

FFHWA-Indiana Environmental Document

**CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM**  
**GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	State Road (SR) 135 / Morgan County
<b>Designation Number(s):</b>	2001901
<b>Project Description/Termini:</b>	Pavement rehabilitation and drainage improvements SR 135 from 0.33 mi south of W Jct SR 252 to 0.37 mi north of W Jct SR 252 SR 252 from 970 feet west of W Jct SR 252 to W Jct SR 252

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

**Approval**

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

**Release for Public Involvement**

INDOT DE Initials and Date

INDOT ESD Initials and Date

**Certification of Public Involvement**

INDOT Consultant Services Signature and Date

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

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

Austin Clarridge- Crawford, Murphy, & Tilly, Inc.

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

## Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA\*?  Yes  No  
If No, then:  
Opportunity for a Public Hearing Required?   X

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on June 2, 2021 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, page G-1 to G-2.

The project does not meet any of the conditions set by the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* that require formal public involvement. Therefore, the project sponsor is not required to offer the public an opportunity to request a public hearing. The project is not anticipated to cause any public controversy. This does not preclude the need for public involvement or public information meeting in the future.

The project team has chosen to hold a public meeting in 2023 along with multiple stakeholder meetings for businesses in the downtown area to address unique needs related to vehicular and pedestrian access during construction. If needed, an additional public meeting may be offered nearer to project bidding.

## **Public Controversy on Environmental Grounds**

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

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

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

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

Local Name of the Facility: SR 135 (S Marion Street) and SR 135/SR 252 (Washington Street)

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

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

## Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

### PURPOSE AND NEED:

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

The Indiana Department of Transportation (INDOT) has identified the need to address the deteriorating pavement and sidewalk conditions, non-compliant Americans with Disabilities (ADA) curb ramps, and ineffective storm sewer drainage along State Road (SR) 135 (Marion Street) and SR 135/SR 252 (Washington Street) in Morgantown, Morgan County, Indiana. The need for the project is supported by an Engineering Assessment (Appendix I, page I-3 to H-18) documenting deteriorating concrete pavement surfaces and existing drainage problems throughout the project corridor.

According to the Memorandum of Pavement Design (December 2022) (Appendix I, pages I-19 to I-21) for the project, the pavement within the project corridor is in fair to good condition. Moisture damage including delamination, vertical and horizontal fracturing, and stripping was observed. Additionally, patching was noted throughout the corridor, with some patching exhibiting distress.

The pavement currently has intermittent longitudinal and transverse cracking which left untreated, will continue to degrade. Sidewalk within the project area is also in poor condition and exhibits cracking as well as widths less than 4 feet and improper curb heights in several locations. From Church Street to the east project terminus, curbs lack stormwater inlets leading to ponding. Additional drainage deficiencies through the corridor are resulting in ponding and further pavement deterioration. A pipe that conveys stormwater underneath SR 135 is experiencing deterioration, headwall failure, and significant erosion at the outlet. Lastly, the sidewalks within the project corridor lack Americans with Disabilities Act (ADA)-compliant curb ramps.

The purpose of this project is to improve pavement conditions to provide at least 15 years of additional pavement service of life, improve sidewalk conditions to provide proper ADA compliance and curb heights, promote effective roadside drainage, and correct headwall failure and erosion.

### PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Morgan County

Municipality: Morgantown, Indiana

Limits of Proposed Work: W Washington Street from 970 feet west of S Marion Street to 0.37 mi east of Marion Street; and S Marion Street from 0.33 mi south of W Washington Street to W Washington Street

Total Work Length: 0.84 Mile

Total Work Area: 4.3 Acres

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

Is an Interstate Access Document (IAD)<sup>1</sup> required?

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

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

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

INDOT and the Federal Highway Administration (FHWA) intend to proceed with pavement rehabilitation, sidewalk replacement, and drainage improvements along S Marion Street and W Washington Street in Morgantown, Morgan County, Indiana.

#### Location:

The project is located in Morgantown, Morgan County, Indiana (Appendix B, page B-1). The project is located within Sections 24 and 25, Township 11 North, and Range 2 East, on the U.S. Geological Survey (USGS) Morgantown, Indiana Quadrangle (Appendix B, page B-2). The project extends along S Marion Street (north/south) from 0.33 mile south of SR 252 to 0.37 mile north of SR 252. The project area also extends along S Washington Street (east/west) from 970 feet west of SR 135 to SR 135.

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

## **Existing Conditions:**

South Marion Street and Washington Street are functionally classified by INDOT as Minor Arterials within the project area. The details of each roadway segment can be found in the sections below.

### **South Project Limits to Marion Street/Elm Street**

This 0.2-mile section of S Marion Street starts after the Indian Creek bridge and extends north to Marion Street. The section consists of two 12-foot wide travel lanes, one in each direction, with no parking. There is a 2-foot-wide shoulder on the west side and a 4-foot-wide shoulder on the east side. There is no sidewalk or curb and gutter.

This section includes intersections with South Church Street, Bloomington Pike, and Marion Street. The intersection with Marion Street refers to the intersection of the SR 135 segment of S Marion Street with a non-SR 135 local road also named Marion Street; the SR 135 segment continues east at the Marion Street intersection. Each of these intersections are two-way stop controlled (TWSC), with S Marion Street remaining free flowing. The speed limit is 30 miles per hour (mph) north of S Church Street and 40 mph south of S Church Street.

Surface drainage in this section of the project is conveyed south to Indian Creek via roadside ditches. Existing culverts convey water under S Marion Street at the Bloomington Pike and S Church Street intersections to the existing ditches along S Marion Street. Additionally, there is headwall failure and significant erosion at the outlet of a stormwater pipe east of S Marion Street between Marion Street and Bloomington Pike.

### **S. Marion Street from Elm Street to W Washington Street**

This 0.18-mile section of West Washington Street starts at the Long Run Bridge and extends east to S Marion Street. The existing roadway section contains two 14-foot-wide lanes, 1-foot of curb offset, curb, and sidewalk. The roadway is straight and relatively level. From the intersection with S Marion Street north to Elm Street, the exposed curb height on the east side of S Marion Street is approximately 1.5 inches in height. Existing sidewalk on the east side of the roadway is in poor condition with widths of less than four feet in many areas. These sidewalks do not have ADA-compliant curb ramps.

From Elm Street to Washington Street, the existing roadway section changes to 13-foot lanes with curb and gutter. The exposed curb height on the west side of S Marion Street reduces to approximately 1.5 inches in height. Sidewalks and curb and gutter along the east side of S Marion Street are in good condition.

Surface drainage north of S Marion Street is conveyed via the existing curb line north to the intersection with Elm Street. Grate inlets are present on the minor approaches of Elm Street to S Marion Street. No existing inlets are present along this section of S Marion Street and there are known ponding issues in the vicinity of the intersection.

The TWSC intersection at Elm Street has ADA-compliant curb ramps but no marked crosswalks. The All Way Stop Control (AWSC) intersection of Marion Street and W Washington Street has crosswalks and ADA-compliant curb ramps. The posted speed limit of this section is 30 mph. From Elm Street to W Washington Street, the existing sidewalk on the east side of S Marion Street contains a narrow band of decorative pavers. The paver band is approximately 2 feet in width and is adjacent to the back of curb.

### **West Junction SR 135/SR 252 to Church Street**

This 0.12-mile section of SR 135/SR 252 starts at the S Marion Street intersection with W Washington Street and extends east as W Washington Street to Church Street. This section of roadway has one 12-foot travel lane in each direction. An 8-foot parallel parking lane exists on the north side of the roadway and a 16-foot angled parking lane on the south side. This section has curb and gutter with wide sidewalks which extend to the existing adjacent building faces. These sidewalks do not have ADA-compliant curb ramps. Existing decorative street lighting is also present in this section of the project. This segment of the roadway is straight and flat.

Existing surface drainage is collected via combined curb and gutter inlets at the intersection corners and grate inlets located within the gutter line. Along this section of the project, the north curb line of SR 135/SR 252 has a curb height of approximately 1.5 inches between N. Marion Street and Cross Street. The reduced curb height has resulted in a portion of the existing curb box becoming ineffective. Traditionally, at locations on grade, the curb box acts as a factor of safety in cases where the grate becomes clogged with debris and unable to drain water from the roadway. This factor of safety has been reduced or eliminated at these locations.

In addition, at locations of reduced curb height, significant ponding introduces flooding onto the adjacent sidewalk. Stormwater ponding on W Washington Street at Church Street has been reported by town officials.

# Indiana Department of Transportation

County Morgan Route State Road 135 Des. No. 2001901

The intersection of Marion Street and W Washington Street is an AWSC intersection with a flasher and stop signs. Existing curb ramps in all quadrants were reconstructed in 2013 and are ADA-compliant. In select quadrants, the usable sidewalk width in some areas has been reduced due to the presence of signs, street lighting, and utilities. TWSC intersections exist at Cross Street and N. Church Street. These locations include ADA-compliant curb ramps and marked crosswalks. The speed limit of this section is 30 mph.

## **Church Street to East Project Limits**

From Church Street east to Highland Street/Ash Court, the section of E Washington Street narrows. This section of Washington Street contains two 12-foot lanes with curb and gutter. On-street parking is available from Church Street to Highland Street/Ash Court on the south side of the roadway. There is existing sidewalk and a four-foot grass buffer on either side of Washington Street from Church Street to Highland Street/Ash Court. These sidewalks do not have ADA-compliant curb ramps. Curb ramps are present at the minor approaches of this TWSC intersection prior to the railroad crossing. The existing sidewalk on the north side of the road ends at the railroad crossing just east of Highland Street/Ash Court. The existing sidewalk located on the south side of SR 135/SR 252/Washington Street crosses over the existing railroad and continues east along Washington Street while SR 135/SR 252 turns northeast and does not have sidewalk along the south side of the roadway. The pedestrian crossing over the railroad occurs within the limits of the existing railroad warning devices.

East of the railroad crossing, SR 135/SR 252 splits from Washington Street via a curve and continues to the northeast. A large, landscaped island exists at the divergence point just east of the railroad crossing. SR 135/SR 252 continues as a two-lane roadway with one 12-foot lane in each direction and four-foot shoulders. The project ends approximately 415 feet beyond the divergence point on SR 135/SR 252. Several large, unpaved drives exist along the north side of SR 135 at this location.

There are no curb inlets in this segment to collect surface drainage. The existing roadway profile increases in elevation from west to east in this portion of the project at a profile grade of approximately 1.5%. The lack of inlets through this section of the project contributes to the drainage problems noted at the Church Street intersection. Drainage east of the railroad tracks is conveyed via roadside ditches south to Indian Creek. There is headwall failure and significant erosion at the SR 135/SR 252 and Washington Street divergence point adjacent to the railroad tracks.

## **Preferred Alternative:**

The preferred alternative will consist of a hot mix asphalt (HMA) overlay on SR 135 and SR 252 throughout the project area. Additional improvements will include the replacement of sidewalk and curb ramp rehabilitation. The sidewalk along the east side of Marion Street (SR 135) (from its southern terminus to Elm Street) and along the north side of Washington Street (SR 135/SR 252) (from Marion Street to Church Street) will be fully replaced. The sidewalk along Marion Street will be widened from 4 feet to 6 feet. The new sidewalk along Washington Street will be the same width as the existing. The curbs along these sidewalks will also be replaced. All curb ramps at public street intersections and within the limits of the project will be replaced to be ADA-compliant. The project will also include an upgrade to the closed storm sewer along Washington Street including the installation of curb inlets and a new trunk line. Excavation for the installation of new storm sewers will be needed at depths of up to 8 feet below the surface. An approximately 75 foot long pipe that conveys stormwater underneath SR 135 south of Church Street will be replaced and riprap placed at the outlet. Every effort to avoid, minimize, and/or mitigate project impacts will be made. The proposed improvements are shown on the plan sheets included in Appendix B, pages B-38 to B-59.

A total of 0.4 acre of new permanent right-of-way (ROW) will be needed for the project, and approximately 0.09 acre of temporary ROW will be needed.

The Maintenance of Traffic (MOT) for the project will involve the use of flaggers and temporary closure of on-street parking along SR 135/SR 252. The west junction of SR 135 and SR 252 will be closed to through traffic during the duration of the project. Full closures of cross streets and sidewalks will occur during various phases of the project. Temporary night closures will occur occasionally throughout the project. MOT is described in detail in the MOT section of this document and plan sheets (Appendix B, pages B-51 to B-52).

The preferred alternative will meet the purpose and need for the project by improving pavement conditions to provide at least 15 years of additional pavement service of life, improving sidewalk conditions to provide proper ADA compliance and curb heights, promote effective roadside drainage, correcting headwall failure and erosion, and providing ADA-compliant curb ramps throughout the project corridor.

The pavement improvements will improve surface smoothness of the roadway, lower roughness, remove cracking, seal the pavement from water infiltration, and lower average annual maintenance costs. In addition, drainage improvements will protect the pavement from future failure and correct the undersized existing storm sewer system.

## Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

### **Logical Termini/Independent Utility:**

These termini were established based on the limits of the necessary work to accommodate the pavement rehabilitation and drainage improvements. The project is not dependent on any other projects to meet the project purpose and need, and therefore exhibits independent utility. Even if no additional transportation improvements in the area are made, the project improvements will still be useable and a reasonable expenditure.

Construction is anticipated to begin in December 2025 and be completed by July 2027.

### **OTHER ALTERNATIVES CONSIDERED:**

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

#### **No Build Alternative**

The No Build alternative would not rehabilitate existing pavement and would maintain current drainage infrastructure and curb ramp layout. Pavement deterioration would continue, the corridor would continue to lack ADA curb ramps, and ponding and drainage deficiencies would not be addressed. While the No Build alternative would include no construction costs, it also would not address the pavement, drainage, and curb ramp deficiencies within the project corridor. Since this alternative would not fulfill the purpose and need, it was eliminated from further consideration.

#### **Pavement Resurfacing and Replacement**

This alternative would entail a combination of mill and overlay with patching and a full depth pavement replacement within the project area. A 1.5-inch mill and overlay would occur from the south project limits to the SR 135/SR 252 west junction, as well as SR 252 from the SR 135/SR 252 west junction to the Long Run bridge. Minor drainage improvements through the installation of additional curb inlets would be made at the Elm Street intersection.

From the SR 135/SR 252 west junction to the west approach of Cross Street, the roadway would be reconstructed to improve the roadway profile and an increased curb height along the north side of SR 135. The sidewalk and curb line along both the north and south sides of SR 135 would be reconstructed.

From the intersection of N. Church Street to the east project limits, a 4-inch mill and overlay of the roadway would occur. Additional curb inlets would be proposed for the east approach of the N. Church Street intersection to combat the significant change in profile grade through this area. Additional minor drainage improvements, such as headwall repair, would occur at the eastern project limits.

While this alternative would fulfill the purpose and need, this alternative would result in over-spending and the unnecessary use of time and resources in locations that do not require a full pavement replacement. Since this alternative would result in over-spending and the unnecessary use of time and resources in locations that do not require a full pavement replacement, this alternative was eliminated from consideration.

#### **Pavement Replacement**

This alternative would entail total reconstruction of the pavement throughout the entire project limits. From the SR 135/SR 252 west junction to the west approach of Church Street, the roadway reconstruction would include a profile adjustment to allow for improved profile grades and an increased curb height along the north side of SR 135. Drainage improvements would be made through the installation of additional inlets. While this alternative would fulfill the purpose and need for the project by improving pavement conditions of SR 135 and SR 252, improving sidewalk conditions, providing ADA-compliant ramps, and promoting effective roadside drainage, the existing condition of the pavement does not warrant a full reconstruction. This alternative would result in over-spending and the unnecessary use of time and resources in an area that does not require a full pavement replacement. Therefore, Alternative 2 was eliminated from further consideration.

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

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

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

X

**ROADWAY CHARACTER:**

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

Name of Roadway	SR 135/SR 252/Washington Street			
Functional Classification:	Minor Arterial			
Current ADT:	6,569	VPD (2025)	Design Year ADT:	7,285
Design Hour Volume (DHV):	726	Truck Percentage (%)	4	VPD (2045)
Designed Speed (mph):	30	Legal Speed (mph):	30	

Existing			Proposed	
Number of Lanes:	2		2	
Type of Lanes:	1 EB through, 1 WB through		1 EB through, 1 WB through	
Pavement Width:	12	ft.	12	ft.
Shoulder Width:	2-6	ft.	2-6	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	4	ft.	4	ft.

Setting:  Urban X Suburban  Rural  
 Topography: X Level  Rolling  Hilly

Name of Roadway	SR 135/Marion Street			
Functional Classification:	Minor Arterial			
Current ADT:	6,960	VPD (2025)	Design Year ADT:	7,690
Design Hour Volume (DHV):	769	Truck Percentage (%)	4	VPD (2045)
Designed Speed (mph):	30	Legal Speed (mph):	30-40	

Existing			Proposed	
Number of Lanes:	2		2	
Type of Lanes:	1 NB through, 1 SB through		1 NB through, 1 SB through	
Pavement Width:	12-14.5	ft.	12-14.5	ft.
Shoulder Width:	2-6	ft.	2-6	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	4-5	ft.	4-5	ft.

Setting:  Urban X Suburban  Rural  
 Topography: X Level  Rolling  Hilly

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

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

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

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

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

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

No bridges are located within the project area. Several culverts are located within the project area.

Latitude	Longitude	Height (in.)	Width (in.)	Length (ft.)	Type	Water Connectivity	Impacts
39.3714	-86.25782	20	20	90	Concrete	N/A	None
39.37146	-86.25759	10	10	85	Corrugated metal	N/A	None
39.36857	-86.26267	10	10	36	Corrugated metal	N/A	None
39.36843	-86.26245	6	6	39	Corrugated metal	N/A	None
39.36852	-86.26260	30	20	54	Concrete	Drains to WET A	None
39.36824	-86.26217	4	12	42	Corrugated metal	N/A	None
39.36806	-86.2622	12	20	50	Corrugated plastic	N/A	None
39.36781	-86.26191	20	20	75	Corrugated metal	Drains to WET B	Replacement
39.36799	-86.26169	30	30	38	Concrete Box	Drains to WET B	None

\*All culverts are located adjacent to the roadway.

An approximately 75 foot long, 20-inch corrugated metal pipe that conveys stormwater underneath S Marion Street south of Church Street will be replaced. Revetment riprap will be placed at the outlet of the new structure. The replacement of this structure is necessary to meet the project's purpose to promote effective roadside drainage and correct headwall failure and erosion.

## **MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:**

Is a temporary bridge proposed?   
 Is a temporary roadway proposed?   
 Will the project involve the use of a detour or require a ramp closure? (describe below)  
     Provisions will be made for access by local traffic and so posted.  
     Provisions will be made for through-traffic dependent businesses.  
     Provisions will be made to accommodate any local special events or festivals.

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

## Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

Will the proposed MOT substantially change the environmental consequences of the action?  
Is there substantial controversy associated with the proposed method for MOT?

Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)

Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).

Yes	No
	X
	X
X	
X	

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

The MOT for the project will require the use of flaggers, temporary closure of on street parking, and temporary closure of cross streets within the project area as well as a closure of the west junction of SR 135 and SR 252 and use of a detour.

For the entire duration of construction, the west junction of SR 135 and SR 252 will be closed to through traffic. The detour will utilize US 31, I-65, and SR 46. The official detours are expected to last 9 months. The detour length is approximately 61 miles. Please refer to Appendix B for MOT details (pages B-51 to B-52).

- In Phase 1, the local traffic along SR 135 is shifted to the west. An 11 ft lane will be maintained in each direction.
- In Phase 2, the local traffic along Washington Street is shifted to the south. A 10 to 12 ft lane will be maintained in each direction. All on-street parking will be closed. Three cross streets, including Marion Street, Cross Street, and Church Street, will be temporarily closed. Phases 2A and 2B will involve a temporary nighttime full closure of Washington Street and SR 135, respectively.
- In Phase 3, the local traffic along Washington Street is shifted to the south. A one-lane, two-way traffic flagger operation will maintain traffic flow while the north half of the road is milled and resurfaced.
- In Phase 4, the local traffic along Washington Street is shifted to the north. A one-lane, two-way traffic flagger operation will maintain traffic flow while the south half of the road is milled and resurfaced.
- In Phase 5, the local traffic along SR 135 is shifted to the east. A one-lane, two-way traffic flagger operation will maintain traffic flow while the west half of the road is milled and resurfaced.
- In Phase 6, the local traffic along SR 135 is shifted to the west. A one-lane, two-way traffic flagger operation will maintain traffic flow while the east half of the road is milled and resurfaced. Phase 6A involves a temporary nighttime full road closure of SR 135.

During the removal and replacement of the sidewalk along Washington Street, approximately 600 feet of sidewalk will need to be temporarily closed. An ADA-compliant, temporary pedestrian path will be provided around the construction zone; however, pedestrian MOT details are still under development.

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

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 800,000 (2023) Right-of-Way: \$ 500,000 (2023) Construction: \$ 2,100,000 (2023)

Anticipated Start Date of Construction: December 2025

## Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

### RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.27	0.01
Commercial	0.13	0.08
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
Other:	0	0
TOTAL	0.40	0.09

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

Typical existing ROW along SR 135/Marion Street is 40 feet in width with a maximum of 108 feet (13' left side, 95' right side). Typical existing ROW along SR 135/SR 252/Washington Street is 60 feet in width with a maximum of 172 feet (40' left side, 132' right side). The proposed permanent ROW will have a typical width of 60 feet wide, with a maximum of 141 feet wide along SR 135/Marion Street and 65 feet wide, with a maximum of 172 feet wide along SR 135/SR 252/Washington Street. Advance acquisition and/or reacquisition of existing ROW are not anticipated at this time.

The project will require approximately 0.4 acre of permanent ROW. This includes approximately 0.27 acre of permanent ROW from 9 residential properties and approximately 0.13 acre of ROW from 14 commercial properties. The project also requires approximately 0.09 acre of temporary ROW. This includes approximately 0.01 acre of temporary ROW from 1 residential property and approximately 0.08 acre of temporary ROW from 8 commercial properties. ROW is necessary for drainage improvements and sidewalk upgrades. Additional ROW is required to meet the INDOT requirement for the Intersection Sight Distance sight triangles at intersections throughout the project area. These ROW areas for sight distance are located outside of construction limits as no construction activities will occur; however, they were included within the NEPA Study Limits.

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

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

#### SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on March 7, 16, and 28, 2022. Appendix C, pages C-1 to C-5.

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
Field Supervisor, U.S. Fish and Wildlife Service (USFWS)	3.16.22	3.17.22	Appendix C, page C-8
Indiana Geological and Water Survey (IGWS)	3.16.22	3.16.22	Appendix C, page C-11
Federal Highway Administration (FHWA) – Indiana Division	3.16.22	No response received	N/A
Indiana Department of Natural Resources – Division of Fish and Wildlife (IDNR-DFW)	3.16.22	4.13.22	Appendix C, page C-6

**Indiana Department of Transportation**

County Morgan      Route State Road 135      Des. No. 2001901

US Department of Housing & Urban Development (HUD)	3.16.22	No response received	N/A
Indiana Department of Environmental Management (IDEM) <u>Wetlands and Stormwater Programs</u>	3.16.22	No response received	N/A
IDEM Groundwater Section	3.16.22	No response received	N/A
INDOT Environmental Section Manager	3.7.22	No response received	N/A
US Army Corps of Engineers (USACE) – Louisville District	3.16.22	No response received	N/A
INDOT Office of Communication	3.7.22	No response received	N/A
INDOT Project Manager	3.7.22	No response received	N/A
IDNR Orphan Well Manager – Division of Oil and Gas	3.16.22	3.17.22	Appendix C, page C-15
Indianapolis Metropolitan Planning Organization (MPO)	3.16.22	No response received	N/A
Morgan County Commissioners	3.16.22	No response received	N/A
Morgan County EMA	3.16.22	No response received	N/A
Morgan County EMS	3.16.22	No response received	N/A
Morgan County Hwy Department	3.16.22	No response received	N/A
Morgan County Engineer	3.16.22	No response received	N/A
Morgan County Planning & Zoning	3.16.22	No response received	N/A
Morgan County Surveyor	3.16.22	No response received	N/A
Morgan County Stormwater	3.16.22	No response received	N/A
Morgantown DPW	3.16.22	No response received	N/A
Morgantown Baptist	3.16.22	No response received	N/A
Morgantown United Methodist	3.16.22	No response received	N/A
New Beginnings Community Church	3.16.22	No response received	N/A
Indian Creek Schools Transportation	3.16.22	No response received	N/A
Indian Creek Schools	3.16.22	3.17.22	Appendix C, page C-16
Morgan County Sheriff's Office (Mail)	3.28.22	No response received	N/A
Morgan County Council (Mail)	3.28.22	No response received	N/A
Morgantown Town Council	3.28.22	No response received	N/A
Town Marshal	3.28.22	No response received	N/A
Fire Chief (Mail)	3.28.22	No response received	N/A
Morgantown Planning and Zoning	3.28.22	No response received	N/A

This is page 11 of 26    Project name: SR 135 Pavement Rehabilitation (Des No. 2001901)    Date: July 12, 2023

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

Natural Resource Conservation Service (NRCS)	3.29.22	3.30.22	Appendix C, page C-15	
IDEM Office of Water Quality	1.26.23	2.1.22	Appendix C, page C-18	
Morgantown Water Utility	2.1.23	No response received	N/A	
National Park Service (NPS)	2.8.23	No response received	N/A	

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

## SECTION B – ECOLOGICAL RESOURCES:

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

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

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

Total stream(s) in project area: 0 Linear feet      Total impacted stream(s): 0 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
N/A				

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page E-3) there are four streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within the project area and two streams adjacent to the project area, which was confirmed by the site visit on April 20, 2022 by Crawford, Murphy & Tilly, Inc (CMT). Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on June 27, 2022. Please refer to Appendix F, page F-1 to for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no streams are located within the project area.

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

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

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page E-3) there are three 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 April 20, 2022 by CMT. Therefore, no impacts are expected.

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

Total wetland area: 0.06 Acre      Total wetland area impacted: 0.005 Acre

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland A	Palustrine Emergent (PEM1)	0.04	0	Wetland A is located along the west side of SR 135, north of Bloomington Pike (Appendix F, pages F-5 to F-6 and F-15). The wetland drains south through a culvert underneath Bloomington Pike to a swale along SR 135, through a culvert east under SR 135 to Wetland B, to a roadside ditch, then to Indian Creek immediately south of the investigated area. Indian Creek is a tributary to the White River, a Section 10 Traditional Navigable Water (TNW). This wetland is likely federally jurisdictional.
Wetland B	PEM1	0.02	0	Wetland B is located along the east side of SR 135 south of Church Street (Appendix F, pages F-6 to F-7 and F-15). The wetland drains south through a roadside ditch to Indian Creek immediately south of the investigated area. Indian Creek is a tributary to the White River, a TNW. This wetland is likely federally jurisdictional.

#### **Wetlands (Mark all that apply)**

Wetland Determination  
Wetland Delineation  
USACE Isolated Waters Determination

#### Documentation

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

#### ESD Approval Dates

June 27, 2022
June 27, 2022
<input type="checkbox"/>

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

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

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


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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3) there are eleven wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area. That number was determined to be two by the site visit on April 20, 2022 by CMT.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on June 27, 2022. Please refer to Appendix F, page F-1 to for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that two potentially jurisdictional emergent wetlands, Wetland A and Wetland B, area located within the project area. The USACE makes all final determinations regarding jurisdiction.

Wetland A will be avoided by all construction activities. Wetland A shall be labeled on the plans as "Do Not Disturb" and demarcated in the field prior to construction. These avoidance measures are included as firm commitments in the Environmental Commitments section of this CE document.

Wetland B is a 0.02-acre, palustrine emergent (PEM) wetland located within the roadside ditch along the east side of SR 135 south of Church Street. Based on the connection to a downstream TNW, this wetland is likely federally jurisdictional. Wetland B will be partially impacted for replacement of the stormwater conveyance pipe underneath SR 135 and the placement of riprap at the outlet of the structure. Approximately 0.005 acre of Wetland B will be impacted.

IDNR-DFW responded on April 13, 2022 with recommendations to avoid, minimize, or compensate for impacts to wetlands, wildlife, and botanical resources (Appendix C, pages C-6 to C-7). USFWS responded on May 14, 2019 with recommendations to avoid or minimize impacts to wildlife and wildlife habitat (Appendix C, pages C-8 to C-10). The USACE did not respond to the early coordination letter. All applicable recommendations are included in the Environmental Commitments section of this CE document.

**Terrestrial Habitat**

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

Total terrestrial habitat in project area: 0.02 Acre(s) Total tree clearing: 0.01 Acre

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

Based on a desktop review, a site visit on April 20, 2022 by CMT, and the aerial map of the project area (Appendix B, page B-2), there is mowed grass ROW and scattered individual landscaped trees within the project area. The area is suburban with residential and commercial land uses. Approximately 0.007 acre of mowed grass dominated by various turf grass varieties as well as typical lawn forbs including red clover (*Trifolium pratense*), dandelion (*Taraxacum officinale*), and English plantain (*Plantago lanceolata*), will be directly impacted for the project improvements. Approximately 0.1 acre of landscaped trees (6 trees) trees dominated by silver maple (*Acer saccharinum*) and American elm (*Ulmus americana*), as well as various ornamental species, will be directly impacted for the project improvements. The project will require the removal of six individual landscaped trees along the sidewalks within the project area. No other impacts to terrestrial habitat are expected.

A total of 0.017 acre of terrestrial habitat will be directly impacted for the project improvements. Efforts were made to avoid and minimize terrestrial habitat impacts to the greatest extent possible. Avoidance alternatives are not practicable because they would not allow the project to address the existing pavement, drainage, and ADA compliance concerns, and therefore would not fulfill the project's purpose and need. No mitigation is anticipated.

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

IDNR-DFW responded on April 13, 2022 with recommendations to avoid, minimize, or compensate for impacts to wildlife and botanical resources, including revegetating all bare and disturbed areas (Appendix C, pages C-6 to C-8). USFWS responded on March 17, 2022 with recommendations to avoid or minimize impacts to wildlife and wildlife habitat including restricting clearing of trees and vegetation outside of the construction limits (Appendix C, pages C-8 to C-10). All applicable recommendations are included in the Environmental Commitments section of this CE document.

## Protected Species

### Federally Listed Bats

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

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

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

Determination Received for Listed Bats from USFWS:

NE  NLAA  LAA

### Other Species not included in IPaC

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

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

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

### Migratory Birds

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

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

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

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

Based on a desktop review and the RFI report (Appendix E, page E-6), completed by CMT on May 31, 2022, the IDNR Morgan County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated March 16, 2022 (Appendix C, pages C-6 to C-8), the Natural Heritage Program's Database has been checked and the state species of special concern, little spectaclecase (*Villosa lienosa*) mussel, has been identified within a 0.5 mile radius of the project area within Indian Creek. No impacts to Indian Creek or other streams will occur; therefore, no impacts are expected. An INDOT 0.5-mile bat review occurred on December 8, 2021, which did not indicate the presence of the Indiana bat or the northern long-eared bat in or within 0.5 mile of the project area (Appendix C, page C-49).

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C-19 to C-32). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the northern long-eared bat (NLEB) (*Myotis septentrionalis*). One other species was generated in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to paragraph below.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A small structure inspection occurred on April 20, 2022 and no indication of use by birds or bats was observed (Appendix C, page C-46). An effect determination key was completed on January 17, 2023, and based on the responses provided, the project was found to "may affect, not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, page C-33 to C-45). INDOT reviewed and verified the effect finding on January 18, 2023, and requested USFWS's review of the finding (Appendix C, page C-48). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) (General 1, Tree Removal 1, 2, 3, and 4, and Lighting AMM 1) are included as firm commitments in the *Environmental Commitments* section of this document.

The official species list generated from IPaC indicated one other species present within the project area. The project is also within the range of the monarch butterfly (*Danaus plexippus*). The monarch butterfly is listed as a candidate species, which is not yet listed or proposed for listing. There are no Section 7 requirements for candidate species. The project qualifies for the most current INDOT/USFWS agreement. No further coordination is needed with USFWS.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as

## Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

### Geological and Mineral Resources

Project located within the Indiana Karst Region

Karst features identified within or adjacent to the project area

Oil/gas or exploration/abandoned wells identified in the project area

**Yes**

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

**No**

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

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): \_\_\_\_\_

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

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 topo map of the project area (Appendix B, page B-3) and the RFI report (Appendix E, page E-3) there are no karst features identified within or adjacent to the project area. In the early coordination response dated March 16, 2022, the IGWS did not indicate that karst features exist in the project area (Appendix C, page C-11 to C-13). The response also indicated high liquefaction potential, the presence of a floodway, moderate potential to encounter bedrock, and low potential to encounter sand and gravel. The response also noted the potential presence of petroleum exploration wells. On March 17, 2022, the IDNR Division of Oil and Gas Orphan Well Manager responded to the ECL and stated that no known oil or gas wells are located within the project area (Appendix C, page C-15). Response from IGWS has been communicated with the designer on March 16, 2022. No impacts are expected.

## SECTION C – OTHER RESOURCES

### Drinking Water Resources

Wellhead Protection Area(s)

Source Water Protection Area(s)

Water Well(s)

Urbanized Area Boundary

Public Water System(s)

### Presence

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

### Impacts

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

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

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

If Yes, is a Groundwater Assessment Required?

**Yes**

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

**No**

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

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

The project is located in Morgan 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.

The IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on March 16, 2022 by CMT. This project is located within a Wellhead Protection Area. The project is not within a source water area. A coordination letter was sent to IDEM Groundwater and a response was received on February 1, 2023 confirming that the project was located within a wellhead protection area, but not within a Source Water Assessment Area. A coordination letter was sent to the contact provided by IDEM on February 1, 2023. Based on the project scope, the features are unlikely to be affected. The project

## Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

team will ensure compliance with the IDEM Wellhead Protection Program.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on March 16, 2022 by CMT. The nearest well is located 0.06 mile north of the project area within Morgantown. The features will not be affected due to their location outside of the construction limits. 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.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by CMT on March 1, 2022 this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, a site visit on April 20, 2022 by CMT and the aerial map of the project area (Appendix B, page B-2), this project is located where there is a public water system. The public water system will be affected. Due to the the installation of a new storm sewer trunk line along Washington Street, the existing watermain may need to be replaced. Project team coordination with the Town of Morgantown is ongoing regarding watermain conflicts. Early coordination letters were sent to the Morgantown Department of Public Works and to the Morgantown Water Utility on March 16, 2022 and February 1, 2023, respectively. No responses were received.

### **Floodplains**

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

### Presence

X
X

### Impacts

Yes
X
X

If applicable, indicate the Floodplain Level?

Level 1

Level 2

Level 3

Level 4

Level 5

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

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsp.php/fdms/>) by CMT on March 14, 2022, and the RFI report (Appendix E, pages E-3), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, pages F-37 to F-38). An early coordination letter was sent on March 16, 2022, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. This project qualifies as a Category 3 per the current INDOT CE Manual, which states: The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

### **Farmland**

Agricultural Lands  
 Prime Farmland (per NRCS)

### Presence

X

### Impacts

Yes
X

Total Points (from Section VII of CPA-106/AD-1006\*) \_\_\_\_\_

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

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

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

Based on a desktop review, a site visit on June 21, 2022 by CMT, the aerial map of the project area (Appendix B, page B-2), there is farmland as defined by the Farmland Protection Policy Act (FPPA) adjacent to the project area. The project will not convert any farmland due to the fact that no right of way will be acquired from farmland and no work will occur within farmland. An early coordination letter was sent on March 29, 2022, to the NRCS. NRCS responded on March 30, 2022 and stated that the project will not cause a conversion of prime farmland (Appendix C, page C-14). No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

## SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
	Category B, Type B-1	December 14, 2022	

### Full 106 Effect Finding

No Historic Properties Affected  No Adverse Effect  Adverse Effect

### Eligible and/or Listed Resources Present

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

### Documentation Prepared (mark all that apply)

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

	ESD Approval Date(s)	SHPO Approval Date(s)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Memorandum of Agreement (MOA)

### MOA Signature Dates (List all signatories)

--	--

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

On December 14, 2022 the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type B-1 under the Minor Projects Programmatic Agreement (MPPA), (Appendix D, page D-1). The MPPA Category B, Type B-1 covers the replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking. The project occurs entirely within previously disturbed soils; therefore, no archeology survey was required. In order to qualify for MPPA Category B, Type B-1 the following firm commitments are included in the Environmental Commitments section of this document:

- Modern aesthetic features of the Morgantown Historic District; NR-1863 including brick pavers, decorative lamp posts, planters, trash receptacles, and shrubs, will be avoided, removed and reset, or replaced in-kind as part of the project unless representatives of Morgantown and/or the Morgantown Historic District indicate otherwise.
- The clock near the curb ramps in the NE corner of Marion Street and Washington Street in front of IHSSI #109-430-66001

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

(180 W. Washington St.; "contributing") will be avoided or removed and reset as part of the project.

- The flagpole and Morgantown School bell with a brick base in front of IHSSI #109-430-66006 (120 W. Washington St.; "contributing") will be avoided or removed and reset as part of the project.
- The ginkgo tree and the brick paved walkway with a step leading from the back of the existing sidewalk up to IHSSI #109-430-66007 (80 W. Washington St.; "contributing") will be avoided by the project. A note stating "Do Not Disturb" will be added to the plan sheets.

The RFI indicated the presence of a cemetery, the East Hill Cemetery, within 100 feet of the project. The RFI indicated that a Cemetery Development Plan may be required; however, since the completion of the RFI, the construction limits have been developed and the project is no longer within 100 feet of the cemetery. Therefore, no Cemetery Development Plan will be required. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, page E-2), there are three potential 4(f) resources located within the 0.5-mile search radius. According to additional research and by the site visit on April 20, 2022 by CMT, there is one 4(f) resource located adjacent to the project area. The resource, Morgantown Public Park, is a 3 acre public use park located adjacent to the western project terminus. Morgantown Public Park has outdoor recreation areas open to the public, including a baseball field, playground, and restrooms. Work in the area of the park will only consist of HMA overlay. All work near the park will occur within existing ROW. Access to the property will be maintained during construction. The project will not use this resource by taking permanent ROW and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f)

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

use is expected.

An early coordination letter was sent to Morgantown Town Council on March 16, 2022. No response was received in the 30-day timeframe.

## Section 6(f) Involvement

### Presence

Yes  No

## Section 6(f) Property

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of four properties in Morgan County (Appendix I, page I-1 to I-2). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

## SECTION F – Air Quality

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

Is the project in the most current STIP/TIP?

Yes

No

Is the project located in an MPO Area?

Yes

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

Yes

If Yes, then:

Yes

Is the project in the most current MPO TIP?

Yes

Is the project exempt from conformity?

Yes

If No, then:

Yes

Is the project in the Transportation Plan (TP)?

Yes

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

Location in STIP:

Page 135 of FY 2024-2028 STIP

Name of MPO (if applicable):

N/A

Location in TIP (if applicable):

N/A

Level of MSAT Analysis required?

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

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

This project is included in the Fiscal Year (FY) 2024-2028 (Statewide Transportation Improvement Program (STIP) (Appendix H, page H-1). This project is located in Morgan County, which is currently a maintenance area for ozone, under the 1997 Ozone 8-hour standard and sulfur dioxide according to US Environmental Protection Agency (EPA) Nonattainment Areas for Criteria Pollutants Green Book (<https://www.epa.gov/green-book>) . This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

## Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

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

### SECTION G - NOISE

#### Noise

Yes      No

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

Date Noise Analysis was approved/technically sufficient by INDOT ESD: N/A

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

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

### SECTION H – COMMUNITY IMPACTS

#### Regional, Community & Neighborhood Factors

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

Yes	No
X	
	X
	X
	X
	X
	X

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

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

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

Does the community have an approved transition plan?

If No, are steps being made to advance the community's transition plan?

Does the project comply with the transition plan? (explain in the discussion below)

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

Land use in the area of the project consists primarily of residential and commercial land uses. No changes in land use and no displacements or changes in access to businesses are anticipated as a result of the project. The existing tax base, property value, and economic development potential are not expected to be affected by the project.

The town of Morgantown, Indiana does not have an ADA Transition Plan. However, the proposed project involves improvements to curb ramps to meet ADA compliance throughout the project area. Existing sidewalks along SR 135 and SR 252 do not currently have ADA-compliant curb ramps. The project will include improvements to curb ramps and sidewalks to meet ADA compliance.

The July 2019 Morgan County Comprehensive Plan (available at <https://morgancounty.in.gov/department/index.php?structureid=12>) identifies the need for quality transportation infrastructure and connectivity in the County's communities. It also mentions the need for quality stormwater handling within the communities. The plan also discussed connectivity and community development with an emphasis on the need for ADA Accessibility. Although the project is not specifically mentioned in the plan, it conforms to the plan as the purpose of the project is to improve pavement conditions and drainage and improve sidewalk conditions to provide proper ADA compliance and curb heights, promote effective roadside drainage, correct headwall failure and erosion, and provide ADA-compliant curb ramps throughout the project corridor.

The July 2019 Morgan County Thoroughfare Plan (available at <https://morgancounty.in.gov/department/index.php?structureid=12>) identifies the need for transportation upgrades within the county. While the plan doesn't specifically mention needs for SR 135 near the project area, the plan does identify the need to improve roadways within the county to provide connectivity to nearby communities and service the growing population of the county. Therefore, the project conforms to the plan as the purpose of the

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

project is to improve pavement conditions to improve pavement conditions and drainage and improve sidewalk conditions to provide proper ADA compliance and curb heights, promote effective roadside drainage, correct headwall failure and erosion, and provide ADA-compliant curb ramps throughout the project corridor.

The project will not require closure of SR 135 or SR 252. Closure of on street parking and temporary closure and detours of cross streets is anticipated. Refer to the MOT section of this document and plan sheets (Appendix B, pages B-51 to B-52) for details. The closures/detours will pose a temporary inconvenience to travelling motorist (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion.

This project will result in a positive impact on community cohesion by maintaining travel along SR 135, which is an important travel route between communities in the area. Construction activities will not impact community events. According to various event websites, many annual events, including the Indiana Cajun Crawfish Festival in May, and the Bluegrass Festival in June, occur at Bill Monroe's Music Park & Campground, approximately 7 miles south from the project. The Colonel Vawter Day Festival occurs downtown in September. Other various community events occur in the surrounding area throughout the year. Any impacts to these events will likely be temporary minor traffic delays during the construction period. No impacts to community events are expected after construction is completed.

## Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, page E-2), there are twelve public facilities including four religious facilities, three cemeteries, one recreational facility, one pipeline, one railroad, and two trails located within the 0.5 mile of the project. There are five public facilities within or adjacent to the project area. That number was confirmed by the site visit on April 20, 2022 by CMT. The project does not include closure of any roadways that would impact access to any of these facilities. Coordination has occurred between all public facilities within or adjacent to the project area.

Two churches, Morgantown United Methodist and New Beginnings Community Church, are located adjacent to the project area. One park, Morgantown Town Park ] is located adjacent to the project area. The churches and park each have private parking lots and therefore are not expected to be dependent on on-street parking. All work near these properties is within existing ROW and access to all properties will be maintained during construction. A cemetery, East Hill Cemetery, is located immediately east of the project area. The only work occurring near the cemetery is an HMA overlay. Therefore, no impacts are expected. An active railroad crosses SR 135 within the project area. The District Railroad Coordinator attended the field check on June 13, 2022 and initiated coordination with INDOT Utilities and Railroads at that time.

The Superintendent of Nineveh-Hensley-Jackson United School Corporation responded to the ECL on March 17, 2022 and included information on bus traffic through the project area and concern regarding bus stops in Morgantown (Appendix C, page C-17). On March 18, 2022, CMT responded to the Superintendent encouraging the school district to attend the upcoming public stakeholder meetings (Appendix C, page C-16). A public information meeting is planned to occur in Summer 2023. The school district will be invited to the meeting.

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

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

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

*Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on*

# Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

*EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.*

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

## Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?

Is a BIS or CSRS required?

Yes

X  
 X

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

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

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

## SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

### Documentation

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

Red Flag Investigation (RFI)

X

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

Date RFI concurrence by INDOT SAM (if applicable): June 3, 2022

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

Based on a review of GIS and available public records, the RFI was completed on May 31, 2022 by CMT and INDOT SAM provided their concurrence on June 3, 2022 (Appendix E, pages E-1 to E-14). Twelve hazmat sites are located within 0.5 mile of the project area including four underground storage tanks (UST), three leaking underground storage tanks (LUST), one Brownfield, one institutional controls site, one NPDES facility, and two NPDES pipe locations. Two facilities, one UST and one LUST/Institutional Control, are located within and could affect the project area.

#### **Richard Clark (19 South Marion Street, AID 44726)**

Based on property records, this site is assumed to be adjacent to the project area at the southwest corner of W Washington Street and Marion Street. There is no indication that USTs on this site were removed, and no soil sampling was completed. These tanks were removed in 1990, and according to the notification form contained water. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

#### **Morgantown Service (320 East SR 135, AID 41407)**

This site is located adjacent to the project area to the north of E Washington Street near the eastern terminus of the project and operates as Indian Creek Outdoor Power but is the site of a former petroleum service station. In July 2019, two USTs associated with the former service station were removed, two additional tanks were closed in place, and approximately 1,600 tons of soil removed and disposed of. At the time of closure, several volatile organic compounds (VOCs) and naphthalene were detected in soil above the Remediation Closure Guide (RCG) migration to groundwater screening levels (MTGSLs). Benzene and methyl-tert-butyl ether (MTBE) were detected in groundwater, and monitoring wells were installed. The latest sampling event in December 2019 detected benzene concentrations in one monitoring well above RCG residential closure limits, but below commercial/industrial limits.

## Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

All other samples were below regulatory limits. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

Based on residual contamination resulting from the UST release discussed above, an Environmental Restrictive Covenant (ERC) was recorded on the property on June 5, 2020. The ERC specifically prohibits extraction of groundwater on the site. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC.

Long Run and Indian Creek are located adjacent to the project area and are 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.

Two (2) NPDES pipe locations, IN0020303101 and IN0036820002Z, are operated by the Morgantown Wastewater Treatment Plant (WWTP) and located adjacent to the project area. An early coordination letter was sent to Morgantown Department of Public Works on March 16, 2022. No response was received in the 30-day time frame.

## Part IV – Permits and Commitments

### **PERMITS CHECKLIST**

#### **Permits (mark all that apply)**

#### **Likely Required**

##### **Army Corps of Engineers (404/Section10 Permit)**

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


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

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


##### **IN Department of Natural Resources**

- Construction in a Floodway
- Navigable Waterway Permit
- Other

X

##### **Mitigation Required**

##### **US Coast Guard Section 9 Bridge Permit**

##### **Others (Please discuss in the discussion below)**

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

The project is within the floodplain of Indian Creek. An IDNR Construction in a Floodway (CIF) Permit may be required. Floodplain

## Indiana Department of Transportation

County Morgan

Route State Road 135

Des. No. 2001901

mitigation will not likely be required and will be determined during permitting.

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

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

**Firm:**

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Seymour 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. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
4. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
5. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
7. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (No tree clearing April 1 through September 30.) (USFWS and IDNR-DFW)
8. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
9. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
10. Modern aesthetic features of the Morgantown Historic District; NR-1863 including brick pavers, decorative lamp posts, planters, trash receptacles, and shrubs, will be avoided, removed and reset, or replaced in-kind as part of the project unless representatives of Morgantown and/or the Morgantown Historic District indicate otherwise. (INDOT CRO)
11. The clock near the curb ramps in the NE corner of Marion Street and Washington Street in front of IHSSI #109-430-66001 (180 W. Washington St., "contributing") will be avoided or removed and reset as part of the project. (INDOT CRO)
12. The flagpole and Morgantown School bell with a brick base in front of IHSSI #109-430-66006 (120 W. Washington St.; "contributing") will be avoided or removed and reset as part of the project. (INDOT CRO)
13. The ginkgo tree and the brick paved walkway with a step leading from the back of the existing sidewalk up to IHSSI #109-

## Indiana Department of Transportation

County Morgan Route State Road 135 Des. No. 2001901

430-66007 (80 W. Washington St.; "contributing") will be avoided by the project. A note stating "Do Not Disturb" will be added to the plan sheets. (INDOT CRO)

14. If excavation occurs in the area of the former Morgantown Service (320 East SR 135), it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
15. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned. (INDOT SAM)
16. Based on the Environmental Restrictive Covenant on the former Morgantown Service property located at 320 East SR 135, Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. (INDOT SAM)
17. Long Run and Indian Creek are located adjacent to the project area and are 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. (INDOT SAM)
18. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR-DFW)
19. Wetland A shall be labeled on the plans as "Do Not Disturb" and demarcated in the field prior to construction. (INDOT ESD)
20. The Nineveh-Hensley-Jackson United School Corporation will be invited to the Summer 2023 public information meeting. (Nineveh-Hensley-Jackson United School Corporation)

### For Further Consideration:

21. Restrict below low-water work in streams to placement of culverts, piers, pilings, and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
22. 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. (USFWS)
23. Avoid all work within the inundated part of the stream channel during the fish spawning season (April 1 through June 30); except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
24. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and diversion fencing. (USFWS)

# Appendix Table of Contents

Appendix A: INDOT Supporting Documentation	
CE Level Threshold Chart .....	A-1
Appendix B: Graphics	
Project Location Map .....	B-1
Aerial Map .....	B-2
USGS Topographic Map .....	B-3
Photo Orientation Map .....	B-4
Photographs .....	B-5
Stage 2 Plans .....	B-38
Appendix C: Early Coordination	
Sample Early Coordination Letter .....	C-1
Early Coordination Letter Recipient List .....	C-3
Early Coordination Letter Responses	
Indiana Department of Natural Resources (IDNR) - Division of Fish and Wildlife (DFW) .....	C-6
USFWS Email Response .....	C-8
Indiana Geological and Water Survey (IGWS) .....	C-11
Natural Resource Conservation Service (NRCS) .....	C-14
IDNR Orphan Well Manager .....	C-15
Nineveh-Hensley-Jackson United School Corporation .....	C-16
IDMEM Office of Water Quality .....	C-18
USFWS IPaC Official Species List .....	C-19
USFWS Concurrence Verification Letter for the Indiana Bat and Northern Long-eared Bat .....	C-33
Structure Bird/Bat Assessment Table .....	C-46
Seymour District Indiana Bat and Northern Long-eared Bat MA-NLAA Concurrence Email .....	C-48
Seymour District USFWS Bat Database Check Email .....	C-49
Appendix D: Section 106 of the NHPA	
Minor Projects Programmatic Agreement (MPPA) Category B Documentation .....	D-1
Appendix E: Red Flag and Hazardous Materials	
Red Flag Investigation (RFI) .....	E-1
Appendix F: Water Resources	
Waters of the U.S. Report (applicable pages) .....	F-1
INDOT Ecology and Waterway Permitting Office Approval Email .....	F-36
IDNR Floodplain Maps .....	F-37
Appendix G: Public Involvement	
Notice of Entry Letter .....	G-1
Appendix H: Air Quality	
Indiana STIP FY 2022-2026 (applicable page) .....	H-1
Appendix I: Additional Studies/Reports	
Section 6(f) LWCF Grants in Morgan County .....	I-1
Engineering Assessment .....	I-3
Memorandum of Pavement Design (applicable pages) .....	I-19

# SR 135 Pavement Rehabilitation (Des No. 2001901)

## APPENDIX A: INDOT SUPPORTING DOCUMENTATION



## Categorical Exclusion Level Thresholds

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

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

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

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

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

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

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

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

<sup>8</sup> Potential for causing a disproportionately high and adverse impact.

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

<sup>10</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\* Includes the threatened/endangered species critical habitat

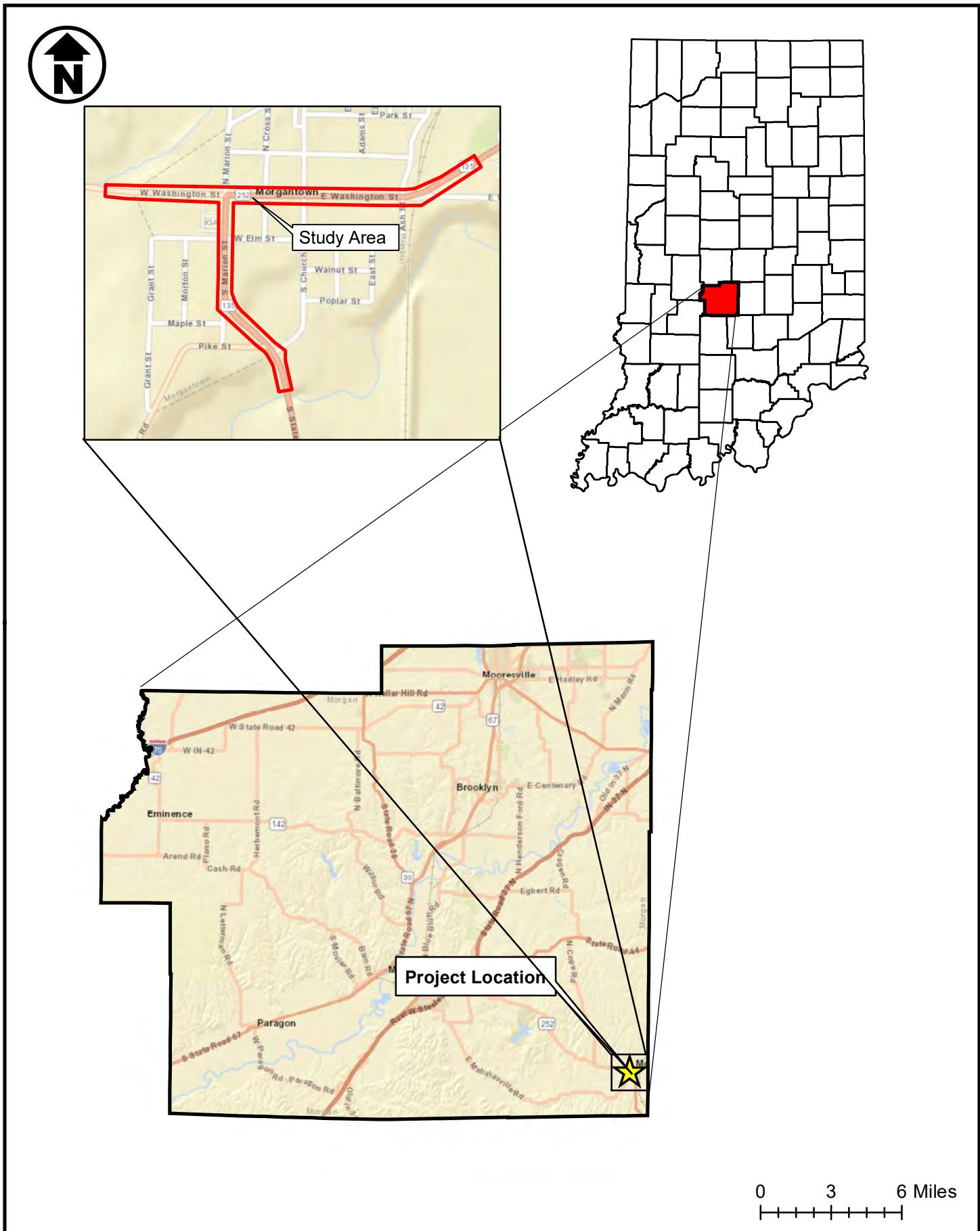
Note: Substantial public or agency controversy may require a higher-level NEPA document.

**\*Based on the 0.49 acre of total right-of-way required for the project, the requirements of a CE-2 have been followed in the instance that additional right-of-way is deemed necessary,**

# SR 135 Pavement Rehabilitation (Des No. 2001901)

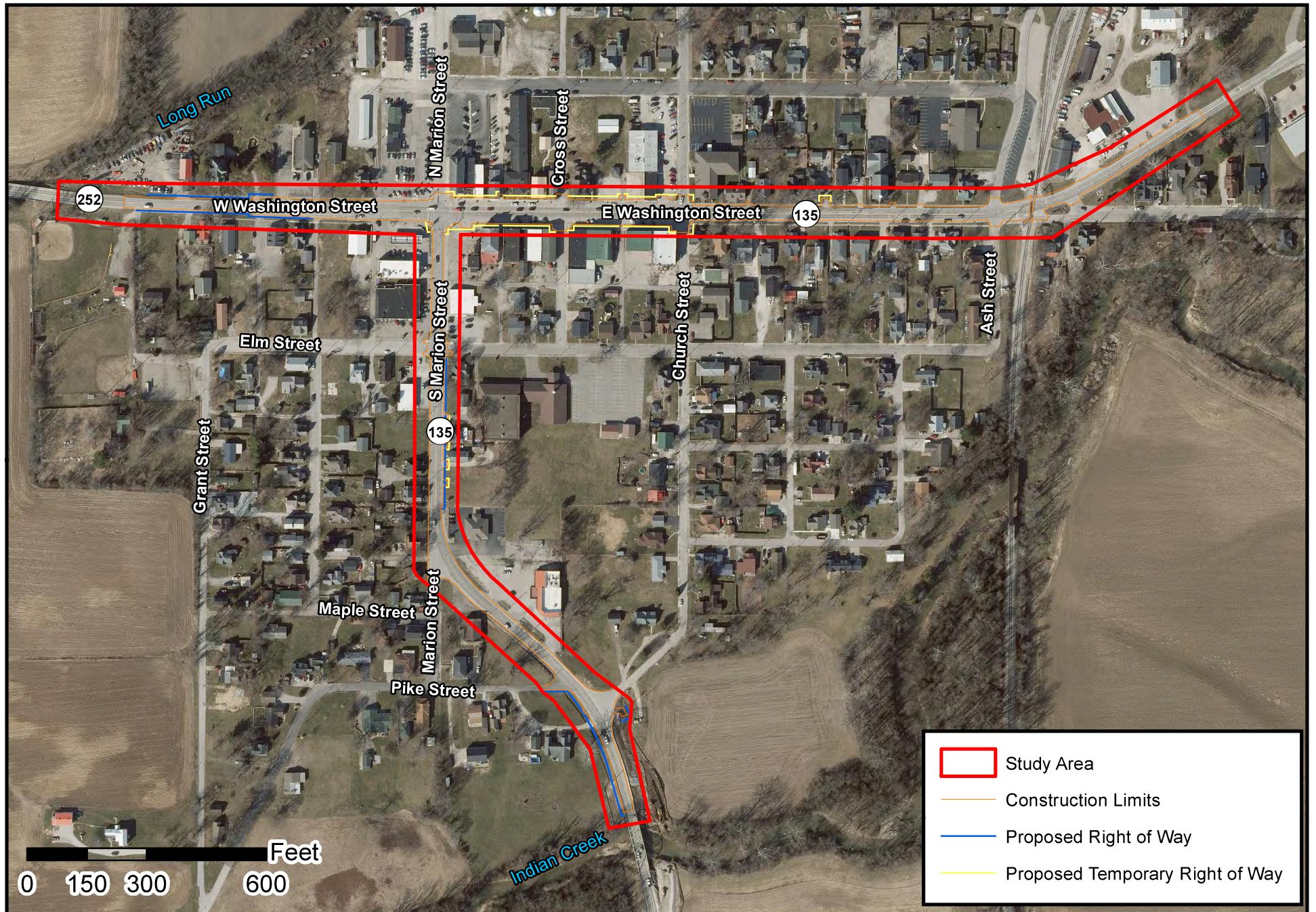
## APPENDIX B: GRAPHICS AND PLANS





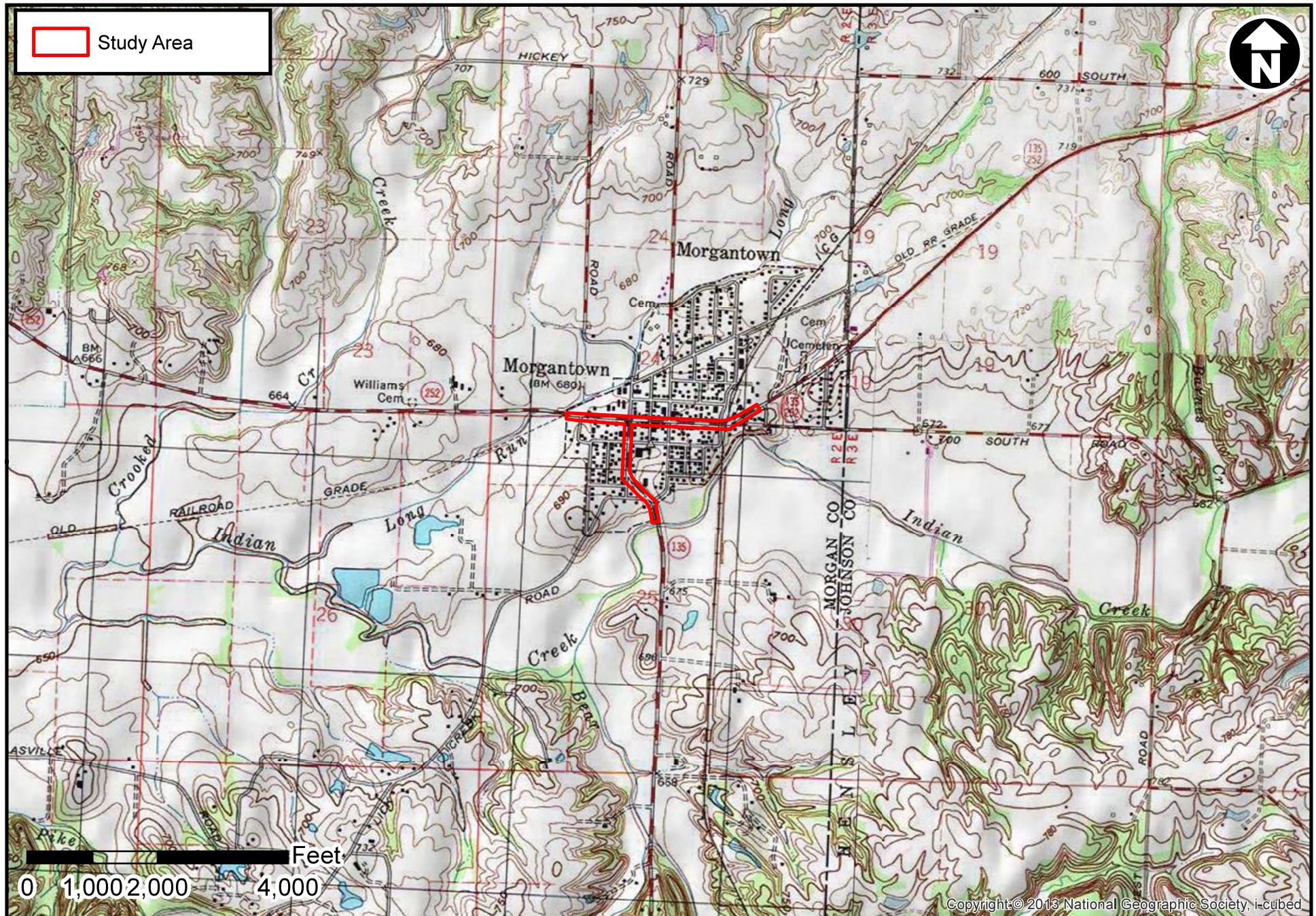
**SR 135 Pavement Rehabilitation (Des No 2001901)  
Location Map - Morgan County, IN**

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NCDC, © OpenStreetMap contributors, and the GIS User Community



SR 135 Pavement Rehabilitation (Des No 2001901)- Morgantown, IN

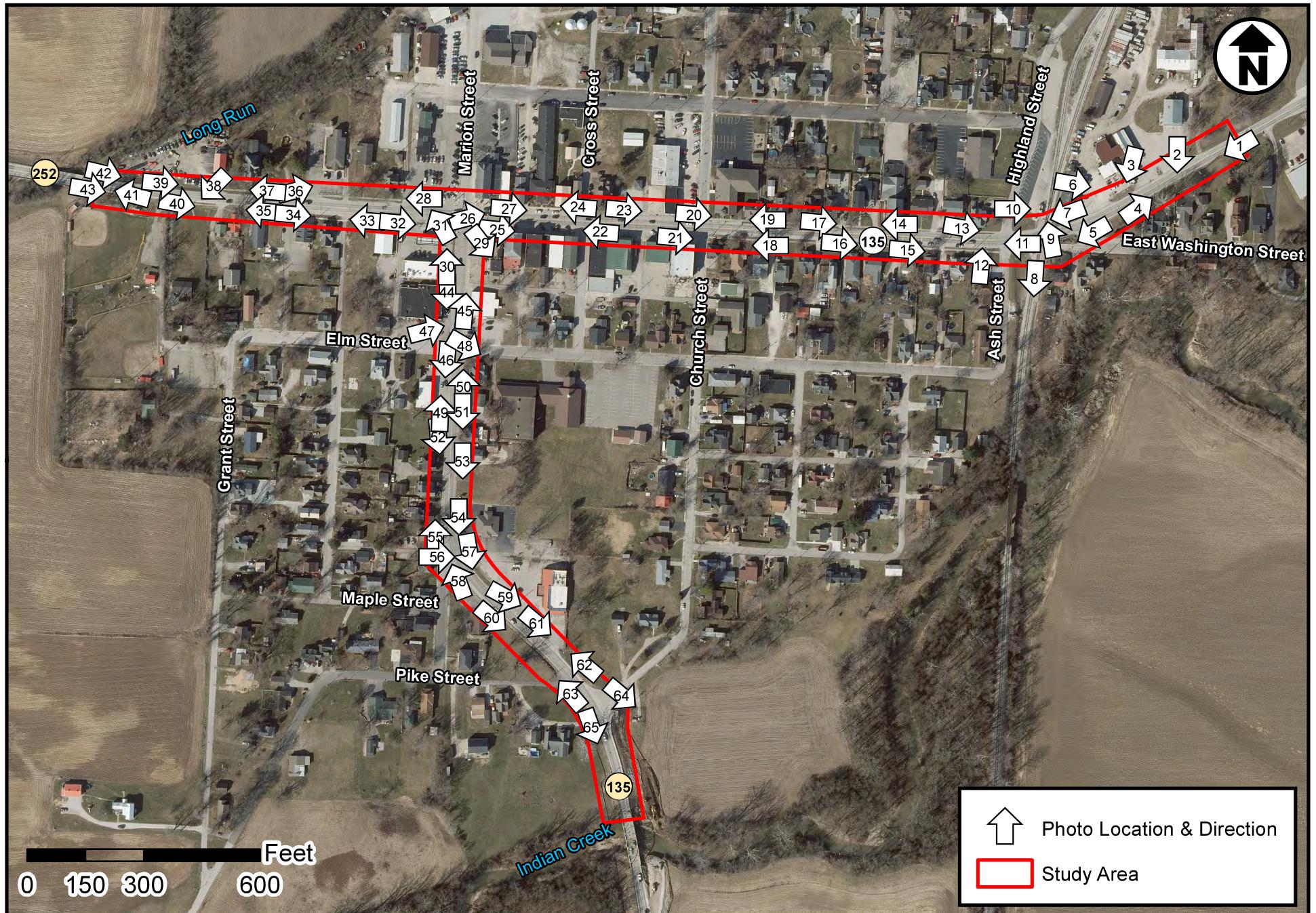
## Aerial Map- Construction Limits



SR 135 Pavement Rehabilitation (Des No 2001901)- Morgantown, IN

**USGS Topographic Map- Morgantown, IN Quadrangle**

**CMT**  
Crawford, Murphy & Tilly



**SR 135 Pavement Rehabilitation (Des No 2001901)- Morgantown, IN**  
**Overall Photo Key A**



1. View Southwest along SR 135. 4/20/2022



2. View South along SR 135. 4/20/2022



3. View Southwest along SR 135. 4/20/2022



4. View Northeast along SR 135. 4/20/2022



5. View Southwest along SR 135 toward Washington Street.  
4/20/2022



6. View East along SR 135. 4/20/2022



7. View West along SR 135 toward Washington Street.  
4/20/2022



8. View South towards railway from SR 135. 4/20/2022



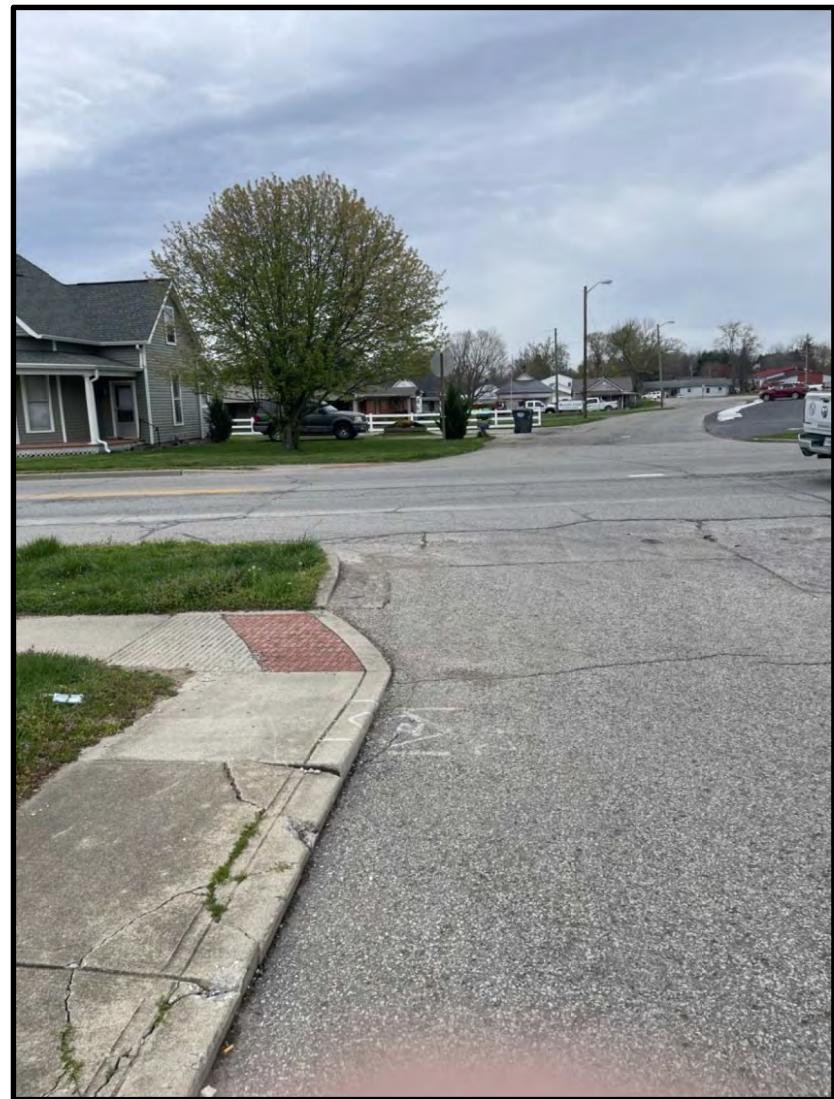
9. View North towards railway from SR 135. 4/20/2022



10. View East along SR 135. 4/20/2022



11. View West along Washington Street. 4/20/2022



12. View North along Ash Street toward Highland Street.  
4/20/2022



13. View East along Washington Street. 4/20/2022



14. View West along Washington Street facing Chapel.  
4/20/2022



15. View East along Washington Street. 4/20/2022



16. View East along Washington Street. 4/20/2022



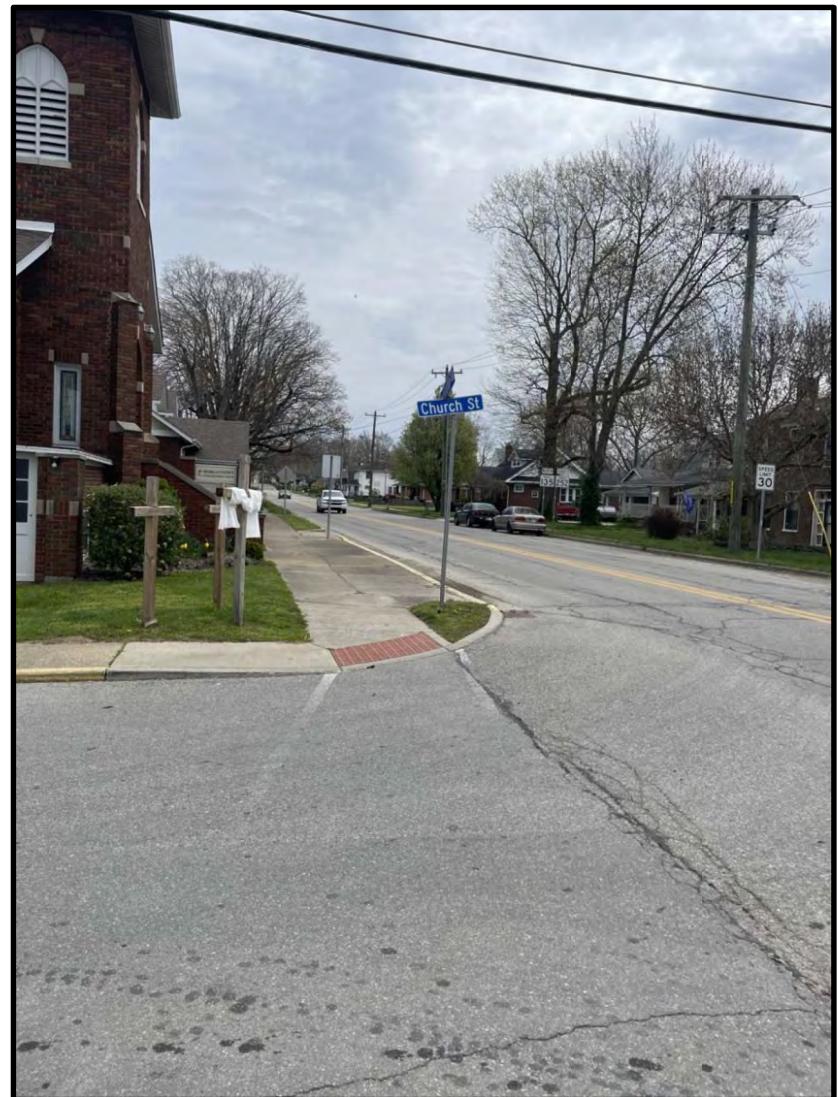
17. View East along Washington Street. 4/20/2022



18. View West along Washington Street. 4/20/2022



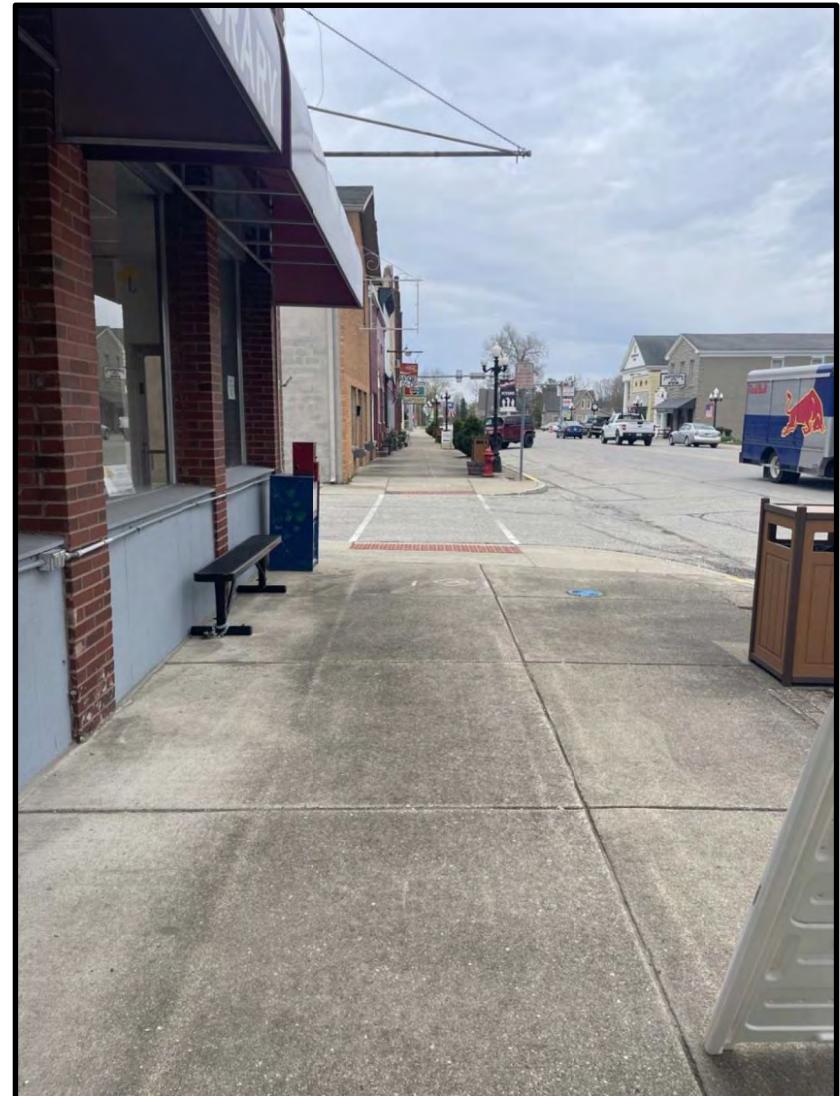
19. View West along Washington Street. 4/20/2022



20. View East along Washington Street facing Church Street intersection. 4/20/2022



21. View East along Washington Street. 4/20/2022



22. View West along Washington Street. 4/20/2022



23. View East along Washington Street. 4/20/2022



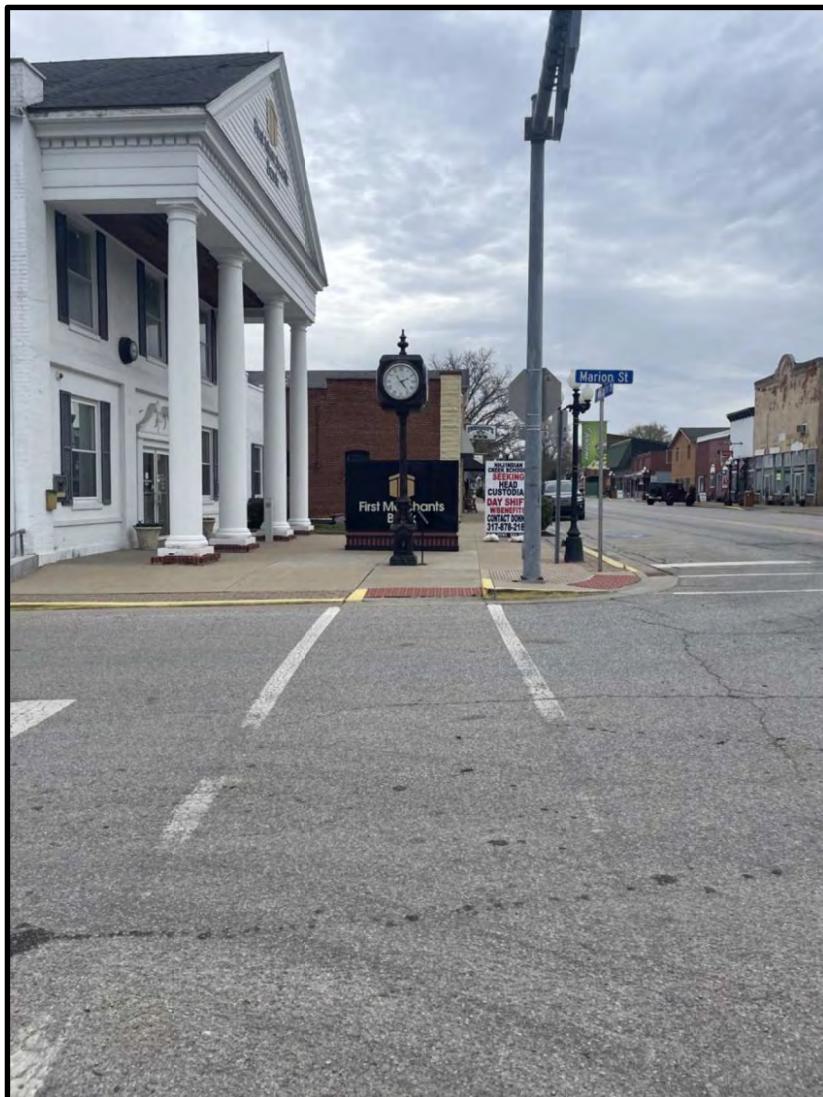
24. View West along Washington Street facing Cross Street intersection. 4/20/2022



25. View East along Washington Street. 4/20/2022



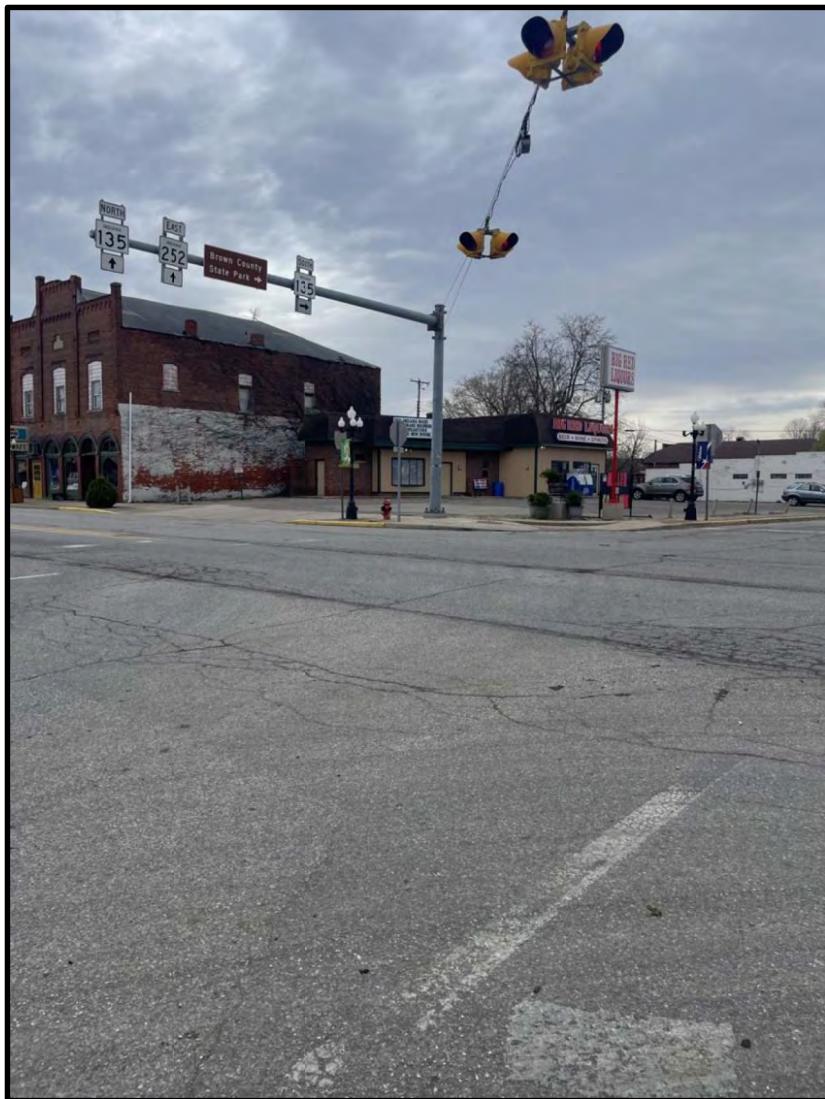
26. View Northeast along Washington Street. 4/20/2022



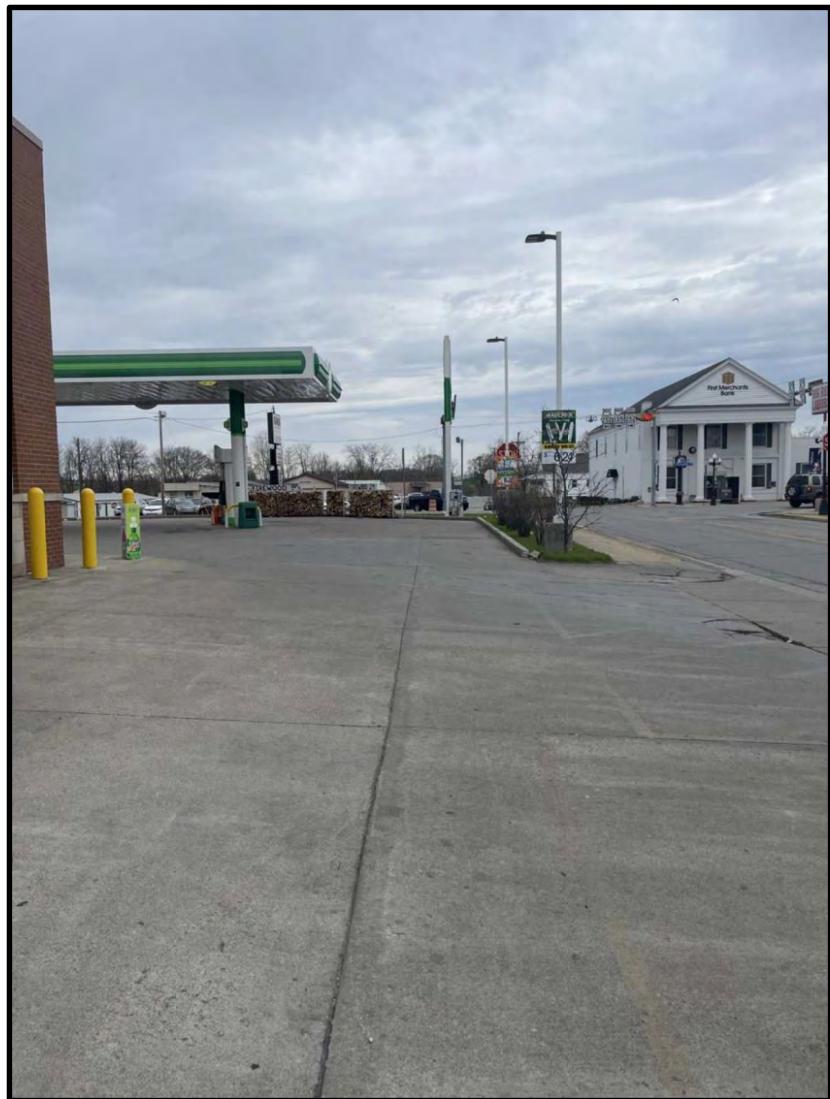
27. View East along Washington Street facing Marion Street intersection. 4/20/2022



28. View West along Washington Street. 4/20/2022



29. View Southeast along Washington Street. 4/20/2022



30. View North along Marion Street. 4/20/2022



31. View Northwest at Washington Street and Marion Street intersection. 4/20/2022



32. View East along Washington Street. 4/20/2022



33. View West along Washington Street. 4/20/2022



34. View East along Washington Street. 4/20/2022



35. View West along Washington Street. 4/20/2022



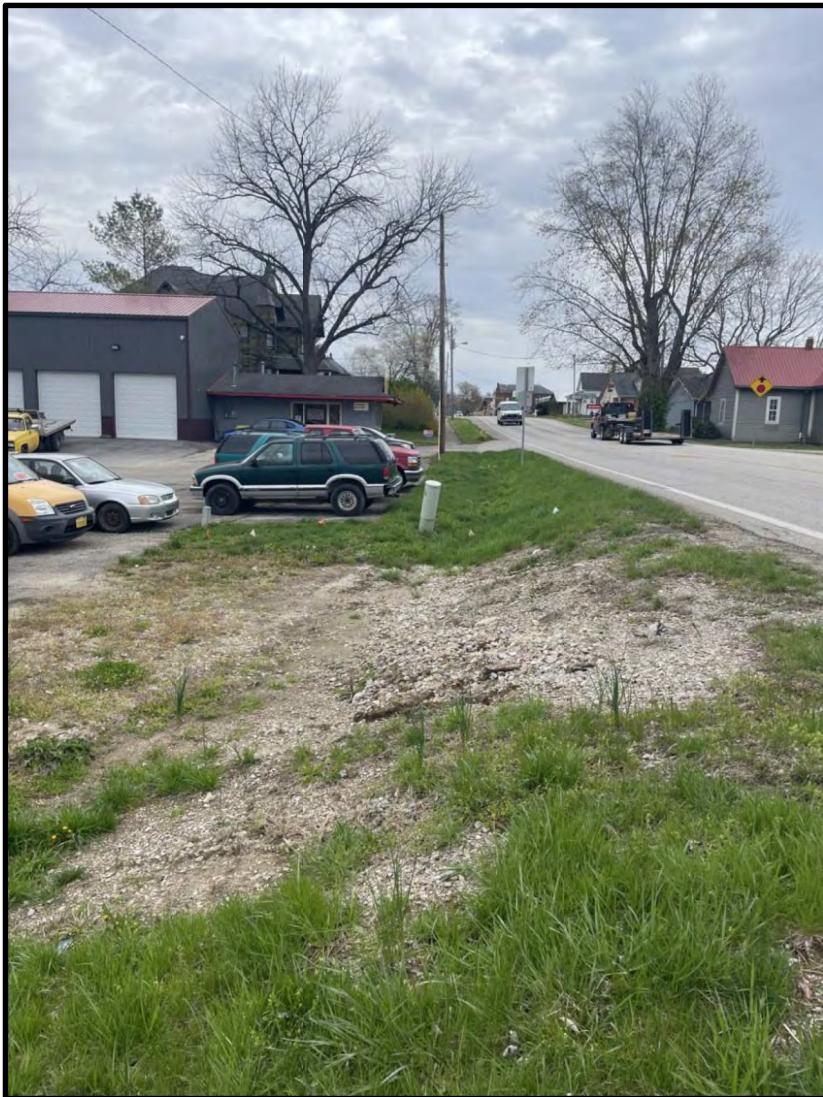
36. View Northeast along Washington Street. 4/20/2022



37. View West along Washington Street. 4/20/2022



38. View Southwest along Washington Street. 4/20/2022



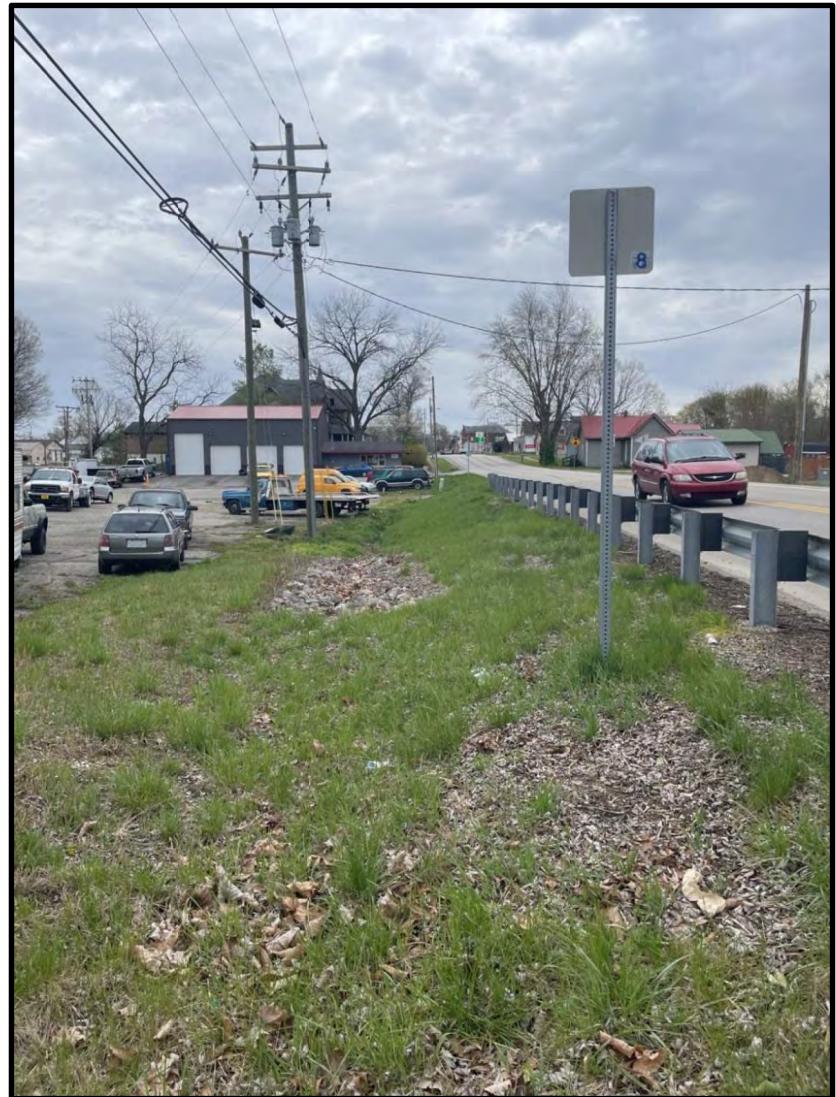
39. View East along Washington Street. 4/20/2022



40. View East along Washington Street. 4/20/2022



41. View West along Washington Street. 4/20/2022



42. View East along Washington Street. 4/20/2022



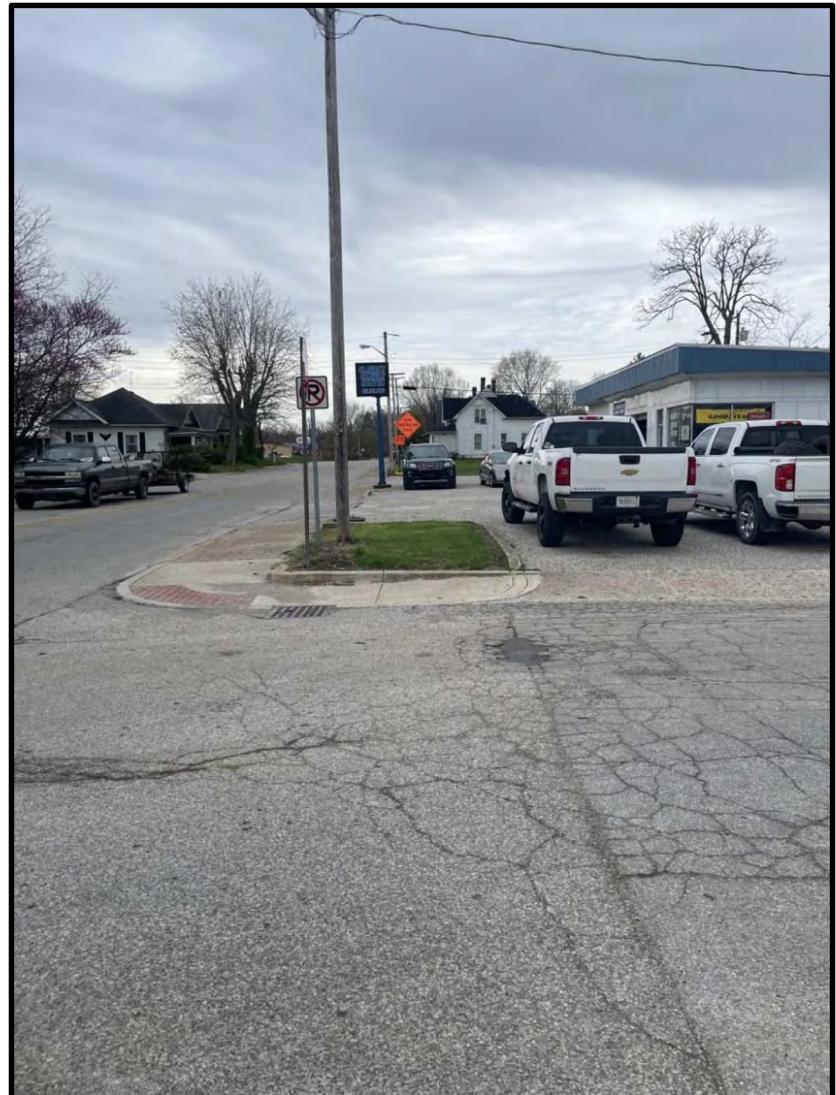
43. View East along Washington Street. 4/20/2022



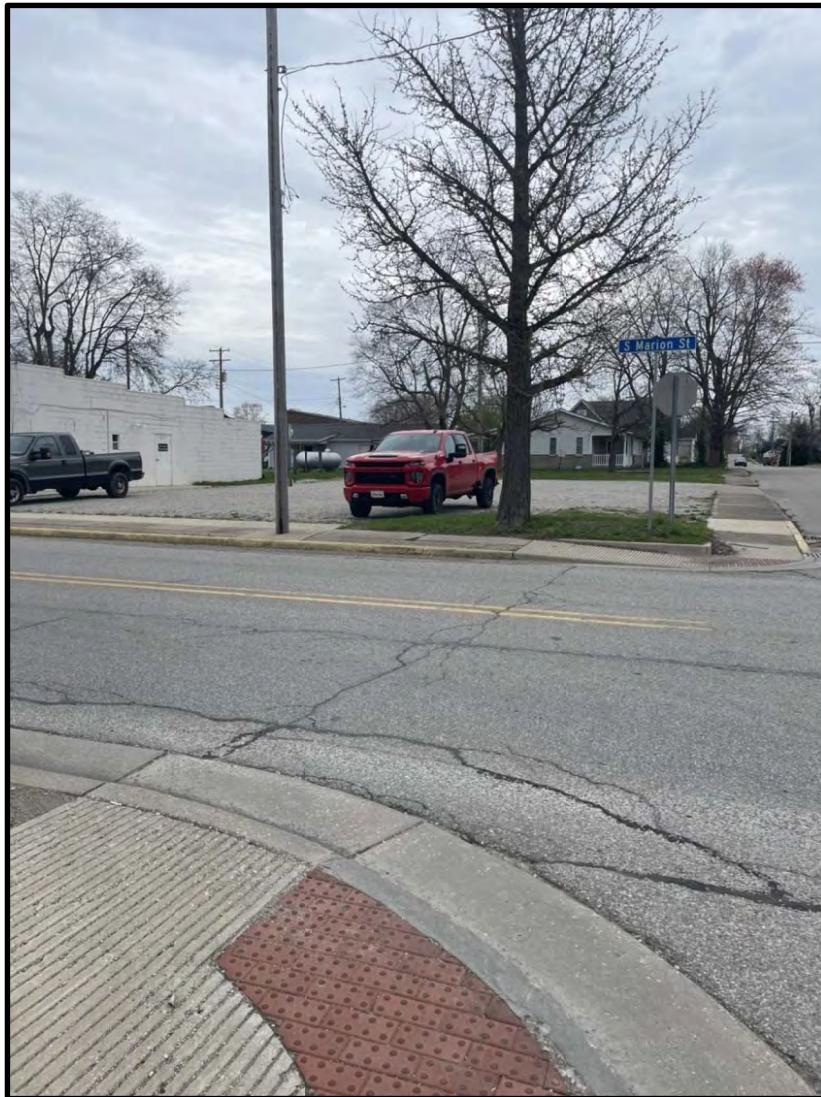
44. View South along Marion Street. 4/20/2022



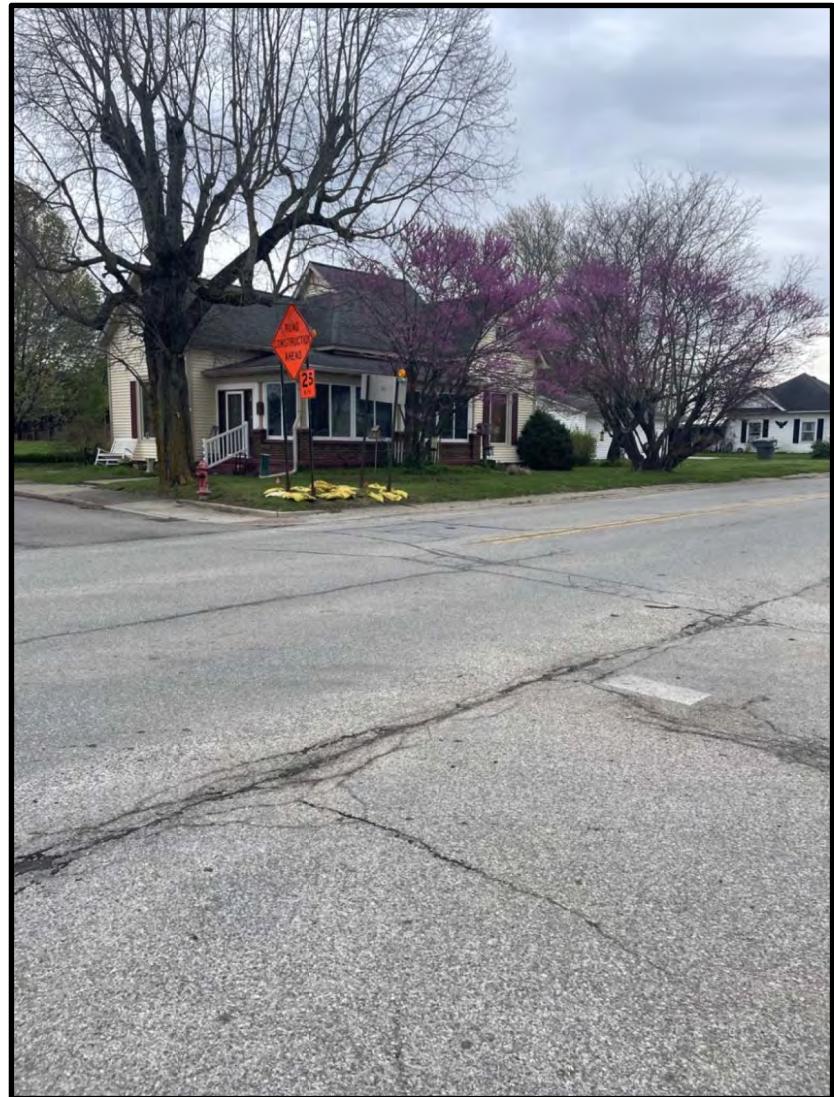
45. View North along Marion Street. 4/20/2022



46. View South along Marion Street. 4/20/2022



47. View Northeast across Marion Street at intersection of Elm Street. 4/20/2022



48. View Southeast along Marion Street at intersection of Elm Street. 4/20/2022



49. View North along Marion Street. 4/20/2022



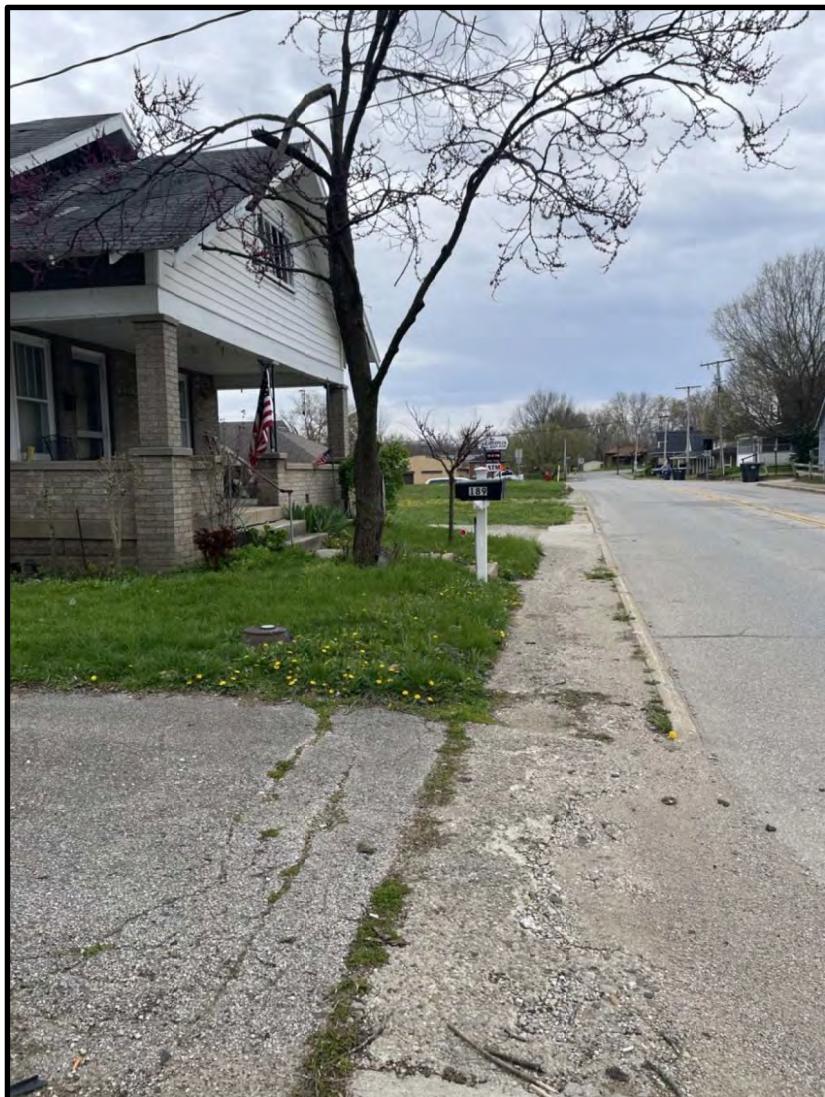
50. View North along Marion Street. 4/20/2022



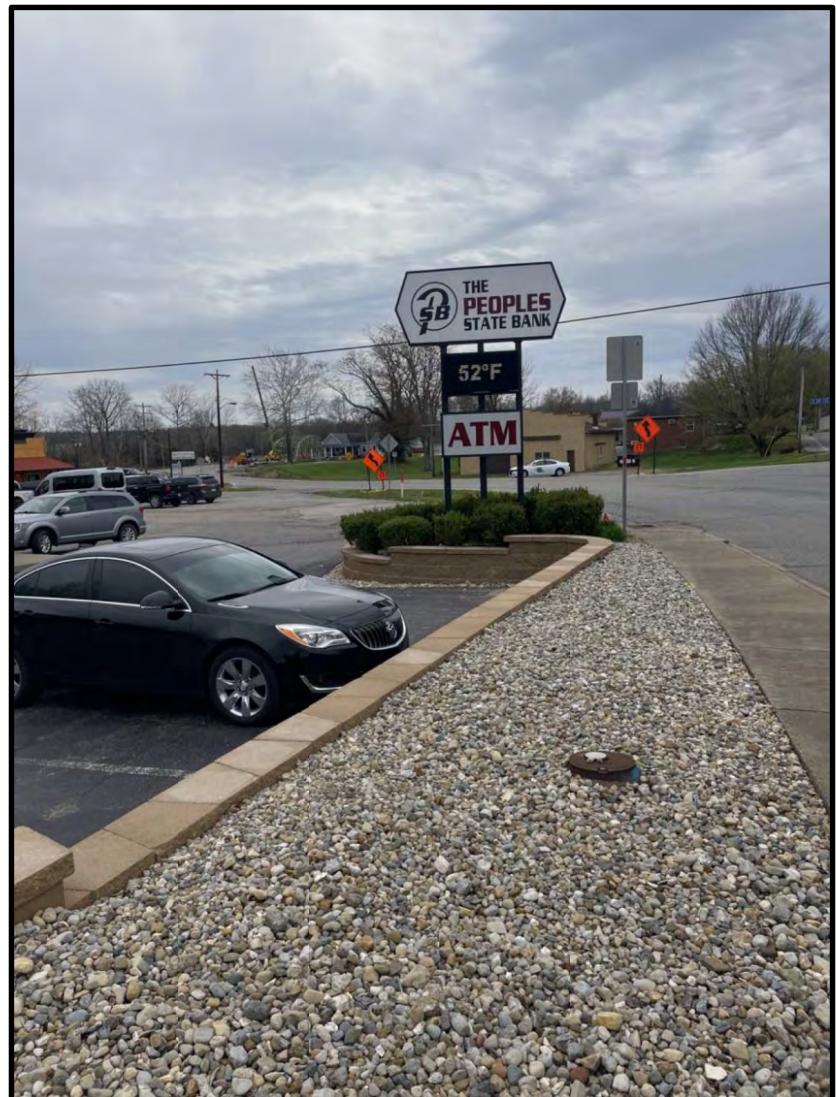
51. View South along Marion Street. 4/20/2022



52. View South along Marion Street. 4/20/2022



53. View South along Marion Street. 4/20/2022



54. View South along Marion Street. 4/20/2022



55. View North along Marion Street. 4/20/2022



56. View East across Marion Street and SR 135. 4/20/2022



57. View Southeast along Marion Street towards SR 135.  
4/20/2022



58. View North along SR 135 toward Marion Street. 4/20/2022



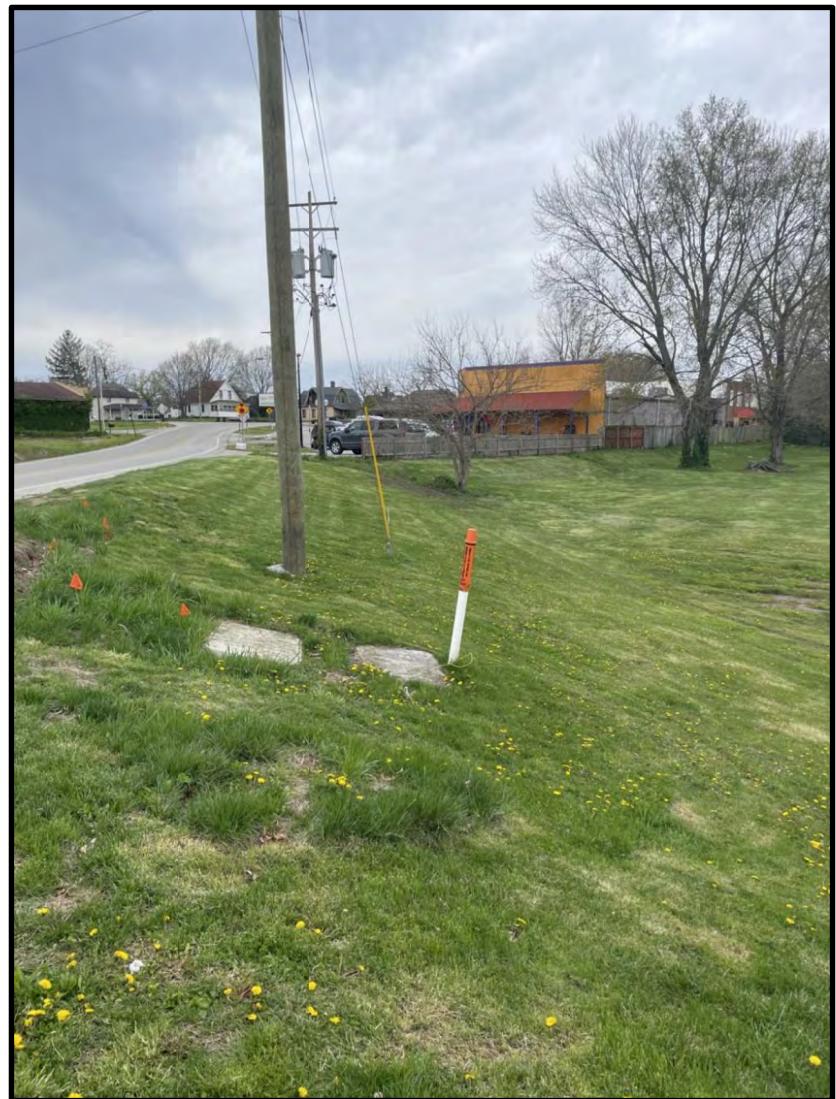
59. View Southeast along SR 135. 4/20/2022



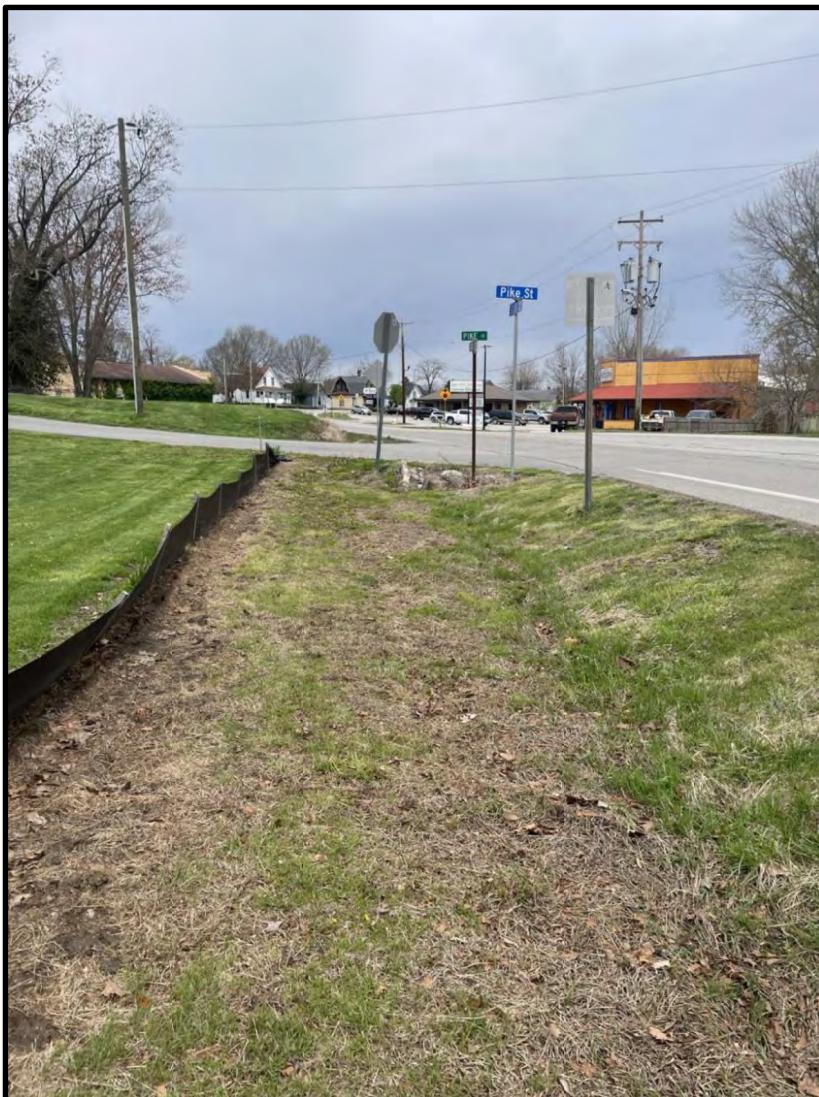
60. View Southeast along SR 135. 4/20/2022



61. View Southeast along SR 135. 4/20/2022



62. View Northwest along SR 135. 4/20/2022



63. View Northwest along SR 135. 4/20/2022



64. View Southeast along SR 135. 4/20/2022



65. View Southeast along SR 135 toward existing bridge over Indiana Creek located outside study area 4/20/2022

PROJECT 2001901	DESIGNATION 2001901
CONTRACT R#13333	

# INDIANA DEPARTMENT OF TRANSPORTATION



## ROAD PLANS

ROUTE: SR 135 FROM: RP 111+0.972 TO: RP 112+0.795

PROJECT NO.

2001901 P.E.

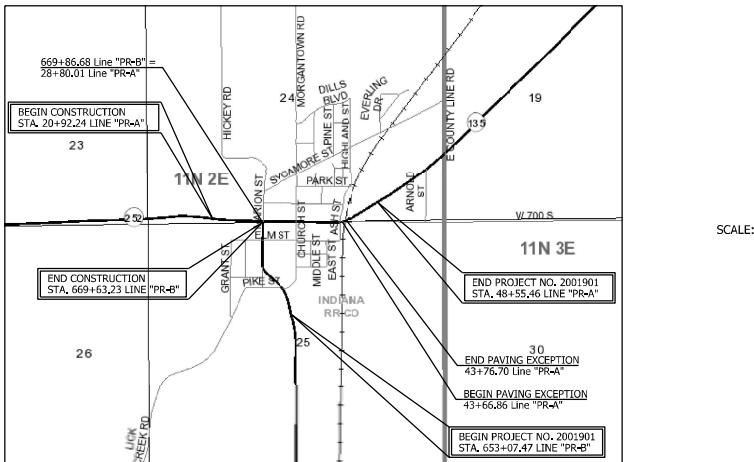
2001901 R/W

2001901 CONST.

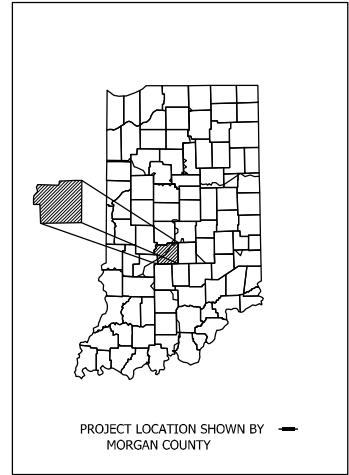
### Pavement Rehabilitation on SR 135

Located 0.32 Miles South of the W Jct with SR 252 to 0.37 Miles North of the W JCT with SR 252  
Sections 25 & 26, T-11-N, R-2-E, Jackson Township, Morgan County, Indiana

PRELIMINARY FIELD CHECK PLANS  
JUNE 13, 2022



TRAFFIC DATA		Line "PR-B" SR 135/Marion St	Line "PR-A" SR 135/SR 252/Washington St
AADT	(2025)	6,960 V.P.D.	6,568 V.P.D.
AADT+	(2045)	7,690 V.P.D.	7,238 V.P.D.
DAV	(2045)	769 V.P.H.	726 V.P.H.
DIRECTIONAL DISTRIBUTION		50 %	50 %
TRUCKS		4 % AADT,	4 % AADT,
		4 % DAV,	4 % DAV,
DESIGN DATA		Line "PR-B" SR 135/Marion St	Line "PR-A" SR 135/SR 252/Washington St
DESIGN SPEED		30 MPH	30 MPH
PROJECT DESIGN CRITERIA		3R (Non-Freeway)	3R (Non-Freeway)
TERMINAL CLASSIFICATION		Minor Interchange	Minor Interchange
RURAL/URBAN		Urban	Urban
TERAIN		Level	Level
ACCESS CONTROL		None	None



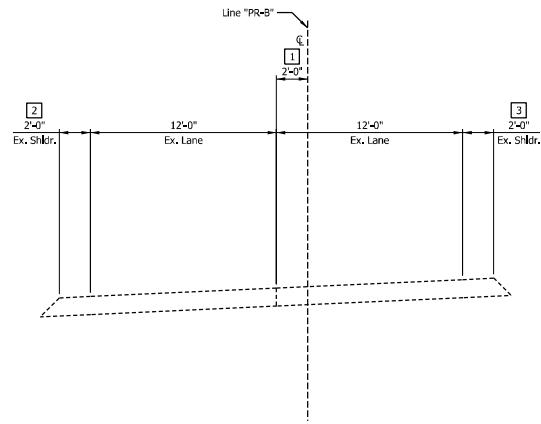
LATITUDE: 39°22'16" LONGITUDE: 86°15'47"

GROSS LENGTH: 0.692 MI.  
NET LENGTH: 0.690 MI.  
MAX. GRADE: 4.08 %

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

PLANS  
PREPARED BY: CRAWFORD, MURPHY & TILLY INC. (317) 298-4500  
PHONE NUMBER  
CERTIFIED BY:   
RECOMMENDED FOR LETTING:   
INDIANA DEPARTMENT OF TRANSPORTATION DATE  
1/3/2023

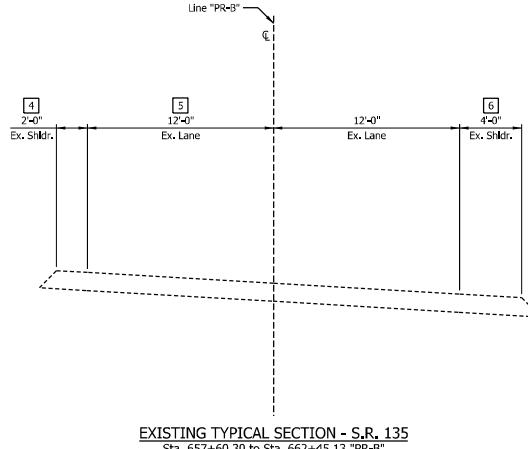
BRIDGE FILE  
N/A  
DESIGNATION  
2001901  
SURVEY  
ELECTRONIC 1 of 119  
CONTRACT PROJECT  
R#13333 2001901



[1] Varies from 0'-0" at Sta. 653+07.54 to 2'-0" at Sta. 653+92.47 "PR-B"  
2'-0" from Sta. 653+92.47 to Sta. 657+10.30 "PR-B"  
Varies from 2'-0" at Sta. 657+10.30 to 0'-0" at Sta. 657+60.30 "PR-B"

[2] 0'-0" from Sta. 653+07.54 to Sta. 653+92.47 "PR-B"  
Varies from 0'-0" at Sta. 653+92.47 to 2'-0" at Sta. 654+92.47 "PR-B"

[3] Varies from 0'-0" at Sta. 653+07.54 to 2'-0" at Sta. 653+92.47 "PR-B"  
Varies from 2'-0" at Sta. 653+92.47 to 0'-0" at Sta. 654+92.47 "PR-B"  
0'-0" from Sta. 654+92.47 to Sta. 656+57.39 "PR-B"  
Varies from 2'-0" at Sta. 657+10.30 to 1'-0" at Sta. 657+35.30 "PR-B"  
Varies from 1'-0" at Sta. 657+35.30 to 4'-0" at Sta. 657+60.30 "PR-B"



[4] Varies from 2'-0" at Sta. 657+60.30 to 1'-0" at Sta. 658+10.30 "PR-B"  
1'-0" from Sta. 658+10.30 to Sta. 659+39.74 "PR-B"  
Varies from 1'-0" at Sta. 659+39.74 to 4'-0" at Sta. 659+42.74 "PR-B"  
Varies from 4'-0" at Sta. 659+42.74 to 2'-0" at Sta. 660+42.33 "PR-B"

[5] Varies from 12'-0" at Sta. 659+92.33 to 14'-0" at Sta. 662+45.13 "PR-B"

[6] Varies from 4'-0" at Sta. 659+47.74 to 6'-0" at Sta. 659+92.33 "PR-B"  
6'-0" from Sta. 659+92.33 to Sta. 660+31.64 "PR-B"  
Varies from 6'-0" at Sta. 660+31.64 to 4'-0" at Sta. 661+16.64 "PR-B"

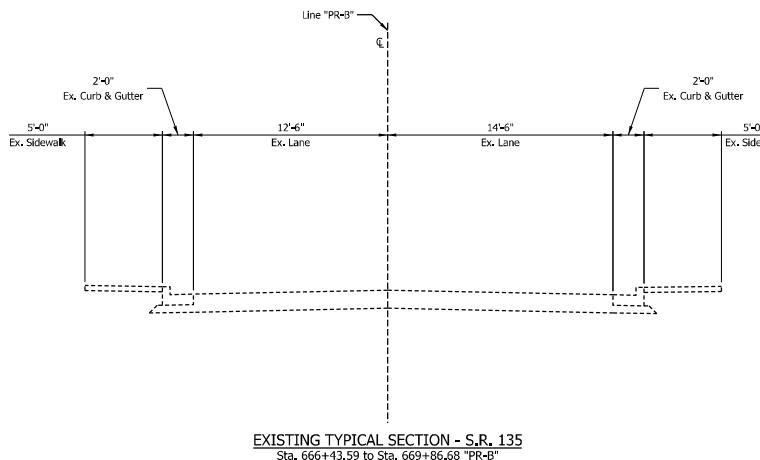
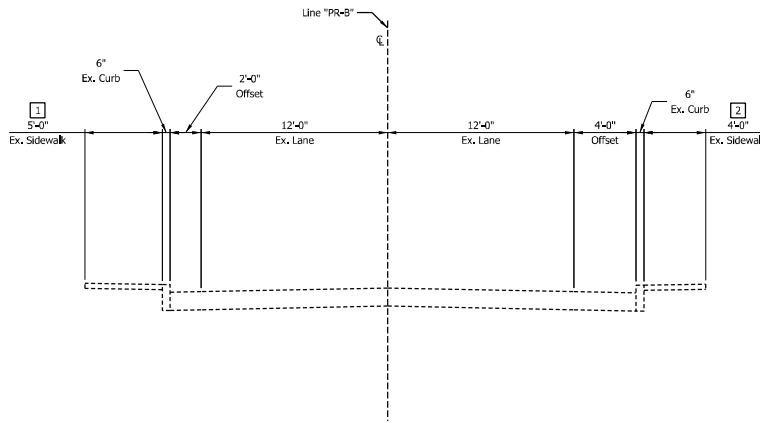
LEGEND:	
(K1)	Full Depth HMA, consisting of: 7" #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on 440 #SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on 6" Compacted Aggregate No. 53 Subgrade Treatment Type III
(K2)	HMA Patching Full Depth, Type C on Subgrade Treatment Type ID
(R1)	Milling, Asphalt, 1.5" 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm
(R2)	Milling, Asphalt, 4.0" 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm
(F)	Sidewalk, Concrete
(O)	Variable Depth Compacted Aggregate No. 53
(C)	Curb and Gutter, Concrete, Modified
(S)	Sodding, Nursery

NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ELM	12/20/2021	DRAWN: ELM
CHECKED: LNB	6/3/2022	CHECKED: LNB

INDIANA  
DEPARTMENT OF TRANSPORTATION  
EXISTING TYPICAL CROSS SECTIONS  
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'	N/A
VERTICAL SCALE	DESIGNATION
1/4" = 1'	2001901
SURVEY	SHETS
3	of 119
CONTRACT	PROJECT
Re13333	2001901



LEGEND:

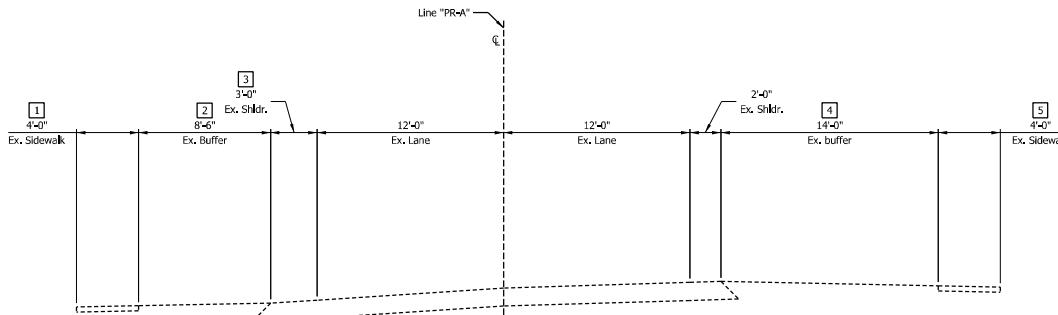
- (K1) Full Depth HMA, consisting of: 7" #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on 440 #SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on 6" Compacted Aggregate No. 53 Subgrade Treatment Type III
- (K2) HMA Patching Full Depth, Type C on Subgrade Treatment Type ID
- (R1) Milling, Asphalt, 1.5" 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on 165 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on 275 #SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on 6" Compacted Aggregate No. 53 Subgrade Treatment Type III
- (R2) Milling, Asphalt, 4.0" 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on 165 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on 275 #SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on 6" Compacted Aggregate No. 53 Subgrade Treatment Type III
- (F) Sidewalk, Concrete
- (O) Variable Depth Compacted Aggregate No. 53
- (C) Curb and Gutter, Concrete, Modified
- (S) Sodding, Nursery

NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ELM	12/20/2021	DRAWN: ELM
CHECKED: LNB	6/3/2022	CHECKED: LNB

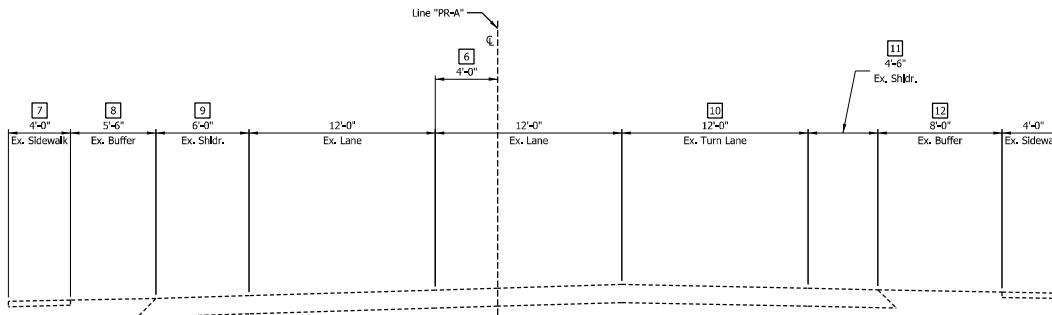
INDIANA  
DEPARTMENT OF TRANSPORTATION  
EXISTING TYPICAL CROSS SECTIONS  
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'	N/A
VERTICAL SCALE	DESIGNATION
1/4" = 1'	2001901
SURVEY	SHEETS
ELECTRONIC	4
CONTRACT	119
Re#13333	PROJECT
	2001901



EXISTING TYPICAL SECTION - S.R. 252/Washington St.  
Sta. 20+92.24 to Sta. 24+07.74 "PR-A"

- [1] Sidewalk begins at Sta. 22+56.43 "PR-A"
- [2] 9'-0" from Sta. 22+56.43 to Sta. 22+73.68 "PR-A"  
6'-0" from Sta. 22+73.68 to Sta. 22+78.93 "PR-A"  
Varies from 6'-0" at Sta. 22+78.93 to 8'-6" at Sta. 24+07.74 "PR-A"
- [3] Shoulder begins at Sta. 22+73.68 "PR-A"
- [4] Varies from 3'-0" at Sta. 21+43.41 to 4'-0" at Sta. 22+05.38 "PR-A"  
4'-0" from Sta. 22+05.38 to Sta. 22+44.74 "PR-A"  
Varies from 4'-0" at Sta. 22+44.74 to 14'-0" at Sta. 22+83.08 "PR-A"
- [5] Sidewalk begins at Sta. 21+43.41 "PR-A"



EXISTING TYPICAL SECTION - S.R. 252/Washington St.  
Sta. 24+07.74 to Sta. 27+13.24 "PR-A"

- [6] 0'-0" from Sta. 24+07.74 to Sta. 25+63.24 "PR-A"  
Varies from 0'-0" at Sta. 25+63.24 to 4'-0" at Sta. 27+13.24 "PR-A"
- [7] 5'-0" from Sta. 25+03.94 to Sta. 27+13.24 "PR-A"
- [8] 6'-6" from Sta. 25+03.94 to Sta. 25+37.07 "PR-A"  
Varies from 6'-6" at Sta. 25+37.07 to 7'-0" at Sta. 25+63.24 "PR-A"  
Varies from 3'-0" at Sta. 25+63.24 to 6'-0" at Sta. 27+13.24 "PR-A"
- [9] Varies from 10'-0" at Sta. 25+63.24 to 6'-0" at 27+13.24 "PR-A"
- [10] 10'-0" from Sta. 24+07.74 to Sta. 25+63.24 "PR-A"  
Varies from 10'-0" at Sta. 25+63.24 to 12'-0" at Sta. 27+13.24 "PR-A"
- [11] Shoulder begins at Sta. 25+61.20 "PR-A"  
1'-6" from Sta. 25+61.20 to Sta. 25+63.24 "PR-A"  
Varies from 1'-6" at Sta. 25+63.24 to 2'-7" at Sta. 26+47.19 "PR-A"  
Varies from 2'-7" at Sta. 26+47.19 to 3'-9" at Sta. 26+56.19 "PR-A"  
Varies from 3'-9" at Sta. 26+56.19 to 4'-5" at Sta. 27+13.24 "PR-A"
- [12] Varies from 6'-0" at Sta. 24+07.74 to 8'-0" at Sta. 24+80.18 "PR-A"  
Varies from 8'-0" at Sta. 25+55.39 to 6'-0" at Sta. 25+61.20 "PR-A"  
6'-6" from Sta. 25+61.20 to Sta. 26+47.19 "PR-A"  
Varies from 6'-6" at Sta. 26+47.19 to 5'-0" at Sta. 26+56.19 "PR-A"  
5'-6" from Sta. 26+56.19 to Sta. 27+13.24 "PR-A"

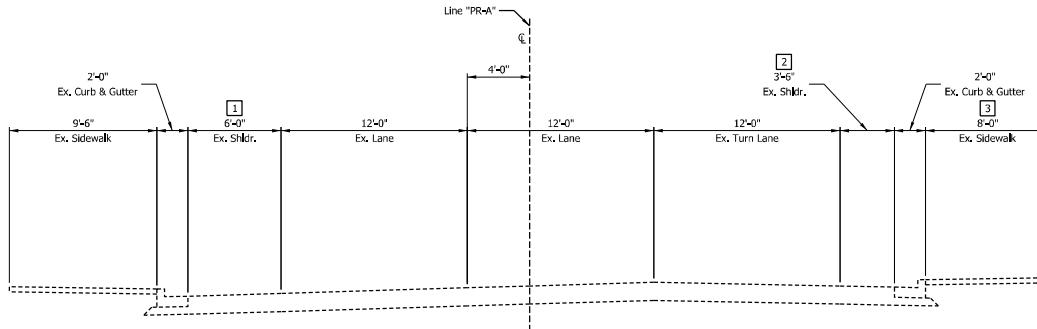
LEGEND:  
 (K1) Full Depth HMA, consisting of:  
 7.5#SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 27.5#SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on  
 44#SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on  
 6" Compacted Aggregate No. 53  
 Subgrade Treatment Type III  
 (K2) HMA Patching Full Depth, Type C on  
 Subgrade Treatment Type ID  
 (R1) Milling, Asphalt, 1.5"  
 (O) Variable Depth Compacted Aggregate No. 53  
 (R2) Milling, Asphalt, 4.0"  
 (C) Curb and Gutter, Concrete, Modified  
 (S) Sodding, Nursery

NOT FOR  
CONSTRUCTION

RECOMMENDED  
FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
DESIGNED: ELM 12/20/2021 DRAWN: ELM 12/20/2021  
CHECKED: LNB 6/3/2022 CHECKED: LNB 6/3/2022

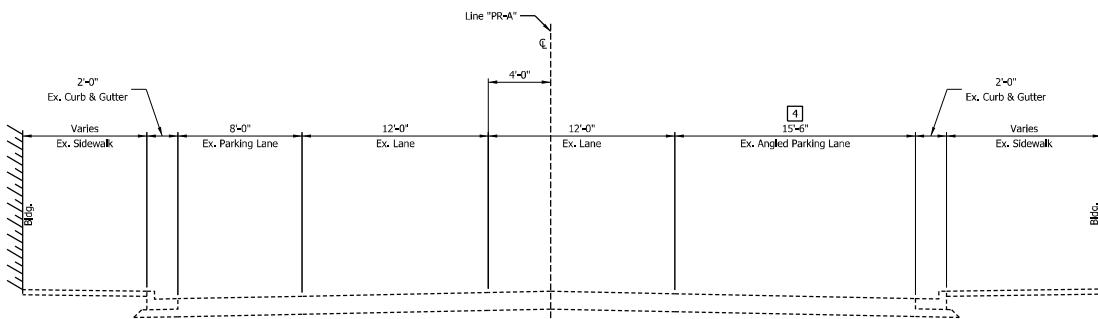
INDIANA  
DEPARTMENT OF TRANSPORTATION  
EXISTING TYPICAL CROSS SECTIONS  
LINE "PR-A"

HORIZONTAL SCALE \_\_\_\_\_  
1/4" = 1' N/A  
VERTICAL SCALE \_\_\_\_\_  
1/4" = 1' DESIGNATION 2001901  
1/4" = 1' 2001901  
SURVEY \_\_\_\_\_ SHEETS \_\_\_\_\_  
ELECTRONIC 5 of 119  
CONTRACT \_\_\_\_\_ PROJECT \_\_\_\_\_  
Re:13333 2001901



EXISTING TYPICAL SECTION - S.R. 252/Washington St.  
Sta. 27+13.24 to Sta. 28+80.01 "PR-A"

- [1] Varies from 6'-0" at Sta. 27+45.16 to 10'-9" at Sta. 28+59.07 "PR-A"  
10'-9" from Sta. 28+59.07 to Sta. 28+80.01 "PR-A"
- [2] 4'-6" from Sta. 27+13.24 to Sta. 27+31.41 "PR-A"  
Varies from 4'-6" at Sta. 27+31.41 to 3'-6" at Sta. 27+35.76 "PR-A"
- [3] 9'-0" from Sta. 28+34.27 to Sta. 28+80.01 "PR-A"



EXISTING TYPICAL SECTION - S.R. 252/S.R. 135/Washington St.  
Sta. 28+80.01 to Sta. 34+93.11 "PR-A"

- [4] Varies from 15'-6" at Sta. 32+08.50 to 19'-0" at Sta. 34+76.38 "PR-A"  
19'-0" from Sta. 34+76.38 to Sta. 34+93.11 "PR-A"

LEGEND:  
 **K1** Full Depth HMA, consisting of:  
 7" #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on  
 440 #SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on  
 6" Compacted Aggregate No. 53  
 Subgrade Treatment Type III

**K2** HMA Patching Full Depth, Type C on  
Subgrade Treatment Type ID  
 **R1** Milling, Asphalt, 1.5"  
 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm  
 **R2** Milling, Asphalt, 4.0"  
 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm  
 Sodding, Nursery

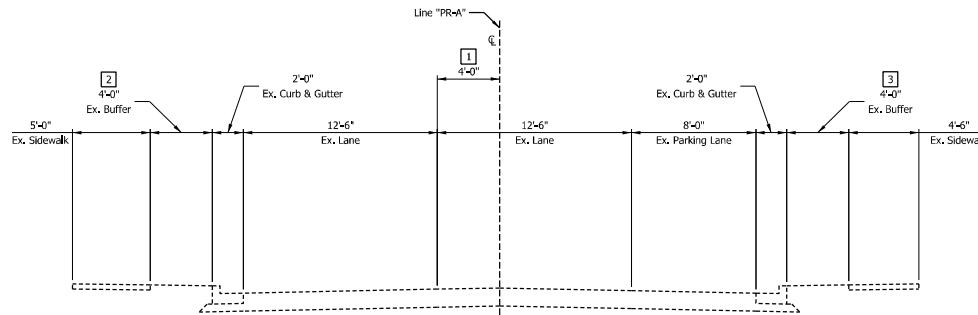
**F** Sidewalk, Concrete  
 **O** Variable Depth Compacted Aggregate No. 53  
 **15** Curb and Gutter, Concrete, Modified  
 **26** Sodding, Nursery

NOT FOR  
CONSTRUCTION

RECOMMENDED  
FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
DESIGNED: ELM 12/20/2021 DRAWN: ELM 12/20/2021  
CHECKED: LNB 6/3/2022 CHECKED: LNB 6/3/2022

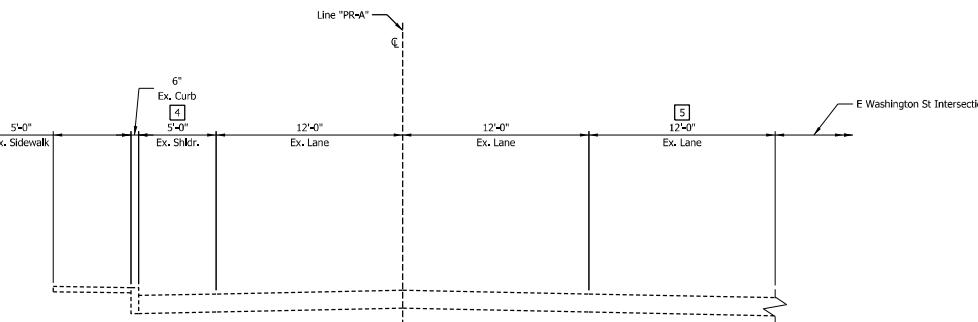
INDIANA  
DEPARTMENT OF TRANSPORTATION  
EXISTING TYPICAL CROSS SECTIONS  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'	N/A
VERTICAL SCALE	DESIGNATION
1/4" = 1'	2001901
SURVEY	Sheets
ELECTRONIC	6 of 119
CONTRACT	PROJECT
R#13333	2001901



EXISTING TYPICAL SECTION - S.R. 252/S.R. 135/Washington St.  
Sta. 34+93.11 to Sta. 42+75.16 "PR-A"

- [1] Varies from 4'-0" at Sta. 41+81.83 to 0'-0" at Sta. 42+57.57 "PR-A"
- [2] Varies from 4'-0" at Sta. 41+81.83 to 0'-0" at Sta. 42+52.56 "PR-A" 0'-0" from Sta. 42+52.56 to Sta. 42+75.16 "PR-A"
- [3] Varies from 4'-0" at Sta. 41+81.83 to 8'-3" at Sta. 42+58.35 "PR-A" 8'-3" from Sta. 42+58.35 to Sta. 42+75.16 "PR-A"



EXISTING TYPICAL SECTION - S.R. 252/S.R. 135  
Sta. 42+75.16 to Sta. 44+04.44 "PR-A"

- [4] Curb ends at Sta. 43+68.71 "PR-A" 2'-0" from Sta. 43+68.71 to Sta. 44+04.44 "PR-A"
- [5] Varies from 12'-0" at Sta. 42+75.16 to 4'-0" at Sta. 44+04.44 "PR-A"

LEGEND:	
(K1)	Full Depth HMA, consisting of: 7 1/2" #SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 #SYD, QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on 440 #SYD, QC/QA-HMA, 2, 64, Base, 25.0 mm on 6" Compacted Aggregate No. 53 Subgrade Treatment Type III
(K2)	HMA Patching Full Depth, Type C on Subgrade Treatment Type ID
(R1)	Milling, Asphalt, 1.5" 165 #SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm
(R2)	Milling, Asphalt, 4.0" 165 #SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 #SYD, QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on 6" Compacted Aggregate No. 53

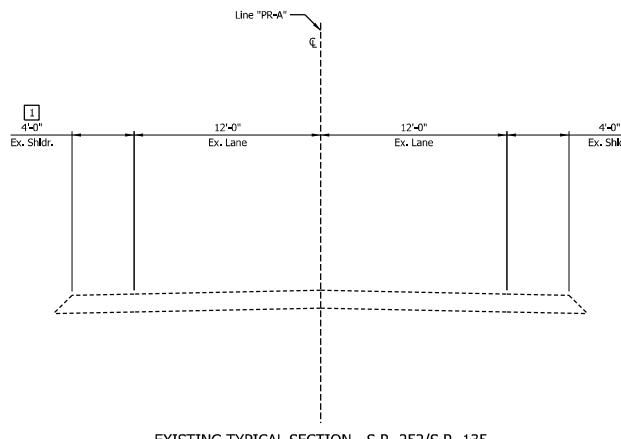
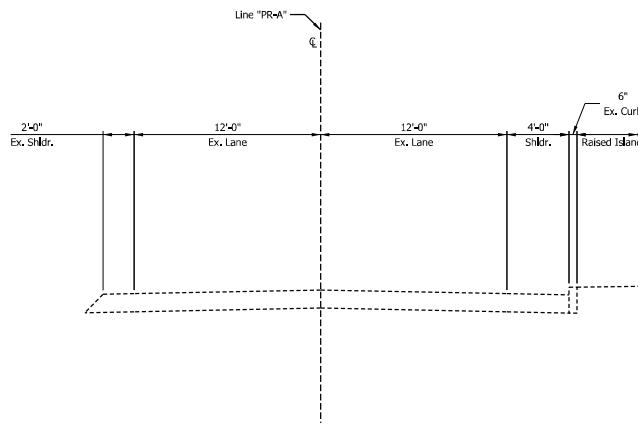
(F)	Sidewalk, Concrete
(O)	Variable Depth Compacted Aggregate No. 53
(C)	Curb and Gutter, Concrete, Modified
(S)	Sodding, Nursery

NOT FOR CONSTRUCTION
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ELM	12/20/2021	DRAWN: ELM
CHECKED: LNB	6/3/2022	CHECKED: LNB

INDIANA DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL CROSS SECTIONS LINE "PR-A"
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HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'	N/A
VERTICAL SCALE	DESIGNATION
1/4" = 1'	2001901
SURVEY	SHETS
ELECTRONIC	7 of 119
CONTRACT	PROJECT
R#13333	2001901



LEGEND:  
 **K1** Full Depth HMA, consisting of:  
 7" #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on  
 440 #SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on  
 6" Compacted Aggregate No. 53  
 Subgrade Treatment Type III

**K2** HMA Patching Full Depth, Type C on  
 Subgrade Treatment Type ID  
 **R1** Milling, Asphalt, 1.5"  
 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm  
 **R2** Milling, Asphalt, 4.0"  
 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm  
 Sodding, Nursery

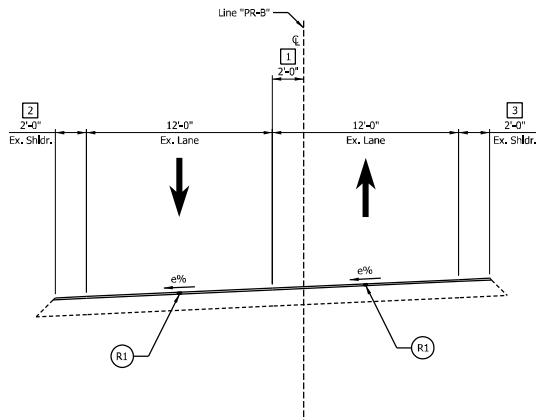
**F** Sidewalk, Concrete  
 **O** Variable Depth Compacted Aggregate No. 53  
 **15** Curb and Gutter, Concrete, Modified  
 **26** Sodding, Nursery

NOT FOR  
CONSTRUCTION

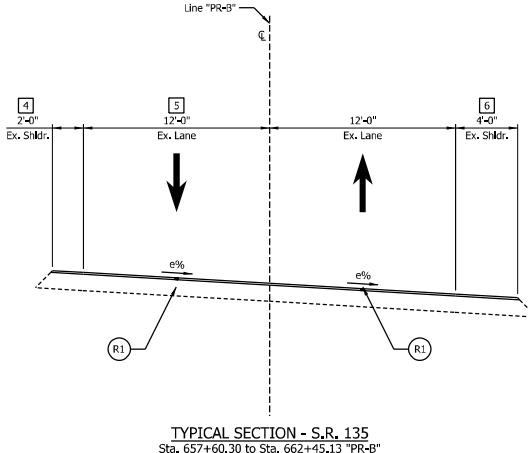
RECOMMENDED  
FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
 DESIGNED: ELM 12/20/2021 DRAWN: ELM 12/20/2021  
 CHECKED: LNB 6/3/2022 CHECKED: LNB 6/3/2022

INDIANA  
DEPARTMENT OF TRANSPORTATION  
 EXISTING TYPICAL CROSS SECTIONS  
 LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'	N/A
VERTICAL SCALE	DESIGNATION
1/4" = 1'	2001901
SURVEY	Sheets
ELECTRONIC	8 of 119
CONTRACT	PROJECT
R#13333	2001901



- [1] Varies from 0'-0" at Sta. 653+07.54 to 2'-0" at Sta. 653+92.47 "PR-B"  
2'-0" from Sta. 653+92.47 to Sta. 657+10.30 "PR-B"  
Varies from 2'-0" at Sta. 657+10.30 to 0'-0" at Sta. 657+60.30 "PR-B"
- [2] 0'-0" from Sta. 653+07.54 to Sta. 653+92.47 "PR-B"  
Varies from 0'-0" at Sta. 653+92.47 to 2'-0" at Sta. 654+92.47 "PR-B"
- [3] Varies from 0'-0" at Sta. 653+07.54 to 2'-0" at Sta. 653+92.47 "PR-B"  
Varies from 2'-0" at Sta. 653+92.47 to 0'-0" at Sta. 654+92.47 "PR-B"  
0'-0" from Sta. 654+92.47 to Sta. 656+57.39 "PR-B"  
Varies from 2'-0" at Sta. 657+10.30 to 1'-0" at Sta. 657+35.30 "PR-B"  
Varies from 1'-0" at Sta. 657+35.30 to 4'-0" at Sta. 657+60.30 "PR-B"



- [4] Varies from 2'-0" at Sta. 657+60.30 to 1'-0" at Sta. 658+10.30 "PR-B"  
1'-0" from Sta. 658+10.30 to Sta. 659+39.74 "PR-B"  
Varies from 1'-0" at Sta. 659+39.74 to 4'-0" at Sta. 659+42.74 "PR-B"  
Varies from 4'-0" at Sta. 659+42.74 to 2'-0" at Sta. 660+42.33 "PR-B"
- [5] Varies from 12'-0" at Sta. 659+92.33 to 14'-0" at Sta. 662+45.13 "PR-B"
- [6] Varies from 4'-0" at Sta. 659+47.74 to 6'-0" at Sta. 659+92.33 "PR-B"  
6'-0" from Sta. 659+92.33 to Sta. 660+31.64 "PR-B"  
Varies from 6'-0" at Sta. 660+31.64 to 4'-0" at Sta. 661+16.64 "PR-B"

LEGEND:  
 **K1** Full Depth HMA, consisting of:  
 7" #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on  
 440 #SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on  
 6" Compacted Aggregate No. 53  
 Subgrade Treatment Type III

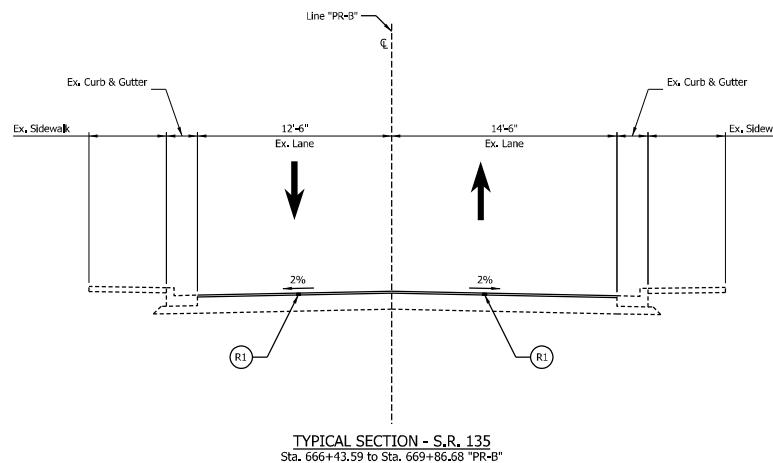
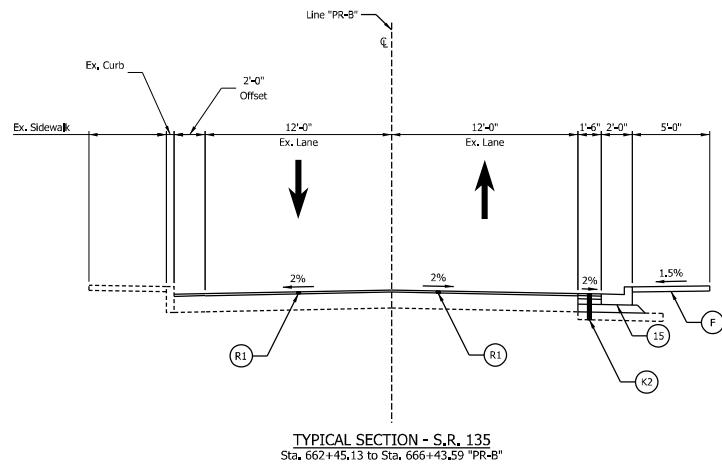
**K2** HMA Patching Full Depth, Type C on  
Subgrade Treatment Type ID  
 **F** Sidewalk, Concrete  
 **R1** Milling, Asphalt, 1.5"  
 **O** Variable Depth Compacted Aggregate No. 53  
 **R2** Milling, Asphalt, 4.0"  
 **15** Curb and Gutter, Concrete, Modified  
 **26** Sodding, Nursery

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
	DESIGNED: ELM	12/20/2021
	DRAWN: ELM	12/20/2021

**INDIANA DEPARTMENT OF TRANSPORTATION**  
**TYPICAL CROSS SECTIONS**  
**LINE "PR-B"**

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'	N/A
VERTICAL SCALE	DESIGNATION
1/4" = 1'	2001901
SURVEY	SHETS
ELECTRONIC	9 of 119
CONTRACT	PROJECT
R#13333	2001901



LEGEND:

(K1) Full Depth HMA, consisting of:  
 165 #/SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm on  
 275 #/SYD, QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on  
 440 #/SYD, QC/QA-HMA, 2, 64, Base, 25.0 mm on  
 6" Compacted Aggregate No. 53  
 Subgrade Treatment Type III

- (K2) HMA Patching Full Depth, Type C on Subgrade Treatment Type ID
- (R1) Milling, Asphalt, 1.5" 165 #/SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm
- (R2) Milling, Asphalt, 4.0" 165 #/SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 #/SYD, QC/QA-HMA, 2, 64, Intermediate, 19.0 mm

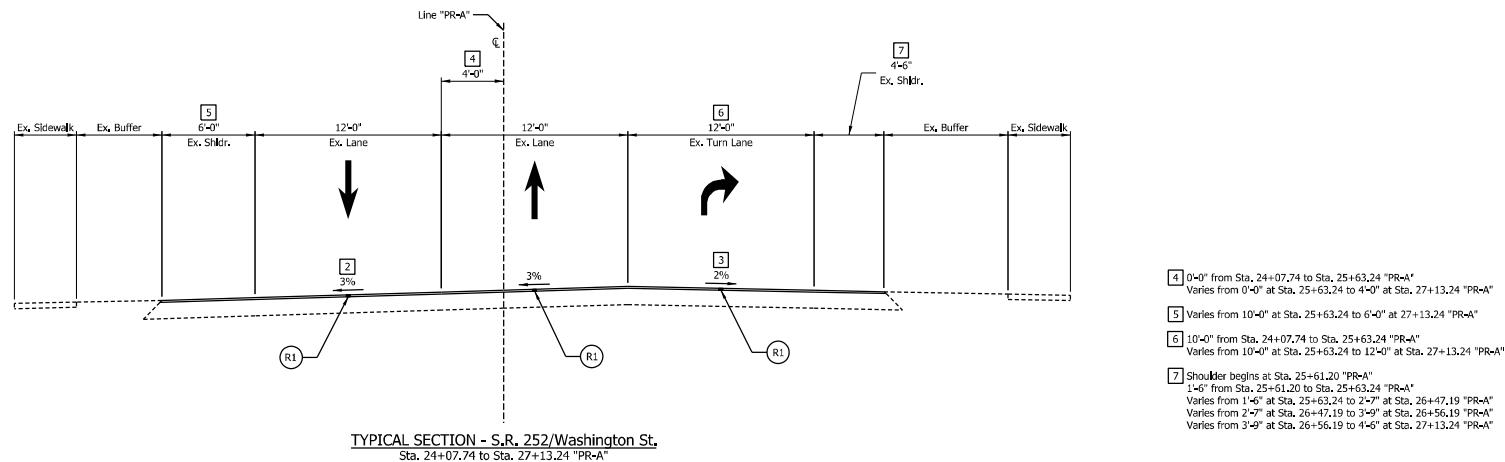
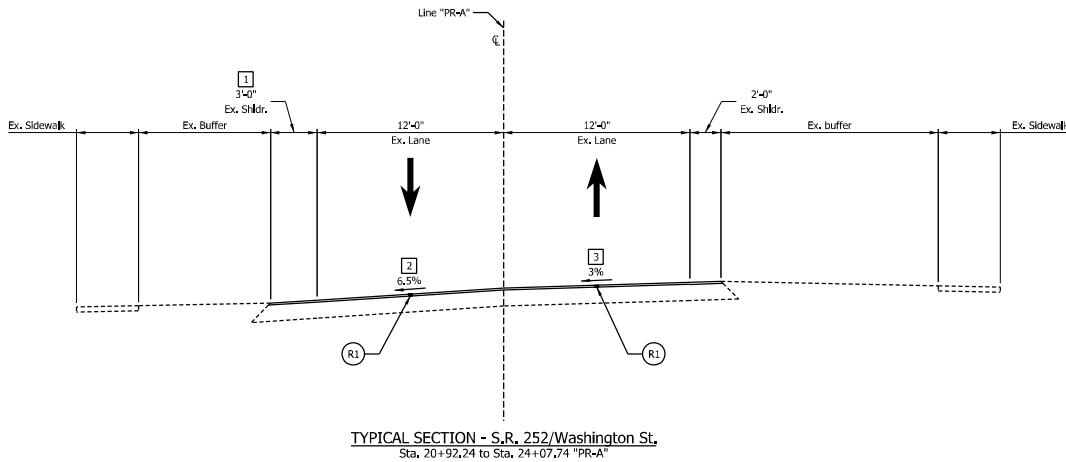
- (F) Sidewalk, Concrete
- (G) Variable Depth Compacted Aggregate No. 5
- (15) Curb and Gutter, Concrete, Modified
- (26) Spdding, Nursery

NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER		DA
DESIGNED: ELM	12/20/2021	DRAWN: ELM	12/20/2021

INDIANA  
DEPARTMENT OF TRANSPORTATION

HORIZONTAL SCALE	BRIDGE FILE		
1/4" = 1'	N/A		
VERTICAL SCALE	DESIGNATION		
1/4" = 1'	2001901		
SURVEY	SHEETS		
ELECTRONIC	10	of	119
CONTRACT	PROJECT		
R#13333	2001901		



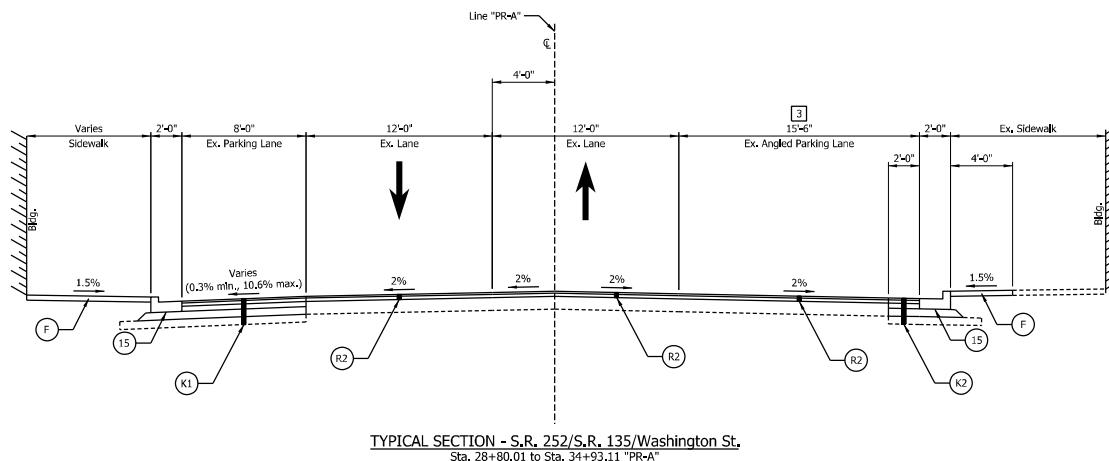
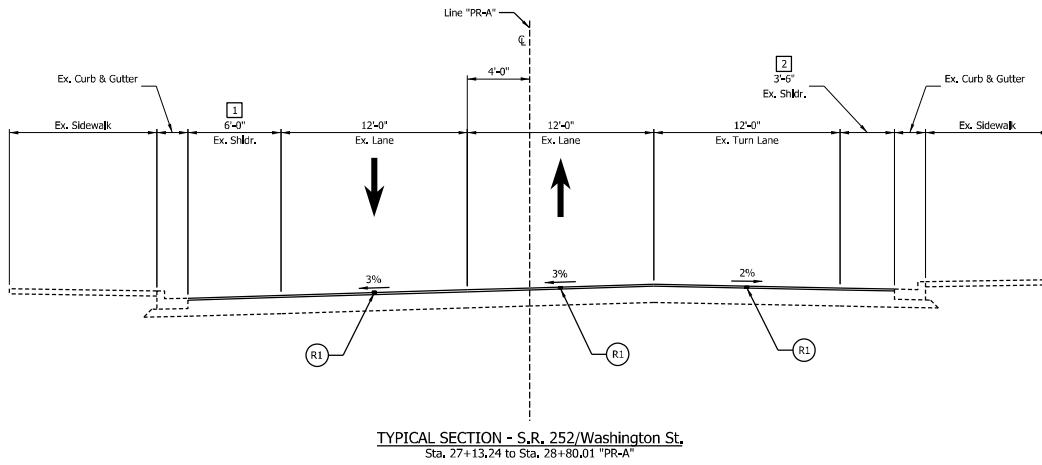
LEGEND:  
 K1 Full Depth HMA, consisting of:  
 7" #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on  
 440 #SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on  
 6" Compacted Aggregate No. 53  
 Subgrade Treatment Type III  
 K2 HMA Patching Full Depth, Type C on  
 Subgrade Treatment Type ID  
 R1 Milling, Asphalt, 1.5"  
 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm  
 R2 Milling, Asphalt, 4.0"  
 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on

F Sidewalk, Concrete  
 O Variable Depth Compacted Aggregate No. 53  
 C Curb and Gutter, Concrete, Modified  
 S Sodding, Nursery

NOT FOR  
CONSTRUCTION  
RECOMMENDED  
FOR APPROVAL  
DESIGN ENGINEER  
DATE  
DESIGNED: ELM 12/20/2021 DRAWN: ELM 12/20/2021  
CHECKED: LNB 6/3/2022 CHECKED: LNB 6/3/2022

INDIANA  
DEPARTMENT OF TRANSPORTATION  
TYPICAL CROSS SECTIONS  
LINE "PR-A"

HORIZONTAL SCALE  
1/4" = 1'  
VERTICAL SCALE  
1/4" = 1'  
BRIDGE FILE  
N/A  
DESIGNATION  
2001901  
SURVEY  
ELECTRONIC  
11  
SHEETS  
CONTRACT  
PROJECT  
R#13333  
2001901



LEGEND:

(K1) Full Depth HMA, consisting of:  
7" #SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm on  
275" #SYD, QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on  
440" #SYD, QC/QA-HMA, 2, 64, Base, 25.0 mm on  
6" Compacted Aggregate No. 53  
Subgrade Treatment Type III

(K2) HMA Patching Full Depth, Type C on  
Subgrade Treatment Type ID

(R1) Milling, Asphalt, 1.5"  
165" #SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm

(R2) Milling, Asphalt, 4.0"  
165" #SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm on  
275" #SYD, QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on

(F) Sidewalk, Concrete

(O) Variable Depth Compacted Aggregate No. 53

(15) Curb and Gutter, Concrete, Modified

(26) Sodding, Nursery

NOT FOR  
CONSTRUCTION

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

DESIGNED: LBM 12/20/2021 DRAWN: LBM 12/20/2021

CHECKED: LNB 6/3/2022 CHECKED: LNB 6/3/2022

INDIANA  
DEPARTMENT OF TRANSPORTATION

**TYPICAL CROSS SECTIONS  
LINE "PR-A"**

HORIZONTAL SCALE

1/4" = 1'

VERTICAL SCALE

1/4" = 1'

BRIDGE FILE

N/A

DESIGNATION

2001901

SURVEY

12

SHETS

119

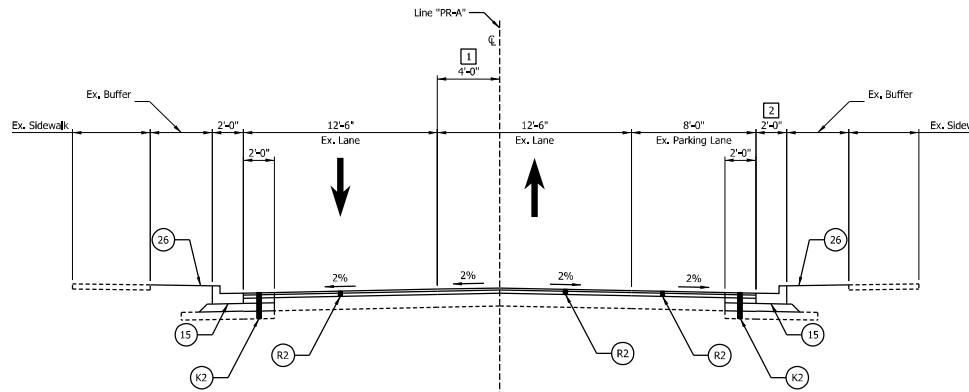
ELECTRONIC

CONTRACT

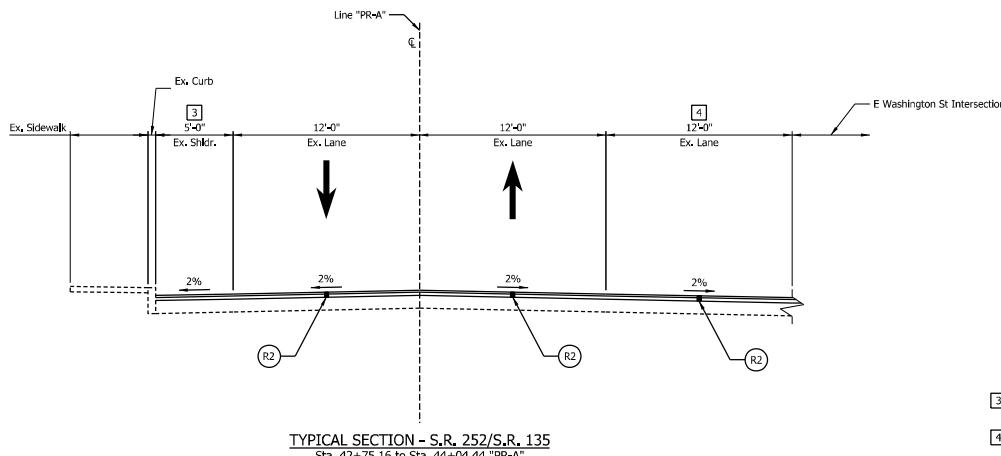
PROJECT

R#13333

2001901



1 Varies from 4'-0" at Sta. 41+81.83 to 0'-0" at Sta. 42+57.57 "PR-A"  
2 Full depth pavement and curb replacement ends at Sta. 36+05.00 "PR-A"



3 Curb ends at Sta. 43+68.71 "PR-A"  
2'-0" from Sta. 43+68.71 to Sta. 44+04.44 "PR-A"  
4 Varies from 12'-0" at Sta. 42+75.16 to 4'-0" at Sta. 44+04.44 "PR-A"  
Paving Exception:  
Sta. 43+66.86 to Sta. 43+76.70 "PR-A"

LEGEND:  
 K1 Full Depth HMA, consisting of:  
 7" #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on  
 440 #SYD, QC/QA+HMA, 2, 64, Base, 25.0 mm on  
 6" Compacted Aggregate No. 53  
 Subgrade Treatment Type III

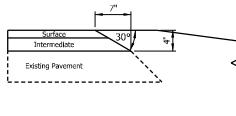
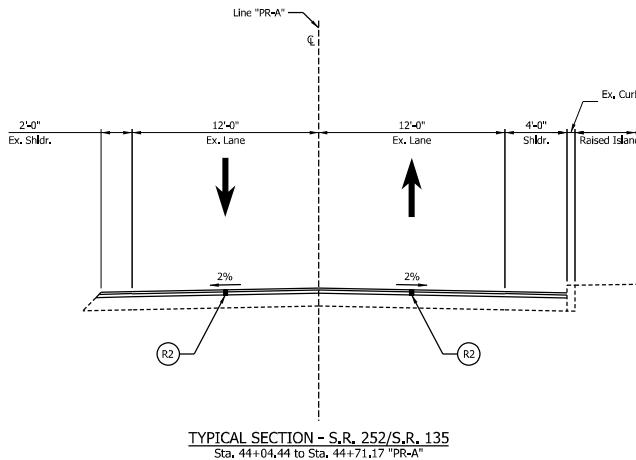
K2 HMA Patching Full Depth, Type C on  
 Subgrade Treatment Type ID  
 165 #SYD, QC/QA+HMA, 2, 64, Surface, 9.5 mm on  
 275 #SYD, QC/QA+HMA, 2, 64, Intermediate, 19.0 mm on  
 F Sidewalk, Concrete  
 R1 Milling, Asphalt, 1.5"  
 R2 Milling, Asphalt, 4.0"  
 O Variable Depth Compacted Aggregate No. 53  
 15 Curb and Gutter, Concrete, Modified  
 26 Sodding, Nursery

NOT FOR CONSTRUCTION

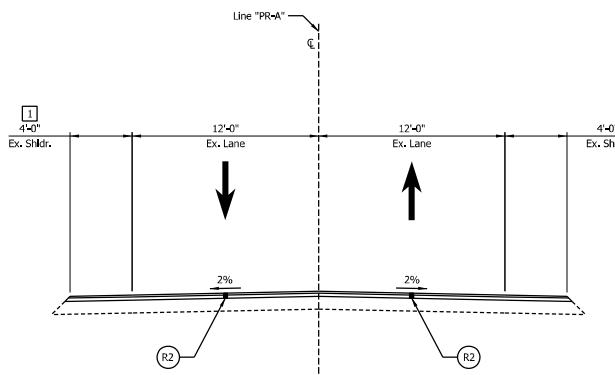
RECOMMENDED FOR APPROVAL \_\_\_\_\_  
 DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
 DESIGNED: LNB 12/20/2021 DRAWN: LNB 12/20/2021  
 CHECKED: LNB 6/3/2022 CHECKED: LNB 6/3/2022

INDIANA DEPARTMENT OF TRANSPORTATION  
 TYPICAL CROSS SECTIONS  
 LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'	N/A
VERTICAL SCALE	DESIGNATION
1/4" = 1'	2001901
SURVEY	SHETS
ELECTRONIC	13
CONTRACT	119
PROJECT	Re13333
	2001901



SAFETY EDGE ON HMA PAVEMENT



TYPICAL SECTION - S.R. 252/S.R. 135  
Sta. 44+71.17 to Sta. 48+55.46 "PR-A"

1 Varies from 4'-0" at Sta. 48+07.64 to 1'-0" at Sta. 48+23.64 "PR-A"  
1'-0" from Sta. 48+23.64 to Sta. 48+55.46 "PR-A"

**LEGEND:**

**K1** Full Depth HMA, consisting of:  
 165 #/SY, QC/QA-HMA, 2, 64, Surface, 9.5 mm on  
 275 #/SY, QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on  
 440 #/SY, QC/QA-HMA, 2, 64, Base, 25.0 mm on  
 6" Compacted Aggregate No. 53  
 Subgrade Treatment Type III

- (K2) HMA Patching Full Depth, Type C on Subgrade Treatment Type ID
- (R1) Milling, Asphalt, 1.5" 165 #/SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm
- (R2) Milling, Asphalt, 4.0" 165 #/SYD, QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 #/SYD, QC/QA-HMA, 2, 64, Intermediate, 19.0 mm

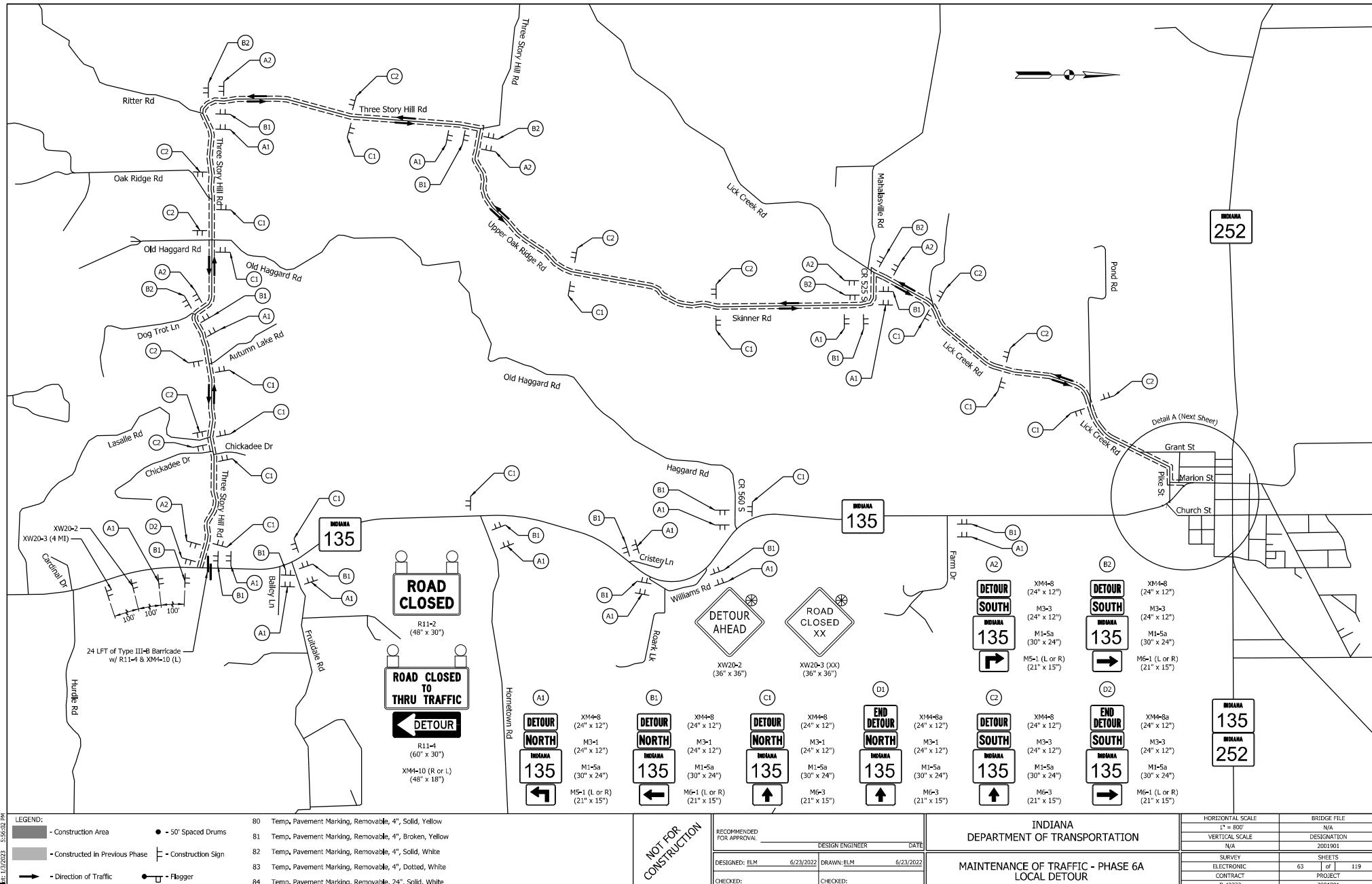
- F Sidewalk, Concrete
- O Variable Depth Compacted Aggregate No. 5
- 15 Curb and Gutter, Concrete, Modified
- 26 Sodding, Nursery

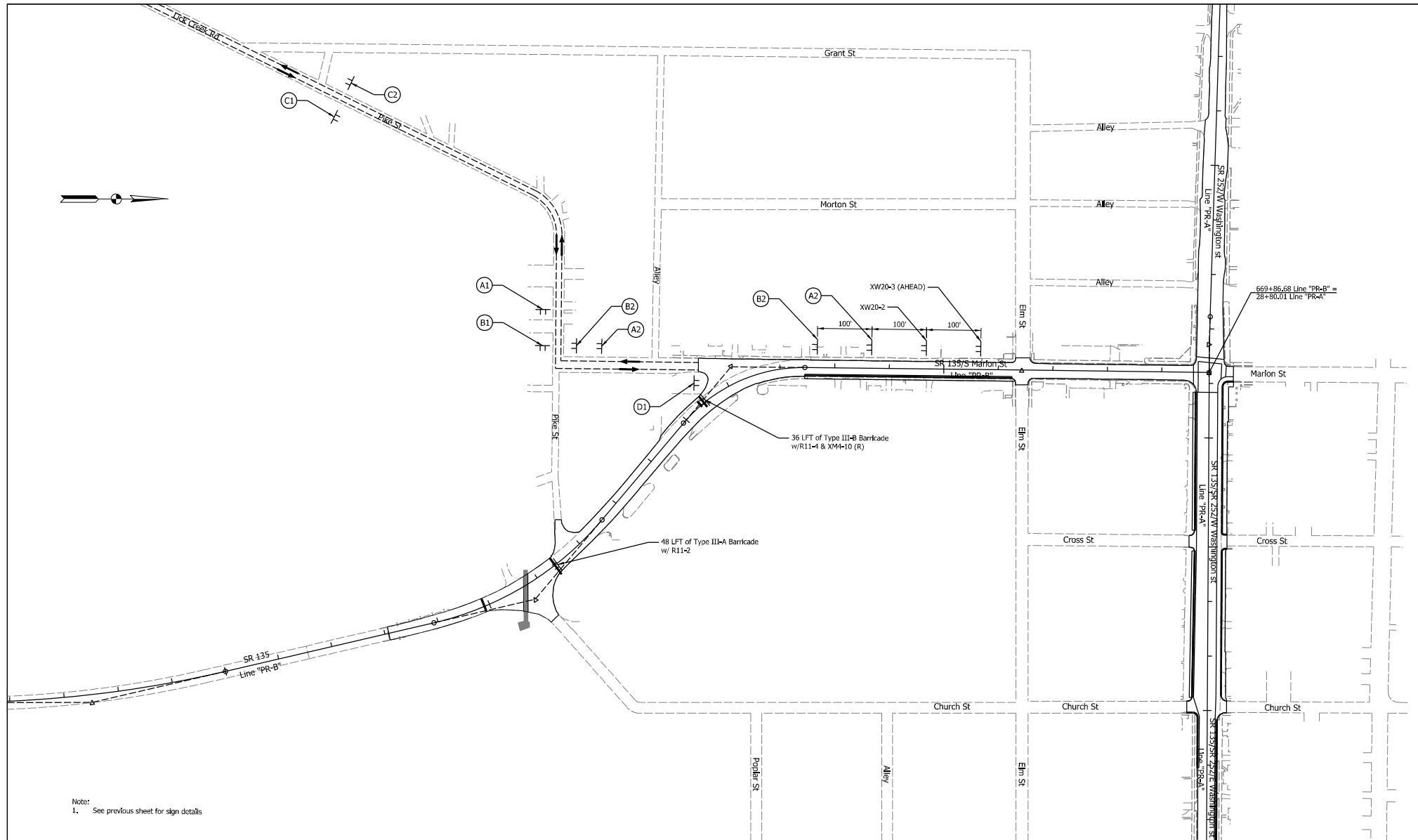
NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER		DA
DESIGNED: <u>ELM</u>	12/20/2021	DRAWN: <u>ELM</u>	12/20/2021
CHECKED: LNB	6/3/2022	CHECKED: LNB	6/3/2022

INDIANA  
DEPARTMENT OF TRANSPORTATION

HORIZONTAL SCALE	BRIDGE FILE		
1/4" = 1'	N/A		
VERTICAL SCALE	DESIGNATION		
1/4" = 1'	2001901		
SURVEY			Sheets
ELECTRONIC	14	of	119
CONTRACT			PROJECT
Re:13333			2001901





Note:  
1. See previous sheet for sign details

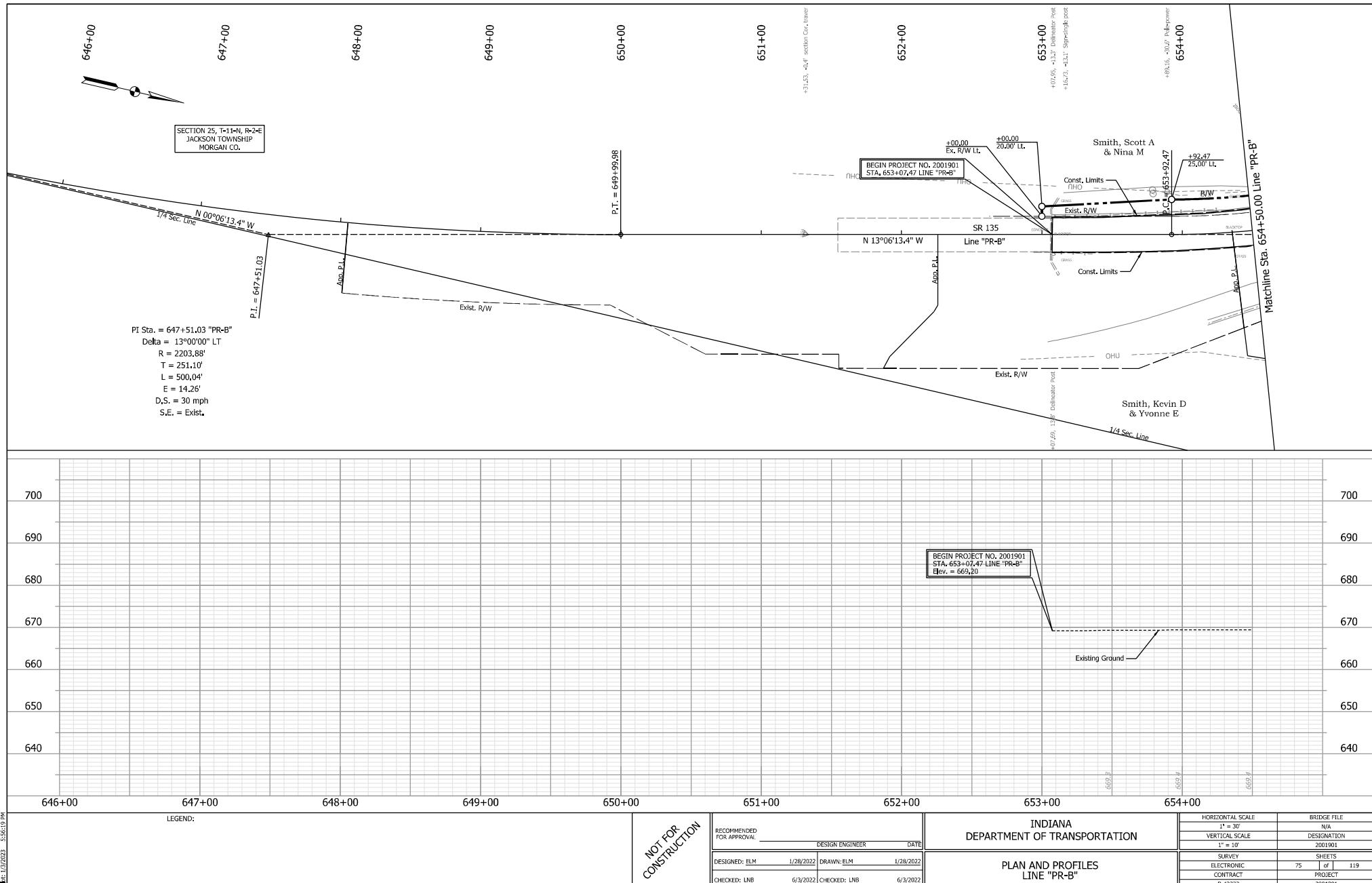
LEGEND:  
 - Construction Area  
 - 50' Spaced Drums  
 - Constructed in Previous Phase  
 - Construction Sign  
 - Direction of Traffic  
 - Flagger  
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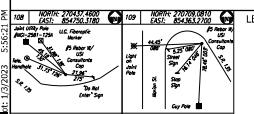
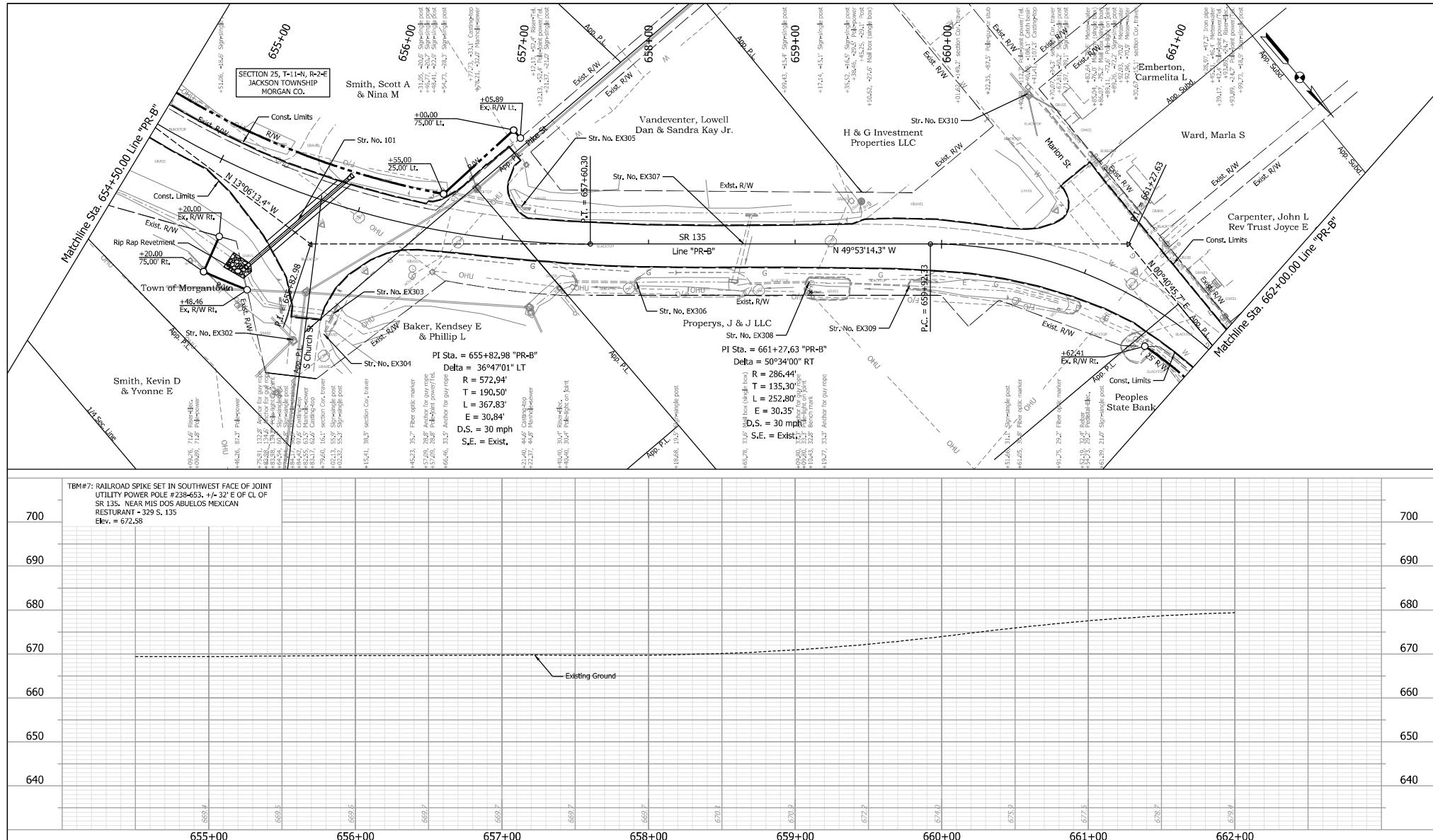
NOT FOR  
CONSTRUCTION

RECOMMENDED  
FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
DESIGNED: ELM 6/23/2022 DRAWN: ELM 6/23/2022  
CHECKED: \_\_\_\_\_ CHECKED: \_\_\_\_\_

INDIANA  
DEPARTMENT OF TRANSPORTATION  
MAINTENANCE OF TRAFFIC - PHASE 6A  
LOCAL DETOUR - DETAIL "A"

HORIZONTAL SCALE \_\_\_\_\_  
1" = 80' N/A  
VERTICAL SCALE \_\_\_\_\_  
N/A DESIGNATION \_\_\_\_\_  
2001901  
SURVEY \_\_\_\_\_ SHEETS \_\_\_\_\_  
ELECTRONIC 64 of 119  
CONTRACT \_\_\_\_\_ PROJECT \_\_\_\_\_  
R#13333 2001901



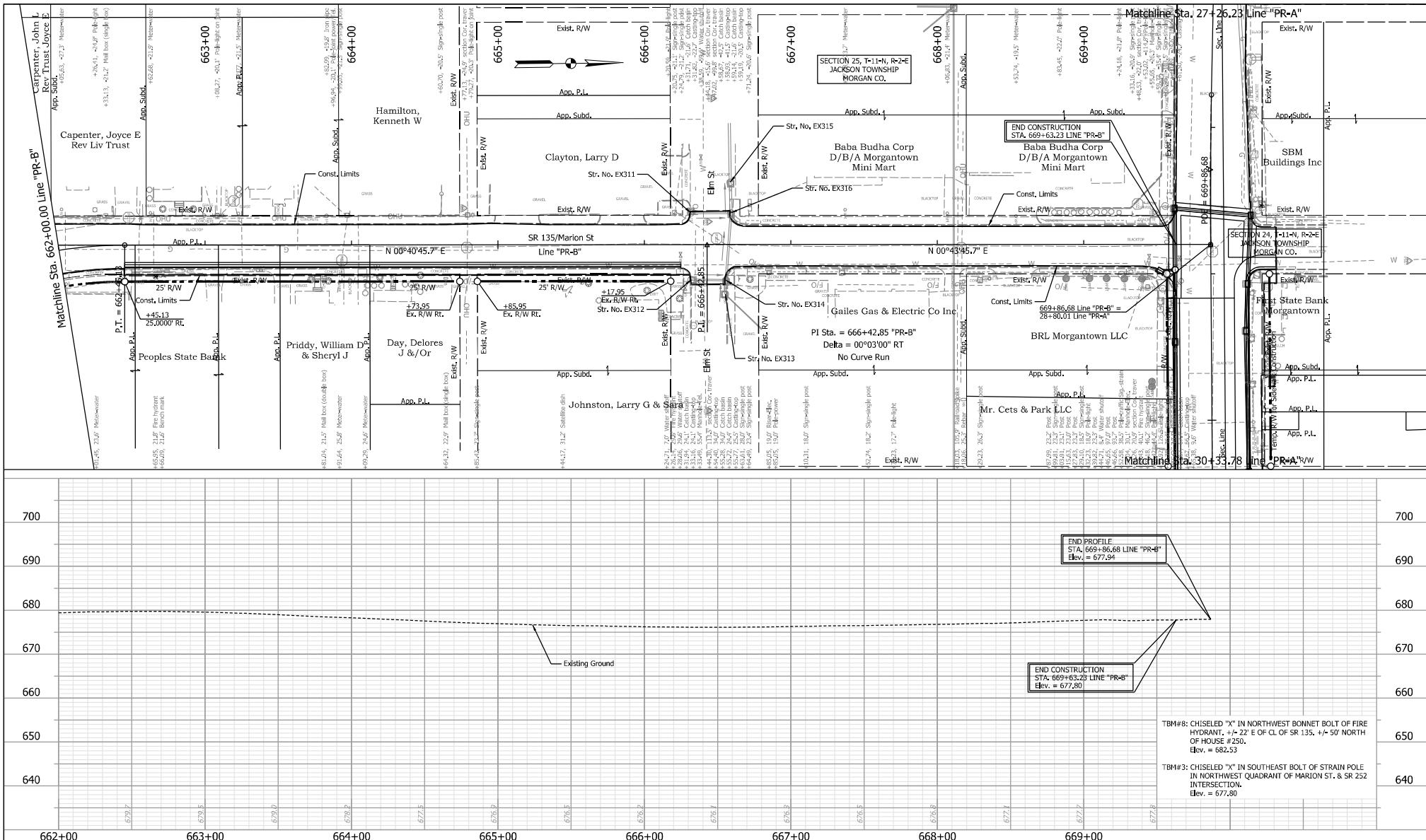


## LEGEND

NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION
DESIGNED: ELM	1/28/2022	DRAWN: ELM	1/28/2022
CHECKED: LNB	6/3/2022	CHECKED: LNB	6/3/2022
PLAN AND PROFILES LINE "PR-B"			

HORIZONTAL SCALE	BRIDGE FILE		
1" = 30'	N/A		
VERTICAL SCALE	DESIGNATION		
1" = 10'	2001901		
SURVEY	SHEETS		
ELECTRONIC	76	of	119
CONTRACT	PROJECT		
LB 12222	2001901		



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**LEGEND:**

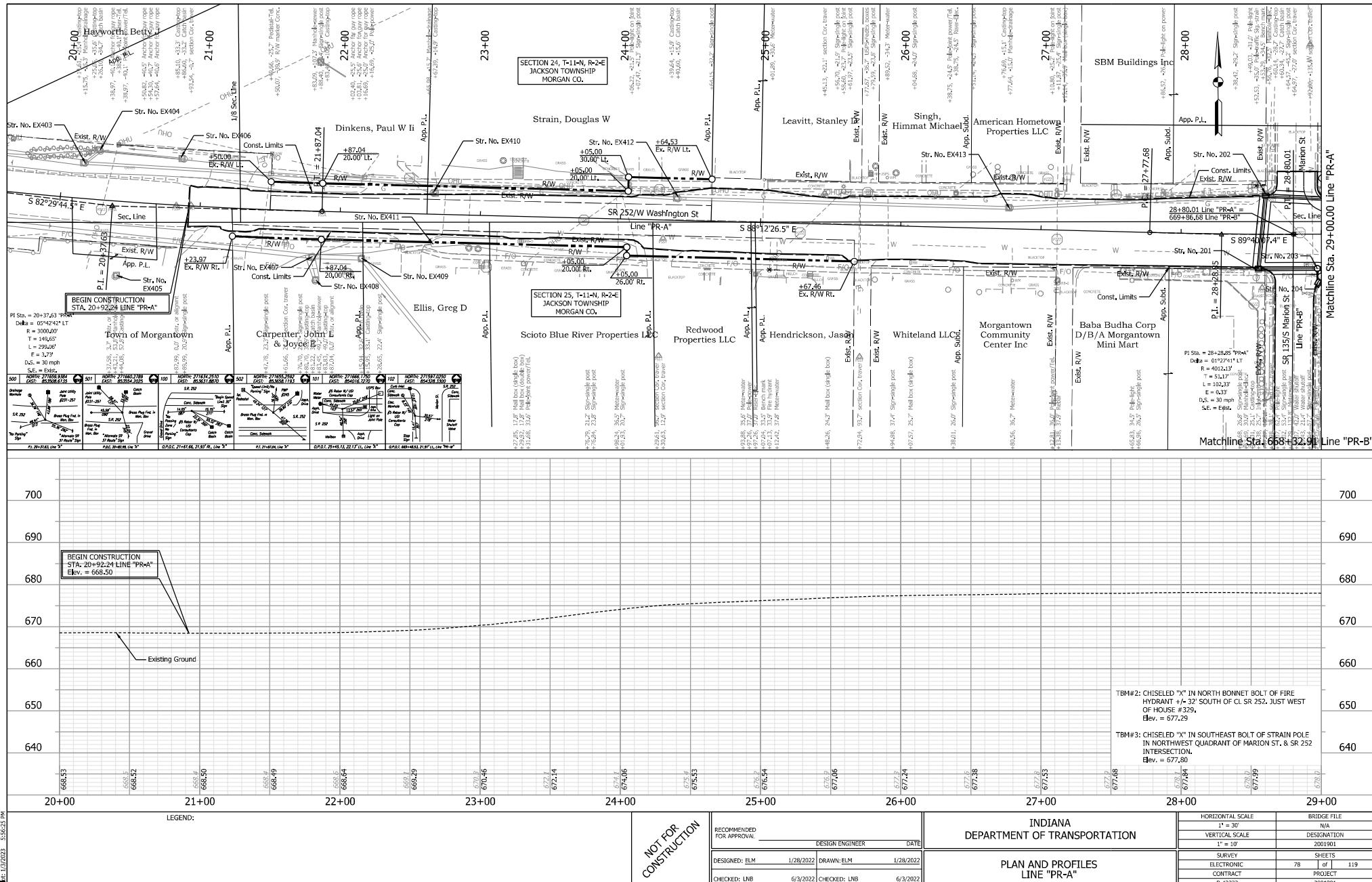
NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL:	_____
DESIGNED: <u>ELM</u>	1/28
CHECKED: <u>LNB</u>	6/3

INDIANA  
DEPARTMENT OF TRANSPORTATION

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HORIZONTAL SCALE	BRIDGE FILE		
1" = 30'	N/A		
VERTICAL SCALE	DESIGNATION		
1" = 10'	2001901		
SURVEY	SHEETS		
ELECTRONIC	77	of	119
CONTRACT	PROJECT		
R#13333	2001901		



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**LEGEND:**

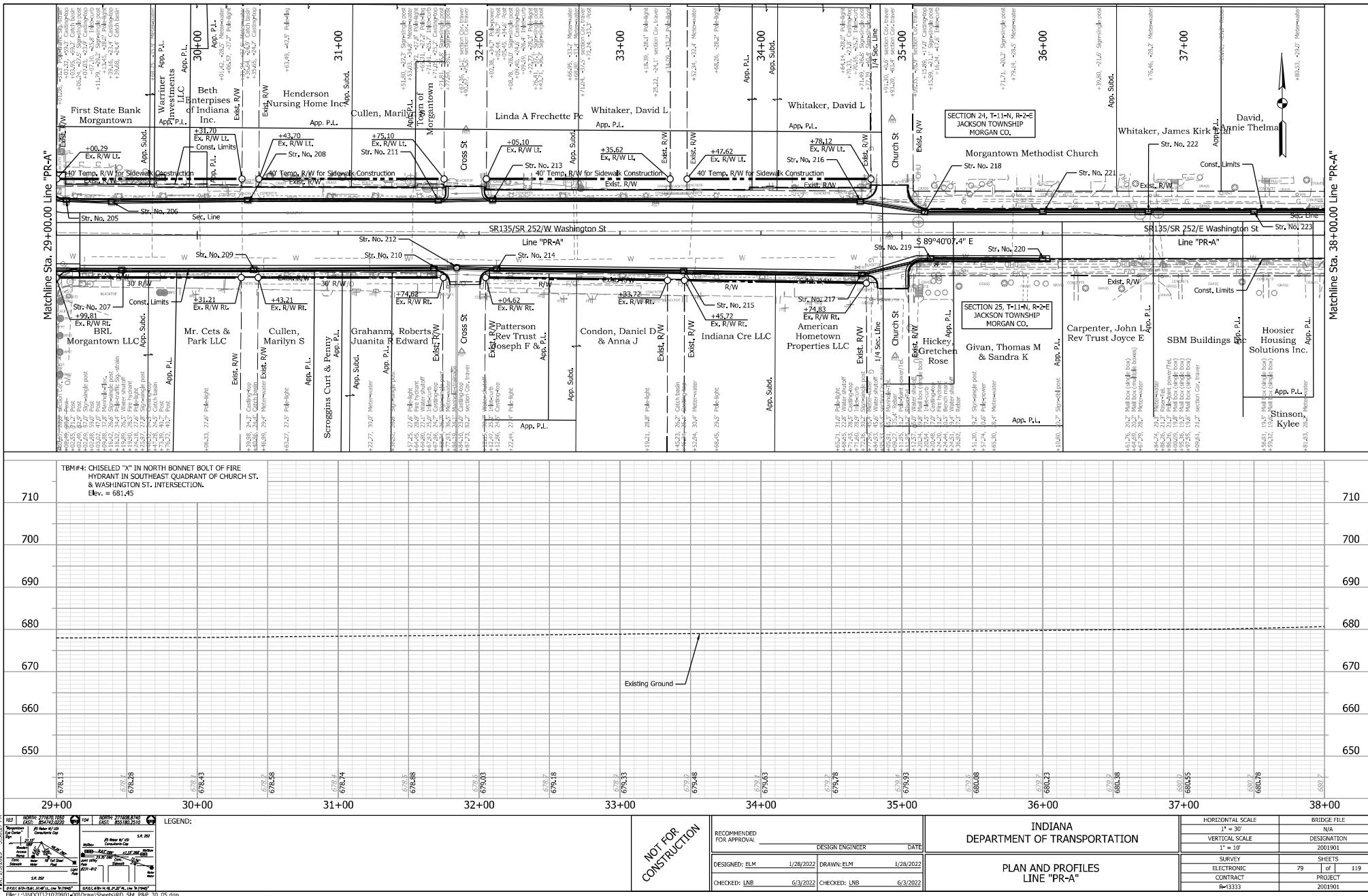
NOT FOR  
CONSTRUCTION

B-56

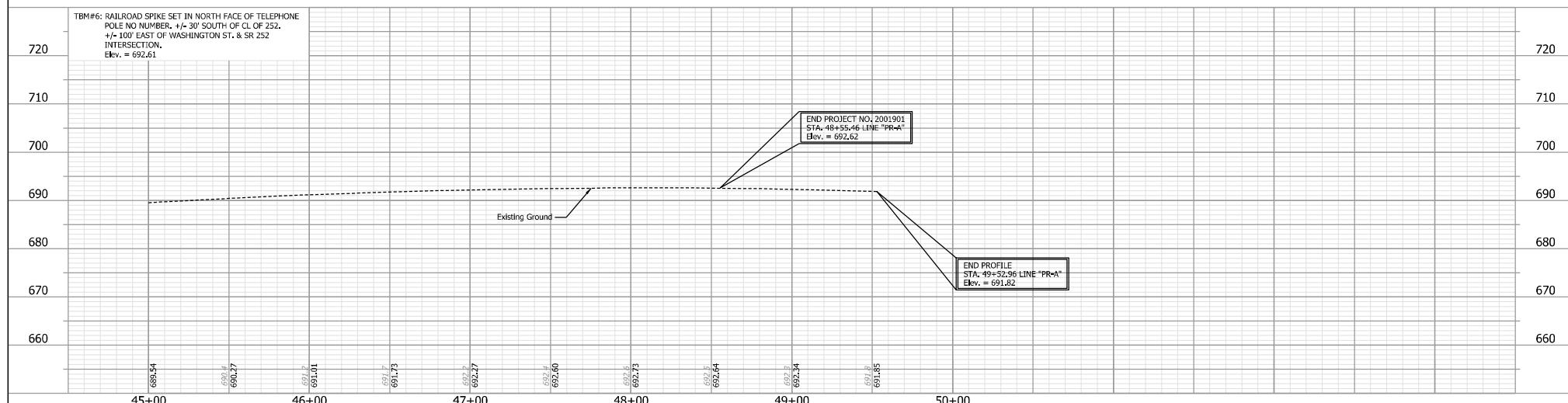
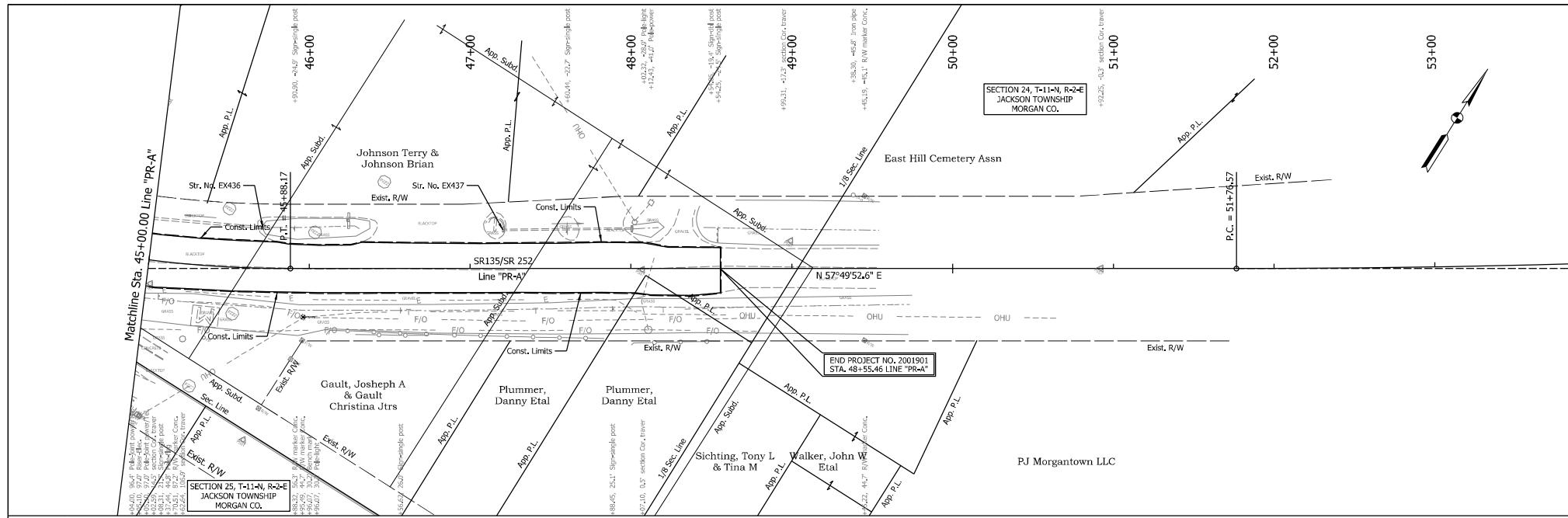
INDIANA  
DEPARTMENT OF TRANSPORTATION

## PLAN AND PROFILE LINE "PR-A"

HORIZONTAL SCALE	BRD
1" = 30'	
VERTICAL SCALE	DES
1" = 10'	20
SURVEY	SI
ELECTRONIC	78
CONTRACT	PR
2.12222	25







LEGEND:		NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE	BRIDGE FILE
107	108					109	110	111	112
107	108	109	110	111	112	113	114	115	116
107	108	109	110	111	112	113	114	115	116

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