FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 28 and SR 213 / Tipton County
Designation Number(s):	2003083
Project Description/Termini:	SR 28 and SR 213 Intersection Improvement, 600 feet to the north and 470 feet to the south along SR 213; and approximately 685 feet to the east and 700 feet to the west along SR 28

[X] **CE Level 1 documentation for exempted projects**

[ ] **Additional Information to CE Level 1**

Approval:

INDOT DE/ESD Signature and Date

Release for Public Involvement: RB 4/6/2026

INDOT DE/ESD Initials and Date

Certification of Public involvement:

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer:

Signature and Date

CE Preparer: Jennifer Graf / Parsons Transportation Group

Name and Organization

GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION	
Purpose and Need:	**Need**: The need for this project is due to the high frequency of severe crashes at the SR 28 and SR 213 intersection. According to the October 13, 2021, *Engineering Assessment Report* (INDOT, 2021), between 2017 and 2019 there were 19 crashes at this intersection, which is a high rate of crashes for this type of intersection (Appendix I, I-1 to I-13). Of the 19 crashes, eight were fatal or incapacitating, four were non-incapacitating, and seven were property damage only. The majority (12) of the crashes were right angle crashes. An analysis of crash frequency and crash severity was performed for this intersection using INDOT's Road Hazard Analysis Tool (RoadHAT) (INDOT, 2021) (Appendix I, I-13). For this analysis, two indices are calculated, Index of Crash Costs (ICC) and Index of Crash Frequency (ICF). These indices indicate the number of standard deviations that a road intersection's safety performance is above or below the statewide average for similar intersections. An index of 0 is considered to be average for intersection similar to the SR 28 and SR 213 intersection. The RoadHAT analysis using 2017-2019 crash data determined that the ICC is 2.51 and the ICF is 2.41. These numbers indicate that this intersection is prone to crashes of substantial severity and cost and that the frequency of crashes at this intersection is above what could be expected for an average intersection of similar vehicular volume. Additionally, crash data between 2020 and 2025 continue to show an elevated number of crashes at the SR 28 and SR 213 intersection. During this period there were 32 crashes, of which four were fatal or incapacitating, nine were non-incapacitating, and 19 were property damage only. The crash frequency and crash severity using RoadHAT were determined to have an ICF of 1.37 and an ICC of 0.87 (Parsons, 2026) (Appendix I, I-14). These numbers continue to indicate that this intersection is prone to crashes of severity and that the frequency of crashes at this intersection is above what could be expected for an average intersection of similar vehicular volume. **Purpose**: The purpose of this project is to improve safety by reducing or eliminating the high frequency and severity of crashes at this intersection.
Project Description (Preferred Alternative):	The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project (Des. 2003083) at the intersection of SR 28 and SR 213 near the Town of Hobbs in Tipton County, Indiana (Appendix B, B-1). **<u>Location</u>** This project is located in Section 9 and 10 of Township 21 North, Range 5 East and is shown on the Windfall, Indiana United States Geological Survey (USGS) 7.5-minute quadrangle topographical map (Appendix B, B-2). The site setting is rural and adjacent land uses include forested, agricultural, roadside rest area, and residential.

Existing Conditions

The section of SR 28 within the project area has two 12-foot-wide lanes and a minimum of 2-foot-wide outside shoulders. There are turn lanes from SR 28 to northbound (NB) and southbound (SB) SR 213. There is no median separating the east and westbound lanes. At this location, SR 28 is classified as a *rural principal arterial* and the speed limit is 50 miles per hour (mph).

The section of SR 213 within the project area has two 12-foot-wide lanes and 4-foot-wide outside shoulders. There are turn lanes with splitter islands from SR 213 to eastbound (EB) and westbound (WB) SR 28. The through lanes are controlled with stop signs at the intersection. There is no median separating the north and southbound lanes. At this location, SR 213 is classified as a *major collector* and the speed limit is 55 mph. There is an at-grade railroad crossing of SR 213 located 500 feet south of the intersection.

There are several drainage ditches surrounding this intersection. Two culverts pass under SR 28 on the east and west sides of the intersection. Overhead electric lines are located along the south side of SR 28 and the east side of SR 213 south of the intersection. There are no pedestrian facilities, guardrail, or lighting at this intersection. Photographs of the project area are provided in Appendix B, B-4 to B-6.

Preferred Alternative

The preferred alternative is a single lane roundabout designed in accordance with high-speed rural criteria to handle large truck volumes and farm equipment. There will be raised splitter islands, pavement markings, and signage at the four approaches. The center island will be raised a minimum of 6 inches with a diameter of approximately 150 feet. The center island will be planted with grass. The existing pavement on SR 28 and SR 213 will be milled and repaved. The new pavement will be raised approximately 6 inches higher than the existing pavement in order to provide the required depth to support anticipated traffic volumes. Both SR 28 and SR 213 will be widened approximately 4 feet to the outside to provide for shoulders. The drainage system will use the existing roadside ditches and stormwater system. Project plans are included in Appendix B, B-7 to B-16.

Approximately 1.76 acres of terrestrial habitat is expected to be impacted by the proposed project for construction access and staging areas. No tree clearing or trimming will be required. The project will occur within existing pavement. Therefore, no permanent or temporary right-of-way (ROW) will be required for this project.

The proposed maintenance of traffic (MOT) requires full closure of both SR 28 and SR 213 in order to construct the roundabout. Signed detours will be provided during construction (Appendix B, B-10 and B-11). Details of the MOT are included in the **Maintenance of Traffic (MOT) During Constructio**n section of this CE document.

The preferred alternative will meet the purpose and need for the project by improving safety by reducing or eliminating the high frequency and severity of crashes at this intersection. This is due to the channelized, curved approaches

	that force drivers to slow down and yield to oncoming traffic. Vehicle speeds will be reduced to approximately 20 miles per hour, which will reduce crash severity. The one-way, counterclockwise traffic flow and no left turns will eliminate high speed right-angle and head-on collisions. **Logical Termini/Independent Utility:** The logical termini represent the minimum area necessary to fulfill the purpose and need of the project. From the center of the SR 28 and SR 213 intersection extending approximately 600 feet to the north and 470 feet to the south along SR 213; and approximately 685 feet to the east and 700 feet to the west along SR 28. The project is a reasonable expenditure even if no additional transportation improvements in the area are made, and it does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Therefore, this project meets FHWA criteria for independent utility. Please refer to Appendix B for maps and photos depicting the project area (Appendix B, B-1 to B-6).
Other Alternatives Considered:	**Traffic Signal Alternative:** This alternative proposed a traffic signal at the SR 28 and SR 213 intersection, and additional turn lanes along all legs of this intersection. This alternative would have full pavement replacement and the raised concrete islands and slip lanes would be removed. All work would be within the state-owned ROW; therefore, the environmental impacts would be minimal. This alternative was eliminated from further consideration because the traffic volumes at this intersection do not meet INDOT's signal warrants. This alternative could potentially increase rear end crashes due to the high speeds along SR 28 and SR 213. Therefore, this alternative would not meet the project's purpose and need and is not a prudent alternative. The Traffic Signal Alternative was discarded from further consideration. **All-Way Stop Control Alternative:** This alternative proposed stop signs at all four legs of the intersection. Warning signs would be installed along the mainline of SR 28, alerting drivers of the four-way stop. There would be minor to no environmental impacts because the work would be within the existing pavement limits. This alternative could potentially increase rear end crashes due to the high speeds along both routes, and right-angle crashes associated with this intersection are likely to continue. Therefore, this alternative does not meet the project's purpose and need and is not a prudent alternative. The All-Way Stop Control Alternative was discarded from further consideration. **No Build Alternative:** This alternative would not provide any improvements and the intersection would remain as it currently exists. There would be no environmental impacts as a result of this alternative. The crash frequency and severity at this intersection would continue under this alternative. Because this alternative does not meet the purpose and need of the project, it was discarded from further consideration.

Funding Source(s):	[X] Federal [X] State [ ] Local [ ] Other		
Project Sponsor:	INDOT		
Estimated Cost:	$2,888,086.00	**Project Length:**	Overall length is 0.27 mile

Public Involvement:	**No:**	**Yes: X**

Notice of Entry letters were mailed to potentially affected property owners near the project area on August 20, 2024, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, G-1 and G-2.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of No Historic Properties Affected was published in the *Tipton County Tribune* on February 19, 2026, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on March 21, 2026. The text of the public notice and the affidavit of publication appear in Appendix D, D-53.

Project Does Meet

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

Right-of-Way:	**No: X**	**Yes:**

Approximate existing ROW limits within the project area range from 30 feet to 45 feet from the edge of pavement. This project will occur within existing state-owned 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.

Maintenance of Traffic (MOT) During Construction:	**No:**	**Yes: X**

During construction, SR 213 will be closed and a detour will be provided utilizing SR 13, SR 26, and SR 37 (Appendix B, B-10). The detour will be in place for approximately six months. The detour is approximately 30 miles long and will add approximately 35 minutes to drivers' commutes.

SR 28 will be closed and a detour will be provided utilizing SR 13, SR 26, and SR 19 (Appendix B, B-11). The detour will be in place for approximately six months. The detour is 31 miles long and will add approximately 35 minutes to drivers' commutes.

Early coordination letters were sent to stakeholders on October 4, 2024 (see the **Early Coordination** section for a list of stakeholders). No responses regarding MOT were received.

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

Bridge(s) and/or Small Structure(s) (include structure number(s)):	**No: X**	**Yes:**

There are two culverts and no bridges within the project area. No work is proposed for either culvert; therefore, no impacts are expected.

CLV-31709
This is a 30-inch diameter concrete pipe culvert that is approximately 50 feet long, located at the intersection of SR 28 and SR 213 (Appendix I, I-16).

CLV-31677
This is a 30-inch diameter concrete pipe culvert that is approximately 50 feet long, located at the intersection of SR 28 and SR 213 (Appendix I, I-17).

IDENTIFICATION AND EVALUATION OF IMPACTS

Early Coordination:

Early coordination letters (ECL) were sent on October 4, 2024, July 31, 2025, and October 21, 2025 (Appendix C-1 to C-3).

Agency	Date Sent	Date Response Received	Appendix
FHWA	October 4, 2024	No Response Received	N/A
US Army Corps of Engineers (USACE)	October 4, 2024	No Response Received	N/A
US Department of Housing & Urban Development - Chicago Regional Office (HUD)	October 4, 2024	No Response Received	N/A
US Fish and Wildlife Service (USFWS)	October 4, 2024	October 31, 2024	Appendix C, C-6 to C-8
Indiana Department of Natural Resources - Division of Fish and Wildlife (IDNR-DFW)	October 4, 2024	October 18, 2024	Appendix C, C-4 and C-5
Natural Resources Conservation Service (NRCS)	October 21, 2025	December 2, 2025	Appendix C, C-12
Indiana Geological and Water Survey (IGWS)	July 31, 2025 (Completed Online)	Automated response	Appendix C, C-9 to C-11
INDOT Environmental Policy Manager	October 4, 2024	No Response Received	N/A
INDOT Greenfield District	October 4, 2024	No Response Received	N/A
INDOT Project Manager	October 4, 2024	No Response Received	N/A
Tipton County Commission	October 4, 2024	No Response Received	N/A
Tipton County Council	October 4, 2024	No Response Received	N/A

Agency	Date Sent	Date Response Received	Appendix
Tipton County Highway Department	October 4, 2024	No Response Received	N/A
Tipton County Emergency Management	October 4, 2024	No Response Received	N/A
Tipton County Sheriff's Office	October 4, 2024	No Response Received	N/A
Tipton County Police Department	October 4, 2024	No Response Received	N/A
Hobbs & Madison Township Volunteer Fire Department	October 4, 2024	No Response Received	N/A
Tipton County Surveyor's Office	October 4, 2024	No Response Received	N/A
Tipton Community School Corporation	October 4, 2024	No Response Received	N/A
Tipton County Planning Department	October 4, 2024	No Response Received	N/A
Tipton County Fire Department	October 4, 2024	No Response Received	N/A
City of Tipton, Mayor's Office	October 4, 2024	No Response Received	N/A

All applicable recommendations are included in the **Environmental Commitment**s section of this CE document.

Streams, Rivers, and Other Jurisdictional Features Impacted:	**No: X**	**Yes:**

Based on the desktop review, the aerial map of the project area, and the Red Flag Investigation (RFI) report (Appendix E, E-1 to E-10) there are 14 streams, rivers, watercourse, or other jurisdictional features within the 0.5-mile search radius. There is one stream, river, watercourse, or other jurisdictional feature within or adjacent to the project area, which was confirmed by the site visit on August 22, 2024, by Parsons. Zittinger Ditch is located adjacent to the southern terminus of the project area and the north side of the Norfolk Southern Railroad tracks. Zittinger Ditch is listed as impaired for *E. coli* on the Indiana Department of Environmental Management's (IDEM) 303(d) List of Impaired Waters. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protection equipment, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. There will be no impact to Zittinger Ditch as a result of the project as it is located outside of the construction limits.

Due to the scope of work remaining within existing ROW and the absence of water resources within the project area, a *Waters of the U.S. Determination / Wetland Delineation (WOTUS) Report* was not prepared. Therefore, no impacts are expected.

Open Water Feature(s):	**No: X**	**Yes:**

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, E-1 to E-10) there are 5 open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on August 22, 2024, by Parsons. Therefore, no impacts are expected.

Wetlands:	**No: X**	**Yes:**
Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, E-1 to E-10) there are 11 wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area, which was confirmed by the site visit on August 22, 2024, by Parsons. Therefore, no impacts are expected.		
Terrestrial Habitat:	**No:**	**Yes: X**
Based on a desktop review, the site visit on August 22, 2024, by Parsons, the aerial map of the project area (Appendix B, B-3), terrestrial habitat within the project area mainly consists of grassy roadside ditches and forested land. The dominant vegetation within the investigated area consists of Kentucky bluegrass (*Poa pratensis*), American sycamore (*Plantanus occidentalis*), ash-leaf maple (*Acer negundo*), eastern cottonwood (*Populus deltoides*), and amur honeysuckle (*Lonicera maackii*). Total terrestrial habitat within the project area is approximately 4.47 acre. Of that area, approximately 1.76 acre of terrestrial habitat will be disturbed by this project due to construction access and staging areas. Impacts to terrestrial habitat have been reduced to the greatest extent possible by limiting the construction of the roundabout to the existing pavement. IDNR-DFW responded to the early coordination request on October 18, 2024, with standard recommendations to avoid or minimize impacts to terrestrial habitat. These recommendations included post-construction revegetation measures and implementing sediment and erosion control measures (Appendix C, C-4 and C-5). All applicable recommendations are included in the **Environmental Commitments** section of this CE document.		
Protected Species:	**No:**	**Yes: X**
Based on a desktop review and the RFI report (Appendix E, E-1 to E-10), completed on October 8, 2024, by Parsons, the IDNR Tipton County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination letter dated October 18, 2024 (Appendix C, C-4 to C-5), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on September 23, 2024. No endangered bats were documented in or within a half mile of the project area. Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C-13 to C-25). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*). Other species were generated in the IPaC species list along with the Indiana bat. Refer to paragraph below. The project qualifies for the *Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat*, dated December 2024, between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on December 11, 2025, and based on the responses provided, the project was found to "not likely to adversely affect" (NLAA) the Indiana bat (Appendix C, C-26 to C-36). INDOT reviewed and verified the effect finding on December 12, 2025, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. The Avoidance and Minimization Measures (AMMs) included general construction and lighting recommendations. These AMMs include ensuring contractors are aware of the environmental commitments and directing temporary lighting away from suitable habitat. These		

AMMs are included as firm commitments in the **Environmental Commitments** section of this CE document.

The official species list generated from IPaC indicated two other species, the whooping crane (*Grus americana*) and the monarch butterfly (*Danaus plexippus*), are present within the project area. The whooping crane is listed as an experimental population; the monarch butterfly is identified as a proposed threatened species but is not yet listed. There is no critical habitat for either species within or near the project areas; therefore, neither species is protected under the Endangered Species Act (ESA) and no further coordination with USFWS is needed.

The USFWS responded to the early coordination request on October 31, 2024, with standard recommendations to avoid or minimize impacts to terrestrial habitat. These recommendations included post-construction revegetation measures and evaluation of wildlife crossings. (Appendix C, C-4 and C-5).

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

Geological and Mineral Resources:	**No: X**	**Yes:**

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topographic map of the project area (Appendix B, B-2), and the RFI report (Appendix E, E-1 to E-10), there are no karst features identified within or adjacent to the project area.

In the automated early coordination response dated July 31, 2025, the IGWS did not indicate that karst features exist in the project area (Appendix C, C-9 to C-11). The response noted that the project area has a moderate liquefaction potential, a high potential of bedrock resources, and a low potential for sand and gravel resources. The response from IGWS was communicated to the designer on July 31, 2025. No impacts are expected.

Drinking Water Resources:	**No: X**	**Yes:**

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

Wellhead Protection Area and Source Water
The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on July 31, 2025, by Parsons. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells
The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on June 27, 2025, by Parsons. Three unconsolidated wells are located adjacent to the project area. The features will not be affected because the proposed roundabout would be constructed on the existing pavement within existing INDOT ROW. In addition, the drainage system will utilize the existing roadside ditches and stormwater system. Therefore, no impacts are expected. Should it be determined during the

right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary
Based on a desktop review of the Urban Area Boundary (UAB) in GIS by Parsons on July 31, 2025, and the RFI report (Appendix E, E-1 to E-10), this project is not located in an UAB. No impacts are expected.

Public Water System
Based on a desktop review, a site visit on July 31, 2025, by Parsons, and the aerial map of the project area (Appendix B, B-3), no public water systems were within the project area. Therefore, no impacts are expected.

Floodplains:	**No: X**	**Yes:**

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) was accessed on July 31, 2025, by Parsons. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F-2). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland:	**No: X**	**Yes:**

Based on a desktop review, a site visit on April 29, 2025, by Parsons, and the aerial map of the project area (Appendix B, B-3), there is farmland as defined by the Farmland Protection Policy Act (FPPA) adjacent to the project. The project will not convert any farmland because the project will occur within existing state-owned ROW. An early coordination letter was sent on October 21, 2025, to NRCS. A response was received on December 2, 2025, stating that the project will not cause a conversion of prime farmland (Appendix C, C-12). No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

Cultural Resources:	**No: X**	**Yes:**

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider the effects of their actions on cultural resources that are listed, or eligible for listing in the National Register of Historic Places (NRHP) in consultation with the State Historic Preservation Officer (SHPO) and other consulting parties to share their findings with the public.

Area of Potential Effect (APE): Pursuant to 36 CFR 800.16(d), the Area of Potential Effect (APE) for aboveground resources extends approximately 600 feet to the north and 470 feet to the south along SR 213; and approximately 685 feet to the east, and 700 feet to the west along SR 28 (Appendix D, D-46). The APE for archaeology is the project footprint.

Coordination with Consulting Parties: Section 106 early coordination was initiated on January 22, 2025, with a letter inviting organizations and individuals to become Consulting Parties (CPs) for the project (Appendix D, D-23 to D-30). The SHPO from the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR-DHPA) is a designated CP. The following is a list of the organizations invited to become a CP for the project. Those in bold text are the four entities that accepted CP status.

- **Indiana State Historic Preservation Office**
- Tipton County Commissioners
- **Indiana Landmarks**
- Tipton County Engineer

- Tipton County Highway Superintendent
- Tipton County Chamber of Commerce
- Tipton County Historical Society
- Tipton County Public Library-Genealogy
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- **Shawnee Tribe**
- Turtle Mountain Band of Chippewa Indians
- **Forest County Potawatomi Community**

Archaeology: A Phase Ia Archaeological Reconnaissance Survey was conducted for the project, which identified two archaeological sites (Appendix D, D-14 to D-18). The sites were recommended not eligible for inclusion on the NRHP. No further work was recommended. The Phase Ia Archaeological Reconnaissance Survey submitted to SHPO on July 25, 2025. In correspondence dated August 25, 2025, SHPO concurred that the two sites do not contain significant archaeological deposits and no further surveys are necessary in these areas (Appendix D, D-37 and D-38). The SHPO also stated that should ground disturbing activities extend beyond INDOT's ROW into areas of the two archaeological sites that were not surveyed, then additional archaeological surveys may be necessary. In this event, additional consultation with the Indiana DNR-DHPA would be necessary. If any portions of the two archaeological sites that were not surveyed and assessed are nearby to areas at which proposed project-related ground-disturbing activities would be conducted, then these areas must either be avoided or subject to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing project activities. These recommendations are included as firm commitments in the **Environmental Commitments** section of this CE document. The letter also mentioned that if any other archaeological artifacts or human remains are discovered, they should be reported to IDNR-DHPA within two business days.

The Phase Ia Archaeological Reconnaissance Survey was circulated to CPs on November 3, 2025, and the comment period ended on December 3, 2025. The Shawnee Tribe provided comments in correspondence dated November 18, 2025, stating that they concurred that no known historic properties would be negatively impacted by the proposed work. It was noted that if the discovery of previously unknown archaeological and/or historical resources were encountered at any point during the proposed work, the Shawnee Tribe should be consulted (Appendix D, D-40).

Historic Properties: A historic property survey was conducted for the project, which did not identify any properties listed or eligible listing in the NRHP (Appendix D, D-11 to D-13). The Historic Property Report (HPR) was circulated to CPs on November 26, 2025, and the comment period ended on December 25, 2025 (Appendix D, D-41 to D-48). In correspondence dated December 29, 2025, the SHPO commented that the APE is of adequate size and agreed that there are no previously recorded properties listed or eligible for inclusion in the NRHP in the project area (Appendix D, D-49 and D-50). No other comments were received.

Documentation Finding: INDOT, acting on behalf of FHWA, issued a finding of "No Historic Properties Affected" on February 13, 2026 (Appendix D, D-4 to D-9). Pursuant to 800.5(c), the SHPO concurred with this finding on March 19, 2026 (Appendix D, D-51 and D-52).

Public Involvement: A legal notice of FHWA's finding of "No Historic Properties Affected" was published in the *Tipton County Tribune* on February 19, 2026, offering the public an opportunity to submit comment

pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on March 21, 2026. The SHPO concurred with the finding of "No Historic Properties Affected" in correspondence dated 19, 2026 (Appendix D, D-51 and D-52). No other comments were received. The public notice and affidavit of publication are provided in Appendix D, D-53.

The Section 106 process has been completed, and the responsibilities of the FHWA under Section 106 have been fulfilled.

Section 4(f) and Section 6(f) Resources:	**No: X**	**Yes:**

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

Based on a desktop review, the aerial map of the project area (Appendix B, B-3), the RFI report (Appendix E, E-1 to E-10), and Section 106 documentation (Appendix D, D-1 to D-53), there are no potential Section 4(f) resources located within the 0.5-mile search radius. This number was confirmed according to additional research and by the site visit on August 22, 2024, by Parsons. Therefore, no impacts are expected.

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

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

Air Quality:	**No:**	**Yes: X**

STIP/TIP
This project is included in the Fiscal Year (FY) 2026-2030 Statewide Transportation Improvement Program (STIP) (Appendix H, H-1).

Attainment Status
This project is located in Tipton County, which is currently in attainment for all criteria pollutants according to https://www.in.gov/idem/sips/files/nonattainment_county_list.pdf. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

Community Impacts:	**No: X**	**Yes:**
No significant economic or community impacts are expected to develop as a result of this project. This project should have no impacts on community cohesion, the local tax base, or property values. There are several fairs and festivals within Tipton and Elwood that the project may pose temporary inconvenience to the public attending these festivals due to closure of SR 213 and SR 28 and associated detours discussed in the **MOT section** of this document. This inconvenience will cease after construction is completed. Due to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173, EO 12898 has been rescinded and environmental justice is no longer applicable.		
Public Facilities and Services (e.g. schools, emergency services):	**No:**	**Yes: X**
Based on a desktop review, the aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-10), there is one pipeline segment and one railroad segment located within the 0.5 mile of the project. There is one railroad segment within or adjacent to the project area, which is the Norfolk Southern Railroad located approximately 60 feet south of the project area. That number was confirmed by the site visit on August 22, 2024, by Parsons. This project consists of a single lane roundabout designed in accordance with high-speed rural criteria to accommodate large truck volumes and farm equipment. No bridge work is proposed. All work will occur within existing state-owned ROW; therefore, no ROW, permanent or temporary, is expected. During construction, SR 213 will be closed and a detour will be provided utilizing SR 13, SR 26, and SR 37 (Appendix B, B-10). The detour will be in place for approximately six months. The detour is approximately 30 miles long and will add approximately 35 minutes to drivers' commutes. SR 28 will be closed and a detour will be provided utilizing SR 13, SR 26, and SR 19 (Appendix B, B-11). The detour will be in place for approximately six months. The detour is 31 miles long and will add approximately 35 minutes to drivers' commutes. Early coordination letters were sent on October 4, 2024, to the Tipton County Highway, Emergency Management, Police, Fire, Surveyor, and Planning departments; Hobbs and Madison Township's Volunteer Fire Department; Tipton Community School Corporation, and local government officials. No responses were received. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.		
Hazardous Materials and Regulated Substances:	**No: X**	**Yes:**
Based on a review of GIS and available public records, the RFI was completed on September 26, 2024, by Parsons and INDOT SAM provided their concurrence on October 8, 2024 (Appendix E, E-1 to E-10). Two National Pollutant Discharge Elimination System (NPDES) facilities are located within 0.5 mile of the project area. The hazmat sites identified will not impact the project. Parsons reassessed the project area on February 17, 2026, using available GIS layers. No new information was available. Further investigation for hazardous material concerns is not required at this time.		

Permits:	**No:**	**Yes: X**

The proposed alternative will result in 1.76 acres of soil disturbance. Because the area of disturbance is more than 1.0 acre, a Construction Stormwater General Permit (CGSP), formerly Rule 5, will be required.

Due to the absence of water resources, no USACE 404 or IDEM 401 permits will be required. Therefore, no stream or wetland mitigation will be required.

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

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

ENVIRONMENTAL COMMITMENTS:

Firm:

1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT Greenfield District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3) GAMM 1-Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
4) LAMM1 – Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5) Should ground disturbing activities extend beyond INDOT's ROW into areas of the two archaeological sites that were not surveyed, then additional archaeological surveys may be necessary. In this event, additional consultation with the DNR-DHPA would be necessary. If any portions of the two archaeological sites that were not surveyed and assessed are nearby to areas at which proposed project-related ground-disturbing activities would be conducted, then these areas must either be avoided or subject to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing project activities. (IDNR-DHPA)
6) Zittinger Ditch is listed as impaired for *E. coli* on the Indiana Department of Environmental Management's (IDEM) 303(d) List of Impaired Waters. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protection equipment, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. There will be no impact to Zittinger Ditch as a result of the project as it is located outside of the construction limits. (INDOT-SAM)

For Consideration:

1) If erosion control blankets are used, they shall be heavy-duty, biodegradable, and net free or use loosewoven/ Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas. (IDNR-DFW)

PARSONS

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PARSONS

Appendix A

INDOT Supporting Documentation

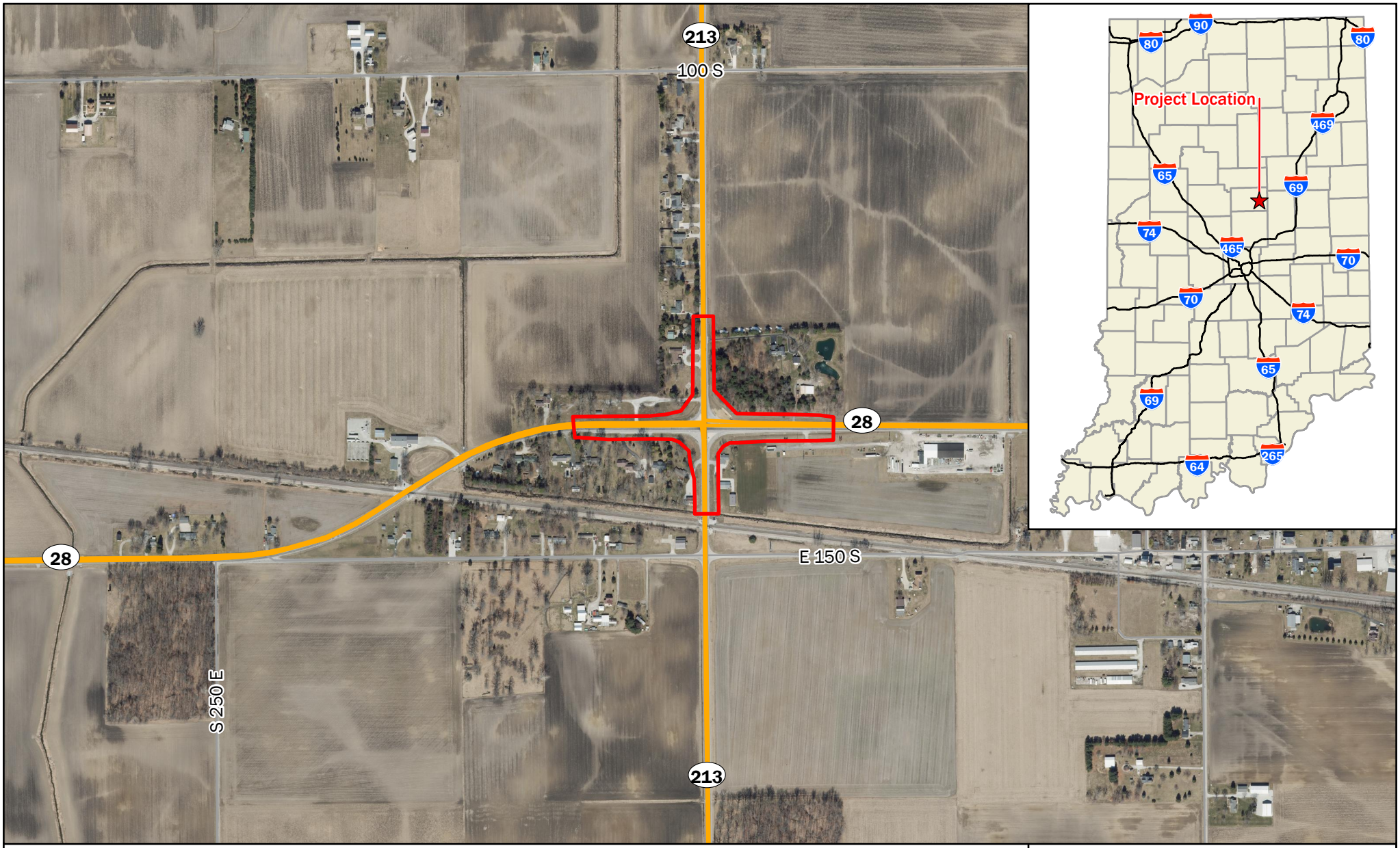
Categorical Exclusion Level Thresholds

	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 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations[6]	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[7])	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[8]
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	[redacted]	-	-	-	[redacted]
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any[10]
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[11]
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.
[redacted]
[7] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[8] 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.
[redacted]
[10] 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.
[11] 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



Study Area
Interstate
State Road
Local Road

0 0.1 0.2
Miles

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

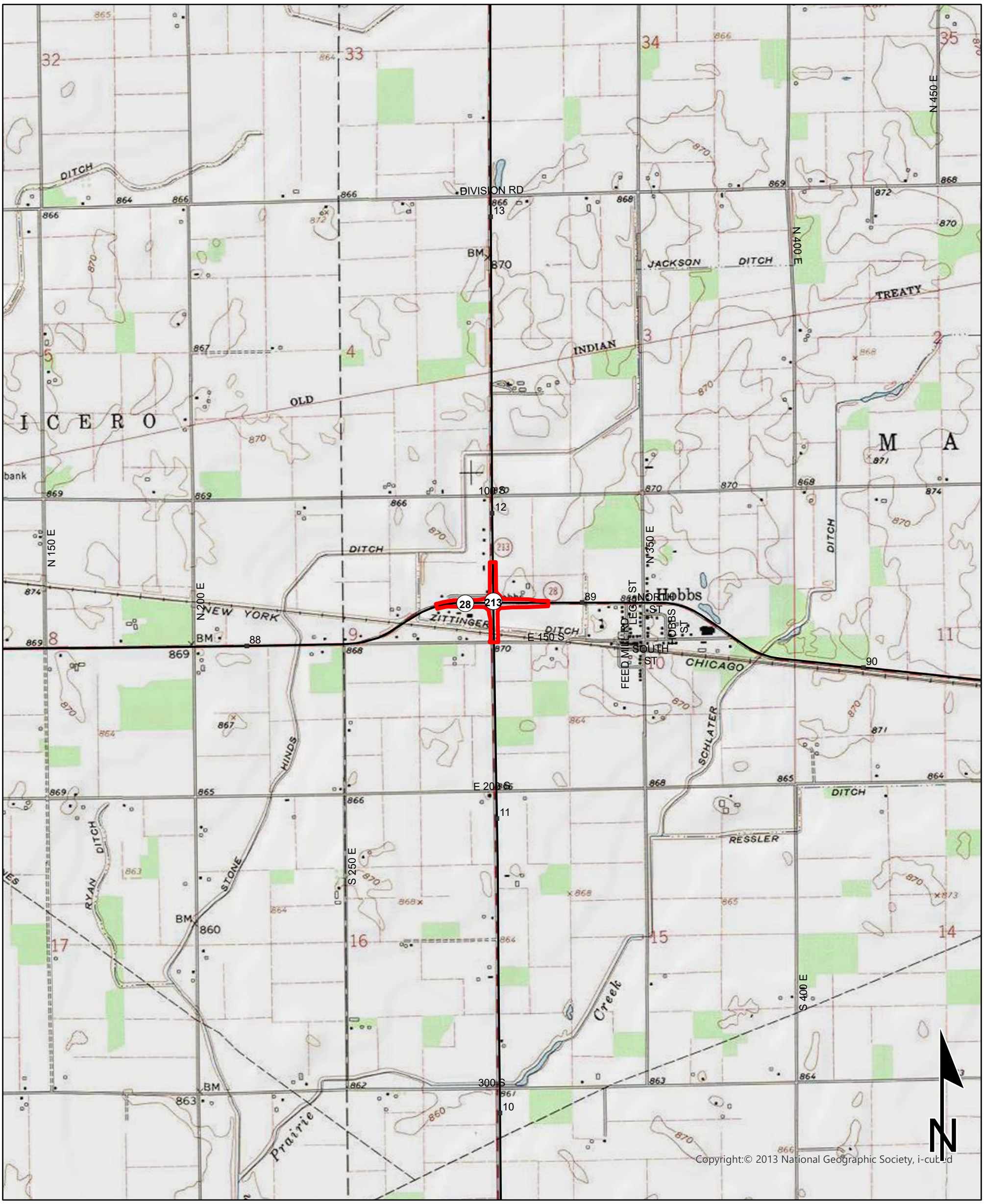
SR 28 and SR 213
Intersection Improvement Project
Tipton County, Indiana
Project Location

Des. 2003083
Date: 12/2/2025

PARSONS

Created by: CAD

USGS Topographic
SR 28 and SR 213
Des. No. 2003083, Intersection Improvement
Tipton County, Indiana

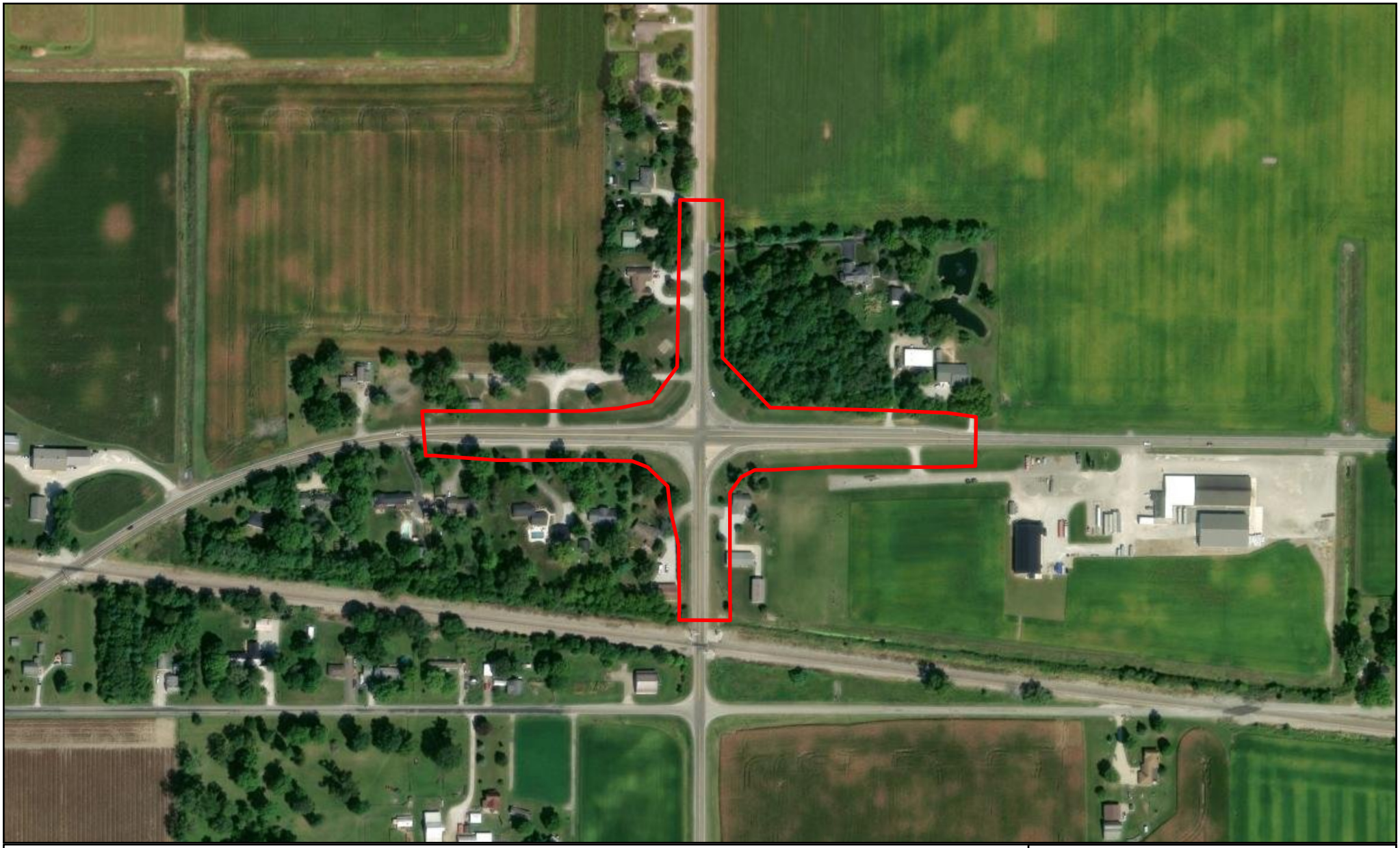


0.4 0.2 0 0.4 Miles

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

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

WINDFALL QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)



Study Area

0 160 320

Feet

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

SR 28 and SR 213 Intersection Improvement Tipton County, Indiana Aerial

Des. 2003083

Date: 12/2/2025

PARSONS

Created by: SMN

Photo 1 – View of SR 28 from the western project area boundary, facing east (8/22/2024).

Photo 2 – View of SR 28 from the SR 28/SR 213 intersection, facing west (8/22/2024).

Photo 3 – View of SR 28 from the eastern project area boundary, facing west (8/22/2024).

Photo 4 – View of SR 28 from the east project area boundary, facing east (8/22/2024).

Photo 5 – View of SR 213 from the northern project area boundary, facing south (8/22/2024).

Photo 6 – View of SR 213 from the SR 28/SR 213 intersection, facing north (8/22/2024).

Photo 7 – View of SR 213 from the southern project area boundary, facing north (8/22/2024).

Photo 8 – View of SR 213 from the southern project area boundary, facing south (8/22/2024)

Photo 9 – View of the SR 28 and SR 213 intersection from SR 213, facing south (8/22/2024).

Photo 10 – View of the SR 28 and SR 213 intersection from SR 213, facing north (8/22/2024).

Excerpts

PROJECT	DESIGNATION
2003083	2003083
CONTRACT	
R-44610	

TRAFFIC DATA - SR 28		
A.A.D.T.	(2027)	4,439 V.P.D.
A.A.D.T.	(2047)	5,293 V.P.D.
D.H.V	(2047)	453 V.P.H.
DIRECTIONAL DISTRIBUTION		50%
TRUCKS		15.0% A.A.D.T.
		11.5% D.H.V.

DESIGN DATA	
DESIGN SPEED	25 - 50 M.P.H.
PROJECT DESIGN CRITERIA	Existing Non-Freeway (3R)
FUNCTIONAL CLASSIFICATION	Principal Arterial - Other
RURAL/URBAN	Rural
TERRAIN	Level
ACCESS CONTROL	None

TRAFFIC DATA - SR 213		
A.A.D.T.	(2027)	2,399 V.P.D.
A.A.D.T.	(2047)	2,860 V.P.D.
D.H.V	(2047)	277 V.P.H.
DIRECTIONAL DISTRIBUTION		50%
TRUCKS		5.0% A.A.D.T.
		2.2% D.H.V.

DESIGN DATA	
DESIGN SPEED	25 - 55 M.P.H.
PROJECT DESIGN CRITERIA	Existing Non-Freeway (3R)
FUNCTIONAL CLASSIFICATION	Major Collector
RURAL/URBAN	Rural
TERRAIN	Level
ACCESS CONTROL	None

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

ROUTE: SR 28 FROM: RP 88+50 TO: RP 89+00

PROJECT NO. 2003083 P.E.
N/A R/W
2003083 CONST.

Intersection Improvement, Roundabout on SR 28 at SR 213
Located 4.0 Miles East of SR 19
Sections 9 & 10, T-21-N, R-5-E, Madison Township, Tipton County

End Construction
Sta. 318+00.00 "D"

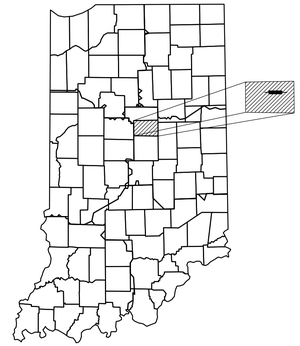
Begin Project
Sta. 802+60.00 "C"

End Project
Sta. 813+55.00 "C"

Begin Construction
Sta. 307+40.00 "D"

LOCATION MAP
TIPTON COUNTY

SCALE: 1" = 4000'



PROJECT LOCATION SHOWN BY
TIPTON COUNTY

LATITUDE: 40°17'07"N LONGITUDE: 85°57'25"W

GROSS LENGTH:	0.27	MI.
NET LENGTH:	0.27	MI.
MAX. GRADE:	-2.75	%

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

Plot: 4/3/2025 4:51 PM

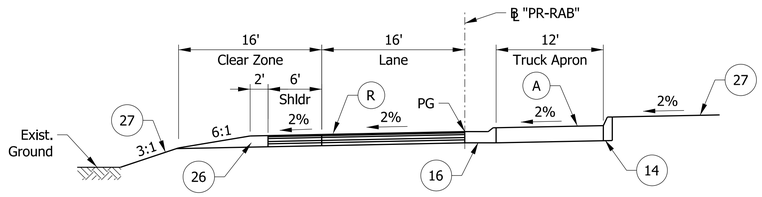
PARSONS
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204
Bus (317) 616-1000

PLANS PREPARED BY: PARSONS 1-317-616-1000 PHONE NUMBER

CERTIFIED BY: DATE

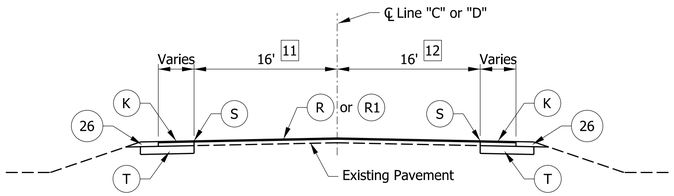
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

	N/A
DESIGNATION	2003083
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 72
CONTRACT	PROJECT
R-44610	2003083



Proposed Typical Section - Roundabout

Sta. 0+00.00 to Sta. 3+39.29

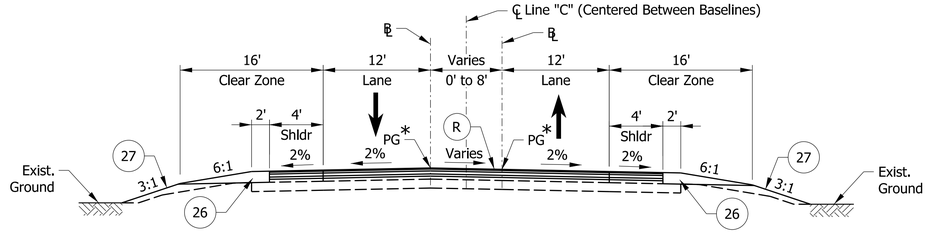


Proposed Widening Typical Section - SR 28 & SR 213

Sta. 802+60.00 to Sta. 807+56.63 "C"
Sta. 808+56.94 to Sta. 813+55.00 "C"
Sta. 307+40.00 to Sta. 311+53.47 "D"
Sta. 312+58.77 to Sta. 316+55.00 "D"

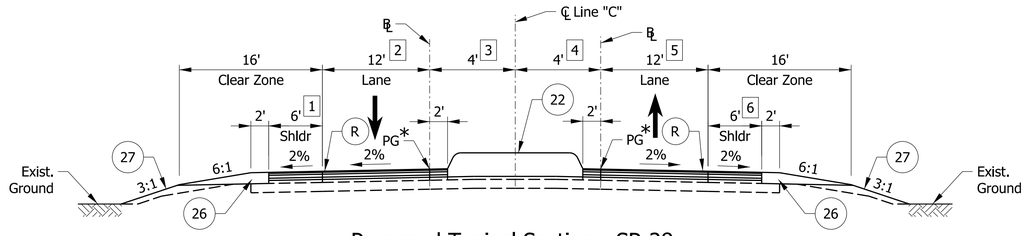
11 Varies from 12' to 16'
Sta. 802+60.00 to Sta. 805+30.00 "C"
20'
Sta. 808+56.94 to Sta. 810+80.00 "C"
Varies from 11' to 15.51'
Sta. 307+40.00 to Sta. 309+60.00 "D"
Varies from 15.51' to 15.67'
Sta. 309+60.00 to Sta. 310+39.54 "D"
12'
Sta. 310+39.54 to Sta. 311+53.47 "D"
Sta. 312+58.77 to Sta. 313+81.31 "D"
Varies from 16' to 14.57'
Sta. 314+80.00 to Sta. 315+94.35 "D"

12 20'
Sta. 806+30.00 to Sta. 807+56.63 "C"
Varies from 16' to 12'
Sta. 810+80.00 to Sta. 813+55.00 "C"
Varies from 12' to 16'
Sta. 307+40.00 to Sta. 309+60.00 "D"
12'
Sta. 310+29.81 to Sta. 311+53.47 "D"
Sta. 312+58.77 to Sta. 313+68.90 "D"
Varies from 15.74' to 13.81'
Sta. 313+68.90 to Sta. 316+55.00 "D"



Proposed Typical Section - SR 28

Sta. 10+00.00 to Sta. 12+70.03 "PR-EB-ENT"
Sta. 20+00.00 to Sta. 22+70.03 "PR-WB-EXT"
Sta. 52+41.49 to Sta. 55+16.52 "PR-WB-ENT"
Sta. 62+49.53 to Sta. 65+24.56 "PR-EB-EXT"



Proposed Typical Section - SR 28

Sta. 12+70.03 to Sta. 14+79.64 "PR-EB-ENT"
Sta. 22+70.03 to Sta. 24+83.54 "PR-WB-EXT"
Sta. 50+35.44 to Sta. 52+41.49 "PR-WB-ENT"
Sta. 60+39.59 to Sta. 62+49.53 "PR-EB-EXT"

1 4'
Sta. 22+70.03 to Sta. 23+35.00 "PR-WB-EXT"
Sta. 51+40.00 to Sta. 52+41.49 "PR-WB-ENT"
Varies from 4' to 6'
Sta. 23+35.00 to Sta. 23+85.00 "PR-WB-EXT"
Varies from 6' to 4'
Sta. 50+90.00 to Sta. 51+40.00 "PR-WB-ENT"

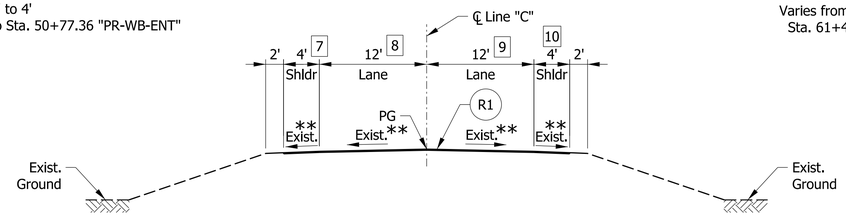
2 Varies from 12' to 14.03'
Sta. 23+88.06 to Sta. 24+83.54 "PR-WB-EXT"
Varies from 15.64' to 12'
Sta. 50+35.44 to Sta. 50+88.12 "PR-WB-ENT"

3 Varies from 4' to 23.07'
Sta. 23+95.49 to Sta. 24+83.54 "PR-WB-EXT"
Varies from 13.59' to 4'
Sta. 50+35.44 to Sta. 50+77.36 "PR-WB-ENT"

4 Varies from 4' to 13.59'
Sta. 14+37.73 to Sta. 14+79.64 "PR-EB-ENT"
Varies from 23.07' to 4'
Sta. 60+39.59 to Sta. 61+27.65 "PR-EB-EXT"

5 Varies from 12' to 16.22'
Sta. 14+26.96 to Sta. 14+79.64 "PR-EB-ENT"
Varies from 14.03' to 12'
Sta. 60+39.59 to Sta. 61+35.08 "PR-EB-EXT"

6 4'
Sta. 12+70.03 to Sta. 13+70.00 "PR-EB-ENT"
Sta. 61+90.00 to Sta. 62+49.53 "PR-EB-EXT"
Varies from 4' to 6'
Sta. 13+70.00 to Sta. 14+20.00 "PR-EB-ENT"
Varies from 6' to 4'
Sta. 61+40.00 to Sta. 61+90.00 "PR-EB-EXT"



Incidental Proposed Typical Section - SR 28

Sta. 801+00.00 to Sta. 802+60.00 "C"
Sta. 813+55.00 to Sta. 815+25.00 "C"

7 Varies from 4' to 4'-3"
Sta. 814+25.00 to Sta. 815+25.00 "C"

8 Varies from 12' to 10'-8"
Sta. 814+25.00 to Sta. 815+25.00 "C"

9 Varies from 12' to 13'-6"
Sta. 814+25.00 to Sta. 815+25.00 "C"

10 Varies from 5'-5" to 4'
Sta. 801+00.00 to Sta. 801+75.00 "C"
Varies from 4' to 3'-1"
Sta. 814+25.00 to Sta. 815+25.00 "C"

* PG Elev. = Existing Elev. - "R" Milling Depth + "R" Pavement Build-Up

** Transition from Existing to Proposed

A	Full Depth PCCP, TBD	S	Sawcut	22	Concrete Center Curb, Type B
K	HMA Widening, TBD	T	Subgrade Treatment, TBD	26	Compacted Aggregate, No. 53
R	Mill & Resurface, TBD	14	Integral Concrete Curb (Vertical)	27	Seed Mixture, R
R1	Milling, Transition	16	Combined Concrete Curb and Gutter, Type B, Modified		

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: ALH DRAWN: DH
CHECKED: JFM CHECKED: JFM

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1/8" = 1'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2003083
SURVEY BOOK	SHEETS
ELECTRONIC	3 of 72
CONTRACT	PROJECT
R-44610	2003083

Plot: 4/3/2025 4:52 PM
File:pw://parsons-na-pw.bentley.com:Parsons MAS - Indiana State/Documents/Greenfield/684947/30_WIP/30.0_Proj_Wide/30.0_Civil/30.0.6_Road/30.0.6_CAD/30.0.6_Sheets/SR28_RD_Sht_Typical_01.dgn
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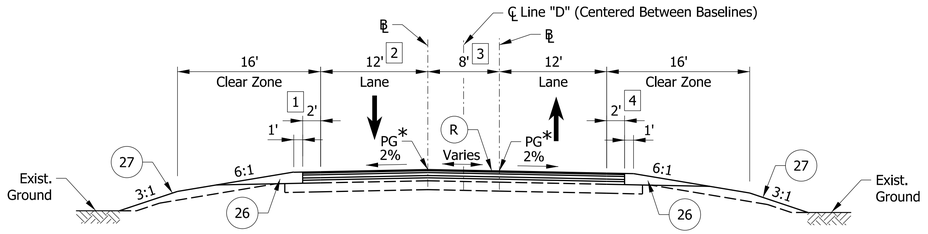


1 Varies 3'-7" to 2'
Sta. 40+00.00 to Sta. 40+50.00 "PR-SB-EXT"
6'
Sta. 43+02.20 to Sta. 43+12.83 "PR-SB-EXT"

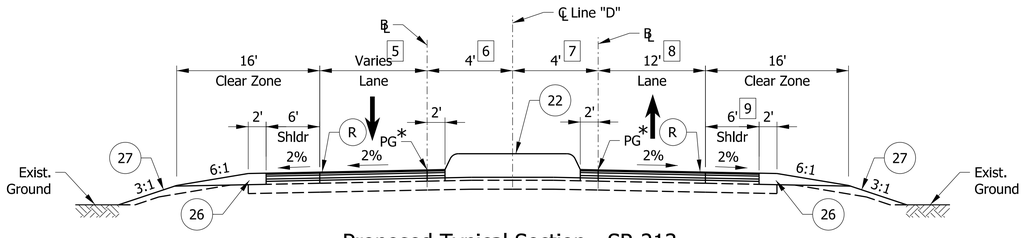
2 Varies from 12' to 12.18'
Sta. 43+04.16 to Sta. 43+12.83 "PR-SB-EXT"

Proposed Typical Section - SR 213

Sta. 30+00.00 to Sta. 33+12.83 "PR-NB-ENT"
Sta. 40+00.00 to Sta. 43+12.83 "PR-SB-EXT"
Sta. 72+42.15 to Sta. 75+62.18 "PR-SB-ENT"
Sta. 82+50.20 to Sta. 85+70.22 "PR-NB-EXT"

3 Varies from 0' to 8'
Sta. 30+00.00 to Sta. 32+20.04 "PR-NB-ENT"
Sta. 40+00.00 to Sta. 42+20.04 "PR-SB-EXT"

4 Varies 3'-3" to 2'
Sta. 30+00.00 to Sta. 30+50.01 "PR-NB-ENT"
6'
Sta. 32+89.85 to Sta. 33+12.83 "PR-NB-ENT"



Proposed Typical Section - SR 213

Sta. 33+12.83 to Sta. 33+98.99 "PR-NB-ENT"
Sta. 43+12.83 to Sta. 44+02.89 "PR-SB-EXT"
Sta. 70+35.44 to Sta. 72+42.15 "PR-SB-ENT"
Sta. 80+39.59 to Sta. 82+50.20 "PR-NB-EXT"

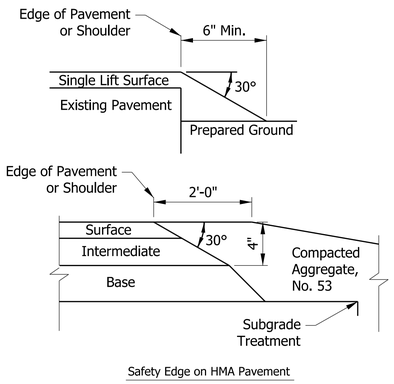
5 Varies 12.18' to 15.45'
Sta. 43+12.83 to Sta. 44+02.89 "PR-SB-EXT"
Varies 15.64' to 12'
Sta. 70+35.44 to Sta. 70+88.12 "PR-SB-ENT"

6 Varies from 4' to 23.07'
Sta. 43+14.83 to Sta. 44+02.89 "PR-SB-EXT"
Varies from 13.59' to 4'
Sta. 70+35.44 to Sta. 70+77.36 "PR-SB-ENT"

7 Varies from 4' to 13.59'
Sta. 33+57.07 to Sta. 33+98.99 "PR-NB-ENT"
Varies from 23.07' to 4'
Sta. 80+39.59 to Sta. 81+27.65 "PR-NB-EXT"

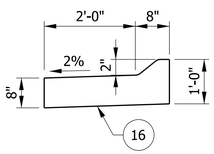
8 Varies from 12' to 15.64'
Sta. 33+46.31 to Sta. 33+98.99 "PR-NB-ENT"
Varies from 14.58' to 12'
Sta. 80+39.59 to Sta. 81+36.33 "PR-NB-EXT"

9 Varies from 6' to 2'
Sta. 81+40.00 to Sta. 82+00.00 "PR-NB-EXT"



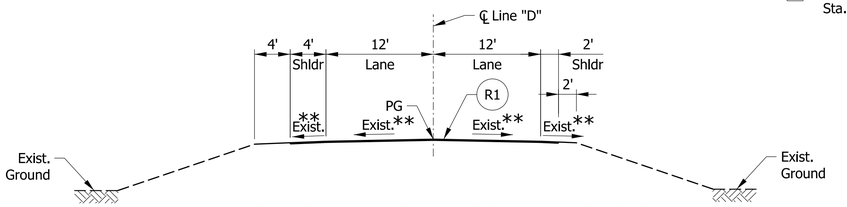
Safety Edge on HMA Pavement

Safety Edge Detail



Combined Concrete Curb and Gutter, Type B, Modified

(Sloping)



Incidental Proposed Typical Section - SR 213

Sta. 318+00.00 to Sta. 318+50.00 "D"

* PG Elev. = Existing ELev. - "R" MIlling Depth + "R" Pavement Build-Up

** Transition from Existing to Proposed

A	Full Depth PCCP, TBD	S	Sawcut	22	Concrete Center Curb, Type B
K	HMA Widening, TBD	T	Subgrade Treatment, TBD	26	Compacted Aggregate, No. 53
R	Mill & Resurface, TBD	14	Integral Concrete Curb (Vertical)	27	Seed Mixture, R
R1	Milling, Transition	16	Combined Concrete Curb and Gutter, Type B, Modified		

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: ALH DRAWN: DH
CHECKED: JFM CHECKED: JFM

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1/8" = 1'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2003083
SURVEY BOOK	SHEETS
ELECTRONIC	4 of 72
CONTRACT	PROJECT
R-44610	2003083

Plot: 4/3/2025 4:52 PM
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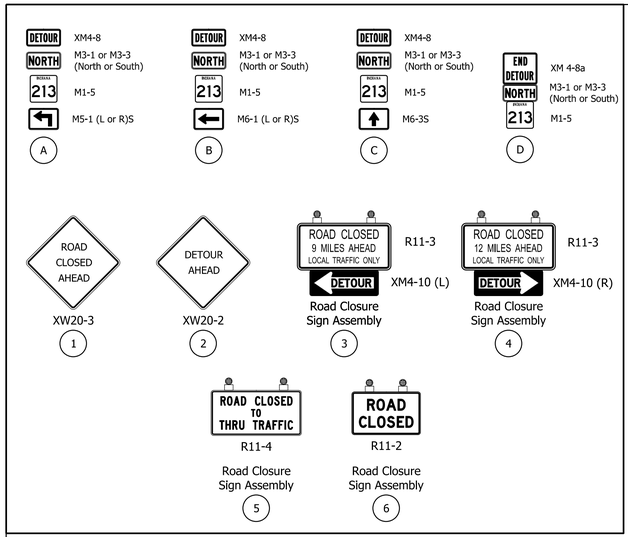
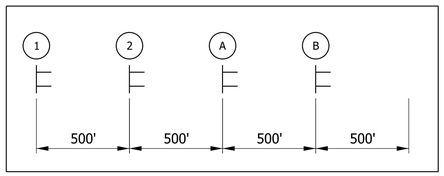
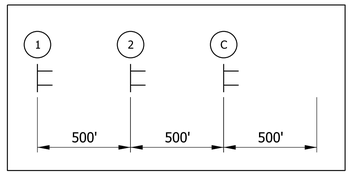


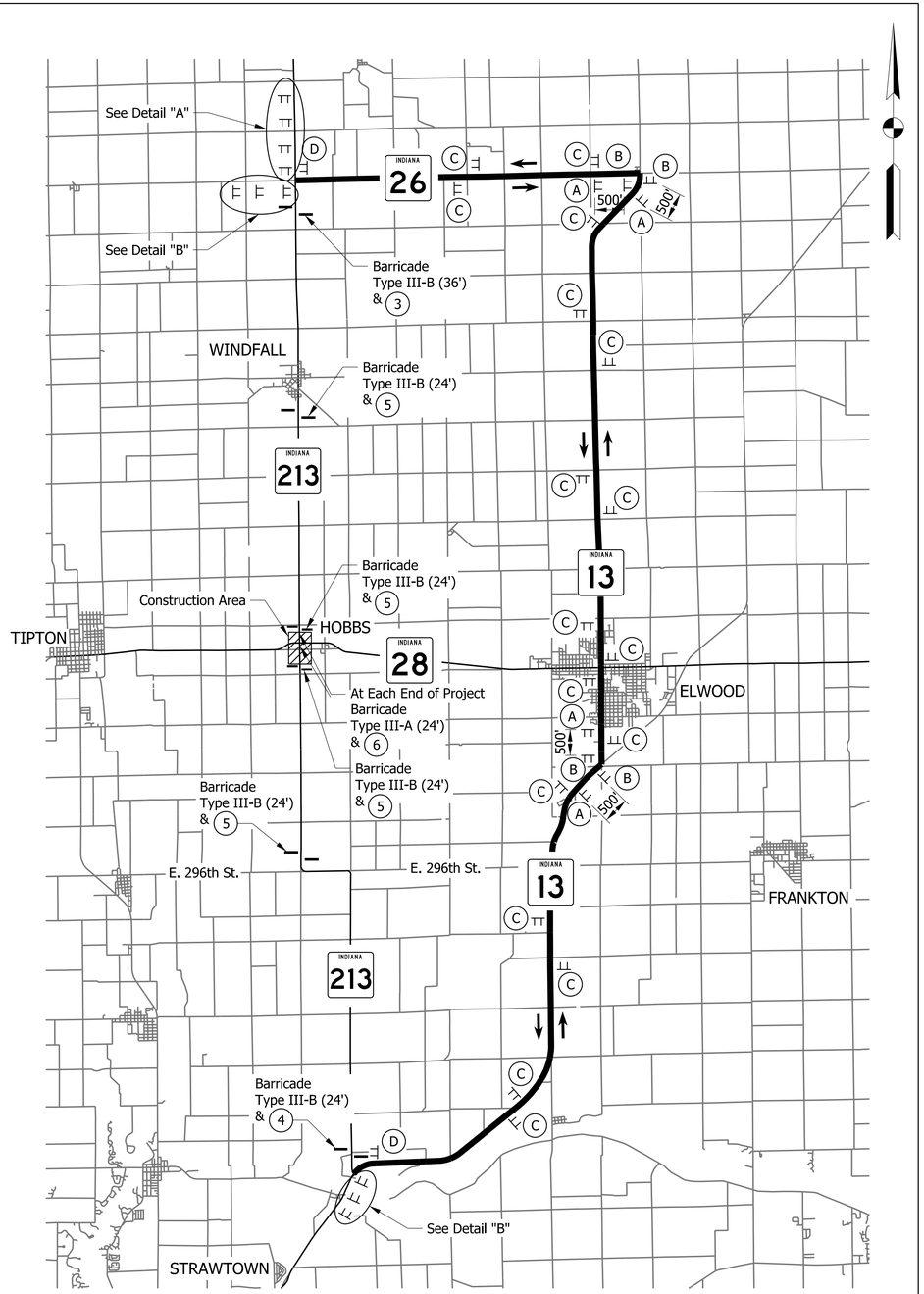
MAINTENANCE OF TRAFFIC SUMMARY TABLE SR 213 DETOUR		
ITEM	QUANTITY	UNIT
Road Closure Sign Assembly	8	Each
Detour Route Marker Assembly	31	Each
Construction Sign, Type A	6	Each
Barricade, Type III-A	48	LFT
Barricade, Type III-B	156	LFT
Portable Changeable Message Sign	2	Each



DETAIL "A"



DETAIL "B"



Legend

- Detour Route
- Construction Sign
- Direction of Travel

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: N/A; BRIDGE FILE: N/A; VERTICAL SCALE: N/A; DESIGNATION: 2003083
DESIGNED: ALH	DRAWN: DH	SR 213 DETOUR SHEET	SURVEY BOOK; SHEETS: 9 of 72; ELECTRONIC; CONTRACT: R-44610; PROJECT: 2003083
CHECKED: JFM	CHECKED: JFM		

Plot: 8/4/2025 2:05 PM

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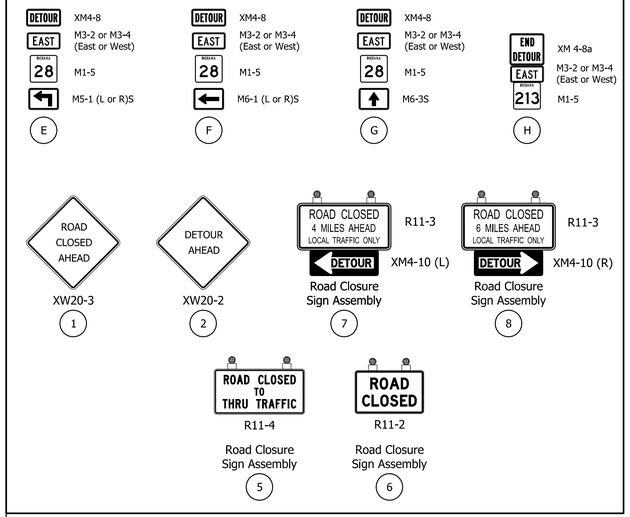
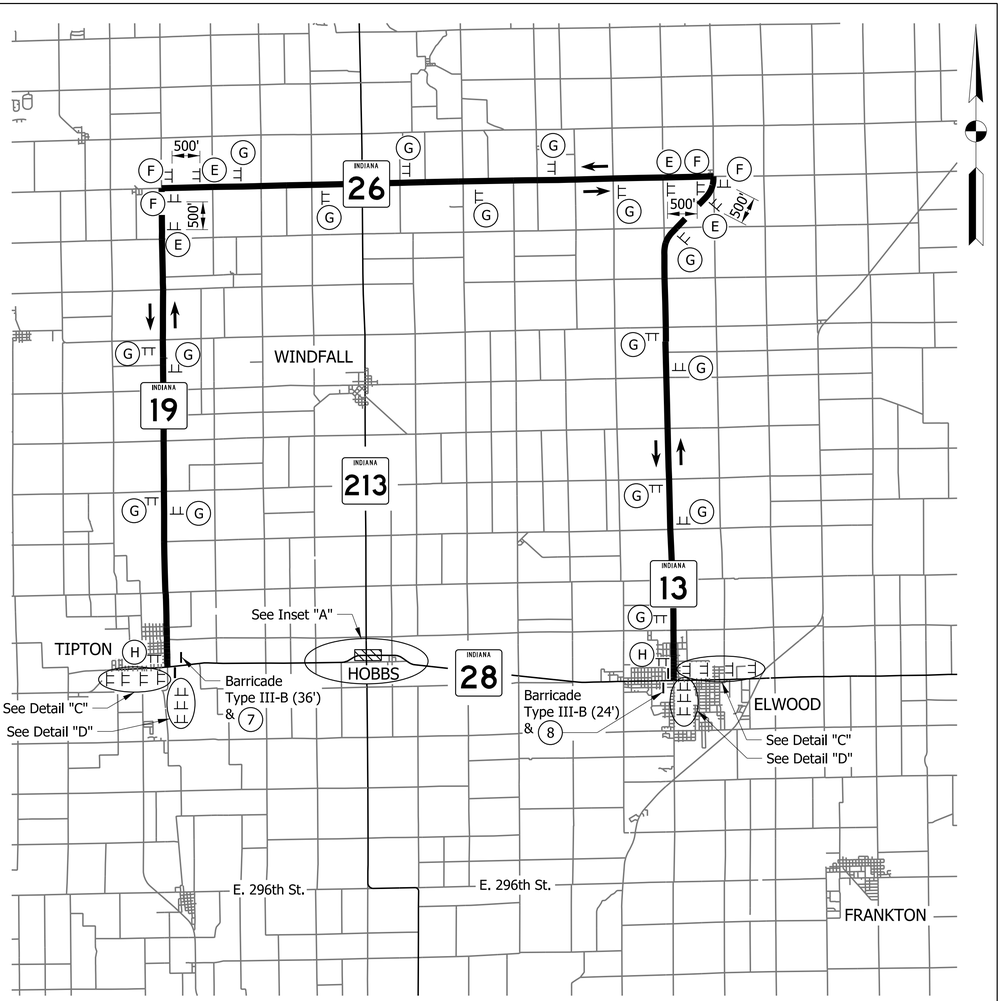
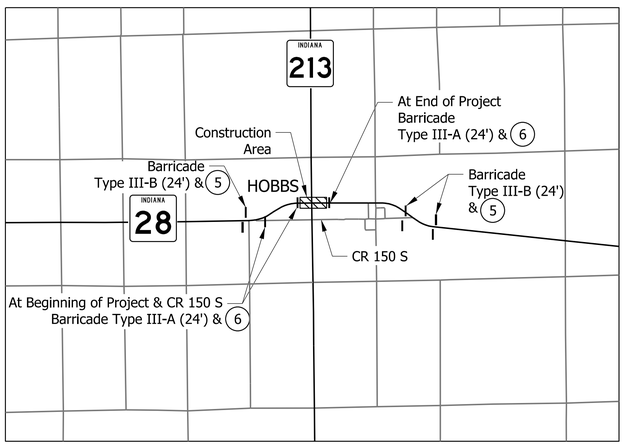
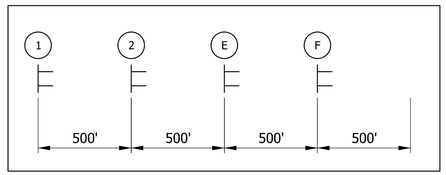


MAINTENANCE OF TRAFFIC SUMMARY TABLE SR 28 DETOUR		
ITEM	QUANTITY	UNIT
Road Closure Sign Assembly	8	Each
Detour Route Marker Assembly	32	Each
Construction Sign, Type A	8	Each
Barricade, Type III-A	72	LFT
Barricade, Type III-B	132	LFT
Portable Changeable Message Sign	2	Each

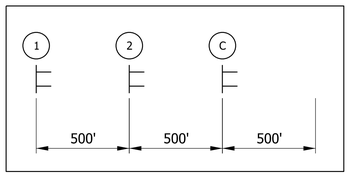




INSET "A"



DETAIL "C"



DETAIL "D"

Legend

- Detour Route
- Construction Sign
- Direction of Travel

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: ALH DRAWN: DH

CHECKED: JFM CHECKED: JFM

INDIANA
DEPARTMENT OF TRANSPORTATION

SR 28 DETOUR SHEET

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	2003083

SURVEY BOOK	SHEETS		
ELECTRONIC	10	of	72
CONTRACT	PROJECT		
R-44610	2003083		

Plot: 8/4/2025 2:06 PM

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Model:Default

STEVEN K. &
MARJORIE A. PALMER

Curve Data
PI = 797+78.98 "C"
Delta = 33°53'59" Rt.
D = 03°35'56"
R = 1591.99'
T = 485.20'
L = 941.92'
E = 72.30'
SE = Exist.

SEC 9, T21N R5E
MADISON TOWNSHIP
TIPTON COUNTY

MADISON TOWNSHIP

App. R

Begin Project
Sta. 802+60.00 "C"
P.O.B. Sta. 20+00.00 "PR-WB-EXT"
P.O.B. Sta. 10+00.000 "PR-EB-ENT"

Begin Incidental Construction
Sta. 801+00.00 "C"

App. Ex. R/W

Construction Limits

Line "PR-WB-EXT"

Line "C"

+75 "PR-WB-EXT"
Class IV Drive
W=21'

CP #3004

799+00

800+00

802+00

803+00

804+00

805+00.00 "C"
Matchline Sta. 805+00.00 "C"

20+00

10+00

11+00

12+00

21+00

22+00

N89°37'04"E

S88°41'04"E

P.T. Sta. 802+35.70 "C"

SR 28

R1

S

R

4'

12'

5'-5"

75' Shoulder Taper

+75

+12 "C"
Class II Drive
W=16'

Line "PR-EB-ENT"

+02 "PR-EB-ENT"
Class II Drive
W=14'

DAVID S. &
JEANNIE G. JOHNSON

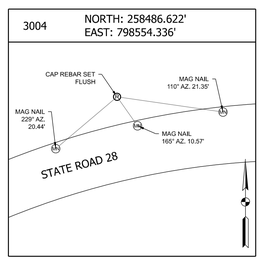
SARAH K. &
BILLY JOE LOGAN JR.

CHARLES W. BELL

JOHN F. &
CINDY G. BALLOU

MIKAYLA SHAW

3004	NORTH: 258486.622' EAST: 798554.336'



A	Full Depth PCCP, TBD	14	Integral Concrete Curb (Vertical)
R	Mill & Resurface, TBD	16	Combined Concrete Curb and Gutter, Type B, Modified
R1	Milling, Transition	22	Concrete Center Curb, Type B
S	Sawcut		

Plot: 4/3/2025 4:53 PM

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ALH DRAWN: DH

CHECKED: JFM CHECKED: JFM

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "C"
STA. 799+00.00 TO STA. 805+00.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2003083
SURVEY BOOK	SHEETS
ELECTRONIC	11 of 72
CONTRACT	PROJECT
R-44610	2003083

File: pw://parsons-na-pw.bentley.com:Parsons MAS - Indiana State/Documents/Greenfield/684947/30_WIP/30.0_Proj_Wide/30.0_Civil/30.0.6_Road/30.0.6_CAD/30.0.6_Sheets/SR28_Line C Sht_Plan_01.dgn
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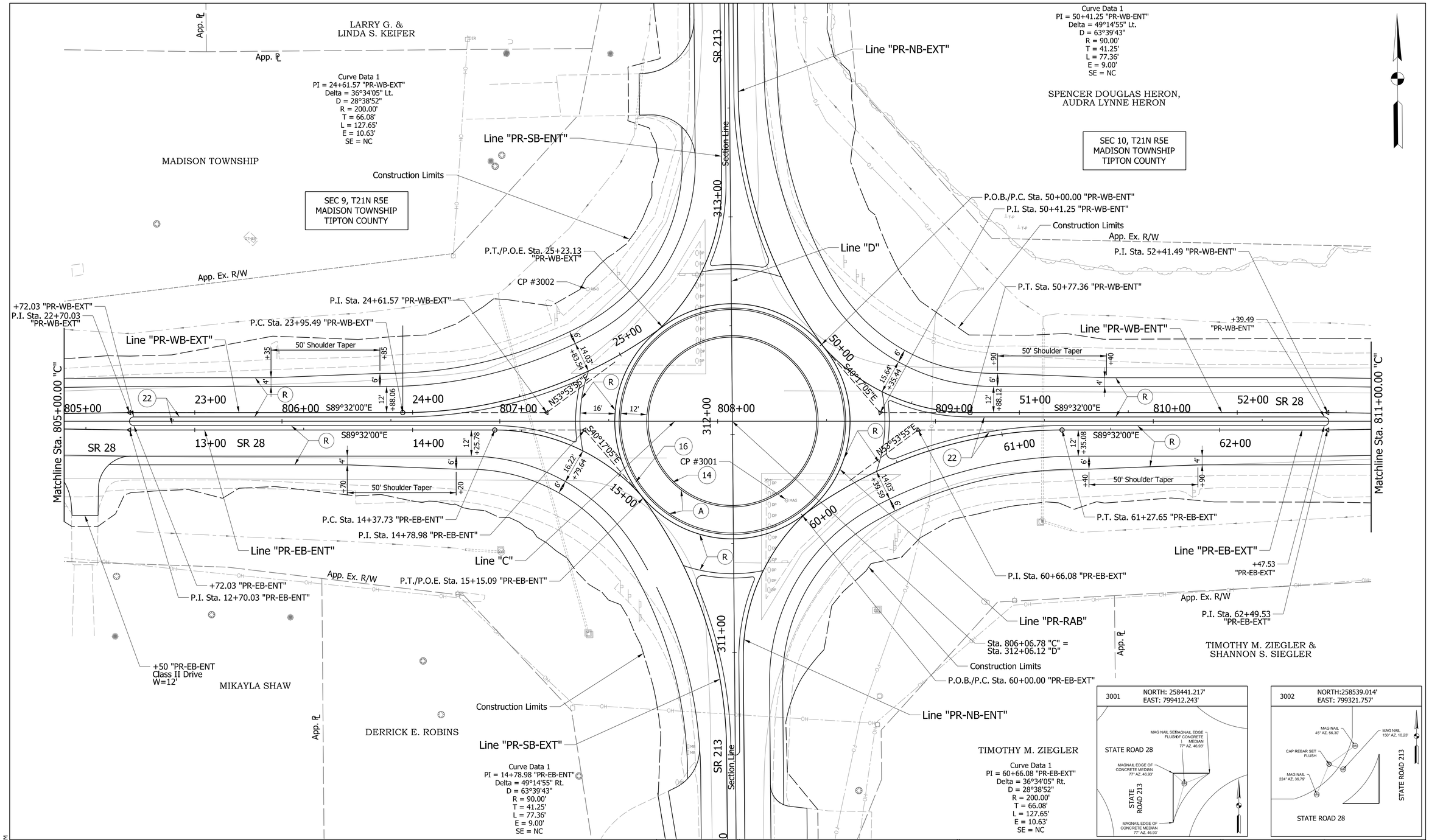

A	Full Depth PCCP, TBD
R	Mill & Resurface, TBD
R1	Milling, Transition
S	Sawcut
14	Integral Concrete Curb (Vertical)
16	Combined Concrete Curb and Gutter, Type B, Modified
22	Concrete Center Curb, Type B

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ALH DRAWN: DH

CHECKED: JFM CHECKED: JFM

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "C"
STA. 805+00.00 TO STA. 811+00.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2003083
SURVEY BOOK	SHEETS
ELECTRONIC	12 of 72
CONTRACT	PROJECT
R-44610	2003083

Plot: 4/3/2025 4:53 PM

File: pw://parsons-na-pw.bentley.com:Parsons MAS - Indiana State/Documents/Greenfield/684947/30_WIP/30.0_Proj_Wide/30.0_Civil/30.0.6_Road/30.0.6_CAD/30.0.6_Sheets/SR28_Line C Sht_Plan_02.dgn
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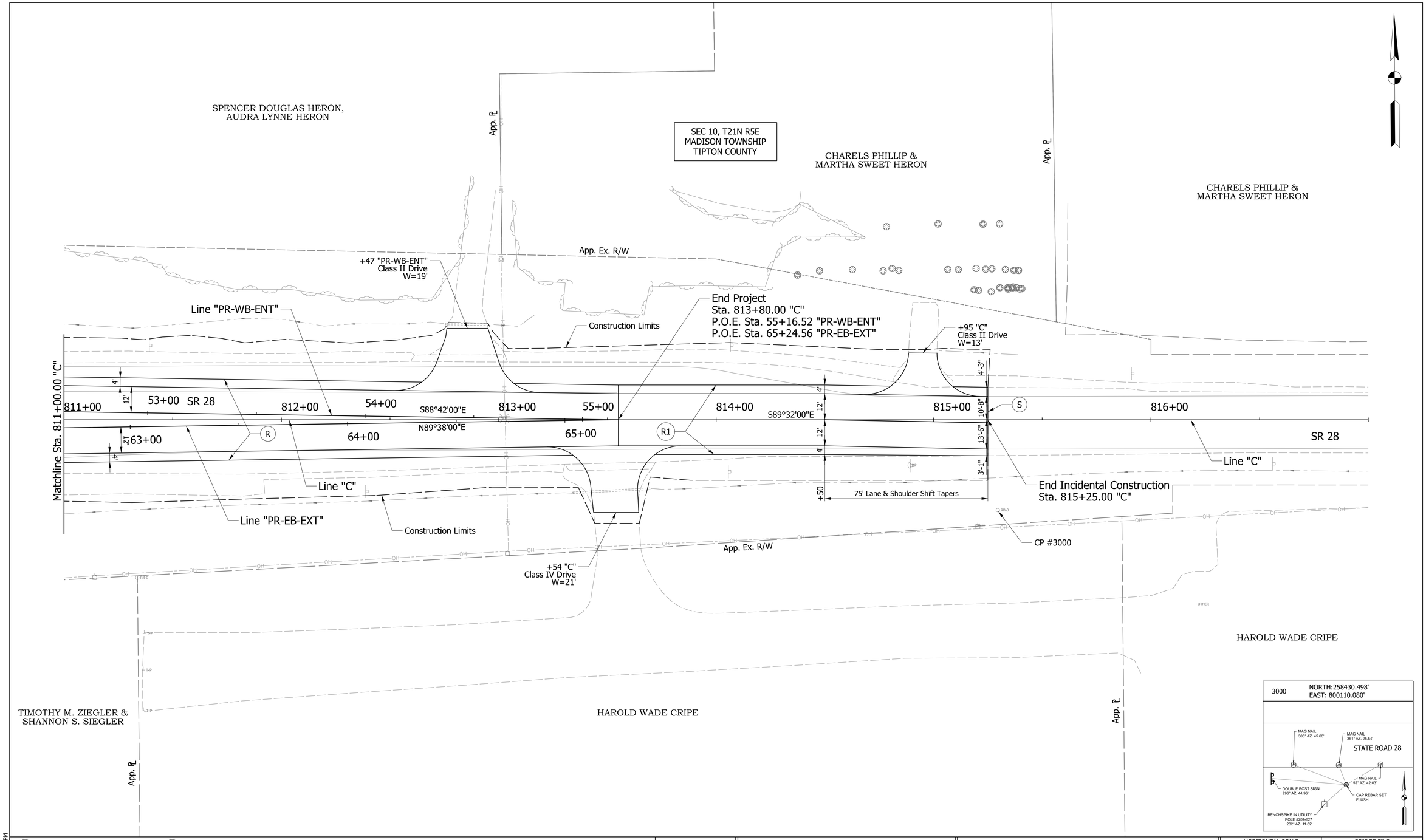


A	Full Depth PCCP, TBD
R	Mill & Resurface, TBD
R1	Milling, Transition
S	Sawcut
14	Integral Concrete Curb (Vertical)
16	Combined Concrete Curb and Gutter, Type B, Modified
22	Concrete Center Curb, Type B

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: ALH DRAWN: DH

CHECKED: JFM CHECKED: JFM

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "C"
STA. 811+00.00 TO STA. 817+00.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2003083
SURVEY BOOK	SHEETS
ELECTRONIC	13 of 72
CONTRACT	PROJECT
R-44610	2003083

Plot: 4/3/2025 4:53 PM

File: pw://parsons-na-pw.bentley.com:Parsons MAS - Indiana State/Documents/Greenfield/684947/30_WIP/30.0_Proj_Wide/30.0_Civil/30.0.6_Road/30.0.6_CAD/30.0.6_Sheets/SR28_Line C Sht_Plan_03.dgn
Model:Line C - Plan 3 [Sheet]

Curve Data 1
PI = 43+80.91 "PR-SB-EXT"
Delta = 36°34'05" Lt.
D = 28°38'52"
R = 200.00'
T = 66.08'
L = 127.65'
E = 10.63'
SE = NC

SEC 9, T21N R5E
MADISON TOWNSHIP
TIPTON COUNTY

DERRICK E. ROBINSON

Line "PR-WB-EXT"
Line "PR-EB-ENT"
P.O.E./P.T. Sta. 44+42.48 "PR-SB-EXT"
P.C. Sta. 43+14.83 "PR-SB-EXT"
+85 "PR-SB-EXT"
Class II Drive, Mod.
W=24'
P.I. Sta. 43+80.91 "PR-SB-EXT"
Line "PR-RAB"
Line "PR-SB-EXT"
Construction Limits
App. Ex. R/W
P.I. Sta. 42+20.04 "PR-SB-EXT"
Begin Construction
Sta. 307+40.00 "D"
P.O.B. Sta. 40+00.00 "PR-SB-EXT"
P.O.B. Sta. 30+00.00 "PR-NB-ENT"
Line "D"
Section Line
SR 213
SR 28
Matchline Sta. 312+25.00 "D"
50' Shoulder Taper
CP #3003
P.I. Sta. 32+20.04 "PR-NB-ENT"
App. Ex. R/W
Construction Limits
+79 "PR-NB-ENT"
Class II Drive, Mod.
W=19'
Line "PR-NB-ENT"
P.C. Sta. 33+57.07 "PR-NB-ENT"
P.I. Sta. 33+98.32 "PR-NB-ENT"
P.O.E./P.T. Sta. 34+34.43 "PR-NB-ENT"
Line "C"
Line "D"
Line "PR-EB-EXT"
Line "PR-WB-ENT"

3003 NORTH: 258068.789' EAST: 799409.904'
MAG NAIL 340° AZ. 21.10'
MAG NAIL 268° AZ. 7.18'
CAP REBAR SET FLUSH
MAG NAIL 201° AZ. 19.29'
STATE ROAD 213

SEC 10, T21N R5E
MADISON TOWNSHIP
TIPTON COUNTY

TIMOTH M. ZIEGLER

Curve Data 1
PI = 33+98.32 "PR-NB-ENT"
Delta = 49°14'55" Rt.
D = 63°39'43"
R = 90.00'
T = 41.25'
L = 77.36'
E = 9.00'
SE = NC

App. ℄

TIMOTHY M. ZIEGLER &
SHANNON S. SIEGLER

A	Full Depth PCCP, TBD
R	Mill & Resurface, TBD
R1	Milling, Transition
S	Sawcut
14	Integral Concrete Curb (Vertical)
16	Combined Concrete Curb and Gutter, Type B, Modified
22	Concrete Center Curb, Type B

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ALH DRAWN: DH
CHECKED: JFM CHECKED: JFM

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "D"
STA. 305+75.00 TO STA. 312+25.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2003083
SURVEY BOOK	SHEETS
ELECTRONIC	14 of 72
CONTRACT	PROJECT
R-44610	2003083

Plot: 4/3/2025 4:53 PM

File: pw://parsons-na-pw.bentley.com:Parsons MAS - Indiana State/Documents/Greenfield/684947/30_WIP/30.0_Proj_Wide/30.0_Civil/30.0.6_Road/30.0.6_CAD/30.0.6_Sheets/SR28_Line D Sht_Plan_01.dgn
Model:Line D - Plan 1 [Sheet]

Curve Data 1
PI = 70+41.25 "PR-SB-ENT"
Delta = 49°14'55" Lt.
D = 63°39'43"
R = 90.00'
T = 41.25'
L = 77.36'
E = 9.00'
SE = NC

SEC 9, T21N R5E
MADISON TOWNSHIP
TIPTON COUNTY

LARRY G. & LINDA S. KEIFER

DENNIS EUGENE RODS

JERRY G. &
KIMBERLY L. MARKINS

App. ℄

Line "PR-WB-EXT"

P.O.B./P.C. Sta. 70+00.00
"PR-SB-ENT"

P.T. Sta. 70+77.36
"PR-SB-ENT"

+19 "PR-SB-ENT
Class IV Drive
W=19'

P.I. Sta. 70+41.25
"PR-SB-ENT"

App. Ex. R/W

Construction Limits

P.I. Sta. 72+42.15 "PR-SB-ENT"

Line "PR-SB-ENT"

+09 "PR-SB-ENT"
Class II Drive
W=16'

+74 "PR-SB-ENT"
Class II Drive
W=20'

+50 "PR-SB-ENT"
Class II Drive
W=10'

End Incidental Construction
Sta. 318+50.00 "D"

+02 "D"
Class II Drive
W=13'

+40.15 "PR-SB-ENT"

Matchline Sta. 312+25.00 "D"

70+00

N49°12'34"E

15.64'
+35.44'

6'

12'
+88.12

2'

22

14

313+00

71+00

N00°02'21"W

314+00

72+00

315+00

73+00

N00°40'37"E

316+00

74+00

317+00

75+00

2'

12'

318+00

R1

12'

4'

S

16

R

N36°36'26"W

81+00

12'
+36.33

N00°02'21"W

82+00

R

83+00

N00°45'19"W

SR 213

84+00

85+00

12'

12'

2'

A

80+00

14.58'
+39.59

6'

Line "D"

6'
+40

60' Shoulder Taper

2'

+00

CP #3005

+48.20 "PR-NB-EXT"

App. Ex. R/W

Construction Limits

Line "PR-NB-EXT"

End Construction
Sta. 318+00.00 "D"
P.O.E. Sta. 75+62.18 "PR-SB-ENT"
P.O.E. Sta. 85+70.22 "PR-NB-EXT"

Line "D"

P.T. Sta. 81+27.65 "PR-NB-EXT"

P.I. Sta. 82+50.20 "PR-NB-EXT"

+49 "PR-NB-EXT
Class II Drive
W=13'

P.I. Sta. 80+66.08 "PR-NB-EXT"

CHARLES PHILLIP &
MARTHA SWEET HERON

Line "PR-RAB"

P.O.B./P.C. Sta. 80+00.00 "PR-NB-EXT"

SEC 10, T21N R5E
MADISON TOWNSHIP
TIPTON COUNTY

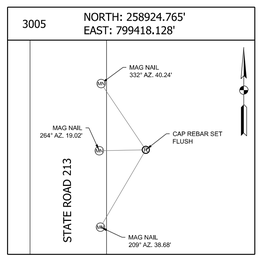
SPENCER DOUGLAS HERON,
AUDRA LYNNE HERON

App. ℄

Line "PR-WB-ENT"

Curve Data 1
PI = 80+66.08 "PR-NB-EXT"
Delta = 36°34'05" Rt.
D = 28°38'52"
R = 200.00'
T = 66.08'
L = 127.65'
E = 10.63'
SE = NC

3005
NORTH: 258924.765'
EAST: 799418.128'



A	Full Depth PCCP, TBD	14	Integral Concrete Curb (Vertical)
R	Mill & Resurface, TBD	16	Combined Concrete Curb and Gutter, Type B, Modified
R1	Milling, Transition	22	Concrete Center Curb, Type B
S	Sawcut		

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ALH DRAWN: DH

CHECKED: JFM CHECKED: JFM

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "D"
STA. 312+25.00 TO STA. 318+75.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2003083
SURVEY BOOK	SHEETS
ELECTRONIC	15 of 72
CONTRACT	PROJECT
R-44610	2003083

Plot: 4/3/2025 4:54 PM

File: pw://parsons-na-pw.bentley.com:Parsons MAS - Indiana State/Documents/Greenfield/684947/30_WIP/30.0_Proj_Wide/30.0_Civil/30.0.6_Road/30.0.6_CAD/30.0.6_Sheets/SR28_Line D Sht_Plan_02.dgn
Model:Line D - Plan 2 [Sheet]

PARSONS

Appendix C

Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

October 3, 2024

Example ECL

Sent October 4, 2024

«First» «Last_Name»
«Title_»
«Agency»
«Mailing_1»
«Mailing_2»
«City», «State» «Zip»

Re: Early Coordination Letter, Des. No. 2003083, State Route 28 (SR 28) and SR 213 Intersection Improvement Project, near the Town of Hobbs, Tipton County, Indiana

Dear Stakeholder,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) are planning an intersection improvement project (Des. 2003083) at the intersection of SR 28 and SR 213, near the Town of Hobbs in Tipton County, Indiana. This project is in Sections 9 and 10 of Township 21 North, Range 5 East and is shown on the Windfall, Indiana United States Geological Survey (USGS) 7.5-minutes quadrangle topographical map. 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 reconstructing the existing intersection into a single lane roundabout. The study area begins from the center of the SR 28 and SR 213 intersection extending approximately 700 feet to the north and south along SR 213; and approximately 1,000 feet to the east and west along SR 28. The section of SR 28 within the project area has two 12-foot-wide lanes and a minimum of 2-foot-wide outside paved shoulders. There are turn lanes from SR 28 to northbound (NB) and southbound (SB) SR 213. There is no median separating the east and westbound lanes. At this location, SR 28 is classified as a rural principal arterial and SR 213 is classified as a major collector. The Hobbs rest area is located adjacent to the northwest of the intersection.

The section of SR 213 within the project area has two 12-foot-wide lanes and 4-foot-wide outside shoulders. There are turn lanes with splitter islands from SR 213 to eastbound (EB) and westbound (WB) SR 28. The through lanes are controlled with stop signs at the intersection. There is no median separating the north and southbound lanes. At this location, SR 213 is classified as a major collector and the speed limit is 55 mph. There is an at-grade railroad crossing of SR 213 located 500 feet south of the intersection.

The need for this project is due to the high frequency of severe crashes at the SR 28 and SR 213 intersection. According to the October 13, 2021, Engineering Assessment Report, between 2017 and 2019 there were 19 crashes at this intersection, which is a high rate of crashes for this type of intersection. Of the 19 crashes, eight were fatal or incapacitating, four were non-incapacitating, and seven were property damage only. The majority, 12, of the crashes were right angle crashes.

An analysis of crash frequency and crash severity was performed using INDOT's Road Hazard Analysis Tool (RoadHAT). For this analysis, two indices are calculated, Index of Crash Costs (ICC) and Index of Crash Frequency (ICF). These indices indicate the number of standard deviations that a road intersection's safety performance is above or below the statewide average for similar intersections. An index of 2.0 or higher is considered a intersection of high crash frequency or severity. The RoadHAT analysis for the SR 28 and SR 213 intersection determined that the ICC is 2.51 and the ICF is 2.41. These numbers indicate that this intersection is prone to crashes of significant

severity and cost and that the frequency of crashes at this intersection is above what could be expected for an average intersection of similar vehicular volume.

The purpose of this project is to improve safety by reducing or eliminating the high frequency and severity of crashes at this intersection.

The recommended alternative is a single lane roundabout that would be designed in accordance with high-speed rural criteria, which will accommodate large trucks and farm equipment. There would be raised splitter islands, pavement markings, and signage at the four approaches. The center island would be raised with a diameter of 180 feet. The drainage system would use the existing roadside ditches and stormwater system. Approximately 2 acres or less of permanent right of way (ROW) would be acquired due to the construction of the roundabout.

The maintenance of traffic (MOT) plan would include maintaining traffic on EB and WB SR 28 during construction. SR 213 would be closed, and detours would be provided.

The USGS 7.5-minute quadrangle topographical map depicts that there are no blue USGS stream lines within the project area (Attachments, page 2). Because of the proposed work, intersection improvement, no impact to water resources is expected; therefore, no Waters of the US Report (WOTUS) or permits will be prepared for this project.

A review of the US Fish and Wildlife Service (USFWS) database did not indicate the presence of endangered bat species in or within 0.5 mile of the study area. The range-wide programmatic consultation for the Indiana bat and northern long-eared bat will be completed according to the most recent "Using the USFWS's Information for Planning and Conservation (IPaC) System for Listed Bat Consultation for INDOT Projects."

Per the Section 106 process of the National Historic Preservation Act, historic and archaeological properties potentially affected by the undertaking will be investigated to assess the project's effects and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. Coordination with INDOT's Cultural Resources Office (CRO) will continue throughout the project development process.

Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me at (260) 578-2797 or via email at cedric.diefenbaugh@parsons.com, or the INDOT Project Manager, Sacha Teague at (765) 745-8239 or via email at STeague1@indot.IN.gov. Thank you in advance for your input.

Sincerely,

Cedric Diefenbaugh
Senior Environmental Planner
Parsons

Attachments –
Maps/Graphics (Location, Topographic, Photographs)

The early coordination letter mentioned that right of way would be required for the project. However, as design advanced all work will be within the existing right of way. No permanent or temporary right of way is needed for the project.

The following agencies received Early Coordination Letters:

Federal Highway Administration
Federal Office Building
575 N. Pennsylvania Street, Room 254
Indianapolis, IN 46204
(Electronic Coordination)

US Fish and Wildlife Service
Northern Indiana Suboffice
P.O. Box 2616
Chesterton, IN 46304
(Electronic Coordination)

Indiana Department of Environmental Management
100 N Senate Avenue
Indianapolis, IN 46204
(Electronic Coordination)

Indiana Geological and Water Survey
611 N Walnut Grove
Bloomington, IN 47405
(Electronic Coordination)

Sent July 31, 2025

Indiana Department of Natural Resources
Division of Fish and Wildlife
402 W Washington Street, Room W273
Indianapolis, IN 46204
(Electronic Coordination)

Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis, IN 46278
(Electronic Coordination)

US Army Corps of Engineers
Louisville District, Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216
(Electronic Coordination)

Chicago Regional Office
US Department of Housing & Urban Development
Metcalf Fed. Bldg.
77 W. Jackson Blvd. Room 2401
Chicago, IL 60604
(Electronic Coordination)

Environmental Policy Manager
INDOT Environmental Services Central Office
100 North Senate Avenue, Room N758-ES
Indianapolis, IN 46204
(Electronic Coordination)

Indiana Department of Transportation
Greenfield District
32 S Broadway Street
Greenfield, IN 46140
(Electronic Coordination)

Tipton County Commission
101 E Jefferson Street
Tipton, IN 46072
(Electronic Coordination)

Tipton County Council
101 E Jefferson Street
Tipton, IN 46072
(Electronic Coordination)

Tipton County Highway Department
405 Market Road
Tipton, IN 46072
(Electronic Coordination)

Tipton County Emergency Management
121 W Madison Street, Suite A
Tipton, IN 46072

Tipton County Sheriff's Office
2300 W Old SR 28
Tipton, IN 46072
(Electronic Coordination)

Tipton County Police Department
227 E Jefferson Street
Tipton, IN 46072
(Electronic Coordination)

Hobbs & Madison Township
Volunteer Fire Department
3398 East 150 South
Tipton, IN 46072

Tipton County Surveyor's Office
101 E Jefferson Street
Room 102
Tipton, IN 46072
(Electronic Coordination)

Tipton Community School Corporation
1051 S Main Street
Tipton, IN 46072
(Electronic Coordination)

Tipton County Planning Department
101 E Jefferson Street
Tipton, IN 46072
(Electronic Coordination)

Tipton County Fire Department
227 E Jefferson Street
Tipton, IN 46072
(Electronic Coordination)

City of Tipton, Mayor's Office
216 S Main Street
Tipton, IN 46072
(Electronic Coordination)

THIS IS NOT A PERMIT

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

DNR#: ER-26883

Request Received: October 4, 2024

Requestor:
Cedric Diefenbaugh
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Project:
SR 28 & SR 213 single lane roundabout construction, Town of Hobbs; Des #2003083

County/Site Info: Tipton County

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

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

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

Natural Heritage Database:
The Natural Heritage Program's data have been checked. 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 and Wildlife Comments:
Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
4. If erosion control blankets are used, they shall be heavy-duty, biodegradable, and net free or use loose-woven/Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer’s recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

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

Rachel Van Voorhis

Date: October 18, 2024

Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

From: McWilliams, Robin
To: Diefenbaugh, Cedric [NN-US]
Subject: Re: [EXTERNAL] Early Coordination Letter, Des. No. 2003083, near the Town of Hobbs, Tipton County, Indiana
Date: Thursday, October 31, 2024 4:10:03 PM
Attachments: image001.png

Dear Cedric,

This responds to your recent letter requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). The Service has 14 days after a "Not Likely to Adversely Affect" (NLAA) determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

Please refer to your species list generated via the Information for Planning and Conservation web site (https://ipacb.ecosphere.fws.gov/ [ipacb.ecosphere.fws.gov]) for additional species and information. A determination should be made for each listed species or critical habitat on your list, and if necessary (a NLAA or Likely to Adversely Affect determination is made) a request for concurrence sent to our office; we do not provide concurrence for No Effect determinations. If you need assistance for this process, please feel free to contact me for additional information.

Tricolored Bat

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*; TCB) as endangered under the ESA. The Service determined the bat faces extinction primarily due to the range-wide impacts of White Nose Syndrome (WNS). Because TCB populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and "take" will apply. Therefore, if this project or other future or existing projects have the potential to

adversely affect the TCB after the potential new listing goes into effect, we recommend that the effects of the project on TCBs and their habitat be analyzed to determine whether authorization under ESA section 7 or 10 is necessary. Projects or programs with an existing section 7 biological opinion may require reinitiation of consultation, and projects with an existing section 10 incidental take permit may require an amendment to provide uninterrupted authorization for covered activities.

The TCB is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters in tree branches. For more information on TCB and the proposed rule, please see: https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus [fws.gov] and for more information on WNS, please see: https://www.whitenosesyndrome.org/ [whitenosesyndrome.org].

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with agency mitigation guidelines.

This email is provided for technical assistance. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions, please contact me at robin_mcwilliams@fws.gov or you may call 812-902-1752.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. (**This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed

beneath the culvert to provide natural habitat for the aquatic community.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.

4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.

5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.

6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist/Transportation Liaison
U.S. Fish and Wildlife Service
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403
Robin_McWilliams@fws.gov
***NEW* 812-902-1752**

Mon-Tues 8:30-4:30p
Wed-Thurs 8:30-4:30p Telework

From: Cedric.Diefenbaugh@parsons.com <Cedric.Diefenbaugh@parsons.com>
Sent: Friday, October 4, 2024 2:22 PM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: [EXTERNAL] Early Coordination Letter, Des. No. 2003083, near the Town of Hobbs, Tipton County, Indiana

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

RE: SR 28 and SR 213 Intersection Improvement Project
Des. No. 2003083, State Route 28 (SR 28) and SR 213 Intersection Improvement Project, near the

Organization and Project Information

Organization Name: Parsons

First Name: Cedric

Last Name: Diefenbaugh

Phone: (260) 578-2797

Email: cedric.diefenbaugh@parsons.com

Address Line 1: 101 W. Ohio St.

Address Line 2: Suite 2121

City: Indianapolis

State: IN

Zip: 46204

Project Title: R 28 and SR 213 Intersection Improvement

Destination ID: 2003083

Project Description: The recommended alternative is a single lane roundabout that would be designed in accordance with high-speed rural criteria, which will accommodate large trucks and farm equipment. There would be raised splitter islands, pavement markings, and signage at the four approaches. The center island would be raised with a diameter of 180 ft. No permanent or temporary right of way (ROW) would be acquired.

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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

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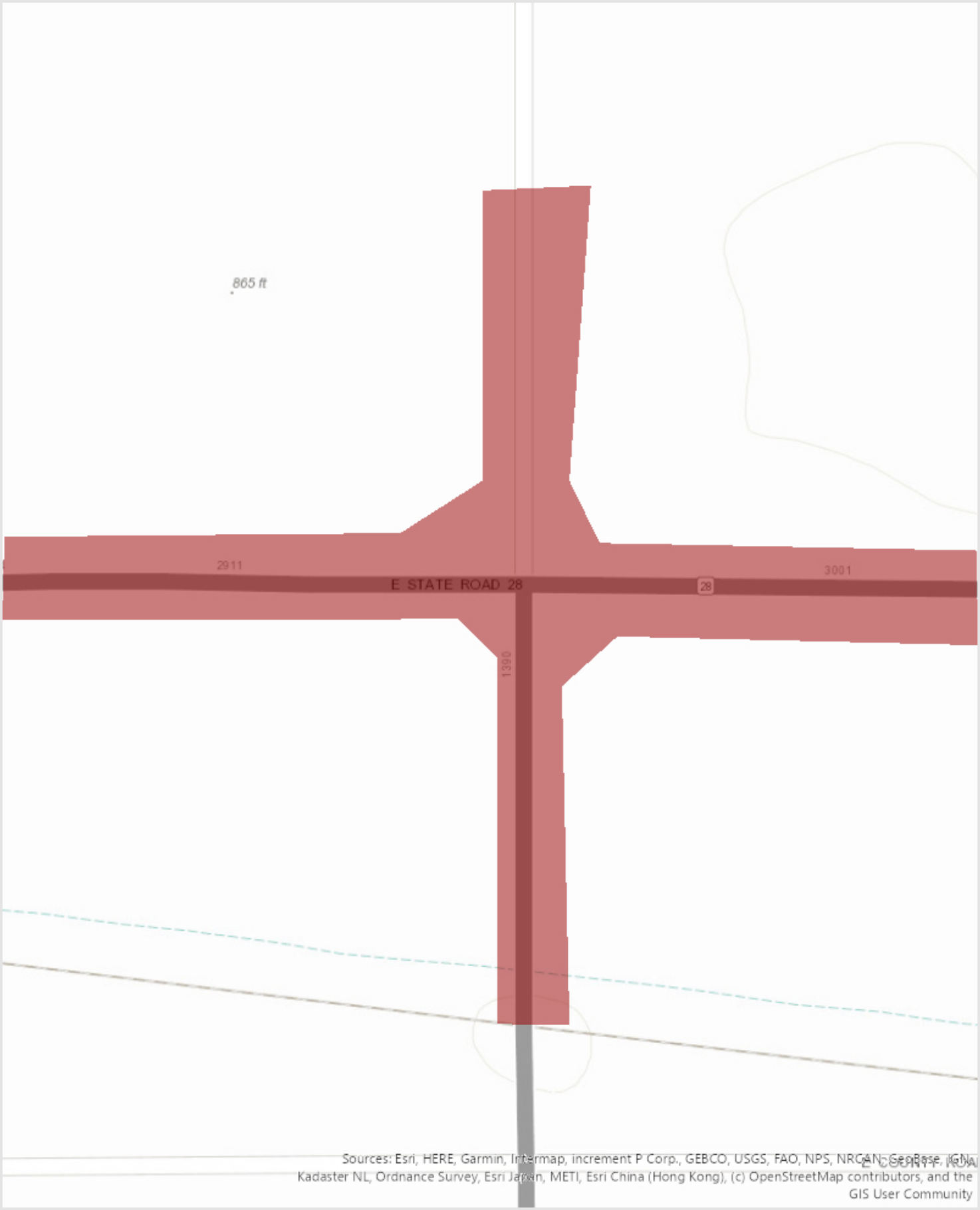

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United States Department of Agriculture
Farm Production and Conservation
Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

December 1, 2025

Cedric Diefenbaugh
101 West Ohio Steet, Suite 2121
Indianapolis, Indiana 46204
cedric.diefenbaugh@parsons.com

Dear Cedric Diefenbaugh:

The proposed State Route (SR) 28 and State Route (SR) 213 Intersection Improvement Project, Near the Town of Hobbs, in Tipton County, Indiana (Des. No. 2003083), as referred to in your letter received on October 25, 2025, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2025.12.02 08:34:56 -05'00'

JOHN ALLEN
State Soil Scientist

USDA is an equal opportunity provider, employer, and lender.

United States Department of the Interior

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

In Reply Refer To: 12/12/2025 18:03:59 UTC
Project Code: 2025-0000467
Project Name: Des. 2003083, SR 28 and SR 213 Intersection Improvement Project

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 purpose of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.), is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Act.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. You can complete this verification formally or informally or request an updated list by visiting the IPaC website at regular intervals during project planning and implementation.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at Midwest Section 7 Technical Assistance | U.S. Fish & Wildlife Service. This website contains step-by-step instructions to help you determine if your project will have an adverse effect on listed species and to lead you through the Section 7 process.?

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

Other Trust Resources and Activities?

Bald and Golden Eagles?- Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a?permit. A?nest take permit?is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.?

Migratory Birds?- The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of?recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.?

Communication Towers?- Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed? voluntary guidelines for minimizing impacts.?

Transmission Lines?- Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please?refer to?guidelines? developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.?

Wind Energy?- To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's?Wind Energy Guidelines. In addition, please refer to the Service's?Eagle Conservation Plan Guidance, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Attachment(s):

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

OFFICIAL SPECIES LIST

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

This species list is provided by:

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

PROJECT SUMMARY

Project Code: 2025-0000467
Project Name: Des. 2003083, SR 28 and SR 213 Intersection Improvement Project
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) are planning an intersection improvement project (Des. 2003083) at the intersection of SR 28 and SR 213 near the Town of Hobbs in Tipton County, Indiana. This project is in Section 9 and 10 of Township 21 North, Range 5 East and is shown on the Windfall, Indiana United States Geological Survey (USGS) 7.5-minutes quadrangle topographical map. The site setting is rural and adjacent land uses include forested, agricultural, parkland, and residential. The project limits begin from the center of the SR 28 and SR 213 intersection extending approximately 600 feet to the north and 470 feet to the south along SR 213; and approximately 685 feet to the east and 700 feet to the west along SR 28.

The recommended alternative will reconstruct the intersection as a single-lane roundabout designed in accordance with high-speed rural criteria to handle large truck volumes and farm equipment. There will be raised splitter islands, pavement markings, and signage at the four approaches. The center island will be raised a minimum of 6 inches with a diameter of approximately 150 feet, and the center island will be planted with grass. The existing pavement on SR 28 and SR 213 will be milled and repaved. It is anticipated that the new pavement will be raised approximately 6 inches higher than the existing pavement in order to provide the required depth to support anticipated traffic volumes. Both SR 28 and SR 213 will be widened approximately 4 feet to the outside to provide for shoulders. The drainage system will use the existing roadside ditches and stormwater system.

There will be no permanent or temporary right-of-way acquired. The MOT plan will include maintaining traffic on EB and WB SR 28 during construction. SR 213 will be closed, and detours will be provided.

Suitable summer habitat is present adjacent to the northeast and the southwest quadrants of the SR 28 and SR 213 intersection. However, no suitable summer habitat is located within the construction area; therefore, no tree trimming or clearing is anticipated. There will be no change to existing permanent lighting. Temporary lighting, for nighttime work, may be used during construction. Construction is anticipated to start in Summer of 2027.

A review of the USFWS GIS database for threatened and endangered bat

species for their roosting, hibernacula, and capture sites was conducted on September 23, 2024. There are no documented sites within a half mile of the project area.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.28547775,-85.95661375304881,14z

Counties: Tipton 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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], 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.

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

MAMMALS

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered

BIRDS

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

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

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

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

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

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

PROBABILITY OF PRESENCE SUMMARY

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

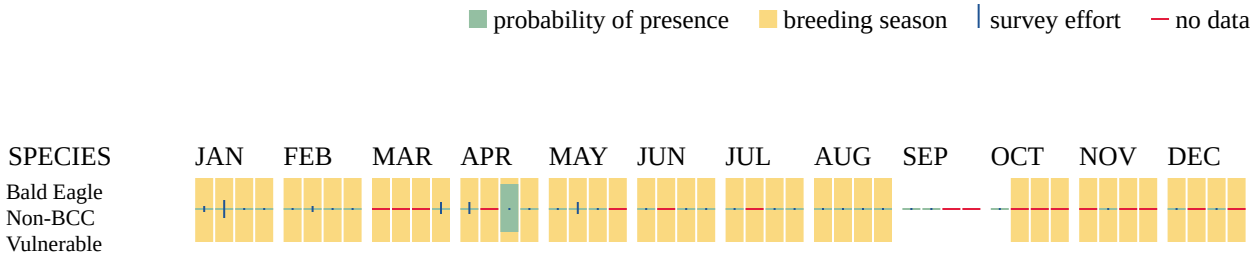
Probability of Presence (■)

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

Breeding Season (▪)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

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

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

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

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

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

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Grasshopper Sparrow *Ammodramus savannarum perpallidus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Pectoral Sandpiper *Calidris melanotos* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Semipalmated Sandpiper *Calidris pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental

Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

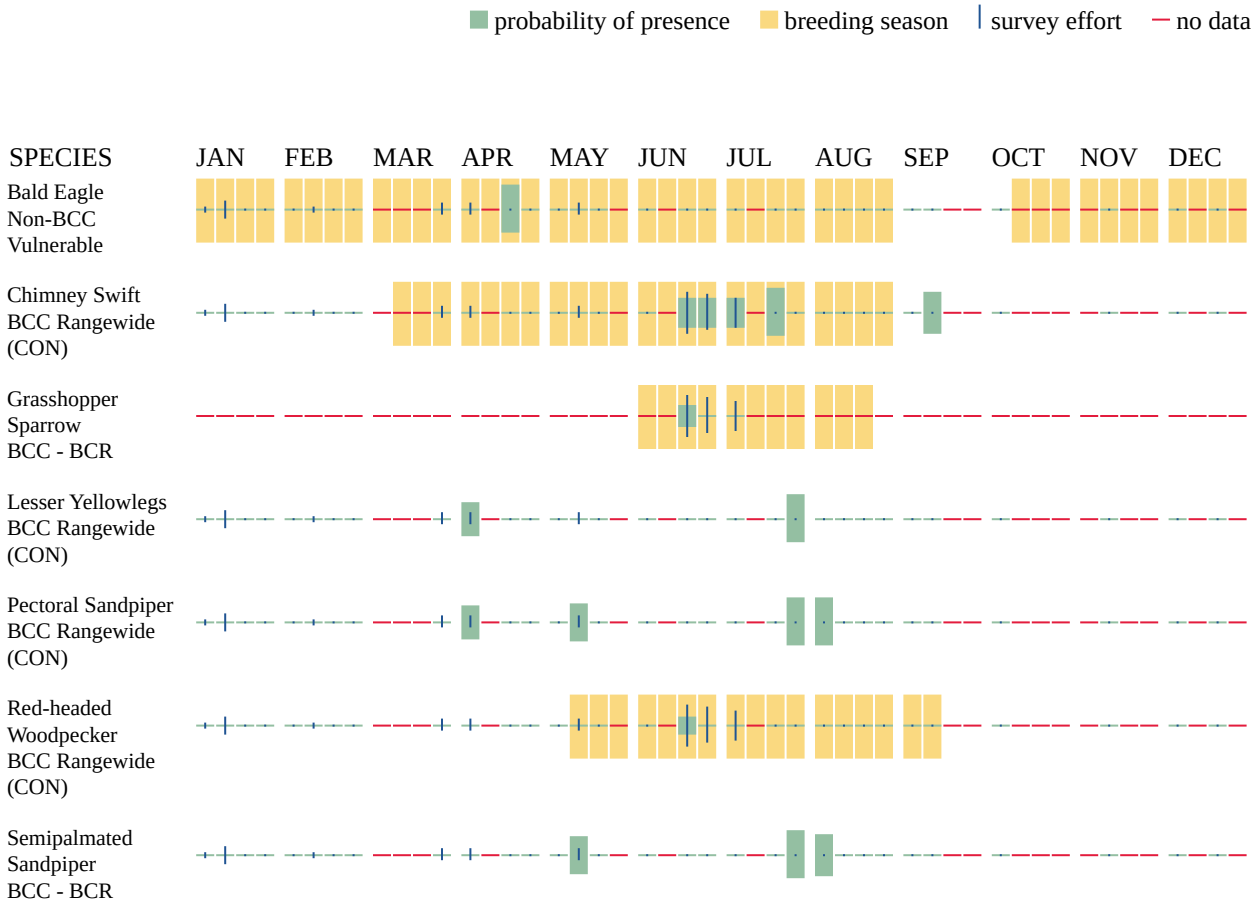
Probability of Presence (■)

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

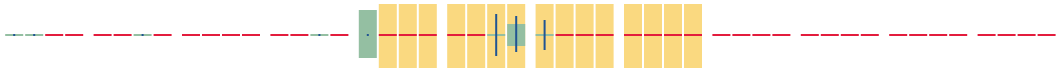
Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

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

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Wood Thrush
BCC Rangewide
(CON)



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

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

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

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

RIVERINE

- R4SBC

IPAC USER CONTACT INFORMATION

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Email	cedric.diefenbaugh@parsons.com
Phone:	2605782797

United States Department of the Interior

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

In Reply Refer To: 12/12/2025 18:21:43 UTC
Project code: 2025-0000467
Project Name: Des. 2003083, SR 28 and SR 213 Intersection Improvement Project

Subject: Not Likely to Adversely Affect Concurrence verification letter for the 'Des. 2003083, SR 28 and SR 213 Intersection Improvement Project' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the Des. 2003083, SR 28 and SR 213 Intersection Improvement Project (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above to verify that the Project may rely on the concurrence provided in the PBO/PCO to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended.

Ensuring Accurate Determinations When Using IPaC:

The Service developed the IPaC system and this Dkey in accordance with the ESA and based on the PBO/PCO. All information submitted by the project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in the Dkey invalidates this letter. Answers to certain questions in the Dkey commit the project proponent to implementation of conservation measures that must be followed for the ESA determinations to remain valid. Carefully review this letter, your ESA requirements are <u>NOT</u> yet complete.

Determinations:

Based on the information you provided (Project Description shown below), you have determined that the Project is within the scope and adheres to the criteria of the PBO/PCO, including the adoption of applicable avoidance and minimization measures. Based on your IPaC submission and the PBO/PCO, the Project is consistent with the following effect determinations:

Species	**Listing Status**	**Determination**
Indiana Bat (*Myotis sodalis*)	Endangered	NLAA

The tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can confer under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a no effect or not likely to adversely affect (NLAA) determination from the key to confirm that the determination is still accurate.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Project does not meet the criteria for a NLAA determination under the PBO/PCO. **If the Service does <u>not</u> notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Project under the terms of the NLAA concurrence provided in the PBO/PCO**. 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/PCO.

If the Project is modified, or new information reveals that it may affect the Indiana bat, northern long-eared bat, or tricolored bat in a manner or to an extent not considered in the PBO/PCO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

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

If your initial bridge, culvert, or structure assessment failed to detect Indiana bat, northern long-eared bat, or tricolored bat use or occupancy, yet bats are later detected prior to, or during construction, promptly notify the local Service Field Office within 2 working days of the discovery. In addition, please document whether incidental take occurred, and if so, the type (i.e. kill or harm) and amount (i.e. number of individuals) and submit documentation to the local Service Field Office within 5 working days from the completion of the bridge, culvert, or structure construction (use Appendix E - Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form in the User's Guide). In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service. In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service.

If the Project may affect any other federally listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Field Office is required for those species/designated critical habitat. If the Project 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 advise the lead Federal action agency to contact this Service Field Office

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

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Des. 2003083, SR 28 and SR 213 Intersection Improvement Project

DESCRIPTION

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) are planning an intersection improvement project (Des. 2003083) at the intersection of SR 28 and SR 213 near the Town of Hobbs in Tipton County, Indiana. This project is in Section 9 and 10 of Township 21 North, Range 5 East and is shown on the Windfall, Indiana United States Geological Survey (USGS) 7.5-minutes quadrangle topographical map. The site setting is rural and adjacent land uses include forested, agricultural, parkland, and residential. The project limits begin from the center of the SR 28 and SR 213 intersection extending approximately 600 feet to the north and 470 feet to the south along SR 213; and approximately 685 feet to the east and 700 feet to the west along SR 28.

The recommended alternative will reconstruct the intersection as a single-lane roundabout designed in accordance with high-speed rural criteria to handle large truck volumes and farm equipment. There will be raised splitter islands, pavement markings, and signage at the four approaches. The center island will be raised a minimum of 6 inches with a diameter of approximately 150 feet, and the center island will be planted with grass. The existing pavement on SR 28 and SR 213 will be milled and repaved. It is anticipated that the new pavement will be raised approximately 6 inches higher than the existing pavement in order to provide the required depth to support anticipated traffic volumes. Both SR 28 and SR 213 will be widened approximately 4 feet to the outside to provide for shoulders. The drainage system will use the existing roadside ditches and stormwater system.

There will be no permanent or temporary right-of-way acquired. The MOT plan will include maintaining traffic on EB and WB SR 28 during construction. SR 213 will be closed, and detours will be provided.

Suitable summer habitat is present adjacent to the northeast and the southwest quadrants of the SR 28 and SR 213 intersection. However, no suitable summer habitat is located within the construction area; therefore, no tree trimming or clearing is anticipated. There will be no change to existing permanent lighting. Temporary lighting, for nighttime work, may be used during construction. Construction is anticipated to start in Summer of 2027.

A review of the USFWS GIS database for threatened and endangered bat species for their roosting, hibernacula, and capture sites was conducted on September 23, 2024. There are no documented sites within a half mile of the project area.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.28547775,-85.95661375304881,14z

DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored 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 Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

1. Which Federal Agency is the lead federal agency the action?

   A) Federal Highway Administration (FHWA)

2. Does the Action Area intersect the species list area of the Indiana bat?

   Automatically answered
   Yes

3. Is the project within 0.5 miles radius of an entrance/opening to any known Indiana bat hibernaculum?

   No

4. [Semantic] Is any portion of the action area within a 0.5 mile radius of an entrance/opening to any known NLEB or TCB hibernacula?

   Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact the Field Office listed in the letterhead of this letter.

   Automatically answered
   No

5. Does your project's activities include raising the road profile above the tree canopy in documented habitat for the Indiana bat, NLEB, or TCB?

   Note: For the definition of documented habitat, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

   No

6. Is your project located within a karst area?

   No

7. Will the project include bridge, culvert, or structure removal, replacement, and/or alteration activities?

   Note: For definitions of bridge, culvert, and structure, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat.

   No

8. Do your project's activities involve tree removal/trimming, temporary lighting, new/ additional permanent lighting, ground disturbance, percussives that involves noise/ vibration above existing background levels, vibrations, or slash pile burning?

   Yes

9. Is there suitable summer habitat for the Indiana bat, NLEB, or TCB within the project action area?

   Note: See the Service's summer survey guidance for current definitions of suitable habitat [https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html].

   Yes

10. Have P/A surveys for the Indiana bat, NLEB, or TCB been conducted within the suitable summer habitat located within your project action area? This refers to mist-netting or acoustic surveys, not bridge assessments.

    Note: See the Service's survey guidance https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html

    No

11. Will the project involve the removal or trimming of trees within suitable habitat for the Indiana bat, NLEB, or TCB?

    No

12. Does your project include activities involving the temporary or permanent exclusion of Indiana bats, NLEBs, or TCBs from a bridge/culvert or structure that is occupied by a large number of covered bats (>5)?

    Note: exclusion is conducted to deny bats' entry or reentry into a bridge/culvert or structure. To be effective and to avoid harming bats, it should be done according to established standards. Coordinate with the local Service Field Office for additional assistance.

    No

13. Does your project involve the use of temporary lighting within Indiana bat, NLEB, or TCB suitable habitat?

    Note: For the definition of lighting, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

    Yes

14. Will the use of temporary lighting be conducted during the Indiana bat, NLEB, or TCB active season?

    Yes

15. Will temporary lighting be directed away from Indiana bat, NLEB, or TCB suitable habitat)?

    Yes

16. Will the project substantially increase baseline light conditions via the use of permanent lighting (replacement or new/additional) in suitable habitat.

    No

17. Will your project include percussive activities?

    Note: Refer to Stressor #2 Noise/Vibration on page 109 of the PBO/PCO.

    Yes

18. Are the percussive activities only related to tree removal/trimming or bridge/culvert structural work?

    No

19. Will the percussive activities involve noise/vibration above existing background levels?

    Note: For example, pile driving, rock drilling, hoe ramming, jackhammering, and blasting are examples of percussive activities that cause noise/vibration above existing background levels

    Yes

20. Will percussive activities that involve noise/vibration above existing background levels be conducted during the **bat active season**?

    Yes

21. Will the percussive activities that involve noise/vibration above existing background levels be conducted **greater than 100 feet** from the road or rail surface?

    No

22. Will the project include **bridge** removal, replacement, and/or alteration activities?

    No

23. Does the project include **culvert** removal, replacement, and/or alteration activities?

    No

24. Does the project include **structure** removal, replacement, and/or alteration activities?

    No

25. Does the Action Area intersect the species list area of the Indiana bat?

    Automatically answered
    Yes

26. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

    Automatically answered
    No

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

GAMM1

Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.

LAMM1

Direct temporary lighting away from suitable habitat during the active season

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING IBAT, NLEB, OR TCB

This key was last updated in IPaC on September 11, 2025. 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) and may affect the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and/or federally proposed endangered tricolored bat (*Perimyotis subflavus*).

This decision key should only be used to verify project applicability with the Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024. The programmatic consultation limited transportation activities that may affect the covered bat species and addresses situations that are both likely and not likely to adversely affect the covered bat species. This decision key will assist in identifying the effect of a specific project/activity and the applicability of the programmatic consultation. The programmatic consultation is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic consultation, or that may affect ESA-listed species other than the Indiana bat, northern long-eared bat, or tricolored bat, or their designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Delaney Weston
Address: 32 S Broadway
City: Greenfield
State: IN
Zip: 46140
Email dweston@indot.in.gov
Phone: 3176462392

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

PARSONS

Appendix D

Section 106 of the National Historic Preservation Act

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

February 12, 2026

This letter was sent to the listed parties.

RE: State Road 28 and State Road 213 Intersection Improvements, Tipton County, Indiana, Des. No. 2003083 and DHPA No. 33300

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with SR 28 and SR 213 Intersection Improvements, Tipton County, Indiana and Des. No.2003083.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on January 22, 2025. In addition, a letter distributed on July 24, 2025, notified consulting parties that an archaeology report was available for review and comment. Another letter distributed on November 26, 2025, notified consulting parties that a historic property report was available for review.

The proposed undertaking is at the intersection of SR 28 and SR 213 in Tipton County, Indiana. It is within Madison Township, Windfall USGS Topographic Quadrangle, in Sections 9 and 10, Township 21 North, Range 5 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Project Limits

The project limits begin from the center of the intersection of SR 28 and SR 213 extending approximately 600 feet to the north, 470 feet to the south along SR 213, approximately 685 feet to the east, and 700 feet to the west along SR 28.

Existing Conditions

The section of SR 28 within the project area has two 12-foot-wide lanes and a minimum of 2-foot-wide outside shoulders. There are turn lanes from SR 28 to northbound (NB) and southbound (SB) SR 213. There is no median separating the east and westbound lanes. At this location, SR 28 is classified as a rural principal arterial and the speed limit is 50 miles per hour (mph).

The section of SR 213 within the project area has two 12-foot-wide lanes and 4-foot-wide outside shoulders. There are turn lanes with splitter islands from SR 213 to eastbound (EB) and westbound (WB) SR 28. The through lanes are controlled with stop signs at the intersection. There is no median separating the north and southbound lanes. At this location, SR 213 is classified as a major collector and the speed limit is 55 mph. There is an at-grade railroad crossing of SR 213 located 500 feet south of the intersection.

There are several drainage ditches surrounding this intersection. Two culverts pass under SR 28 on the east and west sides of the intersection. Overhead electric lines are located along the south side of SR 28 and the east side of SR 213 south of the intersection. There are no pedestrian facilities, guardrail, or lighting at this intersection.

Purpose and Need

The need for this project is due to the high frequency of severe crashes at the SR 28 and SR 213 intersection. According to the October 13, 2021, *Engineering Assessment Report*, between 2017 and 2019 there were 19 crashes at this intersection. Of these, eight were fatal or incapacitating, four were non-incapacitating, and seven were property damage only. The majority (12) of the crashes were right angle crashes.

An analysis of crash frequency and crash severity was performed using INDOT's Road Hazard Analysis Tool (RoadHAT). For this analysis, two indices are calculated, Index of Crash Costs (ICC) and Index of Crash Frequency (ICF). The ICF indicates the frequency of all crashes and the ICC indicates the severity of all crashes within a roadway segment or intersection. An ICC or ICF index above 0.0 is considered elevated crash activity in terms of frequency or severity, an index of 1.0 or above is considered substantially elevated, and an index of 2.0 or higher is considered an intersection of high crash frequency or severity. The RoadHAT analysis for the SR 28 and SR 213 intersection determined that the ICC is 2.51 and the ICF is 2.41. These numbers indicate that this intersection is prone to crashes of significant severity and cost and that the frequency of crashes at this intersection is above what could be expected for an average intersection of similar vehicular volume.

The purpose of this project is to improve safety by reducing or eliminating the high frequency and severity of crashes at this intersection to ICC and ICF indices below 0.0.

Recommended Alternative

The recommended alternative is a single lane roundabout designed in accordance with high-speed rural criteria to handle large truck volumes and farm equipment. There would be raised splitter islands, pavement markings, and signage at the four approaches. The center island would be raised a minimum of 6 inches with a diameter of approximately 150 feet. The center island would be planted with grass. The existing pavement on SR 28 and SR 213 would be milled and repaved. It is anticipated that the new pavement would be raised approximately 6 inches higher than the existing pavement in order to provide the required depth to support anticipated traffic volumes. Both SR 28 and SR 213 would be widened approximately 4 feet to the outside to provide for shoulders. The drainage system would use the existing roadside ditches and stormwater system.

Right-of-way (ROW)

The proposed roundabout would be constructed on the existing pavement within existing INDOT ROW. Permanent and temporary ROW are not required for this project.

Gray & Pape, Inc. is under contract with Parsons to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2(c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in or eligible for the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no above-ground resources are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards has conducted a survey of archaeological resources within the APE. The report has been distributed to the appropriate consulting parties for review, and a summary of the results of that investigation is being distributed to all consulting parties for review.

The Finding/800.11 is available for review in IN SCOPE at https://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any cultural resource impacts incurred as a result of this project. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Amy Borland
Principal Investigator-Architectural History
Gray & Pape, Inc.
8902 Otis Avenue, Suite 201A
Indianapolis, IN 46216
aborland@graypape.com
317/ 756-1672

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Sincerely,

Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Distribution List:
Chad Slider, IN-SHPO, cslider@dnr.in.gov
Alex Brooks, Indiana Landmarks, abrooks@indianalandmarks.org
Shawnee Tribe
Forest County Potawatomi Community

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
State Road 28 and State Road 213 Intersection Improvements, Tipton County, Indiana
DES. NO.: 2003083

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

The APE is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking…" (36 CFR 800.16 [d]). The APE for the history/architecture survey consists of the project area and adjacent parcels with an extended viewshed to the west (0.18mi on the north side of SR 28), north (0.25mi on the west side of SR 213), and east (0.32mi on the south side of SR 28) to account for the flat, rural landscape that allows for greater visibility toward the intersection. It was not extended to the south as the rise from the railroad track limits the visibility in this direction. This APE ensures all architectural resources 50-years old or older from the 2027 project letting date, that have the potential for physical or visual effects from the proposed project are included in this report (Appendix A, Figure 1-2).

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

No properties within the APE are either listed or recommended eligible for the National Register of Historic Places.

EFFECT FINDING

INDOT, acting on FHWA's behalf, has determined a "No historic properties affected" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

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

Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

February 13, 2026
Approved Date

Excerpts

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
SR 28 and SR 213 Intersection Improvements, Madison Township, Tipton County, Indiana
DES. NO.: 2003083

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes a project to improve the intersection at State Road (SR) 28 and SR 213, west of the town of Hobbs, Madison Township Tipton County, Indiana, Des. No. 2003083 (See Figure 1, Appendix A: Maps & Photographs). The need for this project is due to the high frequency of severe crashes at the SR 28 and SR 213 intersection. The purpose of this project is to improve safety by reducing or eliminating the high frequency and severity of crashes at this intersection to Index of Crash Costs (ICC) and Index of Crash Frequency (ICF) indices below 0.0. The recommended alternative is a single lane roundabout designed in accordance with high-speed rural criteria to handle large truck volumes and farm equipment. There would be raised splitter islands, pavement markings, and signage at the four approaches. The center island would be raised a minimum of 6 inches (in) with a diameter of approximately 150 feet (ft). The center island would be planted with grass. The existing pavement on SR 28 and SR 213 would be milled and repaved. It is anticipated that the new pavement would be raised approximately 6 in higher than the existing pavement in order to provide the required depth to support anticipated traffic volumes. Both SR 28 and SR 213 would be widened approximately 4 ft to the outside to provide for shoulders. The drainage system would use the existing roadside ditches and stormwater system.

The Area of Potential Effect (APE) is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking” (36 CFR 800.16 [d]). The APE for the history/architecture survey consists of the project area and adjacent parcels with an extended viewshed to the west (0.29 km [0.18 mi] on the north side of SR 28), north (0.40 km [0.25 mi] on the west side of SR 213), and east (0.51 km [0.32 mi] on the south side of SR 28) to account for the flat, rural landscape that allows for greater visibility toward the intersection. It was not extended to the south as the rise from the railroad track limits the visibility in this direction and stormwater system. The proposed roundabout would be constructed on the existing pavement within existing INDOT right-of-way (ROW).

The APE is situated in a flat, rural setting 0.8 km (0.5 mi) west of the town of Hobbs, with a combination of agricultural, natural/forested, and residential properties at the four spokes of the intersection. It was decided to extend the APE 0.29 km / 0.18 mi to the west on the north side of SR 28 because SR 28 curves to the southwest, allowing for views of the intersection only from the north side of SR 28. The APE was extended 0.4 km / 0.25 mi to the north on the west side of SR 213 because the intersection is visible from the intersection of SR 213 and CR 100 S. An agricultural field obscures the view south of CR 100 S along the east side of SR 213. Finally, the APE was extended 0.51 km / 0.32 mi west along the south side of SR 213 because the intersection is visible from Legg Street. The viewshed along the north side of SR 213 is obscured by an agricultural field. The APE was not extended beyond the project area to the south because there is a rise where SR 213 intersects with the railroad track and the intersection is not visible. A map of the APE is provided in Figure 2 in Appendix A.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

On January 22, 2025, an early coordination letter (ECL) with an invitation to join in consultation for this project was sent to the following:

- Chad Slider, Indiana State Historic Preservation Office
- Dennis Henderson, Tipton County Commissioner
- Tracey Powell, Tipton County Commissioner
- Nancy Cline, Tipton County Commissioner
- Alex Brooks, Indiana Landmarks
- Phil Beer, Tipton County Engineer
- Bret Morris, Tipton County Highway Superintendent
- Miranda Silvey, Tipton County Chamber of Commerce
- Tipton County Historical Society
- Tipton County Public Library-Genealogy

The ECL directed interested parties to access the ECL on INDOT's online document portal, INSCOPE (http://erms12c.indot.in.gov/Section106Documents). An electronic copy of the ECL was emailed to the Indiana State Historic Preservation Office (SHPO) as a designated consulting party for review and comment on the same day (Appendix C: Consulting Parties; Appendix D: Correspondence).

On January 22, 2025, INDOT distributed the invitation to join in consultation to the following Tribes (Appendix D: Correspondence):

- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Turtle Mountain Band of Chippewa Indians
- Forest County Potawatomi Community

Pursuant to 36 CFR § 800.4(b) Gray & Pape, Inc. architectural historians used mapping of the project area provided by Parsons, who were the lead project designers, to conduct the site file review. The literature review included a check of the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) of the Division of Historic Preservation and Archaeology (DHPA). SHAARD includes a database of previously surveyed above-ground resources, including data from the Indiana Historic Sites and Structures Inventory (IHSSI), the National Register of Historic Places (NRHP) inventory, the 2009 INDOT-sponsored Historic Bridge Inventory (HBI), and the Indiana Cemetery and Burial Ground Registry. Historical map research was also conducted, and the following maps were analyzed: the 1824 and 1847 Bureau of Land Management – General Land Office survey plats (BLM-GLO 1824, 1847); the 1953, 1956, and 1986 Muncie, IN quadrangle maps (USGS 1953, 1956, 1986); the 1960, 2010, 2013, 2016, 2019, and 2022 Windfall, Indiana 7.5-minute quadrangles (USGS 1960, 2010, 2013, 2016, 2019, 2022); and aerial photography from 1956, 1984, 1998, 2003, 2005, 2008, 2010, 2012, 2014, 2016, 2018, 2020, and 2022 (NETR 2025).

Additional research efforts were made to assess the historical context of the rest area at the northwest corner of SR 213 and SR 28. Research efforts included requesting additional information from librarians at the Indiana State Library, archivists at the Indiana State Archives, INDOT-CRO, and INDOT Archives; however, no additional information was available.

On January 22, 2025, Alex Brooks of Indiana Landmarks responded to the ECL and stated that “given the presence of a Notable rated home at 2853 IN-28, Tipton, IN 46072 within the APE, we would like to continue to be a consulting party.” (Appendix D: Correspondence).

On February 12, 2025, the Forest County Potawatomi responded to the ECL noting that they "do wish to remain as a consulting party for this project.” It was mentioned that in the event of an Inadvertent Discovery (ID), work should cease and the Tribes should be notified along with SHPO in consultation regarding the treatment and disposition of the finding (Appendix D: Correspondence).

On February 17, 2025, Beth McCord of the Indiana DHPA responded to the ECL and stated that they were unaware of any additional parties to be invited to the Section 106 consultation outside of the list provided. Additionally, it was noted that “if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible.” Indiana DHPA indicated that they were to be noted of which invited consulting parties had accepted the invitation (Appendix D: Correspondence).

On February 19, 2025, the Shawnee Tribe responded to the ECL noting that they concurred that no known historic properties would be negatively impacted by the proposed work. It was noted that if the discovery of previously unknown archaeological and/or historical resources were encountered at any point during the proposed work, the Shawnee Tribe should be consulted (Appendix D: Correspondence).

Following the literature review, on October 10, 2024, Gray & Pape, Inc. architectural historians conducted a field reconnaissance of the APE and photographed all architectural resources within the APE that were already or that would be 50-years of age by the project’s proposed 2027 letting. Field documentation included photographs of the primary and secondary facades, when accessible; ownership information; resources style or type; and integrity considerations. Dates of construction for the historic architectural resources identified during the survey were established through a review of Tipton County, Indiana property records and structural form and materials analysis. Other resources include historical atlas analysis and other cartographic research.

Gray & Pape, Inc. conducted a Phase Ia records check and field reconnaissance between February 3 and February 5, 2025. The records check identified no previously recorded archaeological sites in the survey area or within the 1.6-km (1-mi) buffer of the survey area. The field survey located two previously unrecorded historic archaeological sites (Appendix B: Abstracts & Conclusions).

The Phase Ia archaeology survey report was submitted to the SHPO on July 24, 2025. The report recommended that no further archaeological investigations were necessary and that the project proceed as planned. It was highlighted in the report that if the project area limits change to include any portion of either Site 12TI289 or Site 12TI290, further archaeological survey is recommended.

On August 25, 2025, SHPO responded to the Phase Ia archaeological field reconnaissance survey report submittal (Appendix D: Correspondence). SHPO agreed that the portions of archaeological Site 12TI289 and Site 12TI290 which lie within the initial survey area do not appear to contain significant archaeological deposits and no further archaeological work is required. SHPO stated that the proposed project area was revised after Phase Ia survey completion, that all proposed project-related ground-disturbing activities will be limited to the INDOT ROW, and that no proposed project-related ground-disturbing activities will impact the identified portions of archaeological Site 12TI289 and Site 12TI290. The letter also mentioned that if any other archaeological artifacts or human remains are discovered, they should be reported to IDNR, DHPA within two (2) business days.

Due to an oversight, INDOT distributed the Phase Ia archeology report to the Tribes on November 3, 2025 (Appendix D: Correspondence).

On November 18, 2025, the Shawnee Tribe responded to the Phase Ia archaeology report noting that they concurred that no known historic properties would be negatively impacted by the proposed work. It was noted that if the discovery of previously unknown archaeological and/or historical resources were encountered at any point during the proposed work, the Shawnee Tribe should be consulted (Appendix D: Correspondence.

On November 26, 2025, Gray & Pape, Inc.'s Qualified Professional (QP) architectural historians distributed a Historic Property Report (HPR). The HPR did not identify any new resources recommended eligible for the NRHP. The previously surveyed house at 2853 E SR 28 that was rated Notable in 2010 was found to have undergone considerable renovation and was recommended not eligible for the NRHP. In addition, electronic copies of the documents were sent to SHPO as a designated consulting party for review and comment on the same day. INDOT distributed the HPR to the Tribes on the same day (Appendix B: Report Summaries and Appendix D: Correspondence).

On December 29, 2025, SHPO responded to the submittal of the Historic Property Report. They stated that the APE is of adequate size and agreed with the conclusion of the HPR that there are no previously recorded properties listed or eligible for inclusion in the NRHP in the project area. SHPO recommended that unless another consulting party expresses a different opinion about the project's effects, it would be appropriate to ask INDOT for a finding (Appendix D: Correspondence).

No further comments were received on the project.

3. BASIS FOR FINDING

A finding of "No Historic Properties Affected" is appropriate for this undertaking because there are no resources listing in, or eligible for listing in, the NRHP within the APE.

A public notice of "No Historic Properties Affected" will be posted in the *Tipton County Tribune* and the public will be afforded thirty (30) days to respond. If appropriate, this document will be revised after the expiration date of the public comment period.

APPENDIX

- **Appendix A: Maps & Photographs**
- **Appendix B: Abstracts & Conclusions**
- **Appendix C: Consulting Parties**
- **Appendix D: Correspondence**
- **Appendix E: Engineering Plans**

In order to reduce the number of pages in the NEPA document, Appendices A and E have been omitted from this document.

Appendix B: Abstracts & Conclusions

GRAY & PAPE
HERITAGE MANAGEMENT

Project No. 24-38805.001

Historic Property Report for State Road 28 and State Road 213 Intersection Improvements, Tipton County, Indiana Des. No. 2003083, DHPA No. 33300

Lead Federal Agency:
Federal Highway Administration

Prepared for:
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Prepared by:
Amy Borland, MS and
Lindsay Gundler

Gray & Pape, Inc.
8902 Otis Avenue, Suite 220A
Indianapolis, IN 46216

Amy E. Borland
Amy Borland, MS
Principal Investigator
November 3, 2025

MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for historic properties included in the Area of Potential Effects for the State Road 28 and State Road 213 Intersection Improvements Project (Des. No. 2003083) in Tipton County, Indiana. Above-ground resources located within the project Area of Potential Effects were identified and evaluated in accordance with Section 106, National Historic Preservation Act of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the National Historic Preservation Act, as amended, and 36 CFR Part 800, federal agencies are required to consider the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places. As this project is receiving funding from the Federal Highway Administration, it is subject to a Section 106 review.

The Area of Potential Effects contains no properties listed in the National Register of Historic Places. The Area of Potential Effects contains no properties that are recommended eligible for listing in the National Register of Historic Places.

6.0 CONCLUSIONS

The APE contains no properties listed in the NRHP.

As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the NRHP.

GRAY & PAPE
HERITAGE MANAGEMENT

Project No. 24-38805.001

Phase Ia Archaeological Reconnaissance for the Proposed Intersection Improvement Project at SR 28 and SR 213, near the Town of Hobbs, Madison Township, Tipton County, Indiana (INDOT Des. No. 2003083)

Lead Agency:
Federal Highway Administration

Prepared for:
Parsons Corporation
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204
(260) 578-2797

Prepared by:
Danielle Silverman, MPhil, MA
Jocelyn Connolly, MA

Gray & Pape, Inc.
8902 Otis Avenue Suite 220-A
Indianapolis, Indiana 46802
(317) 541-8200

Jocelyn Connolly
Jocelyn Connolly
Principal Investigator
jconnolly@graypape.com
July 21, 2025

MANAGEMENT SUMMARY

Gray & Pape, Inc., under contract with Parsons Corporation on behalf of the Indiana Department of Transportation and Federal Highway Administration, conducted a Phase Ia literature review and archaeological survey for the proposed construction of a single-lane roundabout at the intersection at State Road 28 and State Road 213 (Indiana Department of Transportation Des. No. 2003083). The survey area is in Sections 9 and 10 of Township 21 N, Range 5 E, near the town of Hobbs in Madison Township, Tipton County, Indiana. It is on the Windfall, Indiana, 7.5' United States Geographic Survey quadrangle map. It is anticipated that the proposed undertaking will be constructed within existing right-of-way and that the project will not require any new permanent or temporary right-of-way around the existing intersection of State Road 28 and State Road 213. An initial archaeological survey for the proposed roundabout construction measured approximately 213.4 meters (700 feet) to the north and south along State Road 213, and approximately 304.8 meters (1,000 feet) to the east and west along State Road 28, encompassing approximately 4 hectares (9.8 acres) in total area.

A revised project area was provided to Gray & Pape, Inc. on March 6, 2025, limited the proposed construction to the current paved roadbed. The revised project area begins at the center of the State Road 28 and State Road 213 intersection, extending approximately 183 meters (600 feet) to the north and 143 meters (470 feet) to the south along State Road 213; and approximately 209 meters (685 feet) to the east and 213 meters (700 feet) to the west along State Road 28, encompassing approximately 2 acres (0.9 hectares). All fieldwork was completed outside of the project area due to design changes.

In February 2025, Jocelyn Connolly, MA, and Danielle Silverman, MPhil, MA, of Gray & Pape, Inc., conducted a Phase Ia archaeological survey on 3.9 hectares (9.7 acres) ahead of the proposed roundabout construction at the intersection of State Road 28 and State Road 213. The investigation was performed in accordance with the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology *Guidebook for Indiana Historic Sites and Structures Inventory-Archaeological Sites* and the *Indiana Department of Transportation, Indiana Cultural Resources Manual*. Ninety shovel tests were excavated, and approximately 0.2 hectares (0.3 acres) were subjected to pedestrian survey. Two new archaeological sites were recorded during the archaeological reconnaissance, 12TI289 and 12TI290.

Site 12TI289 is a twentieth-century demolished household and detached garage consisting primarily of historical artifacts related to construction or domestic usage from the nineteenth and twentieth centuries and demolition fill. The portion of site 12TI289 within the survey limits, prior to the design change, does not appear to be eligible for inclusion on the National Register of Historic Places under Criteria A, B, C or D or the Indiana Register of Historic Sites and Structures. No further archaeological assessment is recommended at this time. However, archaeological deposits associated with site 12TI289 likely extend to the east of the survey limits and within the footprint of the previously demolished house (Indiana Historic Sites and Structures Inventory No. 159-686-25016) and were not fully evaluated as part of this investigation. As of March 2025, site 12TI289 falls well outside of the current proposed work limits.

Site 12TI290 is a late nineteenth- to twentieth-century roadside park consisting of six concrete foundation structures. The portion of site 12TI290 within the survey limits does not appear to be eligible for inclusion on the National Register of Historic Places under Criteria A, B, C or D, or the Indiana Register of Historic Sites and Structures, as all shovel test units were negative for cultural

materials. No further archaeological assessment is recommended at this time. However, a potential exists for archaeological deposits associated with site 12TI290 adjacent to and/or between the six concrete structures documented to the north of the survey area limits. This area was not fully evaluated as part of this investigation, as it was situated outside of the survey area limits. As of March 2025, site 12TI290 falls outside of the current proposed work limits.

If the project area limits change to include any portion of either site 12TI289 or site 12TI290, further archaeological survey is required. If archaeological deposits or human remains are encountered during the construction phase of the proposed project, all construction activities must cease and an archaeologist from INDOT, CRO and the IDNR, DHPA must be notified.

6.0 CONCLUSIONS AND RECOMMENDATIONS

G&P, under contract with Parsons, on behalf of INDOT and the FHWA, conducted a Phase Ia archaeological survey, historic architecture survey, and coordination of all Section 106 consultations for the proposed construction of a single lane roundabout at the intersection at SR 28 and SR 213.

The objectives of the Phase Ia archaeological reconnaissance were to locate, record, and assess all archaeological historical and precontact resources within the survey area pursuant to Section 106 of the National Historic Preservation Act of 1966, as stipulated by 36 C.F.R. Part 800 and the Indiana Historic Preservation Act (IC 14-21-1). All archaeological resources were evaluated with respect to the criteria set forth under Section 101 (NRHP) of the National Historic Preservation Act and IC 14-21-1-9 (IRHSS). The archaeological investigation was performed in accordance with IDNR, DHPA *Guidebook for Indiana Historic Sites and Structures Inventory - Archaeological Sites* (IDNR, DHPA 2022) and the INDOT Indiana Cultural Resources Manual (INDOT 2024).

A revised project area provided to G&P on March 6, 2025, limited the proposed construction to the current paved roadbed. The revised project area measures approximately 180 m (591 ft) to the north along SR 213, approximately 140 m (460 ft) to the south along SR 213, and approximately 215 m (705 ft) to the east and west along State Road 28, encompassing approximately 0.9 ha (2 ac).

All fieldwork was conducted outside of the project area due to design changes received in March 2025. In February 2025, Jocelyn Connolly and Danielle Silverman of G&P conducted a Phase Ia archaeological survey on 3.9 ha (9.7 ac) ahead of the proposed roundabout construction at the intersection of SR28 and SR 213. Ninety shovel test units were excavated and approximately 0.15 ha (0.3 ac) were subject to pedestrian survey. Two new archaeological sites were recorded during the archaeological reconnaissance: 12TI289 and 12TI290.

Site 12TI289 is a twentieth-century demolished household and detached garage consisting primarily of historical artifacts related to construction and domestic usage from the nineteenth and twentieth centuries and demolition fill. The portion of site 12TI289 investigated does not appear to be eligible for inclusion on the NRHP under Criteria A, B, C or D or the IRHSS. No further archaeological assessment is recommended at this time. However, archaeological deposits associated with site 12TI289 likely extend to the east of the initial survey limits and within the footprint of the previously demolished house (IHSSI No. 159-686-25016) and were not fully evaluated as part of this investigation. As of March 2025, site 12TI289 falls outside of the current proposed work limits.

Site 12TI290 is a late nineteenth- to twentieth-century roadside rest park consisting of six concrete structures. The portion of site 12TI290 investigated does not appear to be eligible for inclusion on the NRHP under Criteria A, B, C or D, or the IRHSS, as all shovel test units were negative for cultural materials. No further archaeological assessment is recommended at this time. However, a potential for archaeological deposits associated with site 12TI290 exists adjacent to and/or between the six concrete structures documented to the north of the initial survey area limits. A full delineation of the site (double negative 5-m [16.4-ft] interval shovel tests) was outside the scope of the current project. As of March 2025, site 12TI290 falls outside of the current proposed work limits.

If the project area limits change to include any portion of either site 12TI289 or site 12TI290, further archaeological survey is recommended. If archaeological deposits or human remains are encountered

during the construction phase of the currently proposed project, all construction activities must cease and an archaeologist from INDOT, CRO and IDNR, DHPA must be notified.

Appendix C: Consulting Parties

Name	Company/ Organization	Address	Email	Accepted Invitation
Chad Slider/ Beth McCord	Indiana State Historic Preservation Office	402 W. Washington Street, W274, Indianapolis, IN 46204	CSlider@dnr.IN.gov	YES
Dennis Henderson	Tipton County Commissioner	101 E Jefferson St, Tipton, IN 46072	dhenderson@tiptoncounty.in.gov	
Tracey Powell	Tipton County Commissioner	101 E Jefferson St, Tipton, IN 46072	tpowell@tiptoncounty.in.gov	
Nancy Cline	Tipton County Commissioner	101 E Jefferson St, Tipton, IN 46072	ncline@tiptoncounty.in.gov	
Alex Brooks	Indiana Landmarks	1201 Central Avenue, Indianapolis, IN 46202	abrooks@indianalandmarks.org	YES
Phil Beer	Tipton County Engineer	101 E Jefferson St Tipton, IN 46702	pbeer@usiconsultants.com	
Bret Morris	Tipton County Highway Superintendent	405 Market Rd Tipton, IN 46072	bmorris@tiptoncounty.in.gov	
Miranda Silvey	Tipton County Chamber of Commerce	119 W Madison St, Tipton, IN 46072	director@tiptonchamber.org	
	Tipton County Historical Society	323 W South St, Tipton, IN 46072	tchs@tds.net	
	Tipton County Public Library-Genealogy	127 E. Madison St. Tipton, IN 46072	reference@tiptonpl.org	
Tribal Contacts				
Eastern Shawnee Tribe of Oklahoma				
Miami Tribe of Oklahoma				
Peoria Tribe of Indians of Oklahoma				
Pokagon Band of Potawatomi Indians				
Shawnee				YES

Name	Company/ Organization	Address	Email	Accepted Invitation
Tribe				
Turtle Mountain Band of Chippewa Indians				
Forest County Potawatomi Community				YES

Appendix D: Correspondence & Letters

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Early Coordination Letter	1/22/2025	D-1 to D-4
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Consulting Party Acceptance: Alex Brooks of Indiana Landmarks	1/22/2025	D-9 to D-11
Consulting Party Acceptance: Forest County Potawatomi Community (FCPC)	2/12/2025	D-12
Consulting Party Acceptance: SHPO	2/17/20 25	D-13
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Archaeology Report: submission email to SHPO	7/25/2025	D-15
Concurrence Letter for Archaeology Report: SHPO	8/25/2025	D-16 to D-17
Archaeology Report Notification Email: to Tribes	11/3/2025	D-18 to D-19
Response to Archaeology Report: Shawnee Tribe	11/18/2025	D-20
Report Distribution Letter: Historic Property Report	11/26/2025	D-21 to D-26
Report Distribution Letter: Email	11/26/2025	D-27 to D-28
Report Distribution Letter: to Tribes	11/26/2025	D-29 to D-30
Concurrence Letter for Historic Property Report: SHPO	12/29/2025	D-31 to D-32

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

January 22, 2025

This letter was sent to the listed parties.

RE: Construction of State Road (SR) 28 & SR 213 Roundabout (Des. No 2003083), Tipton County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with construction of SR 28 & SR 213 roundabout, (Des. No. 2003083). Gray & Pape, Inc. is under contract with INDOT to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the Section 106 review process and we are requesting comments regarding any possible effects to cultural resources associated with this project. Please use the above INDOT Designation Number (Des. No.) and project description in your reply and your comments will be incorporated into the Section 106 documentation for this project.

The proposed undertaking is at the intersection of SR 28 and SR 213 in Tipton County, Indiana. It is within Madison Township, Windfall USGS Topographic Quadrangle, in Sections 9 and 10, Township 21 North, Range 5 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Purpose & Need

The identified need at this location involves the very high frequency of severe crashes comparative to the volumes of traffic at this intersection according to INDOT's Road Hazard Analysis Tool (RoadHAT). Specifically, the high frequency and severity of right-angle crashes. Crash data from 2017 to 2019 was analyzed for this intersection. During this timeframe, there were a total of 19 crashes, of which 12 were right angle crashes, 1 rear end crash, 3 ran off road crashes, and 1 head on crash. Of these 19 crashes, 11 resulted in injury, with 7 being incapacitating, and 4 non-incapacitating. The remaining 7 crashes were property damage in nature only.

An analysis of crash frequency and crash severity was performed using INDOT's Road Hazard Analysis Tool (RoadHAT). For this analysis, two indices are calculated, Index of Crash Costs (ICC) and Index of Crash Frequency (ICF). An index of 2.0 or higher is considered an intersection of high crash frequency or severity. The RoadHAT analysis for the SR 28 and SR 213 intersection determined that the ICC is 2.51 (Both 2.51 and 2.34 were identified as ICC within the Engineering Assessment Report) and the ICF is 2.41. These numbers indicate that this intersection is prone to crashes of significant severity and cost and that the frequency of crashes at this intersection is above what could be expected for an average intersection of similar vehicular volume.

The purpose of this project is to reduce or eliminate the high frequency and severity of crashes at this intersection, while maintaining good intersection mobility. Level of Service (LOS) measures how well traffic flows on a road and INDOT uses grades A-F to assess this flow. Currently this intersection has a LOS grade of B, with a grade of C or better being acceptable. Installation of a single lane roundabout, the preferred alternative, will operate at a LOS A through the design year 2047, as well as reduce the total number of crashes by an estimated 48%.

Existing Conditions
According to the 2021 Engineering Assessment Report, both SR 28 and SR 213 are 12-ft wide single lanes in each direction with 12-ft shoulders. It is currently a two-way stop. The intersection is part of the National Truck Network and is surrounded by forest and agricultural fields.

Scope of Work
The preferred alternative is the installation of a single lane roundabout to reduce the frequency and severity of crashes at this intersection, while also improving intersection mobility. This alternative will eliminate right angle and left turn crashes at this intersection. It also acts as a traffic calming measure, reducing the speed of vehicles along both SR 28 and SR 213, especially as traffic moves towards Hobbs to the east. This alternative will operate exceptionally at a Level of Service A (LOS A) through the design year of 2047, as well as solve the high frequency of severe right-angle crashes occurring at this intersection. The proposed safety improvement project scores 92 out of 100.

Based on the proposed layout, INDOT estimates that land acquisition may be necessary for the preferred alternative. Right-of-way will be determined as the project design progresses.

Some minor drainage ditch modifications will likely be necessary for this intersection. Additionally, drainage within the roundabout alternative should be accounted for and directed accordingly.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Amy Borland of Gray & Pape, Inc. at 317/ 756-1672 or aborland@graypape.com. All future responses regarding the proposed project should be forwarded to Gray & Pape, Inc. at the following address:

Amy Borland
Principal Investigator
Gray & Pape, Inc.
8902 Otis Ave, Suite 220
Indianapolis, IN, 46216

aborland@graypape.com.

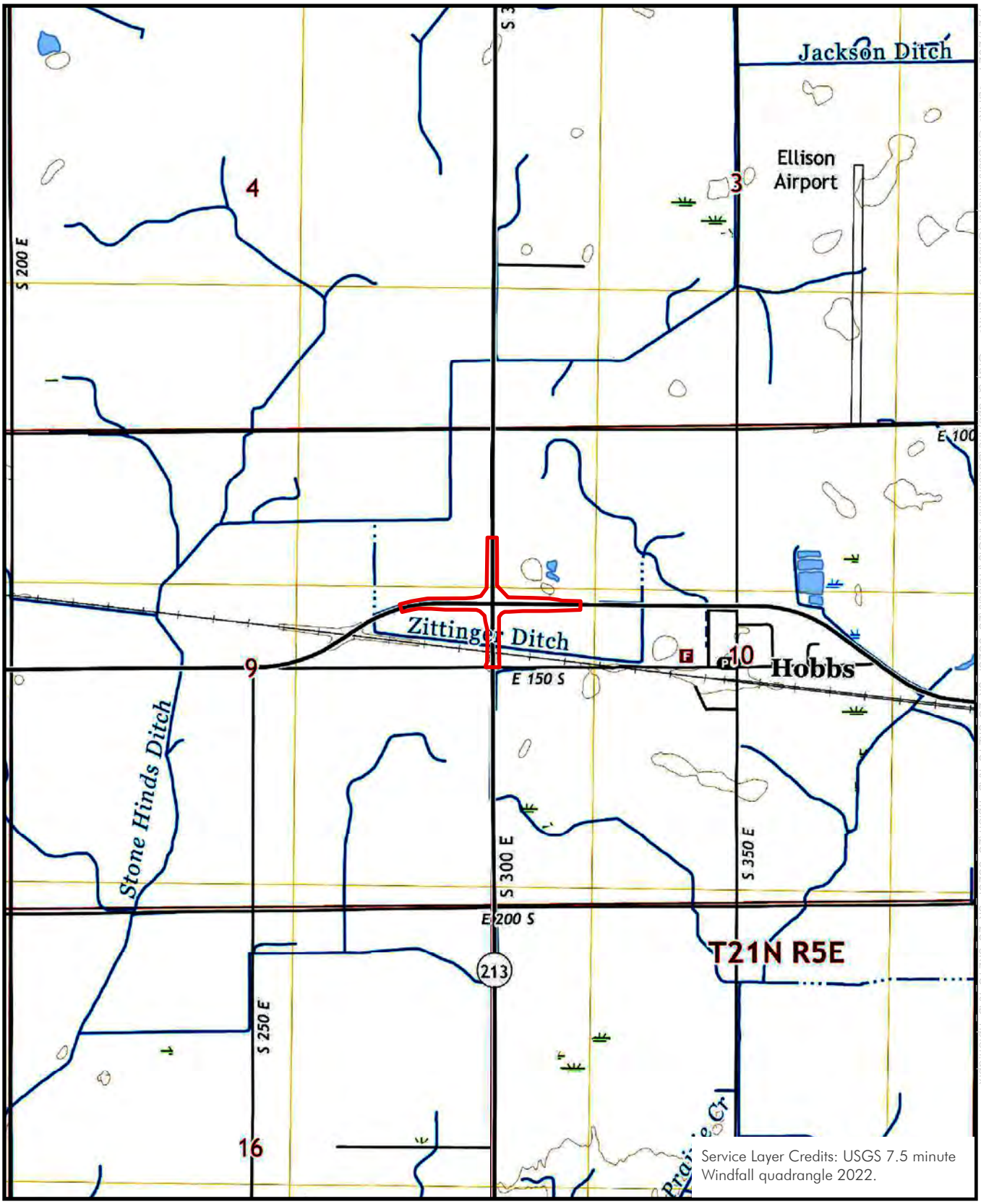
Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,

Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic Map of Project Area

Distribution List:
Chad Slider, Indiana State Historic Preservation Office
Dennis Henderson, Tipton County Commissioner
Tracey Powell, Tipton County Commissioner
Nancy Cline, Tipton County Commissioner
Alex Brooks, Indiana Landmarks
Phil Beer, Tipton County Engineer
Bret Morris, Tipton County Highway Superintendent
Miranda Silvey, Tipton County Chamber of Commerce
Tipton County Historical Society
Tipton County Public Library-Genealogy
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Turtle Mountain Band of Chippewa Indians
Forest County Potawatomi Community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Service Layer Credits: USGS 7.5 minute Windfall quadrangle 2022.
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0 150 300 Meters
SR 28 & SR 213 Roundabout, Tipton County, IN Project Area.
GRAY & PAPE HERITAGE MANAGEMENT
Legend
Project Area

From:	Amy Borland
To:	Slider, Chad (DNR); dhenderson@tiptoncounty.in.gov; tpowell@tiptoncounty.in.gov; ncline@tiptoncounty.in.gov; abrooks@indianalandmarks.org; pbeer@usiconsultants.com; bmorris@tiptoncounty.in.gov; director@tiptonchamber.org; tchs@tds.net; reference@tiptonpl.org; hello@tiptonmainstreet.org
Cc:	David Moffatt; Jocelyn Connolly; Minett, Emily D; Kelly, Clint; Branigin, Susan; Coon, Matthew; LaBlonde, John
Subject:	FHWA Project: Des. No. 2003083; Construction of SR 28 & SR 213 Roundabout, Tipton County, Indiana
Date:	Wednesday, January 22, 2025 11:14:00 AM
Attachments:	TiptonCoSR28&SR213RAB_Des2003083_ECL_2025-01-22.pdf

Des. No.: 2003083
Project Description: Construction of SR 28 and SR 213 Roundabout
Location: near Town of Hobbs, Tipton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with construction of SR 28 and SR 213 Roundabout (Des. No. 2003083).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Chad Slider, Indiana State Historic Preservation Office
Dennis Henderson, Tipton County Commissioner
Tracey Powell, Tipton County Commissioner
Nancy Cline, Tipton County Commissioner
Alex Brooks, Indiana Landmarks
Phil Beer, Tipton County Engineer
Bret Morris, Tipton County Highway Superintendent
Miranda Silvey, Tipton County Chamber of Commerce
Tipton County Historical Society
Tipton County Public Library-Genealogy
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Turtle Mountain Band of Chippewa Indians
Forest County Potawatomi Community

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at

http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.
Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Amy Borland

Amy Borland
Principal Investigator Architectural History
GRAY & PAPE
HERITAGE MANAGEMENT
8902 Otis Avenue, Suite 220A
Indianapolis, IN 46216
Office 317.541.8200
Cell 317.756.1672
Fax 317.541.8228
aborland@graypape.com
Facebook | LinkedIn | Website

From:	Kelly, Clint
To:	THPO@MiamiNation.com; THPO@MiamiNation.com; bfletcher@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; Section106@shawnee-tribe.com; Larus Longie; Luke.Heider@fcp-nsn.gov; olivia.nunway@fcp-nsn.gov
Cc:	Coon, Matthew; Branigin, Susan; Teague, Sacha; Amy Borland; Carmany-George, Karstin (FHWA)
Subject:	FHWA Project: Des. No. 2003083; Construction of SR 28 & SR 213 Roundabout, Tipton County, Indiana
Date:	Wednesday, January 22, 2025 11:46:58 AM
Attachments:	image001.png image002.png image003.png image004.png image006.png TiptonCoSR28&SR213RAB_Des2003083_ECL_2025-01-22.pdf

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Des. No.: 2003083
Project Description: Construction of SR 28 and SR 213 Roundabout
Location:near Town of Hobbs, Tipton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with construction of SR 28 and SR 213 Roundabout (Des. No. 2003083).

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Tipton County Historical Society
Tipton County Public Library-Genealogy
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
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Thank you in advance for your input,

Clint Kelly
Section 106 Specialist/Historian
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Rm. N758-ES
Indianapolis, IN 46204
Office: (317) 447-8707
Email: ckelly1@indot.in.gov
Core Office Hours: M-F 7:30-3:30

:: CAUTION :: This email originated from outside of Gray & Pape. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From:	Alex Brooks
To:	Amy Borland
Cc:	Mark Dollase
Subject:	Re: FHWA Project: Des. No. 2003083; Construction of SR 28 & SR 213 Roundabout, Tipton County, Indiana
Date:	Wednesday, January 22, 2025 2:19:01 PM
Attachments:	TiptonCoSR28&SR213RAB_Des2003083_ECL_2025-01-22.pdf

Amy,

Thank you for informing us. Given the presence of a Notable rated home at 2853 IN-28, Tipton, IN 46072 within the APE, we would like to continue to be a consulting party. We look forward to the cultural resource investigation results.

Best,

Alex Brooks
Community Preservation Specialist
Indiana Landmarks
1201 Central Avenue
Indianapolis, IN 46202
Ph. 317-822-7908, 800-450-4534
indianalandmarks.org

Indiana Landmarks revitalizes communities, strengthens connections to our diverse heritage, and saves meaningful places.

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---

From: Amy Borland <ABorland@graypape.com>
Sent: Wednesday, January 22, 2025 11:13 AM
To: Slider, Chad (DNR) <CSlider@dnr.IN.gov>; dhenderson@tiptoncounty.in.gov <dhenderson@tiptoncounty.in.gov>; tpowell@tiptoncounty.in.gov <tpowell@tiptoncounty.in.gov>; ncline@tiptoncounty.in.gov <ncline@tiptoncounty.in.gov>; Alex Brooks <abrooks@indianalandmarks.org>; pbeer@usiconsultants.com <pbeer@usiconsultants.com>; bmorris@tiptoncounty.in.gov <bmorris@tiptoncounty.in.gov>; director@tiptonchamber.org <director@tiptonchamber.org>; tchs@tds.net <tchs@tds.net>; reference@tiptonpl.org <reference@tiptonpl.org>; hello@tiptonmainstreet.org <hello@tiptonmainstreet.org>
Cc: David Moffatt <dmoffatt@graypape.com>; Jocelyn Connolly <JConnolly@graypape.com>; Minett, Emily D <EMinett@indot.IN.gov>; Kelly, Clint <CKelly1@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; LaBlonde, John <John.LaBlonde@parsons.com>
Subject: FHWA Project: Des. No. 2003083; Construction of SR 28 & SR 213 Roundabout, Tipton County, Indiana

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important

Des. No.: 2003083
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Location: near Town of Hobbs, Tipton County, Indiana

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Thank you in advance for your input,

Amy Borland

Amy Borland
Principal Investigator Architectural History
GRAY & PAPE
HERITAGE MANAGEMENT
8902 Otis Avenue, Suite 220A
Indianapolis, IN 46216
Office 317.541.8200
Cell 317.756.1672
Fax 317.541.8228
aborland@graypape.com
Facebook | LinkedIn | Website

:: CAUTION :: This email originated from outside of Gray & Pape. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From:	Luke Heider
To:	Coon, Matthew
Subject:	RE: FHWA Project: Des. No. 2003083; Construction of SR 28 & SR 213 Roundabout, Tipton County, Indiana
Date:	Wednesday, February 12, 2025 9:21:19 AM
Attachments:	image001.png image002.png image003.png image004.png image006.png

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for the project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, **we do wish to remain as a consulting party for this project.** We would also like to receive an emailed copy of the Archaeology Report when it becomes available.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeological materials are exposed as a result of project activities, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Best,

Luke Heider | Tribal Historic Preservation Officer | Land & Natural Resources
Forest County Potawatomi | 5320 Wensaut Lane | PO Box 340, Crandon, WI 54520
P: 715-478-7354 | C: 715-889-0202 | Main: 715-478-7222
www.fcpotawatomi.com | luke.heider@fcp-nsn.gov
Please note the office hours are Monday – Thursday: 7:00 am – 5:00 pm. Our office is closed on Fridays

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

February 17, 2025

Amy Borland
Principal Investigator
Gray & Pape, Inc.
8902 Otis Ave, Suite 220
Indianapolis, IN, 46216

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Early coordination letter for the SR 28 & SR 213 roundabout project (Des. No. 200308; DHPA No. 33300)

Dear Ms. Borland:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your January 22, 2025, submission which enclosed INDOT's early coordination letter, received by our office the same day for this project near the community of Hobbs, Madison Township, Tipton County, Indiana.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. ***However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible.*** In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 28 & SR 213 roundabout project in near the community of Hobbs, Madison Township, Tipton County, Indiana (Des. No. 200308), please refer to DHPA No. 33300.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:tlg

emc: Matt Coon, INDOT
Susan Branigin, INDOT
Clint Kelly, INDOT
Amy Borland, Gray & Pape, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

From: Laserfiche Notification
To: Coon, Matthew
Subject: Section 106 Consultation - 2003083
Date: Wednesday, February 19, 2025 12:07:33 PM

> **EXTERNAL EMAIL:** This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

This email is in response to 2003083.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.

We have no issues or concerns at this time. Please continue with the project as planned, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com

Thank you for giving us the opportunity to comment on this project

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

August 25, 2025

Jocelyn M. Connolly, MA, RPA
Principal Investigator
Gray and Pape
340 Reading Road
Cincinnati, Ohio 45202-7614

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Phase Ia Archaeological Field Reconnaissance Survey Report (Silverman and Connolly, 07/21/2025) for the State Road 28 and State Road 213 Roundabout Project (Des. No. 2003083; DHPA No. 33300)

Dear Ms. Connolly:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your July 25, 2025, submission, which enclosed the Phase Ia Archaeological Field Reconnaissance Survey Report (Silverman and Connolly, 07/21/2025), and which was received by our office July 25, 2025, for the above-indicated project, which is proposed for areas located nearby to the unincorporated community of Hobbs, in Madison Township, Tipton County, Indiana.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, there is insufficient information regarding archaeological sites 12-Ti-0289 and 12-Ti-0290—portions of both of which were identified during the archaeological investigations—to determine whether they are eligible for inclusion in the National Register of Historic Places ("NRHP"). However, the portions of these sites that were identified during the archaeological investigations do not appear to contain significant archaeological deposits, and we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Field Reconnaissance Survey Report (Silverman and Connolly, 07/21/2025), that no further archaeological investigations appear necessary at the areas that were surveyed. It is our understanding, from the archaeological report, that the proposed project area was revised after the archaeological investigations were conducted, and that all proposed project-related ground-disturbing activities will be limited to the existing INDOT right-of-way; and that no proposed project-related ground-disturbing activities not impact the identified portions of archaeological sites 12-Ti-0289 and 12-Ti-0290. Should the proposed project scope be altered to include, potentially, areas of archaeological sites 12-Ti-0289 and 12-Ti-0290 that were not subjected to archaeological survey and assessment, then additional archaeological investigations may be necessary. In this event, additional consultation with the Indiana DNR-DHPA would be necessary. If any portions of archaeological sites 12-Ti-0289 and 12-Ti-0290 that were not surveyed and assessed are nearby to areas at which proposed project-related ground-disturbing activities would be conducted, then these areas must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the division of Historic Preservation and Archaeology ("DHPA") for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

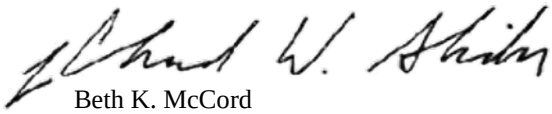
Thank you for uploading the Phase Ia Archaeological Field Reconnaissance Survey Report (Silverman and Connolly, 07/21/2025) to the Indiana DNR-DHPA SHAARD system database; the report has been assigned the identifier *AR-80-00087*. Additionally, thank you for uploading the archaeological site survey record forms associated with this report. The archaeological report and the archaeological site survey record forms have been reviewed and approved.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the State Road 28 and State Road 213 Roundabout Project, proposed for areas located nearby to the unincorporated community of Hobbs, in Madison Township, Tipton County, Indiana (Des. No. 2003083), please refer to DHPA No. 33300.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Jocelyn M. Connolly, Gray and Pape
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Jocelyn Connolly

From: Blum, Kaylee <KBlum@indot.IN.gov>
Sent: Monday, November 3, 2025 3:44 PM
To: thpo@estoo.net; THPO; thpo@peoriatribe.com; Matthew Bussler; Section106; Luke Heider; Olivia Nunway
Cc: Payne, Taylor; Blum, Kaylee; Kelly, Clint; Jocelyn Connolly
Subject: Notification for FHWA Project: Des. No. 2003083, Intersection Improvements, Tipton County, Indiana

Notification for FHWA Project: Des. No. 2003083, Intersection Improvements, Tipton County, Indiana

Des. No.: 2003083
Project Description: SR 28 & SR 213 Intersection Improvements
Location: Tipton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 28 & SR 213 Intersection Improvements (Des. No.: 2003083). The Section 106 Early Coordination Letter for this project was originally distributed in a letter on November 5, 2024.

As part of Section 106 of the National Historic Preservation Act, an Archaeology report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at https://erms12c.indot.in.gov/Section106Documents (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days. Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

Tribal Contacts please respond to INDOT's Tribal Liaison, Taylor Payne TaPayne@indot.in.gov (317- 779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. *The FHWA point of contact is Erica Tait at **erica.tait@dot.gov (317-226-7481).***

Thank you,

KayLee A. Blum, M.S.
Archaeologist
Indiana Department of Transportation, Cultural Resources Office
100 North Senate Ave., N758 — Environmental Services
Indianapolis, IN 46204
Office: (317) 439-3337
Email: kblum@indot.in.gov
Find us on social media!

From: Laserfiche Notification <donotreply@laserfiche.com>
Sent: Tuesday, November 18, 2025 1:30 PM
To: TaPayne@indot.in.gov
Subject: Section 106 Consultation - Des. No. 2003083

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

This email is in response to Des. No. 2003083.
The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

We have no issues or concerns at this time, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com

Erin Paden
TRIBAL HISTORIC PRESERVATION SPECIALIST
Office: (918) 542-2441, x140
Email: epaden@shawnee-tribe.com
29 S Hwy 69A
Miami, OK 74354
shawnee-tribe.com

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

November 26, 2025

This letter was sent to the listed parties.

RE: SR 28 & SR 213 Intersection Improvements, Tipton County, Indiana, Des. No. 2003083 and DHPA No.33300

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with SR 28 and SR 213 Intersection Improvements, Tipton County, Indiana and Des. No.2003083, DHPA No. 33300.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on January 22, 2025.

The proposed undertaking is at the intersection of SR 28 and SR 213 in Tipton County, Indiana. It is within Madison Township, Windfall USGS Topographic Quadrangle, in Sections 9 and 10, Township 21 North, Range 5 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Since the previous correspondence, the design of the project has changed to fit within the existing right-of-way. Therefore, the project area has changed. See Figure 1-1 for the current project area and Figure 1-2 for the current APE.

Project Limits

The project limits begin from the center of the intersection of SR 28 and SR 213 extending approximately 600 feet to the north, 470 feet to the south along SR 213, approximately 685 feet to the east, and 700 feet to the west along SR 28.

Existing Conditions

The section of SR 28 within the project area has two 12-foot-wide lanes and a minimum of 2-foot-wide outside shoulders. There are turn lanes from SR 28 to northbound (NB) and southbound (SB) SR 213. There is no

median separating the east and westbound lanes. At this location, SR 28 is classified as a rural principal arterial and the speed limit is 50 miles per hour (mph).

The section of SR 213 within the project area has two 12-foot-wide lanes and 4-foot-wide outside shoulders. There are turn lanes with splitter islands from SR 213 to eastbound (EB) and westbound (WB) SR 28. The through lanes are controlled with stop signs at the intersection. There is no median separating the north and southbound lanes. At this location, SR 213 is classified as a major collector and the speed limit is 55 mph. There is an at-grade railroad crossing of SR 213 located 500 feet south of the intersection.

There are several drainage ditches surrounding this intersection. Two culverts pass under SR 28 on the east and west sides of the intersection. Overhead electric lines are located along the south side of SR 28 and the east side of SR 213 south of the intersection. There are no pedestrian facilities, guardrail, or lighting at this intersection.

Purpose and Need

The need for this project is due to the high frequency of severe crashes at the SR 28 and SR 213 intersection. According to the October 13, 2021, *Engineering Assessment Report*, between 2017 and 2019 there were 19 crashes at this intersection. Of these, eight were fatal or incapacitating, four were non-incapacitating, and seven were property damage only. The majority (12) of the crashes were right angle crashes.

An analysis of crash frequency and crash severity was performed using INDOT's Road Hazard Analysis Tool (RoadHAT). For this analysis, two indices are calculated, Index of Crash Costs (ICC) and Index of Crash Frequency (ICF). The ICF indicates the frequency of all crashes and the ICC indicates the severity of all crashes within a roadway segment or intersection. An ICC or ICF index above 0.0 is considered elevated crash activity in terms of frequency or severity, an index of 1.0 or above is considered substantially elevated, and an index of 2.0 or higher is considered an intersection of high crash frequency or severity. The RoadHAT analysis for the SR 28 and SR 213 intersection determined that the ICC is 2.51 and the ICF is 2.41. These numbers indicate that this intersection is prone to crashes of significant severity and cost and that the frequency of crashes at this intersection is above what could be expected for an average intersection of similar vehicular volume.

The purpose of this project is to improve safety by reducing or eliminating the high frequency and severity of crashes at this intersection to ICC and ICF indices below 0.0.

Recommended Alternative

The recommended alternative is a single lane roundabout designed in accordance with high-speed rural criteria to handle large truck volumes and farm equipment. There would be raised splitter islands, pavement markings, and signage at the four approaches. The center island would be raised a minimum of 6 inches with a diameter of approximately 150 feet. The center island would be planted with grass. The existing pavement on SR 28 and SR 213 would be milled and repaved. It is anticipated that the new pavement would be raised approximately 6 inches higher than the existing pavement in order to provide the required depth to support anticipated traffic volumes. Both SR 28 and SR 213 would be widened approximately 4 feet to the outside to provide for shoulders. The drainage system would use the existing roadside ditches and stormwater system.

Right-of-way (ROW)

The proposed roundabout would be constructed on the existing pavement within existing INDOT ROW. Permanent and temporary ROW are not required for this project.

Gray & Pape, Inc. is under contract with Parsons to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2(c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no above-ground resources are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The Historic Property Report is available for review in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any cultural resource impacts incurred as a result of this project. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Amy Borland
Principal Investigator-Architectural History
Gray & Pape, Inc.
8902 Otis Avenue, Suite 201A
Indianapolis, IN 46216
aborland@graypape.com
317/ 756-1672

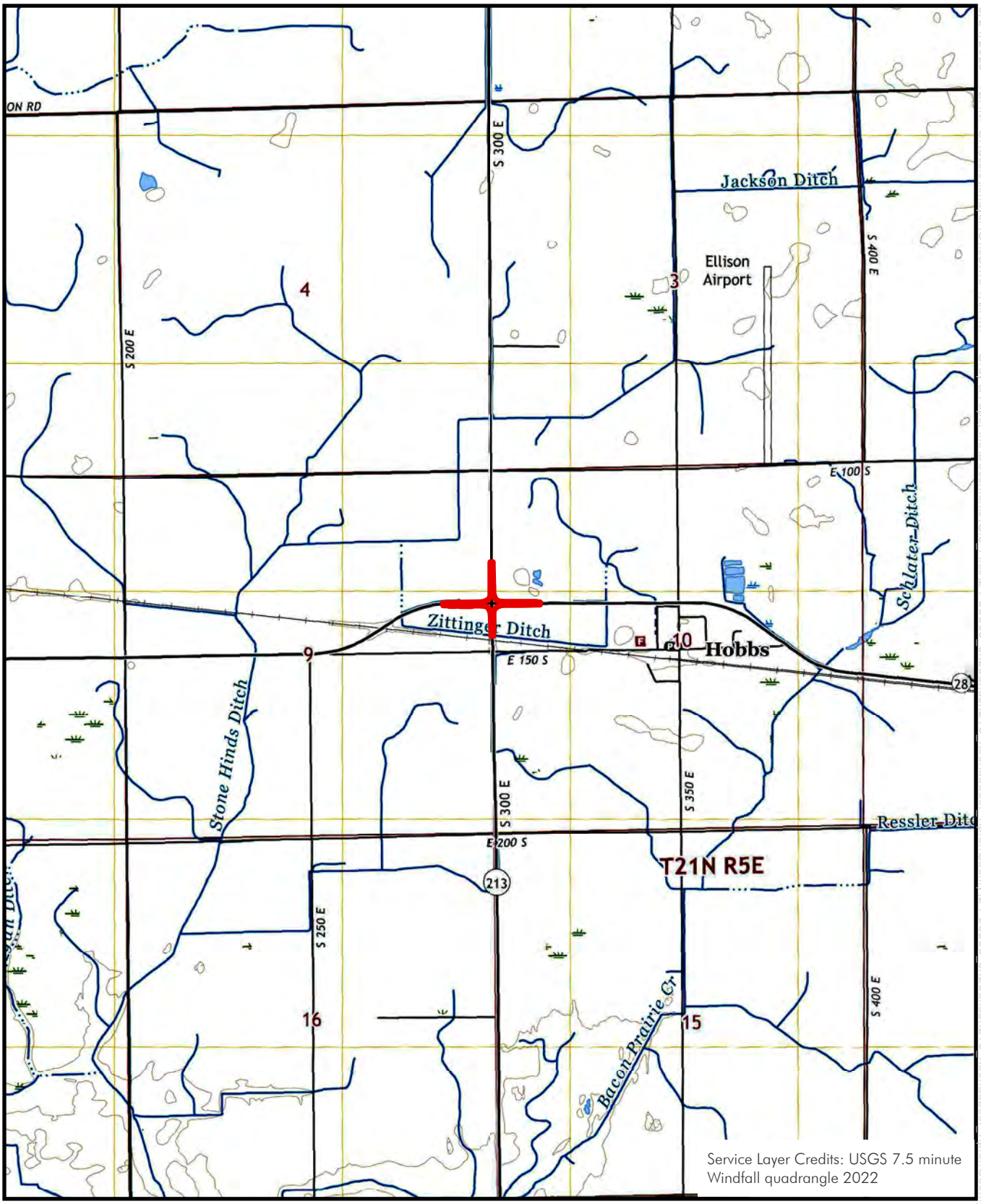
Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Sincerely,

Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic map showing revised project area

Distribution List:
Chad Slider, IN-SHPO, cslider@dnr.in.gov
Alex Brooks, Indiana Landmarks, abrooks@indianalandmarks.org
Shawnee Tribe
Forest County Potawatomi Community



N

0 700 1,400 Feet

0 150 300 Meters

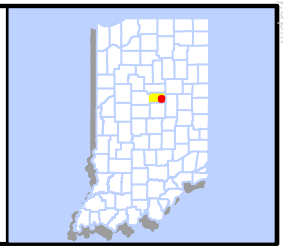
Project Area, SR 28 and SR 213 Intersection Improvements
Tipton County, IN

GRAY & PAPE HERITAGE MANAGEMENT

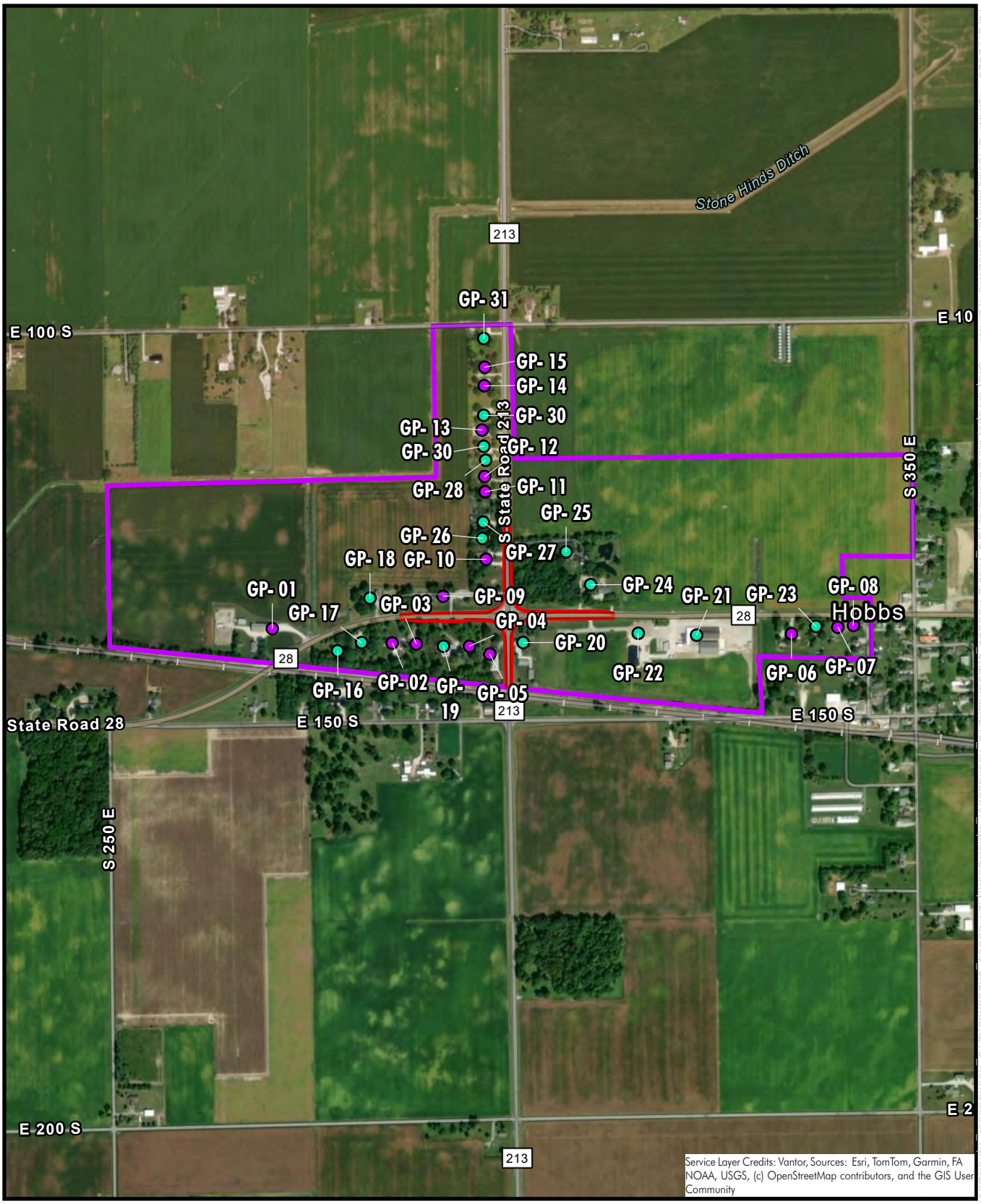
Figure 1-1

Legend

Project Area



D-25



N

0 300 600 Feet

0 50 100 Meters

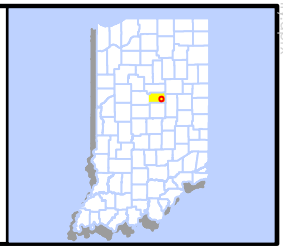
Area of Potential Effects with Previously and Newly identified Historic Resources

GRAY & PAPE HERITAGE MANAGEMENT

Figure 1-2

Legend

- APE
- Project Area
- Non-Contributing
- Contributing



D-26

From:	Amy Borland
To:	Slider, Chad (DNR); Alex Brooks
Cc:	jennifer.graf@parsons.com; David Moffatt; Minett, Emily D; Kelly, Clint
Subject:	FHWA Project: Des. No. 2003083; HPR, SR 28 & SR 213 Intersection Improvements, Tipton County, Indiana
Date:	Wednesday, November 26, 2025 10:48:00 AM

Des. No.: 2003083
Project Description: SR 28 & SR 213 Intersection Improvements
Location: Tipton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with SR 28 and SR 213 Intersection Improvements, Des. No.2003083. The Section 106 Early Coordination Letter for this project was originally distributed on January 22, 2025.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne tpayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Amy Borland

Amy Borland
Principal Investigator Architectural History
GRAY & PAPE
HERITAGE MANAGEMENT
8902 Otis Avenue, Suite 220A
Indianapolis, IN 46216
Office 317.541.8200
Cell 317.756.1672

From:	Minett, Emily D
To:	Section106; Luke Heider; Olivia Nunway
Cc:	Payne, Taylor; Kelly, Clint; Tait, Erica (FHWA); Amy Borland
Subject:	FHWA Project: Des. No. 2003083; HPR, SR 28 & SR 213 Intersection Improvements, Tipton County, Indiana
Date:	Wednesday, November 26, 2025 11:15:23 AM
Attachments:	image001.png SR28SR213IntersectionImprovements_Des2003083_HPR_2025-11-26.pdf

Des. No.: 2003083
Project Description: SR 28 & SR 213 Intersection Improvements
Location: Tipton County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with SR 28 and SR 213 Intersection Improvements, Des. No.2003083. The Section 106 Early Coordination Letter for this project was originally distributed on January 22, 2025.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne tpayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Emily Minett
Historian
Indiana Department of Transportation
100 North Senate Ave., N758 — ES
Indianapolis, IN 46204
Cell: (317)391-9301
Email: eminett@indot.in.gov

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

December 29, 2025

Amy Borland
Principal Investigator-Architectural History
Gray and Pape, Inc.
8902 Otis Avenue, Suite 201A
Indianapolis, Indiana 46216

Federal Agency: Indiana Department of Transportation ("INDOT"), on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Historic property report (Borland, 11/26/25) for the State Road 28 and State Road 213 Roundabout Project (Des. No. 2003083; DHPA 33300)

Dear Ms. Borland:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO"/"Indiana DNR-DHPA") has reviewed your November 26, 2025, submission, which enclosed the historic property report ("HPR"; Borland, 11/26/25), and which was received by our office November 26, 2025, for the above-indicated project, which is proposed for areas located nearby to the unincorporated community of Hobbs, in Madison Township, Tipton County, Indiana.

The area of potential effects ("APE") proposed in the HPR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPR that there are no previously recorded National Register of Historic Places ("NRHP") listed or eligible resources located within the APE. Furthermore, we also agree with the conclusions in the HPR that the other historic-aged resources within the APE that were documented during survey are not eligible for the NRHP.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, there is insufficient information regarding archaeological sites 12-Ti-0289 and 12-Ti-0290—portions of both of which were identified during the archaeological investigations—to determine whether they are eligible for inclusion in the National Register of Historic Places ("NRHP"). However, the portions of these sites that were identified during the archaeological investigations do not appear to contain significant archaeological deposits, and we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Field Reconnaissance Survey Report (Silverman and Connolly, 07/21/2025), that no further archaeological investigations appear necessary at the areas that were surveyed. It is our understanding, from the archaeological report, that the proposed project area was revised after the archaeological investigations were conducted, and that all proposed project-related ground-disturbing activities will be limited to the existing INDOT right-of-way; and that no proposed project-related ground-disturbing activities not impact the identified portions of archaeological sites 12-Ti-0289 and 12-Ti-0290. Should the proposed project scope be altered to include, potentially, areas of archaeological sites 12-Ti-0289 and 12-Ti-0290 that were not subjected to archaeological survey and assessment, then additional archaeological investigations may be necessary. In this event, additional consultation with the Indiana DNR-DHPA would be necessary. If any portions of archaeological sites 12-Ti-0289 and 12-Ti-0290 that were not surveyed and assessed are nearby to areas at which proposed project-related ground-

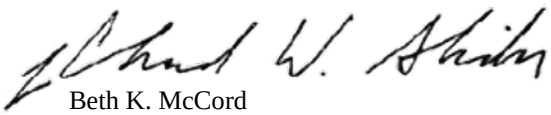
disturbing activities would be conducted, then these areas must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the division of Historic Preservation and Archaeology ("DHPA") for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the State Road 28 and State Road 213 Roundabout Project, which is proposed for areas located nearby to the unincorporated community of Hobbs, in Madison Township, Tipton County, Indiana (Des. No. 2003083), please refer to DHPA No. 33300.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Amy Borland, Gray and Pape, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

March 19, 2026

Amy Borland
Principal Investigator-Architectural History
Gray and Pape, Inc.
8902 Otis Avenue, Suite 201A
Indianapolis, Indiana 46216

Federal Agency: Indiana Department of Transportation ("INDOT"), on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Indiana Department of Transportation's finding of "no historic properties affected," on behalf of the Federal Highway Administration, for the State Road 28 and State Road 213 Roundabout Project (Des. No. 2003083; DHPA 33300)

Dear Ms. Borland:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your February 12, 2026, submission, which enclosed INDOT's finding and supporting documentation, and which was received by our office February 17, 2026, for the above-indicated project, which is proposed for areas located nearby to the unincorporated community of Hobbs, in Madison Township, Tipton County, Indiana.

As previously stated, the area of potential effects ("APE") proposed in the HPR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur. For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPR that there are no previously recorded National Register of Historic Places ("NRHP") listed or eligible resources located within the APE. Furthermore, we also agree with the conclusions in the HPR that the other historic-aged resources within the APE that were documented during survey are not eligible for the NRHP.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, there is insufficient information regarding archaeological sites 12-Ti-0289 and 12-Ti-0290—portions of both of which were identified during the archaeological investigations—to determine whether they are eligible for inclusion in the NRHP. However, the portions of these sites that were identified during the archaeological investigations do not appear to contain significant archaeological deposits, and we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Field Reconnaissance Survey Report (Silverman and Connolly, 07/21/2025), that no further archaeological investigations appear necessary at the areas that were surveyed. It is our understanding, from the archaeological report, that the proposed project area was revised after the archaeological investigations were conducted, and that all proposed project-related ground-disturbing activities will be limited to the existing INDOT right-of-way; and that no proposed project-related ground-disturbing activities not impact the identified portions of archaeological sites 12-Ti-0289 and 12-Ti-0290. Should the proposed project scope be altered to include, potentially, areas of archaeological sites 12-Ti-0289 and 12-Ti-0290 that were not subjected to archaeological survey and assessment, then additional archaeological investigations may be necessary. In this event, additional consultation with the Indiana DNR-DHPA would be necessary. If any portions of archaeological sites 12-Ti-0289 and 12-Ti-0290 that were not surveyed and assessed are nearby to areas at which proposed project-related ground-disturbing activities would be conducted, then these areas must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the

sites should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the division of Historic Preservation and Archaeology ("DHPA") for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

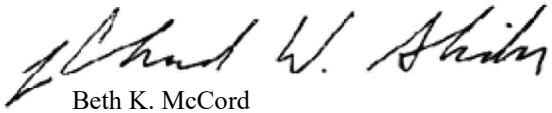
Accordingly, we concur with INDOT's February 13, 2026, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the State Road 28 and State Road 213 Roundabout Project, which is proposed for areas located nearby to the unincorporated community of Hobbs, in Madison Township, Tipton County, Indiana (Des. No. 2003083), please refer to DHPA No. 33300.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Amy Borland, Gray and Pape, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

AFFIDAVIT OF PUBLICATION

Tipton County Tribune
116 S Main St, Tipton, IN 46072
(765) 675-2115

Gray & Pape, Inc
8902 Otis Avenue, Suite 220A
Indianapolis, Indiana, 46216

State of Florida, County of Broward, ss:

I, Anjana Bhadoriya, of lawful age, being duly sworn upon oath depose and say that I am an agent of Column Software, PBC, duly appointed and authorized agent of the Publisher of Tipton County Tribune, a daily newspaper of general circulation, printed and published in Tipton, Tipton County, Indiana; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates.

Publication Dates:
- Feb 19, 2026

Notice ID: xFZCbHgSE4HFu8OBQW76
Notice Name: Des No 2003083 Public Notice
Publication Fee: $108.52

Anjana Bhadoriya

Agent

VERIFICATION

State of Florida
County of Broward

SHERI SMITH
Notary Public - State of Florida
Commission # HH269383
Expires on May 31, 2026

Signed or attested before me on this: 02/20/2026

S Smith

Notary Public

Notarized remotely online using communication technology via Proof.

LEGAL NOTICE

Public Notice
Des. No. 2003083

The Indiana Department of Transportation (INDOT) is planning to undertake an intersection improvement project funded in part by the Federal Highway Administration. The project is located at SR 28 and SR 213 in Tipton County, Indiana .

Under the preferred alternative, the proposed project would involve a single lane roundabout designed in accordance with high-speed rural criteria to handle large truck volumes and farm equipment. There would be raised splitter islands, pavement markings, and signage at the four approaches. The center island would be raised a minimum of 6 inches with a diameter of approximately 150 feet. The center island would be planted with grass. The existing pavement on SR 28 and SR 213 would be milled and repaved. It is anticipated that the new pavement would be raised approximately 6 inches higher than the existing pavement in order to provide the required depth to support anticipated traffic volumes. Both SR 28 and SR 213 would be widened approximately 4 feet to the outside to provide for shoulders. The drainage system would use the existing roadside ditches and stormwater system.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. INDOT, on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in Gray & Pape, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms12c.indot.in.gov/Section106Documents . This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Amy Borland, 8902 Otis Avenue, Suite 220A, Indianapolis, IN, 46216, 317/756-1672, aborland@graypape.com no later than March 21, 2026.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please conta ct H.T. Pham 317/467-3984 and hpham@indot.in.gov .
Published in the Tipton County Tribune
Date: February 19, 2026

PARSONS

Appendix E

Red Flag Investigation and Hazardous Materials

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: October 8, 2024

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Cedric Diefenbaugh
Parsons Transportation Group
101 W. Ohio Street, Suite 2121
Indianapolis, IN 46204
Cedric.Diefenbaugh@parsons.com

Re: RED FLAG INVESTIGATION
Des. No. 2003083, State Project
Intersection Improvement Project
SR 28 and SR 213
Tipton County, Indiana

The Red Flag Investigation mentioned that right of way would be required for the project. This information was copied and modified from the early coordination letter. However, as design advanced all work will be within the existing right of way. No permanent or temporary right of way is needed for the project.

PROJECT DETAILS

Brief Description of Project: The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) are planning an intersection improvement project (Des. 2003083) at the intersection of SR 28 and SR 213 near the Town of Hobbs in Tipton County, Indiana. This project is in Sections 9 and 10 of Township 21 North, Range 5 East and is shown on the Windfall, Indiana United States Geological Survey (USGS) 7.5-minutes quadrangle topographical map. The project limits begin from the center of the SR 28 and SR 213 intersection extending approximately 700 feet to the north and south along SR 213; and approximately 1,000 feet to the east and west along SR 28.The site setting is rural and adjacent land uses include forested, agricultural, parkland, and residential.

The recommended alternative is a single lane roundabout that would be designed in accordance with high-speed rural criteria to accommodate large trucks and farm equipment. There would be raised splitter islands, pavement markings, and signage at the four approaches. The center island would be raised with a diameter of 180 feet. The drainage system would use the existing roadside ditches and stormwater system. The proposed roundabout would be constructed within existing ROW and would require less than 2 acres of permanent ROW.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) _____
If this is a bridge project, is the bridge Historical? Yes ☐ No ☐ , Select ☐ Non-Select ☐
(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

Proposed right of way: Temporary ☐ # Acres ____, Permanent ☒ # Acres <2 , Not Applicable ☐

Type and proposed depth of excavation: Excavation of up to 5 feet for roundabout construction.
Maintenance of traffic (MOT): The MOT plan would include maintaining traffic on SR 28, Eastbound (EB) and Westbound, during construction. SR 213 would be closed, and detours would be provided.
Work in waterway: Yes ☐ No ☒ Below ordinary high water mark: Yes ☐ No ☒
State Project: ☒ LPA: ☐
Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

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

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

Pipeline: One (1) pipeline segment is located within the 0.5 mile search radius. The segment, Buckeye Pipe Line Co., is located approximately 0.13 mile east of the project area. No impact is expected.

Railroad: One (1) railroad is located within the 0.5 mile search radius. The railroad segment, Northfolk Southern Railroad, crosses the project area. Standard coordination will occur with INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the Ready for Contracts (RFC) date.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Karst Springs	N/A	NWI - Wetlands	11
Canal Structures – Historic	N/A	Lakes	5
NPS NRI Listed	N/A	Floodplain - DFIRM	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	3	Cave Entrance Density	N/A
Rivers and Streams	14	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A

If unmapped water features are identified that might impact the project area, direct coordination with INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) will occur.

IDEM 303d Listed Streams and Lakes (Impaired): Three (3) 303d Listed Stream segments are located within the 0.5 mile search radius. Bacon Prairie Creek is the listed name on GIS but is actually named Zittinger Ditch according to the USGS topographic map. Zittinger Ditch is located within the project area. Zittinger Ditch is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures,

including regular hand washing, and limit personal exposure.

Rivers and Streams: Fourteen (14) stream segments are located within the 0.5 mile search radius. One (1) stream segment, Zittinger Ditch, is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT EWPSO will occur.

NWI-Wetlands: Eleven (11) wetland polygons are located within the 0.5 mile search radius. The nearest wetland polygon is located approximately 0.06 mile north of the project area. No impact is expected.

Lakes: Five (5) lake polygons are located within the 0.5 mile search radius. The nearest lake polygon is located approximately 0.04 mile north of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Petroleum Wells: Two (2) petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well is located approximately 0.39 mile southeast of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Open Dump Waste Sites	N/A
RCRA Generator/ TSD	N/A	Restricted Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Waste Transfer Stations	N/A
State Cleanup Sites	N/A	Tire Waste Sites	N/A
Septage Waste Sites	N/A	Landfill Boundaries	N/A
Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Notice of Contamination Sites	N/A
Solid Waste Landfill	N/A	Institutional Controls	N/A
Infectious/Medical Waste Sites	N/A	NPDES Facilities	2
Leaking Underground Storage (LUST) Sites	N/A	NPDES Pipe Locations	N/A
Manufactured Gas Plant Sites	N/A		

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

National Pollutant Discharge Elimination System (NPDES) Facilities: Two (2) NPDES facilities are located within the 0.5 mile search radius. The nearest facility, Ray Brothers & Noble Canning Company, Inc., 3720 East 150 South, Permit # IN0040860, is located approximatly 0.23 mile southeast of the project area. The permit was terminated on June 29, 1978. No impact anticipated.

ECOLOGICAL INFORMATION SUMMARY

The Tipton County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_tipton.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

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

Evidence of Birds in Bridge Report: Yes ☐ No ☐ N/A ☒
*If yes, further coordination with INDOT Ecology and Waterway Permitting may be necessary.

RECOMMENDATIONS SECTION

INFRASTRUCTURE:

Railroad: One (1) railroad is located within the project area. Standard coordination will occur with INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the RFC date.

WATER RESOURCES:

A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT Ecology, Waterway Permitting, and Stormwater Office will occur for the following features:

- One (1) stream segment, Zittinger Ditch, flows through the project area.

Zittinger Ditch is listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

Prepared by: _____(Signature)
Cedric Diefenbaugh
Senior Environmental Planner
Parsons

QA/QC Completed by: _____(Signature)
Kaitlyn Etzkorn
Senior Planner
Parsons

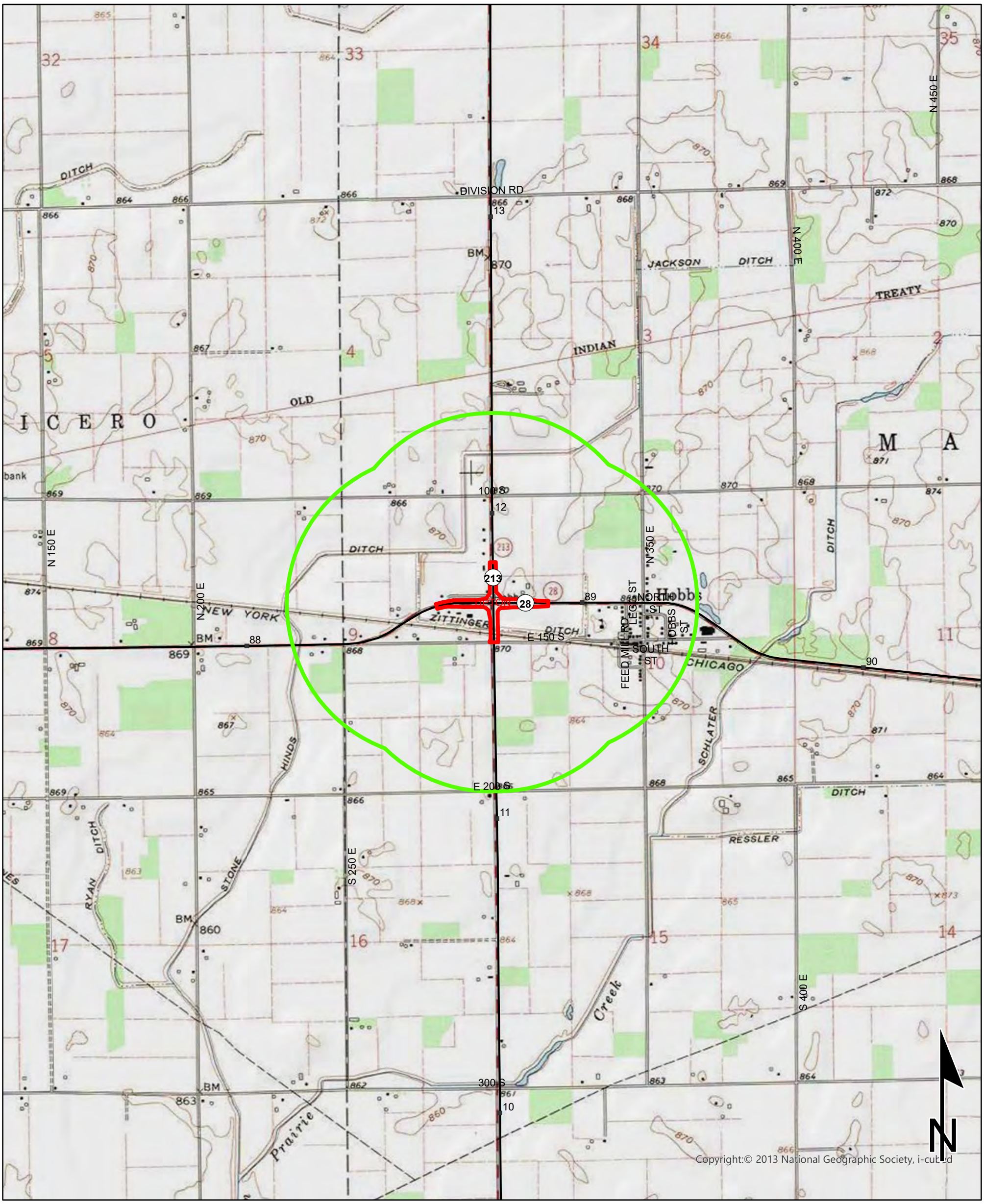
INDOT ESD concurrence: Dariane Davis Digitally signed by Dariane Davis Date: 2024.10.08 14:55:18 -04'00' _____(Signature)

Graphics:

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

SITE LOCATION: YES
INFRASTRUCTURE: YES
WATER RESOURCES: YES
MINING/MINERAL EXPLORATION: YES
HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
SR 28 and SR 213
Des. No. 2003083, Intersection Improvement
Tipton County, Indiana



0.4 0.2 0 0.4 Miles

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

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

WINDFALL QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
SR 28 and SR 213
Des. No. 2003083, Intersection Improvement
Tipton County, Indiana

0.15 0.07 0 0.15 Miles

Sources:

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

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

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

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

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

Red Flag Investigation - Water Resources
SR 28 and SR 213
Des. No. 2003083, Intersection Improvement
Tipton County, Indiana

0.15 0.07 0 0.15 Miles

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

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

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

Red Flag Investigation - Mining/Mineral Exploration
SR 28 and SR 213
Des. No. 2003083, Intersection Improvement
County, Indiana

0.15 0.07 0 0.15 Miles

Sources:

Non Orthophotography

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

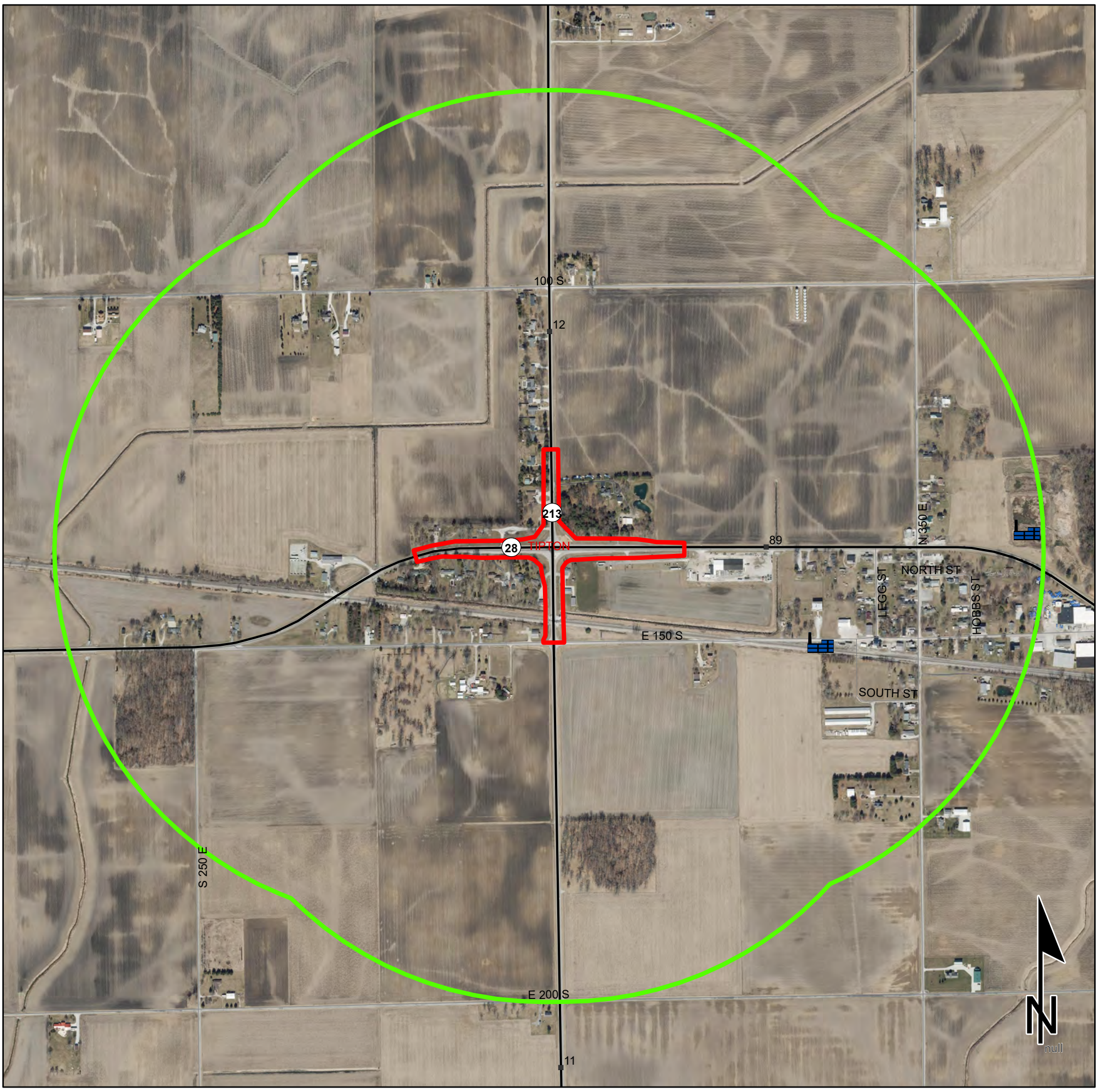
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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

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

- Oil and Gas Wells
- Mineral Resources
- Mine - Surface
- Mine - Underground
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Hazardous Material Concerns
SR 28 and SR 213
Des. No. 2003083, Intersection Improvement
Tipton County, Indiana



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

0.15 0.07 0 0.15 Miles

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

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

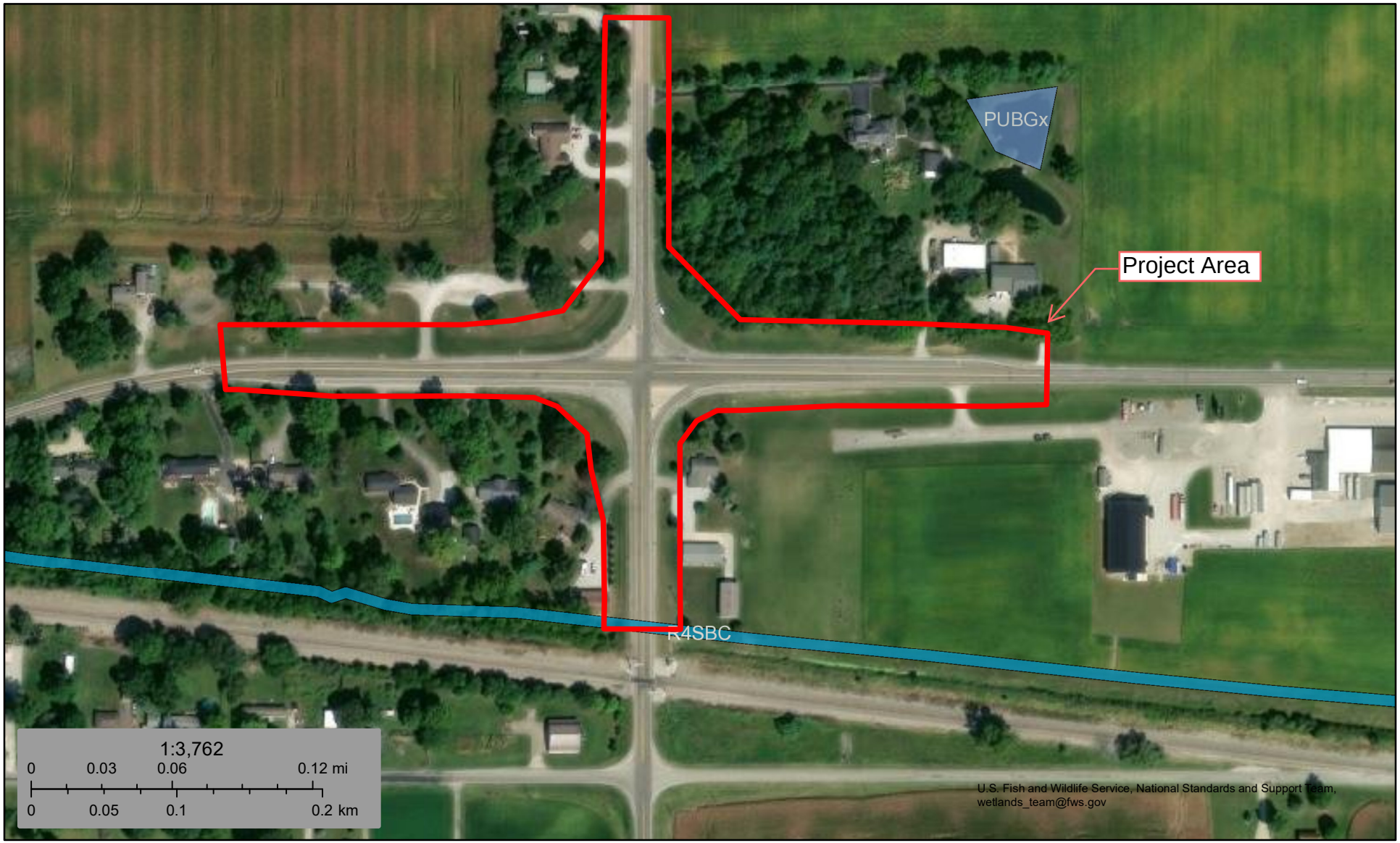
PARSONS

Appendix F

Water Resources

U.S. Fish and Wildlife Service
National Wetlands Inventory

Des. 2003083, SR 28 and SR 213



December 1, 2025

Wetlands

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

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

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

National Flood Hazard Layer FIRMette

FEMA

85°57'44"W 40°17'21"N

85°57'7"W 40°16'53"N

Feet

0 250 500 1,000 1,500 2,000

1:6,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 — Cross Sections with 1% Annual Chance
- 17.5 — Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 7/31/2025 at 2:41 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Basemap Imagery Source: USGS National Map 2023

PARSONS

Appendix G

Public Involvement

PARSONS

Office: +1 317.616.1000 / Fax: +1 317.616.1033
101 W. Ohio Street, Suite 2121| Indianapolis, IN 46204

Owner Address
XXXX
XXXX
XXXX

Location Address
XXXX
XXXX
XXXX

Sample

RE: Des. Nos. 2003083
SR 28 and SR 213 Intersection Improvement
Tipton County, Indiana

Notice of Entry for Survey or Investigations

August 20, 2024

Dear Property Owner,

Our information indicates that you own property near the above proposed transportation project. Representatives of the Indiana Department of Transportation will be conducting engineering and/or environmental surveys of the project area in the near future. It may be necessary for the INDOT Representatives to enter onto your property to complete this work. This is permitted by Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else (i.e. rental, sharecrop), please let us know the name of the new owner or occupant so that we can contact them about the survey.

Please read the attached notice to inform you of what the "Notice of Entry for Survey or Investigation" means. The design and environmental surveys are needed for the proper planning and design of this part of the SR 28 and SR 213 Intersection Improvement Project. Engineering survey work would include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. Environmental survey work may include the identification and mapping of wetlands, architectural surveys, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. It is our sincere desire to cause you as little inconvenience as possible during this survey.

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

If any problems occur, please contact the field crew or one of the following:

Cedric Diefenbaugh
Senior Environmental Planner
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
260-578-2797
cedric.diefenbaugh@parsons.com

John LaBlonde
Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
317-616-1003
John.LaBlonde@parsons.com

Sacha Teague
Project Manager
INDOT–Greenfield District
32 South Broadway
Greenfield, IN 46140
765-745-8239
STeague1@indot.IN.gov

Please be aware that IC 8-23-7-27 and 28 provides that you may seek compensation from INDOT for damages occurring to your property (land or water) that result from INDOT's entry for the purposes mentioned above in IC 8-23-7-26. In this case, a basic procedure that may be followed is for you and/or an INDOT employee or representative to present an account of the damages to one of the above named INDOT staff. They will check

the information and forward it to the appropriate person at INDOT who will contact you to discuss the situation and compensation.

In the event that property damage occurs as a result of work performed during survey, the INDOT Project Manager or Parson's Project Manager can provide you with a form to request compensation for damages. You may contact:

Sacha Teague
Project Manager
INDOT–Greenfield District
32 South Broadway
Greenfield, IN 46140
765-745-8239
STeague1@indot.IN.gov

John LaBlonde
Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
317-616-1003
John.LaBlonde@parsons.com

After filling out the form, you can return it to the INDOT Project Manager or Parsons Project Manager for consideration. Please contact either of the representatives above if you have questions regarding the matter, rights, and procedures.

If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-8 provides the following:

> The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

It is our desire to cause as little inconvenience as possible during our work, and we thank you in advance for your cooperation.

Sincerely,

Cedric Diefenbaugh

Cedric Diefenbaugh
Senior Environmental Planner
Parsons
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204
cedric.diefenbaugh@parsons.com

Attachment

PARSONS

Appendix H

Air Quality

Indiana Department of Transportation (INDOT) Excerpt

State Preservation and Local Initiated Projects FY 2026 - 2030

SPONSOR	CONTRACT # / LEAD DES	PROJECT GROUP #	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Toal Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2026	2027	2028	2029	2030
Tipton County																		
Tipton County	2101188	2	Init.	IR 1001	Bridge Inspections	Greenfield	0	STBG	$173,178.00	Local Bridge Program	PE	$5,832.00	$0.00	$5,832.00				
										Local Funds	PE	$0.00	$1,458.00	$1,458.00				
Performance Measure Impacted: Bridge Condition																		
Location: Countywide Bridge Inspection and Inventory for Cycle 2022-2025																		
Tipton County	2300130	2	Init.	IR 1001	Bridge Inspections	Greenfield	0	STBG	$190,275.80	Local Bridge Program	PE	$152,176.64	$0.00		$76,245.84	$6,108.96	$63,406.64	$6,415.20
										Local Funds	PE	$0.00	$38,099.16		$19,061.46	$1,527.24	$15,906.66	$1,603.80
Performance Measure Impacted: Bridge Condition																		
Location: Countywide Bridge Inspection and Inventory for Cycle 2026-2029																		
Indiana Department of Transportation	43094 / 2000595	17	Init.	SR 213	HMA Overlay, Preventive Maintenance	Greenfield	.85	STBG	$2,298,320.00	Road Construction	CN	$1,342,400.00	$335,600.00	$1,678,000.00				
Performance Measure Impacted: Pavement Condition																		
Location: From SR 28 to SR 26																		
Comments:Include DES 2000595, 2400694																		
Indiana Department of Transportation	43909 / 2100739	2	Init.	SR 28	Bridge Deck Overlay	Greenfield	0	STBG	$1,590,037.00	Bridge Construction	CN	$704,800.00	$176,200.00			$881,000.00		
Performance Measure Impacted: Bridge Condition																		
Location: From SR 213 to 5.10 mile E of SR 213																		
Comments:Include DES 2100739, 2100740																		
Indiana Department of Transportation	44607 / 2200932	2	Init.	SR 28	Small Structures & Drains Construction	Greenfield	5.821	STBG	$6,000,426.00	Bridge Construction	CN	$3,063,622.40	$765,905.60		$3,829,528.00			
Performance Measure Impacted: Safety																		
Location: From 6.11 mi W of US 31 (Clinton/Tipton Co Line) to 0.25 mi W of US 31 (W of RAB at Commercial Dr)																		
Comments:Include DES 2200932																		
Indiana Department of Transportation	44610 / 2003083		Init.	SR 28	Intersection Improvement, Roundabout	Greenfield	.66	STBG	$2,888,086.00	Safety Construction	CN	$1,755,537.60	$438,884.40		$2,194,422.00			
Performance Measure Impacted: Safety																		
Location: At SR 213																		
Comments:Include DES 2003083																		
Tipton	44841 / 2300002		Init.	ST 9805	New Road Construction	Greenfield	.568	STBG	$10,888,186.00	Group III Program	CN	$7,733,541.00	$0.00				$7,733,541.00	
										Local Funds	CN	$0.00	$1,933,385.00				$1,933,385.00	

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

Appendix I

Other Documents

Excerpts

Engineering Assessment Report

SR 28 & SR 213, Single Lane Roundabout
DES No. ######

Safety Project
Proposed Fiscal Year: 2027
Score: 92

Greenfield District
Tipton Sub-District
Tipton County, Indiana
10/13/2021

Prepared by:
Mark Muenz
Greenfield District Traffic Planning Engineer

Approved by:
Luis Laracuente, P.E.
District Traffic Engineer

Indiana Department of Transportation
Traffic Engineering
Greenfield District
32 South Broadway Greenfield IN 46140

Executive Summary

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered predecisional, pending the outcome of environmental studies. An alternative other than the preferred alternative may not be selected without consultation with the preparer of this report.

This project is located at the intersection of SR 28 and SR 213 in Tipton County, near the town of Hobbs. It is located between the Reference Posts of 88 + 50 and 89+ 00 along SR 28, residing in Tipton County. The intersection is experiencing a higher than expected frequency of severe right-angle crashes compared to its current volumes. This intersection is currently under two way stop control but maintains adequate mobility through the design year of 2047.

The preferred alternative is the installation of a single lane roundabout to reduce the frequency and severity of crashes at this intersection, while also improving intersection mobility. This alternative will operate exceptionally at a Level of Service A (LOS A) through the design year of 2047, as well as solve the high frequency of severe right-angle crashes occurring at this intersection. The proposed safety improvement project scores 92 out of 100. The scoring details are included in attachment 6. The estimated cost of the preferred alternative at this location is $2,440,000

Project Location

Table 1: Project Location Information

Location Description			
Route	SR 28	Latitude	40.285295
City	Hobbs	Longitude	-85.957058
County	Tipton	Nearest Cross Street	East 150 South
District	Greenfield	Distance From	650 ft.
Sub District	Tipton	RP From	88 + 50
MPO	None	RP To	89 + 00
NHS Route?	No	Length	0.5
Functional Class	Other Principal Arterial	Work Type	Intersection Improvement, Roundabout
Rural or Urban	Rural	Work Category	Intersection Improvement Project
Other Location Info:	At Grade Railroad crossing 500 ft. south of intersection		

See attachment 1 for a map showing the project location and for other pictures of the site.

Purpose and Need

The identified need at this location involves the very high frequency of severe crashes comparative to the volumes of traffic at this intersection. Specifically, the high frequency and severity of right-angle crashes.

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

Project History

This intersection was first investigated in 2019. A signal warrant was performed, but the crashes did not provide the statistical need for further safety investigation. To mitigate a few failures to yield to the minor street stop signs, the stop signs were doubled up, and more advanced warning of the stop signs was added along SR 128. This project was originally benched in the 2026 call, but was preferred to be pulled forward to this call.

Existing Conditions

Notes from Field Check

Several drainage ditches surround this intersection, along with two culverts, one on the eastern leg and one on the western. Further investigation may be necessary to determine the full impacts to these structures due to this project

Structure Information

An at-grade railroad crossing exists about 500 ft. south of the intersection center. This is not expected to be impacted during this project.

Roadway Geometrics and Pavement Information

Table 2: Roadway Geometrics and Pavement Information

Lane Width	12 ft.
Curbed	No
Shoulder Width	12.0 ft.
Number of lanes in each direction	1
Intersection Traffic Control	Two Way Stop
Speed Limit	50 mph
Pavement Type	Asphalt
Median Type	None

Traffic Data and Capacity Analysis

Table 3: Volume Information and Traffic Forecast

Representative AADT	4538
AADT Year	2019
% Trucks	13.80 %
DHV (%)	9.04 %
% Yearly Traffic Growth	1.00 %
2020 AADT	4583
2025 AADT	4817
2030 AADT	5063
2035 AADT	5321
2040 AADT	5593

The complete traffic forecast as provided by the Traffic Statistics Section in Central Office has been included in attachment 2.

Table 4&5: Capacity Analysis

Road	AM PEAK											
	Parameter	EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
TWSC: 2020	**LOS**	**-**	**A**	**-**	**-**	**A**	**-**		**B**	**-**	**-**	**B**	**-**
	Delay	**-**	**1.0**	**-**	**-**	**0.4**	**-**		**13.7**	**-**	**-**	**11.7**	**-**
TWSC: 2046	**LOS**	**-**	**A**	**-**	**-**	**A**	**-**	**-**	**B**	**-**	**-**	**B**	**-**
	Delay	**-**	**1.1**	**-**	**-**	**0.5**	**-**	**-**	**13.7**	**-**	**-**	**13.4**	**-**
ASWC: 2046	**LOS**	**-**	**B**	**-**	**-**	**B**	**-**	**-**	**A**	**-**	**-**	**A**	**-**
	Delay	**-**	**10.6**	**-**	**-**	**10.6**	**-**	**-**	**9.6**	**-**	**-**	**9.7**	**-**
Signal: 2046	**LOS**	**B**	**B**	**-**	**B**	**B**	**-**	**A**	**A**	**-**	**A**	**A**	**-**
	Delay	**18.3**	**15.2**	**-**	**16.1**	**17.1**	**-**	**4.6**	**4.1**	**-**	**4.3**	**4.4**	
Roundabout: 2046	**LOS**	**-**	**A**	**-**	**-**	**A**	**-**	**-**	**A**	**-**	**-**	**A**	**-**
	Delay	**-**	**5.1**	**-**	**-**	**5.4**	**-**	**-**	**4.4**	**-**	**-**	**5.3**	**-**

Road	PM PEAK											
	Parameter	EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
TWSC: 2020	LOS	-	A	-	-	A	-	-	B	-	-	B	-
	Delay	-	1.1	-	-	0.5	-	-	13.0	-	-	14.1	-
TWSC: 2046	LOS	-	A	-	-	A	-	-	C	-	-	C	-
	Delay	-	1.1	-	-	0.5	-		15.7	-	-	18.5	-
AWSC: 2046	LOS	-	B	-	-	B	-	-	A	-	-	B	-
	Delay	-	14.8	-	-	11.1	-	-	9.9	-	-	10.9	-
Signal: 2046	LOS	B	B	-	B	B	-	A	A	-	A	A	-
	Delay	16.9	17.0	-	17.9	15.4	-	4.7	4.4	-	4.7	4.6	-
Roundabout: 2046	LOS	-	A	-	-	A	-	-	A	-	-	A	-
	Delay	-	6.3	-	-	5.6	-	-	5.2	-	-	5.2	-

1.00% Growth Rate from forecast used.
For more information on the capacity analysis, see attachment 3.

Crash Information

Table 6: Crash History

ICC	2.51	Number of Crashes	19
ICF	2.41	Number of Fatal and Incapacitating Crashes	8
First Year of Crash Data	2018	Number of Non-Incapacitation Crashes	4
Last Year of Crash Data	2020	Number of Property Damage Only Crashes	7

The RoadHAT output, a detailed crash statistics summary and a crash diagram have been included in attachment 4 of this report.

Crash data from 2017 to 2019 was analyzed for this intersection. During this timeframe, there were a total of 19 crashes, of which 12 were right angle crashes, 1 rear end crash, 3 ran off road crashes, and 1 head on crash. Of these 19 crashes, 11 resulted in injury, with 7 being incapacitating, and 4 non-incapacitating. The remaining 7 crashes were property damage in nature. The intersection was analyzed via the RoadHAT 4D.1 tool, determining the statistics of Index of Crash Costs, or ICC, and Index of Crash Frequency, or ICF. The ICC for this intersection is 2.34, indicating that this intersection is prone to crashes of significant severity and cost. The ICF of this intersection is 2.41, indicating that the frequency of crashes at this intersection is above what could be expected for an average intersection of similar vehicular volume.

Design Considerations

Considerations should be taken with regards to the high speeds along both legs of this intersection, as well as the presence of an at-grade railroad crossing 500 ft. south of the intersection. Impacts to this crossing would vastly increase costs at this intersection, and as such, potential impacts should be avoided.

Table 7: Other Design Considerations

Land Survey Location	NW ¼ of Section 10, T. 21 N., R. 5 E
Civil Township	Madison
Federal Aid System	Qualifies as "Rural On"
National Truck Network	Intersection is on the NTN
Urban Area Boundary	None
Adjacent Land Use	Agricultural and Forest

Community/External Stakeholder Context

The Communications and Emergency Management Director has expressed concerns with this intersection's safety. Details can be found in attachment 13.

The design and environmental process of the roundabout development must include community outreach and education. Input from the community should be obtained in public forums to ensure their input is taken into consideration.

Adjacent INDOT Projects

There are several projects in the planning stage nearby to this location. Two HMA overlays along SR 28 are also planned for 2026. Coordination with these projects would likely save on MOT costs and provide the most cost-effective means of project completion.

Other Miscellaneous Information

This location has a lot of existing pavement and shoulder existing. It is possible that potential cost saving measures

Analysis and Alternatives

Construction costs were estimates for planning purposes only.

Description of Alternatives

Alternative 1 – Single Lane Roundabout. This alternative would maintain both good mobility and level of service through the design year of 2047, as well as essentially eliminating this intersections most common and severe crash type, right angle crashes. With such high speeds,

longer splitter islands and a wider deflection will likely be necessary. With the installation of this alternative, KABC crashes are expected to decrease by 61 %, with a total reduction in crashes of 48 %. A preliminary sketch is included in attachment 8.

The cost estimate of this alternative is **$2,440,000**

Alternative 2 – Traffic Signal. This alternative would maintain good mobility through the design year of 2046. This alternative would require additional turn lanes along all legs of this intersection. Additionally, a pavement overhaul is included due to most of the pavement present being shoulder or heavily damaged. Additionally, the removal of raised concrete islands and slip lanes is needed for this alternative. However, this intersection's volumes do not meet signal warrants, and with the high speeds along SR 28 and 213, rear end crashes are likely to increase, and the angle crash conflict will remain.

The cost estimate of this alternative is **$1,988,000**

Alternative 3 – All-Way Stop Control. This alternative would be the addition of stop signs with associated warning signs along the mainline of SR 28. This alternative is lower cost by comparison to the others but has several flaws. Rear end crashes are likely to increase due to the high speeds along both routes, and right-angle crashes associated with this intersection are likely to remain extremely severe. Once the public has adjusted to the intersection, crashes may be reduced. However, the adjustment period will likely have a spike in severe crashes. This alternative does maintain good mobility through the design year of 2046.

The cost estimate for this alternative is **$1,000**

Alternative 4 – No Build. The No build option was considered for this project. However, the crash frequency and severity at this intersection is significantly higher than those expected at such volumes. This long-standing issue, will only continue to get worse as volumes increase over time, making vehicles on the minor approach more inclined for risky gap acceptance to get onto the main road or across it.

Cost Estimates

Table 8: Cost Estimate Summary

Alternative	Funding Category	Estimated Cost
Alternative 1 **Roundabout**	CN	$1,871,000
	PE	$558,000
	Utility	$0
	RoW	$ 10,000
	Total Cost	$2,440,000
Alternative 2 **Traffic signal**	CN	$1,558,000
	PE	$389,000
	Utility	$0
	RoW	$40,000
	Total Cost	$1,988,000
Alternative 3 **4-Way Stop**	CN	$1000
	PE	$0
	Utility	$0
	RoW	$0
	Total Cost	$1000
Alternative 4 **No Build**	CN	-
	PE	-
	Utility	-
	RoW	-
	Total Cost	$ 0

Complete and detailed cost estimates for all considered alternatives are included in attachment 9 of this report. Cost estimates were developed through averages from the Indiana 2019 Unit Price Summary list, and quantities were determined through digital measurement and evaluation.

Preliminary Maintenance of Traffic Plan (MOT)

This project is a fairly mobility significant project based on the classification of the facility, AADT, and additional factors. So long as some movement East-West is maintained, impacts are likely to be minimal. No nearby facilities are significantly impacted by a partial closure of this intersection. If the potential pavement overlay of SR 28 is coordinated with this project, a full closure may be justified to expedite the construction process.

The above information is preliminary and conceptual in nature. The designer of record for this project shall be responsible for the determination of MOT scheme and the full design of that scheme. The

above information can be used to inform the decision making of the designer, but it does not absolve him of the responsibility of the design.

The provisions of the Indiana Manual on Uniform Traffic Control Devices, the Indiana Design Manual and the INDOT Standard Drawings concerning the design of an MOT zone shall be adhered to. A detailed design showing the MOT layout should be included in the final set of plans. The provisions of the Interstate Highway Congestion Policy shall be followed.

Pavement and Roadway Design

Standard single lane roundabout design features should be assumed and incorporated into this project. The major object of note should be the historic bridge on the western leg. Approach and exit radii will need to have careful mind made to them. Additionally, the high approach speeds should be considered by including sufficient splitter islands and deflection to allow for more appropriate entry speeds into the roundabout.

Right-of-Way and Survey

Based on the proposed layout, the Right-of-Way Office estimates that a little land acquisition may be necessary for the preferred alternative. This is estimated to cost about $10,000.

Utilities and Railroads

After a discussion with the Greenfield Utilities Department, impacts to utilities and railroads are expected to be minimal. A commented diagram is in attachment 11. The utilities are expected to be reimbursable but should be covered by contingency costs should something arise.

Hydraulic Recommendations

Some minor drainage ditch modifications will likely be necessary for this intersection. Additionally, drainage within the roundabout alternative should be accounted for and directed accordingly.

Environmental and Historic Considerations

This project will require documentation to ensure that no unusual conditions or circumstances are present on environmental or historical grounds. The cost is estimated to be $90,000.

As is, this project will require an environmental document level CE2.

Design Criteria

The design of this project shall adhere to 3R Project, Non-Freeways standards per the Indiana Design Manual.

SEE IDM 40-06.01 FOR MORE INFORMATION.

Recommended Alternative

The preferred alternative is Alternative 1, a single lane roundabout. While this alternative may not be the most cost effective, it provides the most benefits to both the safety and mobility operations at this intersection. This is the only alternative that can be proven to address both the purpose and need of this intersection. This alternative will eliminate right angle and left turn crashes at this intersection. It also acts as a traffic calming measure, reducing the speed of vehicles along both SR 28 and SR 213, especially as traffic moves towards Hobbs to the east. Additionally, the lighting and stimulation of a roundabout may help wake up sleepy drivers, which are a common crash cause at this intersection. A roundabout presents the best option for long term capacity and improves side traffic conditions. This alternative maintains an overall LOS A through the design year of 2046, scores an **92** for TSAM, and will cost **$2,440,000**

Changes to Proposal

Contact the Greenfield District Traffic Engineer if deviation from this document is determined to be necessary during a later phase of project development, including but not limited to scope of work or letting changes. Any desired changes should include justification for the change and the estimated cost.

Concurrence and Approval

This document was prepared by: Mark Muenz

NAME Mark Muenz

TITLE Traffic Planning Engineer

DATE **10/13/2021**

This document was approved by: Luis A. Laracuente

NAME Luis Laracuente

TITLE District Traffic Engineer

DATE **10/13/2021**

ATTACHMENT 5

RoadHAT Crash Report

RoadHAT 4D

Index of Crash Frequency and Cost - Form F1

Page 1/2

Settings: Indiana state settings	Version: Version 4.1	
Location	SR 28 @ SR 213	
Tipton, Tipton Co.		
GIS		
Post		
Analyst	Mark Muenz	
Date	4/5/2021	

INPUT	
Road Facility Type	Unsignalized Rural State Intersection
Busiest Road AADT (veh/day)	3915
Crossing Road AADT (veh/day)	1676
T Intersection Indicator (1 if present, 0 otherwise)	0
First Year with Crash Data (yyyy)	2018
Last Year with Crash Data (yyyy)	2020
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	8
Non-Incapacitating and Possible Injury Crashes	4
Property Damage Only Crashes	7
Route or Road Type	Unsignalized Rural State Intersection
Average Crash Costs ($)	
Fatal and Incapacitating Injury Crashes	2335800
Non-Incapacitating and Possible Injury Crashes	389500
Property Damage Only Crashes	32200
Crash Cost Year (yyyy)	2017
OUTPUT	
Expected Crash Frequency (crash/year)	
Fatal and Incapacitating Injury Crashes	0.268
Non-Incapacitating and Possible Injury Crashes	0.13
Property Damage Only Crashes	1.26
All Crashes	1.66
Index of Crash Frequency	**2.41**
Index of Crash Cost	**2.51**

RoadHAT 4D

Index of Crash Frequency and Cost - Form F1

Page 2/2

Settings: Indiana state settings	Version: Version 4.1	
Location	SR 28 @ SR 213	
Tipton, Tipton Co.		
GIS		
Post		
Analyst	Mark Muenz	

Parsons 3/19/2026
RoadHAT Analysis

RoadHAT 4D

Index of Crash Frequency and Cost - Form F1

Settings: Indiana state settings	Version: Version 4.1	
Location	SR - 28 & SR 213	
GIS		
Post		
Analyst	Parsons	
Date	3/19/2026	

INPUT	
Road Facility Type	Unsignalized Rural State Intersection
Busiest Road AADT (veh/day)	4439
Crossing Road AADT (veh/day)	2399
T Intersection Indicator (1 if present, 0 otherwise)	0
First Year with Crash Data (yyyy)	2020
Last Year with Crash Data (yyyy)	2025
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	4
Non-Incapacitating and Possible Injury Crashes	9
Property Damage Only Crashes	19
Route or Road Type	Unsignalized Rural State Intersection
Average Crash Costs ($)	
Fatal and Incapacitating Injury Crashes	2335800
Non-Incapacitating and Possible Injury Crashes	389500
Property Damage Only Crashes	32200
Crash Cost Year (yyyy)	2017
OUTPUT	
Expected Crash Frequency (crash/year)	
Fatal and Incapacitating Injury Crashes	0.388
Non-Incapacitating and Possible Injury Crashes	0.21
Property Damage Only Crashes	1.87
All Crashes	2.47
Index of Crash Frequency	**1.37**
Index of Crash Cost	**0.87**

RoadHAT 4D

Index of Crash Frequency and Cost - Form F1

Settings: Indiana state settings	Version: Version 4.1	
Location	SR - 28 & SR 213	
GIS		
Post		
Analyst	Parsons	
Date	3/19/2026	

Comments: There were no crashes in the data set for this intersection where the primary cause was Animal/Deer Collison.

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated April 2025)

ProjectNumber	SubProjectCode	County	Property
1800023	1800023	Tipton	Tipton City Park
1800249	1800249	Tipton	Kemp Memorial Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with Indiana State Parks, Community Grants & Trails Section, should occur.

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
8/22/2024	Des. 2003083	SR 28/ SR 213 Intersection	Tipton
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
CLV-31709	40.285165, -85.956446	30"	approx. 50 ft. long

Structure Type (check one)

Bridge Construction Style

○ Cast-in-place		○ Pre-stressed Girder	
○ Flat Slab/Box		○ Steel I-beam	
○ Truss		○ Covered	
○ Parallel Box Beam		○ Other:	

Culvert Type

○ Box	
○ Pipe/Round	○
○ Other:	

Other Structure

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

○ Yes ○ No ○ Unknown

Culvert Material

☐ Metal
☒ Concrete
☐ Plastic
☐ Stone/Masonry
☐ Other:

Notes:

Approx. 30" concrete round culvert. No evidence of bats or birds observed.

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☒ Road/trail - Type: under SR 28
☐ Seasonal water	☐ Other: maintained grassy ROW

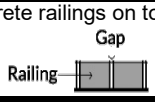
Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☐ Woodland/forested	☒ Other: maintained grassy ROW

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☒ Not present Visually from Outside the structure	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☒ Not present Visually from Outside the structure	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Greg Moushon

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
8/22/2024	Des. 2003083	SR 28/ SR 213 Intersection	Tipton
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
CLV-31677	40.285438, -85.957412	30"	approx. 50 ft. long

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ◉ No ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

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Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

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☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
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☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Greg Moushon

Signature: