

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


<b>Road No./County:</b>	State Route (SR) 13 and Strawtown Avenue/West 8 <sup>th</sup> Street/ Hamilton and Madison
<b>Designation Number(s):</b>	2003082
<b>Project Description/Termini:</b>	Intersection improvement project at SR 13 and Strawtown Avenue/West 8 <sup>th</sup> Street, in Hamilton and Madison Counties, Indiana. The project will extend approximately 0.08 mile north on SR 13, 0.09 mile east on West 8th Street, 0.08 mile south on SR 13, and 0.11 mile west on Strawtown Avenue.

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

**Approval**

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

**Release for Public Involvement**

 01/10/2025	N/A
INDOT DE Initials and Date	INDOT ESD Initials and Date

**Certification of Public Involvement**

\_\_\_\_\_

INDOT Consultant Services Signature and Date

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

\_\_\_\_\_

**Name and Organization of CE/EA Preparer:**

Chad Kelly, Kaskaskia Engineering Group, LLC

## Indiana Department of Transportation

County Hamilton & Madison

Route SR 13

Des. No. 2003082

### Part I – Public Involvement

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

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

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

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

Notice of Survey letters were mailed to potentially affected property owners near the project area on May 1, 2023, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey letter is included in Appendix G, page 1.

Pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the public was provided an opportunity to comment of FHWA's finding of "No Adverse Effect". A legal advertisement was placed in the Indianapolis Star, a local publication, on November 13, 2024, soliciting public input on FHWA's Section 106 effect finding. The comment period was for 30 days following the publication of the notice. No comments were received during this period. A copy of the public notice, affidavit of publication area included in Appendix D.

A Public Information Meeting for the project was held on August 17, 2023, at Lapel High School located in Lapel, Indiana, approximately six miles south from the project site. Public notices for the meeting were advertised in the Greenfield Daily Reporter, the Anderson Herald, and the Current (Fishers and Noblesville editions). Eleven people attended. No comments were received (Appendix G, pages 2 to 11).

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

### **Public Controversy on Environmental Grounds**

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

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



## Indiana Department of Transportation

County Hamilton & MadisonRoute SR 13Des. No. 2003082

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: GreenfieldLocal Name of the Facility: SR 13 and Strawtown Avenue/West 8<sup>th</sup> StreetFunding Source (mark all that apply): Federal ☒ State ☒ Local ☐ Other\* ☐

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

#### PURPOSE AND NEED:

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

Per the September 16, 2020, Engineering Assessment Report, (Appendix I, pages 1 to 14), the need for this project is due to the above average crash severity, particularly right-angle crashes, at the existing intersection. Per RoadHAT 3.0 analysis (INDOT traffic engineering safety modeling software) of 2017-2019 crash data, the most recent data available at the time of this analysis, the index of crash frequency (ICF) is 4.17 (extremely above average) and the index of crash cost (ICC) is 2.68. These indices compare the crash cost and crash frequency for this intersection to intersections with similar volumes, roadway classifications, and control type throughout Indiana. ICF and ICC data is measured in standard deviations. ICF is a measurement of differences between the number of expected and reported crashes at this type of intersection. ICC is a measurement of the difference in expected costs and reported costs and is an indication of crash severity. A value of zero indicates that accidents at the intersection are typical and generally expected. The ICF and ICC exceed the threshold of 1.00 set by INDOT's Office of Traffic Safety, flagging the intersection as a safety concern.

Additionally, increased motorist delays at the subject intersection depicts a level of service (LOS) rating of B (good flow), with a 13 second delay during the PM peak hour for westbound travelers, the highest rating for intersection. The LOS, which measures the quality of motor vehicle traffic service, is measured on a scale of A through F, with F being the worst. LOS A indicates less than or equal to ten seconds of vehicular delay for both unsignalized and signalized intersections. LOS F indicates greater than 50 seconds of vehicular delay at unsignalized intersections, and greater than 80 seconds of vehicular delay at signalized intersections. The intersection's current LOS rating of B was measured in 2020, and the overall LOS was predicted to have a rating of C in 2046 if the safety concern is not addressed.

The purpose of the project is to reduce crash potential, improve the ICF and ICC to below 1.00, and provide a long-term solution to ensure safe and sufficient operation of the intersection.

#### PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Hamilton and Madison Municipality: GreenfieldLimits of Proposed Work: The project will occur at the intersection of SR 13 and Strawtown Avenue, extending approximately 0.08 mile north on SR 13, 0.09 mile east on West 8<sup>th</sup> Street, 0.08 mile south on SR 13, and 0.11 mile west on Strawtown Avenue.Total Work Length: 0.34 Mile(s) Total Work Area: 4.73 Acre(s)Is an Interstate Access Document (IAD)<sup>1</sup> required?

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

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

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

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions,

This is page 3 of 24 Project name: SR 13, Intersection Improvement Date: January 3, 2025

## Indiana Department of Transportation

County Hamilton & Madison

Route SR 13

Des. No. 2003082

*current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.*

The INDOT and the Federal Highway Administration (FHWA) intend to proceed with this intersection improvement project.

The project is located at the intersection of SR 13 and Strawtown Avenue/West 8<sup>th</sup> Street in Sections 32 and 33, Township 20 North, Range 6 East, Whitewater Township in Hamilton County, Indiana, and Jackson Township in Madison County, Indiana (Appendix B, page 1).

SR 13 is a two-lane rural Minor Arterial and Strawtown Avenue/West 8<sup>th</sup> Street is a two-lane rural Local Collector. The existing SR 13 and Strawtown Avenue cross sections consist of one 12-foot lane in each direction with 1-foot paved shoulders. The intersection is currently a two-way stop-controlled intersection. The project is located in a rural area consisting of predominantly agricultural land. The northwest, southwest, and southeast quadrants of the intersection include agricultural land. The northeast quadrant on the intersection includes maintained open land associated with a further-adjacent residential dwelling. Per the September 16, 2020, Engineering Assessment Report, the intersection experiences elevated crash rates with a pattern of severe right-angle crashes. Crash data from 2017 to 2019 was analyzed at this intersection. During this time period, there were 22 crashes, of which, 15 were right angle crashes, three rear end crashes, two ran-off-road crashes, and two other crashes. Eight of these crashes resulted in injury, and of those, seven were incapacitating and one was non-incapacitating (Appendix I, page 8). The remaining 14 crashes resulted in property damage only. This resulted in the RoadHAT analysis and the aforementioned ICF value of 4.17 and ICC value of 2.68 in the purpose and need section.

The preferred alternative for this project will convert the existing intersection into a single lane roundabout. Proposed roadway elements include 12-foot travel lanes with a mix of open and curbed shoulders. A central concrete island and truck apron will be provided, as well as exterior truck aprons to facilitate turning movements. Additionally, drainage improvements will include installation of curb and gutter turnouts, a stormwater system, and new roadside ditches. A new 19-inch by 30-inch elliptical pipe will be installed under the access drive on the east side of SR 13, approximately 0.06 mile north of the intersection, replacing the existing 10-foot long, 15-inch-wide corrugated metal pipe (CMP). Overhead utilities and underground utilities will be relocated as part of this project. Overhead utilities exist on all four corners of the intersection. Intersection improvements will also include new lighting at the intersection. The project will require approximately 3.42 acres of permanent right-of-way (ROW). Anticipated impacts include ROW acquisition affecting terrestrial habitat. Since the project will disturb at least one acre of soil, a Construction Stormwater General Permit (CSGP) will be required. Every effort to avoid, minimize, and/or mitigate project impacts will be made. Preliminary project plans are included in Appendix B (pages 9 to 59).

The proposed maintenance of traffic (MOT) will occur in phases that include a full closure of SR 13, utilizing a state detour (Appendix B, pages 15 to 19). The MOT for the project is discussed in further detail in the MOT During Construction section of this document.

The project will reduce crash potential, improve the ICF and ICC to below 1.00, and provide a long-term solution to ensure safe and efficient operation of the intersection. This improves overall safety in the area and meets the purpose and need.

The construction limits extend from approximately 0.08 mile north on SR 13, 0.09 mile east on West 8<sup>th</sup> Street, 0.08 mile south on SR 13, and 0.11 mile west on Strawtown Avenue., which are the logical termini for the project since these are the rational end points of the transportation improvement and subsequent review of its environmental impacts. This project demonstrates independent utility because it will improve the intersection as an independent project and does not depend on any other planned projects.

### OTHER ALTERNATIVES CONSIDERED:

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

**Realignment and Left Turn Lanes:** An intersection realignment with 100-foot left turn lanes were considered. This alternative would allow turning traffic to be bypassed by through movement traffic through the intersection. This alternative improves safety by alleviating rear end crashes but does not improve safety for the right angle crashes; therefore, this alternative will not address the purpose and need. Therefore, this alternative was discarded from further consideration.

**Realignment and Traffic Signal:** A realignment of the intersection with the installation of a traffic signal was considered. This alternative will require dedicated left turn lanes at all approaches; however, the volumes at this intersection do not meet any of the traffic signal warrants from the Manual on Uniform Traffic Control Devices (MUTCD). This alternative is anticipated to reduce the total

# Indiana Department of Transportation

County Hamilton & Madison Route SR 13 Des. No. 2003082

crashes, but results in an increase in rear end crashes, and the predominant pattern of right angle crashes remains. This alternative will not address the purpose and need. Therefore, this alternative was discarded from further consideration.

**Realignment and 4-Way Stop:** A realignment of the intersection with the addition of stop signs on SR 13 was considered. This alternative would add additional stop signs, making the intersection an all-way stop. This alternative would not improve safety for the rear end crashes and right angle crashes due to the design speeds along SR 13. This alternative will not address the purpose and need. Therefore, this alternative was discarded from further consideration.

**No Build:** This alternative would leave the intersection in its current condition. The no build alternative does not address the safety concerns of the intersection. If no action is taken, the intersection safety issues will persist. This would not address the purpose and need. Therefore, this alternative was discarded from further consideration.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

<b>X</b>

## ROADWAY CHARACTER:

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

Name of Roadway	<u>SR 13</u>			
Functional Classification:	<u>Minor Arterial</u>			
Current ADT:	<u>3,235</u>	<u>(2026)</u>	Design Year ADT:	<u>4,605</u> <u>(2046)</u>
Design Hour Volume (DHV):	<u>296</u>	Truck Percentage (%)	<u>14.5</u>	
Designed Speed (mph):	<u>55</u>	Legal Speed (mph):	<u>55</u>	

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	2 through lanes		2 through lanes	
Pavement Width:	12	ft.	12	ft.
Shoulder Width:	1	ft.	Variable up to 3	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

Name of Roadway	<u>Strawtown Avenue/West 8<sup>th</sup> Street</u>			
Functional Classification:	<u>Local Collector</u>			
Current ADT:	<u>1,458</u>	<u>(2026)</u>	Design Year ADT:	<u>2,075</u> <u>(2046)</u>
Design Hour Volume (DHV):	<u>144</u>	Truck Percentage (%)	<u>3</u>	
Designed Speed (mph):	<u>50</u>	Legal Speed (mph):	<u>45</u>	

# Indiana Department of Transportation

County Hamilton & Madison Route SR 13 Des. No. 2003082

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	2 through lanes	2 through lanes
Pavement Width:	12 ft.	12 ft.
Shoulder Width:	1 ft.	Variable up to 3 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: ☐ Urban ☐ Suburban ☒ Rural  
 Topography: ☒ Level ☐ Rolling ☐ Hilly

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

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

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

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

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

This project includes the replacement of one pipe. The pipe is adjacent to the northeast of the project area, under a farm access drive entrance on the east side of SR 13, approximately 0.06 mile north of the intersection. The existing small structure will be replaced with a new 19-inch by 30-inch elliptical pipe, approximately 7.08 feet long. No water resources are associated with this pipe. Vegetation impacts are likely and detailed further in the Ecological Resources section.

## MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

## Indiana Department of Transportation

County Hamilton & MadisonRoute SR 13Des. No. 2003082

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

The MOT for the project will require phased closures of SR 13 and Strawtown Avenue. Phase 1 of the MOT will maintain through traffic on SR 13, and closure of Strawtown Avenue/W 8<sup>th</sup> Street during construction of the west and east legs of the proposed roundabout. Phase 1 detour includes Prairie Baptist Road, CR 100 N, Hamilton Road, and College Corner Road, adding nearly 13.3 miles of commuter travel. Phase 2 of the MOT will include a closure of SR 13, during construction of the center of the roundabout and north and south legs, as well as the installation of storm sewers, final surface pavement markings, and signage. Phase 2 detour will maintain the detours of local roads from Phase 1 and includes SR 37, SR 38, and SR 32 for traffic on SR 13, adding nearly 19.1 miles of commuter travel. Phase 3 MOT will be used for final roadway restoration and demobilization activities. The detours will remain for the duration of construction for the project, approximately 120 days. MOT plans are included in Appendix B, pages 15 to 19.

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

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ (FY 2025) 1,052,749.00 Right-of-Way: \$ (FY 2025) 350,000 Construction: \$ (FY 2026) 4,293,000

Anticipated Start Date of Construction: Spring 2026

### RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	2.94	0
Forest	0	0
Wetlands	0	0
Other: Pasture	0.48	0
Other:	0	0
Other:	0	0
Other:	0	0
TOTAL	3.42	0.00

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

The existing ROW varies from 12 feet to 50 feet each side of centerline on SR 13 and is approximately 10 feet on each side of centerline on Strawtown Avenue and consists of mowed grasses and scrub shrub typical of being adjacent to a rural roadway. Areas of proposed ROW include maintained vegetation associated with pasture acreage at the northeast quadrant of the intersection, and agricultural acreage at the northwest, southwest, and southeast quadrants of the intersection.

The project requires approximately 3.42 acres of permanent ROW, consisting of roadside vegetation in all four quadrants, agricultural land in the northwest, southwest, and southeast quadrants, and pasture in the northeast quadrant. The project will not require any temporary ROW acquisition. Proposed ROW widths vary along SR 13 from 45 feet to 55 feet from centerline and vary along Strawtown Avenue from 40 feet to 55 feet from centerline. ROW locations are denoted in the project plans in Appendix B (pages 37 to 43).

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

## Indiana Department of Transportation

County Hamilton & Madison

Route SR 13

Des. No. 2003082

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

#### **SECTION A - EARLY COORDINATION:**

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

Early coordination letters were sent on July 10, 2023, and November 10, 2023 (Appendix C, pages 1 to 2).

<b>Agency</b>	<b>Date Sent</b>	<b>Response Date</b>	<b>Appendix</b>
Federal Highway Administration (FHWA)	July 10, 2023	No response received	N/A
Indiana Geological and Water Survey (IGWS) (Automated Response)	July 10, 2023	July 10, 2023	Appendix C, pages 3 to 4
U.S. Department of Housing and Urban Development (HUD)	July 10, 2023	No response received	N/A
Natural Resources Conservation Service (NRCS)	July 10, 2023	July 17, 2023	Appendix C, page 7
Indiana Department of Environmental Management (IDEM) – Wetlands and Stormwater Programs	July 10, 2023	No response received	N/A
IDEM - Groundwater Section	July 10, 2023	July 25, 2023	Appendix C, pages 10 to 11
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW)	July 10, 2023	August 9, 2023	Appendix C, pages 12 to 14
National Park Service (NPS)	July 10, 2023	No response received	N/A
INDOT Greenfield Environmental Section Manager (Supervisor)	July 10, 2023	No response received	N/A
INDOT Project Manager	July 10, 2023	No response received	N/A
U.S. Army Corps of Engineers (USACE)	July 10, 2023	No response received	N/A
Hamilton County Sheriff's Department	July 10, 2023	No response received	N/A
Hamilton County Council – District 3 Council Member	July 10, 2023	No response received	N/A
Hamilton County Commissioners - President	July 10, 2023	No response received	N/A
Hamilton County Highway Department	July 10, 2023	No response received	N/A
Hamilton County Surveyor	July 10, 2023	July 13, 2023	Appendix C, pages 5 to 6
Hamilton County Plan Commission Director – Floodplain Administrator	July 10, 2023	No response received	N/A
Madison County Sheriff's Department	July 10, 2023	No response received	N/A
Madison County Council – District 3 Council Member	July 10, 2023	No response received	N/A
Madison County Commissioners – North District	July 10, 2023	No response received	N/A
Madison County Highway Department – Highway Superintendent	July 10, 2023	No response received	N/A
Madison County Surveyor	July 10, 2023	No response received	N/A
City of Elwood - Mayor	July 10, 2023	No response received	N/A
City of Elwood City Council - President	July 10, 2023	No response received	N/A
City of Elwood Police Department - Chief	July 10, 2023	No response received	N/A

## Indiana Department of Transportation

County Hamilton & Madison

Route SR 13

Des. No. 2003082

City of Elwood Fire Department - Chief	July 10, 2023	No response received	N/A
City of Elwood Street Department – Street Commissioner	July 10, 2023	No response received	N/A
Indianapolis Metropolitan Planning Organization – Executive Director	July 10, 2023	No response received	N/A
Indianapolis Metropolitan Planning Organization – Director of Transportation Planning	July 10, 2023	No response received	N/A
Hamilton Heights School Corporation – Superintendent	July 10, 2023	No response received	N/A
Franklin-Lapel Community Schools	July 10, 2023	No response received	N/A
Citizens Water-Indianapolis	November 10, 2023	No response received	N/A

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

### SECTION B – ECOLOGICAL RESOURCES:

#### Streams, Rivers, Watercourses & Other Jurisdictional Features

Federal Wild and Scenic Rivers  
State Natural, Scenic or Recreational Rivers  
Nationwide Rivers Inventory (NRI) listed  
Outstanding Rivers List for Indiana  
Navigable Waterways

#### Presence

X

#### Impacts

Yes	No
	X

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

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

Based on the desktop review, the aerial map of the project area, and the Red Flag Investigation (RFI) report (Appendix E), there is one stream, river, watercourse, or other jurisdictional feature within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visit on May 10, 2023, by Kaskaskia Engineering Group, LLC (KEG).

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

KEG received concurrence from INDOT Ecology and Waterway Permitting on June 27, 2023, that no 401/404 permits or Waters of the US Report was required for this project (Appendix F, pages 1 to 2). Therefore, no impacts are expected.

No streams, rivers, watercourses, or other jurisdictional features are within or adjacent to the project area. Thus, no direct or indirect impacts are anticipated.

IDNR-DFW responded on August 9, 2023, with recommendations regarding bank vegetation disturbance, excavation, and erosion control standards (Appendix C, pages 12 to 14). All applicable recommendations are included in the Environmental Commitments section of this CE document.

# Indiana Department of Transportation

County Hamilton & Madison Route SR 13 Des. No. 2003082

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

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E), there are two open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on May 10, 2023, by KEG.

KEG received concurrence from INDOT Ecology and Waterway Permitting on June 27, 2023, that no permits or Waters of the US Report was required for this project (Appendix F, pages 1 to 2). Therefore, no impacts are expected.

In an early coordination response from the Hamilton County Surveyor on July 13, 2023 (Appendix C, pages 5 to 6), the surveyor stated that although there are no regulated drains within the project limits, the Lincoln Smith Drain is located 1,245 feet west of the intersection of SR 13 and Strawtown Avenue. The surveyor noted if the drain is to be used as a proposed outlet, the outlet must be approved by the Surveyor per IC 36-9-27-17. Hamilton County also requires detention for any additional impervious area proposed if the outlet will fall within Hamilton County. The proposed project does not require the use of the Lincoln Smith Drain; therefore, no impacts are expected.

No open water features are within or adjacent to the project area. Thus, no direct or indirect impacts to the open water features are anticipated.

Wetlands	Presence	Impacts	
		Yes	No
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

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




## Indiana Department of Transportation

County Hamilton & MadisonRoute SR 13Des. No. 2003082

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E), there are five wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area, which was confirmed by the site visit on May 10, 2023, by KEG.

KEG received concurrence from INDOT Ecology and Waterway Permitting on June 27, 2023, that no 401/404 permits or Waters of the US Report was required for this project (Appendix F, pages 1 to 2). Therefore, no impacts are expected.

No wetlands were identified within or adjacent to the project area. Thus, no direct or indirect impacts to wetlands are anticipated.

IDNR-DFW responded on August 9, 2023, with standard recommendations regarding wetland impacts (Appendix C, pages 12 to 14). All applicable recommendations are included in the Environmental Commitments section of this CE document.

### Terrestrial Habitat

#### Presence

☒ X

#### Impacts

Yes

☒ X

No

☐

Total terrestrial habitat in project area: 4.00 Acre(s) Total tree clearing: 0.00 Acre(s)

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

Based on a desktop review, a site visit on May 10, 2023, by KEG, and the aerial map of the project area (Appendix B, page 2), there are agricultural fields, shrubs, and trees, typical of a rural setting, surrounding the project area. The dominant species include common ditch grass species, including false rye grass (*Schedonorus arundinaceus*) and Kentucky bluegrass (*Poa pratensis*). Approximately 4.00 acres of terrestrial habitat will be disturbed due to construction of the single lane roundabout. Disturbed areas will be re-seeded post-construction to return the site as close as possible to pre-construction conditions. Tree removal is not anticipated as part of this project. Avoidance alternatives would not be practical as the project limits have been constrained to the smallest area possible to complete the project. Mitigation is not anticipated.

The IDNR-DFW responded on August 9, 2023, regarding tree removal dates, revegetation, and erosion control (Appendix C, pages 12 to 14). All applicable recommendations are included in the Environmental Commitments section of this CE document.

### Protected Species

#### Federally Listed Bats

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

Yes

☒ X  
☐  
☐

No

☐  
☐  
☐

Determination Received for Listed Bats from USFWS: NE ☐ NLAA ☒ LAA ☐

#### Other Species not included in IPaC

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

Yes

☐  
☒

No

☒ X  
☐

#### Migratory Birds

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

Yes

☐  
☐

No

☒ X  
☒ X

This is page 11 of 24 Project name: SR 13, Intersection Improvement Date: January 3, 2025

## Indiana Department of Transportation

County Hamilton & MadisonRoute SR 13Des. No. 2003082

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

Based on a desktop review and the RFI report (Appendix E), completed by KEG on May 1, 2023, the IDNR Hamilton and Madison County Endangered, Threatened and Rare (ETR) Species List have been checked. According to the IDNR-DFW early coordination response letter dated August 9, 2023 (Appendix C, pages 12 to 14), the Natural Heritage Program's Database has been checked and the following mussel species have been reported to occur in the White River in the vicinity of the project site: state endangered Clubshell (*Pleurobema clava*); state endangered Rabbitsfoot (*Theliderma cylindrica*); state endangered Sheepnose (*Plethobaus cyphus*); state endangered Northern Riffleshell (*Epioblasma rangiana*); state special concern Little Spectaclecase (*Villosa lienosa*); state special concern Kidneyshell (*Ptychobranhus fasciolaris*); state special concern Purple Lilliput (*Toxolasma lividus*); and state special concern Wavyrayed Lampmussel (*Lampsilis fasciola*). Because work is not proposed in or near the White River, significant or detrimental impacts to the state-listed mussels are not anticipated as a result of this project so long as appropriate erosion and sediment control measures are in place to minimize movement of sediment into nearby waterways (Appendix C, page 12). An INDOT 0.5-mile bat review occurred on March 27, 2023, and did not indicate the presence of endangered bat species in or within the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 15 to 26). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional listed species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Rangewide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between the FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on October 26, 2023, and based on the responses provided, the project was found to "May Affect – Not Likely to Adversely Affect" the Indiana bat and/or the NLEB (Appendix C, page 27). INDOT reviewed and verified the effect finding on October 26, 2023, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. General construction and lighting Avoidance and Minimization Measures (AMMs) are applicable to this project. AMMs and/or commitments are included as firm commitments in the Environmental Commitments section of this document.

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

### Geological and Mineral Resources

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

Yes


No

X
X
X

Date Karst Study/Report reviewed by INDOT EWPO (if applicable): \_\_\_\_\_

Discuss if project is located in Potential Karst Features Area of Indiana and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Describe if any impacts will occur to any karst features. Include discussion of karst

## Indiana Department of Transportation

County Hamilton & MadisonRoute SR 13Des. No. 2003082

study/report was completed and results. (Karst investigation must comply with the current Karst MOU and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region Map, the project is not located in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page 3) and the RFI report (Appendix E), there are no karst features identified within or adjacent to the project area. In the early coordination response on July 10, 2023, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages 3 to 4). IGWS did indicate moderate liquefaction potential, floodway, high potential bedrock resource, high potential sand and gravel resource, and active or abandoned petroleum exploration wells. Response from IGWS has been communicated with the designer on December 11, 2023. No impacts are expected.

### SECTION C – OTHER RESOURCES

#### Drinking Water Resources

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

#### Presence

X

#### Impacts

Yes	No
	X

Is the project located in the St. Joseph Sole Source Aquifer (SSA):

If Yes, is the FHWA/EPA SSA MOU Applicable?

If Yes, is a Groundwater Assessment Required?

Yes	No
	X

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

This project is located in Hamilton and Madison Counties, which neither are located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

In an early coordination letter dated July 25, 2023, IDEM stated the project is not located within a wellhead area; however, the project is located within a Source Water Assessment area for a Public Water Supply System (PWSS) surface water intake (Appendix C, pages 10 to 11). A subsequent early coordination letter was sent to the PWSS, Citizens Water – Indianapolis on November 10, 2023. No response was received within the 30-day timeframe. No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on November 10, 2023, by KEG. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT Roadway Inventory and Functional Class Viewer (<https://indot.maps.arcgis.com/apps/webappviewer/index.html?id=df731deea704512923b7732ed3ddad2>) by KEG on November 10, 2023, this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, a site visit on May 10, 2023, by KEG, and the aerial map of the project area (Appendix B, page 2), no public water systems were identified. Therefore, no impacts are expected.

# Indiana Department of Transportation

County Hamilton & Madison Route SR 13 Des. No. 2003082

## Floodplains

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

### Presence

X
X
X

### Impacts

Yes	No
X	
X	
	X

If applicable, indicate the Floodplain Level?

Level 1 ☐ Level 2 ☐ Level 3 ☐ Level 4 ☒ Level 5 ☐

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

Based on a desktop review of The IDNR's Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by KEG on November 10, 2023, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 3). An early coordination letter was sent on July 10, 2023, to the local Floodplain Administrator. The Floodplain Administrator did not respond within the 30-day time frame. An early coordination letter was also sent on July 10, 2023, to Hamilton County Surveyor. The Hamilton County Surveyor responded on July 13, 2023, indicating the project limits do not appear to be within any floodplain within Hamilton County (Appendix C, pages 5 to 6). This project qualifies as Category 4 per the current INDOT CE Manual, which states, one homestead is located within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial.

## Farmland

Agricultural Lands  
 Prime Farmland (per NRCS)

### Presence

X
X

### Impacts

Yes	No
X	
X	

Total Points (from Section VII of CPA-106/AD-1006\*) Hamilton County= 118  
Madison County = 113

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

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

Based on a desktop review, a site visit on May 10, 2023, by KEG, and the aerial map of the project area (Appendix B, page 2) the project will convert 1.77 acres in Hamilton County and 1.64 acres in Madison County of prime and unique farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on July 10, 2023, to NRCS. Coordination with the NRCS resulted in a score of 118 (Hamilton County) and 113 (Madison County) on the AD 1006 Forms (Appendix C, pages 8 to 9). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

# Indiana Department of Transportation

County Hamilton & Madison Route SR 13 Des. No. 2003082

## SECTION D – CULTURAL RESOURCES

Minor Projects PA Category(ies) and Type(s) INDOT Approval Date(s) N/A  
☐ ☐ ☒

### Full 106 Effect Finding

No Historic Properties Affected ☐ No Adverse Effect ☒ Adverse Effect ☐

### Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) ☒ Archaeology ☐ NRHP Bridge(s) ☐

### Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination  
 800.11 Documentation  
 Historic Properties Report or Short Report  
 Archaeological Records Check and Assessment  
 Archaeological Phase Ia Survey Report  
 Archaeological Phase Ic Survey Report  
 Other: Early Coordination Letter

☒  
☒  
☒  
☐  
☒  
☐  
☒

### ESD Approval Date(s)

November 7, 2024  
 November 7, 2024  
 November 8, 2023  
  
 May 2, 2024  
  
 April 8, 2023

### SHPO Approval Date(s)

December 9, 2024  
 December 9, 2024  
 December 8, 2023  
  
 September 16, 2024  
  
 May 30, 2023

Memorandum of Agreement (MOA)

☐

### MOA Signature Dates (List all signatories)

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

**Area of Potential Effects (APE):** Pursuant to 36 CFR 800.16(d), the APE for aboveground resources included properties adjacent to and/or within view of the project. The APE for archaeology included all existing and proposed ROW (Appendix D, page 12).

**Coordination with Consulting Parties:** Early coordination was initiated on April 28, 2023, with a letter inviting organizations and individuals to become consulting parties (Appendix D, pages 15 to 17). The Indiana State Historic Preservation Officer (SHPO) from IDNR Division of Historic Preservation (DHPA) is a designated consulting party. The following is a list of the organizations formally invited to become a consulting party (those who agreed to be consulting parties are shown in bold),

- **State Historic Preservation Officer (automatic consulting party)**
- Darlene Likens, Commissioner, Madison County
- John Richwine, Commissioner, Madison County
- Olivia Pratt, Commissioner, Madison County
- Mark Heirbrandt, Commissioner, Hamilton County
- Christine Altman, Commissioner, Hamilton County
- Steve Dillinger, Commissioner, Hamilton County
- Jerrold Bridges, Regional Director, MCCOG
- Dave Benefiel, ACIP, Principal Transportation Planner, Anderson MPO
- **Brittany Miller, Eastern Regional Office, Director, Indiana Landmarks**
- **Alex Brooks, Community Preservation Specialist, Indiana Landmarks**
- **Mark Dollase, Vice President, Indiana Landmarks**
- Stephen T. Jackson, Madison County Historian
- David Heighway, Hamilton County Historian
- Richard E. Kreeger, President, Madison County Historical Society
- Hamilton County Historical Society

## Indiana Department of Transportation

County Hamilton & Madison

Route SR 13

Des. No. 2003082

- Scott Harless, Highway Superintendent, Madison County
- Bradley Davis, Highway Director, Hamilton County
- Absentee Shawnee Tribe of Oklahoma
- **Delaware Tribe of Indians**
- **Eastern Shawnee Tribe of Oklahoma**
- **Forest County Potawatomi Community**
- **Miami Tribe of Indians of Oklahoma**
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- **Shawnee Tribe**

The following is a summary of the comments of the consulting parties following the distribution of the early coordination materials:

- May 1, 2023: An email from Brittany Miller, Director of Indiana Landmark's Eastern Regional Office, requested to be included as a consulting party to the project (Appendix D page 26).
- May 1, 2023: An email Alex Brooks, Community Preservation Specialist for Indiana Landmarks, request to be included as a representative for Tipton and Hamilton counties, along with Mark Dollase (Appendix D, page 27).
- May 1, 2023: An email from Ben Rhodd, Tribal Historic Preservation Officer (THPO) of Forest County Potawatomi Tribe (FCPT), stating there's a preliminary finding of "No Historic Properties" affected by the project with significance to the FCPT. The THPO also requested as standard caveat to proposed project that in the event an inadvertent discovery occurs at any phase of the project, work should cease immediately (Appendix D, pages 27 to 28)
- May 5, 2023: THPO of the Miami Tribe of Oklahoma, Diane Hunter, offered no objection to the project. The THPO requested immediate consultation if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of the project (Appendix D, page 29)
- May 30, 2023: The Historic Preservation Director of the Delaware Nation, Carissa Speck, requested that the tribe be alerted should any human remains and/or any Native American archaeological resources inadvertently be uncovered (Appendix D, page 30).
- May 30, 2023: A letter from SHPO stated that they were unaware of any additional consulting parties that should be invited to participate in the Section 106 process beyond those who already invited. If ROW is to be taken from a potentially historic property, owners of the property should be invited as soon as possible (Appendix D, pages 31 to 32).
- June 7, 2023: The Tribal Historic Preservation Specialist of the Shawnee Tribe, Erin Paden, accepted the consulting party status for the project and concurred that no known historic properties will be negatively impacted by the project (Appendix D, page 33).
- June 20, 2023: The Eastern Shawnee Tribe of Oklahoma THPO, Paul Barton, stated that the project proposes no adverse effect or endangerment to known sites of interest of the Eastern Shawnee Tribe of Oklahoma. Additionally, the THPO requested if the project inadvertently discovers an archaeological site or object(s) to contact the Eastern Shawnee Tribe of Oklahoma, as well as appropriate state agencies within 24 hours (Appendix D, page 34).

**Historic Properties:** Michael Baker International (MBI) prepared a *Historic Property Short Report (HPSR)* that determined there are no properties listed in the NRHP within the project's APE, and no resources were recommended eligible for listing in the NRHP for the purpose of this project. Two aboveground resources were identified in the report: MB-06; J. Zeller House at 9910 W 8<sup>th</sup> Street, and MB-07; Bukouricz House at 16528 Strawtown Avenue.

On November 8, 2023, the Historic Property Short Report (HPSR) was made available to the consulting parties via INDOT's online document portal INSCOPE (Appendix D, page 35). The following is a summary of the comments following the distribution of the HPSR:

- November 10, 2023: The Director of Indiana Landmarks, Brittany Miller, responded to the HPSR indicating no comments regarding the report (Appendix D, page 40).
- December 8, 2023: The SHPO responded to the letter stating that the APE appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature should occur. Additionally, the SHPO disagreed with the conclusions of the HPSR that there are no historic properties listed in or eligible for listing in the National Register of Historic Places within the APE for this project. SHPO stated that the Bukouricz House (MP-07) at 16528 Strawtown Avenue, may be eligible for the NRHP under Criterion C in the area of architecture. SHPO states that the 1928 house exhibits several exterior character-defining features of the Craftsman style, including the side-gabled roof with wide overhanging eaves supported by knee braces, the large, hipped roof dormer, and the full-width integrated front porch (Appendix D, pages 41 to 42).
- December 14, 2023: Delaware Nation responded, indicating no new concerns or questions regarding the project after a review of the HP report (Appendix D, page 42).

## Indiana Department of Transportation

County Hamilton & Madison

Route SR 13

Des. No. 2003082

- December 28, 2023: The Eastern Shawnee Tribe of Oklahoma THPO responded, reiterating that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe of Oklahoma (Appendix D, page 43).
- December 28, 2023: The FCPT THPO responded, stating a review of the site data and supplemental cultural history within our office, the tribe offers a finding of no historic properties affected of significance to the FCPT, and requests to remain as a consulting party for the project (Appendix D, page 44).

As a result of SHPO's disagreement of the project's HPSR finding regarding site MP-07 (Bukouricz House), an Effects Report (ER) was prepared by MBI, dated May 2024. The findings of the ER resulted in a No Adverse Effect for site MP-07 Bukouricz House (Appendix D, page 71).

On May 29, 2024, the Effect Report (ER) was made available to the consulting parties via INDOT online document portal INSCOPE (Appendix D, page 46). The following is a summary of the comments following the distribution of the ER:

- May 31, 2024: Community Preservation Specialist for Indiana Landmarks, Alex Brooks, responded indicating no objections to the project (Appendix D, page 53).
- June 28, 2024: SHPO responded in agreement that the project would not alter the characteristics of the Bukouricz House that qualify it for inclusion or eligibility for the National Register (Appendix D, page 54).
- July 25, 2024: The Tribal Historic Preservation Specialist of the Shawnee Tribe, Erin Paden, responded, concurring that no known historic properties will be negatively impacted by this project; however, there is still potential for the discovery of unknown resources. There are no issues or concerns at this time (Appendix D, page 55).

**Archaeology:** Staff for MBI conducted a Phase Ia records check, dated August 2023, and a field reconnaissance on June 1 through June 4, 2023. An *Archaeology Phase Ia Reconnaissance Report (AR)* was prepared, which identified one pre-contact archaeological site – 12H2009, through subsurface sampling, consisting of a single specimen of flaked stone debris, located within the southwest quadrant of the intersection of SR 13 and SR 128 (Appendix D, page 74). The site was found to lack significance and integrity, therefore, is unlikely to yield information important to the interpretation of Indiana prehistory and was recommended ineligibility for the NRHP. MBI recommended project clearance and no further archeological investigations necessary for the site.

The Phase 1a Archaeology Report was distributed to consulting parties on May 2, 2024. On September 17, 2024, the SHPO responded to the AR with concurrence of the finding that further archaeological investigation of site 12H2009 surveyed for the project are unlikely to produce additional important information and no further work in these areas is warranted (Appendix D, pages 56 to 57). Additionally, SHPO concurred that no further archaeological investigations appear necessary at areas of previously identified sites 12M0212 and 12-M0285 but must be avoided and should be clearly marked so they are not disrupted via ground-disturbing project activities. Lastly, SHPO noted that in the event any prehistoric or archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, must be reported under state law within two (2) business days to IDNR-DHPA.

**Documentation Finding:** INDOT, acting on behalf of FHWA, issued a "No Adverse Effect" finding on November 4, 2024 (Appendix D, pages 1 to 2). SHPO concurred with the finding on December 9, 2024 (Appendix D, pages 76 and 77). No other consulting party comments were received.

**Public Involvement:** Pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the public was provided an opportunity to comment of FHWA's finding of "No Adverse Effect". A legal advertisement was placed in the Indianapolis Star, a local publication, soliciting public input on FHWA's Section 106 effect finding on November 13, 2024. Comments from the public will be accepted for 30 days following the publication of the notice. A copy of the public notice, affidavit of publication is included in Appendix D. The Cultural Resources section will be revised following the comment period.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

	Presence	Use	
		Yes	No
<b>Parks and Other Recreational Land</b>			
Publicly owned park	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Wildlife and Waterfowl Refuges</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This is page 17 of 24    Project name: SR 13, Intersection Improvement    Date: January 3, 2025

## Indiana Department of Transportation

County Hamilton & Madison Route SR 13 Des. No. 2003082

National Wildlife Refuge  
National Natural Landmark  
State Wildlife Area  
State Nature Preserve


### Historic Properties

Site eligible and/or listed on the NRHP

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### Evaluations

#### Prepared

Programmatic Section 4(f)

"De minimis" Impact

Individual Section 4(f)

Any exception included in 23 CFR 774.13


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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E), there are two potential 4(f) resources located within the 0.5 mile search radius. According to additional research and by the site visit on May 10, 2023, by KEG, there are no Section 4(f) resources located within or adjacent to the project area. Therefore, no use is expected.

### Section 6(f) Involvement

### Presence

### Use

Yes

No

### Section 6(f) Property

☐
☐
☐

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 10 properties in Hamilton County and a total of 25 properties in Madison County (Appendix I, pages 15 to 16). None of these properties are located within or adjacent to the project area. Therefore, there will be no impact to 6(f) resources.

## SECTION F – Air Quality

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

Is the project in the most current STIP/TIP?

Is the project located in an MPO Area?

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

If Yes, then:

Is the project in the most current MPO TIP?

Is the project exempt from conformity?

Yes

No

X
X
X


X
X




## Indiana Department of Transportation

County Hamilton & Madison Route SR 13 Des. No. 2003082

If No, then:

Is the project in the Transportation Plan (TP)?

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


Location in STIP:

Name of MPO (if applicable):

Location in TIP (if applicable):

Fiscal Year (FY) 2024-2028 Amendment A24-MPO-32

Madison County Council of Governments (MCCOG)

MCCOG TIP FY 2022-2026, Resolution 17

Level of MSAT Analysis required?

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

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

This project is being added to the 2022-2026 Transportation Improvement Program (TIP) through Resolution 17 and will be incorporated into the Statewide Transportation Improvement Program (STIP) by Amendment 24-MPO-32. Once approved, the INDOT approval page and listing will be provided in the final NEPA document.

This project is located in Hamilton and Madison County, which both are currently maintenance areas for 8-Hour Ozone pollutants according to IDEM ([https://www3.epa.gov/airquality/greenbook/anayo\\_in.html](https://www3.epa.gov/airquality/greenbook/anayo_in.html)). This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

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

### SECTION G - NOISE

#### Noise

Yes

No

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

☐☒

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

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

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

### SECTION H - COMMUNITY IMPACTS

#### Regional, Community & Neighborhood Factors

Will the proposed action comply with the local/regional development patterns for the area?

Will the proposed action result in substantial impacts to community cohesion?

Will the proposed action result in substantial impacts to local tax base or property values?

Will construction activities impact community events (festivals, fairs, etc.)?

Does the community have an approved transition plan?

Yes

No

X
X

X
X
X

## Indiana Department of Transportation

County Hamilton & Madison

Route SR 13

Des. No. 2003082

If No, are steps being made to advance the community's transition plan?  
Does the project comply with the transition plan? (explain in the discussion below)

N/A	

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

The 2020 Comprehensive Plan for Hamilton County (<https://www.hamiltoncounty.in.gov/593/Comprehensive-Plan>) and the "Forward Madison County 2035" ([https://www.madisoncounty.in.gov/files/ugd/33570c\\_daf99c6ff7ee4096a4ef0f33c643fa3a.pdf](https://www.madisoncounty.in.gov/files/ugd/33570c_daf99c6ff7ee4096a4ef0f33c643fa3a.pdf)) Comprehensive Plan were reviewed by KEG on November 13, 2023. The Plans have adopted a strategy to assist with ensuring the built environment contributes to the safety of the community. The project is not anticipated to negatively affect community cohesion, the local tax base, or property values, since transportation within the community and connectivity to community resources will not be permanently affected.

On May 8, 2024, KEG reviewed [www.indianafestivals.org](http://www.indianafestivals.org) for any special events or festivals in Hamilton County and Madison County throughout the year, assuming annual occurrences. Nineteen special events or festivals were noted for Hamilton County and twelve special events or festivals were noted for Madison County that occurred in 2024 between April and October that may occur again in 2026. If these events are held during the proposed construction activities, the commute times to events may be impacted causing a short-term impact. Announcements regarding construction activities will be published on the INDOT social media pages and coordination with the community will occur to minimize disruption to the extent possible.

SR 13 will close for approximately 120 days. Delays shall occur during construction but will cease with project completion. Temporary community and economic impacts will occur due to increased travel time and expense; therefore, no long-term negative impacts to the community or its economy are expected.

In April 2022, Hamilton County adopted the 2010 ADA Standards for Accessible Design <https://www.hamiltoncounty.in.gov/804/ADA-Transition-Plan-2022>. The Hamilton County ADA Self-Evaluation and Transition Plan includes Title II ADA and Title VI assurances with INDOT and FHWA standards.

In April 2013, the Madison County Council of Governments adopted the 2010 ADA Standards for Accessible Design for the City of Elwood (nearest to the project site) <https://www.heartlandmpo.org/ADATitleVI>. The City of Elwood ADA Transition Plan includes Title II ADA and Title VI assurances with INDOT and FHWA standards.

There is no existing ADA infrastructure within the project limits and no ADA infrastructure incorporated into this project.

### Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E) there are two public facilities within the 0.5-mile search radius. There are no public facilities within or adjacent to the project area, which was confirmed by the site visit on May 10, 2023, by KEG. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

Coordination letters were sent to local school district superintendents regarding the project. No responses were received. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

# Indiana Department of Transportation

County Hamilton & Madison Route SR 13 Des. No. 2003082

## Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

Yes	No
	<b>X</b>
<b>X</b>	

	<b>X</b>
	<b>X</b>

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an EJ Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. The project will require 3.42 acres of permanent ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Hamilton County and Madison County. The community that overlaps the project area is called the affected community (AC). In this project, the AC-1 is Census Tract 1101.02, Hamilton County and the AC-2 is Census Tract 110, Madison County. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2021 ACS 5-Year Estimates was obtained from the U.S. Census website (<https://data.census.gov/cedsci/>) on November 13, 2023, by KEG. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (2021: US Census Bureau, ACS 5-Year Estimates)

	COC – Hamilton County	AC-1 – Census Tract 1101.02, Hamilton County
Percent Minority	18	8
125% of COC	22	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	4	1
125% of COC	5	AC < 125% COC
EJ Population of Concern		No

	COC – Madison County	AC-2 – Census Tract 110, Madison County
Percent Minority	16	5
125% of COC	20	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	15	3
125% of COC	19	AC < 125% COC
EJ Population of Concern		No

AC-1, Census Tract 1101.02, Hamilton County has a percent minority of 8% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 110, Madison County has a percent minority of 5% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain minority populations of EJ concern.

AC-1, Census Tract 1101.02, Hamilton County has a percent low-income of 1% which is below 50% and is equal to the 125% COC threshold; however, since this is less than 1% after rounding, the result is considered negligible. AC-2, Census Tract 110, Madison County has a percent low-income of 3% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, pages 17 to 24. The project will result in positive impacts to all populations within the project area in the form of improved traffic flow and connectivity. No further environmental justice analysis is warranted.

## Indiana Department of Transportation

County Hamilton & Madison

Route SR 13

Des. No. 2003082

### Relocation of People, Businesses or Farms

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

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

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

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

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

## SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

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

### Documentation

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

Date RFI concurrence by INDOT SAM (if applicable): June 8, 2023

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

Based on a review of GIS and available public records, the RFI was completed on May 1, 2023, by KEG and INDOT SAM provided their concurrence on June 8, 2023 (Appendix E). One National Pollutant Discharge Elimination System (NPDES) facility is located within 0.5 mile of the project area. KEG reviewed the GIS again on December 5, 2024, and no additional sites were found. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns or regulated substances is not required at this time.

## Indiana Department of Transportation

County Hamilton & MadisonRoute SR 13Des. No. 2003082

### Part IV – Permits and Commitments

#### PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required**Army Corps of Engineers (404/Section10 Permit)**

Nationwide Permit (NWP)  
Regional General Permit (RGP)  
Individual Permit (IP)  
Other


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

Nationwide Permit (NWP)  
Regional General Permit (RGP)  
Individual Permit (IP)  
Isolated Wetlands  
Rule 5  
Other

X

**IN Department of Natural Resources**

Construction in a Floodway  
Navigable Waterway Permit  
Other


**Mitigation Required****US Coast Guard Section 9 Bridge Permit****Others (Please discuss in the discussion below)**


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

Per coordination with INDOT EWPO on October 6, 2023, and INDOT Stormwater on December 6, 2023, a Construction Stormwater General Permit (CSGP), Formerly Rule 5, is anticipated for this project due to at least one acre of soil disturbance. This project will not require a CIF permit since the work within the base floodplain elevation falls under the INDOT IDNR Memorandum of Understanding (MOU).

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

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

## Indiana Department of Transportation

County Hamilton & Madison

Route SR 13

Des. No. 2003082

### ENVIRONMENTAL COMMITMENTS

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

#### Firm:

1. If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Announcements regarding construction activities will be published on the INDOT social media pages and coordination with the community will occur to minimize disruption to the extent possible. (INDOT ESD)
4. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
5. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
7. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
8. If the project plans to use the Lincoln Smith Drain as a stormwater outlet, Hamilton County Surveyor must approve per IC 36-9-27-27. Additionally, Hamilton County requires detention for any additional impervious areas proposed if the outlet will fall within Hamilton County. (Hamilton County Surveyor).
9. The portions of archaeological sites 12-M-0212 and 12-M-0285 that are mapped outside the proposed project area must either be avoided or subject to further archaeological investigations. Additionally, those areas of the site should be clearly marked as "Environmental Sensitive Area, Do Not Disturb". (IN SHPO)

#### Further Consideration:

10. The international Dark-Sky Association has developed recommendations (<https://www.darksky.org/our-work/lighting/lighting-for-citizens/led-guide/>) for communities choosing LED lighting systems that will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution:
  - Always choose fully shielded fixtures that emit no light upward.
  - Use "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) to minimize harmful blue light emission.
  - Look for products with adaptive controls like dimmers, timers, and motion sensors.
  - Consider dimming or turning off lights during non-peak overnight hours.
  - Avoid the temptation to over-light because of the higher luminous efficiency of LEDs.
  - Only light the exact space and in the amount required for particular tasks. (IDNR-DFW)
11. The use of sealants that are free of petroleum and coal tar based products is encouraged whenever possible. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants. (IDNR-DFW)
12. The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). (IDNR-DFW)

Categorical Exclusion Level 2  
SR 13 and Strawtown Avenue/West 8<sup>th</sup> Street  
DES 2003082, Intersection Improvement  
Hamilton & Madison Counties, Indiana

## APPENDICES

<u>Title</u>	<u>Page</u>
<b>A: INDOT Supporting Documentation</b>	
INDOT Threshold Table .....	A-1
<b>B: Graphics</b>	
Project Site Location Map .....	B-1
Project Aerial Map .....	B-2
Project Topographic Map .....	B-3
Project Photo Log .....	B-4
Preliminary Project Plans .....	B-9
<b>C: Early Coordination</b>	
Early Coordination Sample Letter .....	C-1
Indiana Geological and Water Survey Report .....	C-3
Hamilton County Surveyor .....	C-5
Natural Resources Conservation Service .....	C-7
AD 1006 Forms .....	C-8
IDEM Wellhead Proximity Response .....	C-10
Indiana Department of Natural Resources, Division of Fish and Wildlife .....	C-12
USFWS Official IPaC Species List .....	C-15
USFWS Concurrence Letter .....	C-27
<b>D: Section 106 of the NHPA</b>	
Effect Finding/800.11 Document .....	D-1
Effect Finding Notice Affidavit .....	D-75
SHPO Effect Finding Concurrence .....	D-76
<b>E: Red Flag and Hazardous Materials</b>	
Red Flag Investigation .....	E-1
<b>F: Water Resources</b>	
No WOUS Concurrence .....	F-1
IDNR Floodplain Map .....	F-3
<b>G: Public Involvement</b>	
Notice of Survey Sample Letter .....	G-1
Public Information Meeting Sign-In Sheet .....	G-2
Public Information Meeting Project Face Sheet .....	G-3
Public Information Meeting Public Notices .....	G-4
Current (Fishers and Noblesville) Affidavit .....	G-5
Legal Notice Proof .....	G-6
Greenfield Daily Reporter Affidavit .....	G-7
Anderson Herald Affidavit .....	G-10

**H: Air Quality**

FHWA and FTA Indiana FY2024-2028 STIP Approval Letters .....	H-1
MCCOG TIP FY 2022-2026 Resolution 17 Listing .....	H-5

**I: Additional Information**

Engineering Assessment Report.....	I-1
Hamilton County LWCF Sites.....	I-15
Madison County LWCF Sites .....	I-16
EJ Analysis – US Census Data Sheets, Maps, Calculations .....	I-17



## **APPENDIX A**

INDOT Supporting Documents

## Categorical Exclusion Level Thresholds

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

<sup>1</sup> Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup> Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup> Total permanent impacts to streams (linear feet) and wetlands (acres).

<sup>4</sup> US Army Corps of Engineers Individual 404 Permit

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

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

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

<sup>8</sup> Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower-level CE.

<sup>9</sup> Potential for causing a disproportionately high and adverse impact.

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

<sup>11</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\* Includes the threatened/endangered species critical habitat

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

## **APPENDIX B**

### Graphics

Site Location Map

SR 13 at Strawtown Road

Des. No. 2003082, Intersection Improvement, Roundabout

Hamilton County, Indiana



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

0.4    0.2    0    0.4  
Miles

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

Aerial Map  
SR 13 at Strawtown Road  
Des. No. 2003082, Intersection Improvement, Roundabout  
Hamilton County, Indiana



**Sources:**

**Non Orthophotography**

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

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

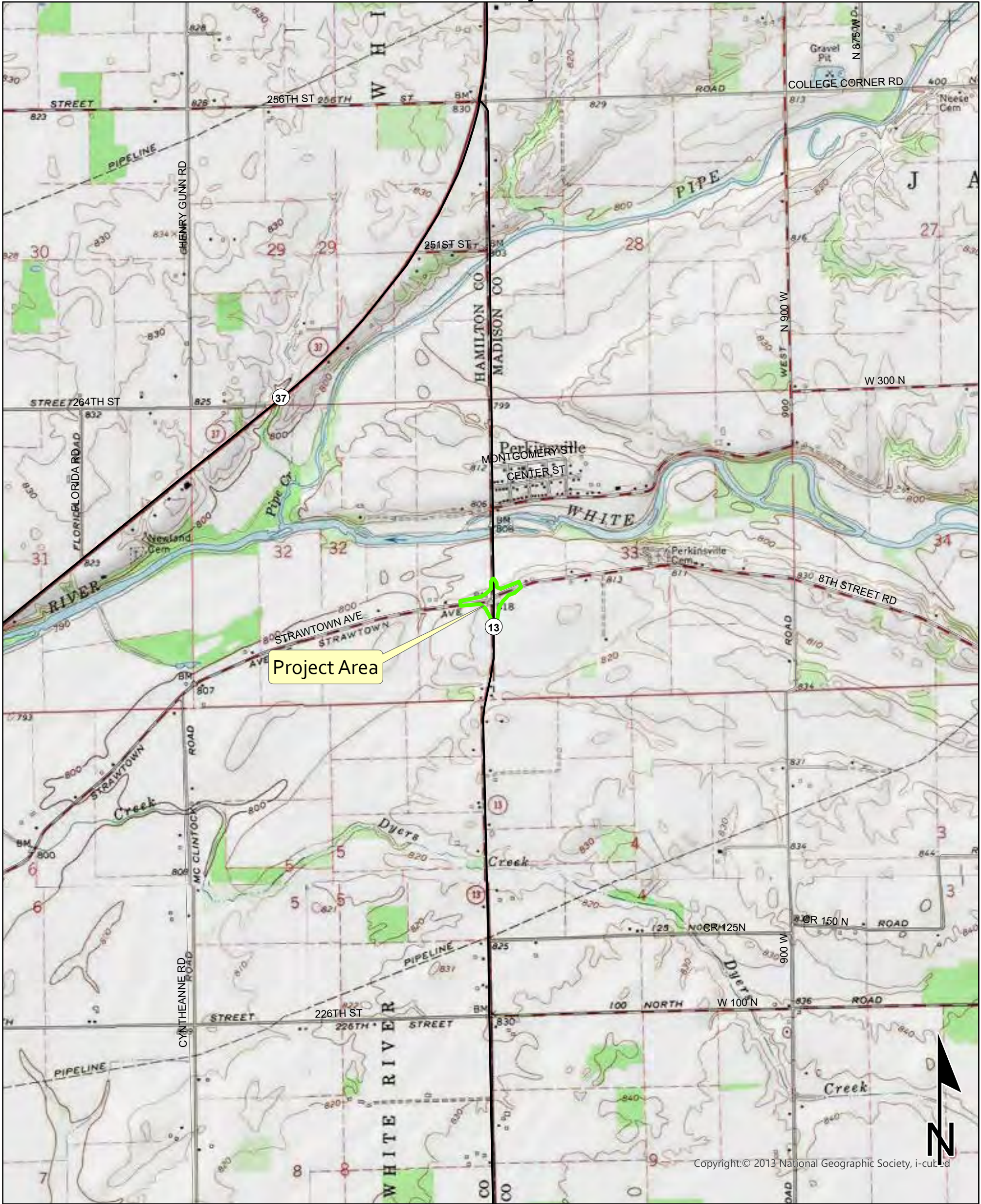
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

0.03 0.01 0 0.03  
Miles

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



Topographic Map  
SR 13 at Strawtown Road  
Des. No. 2003082, Intersection Improvement, Roundabout  
Hamilton County, Indiana



Sources: 0.4 0.2 0 0.4 Miles  
**Non Orthophotography**  
Data - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
Map Projection: UTM Zone 16 N Map Datum: NAD83  
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

FRANKTON  
QUADRANGLE  
INDIANA  
7.5 MINUTE SERIES  
(TOPOGRAPHIC)



Photo Log  
Des No. 2003082

SR 13 at Strawtown Road, Intersection Project  
Photos Taken: 5/10/2023



1. Looking W towards SR 13 and Strawtown Rd intersection.



2. Looking W on Strawtown Rd.



3. Looking W on Strawtown Rd.



4. Looking W on Strawtown Rd towards SR 13 intersection.



Photo Log  
Des No. 2003082

SR 13 at Strawtown Road, Intersection Project  
Photos Taken: 5/10/2023



5. Looking W on SR 13.



6. Looking W across SR 13 towards Strawtown Rd intersection.



7. Looking S on SR 13 towards Strawtown Rd intersection.



8. Looking S on SR 13 towards Strawtown Rd intersection.



Photo Log  
Des No. 2003082

SR 13 at Strawtown Road, Intersection Project  
Photos Taken: 5/10/2023



9. Looking S on SR 13.



10. Looking S on SR 13 towards Strawtown Rd intersection.



11. Looking NW towards intersection.



12. Looking N on SR 13 towards intersection .



Photo Log  
Des No. 2003082

SR 13 at Strawtown Road, Intersection Project  
Photos Taken: 5/10/2023



13. Looking N on SR 13.



14. Looking E on Strawtown Rd.



15. Looking E on Strawtown towards SR 13 intersection.



16. Looking E on Strawtown Rd towards SR 13 intersection.



Photo Log  
Des No. 2003082

SR 13 at Strawtown Road, Intersection Project  
Photos Taken: 5/10/2023



13. Looking N toward the pipe proposed for replacement.



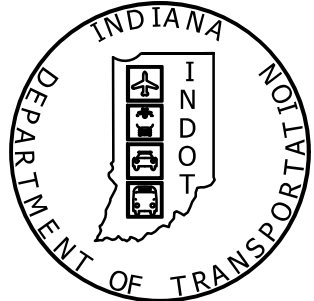
14. Looking SE toward the pipe proposed for replacement.

I:\4\16\2024\ 2:28:55 PM | P:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_01\_Sht\_ Title.dgn

PROJECT	DESIGNATION
2003082	2003082
CONTRACT	BRIDGE FILE
R-44024	N/A

KIN PROJECT INFORMATION	
DES. NO.	DESCRIPTION
2003081	SR 13 AND SR 128

INDIANA DEPARTMENT  
OF TRANSPORTATION



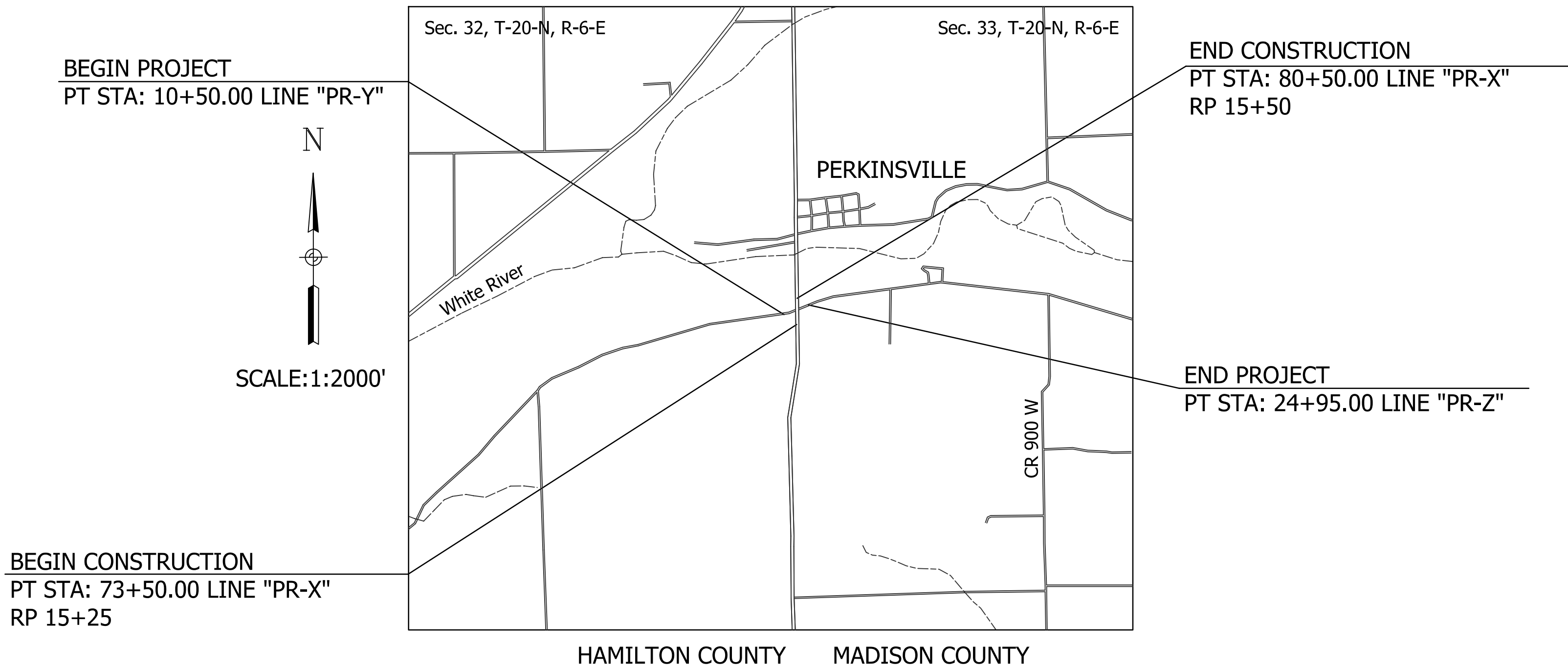
ROAD PLANS

ROUTE: SR 13 AND STRAWTOWN AVENUE

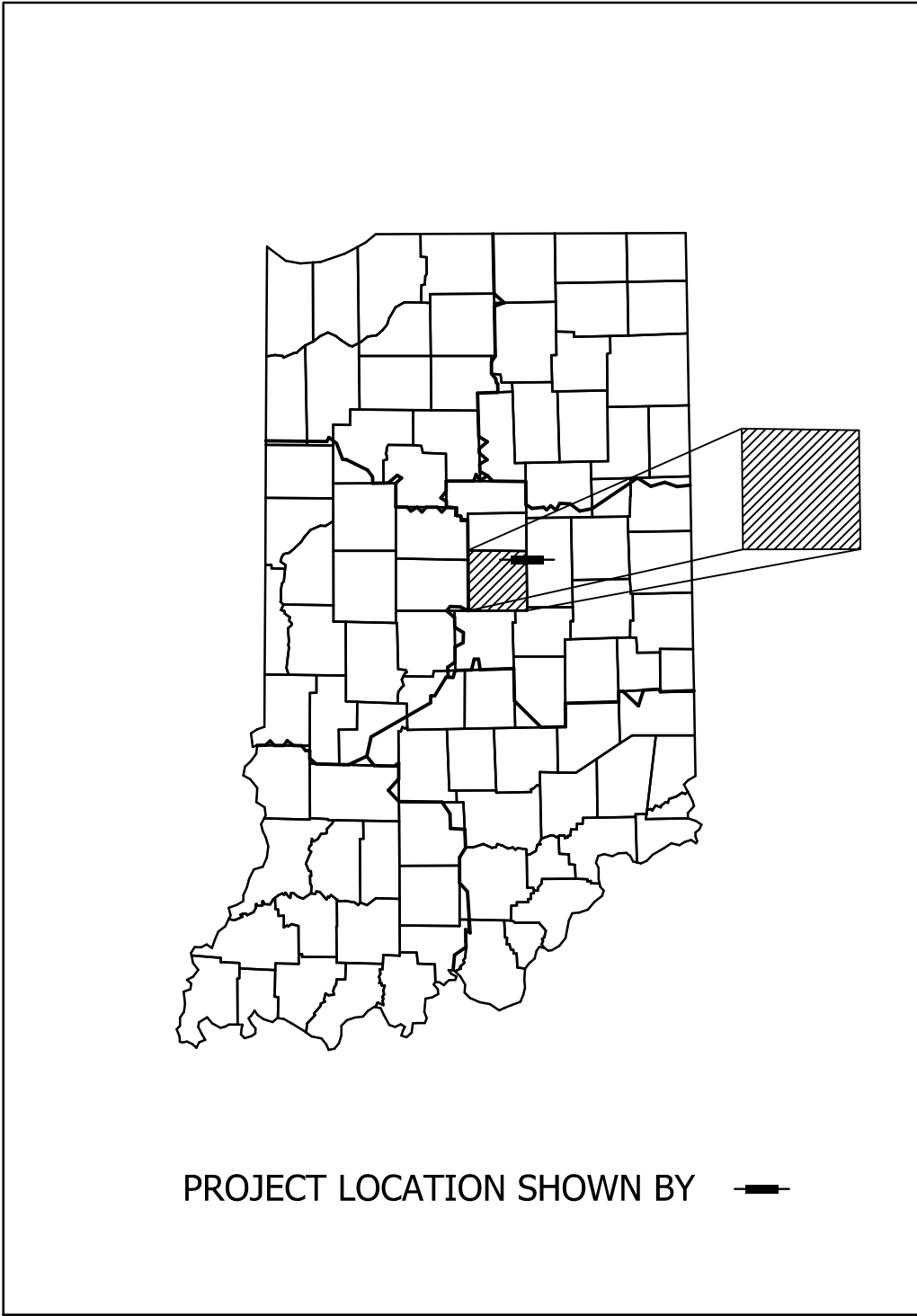
PROJECT DESCRIPTION:  
INTERSECTION IMPROVEMENT OF SR 13 AND STRAWTOWN AVENUE  
IN SECTION 32 AND 33 T-20-N, R-6-E, WHITEWATER TOWNSHIP IN  
HAMILTON COUNTY, INDIANA AND  
JACKSON TOWNSHIP IN MADISON COUNTY, INDIANA

PROJECT NO.

2003082 P.E.  
2003082 R/W  
2003082 CONST.



TRAFFIC DATA	SR 13	STRAWTOWN RD./ 8TH ST.
A.A.D.T. (2026)	3,235 V.P.D.	1,458 V.P.D.
A.A.D.T. (2046)	4,605 V.P.D.	2,075 V.P.D.
D.H.V. (2046)	296 V.P.H.	144 V.P.H.
DIRECTIONAL DISTRIBUTION	57.5 %	53 %
TRUCKS	11.17 % A.A.D.T. 14.5 % D.H.V.	3 % A.A.D.T. 3 % D.H.V.
DESIGN DATA		
DESIGN SPEED	55 M.P.H.	50/45 M.P.H.
PROJECT DESIGN CRITERIA	PARTIAL 3R (NON-FREEWAY)	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL	LOCAL COLLECTOR
RURAL/URBAN	RURAL	RURAL
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE



LATITUDE: N 40° 08' 20"      LONGITUDE: W 85° 51' 46"

Roadway Length:	0.34 MI.
Bridge Length:	N/A MI.
Total Length:	0.34 MI.
Maximum Grade:	4.00 %

HUC 14: 05120201040100  
HUC 14: 05120201070010

Stage 2: January 10, 2024

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2024  
TO BE USED WITH THESE PLANS

PLANS PREPARED BY:	Beam, Longest & Neff, L.L.C.	(317) 849-5832 PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

BRIDGE FILE	
N.A.	
DESIGNATION	
2003082	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 92
CONTRACT	PROJECT
R-44024	2003082





- 

15'-0" TRUCK APRON

2'-7"

2'-0"

Varies

16

22

#4 Bar x 3'-0" Spaced @ 2'-6" C. to C.

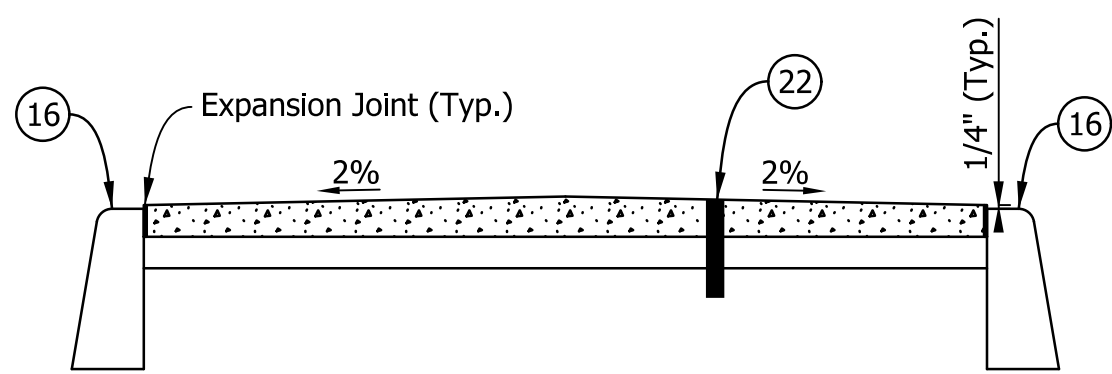
TA

13

2' Min.

K

**STRAWTOWN AVENUE & 8th STREET TRUCK APRONS**  
STA. 14+88.57 TO STA. 15+48.23 "PR-Y", Rt., Width Varies 0'-0" to 12'-1"  
STA. 20+66.29 TO STA. 21+22.53 "PR-Z", Lt., Width Varies 0'-0" to 21'-3"



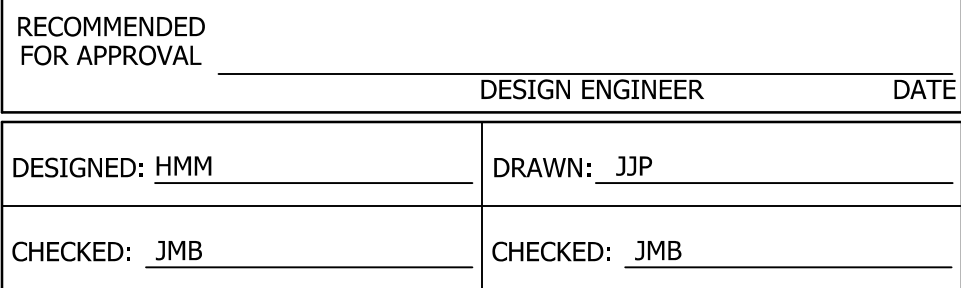
SPLITTER ISLAND DETAIL  
NOT TO SCALE  
(22)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE	
				1"=1/8"		N.A.	
				VERTICAL SCALE		DESIGNATION	
				N.A.		2003082	
DESIGNED: HMM		DRAWN: JJP		TYPICAL CROSS SECTIONS			
CHECKED: JMB		CHECKED: JMB					
				SURVEY BOOK		SHEETS	
				ELECTRONIC		3	of 92
				CONTRACT		PROJECT	
				R-44024		2003082	

CONTROL POINTS COORDINATES				
ICR-2				
Point	Point	Station	Northing	Easting
P.C.	16	0+00.00	205036.9261	825475.9675
P.I.	17	0+36.99	205102.6901	825512.5084
P.T.	18	0+73.95	205111.1815	825548.5135
P.C.	19	1+75.24	205134.4312	825647.0968
P.I.	20	1+95.20	205139.0136	825666.527
P.T.	21	2+14.65	205135.7842	825686.2274

LINE "ICL-2" CURVE DATA
CURVE # 1 PI = 1+70.47 "ICL-2" Delta = 22°01'41" LT D = 22°55'06" R = 250.00' T = 48.66' L = 96.12' E = 4.69'

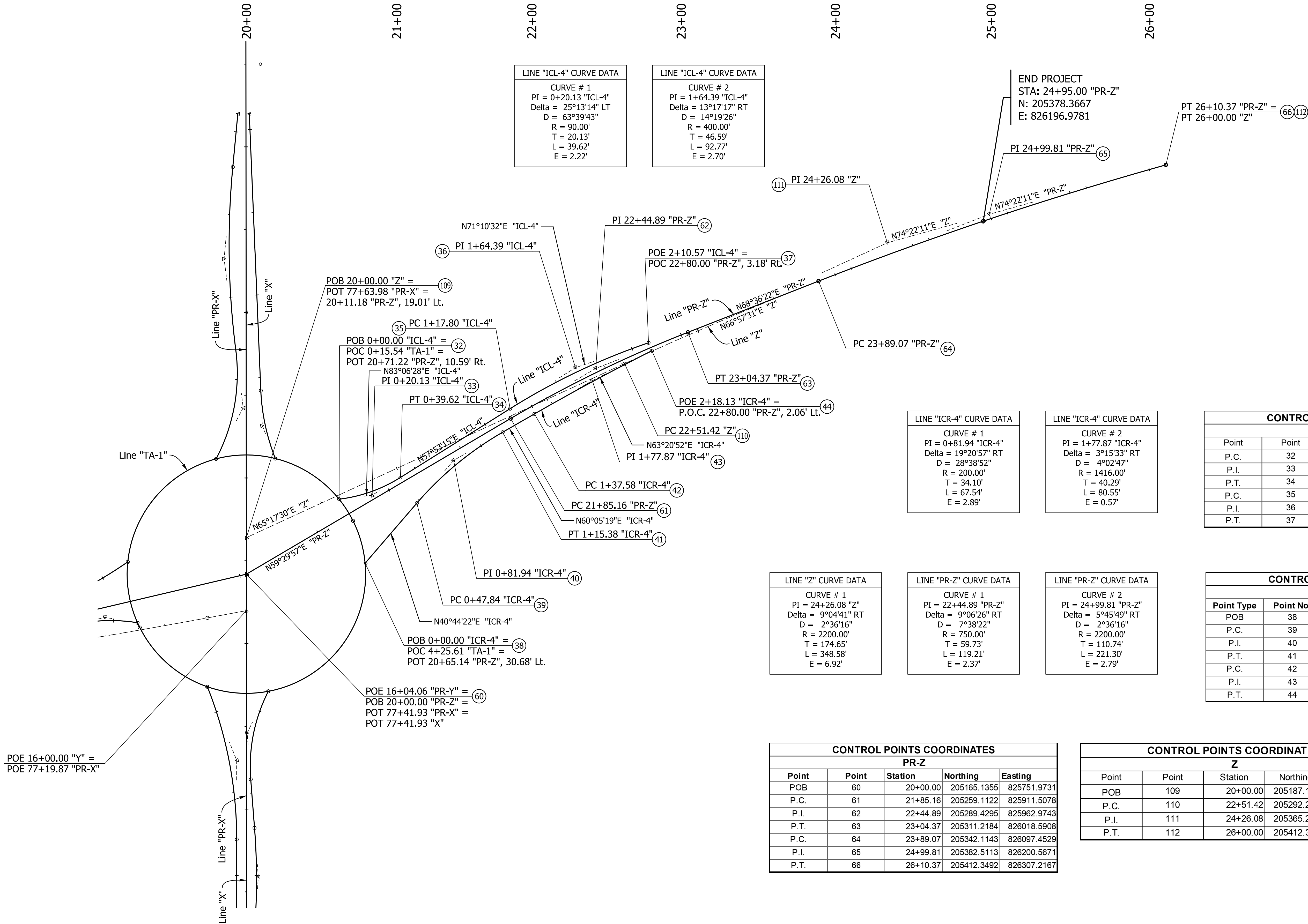
<p>LINE "ICR-2" CURVE DATA</p> <p>CURVE # 2</p> <p>PI = 1+95.20 "ICR-2"</p> <p>Delta = 22°34'46" RT</p> <p>D = 57°17'45"</p> <p>R = 100.00'</p> <p>T = 19.96'</p> <p>L = 39.41'</p> <p>E = 1.97'</p>
--



GEOMETRIC-TIE-IN  
LINE "PR-Y"

HORIZONTAL SCALE	BRIDGE FILE		
1"=30'	N.A.		
VERTICAL SCALE	DESIGNATION		
N.A.	2003082		
SURVEY BOOK	SHEETS		
ELECTRONIC	5	of	92
CONTRACT	PROJECT		
R-44024	2003082		

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CONTROL POINTS COORDINATES				
PR-Z				
Point	Point	Station	Northing	Easting
POB	60	20+00.00	205165.1355	825751.9731
P.C.	61	21+85.16	205259.1122	825911.5078
P.I.	62	22+44.89	205289.4295	825962.9743
P.T.	63	23+04.37	205311.2184	826018.5908
P.C.	64	23+89.07	205342.1143	826097.4529
P.I.	65	24+99.81	205382.5113	826200.5671
P.T.	66	26+10.37	205412.3492	826307.2167

CONTROL POINTS COORDINATES				
Z				
Point	Point	Station	Northing	Easting
POB	109	20+00.00	205187.1918	825751.9531
P.C.	110	22+51.42	205292.2867	825980.3572
P.I.	111	24+26.08	205365.2924	826139.0212
P.T.	112	26+00.00	205412.3492	826307.2167

CONTROL POINTS COORDINATES				
ICL-4				
Point	Point	Station	Northing	Easting
P.C.	32	0+00.00	205210.4036	825807.9624
P.I.	33	0+20.13	205212.8197	825827.9512
P.T.	34	0+39.62	205223.5227	825845.005
P.C.	35	1+17.80	205265.0834	825911.226
P.I.	36	1+64.39	205289.8518	825950.691
P.T.	37	2+10.57	205304.8861	825994.7923

CONTROL POINTS COORDINATES				
ICR-4				
Point Type	Point No.	Station	Northing	Easting
POB	38	0+00.00	205171.759	825823.6678
P.C.	39	0+47.84	205208.0064	825854.8888
P.I.	40	0+81.94	205233.8401	825877.1401
P.T.	41	1+15.38	205250.8421	825906.694
P.C.	42	1+37.58	205261.912	825925.9363
P.I.	43	1+77.87	205282.001	825960.8559
P.T.	44	2+18.13	205300.072	825996.8611

LINE "ICL-4" CURVE DATA	
CURVE # 1	
PI = 0+20.13 "ICL-4"	
Delta = 25°13'14" LT	
D = 63°39'43"	
R = 90.00'	
T = 20.13'	
L = 39.62'	
E = 2.22'	

LINE "ICL-4" CURVE DATA	
CURVE # 2	
PI = 1+64.39 "ICL-4"	
Delta = 13°17'17" RT	
D = 14°19'26"	
R = 400.00'	
T = 46.59'	
L = 92.77'	
E = 2.70'	

LINE "ICR-4" CURVE DATA	
CURVE # 1	
PI = 0+81.94 "ICR-4"	
Delta = 19°20'57" RT	
D = 28°38'52"	
R = 200.00'	
T = 34.10'	
L = 67.54'	
E = 2.89'	

LINE "ICR-4" CURVE DATA	
CURVE # 2	
PI = 1+77.87 "ICR-4"	
Delta = 3°15'33" RT	
D = 4°02'47"	
R = 1416.00'	
T = 40.29'	
L = 80.55'	
E = 0.57'	

LINE "Z" CURVE DATA	
CURVE # 1	
PI = 24+26.08 "Z"	
Delta = 9°04'41" RT	
D = 2°36'16"	
R = 2200.00'	
T = 174.65'	
L = 348.58'	
E = 6.92'	

LINE "PR-Z" CURVE DATA	
CURVE # 1	
PI = 22+44.89 "PR-Z"	
Delta = 9°06'26" RT	
D = 7°38'22"	
R = 750.00'	
T = 59.73'	
L = 119.21'	
E = 2.37'	

LINE "PR-Z" CURVE DATA	
CURVE # 2	
PI = 24+99.81 "PR-Z"	
Delta = 5°45'49" RT	
D = 2°36'16"	
R = 2200.00'	
T = 110.74'	
L = 221.30'	
E = 2.79'	

RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER _____ DATE _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA DEPARTMENT OF TRANSPORTATION	
GEOMETRIC-TIE-IN LINE "PR-Z"	

HORIZONTAL SCALE 1"=30'		BRIDGE FILE N.A.	
VERTICAL SCALE N.A.		DESIGNATION 2003082	
SURVEY BOOK ELECTRONIC		SHEETS 6 of 92	
CONTRACT R-44024		PROJECT 2003082	

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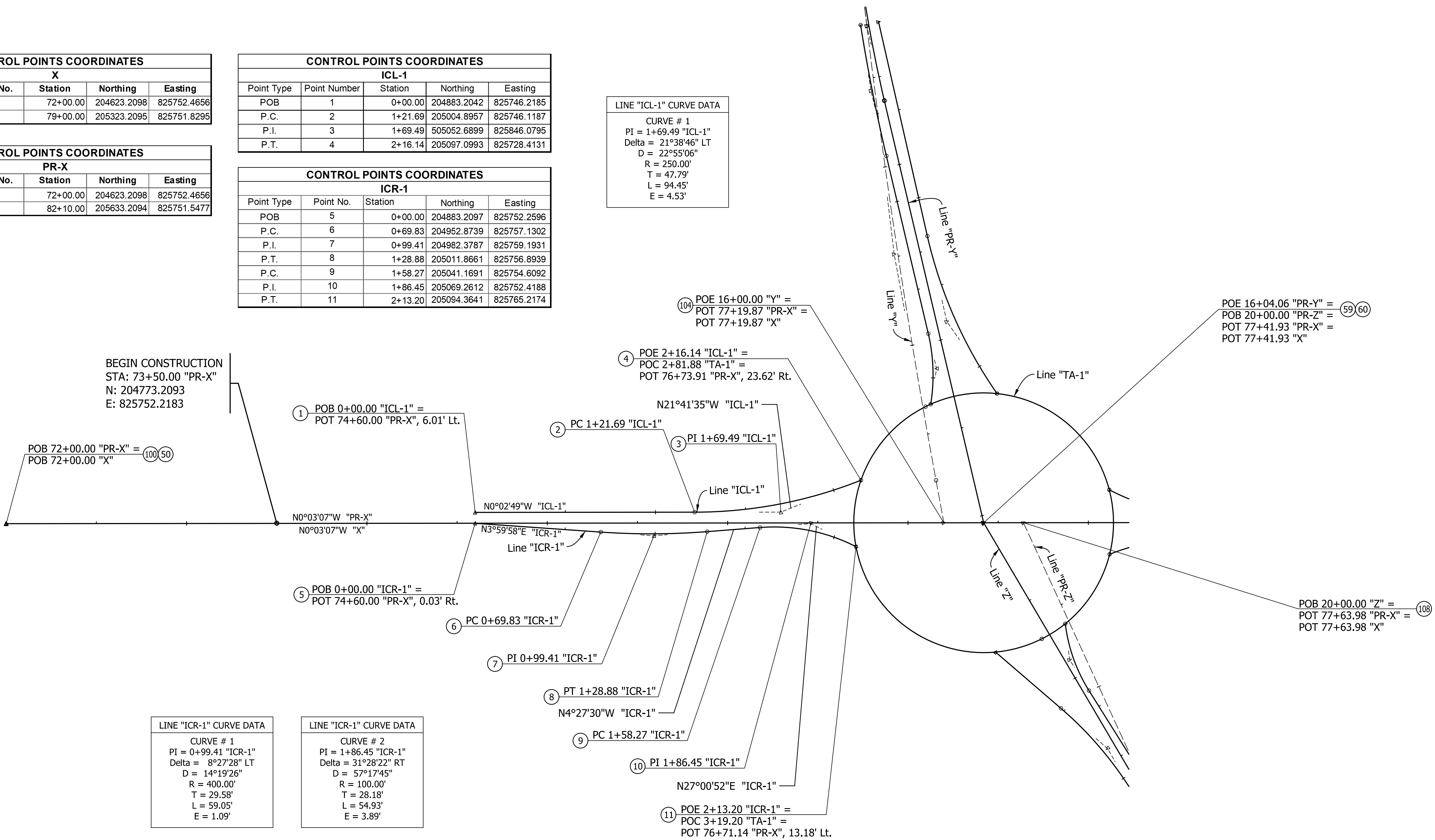
CONTROL POINTS COORDINATES				
X				
Point Type	Point No.	Station	Northing	Easting
POB	100	72+00.00	204623.2098	825752.4656
POE	101	79+00.00	205323.2095	825751.8295

CONTROL POINTS COORDINATES				
PR-X				
Point Type	Point No.	Station	Northing	Easting
POB	50	72+00.00	204623.2098	825752.4656
POE	51	82+10.00	205633.2094	825751.5477

CONTROL POINTS COORDINATES				
ICL-1				
Point Type	Point Number	Station	Northing	Easting
POB	1	0+00.00	204883.2042	825746.2185
P.C.	2	1+21.69	205004.8957	825746.1187
P.I.	3	1+69.49	505052.6899	825846.0795
P.T.	4	2+16.14	205097.0993	825728.4131

CONTROL POINTS COORDINATES				
ICR-1				
Point Type	Point No.	Station	Northing	Easting
POB	5	0+00.00	204883.2097	825752.2596
P.C.	6	0+69.83	204952.8739	825757.1302
P.I.	7	0+99.41	204982.3787	825759.1931
P.T.	8	1+28.88	205011.8661	825756.8939
P.C.	9	1+58.27	205041.1691	825754.6092
P.I.	10	1+86.45	205069.2612	825752.4188
P.T.	11	2+13.20	205094.3641	825765.2174

LINE "ICL-1" CURVE DATA  
CURVE # 1  
PI = 1+69.49 "ICL-1"  
Delta = 21°38'46" LT  
D = 22°55'06"  
R = 250.00'  
T = 47.79'  
L = 94.45'  
E = 4.53'



LINE "ICR-1" CURVE DATA  
CURVE # 1  
PI = 0+99.41 "ICR-1"  
Delta = 8°27'28" LT  
D = 14°19'26"  
R = 400.00'  
T = 29.58'  
L = 59.05'  
E = 1.09'

LINE "ICR-1" CURVE DATA  
CURVE # 2  
PI = 1+86.45 "ICR-1"  
Delta = 31°28'22" RT  
D = 57°17'45"  
R = 100.00'  
T = 28.18'  
L = 54.93'  
E = 3.89'

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

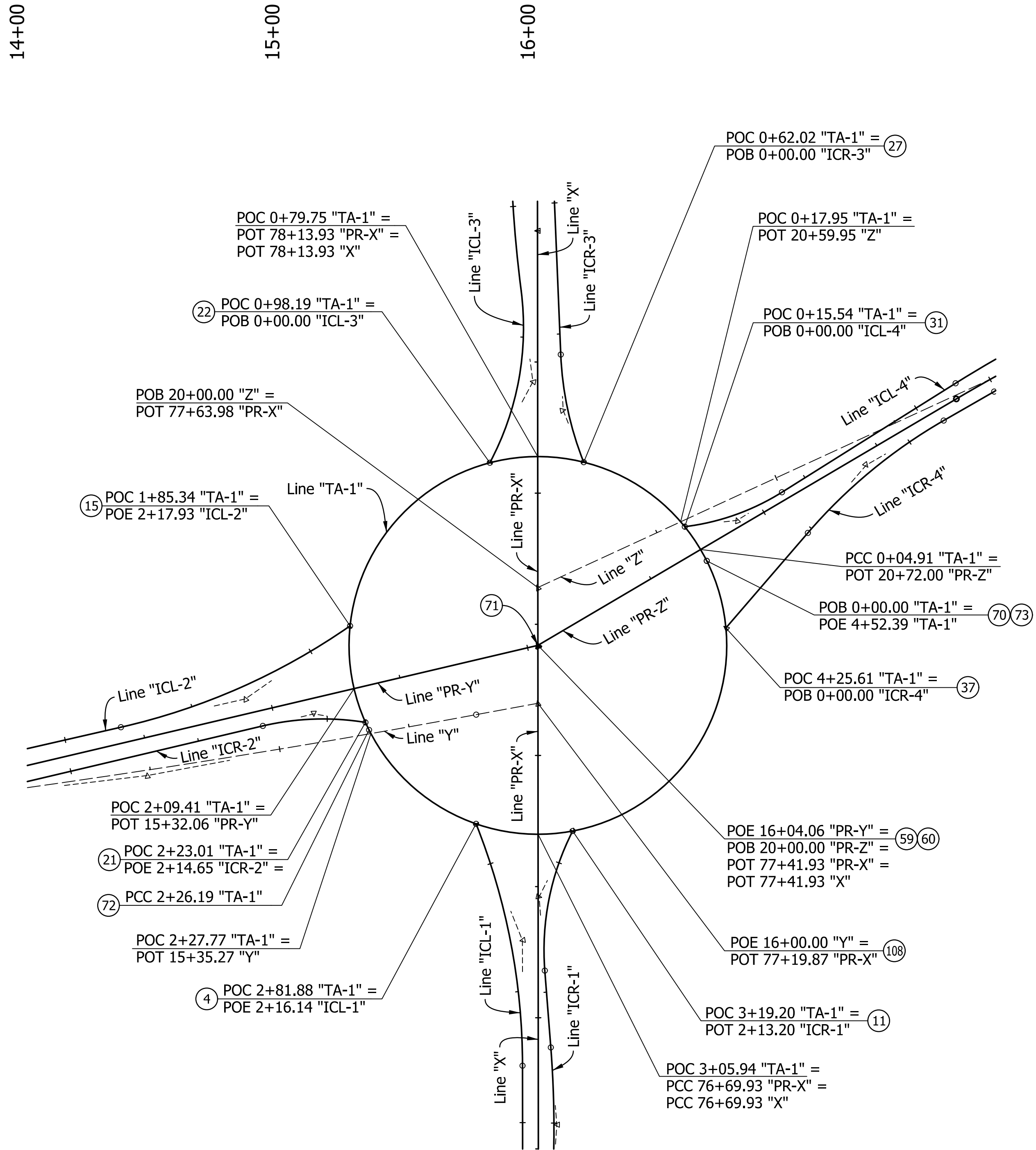
GEOMETRIC-TIE-IN  
LINE "PR-X"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N.A.
VERTICAL SCALE	DESIGNATION
N.A.	2003082
SURVEY BOOK	SHEETS
ELECTRONIC	7 of 92
CONTRACT	PROJECT
R-44024	2003082



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CONTROL POINTS COORDINATED				
TA-1				
Point	Point No.	Station	Northing	Easting
P.C.	70	0+00.00	205197.3627	825816.358
Ctr.C	71		205165.1355	825751.9731
P.C.C.	72	2+26.19	205132.9083	825687.5883
P.T.	73	4+52.39	205197.3627	825816.358



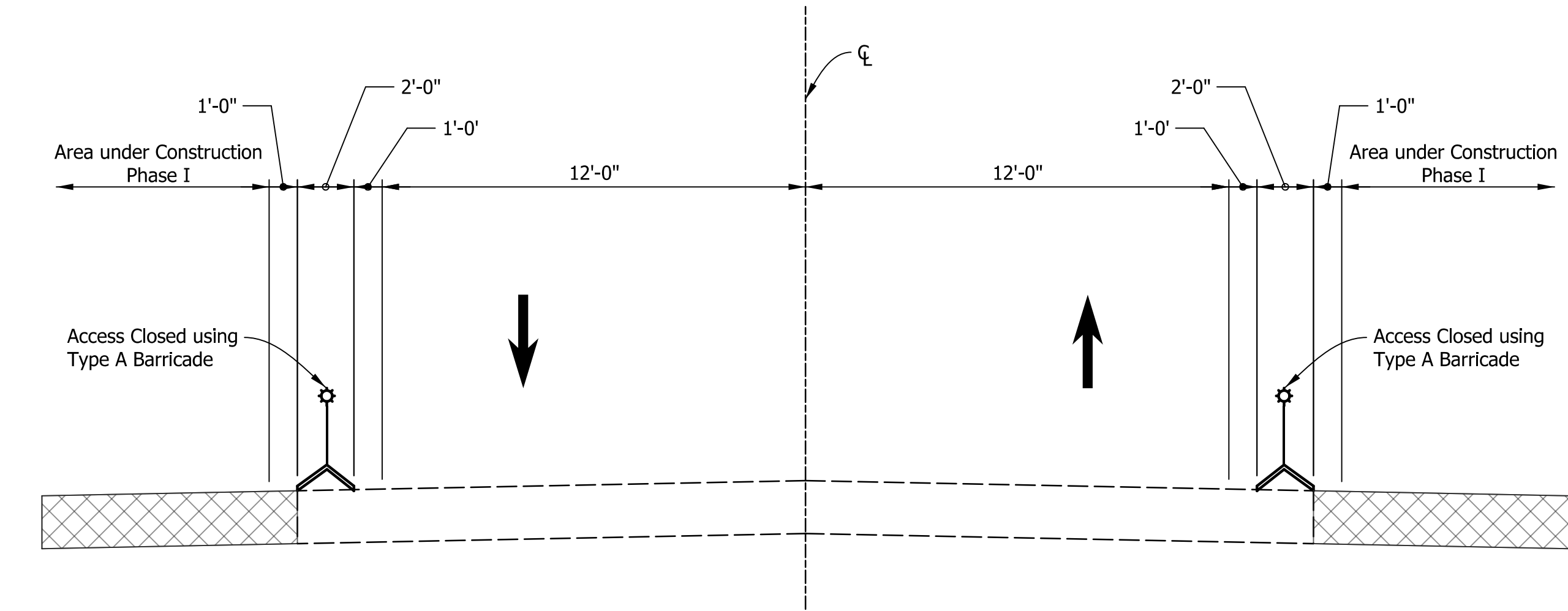
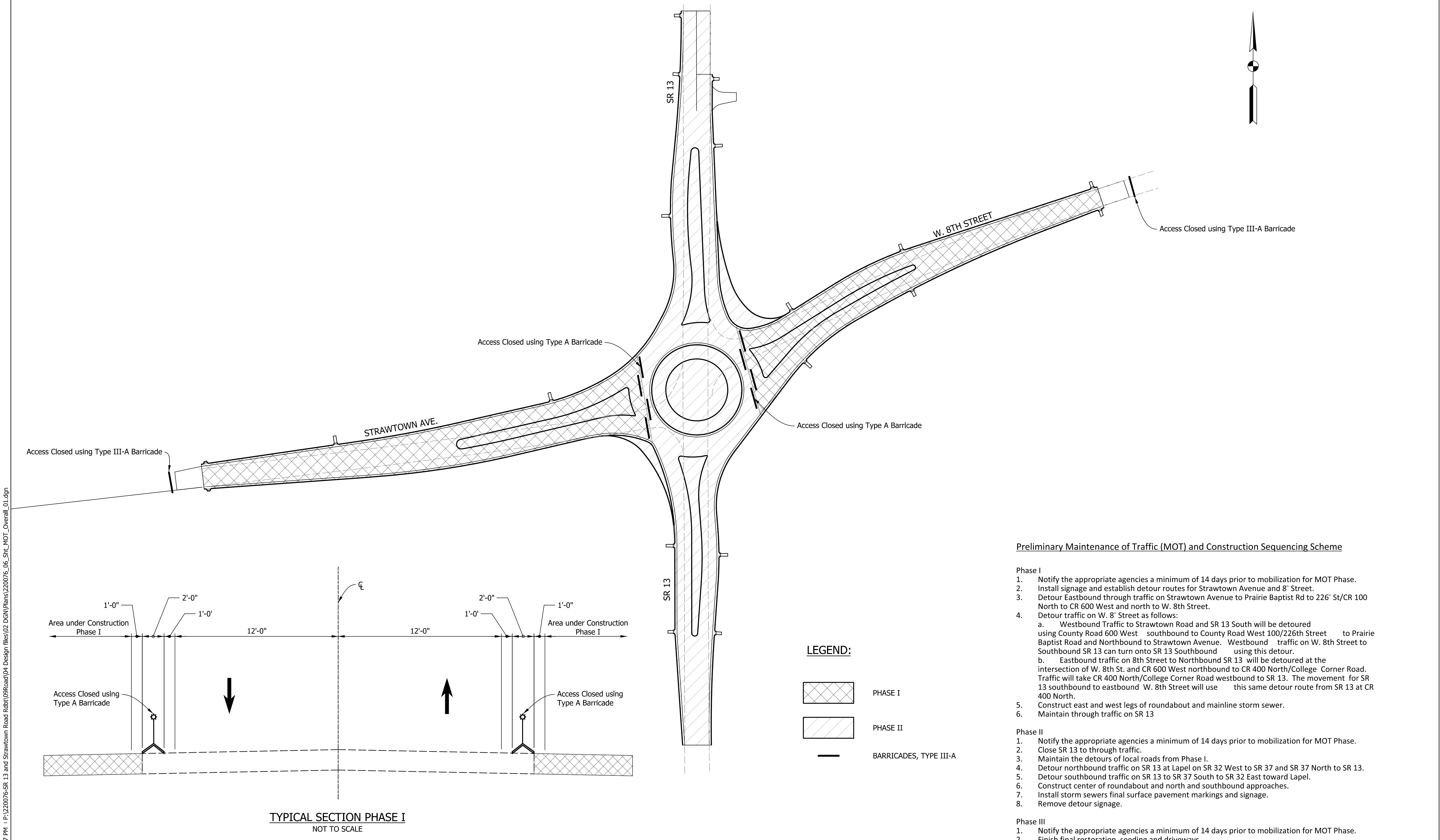
RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

GEOMETRIC-TIE-IN  
LINE "TA-1"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N.A.
VERTICAL SCALE	DESIGNATION
N.A.	2003082
SURVEY BOOK	SHEETS
ELECTRONIC	9 of 92
CONTRACT	PROJECT
R-44024	2003082

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TYPICAL SECTION PHASE I  
NOT TO SCALE

LEGEND:

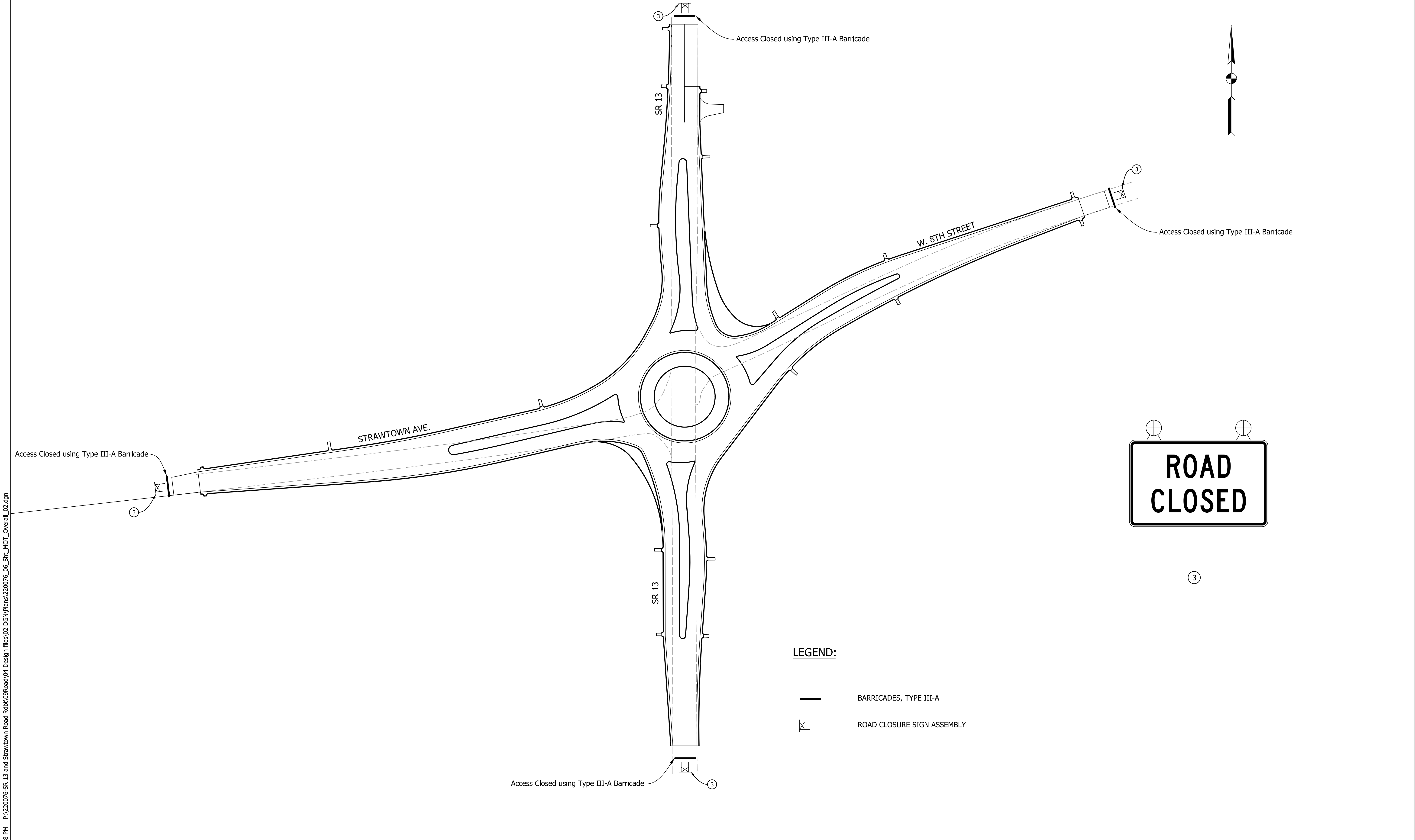
- PHASE I
- PHASE II
- BARRICADES, TYPE III-A

Preliminary Maintenance of Traffic (MOT) and Construction Sequencing Scheme

- Phase I
1. Notify the appropriate agencies a minimum of 14 days prior to mobilization for MOT Phase.
  2. Install signage and establish detour routes for Strawtown Avenue and 8<sup>th</sup> Street.
  3. Detour Eastbound through traffic on Strawtown Avenue to Prairie Baptist Rd to 226<sup>th</sup> St/CR 100 North to CR 600 West and north to W. 8th Street.
  4. Detour traffic on W. 8<sup>th</sup> Street as follows:
    - a. Westbound Traffic to Strawtown Road and SR 13 South will be detoured using County Road 600 West southbound to County Road West 100/226th Street to Prairie Baptist Road and Northbound to Strawtown Avenue. Westbound traffic on W. 8th Street to Southbound SR 13 can turn onto SR 13 Southbound using this detour.
    - b. Eastbound traffic on 8th Street to Northbound SR 13 will be detoured at the intersection of W. 8th St. and CR 600 West northbound to CR 400 North/College Corner Road. Traffic will take CR 400 North/College Corner Road westbound to SR 13. The movement for SR 13 southbound to eastbound W. 8th Street will use this same detour route from SR 13 at CR 400 North.
  5. Construct east and west legs of roundabout and mainline storm sewer.
  6. Maintain through traffic on SR 13
- Phase II
1. Notify the appropriate agencies a minimum of 14 days prior to mobilization for MOT Phase.
  2. Close SR 13 to through traffic.
  3. Maintain the detours of local roads from Phase I.
  4. Detour northbound traffic on SR 13 at Lapel on SR 32 West to SR 37 and SR 37 North to SR 13.
  5. Detour southbound traffic on SR 13 to SR 37 South to SR 32 East toward Lapel.
  6. Construct center of roundabout and north and southbound approaches.
  7. Install storm sewers final surface pavement markings and signage.
  8. Remove detour signage.
- Phase III
1. Notify the appropriate agencies a minimum of 14 days prior to mobilization for MOT Phase.
  2. Finish final restoration, seeding and driveways.
  3. Demobilize.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	3. Demobilize _____ <b>INDIANA</b> <b>DEPARTMENT OF TRANSPORTATION</b>		HORIZONTAL SCALE		BRIDGE FILE			
			1"=50'		N.A.			
			VERTICAL SCALE		DESIGNATION			
			N.A.		2003082			
DESIGNED: <u>HMM</u>	DRAWN: <u>JJP</u>	<b>MAINTENANCE OF TRAFFIC</b> <b>OVERALL PHASING</b>		SURVEY BOOK		SHEETS		
				ELECTRONIC		10	of	92
CHECKED: <u>JMB</u>	CHECKED: <u>JMB</u>			CONTRACT		PROJECT		
				R-44024		2003082		

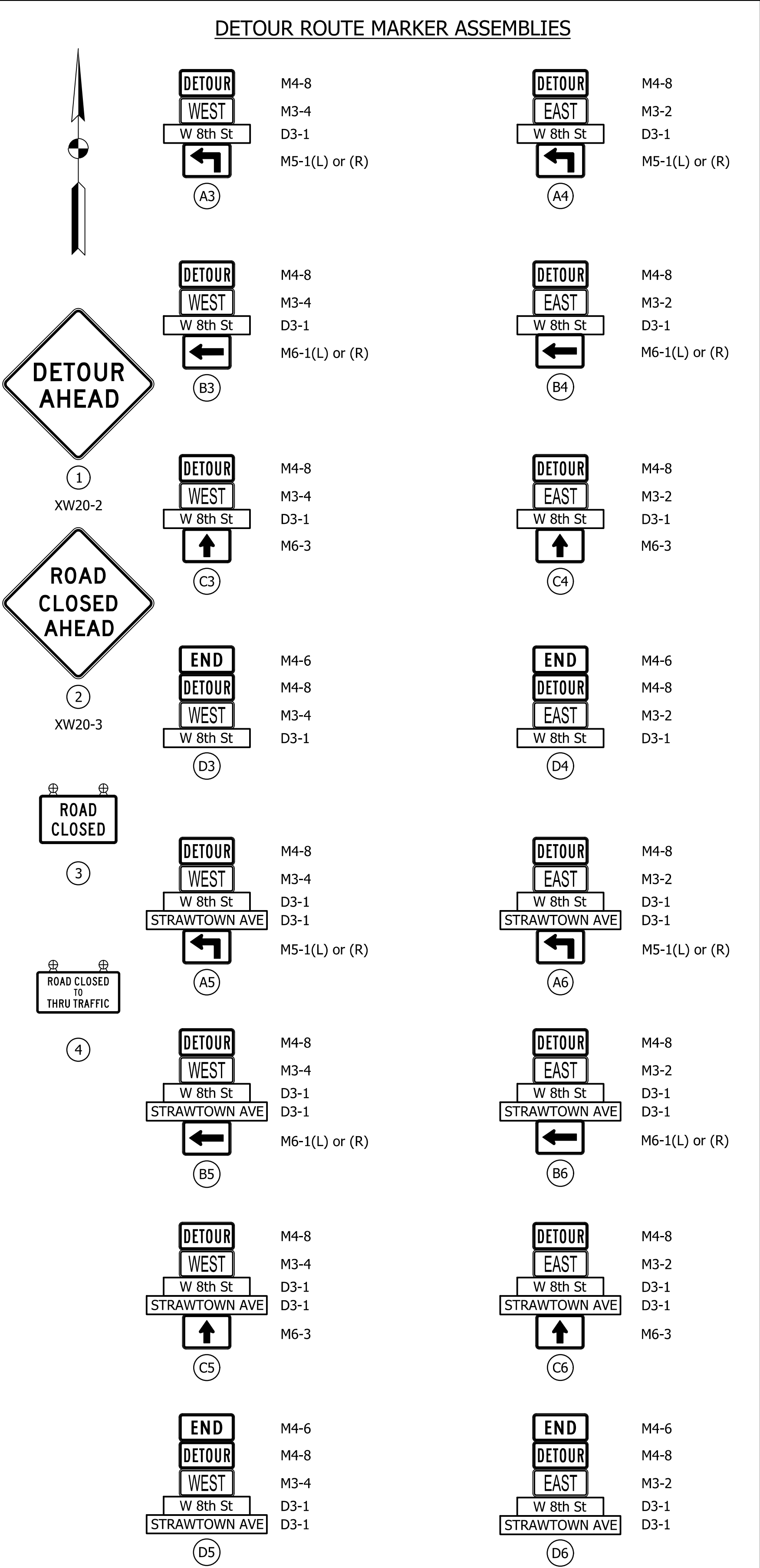
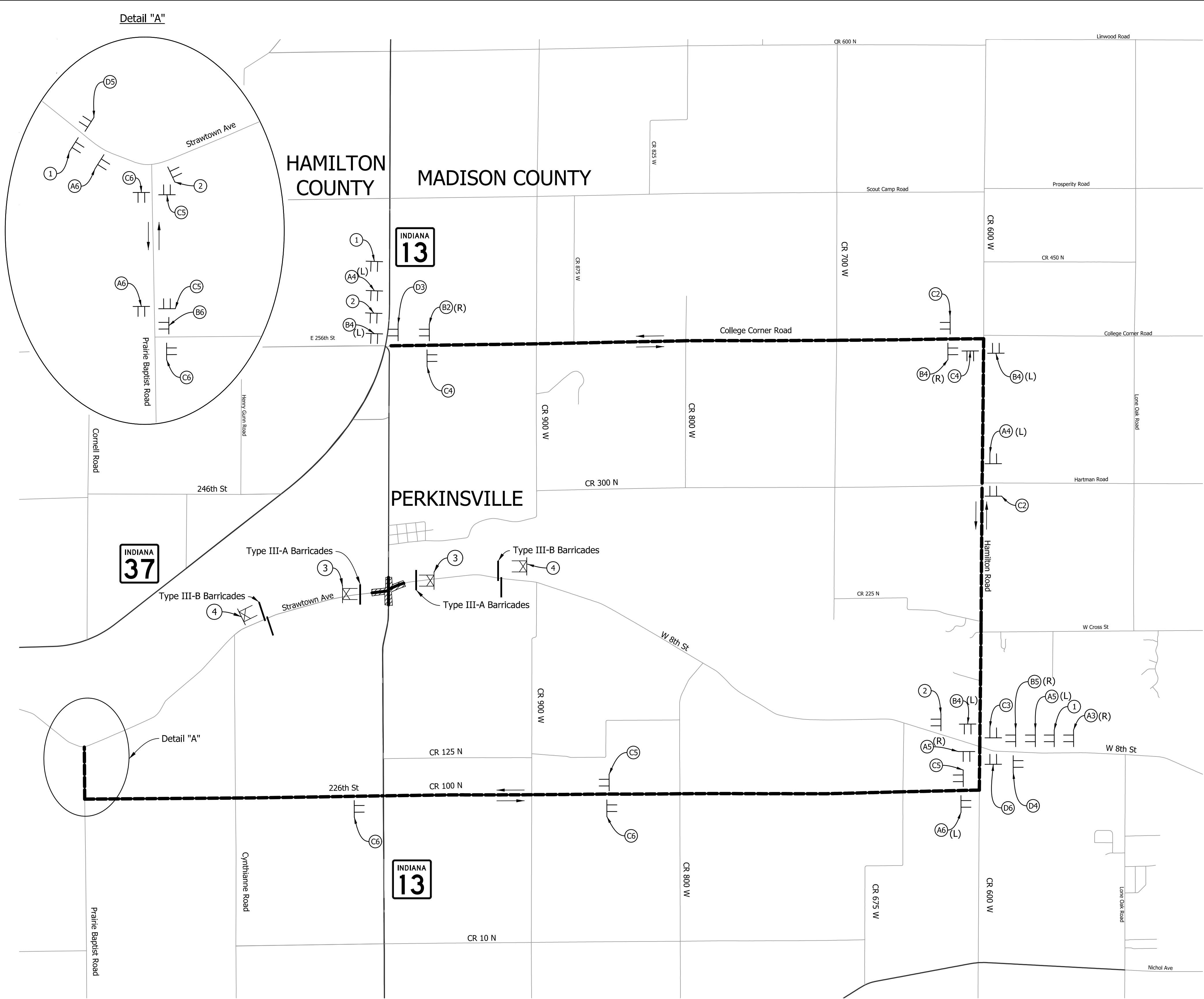
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4/16/2024 4:16:2024 4:2259

		RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE	
						1"= 50'		N.A.	
		DESIGNED: HMM _____ DRAWN: JJP _____  CHECKED: JMB _____ CHECKED: JMB _____		VERTICAL SCALE		DESIGNATION			
				N.A.		2003082			
				SURVEY BOOK		SHEETS			
				ELECTRONIC		11	of	92	
				CONTRACT		PROJECT			
		R-44024		2003082					
MAINTENANCE OF TRAFFIC PHASE 2 SIGNING DETAIL									

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Note:  
Advanced Warning Signs and Detour Route Marker Assemblies are to be placed at 500 ft. spacing.

LEGEND:	
	Detour Route
	Construction Area
	Road Closure Sign Assembly
	Construction Sign and Supports
	High Intensity Construction Warning Light, Type B
	Barricade, Type III-A
	Barricade, Type III-B

Construction Zone Design Speed: 30 mph

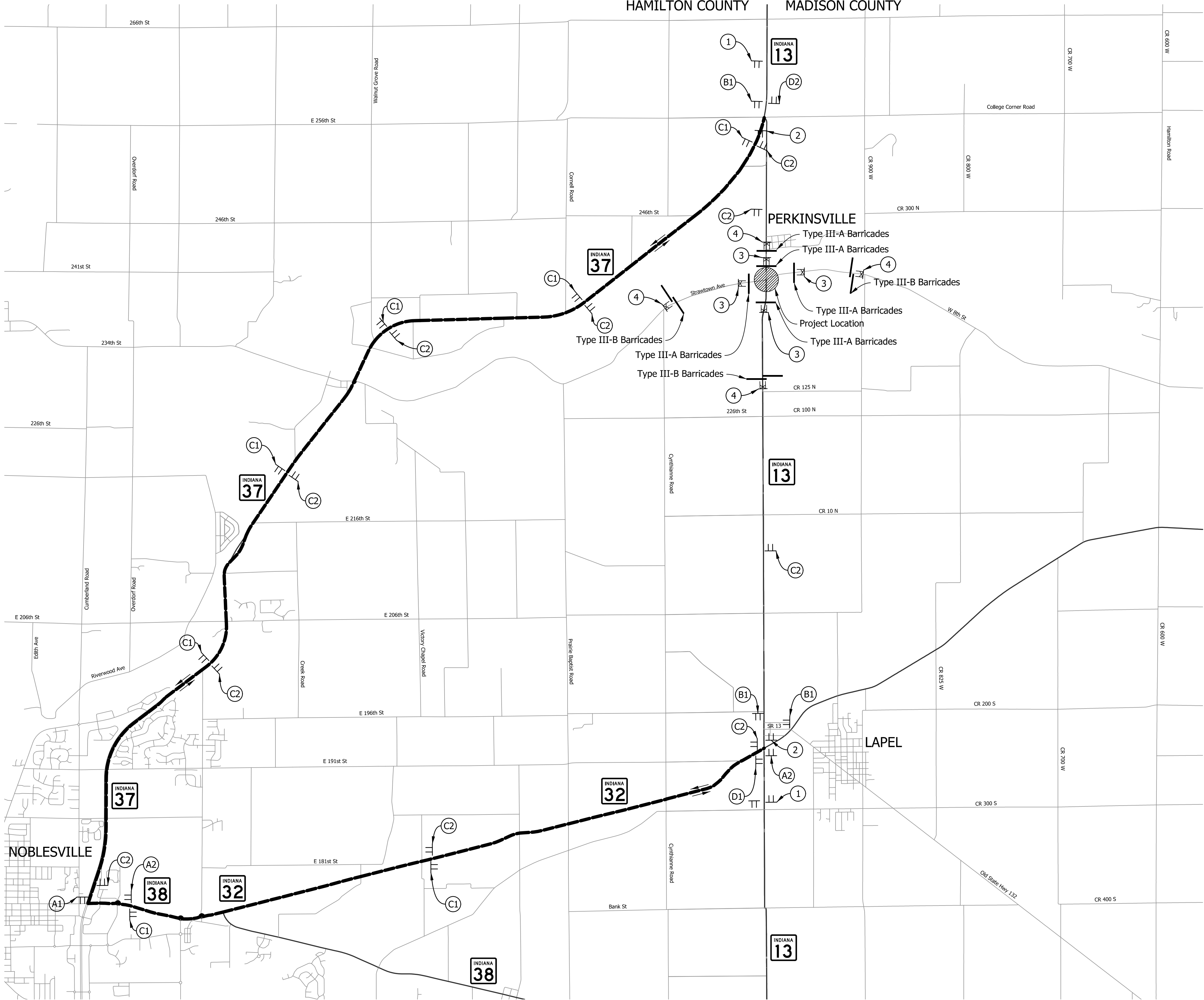
RECOMMENDED FOR APPROVAL	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
DETOUR SHEET  
STRAWTOWN AVE/8TH ST PHASE I









HORIZONTAL SCALE	BRIDGE FILE
1"=2000'	N.A.
VERTICAL SCALE	DESIGNATION
N.A.	2003082
SURVEY BOOK	SHEETS
ELECTRONIC	12 of 92
CONTRACT	PROJECT
R-44024	2003082

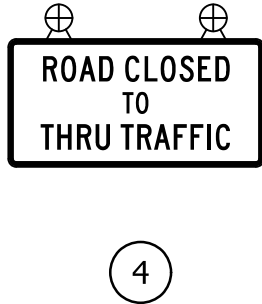
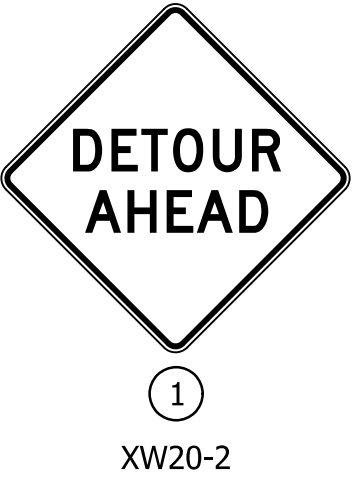
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
Note:  
Advanced Warning Signs and Detour Route Marker Assemblies are to be placed at 500 ft. spacing.





DETOUR ROUTE MARKER ASSEMBLIES

	M4-8 M3-3 D3-1 M5-1(L) or (R)		M4-8 M3-1 D3-1 M5-1(L) or (R)
	M4-8 M3-3 D3-1 M6-1(L) or (R)		M4-8 M3-1 D3-1 M6-1(L) or (R)
	M4-8 M3-3 D3-1 M6-3		M4-8 M3-1 D3-1 M6-3
	M4-6 M4-8 M3-3 D3-1		M4-6 M4-8 M3-1 D3-1



LEGEND:

-  Detour Route
-  Construction Area
-  Road Closure Sign Assembly

-  Construction Sign and Supports
-  High Intensity Construction Warning Light, Type B
-  Barricade, Type III-A
-  Barricade, Type III-B

Construction Zone Design Speed: 30 mph

RECOMMENDED FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

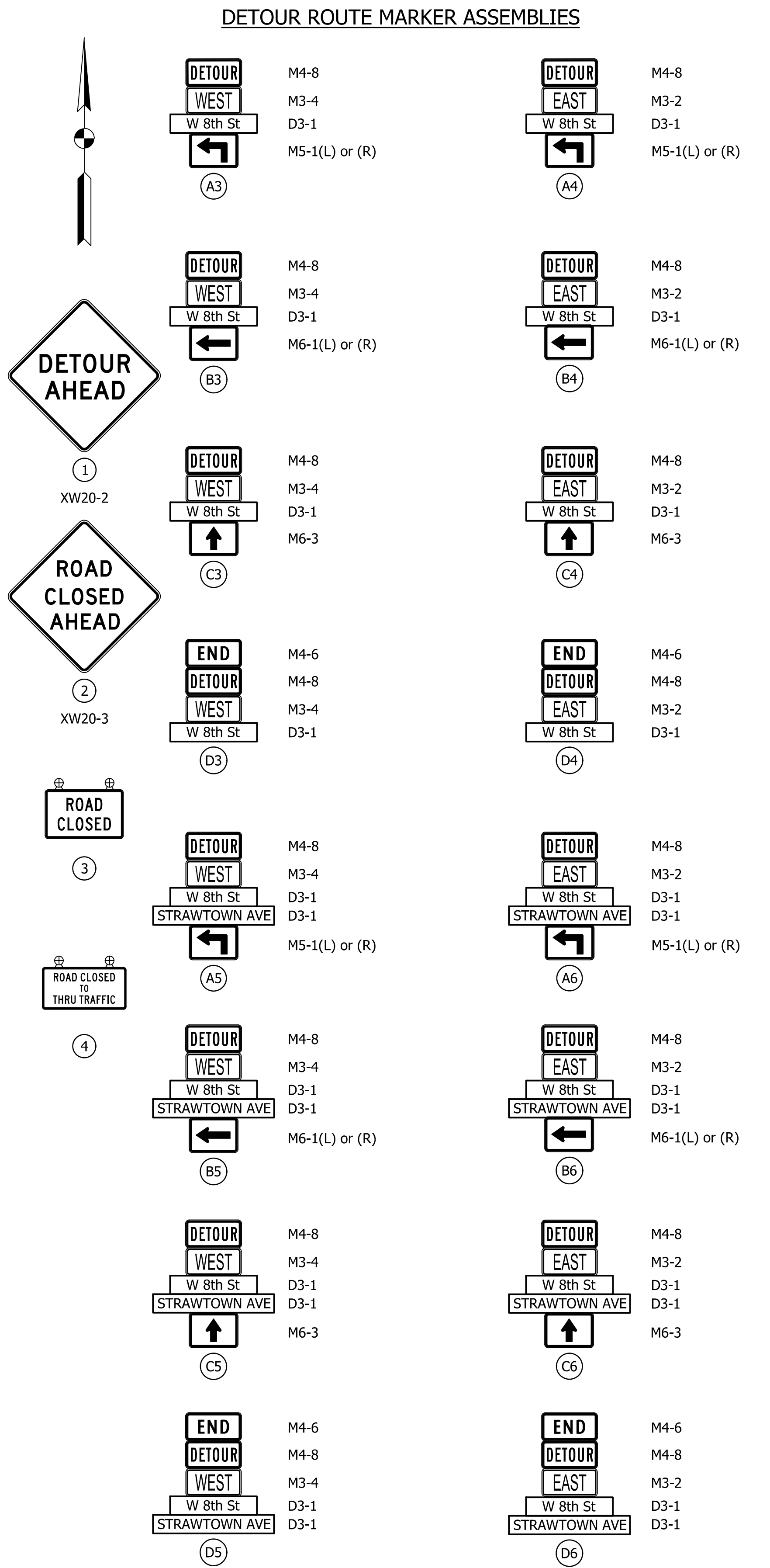
DESIGNED: HMM DRAWN: JJP  
CHECKED: JMB CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION








MAINTENANCE OF TRAFFIC  
DETOUR SHEET  
SR 13 PHASE II

HORIZONTAL SCALE	BRIDGE FILE
1"=3000'	N.A.
VERTICAL SCALE	DESIGNATION
N.A.	2003082
SURVEY BOOK	SHEETS
ELECTRONIC	13 of 92
CONTRACT	PROJECT
R-44024	2003082





**Note:**  
Advanced Warning Signs and Detour Route Marker Assemblies are to be placed at 500 ft. spacing.

LEGEND:	
	Detour Route
	Construction Area
	Road Closure Sign Assembly
	Construction Sign and Supports
	High Intensity Construction Warning Light, Type B
	Barricade, Type III-A
	Barricade, Type III-B

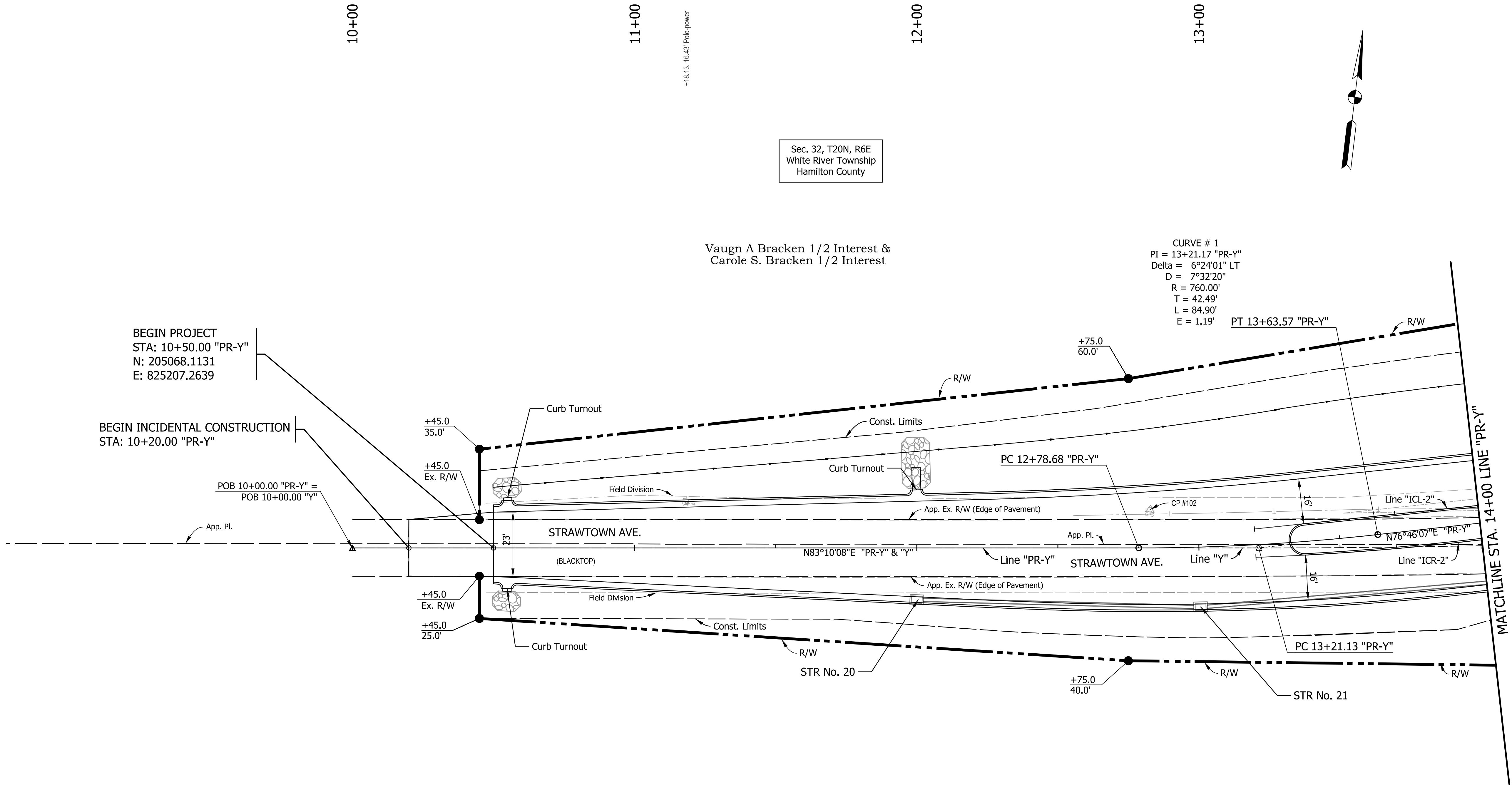
Construction Zone Design Speed: 30 mph

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: <u>HMM</u>		DRAWN: <u>JJP</u>	
CHECKED: <u>JMB</u>		CHECKED: <u>JMB</u>	

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC DETOUR SHEET STRAWTOWN AVE/8TH ST PHASE II

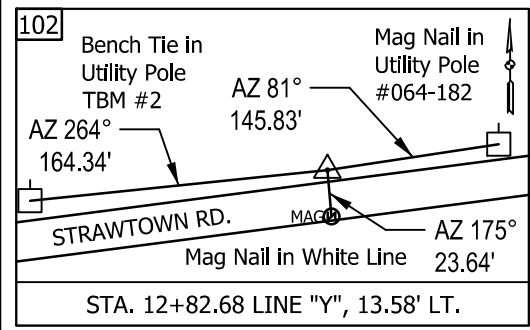
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VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC	14	of	92
CONTRACT		PROJECT	
R-44024		2003082	

4/16/2024 4:16/2024 2:29:13 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_07\_Sht\_Line\_PR-Y\_Plan\_01.dgn



Northman H. Bracken & Linda D. Bracken  
with Life Estate in Favor of Both

Notes:  
All Toponotes callouts are from Line "Y" unless otherwise noted.  
All Alignment callouts are from Line "PR-Y" unless otherwise noted.  
All Right-of-Way callouts are from Line "PR-Y" unless otherwise noted.  
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.

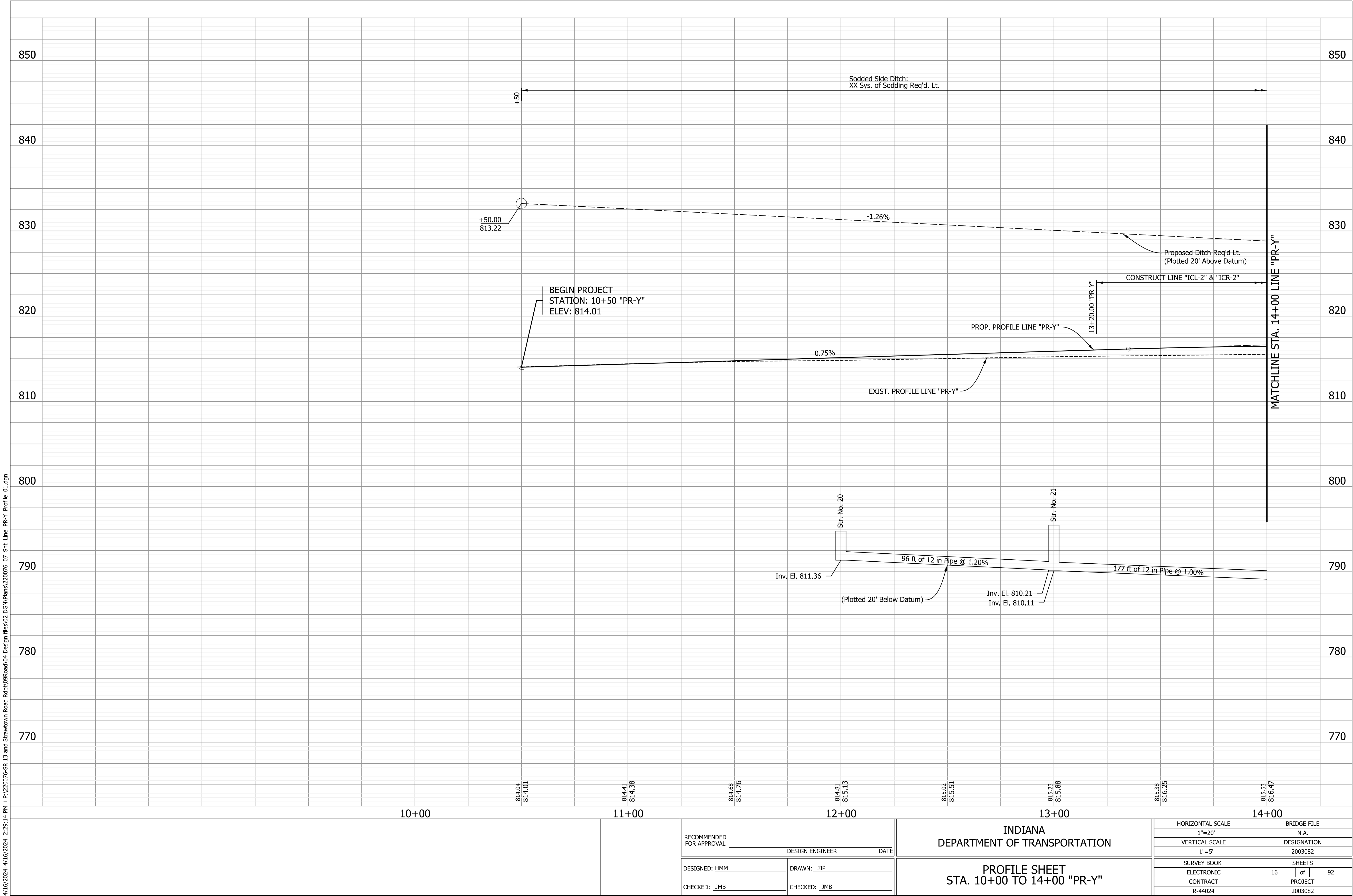


RECOMMENDED FOR APPROVAL	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET STA. 10+00 TO 14+00 "PR-Y"	

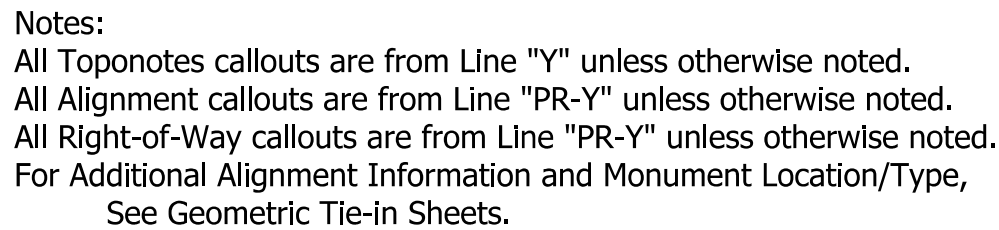
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VERTICAL SCALE N.A.	DESIGNATION 2003082	
SURVEY BOOK ELECTRONIC	SHEETS 15 of 92	
CONTRACT R-44024	PROJECT 2003082	

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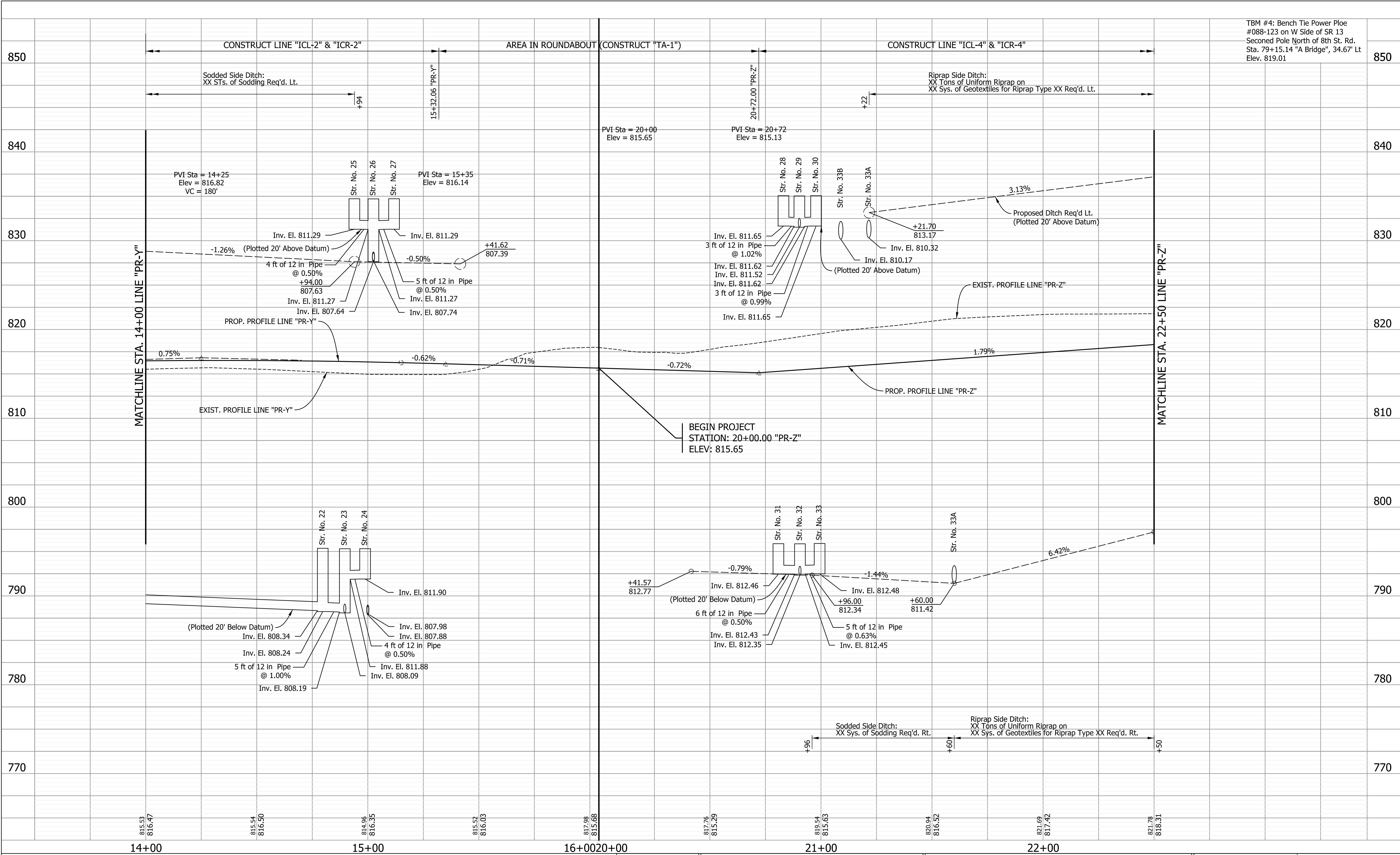






RECOMMENDED FOR APPROVAL _____  DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE		
				1"=20'		N.A.		
				VERTICAL SCALE		DESIGNATION		
				N.A.		2003082		
DESIGNED: <u>HMM</u>		DRAWN: <u>JJP</u>		PLAN SHEET STA. 14+00 "PR-Y" TO 22+50 "PR-Z" STA. 76+00 TO 79+50 "PR-X"				
CHECKED: <u>JMB</u>		CHECKED: <u>JMB</u>						
				SURVEY BOOK		SHEETS		
				ELECTRONIC		18	of	92
				CONTRACT		PROJECT		
				R-44024		2003082		

4/16/2024 4:16:29 PM I:\220076-SR 13 and Strawtown Road Rd\09Road\04 Design files\02 DGN\Plans\220076\_07\_Sht\_Line\_PR-Y\_Profile\_02.dgn



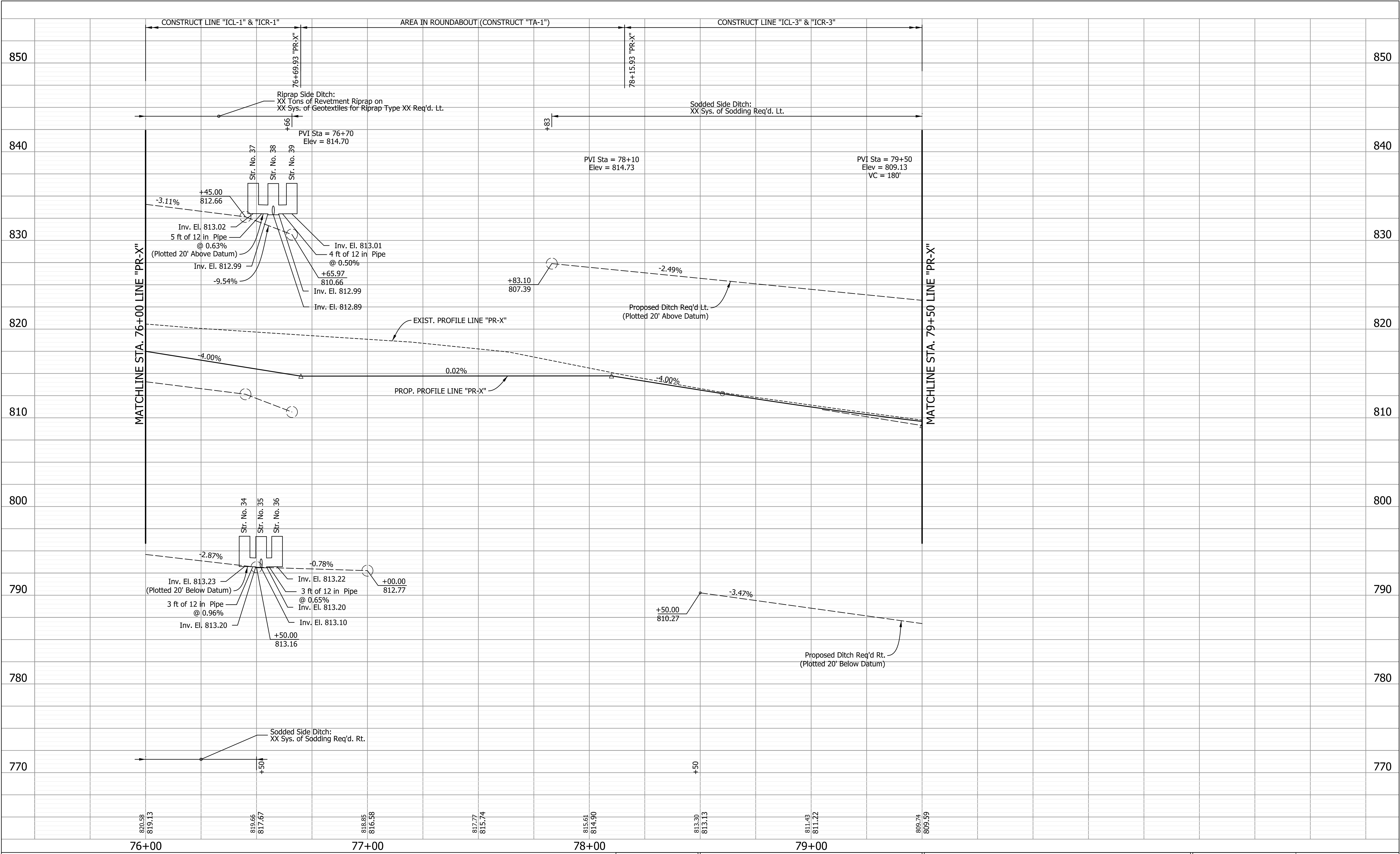
TBM #4: Bench Tie Power Ploe  
#088-123 on W Side of SR 13  
Seconded Pole North of 8th St. Rd.  
Sta. 79+15.14 "A Bridge", 34.67' Lt  
Elev. 819.01

RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA DEPARTMENT OF TRANSPORTATION	
PROFILE SHEET STA. 14+00 "PR-Y" TO 22+50 "PR-Z"	

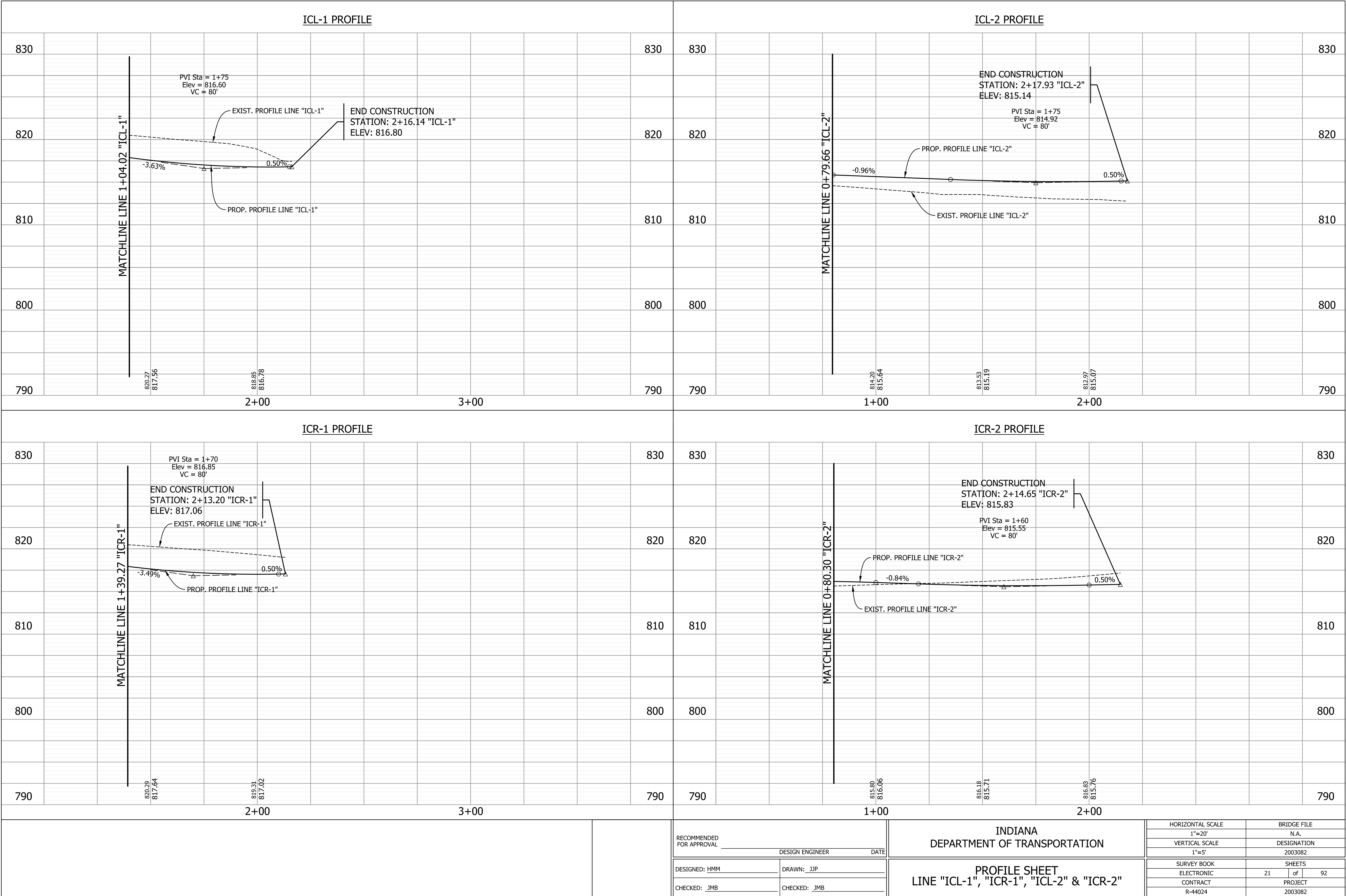
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VERTICAL SCALE	N.A.	
SURVEY BOOK	SHEETS	
ELECTRONIC	19	of 92
CONTRACT	PROJECT	
R-44024	2003082	

4/16/2024 4:16/2024 2:29:16 PM I:\220076-SR 13 and Strawtown Road Rdb\09Read\04 Design files\02 DGN\Plans\220076\_07\_Sht\_Line\_PR-X\_Profile\_02.dgn



RECOMMENDED FOR APPROVAL	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE	BRIDGE FILE
	DESIGN ENGINEER		1"=20'	N.A.
DESIGNED: HMM	DRAWN: JJP	DATE	VERTICAL SCALE	DESIGNATION
CHECKED: JMB	CHECKED: JMB		1"=5'	2003082
PROFILE SHEET STA. 76+00 TO 79+50 "PR-X"			SURVEY BOOK	SHEETS
			ELECTRONIC	20 of 92
			CONTRACT	PROJECT
			R-44024	2003082

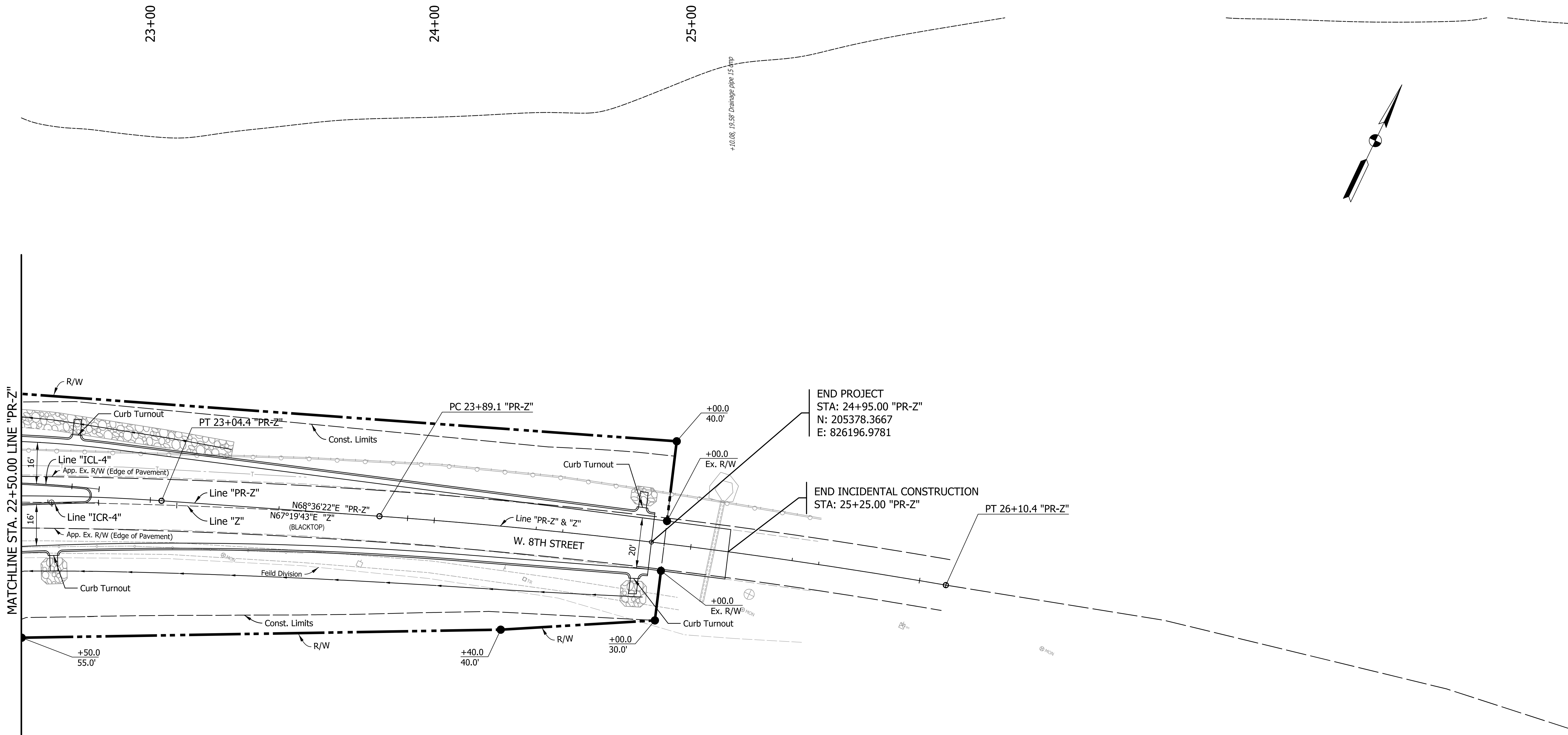
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4/16/2024 4:16/2024 2:29:17 PM I P:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_07\_Sht\_Line\_PR-Z\_Plan\_03.dgn



Notes:  
All Toponotes callouts are from Line "Z" unless otherwise noted.  
All Alignment callouts are from Line "PR-Z" unless otherwise noted.  
All Right-of-Way callouts are from Line "PR-Z" unless otherwise noted.  
For Additional Alignment Information and Monument Location/Type,  
See Geometric Tie-in Sheets.

+18.87, 18.52' Mon.

+72.20, 19.04' Pole-power

+28.77, 16.02' Sign-single post 45 mph  
+37.04, 19.6' Rise-Tel.

+06.82, 20.62' Drainage pipe 15 cnp

+22.15, 21.44' Mon.

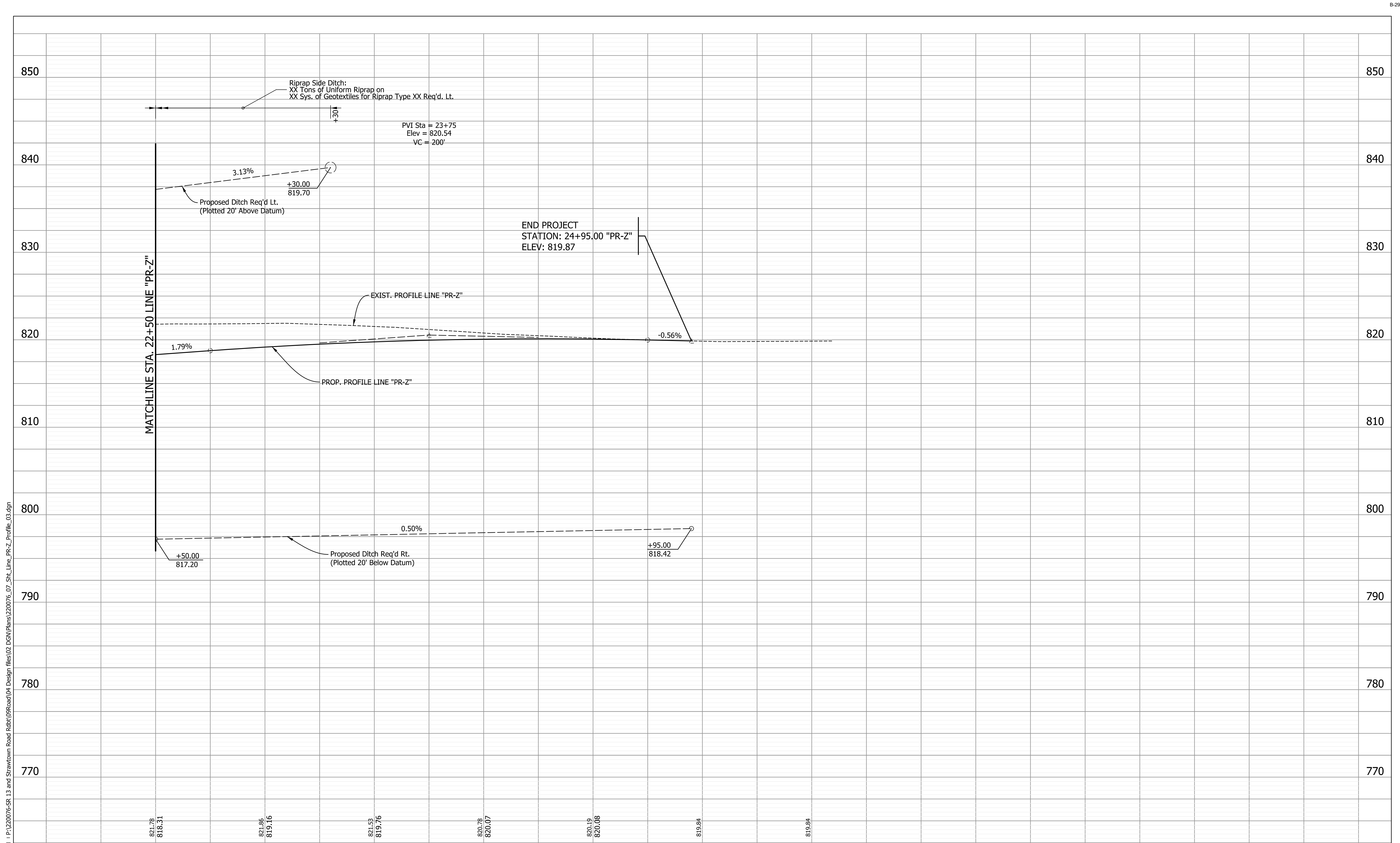
+55.82, 18.12' Bench mark  
+55.82, 18.46' Pole-power

RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

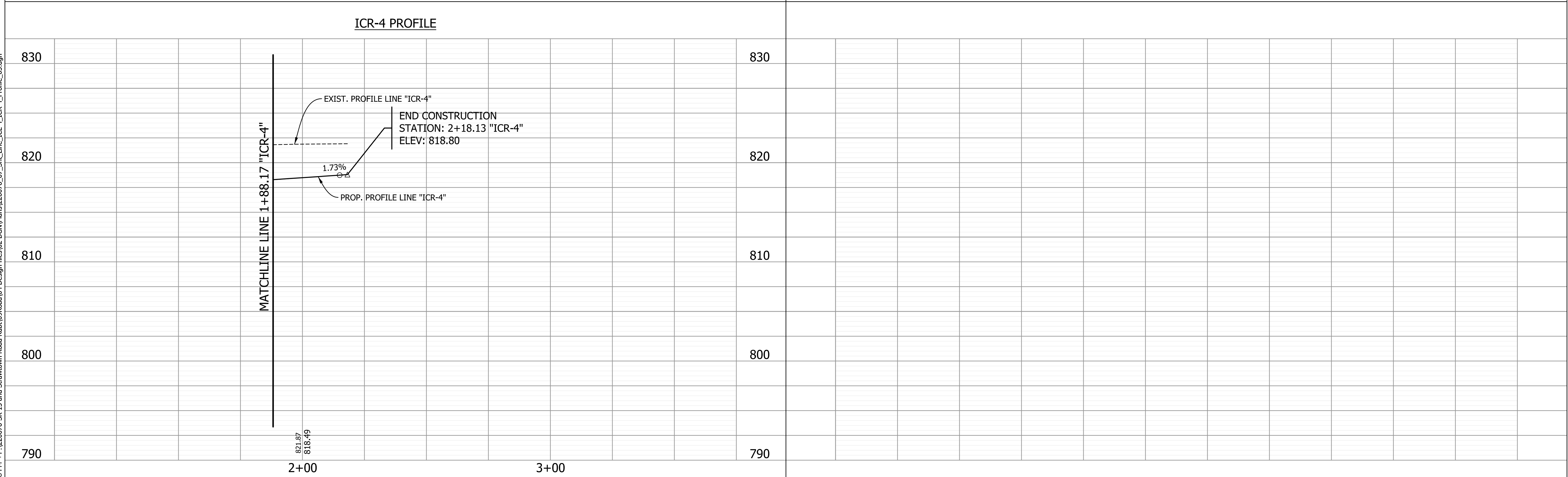
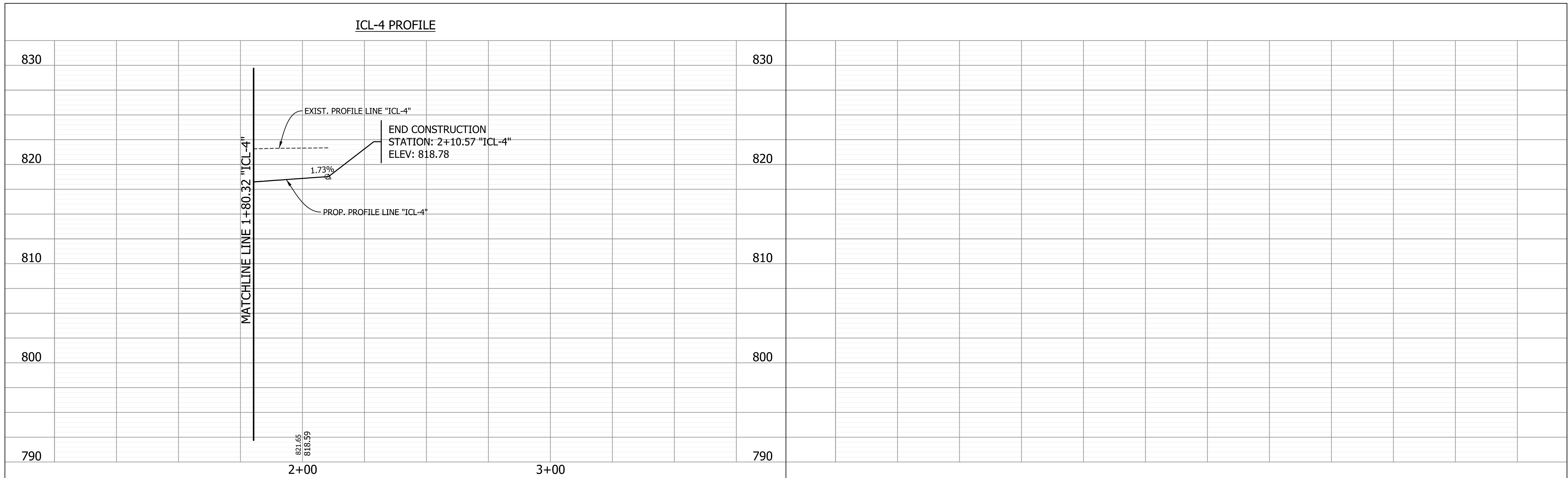
INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN SHEET  
STA. 22+50 TO 24+95 "PR-Z"

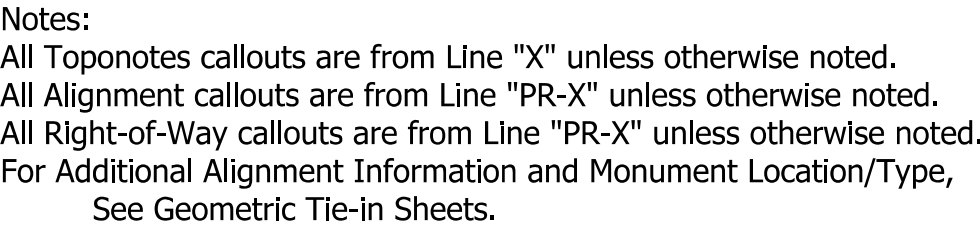
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1"=20'	N.A.	
VERTICAL SCALE	DESIGNATION	
N.A.	2003082	
SURVEY BOOK	SHEETS	
ELECTRONIC	23	of 92
CONTRACT	PROJECT	
R-44024	2003082	

[illegible]





RECOMMENDED FOR APPROVAL			INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE			
					1"=20'		N.A.			
					VERTICAL SCALE		DESIGNATION			
					1"=5'		2003082			
DESIGNED: <u>HMM</u>		DRAWN: <u>JJP</u>		PROFILE SHEET STA. 1+80.32 TO 2+10.57 "ICL-4" STA. 1+88.17 TO 2+18.13 "ICR-4"		SURVEY BOOK		SHEETS		
						ELECTRONIC		25	of	92
CHECKED: <u>JMB</u>		CHECKED: <u>JMB</u>				CONTRACT		PROJECT		
						R-44024		2003082		



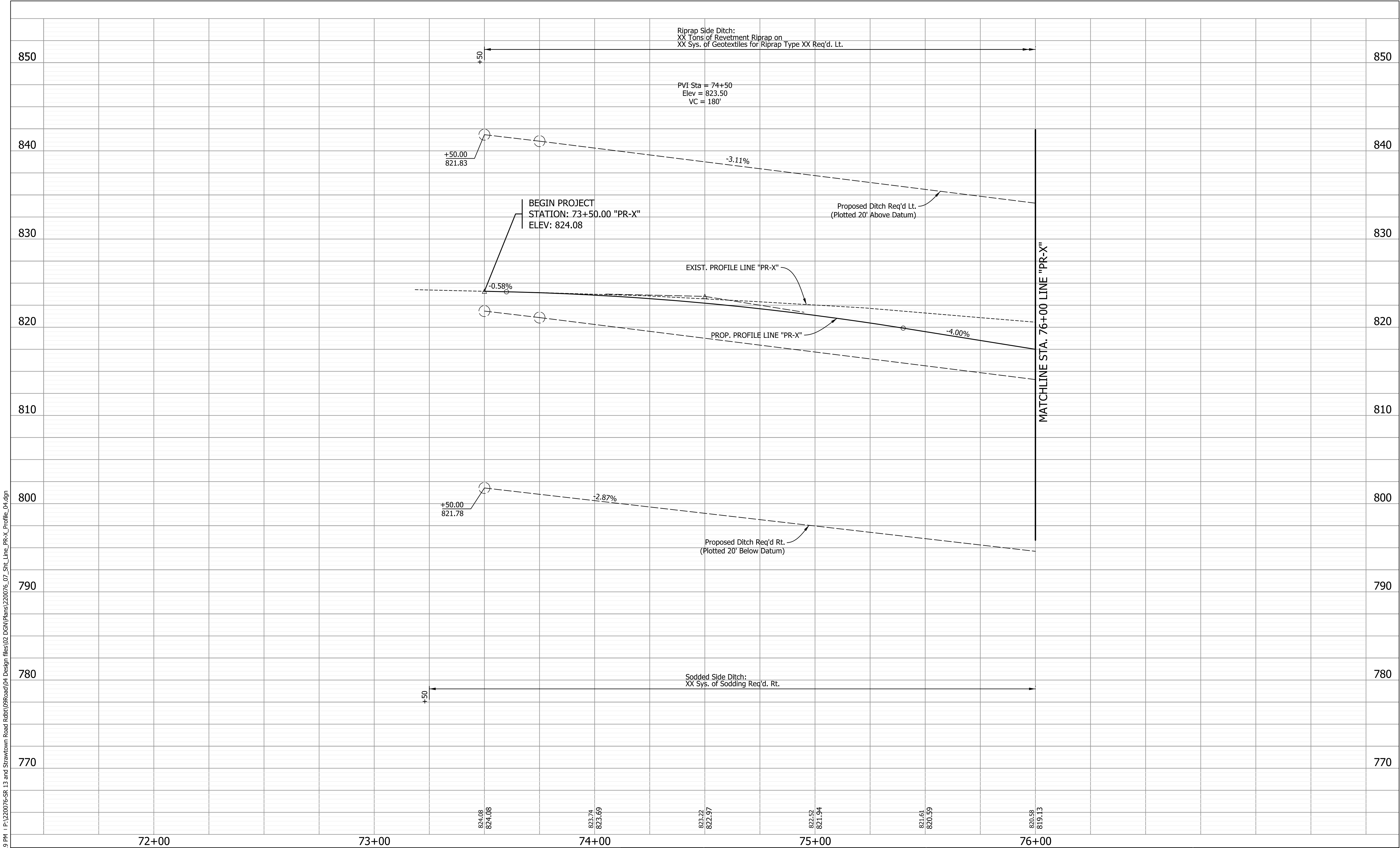

INDIANA  
DEPARTMENT OF TRANSPORTATION

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PLAN SHEET  
STA. 72+00 TO 76+00 "PR-X"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC	26	of	92
CONTRACT		PROJECT	
R-44074		2003082	

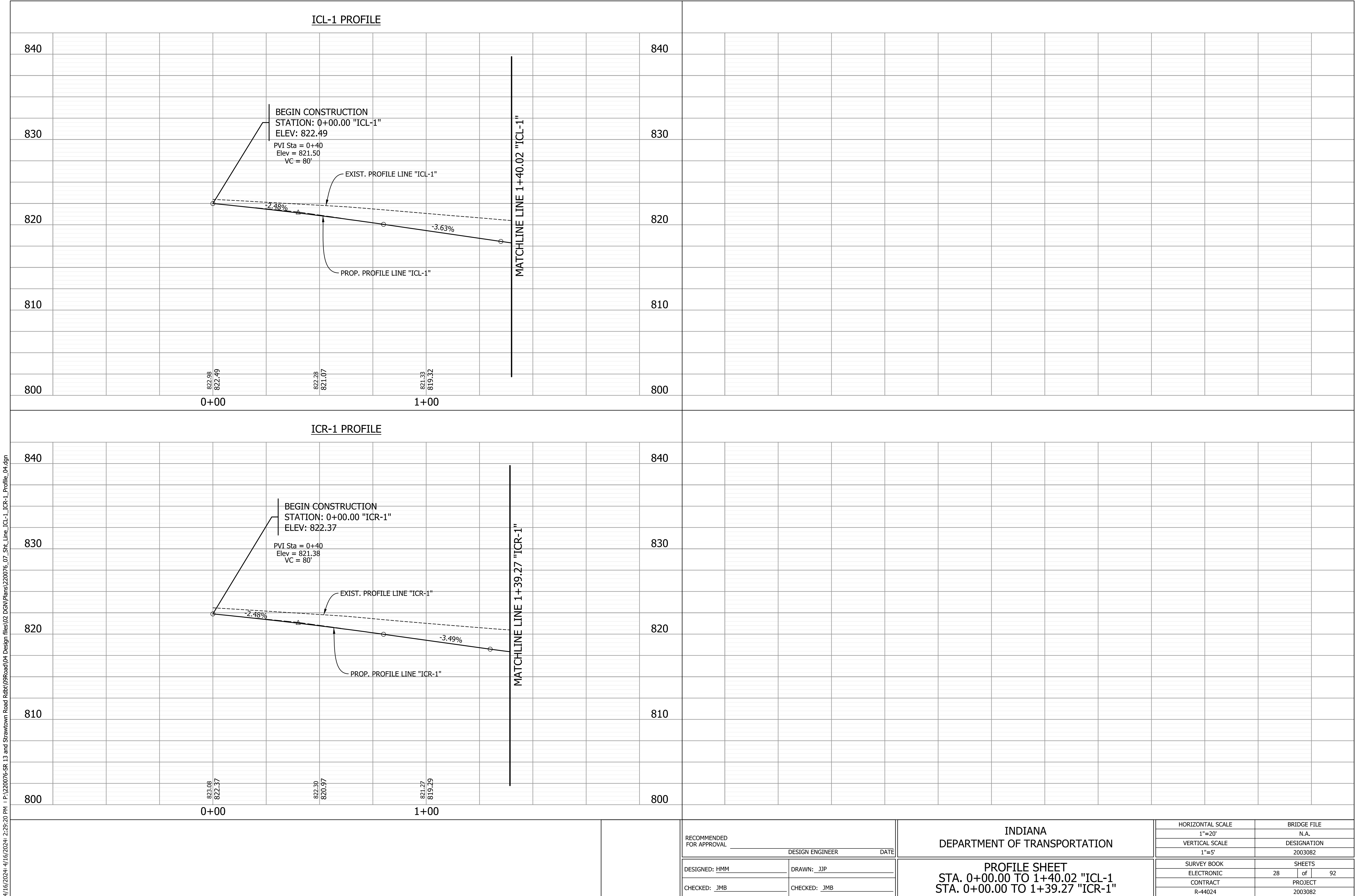
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4/16/2024 4:16:20241 222

72+00		73+00		74+00		75+00		76+00		
824.08 824.08		823.74 823.69		823.22 822.97		822.52 821.94		821.61 820.59		
								820.58 819.13		
					RECOMMENDED FOR APPROVAL		INDIANA DEPARTMENT OF TRANSPORTATION			
					DESIGN ENGINEER					
					DATE					
					DESIGNED: HMM		DRAWN: JJP			
					CHECKED: JMB		CHECKED: JMB			

4/16/2024 4:16/2024 2:29:20 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_07\_Sht\_Line\_ICL-1\_ICR-1\_Profile\_04.dgn



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MATCHLINE STA. 79+50.00 LINE "PR-Y"

80+00

81+00

82+00

+13.54, 44.83 Pole-power

+56.96, 28.63 Post  
+53.52, 29.63 Drainage pipe direction

Sec. 32, T20N, R6E  
White River Township  
Hamilton County



0.2% Annual Chance  
Flood Hazard Zone

1% Annual Chance  
Flood Hazard Zone

END CONSTRUCTION  
STA: 81+60.00 "PR-X"  
N: 205583.2094  
E: 825751.5932

0.2% Annual Chance  
Flood Hazard Zone

1% Annual Chance  
Flood Hazard Zone

+80.79, 47.54 Tree coniferous 10 evergreen  
+89.47, 50.46 RW marker Conc.  
+88.62, 48.87 RW marker Conc.  
+88.07, 46.87 Tree coniferous 8 evergreen  
+85.10, 48.08 Tree coniferous 8 evergreen  
+07.75, 48.51 Tree coniferous 8 evergreen  
+13.06, 46.85 Pole-power  
+14.06, 51.04 Anchor for pvt rope  
+19.80, 51.23 Tree coniferous 8 evergreen  
+22.34, 47.77 Controller Cab-traffic

+30.57, 44.97 Drive-private  
+34.06, 17.92 Drive-private  
+36.19, 51.67 Tree coniferous 10 evergreen  
+48.71, 32.1 Drainage pipe 15 cmp  
+48.51, 18.33 Drive-private  
+49.64, 30.61 Headwall  
+50.22, 34.01 Headwall  
+50.24, 30.12 Headwall  
+61.80, 18.39 Drive-private  
+73.04, 34.56 Headwall  
+73.06, 34.13 Headwall  
+73.19, 31.04 Headwall  
+73.27, 30.59 Headwall  
+73.77, 32.39 Drainage pipe 15 cmp  
+74.86, 18.37 Drive-private  
+83.60, 18.01 Drive-private  
+86.06, 15.21 Drive-private

+54.25, 28.55 Post  
+55.64, 18.36 Drainage pipe direction  
+55.53, 27.28 Drainage pipe 4 pvc

Notes:  
All Toponotes callouts are from Line "X" unless otherwise noted.  
All Alignment callouts are from Line "PR-YX" unless otherwise noted.  
All Right-of-Way callouts are from Line "PR-X" unless otherwise noted.  
For Additional Alignment Information and Monument Location/Type,  
See Geometric Tie-in Sheets.

RECOMMENDED  
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: HMM

DRAWN: JJP

CHECKED: JMB

CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN SHEET  
STA. 79+50 TO 81+60 "PR-X"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N.A.

BRIDGE FILE

N.A.

DESIGNATION

2003082

SURVEY BOOK

ELECTRONIC

CONTRACT

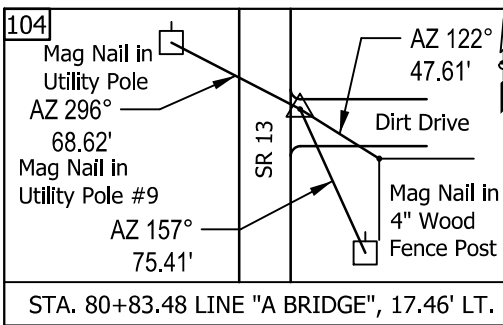
R-44024

SHEETS

29 of 92

PROJECT

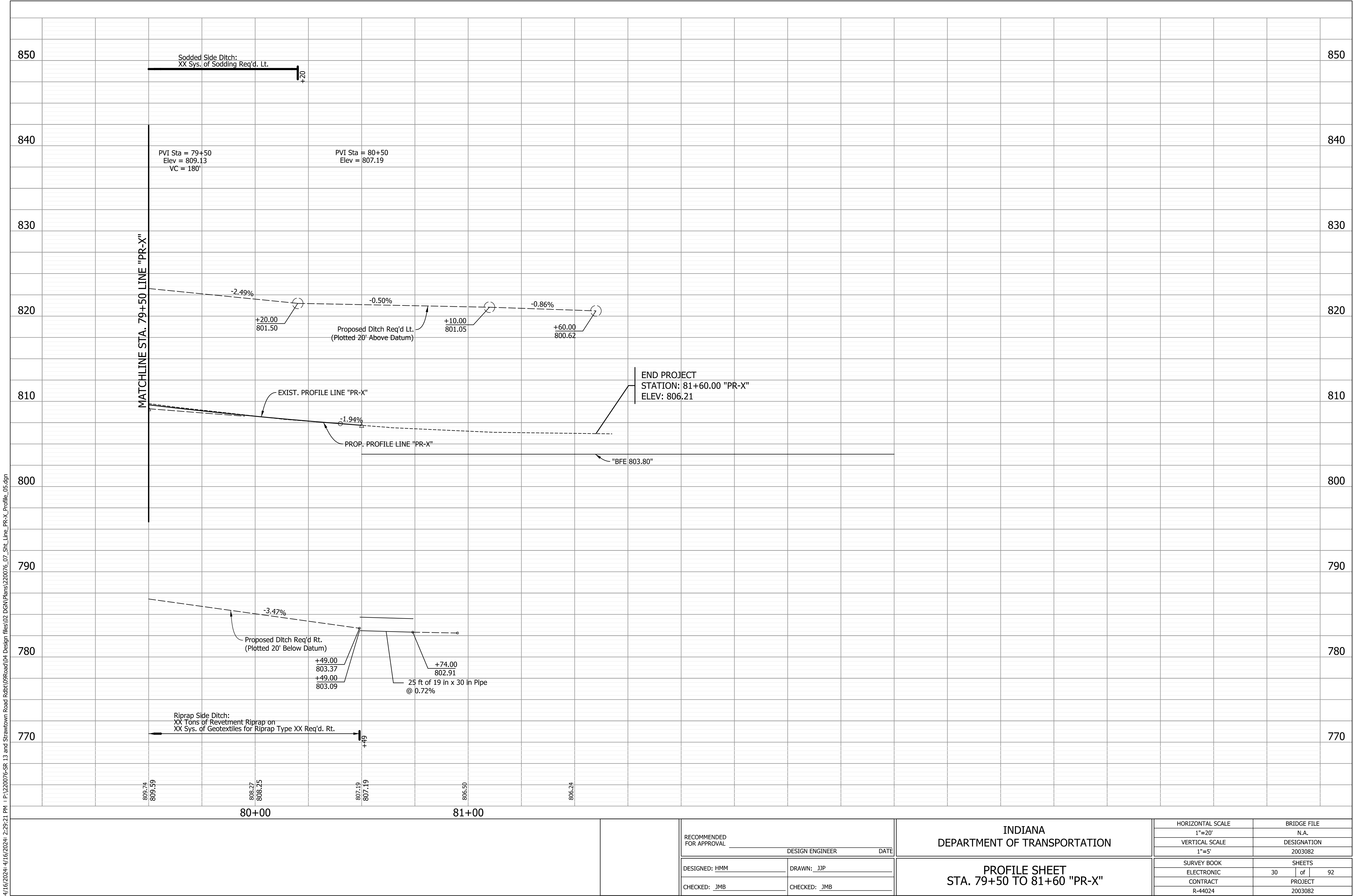
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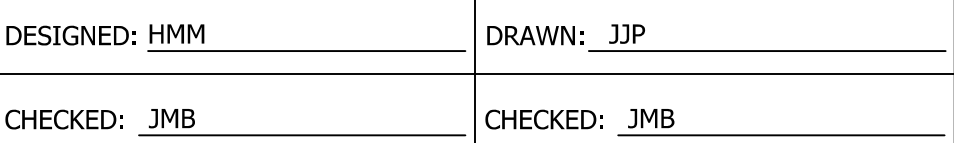
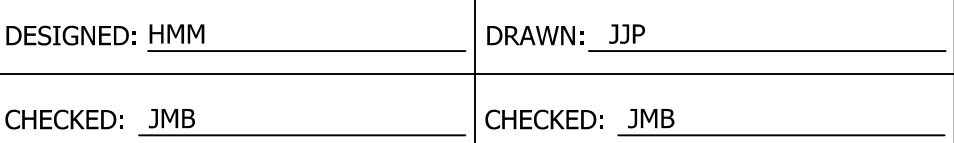


STA. 80+83.48 LINE "A BRIDGE", 17.46' LT.



4/16/2024 4:16/2024 2:29:21 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_07\_Sht\_Line\_PR-X\_Profile\_05.dgn





DESIGNED: <u>HMM</u>	DRAWN: <u>JJP</u>
CHECKED: <u>JMB</u>	CHECKED: <u>JMB</u>

4/16/2024 4:16/2024 2:29:22 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_09\_SRL\_PR-Y\_Const\_Detail\_01.dgn

LEGEND:

- (K)

Full Depth HMA Pavement  
165 lbs/sys QC/QA-HMA, 4, 76, Surface, 9.5mm, on  
275 lbs/sys QC/QA-HMA, 4, 76, Intermediate, 19.0mm, on  
660 lbs/sys QC/QA-HMA, 4, 64, Base, 19.0mm, on  
6" Compacted Aggregate, No. 53, on  
Subgrade Treatment, Type 1C
- (TA)

Truck Apron  
PCCP, 9", With  
D-1 Joints spaced at 15ft (Measured at the back of the  
Mountable Curb and Gutter) with 1.0" Dia. Dowel Bars.  
7.5" Compacted Aggregate, No. 53, on  
Subgrade Treatment, Type 1BC (Cement Only)
- (13)

Curb and Gutter, Roll Curb, Modified
- (15)

Curb and Gutter, Concrete
- (16)

Curb, Concrete
- (22)

4" Sidewalk, Concrete, on  
4" Compacted Aggregate, No. 53, on  
Compacted Subgrade

Notes:  
All Alignment callouts are from Line "PR-Y" unless otherwise noted.  
For Additional Information, See Drainage Detail Sheets.  
For Additional Information, See Splitter Island Detail Sheets.  
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.

Vaughn A Bracken 1/2 Interest &  
Carole S. Bracken 1/2 Interest

Northman H. Bracken & Linda D. Bracken  
with Life Estate in Favor of Both

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	
DESIGNED: HMM _____	DRAWN: JJP _____
CHECKED: JMB _____	CHECKED: JMB _____

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAIL SHEET  
STA. 10+00 TO 14+00 "PR-Y"

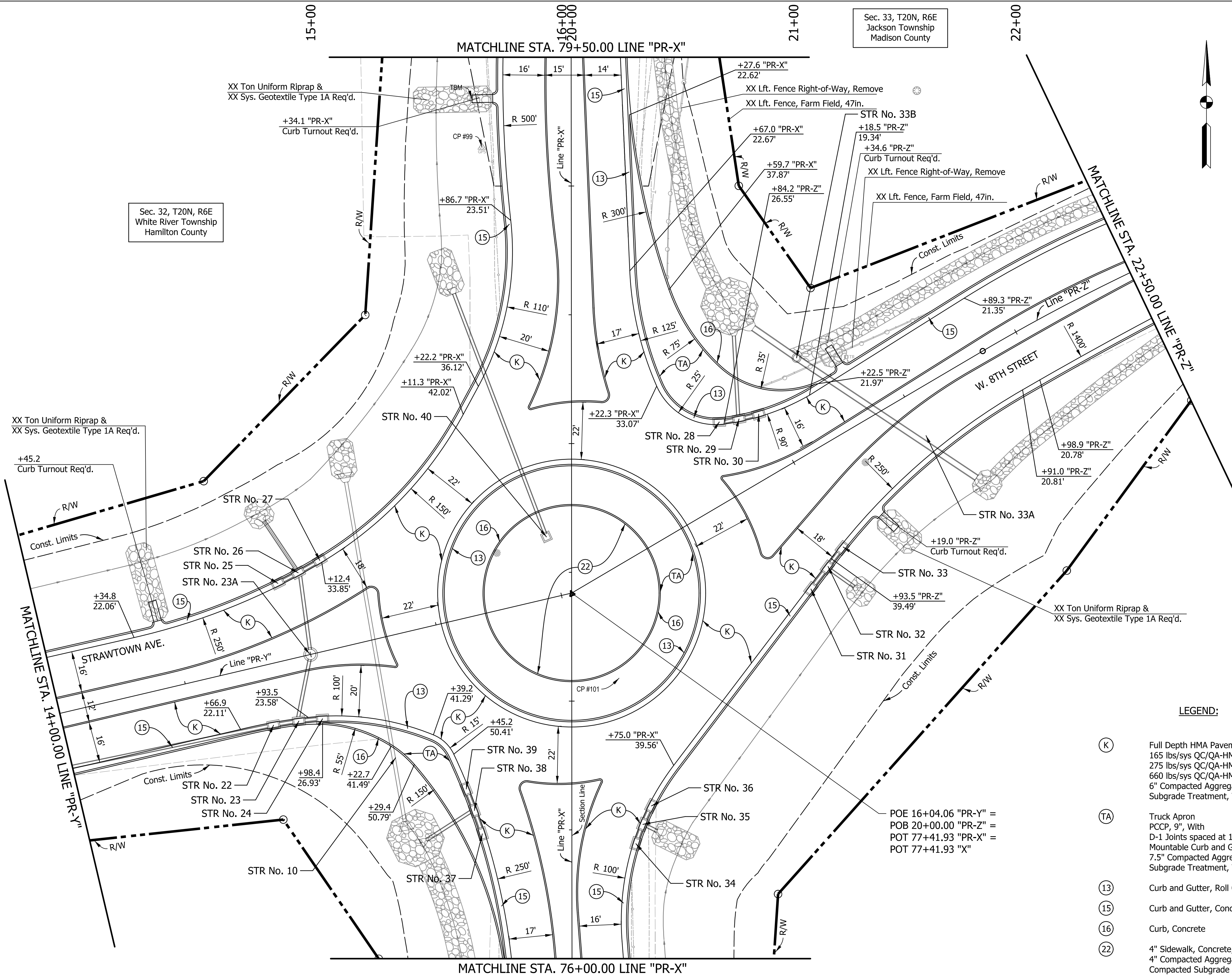
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1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC		32	of 92
CONTRACT		PROJECT	
R-44024		2003082	

4/16/2024 4:16/2024 2:29:22 PM I:\220076-SR 13 and Strawtown Road Rdbt\09Road\04 Design files\02 DGN\Plans\220076\_09\_SRL\_PR-Y\_Const\_Detail\_02.dgn

79+00

78+00

77+00



LEGEND:

- (K) Full Depth HMA Pavement  
165 lbs/sys QC/QA-HMA, 4, 76, Surface, 9.5mm, on  
275 lbs/sys QC/QA-HMA, 4, 76, Intermediate, 19.0mm, on  
660 lbs/sys QC/QA-HMA, 4, 64, Base, 19.0mm, on  
6" Compacted Aggregate, No. 53, on  
Subgrade Treatment, Type IC
- (TA) Truck Apron  
PCCP, 9", With  
D-1 Joints spaced at 15ft (Measured at the back of the  
Mountable Curb and Gutter) with 1.0" Dia. Dowel Bars.  
7.5" Compacted Aggregate, No. 53, on  
Subgrade Treatment, Type IBC (Cement Only)
- (13) Curb and Gutter, Roll Curb, Modified
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (22) 4" Sidewalk, Concrete, on  
4" Compacted Aggregate, No. 53, on  
Compacted Subgrade

Notes:  
All Alignment callouts are from Line "PR-Y" unless otherwise noted.  
For Additional Information, See Drainage Detail Sheets.  
For Additional Information, See Splitter Island Detail Sheets.  
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.

RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

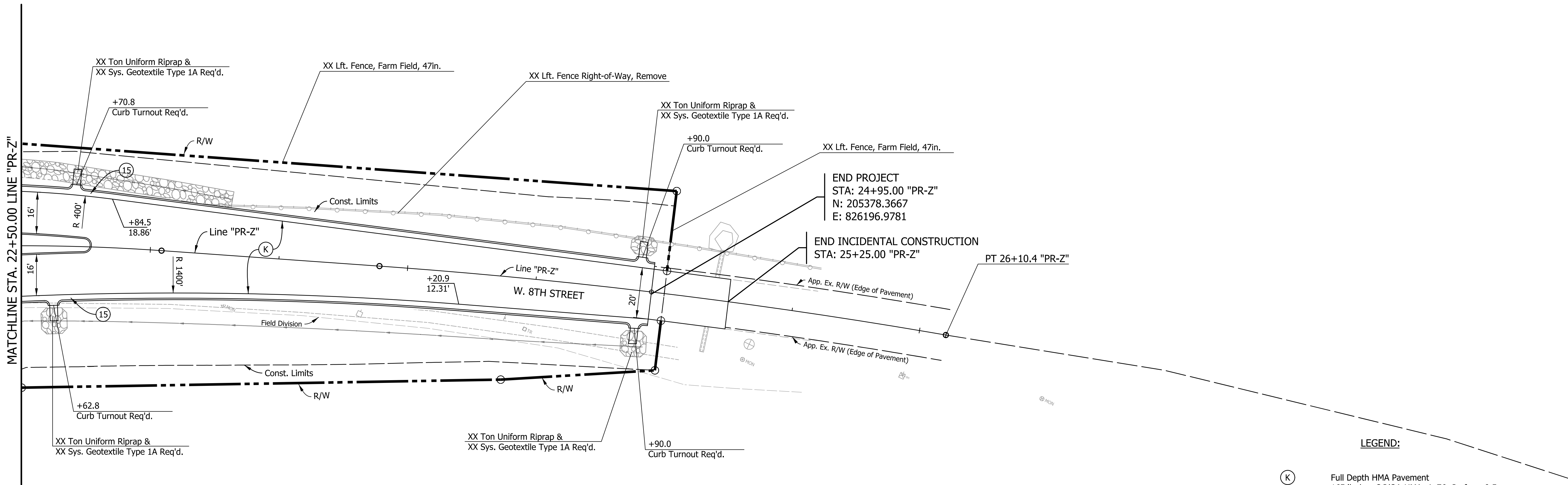
INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAIL SHEET  
STA. 14+00 "PR-Y" TO 22+50 "PR-Z"  
STA. 76+00 TO 79+50 "PR-X"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC		33	of 92
CONTRACT		PROJECT	
R-44024		2003082	



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LEGEND:

- (K) Full Depth HMA Pavement  
165 lbs/sys QC/QA-HMA, 4, 76, Surface, 9.5mm, on  
275 lbs/sys QC/QA-HMA, 4, 76, Intermediate, 19.0mm, on  
660 lbs/sys QC/QA-HMA, 4, 64, Base, 19.0mm, on  
6" Compacted Aggregate, No. 53, on  
Subgrade Treatment, Type IC
- (TA) Truck Apron  
PCCP, 9", With  
D-1 Joints spaced at 15ft (Measured at the back of the  
Mountable Curb and Gutter) with 1.0" Dia. Dowel Bars.  
7.5" Compacted Aggregate, No. 53, on  
Subgrade Treatment, Type IBC (Cement Only)
- (13) Curb and Gutter, Roll Curb, Modified
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (22) 4" Sidewalk, Concrete, on  
4" Compacted Aggregate, No. 53, on  
Compacted Subgrade

Notes:  
All Alignment callouts are from Line "PR-Y" unless otherwise noted.  
For Additional Information, See Drainage Detail Sheets.  
For Additional Information, See Splitter Island Detail Sheets.  
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.

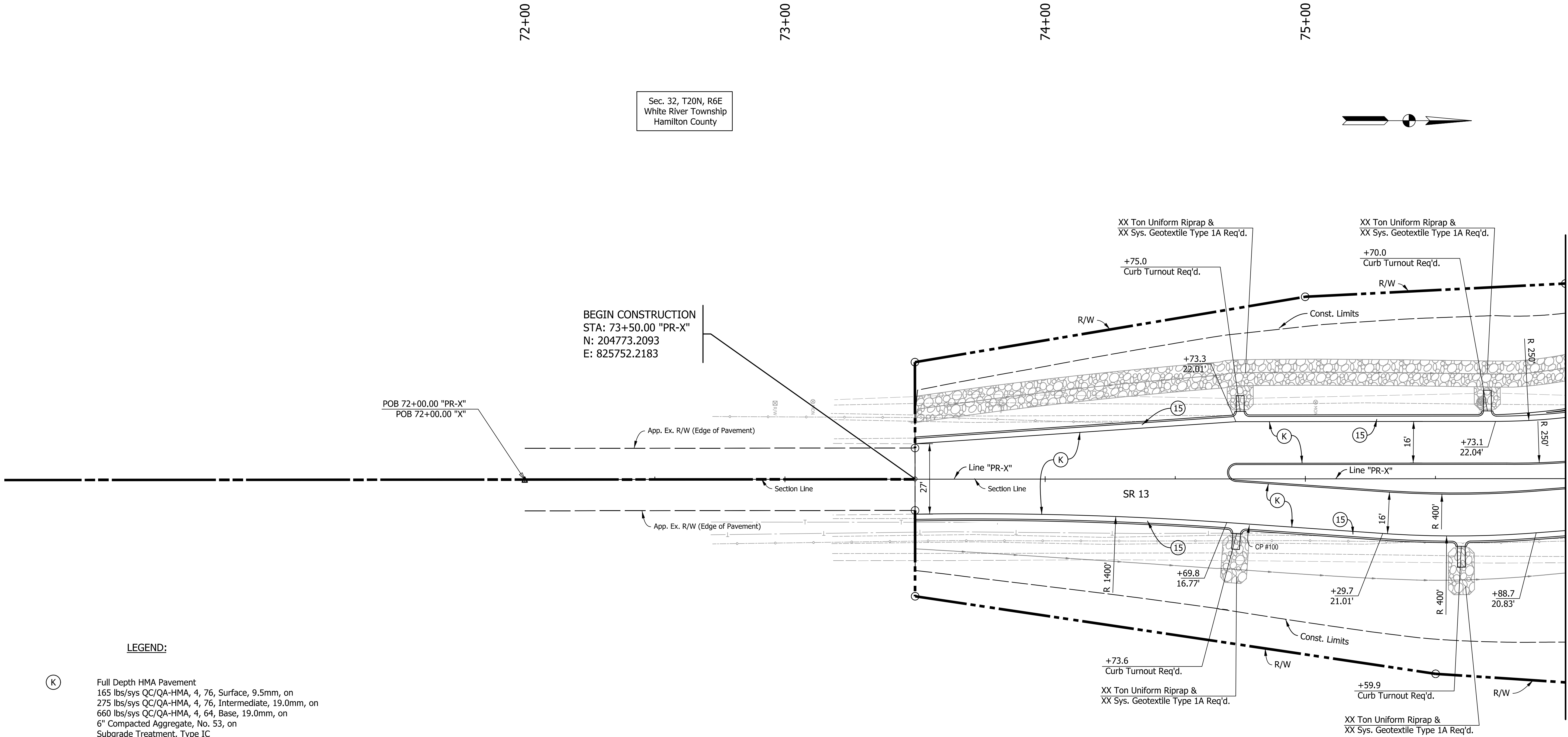
RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAIL SHEET  
STA. 22+50 TO 24+95 "PR-Z"

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N.A.	
VERTICAL SCALE	DESIGNATION	
N.A.	2003082	
SURVEY BOOK	SHEETS	
ELECTRONIC	34	of 92
CONTRACT	PROJECT	
R-44024	2003082	

4/16/2024 4:16/2024 2:29:23 PM I P:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_09\_Sht\_PR-X\_Const\_Detail\_04.dgn



Notes:  
All Alignment callouts are from Line "PR-Y" unless otherwise noted.  
For Additional Information, See Drainage Detail Sheets.  
For Additional Information, See Splitter Island Detail Sheets.  
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.

RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAIL SHEET  
STA. 72+00 TO 76+00 "PR-X"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC		35	of 92
CONTRACT		PROJECT	
R-44024		2003082	



END CONSTRUCTION  
STA: 81+60.00 "PR-X"  
N: 205583.2094  
E: 825751.5932

Sec. 33, T20N, R6E  
Jackson Township  
Madison County

(K)	<p>Full Depth HMA Pavement</p> <p>165 lbs/sys QC/QA-HMA, 4, 76, Surface, 9.5mm, on 275 lbs/sys QC/QA-HMA, 4, 76, Intermediate, 19.0mm, on 660 lbs/sys QC/QA-HMA, 4, 64, Base, 19.0mm, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC</p>
(R)	<p>220 lbs/sys QC/QA-HMA, 4, 76, Surface, 12.5 mm, on 2.0" Milling, Asphalt</p>
(TA)	<p>Truck Apron</p> <p>PCCP, 9", With</p> <p>D-1 Joints spaced at 15ft (Measured at the back of the Mountable Curb and Gutter) with 1.0" Dia. Dowel Bars.</p> <p>7.5" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IBC (Cement Only)</p>
(13)	<p>Curb and Gutter, Roll Curb, Modified</p>
(15)	<p>Curb and Gutter, Concrete</p>
(16)	<p>Curb, Concrete</p>
(22)	<p>4" Sidewalk, Concrete, on</p> <p>4" Compacted Aggregate, No. 53, on Compacted Subgrade</p>

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: HMM	DRAWN: JJP	
CHECKED: JMB	CHECKED: JMB	

CONSTRUCTION DETAIL SHEET  
STA. 79+50 TO 81+60 "PR-X"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC		36	of 92
CONTRACT		PROJECT	
R-44024		2003082	



- |      |  |
|------|--|
| (K)  | Full Depth HMA Pavement<br>165 lbs/sys QC/QA-HMA, 4, 76, Surface, 9.5mm, on<br>275 lbs/sys QC/QA-HMA, 4, 76, Intermediate, 19.0mm, on<br>660 lbs/sys QC/QA-HMA, 4, 64, Base, 19.0mm, on<br>6" Compacted Aggregate, No. 53, on<br>Subgrade Treatment, Type IC |
| (TA) | Truck Apron<br>PCCP, 9", With<br>D-1 Joints spaced at 15ft (Measured at the back of the<br>Mountable Curb and Gutter) with 1.0" Dia. Dowel Bars.<br>7.5" Compacted Aggregate, No. 53, on<br>Subgrade Treatment, Type IBC (Cement Only)                       |
| (13) | Curb and Gutter, Roll Curb, Modified   |
| (15) | Curb and Gutter, Concrete  |
| (16) | Curb, Concrete   |
| (22) | 4" Sidewalk, Concrete, on<br>4" Compacted Aggregate, No. 53, on<br>Compacted Subgrade  |

Notes:  
 All Alignment callouts are from Line "PR-Y" & "PR-Z" unless otherwise noted.  
 For Additional Information, See Drainage Detail Sheets.  
 For Additional Information, See Construction Detail Sheets.  
 For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: <u>HMM</u>	DRAWN: <u>JJP</u>	
CHECKED: <u>JMB</u>	CHECKED: <u>JMB</u>	

INDIANA  
DEPARTMENT OF TRANSPORTATION

# CONSTRUCTION DETAIL SHEET

## SPLITTER ISLANDS "PR-Y" AND "PR-Z"

HORIZONTAL SCALE		BRIDGE FILE		
1"=20'		N.A.		
VERTICAL SCALE		DESIGNATION		
N.A.		2003082		
SURVEY BOOK		SHEETS		
ELECTRONIC		37	of	92
CONTRACT		PROJECT		
R-44024		2003082		





(K)	<p>Full Depth HMA Pavement</p> <p>165 lbs/sys QC/QA-HMA, 4, 76, Surface, 9.5mm, on 275 lbs/sys QC/QA-HMA, 4, 76, Intermediate, 19.0mm, on 660 lbs/sys QC/QA-HMA, 4, 64, Base, 19.0mm, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC</p>
(TA)	<p>Truck Apron</p> <p>PCCP, 9", With</p> <p>D-1 Joints spaced at 15ft (Measured at the back of the Mountable Curb and Gutter) with 1.0" Dia. Dowel Bars.</p> <p>7.5" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IBC (Cement Only)</p>
(13)	Curb and Gutter, Roll Curb, Modified
(15)	Curb and Gutter, Concrete
(16)	Curb, Concrete
(22)	<p>4" Sidewalk, Concrete, on</p> <p>4" Compacted Aggregate, No. 53, on Compacted Subgrade</p>

Notes:

All Alignment callouts are from Line "PR-X" unless otherwise noted.

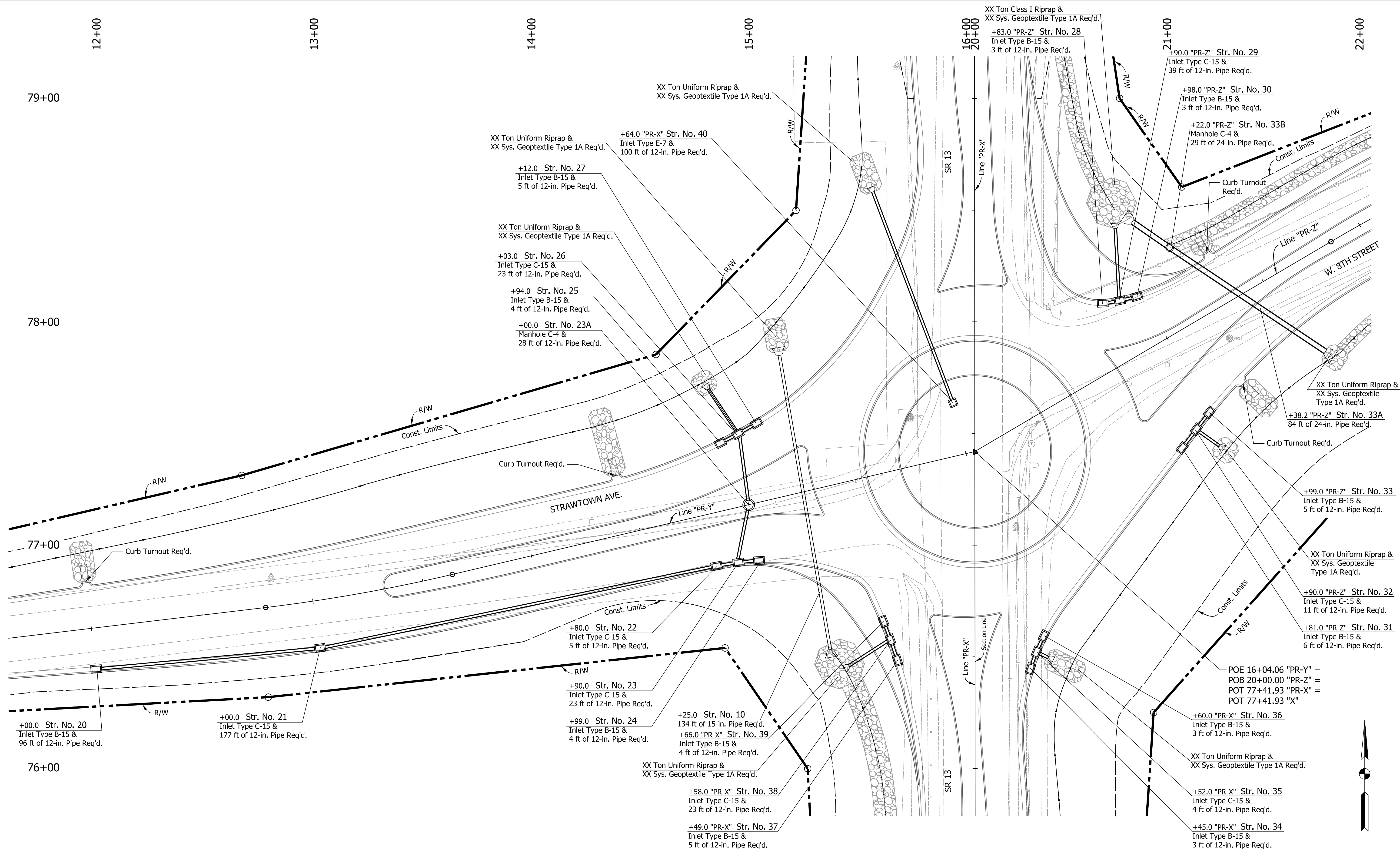
For Additional Information, See Drainage Detail Sheets.

For Additional Information, See Construction Detail Sheets.

For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION			HORIZONTAL SCALE		BRIDGE FILE		
				1"=20'		N.A.		
				VERTICAL SCALE		DESIGNATION		
				N.A.		2003082		
DESIGNED: <u>HMM</u>	DRAWN: <u>JJP</u>	CONSTRUCTION DETAIL SHEET SPLITTER ISLAND "PR-X"			SURVEY BOOK		SHEETS	
					ELECTRONIC	38	of	92
CHECKED: <u>JMB</u>	CHECKED: <u>JMB</u>				CONTRACT		PROJECT	
					R-44024		2003082	

4/16/2024 4:16/2024 2:29:26 PM I:\220076-SR 13 and Strawtown Road Rdbr\09Road\04 Design files\02 DGN\Plans\220076\_11\_SRL\_PR-Y\_DRNG Detail\_01.dgn



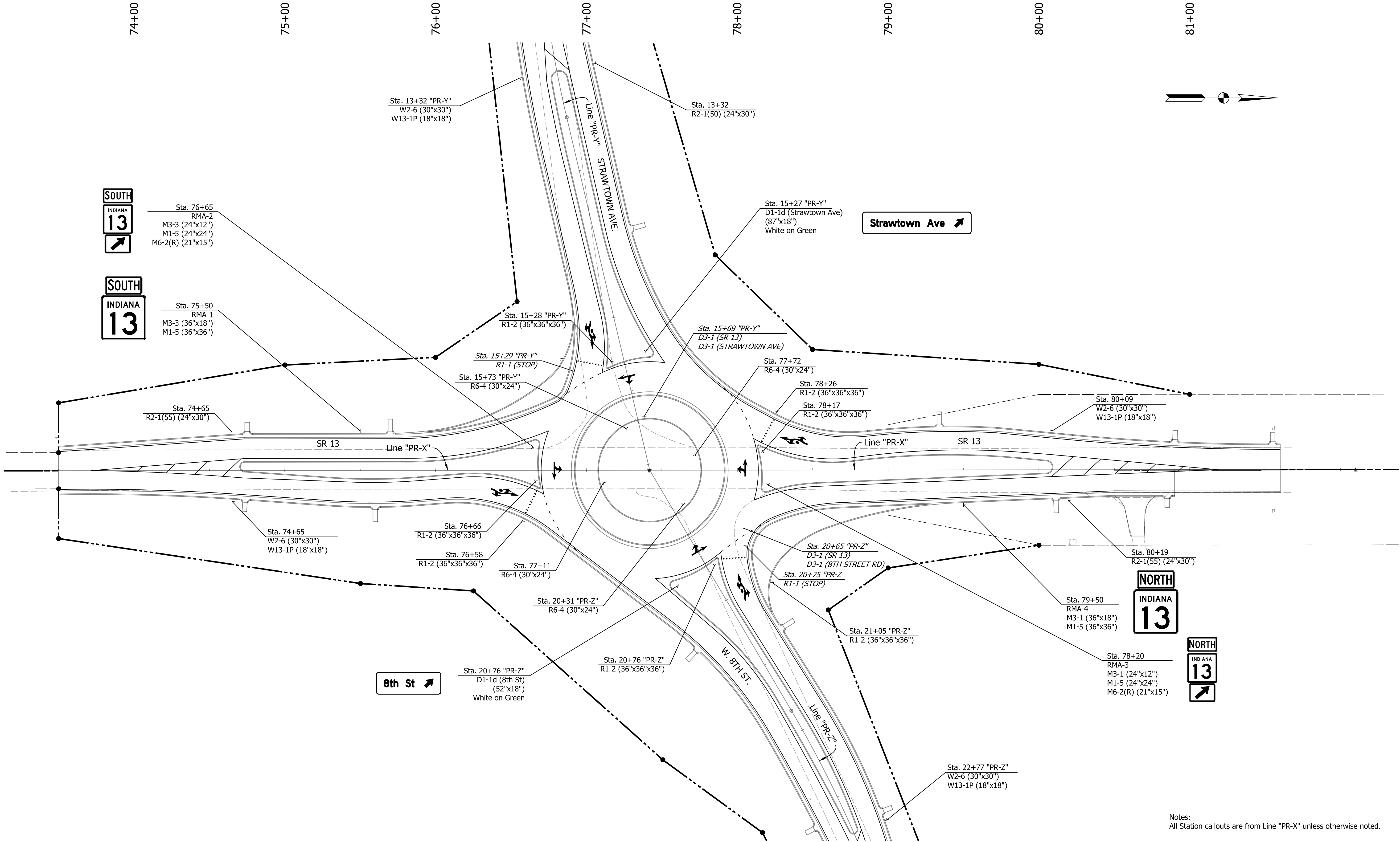
Notes:  
All Alignment callouts are from Line "PR-X" unless otherwise noted.  
For Additional Information, See Construction Detail Sheets.  
For Additional Information, See Curb Ramp Detail Sheets.  
For Additional Alignment Information and Monument Location/Type, See Geometric Tie-in Sheets.

RECOMMENDED FOR APPROVAL	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAINAGE DETAIL SHEET STA. 14+00 "PR-Y" TO 22+50 "PR-Z" STA. 76+00 TO 79+50 "PR-X"	

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N.A.
VERTICAL SCALE	DESIGNATION
N.A.	2003082
SURVEY BOOK	SHEETS
ELECTRONIC	39 of 92
CONTRACT	PROJECT
R-44024	2003082

4/16/2024 4:16/2024 2:29:27 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_16\_Sht\_Sign\_01.dgn



Notes:  
All Station callouts are from Line "PR-X" unless otherwise noted.

**LEGEND:**  
(56) Remove Existing Sheet Sign and Supports

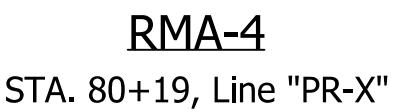
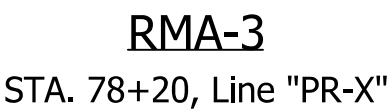
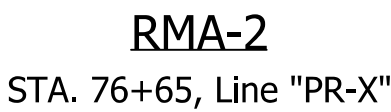
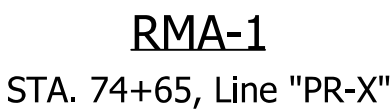
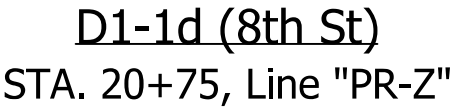
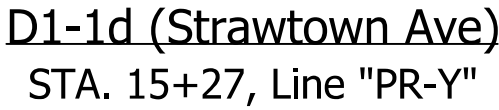
RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED SIGNAGE

HORIZONTAL SCALE	BRIDGE FILE	
1"=30'	N.A.	
VERTICAL SCALE	DESIGNATION	
N.A.	2003082	
SURVEY BOOK	SHEETS	
ELECTRONIC	40	of 92
CONTRACT	PROJECT	
R-44024	2003082	



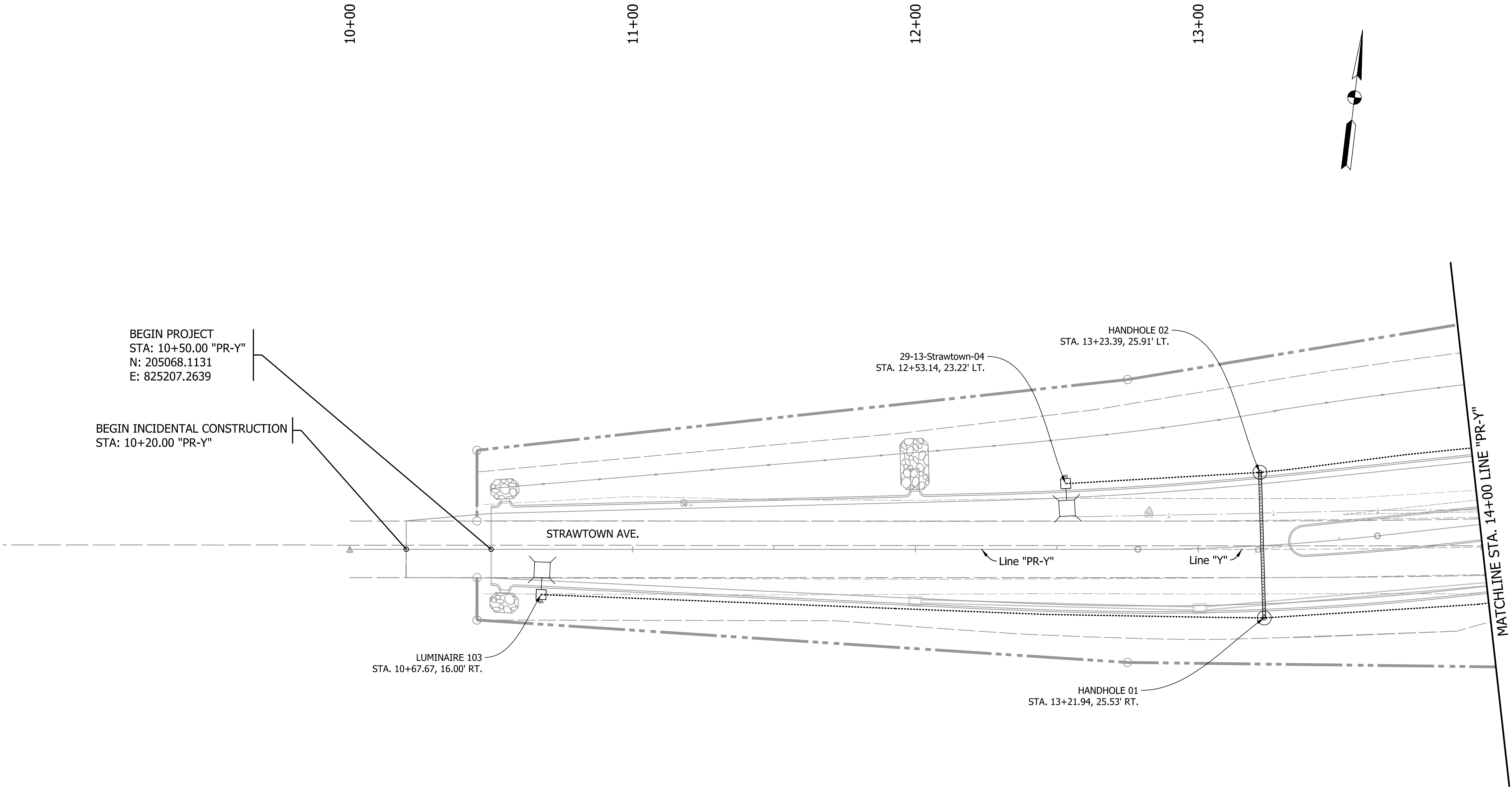


### RMA Details

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE			
				1"=20'		N.A.			
				VERTICAL SCALE		DESIGNATION			
				N.A.		2003082			
DESIGNED: HMM		DRAWN: JJP		SHEET SIGN & RMA DETAILS		SURVEY BOOK		SHEETS	
						ELECTRONIC		41 of 92	
CHECKED: JMB		CHECKED: JMB				CONTRACT		PROJECT	
						R-44024		2003082	



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LUMINAIRE SCHEDULE												
LUMINAIRE NO.	01	02	03	04	05	06	07	08	09	10	11	12
CONNECTION TYPE	2	2	1	1	2	2	1	2	1	1	2	1
CURCUIT	B	R	B	R	B	R	B	R	B	R	B	R
POLE HEIGHT	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft
MAST ARM LENGTH	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft
BREAKAWAY FOUNDATION	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y


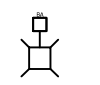


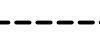
HANDHOLE SCHEDULE						
HANDHOLE NO.	01	02	03	04	05	06
CONNECTION TYPE.	B	B	A	B	B	B

SERVICE POINT & CONTROLLER CABINET				
No.	Main Breaker	Branch Circuit	Computed Branch Circuit Average	Branch Circuit Breaker Rating
1	100 Amps	Red	11.898 Amps	30 Amps
		Black	11.898 Amps	30 Amps

LUMINAIRE DESIGN DATA	
LUMINAIRE STYLE	INDOT STANDARD
LAMP TYPE	ATBL E XXXX R3
NOMINAL MOUNTING HEIGHT (MH)	40-ft.
LUMINAIRE CLASSIFICATION (IES)	ATBL E_XXXXX_R3.IES
VOLTAGE	120/240 V
LUMINAIRE LOAD OPERATING AMPS	200 AMPS
INITIAL LAMP LUMENS (LL)	4000K
INITIAL DEPRECIATION FACTOR	0.96
LUMINAIRE DIRT DEPRECIATION FACTOR (LLD)	0.87
DESIGN SOFTWARE	VISUAL
AVERAGE MAINTAINED ILLUMINATION (Eh)	1.0 fc
UNIFORMITY RATIO	2.5:1
PAVEMENT CLASSIFICATION	SHORT, TYPE III

- GENERAL NOTES**
- ALL ALIGNMENT CALLOUTS ARE FROM LINE "PR-Y" UNLESS OTHERWISE NOTED.
  - ALL WORK SHALL CONFORM TO THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE & ALL LOCAL ORDINACES
  - FOR ADDITIONAL ALIGNMENT INFORMATION AND MONUMENT LOCATION/TYPE, SEE GEOMETRIC TIE-IN SHEETS.
  - CONTRACTOR TO COORDINATE WITH ELECTRICAL PROVIDER REGARDING EXACT METERED SERVICE POINT LOCATION
  - LUMINARE SHALL PROVIDE A LIGHT DISTRIBUTION EQUIVALENT TO IES DISTRIBUTION TYPE: ATBL\_E\_XXXXX\_R3.IES

**LEGEND**

-  II
- SERVICE POINT, TYPE II, 120/240V
- 
- LUMINAIRE, SOLID STATE (LED), 40-FT MOUNTING HEIGHT ON STANDARD FOUNDATION WITH 8-FT MAST ARM
- 
- HANDHOLE
- 
- 4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT, IN 2" SCH. 80 HDPE CONDUIT
- 
- 4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT, IN TRENCH

RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER _____ DATE _____	
DESIGNED: HMM _____	DRAWN: JJP _____
CHECKED: JMB _____	CHECKED: JMB _____

INDIANA  
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS  
STA. 10+00 TO 14+00 "PR-Y"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC		42	of 92
CONTRACT		PROJECT	
R-44024		2003082	

4/16/2024 4:16/2024 2:29:30 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_18\_Sht\_Lighting\_02.dgn

79+00

78+00

77+00

LUMINAIRE SCHEDULE												
LUMINAIRE NO.	01	02	03	04	05	06	07	08	09	10	11	12
CONNECTION TYPE	2	2	1	1	2	2	1	2	1	1	2	1
CURCUIT	B	R	B	R	B	R	B	R	B	R	B	R
POLE HEIGHT	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft
MAST ARM LENGTH	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft
BREAKAWAY FOUNDATION	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

HANDHOLE SCHEDULE						
HANDHOLE NO.	01	02	03	04	05	06
CONNECTION TYPE.	B	B	A	B	B	B

SERVICE POINT & CONTROLLER CABINET				
No.	Main Breaker	Branch Circuit	Computed Branch Circuit Average	Branch Circuit Breaker Rating
1	100 Amps	Red	11.898 Amps	30 Amps
		Black	11.898 Amps	30 Amps

LUMINAIRE DESIGN DATA	
LUMINAIRE STYLE	INDOT STANDARD
LAMP TYPE	ATBL E XXXX R3
NOMINAL MOUNTING HEIGHT (MH)	40-ft.
LUMINAIRE CLASSIFICATION (IES)	ATBL_E_XXXX_R3.IES
VOLTAGE	120/240 V
LUMINAIRE LOAD OPERATING AMPS	200 AMPS
INITIAL LAMP LUMENS (LL)	4000K
INITIAL DEPRECIATION FACTOR	0.96
LUMINAIRE DIRT DEPRECIATION FACTOR (LLD)	0.87
DESIGN SOFTWARE	VISUAL
AVERAGE MAINTAINED ILLUMINATION (Eh)	1.0 fc
UNIFORMITY RATIO	2.5:1
PAVEMENT CLASSIFICATION	SHORT, TYPE III

MATCHLINE STA. 14+00.00 LINE "PR-Y"

MATCHLINE STA. 79+50.00 LINE "PR-X"

MATCHLINE STA. 76+00.00 LINE "PR-X"

MATCHLINE STA. 22+50.00 LINE "PR-Z"

29-13-Strawtown-05  
STA. 15+26.24, 62.61' LT.

29-13-Strawtown-08  
STA. 21+35.49 "PR-Z" 24.81' LT.

29-13-Strawtown-11  
STA. 76+65.83 "PR-X" 39.22' RT.

29-13-Strawtown-02  
STA. 14+47.26, 27.06' RT.

- GENERAL NOTES
1. ALL ALIGNMENT CALLOUTS ARE FROM LINE "PR-Y" UNLESS OTHERWISE NOTED.
  1. ALL WORK SHALL CONFORM TO THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE & ALL LOCAL ORDINANCES
  2. FOR ADDITIONAL ALIGNMENT INFORMATION AND MONUMENT LOCATION/TYPE, SEE GEOMETRIC TIE-IN SHEETS.
  3. CONTRACTOR TO COORDINATE WITH ELECTRICAL PROVIDER REGARDING EXACT METERED SERVICE POINT LOCATION
  4. LUMINAIRE SHALL PROVIDE A LIGHT DISTRIBUTION EQUIVALENT TO IES DISTRIBUTION TYPE: ATBL\_E\_XXXX\_R3.IES

LEGEND

- II  
SERVICE POINT, TYPE II, 120/240V
- LUMINAIRE, SOLID STATE (LED), 40-FT MOUNTING HEIGHT  
ON STANDARD FOUNDATION WITH 8-FT MAST ARM
- HANDHOLE
- 4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT,  
IN 2" SCH. 80 HDPE CONDUIT
- 4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT,  
IN TRENCH


RECOMMENDED  
FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

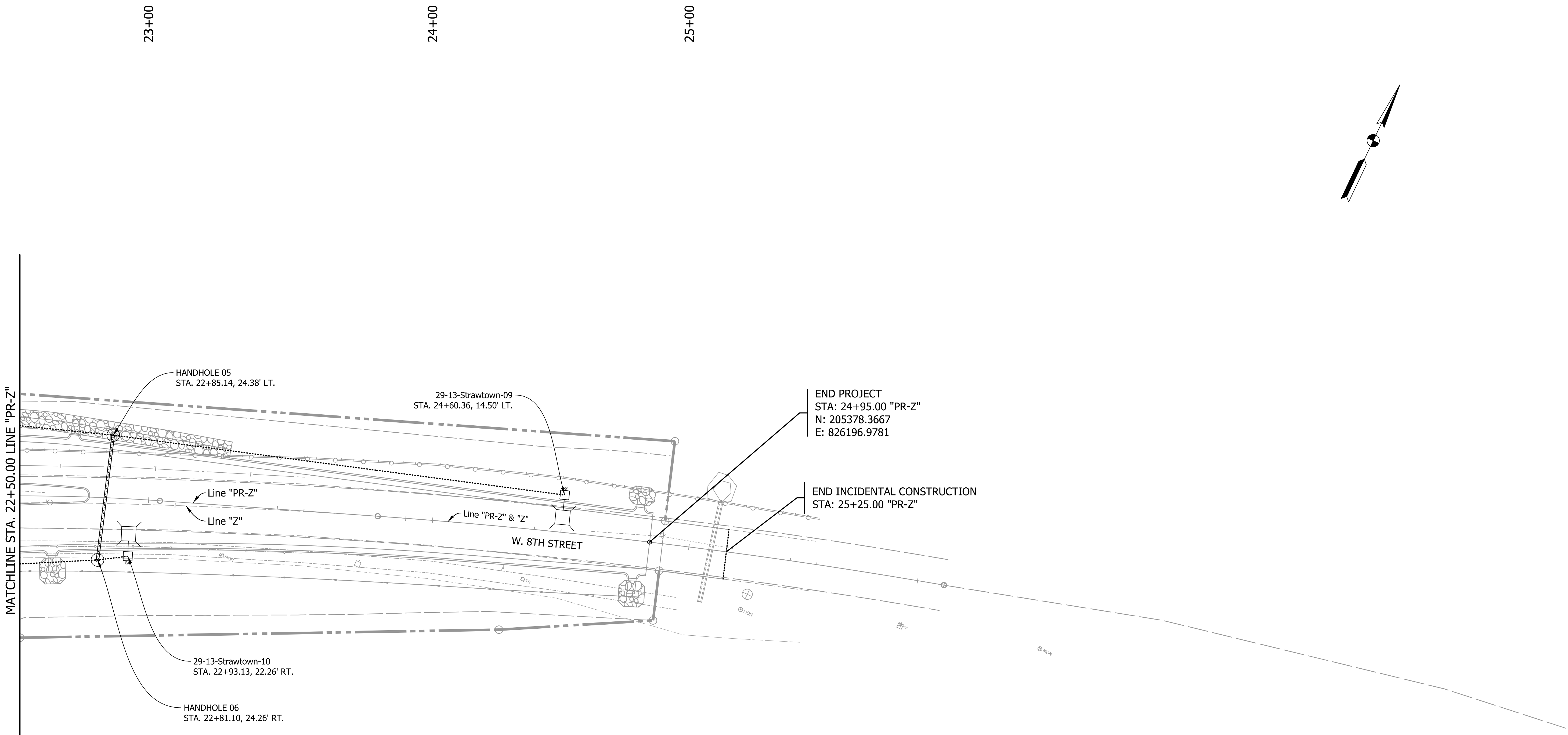
DESIGNED: HMM  
DRAWN: JJP  
CHECKED: JMB  
CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS  
STA. 14+00 "PR-Y" TO 22+50 "PR-Z"  
STA. 76+00 TO 79+50 "PR-X"

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N.A.	
VERTICAL SCALE	DESIGNATION	
N.A.	2003082	
SURVEY BOOK	SHEETS	
ELECTRONIC	43	of 92
CONTRACT	PROJECT	
R-44024	2003082	

4/16/2024 4:16/2024 2:29:32 PM I P:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_18\_Sht\_Lighting\_03.dgn



LUMINAIRE SCHEDULE												
LUMINAIRE NO.	01	02	03	04	05	06	07	08	09	10	11	12
CONNECTION TYPE	2	2	1	1	2	2	1	2	1	1	2	1
CURCUIT	B	R	B	R	B	R	B	R	B	R	B	R
POLE HEIGHT	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft
MAST ARM LENGTH	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft
BREAKAWAY FOUNDATION	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

HANDHOLE SCHEDULE						
HANDHOLE NO.	01	02	03	04	05	06
CONNECTION TYPE:	B	B	A	B	B	B






SERVICE POINT & CONTROLLER CABINET				
No.	Main Breaker	Branch Circuit	Computed Branch Circuit Average	Branch Circuit Breaker Rating
1	100 Amps	Red	11.898 Amps	30 Amps
		Black	11.898 Amps	30 Amps

LUMINAIRE DESIGN DATA	
LUMINAIRE STYLE	INDOT STANDARD
LAMP TYPE	ATBL E XXXX R3
NOMINAL MOUNTING HEIGHT (MH)	40-ft.
LUMINAIRE CLASSIFICATION (IES)	ATBL E_XXXX_R3.IES
VOLTAGE	120/240 V
LUMINAIRE LOAD OPERATING AMPS	200 AMPS
INITIAL LAMP LUMENS (LL)	4000K
INITIAL DEPRECIATION FACTOR	0.96
LUMINAIRE DIRT DEPRECIATION FACTOR (LLD)	0.87
DESIGN SOFTWARE	VISUAL
AVERAGE MAINTAINED ILLUMINATION (Eh)	1.0 fc
UNIFORMITY RATIO	2.5:1
PAVEMENT CLASSIFICATION	SHORT, TYPE III

GENERAL NOTES

1. ALL ALIGNMENT CALLOUTS ARE FROM LINE "PR-Z" UNLESS OTHERWISE NOTED.
1. ALL WORK SHALL CONFORM TO THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE & ALL LOCAL ORDINANCES
2. FOR ADDITIONAL ALIGNMENT INFORMATION AND MONUMENT LOCATION/TYPE, SEE GEOMETRIC TIE-IN SHEETS.
3. CONTRACTOR TO COORDINATE WITH ELECTRICAL PROVIDER REGARDING EXACT METERED SERVICE POINT LOCATION
4. LUMINAIRE SHALL PROVIDE A LIGHT DISTRIBUTION EQUIVALENT TO IES DISTRIBUTION TYPE: ATBL\_E\_XXXX\_R3.IES

LEGEND

- **II**
- SERVICE POINT, TYPE II, 120/240V
- 
- LUMINAIRE, SOLID STATE (LED), 40-FT MOUNTING HEIGHT ON STANDARD FOUNDATION WITH 8-FT MAST ARM
- 
- HANDHOLE
- 
- 4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT, IN 2" SCH. 80 HDPE CONDUIT
- 
- 4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT, IN TRENCH

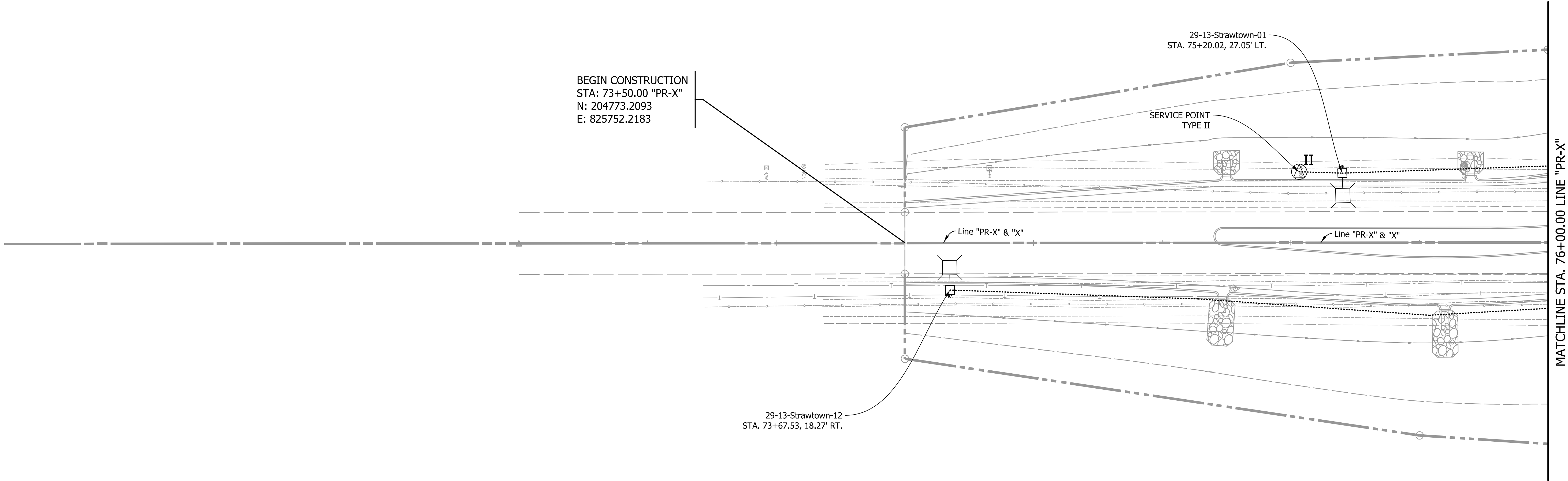
RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS  
STA. 22+50 TO 24+95 "PR-Z"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC		44	of 92
CONTRACT		PROJECT	
R-44024		2003082	

4/16/2024 4:16/2024 2:29:34 PM I P:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_18\_Sht\_Lighting\_04.dgn



LUMINAIRE SCHEDULE												
LUMINAIRE NO.	01	02	03	04	05	06	07	08	09	10	11	12
CONNECTION TYPE	2	2	1	1	2	2	1	2	1	1	2	1
CURCUIT	B	R	B	R	B	R	B	R	B	R	B	R
POLE HEIGHT	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft
MAST ARM LENGTH	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft
BREAKAWAY FOUNDATION	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

HANDHOLE SCHEDULE						
HANDHOLE NO.	01	02	03	04	05	06
CONNECTION TYPE.	B	B	A	B	B	B


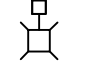



SERVICE POINT & CONTROLLER CABINET				
No.	Main Breaker	Branch Circuit	Computed Branch Circuit Average	Branch Circuit Breaker Rating
1	100 Amps	Red	11.898 Amps	30 Amps
		Black	11.898 Amps	30 Amps

LUMINAIRE DESIGN DATA	
LUMINAIRE STYLE	INDOT STANDARD
LAMP TYPE	ATBL E XXXX R3
NOMINAL MOUNTING HEIGHT (MH)	40-ft.
LUMINAIRE CLASSIFICATION (IES)	ATBL_E_XXXX_R3.IES
VOLTAGE	120/240 V
LUMINAIRE LOAD OPERATING AMPS	200 AMPS
INITIAL LAMP LUMENS (LL)	4000K
INITIAL DEPRECIATION FACTOR	0.96
LUMINAIRE DIRT DEPRECIATION FACTOR (LLD)	0.87
DESIGN SOFTWARE	VISUAL
AVERAGE MAINTAINED ILLUMINATION (Eh)	1.0 fc
UNIFORMITY RATIO	2.5:1
PAVEMENT CLASSIFICATION	SHORT, TYPE III

GENERAL NOTES

1. ALL ALIGNMENT CALLOUTS ARE FROM LINE "PR-Y" UNLESS OTHERWISE NOTED.
1. ALL WORK SHALL CONFORM TO THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE & ALL LOCAL ORDINACES
2. FOR ADDITIONAL ALIGNMENT INFORMATION AND MONUMENT LOCATION/TYPE, SEE GEOMETRIC TIE-IN SHEETS.
3. CONTRACTOR TO COORDINATE WITH ELECTRICAL PROVIDER REGARDING EXACT METERED SERVICE POINT LOCATION
4. LUMINAIRE SHALL PROVIDE A LIGHT DISTRIBUTION EQUIVALENT TO IES DISTRIBUTION TYPE: ATBL\_E\_XXXX\_R3.IES

LEGEND

-  SERVICE POINT, TYPE II, 120/240V
-  LUMINAIRE, SOLID STATE (LED), 40-FT MOUNTING HEIGHT ON STANDARD FOUNDATION WITH 8-FT MAST ARM
-  HANDHOLE
-  4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT, IN 2" SCH. 80 HDPE CONDUIT
-  4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT, IN TRENCH


RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: HMM

DRAWN: JJP

CHECKED: JMB

CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS  
STA. 72+00 TO 76+00 "PR-X"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N.A.

SURVEY BOOK

ELECTRONIC

CONTRACT

R-44024

BRIDGE FILE

N.A.

DESIGNATION

2003082

SHEETS

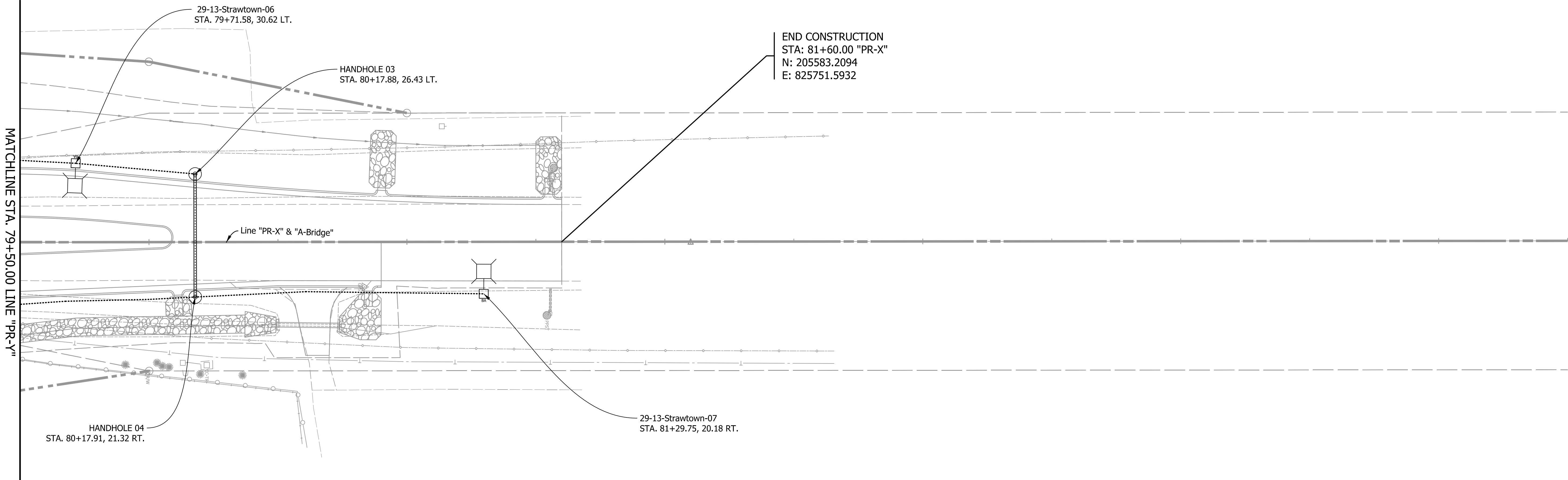
45 of 92

PROJECT

2003082



4/16/2024 4:16/2024 2:29:36 PM I P:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_18\_Sht\_Lighting\_05.dgn



LUMINAIRE SCHEDULE												
LUMINAIRE NO.	01	02	03	04	05	06	07	08	09	10	11	12
CONNECTION TYPE	2	2	1	1	2	2	1	2	1	1	2	1
CURCUIT	B	R	B	R	B	R	B	R	B	R	B	R
POLE HEIGHT	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft	40-ft
MAST ARM LENGTH	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft	8-ft
BREAKAWAY FOUNDATION	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

HANDHOLE SCHEDULE						
HANDHOLE NO.	01	02	03	04	05	06
CONNECTION TYPE.	B	B	A	B	B	B


SERVICE POINT & CONTROLLER CABINET				
No.	Main Breaker	Branch Circuit	Computed Branch Circuit Average	Branch Circuit Breaker Rating
1	100 Amps	Red	11.898 Amps	30 Amps
		Black	11.898 Amps	30 Amps


LUMINAIRE DESIGN DATA	
LUMINAIRE STYLE	INDOT STANDARD
LAMP TYPE	ATBL E XXXX R3
NOMINAL MOUNTING HEIGHT (MH)	40-ft.
LUMINAIRE CLASSIFICATION (IES)	ATBL_E_XXXX_R3.IES
VOLTAGE	120/240 V
LUMINAIRE LOAD OPERATING AMPS	200 AMPs
INITIAL LAMP LUMENS (LL)	4000K
INITIAL DEPRECIATION FACTOR	0.96
LUMINAIRE DIRT DEPRECIATION FACTOR (LLD)	0.87
DESIGN SOFTWARE	VISUAL
AVERAGE MAINTAINED ILLUMINATION (Eh)	1.0 fc
UNIFORMITY RATIO	2.5:1
PAVEMENT CLASSIFICATION	SHORT, TYPE III


GENERAL NOTES


1. ALL ALIGNMENT CALLOUTS ARE FROM LINE "PR-X UNLESS OTHERWISE NOTED.
1. ALL WORK SHALL CONFORM TO THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE & ALL LOCAL ORDINANCES
2. FOR ADDITIONAL ALIGNMENT INFORMATION AND MONUMENT LOCATION/TYPE, SEE GEOMETRIC TIE-IN SHEETS.
3. CONTRACTOR TO COORDINATE WITH ELECTRICAL PROVIDER REGARDING EXACT METERED SERVICE POINT LOCATION
4. LUMINAIRE SHALL PROVIDE A LIGHT DISTRIBUTION EQUIVALENT TO IES DISTRIBUTION TYPE: ATBL\_E\_XXXX\_R3.IES


LEGEND

- 

II SERVICE POINT, TYPE II, 120/240V
- 

LUMINAIRE, SOLID STATE (LED), 40-FT MOUNTING HEIGHT ON STANDARD FOUNDATION WITH 8-FT MAST ARM
- 

HANDHOLE
- 

4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT, IN 2" SCH. 80 HDPE CONDUIT
- 

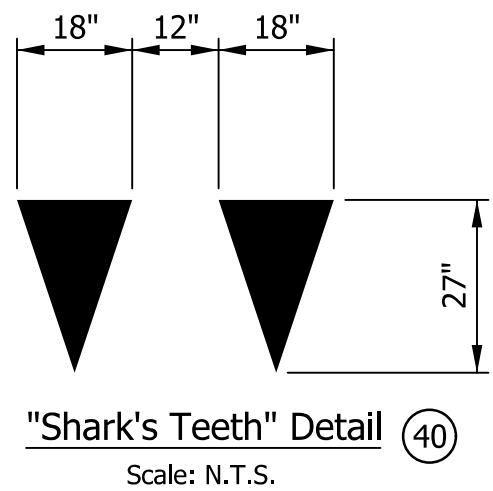
4-1C NO. 6 COPPER CONDUCTOR IN PLASTIC DUCT, IN TRENCH

						RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION			HORIZONTAL SCALE		BRIDGE FILE	
												1"=20'		N.A.	
												VERTICAL SCALE		DESIGNATION	
						DESIGNED: <u>HMM</u>	DRAWN: <u>JJP</u>		LIGHTING DETAILS STA. 79+50 TO 81+60 "PR-X"			N.A.		2003082	
												SURVEY BOOK		SHEETS	
												ELECTRONIC		46	of
						CHECKED: <u>JMB</u>	CHECKED: <u>JMB</u>				CONTRACT		PROJECT		
											R-44024		2003082		

4/16/2024 4:16/2024 2:29:38 PM I P:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_19\_Sht\_Pvmt Mark\_01.dgn

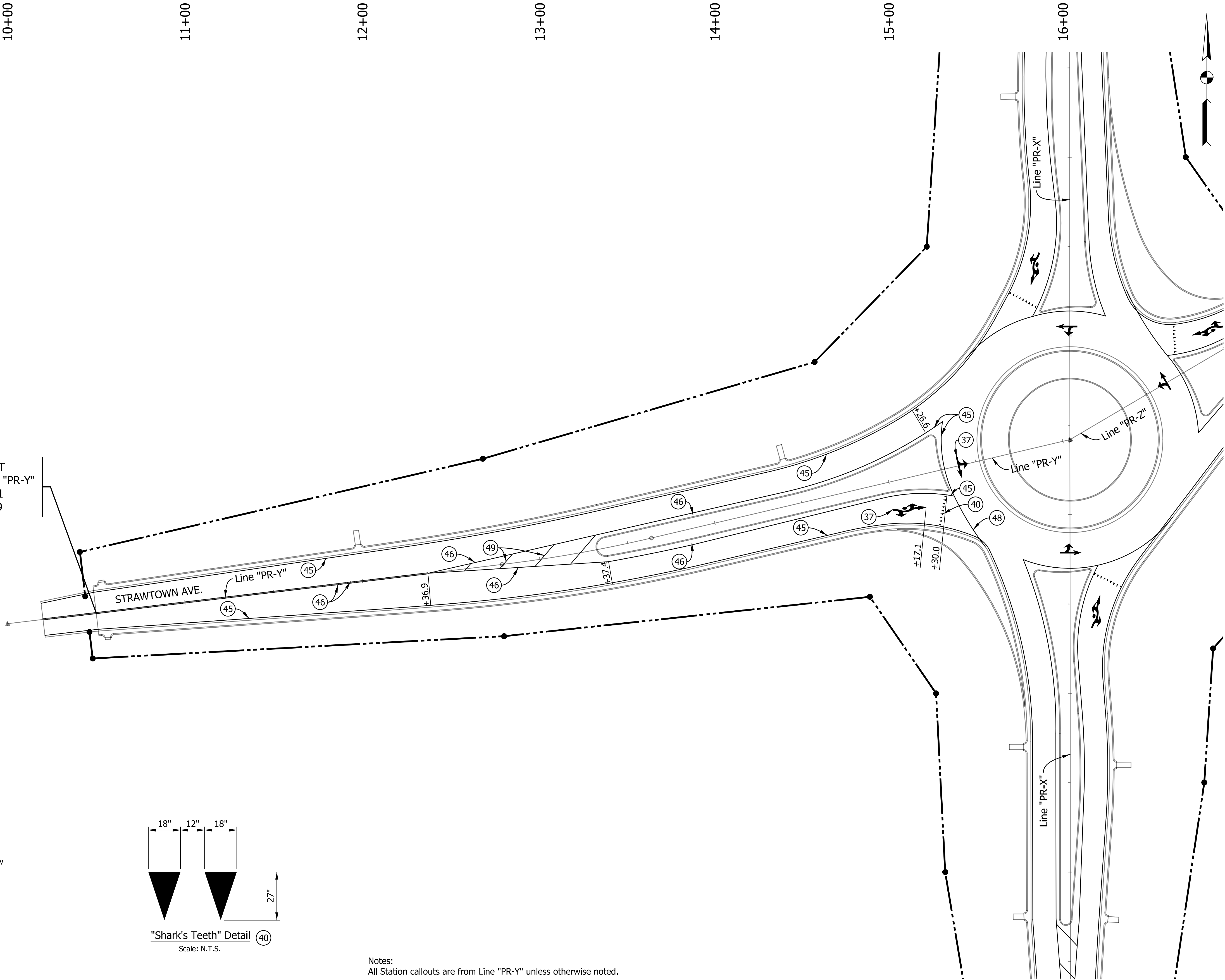
LEGEND

- 37 Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- 40 Transverse Marking, Thermoplastic, Yield Line, White, 27" (Shark's Teeth- See Detail)
- 45 Line, Thermoplastic, Solid, White, 6"
- 46 Line, Thermoplastic, Solid, Yellow, 6"
- 48 Line, Thermoplastic, Dotted, White, 6" (2' Line/2' Gap)
- 49 Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12"



Notes:  
All Station callouts are from Line "PR-Y" unless otherwise noted.

BEGIN PROJECT  
STA: 10+50.00 "PR-Y"  
N: 205068.1131  
E: 825207.2639



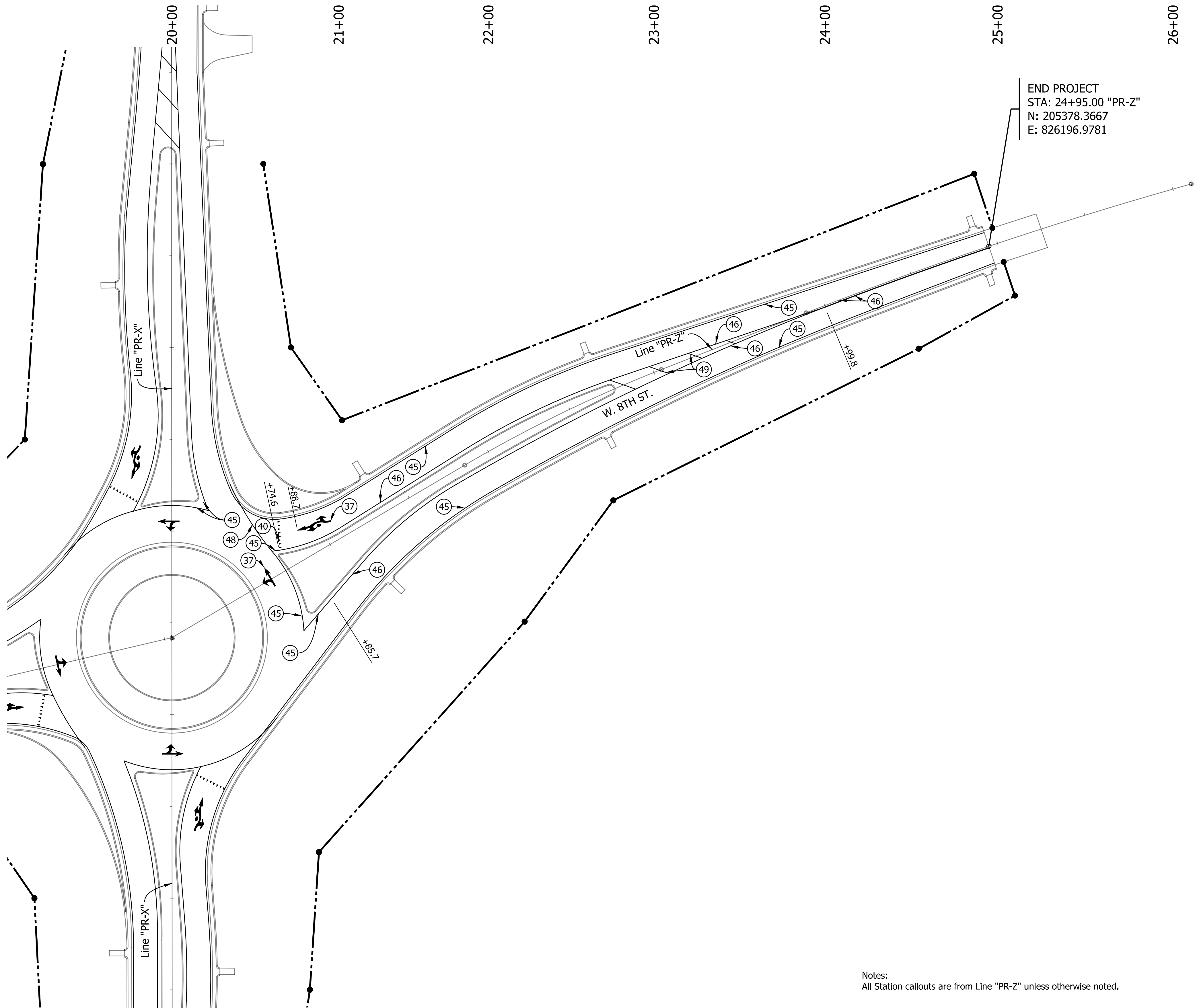
RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

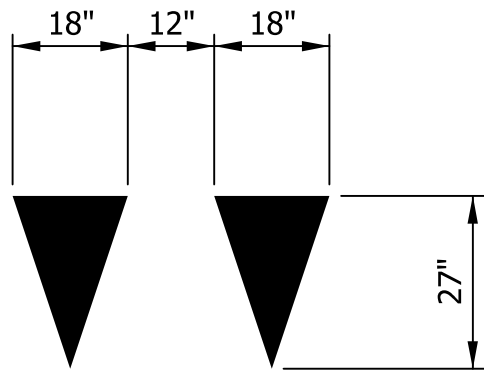
PAVEMENT MARKING  
LINE "PR-Y"

HORIZONTAL SCALE		BRIDGE FILE	
1"=30'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC		47	of 92
CONTRACT		PROJECT	
R-44024		2003082	

4/16/2024 4:16/2024 2:29:38 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_19\_Sht\_Pvmt Mark\_02.dgn



END PROJECT  
STA: 24+95.00 "PR-Z"  
N: 205378.3667  
E: 826196.9781



"Shark's Teeth" Detail (40)  
Scale: N.T.S.

LEGEND

- (37) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- (40) Transverse Marking, Thermoplastic, Yield Line, White, 27"  
(Shark's Teeth- See Detail)
- (45) Line, Thermoplastic, Solid, White, 6"
- (46) Line, Thermoplastic, Solid, Yellow, 6"
- (48) Line, Thermoplastic, Dotted, White, 6" (2' Line/2' Gap)
- (49) Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12"

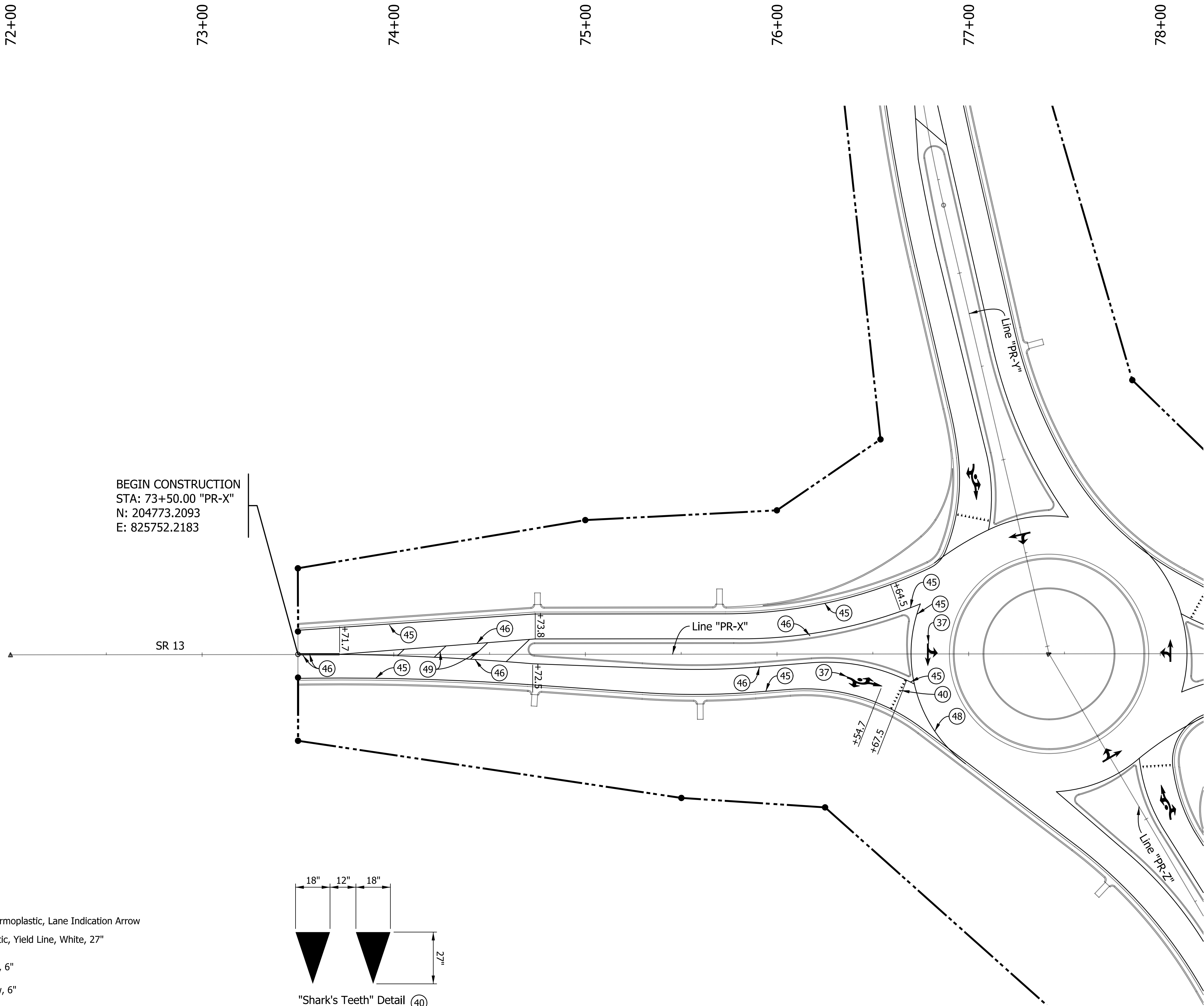
Notes:  
All Station callouts are from Line "PR-Z" unless otherwise noted.

RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

INDIANA DEPARTMENT OF TRANSPORTATION	
PAVEMENT MARKING LINE "PR-Z"	

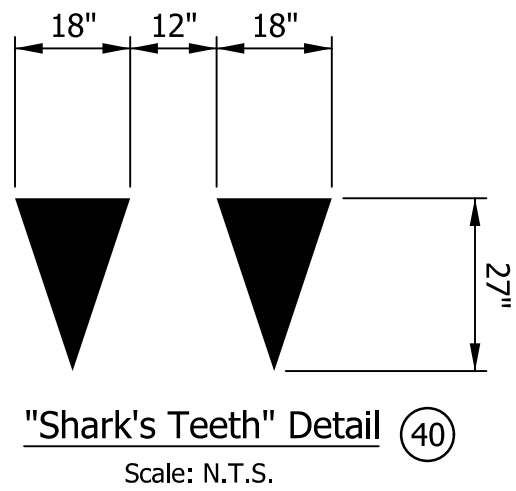
HORIZONTAL SCALE 1"=30'		BRIDGE FILE N.A.	
VERTICAL SCALE N.A.		DESIGNATION 2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC		48	of 92
CONTRACT		PROJECT	
R-44024		2003082	

4/16/2024 4:16/2024 2:29:39 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_19\_Sht\_Pvmt Mark\_03.dgn



LEGEND

- 37 Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- 40 Transverse Marking, Thermoplastic, Yield Line, White, 27"  
(Shark's Teeth- See Detail)
- 45 Line, Thermoplastic, Solid, White, 6"
- 46 Line, Thermoplastic, Solid, Yellow, 6"
- 48 Line, Thermoplastic, Dotted, White, 6" (2' Line/2' Gap)
- 49 Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12"



Notes:  
All Station callouts are from Line "PR-X" unless otherwise noted.

RECOMMENDED FOR APPROVAL _____	
DESIGNED: HMM	DRAWN: JJP
CHECKED: JMB	CHECKED: JMB

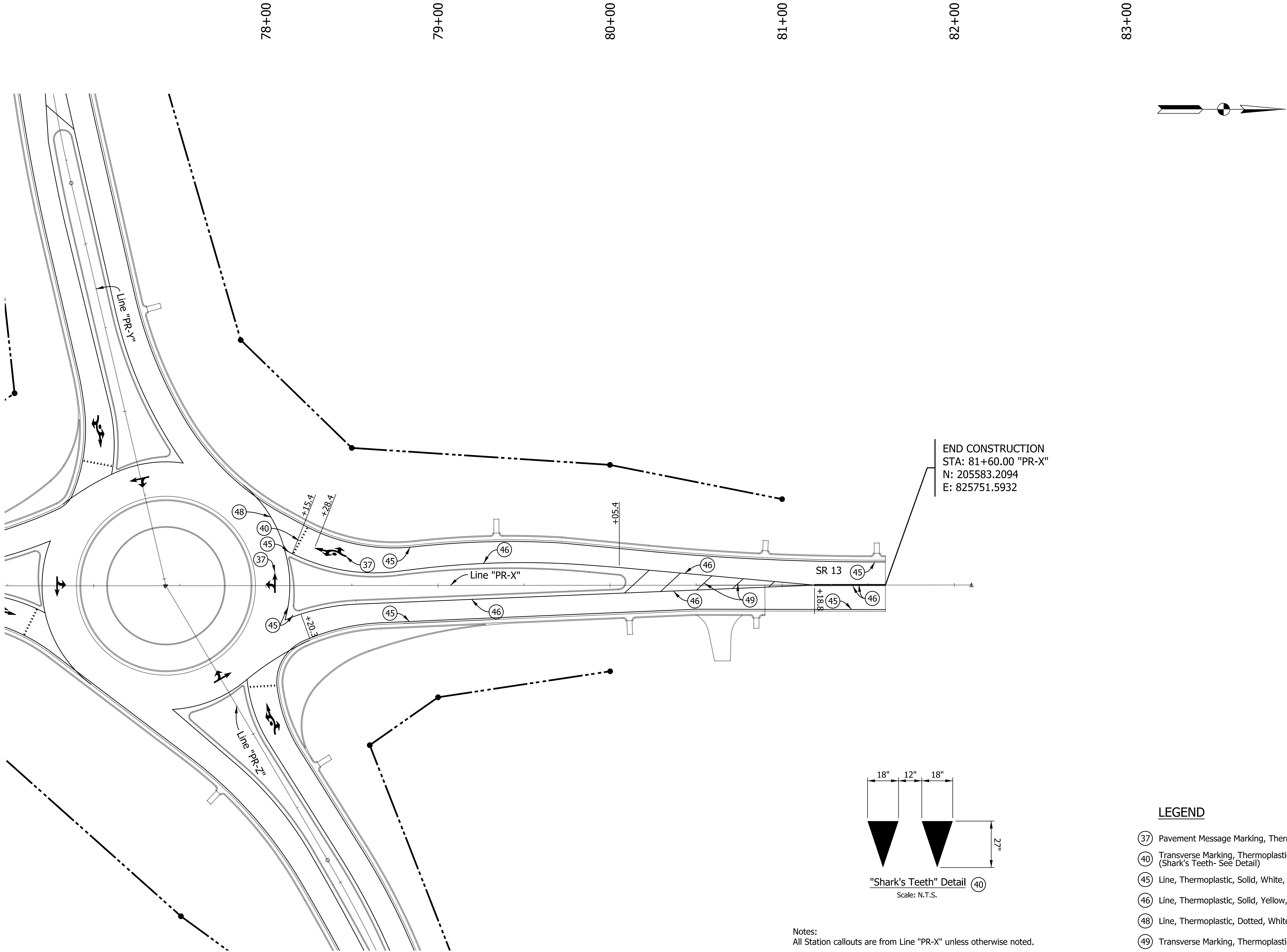
INDIANA  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING  
LINE "PR-X"

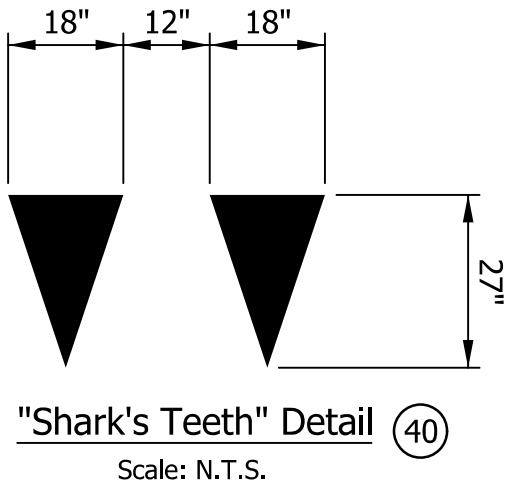
HORIZONTAL SCALE		BRIDGE FILE	
1"=30'		N.A.	
VERTICAL SCALE		DESIGNATION	
N.A.		2003082	
SURVEY BOOK		SHEETS	
ELECTRONIC		49	of 92
CONTRACT		PROJECT	
R-44024		2003082	



4/16/2024 4:16/2024 2:29:39 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_19\_SRL\_Pvmt Mark\_04.dgn



END CONSTRUCTION  
STA: 81+60.00 "PR-X"  
N: 205583.2094  
E: 825751.5932



Notes:  
All Station callouts are from Line "PR-X" unless otherwise noted.

LEGEND

- 37 Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- 40 Transverse Marking, Thermoplastic, Yield Line, White, 27"  
(Shark's Teeth- See Detail)
- 45 Line, Thermoplastic, Solid, White, 6"
- 46 Line, Thermoplastic, Solid, Yellow, 6"
- 48 Line, Thermoplastic, Dotted, White, 6" (2' Line/2' Gap)
- 49 Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12"

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION			HORIZONTAL SCALE		BRIDGE FILE	
						1"=30'		N.A.	
						VERTICAL SCALE		DESIGNATION	
						N.A.		2003082	
DESIGNED: <u>HMM</u>	DRAWN: <u>JJP</u>		PAVEMENT MARKING LINE "PR-X"			SURVEY BOOK		SHEETS	
						ELECTRONIC	50	of	92
CHECKED: <u>JMB</u>	CHECKED: <u>JMB</u>					CONTRACT		PROJECT	
						R-44024		2003082	

4/16/2024 4:16/2024 2:29:40 PM I P:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_23\_Prop\_Ex\_Sign\_Summary\_01.dgn

EXISTING SHEET SIGN & POST SUMMARY												
SIGN											POST	
PLAN SHEET NO. / LINE	SIGN LOCATION (STA.)		OFFSET	SIGN CODE	SIGN SIZE (IN. x IN.)			GROUND - MOUNTED SIGN AREA (ft²)		Sign, Sheet, and Supports, Remove EACH	SPAN ATTACHED, SIGN AREA (ft²)	Post Remove
								0.080"	0.100"			
	STA		FT.		W	x	H	0.080"	0.100"			
Line "PR-Y"												
	15+29	Rt.		Ex. R1-1	30	x	30			1		1
	15+73	Lt.		Ex. D3-1 (SR 13)	48	x	18			1		1
				Ex. D3-1 (Strawtown Ave.)	60	x	18			1		1
Line "PR-Z"												
	20+65	Rt.		Ex. D3-1 (SR 13)	48	x	18			1		1
				Ex. D3-1 (8th Street Rd)	48	x	18			1		1
	20+75	Rt.		Ex. R1-1	30	x	30			1		1
SUBTOTAL 1										6		6
PROJECT TOTALS										6		6

PROPOSED SHEET SIGN & POST SUMMARY																				
SIGN											POST									
PLAN SHEET NO. / LINE	SIGN LOCATION (STA.)		OFFSET	SIGN CODE	SIGN SIZE (IN. x IN.)			GROUND - MOUNTED SIGN AREA (ft²)			SPAN ATTACHED, SIGN AREA (ft²)	SQUARE								
								0.080"	0.100"	0.125"		0.080"	2 1/2" X 2 1/2" - 12 GA. (TYPE 3)			2" X 2" - 12 GA. (TYPE 2)			2 1/4" X 2 1/4" - 12 GA. (TYPE 1)	
	STA	LT / RT/CL	FT.		W	x	H				REINFORCED ANCHOR POST LENGTH (FT.)			REINFORCED ANCHOR POST LENGTH (FT.)			REINFORCED ANCHOR POST LENGTH (FT.)			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Line "PR-Y"	13+32	LT.		R2-1(50)	24	x	30													
	13+32	RT.		W2-6	30	x	30													
				W13-1P	18	x	18													
	15+27	LT.		D1-1d	87	x	18													
	15+28	RT.		R1-2	36	x	36													
	15+73	LT.		R6-4	30	x	24													
						x														
Line "PR-Z"						x														
	20+31	RT.		R6-4	30	x	24													
	20+76	RT.		D1-1d	52	x	18													
	20+76	LT.		R1-2	36	x	36													
	22+77	LT.		W2-6	30	x	30													
				W13-1P	18	x	18													
Line "PR-X"																				
	74+65	LT.		R2-1(55)	24	x	30													
	74+65	RT.		W2-6	30	x	30													
				W13-1P	18	x	18													
	75+50	LT.		M3-3	36	x	18													
	76+58	RT.		M1-5	36	x	36													
				R1-2	36	x	36													
	76+65	LT.		M3-3	24	x	12													
				M1-5	24	x	24													
				M6-2(R)	21	x	15													
	76+66	RT.		R1-2	36	x	36													
	77+11	RT.		R6-4	30	x	24													
	77+72	LT.		R6-4	30	x	24													
	78+17	LT.		R1-2	36	x	36													
				M3-1	24	x	12													
	78+20	RT.		M1-5	24	x	24													
				M6-2(R)	21	x	15													
	78+26	LT.		R1-2	36	x	36													
	79+50	RT.		M3-1	36	x	18													
				M1-5	36	x	36													
	80+09	LT.		W2-6	30	x	30													
				W13-1P	18	x	18													
	80+19	RT.		R2-1(55)	24	x	30													

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE	BRIDGE FILE
			1"=20'	N.A.
			VERTICAL SCALE	DESIGNATION
			N.A.	2003082
DESIGNED: HMM	DRAWN: JJP	EXISTING SHEET SIGN & POST SUMMARY	SURVEY BOOK	SHEETS
			ELECTRONIC	51 of 92
CHECKED: JMB	CHECKED: JMB		CONTRACT	PROJECT
			R-44024	2003082

4/16/2024 4:16/2024 2:29:49 PM I:\220076-SR 13 and Strawtown Road Rdb\09Road\04 Design files\02 DGN\Plans\220076\_23\_Pvmt\_Marking\_Summary\_01.dgn

PAVEMENT MARKINGS SUMMARY OF QUANTITIES																								
LOCATION		Alignment			LINE, THERMOPLASTIC				LINE, THERMOPLASTIC				TRANSVERSE MARKINGS THERMOPLASTIC STOP LINE		TRANSVERSE MARKINGS CROSSHATCH LINE		TRANSVERSE MARKINGS THERMOPLASTIC CROSSWALK LINE		TRANSVERSE MARKINGS THERMOPLASTI C YIELD LINE	PAVEMENT MESSAGE THERMOPLASTIC LANE INDICATION ARROW	PAVEMENT MESSAGE THERMOPLASTIC WORD "ONLY"	PAVEMENT MESSAGE MARKING THERMOPLASTIC PED XING	PAVEMENT MESSAGE THERMOPLASTIC WORD "X-ing"	SNOWPLOWABLE RAISED PAVEMENT MARKERS
					SOLID	SOLID	DOTTED	SOLID	BROKEN	BROKEN	BROKEN	BROKEN	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID					
					WHITE 6 in	YELLOW 6 in	WHITE 6 in	YELLOW 8 in	WHITE 6 in	YELLOW 6 in	WHITE 8 in	YELLOW 8 in	WHITE 12 in	WHITE 24 in	YELLOW 12 in	YELLOW 24 in	WHITE 6 in	WHITE 24 in	WHITE 27 in					
From	To	Lt	CL	Rt	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	EACH	EACH	EACH	EACH	EACH
Line "PR-Y"																								
10+20	10+50			X	30																			
10+20	10+50		X			60																		
10+20	10+50	X			30																			
10+50	12+37		X			374																		
10+50	15+44			X	503																			
10+50	15+49	X			503																			
12+37	13+33		X												54									
12+37	15+30			X		295																		
12+37	15+27	X				291																		
15+30	15+34	X			5																			
15+27	15+37			X	12																			
15+05				X																3				
15+26																			18					
15+32			X		43																			
15+38				X			9																	
15+41			X																	2				
Line "PR-Z"																								
20+46	24+95			X	452																			
20+62		X																		2				
20+64	20+86	X			23																			
20+69				X			11																	
20+72	24+95			X	433																			
20+71	20+75	X			4																			
20+71			X		48																			
20+75	24+00	X				328																		
20+78				X															17					
20+86	24+00			X		316																		
21+00			X																	3				
22+76	24+00		X												40									
24+00	24+95		X		190																			
Line "PR-X"																								
73+50	77+16			X	381																			
73+50	73+72		X			44																		
73+50	76+85	X			340																			
73+72	76+68			X		298																		
73+72	74+71		X												83									
73+72	76+65	X				295																		
76+64				X															18					
76+65	76+74	X			11																			
76+68	76+72			X	5																			
76+70					43																			
76+81				X			13																	
77+78	81+60			X	394																			
78+02				X			11																	
78+10	81+60			X	357																			
78+11	78+20			X	10																			
78+11	78+15	X			5																			
78+14					42																			
78+15	81+19	X				306																		
78+20		X																	18					
78+20	81+19			X		300																		
80+08	81+19		X												61									
81+19	81+60		X			82																		
76+43				X																3				
76+79			X																	2				
78+05			X																	2				
78+40		X																		3				

RECOMMENDED  
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: HMM

DRAWN: JJP

CHECKED: JMB

CHECKED: JMB

INDIANA  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING SUMMARY

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N.A.

SURVEY BOOK

ELECTRONIC

CONTRACT

R-44024

BRIDGE FILE

N.A.

DESIGNATION

2003082

SHEETS

52

of

92

PROJECT

2003082







## **APPENDIX C**

### Early Coordination



## INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 694-8283

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

July 10, 2023

Sample Early Coordination Letter

Re: Early Coordination Letter, Des. No.: 2003082, Intersection Improvement Project, SR 13 at Strawtown Avenue  
Hamilton and Madison Counties, Indiana  
KEG No. 21-1155.03

Dear Interested Party,

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the aforementioned roadway in Hamilton and Madison Counties. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located at the intersection of SR 13 and Strawtown Avenue in Hamilton and Madison Counties. This section SR 13 and Strawtown Avenue is a two-lane *Rural-Minor-Arterial*. The existing SR 13 and Strawtown Avenue approaches consist of two 12' travel lanes bordered by 1' paved shoulders. The existing intersection is a two-way stop-controlled intersection. The draft need is due to the above average crash severity at the intersection. Per RoadHAT analysis (INDOT traffic engineering safety modeling software) of 2017-2019 crash data, the index of crash frequency (ICF) is 4.17 (well above average) and the index of crash cost (ICC) is 2.68 (well above average). These indices compare the crash cost and crash frequency for this intersection to intersections with similar volumes, roadway classifications, and control type throughout Indiana. The ICC and ICF exceed the threshold of 1.00 set by INDOT's Office of Traffic Safety, flagging the intersection as a safety concern. The draft purpose is to reduce crash potential at the intersection, improve the ICC and ICF to below 1.00, and provide a long-term solution to ensure safe and efficient operation of the intersection. The approximate existing right-of-way (ROW) is 10' south and 10' north of Strawtown Ave, and 12' to 50' west and 12' to 50' east of SR 13.

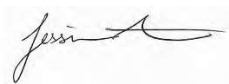
The proposed project is anticipated to include replacing the existing two-way stop with a single-lane (RAB). The RAB will include raised concrete islands, a center truck apron, outside truck aprons, new curb and gutters, a stormwater system, new roadside ditches, and lighting. The project will require the acquisition of approximately 4.09 acres of permanent ROW and 0.55 acre of temporary ROW. Proposed ROW widths from the centerline along SR 13 are 45' to 55' and along SR 128 are 40' to 55'. The project will be approximately 810' in length along SR 13 and 1,050' along Strawtown Road / 8<sup>th</sup> Street. The proposed method of traffic maintenance is anticipated to include lane shifts, lane closures, and a detour. There is the potential for less than 0.01 acre of tree removal. The project is anticipated to begin construction in Spring 2026.

Land use in the vicinity of the project is forested and agricultural, with a residence west and east of the project. Kaskaskia Engineering Group, LLC will perform waters and wetlands determinations to identify water resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared

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

Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me, at 217-213-3046 or [jstern@kaskaskiaeng.com](mailto:jstern@kaskaskiaeng.com), or Kim Szewczak, INDOT Project Manager at 317-289-3193 or [kszewczak@indot.in.gov](mailto:kszewczak@indot.in.gov). Thank you in advance for your input.

Sincerely,



Jessica Stern  
Environmental Scientist  
Kaskaskia Engineering Group, LLC

Attachment -

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

Attachments omitted  
to avoid duplication

cc: Tom Heustis, Kimley-Horn  
Kate Williams, Kimley-Horn  
John Beery, BLN



## **Organization and Project Information**

**Project ID:** 21-1155.03  
**Des. ID:** 2003082  
**Project Title:** Intersection Improvement  
**Name of Organization:** Kaskaskia Engineering Group  
**Requested by:** JESSICA STERN

## **Environmental Assessment Report**

1. Geological Hazards:
  - Moderate liquefaction potential
  - Floodway
2. Mineral Resources:
  - Bedrock Resource: High Potential
  - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
  - Petroleum Exploration Wells

\*All map layers from Indiana Map ([maps.indiana.edu](https://maps.indiana.edu))

### **DISCLAIMER:**

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

This information was furnished by Indiana Geological Survey

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

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

Phone: 812 855-7428

Date: July 10, 2023





*Kenton C. Ward, CFM*  
*Surveyor of Hamilton County*  
*Phone (317) 776-8495*  
*Fax (317) 776-9628*

*Suite 188*  
*One Hamilton County Square*  
*Noblesville, Indiana 46060-2230*

July 13, 2023

Kaskaskia Engineering Group, LLC  
 Jessica Stern  
 208 East Main Street, Suite 100  
 Belleville, IL 62220

RE: Intersection Improvement Project, S.R. 13 at Strawtown Ave, Des No. 2003082

I have received your Early Coordination letter dated July 10, 2023 regarding the above referenced project. I have the following comments regarding this project.

#### **REGULATED DRAINS –**

Although there are no regulated drains within the project limits, the Lincoln Smith Drain is located 1,245 feet west of the intersection of S.R. 13 and Strawtown Avenue. In your letter I noted that a stormwater system will be part of the plan. If you are going to utilize this drain for your outlet, the outlet must be approved by the Surveyor per IC 36-9-27-17. Also, Hamilton County requires detention for any additional impervious areas proposed if the outlet will fall within Hamilton County. The Hamilton County Stormwater Management Technical Standards Manual can be found at this link – [www.hamiltoncounty.in.gov/document-center/view/1373-Hamilton-County-Stormwater-Manual-PDF](http://www.hamiltoncounty.in.gov/document-center/view/1373-Hamilton-County-Stormwater-Manual-PDF).

#### **FLOODPLAIN –**

It does not appear to be any floodplain within the project limits as shown on the site location map which was provided. However, floodplain does exist approximately 300 feet north and 1,180 feet west of the intersection. Please be aware that Hamilton County has a prohibition against any fill within the floodplain.

#### **SECTION CORNERS –**

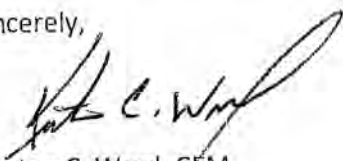
None located within the project limits.

#### **BENCH MARKS –**

None located with the project limits.

Note that the Hamilton County GIS is available online at [www.hamiltoncounty.in.gov](http://www.hamiltoncounty.in.gov). The online mapping may be of help to you as you develop this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenton C. Ward". The signature is fluid and cursive, with the first name "Kenton" being more prominent.

Kenton C. Ward, CFM  
Hamilton County Surveyor

Cc: Brian Rayl, PS  
John Campbell, PS  
Tom Shepherd, Madison County Surveyor



United States  
Department of  
Agriculture

Farm  
Production  
and  
Conservation

Natural  
Resources  
Conservation  
Service

Indiana State Office  
6013 Lakeside Boulevard  
Indianapolis, Indiana 46278  
317-295-5800

July 17, 2023

Jessica Stern  
Environmental Scientist  
301 N Neil St STE 400  
Champaign, Illinois 61820

Dear Ms. Stern:

The proposed Intersection Improvement Project, SR 13 at Strawtown Avenue in Hamilton and Madison Counties, Indiana (Des. No. 2003082), as referred to in your letter received July 10, 2023, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859 or [john.allen@usda.gov](mailto:john.allen@usda.gov).

Sincerely,

**JOHN ALLEN**



Digitally signed by JOHN ALLEN  
Date: 2023.07.18 06:50:38 -04'00'

JOHN ALLEN  
State Soil Scientist

Enclosers



## U.S. Department of Agriculture

**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project <b>DES2003082 SR13 at Strawtown Ave (H</b>		Federal Agency Involved				
Proposed Land Use		County and State <b>Hamilton County, IN</b>				
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form: <b>JRA</b>		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size <b>218 ac</b>	
Major Crop(s) <b>Corn</b>	Farmable Land In Govt. Jurisdiction Acres: <b>175655</b> % <b>68</b>	Amount of Farmland As Defined in FPPA Acres: <b>16941</b> % <b>66</b>				
Name of Land Evaluation System Used <b>LESA</b>	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS <b>7/17/23</b>				
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		<b>1.77</b>				
B. Total Acres To Be Converted Indirectly		<b>0.0</b>				
C. Total Acres In Site		<b>2.45</b>				
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		<b>2.45</b>				
B. Total Acres Statewide Important or Local Important Farmland		<b>0.00</b>				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>0.001</b>				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>135</b>				
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		<b>58</b>				
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	<b>12</b>				
2. Perimeter In Non-urban Use	(10)	<b>10</b>				
3. Percent Of Site Being Farmed	(20)	<b>12</b>				
4. Protection Provided By State and Local Government	(20)	<b>0</b>				
5. Distance From Urban Built-up Area	(15)	<b>5</b>				
6. Distance To Urban Support Services	(15)	<b>10</b>				
7. Size Of Present Farm Unit Compared To Average	(10)	<b>8</b>				
8. Creation Of Non-farmable Farmland	(10)	<b>2</b>				
9. Availability Of Farm Support Services	(5)	<b>0</b>				
10. On-Farm Investments	(20)	<b>0</b>				
11. Effects Of Conversion On Farm Support Services	(10)	<b>0</b>				
12. Compatibility With Existing Agricultural Use	(10)	<b>1</b>				
TOTAL SITE ASSESSMENT POINTS		<b>160</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		<b>100</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		<b>160</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>				
Reason For Selection:						
Name of Federal agency representative completing this form: <b>Molly Barletta</b>						
Date: <b>12/7/23</b>						

(See Instructions on reverse side)

Form AD-1006 (03-02)

## U.S. Department of Agriculture

**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)					Date Of Land Evaluation Request	
Name of Project <b>DES2003082 SR13 at Strawtown Ave (M</b>					Federal Agency Involved	
Proposed Land Use					County and State <b>Madison County, IN</b>	
<b>PART II</b> (To be completed by NRCS)					Date Request Received By NRCS	Person Completing Form: <b>JRA</b>
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)				YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated
						Average Farm Size <b>312 ac</b>
Major Crop(s) <b>Corn</b>		Farmable Land In Govt. Jurisdiction Acres: <b>281875</b> % <b>97</b>		Amount of Farmland As Defined in FPPA Acres: <b>27012</b> % <b>93</b>		
Name of Land Evaluation System Used <b>LESA</b>		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS <b>7/17/23</b>		
<b>PART III</b> (To be completed by Federal Agency)					Alternative Site Rating	
					Site A	Site B
A. Total Acres To Be Converted Directly					<b>1.64</b>	
B. Total Acres To Be Converted Indirectly					<b>0</b>	
C. Total Acres In Site					<b>2.29</b>	
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland					<b>2.29</b>	
B. Total Acres Statewide Important or Local Important Farmland					<b>0.00</b>	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					<b>&lt;0.001</b>	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					<b>99</b>	
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					<b>53</b>	
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)				Maximum Points	Site A	Site B
1. Area In Non-urban Use				(15)	<b>12</b>	
2. Perimeter In Non-urban Use				(10)	<b>10</b>	
3. Percent Of Site Being Farmed				(20)	<b>12</b>	
4. Protection Provided By State and Local Government				(20)	<b>0</b>	
5. Distance From Urban Built-up Area				(15)	<b>5</b>	
6. Distance To Urban Support Services				(15)	<b>10</b>	
7. Size Of Present Farm Unit Compared To Average				(10)	<b>8</b>	
8. Creation Of Non-farmable Farmland				(10)	<b>2</b>	
9. Availability Of Farm Support Services				(5)	<b>0</b>	
10. On-Farm Investments				(20)	<b>0</b>	
11. Effects Of Conversion On Farm Support Services				(10)	<b>0</b>	
12. Compatibility With Existing Agricultural Use				(10)	<b>1</b>	
TOTAL SITE ASSESSMENT POINTS				<b>160</b>	<b>60</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)				<b>100</b>	<b>53</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)				<b>160</b>	<b>60</b>	<b>0</b>
TOTAL POINTS (Total of above 2 lines)				<b>260</b>	<b>113</b>	<b>0</b>
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>		
Reason For Selection:						

Name of Federal agency representative completing this form: **Molly Barletta**Date: **12/7/23**

(See Instructions on reverse side)

Form AD-1006 (03-02)



# INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

*We Protect Hoosiers and Our Environment.*

100 N. Senate Avenue • Indianapolis, IN 46204  
(800) 451-6027 • (317) 232-8603 • [www.idem.IN.gov](http://www.idem.IN.gov)

Eric J. Holcomb  
Governor

Brian C. Rockensuess  
Commissioner

July 25, 2023

Kaskaskia Engineering Group, LLC  
Attention: Jessica Stern  
301 North Neil Street, Suite 400  
Champaign, IL 61820

Dear Jessica Stern:

Re: Wellhead Protection Area  
Proximity Determination  
Des No 2003082, Intersection Improvement  
Project, SR 13 at Strawtown Avenue  
Hamilton and Madison Counties, Indiana

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

The project area **is located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water. The PWSS that could be impacted by the project is Citizens Water – Indianapolis. A contact person for Citizens Water – Indianapolis is John Havard, and he could be reached via e-mail and/or phone at: [JHavard@citizensenergygroup.com](mailto:JHavard@citizensenergygroup.com) and 317-693-8716. The contact information is provided as a courtesy and reference for you if any issues arise that could potentially impact the water quality for the PWSS during the course of the project. It is not a requirement of IDEM that you contact the system regarding the project.

In the future, **please consider using this self-service tool** if it suits your needs. The Drinking Water Branch has a self-service tool which allows one to determine wellhead proximity without submitting the application form. Go to <https://www.in.gov/idem/cleanwater/pages/wellhead/> and use the instructions at the bottom of the page.



Please Reduce, Reuse, Recycle

Jessica Stern  
Page 2

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

Sincerely,

A handwritten signature in black ink that reads "Alisha Turnbow". The signature is written in a cursive, flowing style.

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

Electronic cc: John Havard, Citizens Water – Indianapolis

**THIS IS NOT A PERMIT**

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

---

**DNR#:** ER-25753

**Request Received:** July 10, 2023

**Requestor:**

Jessica Stern  
 Kaskaskia Engineering Group, LLC  
 301 North Neil Street, Suite 400  
 Champaign, IL 61820

**Project:**

SR 13 & Strawtown Avenue roundabout construction; KEG #21-1155.03, Des #2003082

**County/Site Info:** Hamilton County, Madison County

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

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

**Regulatory Assessment:**

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

**Natural Heritage Database:**

The Natural Heritage Program's data have been checked. The following state listed mussel species have been reported to occur in the White River in vicinity of the project site:

- Clubshell (*Pleurobema clava*), State endangered
- Rabbitsfoot (*Theliderma cylindrica*), State endangered
- Sheepnose (*Plethobasus cyphus*), State endangered
- Northern Riffleshell (*Epioblasma rangiana*), State endangered
- Little Spectaclecase (*Villosa lienosa*), State special concern
- Kidneyshell (*Ptychobranchus fasciolaris*), State special concern
- Purple Lilliput (*Toxolasma lividus*), State special concern
- Wavyrayed Lampmussel (*Lampsilis fasciola*), State special concern

Because work is not proposed in the river, significant or detrimental impacts to the state-listed mussels are not anticipated as a result of this project so long as appropriate erosion and sediment control measures are in place to minimize movement of sediment into nearby waterways.

**Fish and Wildlife Comments:**

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:



#### A) Lighting:

Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. Scientific evidence suggests that artificial light at night has negative and deadly effects on many organisms including amphibians, birds, mammals, insects, and plants (<https://www.darksky.org/light-pollution/wildlife/>). A June 2016 American Medical Association (AMA) report, "Human and Environmental Effects of Light Emitting Diode Community Lighting," concluded that "white LED street lighting patterns may contribute to the risk of chronic disease in the populations of cities in which they have been installed."

The International Dark-Sky Association has developed recommendations (<https://www.darksky.org/our-work/lighting/lighting-for-citizens/led-guide/>) for communities choosing LED lighting systems that will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution:

- Always choose fully shielded fixtures that emit no light upward.
- Use "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) to minimize harmful blue light emission.
- Look for products with adaptive controls like dimmers, timers, and motion sensors.
- Consider dimming or turning off lights during non-peak overnight hours.
- Avoid the temptation to over-light because of the higher luminous efficiency of LEDs.
- Only light the exact space and in the amount required for particular tasks.

#### B) Pavement Rehabilitation:

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources as long as best management practices (BMPs) are in place to limit the migration of Polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants.

#### C) Drainage and Stormwater Management:

The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. The traditional model of stormwater management aims to drain runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers drainage problems from one section of a basin to another. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: <https://www.epa.gov/greeningepa/epa-facility-stormwater-management>; <https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>

#### D) Tree Removal:

The Division of Fish and Wildlife recommends avoiding removing trees along a roadway to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban and rural areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree

program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/forestry-publications-and-presentations/> (scroll down to the Community & Urban Forestry section).

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
3. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
6. Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height.

**Contact Staff:**

Our agency appreciates this opportunity to be of service. Please contact me at [RVanVoorhis@dnr.IN.gov](mailto:RVanVoorhis@dnr.IN.gov) or (317) 232-8163 if we can be of further assistance.

*Rachel Van Voorhis*

Rachel Van Voorhis  
Environmental Coordinator  
Division of Fish and Wildlife

**Date:** August 9, 2023



## 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



In Reply Refer To:

10/08/2024 15:38:31 UTC

Project Code: 2024-0009372

Project Name: SR 13, Intersection Improvement Project, DES 2003082

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

## OFFICIAL SPECIES LIST

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

This species list is provided by:

**Indiana Ecological Services Field Office**

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



## PROJECT SUMMARY

Project Code: 2024-0009372

Project Name: SR 13, Intersection Improvement Project, DES 2003082

Project Type: Road/Hwy - Maintenance/Modification

Project Description: This project is located at the intersection of SR 13 at Strawtown Avenue in Hamilton and Madison Counties, Indiana. The proposed project is anticipated to include replacing the existing two-way stop with a single-lane roundabout (RAB). The RAB will include raised concrete islands, a center truck apron, outside truck aprons, new curb and gutters, a stormwater system, and new roadside ditches. The existing 15-inch corrugated metal pipe (CMP) will be replaced with a new 19-inch by 30-inch elliptical pipe. There is a suitable summer habitat adjacent to the project area. No trees will be removed as part of this project. On March 27, 2023, INDOT personnel from the Greenfield District stated that a review of the USFWS database did not indicate the presence of any endangered bat species in or within 0.5 miles of the project area. According to a culvert inspection by Kaskaskia Engineering Group, LLC on May 10th, 2023, no evidence of bats was seen or heard in the culvert. Permanent lighting changes are anticipated; temporary lighting changes are possible due to the potential for nighttime construction. Construction is anticipated to begin in Spring 2026.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.13886144999999,-85.86304410530305,14z>



Counties: Hamilton and Madison counties, 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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

## MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered

## BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/758">https://ecos.fws.gov/ecp/species/758</a>	Experimental Population, Non-Essential

## INSECTS

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

## CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

## BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act<sup>1</sup> and the Migratory Bird Treaty Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats<sup>3</sup>, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

- 
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
  2. The [Migratory Birds Treaty Act](#) of 1918.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Oct 15 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

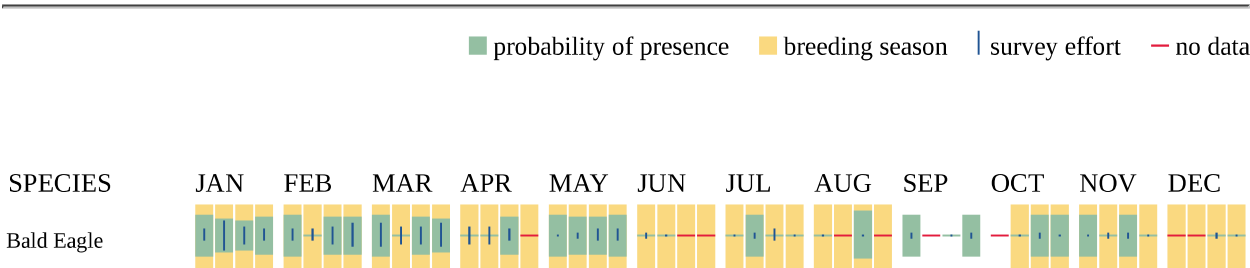
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Non-BCC  
Vulnerable

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats<sup>3</sup> should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

- 
1. The [Migratory Birds Treaty Act](#) of 1918.
  2. The [Bald and Golden Eagle Protection Act](#) of 1940.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/10561">https://ecos.fws.gov/ecp/species/10561</a>	Breeds elsewhere



NAME	BREEDING SEASON
<b>Bald Eagle <i>Haliaeetus leucocephalus</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Oct 15 to Aug 31
<b>Chimney Swift <i>Chaetura pelagica</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9406">https://ecos.fws.gov/ecp/species/9406</a>	Breeds Mar 15 to Aug 25
<b>Lesser Yellowlegs <i>Tringa flavipes</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9679">https://ecos.fws.gov/ecp/species/9679</a>	Breeds elsewhere
<b>Pectoral Sandpiper <i>Calidris melanotos</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9561">https://ecos.fws.gov/ecp/species/9561</a>	Breeds elsewhere
<b>Prothonotary Warbler <i>Protonotaria citrea</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9439">https://ecos.fws.gov/ecp/species/9439</a>	Breeds Apr 1 to Jul 31
<b>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9398">https://ecos.fws.gov/ecp/species/9398</a>	Breeds May 10 to Sep 10
<b>Rusty Blackbird <i>Euphagus carolinus</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9478">https://ecos.fws.gov/ecp/species/9478</a>	Breeds elsewhere
<b>Wood Thrush <i>Hylocichla mustelina</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9431">https://ecos.fws.gov/ecp/species/9431</a>	Breeds May 10 to Aug 31

## PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

**Probability of Presence (■)**

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

**Breeding Season (■)**

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

**Survey Effort (|)**

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

**No Data (—)**

A week is marked as having no data if there were no survey events for that week.



Wood Thrush  
BCC Rangeland  
(CON)



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

**IPAC USER CONTACT INFORMATION**

Agency: Kaskaskia Engineering Group

Name: Erin Purdy

Address: 323 Main St

City: Evansville

State: IN

Zip: 47708

Email: epurdy@kaskaskiaeng.com

Phone: 6182335877

**LEAD AGENCY CONTACT INFORMATION**

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)



## 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



In Reply Refer To:

05/13/2024 18:33:20 UTC

Project code: 2024-0009372

Project Name: SR 13, Intersection Improvement Project, DES 2003082

Subject: Concurrence verification letter for the 'SR 13, Intersection Improvement Project, DES 2003082' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated May 13, 2024 to verify that the **SR 13, Intersection Improvement Project, DES 2003082** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) 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. **At least one of the qualification interview questions indicated an activity or portion of your project is consistent with a not likely to adversely affect determination therefore, the overall determination for your project is, may affect, and is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*).** Consultation with the Service pursuant to section 7(a)(2) of ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may



identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

**For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:** If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (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.

**For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:**

If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet bats are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

## PROJECT DESCRIPTION

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

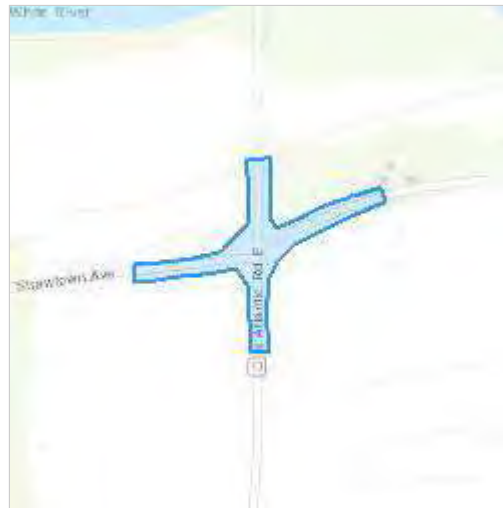
### NAME

SR 13, Intersection Improvement Project, DES 2003082

### DESCRIPTION

This project is located at the intersection of SR 13 at Strawtown Avenue in Hamilton and Madison Counties, Indiana. The proposed project is anticipated to include replacing the existing two-way stop with a single-lane roundabout (RAB). The RAB will include raised concrete islands, a center truck apron, outside truck aprons, new curb and gutters, a stormwater system, and new roadside ditches. The existing 15-inch corrugated metal pipe (CMP) will be replaced with a new 19-inch by 30-inch elliptical pipe. There is a suitable summer habitat adjacent to the project area. No trees will be removed as part of this project. On March 27, 2023, INDOT personnel from the Greenfield District stated that a review of the USFWS database did not indicate the presence of any endangered bat species in or within 0.5 miles of the project area. According to a culvert inspection by Kaskaskia Engineering Group, LLC on May 10th, 2023, no evidence of bats was seen or heard in the culvert. Permanent lighting changes are anticipated; temporary lighting changes are possible due to the potential for nighttime construction. Construction is anticipated to begin in Spring 2026.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.13884605,-85.86310125960335,14z>



## 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 endangered 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 amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## QUALIFICATION INTERVIEW

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

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

**Automatically answered**

Yes

2. Is the project within the range of the northern long-eared bat<sup>[1]</sup>?

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

**Automatically answered**

Yes

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

*A) Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

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

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

No

10. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **within** the suitable habitat located within your project action area?

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

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

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

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

No



11. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

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

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

*No*

12. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

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

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

*No*

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

*No*

14. Does the project include slash pile burning?

*No*

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

*Yes*

16. Is there *any* suitable habitat<sup>[1]</sup> for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

*Yes*

17. Has a bridge assessment<sup>[1]</sup> been conducted **within** the last 24 months<sup>[2]</sup> to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

#### **SUBMITTED DOCUMENTS**

- 21-1155.03\_2003082\_USFWS Bat Form for Structures.pdf <https://ipac.ecosphere.fws.gov/project/HZTLW3FXRVB37HZZG47JJZPQVE/projectDocuments/143163463>

18. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)<sup>[1]</sup>?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

19. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

20. 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

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

Yes

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

Yes

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

Yes

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

Yes

25. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

Yes

26. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season<sup>[1]</sup>?

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

Yes

27. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season<sup>[1]</sup>?

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

Yes

28. 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

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

No

30. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.*

31. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season*

32. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected*

33. **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

34. **Lighting AMM 1**

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

Yes

35. **Lighting AMM 2**

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

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

Yes

36. **Lighting AMM 2**

Will the **permanent** lighting be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

## PROJECT QUESTIONNAIRE

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

N/A

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

N/A

3. Please describe the proposed bridge work:

*The existing 15-inch corrugated metal pipe (CMP) will be replaced with a new 19-inch by 30-inch elliptical pipe.*

4. Please state the timing of all proposed bridge work:

*Spring 2026*

5. Please enter the date of the bridge assessment:

*May 10, 2023*

## **AVOIDANCE AND MINIMIZATION MEASURES (AMMS)**

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

### **LIGHTING AMM 1**

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

### **LIGHTING AMM 2**

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

### **GENERAL AMM 1**

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.



## DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on October 30, 2023. 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 endangered **northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion \(dated March 23, 2023\) for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

## IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation

Name: Delaney Weston

Address: 32 S Broadway

City: Greenfield

State: IN

Zip: 46140

Email: dweston@indot.in.gov

Phone: 3174673901

## LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

## **APPENDIX D**

Section 106 of the NHPA

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS 106  
EFFECT FINDING  
  
SR 13 AT STRAWTOWN AVENUE INTERSECTION IMPROVEMENT PROJECT  
DES. NO. 2003082**

**AREA OF POTENTIAL EFFECTS  
(Pursuant to 36 CFR Section 800.4(a)(1))**

The area of potential effects (APE) is the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking...” (36 CFR 800.16[d]).

The aboveground resources APE complies with INDOT’s directive regarding APEs for streetscape improvements and roundabout (RAB) projects. Per the INDOT Cultural Resources Manual, the suggested APE for streetscape improvements, RABs, and trail projects includes adjacent properties and properties within the project viewshed (Part II, Chapter 5, Page 4). The APE is one parcel deep on all sides surrounding the immediate project footprint, with consideration given to broadened areas as appropriate for potential auditory or visual impacts. The APE generally follows parcel lines except where prudent to truncate or expand the survey area in consideration of potential visual impacts, thus resulting in an irregularly shaped polygon. The APE includes 170 acres (0.27 square mile) and is a mixture of agricultural and residential uses.

The archaeological APE for this project includes all areas with the potential for direct impact, including the project area, utility easement, existing right-of-way, and proposed right-of-way.

**ELIGIBILITY DETERMINATIONS  
(Pursuant to 36 CFR 800.4(c)(2))**

**BUKOURICZ HOUSE (CA.1928)**

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The Bukouricz House (ca.1928), 16528 Strawtown Avenue, is located along the north side of Strawtown Avenue just west of Atlantic Avenue (SR 13). The historic property boundary consists of one tax parcel, 07-04-32-00-00-013.001, measuring 1.0 acre. The parcel contains a single residential building and no outbuildings. The Bukouricz House is a one-and-one-half-story, wood-frame dwelling constructed ca. 1928. It has an asymmetric massed plan with a side-gabled roof and a hipped rear addition. Although the exterior has been slightly altered, it exhibits classic Craftsman detailing and form. Constructed near the end of the Craftsman period of popularity (ca. 1905-1930), this house incorporated many of the trend’s most recognizable identifying features. The Bukouricz House is eligible for listing in the NRHP under Criterion C for its embodiment of the distinctive characteristics of the Craftsman type, period, and method of construction.

## EFFECT FINDING

### BUKOURICZ HOUSE (CA.1928)—No Adverse Effect.

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INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

## SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

### BUKOURICZ HOUSE (CA.1928)

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This undertaking will not convert property from the Bukouricz House, a Section 4(f) historic property, to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for the Bukouricz House.




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Matthew S. Coon, for FHWA  
Manager  
INDOT Cultural Resources

November 4, 2024

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO ADVERSE EFFECT  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR SECTION 800.5(C)  
SR 13 AT STRAWTOWN AVENUE INTERSECTION IMPROVEMENT PROJECT  
DES. NO. 2003082**

## **1. DESCRIPTION OF THE UNDERTAKING**

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082). The undertaking is located at SR 13 and Strawtown Avenue (8th Street Road) in Madison and Hamilton counties. It is located within Jackson Township (Madison County) and White River Township (Hamilton County) and appears on the Frankton, IN, USGS quadrangle in Sections 32 (Hamilton County) and 33 (Madison County), Township 20N, Range 6E.

### Purpose and Need

The purpose of this project is to reduce or eliminate the high frequency and severity of crashes at the SR 13 at Strawtown Avenue intersection while maintaining good intersection mobility.

The identified need at this location involves the very high frequency of severe crashes compared to the volume of traffic at this intersection, specifically, the high frequency and severity of right-angle crashes. The two minor approaches at the intersection are offset from each other and both intersect SR 13 at a skew, which adds additional time for decision making and maneuvering and increases the exposure window for users. Sightlines at the intersection are very poor. The topography at the intersection causes sight distance issues with westbound traffic on the east approach. Approach speeds on SR 13 are high when compared to the minor road approaches.

Crash data from 2017 to 2019 was analyzed for the intersection. During this timeframe, there were a total of 22 crashes, 15 of which were right-angle crashes, three rear-end crashes, two run-off-the-road crashes, and one other crash. Of the 22 crashes, eight resulted in injury, with seven being incapacitating and one non-incapacitating. The remaining 14 crashes involved property damage. The intersection was analyzed via RoadHAT 3 (a road hazard analysis tool) that determined the statistics of Index of Crash Costs (ICC) and Index of Crash Frequency (ICF). The ICC for this intersection is 2.68, indicating that it is prone to crashes of significant severity and cost. The ICF of the intersection is 4.17, indicating that the frequency of crashes at this intersection is exceptionally higher than what should be expected for an intersection of similar vehicular volume.

### Project Description/ Preferred Alternative

INDOT and the FHWA intend to proceed with the preferred alternative, which includes replacing the existing two-way stop with a single-lane RAB. The proposed RAB will reduce the existing intersection skew and eliminate the offset between the minor leg approaches. The RAB will include raised concrete islands, a center truck apron, and outside truck aprons. The preferred alternative includes new curb and gutters, a stormwater system, new roadside ditches, improved sight distance, and new lighting. Vehicle speeds will also be reduced at the intersection. Collisions associated with unprotected left-hand turns will also be reduced.



The project will require the acquisition of approximately 4.09 acres of permanent right-of-way (ROW) and approximately 0.55 acre of temporary ROW to reinstate existing entrances. No relocations are proposed.

Proposed excavation along the project corridor includes the removal of the existing roadway and roadbed to a depth of approximately four feet, a drainage system with pipes and structure depths ranging from three-to-four feet deep, and excavation to install lighting foundations at a depth of eight feet.

### Area of Potential Effects

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The area of potential effects (APE) is the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking...” (36 CFR 800.16[d]).

The aboveground resources APE complies with INDOT’s directive regarding APEs for streetscape improvements and roundabout (RAB) projects. Per the INDOT Cultural Resources Manual, the suggested APE for streetscape improvements, RABs, and trail projects includes adjacent properties and properties within the project viewshed (Part II, Chapter 5, Page 4). The APE is one parcel deep on all sides surrounding the immediate project footprint, with consideration given to broadened areas as appropriate for potential auditory or visual impacts. The APE generally follows parcel lines except where prudent to truncate or expand the survey area in consideration of potential visual impacts, thus resulting in an irregularly shaped polygon. The APE includes 170 acres (0.27 square mile) and is a mixture of agricultural and residential uses.

The archaeological APE for this project includes all areas with the potential for direct impact, including the project area, utility easement, existing right-of-way, and proposed right-of-way.

## 2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

### Identification of Historic Properties

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Project historians used historical maps and aerial photographs to determine the historic development of the project area/APE. In this way, historians were able to locate above-ground resources not previously surveyed that will be 50 years of age or older by the time of project letting. Cartographic resources used for this purpose include USGS topographic quadrangle maps and historic aerial photographs.

A field survey, consisting of a vehicular and pedestrian examination of the APE, was conducted May 8-11, 2023, to verify the condition of any previously recorded resources [there were none] and to identify and evaluate previously unrecorded resources within the APE that are at least 50 years of age by the time of project letting, meaning they were constructed in or before 1974. Documentation of each resource included, where appropriate, the completion of historic resource field forms, field notes, sketches, site plans, and digital photography.

Following the literature review and field work, the project historians identified two above-ground resources that are 50 years of age or older within the APE: the J. Zeller House (9910 W 8<sup>th</sup> Street, Anderson, IN) and the Bukouricz House (16528 Strawtown Avenue, Noblesville, IN).

After project historians identified the above-ground resources, they conducted research to determine whether any previously recorded or newly identified above-ground resources might merit a Notable or Outstanding rating in the Indiana Historic Sites and Structures Inventory (IHSSI). The HPSR was distributed to consulting parties on November 8, 2023, and recommended that both houses be rated Contributing according to IHSSI standards.

On December 8, 2023, Beth McCord, Deputy State Historic Preservation Officer, provided comments on the HPSR on behalf of the Division of Historic Preservation and Archaeology (DHPA). The letter disagreed with the findings of the HPSR, saying that the “Bukouricz House may be eligible for the National Register of Historic Places under Criterion C in the area of architecture.” In order to advance the Section 106 process, INDOT CRO has agreed to treat this property as eligible for the purposes of this undertaking.

The HPSR was first distributed to consulting parties on November 8, 2023. The Indiana SHPO responded to the findings of the HPSR in a letter dated December 8, 2023.

The Archaeology Short Report (ASR) was first distributed to consulting parties on May 2, 2024.

Copies of the abstracts and summary/conclusion pages from the HPSR, Effects Report, and ASR are included in Appendix D.

### 3. DESCRIBE AFFECTED HISTORIC PROPERTIES

#### BUKOURICZ HOUSE (ca. 1928)

There is one historic property within the project APE—the Bukouricz House (ca.1928), 16528 Strawtown Avenue. The Bukouricz House is located along the north side of Strawtown Avenue just west of Atlantic Avenue (SR 13). The property’s mailing address is Noblesville; however, the building is nearest to Perkinsville and Strawtown, Indiana. The historic property boundary consists of one tax parcel, 07-04-32-00-00-013.001, measuring 1.0 acre. The parcel contains a single residential building and no outbuildings. The adjacent parcel, immediately to the west (07-04-32-00-00-013.002), is also owned by the Bukouricz heirs. That parcel contains a multi-purpose chicken house/sheep barn and a second barn with an attached garage.

The Bukouricz House is a one-and-one-half-story, wood-frame dwelling constructed ca. 1928. It has an asymmetric massed plan with a side-gabled roof and a hipped rear addition. Although the exterior has been slightly altered, it exhibits classic Craftsman detailing and form. Constructed near the end of the Craftsman period of popularity (ca. 1905-1930), this house incorporated many of the trend’s most recognizable identifying features.

The Burkouricz House is eligible for listing in the NRHP under Criterion C for its embodiment of the distinctive characteristics of the Craftsman type, period, and method of construction. The exterior of the house retains many stylistic details that convey the style, which was popular from ca. 1905-1930. Character-defining features include the low-pitched gabled roof with wide, unenclosed eave overhangs and exposed rafter tails; decorative brackets; centered dormer windows; full porch/veranda with cedar shingles and three-centered arches; and any original doors and windows.

#### 4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

##### BUKOURICZ HOUSE (ca. 1928)

Under the Preferred Alternative, the proposed project replaces the existing two-way stop at the intersection of SR 13 and Strawtown Avenue with a single-lane RAB. From the west, the approach to the RAB begins at Station 10+50.00 (UTM Northing 20568.11; Easting 825207.26), approximately 585 feet east of the centerline of SR 13. The nearest edge of the Burkouricz House property is approximately 727 feet east of the centerline of SR 13. The Burkouricz House, therefore, is approximately 142 feet west of the nearest project limits and ROW acquisition. The project will have no direct impact upon the Burkouricz House.

#### 5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

The NRHP-eligible Bukouricz House is located within the APE of the proposed undertaking, meaning, the historic property has the potential to be affected by the undertaking (per 36 CFR 800.4(d)(2)).

The below discussion and examples pertain to the application of the criteria of adverse effect. 36 CFR § 800.5(a)(1) states:

*An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.*

When considering adverse effects, agencies often look to 36 CFR 800.5(a)(2), *Examples of Adverse Effects*, for guidance on identifying possible adverse effects. Within the regulations, adverse effects on historic properties include, but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR§68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;

- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

Transfer, lease, or sale of property out of Federal ownership or control without adequate and enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

#### BUKOURICZ HOUSE (ca. 1928)

The discussion below considers the effects of the proposed undertaking on the Bukouricz House using the examples given in 36 CFR 800.5(a)(2).

- (i) **Physical destruction of or damage to all or part of the property:** The proposed undertaking will not result in the physical destruction or damage to any part of the Bukouricz House.
- (ii) **Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR§68) and applicable guidelines:** The proposed undertaking will not result in the "restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and/[or] provision of handicapped access" to the Bukouricz House.
- (iii) **Removal of the property from its historic location:** The proposed undertaking will not remove the Bukouricz House from its historic location.
- (iv) **Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance:** The proposed undertaking will not change the character of the historic property's use as the property's residential use is likely to remain unchanged. None of the property's character-defining features that contribute to its architectural significance will be altered or diminished.

**Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features:** The proposed undertaking will not introduce visual, atmospheric, or audible elements that diminish the integrity of the Bukouricz House's significant historic features. The nearest roadway improvement will occur approximately 142 feet east of the historic property boundary at its southeast corner. There, slight roadway modifications have no potential to visually affect the historic property due to their distance from the historic property (142 feet), and due to the inobtrusive nature of the undertaking at that location (paving). Furthermore, mature coniferous trees along the eastern boundary of the Bukouricz House property line provide a visual buffer between the historic property and the undertaking, serving to eliminate the line of sight between the two. In addition, the installation of streetlights within the roadway improvement area will not introduce new visual elements as lighting is already present along Strawtown Avenue (a streetlight is located at the driveway to the Bukouricz House). Due to the existing streetlight in front of the historic property, the installation of additional streetlights farther away from the historic property does not have the potential to visually affect the resource.

- (v) **Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian**

**organization:** The proposed undertaking will not cause neglect of the Bukouricz House resulting in its deterioration.

- (vi) **Transfer, lease, or sale of property out of Federal ownership or control without adequate and enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance:** The Bukouricz House is not under Federal ownership or control.

## 6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

An Early Coordination Letter (ECL) was sent to potential non-tribal and tribal consulting parties on April 28, 2023. Identified consulting parties and copies of correspondence are located in Appendix B. Invited consulting parties include:

- Beth McCord, Director and Deputy State Historic Preservation Officer, Indiana Division of Historic Preservation and Archaeology (DHPA-SHPO)
- Darlene Likens, Commissioner, Madison County
- John Richwine, Commissioner, Madison County
- Olivia Pratt, Commissioner, Madison County
- Mark Heirbrandt, Commissioner, Hamilton County
- Christine Altman, Commissioner, Hamilton County
- Steve Dillinger, Commissioner, Hamilton County
- Jerrold Bridges, Regional Director, Madison County Council of Governments (MCCOG)
- Dave Benefiel, ACIP, Principal Transportation Planner, Anderson MPO
- Brittany Miller, Eastern Regional Office, Director, Indiana Landmarks
- Stephen T. Jackson, Madison County Historian
- David Heighway, Hamilton County Historian
- Richard E. Kreegar, President, Madison County Historical Society
- Hamilton County Historical Society
- Scott Harless, Highway Superintendent, Madison County
- Bradley Davis, Highway Director, Hamilton County
- Absentee Shawnee Tribe of Oklahoma
- Delaware Nation of Oklahoma
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe

On May 1, 2023, in response to the ECL, Brittany Miller, Director of Indiana Landmark's Eastern Regional Office, requested (via email) to be included as a consulting party.

On May 1, 2023, Alex Brooks, Community Preservation Specialist for Indiana Landmarks, requested to be added as a representative of Tipton and Hamilton Counties, along with Mark Dollase.

On May 1, 2023, Ben Rhodd, Tribal Historic Preservation Officer for the Forest County Potawatomi Tribe (FCPT), offered a preliminary finding of “No Historic Properties” affected with significance to the FCPT.

On May 5, 2023, Diane Hunter, Tribal Historic Preservation Officer for the Miami Tribe of Oklahoma, sent a letter to INDOT CRO stating that the tribe has “no objection” to the proposed project at this time.

On May 30, 2023, Carissa Speck, Historic Preservation Director for the Delaware Nation, responded to the Early Coordination Letter (EC), stating that the tribe should be alerted “should any human remains and/or any Native American archaeological resources inadvertently be uncovered.”

On May 30, 2023, Beth McCord, Deputy State Historic Preservation Officer, accepted consulting party status and affirmed the list of identified consulting parties was accurate.

On June 7, 2023, Erin Paden, Tribal Historic Preservation Specialist for the Shawnee Tribe, sent an email accepting consulting party status.

On June 20, 2023, Paul Barton, Tribal Historic Preservation Officer for the Eastern Shawnee Tribe of Oklahoma, sent a letter to INDOT CRO stating that the project poses “no adverse effect” to known sites of interest to the Eastern Shawnee Tribe.

On November 8, 2023, the Historic Property Short Report was distributed to tribal and non-tribal consulting parties.

On November 10, 2023, Brittany Miller, Director of Landmarks Eastern Regional Office, sent an email indicating that she had no comments at this time.

On December 8, 2023, Beth McCord, Deputy State Historic Preservation Officer, provided comments on the HPSR on behalf of the Division of Historic Preservation and Archaeology (DHPA). The letter disagreed with the findings of the HPSR, saying that the “Bukouricz House may be eligible for the National Register of Historic Places under Criterion C in the area of architecture.”

On December 14, 2023, Carissa Speck, Historic Preservation Director for the Delaware Nation, emailed INDOT CRO indicating that the tribe had no new concerns or questions related to the project.

On December 28, 2023, Paul Barton, Tribal Historic Preservation Officer for the Eastern Shawnee Tribe of Oklahoma, sent a letter to INDOT CRO stating that the project poses “no adverse effect” to known sites of interest to the Eastern Shawnee Tribe.

On December 28, 2023, Ben Rhodd, Tribal Historic Preservation Officer for the Forest County Potawatomi Tribe (FCPT), sent a letter indicating the project finding of “No Historic Properties” affected with significance to the FCPT.

On May 2, 2024, the Archaeological Short Report (ASR) was released on INSCOPE, emailed to SHPO, and physically mailed to SHPO.



On May 29, 2024, the Effects Report was distributed to tribal and non-tribal consulting parties. In addition, the ASR was distributed to tribal consulting parties on this day.

On May 31, 2024, Alex Brooks, Community Preservation Specialist for Indiana Landmarks, sent an email indicating “no objections to the project.”

On June 28, 2024, Beth McCord, Deputy State Historic Preservation Officer, provided comments on the Effects Report on behalf of the Division of Historic Preservation and Archaeology (DHPA). The letter agreed that the project would not alter the characteristics of the Bukouricz House that qualify it for inclusion or eligibility in or eligibility for the National Register.

On July 25, 2024, Erin Paden, Tribal Historic Preservation Specialist for the Shawnee Tribe, sent INDOT CRO an email concurring that no known historic properties would be negatively impacted by this project. It also requested to be kept apprised of any potential discoveries.

On September 16, 2024, Beth McCord, Deputy State Historic Preservation Officer, provided comments on the Phase Ia Field Reconnaissance Survey Report on behalf of the Division of Historic Preservation and Archaeology (DHPA). The letter indicated “that no further archaeological investigations appear necessary at the proposed project area.”

Copies of all consulting party coordination letters are included in Appendix B.



## Appendix A. Map

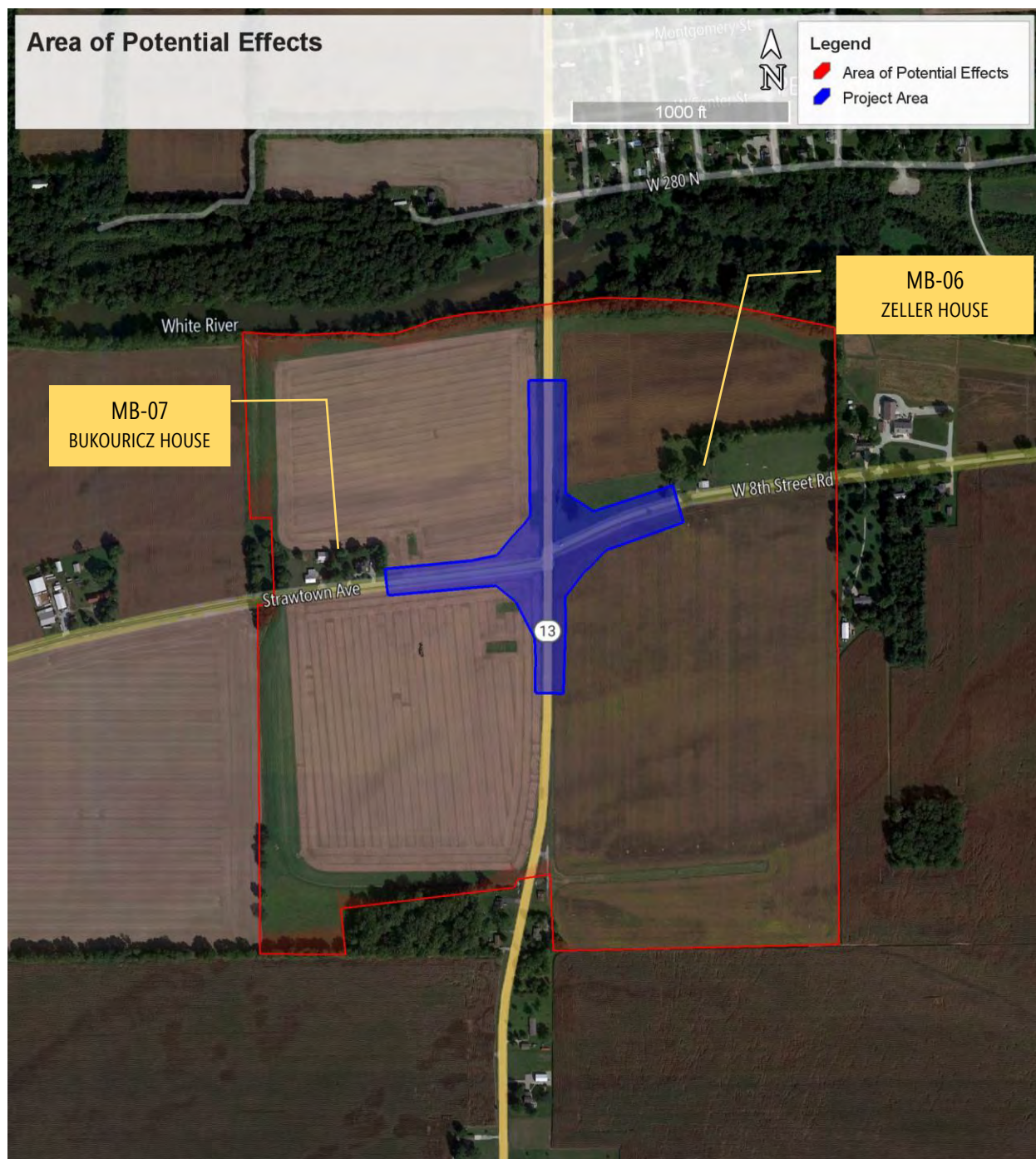


Figure 1. Detail map of the APE showing the locations of all surveyed resources (properties 50 years of age or older).



## Appendix B. Consulting Party Correspondence

Identified consulting parties included the following (entities who accepted consulting party status are highlighted in **bold** font):

- **Beth McCord, Director and Deputy State Historic Preservation Officer, Indiana Division of Historic Preservation and Archaeology (DHPA-SHPO)**
- Darlene Likens, Commissioner, Madison County
- John Richwine, Commissioner, Madison County
- Olivia Pratt, Commissioner, Madison County
- Mark Heirbrandt, Commissioner, Hamilton County
- Christine Altman, Commissioner, Hamilton County
- Steve Dillinger, Commissioner, Hamilton County
- Jerrold Bridges, Regional Director, Madison County Council of Governments (MCCOG)
- Dave Benefiel, ACIP, Principal Transportation Planner, Anderson MPO
- **Brittany Miller, Eastern Regional Office, Director, Indiana Landmarks**
- **Alex Brooks, Community Preservation Specialist, Indiana Landmarks**
- **Mark Dollase, Vice President, Indiana Landmarks**
- Stephen T. Jackson, Madison County Historian
- David Heighway, Hamilton County Historian
- Richard E. Kreegar, President, Madison County Historical Society
- Hamilton County Historical Society
- Scott Harless, Highway Superintendent, Madison County
- Bradley Davis, Highway Director, Hamilton County
- Absentee Shawnee Tribe of Oklahoma
- **Delaware Nation of Oklahoma**
- Delaware Tribe of Indians
- **Eastern Shawnee Tribe of Oklahoma**
- Forest County Potawatomi Community
- **Miami Tribe of Oklahoma**
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- **Shawnee Tribe**

Correspondence 1. April 28, 2023

**From:** [Molnar, Katherine J](#)  
**To:** [McCord, Beth K](#); [Brittany Miller](#); [heighwayd@earthlink.net](#); [madisonCHS@sbglobal.net](#); [hamiltonmuseum@att.net](#); [sharless@madisoncounty.in.gov](#); [county.highway@hamiltoncounty.in.gov](#); [dlikens@madisoncounty.in.gov](#); [richwine@madisoncounty.in.gov](#); [opratt@madisoncounty.in.gov](#); [jeny@heartlandmop.org](#); [Dave@heartlandmop.org](#); [madisoncountyhistorian@comcast.net](#); [bradley.davis@hamiltoncounty.in.gov](#); [James W. Neal](#); [mark.heirbrandt@hamiltoncounty.in.gov](#); [christine.altman@hamiltoncounty.in.gov](#); [StevenCDillinger@aol.com](#)  
**Cc:** [Curtis, William](#); [Zinn, Timothy](#); [Bodor, Thomas](#); [Heustis, Tom](#); [Molly Barletta](#); [Szewczak, Kimberly](#); [Brinker, Haley](#); [Coon, Matthew](#)  
**Subject:** FHWA Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana  
**Date:** Friday, April 28, 2023 11:18:31 AM  
**Attachments:** [SR 13-Strawtown Ave RAB\\_Des2003082\\_FCL\\_2023-04-28.pdf](#)

**Des. No.: 2003082**

**Project Description: SR 13 at Strawtown Avenue Intersection Improvement Project**

**Location: Perkinsville, Madison and Hamilton counties, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

- Beth McCord, Director and Deputy State Historic Preservation Officer, Indiana Division of Historic Preservation and Archaeology (DHPA-SHPO)
- Darlene Likens, Commissioner, Madison County
- John Richwine, Commissioner, Madison County
- Olivia Pratt, Commissioner, Madison County
- Mark Heirbrandt, Commissioner, Hamilton County
- Christine Altman, Commissioner, Hamilton County
- Steve Dillinger, Commissioner, Hamilton County
- Jerrold Bridges, Regional Director, Madison County Council of Governments (MCCOG)
- Dave Benefiel, ACIP, Principal Transportation Planner, Anderson MPO
- Brittany Miller, Eastern Regional Office, Director, Indiana Landmarks
- Stephen T. Jackson, Madison County Historian
- David Heighway, Hamilton County Historian



- Richard E. Kreegar, President, Madison County Historical Society
- Hamilton County Historical Society
- Scott Harless, Highway Superintendent, Madison County
- Bradley Davis, Highway Director, Hamilton County
- Absentee Shawnee Tribe of Oklahoma
- Delaware Nation of Oklahoma
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply, and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic property impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

***Tribal Contacts please respond to INDOT's Tribal Liaison, Matt Coon at [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov) (317-***

697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input.

Katie

**Katherine J Molnar** | Architectural Historian

Rapid City, SD | [O] 602-294-2250 | [M] 970-482-8094

katherine.molnar@mbakerintl.com | [www.mbakerintl.com](http://www.mbakerintl.com)



## Correspondence 2. April 28, 2023

**From:** Brinker, Haley  
**Sent:** Friday, April 28, 2023 1:32 PM  
**To:** snease@astribe.com; cspeck@delawarenation-nsn.gov; lheady@delawaretribe.org; sbachor@delawaretribe.org; thpo@estoo.net; THPO@MiamiNation.com; Matthew.Bussler@pokagonband-nsn.gov; bfletcher@peoriatribe.com; Section106<Section106@shawnee-tribe.com>; Benjamin Rhodd <benjamin.rhodd@fcp-nsn.gov>  
**Cc:** Curtis, William <William.Curtis@mbakerintl.com>; Zinn, Timothy <Tzinn@mbakerintl.com>; Thomas.Bodor@mbakerintl.com; Molly Barletta <MBarletta@kaskaskiaeng.com>; Szewczak, Kimberly <KSzewczak@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Kelly, Clint <CKelly1@indot.IN.gov>; Alexander, Kelyn <KAlexander3@indot.IN.gov>  
**Subject:** FW: FHWA Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana

**From:** Molnar, Katherine J <Katherine.Molnar@mbakerintl.com>  
**Sent:** Friday, April 28, 2023 1:19 PM  
**To:** McCord, Beth K <BMccord@dnr.IN.gov>; Brittany Miller <bmillier@indianalandmarks.org>; heighwayd@earthlink.net; madisonCHS@sbcglobal.net; hamiltoncomuseum@att.net; sharless@madisoncounty.in.gov; county.highway@hamiltoncounty.in.gov; Likens, Darlene <dlikens@madisoncounty.in.gov>; irichwine@madisoncounty.in.gov; opratt@madisoncounty.in.gov; jerry@heartlandmpo.org; Dave@heartlandmpo.org; madisoncountyhistorian@comcast.net; bradley.davis@hamiltoncounty.in.gov; James W. Neal <James.Neal@hamiltoncounty.in.gov>; mark.heirbrandt@hamiltoncounty.in.gov; christine.altman@hamiltoncounty.in.gov; StevenCDillinger@aol.com  
**Cc:** Curtis, William <William.Curtis@mbakerintl.com>; Zinn, Timothy <Tzinn@mbakerintl.com>; Bodor, Thomas <Thomas.Bodor@mbakerintl.com>; Heustis, Tom <tom.heustis@kimley-horn.com>; Molly Barletta <mbarletta@kaskaskiaeng.com>; Szewczak, Kimberly <KSzewczak@indot.IN.gov>; Brinker, Haley <HBrinker@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>  
**Subject:** FHWA Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana

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

**Des. No.: 2003082**

**Project Description: SR 13 at Strawtown Avenue Intersection Improvement Project**  
**Location: Perkinsville, Madison and Hamilton counties, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

- Beth McCord, Director and Deputy State Historic Preservation Officer, Indiana Division of Historic Preservation and Archaeology (DHPA-SHPO)
- Darlene Likens, Commissioner, Madison County
- John Richwine, Commissioner, Madison County
- Olivia Pratt, Commissioner, Madison County
- Mark Heirbrandt, Commissioner, Hamilton County

- Christine Altman, Commissioner, Hamilton County
- Steve Dillinger, Commissioner, Hamilton County
- Jerrold Bridges, Regional Director, Madison County Council of Governments (MCCOG)
- Dave Benefiel, ACIP, Principal Transportation Planner, Anderson MPO
- Brittany Miller, Eastern Regional Office, Director, Indiana Landmarks
- Stephen T. Jackson, Madison County Historian
- David Heighway, Hamilton County Historian
- Richard E. Kreegar, President, Madison County Historical Society
- Hamilton County Historical Society
- Scott Harless, Highway Superintendent, Madison County
- Bradley Davis, Highway Director, Hamilton County
- Absentee Shawnee Tribe of Oklahoma
- Delaware Nation of Oklahoma
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- Eastern Shawnee Tribe of Oklahoma
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply, and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term,



once in IN SCOPE), and respond with your comments on any historic property impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

**Tribal Contacts please respond to INDOT's Tribal Liaison, Matt Coon** at [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov) (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [k.CarmanyGeorge@dot.gov](mailto:k.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input.

Katie

**Katherine J Molnar** | Architectural Historian  
Rapid City, SD | [O] 602-294-2250 | [M] 970-482-8094  
[katherine.molnar@mbakerintl.com](mailto:katherine.molnar@mbakerintl.com) | [www.mbakerintl.com](http://www.mbakerintl.com)



Correspondence 3. April 28, 2023



## INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor  
Michael Smith, Commissioner

April 28, 2023

This letter was sent to the listed parties.

RE: SR 13 at Strawtown Avenue Intersection Improvement Project  
Perkinsville, Madison and Hamilton counties, Indiana  
Des. No. 2003082

Dear Consulting Party (see attached list):

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project in Perkinsville, Indiana (Des. No. 2003082). Kaskaskia Engineering, Inc., working with Michael Baker International, Inc. (Michael Baker), is under contract with INDOT to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply, and your comments will be incorporated into the formal environmental study.

The proposed undertaking is located along SR 13 and Strawtown Avenue (8th Street Road) in Madison and Hamilton counties, Indiana. It is within Jackson (Madison County) and White River (Hamilton County) Townships, on the *Frankton, IN*, USGS quadrangle, in Sections 32 (Hamilton County) and 33 (Madison County), Township 20N, Range 6E. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The purpose of this project is to reduce or eliminate the high frequency and severity of crashes at this intersection while maintaining good intersection mobility.

The identified need at this location involves the very high frequency of severe crashes comparative to the volume of traffic at this intersection, specifically, the high frequency and severity of right-angle crashes. The two minor approaches at the intersection are offset from each other and both intersect SR 13 at a skew, which adds additional time for decision making and maneuvering and increases the exposure window for users. Sightlines at the intersection are very poor. The topography at the intersection causes sight distance issues with westbound traffic on the east approach. Approach speeds on SR 13 are high when compared to the minor road approaches.

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Crash data from 2017 to 2019 was analyzed for this intersection. During this timeframe, there were a total of 22 crashes, 15 of which were right-angle crashes, three rear-end crashes, two run-off-road-crashes, and one other crash. Of the 22 crashes, eight resulted in injury, with seven being incapacitating, and one non-incapacitating. The remaining 14 crashes involved property damage. The intersection was analyzed via RoadHAT 3 (a road hazard analysis tool) determining the statistics of Index of Crash Costs (ICC) and Index of Crash Frequency (ICF). The ICC for this intersection is 2.68, indicating that this intersection is prone to crashes of significant severity and cost. The ICF of this intersection is 4.17, indicating that the frequency of crashes at this intersection is exceptionally higher than what should be expected for an intersection of similar vehicular volume.

INDOT and the FHWA intend to proceed with the preferred alternative, which includes replacing the existing two-way stop with a single-lane roundabout (RAB). The proposed roundabout will reduce the existing intersection skew and eliminate the offset between the minor leg approaches. The RAB will include raised concrete islands, a center truck apron, and outside truck aprons. The preferred alternative includes new curb and gutters, a stormwater system, new roadside ditches, improved sight distance, and new lighting. Vehicle speeds will also be reduced at the intersection. Collisions associated with unprotected left-hand turns will also be reduced.

The project will require the acquisition of approximately 4.09 acres of permanent right-of-way (ROW) and approximately 0.55 acre of temporary ROW to reinstate existing entrances. Portions of the project area contain undisturbed soils. No relocations are proposed.

Proposed excavation along the project corridor includes the removal of the existing roadway and roadbed to a depth of approximately four feet, a drainage system with pipes and structure depths ranging from three-to-four feet deep, and excavation to install lighting foundations at a depth of eight feet.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess the project's effects on historic properties, and to seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic properties, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic properties. At this time, no cultural resources investigations have occurred; however, the results of cultural resources identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design, and you will not receive further information about the project unless the design changes.

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For questions concerning specific project details, you may contact Molly Barletta of Kaskaskia Engineering Inc. at 618-233-5877 or [Mbarletta@kaskaskiaeng.com](mailto:Mbarletta@kaskaskiaeng.com). All future responses regarding the proposed project should be forwarded to Kaskaskia Engineering Inc. at the following address:

Molly Barletta  
Environmental Scientist  
Kaskaskia Engineering Inc.  
208 E Main Street, Ste 100  
Belleville, IL 62220  
[Mbarletta@kaskaskiaeng.com](mailto:Mbarletta@kaskaskiaeng.com)

*Tribal Contacts please respond to INDOT's Tribal Liaison, Matt Coon at [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov) (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).*

Sincerely,



Matthew S. Coon, Manager  
Cultural Resources Office  
Environmental Services

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 **NextLevel**  
INDIANA

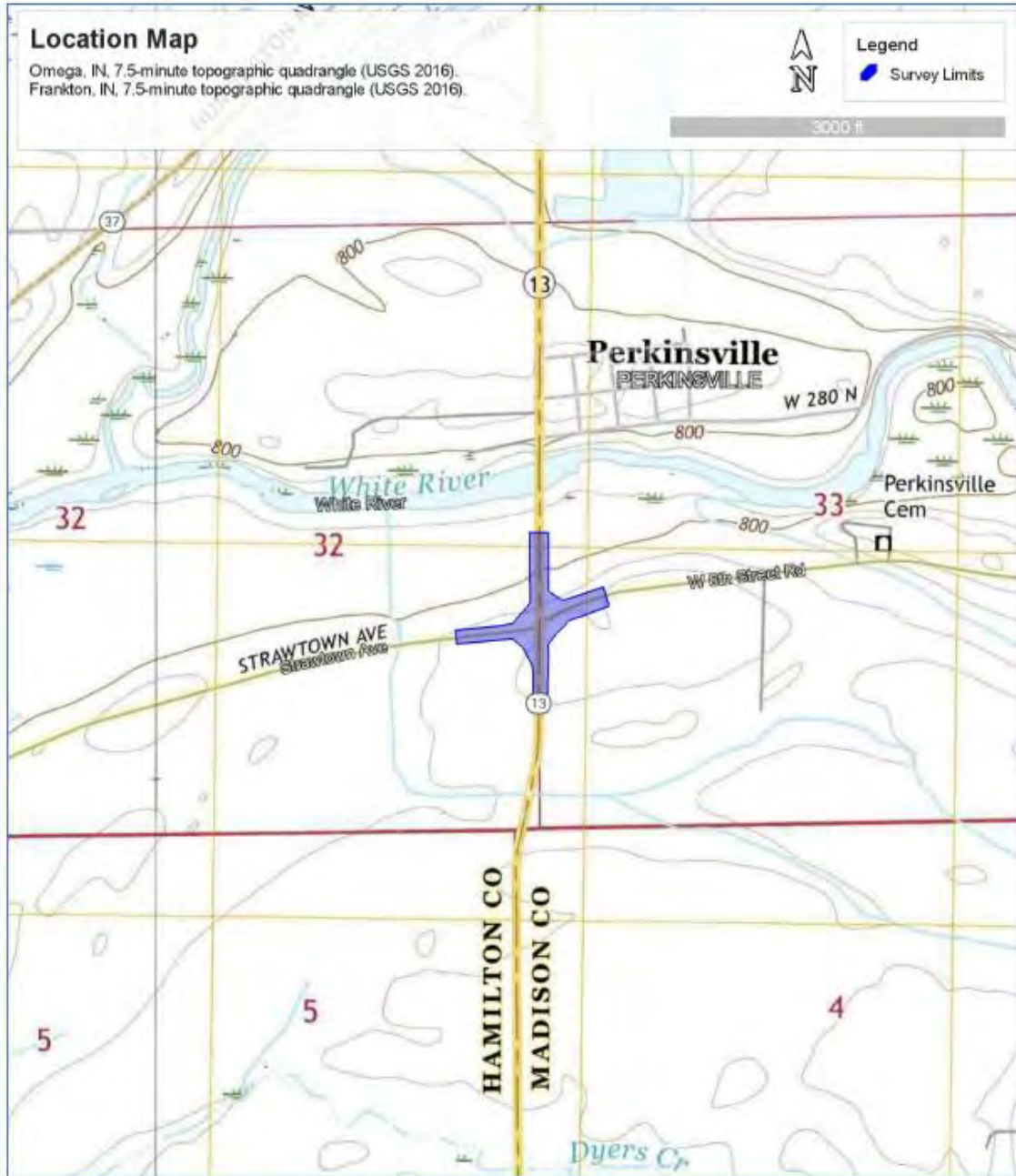


## Enclosures:

- ☒ Project area as depicted on a topographic quadrangle map.

## Distribution List:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Beth McCord, Director and Deputy State Historic Preservation Officer, Indiana Division of Historic Preservation and Archaeology (DHPA-SHPO) | <input checked="" type="checkbox"/> David Heighway, Hamilton County Historian                        |
| <input checked="" type="checkbox"/> Darlene Likens, Commissioner, Madison County  | <input checked="" type="checkbox"/> Richard E. Kreegar, President, Madison County Historical Society |
| <input checked="" type="checkbox"/> John Richwine, Commissioner, Madison County   | <input checked="" type="checkbox"/> Hamilton County Historical Society                               |
| <input checked="" type="checkbox"/> Olivia Pratt, Commissioner, Madison County  | <input checked="" type="checkbox"/> Scott Harless, Highway Superintendent, Madison County            |
| <input checked="" type="checkbox"/> Mark Heirbrandt, Commissioner, Hamilton County  | <input checked="" type="checkbox"/> Bradley Davis, Highway Director, Hamilton County                 |
| <input checked="" type="checkbox"/> Christine Altman, Commissioner, Hamilton County   | <input checked="" type="checkbox"/> Absentee Shawnee Tribe of Oklahoma                               |
| <input checked="" type="checkbox"/> Steve Dillinger, Commissioner, Hamilton County  | <input checked="" type="checkbox"/> Delaware Nation of Oklahoma                                      |
| <input checked="" type="checkbox"/> Jerrold Bridges, Regional Director, Madison County Council of Governments (MCCOG)   | <input checked="" type="checkbox"/> Delaware Tribe of Indians  |
| <input checked="" type="checkbox"/> Dave Benefiel, ACIP, Principal Transportation Planner, Anderson MPO   | <input checked="" type="checkbox"/> Eastern Shawnee Tribe of Oklahoma                                |
| <input checked="" type="checkbox"/> Brittany Miller, Eastern Regional Office, Director, Indiana Landmarks   | <input checked="" type="checkbox"/> Forest County Potawatomi Community                               |
| <input checked="" type="checkbox"/> Stephen T. Jackson, Madison County Historian  | <input checked="" type="checkbox"/> Miami Tribe of Oklahoma  |
|   | <input checked="" type="checkbox"/> Peoria Tribe of Indians of Oklahoma                              |
|   | <input checked="" type="checkbox"/> Pokagon Band of Potawatomi Indians                               |
|   | <input checked="" type="checkbox"/> Shawnee Tribe  |



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## Correspondence 4. May 1, 2023

---

**From:** Brittany Miller <bmillier@indianalandmarks.org>  
**Sent:** Monday, May 1, 2023 8:46 AM  
**To:** Molnar, Katherine J; Carmany-George, Karstin (FHWA)  
**Cc:** Alex Brooks; Haley Swindle; Mark Dollase  
**Subject:** EXTERNAL: RE: FHWA Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana  
**Attachments:** SR 13 - Strawtown Ave RAB\_Des2003082\_ECL\_2023-04-28.pdf  
**Categories:** CP COMMENT

Katherine,

Thank you for including Indiana Landmarks. I've added Alex Brooks and Mark Dollase to this email, as they represent Hamilton County.

Would you continue to include the Eastern Office as a consulting party, as we'd like to review the cultural resources report when it's available? Please send future communications to [east@indianalandmarks.org](mailto:east@indianalandmarks.org). That is our preferred email for these notifications.

Thank you,  
 Brittany

Best,

Brittany Miller (she/her)  
 Director, Eastern Regional Office

Indiana Landmarks  
 Ph: 765-231-6429, 800-450-4534  
 Cell 765-593-1218  
[indianalandmarks.org](http://indianalandmarks.org)

Correspondence 5. May 1, 2023

---

**From:** Alex Brooks <abrooks@indianalandmarks.org>  
**Sent:** Monday, May 1, 2023 2:57 PM  
**To:** Molnar, Katherine J  
**Subject:** EXTERNAL: FHWA Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project

**Categories:** CP COMMENT

Katherine,

Since we at the Indiana Landmarks Central Regional Office represent Hamilton county, we (myself at this email address and my boss Mark Dollase at mdollase@indianalandmarks.org) would like to be a consulting party on FHWA Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project.

Best,

Alex Brooks  
 Community Preservation Specialist

**Indiana Landmarks**  
 1201 Central Avenue  
 Indianapolis, IN 46202  
 Ph: 317-822-7908, 800-450-4534  
 Fax: 317-639-6734  
[www.indianalandmarks.org](http://www.indianalandmarks.org)

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Correspondence 6. May 1, 2023

---

**From:** Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>  
**Sent:** Monday, May 1, 2023 10:12 AM  
**To:** Brinker, Haley <HBrinker@indot.IN.gov>  
**Subject:** RE: FHWA Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana

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Ms. Brinker,



Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for this project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we request to remain as a consulting party for this project.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeologically significant materials are exposed as a result of project activities, work should cease immediately. The Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of an ID find.

In addition to my Office being notified of projects, and in case you send notices to my Chairman, please see the change in the Forest County Potawatomi Community's authorizing officials. **The original sent from my Office has been modified and updated with a new email for Chairman Crawford's contact information:**

***Primary Authorizing Official (effective 2/13/2023)***

James A. Crawford, Tribal Chairman (primary AOR)  
PO Box 340  
5416 Everybody's Road  
Crandon, WI 54520  
(715) 478-7200  
[Chairmanoffice@fcp-nsn.gov](mailto:Chairmanoffice@fcp-nsn.gov)

***Secondary Authorizing Official (effective 11/7/2022)***

Ms. Heather R. VanZile, Tribal Vice-Chair (Authorizing Official in the Chairman's absence)  
PO Box 340  
5416 Everybody's Road  
Crandon, WI 54520  
(715) 478-7200

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,  
Ben Rhodd, MS, RPA, Tribal Historic Preservation Officer  
Forest County Potawatomi  
Historic Preservation Office  
8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520  
P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474  
Email: [Benjamin.Rhodd@fcp-nsn.gov](mailto:Benjamin.Rhodd@fcp-nsn.gov)  
[www.fcpotawatomi.com](http://www.fcpotawatomi.com)

Correspondence 7. May 5, 2023

---



## Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 ■ P.O. Box 1326, Miami, OK 74355  
 Ph: (918) 541-1300 ■ Fax: (918) 542-7260  
[www.miamination.com](http://www.miamination.com)



Via email: [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov)

May 5, 2023

Matt Coon, Tribal Liaison  
 INDOT, Cultural Resources Office  
 100 North Senate Avenue, N758-ES  
 Indianapolis, Indiana 46204

Re: Des. No. 2003082, SR 13 at Strawtown Avenue Intersection Improvement, Madison, Hamilton,  
 & Perkinsville Counties, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon:

Aya, kweehsitoolaani– I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 2003082, SR 13 at Strawtown Avenue Intersection Improvement in Madison, Hamilton, & Perkinsville Counties, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at [THPO@miamination.com](mailto:THPO@miamination.com) to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter  
 Tribal Historic Preservation Officer

Correspondence 8. May 30, 2023

---



**Delaware Nation  
Historic Preservation Department**

31064 State Highway 281  
Anadarko, OK 73005  
Phone (405) 247-2448

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May 30, 2023

To Whom It May Concern:

The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s):

**Project: INDOT Des No 2003082, SR 13 at Strawtown Ave Intersection  
Improvement, Madison and Hamilton Counties, IN**

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), and implementing regulation 36 CFR 800, "Protection of Historic Properties," Delaware Nation accepts your invitation for consultation on this project.

Our office is committed to protecting tribal heritage, culture and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects. The Lenape people occupied the area indicated in your letter during and prior to European contact until their eventual removal to our present locations. According to our files, there are no known cultural or religious sites of interest to the Delaware Nation within or near the project location. If there are plans for a cultural resource survey, please provide a copy of the report upon completion.

Continue with the project as planned keeping in mind, should human remains and/or any Native American archaeological resources inadvertently be uncovered, all construction and ground disturbing activities should immediately be halted until the appropriate state agencies, as well as this office, are notified (within 24 hours), and a proper archaeological assessment can be made.

Please note that Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Community are the only Federally Recognized Delaware/Lenape entities in the United States and consultation for Lenape homelands must be made with only the designated staff of these three Nations (and/or other federally recognized tribal nations who may have overlapping areas of interest). We appreciate your cooperation in contacting the Delaware Nation Historic Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.

*Carissa Speck*

Carissa Speck  
Historic Preservation Director  
Delaware Nation  
405-247-2448 ext. 1403  
cspeck@delawarenation-nsn.gov



Correspondence 9. May 30, 2023



Indiana Department  
of Natural Resources

Eric Holcomb, Governor  
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dnpa@dnr.IN.gov](mailto:dnpa@dnr.IN.gov)



May 30, 2023

Molly Barletta  
Environmental Scientist  
Kaskaskia Engineering, Inc.  
208 E. Main Street, Ste. 100  
Belleville, Illinois 62220

Federal Agency: Indiana Department of Transportation ("INDOT"),  
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Early coordination for the SR 13 at Strawtown Avenue Intersection Improvement Project  
(Des. No. 2003082; DHPA No. 30738)

Dear Ms. Barletta:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your April 28, 2023, review request submittal form, received by our office April 28, 2023, and for the submission which enclosed INDOT's early coordination letter that was received on May 3, 2023; for this project proposed for locations at White River Township, in Hamilton County, and at Jackson Township, in Madison County, Indiana.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

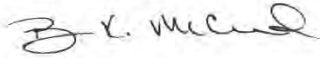
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cultural and recreational resources for the benefit of Indiana's citizens  
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Molly Barletta  
May 30, 2023  
Page 2

In all future correspondence about the SR 13 at Strawtown Avenue intersection improvement project in White River Township, Hamilton County and Jackson Township, Madison County, Indiana (Des. No. 2003082), please refer to DHPA No. 30738.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

cnc: Matt Coon, Ph.D., Indiana Department of Transportation  
Susan Branigin, Indiana Department of Transportation  
Molly Barletta, Kaskaskia Engineering, Inc.  
Katherine J. Molnar, Michael Baker International  
Toni Lynn Giffin, Indiana DNR-DHPA  
Wade T. Tharp, Indiana DNR-DHPA



## Correspondence 10. June 7, 2023

**From:** Laserfiche Notification <donotreply@laserfiche.com>  
**Sent:** Wednesday, June 7, 2023 4:12 PM  
**To:** Brinker, Haley <HBrinker@indot.IN.gov>  
**Subject:** Section 106 Consultation - INDOT Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project,

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

This email is in response to INDOT Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project,.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

We have no issues or concerns at this time, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at [Section106@shawnee-tribe.com](mailto:Section106@shawnee-tribe.com)



Correspondence 11. June 20, 2023



**EASTERN SHAWNEE  
CULTURAL PRESERVATION DEPARTMENT**  
70500 East 128 Road, Wyandotte, OK 74370

June 20, 2023

INDOT - Indiana Department of Transportation  
100 N. Senate Ave. IGCN642  
Indianapolis, IN 46201

**RE: Des No. 2003082, Madison and Hamilton County, Indiana**

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Madison and Hamilton County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)  
Eastern Shawnee Tribe of Oklahoma  
(918) 666-5151 Ext:1833  
THPO@estoo.net

Correspondence 12. November 8, 2023

**From:** [Molnar, Katherine J](#)  
**To:** [McCord, Beth K](#); [Brittany Miller](#); [Mark Dollase](#); [abrooks@indianalandmarks.org](#); [DHPA@dnr.IN.gov](#)  
**Cc:** [Curtis, William](#); [Zinn, Timothy](#); [Bodor, Thomas](#); [Heustis, Tom](#); [Molly Barletta](#); [Szewczak, Kimberly](#); [Brinker, Haley](#); [Brancin, Susan](#)  
**Subject:** FHWA Project: Des. No. 2003082; HPSR, SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana  
**Date:** Wednesday, November 8, 2023 10:00:41 AM  
**Attachments:** [SR 13-Strawtown RAB\\_Des2003082\\_RDL for HPSR\\_20231108.pdf](#)

**Des. No.: 2003082**

**Project Description:** SR 13 at Strawtown Avenue Intersection Improvement Project  
**Location:** Perkinsville, Madison and Hamilton counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082). The Section 106 Early Coordination Letter for this project was originally distributed on April 27, 2023.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://arms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon** [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov); (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input.

Katie

**Katherine J Molnar** | Architectural Historian  
 Rapid City, SD | [O] 602-294-2250 | [M] 970-482-8094  
[katherine.molnar@mbakerintl.com](mailto:katherine.molnar@mbakerintl.com) | [www.mbakerintl.com](http://www.mbakerintl.com)



Correspondence 13. November 8, 2023

**From:** [Brinker, Haley](#)  
**To:** [Carissa Speck](#); [thpo@estoo.net](#); [Benjamin Rhodd](#); [THPO@MiamiNation.com](#); [Section106](#)  
**Cc:** [Brankin, Susan](#); [Coon, Matthew](#); [Molnar, Katherine J](#); [Szewczak, Kimberly](#)  
**Subject:** EXTERNAL: FHWA Project: Des. No. 2003082; HPSR, SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana  
**Date:** Wednesday, November 8, 2023 10:12:12 AM  
**Attachments:** [SR 13-Strawtown RAB\\_Des2003082\\_RDI for HPSR\\_20231108.pdf](#)

EXTERNAL EMAIL

**Des. No.: 2003082**

**Project Description:** SR 13 at Strawtown Avenue Intersection Improvement Project  
**Location:** Perkinsville, Madison and Hamilton counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082). The Section 106 Early Coordination Letter for this project was originally distributed on April 27, 2023.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon** [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov); (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input,

Katie

**Katherine J Molnar** | Architectural Historian  
 Rapid City, SD | [O] 602-294-2250 | [M] 970-482-8094  
[katherine.molnar@mbakerintl.com](mailto:katherine.molnar@mbakerintl.com) | [www.mbakertnl.com](http://www.mbakertnl.com)

Correspondence 14. November 8, 2023



November 8, 2023

This letter was sent to the listed parties.

RE: SR 13 at Strawtown Avenue Intersection Improvement Project  
Perkinsville, Madison and Hamilton counties, Indiana  
Des. No. 2003082

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project in Perkinsville, Indiana (Des. No. 2003082).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on April 28, 2023.

The proposed undertaking is located at SR 13 and Strawtown Avenue (8<sup>th</sup> Street Road) in Madison and Hamilton counties. It is located within Jackson Township (Madison County) and White River Township (Hamilton County) and appears on the *Frankton, IN*, USGS quadrangle in Sections 32 (Hamilton County) and 33 (Madison County), Township 20N, Range 6E. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO-Public Web Map App).

The purpose of this project is to reduce or eliminate the high frequency and severity of crashes at this intersection while maintaining good intersection mobility.

The identified need at this location involves the very high frequency of severe crashes comparative to the volume of traffic at this intersection, specifically, the high frequency and severity of right-angle crashes. The two minor approaches at the intersection are offset from each other and both intersect SR 13 at a skew, which adds additional time for decision making and maneuvering and increases the exposure window for users. Sightlines at the intersection are very poor. The topography at the intersection causes sight distance issues with westbound traffic on the east approach. Approach speeds on SR 13 are high when compared to the minor road approaches.

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Crash data from 2017 to 2019 was analyzed for this intersection. During this timeframe, there were a total of 22 crashes, 15 of which were right-angle crashes, three rear-end crashes, two run-off-the-road crashes, and one other crash. Of the 22 crashes, eight resulted in injury, with seven being incapacitating and one non-incapacitating. The remaining 14 crashes involved property damage. The intersection was analyzed via RoadHAT 3 (a road hazard analysis tool) that determined the statistics of Index of Crash Costs (ICC) and Index of Crash Frequency (ICF). The ICC for this intersection is 2.68, indicating that this intersection is prone to crashes of significant severity and cost. The ICF compares the crash rate of this intersection to other similar intersections throughout the state. An ICF of 0 indicates that an intersection is performing as expected. An ICF of 2 or higher may be considered a high crash location. The ICF of this intersection is 4.17, indicating that the frequency of crashes at this intersection is exceptionally higher than what should be expected for an intersection of similar vehicular volume.

INDOT and the FHWA propose to proceed with the preferred alternative, which includes replacing the existing two-way stop with a single-lane roundabout (RAB). The proposed roundabout will reduce the existing intersection skew and eliminate the offset between the minor leg approaches. The RAB will include raised concrete islands, a center truck apron, and outside truck aprons. The preferred alternative includes new curb and gutters, a stormwater system, new roadside ditches, improved sight distance, and new lighting. Vehicle speeds will also be reduced at the intersection. Collisions associated with unprotected left-hand turns will also be reduced.

The project will require the acquisition of approximately 4.09 acres of permanent right-of-way (ROW) and approximately 0.55 acre of temporary ROW to reinstate existing entrances. No relocations are proposed.

Proposed excavation along the project corridor includes the removal of the existing roadway and roadbed to a depth of approximately four feet, a drainage system with pipes and structure depths ranging from three-to-four feet deep, and excavation to install lighting foundations at a depth of eight feet.

Kimley-Horn and Associates, Inc. (Kimley-Horn) is under contract with INDOT to advance the environmental documentation for the referenced project. Kimley-Horn has subcontracted with Kaskaskia Engineering, Inc. to complete the environmental documentation, and with Michael Baker International, Inc. (Michael Baker) to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status—as well as additional entities that are currently being invited to become consulting parties—are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects on historic properties, and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic properties, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic properties. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated aboveground resources within the APE for potential eligibility for listing in the NRHP. As a result of the historic property identification and evaluation efforts, no aboveground resources are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

On May 1, 2023, in response to the ECL, Brittany Miller, Director of Indiana Landmark's Eastern Regional Office, requested (via email) to be included as a consulting party.

On May 1, 2023, Alex Brooks, Community Preservation Specialist for Indiana Landmarks, requested to be added as a representative of Tipton and Hamilton Counties, along with Mark Dollase.

On May 1, 2023, Ben Rhodd, Tribal Historic Preservation Officer for the Forest County Potawatomi Tribe (FCPT), offered a preliminary finding of "No Historic Properties" affected with significance to the FCPT.

On May 5, 2023, Diane Hunter, Tribal Historic Preservation Officer for the Miami Tribe of Oklahoma, sent a letter to INDOT CRO stating that the tribe has "no objection" to the proposed project at this time.

On May 30, 2023, Carissa Speck, Historic Preservation Director for the Delaware Nation, responded to the Early Coordination Letter (EC), stating that the tribe should be alerted "should any human remains and/or any Native American archaeological resources inadvertently be uncovered."

On May 30, 2023, Beth McCord, Deputy State Historic Preservation Officer, accepted consulting party status and affirmed the list of identified consulting parties was accurate.

On June 7, 2023, Erin Paden, Tribal Historic Preservation Specialist for the Shawnee Tribe, sent an email accepting consulting party status.

On June 20, 2023, Paul Barton, Tribal Historic Preservation Officer for the Eastern Shawnee Tribe of Oklahoma, sent a letter to INDOT CRO stating that the project poses "no adverse effect" to known sites of interest to the Eastern Shawnee Tribe.

The Historic Property Short Report is available for review in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and to respond with comments on any historic property impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.



For questions concerning specific project details, you may contact Molly Barletta of Kaskaskia Engineering Inc. at 618-233-5877 or [Mbarletta@kaskaskiaeng.com](mailto:Mbarletta@kaskaskiaeng.com). All future responses regarding the proposed project should be forwarded to Kaskaskia Engineering Inc. at the following address:

Molly Barletta  
Environmental Scientist  
Kaskaskia Engineering Inc.  
208 E Main Street, Ste 100  
Belleville, IL 62220  
[Mbarletta@kaskaskiaeng.com](mailto:Mbarletta@kaskaskiaeng.com)

*Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov): (317-697-9752) with any responses pertaining to this project including providing INDOT/Indiana FHWA with additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).*

Sincerely,



Matthew S. Coon, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

- Area of Potential Effects Map
- Distribution List

Correspondence 15. November 10, 2023

---

**From:** [Brittany Miller](#)  
**To:** [Mojnar, Katherine J](#)  
**Cc:** [East](#)  
**Subject:** EXTERNAL: RE: FHWA Project: Des. No. 2003082; HPSR, SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana  
**Date:** Friday, November 10, 2023 10:55:11 AM

**EXTERNAL EMAIL**

Hi Katherine,

Thank you for this email. I have no further comments at this time but would like to be notified if the APE or project changes.

Best,

Brittany Miller (she/her)  
Director, Eastern Regional Office

Indiana **Landmarks**  
Ph: 765-231-6429, 800-450-4534  
Cell 765-583-1218  
[indianalandmarks.org](http://indianalandmarks.org)

Correspondence 16. December 8, 2023



Indiana Department  
of Natural Resources

Eric Holcomb, Governor  
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)



December 8, 2023

Molly Barletta  
Environmental Scientist  
Kaskaskia Engineering Inc.  
208 E Main Street, Ste 100  
Belleville, IL 62220

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Historic property short report (Molnar, 11/2023) for the SR 13 at Strawtown Avenue Intersection  
Improvement Project (Des. No. 2003082; DIIPA No. 30738)

Dear Ms. Barletta:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your November 8, 2023, submission which enclosed the historic property short report (“HPSR”, Molnar, 11/2023) for the SR 13 at Strawtown Avenue Intersection Improvement Project, and received on the same day for this project in White River Township, in Hamilton County, and at Jackson Township, in Madison County, Indiana.

The area of potential effects (“APE”) proposed in the HPSR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

For the purposes of the Section 106 review of this undertaking and based on the information provided in the HPSR, we agree with the conclusions in the HPSR that there are no previously recorded National Register of Historic Places (“NRHP”)–listed or -eligible resources located within the APE. Furthermore, we also agree with the conclusion in the HPSR of the Contributing-rated status of the J. Zeller House (MB-6) at 9910 W 8th Street, Anderson, Indiana documented during survey.

However, for the purposes of the Section 106 review of this undertaking and based on the information provided in the HPSR, our staff disagrees with the HPSR that the Bukouricz House (MB-7) at 16528 Strawtown Avenue, Noblesville, IN is not eligible for inclusion in the NRHP. Our staff believes the Bukouricz House may be eligible for the National Register of Historic Places under Criterion C in the area of architecture. The 1928 house exhibits several exterior character-defining features of the Craftsman style, including the side-gabled roof with wide overhanging eaves supported by knee braces, the large, hipped roof dormer, and the full-width integrated front porch. An unusual feature of the house are the shingle-covered, wide arches that rest on short piers and support the porch roof.

As previously indicated, we look forward to reviewing the report on investigations of archaeological resources that your previous submission, the early coordination letter, indicated will be forthcoming.

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cultural and recreational resources for the benefit of Indiana's citizens  
through professional leadership, management and education.*

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Molly Barletta  
December 8, 2023  
Page 2

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 13 at Strawtown Avenue Intersection Improvement Project in Perkinsville, White River Township, Hamilton County and Jackson Township, Madison County, Indiana (Des. No. 2003082), please refer to DHPA No. 30738.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:WTT:TLG:tlg

emc: Matt Coon, Ph.D., Indiana Department of Transportation  
Susan Branigin, Indiana Department of Transportation  
Molly Barletta, Kaskaskia Engineering, Inc.  
Katherine J. Molnar, Michael Baker International, Inc.  
Toni Lynn Giffin, Indiana DNR-DHPA  
Wade T. Tharp, Indiana DNR-DHPA

## Correspondence 17. December 14, 2023

---

**From:** Carissa Speck <cspeck@delawarenation-nsn.gov>  
**Sent:** Thursday, December 14, 2023 9:07 AM  
**To:** Coon, Matthew  
**Subject:** RE: FHWA Project: Des. No. 2003082; HPSR, SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana

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Hi Matt,

Our office has no new concerns or questions with the project after reviewing the HP report. Please proceed as planned. Thank you!

Wanishi,

Carissa Speck  
Delaware Nation  
Historic Preservation Director  
405-247-2448 Ext. 1403  
[cspeck@delawarenation-nsn.gov](mailto:cspeck@delawarenation-nsn.gov)





Correspondence 18. December 28, 2023



**EASTERN SHAWNEE  
CULTURAL PRESERVATION DEPARTMENT**  
70500 East 128 Road, Wyandotte, OK 74370

December 28, 2023  
INDOT - Indiana Department of Transportation  
100 N. Senate Ave. IGCN642  
Indianapolis, IN 46201

**RE: Des No. 2003082, Perkinsville, Madison, and Hamilton County, Indiana**

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Perkinsville, Madison, and Hamilton County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)  
Eastern Shawnee Tribe of Oklahoma  
(918) 666-5151 Ext:1833

Correspondence 19. December 28, 2023

---

**From:** Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>  
**Sent:** Thursday, December 28, 2023 12:15 PM  
**To:** Brinker, Haley <HBrinker@indot.IN.gov>  
**Subject:** RE: FHWA Project: Des. No. 2003082; HPSR, SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana

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Ms. Brinker,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act inclusive of licensing, permitting or use of federal funds by a delegated agency.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for this project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we request to remain as a consulting party for this project.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeologically significant materials are exposed as a result of project activities, work should cease immediately. The Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of an ID find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA, Tribal Historic Preservation Officer  
 Forest County Potawatomi  
 Historic Preservation Office  
 8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520  
 P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474  
 Email: [Benjamin.Rhodd@fcp-nsn.gov](mailto:Benjamin.Rhodd@fcp-nsn.gov)  
[www.fcpotawatomi.com](http://www.fcpotawatomi.com)

## Correspondence 20. May 2, 2024

**From:** [Bodor, Thomas](#)  
**To:** [dhparchive@dnr.IN.gov](mailto:dhparchive@dnr.IN.gov)  
**Cc:** [Blum, Kaylee](#); [Molnar, Katherine J](#)  
**Subject:** RE: FHWA Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana  
**Date:** Friday, May 3, 2024 11:38:23 AM

My apologies – the email below should have referred to just the Phase IA archaeology report for the above referenced project. There is no Phase IB or Cemetery Development Plan for this project. Sorry for any confusion.

**Thomas Bodor** | Department Manager - Archaeology  
 100 Airside Drive, Airside Business Park | Moon Township, PA 15108 | [O] 412-269-2049 | [M] 410-353-0401  
[thomas.bodor@mbakerintl.com](mailto:thomas.bodor@mbakerintl.com) | [www.mbakertnl.com](http://www.mbakertnl.com)



**From:** Bodor, Thomas  
**Sent:** Thursday, May 2, 2024 5:25 PM  
**To:** [dhparchive@dnr.IN.gov](mailto:dhparchive@dnr.IN.gov)  
**Cc:** [Blum, Kaylee <KBlum@indot.IN.gov>](mailto:KBlum@indot.IN.gov); [Molnar, Katherine J <Katherine.Molnar@mbakerintl.com>](mailto:Katherine.Molnar@mbakerintl.com)  
**Subject:** FHWA Project: Des. No. 2003082; SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana

Dear SHPO review team,

Please see the attached email transmitting a Phase IB Archaeology Report and Cemetery Development Plan for your review. One hard copy each of these reports will be forwarded to your office. Please let me know if you have any questions. Thank you!

Tom Bodor

**Thomas Bodor** | Department Manager - Archaeology  
 100 Airside Drive, Airside Business Park | Moon Township, PA 15108 | [O] 412-269-2049 | [M] 410-353-0401  
[thomas.bodor@mbakerintl.com](mailto:thomas.bodor@mbakerintl.com) | [www.mbakertnl.com](http://www.mbakertnl.com)



Correspondence 21. May 29, 2024

**From:** [Molnar, Katherine J](#)  
**To:** [McCord, Beth K](#); [Brittany Miller](#); [Mark Dollase](#); [abooks@indianalandmarks.org](mailto:abooks@indianalandmarks.org); [DHPA@dnr.IN.gov](mailto:DHPA@dnr.IN.gov)  
**Cc:** [Curtis, William](#); [Zinn, Timothy](#); [Bodor, Thomas](#); [Heustis, Tom](#); [Molly Barletta](#); [Szewczak, Kimberly](#); [Brinker, Haley](#); [Brankin, Susan](#); [Laura Jack](#); [Molnar, Katherine J](#)  
**Subject:** FHWA Project: Des. No. 2003082; Effects Report, SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana  
**Date:** Wednesday, May 29, 2024 11:59:34 AM  
**Attachments:** [SR 13-Strawtown RAB\\_Des2003082\\_RDI\\_for ER\\_2024-05-29.pdf](#)

**Des. No.: 2003082**

**Project Description: SR 13 at Strawtown Avenue Intersection Improvement Project**

**Location: Perkinsville, Madison and Hamilton counties, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082). The Section 106 Early Coordination Letter for this project was originally distributed on April 27, 2023. In addition, a letter distributed on November 8, 2023, notified consulting parties that a historic property short report was available for review and comment.

As part of Section 106 of the National Historic Preservation Act, an Effects Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon** [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov); (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input.

Katie

**Katherine J Molnar** | Architectural Historian  
 Rapid City, SD | [O] 602-294-2250 | [M] 970-482-8094  
[katherine.molnar@mbakerintl.com](mailto:katherine.molnar@mbakerintl.com) | [www.mbakertnl.com](http://www.mbakertnl.com)

Correspondence 22. May 29, 2024

**From:** [Brinker, Haley](#)  
**To:** [Carissa Speck](#); [thoo@estoo.net](#); [Olivia Nunway@fcg-nen.gov](#); [THPO@MiamiNation.com](#); [Section106](#)  
**Cc:** [Coon, Matthew](#); [Branigan, Susan](#); [Molnar, Katherine J](#); [Carmany-George, Karstin](#) (FHWA)  
**Subject:** EXTERNAL: FHWA Project: Des. No. 2003082; Effects Report, SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana  
**Date:** Wednesday, May 29, 2024 12:07:28 PM  
**Attachments:** [SR 13-Strawtown BAB\\_Des2003082\\_RDI for FR\\_2024-05-29.pdf](#)

EXTERNAL EMAIL

**Des. No.: 2003082**

**Project Description:** SR 13 at Strawtown Avenue Intersection Improvement Project  
**Location:** Perkinsville, Madison and Hamilton counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082). The Section 106 Early Coordination Letter for this project was originally distributed on April 27, 2023. In addition, a letter distributed on November 8, 2023, notified consulting parties that a historic property short report was available for review and comment.

As part of Section 106 of the National Historic Preservation Act, an Effects Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon** [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov); (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input,

Katie

**Katherine J Molnar** | Architectural Historian  
 Rapid City, SD | [O] 602-294-2250 | [M] 970-482-8094



Correspondence 23. May 29, 2024

**From:** [Blum, Kaylee](#)  
**To:** [thpo@estoo.net](#); [thpo@miamination.com](#); [bfletcher@peoriatribe.com](#); [Matthew.Bussler@Section106@shawnee-tribe.com](#); [sbachor@delawaretribe.org](#); [Martina.Thomas@snease@astribe.com](#); [cspeck@delawarenation-nsn.gov](#)  
**Cc:** [Coon, Matthew](#); [Molnar, Katherine J](#); [Bodor, Thomas](#); [Blum, Kaylee](#)  
**Subject:** EXTERNAL: Notification for FHWA Project: Des. No. 2003082, SR 13 Intersection Improvement, Hamilton and Madison Counties, Indiana  
**Date:** Wednesday, May 29, 2024 11:25:00 AM  
**Attachments:** [image004.png](#)  
[image008.png](#)

EXTERNAL EMAIL

Notification for FHWA Project: Des. No. 2003082, SR 13 Intersection Improvement, Hamilton and Madison Counties, Indiana

Des. No.: 2003082  
 Project Description: SR 13 Intersection Improvement  
 Location: Hamilton and Madison Counties, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 13 Intersection Improvement (INDOT Des. No.: 2003082). The Section 106 Early Coordination Letter for this project was originally distributed in a letter on April 27, 2023.

As part of Section 106 of the National Historic Preservation Act, an Archaeology report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days. Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

***Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov) (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).***

Thank you,

**KayLee A. Blum, M.S.**

**Archaeologist**

Indiana Department of Transportation, Cultural Resources Office  
 100 North Senate Ave., N758 — Environmental Services  
 Indianapolis, IN 46204

**Office:** (317) 439-3337

**Email:** [kblum@indot.in.gov](mailto:kblum@indot.in.gov)



Correspondence 24. May 29, 2024



May 29, 2024

This letter was sent to the listed parties.

**RE: SR 13 at Strawtown Avenue Intersection Improvement Project**  
**Perkinsville, Madison and Hamilton counties, Indiana**  
**Des. No. 2003082**

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 13 at Strawtown Avenue Intersection Improvement Project in Perkinsville, Indiana (Des. No. 2003082).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on April 28, 2023. In addition, a letter distributed on November 8, 2023, notified consulting parties that a historic property short report was available for review and comment.

The proposed undertaking is located at SR 13 and Strawtown Avenue (8<sup>th</sup> Street Road) in Madison and Hamilton counties. It is located within Jackson Township (Madison County) and White River Township (Hamilton County) and appears on the *Frankton, IN*, USGS quadrangle in Sections 32 (Hamilton County) and 33 (Madison County), Township 20N, Range 6E. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO-Public Web Map App).

The purpose of this project is to reduce or eliminate the high frequency and severity of crashes at the SR 13 at Strawtown Avenue intersection while maintaining good intersection mobility.

The identified need at this location involves the very high frequency of severe crashes compared to the volume of traffic at this intersection, specifically, the high frequency and severity of right-angle crashes. The two minor approaches at the intersection are offset from each other and both intersect SR 13 at a skew, which adds additional time for decision making and maneuvering and increases the exposure window for users. Sightlines at the

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intersection are very poor. The topography at the intersection causes sight distance issues with westbound traffic on the east approach. Approach speeds on SR 13 are high when compared to the minor road approaches.

Crash data from 2017 to 2019 was analyzed for the intersection. During this timeframe, there were a total of 22 crashes, 15 of which were right-angle crashes, three rear-end crashes, two run-off-the-road crashes, and one other crash. Of the 22 crashes, eight resulted in injury, with seven being incapacitating and one non-incapacitating. The remaining 14 crashes involved property damage. The intersection was analyzed via RoadHAT 3 (a road hazard analysis tool) that determined the statistics of Index of Crash Costs (ICC) and Index of Crash Frequency (ICF). The ICC for this intersection is 2.68, indicating that it is prone to crashes of significant severity and cost. The ICF of the intersection is 4.17, indicating that the frequency of crashes at this intersection is exceptionally higher than what should be expected for an intersection of similar vehicular volume.

INDOT and the FHWA intend to proceed with the preferred alternative, which includes replacing the existing two-way stop with a single-lane RAB. The proposed RAB will reduce the existing intersection skew and eliminate the offset between the minor leg approaches. The RAB will include raised concrete islands, a center truck apron, and outside truck aprons. The preferred alternative includes new curb and gutters, a stormwater system, new roadside ditches, improved sight distance, and new lighting. Vehicle speeds will also be reduced at the intersection. Collisions associated with unprotected left-hand turns will also be reduced.

The project will require the acquisition of approximately 4.09 acres of permanent right-of-way (ROW) and approximately 0.55 acre of temporary ROW to reinstate existing entrances. No relocations are proposed.

Proposed excavation along the project corridor includes the removal of the existing roadway and roadbed to a depth of approximately four feet, a drainage system with pipes and structure depths ranging from three-to-four feet deep, and excavation to install lighting foundations at a depth of eight feet.

Kimley-Horn and Associates, Inc. (Kimley-Horn) is under contract with INDOT to advance the environmental documentation for the referenced project. Kimley-Horn has subcontracted with Kaskaskia Engineering, Inc. to complete the environmental documentation, and with Michael Baker International, Inc. (Michael Baker) to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status—as well as additional entities that are currently being invited to become consulting parties—are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects on historic properties, and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic properties, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic properties. The APE contains no resources listed in the National Register of Historic Places (NRHP).

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A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated aboveground resources within the APE for potential eligibility for listing in the NRHP. As a result of the historic property identification and evaluation efforts, no aboveground resources are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

On May 1, 2023, in response to the ECL, Brittany Miller, Director of Indiana Landmark's Eastern Regional Office, requested (via email) to be included as a consulting party.

On May 1, 2023, Alex Brooks, Community Preservation Specialist for Indiana Landmarks, requested to be added as a representative of Tipton and Hamilton Counties, along with Mark Dollase.

On May 1, 2023, Ben Rhodd, Tribal Historic Preservation Officer for the Forest County Potawatomi Tribe (FCPT), offered a preliminary finding of "No Historic Properties" affected with significance to the FCPT.

On May 5, 2023, Diane Hunter, Tribal Historic Preservation Officer for the Miami Tribe of Oklahoma, sent a letter to INDOT CRO stating that the tribe has "no objection" to the proposed project at this time.

On May 30, 2023, Carissa Speck, Historic Preservation Director for the Delaware Nation, responded to the Early Coordination Letter (EC), stating that the tribe should be alerted "should any human remains and/or any Native American archaeological resources inadvertently be uncovered."

On May 30, 2023, Beth McCord, Deputy State Historic Preservation Officer, accepted consulting party status and affirmed the list of identified consulting parties was accurate.

On June 7, 2023, Erin Paden, Tribal Historic Preservation Specialist for the Shawnee Tribe, sent an email accepting consulting party status.

On June 20, 2023, Paul Barton, Tribal Historic Preservation Officer for the Eastern Shawnee Tribe of Oklahoma, sent a letter to INDOT CRO stating that the project poses "no adverse effect" to known sites of interest to the Eastern Shawnee Tribe.

On December 8, 2023, Beth McCord, Deputy State Historic Preservation Officer, provided comments on the HPSR on behalf of the Division of Historic Preservation and Archaeology (DHPA). The letter disagreed with the findings of the HPSR, saying that the "Bukouricz House may be eligible for the National Register of Historic Places under Criterion C in the area of architecture."

On December 14, 2023, Carissa Speck, Historic Preservation Director for the Delaware Nation, emailed INDOT CRO indicating that the tribe had no new concerns or questions related to the project.

On December 28, 2023, Paul Barton, Tribal Historic Preservation Officer for the Eastern Shawnee Tribe of Oklahoma, sent a letter to INDOT CRO stating that the project poses "no adverse effect" to known sites of interest to the Eastern Shawnee Tribe.

On December 28, 2023, Ben Rhodd, Tribal Historic Preservation Officer for the Forest County Potawatomi Tribe (FCPT), sent a letter indicating the project finding of "No Historic Properties" affected with significance to the FCPT.

The Effects Report is available for review in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and to respond with comments on any historic property impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Katherine Molnar of Michael Baker International, Inc. at 602-294-2250 or [Katherine.molnar@mbakerintl.com](mailto:Katherine.molnar@mbakerintl.com). All future responses regarding the proposed project should be forwarded to Michael Baker International, Inc. at the following address:

Katherine Molnar  
Architectural Historian  
Michael Baker International, Inc.  
3815 River Crossing Parkway, Suite 20  
Indianapolis, IN 46240  
[Katherine.molnar@mbakerintl.com](mailto:Katherine.molnar@mbakerintl.com)

*Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov); (317-697-9752) with any responses pertaining to this project including providing INDOT/Indiana FHWA with additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).*

Sincerely,



Matthew S. Coon, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

- Area of Potential Effects Map
- Distribution List

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Correspondence 25. May 31, 2024

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**From:** [Alex Brooks](#)  
**To:** [Molnar, Katherine J](#)  
**Subject:** EXTERNAL: Re: FHWA Project: Des. No. 2003082; Effects Report, SR 13 at Strawtown Avenue Intersection Improvement Project, Madison and Hamilton counties, Indiana  
**Date:** Friday, May 31, 2024 8:46:03 AM

**EXTERNAL EMAIL**

There do not appear to be any historic properties in the affected area, so we have no objections to the project.

.....  
**Alex Brooks**  
 Community Preservation Specialist

.....  
**Indiana Landmarks**  
 1201 Central Avenue  
 Indianapolis, IN 46202  
 Ph. 317-822-7908, 800-450-4534  
 Fax: 317-639-6734  
[www.indianalandmarks.org](http://www.indianalandmarks.org)

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Correspondence 26. June 28, 2024



Eric Holcomb, Governor  
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · [dhp@dnr.IN.gov](mailto:dhp@dnr.IN.gov)

June 28, 2024

Katherine Molnar  
Architectural Historian  
Michael Baker International, Inc.  
3815 River Crossing Parkway, Suite 20  
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation ("INDOT"),  
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Effects report for the Strawtown Avenue Intersection Improvement Project (Des. No. 2003082; DHPA No. 30738)

Dear Ms. Molnar:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your May 29, 2024, submission, which was received by our office May 29, 2024, for this proposed project, the project area of which is located at White River Township, in Hamilton County; and in Jackson Township, in Madison County, Indiana.

Based on the information provided to our office, we believe that there will not be any alterations to the characteristics of the Bukouricz House (MB-7) at 16528 Strawtown Avenue, Noblesville, Indiana, that qualify it for inclusion in or eligibility for the National Register.

Additionally, we have received the archaeological report associated with this project. We will respond to that submission under separate cover.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Strawtown Avenue Intersection Improvement Project (Des. No. 2003082), the project area of which is located at White River Township, in Hamilton County; and in Jackson Township, in Madison County, Indiana, please refer to DHPA No. 30738.

Very truly yours,

Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Matt Coon, Ph.D., Indiana Department of Transportation  
Susan Branigin, Indiana Department of Transportation  
Katherine Molnar, Michael Baker International, Inc.  
Toni Lynn Giffin, Indiana DNR-DHPA  
Wade T. Tharp, Indiana DNR-DHPA

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## Correspondence 27. July 25, 2024

---

**From:** Laserfiche Notification <[donotreply@laserfiche.com](mailto:donotreply@laserfiche.com)>  
**Sent:** Thursday, July 25, 2024 2:11 PM  
**To:** Brinker, Haley <[HBrinker@indot.IN.gov](mailto:HBrinker@indot.IN.gov)>  
**Subject:** Section 106 Consultation - No. 2003082; Effects Report, SR 13 at Strawtown Avenue Intersection Improvement Project

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

This email is in response to No. 2003082; Effects Report, SR 13 at Strawtown Avenue Intersection Improvement Project. The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.

We have no issues or concerns at this time. Please continue with the project as planned, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at [Section106@shawnee-tribe.com](mailto:Section106@shawnee-tribe.com)

Thank you for giving us the opportunity to comment on this project



**Erin Paden**  
 TRIBAL HISTORIC PRESERVATION  
 SPECIALIST  
**Office:** (918) 542-2441 x140  
**Email:** [epaden@shawnee-tribe.com](mailto:epaden@shawnee-tribe.com)  
 29 S Hwy 69A  
 Miami, OK 74354  
[shawnee-tribe.com](http://shawnee-tribe.com)

Correspondence 28. September 16, 2024



Indiana Department  
of Natural Resources

Eric Holcomb, Governor  
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)



September 17, 2024

Thomas Bodor  
Michael Baker International, Inc.  
3815 River Crossing Parkway, Suite 20  
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation ("INDOT"),  
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Phase Ia Archaeological Field Reconnaissance Survey Report (Robinson et al., 04/23/2024) for  
the State Road 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082;  
DHPA No. 30738), proposed for locations in Madison County and in Hamilton County, Indiana

Dear Mr. Bodor:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO"/ "Indiana DNR-DHPA") has reviewed your submission, which was dated May 1, 2024, and originally received by our office May 2, 2024, which included the Phase Ia Archaeological Field Reconnaissance Survey Report (Robinson et al., 04/23/2024), as well as subsequently-received additional information and clarifications regarding the submissions to Indiana DNR-DHPA SHAARD system database. These materials are related to the State Road 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082; DHPA No. 30738), which is proposed for areas located in Madison County and in Hamilton County, Indiana.

In terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological sites 12-M-0212 and 12-M-0285 (portions of each of which have been mapped immediately adjacent to portions of the proposed project area; and portions of each of which were subjected to resurvey during the archaeological investigations) to determine whether they are eligible for inclusion in the NRHP. However, the portions of these sites that may lie within the proposed project area do not appear to contain significant archaeological deposits, and we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Field Reconnaissance Survey Report (Robinson et al., 04/23/2024), that no further archaeological investigations appear necessary at these portions of the proposed project area. The portions of archaeological sites 12-M-0212 and 12-M-0285 that are mapped outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the site should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to Indiana DNR-DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

Additionally, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. We concur with the opinions of the archaeologist, as expressed in the Phase Ia Archaeological Field Reconnaissance Survey Report (Robinson et al., 04/23/2024),

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cultural and recreational resources for the benefit of Indiana's citizens  
through professional leadership, management and education.*

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Thomas Bodor  
September 17, 2024  
Page 2

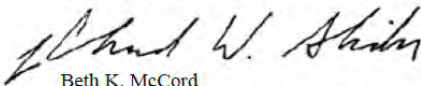
that archaeological site 12-H-2009 (which was identified during the archaeological investigations) does not appear to be eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at the proposed project area.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Thank you for uploading the Phase Ia Archaeological Field Reconnaissance Survey Report (Robinson et al., 04/23/2024) to the Indiana DNR-DHPA SHAARD system database; the report has been assigned the identifier *AR-48-00406*. Additionally, thank you for uploading the archaeological site resurvey record forms for archaeological sites 12-M-0212\_R1 and 12-M-0285\_R1, and the archaeological site survey record form for archaeological site 12-H-2009. The archaeological report and the archaeological site survey/resurvey record forms have been reviewed and approved.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project. In all future correspondence about the State Road 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082;), proposed for locations in Madison County and in Hamilton County, Indiana), please refer to DHPA No. 30738.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation  
Susan Branigin, Indiana Department of Transportation  
Thomas Bodor, Michael Baker International, Inc.  
Molly Barletta, Kaskaskia Engineering, Inc.  
Katherine J. Molnar, Michael Baker International, Inc.  
Toni Lynn Giffin, Indiana DNR-DHPA  
Wade T. Tharp, Indiana DNR-DHPA



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## Appendix C. Project Area Photographs

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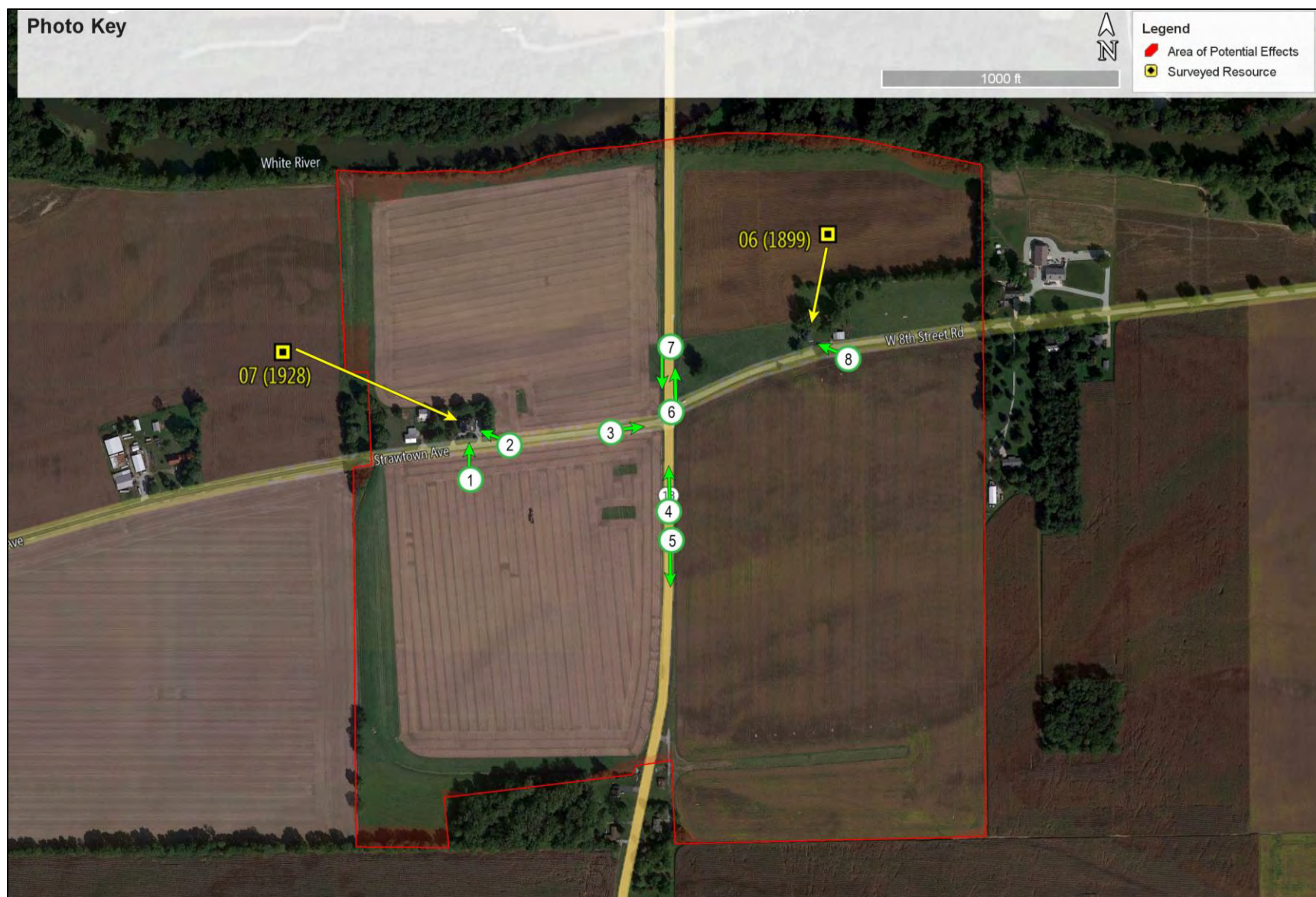


Figure 2. Photo key on an aerial background.

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Photo 1. MB-07, Bukouricz House, showing the south (front) façade, facing north.



Photo 2. MB-07, Bukouricz House, showing the south (front) and east (side) façades, facing northwest.





Photo 3. Streetview along Strawtown Avenue approximately 100 feet west of the intersection of SR 13, facing east.



Photo 4. Streetview along SR 13 approximately 100 feet south of the intersection of Strawtown Avenue, facing north.





Photo 5. Streetview along SR 13 approximately 100 feet south of the intersection of Strawtown Avenue, facing south.



Photo 6. Streetview along SR 13 near the intersection of Strawtown Avenue, facing north.



Photo 7. Streetview along SR 13 approximately 100 feet north of the intersection of Strawtown Avenue, facing south.



Photo 8. MB-06, J. Zeller House, showing the south (front) and east (side) façades, facing northwest.





## Appendix D. Report Abstracts



# Historic Property Short Report

## SR 13 at Strawtown Avenue Intersection Improvement Project

Intersection of State Road 13 and Strawtown Avenue  
Jackson (Madison County) and White River (Hamilton  
County) Townships

### Madison and Hamilton counties, Indiana

Des. No. 2003082

DHPA No. 30738

**November 2023**

Prepared For:

**Kimley-Horn and Associates, Inc.**

Indianapolis, Indiana

Prepared By:

**Michael Baker International, Inc.**

100 Airside Drive Moon Township, Pennsylvania 15108

Principal Investigator: Katherine Molnar, MS

Contact: Timothy G. Zinn, MA

Tzinn@mbakerintl.com

412-269-4619



## ABSTRACT

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the SR 13 at Strawtown Avenue Intersection Improvement Project in Madison and Hamilton counties, Indiana (Des. No. 2003082). Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings on historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the NRHP.

The APE contains no properties that are recommended eligible for listing in the NRHP.

## 5.0 Conclusions

The APE contains no properties listed in the NRHP.

As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the NRHP.

**\*\*Please note that the report in its entirety is available for review in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE).**

# Effects Report

## SR 13 at Strawtown Avenue Intersection Improvement Project

Intersection of State Road 13 and Strawtown Avenue  
Jackson Township (Madison County) and White River  
(Hamilton County) Township

### Madison and Hamilton Counties, Indiana

Des. No. 2003082  
DHPA No. 30738

**May 2024**

Prepared For:  
**Kimley-Horn and Associates, Inc.**  
Indianapolis, Indiana

Prepared By:  
**Michael Baker International, Inc.**  
100 Airside Drive Moon Township, Pennsylvania 15108

Principal Investigator: Katherine Molnar, MS

Contact: Timothy G. Zinn, MA  
[Tzinn@mbakerintl.com](mailto:Tzinn@mbakerintl.com)  
412-269-4619



## 1.0 Introduction

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Route (SR) 13 at Strawtown Avenue Intersection Improvement Project (Des. No. 2003082). Kimley-Horn and Associates, Inc. (Kimley-Horn) is under contract with INDOT to advance the environmental documentation for the referenced project. Kimley-Horn has subcontracted with Kaskaskia Engineering, Inc. to complete the environmental documentation and with Michael Baker International, Inc. (Michael Baker) to complete the Section 106 documentation for the project. The proposed undertaking is located along SR 13 and Strawtown Avenue (8<sup>th</sup> Street Road) in Madison and Hamilton counties, Indiana. It is within Jackson Township (Madison County) and White River Township (Hamilton County) and appears on the *Frankton, IN*, USGS topographic map in Sections 32 (Hamilton County) and 33 (Madison County), Township 20N, Range 6E (Figure 1).

This Effects Report (ER) was prepared in accordance with the INDOT Procedural Manual for Preparing Environmental Documents and with INDOT's *Cultural Resources Manual* (March 2014; updated 2019). It was prepared by personnel meeting the Secretary of the Interior's Professional Qualification Standards. Katherine Molnar, MS is the principal investigator and author of this document. She researched and evaluated the aboveground resources that will be 50 years of age or older by the time of the proposed project letting for National Register of Historic Places (NRHP) eligibility and assessed the project's potential impacts upon any NRHP listed or eligible historic properties within the project's area of potential effects (APE).

**FINDING:** The SR 13 at Strawtown Avenue Intersection Improvement Project results in a finding of **No Adverse Effect** (36 CFR 800.5(b)) for the Bukouricz House.

\*\*Please note that the report in its entirety is available for review in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE).

**PHASE IA ARCHAEOLOGICAL RECONNAISSANCE  
FOR THE  
SR 13 at STRAWTOWN AVENUE INTERSECTION IMPROVEMENT  
PROJECT,  
MADISON AND HAMILTON COUNTIES, INDIANA**

**DES No. 2003082**

Prepared for:

Federal Highway Administration  
and  
Indiana Department of Transportation

Prepared by:

Ryan Robinson  
Thomas Bodor  
Martin Fuess

Principal Investigator:



Thomas W. Bodor, MA, RPA

Michael Baker International, Inc.  
100 Airside Drive  
Moon Township, PA 15108

August 2023



## ABSTRACT

This report presents the results of the Phase Ia archaeological reconnaissance for the SR 13 at Strawtown Avenue Intersection Improvement Project in Madison and Hamilton Counties, near Perkinsville, Indiana (Des. No. 2003082). The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes the undertaking located along SR 13 and Strawtown Avenue (8th Street Road) within Jackson (Madison County) and White River (Hamilton County) Townships, on the *Frankton, IN*, USGS quadrangle, in Sections 32 (Hamilton County) and 33 (Madison County), Township 20N, Range 6E. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The purpose of this project is to reduce or eliminate the high frequency and severity of crashes at this intersection while maintaining good intersection mobility. INDOT and the FHWA intend to proceed with the preferred alternative, which includes replacing the existing two-way stop with a single-lane roundabout (RAB). The proposed roundabout will reduce the existing intersection skew and eliminate the offset between the minor leg approaches. The RAB will include raised concrete islands, a center truck apron, and outside truck aprons. The preferred alternative includes new curb and gutters, a stormwater system, new roadside ditches, improved sight distance, and new lighting. Vehicle speeds will also be reduced at the intersection. Collisions associated with unprotected left-hand turns will also be reduced.

Ten archaeological sites have been identified within a 0.8 km (0.5 mi) radius of the proposed Project Area and the potential for identifying additional archaeological sites within the Project Area is high.

The field investigations, which were conducted on June 1 through June 4, 2023, consisted of pedestrian reconnaissance, surface collection and the excavation of shovel test probes. The archaeological Area of Potential Effects (APE) is located along SR 13 and Strawtown Avenue and encompasses approximately 4.09 acres of permanent right-of-way (ROW) and approximately 0.55 acre of temporary ROW to reinstate existing entrances.

Phase Ia archaeological reconnaissance resulted in the identification of one archaeological site, 12-H-2009, consisting of a single, isolated, Pre-Contact lithic flake. The site is recommended as not eligible for inclusion in the National Register of Historic Places (NRHP).

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Summary**

Michael Baker completed Phase Ia archaeological reconnaissance for proposed improvements to the SR 13 intersection with Strawtown Ave. and W 8<sup>th</sup> St. in Hamilton and Madison Counties, Indiana on behalf of the INDOT and FHWA. The APE for the proposed undertaking measures 4.2 ha (10.4 ac) and consists of permanent and temporary ROW. Field investigations were conducted between June 1-4, 2023, and consisted of pedestrian reconnaissance, surface survey, and subsurface sampling through excavation of 26 STPs.

One Pre-Contact archaeological site, 12-H-2009, was identified within the southwest quadrant of the SR 13 and SR 128 intersection. The site consists of a single specimen of flaked stone debris recovered from within 22 cm of the ground surface in plowzone context from STP SW 2. Radial STPs excavated at five and 10 meters in cardinal directions around SW 2 were all negative for archaeological materials. No other archaeological materials were identified through subsurface sampling or other methods within the APE.

### **Recommendations**

Phase Ia archaeological reconnaissance resulted in the identification of one archaeological site within the APE. Site 12-H-2009 consists of a single specimen of flaked stone debris recovered from disturbed (plowzone) context. Neither the artifact nor the site occupation is attributable to a specific cultural group or temporal affiliation. It is the opinion of Michael Baker that 12-H-2009 lacks integrity and significance and, therefore, is unlikely to yield information important to the interpretation of Indiana prehistory. Michael Baker recommends that 12-H-2009 is not eligible for the NRHP. No additional archaeological investigations are recommended at 12-H-2009. In addition, based on the results of the Phase Ia reconnaissance, Michael Baker recommends that the APE is unlikely to contain archaeological resources that are eligible for the NRHP and that no additional archaeological investigations are warranted within the APE based on the current design.

Should any human remains, burial objects, or features be uncovered during construction, work must immediately cease in the location of the discovery and INDOT-CRO and INDR, DHPA notified immediately.

**\*\*Please note that the report in its entirety is available for review [Tribes Only] in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE).**

**From:** [Indianapolis Legals](#)  
**To:** [Bischoff, Melissa](#)  
**Subject:** EXTERNAL: Thank you for placing your order with us.  
**Date:** Saturday, November 9, 2024 12:45:50 PM  
**Attachments:** [ATT00001.jpg](#)  
[ATT00002.jpg](#)

**EXTERNAL EMAIL**


## THANK YOU for your ad submission!

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We appreciate you using our online self-service ads portal, available 24/7. Please continue to visit Indianapolis Star's online Classifieds [HERE](#) to place your legal notices in the future.

**Changes and/or cancellations may not be honored up to 2 business days prior to your first publication date.**

### Job Details

Order Number: **LSBN0190641**  
 Classification: Govt Public Notices  
 Package: General Package  
 Additional Options: 1 Affidavit \$0.00  
 Base amount: \$47.00  
 Service fee: \$1.88  
 Cash/Check/ACH   
 Discount: -\$0.00  
 Total payment: \$48.88

As an incentive for customers, we provide a discount off the total order cost equal to the 3.99% service fee if you pay with Cash/Check/ACH. Pay by Cash/Check/ACH and save! In no event are service fees refundable.

Payment Type: [amex](#)


### Schedule for ad number LSBN01906410

**Wed Nov 13, 2024**  
**Indianapolis Star**

All Zones



### Account Details

Michael Baker International  
 3815 River Crossing PKWY # 20  
 Indianapolis, IN  46240-7756  
 317-689-6922  
[Melissa.Bischoff@mbakerintl.com](mailto:Melissa.Bischoff@mbakerintl.com)  
 Michael Baker International  
 Credit Card - amex \*\*\*\*\*1006



Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

December 9, 2024

Katherine Molnar  
Architectural Historian  
Michael Baker International, Inc.  
3815 River Crossing Parkway, Suite 20  
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no adverse effect” on behalf of the Federal  
Highway Administration for the State Road 13 at Strawtown Avenue Intersection Improvement  
Project (Des. No. 2003082; DHPA No. 30738)

Dear Ms. Molnar:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your November 7, 2024, submission, which enclosed INDOT’s finding and supporting documentation, received in full by our office December 3, 2024, for the above-referenced project, which has been proposed for areas located at White River Township, in Hamilton County; and at Jackson Township, in Madison County; Indiana.

As previously indicated, the area of potential effects (“APE”) proposed in the HPSR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

Also, as previous stated, for the purposes of the Section 106 review of this undertaking and based on the information provided in the HPSR, we agree with the conclusions in the HPSR that there are no previously recorded National Register of Historic Places (“NRHP”)-listed or -eligible resources located within the APE. Furthermore, we also agree with the conclusion in the HPSR of the Contributing-rated status of the J. Zeller House (MB-6) at 9910 W 8th Street, Anderson, Indiana documented during survey.

Additionally, we previously commented, however, for the purposes of the Section 106 review of this undertaking and based on the information provided in the HPSR, our staff disagrees with the HPSR that the Bukouricz House (MB-7) at 16528 Strawtown Avenue, Noblesville, IN is not eligible for inclusion in the NRHP. Our staffs believes that the Bukouricz House may be eligible for the National Register of Historic Places under Criterion C in the area of architecture. The 1928 house exhibits several exterior character-defining features of the Craftsman style, including the side-gabled roof with wide overhanging eaves supported by knee braces, the large, hipped roof dormer, and the full-width integrated front porch. An unusual feature of the house are the shingle-covered, wide arches that rest on short piers and support the porch roof.

In terms of archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological sites 12-M-0212 and 12-M-0285 (portions of each of which have been mapped immediately adjacent to portions of the proposed project area; and portions of each of which were subjected to resurvey during the archaeological investigations) to determine whether they are eligible for inclusion in the NRHP. However, the portions of these sites that may lie within the proposed project area do not appear to contain significant archaeological deposits, and we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Field Reconnaissance Survey

Katherine Molnar  
 December 9, 2024  
 Page 2

Report (Robinson et al., 04/23/2024), that no further archaeological investigations appear necessary at these portions of the proposed project area. The portions of archaeological sites 12-M-0212 and 12-M-0285 that are mapped outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the site should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to Indiana DNR-DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

Additionally, in terms of archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. We concur with the opinions of the archaeologist, as expressed in the Phase Ia Archaeological Field Reconnaissance Survey Report (Robinson et al., 04/23/2024), that archaeological site 12-H-2009 (which was identified during the archaeological investigations) does not appear to be eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at the proposed project area.

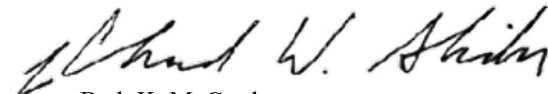
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Accordingly, we concur with INDOT's November 4, 2024, Section 106 finding of "No Adverse Effect," on behalf of FHWA, for this federal undertaking.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 13 at Strawtown Avenue Intersection Improvement Project in Perkinsville, White River Township, Hamilton County and Jackson Township, Madison County, Indiana (Des. No. 2003082), please refer to DHPA No. 30738.

Very truly yours,



Beth K. McCord  
 Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt:tlg

emc: Matt Coon, Ph.D., Indiana Department of Transportation  
 Susan Branigin, Indiana Department of Transportation  
 Molly Barletta, Kaskaskia Engineering, Inc.  
 Katherine J. Molnar, Michael Baker International, Inc.  
 Toni Lynn Giffin, Indiana DNR-DHPA  
 Wade T. Tharp, Indiana DNR-DHPA



## **APPENDIX E**

### Red Flag Investigation and Hazardous Materials



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848  
(855) INDOT4U

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

Date: June 8, 2023

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

From: Jessica Stern  
Kaskaskia Engineering Group, LLC  
301 North Neil Street  
Suite 400  
Champaign, IL  
jstern@kaskaskiaeng.com

Re: RED FLAG INVESTIGATION  
DES # 2003082, State Project  
Intersection Improvement, Roundabout  
SR 13 at Strawtown Avenue  
Hamilton and Madison Counties, Indiana

## PROJECT DESCRIPTION

The proposed state project is located on SR 13 and Strawtown Avenue, in the Indiana Department of Transportation (INDOT) Greenfield District. The proposed project includes replacing the existing two-way stop with a single-lane roundabout (RAB). The RAB will include raised concrete islands, a center truck apron, outside truck aprons, new curb and gutters, a stormwater system, new roadside ditches, and new lighting.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) \_\_\_\_\_

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).

Culvert Work Included in Project: Yes ☐ No ☒ Structure #(s) \_\_\_\_\_

Proposed right of way: Temporary ☒ # Acres 0.55 Permanent ☒ # Acres 4.09, Not Applicable ☐

Type and proposed depth of excavation: Removal of the existing roadway and roadbed to a depth of approximately 4 feet below ground surface (ft-bgs); a drainage system with pipes and structure depths ranging from 3 to 4 ft-bgs; and excavation to install lighting foundations at a depth of 8 ft-bgs.

Maintenance of traffic (MOT): Maintenance of traffic will be phased and include lane shifts, lane closures, and a detour.

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

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

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

### Explanation:

**Religious Facilities\*:** Although not mapped on the GIS layer, one (1) religious facility was identified within the 0.5 mile search radius. The religious facility, Perkinsville Community Church, is located 0.41 mile northeast of the project area. No impact is expected.

**Cemeteries:** One (1) cemetery is located within the 0.5 mile search radius. The cemetery, Perkinsville Cemetery, is located 0.47 mile northeast of the project area. No impact is expected.

**Recreational Facilities:** One (1) recreational facility is located within the 0.5 mile search radius. The recreational facility, Perkinsville Park, is located 0.37 mile northeast of the project area. No impact is expected.

**Managed Lands:** One (1) managed land is located within the 0.5 mile search radius. The managed land, White River Restoration, is located 0.32 mile northeast of the project area. No impact is expected.

## WATER RESOURCES TABLE AND SUMMARY

<b>Water Resources</b> Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	<b>N/A</b>	Canal Routes - Historic	<b>N/A</b>
Karst Springs	<b>N/A</b>	NWI - Wetlands	<b>5</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>2</b>
NPS NRI Listed	<b>1</b>	Floodplain - DFIRM	<b>9</b>
NWI-Lines	<b>2</b>	Cave Entrance Density	<b>N/A</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>1</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>1</b>	Sinking-Stream Basins	<b>N/A</b>

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

**NPS NRI Listed:** One (1) NPS NRI listed river is located within the 0.5 mile search radius. The NPS NRI listed river, White River, is located 0.14 mile north of the project area. No impact is expected.

**NWI-Lines:** Two (2) NWI line segments are located within the 0.5 mile search radius. The nearest NWI line segment is located 0.47 mile northeast of the project area. No impact is expected.

**IDEM 303d Listed Streams and Lakes (Impaired):** One (1) IDEM 303d Listed Streams is located within the 0.5 mile search radius. The IDEM 303d listed stream, White River, is located 0.14 mile north of the project area. White River is listed as impaired for Impaired Biotic Communities (IBC), mercury, nutrient impairment, Dissolved Oxygen (DO), pH, and PCBs. No impact is expected.

**Rivers and Streams:** One (1) river and stream segment is located within the 0.5 mile search radius. The river segment, White River, is located 0.14 mile north 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 0.13 northeast 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 0.17 mile northeast of the project area. No impact is expected.

**Floodplain-DFIRM:** Nine (9) floodplain polygons are located within the 0.5 mile search radius. The project area is located within two of the floodplain polygons. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

#### **MINING AND MINERAL EXPLORATION TABLE AND SUMMARY**

<b>Mining/Mineral Exploration</b> Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	4	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

**Petroleum Wells:** Four (4) petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well is located 0.06 mile northwest of the project area. No impact is expected.

#### **HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b> Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A

Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	1
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

**NPDES Facilities:** One (1) NPDES Facility is located within the 0.5 mile search radius. The NPDES facility, Permit Number INR10K128, is located 0.34 mile northeast of the project area, and was terminated on October 28, 2020. No impact is expected.

### **ECOLOGICAL INFORMATION SUMMARY**

The Hamilton County and Madison County listings 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/nature-preserves/files/np\\_hamilton.pdf](https://www.in.gov/dnr/nature-preserves/files/np_hamilton.pdf) and [https://www.in.gov/dnr/nature-preserves/files/np\\_madison.pdf](https://www.in.gov/dnr/nature-preserves/files/np_madison.pdf), respectively. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic coordination 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: N/A

WATER RESOURCES:

A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur for the following features:

- The project area is located within a floodplain (coordination only).

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with IDNR will occur. The range-wide programmatic consultation for the



Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT ESD concurrence: **Dariane Davis** Digitally signed by Dariane Davis  
Date: 2023.06.08 14:55:28 -04'00' (Signature)

Prepared by:



Jessica Stern  
Environmental Scientist  
Kaskaskia Engineering Group, LLC

### Graphics:

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

SITE LOCATION: YES

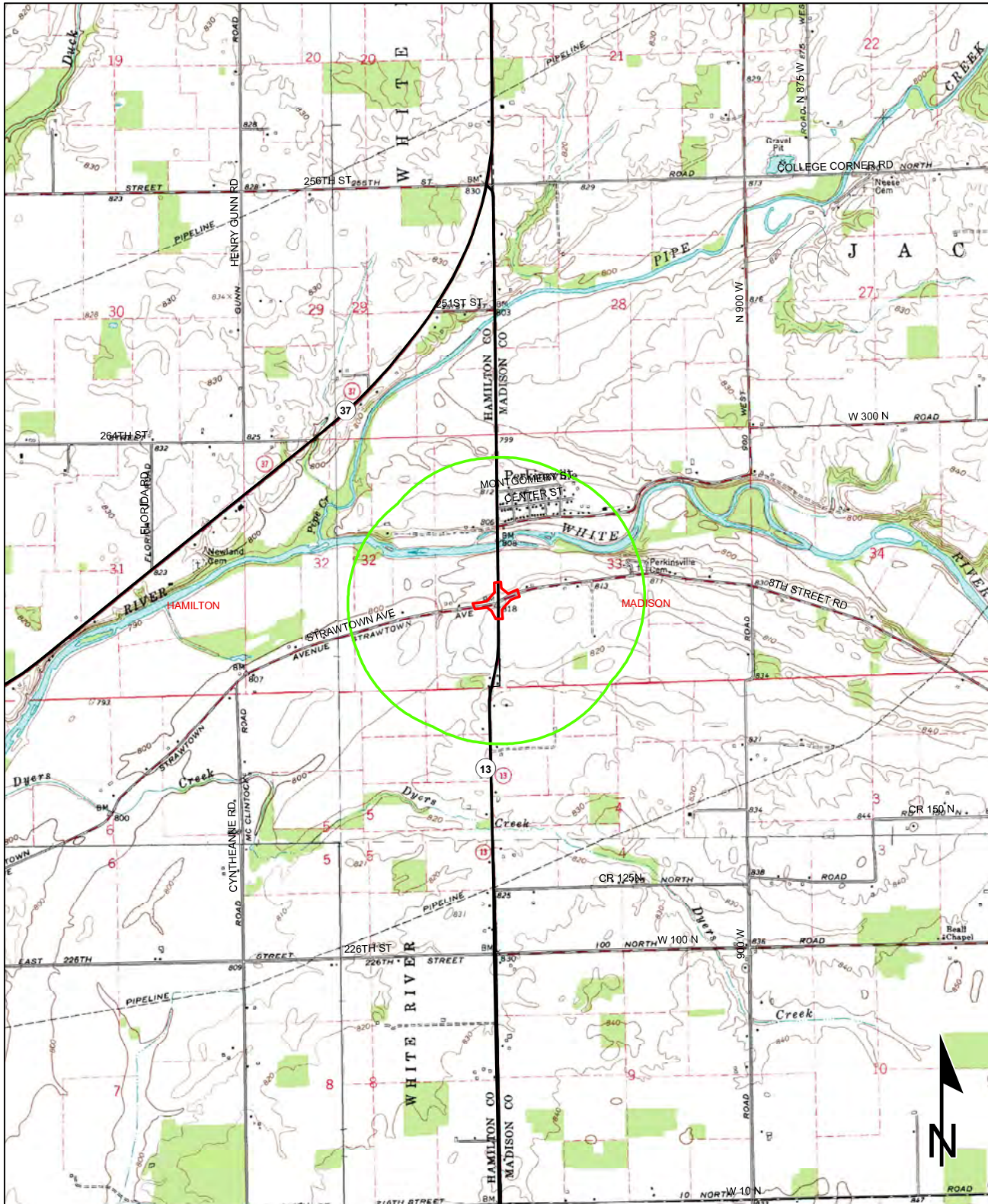
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

**Red Flag Investigation - Site Location**  
**SR 13 at Strawtown Road**  
**Des. No. 2003082, Intersection Improvement, Roundabout**  
**Hamilton 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](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83  
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

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



**Red Flag Investigation - Infrastructure**  
**SR 13 at Strawtown Avenue**  
**Des. No. 2003082, Intersection Improvement, Roundabout**  
**Hamilton and Madison Counties, Indiana**



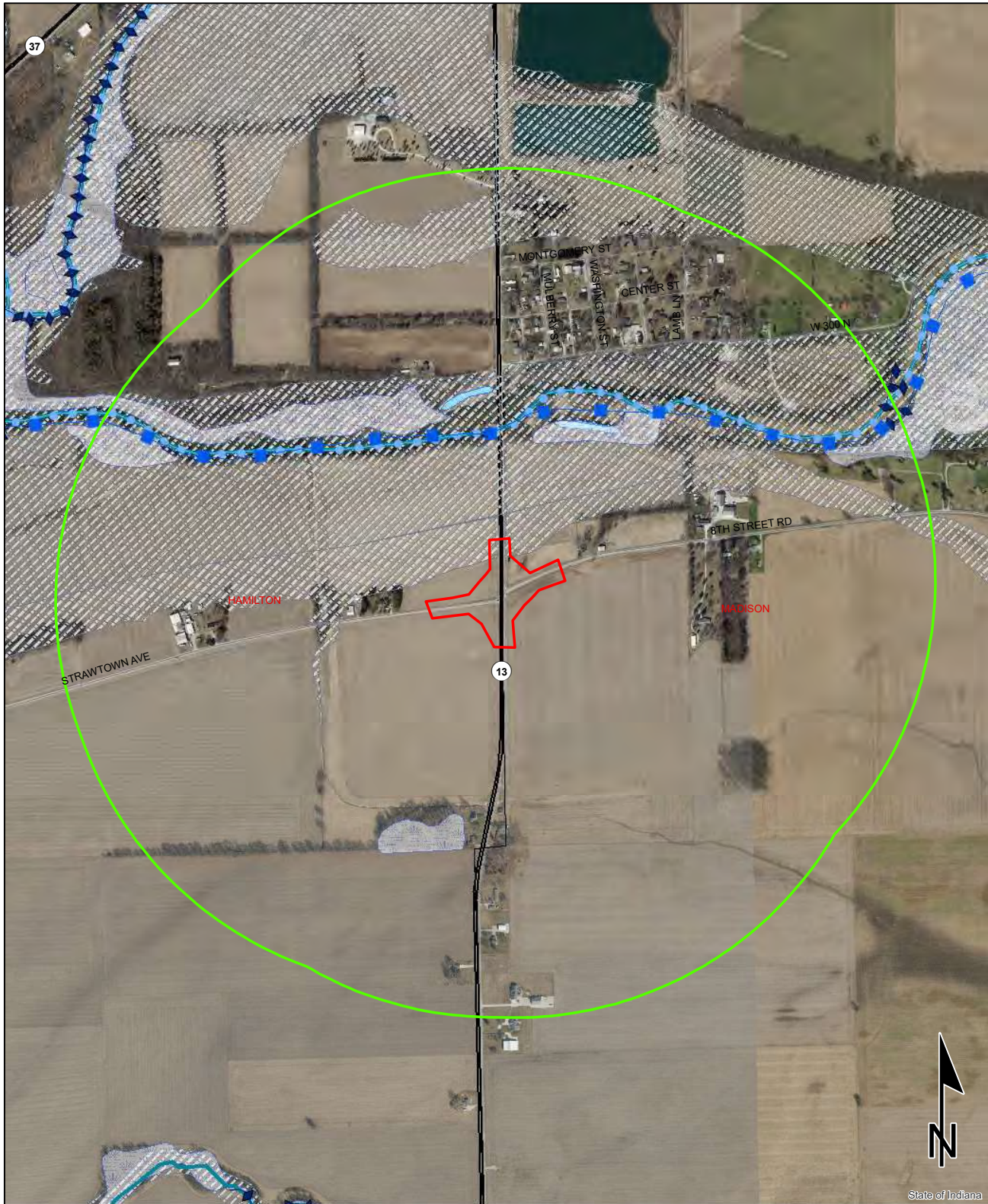
**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

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

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



**Red Flag Investigation - Water Resources**  
**SR 13 at Strawtown Avenue**  
**Des. No. 2003082, Intersection Improvement, Roundabout**  
**Hamilton and Madison Counties, Indiana**



**Sources:**

**Non Orthophotography**

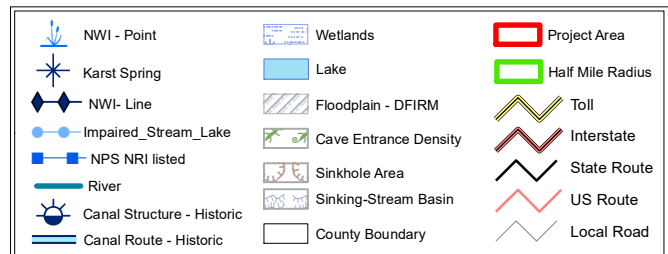
**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

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

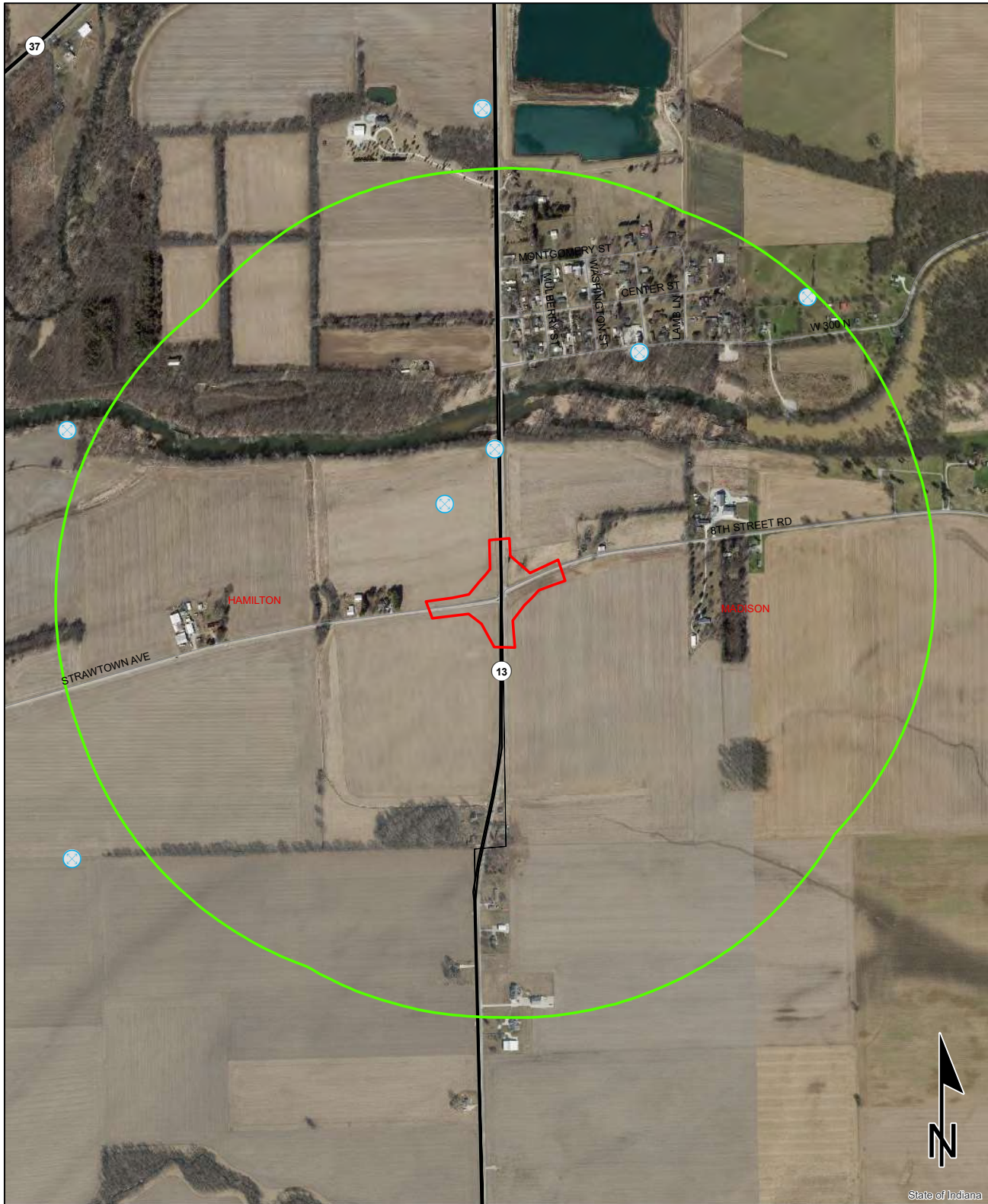
**This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.**

0.15 0.075 0 0.15 Miles





**Red Flag Investigation - Mining and Mineral Exploration**  
**SR 13 at Strawtown Avenue**  
**Des. No. 2003082, Intersection Improvement, Roundabout**  
**Hamilton and Madison Counties, Indiana**

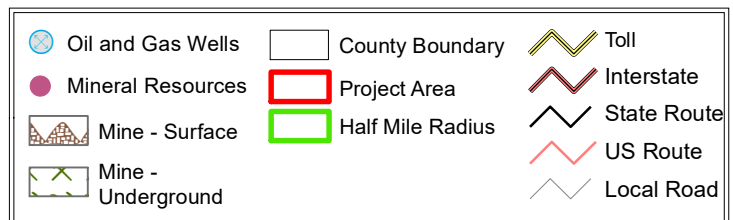


Sources:  
**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical  
 Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data  
[www.indianamap.org](http://www.indianamap.org)

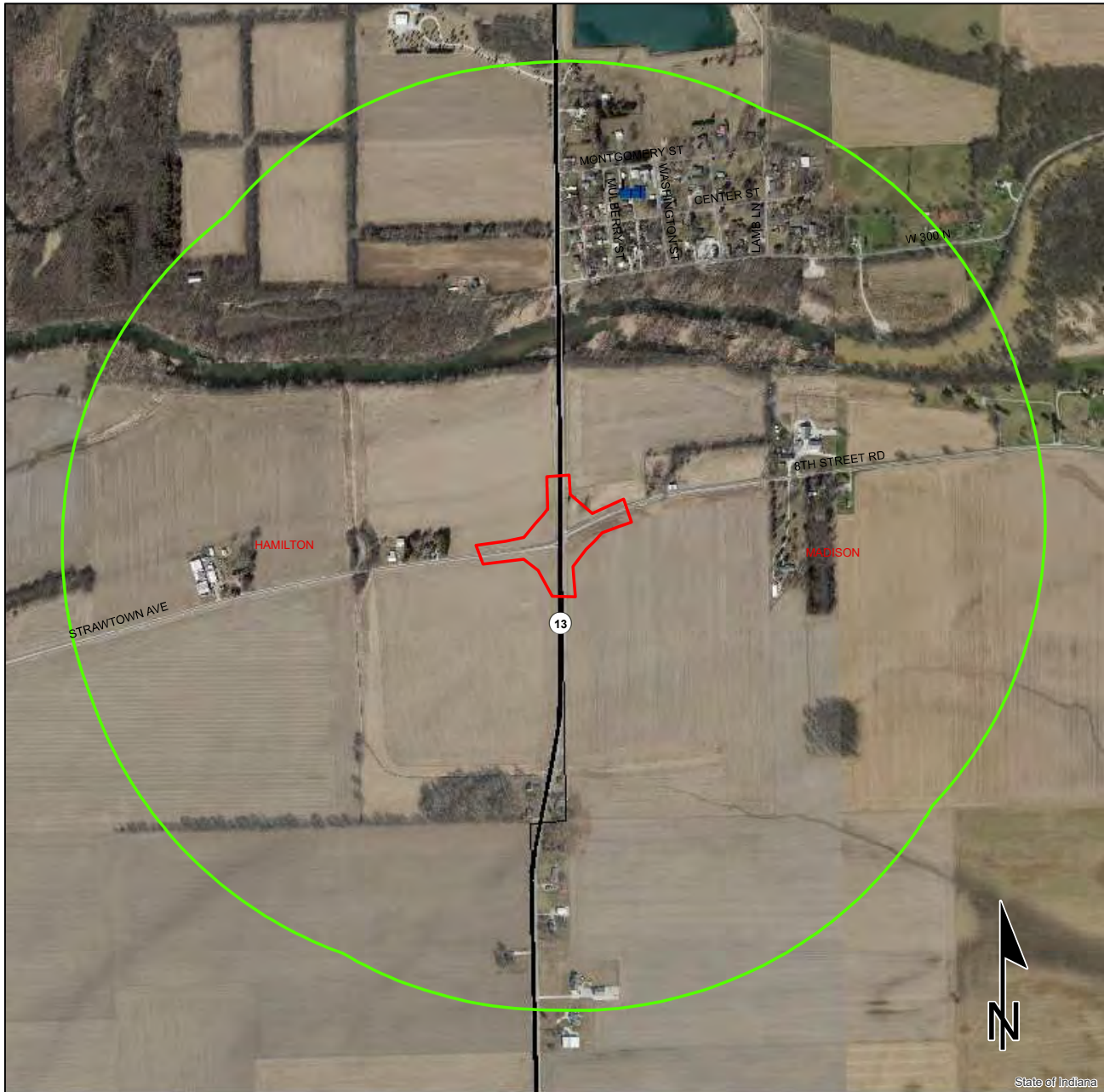
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

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





**Red Flag Investigation - Hazardous Material Concerns**  
**SR 13 at Strawtown Avenue**  
**Des. No. 2003082, Intersection Improvement, Roundabout**  
**Hamilton 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				

0.15 0.075 0 0.15  
Miles

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

**Sources:**

**Non Orthophotography**

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

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

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

## **APPENDIX F**

### Water Resources

## Chad Kelly

---

**From:** Geissler, Aidan <AGeissler@indot.IN.gov>  
**Sent:** Tuesday, June 27, 2023 1:47 PM  
**To:** Brigitte Moneymaker  
**Cc:** Curry, Jennifer; Molly Barletta; Jessica Stern; Szewczak, Kimberly  
**Subject:** RE: No WOTUS Concurrence DES 2003082 [21-1155.03]  
**Attachments:** 2023 Permit Determination Checklist.pdf

**Categories:** Saved to SharePoint by Managed Filing,  
<https://kaskaskiaeng.sharepoint.com/sites/21-1155.03/Emails>

Hi Brigitte,

Thank you for reaching out, and for sharing the attachments and description. I agree that a Waters Report is not necessary for this work, and no 401/404 permits will be necessary. When you are able, can you please fill out (or have the designer complete) the attached Permit Determination Checklist to assess whether other permits will be needed. Thank you!

Take care,

**Aidan Geissler**

**Ecology and Waterway Permitting Office, INDOT**

100 N Senate Ave. Indianapolis, IN 46204

**Cell:** (317)-694-7134

**Email:** [ageissler@indot.in.gov](mailto:ageissler@indot.in.gov)

---

**From:** Brigitte Moneymaker <BMoneymaker@kaskaskiaeng.com>  
**Sent:** Thursday, June 22, 2023 12:32 PM  
**To:** Geissler, Aidan <AGeissler@indot.IN.gov>  
**Cc:** Curry, Jennifer <JCurry1@indot.IN.gov>; Molly Barletta <MBarletta@kaskaskiaeng.com>; Jessica Stern <JStern@kaskaskiaeng.com>  
**Subject:** No WOTUS Concurrence DES 2003082 [21-1155.03]

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

---

Good Morning,

We feel a WOTUS is not necessary for the above referenced project since no jurisdictional waters were found within the investigated area. Please review and provide your concurrence:

- **Location:** Intersection of State Road (SR) 13 and Strawtown Avenue in Hamilton and Madison Counties
- **Project Description:** INDOT proposes to replace the existing two-way stop with a single-lane roundabout (RAB). The RAB will include raised concrete islands, a center truck apron, outside truck aprons, new curb and gutters, a stormwater system, new roadside ditches, and new lighting.
- **Mapping/Visual Resources:** IndianaMAP, NWI, USGS, NHD, USGS Topo maps, and IDNR Best Available Floodplain were reviewed. The NHD map showed one drainageway that flows from South to North underneath 8<sup>th</sup> Street Road within the eastern quadrant of the investigated area. There was one roadside ditch (RSD1) found along the west side of SR 13 within the investigated area, but it did not have a defined OHWM. It was determined to be excavated wholly in and draining only uplands and did not carry a relatively permanent flow of

water. No other mapped water resources were found within the investigated area. KEG completed a site visit on May 10, 2023, and did not find any jurisdictional streams or wetlands within the project area.

- **Attached:** Attached are maps of the project location, a USGS map, NWI, NHD, and floodplain map, a photo direction map, and photos from the site visit.
- **Associated vegetation:** Dominant species along the roadway were common ditch grass species, including false rye grass (*Schedonorus arundinaceus*, FACU) and Kentucky blue grass (*Poa pratensis*, FAC).

Name	Lat	Long	Location	Description	Length
RSD 1	40.138151	-85.862941	Drains from south to north along the west side of SR 13	Grassy swale	494.78 ft

Thank you for your time,  
Brigitte



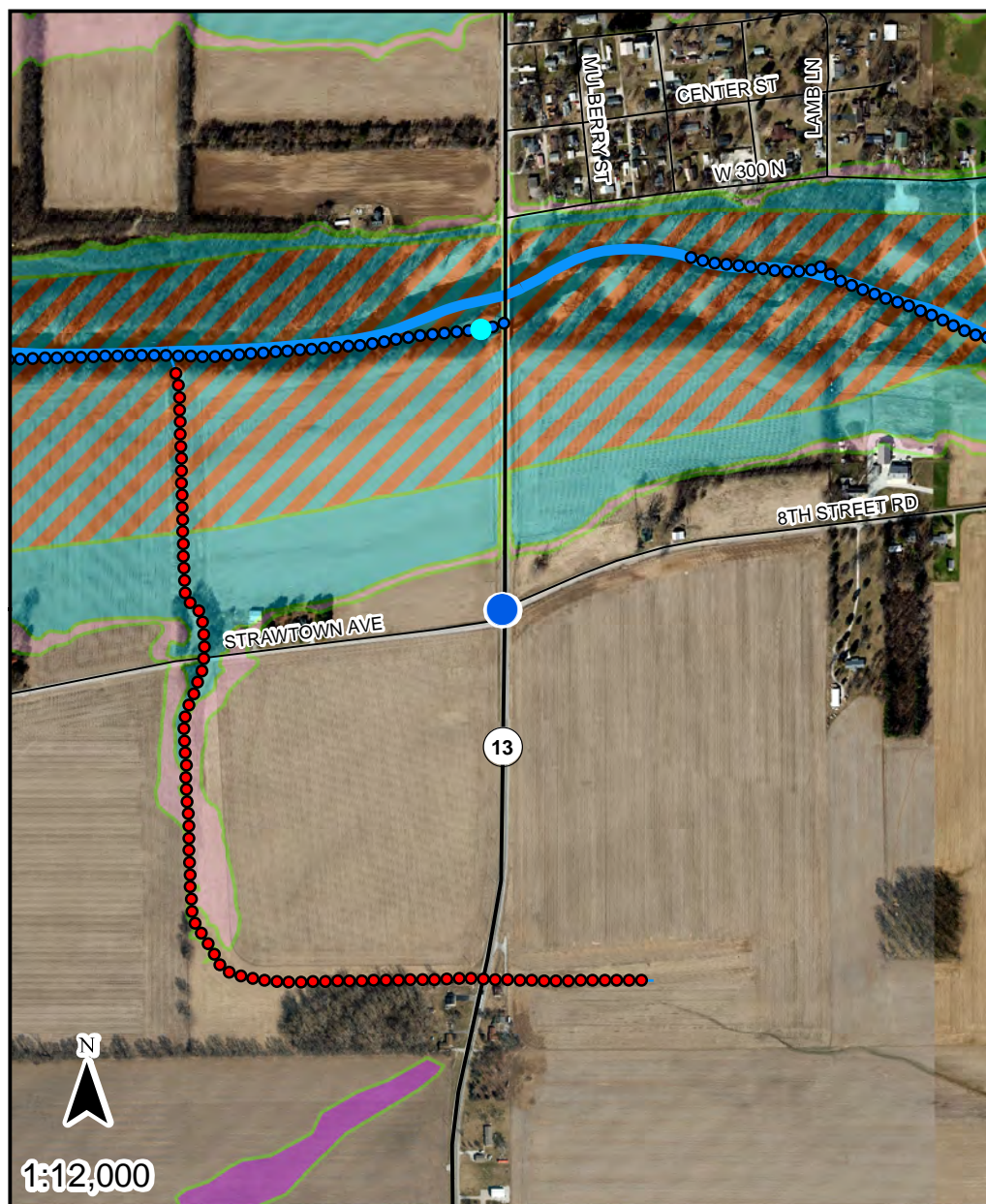
Brigitte Moneymaker  
Environmental Scientist

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

434.962.3525 cell

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





- Point of Interest
  - Base Flood Elevation Point
- Flood Elevation Points**
- STUDIED STREAM
  - JURISDICTIONAL UNSTUDIED STREAM

## Rivers and Streams at least 1 square mile

### Drainage Area (sq. miles)

- 1 - 10
- > 500
- FEMA Zone AE Floodway; FEMA Administrative Floodway
- FEMA Zone AE
- DNR Approximate Fringe
- Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates  
(WGS84)

Long: **-85.862880118**

Lat: **40.1389642297**

*The information provided below is based on the point of interest shown in the map above.*

County: **Hamilton**

Approximate Ground Elevation: **817.0 feet (NAVD88)**

Stream Name:

Base Flood Elevation: **803.8 feet (NAVD88)**

**West Fork White River**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **Not Mapped**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **CJ Taylor, Plan Commission Director**

Community Jurisdiction: **Hamilton County, ETJ**

Phone: **(317) 776-8490**

Email: **CJ.Taylor@hamiltoncounty.in.gov**

US Army Corps of Engineers District: **Louisville**

Date Generated: 6/22/2023



## **APPENDIX G**

### Public Involvement



*We Make a Difference*

Sample

Re: Designation Number: 2003082, SR 13 at Strawtown Avenue Intersection Improvement Project, Madison, Hamilton, and Tipton counties, Indiana

**Notice of Entry for Survey or Investigation**

May 1, 2023

Dear Property Owner,

Our information indicates that you own/or reside at a property near a proposed transportation project located at the intersection of State Road (SR) 13 and Strawtown Avenue (8th Street Road), within Madison and Hamilton counties, near Strawtown and Lapel, Indiana. Representatives of the Indiana Department of Transportation will be conducting environmental surveys of the project area in the near future. These studies will evaluate the roadway as well as the surrounding area near the intersection. It may be necessary for them to enter onto your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

**Please read the attached notice to inform you of what the “Notice of Entry for Survey or Investigation” means.** The survey work may include the identification and mapping of wetlands, measuring and identification of trees and/or vegetation, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. Any excavation work conducted as part of this project will involve hand tools only. Excavations will be backfilled upon completion. The information we obtain from such studies is necessary for the proper planning and design of this highway project.

Staff performing this work will retain a copy of this letter and will attempt to identify themselves to the occupant before they enter the property. We anticipate these field investigations will occur starting May 2023 (weather dependent).

If any problems do occur, please communicate with the field crew or INDOT Project Manager, Kim Szewczak, at 317-289-3193, email: [kszewczak@indot.in.gov](mailto:kszewczak@indot.in.gov) or Consultant Project Manager, Tom Heustis at 317-643-4047, email: [Heustis.Tom@kimley-horn.com](mailto:Heustis.Tom@kimley-horn.com).

Please be aware that you have the right to request any or all archaeological artifacts collected from your property. If you do not ask that artifacts be returned to you, all recovered archaeological material will be curated at a state-approved Qualified Curation Facility. If you wish to have artifacts returned to you, please call or email Matt Coon at [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov) or 317-697-6752.

It is our sincere desire to cause as little inconvenience as possible during this survey, and we thank you in advance for your cooperation.

Sincerely,  
Bill Curtis, PE  
Project Manager - Highway  
Michael Baker International, Inc.

Attachments: **Omitted**

- Notice of Survey
- Indiana Code



**S.R. 13 Roundabouts - Public Information Meeting**  
**August 17, 2023**  
**LaPel High School**

[illegible]



# S.R. 13 Roundabouts

To improve safety and maintain mobility  
at two intersections  
in Hamilton, Madison and Tipton counties

The Indiana Department of Transportation (INDOT) is seeking public input on the proposed construction of two roundabouts on State Road (S.R.) 13:

1. **S.R. 13/37 and S.R. 128/East 296th Street near Elwood (Des. No. 2003081)**
2. **S.R. 13 and Strawtown Avenue/West 8th Street near Perkinsville (Des. No. 2003082)**

**Safety:** Low-cost improvements at these intersections have not reduced crash frequency and severity. Reasons for the higher-than-normal number of crashes and injuries include:

- **Limited sight distance for local cross traffic**
- **High traffic speeds on S.R. 13**

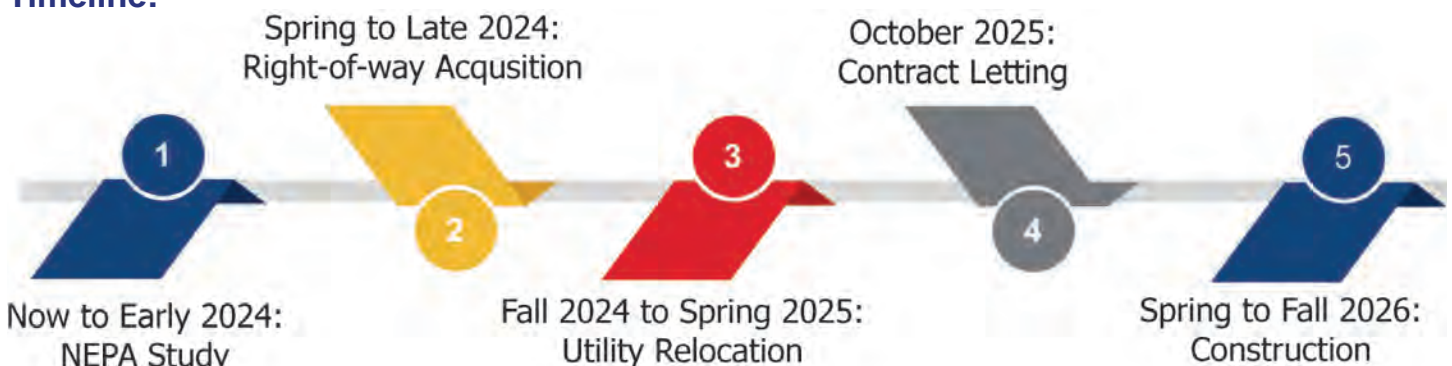
**Cost:** The existing two-way stop intersections would be converted to single-lane roundabouts at an estimated cost of \$3 to \$4 million per intersection. See the second page for more information about the specific intersections.

**Project status:** The project is in the early stages of development. The project team will assess potential impacts the project will have on the human and natural environments.

## Contact INDOT:

- 855-INDOT4U (1-855-463-6848)
- [www.indot4u.com](http://www.indot4u.com)
- [indot@indot.in.gov](mailto:indot@indot.in.gov)

## Timeline:





## S.R. 13/37 and S.R. 128/E. 296<sup>th</sup> St. near Elwood



**Location:** State Road 13 is also S.R. 37 at this intersection where the Hamilton, Madison and Tipton county lines intersect.

**Safety:** There were 18 crashes at this intersection over a three-year period, including 7 injury crashes.

**Nearby bridge:** Roundabout construction would shift the intersection to avoid impacting a bridge 100 feet west of the intersection.

**Construction traffic:** North-south traffic on S.R. 13/37 is expected to be maintained with short-term closures. The east and west approaches may be closed for the majority of construction.

## S.R. 13 and Strawtown Ave./W. 8<sup>th</sup> St. near Perkinsville

**Location:** This intersection is just south of the White River bridge on the Hamilton-Madison county line.

**Construction traffic:** Temporary closures, in phases, of each approach to the intersection are being considered.

**Safety:** There were 22 crashes at this intersection over a three-year period, including 8 injury crashes. A hill on the south side of the intersection limits sight distance for cross-traffic.



855-INDOT4U  
(1-855-463-6848)



[www.indot4u.com](http://www.indot4u.com)



[indot@indot.in.gov](mailto:indot@indot.in.gov)



STATE OF INDIANA }

COUNTY OF HAMILTON } SS.  
}

Public Notice: DES #s 2003081 and 2003082

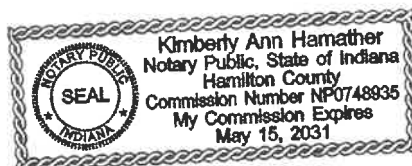
Petitioner: INDOT/Compass  
Outreach Solutions**AFFIDAVIT OF PUBLICATION**

Personally appeared before me, a notary public in and for said county and state, the undersigned, Steve Greenberg who, being duly sworn, says that the Publisher of Current in Fishers and Current in Noblesville newspapers of general circulation printed and published in the English language in the city of Carmel in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said papers, the date of publication being as follows:

August 15, 2023.



Subscribed and sworn to before me on August 15, 2023.

  
Notary Public Signature


Publisher's Fee: \$56.30

**LEGAL NOTICE OF PUBLIC INFORMATION  
MEETING FOR INDOT DES #s 2003081 and  
2003082 G-6**

*S.R. 13 Roundabouts in Hamilton, Madison and  
Tipton Counties*

The Indiana Department of Transportation (INDOT) will host a public information meeting to discuss the proposed construction of two roundabouts on State Road (S.R.) 13 in Hamilton, Madison and Tipton counties.

What: INDOT Public Information Meeting

When: Thursday, August 17, 2023

5 to 7 p.m.; presentation at 5:30 p.m.

Where: Lapel High School Auditorium

1850 S 900 W, Lapel, IN 46051

The first roundabout is proposed at the intersection of S.R. 13 and Strawtown Avenue/West 8th Street near Perkinsville. The second roundabout would be located at the intersection of S.R. 13/37 and S.R. 128/East 296th Street near Elwood.

The purpose of the public open house is to give residents an opportunity to learn more about the proposed roundabouts and to provide feedback to the project team. Doors will open at 5 p.m. and the presentation will begin at 5:30 p.m. Project maps and handouts will be available for public review before and after the presentation at an open house session.

The purpose of the project is to improve safety and mobility at both intersections. Existing two-way stop intersections would be converted to single-lane roundabouts at an estimated cost of \$3 to 4 million per intersection.

INDOT is committed to ensuring that all public meetings are accessible to individuals with disabilities. If you require special accommodations to participate in this meeting, please contact Erin Pipkin at [erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com) or (317) 966-7301 in advance of the meeting.

# Daily Reporter

Prescribed by State Board of Accounts

General Form No 99P (Rev. 2009A)

Attn:  
 Name: Pipkin, Erin /L  
 Address: 920 Moonlight Court  
  
 City/State: Mooresville, IN 46158  
 Acct #: G11218847  
 Order #: 60125200

AIM MEDIA INDIANA  
 d/b/a DAILY REPORTER  
 PO BOX 3213  
 McALLEN, TX 78502-3213  
 FED I.D. #32-0472774

(Government Unit) County: Hancock

## PUBLISHER'S CLAIM

### LINE COUNT

Data for computing costs: Number of equivalent lines per column	80
Number of Columns	1
Number of insertions	1

### COMPUTATION OF CHARGES

80 lines, 1 column(s) x rate of 0.3739 cents per line

Additional charges for notices containing rule or tabular work

(50 percent surcharge included in rate above)

Charges for extra proofs of publication (\$1.00 for each proof in excess of two included in rate above)

TOTAL AMOUNT OF CLAIM 29.91

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

### PUBLISHER'S AFFIDAVIT

I, Sally Clark, Legal Advertising Clerk of the newspaper of general circulation printed and published in the English language in the (city/town) of Greenfield in state and county aforesaid, and that the printed matter attached hereto is a true copy, which publication being as follows:

8/12/2023

*Sally Clark*

Sally Clark/Legal Advertising Clerk

8/14/2023

Date

Page : 1 of 2 08/14/2023 07:50:56

Order Number : 60125200  
 PO Number :  
 Customer : G11218847 Pipkin, Erin /L  
 Contact :  
 Address1 : 920 Moonlight Court  
 Address2 :  
 City St Zip : Mooresville IN 46158  
 Phone : (317) 966-7301  
 Fax :  
 Credit Card :  
 Printed By : Cindy Fillenworth  
 Entered By : Dee Berge

Keywords : DES #s 2003081 and 2003082  
 Notes :  
 Zones :

Ad Number : 50163250  
 Ad Key :  
 Salesperson : 812 - DR Class 2 - Berge  
 Publication : Daily Reporter  
 Section : 60 Notices  
 Sub Section : 60 Notices  
 Category : 6015 Legals  
 Dates Run : 08/12/2023-08/12/2023  
 Days : 1  
 Size : 1 x 7.76, 80 lines  
 Words : 261  
 Ad Rate : L-Government  
 Ad Price : 29.91  
 Amount Paid : 0.00  
 Amount Due : 29.91

Legal Advertisement  
 LEGAL NOTICE OF  
 PUBLIC INFORMATION  
 MEETING FOR INDOT  
 DES #s 2003081 and  
 2003082

S.R.13 Roundabouts in  
 Hamilton, Madison and  
 Tipton Counties

The Indiana Department  
 of Transportation  
 (INDOT) will host a pub-  
 lic information meeting to  
 discuss the proposed  
 construction of two  
 roundabouts on State  
 Road (S.R.) 13 in Hamil-  
 ton, Madison and Tipton  
 counties.

What: INDOT Public Infor-  
 mation Meeting

When: Thursday, August  
 17, 2023

5 to 7 p.m.; presentation  
 at 5:30 p.m.

Where: Lapel High School  
 Auditorium  
 1850 S 900 W, Lapel, IN  
 46051

The first roundabout is  
 proposed at the inter-  
 section of S.R. 13 and  
 Strawtown Avenue/West  
 8th Street near Per-  
 kinsville. The second  
 roundabout would be lo-  
 cated at the intersection  
 of S.R. 13/37 and S.R.  
 128/East 296th Street  
 near Elwood.

The purpose of the public  
 open house is to give  
 residents an opportunity  
 to learn more about the  
 proposed roundabouts  
 and to provide feedback  
 to the project team.  
 Doors will open at 5 p.m.  
 and the presentation will  
 begin at 5:30 p.m. Proj-  
 ect maps and handouts  
 will be available for pub-  
 lic review before and af-  
 ter the presentation at an  
 open house session.

The purpose of the project  
 is to improve safety and  
 mobility at both intersec-  
 tions. Existing two-way  
 stop intersections would  
 be converted to  
 single-lane roundabouts  
 at an estimated cost of  
 \$3 to 4 million per inter-  
 section.



Order Number : 60125200  
PO Number :  
Customer : G11218847 Pipkin, Erin /L  
Contact :  
Address1 : 920 Moonlight Court  
Address2 :  
City St Zip : Mooresville IN 46158  
Phone : (317) 966-7301  
Fax :  
Credit Card :  
Printed By : Cindy Fillenworth  
Entered By : Dee Berge  
  
Keywords : DES #s 2003081 and 2003082  
Notes :  
Zones :

Ad Number : 50163250  
Ad Key :  
Salesperson : 812 - DR Class 2 - Berge  
Publication : Daily Reporter  
Section : 60 Notices  
Sub Section : 60 Notices  
Category : 6015 Legals  
Dates Run : 08/12/2023-08/12/2023  
Days : 1  
Size : 1 x 7.76, 80 lines  
Words : 261  
Ad Rate : L-Government  
Ad Price : 29.91  
Amount Paid : 0.00  
Amount Due : 29.91

---

INDOT is committed to ensuring that all public meetings are accessible to individuals with disabilities. If you require special accommodations to participate in this meeting, please contact Erin Pipkin at erin@compassoutreachsolutions.com or (317) 966-7301 in advance of the meeting.  
60125200 hspaxlp  
DR 8/12/23

General Form No. 99P (Revised 2)

Tax I.D. 82-2664009

To: Anderson Herald Bulletin  
P.O. Box 1090, Anderson, IndIndiana Department of Transportation (INDOT) Lapel High School  
(Governmental Unit)  
Madison County, Indiana

## PUBLISHER'S CLAIM

HB- 590

Ad # 1842845

## LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) - number of equivalent lines

Head - number of lines

Body - number of lines

Tail - number of lines

Total number of lines in notice

## COMPUTATION OF CHARGES

54 lines,

1 columns wide equals

54 equivalent lines at

0.8086 cents per line

\$43.66

Additional charge for notices containing rule or tabular work  
(50 percent of above amount)

Charge for extra proofs of publication

(\$1.00 for each proof in excess of two)

Total Amount of Claim

\$43.66

## DATA FOR COMPUTING COST

Width of single column in picas

9.9

Size of type

7 point

Number of insertions

2

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.


I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 times. The dates of publication being as follows:

August 7, 2023 August 14, 2023

Additionally, the statement checked below is true and correct:

☐ Newspaper does not have a Web site☒ Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper☐ Newspaper has a Web site, but due to technical problem or error, publish notice was posted on☐ Newspaper has a Web site but refuses to post the public notice

Date: August 14, 2023

  
Title: Legal Advertising Clerk

## LEGAL NOTICE OF PUBLIC INFORMATION MEETING FOR INDOT

DES #s 2003081 and 2003082 S.R.13 Roundabouts in Hamilton, Madison and Tipton Counties Top Indiana Department Transportation (INDOT) will host a public information meeting to discuss the proposed construction of two roundabouts on State Road (S.R.) 13 in Hamilton, Madison and Tipton counties. What: INDOT Public Information Meeting When: Thursday, August 17, 2023 5 to 7 p.m. presentation at 5:30 p.m. Where: Lapel High School Auditorium 1850 S 900 W, Lapel, IN 46051 The first roundabout is proposed at the intersection of S.R. 13 and Strawtown Avenue/West 8th Street near Perkinsville. The second roundabout would be located at the intersection of S.R. 13/37 and S.R. 128/East 296th Street near Elwood. The purpose of the public open house is to give residents an opportunity to learn more about the proposed roundabouts and to provide feedback to the project team. Doors will open at 5 p.m. and the presentation will begin at 5:30 p.m. Project maps and handouts will be available for public review before and after the presentation at an open house session. The purpose of the project is to improve safety and mobility at both intersections. Existing two-way stop intersections would be converted to single-lane roundabouts at an estimated cost of \$3 to 4 million per intersection. INDOT is committed to ensuring that all public meetings are accessible to individuals with disabilities. If you require special accommodations to participate in this meeting, please contact Erin Pipkin at erin@compassoutreachsolutions.com or (317) 966-7301 in advance of the meeting. HB-590 8/14 hspaxlp 1842845

Claim No. \_\_\_\_\_ Warrant No. \_\_\_\_\_

I have examined the within claim and hereby  
certify as follows:

IN FAVOR OF \_\_\_\_\_

That it is in proper form.

That it is duly authenticated as required by law.

That it is based upon statutory authority.

\$ \_\_\_\_\_

That it is apparently ☐ correct  
☐ incorrect

ON ACCOUNT OF APPROPRIATION FOR \_\_\_\_\_

I certify that the within claim is true and  
correct; that the services there in itemized  
and for which charge is made were ordered  
by me and were necessary to the public  
business

Appropriation No. \_\_\_\_\_

ALLOWED \_\_\_\_\_

IN THE SUM OF \$ \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
Attest

LEGAL ADVERTISING

See table of legal rates in the applicable State Board of Accounts Bulletin

## **APPENDIX H**

### Air Quality

**Federal Transit  
Administration**  
Region V  
200 West Adams St., Suite 320  
Chicago, IL 60606-5253



**U.S. Department  
of Transportation**

**Federal Highway Administration**  
Indiana Division  
575 N. Pennsylvania St., Rm 254  
Indianapolis, IN 46204-1576

September 1, 2023

Mr. Michael Smith  
Commissioner  
Indiana Department of Transportation  
100 N Senate Ave. N955  
Indianapolis, IN 46204

**SUBJECT: Indiana FY2024-2028 STIP Approval and Associated Federal Planning Finding**

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2024-2028 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated August 23, 2023.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2024-2028 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5<sup>th</sup> year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2024-2028 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective September 1, 2023 and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.



If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at [erica.tait@dot.gov](mailto:erica.tait@dot.gov), or Mr. Tony Greep of the FTA Region 5 Office at (312) 353-1646, or by email at [anthony.greep@dot.gov](mailto:anthony.greep@dot.gov).

Sincerely,

**KELLEY  
BROOKINS** Digitally signed by  
KELLEY BROOKINS  
Date: 2023.08.31  
17:33:15 -05'00'

Kelley Brookins  
Regional Administrator  
FTA Region V

Sincerely,

**JERMAINE  
R HANNON** Digitally signed by  
JERMAINE R HANNON  
Date: 2023.09.01  
11:46:31 -04'00'

Jermaine R. Hannon  
Division Administrator  
FHWA Indiana Division



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-Executive Office  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

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

August 28, 2023

Mr. Jermaine R. Hannon, Division Administrator  
FHWA Indiana Division  
575 North Pennsylvania St., Room 254  
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator  
FTA Region 5  
200 West Adams St.  
Suite 320  
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its FY 2024-2028 Statewide Transportation Improvement Program (STIP) for review and approval by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIPs will be included in the FY 2024-2028 STIP by reference.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2024-2028
• <a href="https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024-2028-TIP-including-0-amendments">https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024-2028-TIP-including-0-amendments</a>	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2024-2028
• <a href="https://bloomington.in.gov/sites/default/files/2023-08/BMCMPPO%20FY%202024%20-%202028%20TIP%20-%202006-30-23%20-%20ADOPTED%20FINAL.pdf">https://bloomington.in.gov/sites/default/files/2023-08/BMCMPPO%20FY%202024%20-%202028%20TIP%20-%202006-30-23%20-%20ADOPTED%20FINAL.pdf</a>	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2024-2028
• <a href="https://www.columbus.in.gov/planning/tip/">https://www.columbus.in.gov/planning/tip/</a>	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• <i>Including Amendments/modifications through 2/14/23</i>	
• <a href="https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf">https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf</a>	
Evansville Metropolitan Planning Organization (EMPO)	FY 2024-2028
• <a href="http://www.evansvillempo.com/Docs/TIP/TIP_2024-2028/TIP_2024-2028.pdf">http://www.evansvillempo.com/Docs/TIP/TIP_2024-2028/TIP_2024-2028.pdf</a>	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• <i>Including Amendments/modification through 7/28/23</i>	
• <a href="https://www.kokomompo.com/project/tip-2020-2024/">https://www.kokomompo.com/project/tip-2020-2024/</a>	

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

**An Equal Opportunity Employer**



Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2023-2026
• <a href="https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-25.pdf">https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-25.pdf</a>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2024-2027
• <a href="https://www.indympo.org/whats-underway/irtip">https://www.indympo.org/whats-underway/irtip</a>	
Michiana Area Council of Governments (MACOG)	FY 2024-2028
• <a href="http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects.pdf">http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects.pdf</a>	
Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Including Amendments/modifications through 7/28/23</i>	
• <a href="https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022-2026%20-%20updated%205-1-23.pdf">https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022-2026%20-%20updated%205-1-23.pdf</a>	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2024-2028
• <a href="https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5-25-23.pdf">https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5-25-23.pdf</a>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Including Amendments/modifications through 7/25/23</i>	
• <a href="https://nirpc.org/2040-plan/mobility/transportation-improvement-program/">https://nirpc.org/2040-plan/mobility/transportation-improvement-program/</a>	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2024-2027
• <a href="https://www.oki.org/transportation-planning/transportation-improvement-program-tip/">https://www.oki.org/transportation-planning/transportation-improvement-program-tip/</a>	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2024-2028
• <a href="https://www.terrehautempo.com/images/THAMPO_2024_2028_AdoptionTIP.pdf">https://www.terrehautempo.com/images/THAMPO_2024_2028_AdoptionTIP.pdf</a>	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2024-2028 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at [aleckie@indot.in.gov](mailto:aleckie@indot.in.gov).

Sincerely,



Michael Smith, Commissioner  
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA  
Cecilia Crenshaw, FTA  
Erica Tait, FHWA  
Lyndsay Quist, INDOT  
Kristin Brier, INDOT  
Kathy Eaton-McKalip, INDOT  
Louis Feagans, INDOT

April Leckie, INDOT  
Roy Nunnally, INDOT  
Larry Buckel, INDOT  
Jay Mitchell, INDOT  
Jason Casteel, INDOT  
Michael McNeil, INDOT



RESOLUTION 17 -- 2024

**AMENDMENT TO THE  
SFY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, each urban area participating in the programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative and coordinated, and

WHEREAS, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor as the Anderson Metropolitan Planning Organization (MPO) required to maintain those plans for the Anderson Metropolitan Planning Area (MPA), and

WHEREAS, the basis for transportation planning and improvement programming in the Anderson Metropolitan Planning Area (MPA) is the *2050 Metropolitan Transportation Plan* (adopted in 2022) and the Transportation Improvement Program (TIP) Document, prepared every four (4) years, and

WHEREAS, the requirements of 40 CFR Parts 51 and 93 have been met and the Transportation Improvement Program (TIP) Document maintains Air Quality and Transportation Conformity, and

WHEREAS, the planning process maintained by the staff of the Madison County Council of Governments (MCCOG) has assured that those plans and subsequent improvement projects are consistent with the comprehensively-planned development of the Anderson Metropolitan Planning Area in compliance with all federal policies and priorities, and

WHEREAS, the Indiana Department of Transportation (INDOT) or the Local Public Agency (LPA) have requested an amendment to the *SFY 2022-2026 Transportation Improvement Program* (TIP) or in some cases, the *SFY 2020-2023, 2018-2021 or 2016-2019 Transportation Improvement Programs* (TIP) as follows:

#1	2300771	NEW PROJECT:	INDOT	SR 38 @ Bridge over Mud Creek, .31 miles West of SR 13 (Lapel)	Bridge Rehabilitation or Repair	
2025	PE	STBG	Federal:	\$ 134,820	Local: \$ 14,980	Total \$ 149,800

(Per Des. # Request Form submitted 7-23-24 by Sarah Doyle to add a new INDOT funded project to the TIP.)

"Exempt" for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)



#2	2003081	NEW PROJECT:	INDOT	SR 13 @ SR 128 (Frankton)	Intersection Improvement, Roundabout	
	2025	RW	HSIP	<u>Federal:</u> \$ 157,500	<u>Local:</u> \$ 17,500	<u>Total</u> \$ 175,000
	2026	CN	HSIP	<u>Federal:</u> \$ 2,931,739	<u>Local:</u> \$ 325,749	<u>Total</u> \$ 3,257,488
(Per Des. # Request Form submitted 7-12-24 & resubmitted 8-27-24 by Sarah Doyle to add a new INDOT funded project to the TIP.)						

"Exempt" for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)

#3

2003082

NEW PROJECT:

INDOT

SR 13 @ Strawtown Avenue/W. Eight Street Road (Perkinsville)

Intersection Improvement, Roundabout

2025	PE	HSIP	Federal:	\$	81,735	Local:	\$	9,082	Total	\$	90,817
2025	RW	HSIP	Federal:	\$	157,500	Local:	\$	17,500	Total	\$	175,000
2026	CN	HSIP	Federal:	\$	3,863,689	Local:	\$	429,299	Total	\$	4,292,988

(Per Des. # Request Form submitted 7-12-24 & resubmitted 8-27-24 by Sarah Doyle to add a new INDOT funded project to the TIP.)

"Exempt" for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)

#4	2200995	NEW PROJECT:	INDOT	Various Locations in Greenfield District, Pedestrian Crossings (SR 128 @ Frankton High School, SR 13 @ Lapel Elementary/Middle School, & US 36/SR 38 @ Pendleton Heights High School)		Bike/Pedestrian Facilities			
	2025	PE	HSIP	Federal:	\$ 697,864	Local:	\$ 174,466	Total	\$ 872,330
(Per Des. # Request Form submitted 8-26-24 by Sarah Doyle to add a new INDOT funded project to the TIP.)									

"Exempt" for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)



Res. 9-18-24

Amendment

Modification

Grouped Project

Date:10/25/24

Requestor:David Benefiel

Signed Off? (Month/Year )	Sponsor	DES	Contract #	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	2027	2028	Total Project Cost	Remarks	Letting Date	MPO	Air Quality information (if applicable)
9/18/2024	INDOT	2300771	R-45157		Bridge Rehabilitation Or Repair	SR 38 @ Bridge over Mud Creek, .31 miles West of SR 13 (Lapel)	Madison	Greenfield		STBG		PE	\$134,820	\$14,980				\$ 149,800				\$ 3,108,258	Add New Project	10/14/27	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2003081	R-44024		Intersection Improvement, Roundabout	SR 13 @ SR 128 (Frankton)	Madison	Greenfield		HSIP		RW	\$157,500	\$17,500				\$ 175,000				\$ 3,432,488	Add New Project	10/08/25	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2003081	R-44024		Intersection Improvement, Roundabout	SR 13 @ SR 128 (Frankton)	Madison	Greenfield		HSIP		CN	\$ 2,931,739	\$ 325,749					\$ 3,257,488			\$ 3,432,488	Add New Project	10/08/25	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2003082	R-44024		Intersection Improvement, Roundabout	SR 13 @ Strawtown Avenue/W. Eight Street Road (Perkinsville)	Madison	Greenfield		HSIP		PE	\$ 81,735	\$ 9,082				\$ 90,817				\$ 5,611,554	Add New Project	10/08/25	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2003082	R-44024		Intersection Improvement, Roundabout	SR 13 @ Strawtown Avenue/W. Eight Street Road (Perkinsville)	Madison	Greenfield		HSIP		RW	\$ 157,500	\$ 17,500				\$ 175,000				\$ 5,611,554	Add New Project	10/08/25	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2003082	R-44024		Intersection Improvement, Roundabout	SR 13 @ Strawtown Avenue/W. Eight Street Road (Perkinsville)	Madison	Greenfield		HSIP		CN	\$ 3,863,689	\$ 429,299				\$ 4,292,988				\$ 5,611,554	Add New Project	10/08/25	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2200995	R-44608		Bike/Pedestrian Facilities	Various Locations in Greenfield District, Pedestrian Crossings (SR 128 @ Frankton High School, SR 13 @ Lapel Elementary/Middle School, & US 36/SR 38 @ Pendleton Heights High School)	Madison	Greenfield		HSIP		PE	\$ 697,864	\$ 174,466				\$ 872,330				\$ 1,836,865	Add New Project	10/07/26	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2200003	T-44781		Signing Installation / Repair	Various Locations in Greenfield District, Sign Installation or Repair (I-69 SB Ramp @ MLK Boulevard/Pendleton Avenue, SR 236/Mill Road @ Bridge over I-69, CR 700 S/CR 100 S/Mounds Road @ Bridge over I-69, I-69 @ NB Ramp to SR 13)	Madison	Greenfield		STBG		PE	\$ 1,283,154	\$ 320,788				\$ 1,603,942				\$ 6,344,942	Add New Project	01/13/27	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2300772	R-45157		Bridge Rehabilitation Or Repair	SR 38 @ Bridge over Fosters Branch, 1.03 miles West of I-69 (Lapel)	Madison	Greenfield		STBG		PE	\$ 135,360	\$ 15,040				\$ 150,400				\$ 3,108,258	Add New Project	10/14/27	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2300816	R-45157		Bridge Rehabilitation Or Repair	SR 9/SR 67 @ Bridge over I-69 NB/SB, 2.65 miles North of US 36 (Anderson)	Madison	Greenfield		STBG		PE	\$ 146,160	\$ 16,240				\$ 162,400				\$ 3,108,258	Add New Project	10/14/27	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2300929	R-45157		Bridge Rehabilitation Or Repair	SR 9 @ Bridge over Prairie Creek, 1.12 miles South of I-69 (Pendleton)	Madison	Greenfield		STBG		PE	\$ 136,980	\$ 15,220				\$ 152,200				\$ 3,108,258	Add New Project	10/14/27	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2300865	R-45157		Bridge Rehabilitation Or Repair	I-69 @ NB Bridge over SR 9/SR 109, 3.35 miles South of SR 236 (Anderson)	Madison	Greenfield		STBG		PE	\$ 177,570	\$ 19,730				\$ 197,300				\$ 3,108,258	Add New Project	10/14/27	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2300861	R-45157		Bridge Rehabilitation Or Repair	CR 400 @ Bridge over I-69, 2.19 miles North of SR 38 (Anderson)	Madison	Greenfield		STBG		PE	\$ 148,770	\$ 16,530				\$ 165,300				\$ 3,108,258	Add New Project	10/14/27	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)
9/18/2024	INDOT	2300862	R-45157		Bridge Rehabilitation Or Repair	CR 100 W/Brown Street @ Bridge over I-69, 1.67 miles North of SR 67 (Anderson)	Madison	Greenfield		STBG		PE	\$ 137,070	\$ 15,230				\$ 152,300				\$ 3,108,258	Add New Project	10/14/27	MCCOG	Exempt for Air Quality & Transportation Conformity Requirements (AQC Exempt 9-9-24)

## **APPENDIX I**

Additional Information

# Engineering Assessment Report

**SR 13 @ Strawtown Ave. / W. 8<sup>th</sup> Street, Single Lane Roundabout**  
**DES No. 2003082**

Safety Project  
Proposed Fiscal Year: 2026  
Score: 92

Greenfield District  
Tipton Sub-District  
Madison County, Indiana  
9/16/2020

Attachments were  
removed in the interest of  
document consolidation.

Prepared by:  
Mark Muenz  
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Approved by:  
Luis Laracuente, P.E.  
District Traffic Engineer

## Indiana Department of Transportation

Traffic Engineering

Greenfield District

32 South Broadway Greenfield IN 46140



## Table of Contents

Executive Summary .....	4
Project Location .....	4
Purpose and Need.....	5
Project History .....	5
Existing Conditions.....	5
Notes from Field Check.....	5
Structure Information.....	6
Roadway Geometrics and Pavement Information .....	6
Traffic Data and Capacity Analysis.....	6
Crash Information.....	8
Design Considerations .....	8
Community/External Stakeholder Context.....	8
Adjacent INDOT Projects.....	9
Other Miscellaneous Information .....	9
Analysis and Alternatives .....	9
Description of Alternatives.....	9
Cost Estimates .....	11
Preliminary Maintenance of Traffic Plan (MOT).....	11
Pavement and Roadway Design .....	12
Right-of-Way and Survey.....	12
Utilities and Railroads .....	12
Hydraulic Recommendations.....	12
Environmental and Historic Considerations .....	12
Design Criteria.....	13
Recommended Alternative.....	13
Changes to Proposal.....	13
Concurrence and Approval .....	14
Attachments	
1. Location Map & Field Check Photos	
2. Traffic Forecast and Volumes	
3. Capacity Analysis	
4. Crash Information and Diagrams	
5. RoadHAT Crash Report	
6. Project Scoring Sheets	
7. CMF Information	
8. Alternative Sketches	

- 9. Cost Estimate
- 10. RoW Information
- 11. Environmental Information
- 12. Project Support Letters



## **Executive Summary**

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered predecisional, pending the outcome of environmental studies. An alternative other than the preferred alternative may not be selected without consultation with the preparer of this report.

This project is located at the intersection of SR 13 with Strawtown Ave. to the west, and with W. 8<sup>th</sup> St. to the east. It is located between the Reference Posts of 15 + 25 and 15 + 50 along SR 13, which itself is located on the boundary of Madison and Hamilton Counties. The intersection is experiencing a very high amount of severe crashes for its current volume and has been experiencing such conditions for some time. All low-cost options have been attempted and have failed to bring the high crash frequency and severity down.

The intersection geometry is contributing to the crash history as the local road approaches are offset from each other. In addition, sight distance is affected along SR 13 as the SB approach of SR 13 resides on a crest.

The preferred alternative is to convert the two-way stop-controlled intersection into a single lane roundabout while addressing the geometric deficiencies to reduce the frequency and severity of crashes at this intersection. This alternative is expected to operate exceptionally (LOS A) through the design year of 2046, as well as solve the extremely high frequency of right-angle crashes occurring at this intersection. The proposed safety improvement project scores 92 out of 100. The scoring details are included in attachment 6. The estimated cost of the preferred alternative at this location is \$2,356,000

## **Project Location**

**Table 1: Project Location Information**

Location Description			
Route	SR 13	Latitude	40.138897
City	Perkinsville	Longitude	-85.86285
County	Madison	Nearest Cross Street	W 280 N
District	Greenfield	Distance From	0.3 mi..
Sub District	Tipton	RP From	15 + 25
MPO	Madison (MCCOG)	RP To	15 + 50
NHS Route?	No	Length	0.5
Functional Class	Minor Arterial	Work Type	Intersection Improvement, Roundabout

Rural or Urban	Rural	Work Category	Intersection Improvement Project
Other Location Info:	Agricultural surroundings on all sides of the intersection		

See attachments for a map showing the project location and for other pictures of the site.

### **Purpose and Need**

The identified need at this location involves the very high frequency of severe crashes comparative to the volumes of traffic at this intersection. Specifically, the high frequency and severity of right-angle crashes.

The purpose of this project is to reduce or eliminate the high frequency and severity of crashes at this intersection, while maintaining good intersection mobility.

### **Project History**

This intersection was first investigated in 2017 and was noted to have an increasing amount of right-angle crashes, but not enough to devote a project to it outside of continued monitoring. Another investigation in 2019 yielded that the concern for growing right-angle crashes was proving correct, and a potential project for an intersection realignment was proposed. However, due to the difficulty of proving that a realignment would solve the root cause of these crashes, the proposal was put on hold.

### **Existing Conditions**

#### **Notes from Field Check**

Sightlines are very poor at this intersection. Due to a vertical curve on the southern side of the intersection, along with a rise in elevation in the SE corner, viewpoints from the minor approaches towards the southern approach are severely limited. Combined with the high speeds of SR 13, and many vehicles will not have the time to react to approach vehicles. Additionally, the offset of the two minor approaches increases the traversal time for a through movement, making it roughly double that of an ordinary intersection of similar size. This increases the exposure window for these movements, increasing risk as well, even from the relatively open sightlines to the north. Lastly, the surrounding fields grow corn, which, when closing in on full growth, also severely limits sight distance around the corners of the intersection. Pictures can be found in attachment 1 of this report.

### Structure Information

There are no anticipated impacts to nearby roadway structures because of this project. The nearest structure is a bridge which lies just over 1,000 ft. to the north of this intersection

### Roadway Geometrics and Pavement Information

**Table 2: Roadway Geometrics and Pavement Information**

Lane Width	12 ft.
Curbed	No
Shoulder Width	1.0 ft.
Number of lanes in each direction	1
Intersection Traffic Control	Two Way Stop
Speed Limit	55 mph
Pavement Type	Asphalt
Median Type	None

### Traffic Data and Capacity Analysis

**Table 3: Volume Information and Traffic Forecast**

Representative AADT	2859
AADT Year	2019
% Trucks	19.18 %
DHV (%)	11.17 %
% Yearly Traffic Growth	1.78 %
2020 AADT	2910
2025 AADT	3178
2030 AADT	3471
2035 AADT	3792
2040 AADT	4141

The complete traffic forecast as provided by the Traffic Statistics Section in Central Office has been included in the attachment 2.

**Table 4&5: Capacity Analysis**

Road	Parameter	AM PEAK											
		EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
TWSC: 2020	LOS	-	B	-	-	B	-	-	A	-	-	A	-
	Delay	-	11.3	-	-	11.6	-	-	0.3	-	-	1.0	-
TWSC: 2046	LOS	-	B	-	-	B	-	-	A	-	-	A	-
	Delay	-	12.6	-	-	12.9	-	-	0.3	-	-	1.0	-
ASWC: 2046	LOS	-	A	-	-	A	-	-	A	-	-	B	-
	Delay	-	8.9	-	-	8.7	-	-	9.4	-	-	10.3	-
Signal: 2046	LOS	B	B	-	B	B	-	A	A	-	A	A	-
	Delay	12.5	13.9	-	13.4	12.6	-	3.5	3.3	-	3.5	3.5	-
Roundabout: 2046	LOS	-	A	-	-	A	-	-	A	-	-	A	-
	Delay	-	4.1	-	-	3.5	-	-	4.1	-	-	4.4	-

Road	Parameter	PM PEAK											
		EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
TWSC: 2020	LOS	-	B	-	-	B	-	-	A	-	-	A	-
	Delay	-	11.5	-	-	13.0	-	-	0.1	-	-	1.3	-
TWSC: 2046	LOS	-	B	-	-	B	-	-	A	-	-	A	-
	Delay	-	13.0	-	-	15.8	-	-	0.1	-	-	1.4	-
ASWC: 2046	LOS	-	A	-	-	B	-	-	B	-	-	B	-
	Delay	-	9.5	-	-	10.4	-	-	11.5	-	-	11.9	-
Signal: 2046	LOS	B	B	-	B	B	-	A	A	-	A	A	-
	Delay	12.5	13.9	-	13.4	12.6	-	3.5	3.3	-	3.5	3.5	-
Roundabout: 2046	LOS	-	A	-	-	A	-	-	A	-	-	A	-
	Delay	-	3.8	-	-	4.0	-	-	4.1	-	-	4.3	-

**1.78% Growth Rate from forecast used.**

For more information on the capacity analysis, see attachment 3.

### Crash Information

**Table 6: Crash History**

ICC	2.68	Number of Crashes	22
ICF	4.17	Number of Fatal and Incapacitating Crashes	7
First Year of Crash Data	2017	Number of Non-Incapacitation Crashes	1
Last Year of Crash Data	2019	Number of Property Damage Only Crashes	14

The RoadHAT output, a detailed crash statistics summary and a crash diagram have been included in attachments 4 to this report.

Crash data from 2017 to 2019 was analyzed for this intersection. During this timeframe, there were a total of 22 crashes, of which 15 were right angle crashes, 3 rear end crashes, 2 ran off road crashes, and 1 other crash. Of these 22 crashes, 8 resulted in injury, with 7 being incapacitating, and 1 non-incapacitating. The remaining 14 crashes were property damage in nature. The intersection was analyzed via the RoadHAT 3 tool, determining the statistics of Index of Crash Costs, or ICC, and Index of Crash Frequency, or ICF. The ICC for this intersection is 2.68, indicating that this intersection is prone to crashes of significant severity and cost. The ICF of this intersection is 4.17, indicating that the frequency of crashes at this intersection is extremely above what could be expected for an intersection of similar vehicular volume.

### Design Considerations

Significant vertical curves exist to the south and east of the intersection. With sufficiently long enough splitter islands, delineations, and distanced signage, they should not be problematic, but Stopping Sight Distance should be considered. This will require some leveling to be done during construction, and perhaps some extra investigation into site drainage.

**Table 7: Other Design Considerations**

<b>Land Survey Location</b>	SW ¼ of Section 33, T. 20 N., R. 6 E
<b>Civil Township</b>	Jackson
<b>Federal Aid System</b>	Qualifies as “Rural On”
<b>National Truck Network</b>	Intersection not on NTN
<b>Urban Area Boundary</b>	None
<b>Adjacent Land Use</b>	Agricultural

### Community/External Stakeholder Context

Both the Madison County and Hamilton County Highway Engineers have expressed support for the single lane roundabout alternative at this intersection. Emails supporting the roundabout are shown in attachment 12.



The design and environmental process of the roundabout development must include community outreach and education. Input from the community should be obtained in public forums to ensure their input is taken into consideration.

#### Adjacent INDOT Projects

There are several projects in the planning stage nearby to this location. The most significant of which is a plan for a bridge deck replacement of the bridge located 1000 ft. north of this intersection. While it is only in the planning stages at the moment, it is a significant enough of a project to be noted here. This potential project is planned for 2026.

#### Other Miscellaneous Information

This project resides exactly on the border between Madison and Hamilton Counties. As such, both should be consulted in terms of details for this project, though Madison County is assumed here.

### **Analysis and Alternatives**

#### Description of Alternatives

**Alternative 1 – Single Lane Roundabout.** This would both maintain good mobility and level of service through the design year of 2046, as well as essentially eliminating this intersections most common and severe crash type, right angle crashes. Due to the intersections existing offset geometry, an offset roundabout will be necessary to be fully effective, which will be more intrusive on the surrounding lands. Due to high speeds, the splitter islands of the roundabout will likely need to be at least 300 ft. in length to accommodate for appropriate approach speed and angles. With the installation of this alternative, KABC crashes are expected to decrease by 61 %, with a total reduction in crashes of 48 %. A preliminary sketch is included in attachment 8

The cost estimate of this alternative is **\$2,356,000**

**Alternative 2 – Realignment with Additional Left Turn Lanes.** This alternative would shift the western approach north to realign the intersection, reducing overall traversal time for through movements. This realignment is also assumed to be conducted with a pavement overhaul of the existing roadway near to the intersection to ensure consistency. Additionally, 100 ft. left turn lanes would be added to the mainline to allow turning traffic to be bypassed by through movement traffic. This maintains good mobility through the design year of 2046. The intersection would remain 2-way stop controlled for the minor approach. This would fix some rear end issues and reduce total traversal time at this intersection, but the high-speed factors along SR-13 would still prove dangerous to users turning onto or from the minor approach.

The cost estimate of this alternative is **\$1,604,000**

**Alternative 3 – Realignment with a Traffic Signal.** This alternative would use the same proposed realignment of the western approach to normalize the intersection for a traffic signal. This alternative would maintain good mobility through the design year of 2046. This realignment is seen as necessary due to sight distance issues and risk exposure at the intersection. This intersection's volumes do not meet signal warrants, and with the high speeds along SR 13, rear end crashes are likely to increase, as well as risk of crashes due to disobedience of the traffic signal.

The cost estimate of this alternative is **\$1,840,000**

**Alternative 4 – Realignment with All-Way Stop Control.** This alternative uses the previous realignment, with the additions of stop signs on SR 13, making this intersection an all-way stop. This alternative is lower cost by comparison to the others but has several flaws. Rear end crashes are likely to increase due to the high speeds along SR 13, and, additionally, right-angle crashes associated with this intersection are likely to remain extremely severe.

The cost estimate for this alternative is **\$1,349,000**

**Alternative 5 – No Build.** The No build option was considered for this project. However, crashes at this intersection appear to only be worsening. The long-term safety consequences of this option are extremely detrimental to the safety of the public.

### Cost Estimates

**Table 8: Cost Estimate Summary**

<b>Alternative</b>	<b>Funding Category</b>	<b>Estimated Cost</b>
<b>Alternative 1 Roundabout</b>	CN	\$1,823,000
	PE	\$493,000
	Utility	\$0
	RoW	\$ 40,000
	<b>Total Cost</b>	\$ 2,356,000
<b>Alternative 2 Realignment + Left Turn Lanes</b>	CN	\$1,304,000
	PE	\$261,000
	Utility	\$0
	RoW	\$ 40,000
	<b>Total Cost</b>	\$ 1,604,000
<b>Alternative 3 Realignment + Traffic signal</b>	CN	\$1,500,000
	PE	\$300,000
	Utility	\$20,000
	RoW	\$40,000
	<b>Total Cost</b>	\$1,840,000
<b>Alternative 4 Realignment + 4-Way Stop</b>	CN	\$1,047,000
	PE	\$262,000
	Utility	\$0
	RoW	\$40,000
	<b>Total Cost</b>	\$1,349,000
<b>Alternative 5 No Build</b>	CN	-
	PE	-
	Utility	-
	RoW	-
	<b>Total Cost</b>	\$ 0

Complete and detailed cost estimates for all considered alternatives are included in attachment 9 of this report. Cost estimates were developed through averages from the Indiana 2019 Unit Price Summary list, and quantities were determined through digital measurement and evaluation.

### Preliminary Maintenance of Traffic Plan (MOT)

This project is not considered a mobility significant project based on the classification of the facility, AADT, and additional factors. No nearby facilities are significantly impacted by a full closure of this intersection. If the potential bridge deck replacement north of this intersection is coordinated with this project, a full closure would likely be the best option for MOT.

The above information is preliminary and conceptual in nature. The designer of record for this project shall be responsible for the determination of MOT scheme and the full design of that scheme. The above information can be used to inform the decision making of the designer, but it does not absolve him of the responsibility of the design.

The provisions of the Indiana Manual on Uniform Traffic Control Devices, the Indiana Design Manual and the INDOT Standard Drawings concerning the design of an MOT zone shall be adhered to. A detailed design showing the MOT layout should be included in the final set of plans. The provisions of the Interstate Highway Congestion Policy shall be followed.

#### Pavement and Roadway Design

Standard single lane roundabout design features should be assumed and incorporated into this project. Objects of note should include the existing alignment issues of Strawtown Ave. and W. 8<sup>th</sup> St, of which a roundabout should correct. Additionally, the high approach speeds should be considered by including sufficient splitter islands and deflection to allow for more appropriate entry speeds into the roundabout.

#### Right-of-Way and Survey

Based on the proposed layout, the Right-of-Way Office estimates that there will be needed acquisitions for all corners of this intersection. Given the current agricultural land use of the surrounding area, it is estimated that this acquisition will cost \$40,000.

#### Utilities and Railroads

After a discussion with the Greenfield Utilities Department, impacts to utilities and railroads are expected to be minimal. The utilities are expected to be reimbursable but should be covered by contingency costs should something arise.

#### Hydraulic Recommendations

Some minor drainage ditch modifications will likely be necessary for this intersection. Additionally, drainage within the roundabout alternative should be accounted for and directed accordingly.

#### Environmental and Historic Considerations

This project will require documentation to ensure no unusual circumstances are present on environmental and historic grounds but should be covered by the PE % of the cost estimate.

This project will require an environmental document level CE2.

### Design Criteria

The design of this project shall adhere to 3R Project, Non-Freeways standards per the Indiana Design Manual.

SEE IDM 40-06.01 FOR MORE INFORMATION.

### Recommended Alternative

**The preferred alternative is Alternative 1, a single lane roundabout.** While this alternative may not be the most cost effective, it provides the most benefits to both the safety and mobility operations at this intersection. This is the only alternative that can be proven to address both the purpose and need of this intersection. This alternative will eliminate right angle and left turn crashes at this intersection, as well as fixing the intersections severe alignment issues. It also acts as a traffic calming measure, reducing the speed of vehicles along SR 13. It presents the best option for long term capacity and improves side traffic conditions. A roundabout maintains LOS A through the design year of 2046, scores a **92** for TSAM, and will cost **\$2,356,000**

### Changes to Proposal

Contact the Greenfield District Traffic Engineer if deviation from this document is determined to be necessary during a later phase of project development, including but not limited to scope of work or letting changes. Any desired changes should include justification for the change and the estimated cost.



**Concurrence and Approval**

This document was prepared by: *Mark Muenz*

NAME Mark Muenz

TITLE Traffic Planning Engineer

DATE **9/16/2020**

This document was approved by: *Luis A. Laracuen*

NAME Luis Laracuen

TITLE District Traffic Engineer

DATE **09/16/2020**

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

ProjectNumber	SubProjectCode	County	Property
1800017	1800017	Hamilton	Forest Park & Trail, White River Access Site
1800058	1800058	Hamilton	Forest Park & Trail, White River Access Site
1800128	1800128	Hamilton	Morse Park & Beach
1800198	1800198	Hamilton	Cicero Community Park
1800236	1800236	Hamilton	Forest Park & Trail, White River Access Site
1800493	1800493	Hamilton	Flowing Well Park
1800502	1800502	Hamilton	Cool Creek County Park
1800519	1800519	Hamilton	Taylor Property
1800551	1800551	Hamilton	MacGregor Park
1800581	1800581	Hamilton	MacGregor Park

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

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

ProjectNumber	SubProjectCode	County	Property
1800136	1800136	Madison	Funk Historic (8th St.) Park
1800139	1800139	Madison	General Pulaski ParkE. 38th St. Park
1800143	1800143	Madison	Streaty Park
1800145	1800145	Madison	Southside Sports Complex
1800169	1800169	Madison	Shadyside Recreation Complex (Aqua Gardens)
1800169.6	1800169.6	Madison	Crawford Field
1800171	1800171H	Madison	Mounds State Park
1800204	1800204	Madison	Beulah Park
1800238	1800238	Madison	Beulah Park
1800254	1800254	Madison	Falls Park
1800255	1800255	Madison	Alvin D. Brown Memorial Pool
1800258	1800258	Madison	Athletic Park
1800287	1800287	Madison	Shepherd Park
1800292	1800292	Madison	Elwood Municipal Swimming Pool
1800299	1800299	Madison	Alvin D. Brown Memorial Pool
1800305	1800305G	Madison	Mounds State Park
1800312	1800312I	Madison	Mounds State Park
1800370	1800370	Madison	Maple Meadows Park/Frankton Community Park
1800382	1800382	Madison	Mounds State Park
1800413	1800413O	Madison	Mounds State Park
1800442	1800442	Madison	Walbridge Acres Park
1800466	1800466	Madison	Grand Avenue Wetlands & Killbuck Walkway
1800477	1800477a	Madison	Anderson Riverwalk
1800534	1800534	Madison	General Pulaski Park
1800587	1800587	Madison	Bodenhorn Park

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

Table: ACSDT5Y2021.B03002

	United States	Hamilton County, Indiana	Census Tract 1101.02, Hamilton County, Indiana
Label	Estimate	Estimate	Estimate
Total:	329,725,481	341,616	4,200
Not Hispanic or Latino:	268,918,512	326,985	4,015
White alone	196,010,370	280,770	3,866
Black or African American alone	40,196,302	13,244	0
American Indian and Alaska Native alone	1,936,842	290	0
Asian alone	18,554,697	21,235	0
Native Hawaiian and Other Pacific Islander alone	555,712	145	22
Some other race alone	1,208,267	1,342	0
Two or more races:	10,456,322	9,959	127
Two races including Some other race	1,446,567	1,296	0
Two races excluding Some other race, and three or more races	9,009,755	8,663	127
Hispanic or Latino:	60,806,969	14,631	185
White alone	28,778,739	8,832	185
Black or African American alone	1,196,710	133	0
American Indian and Alaska Native alone	785,819	0	0
Asian alone	228,227	116	0
Native Hawaiian and Other Pacific Islander alone	59,845	0	0
Some other race alone	17,174,529	1,923	0
Two or more races:	12,583,100	3,627	0
Two races including Some other race	10,609,037	2,950	0
Two races excluding Some other race, and three or more races	1,974,063	677	0

Table: ACSDT5Y2021.B17001

	United States	Hamilton County, Indiana	Census Tract 1101.02, Hamilton County, Indiana
Label	Estimate	Estimate	Estimate
Total:	321,897,703	339,636	4,200
Income in the past 12 months below poverty level:	40,661,636	13,437	26
Male:	18,132,275	5,717	26
Under 5 years	1,804,943	497	0
5 years	353,798	205	0
6 to 11 years	2,181,236	949	0
12 to 14 years	1,026,148	285	0
15 years	340,274	133	0
16 and 17 years	637,739	211	0
18 to 24 years	2,391,976	619	26
25 to 34 years	2,091,261	466	0
35 to 44 years	1,771,681	647	0
45 to 54 years	1,677,723	733	0
55 to 64 years	2,013,935	514	0
65 to 74 years	1,145,870	292	0
75 years and over	695,691	166	0
Female:	22,529,361	7,720	0
Under 5 years	1,730,648	386	0
5 years	338,260	55	0
6 to 11 years	2,091,832	639	0
12 to 14 years	984,832	405	0
15 years	330,341	102	0
16 and 17 years	623,373	274	0
18 to 24 years	2,938,139	947	0
25 to 34 years	3,288,904	1,246	0
35 to 44 years	2,618,050	1,054	0
45 to 54 years	2,093,750	714	0
55 to 64 years	2,394,677	909	0
65 to 74 years	1,606,946	374	0
75 years and over	1,489,609	615	0
Income in the past 12 months at or above poverty level:	281,236,067	326,199	4,174
Male:	140,410,519	161,105	2,345
Under 5 years	7,949,219	10,242	67
5 years	1,629,773	2,702	142
6 to 11 years	10,365,093	14,991	102
12 to 14 years	5,510,127	7,805	84
15 years	1,837,564	2,951	11
16 and 17 years	3,700,754	5,160	171
18 to 24 years	11,432,099	12,761	226
25 to 34 years	20,162,923	18,843	148
35 to 44 years	19,005,426	24,275	274
45 to 54 years	18,704,195	23,780	430
55 to 64 years	18,632,874	19,131	352
65 to 74 years	13,557,621	12,190	241
75 years and over	7,922,851	6,274	97
Female:	140,825,548	165,094	1,829
Under 5 years	7,579,318	10,131	16
5 years	1,554,236	2,228	0
6 to 11 years	9,880,929	14,248	119
12 to 14 years	5,242,034	8,196	76
15 years	1,763,653	2,873	52
16 and 17 years	3,539,941	4,907	70
18 to 24 years	10,383,838	12,028	141
25 to 34 years	19,004,663	19,414	185
35 to 44 years	18,424,189	25,306	241
45 to 54 years	18,735,695	23,941	353
55 to 64 years	19,429,976	19,694	396
65 to 74 years	14,950,065	13,665	58
75 years and over	10,337,011	8,463	122



Table: ACSDT5Y2021.B03002

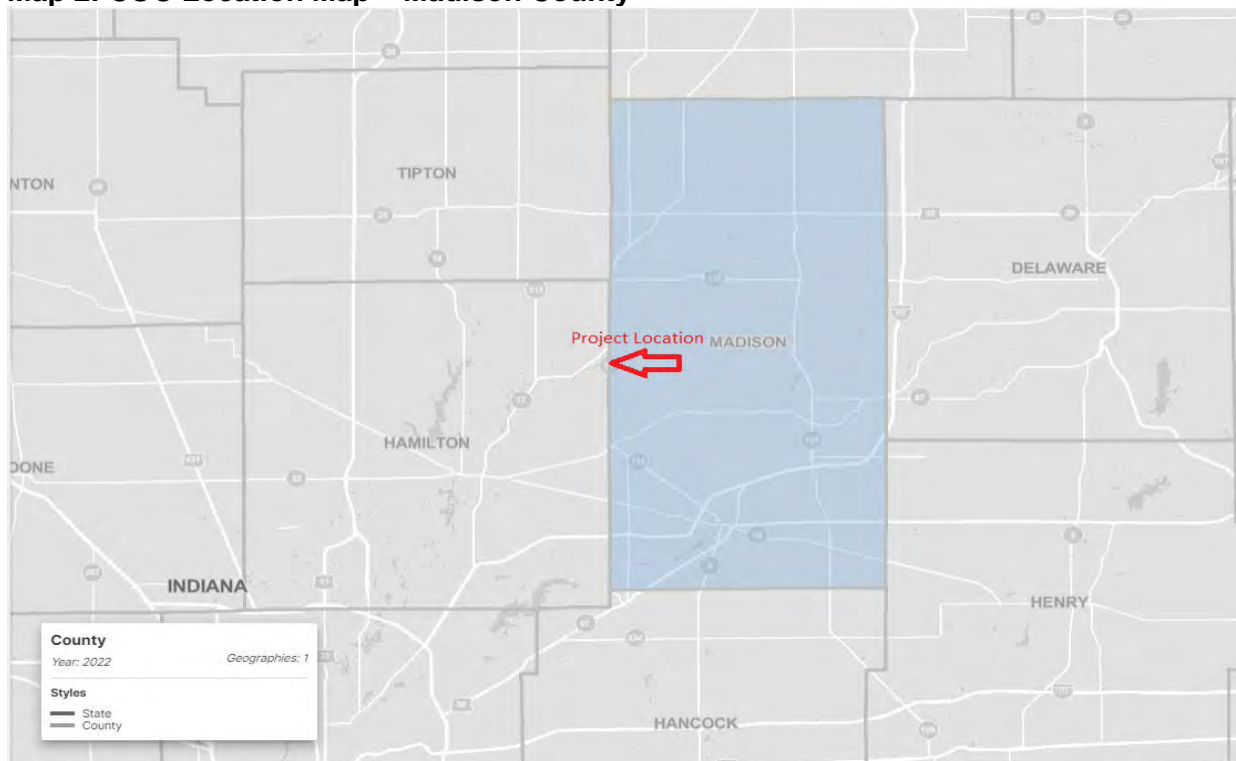
	United States	Madison County, Indiana	Census Tract 110, Madison County, Indiana
Label	Estimate	Estimate	Estimate
Total:	329,725,481	130,037	1,854
Not Hispanic or Latino:	268,918,512	124,263	1,854
White alone	196,010,370	109,091	1,769
Black or African American alone	40,196,302	10,185	46
American Indian and Alaska Native alone	1,936,842	122	0
Asian alone	18,554,697	748	4
Native Hawaiian and Other Pacific Islander alone	555,712	1	0
Some other race alone	1,208,267	456	19
Two or more races:	10,456,322	3,660	16
Two races including Some other race	1,446,567	528	0
Two races excluding Some other race, and three or more races	9,009,755	3,132	16
Hispanic or Latino:	60,806,969	5,774	0
White alone	28,778,739	3,177	0
Black or African American alone	1,196,710	144	0
American Indian and Alaska Native alone	785,819	202	0
Asian alone	228,227	4	0
Native Hawaiian and Other Pacific Islander alone	59,845	0	0
Some other race alone	17,174,529	1,389	0
Two or more races:	12,583,100	858	0
Two races including Some other race	10,609,037	745	0
Two races excluding Some other race, and three or more races	1,974,063	113	0

Table: ACSDT5Y2021.B17001

	United States	Madison County, Indiana	Census Tract 110, Madison County, Indiana
Label	Estimate	Estimate	Estimate
Total:	321,897,703	123,456	1,854
Income in the past 12 months below poverty level:	40,661,636	18,639	56
Male:	18,132,275	8,282	18
Under 5 years	1,804,943	865	0
5 years	353,798	236	0
6 to 11 years	2,181,236	688	0
12 to 14 years	1,026,148	492	3
15 years	340,274	389	0
16 and 17 years	637,739	337	0
18 to 24 years	2,391,976	806	3
25 to 34 years	2,091,261	706	0
35 to 44 years	1,771,681	1,143	0
45 to 54 years	1,677,723	891	7
55 to 64 years	2,013,935	1,054	5
65 to 74 years	1,145,870	389	0
75 years and over	695,691	286	0
Female:	22,529,361	10,357	38
Under 5 years	1,730,648	811	0
5 years	338,260	229	0
6 to 11 years	2,091,832	814	0
12 to 14 years	984,832	636	0
15 years	330,341	163	3
16 and 17 years	623,373	342	0
18 to 24 years	2,938,139	1,297	2
25 to 34 years	3,288,904	1,484	0
35 to 44 years	2,618,050	1,166	0
45 to 54 years	2,093,750	1,123	7
55 to 64 years	2,394,677	1,228	12
65 to 74 years	1,606,946	665	0
75 years and over	1,489,609	399	14
Income in the past 12 months at or above poverty level:	281,236,067	104,817	1,798
Male:	140,410,519	52,350	985
Under 5 years	7,949,219	2,674	8
5 years	1,629,773	781	0
6 to 11 years	10,365,093	3,965	97
12 to 14 years	5,510,127	1,816	20
15 years	1,837,564	567	11
16 and 17 years	3,700,754	1,218	33
18 to 24 years	11,432,099	4,223	69
25 to 34 years	20,162,923	6,607	68
35 to 44 years	19,005,426	6,388	122
45 to 54 years	18,704,195	7,178	171
55 to 64 years	18,632,874	7,365	133
65 to 74 years	13,557,621	5,933	195
75 years and over	7,922,851	3,635	58
Female:	140,825,548	52,467	813
Under 5 years	7,579,318	2,497	25
5 years	1,554,236	672	8
6 to 11 years	9,880,929	3,222	79
12 to 14 years	5,242,034	1,629	18
15 years	1,763,653	416	17
16 and 17 years	3,539,941	1,499	0
18 to 24 years	10,383,838	3,608	72
25 to 34 years	19,004,663	6,317	54
35 to 44 years	18,424,189	6,371	101
45 to 54 years	18,735,695	7,164	92
55 to 64 years	19,429,976	7,549	127
65 to 74 years	14,950,065	6,703	166
75 years and over	10,337,011	4,820	54

**Map 1: COC Location Map – Hamilton County**

Source: US Census Bureau Maps, accessed November 13, 2023

**Map 2: COC Location Map – Madison County**

Source: US Census Bureau Maps, accessed November 13, 2023

**Map 3: AC-1 Location Map – Tract 1101.02, Hamilton County**

Census Table	Census Table Line Item	COC	AC-1	Notes
		Hamilton County	Census Tract 1101.02, Hamilton County	
<b>Low-Income</b>				
B17001	Pop, for whom Poverty Status Determined: Total	339,636	4,200	
B17001	Pop, for whom Poverty Status Determined: Income past 12 mos below poverty level	13,437	26	
	<i>% Low-Income</i>	4	1	
	<i>125 % COC</i>	5	1	
	<i>Potential Low-Income EJ Impact?</i>		No	Is the AC greater than 50%?
			No	Is the AC 25% higher than the COC?
<b>Minority</b>				
B03002	Total Population: Total	341,616	4,200	
B03002	Total Population - Not Hispanic or Latino: White Alone	280,770	3,866	
	<i>Number Non-White/Minority</i>	60,846	334	
	<i>% Non-White/Minority</i>	18	8	
	<i>125 % COC</i>	22	10	
	<i>Potential Minority EJ Impact?</i>		No	Is the AC greater than 50%?
			No	Is the AC 25% higher than the COC?



Census Table	Census Table Line Item	COC	AC-1	Notes
		Madison County	Census Tract 110, Madison County	
<b>Low-Income</b>				
B17001	Pop, for whom Poverty Status Determined: Total	123,456	1,854	
B17001	Pop, for whom Poverty Status Determined: Income past 12 mos below poverty level	18,639	56	
	% Low-Income	15	3	
	125 % COC	19	4	
	Potential Low-Income EJ Impact?		No	Is the AC greater than 50%?
			No	Is the AC 25% higher than the COC?
<b>Minority</b>				
B03002	Total Population: Total	130,037	1,854	
B03002	Total Population - Not Hispanic or Latino: White Alone	109,091	1,769	
	Number Non-White/Minority	20,946	85	
	% Non-White/Minority	16	5	
	125 % COC	20	6	
	Potential Minority EJ Impact?		No	Is the AC greater than 50%?
			No	Is the AC 25% higher than the COC?