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

Road	d No./County:	State Road (SR) 62 and M	Michigan Road (Rd.)/Jefferson C	ounty			
Desi	gnation Number(s):	1902023					
Project Description/Termini:		Access Management Project/580 feet (ft.) along SR 62 and 694 ft. along Michigan Rd.					
	Categorical Exclusion	, Level 2 – Required Signator	ies: INDOT DE and/or INDOT ESD				
	Categorical Exclusion	, Level 3 – Required Signator	les: INDOT ESD				
х	Categorical Exclusion	, Level 4 – Required Signator	ies: INDOT ESD and FHWA				
	Environmental Assess	ment (EA) – Required Signat	ories: INDOT ESD and FHWA				
	Additional Investigation environmental documer authority	on (AI) – The proposed action it. Required Signatories must	included a design change from the cinclude the appropriate environmen	original approved tal approval			
Appr		N/A	Drew Passmore	July 20, 2023			
	INDO PATRICK CARPENT	ALLEN CARPENTER	INDOT ESD Signatu	ure and Date			
	FHV	VA Signature and Date					
Relea	ase for Public Involven		ATR INDOT E	2 10/20/2022 SD Initials and Date			
Certif	fication of Public Invol	77.57/3	INDOT Consultant Services Signature a	3/22/2			
INDOT	DE/ESD Reviewer Signatur	e and Date: Yom as	1. Beaudian	07/20/2023			

Susan Castle, Metric Environmental, LLC (Metric)

Name and Organization of CE/EA Preparer:

		•	•		
County	Jefferson	Route	SR 62 and Michigan Rd.	Des. No.	1902023
	er to the most current INDC on of this form.	T CE Manual, guid	dance language, and other E	SD resources for t	urther guidance regarding
		Part I –	Public Involvement	<u>ent</u>	
			ement, providing for early and ement should be commens		
lf I	pes the project have a histor No, then: Opportunity for a Public He		ed under the Historic Bridges	PA*? Yes	No X
	earing is required for all hist PO, and the ACHP.	oric bridges proces	ssed under the Historic Bridg	es Programmatic	Agreement between INDOT,
<u>meetings, s</u> Notice of because	special purpose meetings, not fentry letters were not all activities will take playere conducted within	ewspaper articles, mailed to prope ace within exist	ing right-of-way (ROW).	<i>oroject.</i> ect area, notifyi Since no ROW	nts (i.e. notice of entry), ng them about the project will be required, all surve r was not sent to adjacer
Project L on the pr Federal	Development Public Involves Toposed alternative elimin Highway Administration	lvement Procedunating left turns a (FHWA) and Inc	<i>ires Manual</i> that require fand not including an altern	ormal public investive access su sportation Envir	of Transportation (INDO7 rolvement. However, base och as a U-turn or J-turn, the ronmental Services Division
second of Madison and/or to Indiana. received: pages H	on March 21, 2023. The Consolidated High Schoor request a public hearing The deadline to request; therefore, a public hearing 1 to H-4. In addition to	notice informed ol Cafeteria, 743 g, for the above t a public hearing was not held. of the newspape	the public of a planned B Clifty Drive, Madison, Inc referenced project, locating was March 29, 2023. The Publisher's Affidavit of advertisement, the legal	information mediana 47250, op ed at SR 62 an No request to and Legal Notical al notice was n	on March 14, 2023 and the eting on March 27, 2023 a portunity to make commend Michigan Road, Madisor hold a public hearing was are located in Appendix Hailed to eighteen adjacer on Mayor (Appendix H, pag
review a					olvement, were available for and online at

This is page 2 of 21 Project name: Access Management Project Date: July 19, 2023

A pre-recorded power point presentation, prepared by Strand Associates, Inc., was played from approximately 6:05 pm to 6:12 pm. The power point presentation slides are located in Appendix H, pages H-6 to H-19. Following the power point presentation, an informal discussion of the project took place around the display boards. Questions were

County	Jefferson	Route	SR 62 and Michigan Rd.	_ Des. No.	1902023			
			e time of the meeting. The r ng. The sign-in sheets are	•	•			
			project as proposed. The salong the center of SR 62					
questions	or comments we	ere received and were	written questions or comme similar to the ones state . The letters and response	d above. Initial	responses to the public			
to the pub	olic's written questi		ates) and INDOT took place table containing final respons					
comments	Prior to ready for contracts (RFC), which is August 23, 2023, the designer will notify those that provided public comments that the approved CE is available for review and that initial responses to public comments have been updated. This firm commitment is included in the Environmental Commitments section of this document.							
Additiona	l public information	meeting(s) may be hel	d in the future, if warranted	•				
		Environmental G		allia av voda a Cila da a lia				
Discuss pub minimize im		erning community and/or i	natural resource impacts, inclu	aing what is being	j done during the project to			
At this tim	ne, there is no subs	stantial public controver	sy concerning impacts to th	e community or	to natural resources.			
<u>Part</u>	<u>II - General</u>	Project Identific	cation, Description	<u>, and Desi</u>	gn Information			
Sponsor of	f the Project:	INDOT		INDO	T District: Seymour			
Local Nam	e of the Facility:	Access Manageme	nt Project/580 ft. along SR 6	62 and 694 ft. al	ong Michigan Rd.			
Fur	nding Source (<i>mark a</i>	all that apply): Fed	eral X State X Lo	cal Other	.*			
*If (other is selected, ple	ase identify the funding so	ource:					
PURPOS	E AND NEED:							
			em or deficiency that the proje fic problem should NOT be dis					
Need:			•					
			ncy and severity in the projection and Associates, Inc. (
			porting data for this Purpo					
			n be described in terms of I					
			frequency and the actual, reash cost and the actual, re					
would be	calculated for road	lways with expected cra	ash rate and crash cost bas	ed on the type of	of roadway and volume of			
	erefore, an ICF ar ectively, for a give		1.0 would indicate a higher	er-than-expected	d crash rate and/or crash			
		•						
This is	page 3 of 21 Proje	ect name: Access Ma	anagement Project	Date	: July 19, 2023			

County Jefferson	Route	SR 62 and Michigan Rd.	Des. No.	1902023	
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In the northwest corner of the intersection, the excessively wide turning radius results in vehicles becoming adjacent to one another because the line separating the outside edge of pavement from the shoulder is approximately 13 ft. from the edge of the pavement, which is wider than a lane width. In other words, the radius is large enough to allow for a passenger vehicle to pass and queue alongside a vehicle waiting at the stop bar to turn west. Additionally, driveway crashes have occurred up to approximately 270 ft, south, 200 ft, north, and 500 ft, west of the intersection due to the presence of multiple commercial driveways. There are no access conflicts east of the intersection. With the existing short medians in mind as well, the north/south extent along Michigan Rd. goes as far as the commercial build up at and near the intersection. Beyond 284 ft. south and 300 ft. north, the access conflict points decrease. Additionally, the west extent along SR 62 has multiple commercial driveways experiencing several access points of conflict. Beyond 580 ft. west the access conflict points decrease. Drivers were observed turning left from the gas station driveway despite the presence of a raised concrete median. The existing medians are not long enough to deter left turns. A broken signpost is present on the west end of the median on the west leg of the intersection and signal visibility is impeded at times by the glare from the sun. To summarize, the crash rate is high due to excessively wide turning radius on the northwest corner, the presence of problematic commercial driveways, such as northbound Michigan Rd. from the south entrance of Circle K in the southwest guadrant, southbound Michigan Rd. from Next Generation Hearing Care in the southeast quadrant, northbound Michigan Rd. from the north driveway of Circle K/Mobil in the northwest quadrant, and to southbound Michigan Rd. from Taco Bell in the northeast quadrant, conflicts with the existing short median curb lengths, and impeded signal visibility on SR 62.

Crash data from January 15, 2017 through January 15, 2020 for the intersection of SR 62 with Michigan Rd. was analyzed for crash type and severity. The intersection was analyzed as a signalized intersection of a state highway with a non-state roadway. The Index of Crash Frequency was 2.05 and the Index of Crash Cost was 2.15. The analysis indicates that the intersection experiences a higher-than-expected crash rate and cost. As indicated in the table below, a total of 79 crashes occurred in this period, of which four crashes (5 percent of total) were fatal/incapacitating and nine crashes (11 percent) resulted in injury.

	Cr	ash Seve	rity	Crash Type				
	Fatal/ Incap.	Injury	PDO	Right Angle	Ran Off Road	Rear End	Sides wipe	R/L Turn
2017- 2020	4	9	66	8	4	27	15	25
% Total	5%	11%	84%	10.1%	5.1%	34.2\$	19%	31.6%

Purpose:

The purpose of this project is to improve safety at this intersection by correcting access conflicts, reducing the crash frequency to as close to 1.0 as possible, and correcting the excessively wide turning radius in the northwest quadrant of the project area.

PROJECT DESCRIPTION	ON (PREFERRED	ALTERNATIVE):			
County: <u>Jefferson</u>		Municipality:	Madison		
Limits of Proposed Work:	580 ft. along SR	62 and 694 ft. along	Michigan Rd.		
Total Work Length:	0.24 Mile(s)	Total Work Area:	N/A	Acre(s)
This is page 4 of 21	Project name:	Access Management	Drainet	Date:	July 19, 2023

County	Jefferson	Route	SR 62 and Michigan Rd.	_ Des. No.	19020)23
					Yes ¹	No
Is		Х				
lf y	es, when did the FHW	'A provide a Determinat	ion of Engineering and Operati	onal	Date:	
Ac	ceptability?					
	¹ If an IAD is required; final approval of the I	, , , , , , , , , , , , , , , , , , , ,	I CE/EA document must be sul	bmitted to the	FHWA with	a request for

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

Location:

This project is located at the intersection of SR 62 and Michigan Rd. in the City of Madison, in the south-central portion of Jefferson County, Indiana (Appendix B, page B-1). Specifically, the project is located in Sections 22 and 23, Township 4 North, Range 10 East of the Clifty Falls, Indiana 7.5-minute USGS topographic quadrangle (Appendix B, page B-2).

Existing Conditions:

Summary of Project History: Originally SR 229 between Grayson Street and the North Kroger Drive, in Batesville, Franklin County, Indiana was bundled with this project under Des. No. 1902023, Contract R-42558. In July 2021, the two projects were split into two separate projects allowing this project to remain under this Des. No. 1902023, Contract R-42558 and the SR 229 project was assigned to Des. No. 2101170, Contract R-44014. In February 2023, this project, Des. No. 1902023 was re-bundled with Lead Des. No. 1801106, Contract R-44170 by Modification 22-01.

SR 62 is functionally classified as a Principal Arterial, conveys traffic east and west through this area, and has a posted speed limit of 35 mph. A typical cross section of SR 62 includes two 12-ft.-wide travel lanes in each direction. The west half of SR 62 is curbed with storm sewers and the eastern half has shoulders with open ditches (Appendix B, pages B-3 to B-8).

Michigan Rd. is functionally classified as a Minor Arterial roadway, conveys traffic north and south through this area, and has a posted speed limit of 40 mph. The adjacent land use is commercial. The crash rate is high due to excessive turning radius, conflicts with the existing median curb, and impeded signal visibility on SR 62.

This project was originally bundled with another access management project on SR 229 in Batesville, Franklin County, Indiana. The projects were split into two different contracts; therefore, two separate environmental documents are necessary.

Preferred Alternative:

The INDOT intends to utilize Federal Highway Administration (FHWA) funds for a portion of the costs to construct the preferred alternative, which is to convert the access points to right-in / right-out only, within the project limits, in order to reduce the crash rate and improve safety (Appendix B, page B-9). The design plans are provided in Appendix B, pages B-10 to B-34. Approximately 1,050 square ft. of pavement will be removed in the northwest corner of the intersection in order to reduce the turning radius. A curb turnout and 15 linear ft. of paved side ditch will be created in the northwest corner to match the existing drainage pattern. The approach medians will be replaced and extended by approximately 50 ft. on the north approach, 200 ft. on the south approach, and 130 ft. on the west approach. Full-depth patches will be installed and milling and resurfacing will occur as needed. New LED signal heads with backplates, five section signal head for northbound right turns, and flashing yellow arrows for north and southbound left turns will be installed. The signpost on the west end of the median on the west leg will be replaced. These improvements will eliminate access to northbound Michigan Road from the south entrance of Circle K in the southwest quadrant, southbound Michigan Road from Next Generation Hearing Care in the southeast quadrant, northbound Michigan Road from the north driveway of Circle K/Mobil in the northwest quadrant, westbound SR 62 from Walgreens and Circle K in the southwest quadrant, and eastbound SR 62 from Yamato Japanese Steakhouse, GranBraz'azil, Inc., and Circle K/Mobil in the northwest quadrant, which are expected to reduce crashes and improve the safety of the intersection. Some utility relocation may be required. No additional permanent or temporary ROW will be required.

This is page 5 of 21	Project name:	Access Management Project	Date:	July 19, 2023	

County	Jefferson	Route	SR 62 and Michigan Rd.	Des. No.	1902023
The project and 300 for influenced	eet north along M I by vehicles que	ft. along SR 62 and 694 lichigan Road and 580 fo uing in the intersection.	eet west along SR 62, the	drive access pent utility beca	If t. Beyond 284 feet south points are less likely to be use it will meet the stated
OTHER A	LTERNATIVES C	CONSIDERED:			
alternative w No Build A The no bu would be resulting in	ras not selected. Ma Iternative uild alternative wo incurred by maint n continued fatalit	ake sure to state how each ould retain the existing re caining continued use of	alternative meets or does not badway and driveway conf the site. Crashes would lift by damage. This alternative	meet the Purporingurations at the cely continue a	tive. Explain why each discarded se and Need and why. the site. No additional cost at their current rates, likely set the stated purpose and
It w It w It w It w Oth	ould not correct exist ould not correct exist ould not correct the ould not correct exist	sting capacity deficiencies; sting safety hazards; existing roadway geometric sting deteriorated conditions s impacts to the motoring p	nt or practicable because (<i>N</i> c deficiencies; s and maintenance problems; ublic and general welfare of the	or	x
			e and duplicate for each roadv	vay.	
Name of Ro Functional Current AD Design Hou	oadway Classification:	SR 62 Principal Arterial - Other 20,712 VPD (201 9.21 Truck Percen 40 Legal Speed	9) Design Year ADT: tage (%) 5		/PD (2042)
		Existing	Proposed		
	mber of Lanes: be of Lanes:	Eight Left-turn and right- lanes and two throu in each direct	Eig turn only Left-turn and r ugh lanes lanes and two th	ight-turn only nrough lanes in	
Sho Med	vement Width: oulder Width: dian Width: ewalk Width:	72-83 ft. 0-11 ft. 4 ft. N/A ft.	72-83 ft. 1-11 ft. 4 ft. N/A ft.		-
	ting: oography:	X Urban X Level	Suburban Rolling	Rural Hilly	
This is r	page 6 of 21 Proj	ect name: Access Mar	nagement Project	Date	e: July 19, 2023

County Jefferson	Ro	oute SR 62 a	nd Michigan Rd.	Des. No.	1902023
Name of Roadway Functional Classification Current ADT: Design Hour Volume (In Designed Speed (mph	11,264 DHV): 9.0 Tr	VPD (2019) De uck Percentage (%) egal Speed (mph):	esign Year ADT: <u>1</u> 1440	4,161 VP	PD (2042)
Number of Lanes: Type of Lanes: Pavement Wid Shoulder Width Median Width: Sidewalk Width	Left-tur lanes an etc. h: 72-82.5 : 0-10.6	Six n and right-turn only d one through lane in each direction ft. ft. ft. ft. ft.	Proposed Six Left-turn and rig lanes and one the each dire 72-82.5 ft. 1-11 ft. 4 ft. 0-5 ft.	rough lane in	
Setting: Topography:	X Urban X Level		Suburban Rolling	Rural Hilly	
BRIDGES AND/OR	SMALL STRUCTURE	E(S):			
	cludes multiple structure ridge(s) and/or small str s): <u>N</u> /A			ng: <u>N</u> /A	g, Source of Information)
	Existing	Ī	Proposed		
Bridge/Structur Number of Spa Weight Restrict Height Restrict Curb to Curb V Outside to Outs Shoulder Width	e Type: ns: ions: ons: /idth: side Width:	ton ft. ft. ft. ft.	ton ft. ft. ft. ft. ft.		
structure number, type,		cation and impacts to	water. Use a table if	f the number of s	or small structure(s): small structures becomes ith a citation to the table.
No bridges or small str	uctures are located with	n the project area.			
This is page 7 of 2	Project name:	Access Management	Project	Date:	July 19, 2023

Version: December 2021

County	Jefferson	Route	SR 62 and N	Michigan Rd.	Des. No. 1	902023
MAINTEN	IANCE OF TRAFFIC (M	IOT) DURING CON	ISTRUCTIO	N:		
Discuss clostemporary mand wetland The MOT The control Specificate pedestrial The closuemergence project con	a temporary bridge propose a temporary roadway propose temporary roadway propose temporary roadway proposed the project involve the use Provisions will be made for Provisions will be made to I the proposed MOT substantial controvers I the project require a side Provisions will be made for Provisions will be made for the project will be quantified. Discuss any pedestriant for the project will require actor will be responsible tions and the Indiana Manuse to all businesses a pres/lane restrictions will be services); however, no empletion.	e of a detour or requirer access by local traffic through-traffic dependentially change the error associated with the walk, curb ramp, and/or access by pedestrial ties (if any) that will be ited to the extent possible for following road anual on Uniform Tand side streets three lipose a temporary or significant delays	ic and so post ndent busines ocal special evolutionmental control of proposed metal ocal control ocal special evolution and/or bicy of provided for sible, particular process, lane stand closure straffic Control oughout consider inconvenier	ed. ses. ents or festivals. consequences of ethod for MOT? e closure? (desc relist and so posi maintenance of rity with respect in s about access iffing, and red standards as of Devices. Acces struction.	ribe below) ted (describe below f traffic. Any known to properties such a and traffic flow sho uced speed limits letailed in the cu ess shall be maint	a impacts from these as Section 4(f) resources ould be detailed as well. In the work site. In the work site in the work site in the work site in the work site in the work site. In the work site in the work site in the work site. In the work site in the work site.
Engineerin		Right-of-Way:	\$		construction: \$ 20	82,031.00 (2023)
Anticipated	I Start Date of Construction te: The funds have already	n: Spring 2024			onstruction.	02,001.00 (2020)
RIGHT O	F WAY:					
				Δ		
	Land U	se Impacts		Permanent	ount (acres) Temporary	
					- 1	
	sidential			0	0	
	mmercial			0	0	
	ricultural			0	0	
	rest			0	0	
	etlands			0	0	
	ner:			0	0	
Oth	ner:			0	0	
			TOTAL	0	0	
(existing and and their im _l	th Permanent and Tempor d proposed) should also be pacts on the environmental page 8 of 21 Project nar	discussed. Any adva I analysis should be d	ance acquisitio	on, reacquisition	or easements, eith	

County _	Jefferson	Route	SR 62 and Michigan Rd.	Des. No.	1902023	
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The existing ROW) is approximately 50 ft. from the centerlines of the roadways through the project area. The existing ROW contains concrete, pavement, and roadside grass.

This project will occur within existing ROW. No permanent or temporary ROW will be required for this project.

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on June 30 and July 8, 2021, Appendix C, pages C-1 to C-3.

Agency	Date Sent	Date Response Received	Appendix C, Page(s)
FHWA	June 30, 2021	None received	N/A
Indiana Geological and Water Survey (IGWS)	June 30, 2021	June 30, 2021	C-4 to C-5
Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW)	June 30, 2021	July 30, 2021	C-10
National Parks Service	June 30, 2021	None received	N/A
Indiana Department of Environmental Management (IDEM) Drinking Water Branch, Groundwater Section	June 30, 2021	July 7, 2021	C-7 to C-8
United States Department of Housing and Urban Development	June 30, 2021	None received	N/A
INDOT Seymour District	June 30, 2021	None received	N/A
INDOT Office of Aviation	June 30, 2021	July 6, 2021	Response was for Des. No. 2101170. Removed from this project.
Natural Resources Conservation Service (NRCS)	June 30, 2021	July 15, 2021	C-9
United States Fish and Wildlife Service (USFWS)	June 30, 2021	None received	N/A
Jefferson County Highway Department	June 30, 2021	None received	N/A
Jefferson County Surveyor	June 30, 2021	None received	N/A
Jefferson County Commissioner	June 30, 2021	None received	N/A
Jefferson County Emergency Management Agency	June 30, 2021	June 30, 2021	C-6
City of Madison - Mayor	June 30, 2021	None received	N/A
City of Madison – City Council, Districts 4 and 5	June 30, 2021	None received	N/A
INDOT Utilities and Railroads	June 30, 2021	None received	N/A
Madison Municipal Separate Storm Sewer (MS4) Coordinator	July 8, 2021	None received	N/A

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

This is page 9 of 21	Project name:	Access Management Project	Date:	July 19, 2023

County	Jeffers	on	Route	SR 62 and Mi	chigan Rd.	_ Des. No.	1902023
SECTION	N B – EC	OLOGICAL RE	SOURCES:				
	Federal Natate Na Nationwi Outstand Navigabl	Nild and Scenic R	ecreational Rivers ry (NRI) listed Indiana		_	Presence peam(s):	Impacts Yes No O Linear feet
Stream	Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet		(i.e. location, flor ix reference)	w direction, likely Water of the
N/A			(
impacts (bo or state lists mitigate if in Based or 3), there	oth permains for India Impacts with the destart are five	nent and tempora na. Include if feati Il occur. ktop review, the streams, rivers,	ry) will occur to the ures are likely subj e aerial map of the watercourse, or	e features identifie iect to federal or st ne project area, r other jurisdictio	d. Include if the date jurisdiction and the Water and features	he streams or river. Discuss means of the Resources within the 0.5	area. Include whether or not vers are listed on any federal sures to avoid, minimize, and Map (Appendix E, page E- -mile search radius. There he project area, which was
			e 26, 2021 by Me				le project area, which was
Oį	Reservoi Lakes Farm Po Retention		Facilities		Presence	Yes	ots No
temporary)	will occur		entified. Include if				mpacts (both permanent and sidiction. Discuss measures
there are	five ope	en water feature roject area. Tha	e(s) within the 0	.5-mile search ra	adius. Ther	e are no oper	Map (Appendix E, page E-3) n water feature(s) within or 21 by Metric. Therefore, no
	page 10		ame: Access N	/anagement Proje	ct	Dat	te: July 19, 2023

County	Jeffer	son	Route	SF	R 62 and	Michigan Rd.	_ Des. N	No	190202	23	
						Pr	esence		Impa	cts_	
10/4	etlands							Ye	s	No	
						L					
Total wetla	and area	a: _	N/A	Acre(s)	Total	wetland area im	pacted:	N/A		Acr	e(s)
(If a detern	nination	has not been m	ade for non-isolat	ed/isolated	l wetland	s, fill in the tota	l wetland	area impa	cted ab	ove.)	
Wetland	No.	Classification	Total Size (Acres)	Impacted	d Acres	Comments (i. reference)	e. location	ı, likely Wa	ater of t	he US, ap	pendix
N/A											
										_	
We	etlands	(Mark all that ap	v)	<u>Do</u>	cument	<u>ation</u>		ESD App	roval I	<u>Dates</u>	
		d Determination	<i>(</i> 7)				N/A				
		d Delineation					N/A				
	USACE	Isolated Waters	Determination				N/A				_
will occur to minimize, and Based on 3) there a wetlands	Unique Substant The part wetland the feared mitigates the deare three within	antial adverse so roject not meetin ds identified adja tures identified. ate if impacts win esktop review, to be NWI wetland	affic, maintenance ocial, economic, o g the identified ne cent or within the Include if features Il occur. The aerial map od polygons and the project are	r environmeeds. project are sare likely f the projone NWI	ental impea. Inclusubject in ect area wetland	oacts, or de whether or r o federal or sta , and the Wat	te jurisdic ter Resou the 0.5-n	rces Mar	uss mea o (Appe ch radio	endix E, us. There	page E- e are no
	ation	ipadio are expe	,otou.								
Te	rrestria	l Habitat				<u>Presence</u>	_	Impact: Yes X	<u>s</u> NO		
Total terres	strial ha	bitat in project a	rea: 0.2		Acre(s)	Total tree	clearing:	N/A			_ Acre(s)
or not impac measure to	cts will o avoid, r	occur to habitat io minimize, and mi	(i.e. forested, gras dentified. Include tigate if impacts w site visit on June	total terres ill occur.	strial hab	itat impacted ar	nd total tre	e clearing	that wi	II occur.	Discuss
page B-3 arundinad project an completion	B) therecea). Usea and the control of the control o	e is grass hall p to approxim d install approphe he project in tt are anticipate	oite visit on June oitat within the ately 0.2 acre oriate MOT equi accordance with accordance	project a of grass ipment. A h current	area. T will be Il distur INDO	he dominant temporarily di bed areas wil Γ <i>Standard S</i>	species isturbed Il be rese Specificat	present for the c eeded as ions. No	is tall ontrac soon perma	fescue tor to ac as poss anent in	(Festuca ccess the ible upon npacts to
This is	page 1	1 of 21 Proiec	t name: Acces	ss Manage	ment Pro	piect		Date:	July	19, 2023	

County	Jefferson	Route	SR 62 and Michigan Rd.	Des. No.	1902023
Pr Fe	rotected Species ederally Listed Bats Information for Planning a Section 7 informal consultations	ation completed (IPa		Yes X	No X X
De	etermination Received for L	isted Bats from USF	WS: NE	NLAA X	LAA
Of		found in project area	a (based on IPaC species list) based upon consultation with II	Yes X	No X
M	igratory Birds Known usage or presence State bird species based		ith IDNR	Yes	No X X
bat and no	rthern long-eared bat impac	cts. Discuss if other	be USFWS Section 7 consultat federally listed species were id s if migratory birds have been o	lentified. If so, in	clude consultation that has
Based o checked 2021 (Ap	n a desktop review, th (Appendix E, pages E-5 pendix C, page C-10),	e IDNR Jefferson to E-8). According the Natural Herita	Endangered, Threatened, g to the IDNR-DFW early conge Program's Database has had been reported to occur	or Rare (ETR pordination resp s been checke	R) Species List has been conse letter dated July 30, d and, as of that date, no
official s endange	pecies list was generat red Indiana bat (<i>Myot</i> i <i>onalis</i>). Other species w	ed (Appendix C, is sodalis) and th	FWS Information for Plannin pages C-11 to C-16). The ne federally threatened Nother IPaC species list along	project is with protect is with protect or protect in the contract of the cont	nin range of the federally ared bat (NLEB) (Myotis
Monarch		ppus) was found v	ted one other species prese within the project area. The eded.		
2016 (re (FTA), a provided (Append USFWS' was con-	vised February 2018), b nd USFWS. An effect of , the project was found ix C, pages C-17 to C-2 s review of the finding. cluded they concur with	etween FHWA, Feretermination key of the to "May Affect, 5). INDOT reviews No response was the finding. Avoid	natic Informal Consultation in ederal Railroad Administration was completed on October Not Likely to Adversely A ed and verified the effect find received from USFWS with dance and Minimization Med Commitments section of the	on (FRA), Fede 19, 2021 and, ffect" the India ding on Octobe in the 14-day r asures (AMMs)	eral Transit Administration, based on the responses and bat and/or the NLEB er 19, 2021 and requested review period; therefore, it
Act, as a		ation on endange	this project as required undered species at the site be		

Date: July 19, 2023

This is page 12 of 21 Project name: Access Management Project

County	Jefferson	Route	SR 62 and Michigan Rd.	Des. No.	1902023
·					
	eological and Mineral Resourd Project located within the India Karst features identified within Oil/gas or exploration/abandor ate Karst Evaluation reviewed b	ina Karst Regior or adjacent to the ned wells identific	ne project area ed in the project area	Yes	No X X X
D	ate Naist Evaluation reviewed b	y INDOT EWI O	(ii applicable). IN/A		
Discuss reand if impath	project is located in the Indiana I sponse received from IGWS cod acts will occur. Include discussion t Protection of Karst Features du	ordination. Disci on of karst study, uring Planning ar	uss if any mines, oil/gas, or e /report was completed and r nd Construction guidance an	exploration/abandol esults. (Karst inves d coordinated and	ned wells were identified stigation must comply with reviewed by INDOT EWPO)
Karst Re Accordin page E-3 June 30, area (Ap include a	on a desktop review and the egion as outlined in the mosting to the topo map of the properties of the properties are no karst features, 2020, the Indiana Geological opendix C, pages C-4 to C-5 a high liquefaction potential esources; and no active or a	current <i>Protec</i> oject area (Ap identified with all and Water Solon, The IGWS in there is a hi	tion of Karst Features dure opendix B, page B-2), and in or adjacent to the project ourvey (IGWS) did not ind adicated that, within 0.5-righ potential for bedrock	ring Project Develor the Water Resert area. In the earlicate that karst femile of the project resources and r	dopment and Construction. ources Map (Appendix E, arly coordination response eatures exist in the project area, geological hazards no documented sand and
	be affected because excaves from the IGWS has been of				
			<u>, , , , , , , , , , , , , , , , , , , </u>		. ,
SECTIO	N.C. OTHER RECOURCE				
	N C – OTHER RESOURCES	5			
	rinking Water Resources Wellhead Protection Area(s) Source Water Protection Area		Presence	Yes	nacts No
	rinking Water Resources Wellhead Protection Area(s)		Presence		
D	rinking Water Resources Wellhead Protection Area(s) Source Water Protection Area(Water Well(s) Urbanized Area Boundary	(s) seph Sole Sourc MOU Applicable	ce Aquifer (SSA):		No X
D Is	rinking Water Resources Wellhead Protection Area(s) Source Water Protection Area(water Well(s) Urbanized Area Boundary Public Water System(s) the project located in the St. Journal of Yes, is the FHWA/EPA SSA If Yes, is a Groundwater Assessappropriate boxes and discuss of	seph Sole Source MOU Applicable ssment Required	ce Aquifer (SSA): e? d? v. Provide details about imple	Yes Yes acts and summarize	No X X X No
Check the coordination The projuthe only Memora	rinking Water Resources Wellhead Protection Area(s) Source Water Protection Area(water Well(s) Urbanized Area Boundary Public Water System(s) the project located in the St. Journal of Yes, is the FHWA/EPA SSA If Yes, is a Groundwater Asses	seph Sole Source MOU Applicable ssment Required each topic below commitments. ounty which is ree aquifer in the	ce Aquifer (SSA): e? d? v. Provide details about importance responses in the state of Indiana. There	Yes Yes Appendix. rea of the St. Josefore, the FHWA	No X X X No X e resource-specific seph Sole Source Aquifer, /EPA Sole Source Aquifer
Check the coordination the only Memora needed, The IDI accesse Area. In	rinking Water Resources Wellhead Protection Area(s) Source Water Protection Area(water Well(s)) Urbanized Area Boundary Public Water System(s) the project located in the St. Journ If Yes, is the FHWA/EPA SSA If Yes, is a Groundwater Assest appropriate boxes and discussed in responses and any mitigation fect is located in Jefferson Collegally designated sole sour ndum of Understanding (MC)	seph Sole Source MOU Applicable ssment Required each topic below commitments. ounty which is ree aquifer in the DU) is not applicable d. Determinator ic. This project dated July 7,	ce Aquifer (SSA): 2. Provide details about importance responses in the state of Indiana. There olicable to this project, a website (http://www.in.g. t is not located within a limited to the state of Indiana.	Yes Yes Yes Appendix. rea of the St. Josefore, the FHWA a detailed ground ov/idem/cleanwat Wellhead Protecti	No X X X No X E resource-specific Seph Sole Source Aquifer, (EPA Sole Source Aquifer dwater assessment is not seer/pages/wellhead/) was on Area or Source Water

This is page 13 of 21 Project name: Access Management Project Date: July 19, 2023

County	Jefferson	Route	SR 62 and Michigar	n Rd. Des. N	0	1902023
	R Water Well Record Databa Metric. No wells are located no					s accessed on July 16,
indot.in.go coordinati The MS4 Storm Wa measures	a desktop review of the IN ov/MS4/) by Metric on July on letter was sent on July 8, coordinator did not respondater Program because the outlined in the current INE City of Madison requirements	8, 2021, this 2021 to the within the 3 appropriate OOT Standar	s project is located City of Madison MS 0-day timeframe. Therosion and sedime	in an Urban A 4 Coordinator (he project will on hent control de	Area Bou (Appendi comply v evices a	undary (UAB). An early x C, pages C-1 to C-3). with the City of Madison and pollution prevention
by Metric, because t sent on Fe inch wate	a desktop review, the aerial this project is located when the water lines are not include bruary 11, 2021 to Madisor main crossing SR 62 and the affected by the project (A	re there is a ded to be reported to be reported to be reported to the reported	public water system paired or replaced d er and Sewer. Mad nch water main cro	n. The public w luring this proje ison Utilities ind essing Michigan	ater sys ct. Early licated th	tem will not be affected coordination letter was nat there is an active 10
				Presence	lm	pacts
] -	odplains Project located within a regulate Longitudinal encroachment Transverse encroachment Homes located in floodplain with	·	wnstream from project		Yes	No
If a	pplicable, indicate the Floodplair	n Level?				
Lev	rel 1 Level 2	Level	3 Level	4 Le	evel 5	
according to during desige The India arcgis.co 2021 by Maps (Ap	R Floodway Information Portal to the classification system. If end in to insure consistency with the ma Department of Natural m/apps/webappviewer/inder Metric. This project is not lo pendix F, page F-4). There 71, and 44 CFR. No impacts	croachment on local flood plai Resources In ex.html?id=0 ocated in a re fore, it does	a flood plain will occur n planning. ndiana Floodway In 5026dabc2e846198 egulatory floodplain not fall within the gu	r, coordinate with formation Porta 33e196d56a213 as determined	the Local al websi cc1e) wa from ap	te (https://indnr.maps. s accessed on June 30, proved IDNR floodplain
20 01 101	r i, and i i oi it. He impacte	αιο οχροσίοι		resence		Impacts
	r mland Agricultural Lands Prime Farmland (per NRCS)		ū		Yes	
	otal Points (from Section VII of 0 f 160 or greater, see CE Manual for			-		
Discuss exis considered.	ting farmland resources in the p	roject area, im _l	pacts that will occur to	farmland, and mi	itigation a	nd minimization measures
page B-3) or adjacent expected. In a resp	a desktop review, a site vis, there is no land that meets of to the project area. The range of An early coordination letter onse dated July 15, 2021, a C, page C-9). Therefore, no	the definition equirements was sent on C NRCS stated	of farmland under the fPPA do not lune 30, 2021, to Nath that the project with the project	ne Farmland Pro apply to this patural Resource	otection roject; th s Conse	Policy Act (FPPA) within nerefore, no impacts are rvation Service (NRCS).
This is ı	page 14 of 21 Project name:	Access Ma	nagement Project		Date:	July 19, 2023

County Jefferson Route SR 62 and Michigan Rd. Des. No. 1902023	
SECTION D – CULTURAL RESOURCES	
Category(ies) and Type(s) Minor Projects PA Category B, Types 1, 2, and 3 INDOT Approval Date(s) June 25, 2021	
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 Other: BSD Approval Date(s) SHPO Approval Date(s) June 2, 2021 June 2, 2021	
MOA Signature Dates (List all signatories) Memorandum of Agreement (MOA)	
If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project require 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.	s
INDOT Cultural Resource Office (CRO) reviewed the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) Geographic Information Systems (GIS) mapping program. According to SHAARD GIS, there are no archaeological sites located within or adjacent to the project area. Since no ROW is being acquired and the project will be confined to excavation work in previously disturbed soils, there are no archaeological concerns.	Э
On June 25, 2021, the INDOT CRO determined that this project falls within the guidelines of Category B, Types 1, 2 and 3 under the Minor Projects Programmatic Agreement (Appendix D, pages D-1 to D-5). Category B-1 includes replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking. Category B-2 includes installation of new lighting, signals, signage, and other traffic control devices. Category B-3 includes construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, and acceleration and deceleration lanes) and shoulder widening. All three categories require the project to meet certain conditions for Archaeological and Above-Ground Resources. The project met the criteria for Archaeological Resources because work will occur in previously disturbed soils. The project met the criteria for Above-Ground Resources because work will not occur adjacent to owithin a National register of Historic Places (NRHP)-listed or NRHP-eligible district or individual above-ground resource. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.	s n s f d r
This is page 15 of 21 Project name: Access Management Project Date: July 19, 2023	

CountyJefferson	Route	SR 62 and M	Michigan Rd.	Des. No.	1902023	3	
SECTION E – SECTION 4(f) RES	OURCES/ SEC	CION 6(f) RES	OURCES				-
CECTION E CECTION 4(1) NEC	OUNGED, GEO	11011 0(1) 1120	CONOLO				-
		<u>Presence</u>	<u>Use</u>				
Parks and Other Recreational Land Publicly owned park Publicly owned recreation area Other (school, state/national forest, Wildlife and Waterfowl Refuges National Wildlife Refuge National Natural Landmark State Wildlife Area State Nature Preserve Historic Properties			Yes	No			
Site eligible and/or listed on the NR	HP						
		valuations Prepared					
Programmatic Section 4(f) "De minimis" Impact Individual Section 4(f) Any exception included in 23 CFR 7	774.13						
Discuss Programmatic Section 4(f) and must be included in the appendix and section 4(f) as identified various exceptions. Section 4(f) of the U.S. Department for federally funded transportation significant publicly owned parks, properties regardless of ownership	ummarized below. s to the requireme nt of Transporta n facilities unles recreation area	Discuss propo- nt for Section 4(i tion Act of 196 ss there is no s, wildlife / wa	sed alternatives f) approval. Refe 66 prohibits the feasible and aterfowl refuge	that satisfy the result to 23 CFR § e use of cert prudent alte es, and NRI	e requiremer 3 774.13 - Ex ain public a rnative. Th HP eligible	nts of Section 4(f). ceptions. and historic lands e law applies to	7
Based on a desktop review, the (Appendix E, page E-2), there are the approved Minor Projects Prog site visit on June 26, 2021 by Mare Therefore, no use is expected.	two potential 4 trammatic Agree	(f) resources I ment, dated Ju	ocated within tune 25, 2021 (the 0.5-mile (Appendix D	search radi , pages D-1	to D-5) and the	
Section 6(f) Involvement			Prese	nce	<u>Use</u>		
Section 6(f) Property					Yes	No	
Discuss Section 6(f) resources present will occur, discuss the conversion appro	val.						_
The U.S. Land and Water Conserve, which was created to preserve, de Act prohibits conversion of lands p	evelop, and ass	ure accessibili	ty to outdoor r	ecreation re			
A review of 6(f) properties on the II I, page I-10). None of these proper impacts to 6(f) resources.							
This is page 16 of 21 Project na	me: Access M	anagement Proj	ect	Da	ate: July 1	9, 2023	

County	Jefferson	Route SR 62 and Mid	chigan Rd. Des. No. 1	902023
SECTION	N F – Air Quality			
ls ls ls	the project in the most current S the project located in an MPO A the project in an air quality non-a Yes, then: Is the project in the most curren Is the project exempt from confoling to the project in the Transpolis a hot spot analysis require	TIP/TIP? rea? attainment or maintenance area? at MPO TIP? ormity? rtation Plan (TP)?	Yes No X X X X	
Lo	cation in STIP:		Fiscal Year (FY) 2022-2026, d	ated June 17, 2022
Na	ame of MPO (if applicable):		N/A	<u> </u>
Lo	cation in TIP (if applicable):		N/A	
Le	vel of MSAT Analysis required?			
Le	vel 1a X Level 1b	Level 2 Level 3	Level 4 Level 5	
cocated. Income the TP and The FY 2 is 180110 (Appendia Based or been aution This projection of the pr	dicate whether the project is exertip. Describe if a hot spot analyst 2022-2026 STIP is listed base 206. The FY 2022-2026 STIP ix G, pages G-1 to G-2). In consultation with INDOT, In horized in FY 2023 and will not it is located in Jefferson aww.in.gov/idem/sips/nonattait apply.	mpt from a conformity determinates is is required and the MSAT Leter of on the lead DES number in includes DES number 1902. IDOT has confirmed that the ot require a modification to the County, which is currently inment-status-of-counties/). The categorical exclusion (Ground in the county of the	attainment status of the county(iestion. If the project is not exempt, invel. In the contract. The lead DES rough of the contract of the construction (CN) funds for the STIP. Please see Appendix of attainment for all criteria principles of the conformity process. The conformity process of the conformit	number for this contract number R-44170 his project have already G, pages G-3 to G-4. collutants according to edures of 40 CFR Part c), or exempt under the
No	oise			Yes No
Is	a noise analysis required in acco	ordance with FHWA regulations	and INDOT's traffic noise policy?	X
Da	ate Noise Analysis was approved	l/technically sufficient by INDOT	ESD: N/A	
			describe the studies completed to sible and reasonable and include	
This proje	ect is a Type III project. In ac	cordance with 23 CFR 772 a	and the current <i>Indiana Depar</i>	tment of Transportation
This is	page 17 of 21 Project name:	Access Management Project	t Date:	July 19, 2023

County	Jefferson	Route	SR 62 and Michigan Rd.	_ Des. No.	1902023		
Traffic N	oise Analysis Proce	edure, this action does	not require a formal noise a	nalysis.			
SECTIO	N H - COMMUNITY	/ IMPACTS					
Re	egional, Community	& Neighborhood Facto	ors		Yes	No	
W	ill the proposed action	n comply with the local/re	egional development patterns fo	r the area?	X		
W	ill the proposed action	n result in substantial imp	pacts to community cohesion?			Х	
W	ill the proposed actior	n result in substantial imp	pacts to local tax base or proper	ty values?		X	
W	ill construction activiti	es impact community even	ents (festivals, fairs, etc.)?			X	
Do	oes the community ha	ive an approved transitio	n plan?		X		
	If No, are steps beir	ng made to advance the	community's transition plan?				
Do	es the project comply	y with the transition plan?	? (explain in the discussion belo	w)	X		

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

Based on a review of the Jefferson County Government website by Metric on November 27, 2021, Jefferson County has an approved Americans with Disabilities Act (ADA) Transition Plan (<a href="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/JeffCo-Title-ADA-Transition-Plan?bidld="https://jeffersoncounty.in.gov/DocumentCenter/View/371/Jeffersoncounty.in.gov/DocumentCenter/View/371/Jeffersoncounty.in.gov/DocumentCenter/View/371/Jeffersoncounty.in.gov/DocumentCenter/View/371/Jeffersoncounty.in.gov/DocumentCenter/View/37

Based on a review of the Indiana Festivals website (https://indianafestivals.org/) and the Indiana Association of Fairs and Festivals website (https://www.indianafairsandfestivals.org/), no listed fairs or festivals will occur within the project areas during construction. Therefore, no impact to community events is expected.

The project is not expected to result in any permanent adverse impact to local mobility, access, pedestrian or motorist safety, or emergency services. The project is not expected to result in any permanent impacts to community cohesion, local tax base, property values, or community events. During construction, delays may occur due to the lane closures. The project will permanently alter the movement of traffic at this intersection; however, the changes in access to local businesses (right -in and right-out only) should be considered a positive result as the changes are expected to reduce crash frequency and severity in the area. Local access will be maintained during construction.

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 B-3), and the Infrastructure Map (Appendix E, page E-2), there are three religious facilities, one school, one recreational facility, two natural gas pipeline segments, and one railroad segment located within the 0.5-mile search radius and one public use airport located within 3.8 miles of the project area. One of the natural gas pipelines crosses SR 62 within the project area. Excavation will not occur to a depth that would impact the natural gas pipeline; therefore, no impacts are expected. Access to all properties will be maintained during construction.

On August 25, 2022 and August 29, 2022, Metric sent an e-mail to Center Point Energy, owner and operator of the natural gas pipeline that crosses SR 62, adjacent west of the intersection of SR 26 and Michigan Rd. As of September 9, 2022, no response has been received. Impacts to the gas pipeline are not likely; however, if the pipeline is exposed during construction activities, work shall stop, and the contractor shall contact Center Point Energy.

Jefferson County Emergency Management Agency responded on June 30, 2021 indicating they have no concerns

This is page 18 of 21	Project name:	Access Management Project	Date:	July 19, 2023

County	Jefferson	Route	SR 62 and Michigan Rd.	Des. No.	1902023
	the project but requested to C, page C-6).	be notified	of any detours or closures	associated with	h the project in advance
All applica	ble recommendations are in	cluded in the	Environmental Commitmen	ts section of this	s CE document.
	esponsibility of the project spy construction that would blo			emergency ser	vices at least two weeks
Dur Doe If Y Indicate if E.	rironmental Justice (EJ) (Presing the development of the project the project require an EJ ana ES, then: Are any EJ populations locate Will the project result in adversionable with the EJ population of the EJ populatio	ect were EJ iss lysis? ed within the pr sely high and roject develop	roject area? disproportionate impacts to EJ ment. If an EJ analysis was no	t required, discus	
	ns and explain your reasoning.				
ensure that or low-ind	WA Order 6640.23A, FHWA at their programs, policies, a come populations. This proj t ROW; therefore, an EJ ana	nd activities of ect will have	do not have a disproportion e no relocations and will r	ately high and a equire less tha	dverse effect on minority n 0.5 acre of additional
Will Is a Nur	the proposed action result in the BIS or CSRS required? The proposed action result in the BIS or CSRS required? The proposed action result in the BIS or CSRS required?	e relocation of ences: 0	Businesses:0 F	arms: <u>0</u>	Yes No X X Other: 0
	relocations that will occur due to				n the discussion below.
	, ,			, -,	
SECTION	I – HAZARDOUS MATERIA	ALS & REGU	LATED SUBSTANCES		
Red Pha Pha Des	cardous Materials & Regulated If Flag Investigation (RFI) ase I Environmental Site Assess ase II Environmental Site Assess sign/Specifications for Remediat	ment (Phase I sment (Phase ion required?	ESA) II ESA)	Documenta	ition
Dat	e RFI concurrence by INDOT S	AM (if applicat	ole): N/A		
adjacent to, provisions, p On Noven	mmary of the potential hazardou or ones that could impact the pr ay quantities, etc.) will be neede nber 18, 2021 a staff membe warranted for this project due	oject area. Re ed, include in d r of INDOT S	efer to current INDOT SAM guid discussion. Include applicable dite Assessment & Managen	dance. If additiona commitments. nent (SAM) indic	al documentation (special cated that they agree that
This is	page 19 of 21 Project name:	Access Ma	nagement Project	Date:	July 19, 2023

Version: December 2021

County	Jefferson	Route S	R 62 and Michigan Rd.	Des. No.	1902023		
Based on a review of the State of Indiana Geographic Information Office (GIO) library, five Resource Conservation and Recovery Act (RCRA) Generator/Treatment, Storage, and Disposal (TSD) sites, two State Cleanup sites, thirteen underground storage tanks (USTs), six mapped and one unmapped Leaking UST (LUST) sites, three mapped Institutional Controls, one of which is duplicate, one unmapped Institutional Control site, three Brownfield sites, and six National Pollutant Discharge Elimination Sites (NPDES) are located within 0.5-mile of the project area. Two of the LUST sites and three of the UST sites are located adjacent to the project area. The planned depth of excavation is minimal; therefore, none of the hazmat sites identified are anticipated to impact the project. Further investigation for hazardous material concerns is not required at this time.							
	<u>Pa</u>	<u>rt IV – Permi</u>	ts and Commitr	<u>nents</u>			
PERMITS	CHECKLIST						
Per	rmits (mark all that apply)		Likely Required				
Arr	my Corps of Engineers (404/	Section10 Permit)					
	Nationwide Permit (NWP)						
	Regional General Permit (RGP)					
	Individual Permit (IP)						
	Other						
	Department of Environmenta 1/Rule 5)	I Management					
(Nationwide Permit (NWP)						
	Regional General Permit (RGP)					
	Individual Permit (IP)	1101 /					
	Isolated Wetlands						
	Rule 5		 				
INI	Other	****					
IN	Department of Natural Resou						
	Construction in a Floodwa						
	Navigable Waterway Pern	lit	<u> </u>				
	Other						
	igation Required						
	Coast Guard Section 9 Bridg		<u> </u>				
Oth	ners (Please discuss in the d	iscussion below)					
	nits likely required for the proje						
As no imp	pacts to water resources are uired.	expected and so	il disturbance will be les	s than 1 acre,	no permits are anticipated		
	e recommendations provide						
this docur	ment. If permits are found to	be necessary, th	e conditions of the pern	nit will be requi	rements of the project and		
will supers	sede these recommendatior	is.					
It is the responsibility of the project sponsor to identify and obtain all required permits.							
This is	page 20 of 21 Project name	Access Manag	ement Project	Date	e: July 19, 2023		

County	Jefferson	Route	SR 62 and Michigan Rd.	_ Des. No.	1902023
ENVIRO	NMENTAL COMMITM	ENTS			
	nmitments and include the numbered.	name of agency/orga	nization requesting/requiring to	he commitment(s	:). Listed commitments
Firm: 1. 2. 3. 4. 5. 6. 7.	If the scope of work of Services Division (ESE ESD and INDOT Seyment is the responsibility of weeks prior to any consumpacts to the gas pipe shall stop, and the context prior to RFC, the appressons that provided available for review onless thabitat are aware of all applicable AMM 1: Directling LIGHTING AMM 2: What is a system develope priority of "uplight" of 0	o) and the INDOT Di our District) If the project sponso struction that would be tractor shall contact of proved CE will be republic comments with ine at https://www.Secure all operators , end all FHWA/FRA/FT JSFWS) The provided Helling in the provided by the Illuminating of the provided the provided by the Illuminating of the provided by the Illuminating of the provided the project of th	mporary right-of-way amore istrict Environmental Section to notify school corporation block or limit access. (INDC owever, if the pipeline is excenter Point Energy. (INDC made available online at head of the initial species of the pipeline is exception. (INDC employees, and contractors of a (Transportation Agencies) away from suitable habitate replacing existing permane replacement lighting); or for general contractors of the pipelic in	on will be contained and emergence and emerg	ency services at least two construction activities, work mour.indot.in.gov and all shave been updated and eas of known or presumed all commitments, including live season. (USFWS) by whard-facing, full cut-of or tation agencies using the
For Fur N/A	ther Consideration:				

Version: December 2021

Date: July 19, 2023

This is page 21 of 21 Project name: Access Management Project

APPENDICES

APPENDIX A: INDOT Supporting Documentation Threshold Chart	A-1
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APPENDIX A: INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

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

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

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

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

⁴ US Army Corps of Engineers Individual 404 Permit

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

⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs. ⁷ Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower level CE.

⁸ Potential for causing a disproportionately high and adverse impact.

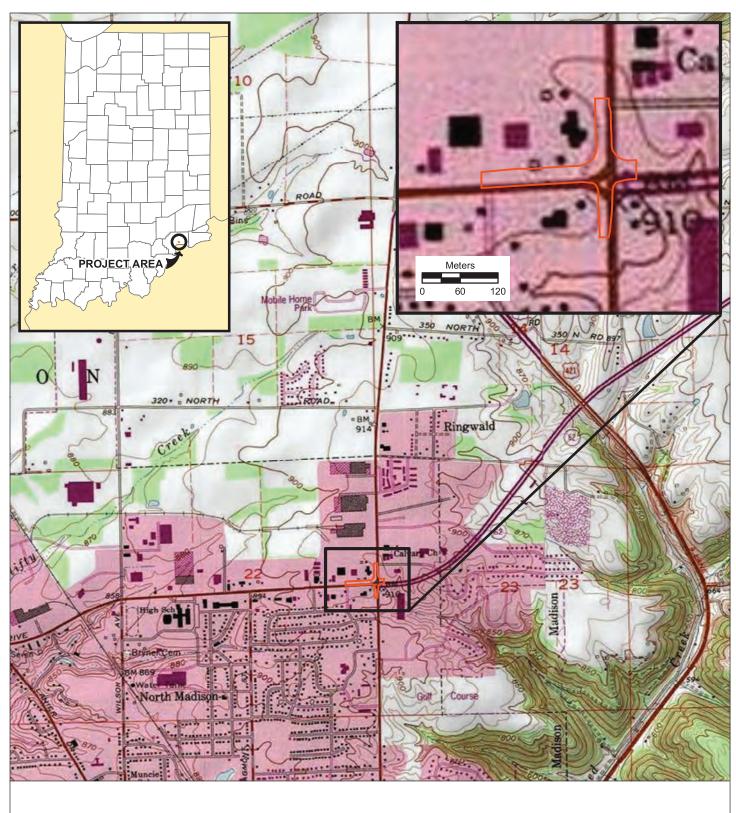
⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

 $^{^{\}rm 10}$ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

^{*} Includes the threatened/endangered species critical habitat

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

APPENDIX B: Graphics



Project Area

Project Location on a Topographic Map SR 62 and Michigan Road

Access Management

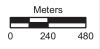
Madison Township, Jefferson County, Indiana

Des. No. 1902023

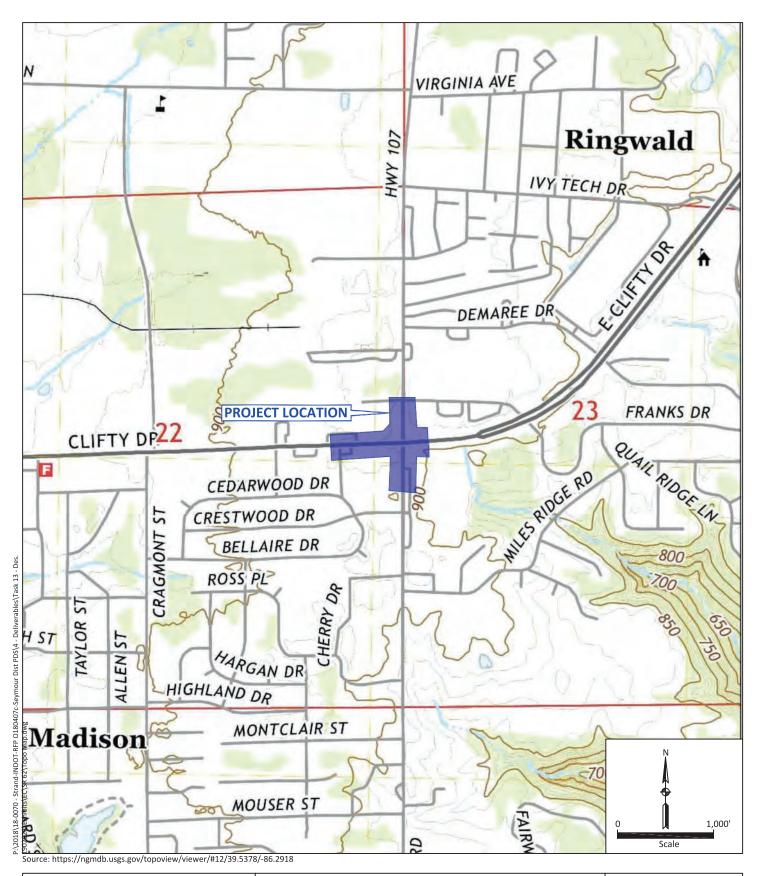
Metric Project No. 18-0070-13 Map Date: 10/26/2021 All Locations Approximate



1 cm = 240 m







USGS Topographic Map

Access Management Project SR 62 and Michigan Road Madison, Jefferson County, Indiana

Des. No. 1902023 Metric Project #18-0070 Task 13 All locations approximate Base map: 2019 Clifty Falls, IN 7.5 Minute Quadrangle



| Drawn by: | ILJ | Checked by: | SC | Approved by: | JRP | Date: | June, 2021 |



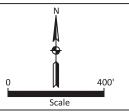
Source: Google Earth Pro

2016 Aerial Photograph

Access Management Project SR 62 and Michigan Road Madison, Jefferson County, Indiana Des. No. 1902023

Metric Project #18-0070 Task 13

Note: All locations are approximate





Drawn by: Checked by: SC

Approved by: JRP June, 2021 Date:



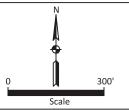
Source: Google Earth Pro

Photograph Location Map

Access Management Project SR 62 and Michigan Road Madison, Jefferson County, Indiana Des. No. 1902023

Metric Project #18-0070 Task 13

Note: All locations are approximate





Drawn by: ILJ
Checked by: SC

Approved by: JRP
Date: June

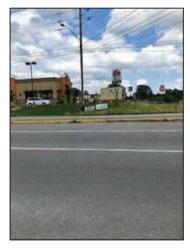
e: June 26, 2021



1. View near the intersection of SR 62 and Michigan Road, looking southeast.



4. View along SR 62, looking southeast.



2. View near the intersection of SR 62 and Michigan Road, looking east.



5. View near the intersection of SR 62 and Michigan Road, looking southwest.



3. View near the intersection of SR 62 and Michigan Road, looking southeast.



6. View near the intersection of SR 62 and Michigan Road, looking west.

Access Management Project SR 62 and Michigan Road Madison, Jefferson County, Indiana Des. No. 1902023

Metric Project #18-0070 Task 13



Drawn by:

Checked by: SC Approved by: JRP

Date:

June 26, 2021



7. View of drainage pipe north of the intersection of SR 62 and Michigan Road, looking south



10. View from the intersection of SR 62 and Michigan Road, looking north.



8. View of drainage ditch north of the intersection of SR 62 and Michigan Road, looking south



11. View from the intersection of SR 62 and Michigan Road, looking north.



9. View from the intersection of SR 62 and Michigan Road, looking east.



12. View along Michigan Road, looking south.

Access Management Project SR 62 and Michigan Road Madison, Jefferson County, Indiana Des. No. 1902023 Metric Project #18-0070 Task 13

Drawn by:

Checked by: SC Approved by: JRP

Date:

June 26, 2021



13. View from Michigan Road, looking northwest.



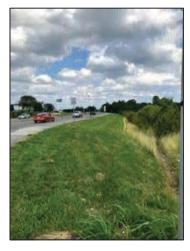
16. View of stormwater drain.



14. View along Michigan Road, looking northwest.



17. View along SR 62, looking west.



14. View along SR 62, looking east.



18. View from the intersection of SR 62 and Michigan road, looking north.

Access Management Project SR 62 and Michigan Road Madison, Jefferson County, Indiana Des. No. 1902023

Metric Project #18-0070 Task 13



Drawn by: <u>ILJ</u> Checked by: <u>SC</u>

Approved by: JRP

Date: June 26, 2021



19. View from the intersection of SR 62 and Michigan Road, looking north.



20. View from the intersection of SR 62 and Michigan Road, looking southeast.

Access Management Project SR 62 and Michigan Road Madison, Jefferson County, Indiana Des. No. 1902023 Metric Project #18-0070 Task 13



Drawn by: Checked by: SC

Approved by: JRP

Date:

June 26, 2021



SR 62 PROPOSED IMPROVEMENTS

O - Driveway to be converted to Right-in, Right-out

DES. NO. 1902023 CITY OF MADISON JEFFERSON COUNTY, INDIANA



FIGURE 5 4060.554

PROJECT	DESIGNATION
11105201	2 2000111111011
1902023	1902023
CONTRACT	BRIDGE FILE NO.
R-44170	N/A

DESIGNATION

Des 1800211

Des 1801506

Des 1902025

KIN PROJECT INFORMATION

Des 1801106 (LEAD) Surface Treatment, Thin HMA Overlay

PROJECT DESCRIPTION

Bike/Pedestrian Facilities

Traffic Signals Modernization

Intersect Improv. W/ Added Turn Lanes

INDIANA DEPARTMENT OF TRANSPORTATION



ROAD PLANS

ROUTE: SR 62

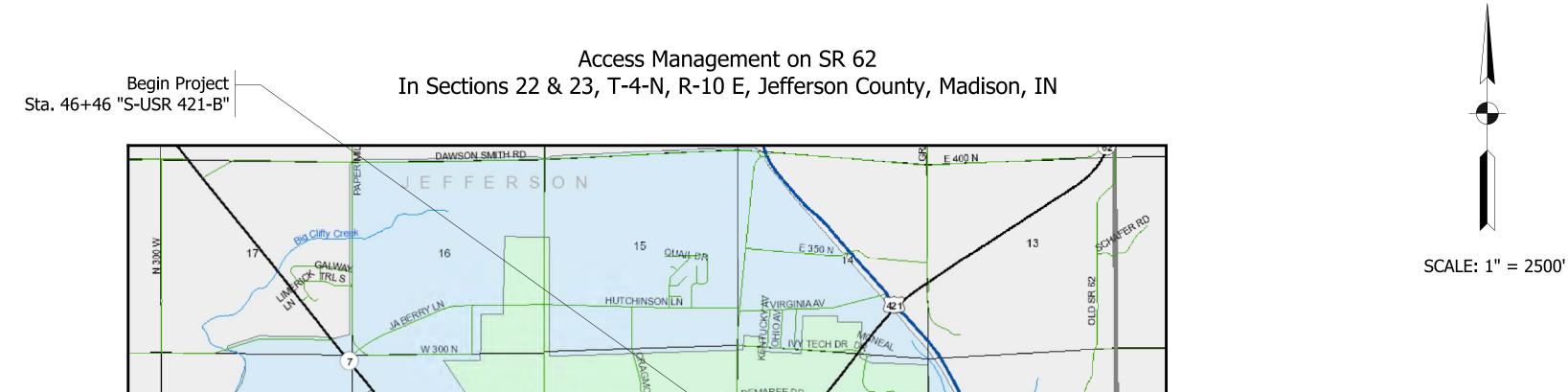
AT: RP 194+75

PROJECT NO.

Begin Project Sta. 93+65 "B"

P.E. 1902023

CONST. 1902023



TRAFFIC DATA

DESIGN DATA

DIRECTIONAL DISTRIBUTION

PROJECT DESIGN CRITERIA

FUNCTIONAL CLASSIFICATION

A.A.D.T.

DESIGN SPEED

RURAL/URBAN

ACCESS CONTROL

SR 62

20,963 V.P.D.

22,796 V.P.D.

5% A.A.D.T

3R (NON-FREEWAY)

PRINCIPAL ARTERIAL

URBAN (INTERMEDIATE

MICHIGAN RD

14,218 V.P.D.

1,276 V.P.H.

14% A.A.D.T.

3R (NON-FREEWAY)

URBAN (INTERMEDIATE)

MINOR ARTERIAL

End Project

Sta. 53+31 "S-USR 421-B"

End Project Sta. 99+44 "B"

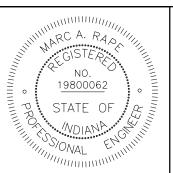
SON COUNTY	
LONGITUDE: 85° 2	3' 15"
N/A 0.24 0.22 2.2% (Existing)	MI MI MI %
	N/A 0.24 0.22

HUC: 05090203060050

PROJECT LOCATION SHOWN BY -

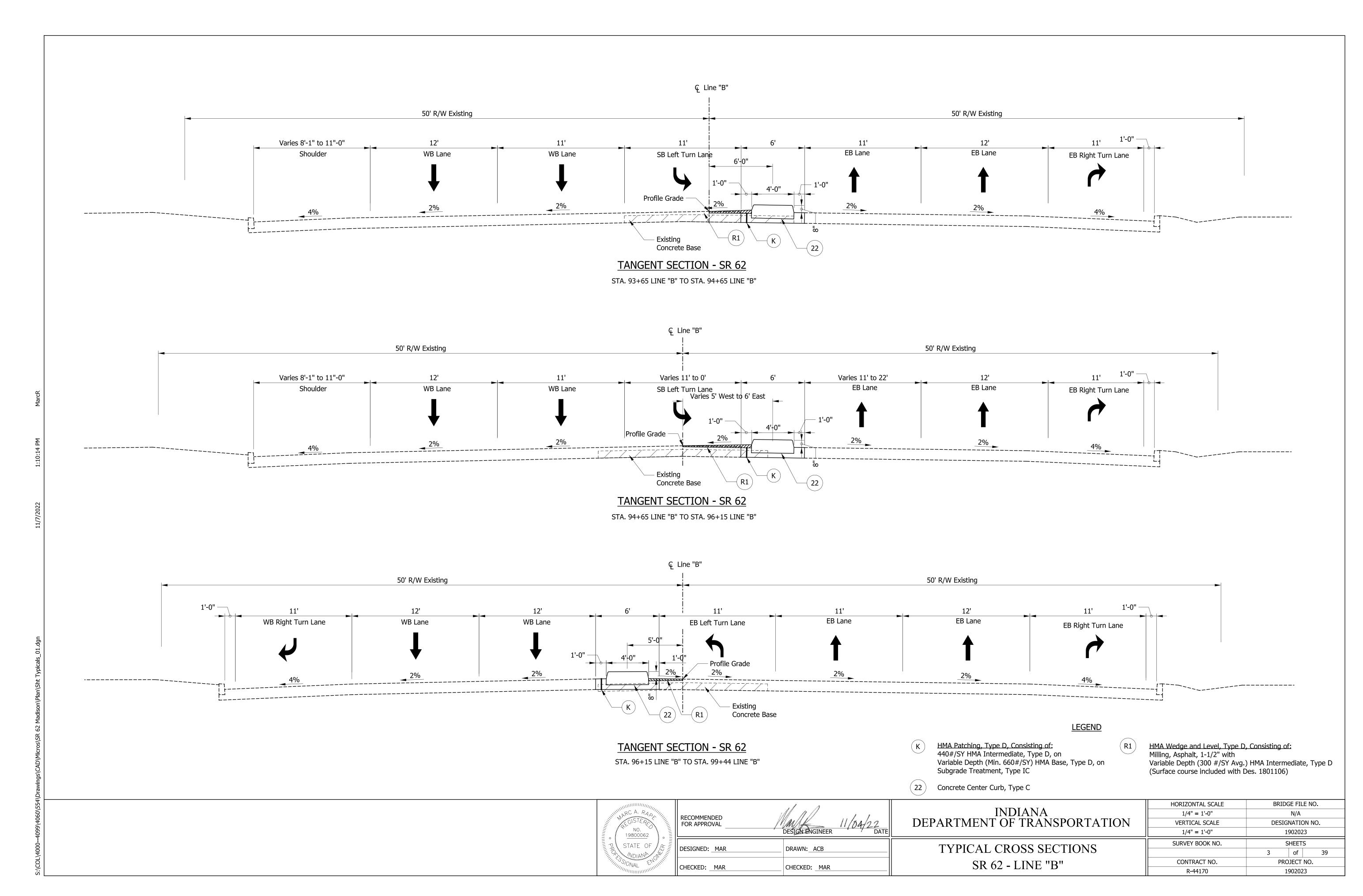
INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED 2024 TO BE USED WITH THESE PLANS

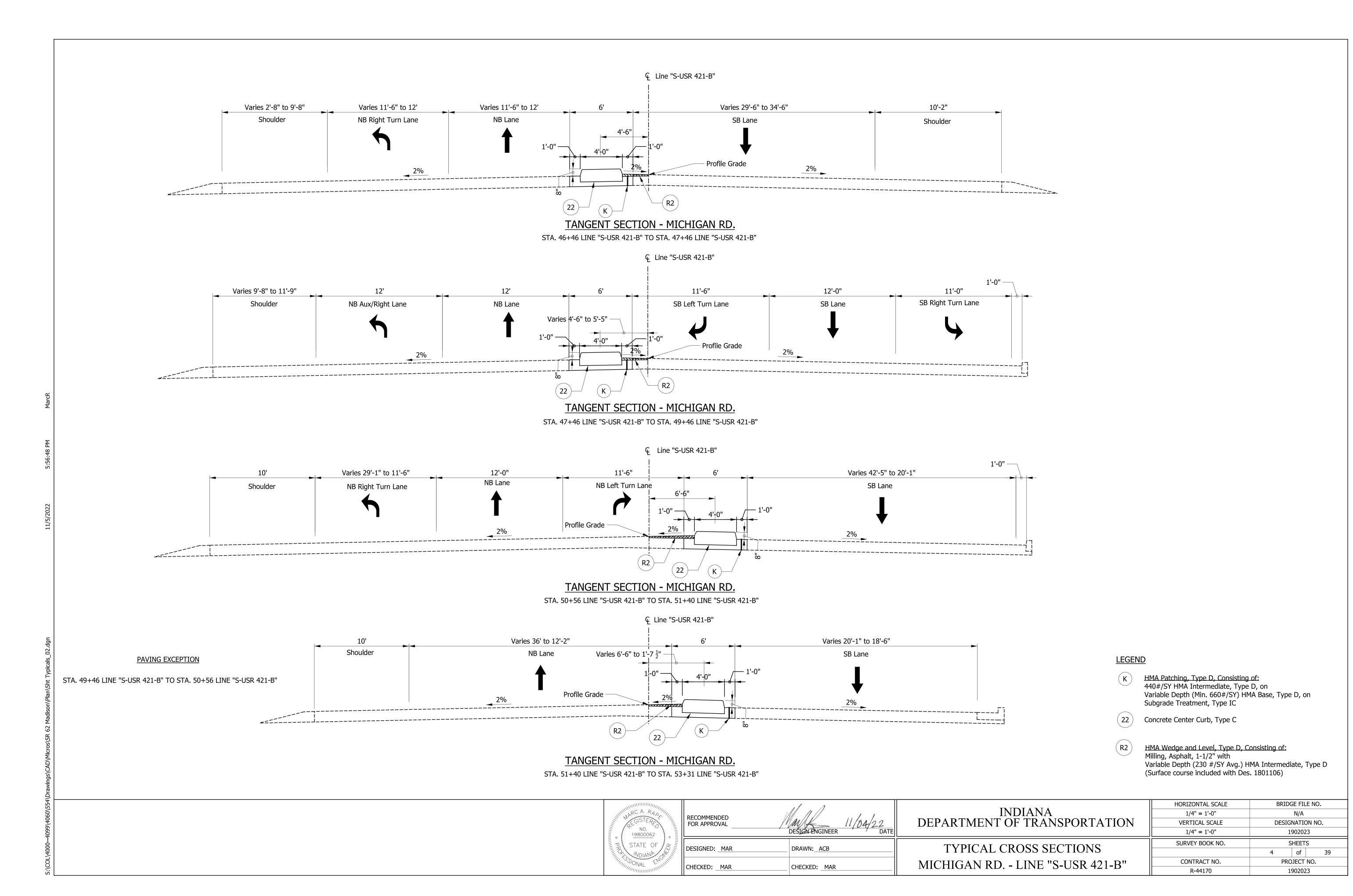


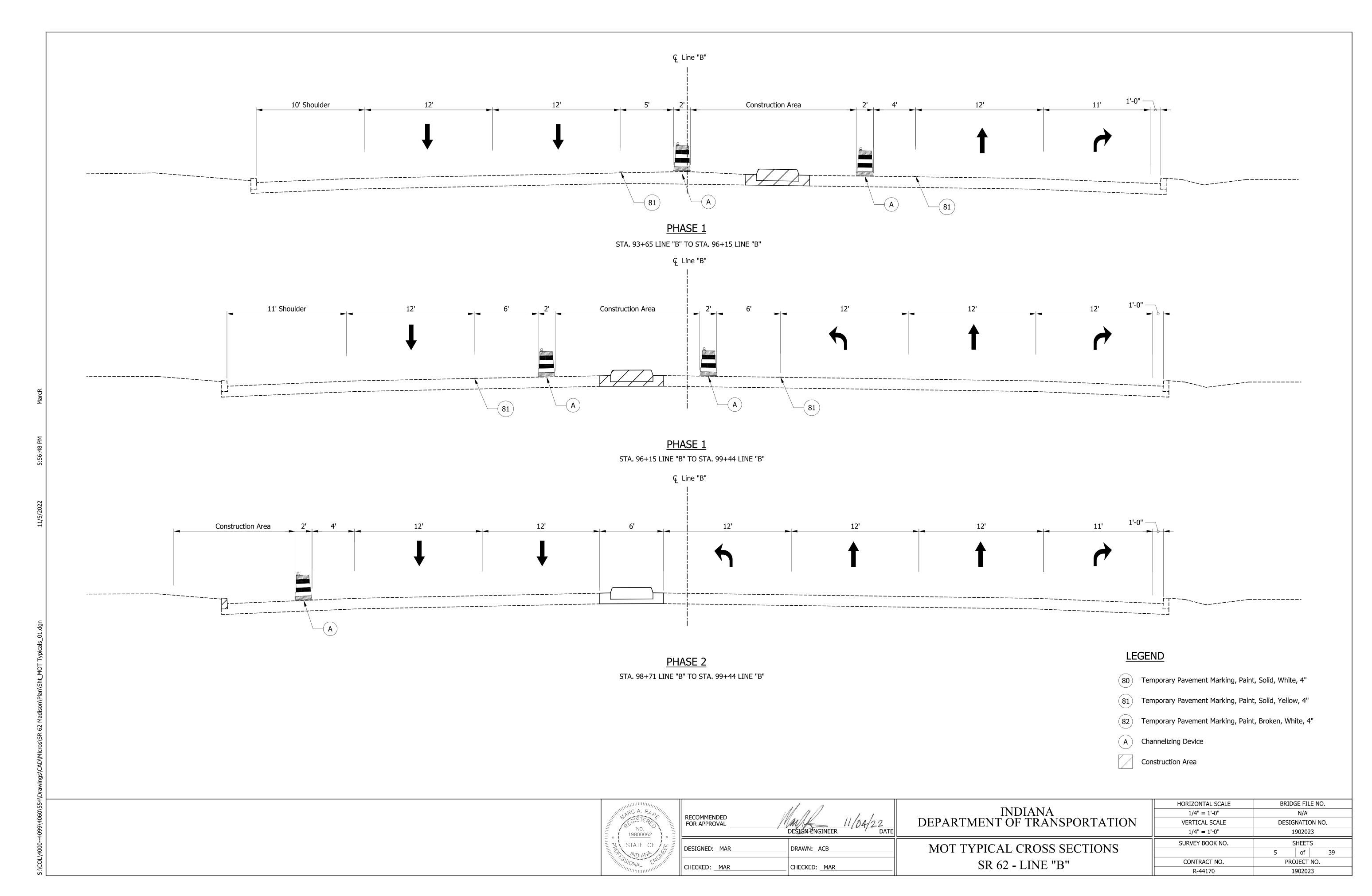


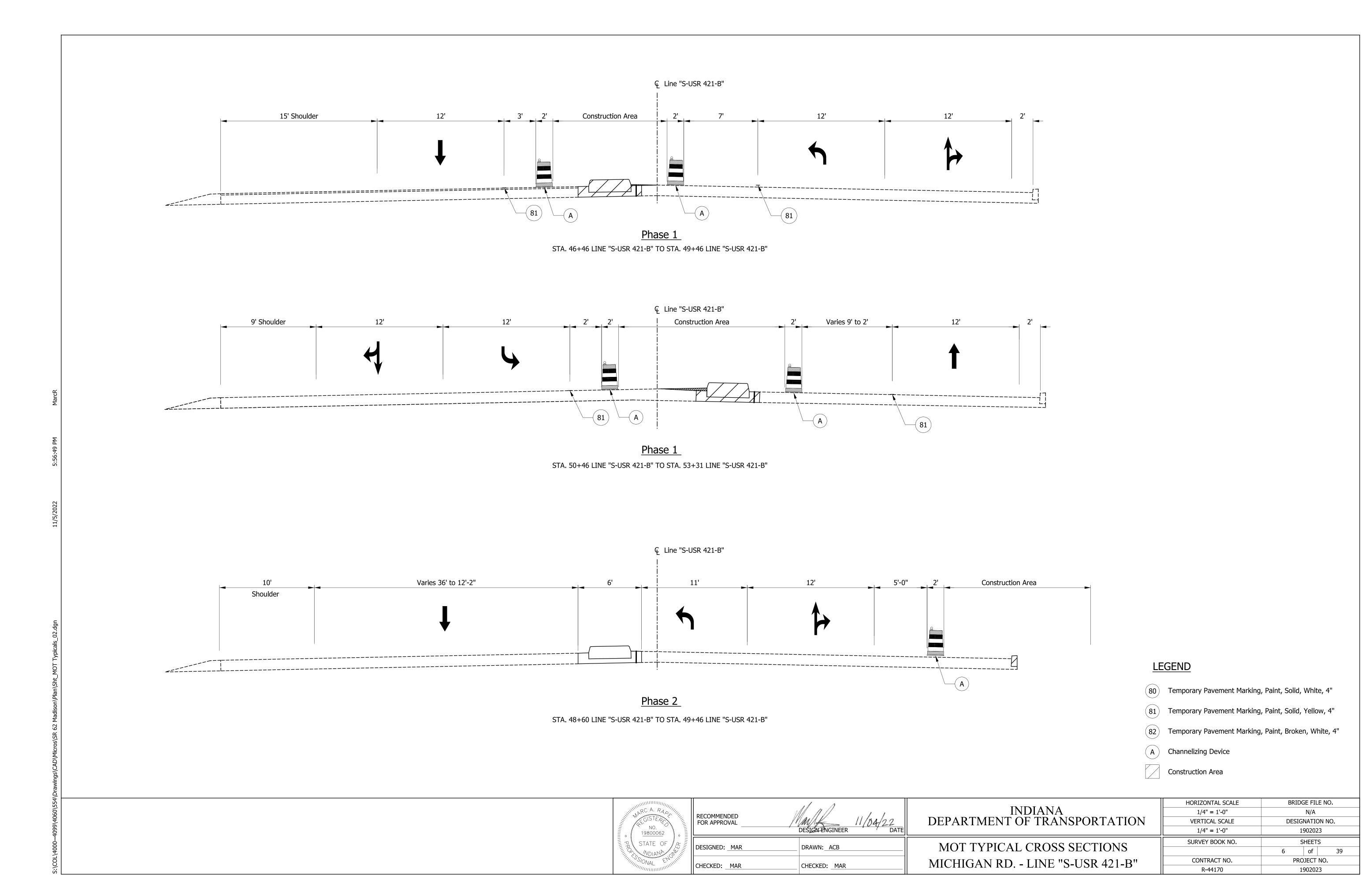
PLANS PREPARED BY:	STRAND ASSOCIATES, INC.	(812)372-9911
	629 WASHINGTON, ST., COLUMBUS, IN 47201	PHONE NUMBER
CERTIFIED BY:	May/f 11/04/22	
		DATE
APPROVED FOR LETTING:		
	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

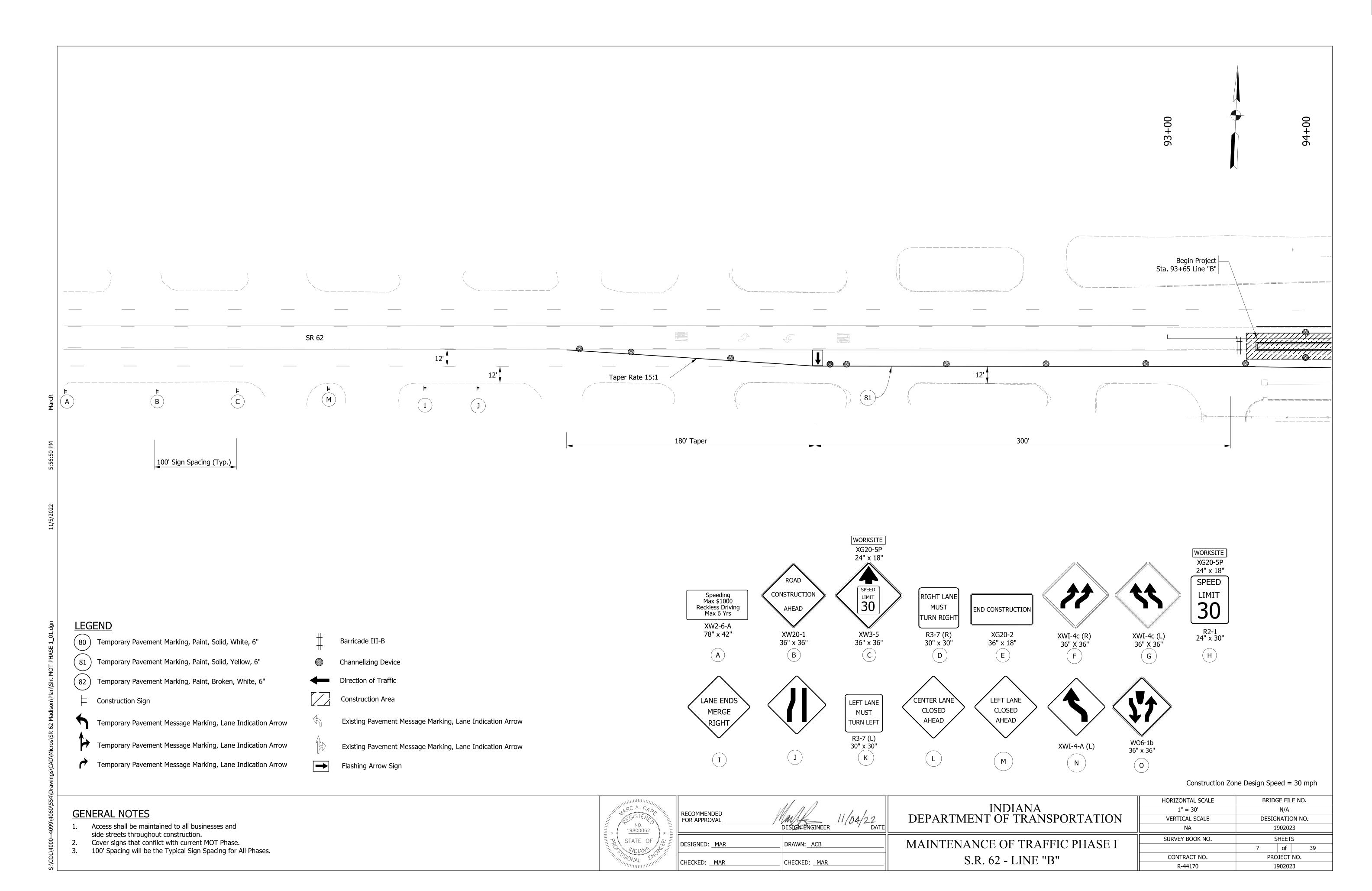
	BRIDGE FILE NO.			
		N/A		
	DESIGNATION			
	1902023			
SURVEY BOOK	SHEETS			
	1	of	39	
CONTRACT	PROJECT			
R-44170	170 1902023			

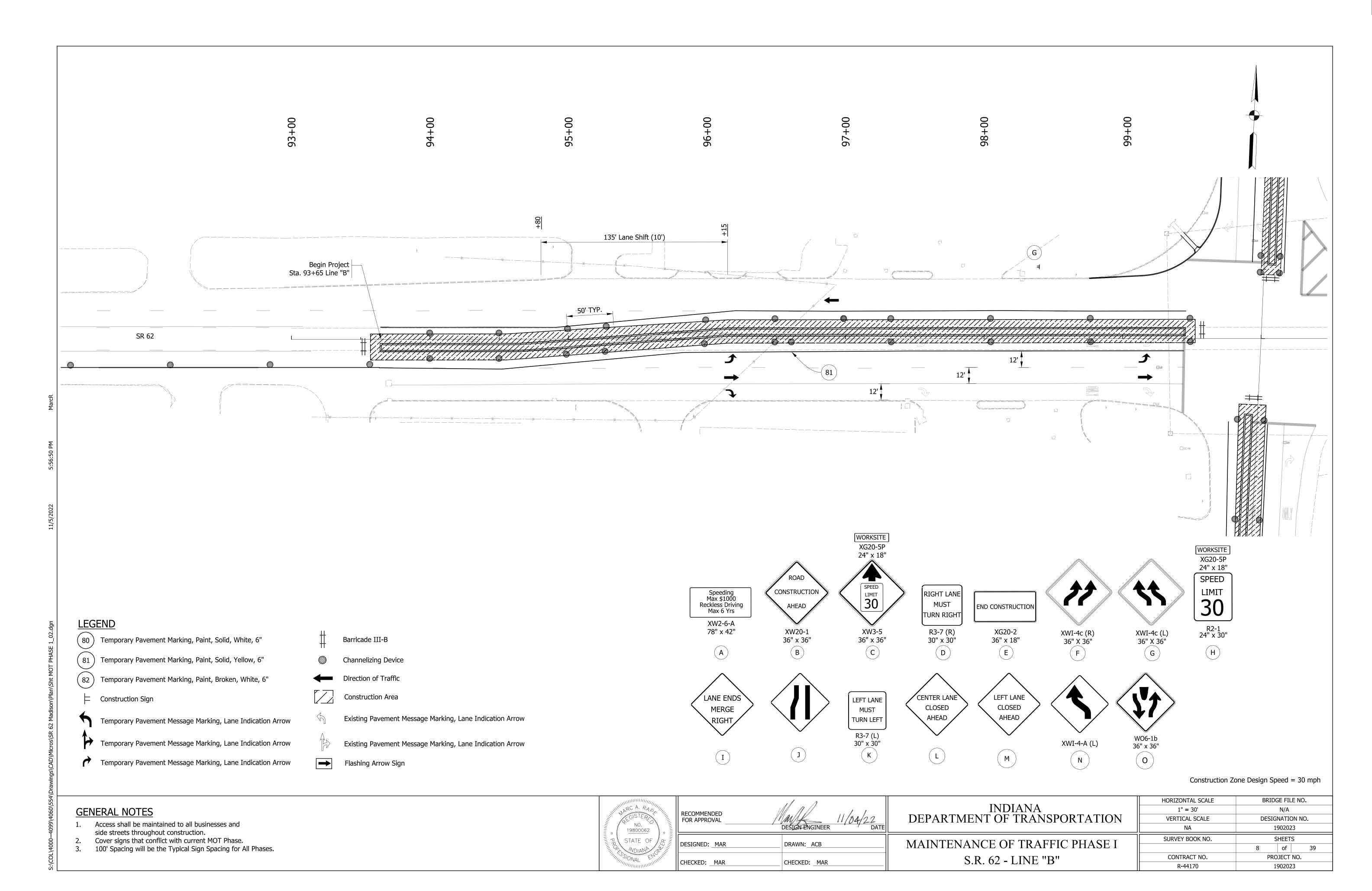


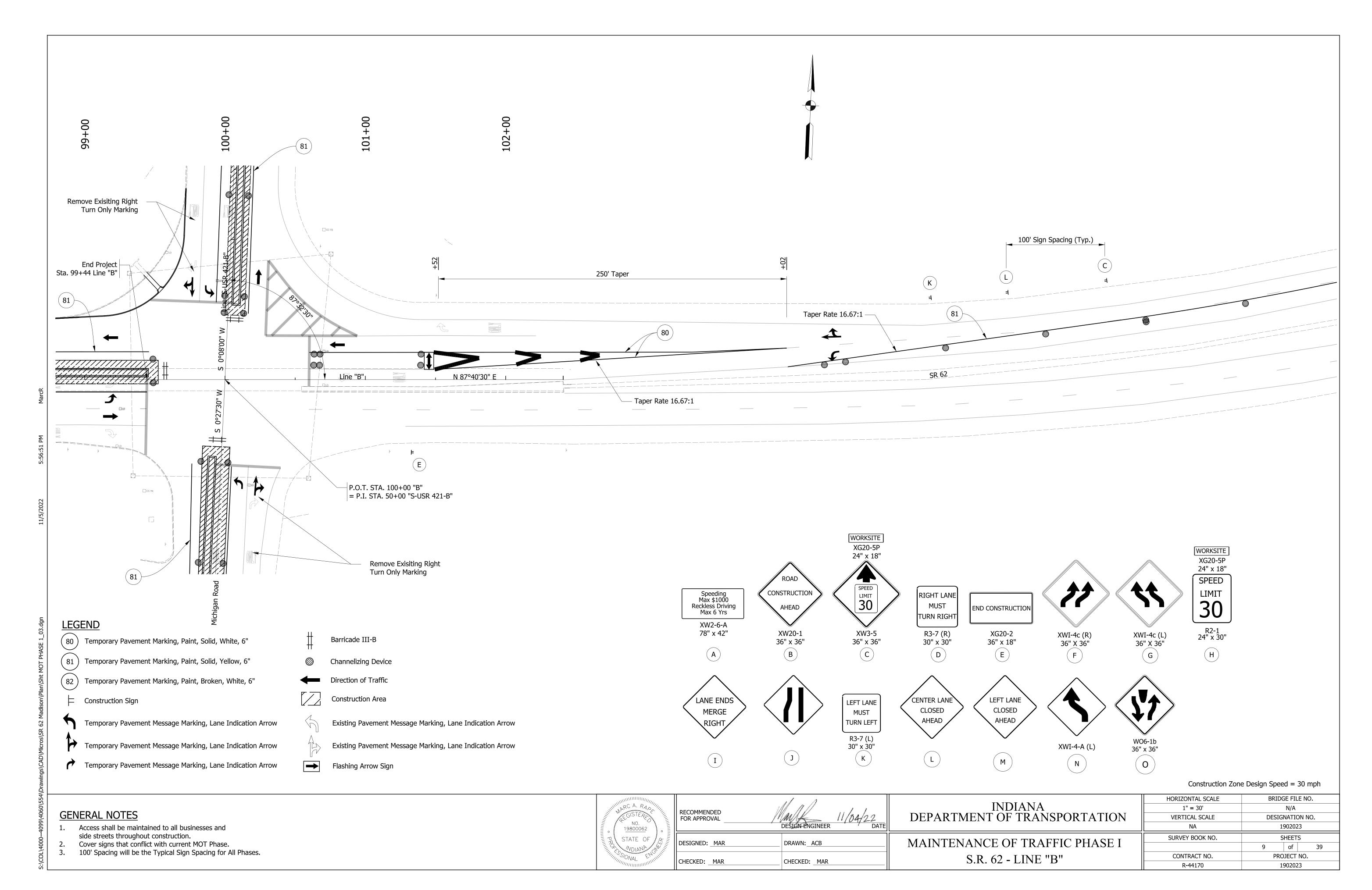


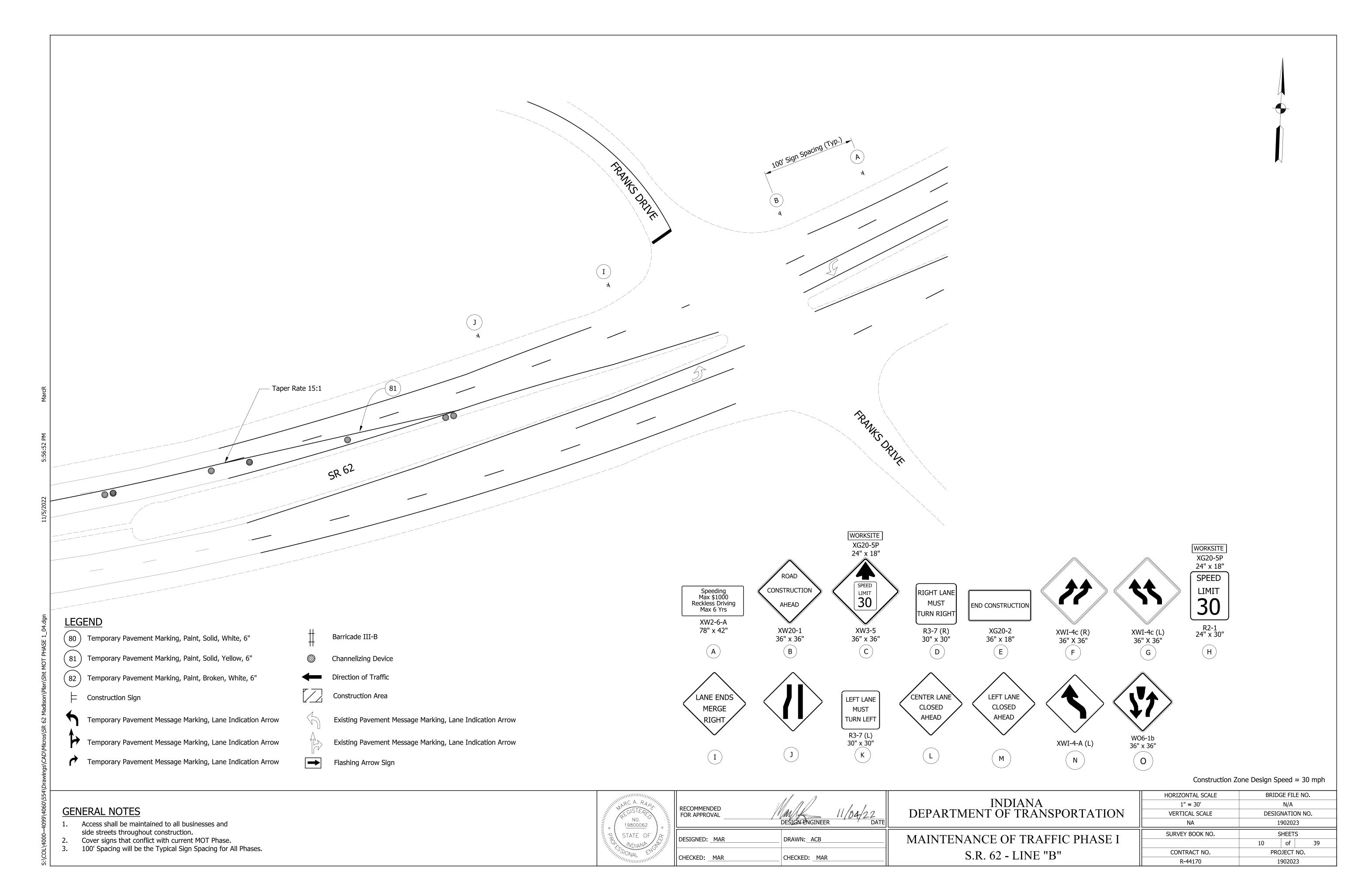


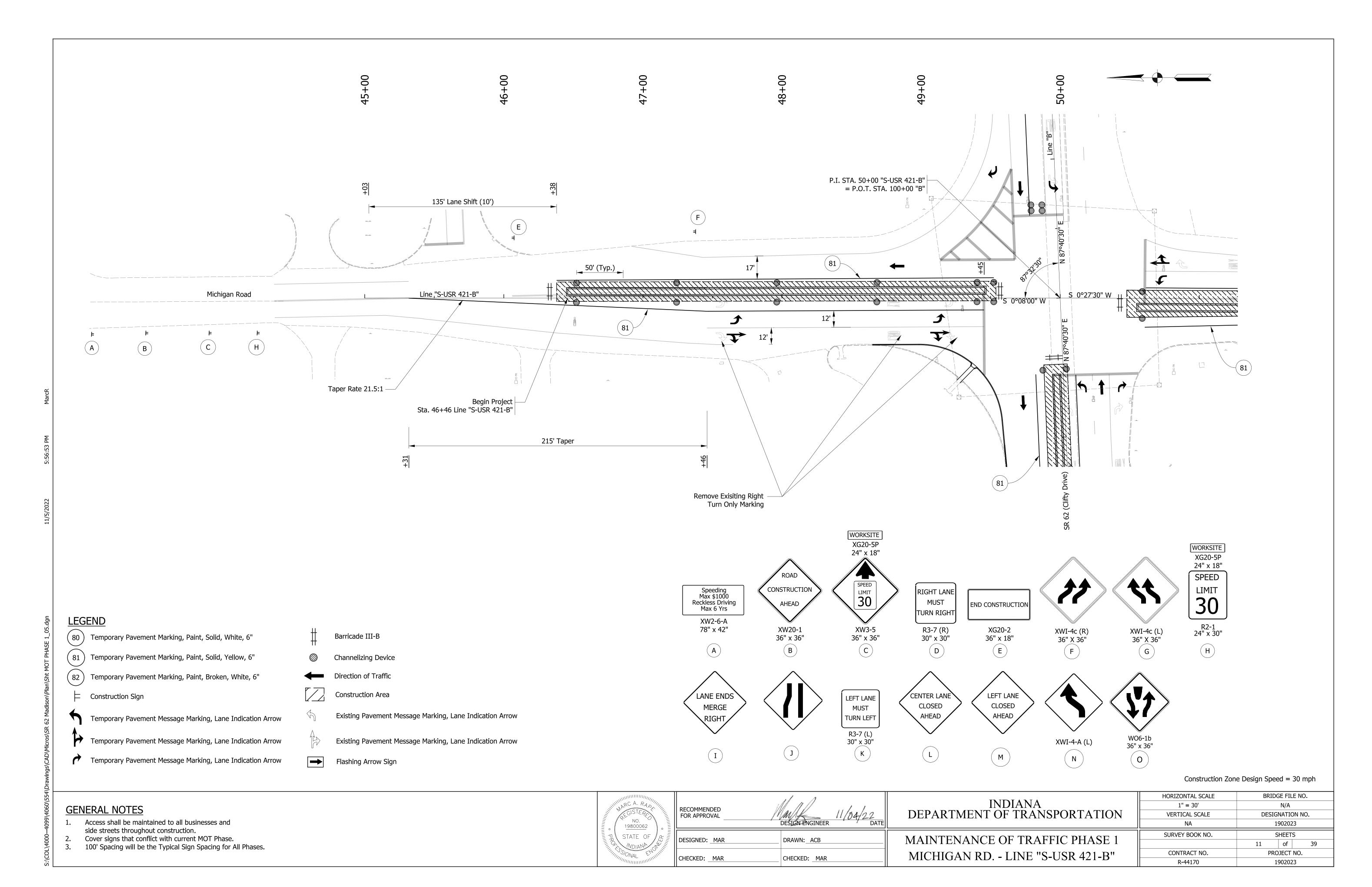


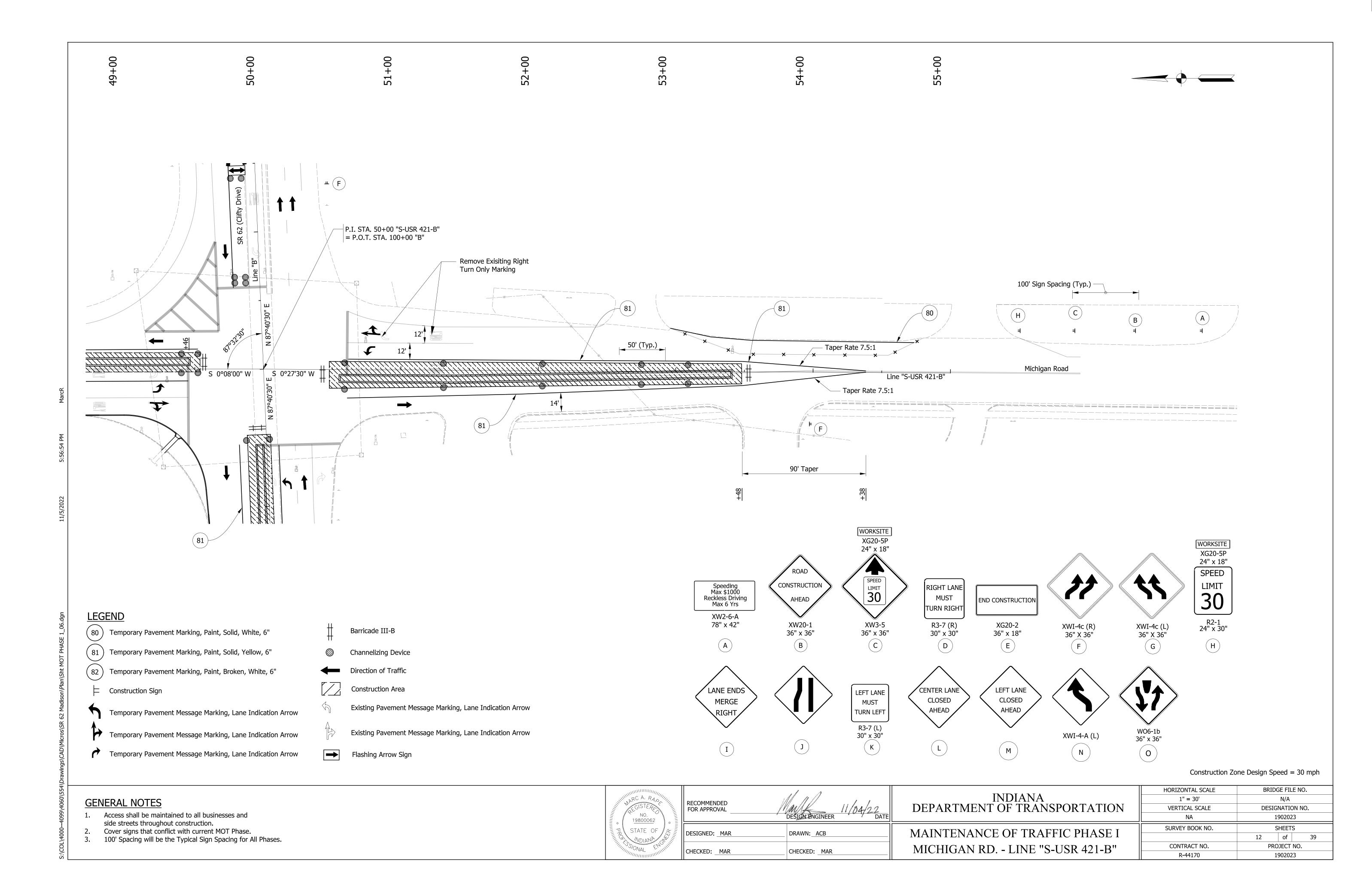


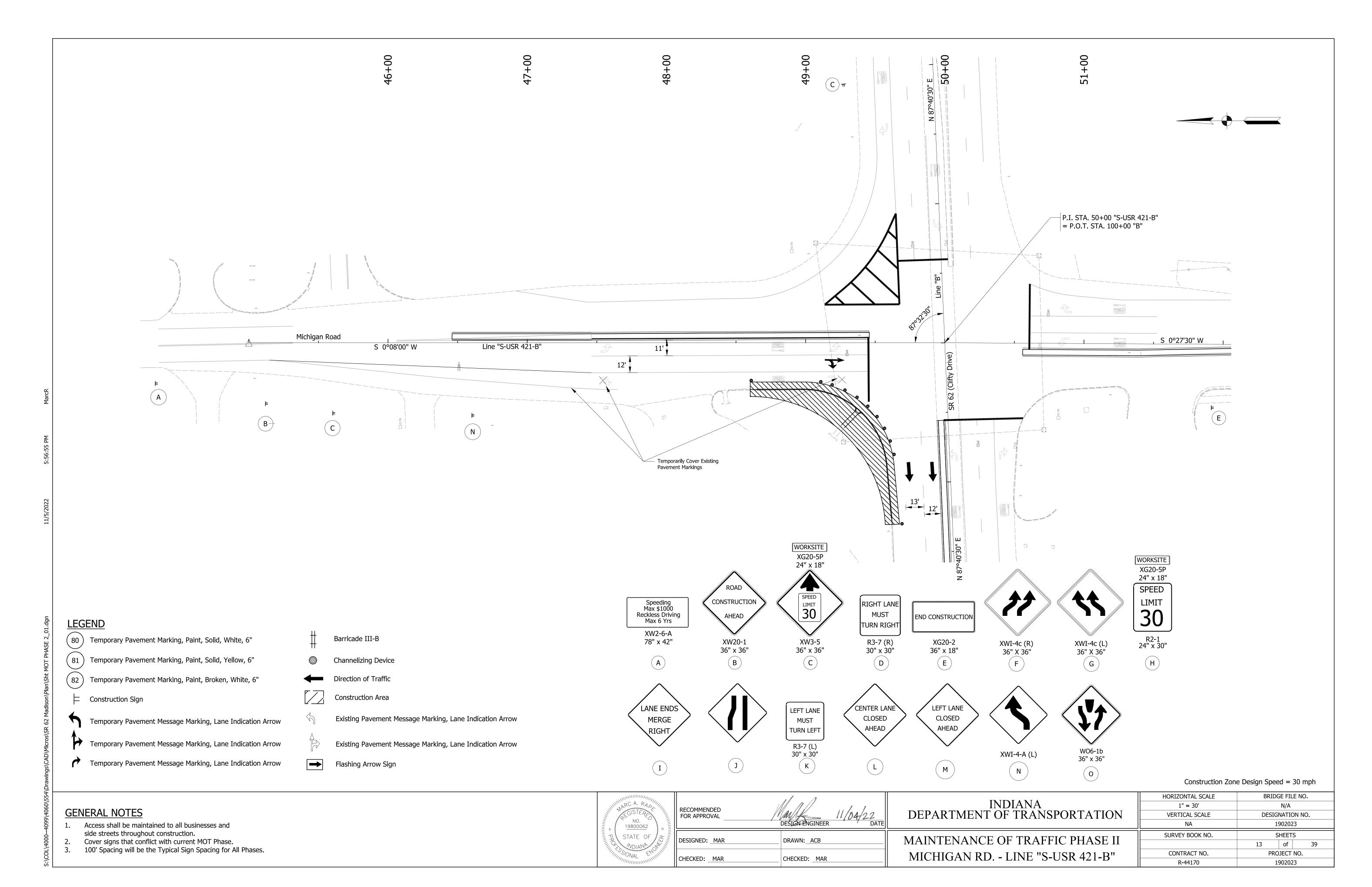


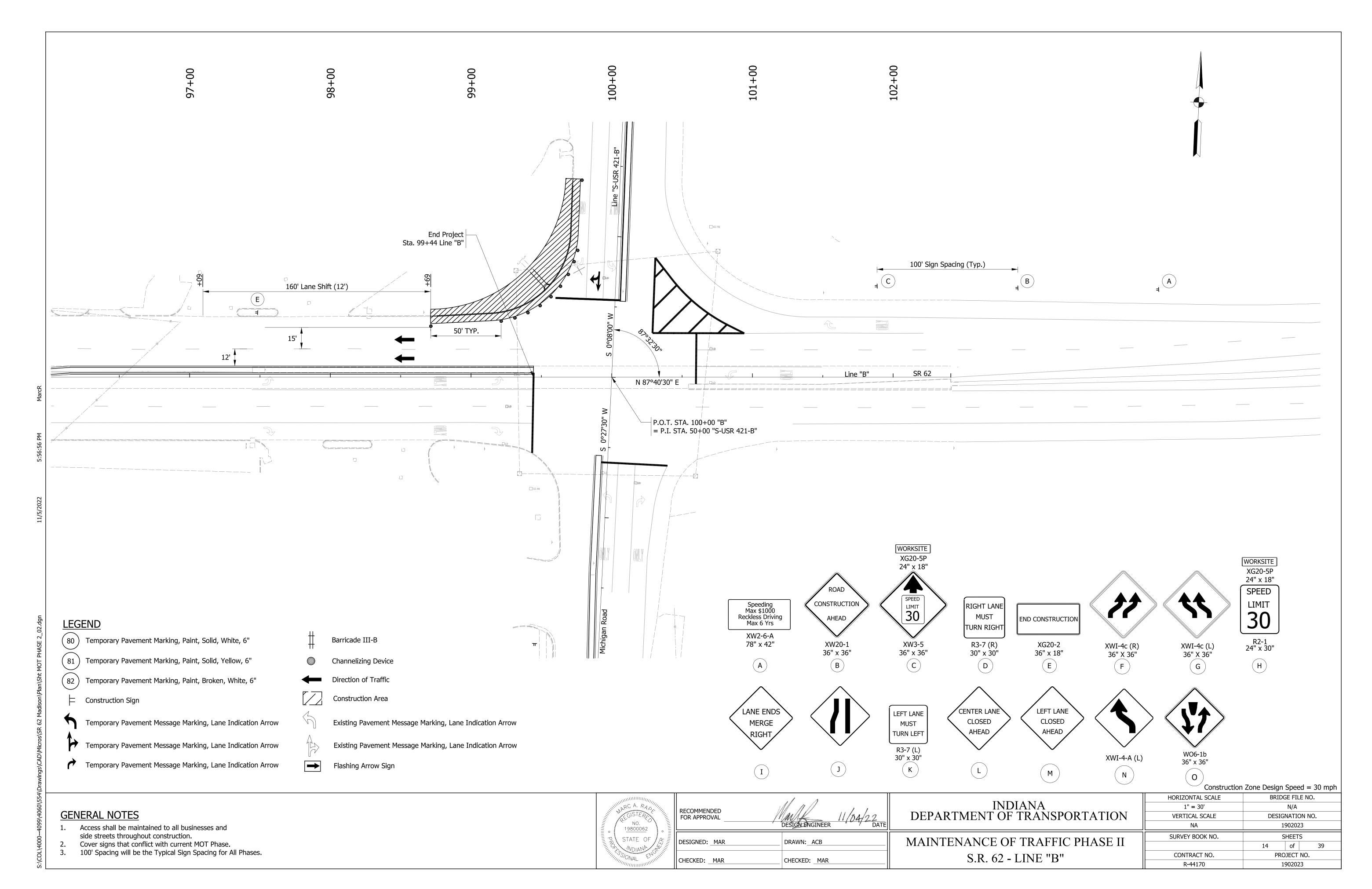


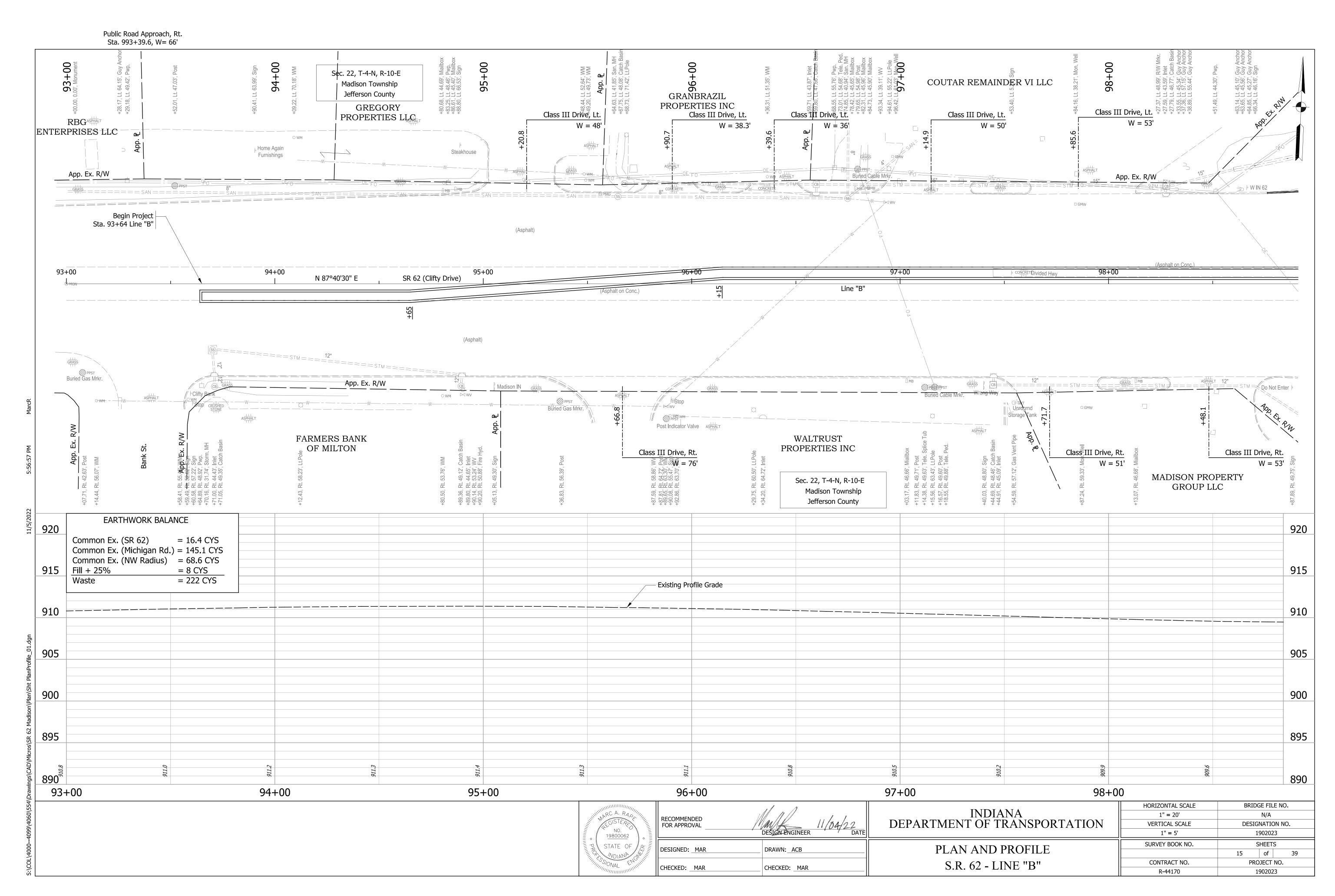


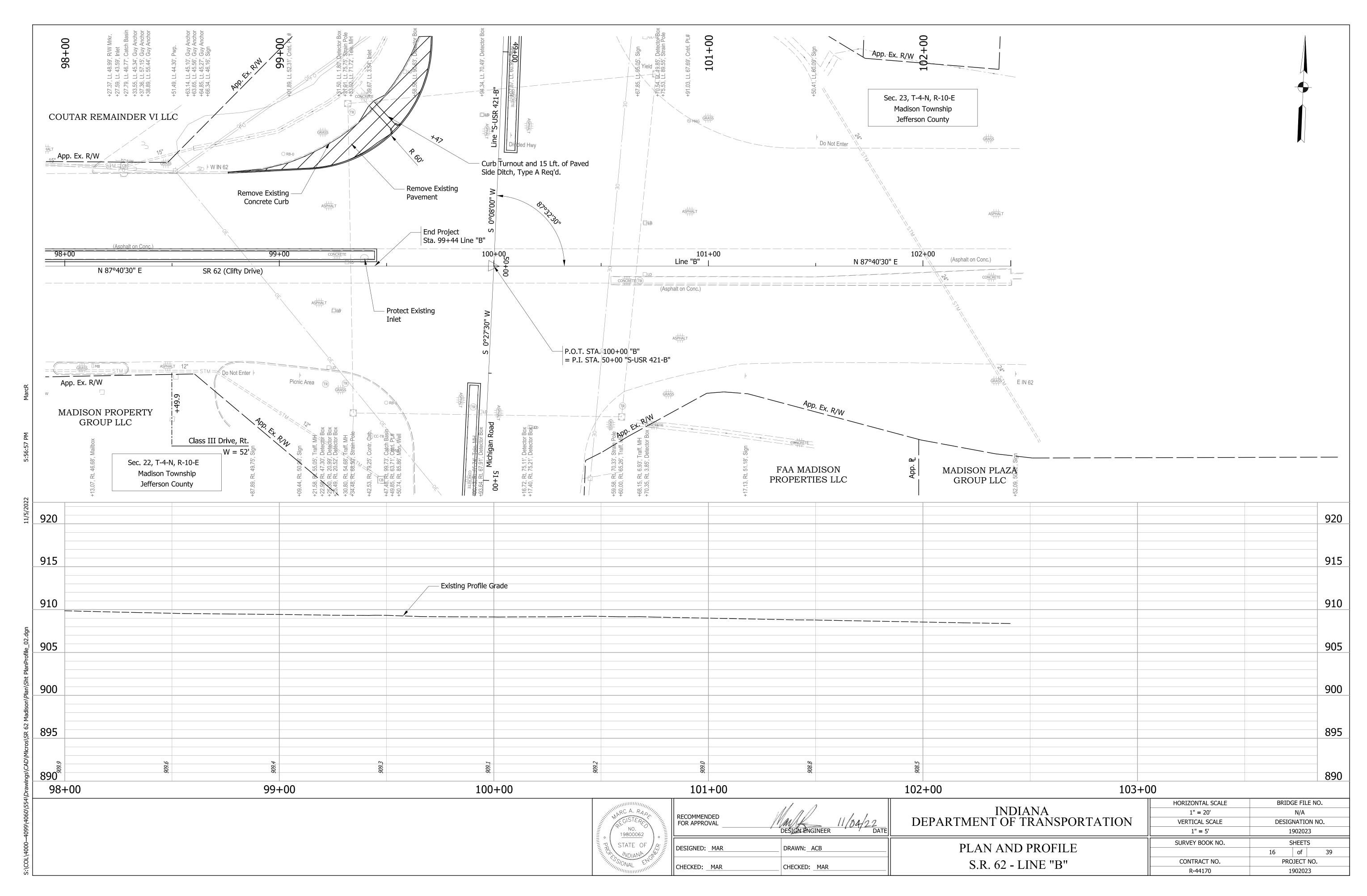




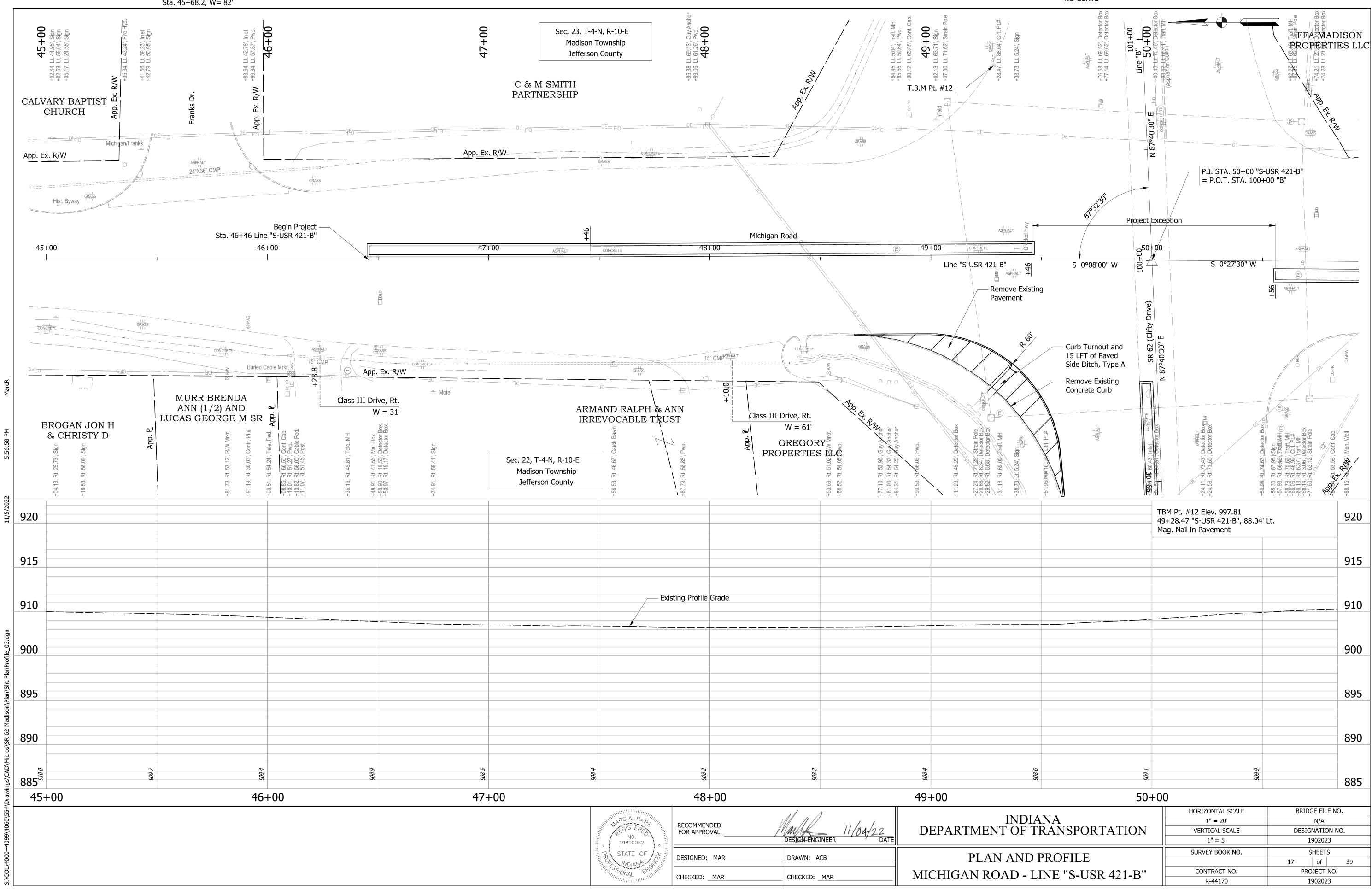


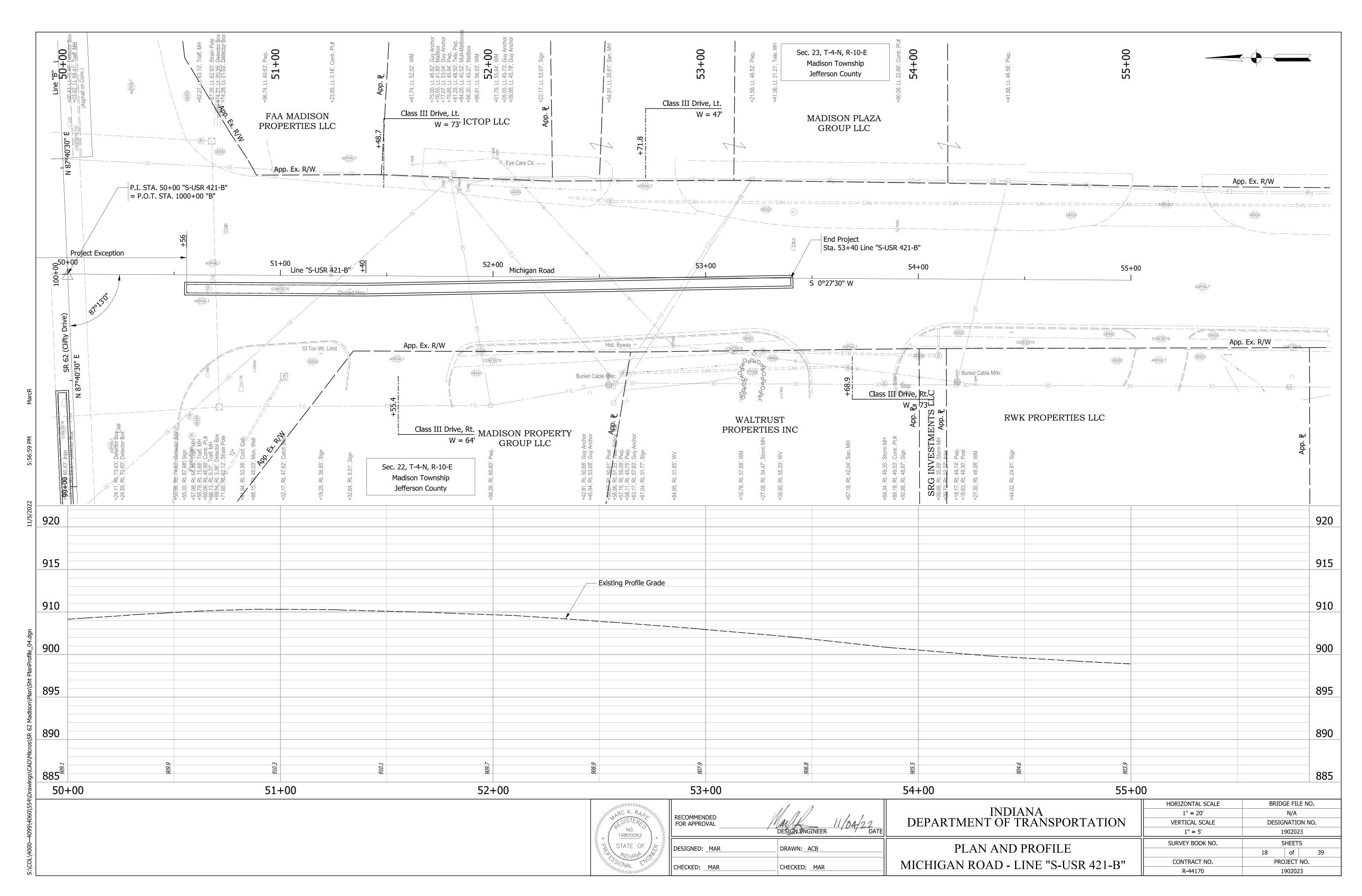


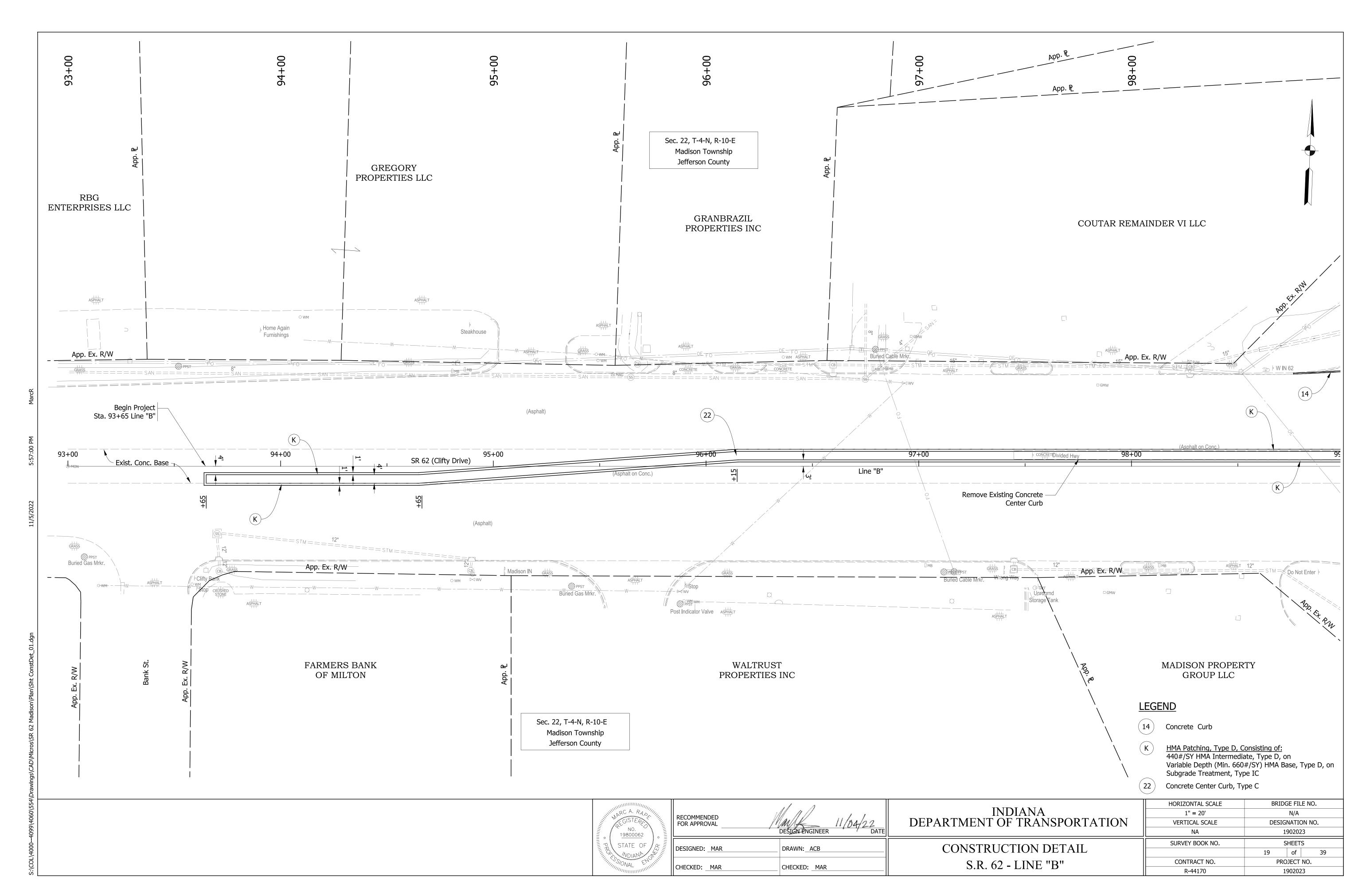


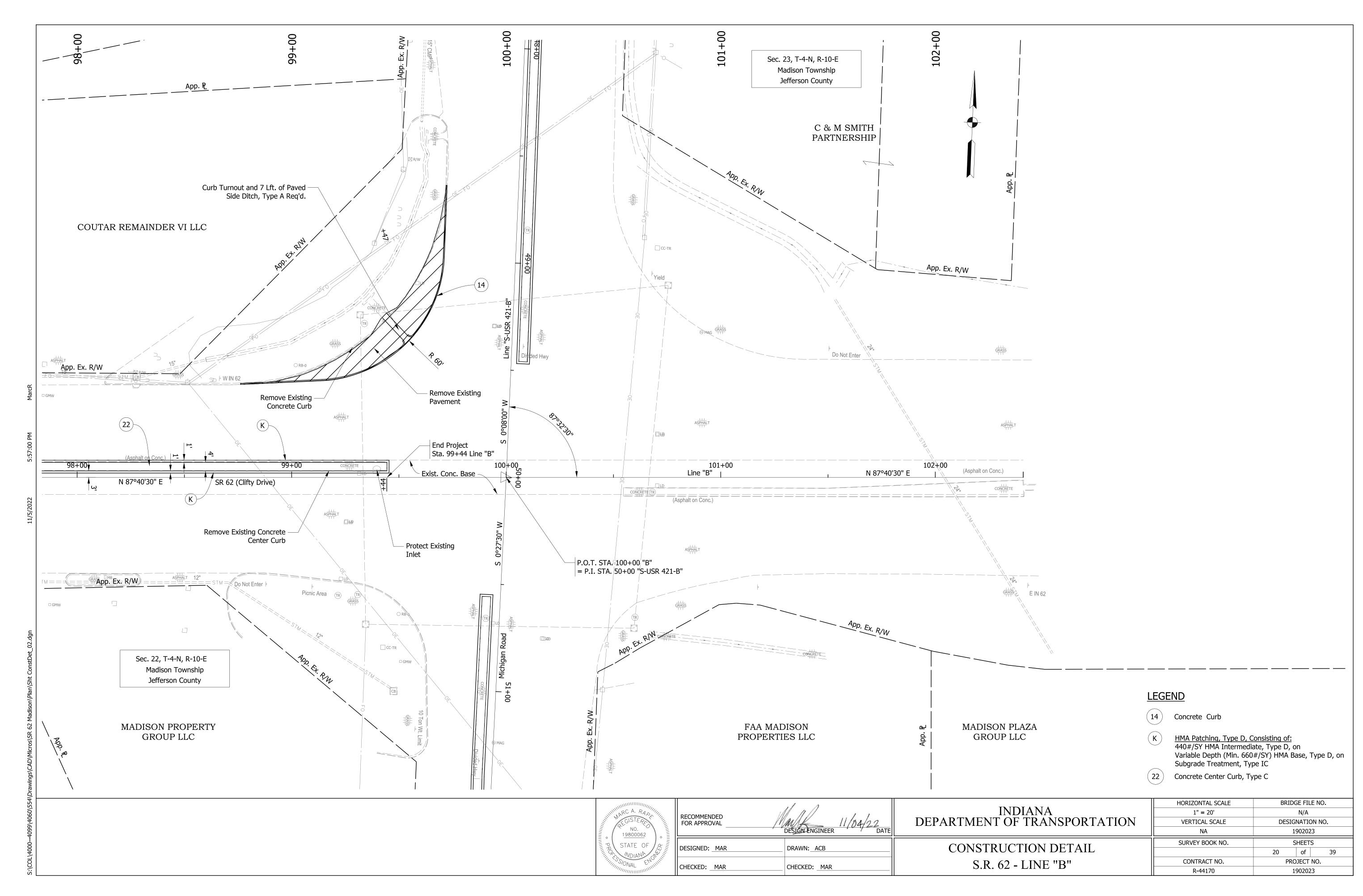


Public Road Approach, Lt. Sta. 45+68.2, W= 82'

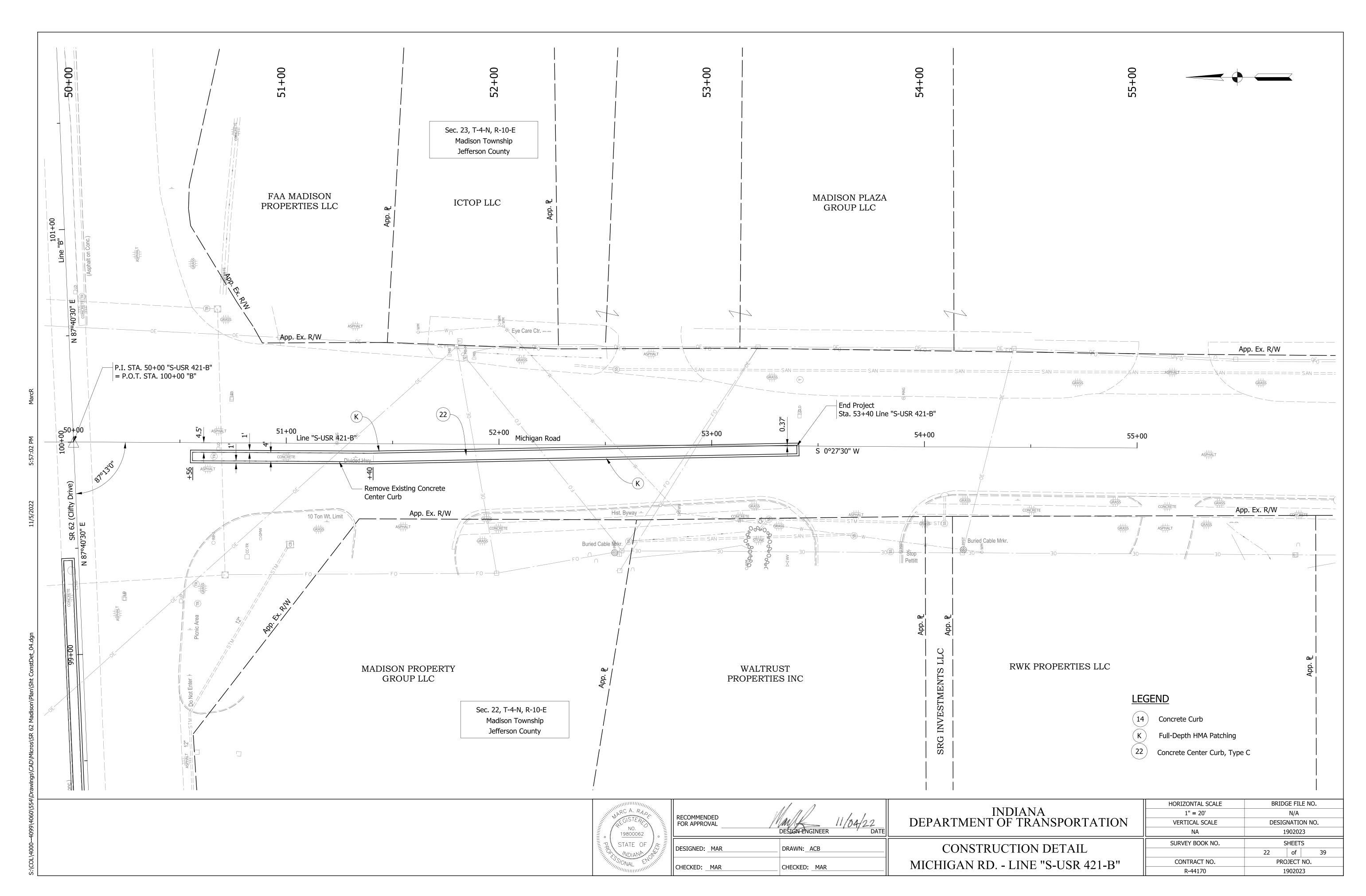


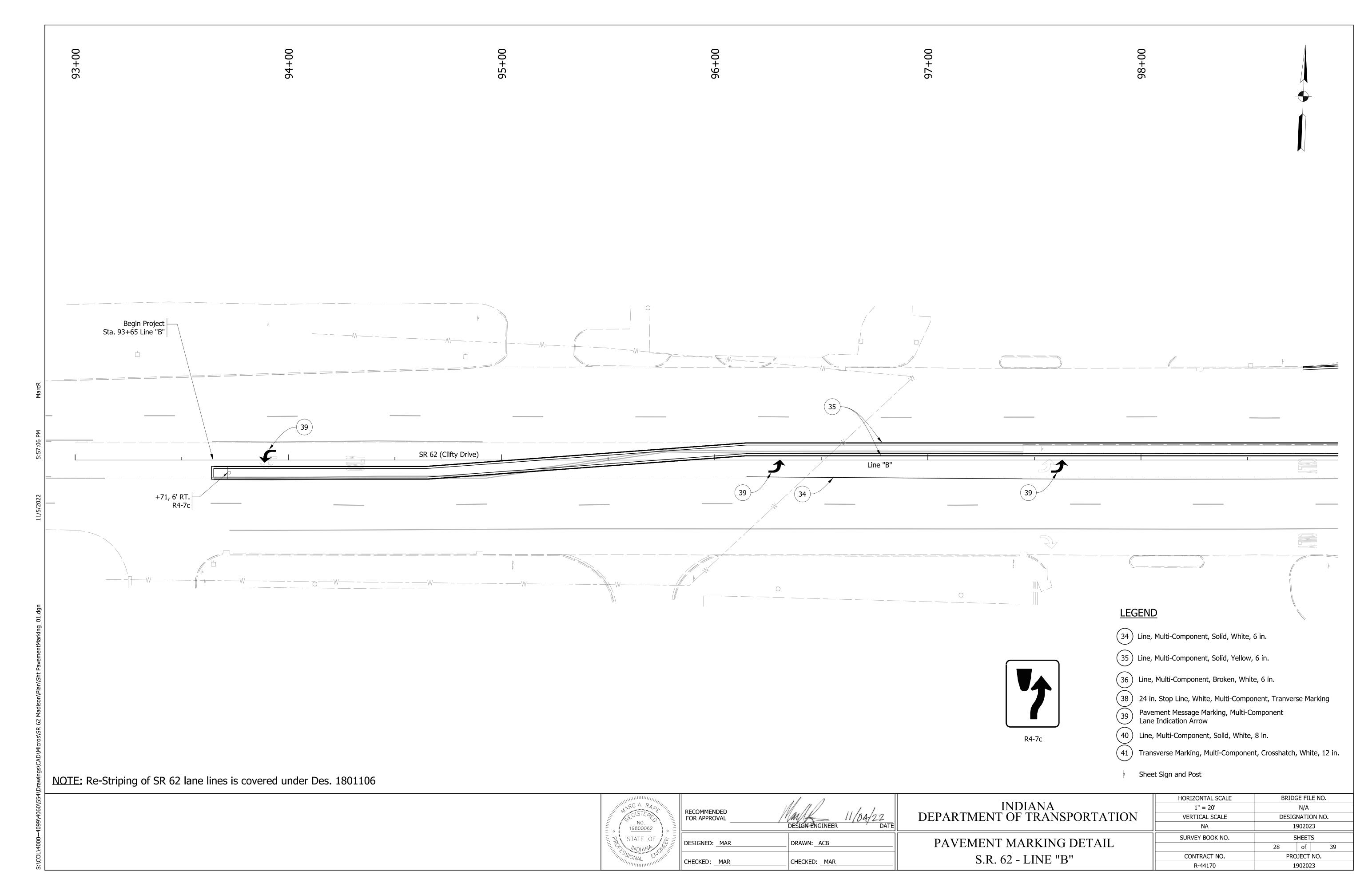


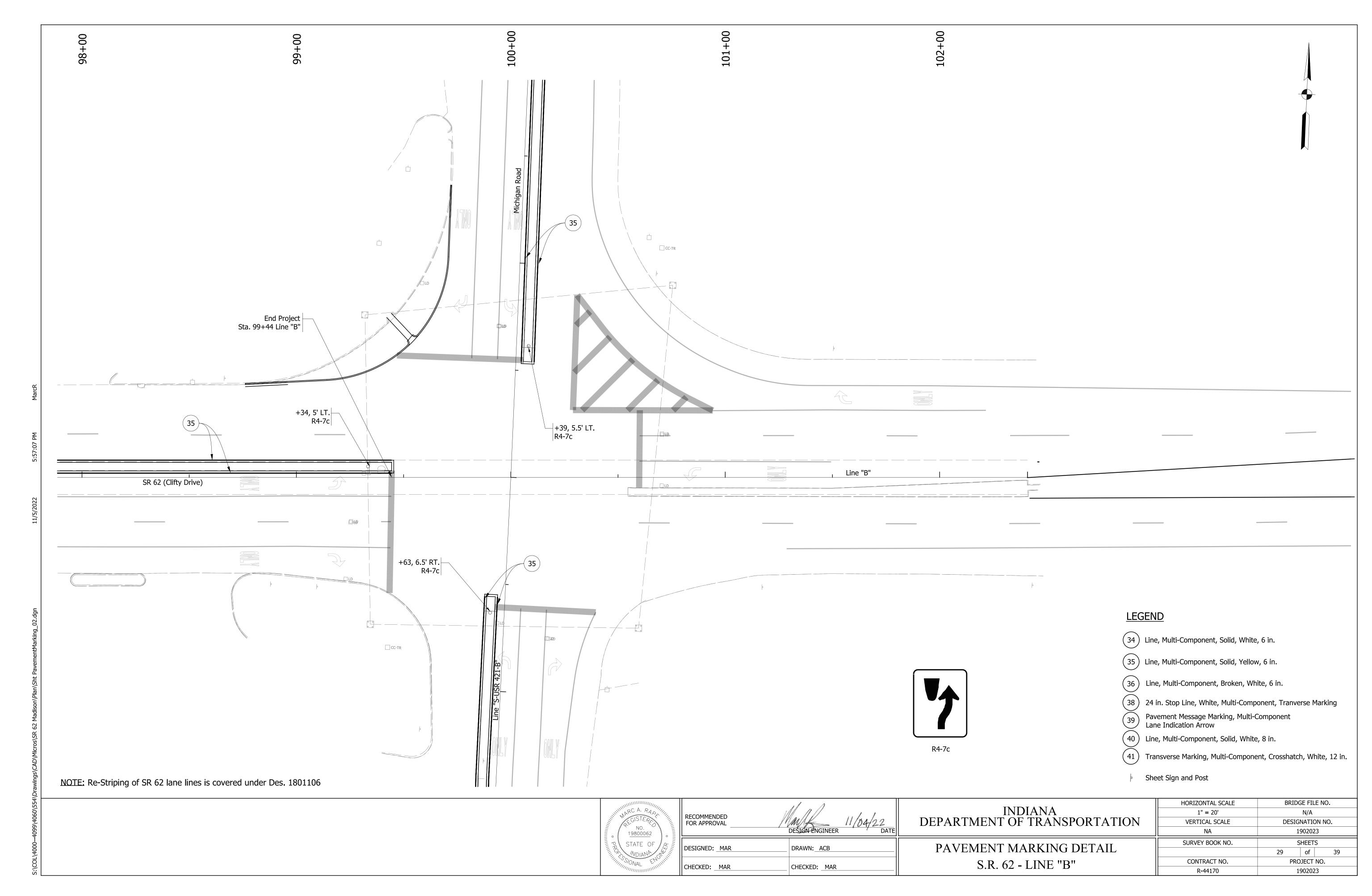


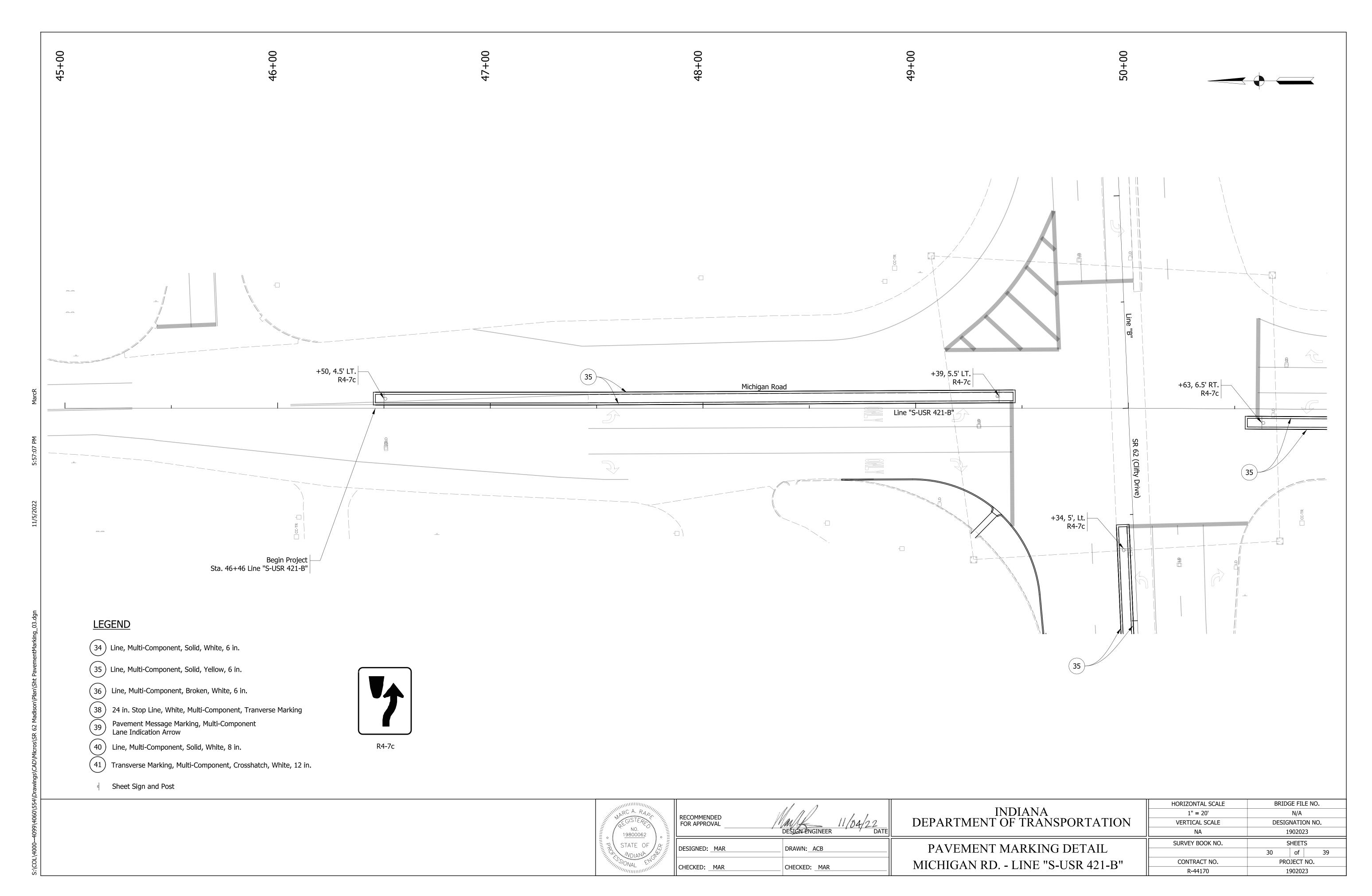


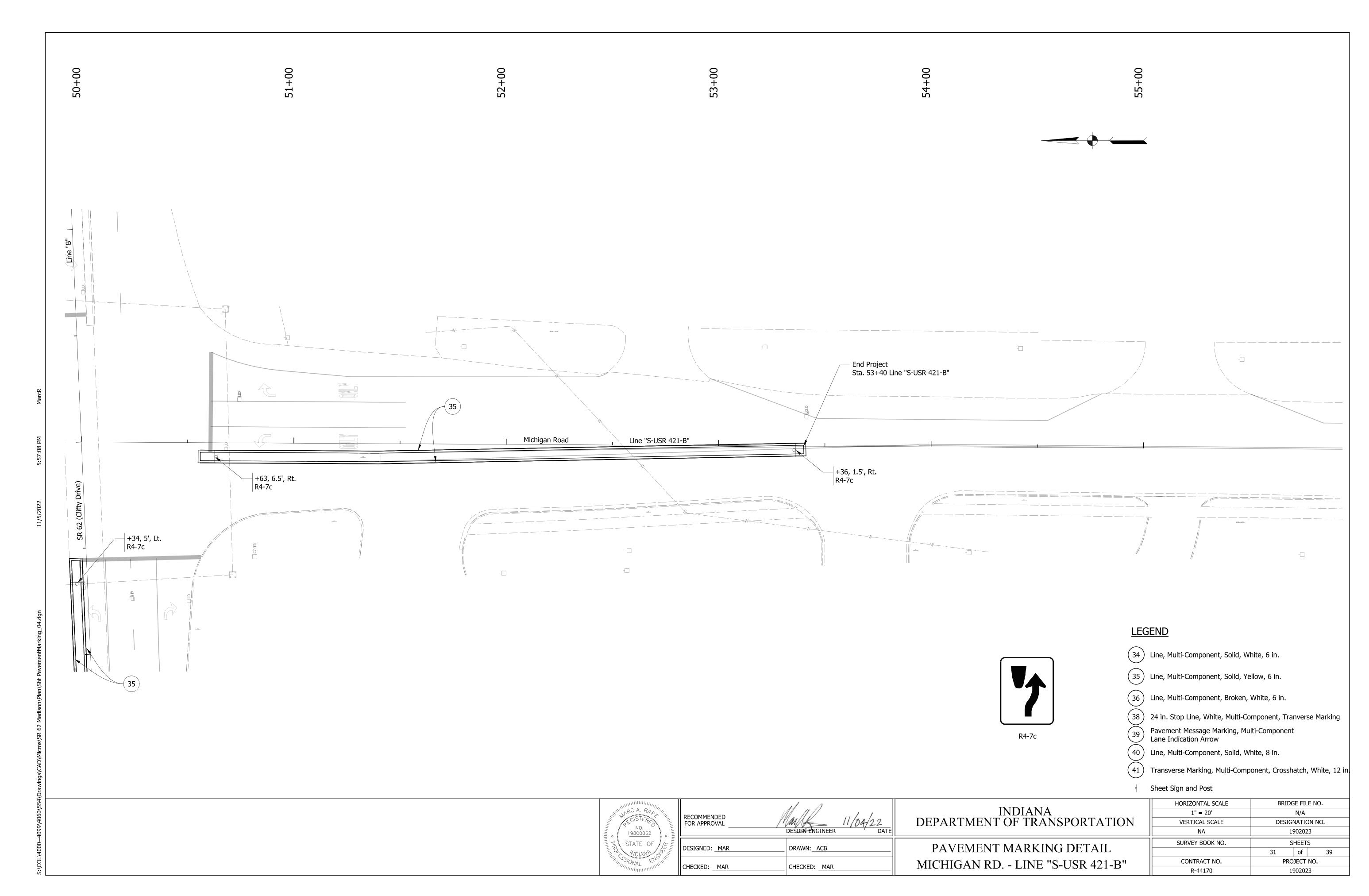
Public Road Approach, Lt. Sta. 45+68.2, W= 82' 45+00 Sec. 23, T-4-N, R-10-E Madison Township Jefferson County FFA MADISON PROPERTIES LLC CALVARY BAPTIST CHURCH C & M SMITH PARTNERSHIP App. Ex. R/W App. Ex. R/W ASPHALT P.I. STA. 50+00 "S-USR 421-B" = P.O.T. STA. 1000+00 "B" 24"X36" CMP K Hist. Byway Project Exception Begin Project Sta. 46+46 Line "S-USR 421-B" Michigan Road 45+00 46+00 48+00 S 0°27'30" W S 0°08'00" W ASPHALT - Remove Existing Pavement Remove Existing Concrete Center Curb App. Ex. R/W MURR BRENDA ANN (1/2) AND LUCAS GEORGE M SR ARMAND RALPH & ANN IRREVOCABLE TRUST BROGAN JON H & CHRISTY D <u>LEGEND</u> GREGORY PROPERTIES LLC MADISON PROPERTY
GROUP LLC Concrete Curb HMA Patching, Type D, Consisting of: 440#/SY HMA Intermediate, Type D, on Variable Depth (Min. 660#/SY) HMA Base, Type D, on Subgrade Treatment, Type IC Sec. 22, T-4-N, R-10-E Madison Township Jefferson County Concrete Center Curb, Type C HORIZONTAL SCALE BRIDGE FILE NO. INDIANA DEPARTMENT OF TRANSPORTATION 1" = 20' RECOMMENDED FOR APPROVAL VERTICAL SCALE DESIGNATION NO. NA 1902023 19800062 SURVEY BOOK NO. SHEETS STATE OF CONSTRUCTION DETAIL DRAWN: ACB DESIGNED: MAR of MICHIGAN RD. - LINE "S-USR 421-B" CONTRACT NO. PROJECT NO. CHECKED: MAR CHECKED: MAR R-44170 1902023











APPENDIX C: Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue Room N642 Indianapolis, Indiana 46204 Eric J. Holcomb, Governor Joe McGuinness, Commissioner

SAMPLE EARLY COORDINATION LETTER

July 8, 2021

{See Attached List}

Note: Project was initially bundled with another Access Management Project. Projects were split and SR 62 and Michigan Road kept Des. No. 1902023; and the other location was assigned a new Des. No. 2101170. Des. No. 2101170 is covered under a separate CE document. Only highlighted portions pertain to this project.

Re: Early Coordination Designation Number (Des. No.) 1902023, Access Management Project
State Road (SR) 229 from Grayson Street (St.) to north Kroger driveway; SR 62 and Michigan Road (Rd.)
Franklin and Jefferson Counties, Indiana

Dear Agency:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the aforementioned Access Management project in Franklin and Jefferson 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.

The project involves two sites. Site 1 includes the corridor of SR 229 beginning at Grayson Street and terminating 0.14 mile northeast at the north Kroger driveway in Batesville, in the southwest portion of Franklin County. Specifically, Site 1 is located in Section 17, Township 10 North, Range 12 East of the Batesville, Indiana 7.5-minute United States Geological Survey (USGS) topographic quadrangle. SR 229 is functionally classified as a Minor Arterial roadway, conveys traffic northeast and southwest through this area, and has a posted speed limit of 40 miles per hour (mph). A typical cross section of SR 229 includes two 12-ft.-wide travel lanes in each direction and a 16-ft.-wide two-way left-turn lane (TWLTL). The roadway is bounded by curb-and-gutter and drains via surface inlets and enclosed storm sewers. No shoulders, sidewalks, or guardrail are present. The adjacent land use is primarily commercial. Full-access commercial driveways are provided on both sides of the road. Left turning vehicles queue past Grayson Street, which creates a safety concern in this area.

Site 2 includes the intersection of SR 62 and Michigan Rd. in Madison, in the south-central portion of Jefferson County, Indiana. Specifically, Site 2 is located in Sections 22 and 23, Township 4 North, Range 10 East of the Clifty Falls, Indiana 7.5-minute USGS topographic quadrangle. SR 62 is functionally classified as a Principal Arterial – Other roadway, conveys traffic east and west through this area, and has a posted speed limit of 35 mph. A typical cross section of SR 62 includes two 12-ft.-wide travel lanes in each direction. The west half of SR 62 is curbed with storm sewers and the eastern half has shoulders with open ditches. Michigan Rd. is functionally classified as a Minor Arterial roadway, conveys traffic north and south through this area, and has a posted speed limit of 40 mph. The adjacent land use is commercial. The crash rate is high due to excessive turning radius, conflicts with the existing median curb, and impeded signal visibility on SR 62.

The draft need for this project is due to the crash frequency and severity in these areas. The draft purpose of this project is to reduce the crash frequency by correcting access conflicts at the intersections.

The proposed improvements to Site 1 include installing a 2-ft.-wide median curb along the full corridor, adjusting the signal heads at Northside Drive to align with the new northbound lane locations, resetting left-turn-only signs, converting the two-way left-turn lane to a left-turn lane, shifting/applying lane striping, applying full-depth asphalt patches to widen the roadway, milling and resurfacing, and installing drainage inlets. Approximately 0.015 acre of temporary right-of-way is anticipated to be required at the northern entrance of Kroger. The proposed improvements to Site 2 include pavement removal in the northwest corner, replacing and extending the approach

medians, installing full-depth patches, milling and resurfacing, reducing the radius of the northwestern corner, modifying traffic signalization, and installing a curb turnout to match the existing drainage pattern. Some utility relocation may be required for each site.

Traffic will be maintained during construction with single lane closures. To maintain a southbound lane during construction of the Site 1 improvements, the fourth lane southbound will be extended to Northside Drive. This will require the curb to be removed and relocated, as well as paving the new lane and adding the appropriate striping.

This project qualifies for the application of the Range-wide Programmatic Informal Consultation for the Indiana Bat and Northern Long-eared Bat between the FHWA, Federal Railroad Administration, Federal Transit Administration, and United States Fish and Wildlife Service (USFWS) dated May 2016 (revised February 2018). Project information will be submitted through the USFWS Information for Planning and Consultation (IPaC) separately. The project also qualifies for programmatic coordination as outlined in the USFWS Interim Policy for the Review of Highway Transportation Projects in the State of Indiana (2013).

This project appears to fall under the current *Programmatic Agreement among the FHWA, the INDOT, 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* (MPPA). Consultation with the INDOT Cultural Resources Office will be conducted as necessary.

As no mapped Waters of the U.S. are within or adjacent to the project areas, and ground disturbance will be very minor, a Waters of the U.S. report and Clean Water Act permits are not anticipated to be required.

If we do not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency believes that there will be no adverse effects incurred as a result of the proposed project. However, if 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 Jessica Peterson, Project Manager, Metric Environmental, at JessicaP@metricenv.com, 812.325.2809, or 6958 Hillsdale Ct., Indianapolis, IN 46250 or Will Fortson, Project Manager, INDOT Seymour District, at WFortson@indot.in.gov, 812.524.3745, or 5701 Highway 31 E, Clarksville, IN 47129. Thank you in advance for your input.

Sincerely,

Jessica Peterson, MS Project Manager

Metric Environmental, LLC

cc: File No. 18-0070-13

Marc Rape, PE; Strand Associates, Inc.

Will Fortson, Project Manager, INDOT Seymour District

Attachments: Recipient List, Location Map, USGS Topographic Maps, 2016 Aerial Photographs, Photograph Location Maps, Site Photographs, NRCS Soils Maps, NRCS Soils Map Legends, National Wetlands Inventory Maps, and Flood Insurance Rate Maps

INDIANA DEPARTMENT OF TRANSPORTATION



100 North Senate Avenue Room N642 Indianapolis, Indiana 46204

Early Coordination Recipients June 30, 2021

Federal Highway Administration Seymour District {erica.tait@dot.gov}

Indiana Geological and Water Survey {https://igws.indiana.edu/eAssessment}

Indiana Department of Natural Resources
Division of Fish and Wildlife
{environmentalreview@dnr.in.gov}

National Parks Service Midwest Regional Office {Mwro_Compliance@nps.gov}

Indiana Department of Environmental Management Drinking Water Branch, Groundwater Section {ATurnbow@IDEM.IN.gov}

Indiana Department of Environmental Management Proposed Roadway Construction Projects {http://www.in.gov/idem/5284.htm}

US Department of Housing & Urban Development Chicago Regional Office {Melanie.H.Castillo@hud.gov}

INDOT – Seymour District
{DDye@indot.in.gov}

INDOT - Office of Aviation
{JCourtade@indot.in.gov}

Natural Resources Conservation Service {rick.neilson@in.usda.gov}

United States Fish and Wildlife Service {robin_mcwilliams@fws.gov}

Jefferson County Highway Department {robert.phillips@jeffersoncounty.in.gov}

Eric J. Holcomb, Governor Joe McGuinness, Commissioner

Jefferson County Surveyor {mike.pittman@jeffersoncounty.in.gov}

Jefferson County Commissioner
Middle District
{robert.little@jeffersoncounty.in.gov}

Jefferson County Emergency Management Agency {troy.morgan@jeffersoncounty.in.gov}

City of Madison – Mayor {mayor@madison-in.gov}

City of Madison — City Council Districts 4 and 5 {krampy@madison-in.gov} {cchatham@madison-in.gov}

INDOT - Utilities and Railroads
{mjett@indot.in.gov}

July 8, 2021

Madison MS4 Coordinator {ms4@madison-in.gov}





Organization and Project Information

18-0070-13 - Site 2 **Project ID:** Des. ID: 1902023 - Site 2

Project Title: Access Management Name of Organization: Metric Environmental

Requested by: Jessica Peterson

Environmental Assessment Report

- 1. Geological Hazards:
 - High liquefaction potential
- 2. Mineral Resources:
 - Bedrock Resource: High Potential
 - Sand and Gravel Resource: None documented in the area
- 3. Active or abandoned mineral resources extraction sites:
 - None documented in the area

DISCLAIMER:

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

This information was furnished by Indiana Geological Survey

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

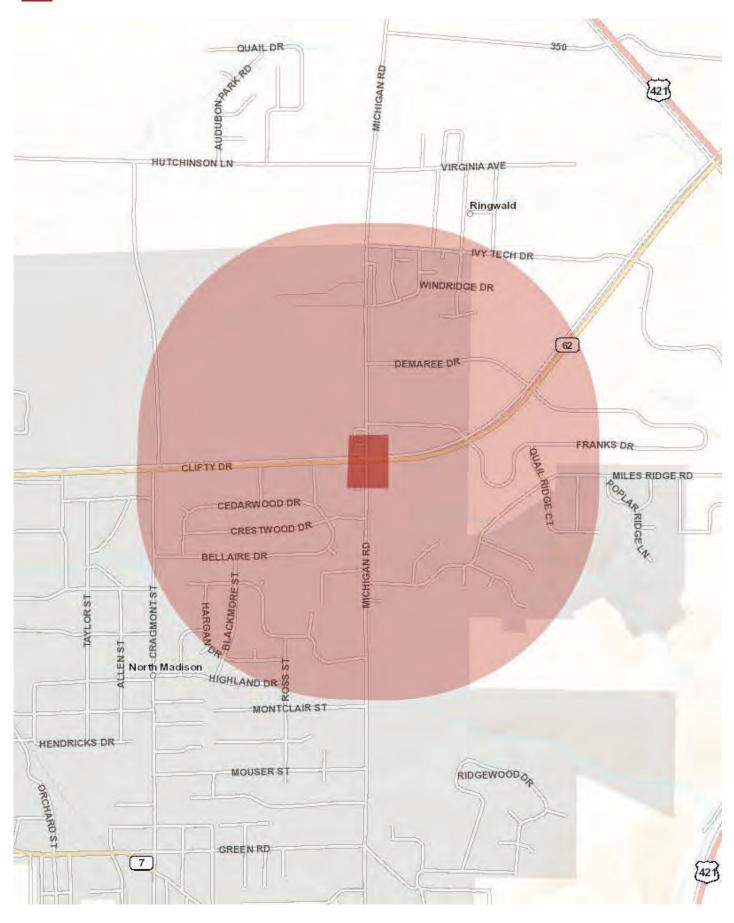
Email: IGSEnvir@indiana.edu

Phone: 812 855-7428 Date: June 30, 2021



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







Note: Project was initially bundled with another Access Management Project. Projects were split and SR 62 and Michigan Road kept Des. No. 1902023; and the other location was assigned a new Des. No. 2101170. Des. No. 2101170 is covered under a separate CE document. This respoinse is for SR 62 and Michigan Rd. only.

Jefferson County Emergency Management Agency

Troy D. Morgan, Director

REQUEST DATE: 30 June 2021

RE: Early Coordination Designation Number (Des. No.) 1902023, Access Management Project State Road (SR) 229 from Grayson Street (St.) to north Kreger drivoway; SR 62 and Michigan Road (Rd.) Franklin and Jefferson Counties, Indiana

The Jefferson County Emergency Management Agency (Agency) has reviewed the material you supplied. The Agency has no concerns regarding this project. Please notify this office of any detours or closures associated with this project in advance, to aid us in maintaining continuity of Emergency Services in the affected area.

CONTACT AUTHORITY:

Jefferson County Emergency Management Agency 620 Green Road Madison, IN 47250 812.265.7616 (Office) 812.265.8955 (Fax)

Should you have questions or need additional information, please don't hesitate to contact me.

Best Regards,

Troy D. Morgan

Director

TDM



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

Eric J. Holcomb Governor

Bruno Pigott Commissioner

66-33 Metric Environmental

Attention: Jessica Peterson 6971 Hillsdale Court Indianapolis, Indiana 46250

Dear Jessica Peterson,

July 7, 2021

Note: Proiect initially bundled with another Access Management Project. Projects were split and SR 62 and Michigan Road kept Des. No. 1902023; and the other location was assigned a new Des. No. 2101170. Des. No. 2101170 is covered under a separate CE document. Only highlighted portions pertain to this project.

> RE: Wellhead Protection Area

Proximity Determination

Des No 1902023

Access Management Projects

Site 1 - SR 229 from Grayson Street

to North Kroger Driveway

Batesville, Franklin County, Indiana

Site 2 - SR 62 and Michigan Road Madison, Jefferson County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project areas are 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 Site 1 project area is **located within** a Source Water Assessment Area for a PWSS's surface water intake. The Site 2 project area is **located not 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 Site 1 project area is Osgood Water Department. A contact person for Osgood Water Department is Anthony J. Wood, and they could be reached via e-mail and/or phone at: woodwwtp@yahoo.com and (812) 621-8770. 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.

Note: the Drinking Water Branch has a self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

- 1. Go to https://www.in.gov/idem/cleanwater/pages/wellhead/
- 2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
- 3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it is suits your needs.



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.

Sincerely,

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

Alisha Turnbow

e-cc: Osgood Water Department



July 15, 2021

Jessica Peterson, MS Metric Environmental 6971 Hillsdale Court Indianapolis, Indiana 46250 Note: Project was initially bundled with another Projects were split Access Management Project. SR and Michigan Road kept Des. No. 1902023; and the other location was assigned a new No. 2101170. 2101170 Des. Des. No. is covered under a separate CE document. This respoinse is for SR 62 and Michigan Rd. only.

Dear Ms. Peterson:

The proposed project to proceed with access management along State Road 229 from Graysen Street to north Kroger drivoway; State Road 62 and Michigan Road in Franklin and Jefferson Counties, Indiana (Des No 1902023), as referred to in your letter received June 30, 2021, will not cause a conversion of prime farmland.

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

Sincerely,

RICHARD Digitally signed by RICHARD NEILSON

NEILSON Date: 2021.07.15
15:47:48 -04'00'

RICK NEILSON State Soil Scientist

State of Indiana DEPARTMENT OF NATURAL RESOURCES Division of Fish and Wildlife

Early Coordination/Environmental Assessment

DNR #: ER-23852 Request Received: June 30, 2021

Requestor: Metric Environmental

Jessica Peterson 6971 Hillsdale Court Indianapolis, IN 46250 Note: **Project** was initially bundled with another Access Management Project. Projects were split and SR 62 and Michigan Road kept Des. No. 1902023; and the other location No. 2101170. was assigned a new Des. Des. No. 2101170 is covered under separate CE document. This respoinse is

for SR 62 and Michigan Rd. only.

Project: Access management project; Des #1902023:

Site 1) SR 229 from Grayson St. to the north Kroger driveway, Batesville, Franklin Co.

Site 2) SR 62 and Michigan Rd. intersection, Madison; Jefferson Co.

County/Site info: Franklin- Jefferson

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

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

have permitting authority, all recommendations are voluntary.

Regulatory Assessment: Formal approval by the Department of Natural Resources under the regulatory

programs administered by the Division of Water is not required for this project.

Natural Heritage Database: The Natural Heritage Program's data have been checked.

To date, no plant or animal species listed as state or federally threatened, endangered,

or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: The measures below should be implemented to avoid, minimize, or compensate for

impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.

2. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are

stabilized.

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above

Date: July 30, 2021

staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer Environ. Coordinator

Division of Fish and Wildlife

Phristie L. Stanifer

Division of Fish and Wildine



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office 620 South Walker Street Bloomington, IN 47403-2121 Phone: (812) 334-4261 Fax: (812) 334-4273

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

In Reply Refer To: October 19, 2021

Consultation Code: 03E12000-2022-SLI-0142

Event Code: 03E12000-2022-E-00549

Project Name: Des. No. 1902023, Access Management, SR 62 and Michigan Rd, Madison,

Jefferson Co.

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

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

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

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

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

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

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

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

Attachment(s):

Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office 620 South Walker Street Bloomington, IN 47403-2121 (812) 334-4261

Project Summary

Consultation Code: 03E12000-2022-SLI-0142 Event Code: Some(03E12000-2022-E-00549)

Project Name: Des. No. 1902023, Access Management, SR 62 and Michigan Rd,

Madison, Jefferson Co.

Project Type: TRANSPORTATION

Project Description: The Indiana Department of Transportation intends to utilize Federal

Highway Administration funds to proceed with an Access Management

Project, Des. No. 1902023.

This project is located at the intersection of SR 62 and Michigan Rd. in Madison, in the south-central portion of Jefferson County, Indiana. A typical cross section of SR 62 includes two 12-ft.-wide travel lanes in each direction. The west half of SR 62 is curbed with storm sewers and the eastern half has shoulders with open ditches. The adjacent land use is commercial. The crash rate of the intersection is high due to excessive turning radius, conflicts with the existing median curb, and impeded signal visibility on SR 62.

The draft need for this project is due to the crash frequency and severity in the project area. The draft purpose of this project is to reduce the crash frequency by correcting access conflicts in the project area.

The proposed improvements include pavement removal in the northwest corner, replacing and extending the approach medians, installing full-depth patches, milling and resurfacing, reducing the radius of the northwestern corner, modifying traffic signalization (i.e., installing new LED signal heads, a 5-section signal head, adding yellow flashing arrows, and replacing the signs), and installing a curb turnout to match the existing drainage pattern. Some utility relocation(s) may be required. Traffic will be maintained during construction with single lane closures.

Suitable summer habitat exists within 1,000 ft. of the project areas however, none is present within the project area. No trees will be trimmed or removed for this project.

Traffic signalization (i.e., permanent lighting) will be modified for this project as described above. Temporary lighting may be utilized during construction. Construction is anticipated to begin in March 2023 and will last for approximately 8-9 months.

A review of the USFWS database by INDOT on July 13, 2021 did not indicate the presence of endangered bat species or known roost or hibernacula in or within 0.5 mile of the project area.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.7751506,-85.38817969423626,14z



Counties: Jefferson County, Indiana

Endangered Species Act Species

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

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

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

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

1. <u>NOAA Fisheries</u>, 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 *Myotis sodalis*

Endangered

There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949

Northern Long-eared Bat *Myotis septentrionalis*

Threatened

No critical habitat has been designated for this species.

This species only needs to be considered under the following conditions:

• Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html

Species profile: https://ecos.fws.gov/ecp/species/9045

Insects

NAME STATUS

Monarch Butterfly *Danaus plexippus*

Candidate

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743

Critical habitats

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



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office 620 South Walker Street Bloomington, IN 47403-2121

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

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

In Reply Refer To: October 19, 2021

Consultation code: 03E12000-2022-I-0142 Event Code: 03E12000-2022-E-00558

Project Name: Des. No. 1902023, Access Management, SR 62 and Michigan Rd, Madison,

Jefferson Co.

Subject: Concurrence verification letter for the 'Des. No. 1902023, Access Management, SR

62 and Michigan Rd, Madison, Jefferson Co.' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des. No. 1902023, Access Management, SR 62 and Michigan Rd, Madison, Jefferson Co.** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

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

• Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

Des. No. 1902023, Access Management, SR 62 and Michigan Rd, Madison, Jefferson Co.

Description

The Indiana Department of Transportation intends to utilize Federal Highway Administration funds to proceed with an Access Management Project, Des. No. 1902023.

This project is located at the intersection of SR 62 and Michigan Rd. in Madison, in the south-central portion of Jefferson County, Indiana. A typical cross section of SR 62 includes two 12-ft.-wide travel lanes in each direction. The west half of SR 62 is curbed with storm sewers and the eastern half has shoulders with open ditches. The adjacent land use is commercial. The crash rate of the intersection is high due to excessive turning radius, conflicts with the existing median curb, and impeded signal visibility on SR 62.

The proposed improvements include pavement removal in the northwest corner, replacing and extending the approach medians, installing full-depth patches, milling and resurfacing, reducing the radius of the northwestern corner, modifying traffic signalization (i.e., installing new LED signal heads, a 5-section signal head, adding yellow flashing arrows, and replacing the signs), and installing a curb turnout to match the existing drainage pattern. Some utility relocation(s) may be required. Traffic will be maintained during construction with single lane closures.

Suitable summer habitat exists within 1,000 ft. of the project areas however, none is present within the project area. No trees will be trimmed or removed for this project.

Traffic signalization (i.e., permanent lighting) will be modified for this project as described above. Temporary lighting may be utilized during construction. Construction is anticipated to begin in March 2023 and will last for approximately 8-9 months.

A review of the USFWS database by INDOT on July 13, 2021 did not indicate the presence of endangered bat species or known roost or hibernacula in or within 0.5 mile of the project area.

Determination Key Result

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

Qualification Interview

- 1. Is the project within the range of the Indiana bat^[1]?
 - [1] See Indiana bat species profile

Automatically answered

Yes

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

Automatically answered

Yes

- 3. Which Federal Agency is the lead for the action?
 - A) Federal Highway Administration (FHWA)
- 4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)
 - [1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting. No
- 5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?
 - [1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

- 6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?
 - [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

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

No

- 8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)
 - [1] See the Service's <u>summer survey guidance</u> for our current definitions of suitable habitat.
 - [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the national consultation FAQs.

Yes

- 9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?
 - [1] See the Service's $\underline{\text{summer survey guidance}}$ for our current definitions of suitable habitat. No
- 10. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?
 - [1] See the Service's <u>summer survey guidance</u> 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 <u>summer survey guidance</u> 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^{[1][2]}?
 - [1] Documented roosting or foraging habitat for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry 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**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry 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)?

No

16. 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

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

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

Yes

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

Yes

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

Yes

21. 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

- 22. 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^[1]?
 - [1] Coordinate with the local Service Field Office for appropriate dates.

Yes

- 23. 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^[1]?
 - [1] Coordinate with the local Service Field Office for appropriate dates.

Yes

24. 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

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

No

26. 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.

27. 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

28. 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

29. Lighting AMM 1

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

Yes

30. Lighting AMM 2

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

- [1] Refer to Fundamentals of Lighting BUG Ratings
- [2] Refer to The BUG System—A New Way To Control Stray Light

Yes

31. 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

Avoidance And Minimization Measures (AMMs)

This determination key result includes the committment 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 April 22, 2021. Keys are subject to periodic revision.

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

This decision key should <u>only</u> be used to verify project applicability with the Service's <u>February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects</u>. 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 <u>not</u> 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.

SR 62 & Michigan Road Des. No. 1902023

Date:	rebruary 11, 2021			
- 4 4				

Su		

Utility Relocation Work Plan for:	MADISON UTILITIES	
Facility Type:	WATER & SEWER	

Section 1: General Information

A. INDOT/LPA Project Information

1.	DES NO.:	1902023
2.	Route Number:	SR 62 & Michigan Road
3.	Location:	SR 62 & Michigan Road
4.	Work Type:	Access Improvement Project
5.	Letting Date:	August 3, 2022
6.	Date Work Plan Needed	October 1, 2021
7.	Target Date for Utility to be out of conflict with INDOT Project	
	Intermediate Phase	
	Intermediate Phase	

B. Utility Designated Contact - Information

1.	Designated Contact Name:	BRIAN JACKSON
2.	Office telephone:	812-265-8326
3.	Mobile telephone:	812-701-4094
4.	Email address:	utilitymanager@madison-in.gov
5.	Agency name	City of Madison Utilities
6.	Address:	101 W Main Street
7.	City, State, Zip Code:	Madison, IN 47250
8.	Construction Emergency Contact:	
	Name:	BRIAN JACKSON
	Number:	812-701-4094

C.	By signing here, the Utility has determined to the best of their ability that they do not have facilities within
	the project area:

Signature of Utility Representative	Print Name	Date	_

Note: A signature by the utility representative at item "(C)" fulfills the requirement to complete the rest of this form and affirms their contact information above is correct

D. INDOT/LPA Utility Coordinator Contact Information

1.	Utility Coordinator Name:	Jason Hoy
2.	Office Telephone:	812-372-9911
3.	Mobile Telephone:	
4.	Email Address:	Jason.hoy@strand.com
5.	Agency Name:	Strand Associates Inc.
6.	Address:	629 Washington Street
7.	City, State, Zip Code	Columbus, IN, 47201

Section 2: A narrative description of existing facilities within the project limits and any facility relocation that will be required. [IAC 13-3-3(c)]

A. Describe what types of existing active and inactive facilities are present.

There is an active 10" Water Main crossing State Road #62.

There is an active 8" Water Main crossing Michigan Road.

B. Describe the location of existing active and inactive facilities.

The 10" Water Main crossing State Road #62 is located at approximately Station 996+80.

The 8" Water Main crossing Michigan Road is located at approximately Station 52+85.

C. Describe what will be done with existing active and inactive facilities.

Nothing will be done with the existing water lines because they should not be affected by the project.

D. Describe the details of the proposed new facilities.
 N/A

E. Describe the proposed location of the new facilities.
 N/A

F. By signing here, the Utility has determined to the best of their ability that they have facilities within the project area and the facilities are not in conflict with the project based upon the plans received on <February 26, 2021>

Signature of Utility Representative

Print Name

Date

Note: A signature by the utility representative at item "(F)" fulfills the requirement to complete the rest of this form and affirms their contact information above is correct.

APPENDIX D: Section 106 of the National Historic Preservation Act

Date: 6/25/2021

Note: Des. No. 2101170/SR 229, Batesville is no longer part of the scope of this project and INDOT

CRO has been informed of this.

Route Number: State Road (SR) 229 & SR 62

Project Designation Number: 1902023 and 2101170

Project Description: SR 229 and SR 62 Access Improvements Project

The proposed project consists of two roadway access improvements. The first is located on SR 229 between Grayson Street and Northside Drive, a distance of approximately 850 feet, within the city of Batesville in Franklin County. The second is located at the intersection of SR 62 and Michigan Road within the city of Madison in Jefferson County. The need for this project is based on the crash frequency and severity at these locations. In Batesville, there are commercial driveways through SR 229 that cause vehicles to queue past Grayson Street and create safety issues. In Madison, the intersection has experienced a high crash rate due to an excessive turning radius on SR 62 and impeded signal visibility, as well as due to vehicles ignoring or evading the existing median curb. The purpose of the project is to reduce the crash frequency at both locations.

Currently SR 229 includes two (2) 12-foot-wide lanes in each direction with exclusive left-turn lanes northbound and southbound at the Grayson Street intersection, a northbound right-turn-only lane that ends at a commercial entrance 570 feet north of Grayson Street, and a left-turn lane at the Northside Drive intersection. Through the project area there is full access to commercial driveways along SR 229 with no restrictions. Current roadway design on SR 62 in Madison includes a left-turn lane, two through-lanes, and one right-turn lane in both the east-and west-bound lanes. The northbound and southbound approaches of Michigan Road have a left-turn lane, a through-lane, and a right-turn lane.

The undertaking would reduce access points at both locations. On SR 229 the project consists of installation of a two-foot-wide median curb beginning at SR 229 and Grayson Street to Northside Drive, where signals currently exist at both intersections. The median curb would force all left turns to occur at these intersections through the project area. The signal heads at Northside Drive would be adjusted to align with the new northbound lane locations and the left-only signs will be reset at the entrance. The two-way left-turn lanes will be converted to left-turn-only lanes in each direction. The northbound lane striping would need to be shifted on SR 229 to maintain the current lane width after the median has been installed. For the median installation, the existing pavement would be cut one foot on each side for construction, and the area would be patched with full-depth asphalt. One lane width would be milled and resurfaced on each side of the new median. Solid white striping would be added where the outside northbound lane becomes an exclusive right turn lane and then is dropped at the first driveway south of Northside Drive.

Since the existing medians at the intersection of SR 62 and Michigan Road are not currently long enough to deter left turns, the project proposes to extend both the current north and south approach medians. The median north of SR 62 would be extended approximately 100 feet to the first drive on the west; the existing median south of SR 62 would be extended approximately 200 feet south until the first drive on the west. On SR 62 the median west of Michigan Road would be extended through the taper to the west, extending the existing median approximately 130 feet. In addition to the extension of the center medians, the existing medians will be replaced.

For installation of the new medians, the existing pavement will be cut 1 foot on each side for construction, and the area would be patched with full-depth asphalt. Additional project activities at this intersection include reducing the radius at the northwestern corner, as well as reducing the driveway width on the west side of Michigan Road to north of SR 62. Improvements to the current traffic signals include new LED signal heads, 5-section signal head for northbound right turns, yellow flashing arrows for north and southbound left turns, and replacing the signpost on the west end of the median on the west leg. Construction of the medians would be done under single lane closures.

There will be modification of the curb radius at the south corner of the T-intersection of SR 229 and Northside Drive in Batesville, as well as at the northwest corner of SR 62 and Michigan Road in Madison to channelize traffic. Both areas would require new curbing.

Feature crossed (if applicable): N/A

City/Township: Batesville, Laughery Township & Madison, Madison Township

County: Franklin County & Jefferson County

Information reviewed (please check all that apply):

☑ General project location map ☑ USGS map ☑ Aerial photograph ☑ Interim Report

☑ Written description of project area ☑ General project area photos ☑ Soil survey data

☐ Previously completed historic property reports ☐ Previously completed archaeology reports

Other (please specify): Indiana State Historic Architectural and Archaeological Research Database (SHAARD); Indiana Buildings, Bridges, and Cemeteries Map website; *Franklin County Interim Report*; *Jefferson County Interim Report*; Arc Map GIS; Franklin County GIS (accessed via https://franklinin.wthgis.com); Jefferson County GIS (accessed via https://franklinin.wthgis.com); Jefferson County GIS (accessed via https://franklinin.wthgis.com); Jefferson (including maps and photographs) sent by Metric Environmental, dated June 2nd, 2021 and on file at Cultural Resources Office (CRO).

▼ SHAARD GIS

✓ Streetview Imagery

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

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

Condition A (Archaeological Resources)

☐ Bridge Inspection Information ☑ SHAARD

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

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

Condition B (Above-Ground Resources)

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

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

- ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below (EITHER Condition a OR Condition b must be met, and field work and documentation must be completed as described below):
 - a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
 - b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual aboveground resource or district and ANY ONE of the conditions (1, 2, or 3) listed below must be fulfilled:
 - 1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
 - 2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
 - 3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified
- **B-2**. Installation of new lighting, signals, signage and other traffic control devices under the following conditions [BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

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

Condition A (Archaeological Resources)

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

i. Work occurs in previously disturbed soils; OR

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

Condition B (Above-Ground Resources)

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

Are there any commitments associated with this proje	ect? If yes, please ex	plain and include in th	1e
Additional Comments Section below. yes	no 🖂	•	
Does the project result in a de minimis impact to a Sec	ction 4(f) protected	historic resource? If y	es, please
explain in the Additional Comments Section below.	yes 🗌	no 🛚	
Additional Comments:			

Above-ground Resources

An INDOT Cultural Resources historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Franklin and Jefferson County. No listed resources are located immediately adjacent to the project area, a distance that serves as an adequate area of potential effects given the project scope and setting.

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Franklin and Jefferson County are available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Franklin County Interim Report* (2011; Ray Township) and *Jefferson County Interim Report* (1989; Madison Township) were also consulted. All sites were reviewed through the IHBBCM, which contains the most recently updated SHAARD information. No IHSSI documented resources are located immediately adjacent to the project area.

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register-eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "notable" might possess the necessary level of significance after further research. Properties rated "outstanding" usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity.

Because the location of the project is not adjacent to a National Register-listed or eligible resource, a field visit by a Qualified Professional historian is not required to review the curb replacement along the project area. The project area was reviewed by an INDOT-CRO historian through aerial photography, online street-view imagery, and the Franklin and Jefferson County GIS websites. The project area consists of two separate locations. The first is along SR 229 between Northside Drive and Grayson Street in Batesville. The second is at the intersection of SR 62, locally known as Clifty Drive, and Michigan Road in Madison. Both sites are located in a suburban setting. The adjacent above-ground resources in both locations primarily consist of mid-twentieth to early twenty-first century commercial buildings. New curbing would be required SR 229 and Northside Drive in Batesville, as well as the northwest corner of SR 62 and Michigan Road in Madison. None of the resources immediately adjacent to the project area appear to possess the significance or integrity required to be considered NRHP-eligible. Therefore, Category B-1, Condition B-i is applicable for the proposed work at this intersection.

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

Archaeological Resources

An INDOT Cultural Resources Office (CRO) archaeologist, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed the MPPA request submitted by Metric Environmental, LLC. dated 6/2/2021 and conducted a desktop review of the project area and completed an archaeological assessment.

With regard to archaeological resources, the proposed projects on SR 229 in Franklin County and SR 62 in Jefferson County are limited to the installation of curbs and medians, traffic signal installation, turning lane adjustments/conversion, and the replacement of a signpost within the project limits. All work will occur in soils disturbed by the above-mentioned state roads, turn lanes, ditches, storm sewers, medians, traffic signals, lights, signs and utilities. The area immediately surrounding the ROW has been disturbed by commercial development. According to SHAARD GIS, there are no archaeological sites located within or adjacent to the project areas. Since no right-of-way is being acquired and the project will be confined to excavation work in previously disturbed soils, there are no archaeological concerns.

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

INDOT Cultural Resources staff reviewer(s): Patricia Jo Korzeniewski and Clint Kelly

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

APPENDIX E: Red Flag and Hazardous Materials

From: Foheybreting, Nicole K < NFoheyBreting@indot.IN.gov>

Sent: Thursday, November 18, 2021 12:49 PM **To:** Jessica Peterson < jessicap@metricenv.com>

Subject: RE: Des. No. 1902023 RFI

Greetings Jessica -

I discussed this project with Marlene and Ron Bales. They agree that no RFI is warranted. Although the listing for altering traffic is not specifically called out, the proposed scope of work would address access issues; however, the impact (from an RFI standpoint) is minimal.

Thank you and I hope you have a great rest of the week. Sincerely,
Nicole

Nicole Fohey-Breting

Major Projects / LPA Review Liaison 100 North Senate Avenue N758-ES Indianapolis, Indiana 46204

Office: (317) 416-7084

Email: NFoheyBreting@indot.in.gov

Office Hours: 8 to 4 PM



The Site Assessment and Management (SAM) Manual can be found at https://www.in.gov/indot/engineering/environmental-services/environmental-policy/site-assessment-and-management/

Be sure to refer to the updated information in the SAM Manual for document preparation and submission.

Infrastructure SR 62 and Michigan Rd. Des. No. 1902023, Access Management Jefferson County, Indiana

Note: Maps provided for illustrative purposes only. No concurrence by INDOT ESD SAM required.



0.15 0.075 0.15 Sources: Religious Facility Recreation Facility Project Area Non Orthophotography

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

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

Map Projection: UTM Zone 16 N Map Datum: NAD83 Miles Half Mile Radius Pipeline + Airport Railroad Ť Cemeteries Interstate Trails State Route H Hospital Managed Lands This map is intended to serve as an aid in graphic US Route representation only. This information is not warranted School County Boundary for accuracy or other purposes. Local Road

Water Resources SR 62 and Michigan Rd. Des. No. 1902023, Access Management Jefferson County, Indiana Note: Maps provided for illustrative purposes only. No concurrence by INDOT ESD SAM required.



Sources:
Non Orthophotography.

Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N

This map is intended to serve as an aid in graphic

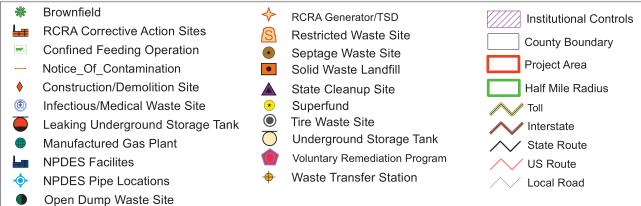
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



Hazardous Material Concerns SR 62 and Michigan Rd. Des. No. 1902023, Access Management Jefferson County, Indiana

Note: Maps provided for illustrative purposes only. No concurrence by INDOT ESD SAM required.





0.15 0.075 0 0.15 Miles

Non Orthophotography

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

When Windianaman Orthophotography

E-4

Indiana County Endangered, Threatened and Rare Species List **County: Jefferson**



Species Name	Common Name	FED	STATE	GRANK	SRANK
Platyhelminthes (Flatworms) Sphalloplana weingartneri	Wein controlle Cons Eleterone		WL	G4	S3
	Weingartner's Cave Flatworm		WL	U4	33
Crustacean: Malacostraca Caecidotea rotunda	North costom Corre Isonad		SR	G2G4	S3
rangonyx lewisi	Northeastern Cave Isopod		SR	G2G4	S2
rangonyx tewisi rangonyx packardi	Lewis Cave Amphipod Packard's Cave Amphipod		WL	G2 G4	S3
	Tuckard's Cave / Impinipod		W.E		
rustacean: Copepoda iacyclops indianensis	Indiana Groundwater Copepod		SE	G2	S 1
iacyclops lewisi	Lewis' Groundwater Copepod		SE	G1	<u>S1</u>
ollusk: Bivalvia (Mussels)	•				
pioblasma triquetra	Snuffbox	LE	SE	G3	S1
ampsilis ovata	Pocketbook	_ _	SSC	G5	S2
gumia recta	Black Sandshell		SSC	G4G5	S2
bovaria subrotunda	Round Hickorynut	\mathbf{C}	SE	G4	S1
lethobasus cyphyus	Sheepnose	LE	SE	G3	S1
leurobema cordatum	Ohio Pigtoe		SSC	G4	S2
tychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
impsonaias ambigua	Salamander Mussel	С	SSC	G3	S2
oxolasma lividus	Purple Lilliput	С	SSC	G3Q	S2
llosa lienosa	Little Spectaclecase		SSC	G5	S3
llipluran: Collembola					
seudosinella fonsa	Fountain Cave Springtail		ST	G3G4	S2
ninthurides hypogramme	springtail		WL	GNR	S1
sect: Coleoptera (Beetles)					
theta troglophila			SR	G4	S2
seudanophthalmus chthonius	Cave Ground Beetle		SR	G3	S3
sect: Odonata (Dragonflies & Damselflies)				G.#	~ .
rchilestes grandis	Great Spreadwing		WL	G5	S3
rachnida alymmaria cavicola	Cove Francis 1 1 - C - 1 1			GNR	S1
	Cave Funnel-web Spider			MIN	3 1
mphibian eris blanchardi	Dlamahamilla Cuitalant E		990	G5	S4
eris biancharai mbystoma barbouri	Blanchard's Cricket Frog	C	SSC	G3 G4	S4 S3
-	Streamside Salamander	C	SSC	G3T2	S1
ryptobranchus alleganiensis alleganiensis	Eastern Hellbender	$\left(\mathbf{C}\right)$	SE		
emidactylium scutatum	Four-toed Salamander		SSC	G5	S2
ithobates areolatus circulosus	Northern Crawfish Frog		SE	G4T4	S2)
<mark>eptile</mark> lonophis kirtlandii	Vintlandla Chalia		SE	G2	S2
nonophis kiritanati Opheodrys aestivus	Kirtland's Snake			G2 G5	S3
ρριτούμ γε μεεμνίες	Rough Green Snake		SSC		<i></i>
diana Natural Heritage Data Center Fed:	LE = Endangered; LT = Threatened; C = can				. 1
Division of Nature Preserves State:	SE = state endangered; ST = state threatened			ite species of sp	pecial concern;

Indiana Department of Natural Resources

This data is not the result of comprehensive county surveys.

 $SX = state \ extirpated; \ SG = state \ significant; \ WL = watch \ list$

GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long-term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank

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

Indiana County Endangered, Threatened and Rare Species List **County: Jefferson**



Species Name	Common Name	FED	STATE	GRANK	SRANK
Terrapene carolina carolina	Eastern Box Turtle		SSC	G5T5	S3
Bird					
Aimophila aestivalis	Bachman's Sparrow			G3	SXB
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B
Buteo platypterus	Broad-winged Hawk		SSC	G5	S3B
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Falco peregrinus	Peregrine Falcon		SSC	G4	S2B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Lanius ludovicianus	Loggerhead Shrike		SE	G4	S3B
Setophaga cerulea	Cerulean Warbler		SE	G4	S3B
Setophaga citrina	Hooded Warbler		SSC	G5	S3B
Tyto alba	Barn Owl		SE	G5	S2
Mammal					
Myotis lucifugus	Little Brown Bat	C	SE	G3	S2
Myotis septentrionalis	Northern Long Eared Bat	LT	SE	G1G2	S2S3
Myotis sodalis	Indiana Bat	LE	SE	G2	S1
Perimyotis subflavus	Tricolored Bat		SE	G2G3	S2S3
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Asplenium ruta-muraria	wallrue spleenwort		ST	G5	S3
Baptisia australis	wild false indigo		ST	G5	S3
Cardamine dissecta	divided toothwort		SE	G4?	S1
Carex eburnea	ebony sedge		ST	G5	S3
Carex pedunculata	longstalk sedge		WL	G5	S3
Carex seorsa	weak stellate sedge		ST	G5	S3
Carex straminea	straw sedge		ST	G5	S2
Chaerophyllum shortii	wild chervil		ST	G5T3T4Q	S2
Chimaphila maculata	spotted wintergreen		WL	G5	S3
Clinopodium vulgare	American wild basil		WL	G5	S3
Cornus amomum ssp. amomum	silky dogwood		SE	G5	S1
Cyperus pseudovegetus	green flatsedge		ST	G5	S3
Dendrolycopodium obscurum	tree clubmoss		ST	G5	S3
Dichanthelium scoparium	broom panic-grass		SE	G5	S1
Eleocharis wolfii	Wolf's spikerush		ST	G3G5	S2
Helianthus angustifolius	swamp sunflower		SE	G5	S1
Hydrocotyle americana	American water-pennywort		SE	G5	S1
Hypericum frondosum	golden St. John's-wort		SX	G4	SX
Hypopitys monotropa	American pinesap		WL	G5	S3
Isotria verticillata	large whorled pogonia		WL	G5	S3
Juglans cinerea	butternut		ST	G3	S2

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

State:

GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long-term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank

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

SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern;

 $SX = state \ extirpated; \ SG = state \ significant; \ WL = watch \ list$

Indiana County Endangered, Threatened and Rare Species List **County: Jefferson**



Species Name	Common Name	FED	STATE	GRANK	SRANK
Juniperus communis var. depressa	ground juniper		ST	G5T5	S3
Lilium canadense	Canada lily		ST	G5	S3
Linum striatum	ridged yellow flax		WL	G5	S3
Ludwigia decurrens	primrose willow		WL	G5	S3
Lygodium palmatum	climbing fern		SE	G4	S1
Matelea obliqua	angle pod		ST	G4?	S3
Denothera perennis	small sundrops		ST	G5	S3
Denothera triloba	stemless evening-primrose		SX	G4	SX
Orobanche riparia	bottomland broomrape		SE	G4?	S1
Panax quinquefolius	American ginseng		WL	G3G4	S3
Panax trifolius	dwarf ginseng		WL	G5	S3
Patis racemosa	black-fruit mountain-ricegrass		ST	G5	S3
Phlox amplifolia	large-leaved phlox		ST	G3G5	S3
Platanthera peramoena	purple fringeless orchid		WL	G5	S3
Poa alsodes	grove meadow grass		ST	G4G5	S3
Ranunculus pusillus	Pursh's buttercup		SE	G5	S1
Rhexia mariana var. mariana	Maryland meadow beauty		ST	G5T5	S 1
Sagittaria australis	longbeak arrowhead		ST	G5	S3
Schoenoplectiella purshiana	weakstalk bulrush		ST	G4G5	S3
Sida hermaphrodita	Virginia mallow		SE	G3	S1
Strophostyles leiosperma	slick-seed wild-bean		WL	G5	S3
Sullivantia sullivantii	Sullivantia		ST	G4	S2
Symphyotrichum oblongifolium	aromatic aster		ST	G5	S3
Thalictrum pubescens	tall meadowrue		ST	G5	S3
Tragia cordata	heart-leaved noseburn		WL	G4	S3
Triadenum walteri	Walter's St. John's-wort		WL	G5	S3
Tsuga canadensis	eastern hemlock		WL	G5	S3
Valerianella chenopodiifolia	goose-foot corn-salad		WL	G4	S3
iburnum molle	softleaf arrow-wood		ST	G5	S3
Visteria frutescens	American wisteria		ST	G5	S3
Voodwardia areolata	netted chainfern		ST	G5	S3
High Quality Natural Community			~ ~	C2	62
Forest - flatwoods bluegrass till plain	Bluegrass Till Plain Flatwoods		SG	G3	S2
Forest - upland dry Bluegrass	Bluegrass Dry Upland Forest		SG	GNR	S1
Forest - upland dry-mesic Bluegrass	Bluegrass Dry-mesic Upland Forest		SG	GNR	S1
Forest - upland mesic Bluegrass	Bluegrass Mesic Upland Forest		SG	GNR	S3
Primary - cliff limestone	Limestone Cliff		SG	GU	S1
Other Significant Feature Freshwater Mussel Concentration Area	Mussel Bed		SG	G3	SNR

Division of Nature Preserves Indiana Department of Natural Resources

surveys.

This data is not the result of comprehensive county

State:

SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern;

 $SX = state \ extirpated; \ SG = state \ significant; \ WL = watch \ list$

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Page 4 of 4 03/09/2020

Indiana County Endangered, Threatened and Rare Species List County: Jefferson



Species Name Common Name FED STATE GRANK SRANK

Geomorphic - Nonglacial Erosional Feature - Water Fall and Cascade

Water Fall and Cascade

GNR

SNR

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

This data is not the result of comprehensive county surveys.

State:

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting

SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern;

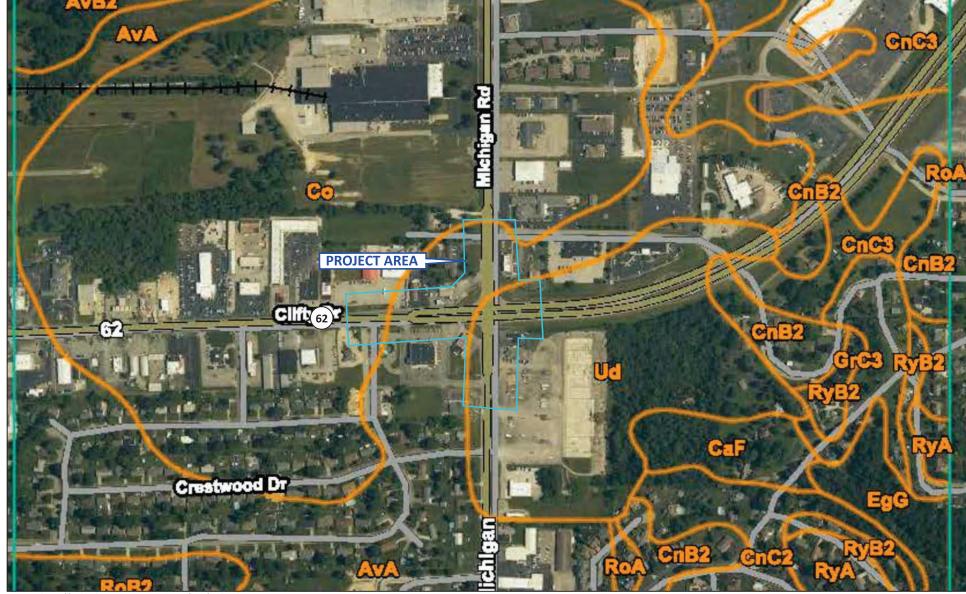
SX = state extirpated; SG = state significant; WL = watch list

GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long-term concerns; G5 = widespread and abundant

globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank

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

APPENDIX F: Water Resources



Source: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

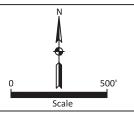
NRCS Soils Map

Access Management Project Site SR 62 and Michigan Road Madison, Jefferson County, Indiana

Des. No. 1902023

Metric Project #18-0070 Task 13

Note: All locations are approximate





Drawn by: ILI
Checked by: SC
Approved by: JRP

Date: June, 2021

MAP LEGEND

Area of Interest (AOI)

Special Point Features

Blowout

Borrow Pit

Clay Spot

Gravel Pit

Landfill

Lava Flow

Marsh or swamp

Mine or Quarry

Perennial Water

Rock Outcrop Saline Spot Sandy Spot

Sinkhole Slide or Slip Sodic Spot

Miscellaneous Water

Severely Eroded Spot

Gravelly Spot

Closed Depression

Soils

10

W

0

30

D

(0)

Area of Interest (AOI)

Soil Map Unit Polygons

Soil Map Unit Lines

Soil Map Unit Points

Spoil Area

Other

Stony Spot

Very Stony Spot

Wet Spot

Special Line Features

Rails +++

Interstate Highways

US Routes

Local Roads

Background

Aerial Photography

Water Features

Streams and Canals

Transportation

Major Roads



Source: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

NRCS Soils Map Legend

Access Management Project SR 62 and Michigan Road Madison, Jefferson County, Indiana Des. No. 1902023 Metric Project #18-0070 Task 13

ILJ Drawn by: Checked by: SC

Approved by: JRP June, 2021

Date:

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

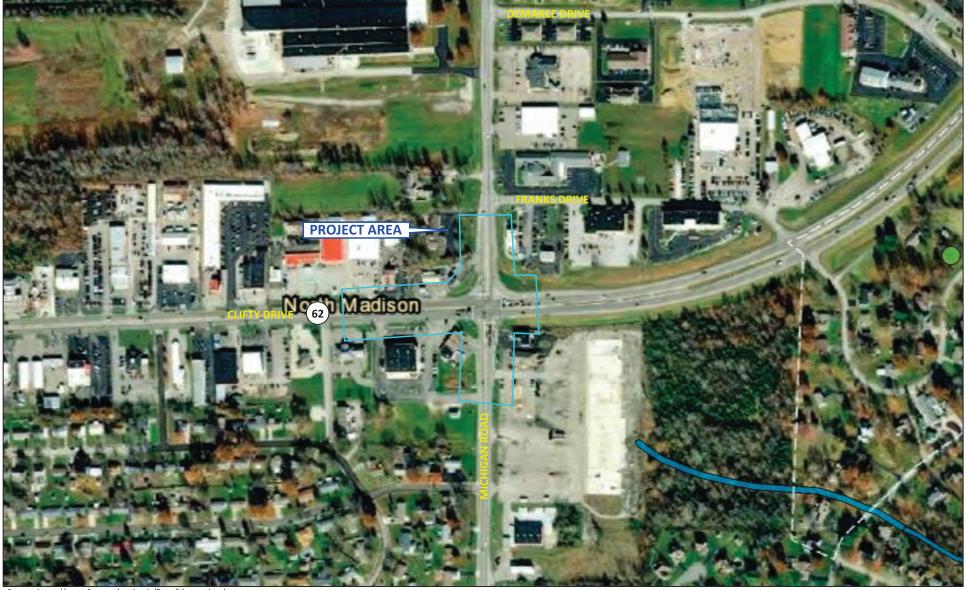
This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Jefferson County, Indiana Survey Area Data: Version 22, Jun 4, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 17, 2019—Jun 28, 2019

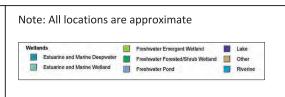
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

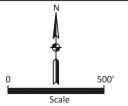


Source: https://www.fws.gov/wetlands/Data/Mapper.html

USFWS NWI Map

Access Management Project SR 62 and Michigan Road Madison, Jefferson County, Indiana Des. No. 1902023 Metric Project #18-0070 Task 13





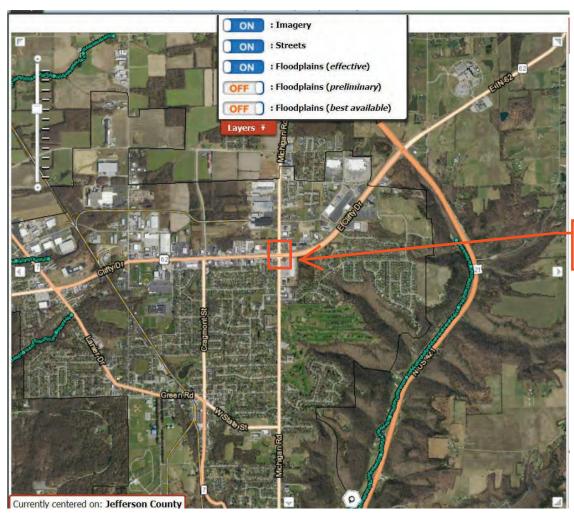


Date:

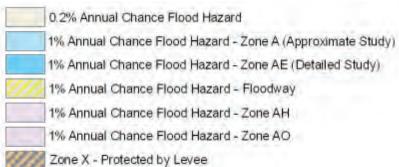
June, 2021

IDNR Floodplain Map

Retrieved from the IDNR Indiana Floodplain Portal (https://dnrmaps.dnr.in.gov/appsphp/fdms/) on June 30, 2021



Approximate Project Area



APPENDIX G: Air Quality

Indiana Department of Transportation (IND T)

State Preservation and Local Initiated Projects FY 2022 - 2026 MILES SPONSOR CONTR STIP ROUTE WORK TYPE DISTRICT FEDERAL Total Cost of PROGRAM PHASE FEDERAL MATCH 2022 2023 2024 2025 2026 ACT#/ NAME CATEGORY Project* LEAD DES Jefferson County IR 1591 Bridge Replacement Seymour 1 STBG \$1,969,000.00 Local Bridge \$1,269,600.00 \$0.00 43654 / \$1,269,600.00 2002980 Program \$0.00 Local Bridge \$270,400.00 \$270,400.00 Program \$35,200.00 \$0.00 Local Bridge \$35,200.00 Program \$8,800.00 \$8,800.00 Performance Measure Impacted: Bridge Condition Location: Bridge 107 on Sugan Hollow Road crossing over Brushy Fork Creek Comments:Include DES 2002980 SR 56 0 STBG \$1,263,684.00 Safety Consulting Intersect. Improv. W/ Added Turn Lanes \$200,000,00 \$50,000.00 Indiana Department 43753 / Seymour of Transportation 2100045 \$730.947.20 \$182,736.80 Safety \$913,684.00 Construction Safety ROW \$80,000.00 \$20,000.00 \$100,000.00 Performance Measure Impacted: Safety Location: 0.56 miles west of east Junction SR 56/62 in Jefferson County Comments:Include DES 2100045 HMA Overlay, Preventive Maintenance \$14,920,159.00 Road 1.329 STBG \$11,320,127.20 \$2,830,031.80 Indiana Department 43766 / Seymour \$14,150,159.00 of Transportation 2100252 Construction \$600,000.00 \$150,000.00 Road Consulting \$750,000.00 Road ROW \$16,000.00 \$4,000.00 \$20,000,00 Performance Measure Impacted: Pavement Condition Location: 0.29 miles N of N Jct of SR 56 (near Milton St) to 1.32 miles N of SR 62 Comments:Include DES 2100252 \$345,000.00 DNR/INST VA VARI HMA Overlay, Preventive Maintenance Seymour 0 STBG \$276,000.00 \$69,000.00 Indiana Department 44077 / \$345,000.00 of Transportation 2101270 Construction Performance Measure Impacted: Pavement Condition Location: Madison State Hospital Parking Lot Comments:Include DES 2101270 44170 / M 01 SR 62 HMA Overlay, Preventive Maintenance Seymour \$9,507,794.50 Road \$175,537.60 \$43,884.40 Indiana Department \$219,422.00 of Transportation 1801106 Construction Performance Measure Impacted: Pavement Condition ocation: 1.4 miles W of SR 7 (Bridge over Big Clifty Creek) to US 421

Page 252 of 605 Report Created:7/13/2023 2:29:22PM

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

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2022 - 2026 FEDERAL SPONSOR CONTR STIP ROUTE WORK TYPE DISTRICT MILES Total Cost of PROGRAM PHASE FEDERAL MATCH 2022 2023 2024 2025 2026 ACT#/ NAME CATEGORY Project* LEAD DES Comments:Five Des Numbers: 1801106 (lead), 1800211, 1801506, 1902023, 1902025. Increase FY23 CN to \$4,781,066.00. No MPO. Indiana Department 44170 / A 02 SR 62 HMA Overlay, Preventive Maintenance Seymour \$9,507,794.50 Local \$1,600,000.00 \$2,000,000.00 of Transportation 1801106 Transportation Alternatives Local Funds \$400,000.00 \$100,000.00 \$500,000.00 \$1,092,309.60 \$273,077.40 Safety \$1,365,387.00 Construction Performance Measure Impacted: Pavement Condition Location: 1.4 miles W of SR 7 (Bridge over Big Clifty Creek) to US 421 Comments: Five Des Numbers: 1801106 (lead), 1800211, 1801506, 1902023, and 1902025. Add FY23 CN (\$1,365,387.00 Safety, \$500,000.00 Local, and \$2,000,000.00 LTAP). No MPO. Small Structures & Drains Construction \$685,991.00 Bridge \$99,498.20 Indiana Department 44184 / Seymour \$497,491.00 1902147 of Transportation Construction Performance Measure Impacted: Safety Location: 0.49 miles S of SR 62. UNT to Deans Branch Comments:Add FY23 CN (\$497,491.00). No MPO. Bridge Deck Overlay \$1,493,500.00 Local Bridge 0 STBG \$314.800.00 \$78,700.00 Indiana Department 44217 / Seymour \$246,500.00 \$147,000.00 of Natural 2200147 Program Resources Performance Measure Impacted: Bridge Condition Location: Clifty Falls State Park - High Bridge Comments: New Project - Add PE in FY 23 No MPO Madison 44283 / ST 8801 HMA Overlay, Structural Seymour \$1,182,000.00 Local Funds \$20,000.00 \$20,000.00 2101704 Group III Progran \$80,000.00 \$0.00 \$80,000.00 \$865,600.00 \$0.00 Group III Program \$865,600.00 _ocal Funds \$216,400.00 \$216,400.00 Performance Measure Impacted: Pavement Condition Location: Main Street (Former SR56) McIntire St. to Mill St. (Phase 2) Comments:Add New Project PE FY 2023 and RW FY 2024. No MPO involved. AQC N/A \$100,000.00 44444 / SR 62 Slide Correction Seymour .23 STBG \$5,455,000.00 Road Consulting \$400,000.00 \$500,000.00 of Transportation 2200836 \$12,000.00 \$3,000.00 Road \$15,000.00 Construction Performance Measure Impacted: Safety Location: W JCT of SR 250 to E JCT of SR 250

Page 253 of 605 Report Created:7/13/2023 2:29:22PM

Comments:New Project - Add FY23 PE and CN FY 25. No MPO

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

Susan Castle

Subject:

FW: DES No. 1902023 SR 62 and Michigan Road

From: Herrin, Taylor <THerrin@indot.IN.gov> **Sent:** Wednesday, July 19, 2023 8:01 AM **To:** Fortson, William <wfortson@indot.IN.gov>

Cc: Bolte, Robin <rbolte@indot.IN.gov>; Beauchamp, Tomas <TBeauchamp@indot.IN.gov>; Passmore, Andrew D

<APassmore@indot.IN.gov>; Susan Castle <susanc@metricenv.com>

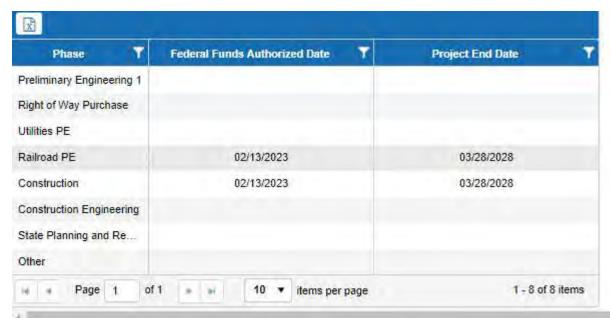
Subject: RE: DES No. 1902023 SR 62 and Michigan Road

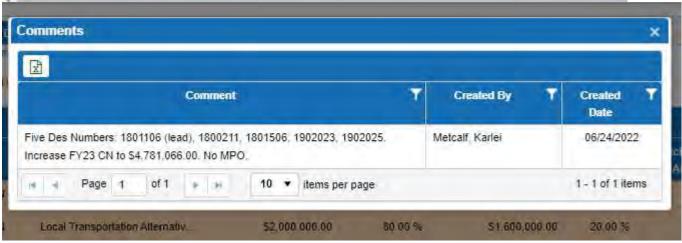


IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender THerrin@indot.IN.gov

Will,

Since this was re-bundled with contract R-44170 it is in the STIP. The STIP is by the LEAD des number (1801106). The CN funds have already been authorized in FY 23 since this was supposed to let in March and PMG pushed it out to FY 24. Per April Leckie this will <u>not</u> have to be a modification to the STIP. If you read modification 22-01 the funds were increased and des # 1902023 was included in that modification.





APPENDIX H

Public Involvement

Affidavit of Publication

STATE OF IN } COUNTY OF JEFFERSON }

SS

Keishia Hicks, being duly sworn, says:

That she is Accounting Clerk of the Madison Courier, a newspaper of general circulation, printed and published in Madison, Jefferson County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

March 14, 2023 March 21, 2023

Publisher's Fee: \$ 374.68

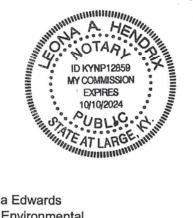
That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Subscribed to and sworn to me this 21st day of March

2023.

70018937 70617004



Rhonda Edwards Metric Environmental 6971 Hillsdale Court Indianapolis, IN 46250 Des. No. 1902023

LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) with partial funding from the Federal Highway Administration (FHWA) proposes an access management project located on State Road (SR) 62 and Michigan Road, Madison, Jefferson County, Indiana.

This notice is to inform the public of a planned public information meeting, make comment, or to request a public hearing.

The Indiana Department of Transportation (INDOT) will host a public information meeting on Monday, March 27, 2023 at The Madison Consolidated High School Cafeteria, 743 Clifty Drive, Madison, Indiana 47250. Doors will open at 5:30 p.m. and the hearing will begin at 6:00 p.m. The purpose of the public information meeting is to offer all interested persons an opportunity to hear and obtain information about the proposed project, raise questions and talk with project staff about their needs, concerns and ideas.

The need for this project is due to the crash frequency and severity in the project area. Crash frequency can be described in terms of Index of Crash Frequency (ICF), which is defined as the difference between expected crash frequency and the actual. reported crash frequency. Index of Crash Cost (ICC) is the difference between expected crash cost and the actual, reported cost. ICF and ICC values of 1.0 would be calculated for roadways with expected crash rate and crash cost based on the type of roadway and volume of traffic. Therefore, an ICF and/or ICC value above 1.0 would indicate a higher-than-expected crash rate and/or crash cost, respectively, for a given roadway. The purpose of this project is to improve safety at this intersection by correcting access conflicts, reducing the crash frequency, and correcting the excessively wide turning radius in the northwest quadrant of the project area. The preferred alternative is to convert the access points to right-in / right-out only, within the project limits, in order to reduce the crash rate and improve safety. Approximately 1,050 square feet of pavement will be removed in the northwest corner of the intersection in order to reduce the turning radius. A curb turnout and 15 f linear feet of paved side ditch will be created in the northwest corner to match the existing drainage pattern. The approach medians will be replaced and extended by approximately 50 feet on the north approach, 200 feet on the south approach, and 130 feet on the west approach. Full-depth patches will be installed and milling and resurfacing will occur as needed. New light emitting diode (LED) signal heads with backplates, five section signal head for northbound right turns, and flashing yellow arrows for north and southbound left turns will be installed. The signpost on the west end of the median on the west leg will be replaced. These improvements will eliminate access to northbound Michigan Road from the south entrance of Circle K in the southwest quadrant, southbound Michigan Road from Next Generation Hearing Care in the southeast quadrant, northbound Michigan Road from the north driveway of Circle K/Mobil in the northwest quadrant, westbound SR 62 from Walgreens and Circle K in the southwest quadrant, and eastbound SR 62 from Yamato Japanese Steakhouse, GranBraz'azil, Inc., and Circle K/Mobil in the northwest quadrant, which are expected to reduce crashes and improve the safety of the intersection. Some utility relocation may be required. No additional permanent or temporary right-of-way will be required.

The project will extend 580 feet along SR 62 and 694 feet along Michigan Road, for a total of 1,274 feet. Beyond 284 feet south and 300 feet north along Michigan Road and 580 feet west along SR 62, the drive access points are less likely to be influenced by vehicles queuing in the intersection.

The MOT for the project will require single lane closures, lane shifting, and reduced speed limits through the work site. Access to all properties will be maintained throughout construction. School corporations, local officials and emergency services will be notified of temporary closures prior to construction. Construction is anticipated to begin September 15, 2023 and be complete by December 1, 2023. The construction cost associated with this project is approximately \$282,031.00 with both federal and state funds anticipated to be used. This project falls within the guidelines of a Categorial Exclusion (CE) Level 4 environmental document, due to the permanent traffic alteration.

Preliminary design plans along with the CE document are available for review at the following locations:

1. Jefferson County Public Library 420 W. Main Street, Madison, IN 47250

2. Online at Seymour.indot.in.gov

All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of William Fortson, INDOT Seymour District, 185 Agrico Lane, Seymour, Indiana or wfortson@indot.in.gov on or before March 29, 2023. However, a public information meeting is being held on March 27, 2023 at Madison Consolidated High School Cafeteria, 743 Clifty Drive, Madison, Indiana 47250. Doors will open at 5:30 p.m. and the public information meeting will begin at 6:00 p.m.

Copies of project information may be mailed upon request. Additionally, any questions about the project can be directed to Marc Rape, Project Manager, Strand Associates, 629 Washington Street, Columbus, Indiana 47201 or marc.rape@strand.com.

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the INDOT Seymour District Office for the arrangement and coordination of services. Please contact William Fortson at 812-524-3745 or wfortson@indot.in.gov. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact the INDOT Seymour District Office. This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021. hspaxlp



INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District 157 Agrico Lane Seymour, IN 47274 PHONE: (855) 463-6848 FAX: (812) 522-7658 Eric Holcomb, Governor Michael Smith, Commissioner

Des. No. 1902023

LEGAL NOTICE OF PLANNED IMPROVEMENT

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This notice is to inform the public of a planned public information meeting, make comment, or to request a public hearing.

The Indiana Department of Transportation (INDOT) will host a public information meeting on Monday, March 27, 2023 at The Madison Consolidated High School Cafeteria, 743 Clifty Drive, Madison, Indiana 47250. Doors will open at 5:30 p.m. and the hearing will begin at 6:00 p.m. The purpose of the public information meeting is to offer all interested persons an opportunity to hear and obtain information about the proposed project, raise questions and talk with project staff about their needs, concerns and ideas.

The need for this project is due to the crash frequency and severity in the project area. Crash frequency can be described in terms of Index of Crash Frequency (ICF), which is defined as the difference between expected crash frequency and the actual, reported crash frequency. Index of Crash Cost (ICC) is the difference between expected crash cost and the actual, reported cost. ICF and ICC values of 1.0 would be calculated for roadways with expected crash rate and crash cost based on the type of roadway and volume of traffic. Therefore, an ICF and/or ICC value above 1.0 would indicate a higher-than-expected crash rate and/or crash cost, respectively, for a given roadway. The purpose of this project is to improve safety at this intersection by correcting access conflicts, reducing the crash frequency, and correcting the excessively wide turning radius in the northwest quadrant of the project area.

The preferred alternative is to convert the access points to right-in / right-out only, within the project limits, in order to reduce the crash rate and improve safety. Approximately 1,050 square feet of pavement will be removed in the northwest corner of the intersection in order to reduce the turning radius. A curb turnout and 15 linear feet of paved side ditch will be created in the northwest corner to match the existing drainage pattern. The approach medians will be replaced and extended by approximately 50 feet on the north approach, 200 feet on the south approach, and 130 feet on the west approach. Full-depth patches will be installed and milling and resurfacing will occur as needed. New light emitting diode (LED) signal heads with backplates, five section signal head for northbound right turns, and flashing yellow arrows for north and southbound left turns will be installed. The signpost on the west end of the median on the west leg will be replaced. These improvements will eliminate access to northbound Michigan Road from the south entrance of Circle K in the southwest quadrant, southbound Michigan Road from Next Generation Hearing Care in the southeast quadrant, northbound Michigan Road from the north driveway of Circle K/Mobil in the northwest quadrant, westbound SR 62 from Walgreens and Circle K in the southwest quadrant, and eastbound SR 62 from Yamato Japanese Steakhouse, GranBraz'azil, Inc., and Circle K/Mobil in the northwest quadrant, which are expected to reduce crashes and improve the safety of the intersection. Some utility relocation may be required. No additional permanent or temporary right-of-way will be required.

NextLevel

The project will extend 580 feet along SR 62 and 694 feet along Michigan Road, for a total of 1,274 feet. Beyond 284 feet south and 300 feet north along Michigan Road and 580 feet west along SR 62, the drive access points are less likely to be influenced by vehicles queuing in the intersection.

The MOT for the project will require single lane closures, lane shifting, and reduced speed limits through the work site. Access to all properties will be maintained throughout construction. School corporations, local officials and emergency services will be notified of temporary closures prior to construction. Construction is anticipated to begin September 15, 2023 and be complete by December 1, 2023.

The construction cost associated with this project is approximately \$282,031.00 with both federal and state funds anticipated to be used. This project falls within the guidelines of a Categorial Exclusion (CE) Level 4 environmental document, due to the permanent traffic alteration.

Preliminary design plans along with the CE document are available for review at the following locations:

- 1. Jefferson County Public Library 420 W. Main Street, Madison, IN 47250
- 2. Online at Seymour.indot.in.gov

All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of William Fortson, INDOT Seymour District, 185 Agrico Lane, Seymour, Indiana or wfortson@indot.in.gov on or before March 29, 2023. However, a public information meeting is being held on March 27, 2023 at Madison Consolidated High School Cafeteria, 743 Clifty Drive, Madison, Indiana 47250. Doors will open at 5:30 p.m. and the public information meeting will begin at 6:00 p.m.

Copies of project information may be mailed upon request. Additionally, any questions about the project can be directed to Marc Rape, Project Manager, Strand Associates, 629 Washington Street, Columbus, Indiana 47201 or marc.rape@strand.com.

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the INDOT Seymour District Office for the arrangement and coordination of services. Please contact William Fortson at 812-524-3745 or wfortson@indot.in.gov. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact the INDOT Seymour District Office.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021.

Farmers Bank of Milton 133 Clifty Dr. Madison, IN 47250-0000

Farmers Bank of Milton PO Box 39 Milton, KY 40045

Waltrust Properties, Inc. 129 Clifty Dr. Madison, IN 47250-000

Waltrust Properties, Inc. P.O. Box 1159
Deerfield, IL 60015-6002

Circle K 115 CLIFTY Dr. MADISON, IN 47250-0000

Madison Property Group, LLC 1192 N Claridge Way CARMEL. IN 46032

Madison Plaza Group, LLC 2575 Sir Barton Way LEXINGTON, KY 40509

Eye Care Enterprise, LLC 2580 Michigan Rd. MADISON, IN 47250-0000

Eye Care Enterprise, LLC 4425 W 500 N MADISON, IN 47250 FAA Madison Properties, LLC 2604 MICHIGAN Rd. MADISON, IN 47250-0000

Armand, Ralph & Ann Irrevocable Trust 2629 MICHIGAN Rd. MADISON, IN 47250-0000

Armand, Ralph & Ann Irrevocable Trust 1365 W Dawson Smith Rd. Madison, IN 47250-7880

Hendren Properties, LLC 1120 Michigan Rd. MADISON, IN 47250

Hendren Properties, LLC 116 CLIFTY Dr. MADISON, IN 47250-0000

Granbrazil Properties, Inc. 120 Clifty Dr. MADISON, IN 47250

Granbrazil Properties, Inc. 140 Clifty Dr. MADISON, IN 47250

Granbrazil Properties, Inc. 170 Clifty Dr. MADISON, IN 47250

Granbrazil Properties, Inc. 180 CLIFTY Dr. MADISON, IN 47250-0000

Access Management and Signal Modernization SR 62 at Michigan Road Contract R-44803 City of Madison Jefferson County

Indiana Department of Transportation

March 27, 2023 6:00 P.M. Madison Consolidated High School Cafeteria



Welcome

- Purpose/Explanation of Public Information Meeting
- Public Information Meeting Format
- Purpose and Need Overview
- Proposed Project Improvements
- Anticipated Project Schedule
- Open House/Project Display Area



Access Management SR 62 at Michigan Road – Jefferson County

- Introduction of INDOT project team
 - Project management
 - Public involvement
 - Seymour District INDOT Regional Office
 - Environmental services
 - Strand Associates, Inc.®
 - Engineering, design, and environmental analysis team
- Recognition of elected and local public officials

- A public information notice was mailed to known property owners in the project area.
- An announcement of this meeting was posted to INDOT's website.
- A copy of the presentation and project documentation is available online via INDOT's website.



Project Resource Locations

Meeting Location: Madison Consolidated High School

743 Clifty Drive Madison, IN 47250

Project Information can be found online at: seymour.indot.in.gov

Transportation Services Call Center

Provides citizens and business customers with a single point of contact to request transportation services, obtain information, or provide feedback through multiple channels of communication.

855-463-6848 • INDOT4U.com • INDOT@indot.in.gov





Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Jefferson County and City of Madison
- Elected and local officials
- Residents and citizens
- Commuters
- Businesses
- Emergency services
- Schools
- Churches
- Community organizations



Intersection Improvements – Michigan Road

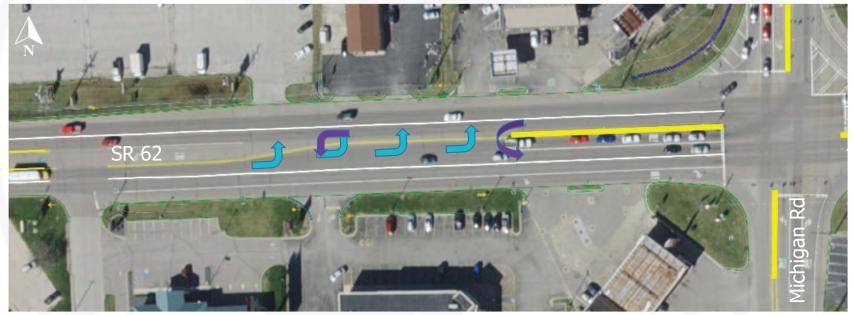
Michigan Road at SR 62

- Signalized intersection needs to be updated
- Features short concrete median islands on all four legs (highlighted in Yellow)
- Left turns for corner properties create conflicts with other vehicles
- Large radius in northwest corner leads to southbound right turn conflicts (Red circle)
- Existing crash rate approximately twice the expected rate for similar intersections



Existing SR 62 (Clifty Drive)

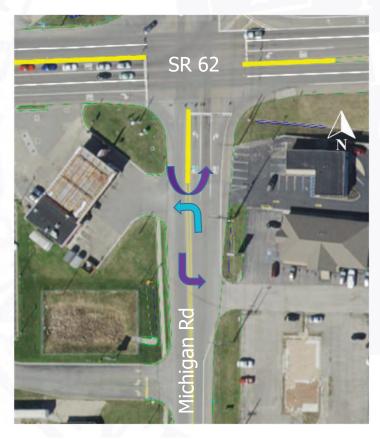
- Eastbound access to four driveways conflict with westbound traffic (in Blue)
- Westbound access to two driveways conflict with eastbound traffic (in Purple)

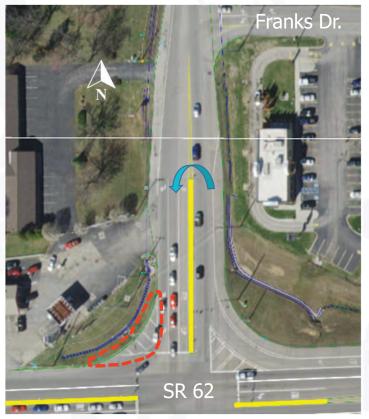




Existing Michigan Road

- Two northbound left turns and two southbound in conflict with opposing traffic
- Large radius in northwest corner adds to conflicts (circled in Red)







Result: 33 Crashes Over a 3-year Span





Proposed Michigan Road Improvements

- Signal replacement to update to current specifications
- Extend median islands on north, west, and south legs (highlighted in Red)
- Will eliminate left turns at the adjacent properties
- Reduction of northwest corner radius to eliminate excess pavement
- No changes to east leg (transition to 4-lane divided)





Signal Upgrades

- LED signal heads with backplates
- Upgraded detection/wiring/controller



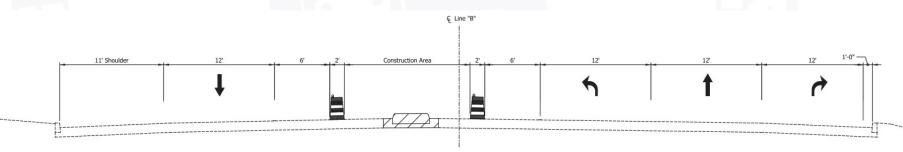




SR 62 (Clifty Drive) Maintenance of Traffic

- Close the middle lane in both directions to allow contractor access for construction.
- One through lane in each direction with an eastbound left-turn at Michigan Road will be utilized during this phase

Note: Access to all businesses will be maintained throughout construction of the project





R-44803 Anticipated Schedule and Budget

- Project Letting (bid opening) scheduled for August 9, 2023
- Probable construction cost estimated at \$750,000





Thank You

Please visit with the INDOT design team and project officials following the

presentation and comment session

Consultant Project Manager

Marc Rape (Marc.Rape@Strand.com)

• Phone: 1-812-372-9911

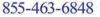
INDOT website: seymour.indot.in.gov

Transportation Services Call Center

Provides citizen and business customers with a single point-of-contact to request transportation services, obtain information, or provide feedback through multiple channels of communications.

855-463-6848 • INDOT4U.com • INDOT@indot.in.gov







SR 62 at Michigan Road - Des. No. 1902023 - City of Madison, Jefferson County, Indiana Public Information Sign-In Sheet, March 27, 2023

PRINTED NAME (Please print legibly)	CITY	COUNTY	Private information has been redacted	ELECTED OFFICIAL? (Y/N), (Local/State?)
Debi Brim	Hanover	Jeff	(at N
Daryl Detmer	MADISON	Jeff		N
MARK SAGGESE	CARMEL	HAMILTON		N
Greg Sanders	Hanover	Jefferen		Y Local
DAVID	MADISON	JEFFERSON	(N
Leah	Madison	Jeffuson		N
DAVE	Moorson	JEES		7 N
MARY ANN SAGGESE	CARMEL	HAMILTON		N
Ron Marshall	Madison	Jefferson		N
DAVID HERTZ	MADISON	JEFFERSON		N

SR 62 at Michigan Road - Des. No. 1902023 - City of Madison, Jefferson County, Indiana Public Information Sign-In Sheet, March 27, 2023

Margaret Vlerebome	Madisan	Jepterson	Private information has been redacted	No
KEN WARD	MADLOOL	J ELF2RS:)		No
ANN GRAVES	MADESON	J Effreso)		No
Villan Greyoxa	madisu	Jefferson Jofferson		No
A.J. Bramner	Madison	Joffson	1	No
161				

March 27, 2023

Madison Property Group LLC Mary Ann Saggese, ESQ

VIA email to wfortson@INDOT.IN.gov William Fortson INDOT Seymour District 185 Agrico Lane Seymour, Indiana 47274

<u>Subject: Planned Improvement Des. No. 1902023 – State Road 62 and Michigan Road, Madison, IN</u>

Dear Mr. Fortson:

The Madison Property Group LLC (MPG) owns the land (115 Clifty Drive) on the Southwest corner of the SR 62 and Michigan Road intersection which is under a long term lease to Circle K. MPG consists of myself, my sister and brother who are the third generation owners of Madison lineage of this property. In keeping with your report this property will be referenced as the Circle K on the SW corner.

We have reviewed the Preliminary Design Plans for the planned improvement and are **formally expressing concerns relating to the proposed elimination of access to northbound Michigan Road from the south entrance of Circle K.** Specifically, the proposal is erecting a 4' barrier the extends 284' south of SR 62 on Michigan Road. The barrier stops just short of a south entrance to Walgreens. This design will direct large tanker trucks delivering fuel to enter the property from SR62 and then require such truck to exit southbound on Michigan Road. The area along southbound Michigan Road is predominately residential and turns into hairpin turns as you travel into downtown Madison. In all likelihood, the truck would be pulling into a neighborhood to turn around and go Northbound on Michigan Road to avoid the hairpin turns going southbound. The Index of Crash Frequency report does not identify any crashes occurred at the left turn onto Michigan Road from the Circle K. The accidents discussed were predominately from rear ended cars driving south on Michigan Road and turning right onto SR 62. The Preliminary Design Plans are proposing a much more invasive correction to this intersection than is warranted and severely impacts the right of access to and from Circle K without proper basis.

MPG is formally asking for a review of this south entrance into the Circle K (115 Clifty Dr). We would like for IDOT to maintain a left turn onto Michigan Road from this southwest property. This could be accomplished by:

1. Maintaining the current entrance by reducing the 4' barrier from 284' to a length that is just north of the current drive.

- 2. Providing permanent access and right-of-way from Circle K (115 Clifty Dr.) to the current drive that access' the Walgreen's store from Michigan Road. (The barrier stops short of this driveway, thus allowing a left turn; however, MPG does not own this property)
- 3. A hybrid solution: Create a new drive on the southernmost edge of the Circle K property that allows a left turn onto Michigan Road and still allows for a significant barrier but not one that is 284' long. A depiction of this shortened barrier and new drive is attached.

My sister, Nancy McKay, had spoken to you about this issue on March 21, 2023. You relayed to her that you would speak to Marc Rape, Project Manager at Strand Associates. She also placed a call to Marc Rape on March17 and March 27 that has not been returned. In addition, she spoke to Nicole Schell, Director of Planning with the City of Madison, who directed her to speak with you.

I'm hopeful that a resolution can be made that works for all of us. If a Public Hearing is required to do so, then we formally request a Public Hearing be scheduled.

Thank you.

Respectfully,

Mary Ann Saggese, Esq. msaggese@psrb.com Plews Shadley Racher and Braun LLP 1346 North Delaware Street Indianapolis, IN 46202

CC: Marc Rape via email to marc.rape@strand.com

Susan Castle

Subject:

FW: INDOT Clifty Drive (SR 62) at Michigan Road (Des. 1902023) [Filed 12 May 2023 12:33]

From: Rape, Marc < Marc. Rape@strand.com>

Sent: Friday, May 12, 2023 12:33 PM

To: msaggese@psrb.com

Cc: Fortson, William <wfortson@indot.IN.gov>; Carleton, Greg <GCARLETON@indot.IN.gov> **Subject:** INDOT Clifty Drive (SR 62) at Michigan Road (Des. 1902023) [Filed 12 May 2023 12:33]

Mary -

We appreciate your attendance and input at the Public Information Meeting held in Madison in March. The Department of Transportation has reviewed your concerns and has asked us to pass along the following comments in response:

- The southwest quadrant includes several businesses connected by their parking lots (The Farmers Bank of Milton, Walgreens, Circle K, and My Rivertown Dentist). The five properties utilize each other's properties on a daily basis. By extending the Michigan Rd curb median further south, all properties on the southwest quadrant can still be accessed to and from all directions. INDOT recommends that the cross property access that currently exists continue to be utilized for necessary maneuvers. All of the movements that are proposed with the safety improvement already occur today.
- The recommendation is the fueling tanker for Circle K should enter their northern driveway along Clifty Drive and then access past Walgreens to the road perpendicular to Michigan Road (above My Rivertown Dentist). The concrete median along Michigan Rd on the south approach to Clifty Drive is to remain as designed.

Thank you again for your input.



Marc Rape, P.E.

Strand Associates, Inc.® 812.372.9911 ext. 4310 marc.rape@strand.com | www.strand.com P.E. (IN)

Excellence in EngineeringSM

March 27, 2023

GranBrazil Inc.

120 Clifty Drive

Madison, IN, 47250

GranBrazil Inc. is writing this letter to express our strong opposition against the state of Indiana's INDOT plan to add a concrete median directly in front of our business of operation. This addition will cause extreme hardship on the operation for many reasons which are listed below:

- Firetrucks headed east from the hilltop fire station will not be able to access the property from coming west on Clifty Drive. If there is an emergency, traveling further east to turn around and come back west to the property could add an additional 3-5 minutes (see article on similar situation to a city in New Mexico: https://www.lcsun-news.com/story/news/2016/04/06/road-block-city-officials-vow-remove-concrete-median/82723472/)
- GranBrazil Inc. has 3+ semi deliveries per week which requires using more than half of Clifty
 Drive for backing into GranBrazil Inc. (see attached photos on page 2). With a concrete median
 directly in front of the business, semis will have no way of entering the business for necessary
 deliveries and pickups.
- Approximately 75% of GranBrazil Inc.'s customers visit from Columbus, IN and Seymour, IN and approach our business from the west. With a concrete median directly in front of the business, customers traveling from the west will have to travel further east and turn around just to visit GranBrazil Inc. This cannot be accomplished with a U-turn since a U-turn is not legal at the intersection of Michigan Road and Clifty Drive.
- Employees coming from the west will have a difficult time entering their place of work. With a
 concrete median directly in front of the business, employees traveling from the west will have to
 travel further east and turn around just to enter their place of work. This cannot be
 accomplished with a U-turn since a U-turn is not legal at the intersection of Michigan Road and
 Clifty Drive.
- This addition could result in an increase of illegal U-turns and potentially more accidents at the intersection of Michigan Road and Clifty Drive if people do not want to travel further east to simply head back west (see article on similar situation to a city in New Mexico:
 https://www.lcsun-news.com/story/news/2016/04/06/road-block-city-officials-vow-remove-concrete-median/82723472/).

All of these key points should be fully reviewed by the state of Indiana before adding a concrete median directly in front of GranBrazil Inc.'s business of operation.

Thank you,

GranBrazil Inc.

Semi backing into GranBrazil Inc. for deliveries:



Jefferson County, IN GIS View of GranBrazil Inc. and path for semis to back into the property:



Susan Castle

Subject: FW: Clifty Drive / Michigan Road property access (Des. 1902023) [Filed 12 May 2023

11:24]

Attachments: GranBrazil.pdf

From: Rape, Marc < Marc.Rape@strand.com>

Sent: Friday, May 12, 2023 11:24 AM

To: daryldetmer@gmail.com

Cc: Carleton, Greg <GCARLETON@indot.IN.gov>; Fortson, William <wfortson@indot.IN.gov> **Subject:** Clifty Drive / Michigan Road property access (Des. 1902023) [Filed 12 May 2023 11:24]

Mr. Detmer -

We appreciate your attendance and input at the Public Information Meeting held in Madison in March. The Department of Transportation has reviewed your concerns and has asked us to pass along the following comments in response:

- There is an access easement along the southern edge of the future car wash such that Uptown Vape and Yamato Japanese Steakhouse will still have full access between the connecting driveways
- The GranBrazil facility at 120 Clifty Drive may need to utilize smaller delivery vehicles to fit due the very small frontage along Clifty Drive
- U-turns are legal at all signalized intersections in Indiana unless posted that u-turns are illegal. INDOT does not have any u-turn restrictions at the Clifty Drive and Michigan Road intersection and does not plan to install any at this time.
 - INDOT will remove the southbound right-turn overlap to eliminate any potential conflicts during a
 protected green phase. Eastbound u-turns will have a 4 section flashing yellow arrow signal head which
 will allow left and u-turns to occur with a protected phase and then can be done permissively if there
 are sufficient gaps in oncoming traffic.

Thank you again for your input.



Marc Rape, P.E.

Strand Associates, Inc.® 812.372.9911 ext. 4310

marc.rape@strand.com | www.strand.com P.E. (IN)

Excellence in EngineeringSM

Susan Castle

Subject:

FW: Madison, Indiana access management project on SR 62/Michigan Rd. [Filed 12 May 2023 11:25]

From: Rape, Marc < Marc. Rape@strand.com>

Sent: Friday, May 12, 2023 11:25 AM **To:** Hertz, David dhertz@fbmilton.com

Cc: wfortson@indot.in.gov; Carleton, Greg <GCARLETON@indot.IN.gov>

Subject: RE: Madison, Indiana access management project on SR 62/Michigan Rd. [Filed 12 May 2023 11:25]

Mr. Hertz -

We appreciate your attendance and input at the Public Information Meeting held in Madison in March. The Department of Transportation has reviewed your concerns and has asked us to pass along the following comments in response:

• The southwest quadrant includes several businesses connected by their parking lots (The Farmers Bank of Milton, Walgreens, Circle K, and My Rivertown Dentist). The five properties utilize each other's properties on a daily basis. By extending the Michigan Rd curb median further south, all properties on the southwest quadrant can still be accessed to and from all directions. INDOT recommends that the cross property access that currently exists continue to be utilized for necessary maneuvers. All of the movements that are proposed with the safety improvement already occur today.

Thank you again for your input.



Marc Rape, P.E.

Strand Associates, Inc.® 812.372.9911 ext. 4310 marc.rape@strand.com | www.strand.com P.E. (IN)

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From: Hertz, David < dhertz@fbmilton.com>
Sent: Tuesday, March 28, 2023 10:52 AM

To: wfortson@indot.in.gov

Cc: Rape, Marc < Marc.Rape@strand.com >

Subject: Madison, Indiana access management project on SR 62/Michigan Rd.

[EXTERNAL EMAIL]: Verify sender before opening links or attachments.

Gentleman

Thank you again for taking the time to provide the information at last night's meeting. I appreciate the opportunity to have our questions addressed. As a reminder, my specific concern is related to the extension of the west end median that is intended to eliminate access to westbound SR 62 from Walgreens and Circle K, with the expectation that this will reduce crashes at the intersection. While I agree that this should reduce the instances of crashes from Walgreens and Circle K traffic cutting across eastbound traffic on SR 62, it is my opinion that in doing so, it will greatly increase the amount of traffic that will reroute through our property in

order to access Bank Street. I'm not sure if there is a solution that will keep the westbound traffic flow from crossing our property without closing off the front connection between the bank and Walgreens. Perhaps if the median on the south side of Michigan Rd still enabled traffic to go north or west from Circle K, that would alleviate the problem?

I look forward to receiving your response to everyone's inquiries. Hopefully, a consensus can be reached that is reasonable and fair to all involved. If not, I would request a public hearing on the matter to be held so that everyone can have their voices heard.

Sincerely,

David A. Hertz,

PRESIDENT/CEO
THE FARMERS BANK OF MILTON
WWW.FBMILTON.COM
(502) 268-5256 x309
(800) 826-5766

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by reply email and delete the original message.

Final Responses to the Public

Questions-Comments from Public	Final Responses by INDOT Seymour District and Strand Associates
Questions comments from rubile	Timal Responses by INDO 1 Seymour District and Straina Associates
Please see letter from Madison Property Group LLC, dated March 27, 2023 and initial response in this section, Pages H-22 to H-24.	The southwest quadrant includes several businesses connected by their parking lots (The Farmers Bank of Milton, Walgreens, Circle K, and My Rivertown Dentist). The five properties utilize each other's properties on a daily basis. By extending the Michigan Rd curb median further south, all properties on the southwest quadrant can still be accessed to and from all directions. Per INDOT manuals, full access driveways are not recommended within the functional limits of signalized intersections. This is due to unsafe driving behavior of left turns into and out of driveways. The southeast quadrant of Michigan Ave and Clifty Dr is being developed with more than a \$54 Million investment that will bring much more traffic to the area with several new commercial businesses and several multistory apartment buildings. The median is serving to provide predictable traffic movements to enhance safety of both sides of Michigan Ave while also reducing the delays at the traffic signal.
	Clifty Dr carries nearly 20,000 vehicles per day in this 5-lane section of highway. Blocking all the
	lanes multiple times per week for a backing manuever is unsafe and will not be permitted with the
Please see letter from GranBrazil Inc., dated March 27, 2023 and initial response in this section, Pages H-25 to H-27.	new concrete median. Delieveries will need to be modified to enter and exit within the limits of the westbound lanes.
	A: Delivery vehicles will not be able to make the U-turn safely.
	B: A green u-turn "CARS ONLY" sign will be added to the eastbound left turn lane at the signal. See image to the right.
	The signals will include a "protected" left turn/u-turn phase, which means that the left turns/u-turns have the right of way while through movements and right-on-red movements are stopped (solid green arrow). After the protected phase, the light will transition to flashing yellow, which means that those movements are still allowed if traffic conditions allow. Fire trucks and emergency vehicles will be able to make a U-turn at Michigan Road.
Please see letter from The Farmers Bank of Milton, dated March 8, 2023 and initial resposne in this section, Pages H-28 to H-29.	It is anticipated that the majority of vehicles traveling westbound along Clifty Dr will turn left at Michigan Rd and utilize the driveway to Circle K or the easement to Walgreens. This would be the most direct path and take the least amount of time. Traffic exiting from Walgreens or Circle K will still be able to exit onto Clifty Dr and u-turn at the traffic signal with a protected solid green arrow. An additional sign will also be placed on the signal span showing a green u-turn "CARS ONLY". See image to the right.



<u>APPENDIX I</u>

Additional Studies

Note: Project was originally bundled with another project. Only the highlighted and marked portions of this report pertain to the subject project, Des. No. 1902023, Access Management on SR 62 and Michigan Rd.

Page **1** of **8** Des. No. 1902023 July 2020

ENGINEERING ASSESSMENT

Access Management
SR 229 - RP 12+57 to RP 12+71, Franklin County
SR 62 - RP 194+75, Jefferson County
Des. No. 1902023

I. PURPOSE OF REPORT

The purpose of the report is to document the engineering assessment phase of project development, including the coordination that has been completed in preparation for the median construction. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right-of-way (R/W), and other project tasks leading to construction. The preferred alternative identified in this document is considered pre-decisional, pending the outcome of environmental studies.

II. PROJECT LOCATION

There are two locations proposed to be improved by this project. The first location is State Road (SR) 229 from Grayson Street to Northside Drive, approximately 0.14 miles northeast of Grayson Street in Batesville, Indiana. The second proposed improvement location occurs at the intersection of SR 62 and Michigan Road in Madison, Indiana. Both locations are within the Indiana Department of Transportation's (INDOT) Seymour District. The project location maps are provided in Appendix A.

III. PROJECT PURPOSE AND NEED

The need for this project is based on the crash frequency and severity at these intersections. In Batesville, there are commercial driveways through SR 229. Vehicles queue past Grayson Street, creating safety issues. In Madison, the intersection has experienced a high rate of crashes due to multiple issues on SR 62 such as an excessive turning radius, vehicles ignoring or evading the existing median curb, and impeded signal visibility. The purpose of this project will be to reduce the crash frequency by reducing access conflicts at the intersections.

IV. EXISTING CONDITIONS

SR 229: Between the intersections of Grayson Street and Northside Drive, SR 229 features full-access commercial driveways on both sides of the road. There are two through lanes northbound and southbound as well as exclusive left turn lanes northbound and southbound at the Grayson Street intersection. There is a northbound right turn only lane that ends at a commercial entrance approximately 570 feet north of Grayson Street. At the intersection with Northside Drive, SR 229 has a left turn lane and one through lane in each direction. There are existing traffic signals at Northside Drive Between these two intersections, there is a continuous two-way left turn lane (TWLTL) that allows access to the various drives. Vehicles waiting to make left turns cause traffic to queue past Grayson Street, which creates a safety concern.

This section of SR 229 has a functional classification of Minor Arterial with a posted speed limit of 40-miles per hour (mph). The typical cross section includes two lanes in each direction, 12 feet wide and a TWLTL that is 16 feet wide. The roadway is bounded by curbs and gutter and drains via surface inlets and enclosed storm sewers. The adjacent land use is primarily commercial.

SR 62: Both directions of SR 62 feature a dedicated left turn lane, two through lanes, and one dedicated right turn lane. Both approaches of Michigan Road feature one left turn lane, a through lane, and a right turn lane. The excessive turning radius on the northwest corner has created the opportunity for turning vehicles to be adjacent to one another due to the edge line being approximately 13' from the edge of the pavement. Driveway crashes have occurred on the south and west legs due to the Walgreens and gas station driveways. During another consultant's field visit motorists were observed turning left from the gas station driveway even though a raised concrete median is present. A broken signpost is present on the west end of the median on the west leg, and signal visibility is impeded by bright sun conditions. There is a horizontal curve along SR 62 to the east of Michigan Road as well.

There is currently a Hot Mix Asphalt (HMA) Overlay project being designed for SR 62 that will bid at approximately the same time. At the scoping meeting, it was discussed that the mill and overlay of SR 62 may be included with the HMA Overlay project. The overlay project number is Des. No. 1801106.

This section of SR 62 has a functional classification of Principal Arterial - Other with a 35-mph posted speed limit. The typical cross section of the roadway includes two lanes in each direction, 12 feet wide. The west half of SR 62 is curbed with storm sewers and the eastern half has shoulders with open ditches. The adjacent land use is commercial.

This section of Michigan Road has a functional classification of Minor Arterial with a 40-mph posted speed limit. The typical cross section of the roadway includes one lane in each direction, 12 feet wide. The northbound lane is bound by shoulders with open ditches and the southbound lane is primarily curbed with storm sewers. The adjacent land use is commercial.

Proposed improvements are discussed in Section IX.

V. FIELD INVESTIGATION

A Virtual Field Check for both locations was held at the INDOT Seymour District office on March 6, 2020. The minutes of that meeting are included as Appendix B.

VI. TRAFFIC DATA ANALYSIS

The Indiana Department of Transportation (INDOT) Traffic Count Database System was utilized to determine the traffic counts. The count station utilized for SR 229 is located just west of Grayson Street (Location ID 240420). The count station utilized for SR 62 is located approximately 580 feet west of Michigan Road (Location ID 390440). Current and projected traffic for the roadways are shown in Table 1 and Table 2 below.

The annual growth rate used for SR 229 was 0.60 percent. The annual growth rate used for SR 62 was 0.40 percent.

	SR 229
Annual Average Daily Traffic	18,211 vehicles per day
(AADT) (2019)	(VPD)
AADT (2042)	20,897 VPD
Design Hourly Volume (DHV)	9.07%
Directional Distribution	50%

Table 1 - Traffic Data for SR 229

	SR 62
Annual Average Daily Traffic	20,713 vehicles per day
(AADT) (2019)	(VPD)
AADT (2042)	22,705 VPD
Design Hourly Volume (DHV)	9.21%
Directional Distribution	neg 51.4%

Table 2 - Traffic Data for SR 62

VII. CRASH DATA AND ANALYSIS

Crash Data for this segment of SR 229 from April 15, 2017 through April 15, 2020 was analyzed for crash type and severity. This segment of SR 229 was analyzed as a multi-lane urban arterial with a length of 0.33 mile and an intersection density of 9 per mile. The Index of Crash Frequency was 1.73 and the Index of Crash Cost was 0.44. The analysis indicates that the segment features a higher-than-expected crash rate. Table 3 summarizes the crash history over the latest 3-year period. The Crash Data can be found in Appendix D.

	Crash Severity				Crash Type			
	Fatal/Incap.	Injury	PDO	Right Angle	Ran Off Road	Rear End	Sideswipe	R/L Turn
2017 - 2020	0	5	28	7	3	10	6	7
% Total	0%	15%	85%	21.2%	9.1%	30.3%	18.2%	21.2%

Table 3 - Crash Analysis for SR 229

Crash Data from January 15, 2017 through January 15, 2020 for the intersection of SR 62 with Michigan Road was analyzed for crash type and severity. The intersection was analyzed as a signalized intersection of a state highway with a non-state roadway. The Index of Crash Frequency was 2.05 and the Index of Crash Cost was 2.15. The analysis indicates that the intersection experiences a higher-than-expected crash rate and crash cost. Table 4 summarizes the crash history over the latest 3-year period. The Crash Data can be found in Appendix D.

	Cras	Crash Severity			Crash Type			
	Fatal/Incap.	Injury	PDO	Right Angle	Ran Off Road	Rear End	Sideswipe	R/L Turn
2017 - 2020		9	66	8	4	27	15	25
% Total	0% **	16%**	84%	10.1%	5.1%	34.2%	19.0%	31.6%

Table 4 - Crash Analysis for SR 62

- **Note: Calculation error. Should be 5%.
- *** Note: Calculation error. Should be 11%

VIII. DESIGN CRITERIA

Project Design Criteria	3R Reconstruction (IDM Fig. 53-6)
Functional Classification	Urban Arterial
Design Speed	40 mph
Posted Speed	40 mph
Access Control	None
Number of Lanes and Width	4 lanes @ 12 ft (match existing)
Shoulder Width	N/A (curb and gutter)
Obstruction-Free Zone	10 ft
Horizontal Alignment	Maintain Existing Alignment
Vertical Alignment	Maintain Existing Alignment

Table 5 - Design Criteria for SR 229

Project Design Criteria	3R Reconstruction (IDM. Fig. 53-6)
Functional Classification	Urban Arterial
Design Speed	40 mph
Posted Speed	35 mph
Access Control	Partial Limited Access
Number of Lanes and Width	4 lanes @ 12 ft (match existing)
Shoulder Width	N/A (Curb and Gutter)
Obstruction-Free Zone	12 ft
Horizontal Alignment	Maintain Existing Alignment
Vertical Alignment	Maintain Existing Alignment

Table 6 - Design Criteria for SR 62

IX. PROPOSED IMPROVEMENTS

In order to reduce the crash rates of these intersections, reducing the access points via concrete median construction is recommended. Conceptual sketches of the proposed improvements are in Appendix E.

A. SR 229

A two-foot wide median curb will be installed from the intersection of SR 229 and Grayson St. to Northside Drive. Both are signalized intersections, and the proposed center curb median will force all the left turns to occur at the signals. The signal heads at Northside Drive will be adjusted to align with the new northbound lane locations and the left only signs will be reset at the entrance. The TWLTL will be converted to left turn only lanes in each direction. The northbound lane striping will have to be shifted on SR 229 in order to maintain the current lane width after the median has been installed.

For the installation of the new median, the existing pavement will be cut 1 foot on each side for construction. This area will be patched with full-depth asphalt. One lane width will be milled and resurfaced on each side of the new median. Solid white striping will be added where the outside northbound lane becomes an exclusive right turn lane and then is dropped at the first driveway south of Northside Drive.

B. SR 62

Since the existing medians at the intersection of SR 62 with Michigan Road are not long enough to deter left turns, the existing north and south approach medians will be extended. The existing median north of SR 62 will be extended approximately 100 feet north until the first drive on the west. The existing median south of SR 62 will be extended approximately 200 feet south until the first drive on the west. On SR 62, the median west of Michigan Road will be extended through the taper to the west, which is approximately 130 feet longer than the existing median. The west entrance to Gran Brazil and Walgreens will remain open. In addition to the extension of the center medians, the existing medians will be replaced.

For the installation of the new medians, the existing pavement will be cut 1 foot on each side for construction. This area will be patched with full-depth asphalt. There is currently a resurface project being designed for SR 62 (Des. No. 1801106), but for the sake of this assessment the milling and resurfacing work was included in the numbers in Table 8. Since Michigan Road is a city street, coordination with City of Madison officials will be necessary.

The radius of the northwestern corner will be reduced, as well as the driveway width on the west side of Michigan Rd to north of SR 62. Improvements to the current traffic signaling include:

- new LED signal heads with backplates
- 5 section signal head for northbound right turns
- yellow flashing arrows for north and southbound left turns
- replacing the signpost on the west end of the median on the west leg

X. ESTIMATED COSTS SUMMARY

Summaries of the Opinion of Probable Construction Cost (OPCC) for the preferred alternatives are shown in Table 7 and Table 8. A printout of the probable cost breakdowns are in Appendix F.

Cost Item	Total Price
Estimated Construction Cost Subtotal	\$ 200,084
Contingency (20%)	\$ 40,000
Estimated Construction Cost (2020)	\$ 240,084
Utility Relocation	\$ 20,000
Total Estimated Project Cost (2020)	\$ 260,084

Table 7 - Probable Construction Cost for SR 229

Cost Item	Total Price
Estimated Construction Cost Subtotal	\$ 282,548
Contingency (20%)	\$ 56,500
Estimated Construction Cost (2020)	\$ 339,048
Utility Relocation	\$ 20,000
Total Estimated Project Cost (2020)	\$ 359,048

Table 8 Probable Construction Cost for SR 62

XI. MAINTENANCE OF TRAFFIC

Since the existing roadways feature multiple lanes of through traffic, the construction of these medians will be done under single lane closures. In order to maintain a southbound lane during construction of the SR 229 improvements, the fourth lane southbound will be extended to Northside Drive. This will require the curb to be removed and relocated, as well as paving the new lane and adding the appropriate striping.

The contractor will be responsible for following road closure standards as detailed in the INDOT Standard Drawings and the Indiana Manual on Uniform Traffic Control Devices. Coordination with the INDOT District Traffic will take place during design. The final maintenance of traffic plan will be determined during the design phase in coordination with the District's traffic and construction division.

XII. R/W REQUIREMENTS

Right of way acquisition is not anticipated for any of the proposed improvements. Existing right-of-way will be verified and documented as part of the design phase.

XIII. POTENTIAL ENVIRONMENTAL ISSUES

Because all proposed improvements are to occur on previously disturbed and paved areas, environmental impacts are anticipated to be minimal. All environmental issues will be addressed in greater detail in the environmental phase.

XIV. RAILROAD & UTILITY IMPACTS

There is no existing railroad near the project location. Railroad impacts are not anticipated for this project.

Utility conflicts are expected to be minimal for this project. The INDOT Utility Coordination Procedure will be followed during the design phase

CHANGES TO PROPOSAL

The Seymour District Technical Services and Capital Program Management shall be consulted if deviation from the proposal is determined to be necessary during a later phase of project development. The person initiating the changes shall route a memorandum detailing the changes including justification for the change and the estimated cost difference to the Seymour District Scoping Manager and Project Manager for concurrence.

Prepared by:

Marc Rape, P.E.

Strand Associates, Inc.®

July 13, 2020

Date

Concur:

Robert F. Tally Jr.

Robert F. TallyJr., P.E. System Asset Manager July 30, 2020

Date

Project Manager

8/4/20

APPENDIX:

A-PROJECT LOCATION MAPS **B-SCOPING MEETING MINUTES** C-CRASH ANALYSIS D-PROPOSED IMPROVEMENTS E-OPINION OF PROBABLE COST **Note: All Appendices except Crash Analysis** removed for space conservation.

Road Hat Report

4/27/2020

Index of Crash Frequency and Cost - Form F1 Page 1/2				
Location SR 62 at Michigan Road				
GIS				
Post				
Analyst				
Date		4/20,	/2020	
INPUT				
Road Facility Type		Signa	alized Urban State	-Local Intersection
Major Road AADT (veh/day)				20713
T-intersection Indicator (1 if present, 0 otherwise)				0
Arterial Indicator for Crossing Local Road (1 if pres	ent, 0 otherwise)			1
First Year with Crash Data (yyyy)				2017
Last Year with Crash Data (yyyy)				2020
Number of Crashes (crash/period)				
Fatal and Incapacitating Injury Crashes				4
Non-Incapacitating and Possible Injury Crashe	S			9
Property Damage Only Crashes				66
Route or Road Type	Signalized Urban State-Local Intersection			-Local Intersection
Average Crash Costs (\$)				
Fatal and Incapacitating Injury Crashes				219500
Non-Incapacitating and Possible Injury Crashe	s			31300
Property Damage Only Crashes				7100
Crash Cost Year (yyyy)				2013
OUTPUT				
Expected Crash Frequency (crash/year)				
Fatal and Incapacitating Injury Crashes				0.115
Non-Incapacitating and Possible Injury Crashe	s			1.63
Property Damage Only Crashes				6.62
All Crashes				8.36
Index of Crash Frequency				2.05
Index of Crash Cost				2.15

Index of Crash Frequency and Cost - Form F1 Page 2/2					
Location	SR 62 at Michigan Road				
GIS					
Post					
Analyst					
Date	4/20/2020				
Comments:	•				

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

ProjectNumber	SubProjectCode	County	Property
1800161	. 1800161H	Jefferson	Clifty Falls State Park
1800171	. 1800171C	Jefferson	Clifty Falls State Park
1800177	' 1800177A	Jefferson	Clifty Falls State Park
1800183	1800183	Jefferson	Clifty Falls State Park & Clifty Canyon Nature Preserve
1800218	1800218	Jefferson	Clifty Falls State Park & Clifty Canyon Nature Preserve
1800305	1800305D	Jefferson	Clifty Falls State Park
1800312	1800312C	Jefferson	Clifty Falls State Park
1800363	1800363F	Jefferson	Clifty Falls State Park
1800409	1800409	Jefferson	Clifty Falls State Park & Clifty Canyon Nature Preserve
1800413	1800413K	Jefferson	Clifty Falls State 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.

Retrieved from the INDOT Environmental Policy website (https://www.in.gov/indot/engineering/files/IN-LWCF-sites-by-county.xlsx) on September 30, 2021 by Metric.