVE IS SELECTED):

If no action is taken, the pavement will continue to deteriorate and lowered driving conditions will continue. Also, the INDOT standard of "Taking Care of What We Have" will not be recognized. If resurfacing is not done in the near future, lower layers may deteriorate more rapidly necessitating a less cost effective treatment. Attach extra sheets as necessary to fully describe the alternatives.

Will Further Analysis/Assessment be required beyond this form? YES

SOLVE IT: Project Recommendations and Costs

QUANTIFIABLE PRIMARY GOAL(S) OF PROJECT (WHAT ARE WE PURCHASING SUCH AS CONDITION, SERVICE LIFE, LOS, OR CRF):

It is recommended Alternative #1 be constructed. This option will extend the overall service life, functionality, and strength of the road, creating a smooth and safe driving surface. The new pavement will enhance the overall appearance of US 36 and it will provide a safer route for commuters.

Estimated Total Project Costs:	\$	692,000	COMMENTS
Right of Way Purchase (RW1):	COST:	\$ -	
Right of Way Services (RW2):	COST:	\$ -	
Preliminary Engineering 1 (PE1):	COST:	\$ -	
Preliminary Engineering 2 (PE2):	COST:	\$ -	
Maintenance of Traffic:	COST:	\$ 30,000	
Railroad PE (RR1):	COST:	.	
Railroad PE (RR2):	COST:	.	
Environmental Study:	COST:	\$ -	
Utilities PE (UT1):	COST:	\$ -	
Utilities CN (UT2):	COST:	\$ -	
Construction (CN):	COST:	\$ 631,251	Includes 20% contingency
Construction Engineering (CE):	COST:	\$ 5,125	Assumed 2% of project cost
Relinquishment Payment (RQP):	COST:		
Other Considerations:	COST:	\$ 25,624	Mobilization and de-mobilization

Other Projects within Limits

DES:	FY:	Work Type:	Location:
1701070	2020	HMA Overlay, PM	US 36, S. at E. Ohio St.
1600570	2019	New Signal Installation	US 36 @ S. Madison St.
1700999	2020	Bridge Deck Overlay	US 36 over Lick Creek
1700038	2022	HMA Overlay, Minor Str.	SR 9 @ US 36, South Limits
1601962	2020	Small Str. & Drain Const.	SR 38, immediately E. of US 36
DES:	FY:	Work Type:	Location:

Miscellaneous Notes

ANTICIPATED NUMBER OF CONSTRUCTION SEASONS TO COMPLETE(1, 2 or 3 seasons):	1
ANTICIPATED NUMBER OF YEARS TO COMPLETE DESIGN (1, 2 or 3 fiscal years):	1

Attachments

Pictures	NO	Asset Team Scoring Sheet	NO	Mobility History:	NO
Spreadsheets (calcs)	NO	Engineer Assessment:	NO		
Solution Schematic:	NO	Bridge/Culvert Inspection Report:	NO		
Cost Calculations:	YES	Accident History:	NO		
Location Map:	YES	Pathway Data:	NO		

Additional Comments

Other items relevant to the project not specifically listed elsewhere:

The Town of Fortville, along with their design consultant, desires a "Road Diet" along US 36 from Garden St. to E. Ohio St. The Town has committed resources to this project and construction for this minor structural project is to be coordinated with Fortville's planned improvements. See Appendix 4 for additional information.

Adjust pavement grades as needed to ensure positive drainage to castings and proper discharge points

HMA pavements shall have a 24-inch-wide liquid asphalt sealant installed at all longitudinal joints in the surface layer, as per Standard specification 401.15.


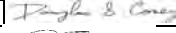
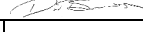
A 3% contingency is included for base repair, if needed, throughout the project. Design will need to adjust this price during the project development process.

During construction, traffic detector loops at the signalized intersections will likely be damaged and are to be replaced.

Existing castings/inlets may need to be adjusted after asphalt placement to create a smooth driving surface. The contractor should be advised of the potential need to adjust castings as necessary.

Appropriate environmental and assessment processes need to be followed.

Report Prepared By and Approved By

Report Prepared By and Approved By	Title:	Signature
Amended by: David Bracamontes 12/14/2018	District Scoping Engineer	
Prepared by: Doug Corey 1/5/2018	District Scoping Engineer	
Reviewed by: David Bracamontes 1/5/2018	District Scoping Engineer	
Approval by: Aschalew Abera	District Scoping Manager	Date:

NOTE: Any changes require a re-submittal of Call Application Report.

FORM VERSION: 7/6/2015

FORM VERSION BY: Andrew Fitzgerald, PTOE, PE

Call Application Report Project (Mini Scope)

FORM VERSION: 11/7/2014 FORM VERSION BY: Andrew Fitzgerald, PTOE, PE

Date:	12/20/2017	District:	GREENFIELD	SCORE:	48
DES:		Sub-District:	Tipton		
Proposed FY:	2023	Asset Group:	MOBILITY		
Work Type:	Intersect. Improv. W/ Added Turn Lanes	Work Category:	District Intersection Improvement Pro		

Project Location

Route:	US 36	City/Town:	Fortville	County 1	Hancock	County 2	
RP Start:	81.42	Latitude Start:	39° 55' 52.8"		Longitude Start:	85° 50' 52.7"	
RP End:	81.42	Latitude End:	39° 55' 52.8"		Longitude End:	85° 50' 52.7"	
AA DT FY:	2016	AA DT:	13034	% Trucks:	Not Available		
Length:	0.4	# Lanes:	2	Lane Mi:	0.4		
Func. Class:	Minor Arterial			Area:		NHS:	No
Str. #	N/A	NBI #:	N/A	Bridge/ Culvert: Length (FT) / Width (FT):	N/A	Bridge Area (SFT):	N/A
Year Built:	N/A						

Location Description: This project is located on US 36 at Maple Street.

SEE IT: WHAT IS THE CURRENT AND PROJECTED CONDITION AND WHY IS THIS A PROBLEM (FOCUS ON THE PROBLEM):

The project is located at the intersection of US 36 and Maple street. US 36 is a 4-lane facility with left turn lanes. Maple street is a 2-lane facility with no turn lanes at the intersection. This signal experiences cycle failure daily on the minor approaches. Left turn movements significantly reduce the capacity of the minor approaches. As a result, this signal consistently queues 800-1000 ft in the PM peak. Additionally, a road diet is planned for US 36 in the next few years that will reduce the throughput of mainline traffic. This will require additional green time and will reduce the capacity of the minor approaches even further. Dedicated left turn lanes will need to be constructed to adequately serve the minor approaches adequately.



DATE AND TYPE OF LAST MAJOR TREATMENT:	Road Rehabilitation(3R/4R Standards)	DATE:	2004
PROJECT CONDITION RATINGS:	LOS:	Crash Rate:	Icc:
Wearing Surface:	Deck:	Bridge/Culvert Super:	Substructure (Bridge/ Culvert):
Type I Culverts/ pipes:	NA	Bridge Scour:	NA
IRI:	PCR:	RUT:	Friction #:
			Other:

INTENT/PURPOSE OF PROJECT (INITIAL STATEMENT OF ESSENTIAL PROJECT PURPOSE):

The intent of this project is to provide shelter for left turning vehicles and unhindered access to the heavy thru/right movements on each minor approach. The construction of left turn lanes will accomplish this goal.

Completed FULL SCOPE:	NO	KPI Delta:		KPI UNIT:	
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OWN IT: Alternatives

PRELIMINARY ALTERNATIVES THAT ARE CONTEMPLATED (ANALYSED) WITH COSTS:

1. Install a left turn lanes on the minor approaches(Maple Street).

Each approach should be widened to allow for a left turn lane to be constructed. The AASHTO Green Book values for turn lane lengths(115 ft for 25 MPH) should be used to minimize the overall footprint of the intersection. The taper length should be included in the deceleration distance. Sidewalks should be reinstalled where disturbed. Durable pavement markings should be used for all markings in this project.

This is the preferred alternative.

2. Do Nothing: This alternative does not fulfill the purpose and need of this project. It is NOT the preferred alternative.

CONSEQUENCES IF NO ACTION IS TAKEN (DO NOTHING ALTERNATIVE IS SELECTED):

If no action is taken, traffic on the minor approach will continue to see undue delay. This will likely lead to an increase in crashes as vehicles accept smaller gaps as delay
SECONDARY CONSIDERATIONS OR GOALS WITH COSTS:

Attach extra sheets as necessary to fully describe the alternatives.

Will Further Analysis/Assessment be required beyond this form?

SOLVE IT: Project Recommendations and Costs

QUANTIFIABLE PRIMARY GOAL(S) OF PROJECT (WHAT ARE WE PURCHASING SUCH AS CONDITION, SERVICE LIFE, LOS, OR CRF):

It is recommended that Alternative 1 be constructed. This will significantly increase the LOS of the minor road approaches.

Estimated Total Project Costs:	\$308,000.00	COMMENTS	
Right of Way Purchase (RW1):	YES	COST:	\$20,000.00
Right of Way Services (RW2):	NO	COST:	\$0.00
Preliminary Engineering 1 (PE1):	NO	COST:	\$21,783.00
			10%

Preliminary Engineering 2 (PE2):	NO	COST:	\$0.00	
Maintenance of Traffic:	YES	COST:	\$0.00	Cost included in CN
Railroad PE (RR1):	NO	COST:	\$0.00	
Railroad PE (RR2):	NO	COST:	\$0.00	
Environmental Study:	YES	COST:	\$0.00	In House
Utilities PE (UT1):	YES	COST:	\$0.00	
Utilities CN (UT2):	NO	COST:	\$0.00	
Construction (CN):	YES	COST:	\$228,722.00	
Construction Engineering (CE):	YES	COST:	\$4,357.00	
Relinquishment Payment (RQP):	NO	COST:	\$0.00	
Other Considerations:	YES	COST:	\$32,675.00	15% Contingency
Other Projects within Limits				
DES:	1700803	FY:	2020	Work Type: HMA Overlay, PM Location: US 36, from .57 miles W of SR 13 to SR 13
DES:	1600570	FY:	2019	Work Type: Installation Location: at SR 13
DES:		FY:		Work Type: Location:
Miscellaneous Notes				
ANTICIPATED NUMBER OF CONSTRUCTION SEASONS TO COMPLETE(1, 2 or 3 seasons):				1 FY
ANTICIPATED NUMBER OF YEARS TO COMPLETE DESIGN (1, 2 or 3 fiscal years):				3
Attachments				
Pictures:	NO	Asset Team Scoring Sheet:	YES	Mobility History: NA
Spreadsheets (calcs):	NO	Engineer Assessment:	NO	
Solution Schematic:	YES	Bridge/Culvert Inspection Report:	NA	
Cost Calculations:	YES	Accident History:	YES	
Location Map:	YES	Pathway Data:	YES	
Additional Comments				
Other items relevant to the project not specifically listed elsewhere.				
NOTE: Appropriate environmental and assessment process need to be followed.				
Report Prepared By and Approved By				
Report Prepared By and Approved By		Title:	Signature	
Prepared by:	Nathan Sturdevant	Traffic Investigations Engineer		
Prepared by:		District Scoping Engineer		
Reviewed by:	Luis Laracuente	District Traffic Engineer		
Approval by:	Luis Laracuente	District Traffic Engineer		12/14/2017
NOTE: Any changes require a re-submittal of Call Application Report.				
FORM VERSION: 11/7/2014		FORM VERSION BY: Andrew Fitzgerald, PTOE, PE		