

# CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

## GENERAL PROJECT INFORMATION

Road No./County:

SR 56 and SR 156/Switzerland County

Designation Number(s):

1900334 and 1900337

**Project  
Description/Termini:**

The project includes a pavement replacement and/or rehabilitation and drainage improvements along SR 56 and SR 156 in the town of Vevay, Switzerland County, Indiana. The proposed work for Des. No. 1900334 is along SR 56 from 0.19 mile west of the SR 129 intersection to Walnut Street (0.42 mile north of the SR 156 intersection). The proposed work for Des. No. 1900337 is along SR 156 from SR 56 to 0.75 mile east of SR 56.

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

Approval

\_\_\_\_\_  
INDOT DE Signature and Date\_\_\_\_\_  
INDOT ESD Signature and Date\_\_\_\_\_  
FHWA Signature and Date

Release for Public Involvement

\_\_\_\_\_  
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:

\_\_\_\_\_  
Marion Wells; Crawford, Murphy, & Tilly, Inc.

## Indiana Department of Transportation

County Switzerland

Route SR 56 & SR 156

Des. No. 1900334 & 1900337

*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.**

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

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on February 3, 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 meet the public involvement requirements of Section 106, a legal notice of Federal Highway Administration's (FHWA) finding of "Adverse Effect" was published in the *Vevay Reveille-Enterprise* and *The Switzerland Democrat* on July 28, 2022 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on August 28, 2022. The text of the public notice and the affidavit of publication appear in Appendix G, page G-8. No comments were received as a result of this public notice.

A public notice regarding the proposed project Section 4(f) *de minimis* impact upon Paul Ogle Park was published in the *Vevay Reveille-Enterprise* and *The Switzerland Democrat* on August 12, 2021 offering the public an opportunity to submit comments. The public comment period closed 30 days later on September 6, 2021. The text of the public notice and the affidavit of publication appear in Appendix G, page G-7. No comments were received as a result of this public notice.

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. Due to the nature of the project, a public meeting will be held for the project in Fall 2023.

### **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 56 (W Main Street), SR 56 (Ferry Street), & SR 156 (E Main Street)

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

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

This is page 2 of 35 Project name: SR 56 and SR 156 Pavement Replacement Date: September 8, 2023



## Indiana Department of Transportation

County SwitzerlandRoute SR 56 & SR 156Des. No. 1900334 & 1900337

### 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 surface, lack of concrete curbs, non-compliant Americans with Disabilities Act (ADA) curb ramps, and ineffective storm sewer drainage along State Road (SR) 56 (W Main Street and Ferry Street) and SR 156 (E Main Street) in the town of Vevay, Switzerland County, Indiana. The need for the project is supported by SR 56 & SR 156 Preliminary Drainage Analysis documenting existing drainage problems throughout the project corridor. The need for the project is also supported by a pavement inspection documenting deteriorating concrete pavement surfaces.

According to the Engineer's Assessment (CMT, December 2018) (Appendix I, pages I-3 to I-18) for the project, the age, condition, and exact location of many of the storm pipes are not known and are still in use and have been paved-over and/or clogged to render them ineffective. The lack of curbing and omission of existing inlets at low points exacerbates the drainage problems especially during flash flood events. Along SR 56 (W Main Street) between Cedar Street and Silver Street the highest portion of the roadway is on the south side of the road and is sending all storm water to the north side of SR 56, where there is a lack of inlets. The open roadside ditches along the south side of SR 56 are silted in. Along SR 56 (W Main Street) at Main Cross, Liberty, and Union Streets, storefronts have had flooding enter their buildings and overtop the sidewalks, likely due to clogged inlets. Along the east side of SR 56 (Ferry Street) existing inlets and the roadway overtop flooding private property, likely due to undersized pipes.

The Engineer's Assessment documents a lack of sidewalks with ADA compliant curb ramps (Appendix I, pages I-3 to I-18). The Engineer's Assessment also documented that the most recent construction on SR 56 (W Main Street) occurred in 1995, on SR 56 (Ferry Street) in 2011, and on SR 156 (E Main Street) in 2004 (Appendix I, pages I-19 to I-25). According to INDOT's maintenance history log, these roadways were originally gravel roadways in 1923 and have received numerous layers of pavement overlays typically 4 inches thick. Pavement cores from 2008 indicate pavement thicknesses varying from 6.25 inches to 14.38 inches throughout the project corridor along SR 56 and SR 156. The existing pavement has an estimated service of life of 5 years.

The purpose of this project is to improve pavement conditions to provide at least 15 years of additional pavement service life, improve rideability of SR 56 and SR 156, provide ADA compliant ramps, and promote effective roadside drainage.

### PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: SwitzerlandMunicipality: Vevay

Limits of Proposed Work: The proposed work is along SR 56 from approximately 1,100 feet west of SR 129 to SR 156 approximately 600 feet east of Kiesel Street for 2.4 miles and along SR 56 from the intersection of SR 56 and SR 156 to approximately 75 feet east of Walnut Street for 0.4 mile.

Total Work Length: 3.03 MilesTotal Work Area: 19.62 AcresIs an Interstate Access Document (IAD)<sup>1</sup> required?

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

Yes<sup>1</sup>

No

Date:

<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.

## Indiana Department of Transportation

County Switzerland

Route SR 56 & SR 156

Des. No. 1900334 & 1900337

INDOT and the Federal Highway Administration (FHWA) intend to proceed with pavement replacement/rehabilitation and drainage improvements along SR 56 and SR 156 in the town of Vevay, Switzerland County, Indiana.

### Location:

The project includes pavement replacement/rehabilitation and drainage improvements along SR 56 and SR 156 in the town of Vevay, Switzerland County, Indiana (Appendix B, page B-1). The project is located within Sections 13, 14, 22, and 23, Township 2 North, Range 3 West of the U.S. Geological Survey (USGS) Vevay North and Vevay South, Indiana Quadrangles (Appendix B, page B-2). The proposed work for Des. No. 1900334 extends along SR 56 from 0.19 mile west of the SR 129 intersection (Sta. 101+97.00 Line "B") to Walnut Street (Sta. 329+10.00 Line "D") (0.32 mile north of the SR 156 intersection). The proposed work for Des. No. 1900337 extends along SR 156 from Walnut Street (Sta. 193+53.00 Line "B") to 0.75 mile east of SR 56 (Sta. 228+97.00 "Line B").

### Existing Conditions:

SR 56 (W Main Street) running east to west is functionally classified by INDOT as a Rural Minor Arterial. The posted speed limit through the project corridor changes from west to east from 50 miles per hour (mph), to 40 mph, to 35 mph, to 30 mph. The typical section along SR 56 from SR 129 to Arch Street consists of two 12-foot travel lanes and varying shoulder widths with a 5-foot sidewalk along the north side of the roadway. From Arch Street to Liberty Street the 12-foot travel lanes continue with a parking lane approximately 12 feet wide on both the north and south side of the roadway. Starting at Liberty Street and continuing to the intersection of SR 56 and SR 156 the typical section consists of two 12-foot travel lanes, two 20-foot angled parking lanes, and approximately 12-foot sidewalks on both the north and south sides of the roadway. Concrete sidewalks line the north side of SR 56 from SR 129 to Arch Street. The sidewalks continue on both sides of SR 56 from Arch Street to Liberty Street. At Liberty Street the sidewalks increase in width from approximately 5 feet to approximately 8 feet and continue to SR 156. These sidewalks do not have ADA compliant curb ramps. Recent maintenance work included shoulder crack seal, shoulder crack filling, mainline crack seal, and mainline crack filling in 2016 and mainline crack filling in 2017 from SR 129 to SR 156. The existing pavement and curbs on SR 56 are in deteriorating condition. Along SR 56 (W Main Street) between Cedar Street and Silver Street the highest portion of the roadway is on the south side of the road and is sending all storm water to the north side, where there is a lack of inlets. The open roadside ditches along the south side are silted in.

SR 56 (Ferry Street) running north to south is functionally classified as a Rural Major Collector. The posted speed limit through the project corridor is 30 mph. The typical section from the intersection of SR 56 and SR 156 to approximately 175 feet north of Pike Street consists of two 12-foot travel lanes with a 11-foot parking lane on either side of the roadway. A curb rests between the roadway and a 10-foot sidewalk that ends at the face of the adjacent buildings. The typical section continues from approximately 175 feet north of Pike Street to the end of the project with two 12-foot travel lanes and varying shoulder widths. Sidewalk is located along the east and west sides of SR 56 ending at Turnpike Street. These sidewalks do not have ADA compliant curb ramps. Along the east side of SR 56 (Ferry Street) the existing inlets and the roadway overtop flooding private property, likely due to undersized pipes.

SR 156 (E Main Street) is functionally classified as a Rural Minor Arterial. The posted speed limit through the project corridor is 30 mph to 40 mph. The typical section from the intersection of SR 56 and SR 156 to the eastern project limit consists of two 12-foot travel lanes and varying shoulder widths of 1 to 2 feet. The existing grade slopes down to minor drainage ditches on the north and south sides of SR 156. Sidewalks are located on both the north and south sides of SR 156 from SR 56 to E Market Street. Sidewalk continues along the north side of SR 156 from E Market Street to 305 feet northeast of Kiesel Street. These sidewalks do not have ADA compliant curb ramps. The existing pavement and curbs on SR 156 are in deteriorating condition.

Flash flooding off the hillsides can create dangerous and damaging conditions through the downtown area.

Land use in the vicinity of the project is residential single-family dwellings and urban areas with impervious surfaces. The Ohio River is located approximately 1,520 feet southeast of the project limits. The surface water within the project area drains southeast towards the Ohio River. Paul W. Ogle Riverfront Park is located within the project area long the west side of Ferry Street.

### Preferred Alternative:

The preferred alternative will complete a mill and overlay of the existing asphalt along SR 56 and SR 156 at the west and east ends of the project area. Within the town of Vevay limits, the pavement will be replaced, rehabilitated, or reconstructed, new curbs added, storm sewer systems installed, and ADA-compliant curb ramps added.

Hot Mix Asphalt (HMA) overlay and preventative maintenance will occur on SR 56 and SR 156 from Maple Street to Dupraz Lane; Walnut Street to the eastern limit of the project; and Pike Street to the northern limit of the project. HMA overlay and minor structural improvements will occur to SR 56 from Silver Street to Liberty Street.

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Route SR 56 & SR 156

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Reconstruction will occur along Main Street and Ferry Street in the section of the project area bound by Liberty Street, Walnut Street, Cheapside Street, and Seminary Street. The reconstruction will include replacing the existing sidewalks along with the aforementioned pavement and drainage improvements. Along Ferry Street, a new storm sewer trunk line will be installed to collect and convey rainwater as it comes off the hillside north of Vevay down to the Ohio River floodway. This new storm sewer trunk line will run along Ferry Street and outlet into the existing ditch that is 350 feet south of the Ferry Street/Market Street intersection. The total length of the improvements is 3.03 miles. Excavation for the installation of new storm sewers will be needed at depths of up to 10 feet below the surface. Installation of a new storm sewer structure will occur at an unnamed tributary (UNT) of the Ohio River. In addition, existing streetlights along SR 56 and SR 156 will be removed and reset in the same general locations. The wiring, bases, and conduits of these streetlights will be replaced. No new streetlights will be installed. 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-19 to B-58.

A total of 0.30 acre of new permanent right-of-way (ROW) will be needed for the project, and approximately 0.141 acre of temporary ROW will be needed.

The Maintenance of Traffic (MOT) for the project will involve the implementation of phased construction along SR 156 and SR 56, which will maintain one lane of traffic in each direction and minimize interruption of the current daily traffic throughout construction. Ferry Street, south of Main Street, will require a temporary closure with detour to install the new storm sewer systems. During the removal and replacement of the sidewalk along the west side of Ferry Street, approximately 50 feet of sidewalk will need to be temporarily closed. An ADA-compliant, temporary pedestrian path will be provided around the construction zone along Ferry Street. No other closures or detours will be required for the construction of the project. Refer to the MOT section of this document and plan sheets (Appendix B, pages B-19 to B-58) for further details.

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, promoting effective roadside drainage for at least 15 years, and providing ADA compliant curb ramps. 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.

### Logical Termini/Independent Utility:

The project termini are located along SR 56 at 0.19 mile west of SR 129 intersection and 0.32 mile north of the SR 156 intersection at Walnut Street in Vevay, Indiana. The project termini are located along SR 156 at SR 56 intersection and 0.75 mile east of the SR 56 intersection in Vevay, Indiana. These logical termini were established based on the limits of the necessary work to accommodate the pavement restoration/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 late Fall 2024 and be completed by late Fall 2026.

### 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 has no cost and involves no action in the project area. The SR 56 and SR 156 concrete pavement would continue to deteriorate and the pavement ratings would continue to decrease further. The underdrains and their inlets would also continue to fail. The curb ramps would remain unchanged and would not be ADA compliant. The No-Build alternative would not address the purpose and need by not providing a solution to the deficient storm water drainage, the poor pavement conditions, nor the lack of ADA compliant curb ramps throughout the project area. Since this alternative would not fulfill the purpose and need, it was eliminated from further consideration.

#### 1 ½" Preventative Maintenance HMA Overlay – Entire Project Area

The 1 ½" HMA Overlay alternative consists of milling and overlaying the existing asphalt with a new HMA surface layer. The 1 ½" HMA Overlay Alternative would provide additional life for the pavement and would address the lack of ADA compliant curb ramps, but storm sewer upgrades would not occur. This alternative is estimated to have a cost considerably less than the pavement replacement alternative, but will require future costs and disruptions to solve the pavement and drainage issues left unresolved. This alternative does not address the purpose and need to promote effective roadside drainage and would lead to additional pavement issues as a result of continued drainage issues. Since this alternative would not fulfill the purpose and need, it was eliminated from

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further consideration.

## 4" Functional HMA Overlay – Entire Project Area

The 4" HMA Overlay alternative consists of milling and overlaying the existing asphalt with new HMA Surface and Intermediate courses. ADA curb ramps would be installed. Minor stormwater modifications would be made such as cleaning ditches/pipes and installing inlets at select locations. This alternative is estimated to have a cost less than the pavement replacement alternative, but will require future costs and disruptions to solve the pavement and drainage issues left unresolved. This alternative does not address the purpose and need to promote effective roadside drainage and would lead to additional pavement issues as a result of continued drainage issues. Since this alternative would not fulfill the purpose and need, it was eliminated from further consideration.

## Pavement Replacement – Entire Project Area

The Pavement Replacement alternative consists of total replacement of the existing roadway with newly treated subgrade and multiple layers of HMA courses. All of the concrete curb would be replaced. This alternative includes reconstructing sidewalks where they are against the curb and installing ADA compliant curb ramps on all remaining sidewalks. Where the pavement is to be reconstructed, a storm sewer system meeting contemporary standards is recommended. This alternative would meet the purpose and need for the project by improving pavement conditions and rideability of SR 56 and SR 156, providing ADA compliant ramps, and promoting effective roadside drainage. However, 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.

No other alternatives were considered.

## 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	<u>SR 56 (W Main Street)</u>			
Functional Classification:	<u>Rural Minor Arterial</u>			
Current ADT:	<u>7004</u>	VPD (2020)	Design Year ADT:	<u>7934</u> VPD (2045)
Design Hour Volume (DHV):	<u>549</u>	Truck Percentage (%)	<u>5</u>	
Designed Speed (mph):	<u>50, 40, 35, 30</u>	Legal Speed (mph):	<u>50, 40, 35, 30</u>	

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	2 through, 2 parking		2 through, 2 parking	
Pavement Width:	Max. 48	ft.	Max. 51	ft.
Shoulder Width:	0-12'	ft.	0-12'	ft.
Median Width:	n/a	ft.	n/a	ft.
Sidewalk Width:	0-5'	ft.	0-5'	ft.

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

Name of Roadway	<u>SR 56 (Ferry Street)</u>			
Functional Classification:	<u>Rural Major Collector</u>			
Current ADT:	<u>3895</u>	VPD (2020)	Design Year ADT:	<u>4995</u> VPD (2045)
Design Hour Volume (DHV):	<u>295</u>	Truck Percentage (%)	<u>2</u>	

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County Switzerland Route SR 56 & SR 156 Des. No. 1900334 & 1900337

Designed Speed (mph): 35, 30 Legal Speed (mph): 35, 30

Existing			Proposed		
Number of Lanes:	4		4		
Type of Lanes:	2 through, 2 parking		2 through 2 parking		
Pavement Width:	Max. 48	ft.	Max. 51	ft.	
Shoulder Width:	0-12'	ft.	0-12'	ft.	
Median Width:	n/a	ft.	n/a	ft.	
Sidewalk Width:	0-5'	ft.	0-5'	ft.	

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

Name of Roadway SR 156 (E Main Street)  
 Functional Classification: Rural Minor Arterial  
 Current ADT: 8242 VPD (2020)          Design Year ADT: 10570 VPD (2045)           
 Design Hour Volume (DHV): 1218 Truck Percentage (%) 6  
 Designed Speed (mph): 40, 35, 30 Legal Speed (mph): 40, 35, 30

Existing			Proposed		
Number of Lanes:	4		4		
Type of Lanes:	2 through, 2 parking		2 through, 2 parking		
Pavement Width:	Max 44	ft.	Max 58	ft.	
Shoulder Width:	Max 2	ft.	Max 12	ft.	
Median Width:	n/a	ft.	n/a	ft.	
Sidewalk Width:	0-5'	ft.	0-5'	ft.	

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

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

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

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

*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.*

A total of 47 pipes are located within the project area. All 47 pipes are stormwater conveyance with a diameter of 36 inches or less and are not listed in Indiana Bridge Inspection Application System (BIAS). 28 structures are 'Remain in Place', six driveway culverts are to be replaced, and 13 structures are to be removed. The six driveway pipes to be replaced are located along SR 56 between Dupraz Lane and Arch Street. A table containing the location, existing structure dimensions and description, and work type are presented in Appendix C, page C-79 to C-80.

A new 36-foot long, 5-foot diameter reinforced concrete pipe will be installed as the outfall of the new storm sewer system from Main Cross Street to the northern and eastern extents of the project limits. The location of the outfall is at the southern extent of the project along the west side of Ferry Street, south of the intersection of Ferry Street and Market Street. The proposed structure will outlet into an existing ditch and existing culvert outfall. The existing culvert outfall passes under Ferry Street and the wingwall of this existing culvert is where this new 5-foot outfall will be installed, requiring construction of new wingwalls. Permanent ROW will be required from Vevay Department of Parks and Recreation and a residential property for the outfall installation and placement of riprap at the new pipe outlet for erosion protection. The proposed outfall is shown on the plan sheet included in Appendix B, page B-71.

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### 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.

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

*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 temporary lane closures along SR 56 (W Main Street/Ferry Street) and SR 156 (E Main Street). Detours will be utilized. During the first stage of construction, SR 56 (W Main Street) and SR 156 (E Main Street) will require phased, temporary closure of the eastbound and westbound travel lanes, but one lane of travel will be maintained in each direction. During the second stage of construction, Ferry Street will be closed to through traffic and motorists will use Franklin Street, Washington Street, and Main Street. Ferry Street will require a closure with a 0.6 mile detour to install the new storm sewer systems. The detour is expected to last 1 month. During the third stage of construction, SR 56 (W Main Street) and SR 156 (E Main Street) will be closed to through traffic and motorists will use SR 129 and SR 250. The added travel distance as a result of the SR 56 detour is approximately 10 miles. The added travel distance as a result of the SR 156 detour is approximately 15 miles. The detour is expected to last 8 months. During the fourth stage of construction, SR 56 (Ferry Street) will be closed to through traffic and motorists will use SR 129 and SR 250. The added travel distance as a result of the detour is approximately 10 miles. The detour is expected to last 4 months. Residences and businesses along the detoured roads will have maintained access to their property. Please refer to Appendix B for MOT details (pages B-19 to B-58).

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: \$ 35,000 (2025) Right-of-Way: \$ 197,000 (2025) Construction: \$ 7,060,000 (2025)Anticipated Start Date of Construction: Late Fall 2024

## Indiana Department of Transportation

County Switzerland

Route SR 56 & SR 156

Des. No. 1900334 & 1900337

### RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.24	0.02
Commercial	0.03	0.12
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other: Recreational Park	0.02	0
Other: Vevay Public Square	0	0.001
Other: Switzerland County School Corporation	0.01	0
TOTAL	0.30	0.141

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

The existing ROW is approximately 20 feet from the edge of pavement on either side of SR 56 and SR 156, except through the downtown portion, where the ROW runs adjacent to the building faces. The proposed ROW width is the same as proposed along SR 56 and SR 156 because permanent ROW is needed primarily for turn radius reconstruction and curb ramp construction at intersections. Advance acquisition and/or reacquisition of existing ROW are not anticipated at this time.

The project will require acquisition of an approximate total of 0.441 acre of adjacent land for ROW purposes, consisting of approximately 0.30 acre of new permanent ROW and 0.141 acre of temporary ROW.

The project will require acquisition of an approximate total of 0.26 acre of land from residential properties, consisting of approximately 0.24 acre of new permanent ROW and 0.02 acre of temporary ROW. The residential properties are located along both sides of SR 56 and SR 156 throughout the project area. This ROW is needed for turn radius reconstruction and curb ramp construction.

The project will require acquisition of an approximate total of 0.15 acre of land from commercial properties, consisting of approximately 0.03 acre of new permanent ROW and 0.12 acre of temporary ROW. The commercial properties are located along SR 56 (Ferry Street) from the intersection with SR 56 (W Main Street) to Seminary Street. This ROW is needed for turn radius reconstruction and curb ramp construction.

The project will require acquisition of an approximate total of 0.02 acre of new permanent ROW from a public park, Paul W. Ogle Riverfront Park, located west of Ferry Street. This ROW is needed for installation and maintenance of the new drainage system outlet.

The project will require acquisition of an approximate total of 0.001 acre of temporary ROW from the Vevay Public Square located along SR 56 at Liberty Street. This ROW is needed for turn radius reconstruction and curb ramp construction.

The project will require acquisition of an approximate total of 0.01 acre of permanent ROW from the Switzerland County School Corporation located at the corner of Dupraz Lane and SR 56. This ROW is needed for curb ramp construction.

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.

## Indiana Department of Transportation

County SwitzerlandRoute SR 56 & SR 156Des. No. 1900334 & 1900337

### **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 February 16, 2021. Appendix C, pages C-1 to C-3.

<b><u>Agency</u></b>	<b><u>Date Sent</u></b>	<b><u>Date Response Received</u></b>	<b><u>Appendix</u></b>
US Fish and Wildlife Service (USFWS)	February 16, 2021	No response received	N/A
Federal Highway Administration (FHWA) – Indiana Division	February 16, 2021	No response received	N/A
Indiana Geological and Water Survey (IGWS)	May 12, 2021	May 12, 2021	Appendix C, page C-14
Indiana Department of Natural Resources - Division of Fish and Wildlife (IDNR-DFW)	February 16, 2021	No response received	N/A
Indiana Department of Environmental Management (IDEM)	February 16, 2021	No response received	N/A
IDEM Groundwater Section	February 16, 2021	February 17, 2021	Appendix C, page C-7
US Dept of Housing & Urban Development (HUD)	February 16, 2021	No response received	N/A
INDOT Environmental, Seymour	February 16, 2021	No response received	N/A
INDOT Environmental Policy Manager	February 16, 2021	No response received	N/A
INDOT Project Manager	February 16, 2021	No response received	N/A
IDNR Orphan Well Manager	February 16, 2021	February 16, 2021	Appendix C, page C-31
INDOT Communications	February 16, 2021	No response received	N/A
United States Army Corps of Engineers (USACE) Louisville District	February 16, 2021	No response received	N/A
Switzerland County Floodplain Administrator	February 16, 2021	No response received	N/A
Switzerland County Council	February 16, 2021	No response received	N/A
Switzerland County Surveyor	February 16, 2021	No response received	N/A
Switzerland County Commissioners	February 16, 2021	No response received	N/A
Vevay Police Chief	February 16, 2021	No response received	N/A
Switzerland County Highway Superintendent	February 16, 2021	No response received	N/A



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Switzerland County Sheriff	February 16, 2021	February 16, 2021	Appendix C, page C-29
Vevay Fire Department	February 16, 2021	No response received	N/A
Vevay School Superintendent	February 16, 2021	February 23, 2021	Appendix C, page C-22
Vevay School Transportation Director	February 16, 2021	No response received	N/A
Switzerland County Emergency Response	February 16, 2021	No response received	N/A
Switzerland County Historical Society	February 16, 2021	No response received	N/A
IDNR Oil and Gas Division	February 16, 2021	February 23, 2021	Appendix C, page C-21
Vevay YMCA	February 16, 2021	No response received	N/A
Vevay Assembly Church	February 16, 2021	No response received	N/A
Most Sorrowful Mother of God Church	February 16, 2021	No response received	N/A
Switzerland County Parks & Recreation Board	February 16, 2021	No response received	N/A
Switzerland County Cemetery Commission	February 16, 2021	No response received	N/A
Vevay Utilities	May 7, 2021	No response received	N/A
IDNR State & Community Outdoor Recreation Planning Section	September 26, 2022	November 4, 2022	Appendix C, page C-90
National Park Service	December 14, 2022	No response received	N/A

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

### SECTION B – ECOLOGICAL RESOURCES:

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

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

#### Presence

X

#### Impacts

Yes	No
X	

Total stream(s) in project area: 1,244 Linear feet      Total impacted stream(s): 100 Linear feet

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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)
UNT 1 to Ohio River	Intermittent	1103	50	UNT 1 to Ohio River was located in the northern portion of the investigated area along SR 56 (Ferry Street). UNT 1 flows south through an existing open channel for 112 feet and into a culvert underneath Ferry Street for 931 feet. From the culvert, the stream flows east through an open channel along Seminary Street for 90 feet within the investigated area. UNT 1 flows south to the Ohio River, a Section 10 Traditional Navigable Water (TNW). Based its connection to a TNW, UNT 1 is likely to fall under the jurisdiction of the USACE (Appendix F, pages F-5 to F-6, F-22).
UNT 2 to Ohio River	Intermittent	141	50	UNT 2 to Ohio River was located in the southern portion of the investigated area. UNT 2 flows southwest through an existing open channel for 19 feet within the investigated area and then flows through an existing culvert underneath Ferry Street for approximately 65 feet. From the culvert, UNT 2 flows through an open channel for 57 feet before exiting the investigated area. Based on its connection to the Ohio River, a TNW, UNT 2 is likely to fall under the jurisdiction of the USACE (Appendix F, pages F-5 to F-6, F-23).

*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-1) there are seven 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 or adjacent to the project area. That number was determined to be two by the site visit on June 17, 2020 by Crawford, Murphy, & Tilly, Inc. (CMT).

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on January 29, 2021. Please refer to Appendix F, page F-1 to F-36 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that two jurisdictional streams were identified within the construction limits. The USACE makes all final determinations regarding jurisdiction. The USACE preliminary jurisdictional determination (JD) for streams within the project area is included in Appendix F, pages F-37 to F-39.

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

UNT 1 of Ohio River is located within the construction limits. Approximately 50 linear feet (0.002 acre) of UNT 1 of Ohio River will be permanently impacted due to re-alignment from an existing culvert along Seminary Street into a proposed culvert along Ferry Street.

UNT 2 of Ohio River is located within the construction limits. Approximately 50 linear feet (0.004 acre) of UNT 2 of Ohio River will be permanently impacted at the south end of Ferry Street due to the installation of a culvert to outlet the proposed drainage system.

A total of 100 linear feet of permanent impacts to streams will occur as a result of the project. Any temporary impacts if needed for dewatering will occur within the limits of the permanent impacts.

Efforts will be made to avoid and minimize stream impacts to the greatest extent possible. The construction of this project will cause minimal stream disturbance. Avoidance alternatives are not practicable because they would not allow the project to address flooding and drainage issues, and therefore would not fulfill the project's purpose and need. Stream mitigation is not expected to be required for this project. A 404/401 Nationwide Permit (NWP) are anticipated to be required.

# Indiana Department of Transportation

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IDNR-DFW responded on February 16, 2021 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, page C-19 to C-20). Early coordination occurred via IDEM's online service on February 15, 2021. General comments in the IDEM automated response require permitting for impacts to streams and IDEM noted no specific concerns about watercourses in the area (Appendix C, page C-7 to C-13). All applicable recommendations are included in the Environmental Commitments section of this CE document.

**Open Water Feature(s)**

Reservoirs  
Lakes  
Farm Ponds  
Retention/Detention Basin  
Storm Water Management Facilities  
Other: \_\_\_\_\_

**Presence**


**Impacts**

Yes	No

*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, pages E-1 to E-12) there are 12 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 June 17, 2020 by CMT. Therefore, no impacts are expected.

**Wetlands**

**Presence**

--

**Impacts**

Yes	No

Total wetland area: 0 Acre(s) Total wetland area impacted: 0 Acre(s)

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

**Wetlands (Mark all that apply)**

Wetland Determination  
Wetland Delineation  
USACE Isolated Waters Determination

**Documentation**

X

**ESD Approval Dates**

January 29, 2021

*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, pages E-1 to E-12) there are 30 wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area, which was confirmed by the site visit on June 17, 2020 by 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 January 29, 2021. Please refer to Appendix F, page F-1 to F-36 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands were identified within the construction limits.

# Indiana Department of Transportation

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## Terrestrial Habitat

### Presence

☒

### Impacts

Yes

No

☒

☐

Total terrestrial habitat in project area: 2.32 Acres

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, site visit on June 17, 2020 by CMT, and the aerial map of the project area (Appendix B, page B-3), there is mowed grass/lawn within the project area. The area is urban with residential and commercial land uses. In addition to mowed grass/lawn, individual mature street trees are located along the roadways within the project area. Approximately 2.31 acres of mowed grass/lawn containing common turf grasses, including fowl blue grass (*Poa palustris*) and narrowleaf plantain (*Plantago lanceolata*) will be directly impacted for the project improvements. Approximately 0.01 acre of individual street trees, including American sycamore (*Platanus occidentalis*) and Callery pear (*Pyrus calleryana*) will be directly impacted for the project improvements. Tree clearing will include the removal of 26 street trees.

A total of 2.32 acres of terrestrial habitat will be directly impacted for the roadway improvements. A total of 0.01 acre of tree removal is expected to be required for this project. 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 for impacts to streams and wetlands is anticipated. Tree mitigation will be required by IDNR-DFW, including planting five trees for each tree to be removed (Appendix C, pages C-19 to C-20).

IDNR-DFW responded on February 16, 2021 with recommendations to avoid, minimize, or compensate for impacts to wildlife and botanical resources, including revegetating all bare and disturbed areas (Appendix C, page C-19 to C-20). Early coordination occurred via IDEM's online service on February 18, 2021. General comments in the IDEM automated response require permitting if there is more than one acre of total land area disturbance (Appendix C, page C-7). 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

No

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☐

☒

☐

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Determination Received for Listed Bats from USFWS:

NE ☐

NLAA ☒

LAA ☐

### Other Species not included in IPaC

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

Yes

No

☒

☐

☒

☐

### Migratory Birds

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

Yes

No

☐

☒

☒

☐

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.

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Based on a desktop review and the RFI report (Appendix E, page E-1), completed by CMT on July 21, 2021, the IDNR Switzerland County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated February 16, 2021 (Appendix C, page C-19 to C-20), the Natural Heritage Program's Database has been checked and the state endangered elusive clubtail (*Stylurus notatus*), channel darter (*Percina copelandi*), and barn owl (*Tyoto alba*) have been identified within a 0.5-mile radius of the project area. IDNR-DFW responded that it does not foresee any impacts to the channel darter or barn owl as a result of this project. The Division of Nature Preserves does not anticipate any impacts to the elusive clubtail as a result of this project. In addition, IDNR-DFW responded with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources, and wildlife. All applicable recommendations are included in the Environmental Commitments section of this CE document. An INDOT 0.5-mile bat review occurred on March 26 2020, 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-77 to C-78).

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-45 to C-61). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened 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. Culvert inspections occurred on June 20, 2020 and state that no evidence of birds or bats were seen or heard in any of the culverts (Appendix C, pages C-79 to C-81). An effect determination key was completed on May 18, 2021, 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, pages C-62 to C-74). INDOT reviewed and verified the effect finding on May 24, 2021 and requested USFWS's review of the finding (Appendix C, pages C-75 to C-76). 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) (Lighting 1 and 2, Tree Removal 1, 2, 3, and 4, and General 1) are included as firm commitments in the Environmental Commitments section of this document.

The official species list generated from IPaC indicated two other species present within the project area. The project is also within the range of the pink mucket (*Lampsilis abrupta*) and the monarch butterfly (*Danaus plexippus*). The two streams located within the construction limits are small intermittent streams and do not provide mussel habitat; therefore, no impacts are expected. 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 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	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input 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-2) and the RFI report (Appendix E, page E-1 to E-12) there are no karst features identified within or adjacent to the project area. In the early coordination response May 12, 2021, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages C-14 to C-18). IGWS noted a low potential for bedrock resource, and high potential for sand and gravel resource, and active or abandoned mineral resource extraction sites documented in the area. Response from IGWS has been communicated with the designer on May 12, 2021. No impacts are expected.

# Indiana Department of Transportation

County Switzerland

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## SECTION C – OTHER RESOURCES

### Drinking Water Resources

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

#### Presence

X

#### Impacts

**Yes**

**No**

	X

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

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

If Yes, is a Groundwater Assessment Required?

**Yes**

**No**

	X

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

The project is located in Switzerland 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 February 17, 2021 by CMT. This project is located within a Wellhead Protection Area. In an early coordination response dated May 7, 2021, IDEM stated the project is located within a Wellhead Protection Area (Appendix C, page C-33). The Vevay Water Department was sent an early coordination letter on May 7, 2021. The Vevay Water Department did not respond within the 30-day time frame. The Wellhead Protection Area was discussed at a utility coordination meeting held on May 25, 2022 (Appendix C, pages C-35 to C-41). The Vevay Municipal Wastewater Treatment Plant did not have any concerns or comments related to the Wellhead Protection Area during the meeting. The features will not be affected because standard chemical spill and protection procedures will be in place during construction and the project will comply with the Wellhead Protection Program. Avoidance alternatives would not be 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.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 17, 2021 by CMT. The nearest water well is located 0.07 mile north of the project area, on private property at the northern extent of the project area. The features will not be affected because they are located adjacent to areas involving mill and overlay. Therefore, no impacts are expected. Should it be determined during the ROW 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 February 17, 2021 this project is not located in an Urban Area Boundary (UAB). No impacts are expected.

Based on a desktop review, a site visit on June 17, 2020, by CMT, the aerial map of the project area (Appendix B, page B-3), this project is located where there are public water systems. The public water system will be affected as a result of the project drainage improvements. The Vevay Water Department was sent an early coordination letter dated May 7, 2021. The Vevay Water Department did not respond within the 30-day time frame. During a utility coordination meeting held on May 25, 2022, the Vevay Water Department stated that a fair amount of watermain relocation would be needed for the project, especially along Main Street (Appendix C, pages C-35 to C-41). They also stated that there is a concern with construction of this watermain, as the portion of the system in the project area is old and may not have working valves. Most of the existing watermain along Main Street between Dupraz Street and Walnut Street will need to be replaced. This will likely be a reimbursable utility relocation. Further coordination meetings will be held to determine the relocation plan for this work.

# Indiana Department of Transportation

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## Floodplains

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

### Presence

X
X
X

### Impacts

Yes	No
X	
	X
	X

If applicable, indicate the Floodplain Level?

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

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

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) by CMT on February 16, 2021 and the RFI report (Appendix E, pages E-1 to E-12), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F-41). An early coordination letter was sent on February 16, 2021, 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, that 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


### Impacts

Yes	No

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.

Based on a desktop review, a site visit on June 17, 2020, by CMT, and the aerial map of the project area (Appendix B, page B-3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.

## SECTION D – CULTURAL RESOURCES

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

## Full 106 Effect Finding

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

## Eligible and/or Listed Resources Present

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

This is page 17 of 35 Project name: SR 56 and SR 156 Pavement Replacement Date: September 8, 2023

# Indiana Department of Transportation

County Switzerland Route SR 56 & SR 156 Des. No. 1900334 & 1900337

**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:

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

**ESD Approval Date(s)**

July 20, 2022
July 20, 2022
July 20, 2022
November 8, 2021

**SHPO Approval Date(s)**

August 18, 2022
August 18, 2022
August 18, 2022
August 18, 2022

Memorandum of Agreement (MOA)

<input checked="" type="checkbox"/>
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**MOA Signature Dates** (List all signatories)

<u>Required</u> FHWA – January 4, 2023 SHPO – December 1, 2022
<u>Invited</u> INDOT – November 17, 2022 Town of Vevay – December 19, 2022

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

**Area of Potential Effect (APE):** The APE for this project includes all properties adjacent to the project and those with a proximate viewshed of the project. The dimensions of the APE were defined by the restricted views caused by the commercial and residential properties within the APE. The APE is approximately 2.25 miles long and approximately 0.45 mile wide at its widest point. The archaeological APE consists of 32.8 acres, including all existing and proposed ROW as well as any additional area investigated beyond it. A map of the APE is included in the Effect Determination (Appendix D, pages D-46 to D-52).

**Coordination with Consulting Parties:** On April 30, 2020, an early coordination letter was distributed to the organizations listed below inviting them to participate in the Section 106 process (Appendix D, pages D-91 to D-94). Those identified in bold print are participating consulting parties.

Organization	Response Date
<b>Indiana State Historic Preservation Officer (SHPO)</b> (automatic consulting party)	May 11, 2020; Appendix D, page D-97
<b>Indiana Landmarks – Southeast Field Office</b>	May 26, 2020; Appendix D, page D-99
<b>Switzerland County Historian</b>	May 1, 2020; Appendix D, page D-95
Switzerland County Historical Society	N/A
Switzerland County Council	N/A
Switzerland County Commissioners	N/A
Switzerland County Highway Department	N/A
<b>Vevay Town Council</b>	May 1, 2020; Appendix D, page D-95
<b>Vevay Main Street, Inc.</b>	August 12, 2020; Appendix D, page D-108
Historic Vevay, Inc.	N/A
Vevay Historic Review Board	N/A
Delaware Tribe of Indians, Oklahoma	N/A
Eastern Shawnee Tribe of Oklahoma	N/A
<b>Miami Tribe of Oklahoma</b>	May 6, 2020; Appendix D, page D-96
<b>Peoria Tribe of Indians of Oklahoma</b>	December 1, 2021; Appendix D, page D-137



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Pokagon Band of Potawatomi Indians	N/A
Shawnee Tribe	N/A
United Keetoowah Band of Cherokee Indians	N/A

On May 1, 2020, Green 3, LLC (now SJCA Inc.) spoke to the Switzerland County Historian via a telephone call (Appendix D, page D-95). The Switzerland County Historian commented on the history of religious structures in Vevay and that the wrought iron fencing surrounding the courthouse and church should be incorporated into the project. The historian informed the consultant that there is no mayor in Vevay; there is an elected town council and Brandi Bear, the town treasurer, has agreed to be the contact. Ms. Bear was added to the consulting parties list.

On May 11, 2020, the SHPO staff responded to the ECL noting that they were not aware of any additional parties that should be invited to participate in the Section 106 consultation; however, they recommended inviting any property owners who might be affected by the taking of right-of-way from a potentially historic property (Appendix D, pages D-97 to D-98).

On May 26, 2020, Indiana Landmarks commented that the "work should avoid affecting the fencing around the courthouse if that sidewalk is to be replaced. Likewise, if the sidewalk along the Hoosier Theatre is to be replaced, it should not impact the building itself. We hold a protective façade easement on this property." (Appendix D, page D-99). The project will avoid the fence around the Switzerland County Courthouse. Temporary right-of-way is being acquired at the corner of SR 56/W Main St. and Liberty Street; however, the fence will be avoided in the construction of an ADA-compliant curb ramp on that corner. With regard to the Hoosier Theatre, the sidewalk and adjacent curbs in front of the building will not be replaced. The only work in front of the Hoosier Theatre is the installation of a new storm sewer pipe under the Ferry Street pavement from Main Street southward to past Market Street.

In an email to Green 3/SJCA Inc. dated July 23, 2020 (Appendix D, pages D-106 to D-107), Janet Hendricks, Switzerland County Historian, stated, "I informed [Green 3, LLC] that the Courthouse (circa 1863) and the Ruter Chapel United Methodist Church (1859) on Main Street in Vevay were very historic Buildings. The church, a Methodist shrine, is much closer to the street and could be impacted more than the Courthouse. I mentioned that both buildings (situated on Main Street and about one block between) had wrought iron fences. I am concerned for those fences and structures." The project will avoid the fences around the Switzerland County Courthouse at the northwest corner of SR 56/W Main St. and Liberty Street and Ruter Chapel United Methodist Church at the southeast corner of SR 56/W Main St. and Union Street for the installation of ADA-compliant curb ramps.

A Section 106 consulting party meeting was held December 13, 2021 and attended by Anthony Ross (INDOT Cultural Resources Office (CRO)-LPA Administrator), Susan Branigin (INDOT CRO-History Unit Team Lead), Matthew Rhoads (INDOT Project Manager), Shaun Miller (INDOT CRO-Archaeology Team Lead), David Moffatt (INDOT CRO-Archaeologist), Kari Carmany-George (FHWA-Indiana Division), Beth McCord (Director and Deputy State Historic Preservation Officer, IDNR, Division of Historic Preservation and Archaeology (DHPA) (staff of the State Historic Preservation Officer [SHPO])), Danielle Kauffmann (IDNR, DHPA (staff of the SHPO)), Laura Renwick (Community Preservation Specialist-Indiana Landmarks), Janet Hendricks (County Historian-Switzerland County), Brandi Scutter (Clerk-Town of Vevay), Nick Batta (CMT-Project Manager), Marion Wells (CMT-Environmental Scientist), Karen Wood (SJCA Inc.-Cultural Resources and Environmental Manager), and Scott Henley (SJCA Inc.-Cultural Resources Associate) (Appendix D, pages D-139 to D-143). The meeting discussed the proposed project and the impact of the undertaking on the National Register-listed and National Register-eligible properties including Vevay Historic District (NR-2350, IHSSI #155-658/649-21001-563), Old Hoosier Theatre (NR-0459, IHSSI #155-649-21443), Switzerland County Courthouse (NR-2134, IHSSI #155-649-21168), Edward Eggleston and George Cary House (NR-2054, IHSSI #155-649-21164), and the Craftsman House (IHSSI #155-648-21016). The anticipated effect finding and avoidance and minimization measures were discussed. Mitigation measures discussed for the impact of the undertaking on historic properties included, "do not disturb" call outs for the wrought-iron fence of Ruter Chapel United Methodist Church in the Vevay Historic District, repurposing the limestone curb that is salvageable, and interpretive signage relating to the two sycamore trees to be removed and the limestone curbs.

Archaeology: An archaeologist who meets the Secretary of Interior's Professional Qualification Standards conducted a literature review and Phase Ia Reconnaissance Report (Archaeology Report) for the project in November 2021. Twenty-nine archaeological sites (12-Sw-0456 through 12-Sw-0484) were identified within the project area. These sites are primarily historic-era artifact scatters dating from the early 19th to late 20th century. Sites 12-Sw-0456 through 12-Sw-0484 were recommended not eligible for listing in the NRHP, and no further archaeological work is recommended for the project (Appendix D, pages D-118 to D-136).

Consulting parties were notified of availability of the Archaeology Report on November 29, 2021 (Appendix D, pages D-116 to D-117).

On August 18, 2022, SHPO stated that the portion of archaeological sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 surveyed for this project do not appear eligible for inclusion in the NRHP (Appendix D, pages D-193 to D-195). However, the site boundaries

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likely extend beyond the limits surveyed and the unsurveyed portions of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 remain unevaluated for inclusion in the NRHP. SHPO stated that the surveyed limits should be clearly marked at the locations of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 so that surveyed portions of the sites are avoided by all ground-disturbing project activities. A stipulation to clearly mark these site locations outside the surveyed area on the construction plans as "Environmentally Sensitive Area – Do Not Disturb" should be added to the Draft MOA and/or added as a project commitment. If avoidance is not feasible, a plan for further archaeological investigations shall be submitted to the Indiana SHPO for review and comment.

**Historic Properties:** The APE contains five resources listed in or eligible for inclusion in the National Register of Historic Places (NRHP). The resources include Vevay Historic District (NR-2350, IHSSI #155-658/649-21001-563), Old Hoosier Theatre (NR-0459, IHSSI #155-649-21443), Switzerland County Courthouse (NR-2134, IHSSI #155-649-21168), Edward Eggleston and George Cary House (NR-2054, IHSSI #155-649-21164), and Craftsman House (IHSSI #155-648-21016).

**Vevay Historic District** (NR-2350, IHSSI #155-658/649-21001-563), listed in the NRHP in 2019, is a collection of 275 historic buildings on 100 acres and includes some of Indiana's finest Greek Revival buildings. The Schenck House on W Market Street and the Grisard House on E Main Street, both large brick mansions, date to the 1840s. The historic district has a western extent of Dupraz Lane to Ohio Street and is encompassed from the Ohio River to Turnpike Street. The historic district is significant under Criteria A and C. Under Criterion A, the district is important in the history of commerce in the county with its role as a river port leading to its success as a commercial center. It constituted the largest retail and business center in the county for decades. Under Criterion C, the district has some of the best examples of 19th and early 20th century architecture in the county and state. The Greek Revival houses and churches in the district were impressive enough to warrant recording in the Historic American Buildings Survey in the 1930s.

**Old Hoosier Theatre** (NR-0459, IHSSI #155-649-21443), listed in the NRHP in 1982, is significant under Criteria A and C. Under Criterion A, it is an example of one of the earliest commercial buildings in the town located at 209 Ferry Street in Vevay. Under Criterion C, it is an excellent example of a Federal style building with a Renaissance Revival arcade at street level (possibly added later).

**Switzerland County Courthouse** (NR-2134, IHSSI #155-649-21168), listed in the NRHP in 2009, is located at 212 W Main Street in Vevay. The courthouse is significant under Criteria A and C. Under Criterion A, it is significant to government and politics for its prominence in Switzerland County history. Under Criterion C, it is an excellent example of a Greek Revival style courthouse and the work of an important designer/builder, David Dubach.

**Edward Eggleston and George Cary House** (NR-2054, IHSSI #155-649-21164), listed in the NRHP in 1973, is located at 306 West Main Street in Vevay and is significant under Criterion B. Edward Eggleston was one of America's earliest realistic novelists and may have been the first writer to tap into the literary potential of the frontier experience. George Cary Eggleston was the younger brother of Edward and became a prolific writer after the Civil War working at editorial positions in New York and writing novels.

**Craftsman House** (IHSSI #155-648-21016) is located at 102 West Turnpike Street and is significant under Criterion C for architecture. This c. 1920 one and a-half story bungalow is one of the larger and most intact bungalows in the town of Vevay. It has walls clad in wood siding. The entrance is beneath a deep porch with a brick knee wall, and the porch roof is supported by square brick posts. The door is centered on the façade and flanked by one-over-one light double-hung sash windows. A gabled dormer is placed on the façade above the porch roof. The dormer has a tripled window with an arched transom window. Knee brackets support the dormer roof and the end gables.

A letter distributed on July 23, 2020, notified consulting parties that a Historic Property Short Report (HPSR), (Zeigler, July 1, 2020) was available for review and comment. SHPO provided comments on the ECL and the HPSR in a letter dated August 17, 2020, in which it concurred with the APE (Appendix D, pages D-111 to D-113). SHPO concurred with the eligibility recommendations of the HPR for the Vevay Historic District, Old Hoosier Theatre, Switzerland County Courthouse, and Edward Eggleston and George Cary House; however, SHPO also recommended the Craftsman House as individually eligible for inclusion in the NRHP. Additionally, SHPO staff stated, "we believe that the Most Sorrowful Mother of God Catholic Church (Indiana Historic Sites and Structures Inventory ["IHSSI"]#155-648-21466) contributes to the State Register listed district. However, we do agree that it is not individually eligible for inclusion in the NRHP."

On November 29, 2021, INDOT-CRO submitted an Effects Letter for the project to SHPO and Green3 LLC invited consulting parties to comment (Appendix D, pages D-116 to D-117). INDOT-CRO, has determined a "No Adverse Effect" finding is appropriate for four of the historic properties and a "Adverse Effect" finding for the Vevay Historic District. On July 20, 2022, FHWA signed a determination of "Adverse Effect" on the Vevay Historic District and "No Adverse Effect" on the Old Hoosier Theatre, Switzerland

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County Courthouse, Edward Eggleston and George Cary House, and Craftsman House (Appendix D, pages D-13 to D-15). On August 18, 2022, SHPO responded that they concur with FHWA's determination (Appendix D, pages D-193 to D-195).

Documentation Finding: INDOT, acting on behalf of FHWA, has determined a finding of "Adverse Effect" is appropriate for this undertaking. A finding of "Adverse Effect" has been determined for the Vevay Historic District (NR-2350, IHSSI #155-658/649-21001-563).

FHWA has signed a determination of "Adverse Effect" for this Section 106 undertaking on July 20, 2022 (Appendix D, pages D-13 to D-15). SHPO concurred with the determination of "Adverse Effect" for this Section 106 undertaking on August 18, 2022 (Appendix D, pages D-193 to D-195). Regarding the Craftsman House, SHPO agrees that while the undertaking will temporarily occupy land from its property boundary, the conditions listed in 23 CFR 773.13(d) are satisfied and the impacts constitute a temporary occupancy. The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (v), do not apply to the Old Hoosier Theatre, Switzerland County Courthouse, Edward Eggleston and George Cary House, and Craftsman House.

MOA: In an effort to mitigate the finding of "Adverse Effect", a final MOA was executed by FHWA and SHPO on January 4, 2023 (Appendix D, pages D-182 to D-192). On August 18, 2022, SHPO provided comments on the draft MOA (Appendix D, pages D-193 to D-195).

The MOA was developed in discussion with consulting parties through meetings and correspondence. All of the stipulations contained in the MOA are firm project commitments. The MOA contains the following stipulations:

### I. Mitigation Measures:

- INDOT, where feasible, will reset any intact limestone curb for use in this project. Reset limestone curb will be placed in—or will be placed as close to as is possible—those locations where limestone curb was removed. Any limestone curb that cannot be reset as part of the undertaking will be offered to the Town of Vevay for repurposing as the Town deems appropriate.
- INDOT and/or its representatives will work with the consulting parties to design and install interpretive signage within the project area to reflect the loss of the sycamore trees in front of the Swiss Inn (100 E. Main St.), the loss of limestone curb along SR 56/W. Main St., and any other topics deemed appropriate by INDOT and consulting parties.
  - The interpretive sign shall be developed by a Qualified Professional (QP) Historian. Indiana SHPO and consulting parties will have 30 days to review and comment on the interpretive signage design and text information. If the Indiana SHPO does not respond to this submission within 30 days, acceptance will be assumed. If the Indiana SHPO and consulting parties respond with questions and/or recommendations, INDOT and/or its representative will consult with the Indiana SHPO to incorporate the recommendations to the extent practicable within the limits of the project. INDOT and/or its representative will inform the SHPO and consulting parties of the resolutions to such recommendations and provide the Indiana SHPO with any revisions for their files.
  - INDOT and/or its representatives will work with the selected QP Historian and consulting parties to determine the number of interpretive signs and their location(s) to adequately convey the significance of selected topics; however, one (1) sign will be for the loss of the sycamore trees and a maximum of two (2) signs will be for the Vevay Historic District.
  - The selected contractor will develop shop drawings and specifications for the signage that include historical text, sign size(s), material, finish, mounting details, and location(s).
  - The shop drawings and specification will be submitted to the INDOT Manager of Cultural Resources for review and approval.
  - Once the Manager of INDOT Cultural Resources has approved the shop drawings, the selected contractor shall submit the shop drawings to the Indiana SHPO and the other consulting parties for a 30-day review and comment period.
  - INDOT and/or its representatives will work with the selected QP Historian, Indiana SHPO, and consulting parties to determine materials to be used in the construction and installation of the interpretive signage. The installation of the signage shall be made part of the construction contract.
- Tree Planting for Mitigation Purposes
  - INDOT and/or its representatives will work with the Town of Vevay, Indiana SHPO, and consulting parties to determine if tree plantings elsewhere in the National Register-listed Vevay Historic District are feasible for mitigation of the loss of the sycamore trees in front of the Swiss Inn.
  - INDOT and/or its representatives shall make a good faith effort to introduce species appropriate for placement in the Historic District.

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- Before construction adjacent to or within the Vevay Historic District, INDOT and/or its representatives shall present a tree planting plan to consulting parties.
- The tree planting plan shall identify the location of placement and species of the trees to be planted as part of this project.
- Indiana SHPO and consulting parties will have thirty (30) days to review and comment on the plan. If the Indiana SHPO does not respond to this submission within thirty (30) days, acceptance will be assumed.
- If the Indiana SHPO or any consulting party responds with recommendations, a good faith effort to accommodate the recommendation will be made. FHWA/INDOT and/or its representatives will inform the Indiana SHPO and consulting parties of its response to such recommendations and submit any revisions for their records.
- INDOT and/or its contractor shall inspect and monitor the mitigative plantings following the INDOT Standard Specification for Care, Inspection, and Replacement of Plant Materials (INDOT Spec 622.18) attached as Exhibit A.
- The Town of Vevay will provide INDOT and/or its contractor with right of- entry to the property during mitigation implementation and subsequent monitoring.
- After completion of the replanting of replacement trees, INDOT and/or its representatives will provide documentation to that effect to consulting parties.
- Avoidance of Sensitive Areas
  - INDOT and/or its representatives will provide the project designer with the location and boundaries for the following identified archaeological sites as noted by Indiana SHPO: 12Sw456 to 12Sw464 and 12Sw466 to 12SW484.
  - The project designer will add site boundaries to the construction plans and note them with the following notation on the construction plans "Environmentally Sensitive Area – Do Not Disturb."
  - Should avoidance not be feasible, a plan for further archaeological investigation must be submitted to the Indiana SHPO for review and comment.

### II. Objection Resolution Provision

- If the Indiana SHPO or any invited signatory to this MOA should object in writing to the FHWA regarding any action carried out or proposed with respect to the pavement replacement and rehabilitation or implementation of this MOA, then the FHWA shall consult with the objecting party to resolve this objection. If, after such consultation, the FHWA determines that the objection cannot be resolved through consultation, then the FHWA shall forward all documentation relevant to the objection to the Council, including the FHWA's proposed response to the objection. Within 45 days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
  - Provide the FHWA with a staff-level recommendation, which the FHWA shall take into account in reaching a final decision regarding its response to the objection; or
  - Notify the FHWA that the objection will be referred for formal comment pursuant to 36 C.F.R. Section 800.7(c), and proceed to refer the objection and comment. The FHWA shall take into account the Council's comments in reaching a final decision regarding its response to the objection.
- If comments or recommendations from the Council are provided in accordance with this stipulation, then the FHWA shall take into account any Council comment or recommendations provided in accordance with this stipulation with reference only to the subject of the objection. The FHWA's responsibility to carry out all actions under the MOA that are not the subjects of the objection shall remain unchanged.

### III. Post-Review Discovery

In the event that one or more historic properties--other than the Vevay Historic District-- are discovered or that unanticipated effects on historic properties are found during the implementation of this MOA, the FHWA shall follow the procedure specified in 36 C.F.R. Section 800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, by stopping work in the immediate area and informing the Indiana SHPO and the INDOT CRO of such unanticipated discoveries or effects within two business days. Any necessary archaeological investigations will be conducted according to the provisions of IC 14-21-1 and 312 IAC 21 and the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*.

Public Involvement: To meet the public involvement requirements of Section 106, FHWA's findings, a notice was advertised in the Vevay Reveille-Enterprise and The Switzerland Democrat on July 28, 2022. The public comment period closed 30 days later on August 28, 2022. The text of the public notice and the affidavit of publication appear in Appendix G, page G-8. No comments were received as a result of the public notice.

The Section 106 process is fully complete and the responsibilities of the FHWA under Section 106 have been fulfilled.

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## 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>			
Publicly owned park	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
<b>Wildlife and Waterfowl Refuges</b>			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
<b>Historic Properties</b>			
Site eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
<b><u>Evaluations</u></b>			
	<b><u>Prepared</u></b>		
Programmatic Section 4(f)			
"De minimis" Impact	<input checked="" type="checkbox"/>		
Individual Section 4(f)			
Any exception included in 23 CFR 774.13			

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, pages E-1 to E-12), there are 12 potential 4(f) resources located within the 0.5-mile search radius. According to additional research, a 800.11€ Documentation and Effect Finding, a site visit in May 2020 by Connie Ziegler a QP historian, and by the site visit on June 17, 2020 by CMT, there are 12 potential 4(f) resources located within or adjacent to the project area including Vevay Historic District, Old Hoosier Theatre, Switzerland County Courthouse, Edward Eggleston and George Cary House, Craftsman House, and Paul Ogle Park.

**The Switzerland County School Corporation** owns three school properties, including Switzerland County Middle School located along SR 56 (W Main Street), Switzerland County Senior High School located along SR 56 (W Main Street), and the Switzerland County School Corporation Transportation Facility located along SR 56 (W Main Street), located adjacent to the project area. Work in the area of these properties will only consist of HMA overlay. All work near these properties will occur within existing ROW. The Switzerland County School Corporation owns one school property, Jefferson-Craig Elementary School located near the intersection of Dupraz Lane and SR 56 (W Main Street), located within the project area. Permanent ROW will be taken from the Jefferson-Craig Elementary School at the northwest corner of the intersection of Dupraz Lane and SR 56 (W Main Street). The official with jurisdiction (OWJ) for all four of the school properties is the Switzerland County School Corporation Superintendent. On December 19, 2022, the Superintendent confirmed that the school properties are not 4(f) resources because the school outdoor recreation areas are not open for public use (Appendix C, page C-86 to C-87). Therefore, although permanent ROW will be taken from the Jefferson-Craig Elementary School, there will be no 4(f) use since the school is not a 4(f) resource.

**The Switzerland County YMCA** is a recreational facility located adjacent to the project area at 1114 W Main Street. The Switzerland County YMCA has indoor and outdoor recreation areas open to the public, including paved trails, a playground, picnic shelter, and indoor pool and gym. Work in the area of the Switzerland County YMCA will only consist of HMA overlay. All work near the Switzerland County YMCA 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

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activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

**Larry Tolbert Trail** is a recreational trail located adjacent to the project area at the Switzerland County YMCA. The trail is an approximately 0.7 mile long, 10-foot-wide paved recreational trail beginning at the Switzerland County YMCA. All work near this trail is within existing ROW and 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) use is expected.

**Vevay Historic District** (NR-2350, IHSSI #155-658/649-21001-563), listed in the NRHP in 2019, is a collection of 275 historic buildings on 100 acres with a western extent of Dupraz Lane to Ohio Street and is encompassed from the Ohio River to Turnpike Street. Vevay Historic District is significant under Criteria A and C. Under Criterion A, the district is important in the history of commerce in the county with its role as a river port leading to its success as a commercial center. This undertaking will have an "Adverse Effect" on the resource. Approximately 0.121 acre of temporary ROW will be required from the National Register-listed Vevay Historic District. Existing limestone curbs (approximately 2,150 linear feet) will be removed and replaced with modern concrete curbing. Two large, mature sycamore trees that are contributing elements within the historic district during the period of significance will be removed to accommodate the removal and replacement of the existing modern concrete sidewalk that has deteriorated due to the tree's roots. Throughout the historic district, the existing modern sidewalks, brick pavers, ornamental street trees, curb ramps, and curbs--where limestone is not present--will be removed and replaced. The existing modern roadway will be re-surfaced. Storm sewer pipe will be removed and replaced throughout the historic district. 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) use is expected.

This undertaking will not convert property from the Vevay Historic District, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Vevay Historic District (Appendix D, pages D-13 to D-15). SHPO concurred with the determination of "Adverse Effect" for this undertaking on August 18, 2022 (Appendix D, pages D-193 to D-195).

**Old Hoosier Theatre** (NR-0459, IHSSI #155-649-21443), listed in the NRHP in 1982 located at 209 Ferry Street in Vevay, is significant under Criteria A and C. Under Criterion A, it is an example of one of the earliest commercial buildings in the town. This undertaking will have "No Adverse Effect" on the resource. A new storm sewer will be installed beneath Ferry Street in front of the Old Hoosier Theatre, and the existing modern concrete sidewalk and curb ramps will be removed and replaced with modern concrete sidewalk and curb ramps approximately 100 feet northwest of the theatre at the intersection of Main Street and Ferry Street. 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) use is expected.

This undertaking will not convert property from the Old Hoosier Theatre, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Old Hoosier Theatre (Appendix D, pages D-13 to D-15). SHPO concurred with the determination of "No Adverse Effect" for this property on August 18, 2022 (Appendix D, pages D-193 to D-195).

**Switzerland County Courthouse** (NR-2134, IHSSI #155-649-21168), listed in the NRHP in 2009 and located at 212 W Main Street in Vevay, is significant under Criteria A and C. Under Criterion A, it is significant to government and politics for its prominence in Switzerland County history. This undertaking will have "No Adverse Effect" on the resource. Approximately 44 square feet of temporary right-of way will be required from the southeast corner of the resource for grading. The undertaking will remove the existing modern concrete sidewalk and replace with a modern concrete sidewalk and an ADA-compliant curb at the northwest corner of SR 56/W Main Street and Liberty Street. The wrought iron railing around the courthouse will be avoided by the project activities and the plans state the fence will not be disturbed. Additionally, a commitment will be included in the environmental documentation and database, and a unique special provision (USP) will be included in the contract for the project. The existing modern roadway will be resurfaced. 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) use is expected.

This undertaking will not convert property from the Switzerland County Courthouse, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Switzerland County Courthouse (Appendix D, pages D-13 to D-15). SHPO concurred with the determination of "No Adverse Effect" for this property on August 18, 2022 (Appendix D, pages D-193 to D-195).

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**Edward Eggleston and George Cary House** (NR-2054, IHSSI #155-649-21164), listed in the NRHP in 1973 and located at 306 W Main Street in Vevay, is significant under Criterion B. Edward Eggleston was one of America's earliest realistic novelists and may have been the first writer to tap into the literary potential of the frontier experience. This undertaking will have "No Adverse Effect" on the resource. The undertaking will replace the limestone curb adjacent to the historic resource with a modern concrete curb, replace new storm sewer under the road surface, and resurface the roadway. All work done near the resource will be within the existing right-of-way. 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) use is expected.

This undertaking will not convert property from the Edward Eggleston and George Cary House, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Edward Eggleston and George Cary House (Appendix D, pages D-13 to D-15). SHPO concurred with the determination of "No Adverse Effect" for this property on August 18, 2022 (Appendix D, pages D-193 to D-195).

**Craftsman House** (IHSSI #155-648-21016) located at 102 West Turnpike Street is significant under Criterion C for architecture. This c. 1920 one and a-half story bungalow is one of the larger and most intact bungalows in the town of Vevay. This undertaking will have "No Adverse Effect" on the resource. Approximately 480 square feet of temporary right-of-way will be required from the resource to install an upgraded storm sewer line joining an existing drain that adjoins the property. The work will be buried underground, and the area will be resodded. The existing modern roadway will be resurfaced. 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) use is expected.

This undertaking will temporarily occupy land from the Craftsman House, a Section 4(f) historic property. FHWA has determined the appropriate Section 106 finding is "No Adverse Effect" (Appendix D, pages D-13 to D-15). FHWA believes that the temporary occupancy will not constitute a Section 4(f) use because all of the conditions listed in 23 CFR 774.13(d) are satisfied:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions (Appendix D, pages D-193 to D-195).

SHPO is the OWJ for the Craftsman House Section 4(f) historic property. SHPO provided a concurrence letter with the determination of "No Adverse Effect" for this Section 4(f) historic property on August 18, 2022 (Appendix D, pages D-193 to D-195).

**Paul W. Ogle Riverfront Park (Paul Ogle Park)** is a public park managed by the Vevay Town Clerk-Treasurer on the Vevay Town Board, located within the construction limits along the west side of Ferry Street. The park is bounded by Franklin Street, Ferry Street, and the Ohio River, just south of the downtown core. The park address is 100 Ferry Street, Vevay, Indiana. Paul Ogle Park includes open green space, two playgrounds, picnic tables, shelters, benches, two basketball courts, a baseball field, restrooms, a campground RV site, and a boat ramp with access to the Ohio River. It is a central location to the Town of Vevay's Swiss Wine Festival, held annually in August, and the Sleepy Hollow Cruisin Classic Festival/Sleepy Hollow Fall Festival, held annually in October. Impacts to this 4(f) property include a take of 0.021 acre of permanent ROW, where a proposed storm sewer drainage trunk line will outlet into the existing ditch. A total of 0.02 acre (872 square feet) of Paul Ogle Park will be disturbed within the construction limits, including the placement of approximately 0.006 acre (261 square feet) of riprap. The impact area is currently mown grass at the northern edge of the park property along the west side of Ferry Street. Approximately 50 feet of existing sidewalk, adjacent to the east of Paul Ogle Park and along the west side of Ferry Street, will need to be removed and replaced in order to install the pipe. There will be no permanent changes to park access.

The following measures to minimize harm will be incorporated into the project plans as plan notes and as firm environmental commitments in this environmental document:

- Vehicular access to Paul Ogle Park via Ferry Street shall be provided via a signed detour. When the storm sewer trunk line work is completed south of Main Street, Ferry Street shall be re-opened to local traffic. Ferry Street will not need to be closed for the entire duration of the project.

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- The timing of the Ferry Street closure will not coincide with the Swiss Wine Festival or the Sleepy Hollow Fall Festival.
- Pedestrian access to Paul Ogle Park via along Ferry Street shall be maintained at all times.
- Appropriate signage shall be installed to alert users of Paul Ogle Park of construction activities, access restrictions or closures, and to direct users to secondary access points.
- The contractor shall be required to closely coordinate the construction schedule with INDOT and the Vevay Town Clerk-Treasurer prior to the start of construction activities.

This undertaking will have a *de minimis* impact on the resource based on the following assessment:

- All possible planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes will not adversely affect the recreational activities, features, or attributes that qualified the property for Section 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation, in regard to protecting the Section 4(f) property and maintaining access and safety, are considered to be reasonable and acceptable.

Based on the scope of the proposed project and type of work, there will be no adverse effects to the protected recreational activities, features, or attributes associated with Paul Ogle Park. The official with jurisdiction (OWJ) for Paul Ogle Park is the Vevay Town Council. The Vevay Town Council concurred with the measures to minimize harm and the determination of *de minimus* impact for this undertaking on July 7, 2021 (Appendix C, pages C-83 to C-85).

A public notice regarding the proposed project *de minimis* impact upon Paul Ogle Park was published in the *Vevay Reveille-Enterprise* and *The Switzerland Democrat* on August 12, 2021 offering the public an opportunity to submit comments. The public comment period closed 30 days later on September 6, 2021. The text of the public notice and the affidavit of publication appear in Appendix G, page G-7. No comments were received as a result of this public notice.

Measures to minimize harm will be incorporated into the project plans as plan notes and as firm environmental commitments in this environmental document and are listed in the Environmental Commitments section.

## Section 6(f) Involvement

## Presence

## Use

## Section 6(f) Property

Yes

No

X

X

*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 two properties in Switzerland County (Appendix I, page I-1). One 6(f) property, Riverfront Park, also known as Paul W. Ogle Riverfront Park (Paul Ogle Park), is located adjacent to the project area. The 6(f) property is located along the Ohio River, south of the project area along Ferry Street. The 4(f) boundary of Paul Ogle Park is located within the project area. However, the 6(f) boundary of Paul Ogle Park, which is the portion of the park that received LWCF funds, is not within the project area. The 6(f) property boundary is located 250 feet south of the project limits and is shown on the IDNR Managed Lands Map (Appendix I, page I-2). Paul Ogle Park includes open green space, two playgrounds, picnic tables, shelters, benches, two basketball courts, a baseball field, restrooms, a campground RV site, and a boat ramp with access to the Ohio River. The OWJ for Paul Ogle Park is the Vevay Town Council. Impacts to the Paul Ogle Park 4(f) property boundary include a take of 0.021 acre of permanent ROW, where a proposed storm sewer drainage trunk line will outlet into the existing ditch. A total of 0.02 acre (872 square feet) of Paul Ogle Park will be disturbed within the construction limits, including the placement of approximately 0.006 acre (261 square feet) of riprap. The impact area is currently mown grass at the northern edge of the park property along the west side of Ferry Street. Approximately 50 feet of existing sidewalk, adjacent to the east of Paul Ogle Park and along the west side of Ferry Street, will need to be removed and replaced in order to install the pipe. There will be no permanent changes to park access. There will be no impacts to the 6(f) property boundary (Appendix C, pages C-101 to C-102). An early coordination letter was sent to the IDNR Division of Outdoor Recreation on September 26, 2022. IDNR Division of Outdoor Recreation responded with documents providing the boundary of the 6(f) property on November 4, 2022 (Appendix C, page C-90 to C-98). An additional letter was sent to IDNR Division of Outdoor Recreation on December 14, 2022, requesting their concurrence



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that there would be no 6(f) impacts and no conversion of the 6(f) property (Appendix C, pages C-99 to C-101). IDNR Division of Outdoor Recreation concurred that there will be no impacts to the 6(f) property at Paul Ogle Park on January 5, 2023 (Appendix C, page C-102). An agency coordination meeting was held on May 25, 2022, with CMT, INDOT, and the Town of Vevay (Appendix G, pages G-2 to G-5). The project location, scope, impacts, schedule, and public involvement plan were reviewed at the meeting. The OWJ, Vevay Town Council/Board, did not have any comments or concerns related to the Paul Ogle Park 6(f) property. 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?

Is the project located in an MPO Area?

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

If Yes, then:

Is the project in the most current MPO TIP?

Is the project exempt from conformity?

If No, then:

Is the project in the Transportation Plan (TP)?

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

Yes

☒

No

☐☒☒☐☐☐☐☒☒

Location in STIP:

Page 203 of FY 2024-2028 STIP

Name of MPO (if applicable):

Location in TIP (if applicable):

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.

The Fiscal Year (FY) 2024-2028 Statewide Transportation Improvement Program (STIP) is listed based on the lead DES number in the contract. The lead DES number for this contract is 1900334. The FY 2024-2028 STIP includes DES number 1900337 by reference with the contract number 42228 (Appendix H, page H-1).

This project is located in Switzerland County, which is currently in attainment for all criteria pollutants according to the US Environmental Protection Agency Nonattainment Areas for Criteria Pollutants Green Book (<https://www.epa.gov/green-book>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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.

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### SECTION G - NOISE

**Noise****Yes****No**Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy? ☐ ☒

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

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

This project is a Type III project. In accordance with 23 CFR 772 and the 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?

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)

**Yes****No**

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

*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 is primarily residential and commercial. No changes in land use and no displacements or changes in access to businesses or residences 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 Vevay, 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 56 and SR 156 do not currently have ADA compliant curb ramps. The project will include improvements to curb ramps and sidewalks to meet ADA compliance. The town of Vevay has a 1996 Comprehensive Plan (found at: <https://switzerlandusa.com/wp-content/uploads/2018/06/96CompPlan.pdf>), which includes policies for the development of public ways, public places, and public and private utilities. The plan specifically mentions the development of plans for the improvement of vehicular access, streets, and utilities including sewer, water, gas, electricity, and storm drainage. Although the project is not specifically mentioned in the plan, it conforms to the plan as a purpose of the project is to improve pavement conditions and drainage.

The MOT for the project will involve temporary lane closures along SR 56 and SR 156 and the use of detours. Refer to the MOT section of this document and plan sheets (Appendix B, pages B-21 to B-58) for details. The detours will pose a temporary inconvenience to travelling motorists, including school buses and emergency services; however, no significant delays are anticipated, and all inconveniences will cease upon project completion.

Vevay community events were discussed during a coordination meeting held on May 25, 2022 with the town of Vevay (Appendix C, pages C-35 to C-41). Two annual community events were discussed during the meeting including Vevay's Swiss Wine Festival, which occurs annually at Paul Ogle Park the third weekend in August and Vevay's Sleepy Hollow Fall Festival, which occurs annually at Paul Ogle Park in October. Construction activities will not impact community events. Construction schedule coordination was completed to insure that no impacts occur to the festival. 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.

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### Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, pages E-1 to E-12) there are five religious facilities, one cemetery, four schools, nine recreational facilities, two pipelines, and one trail located within the 0.5 mile of the project. There are 12 public facilities within or adjacent to the project area. That number was confirmed by the site visit on June 17, 2020 by CMT, and utility coordination. Coordination has occurred between all public facilities within or adjacent to the project area.

Two religious facilities, Most Sorrowful Mother of God Church located near the intersection of SR 56 (Ferry Street) and Jackson Street, and Vevay Assembly Church Inc. located near the intersection of Kiesel Street and SR 156, are adjacent to the project area. Work in the area of Most Sorrowful Mother of God Church consists of HMA overlay and sidewalk and curb ramps improvements. No impacts are expected to occur to Most Sorrowful Mother of God Church as work is within the existing ROW and access will be maintained throughout construction. Work in the area of Vevay Assembly Church Inc. consists of HMA overlay and sidewalk and curb ramps improvements. Temporary ROW will be taken from the Vevay Assembly Church Inc. property at the northwest corner of the intersection of Dupraz Lane and SR 56 (W Main Street). The Vevay Assembly Church Inc. was sent an early coordination letter February 16, 2021. The Vevay Assembly Church Inc. did not respond within the 30-day time frame. The project will maintain access during construction and minimize traffic delays.

One cemetery, Vevay Cemetery located near the intersection of Kiesel Street and SR 156, is located adjacent to the project area. Work in this area consists of HMA overlay and sidewalk and curb ramps improvements. Permanent ROW will be taken from the property at the northwest corner of the intersection of Dupraz Lane and SR 56 (W Main Street). Coordination has occurred between Vevay Cemetery and the project to maintain access during construction and minimize traffic delays (Appendix C, pages C-81 to C-82). On July 23, 2021, INDOT-CRO confirmed that the Vevay Cemetery will not be impacted by the project and therefore a Cemetery Development Plan is not needed (Appendix C, pages C-81 to C-82).

Four schools, Jefferson-Craig Elementary School located near the intersection of Dupraz Lane and SR 56 (W Main Street), Switzerland County Middle School located along SR 56 (W Main Street), Switzerland County Senior High School located along SR 56 (W Main Street), and the Switzerland County School Corporation Transportation Facility located along SR 56 (W Main Street), are located within or adjacent to the project area. The Switzerland County School Corporation manages all four schools. Work in this area consists of HMA overlay and sidewalk and curb ramps improvements. Permanent ROW will be taken from the Jefferson-Craig Elementary School at the northwest corner of the intersection of Dupraz Lane and SR 56 (W Main Street). An early coordination letter was sent to the Switzerland County School Corporation superintendent on February 16, 2021. The school superintendent responded on February 22, 2021, stating they would like to discuss adding an exit from the Jefferson-Craig Elementary School off Dupraz Lane (Appendix C, pages C-22 to C-24). During the March 17, 2021 town hall meeting, the Switzerland County School Corporation superintendent proposed modifying the Jefferson-Craig Elementary School entrance by adding a drive off Dupraz Lane and requested additional coordination regarding the proposed project plan (Appendix C, pages C-37 to C-41). A local agency coordination meeting was held for the project on May 25, 2022, in which coordination occurred with the school superintendent to maintain access during construction and minimize traffic delays (Appendix C, pages C-35 to C-36). The school's request for an additional drive off Dupraz Lane was also discussed during the meeting. A proposed plan for the school access, traffic operations, and drive off Dupraz Lane was sent to the school superintendent on June 2, 2022 (Appendix C, pages C-27 to C-28). The school superintendent responded on July 12, 2022 and agreed that they liked the proposed access and traffic operations for the school (Appendix C, pages C-25 to C-26). A coordination meeting was held on January 5, 2023 with the CMT project manager, INDOT project manager, and the Switzerland County School Corporation superintendent to discuss the work that will occur at the SR 56 and Dupraz Lane intersection, including the permanent ROW (Appendix C, pages C-88 to C-89). During the meeting, the school superintendent also discussed a desire to add a sidewalk along the south side of SR 56 opposite of the school along with a crosswalk.

Four recreational facilities, Jefferson-Craig Elementary School located near the intersection of Dupraz Lane and SR 56 (W Main Street), Switzerland Co. Jr.-Sr. High School located along SR 56 (W Main Street), Paul W. Ogle Riverfront Park (Paul Ogle Park) located at the southern terminus of Ferry Street, and the Switzerland County YMCA located at YMCA Drive and SR 56 (W Main Street), are located within or adjacent to the project area. Work in the area of Jefferson-Craig Elementary School and Switzerland Co. Jr.-Sr. High School consists of HMA overlay and sidewalk and curb ramps improvements. Permanent ROW will be taken from Switzerland County School Corporation at the northwest corner of the intersection of Dupraz Lane and SR 56 (W Main Street). Coordination, discussed in the paragraph above, has occurred between Switzerland County School Corporation and the project to maintain access during construction and minimize traffic delays (Appendix C, pages C-22 to C-28, pages C-35 to C-41). Work in the area of Paul Ogle Park consists of installing a drainage outlet for the proposed drainage system at the outlet of a culvert conveying

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UNT 2 of Ohio River under Ferry Street. Permanent ROW will be taken from Paul Ogle Park. Coordination has occurred between Vevay Department of Parks and Recreation and the project to maintain access during construction and minimize traffic delays (Appendix C, pages C-35 to C-41). Work in the area of Switzerland County YMCA consists of HMA overlay. All work near Switzerland County YMCA will occur within existing ROW. Access to the property will be maintained during construction; therefore, no impacts are expected.

One trail segment, Larry Tolbert Trail located at the Switzerland County YMCA, is located adjacent to the project area. All work near this trail is within existing ROW and access to the property will be maintained during construction. No impacts are expected.

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?

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

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

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

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 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 right-of-way; 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	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

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

Date RFI concurrence by INDOT SAM (if applicable): July 27, 2021

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.

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Based on a review of GIS and available public records, the RFI was completed on July 21, 2021 and INDOT SAM provided their concurrence on July 27, 2021 (Appendix E, pages E-1 to E-12). Eight underground storage tank (UST) sites, two leaking underground storage tank (LUST) sites, one National Pollutant Discharge Elimination System (NPDES) facilities, and one NPDES pipe location are located within 0.5 mile of the project area.

The East End Auto Parts (405 East Main Street, AID 20890) UST site is located adjacent to the project area west of the SR 156 and Ohio Street intersection. The UST was reportedly removed in 1900 and January 24, 2000, an IDEM field inspector closed the file. UST closure sampling or reporting was not completed. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

The Citgo River Valley Express UST site (802 West Main Street, AID 18811) is located adjacent to the project area at the intersection of SR 56 and Arch Street. The site has three active gasoline fiberglass USTs, one active diesel >20% biodiesel fiberglass UST, one active kerosene fiberglass UST inspected on January 12, 2021. Violations were found and an updated notification for USTs was uploaded to IDEM VFC on February 2, 2021. Excavation will occur in this area. Proper removal and disposal of soil and/or groundwater may be necessary.

The Shop Quik LUST site (701 East Main Street, FID ID No. 9432) is located adjacent to the project area at the intersection of SR 156 and York Street. A petroleum release was identified during UST closure activities completed in 1992; however, impacted soils appear to have been removed and disposed off-site. Recently, the IDEM issued a Violation Letter, dated December 17, 2020, following an inspection of the site and requested documentation on several repairs needed. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

### 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

X

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

Nationwide Permit (NWP)  
Regional General Permit (RGP)  
Individual Permit (IP)  
Isolated Wetlands  
Rule 5 (Name changed to Construction Stormwater General Permit (CSGP))  
Other

X
X

**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."

A total of 100 linear feet of impacts to UNT 1 of Ohio River and UNT 2 of Ohio River will occur as a result of the project. A 404/401 NWP Permit is anticipated to be required for these impacts. Stream mitigation will likely not be required and will be determined during permitting.

The project is within the floodplain of the Ohio River. An IDNR Construction in a Floodway permit will be required. Floodplain

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

A Construction Stormwater General Permit (CSGP) will be required since 19.62 acres of land is to be disturbed. The Switzerland County MS4 has Certified Construction Programs and will have jurisdiction over the CSGP review. It will be the responsibility of the designer to submit plans to the MS4 to process any necessary permits. Once any necessary permits are obtained, they will be submitted to the INDOT Contracts Division prior to the construction of the project. The conditions of the permit will be requirements of the project.

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. 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)
4. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
6. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g. temporary work areas, alignments) to avoid tree removal. (USFWS)
7. Tree Removal AMM 2: Apply time of year restrictions, October 1 to March 30, 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. (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. The wrought iron railing around the Switzerland County Courthouse will be avoided by the project activities and the plans state the fence will not be disturbed. (INDOT-CRO)

## Indiana Department of Transportation

County Switzerland

Route SR 56 & SR 156

Des. No. 1900334 & 1900337

11. Surveyed limits should be clearly marked at the locations of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 so that surveyed portions of the sites are avoided by all ground-disturbing project activities. A stipulation to clearly mark these site locations outside the surveyed area on the construction plans as "Environmentally Sensitive Area – Do Not Disturb" should be added to the Draft MOA and/or added as a project commitment. If avoidance is not feasible, a plan for further archaeological investigations shall be submitted to the Indiana SHPO for review and comment. (IDNR-SHPO)
12. FHWA, in coordination with INDOT, shall ensure that work carried out pursuant to the MOA shall be performed by or under the direct supervision of historic preservation professionals who meet the Secretary of the Interior's Professional Qualifications Standards, as Amended and Annotated at [http://www.nps.gov/history/local-law/arch\\_stnds\\_9.htm](http://www.nps.gov/history/local-law/arch_stnds_9.htm) and all relevant Indiana state guidelines and standards, including 14-21-1, 312 IAC 22, and the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology's most current Guidebook for Indiana Sites and Structures ("qualified professionals"). The FHWA and INDOT shall ensure that consultants retained for services pursuant to the MOA meet these standards. (SHPO, FHWA, INDOT, Town of Vevay)
13. Excavation will occur in the area of UST site Citgo River Valley Express at 802 West Main Street, Vevay, IN 47043 proper handling, removal, and disposal of soil and/or groundwater will be necessary. (INDOT-SAM)
14. If excavation occurs in the area of LUST site Shop Quik at 701 East Main Street, Vevay, IN 47043 proper handling, removal, and disposal of soil and/or groundwater will be necessary. (INDOT-SAM)
15. If excavation occurs in the area of UST site East End Auto Parts at 405 East Main Street, Vevay, IN 47043 proper handling, removal, and disposal of soil and/or groundwater will be necessary. (INDOT-SAM)
16. 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)
17. Vehicular access to Paul Ogle Park via Ferry Street shall be provided via a signed detour. When the storm sewer trunk line work is completed south of Main Street, Ferry Street shall be re-opened to local traffic. Ferry Street will not need to be closed for the entire duration of the project. (Vevay Town Council)
18. The timing of the Ferry Street closure will not coincide with the Swiss Wine Festival or the Sleepy Hollow Fall Festival. (Vevay Town Council)
19. Pedestrian access to Paul Ogle Park via along Ferry Street shall be maintained at all times. (Vevay Town Council)
20. Appropriate signage shall be installed to alert users of Paul Ogle Park of construction activities, access restrictions or closures, and to direct users to secondary access points. (Vevay Town Council)
21. The contractor shall be required to closely coordinate the construction schedule with INDOT and the Vevay Town Clerk-Treasurer prior to the start of construction activities. (Vevay Town Council)
22. INDOT, where feasible, will reset any intact limestone curb for use in this project. Reset limestone curb will be placed in—or will be placed as close to as is possible—those locations where limestone curb was removed. The limestone curb shall be reset in a linear segment in one area rather than in various locations throughout the National Register-listed Vevay Historic District. Also, the limestone curb shall be reset in an original location within the Historic District (where limestone curb had originally been present). Any limestone curb that cannot be reset as part of the undertaking will be offered to the Town of Vevay for repurposing as the Town deems appropriate. (IDNR-SHPO, FHWA)
23. INDOT and/or its representatives will work with the consulting parties to design and install interpretive signage within the project area to reflect the loss of the sycamore trees in front of the Swiss Inn (100 E. Main St.), the loss of limestone curb along SR 56/W. Main St., and any other topics deemed appropriate by INDOT and consulting parties. The interpretive sign shall be developed by a Qualified Professional (QP) Historian. Indiana SHPO and consulting parties will have 30 days to review and comment on the interpretive signage design and text information. If the Indiana SHPO does not respond to this submission within 30 days, acceptance will be assumed. If the Indiana SHPO and consulting parties respond with questions and/or recommendations, INDOT and/or its representative will consult with the Indiana SHPO to incorporate the recommendations to the extent practicable within the limits of the project. INDOT and/or its representative will inform the SHPO and consulting parties of the resolutions to such recommendations and provide the Indiana SHPO with any revisions for their files. INDOT and/or its representatives will work with the selected QP Historian and consulting parties to determine

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the number of interpretive signs and their location(s) to adequately convey the significance of selected topics; however, one (1) sign will be for the loss of the sycamore trees and a maximum of two (2) signs will be for the Vevay Historic District. The selected contractor will develop shop drawings and specifications for the signage that include historical text, sign size(s), material, finish, mounting details, and location(s). The shop drawings and specification will be submitted to the INDOT Manager of Cultural Resources for review and approval. Once the Manager of INDOT Cultural Resources has approved the shop drawings, the selected contractor shall submit the shop drawings to the Indiana SHPO and the other consulting parties for a 30-day review and comment period. INDOT and/or its representatives will work with the selected QP Historian, Indiana SHPO, and consulting parties to determine materials to be used in the construction and installation of the interpretive signage. The installation of the signage shall be made part of the construction contract. (IDNR-SHPO, FHWA)

24. INDOT and/or its representatives will work with the Town of Vevay, Indiana SHPO, and consulting parties to determine if tree plantings elsewhere in the National Register-listed Vevay Historic District are feasible for mitigation of the loss of the sycamore trees in front of the Swiss Inn. INDOT and/or its representatives shall make a good faith effort to introduce species appropriate for placement in the Historic District. Before construction adjacent to or within the Vevay Historic District, INDOT and/or its representatives shall present a tree planting plan to consulting parties. The tree planting plan shall identify the location of placement and species of the trees to be planted as part of this project. Indiana SHPO and consulting parties will have thirty (30) days to review and comment on the plan. If the Indiana SHPO does not respond to this submission within thirty (30) days, acceptance will be assumed. If the Indiana SHPO or any consulting party responds with recommendations, a good faith effort to accommodate the recommendation will be made. FHWA/INDOT and/or its representatives will inform the Indiana SHPO and consulting parties of its response to such recommendations and submit any revisions for their records. INDOT and/or its contractor shall inspect and monitor the mitigative plantings following the INDOT Standard Specification for Care, Inspection, and Replacement of Plant Materials (INDOT Spec 622.18) attached as Exhibit A. The Town of Vevay will provide INDOT and/or its contractor with right of- entry to the property during mitigation implementation and subsequent monitoring. After completion of the replanting of replacement trees, INDOT and/or its representatives will provide documentation to that effect to consulting parties. (IDNR-SHPO, FHWA)
25. INDOT and/or its representatives will provide the project designer with the location and boundaries for the following identified archaeological sites as noted by Indiana SHPO: 12Sw456 to 12Sw464 and 12Sw466 to 12SW484. The project designer will add site boundaries to the construction plans and note them with the following notation on the construction plans "Environmentally Sensitive Area – Do Not Disturb." Should avoidance not be feasible, a plan for further archaeological investigation must be submitted to the Indiana SHPO for review and comment. (IDNR-SHPO, FHWA)
26. If the Indiana SHPO or any invited signatory to this MOA should object in writing to the FHWA regarding any action carried out or proposed with respect to the pavement replacement and rehabilitation or implementation of this MOA, then the FHWA shall consult with the objecting party to resolve this objection. If, after such consultation, the FHWA determines that the objection cannot be resolved through consultation, then the FHWA shall forward all documentation relevant to the objection to the Council, including the FHWA's proposed response to the objection. Within 45 days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
  - Provide the FHWA with a staff-level recommendation, which the FHWA shall take into account in reaching a final decision regarding its response to the objection; or
  - Notify the FHWA that the objection will be referred for formal comment pursuant to 36 C.F.R. Section 800.7(c), and proceed to refer the objection and comment. The FHWA shall take into account the Council's comments in reaching a final decision regarding its response to the objection. (IDNR-SHPO, FHWA)
27. If comments or recommendations from the Council are provided in accordance with this stipulation, then the FHWA shall take into account any Council comment or recommendations provided in accordance with this stipulation with reference only to the subject of the objection. The FHWA's responsibility to carry out all actions under the MOA that are not the subjects of the objection shall remain unchanged. (IDNR-SHPO, FHWA)
28. This undertaking will temporarily occupy land from the Craftsman House (IHSSI #155-648-21016), a Section 4(f) historic property, located at 102 West Turnpike Street. The following conditions must be satisfied:
  - Duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.
  - The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project. (IDNR-SHPO, FHWA)



## ***Indiana Department of Transportation***

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### **For Further Consideration:**

29. If new storm sewers or drains are planned, we recommend using pollutant-trapping technology such as storm drain inserts, etc. to reduce runoff of urban pollutants directly to any receiving stream systems. (USFWS)

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# SR 56 and SR 156 Pavement Improvements CE Level 4

## 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>  • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

<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.

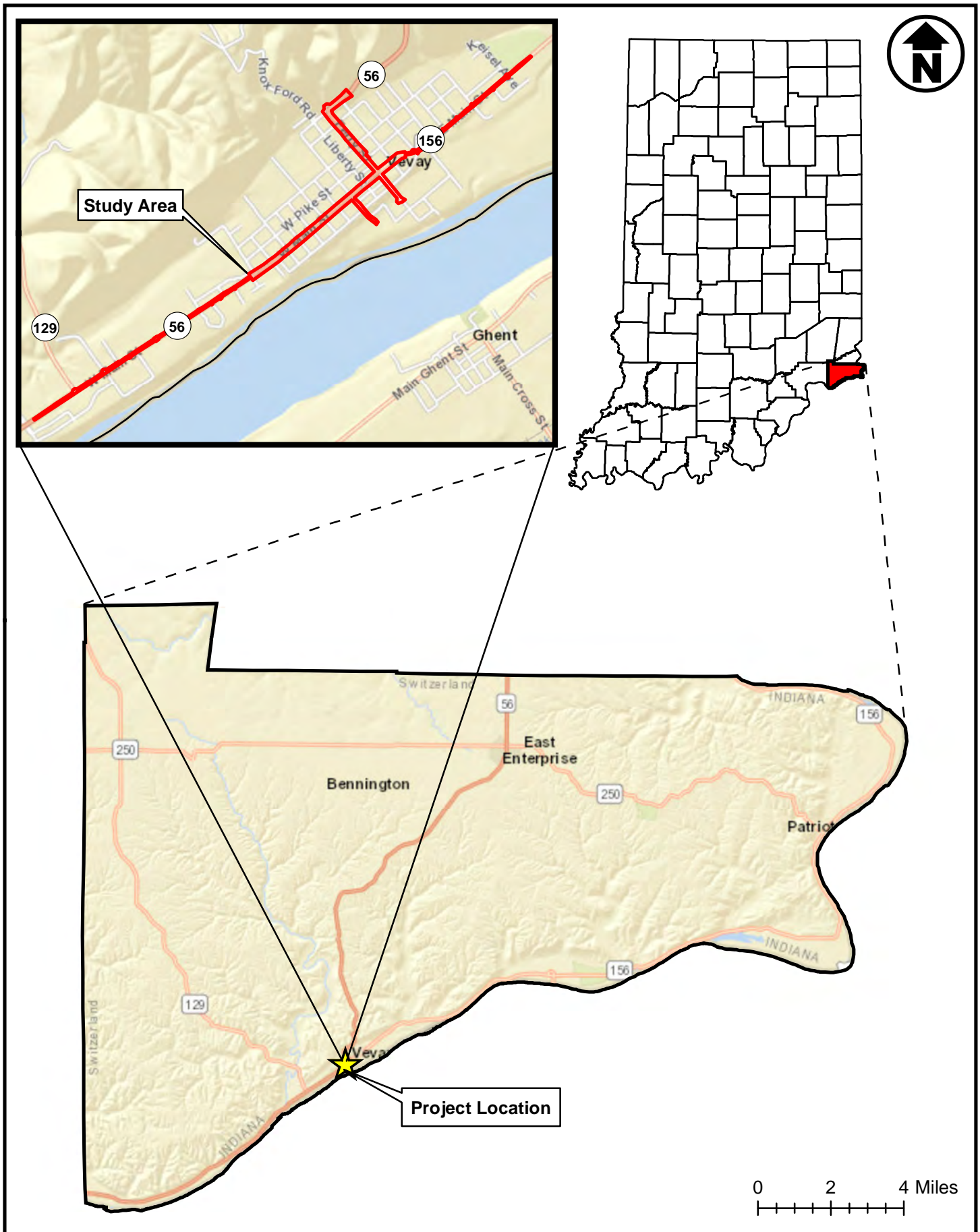
\* Includes the threatened/endangered species critical habitat

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

# SR 56 and SR 156 Pavement Improvements CE Level 4

## APPENDIX B: GRAPHICS AND PLANS





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

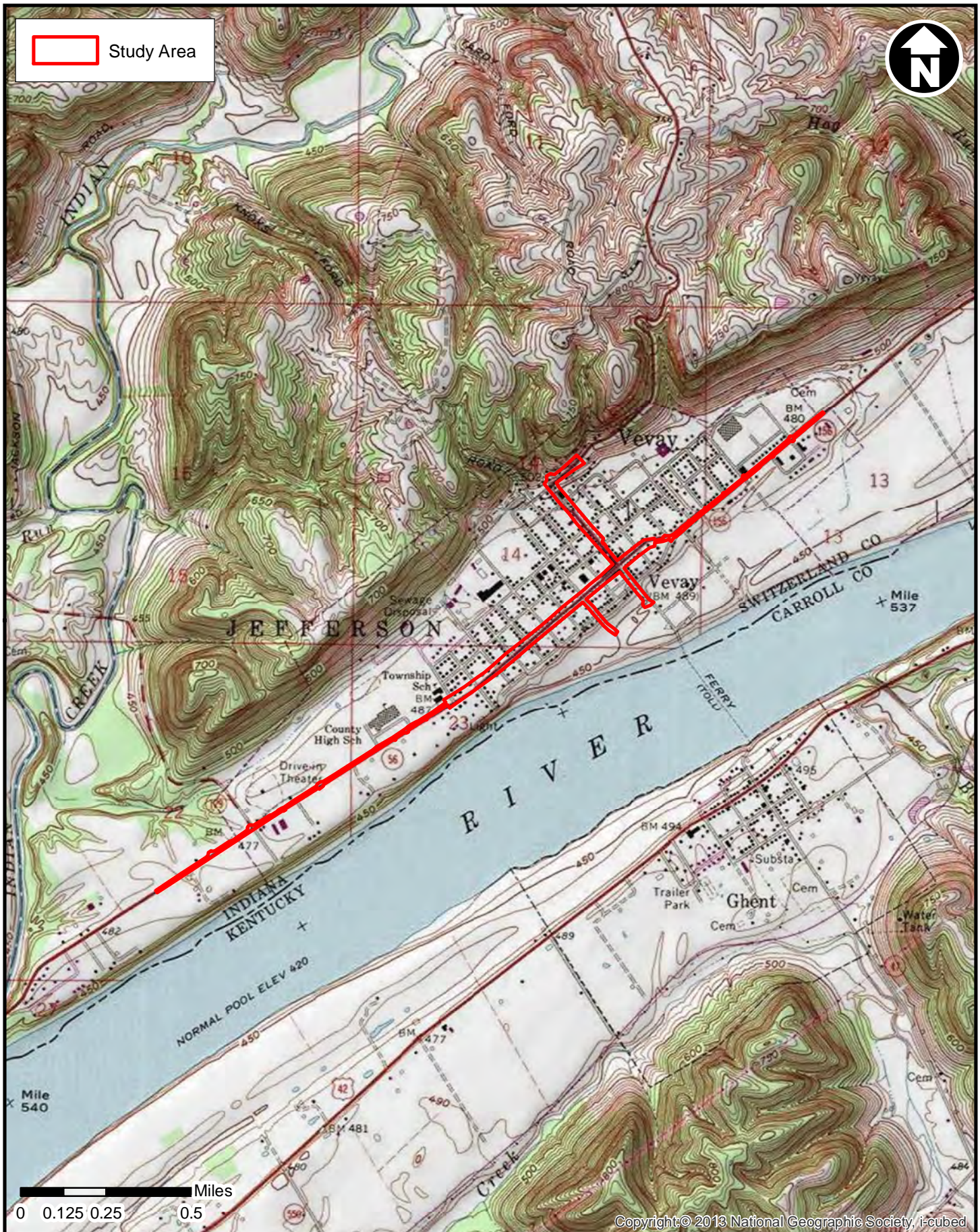
SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337)

## Location Map - Switzerland County, IN

Author: Marion Wells; 2/3/2021







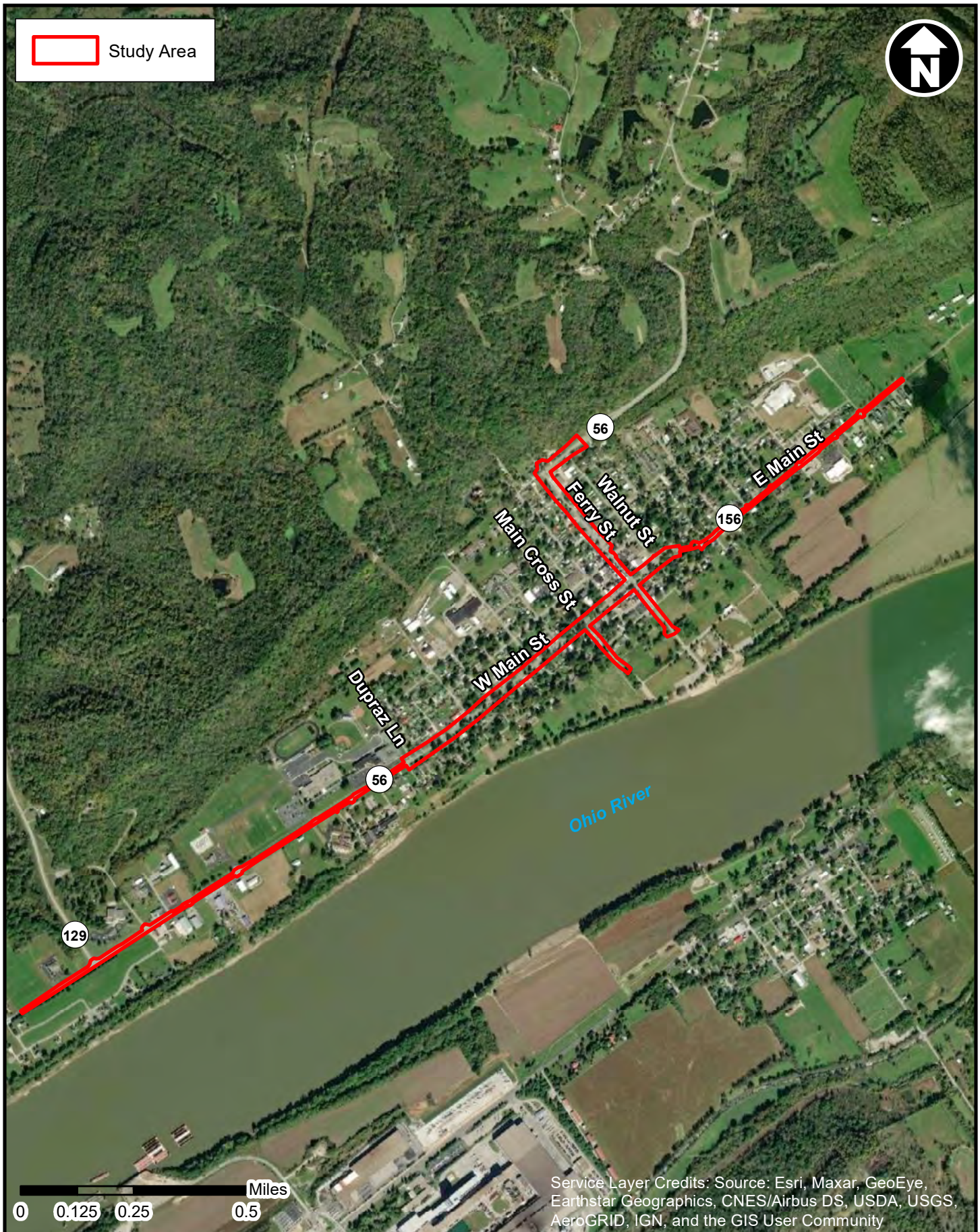
SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

**USGS Topographic Map - Vevay North & Vevay South, IN Quadrangles**

Author: Marion Wells; 2/3/2021







SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

## 2018 Aerial Map

Author: Marion Wells; 2/3/2021





SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

## Overall Photo Key 1 of 2





SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

## Overall Photo Key 2 of 2



All photos were taken during site visit on June 17, 2020.



1. View southwest of mown right-of-way along the north side of SR 56.



3. View southwest from Heady Lane along the south side of SR 56.



2. View northeast of mown right-of-way along the north side of SR 56.



4. View northeast from Heady Lane along the south side of SR 56.





5. View southwest along the north side of SR 56.



7. View southwest across Dupraz Lane of mown right-of-way and existing sidewalk along the north side of SR 56.



6. View northeast along the north side of SR 56.



8. View northeast of mown right-of-way and existing sidewalk along the north side of SR 56.





9. View southwest across Arch Street along the north side of SR 56.



11. View southwest towards Tell Street of mown right-of-way along the south side of SR 56.



10. View northeast from Arch Street of mown right-of-way and existing sidewalk along the north side of SR 56.



12. View northeast near Tell Street of mown right-of-way along the south side of SR 56.





13. View northeast towards Union Street of mown right-of-way along the south side of SR 56.



15. View northwest from Main Cross Street towards SR 56 of mown right-of-way and existing sidewalk.



14. View southwest towards Vineyard Street of mown right-of-way along the south side of SR 56.



16. View southeast along Main Cross Street.





17. View northeast from Main Cross Street towards SR 56.



19. View southeast of mown right-of-way along Main Cross Street.



18. View northwest of mown right-of-way along Main Cross Street towards Market Street.



20. View southwest towards Liberty Street along the south side of SR 56.





21. View northeast towards Ferry Street along the south side of SR 56.



23. View northwest of existing sidewalk along Ferry Street towards its intersection with SR 56.



22. View southeast from SR 56 of existing sidewalk along the west side of Ferry Street.



24. View northwest towards Cheapside Street of existing sidewalk along the west side of Ferry Street.





25. View southeast from Market Street of existing sidewalk along the west side of Ferry Street.



27. View southeast of mown right-of-way and a roadside ditch along the east side of Ferry Street.



26. View northwest towards Market Street of mown right-of-way and a roadside ditch along the east side of Ferry Street.



28. View southwest from Ferry Street towards the Ferry Street and SR 56 intersection.





29. View southeast across SR 56 at the intersection of Ferry Street and SR 56.



31. View south of mown right-of-way along Walnut Street from SR 56.



30. View southwest from Walnut Street of mown right-of-way and existing sidewalk along the south side of SR 56.



32. View northeast from Walnut Street towards its intersection with SR 56.





33. View southwest of mown right-of-way and existing sidewalk along the north side of SR 56.



35. View northeast of mown right-of-way along the north side of SR 156.



34. View southwest towards Ohio Street of mown right-of-way along the north side of SR 156.



36. View northeast from York Street along the south side of SR 156.





37. View southwest from York Street along the south side of SR 156.



39. View southwest along the south side of SR 156.



38. View northeast towards Kiesel Street and Vevay Cemetery along the south side of SR 56.



40. View southwest along the south side of SR 156.





41. View southeast towards Pike Street of existing sidewalk along the west side of Ferry Street.



43. View southeast towards Seminary Street along the east side of Ferry Street.



42. View northwest towards Seminary Street of existing sidewalk along the west side of Ferry Street.



44. View northwest of existing sidewalk along the east side of Ferry Street.





45. View southeast towards Jackson Street of existing sidewalk along the east side of Ferry Street.



47. View northeast from W Turnpike Street along SR 56.



46. View northwest towards W Turnpike Street of existing sidewalk along the east side of the Ferry Street.



48. View southwest from Walnut Street of mown right-of-way along the south side of SR 56.



49. View northeast of a roadside ditch along the north side of SR 56.



PROJECT	DESIGNATION
1900334	1900334
CONTRACT	
R-42228	

INDIANA DEPARTMENT  
OF TRANSPORTATION



TRAFFIC PLANS

ROUTE: STATE ROAD 56 FROM RP 160+07 TO RP 162+05  
STATE ROAD 156 FROM RP 0+00 TO RP 0+75  
PAVEMENT REHABILITATION

PROJECT NO. 1900334 & 1900337 P.E.  
1900334 & 1900337 R/W  
1900334 & 1900337 CONST.

Project Description:

Pavement Rehabilitation on State Road 56 from 0.19 Miles West of State Road 129 West Junction to 0.38 Miles East of State Road 156 West Junction (Des No 1900334), and on State Road 156 from State Road 56 West Junction to 0.75 Miles East of State Road 56 West Junction (Des No. 1900337), in the Town of Vevay, in Sections 13, 14, 22 and 23, T-2-N, R-3-W, Jefferson Township, Switzerland County, Indiana.

Gross Length: 2.79 miles

Net Length: 2.79 miles

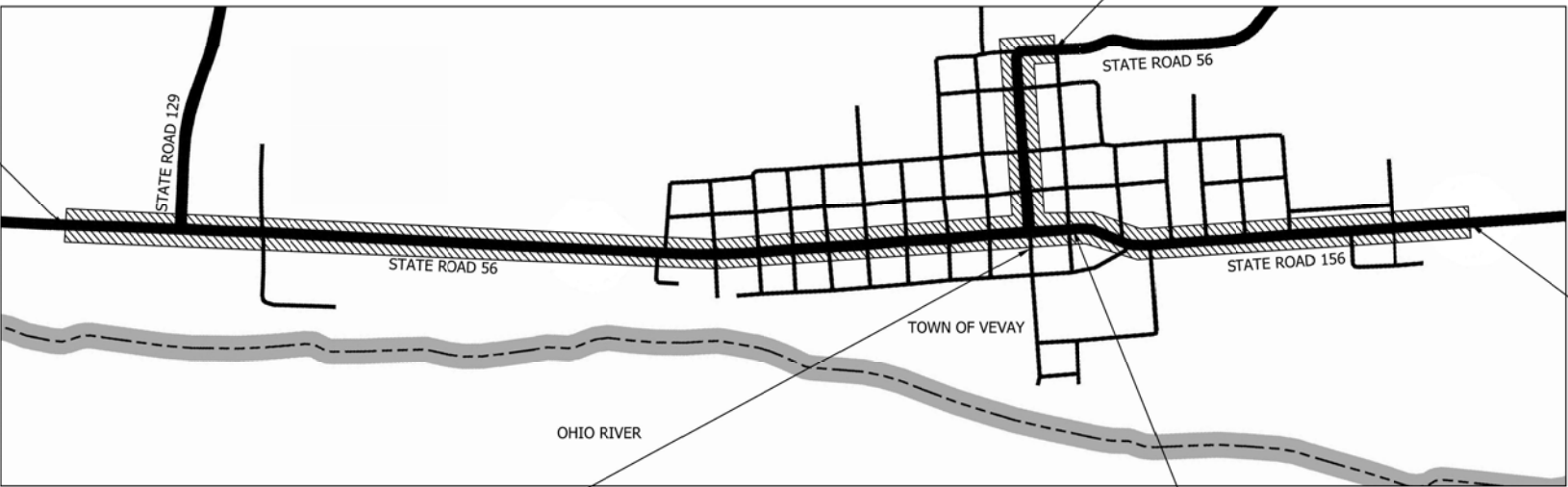
Maximum Grade: 1.91%

Begin Project  
Des No. 1900334  
Sta. 101+97.00  
Line "B"

End Project  
Des No. 1900334  
Sta. 329+10.00  
Line "D"

End Project  
Des No. 1900337  
Sta. 228+97.00  
Line "B"

Note To Reviewer  
Traffic Stage 2 Plans - Not For Construction



Project Area

Begin Line "D",  
Sta. 308+50.00

Location Map  
Vevay, Indiana  
Scale: 1" = 1000'

Begin Project  
Des No. 1900337  
Sta. 193+53.00 "B"  
Line "B"



PROJECT LOCATION SHOWN BY  
SWITZERLAND COUNTY

LATITUDE: 38° 44' 26" N LONGITUDE: 85° 04' 42" W

HUC 12: 050902031010, 050902030902

TRAFFIC STAGE 2 PLANS  
JUNE 11, 2021

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2020  
TO BE USED WITH THESE PLANS



8790 PURDUE ROAD  
INDIANAPOLIS, IN 46268-6128  
PHONE: (317) 298-4500

NOT FOR  
CONSTRUCTION

PLANS PREPARED BY: CRAWFORD, MURPHY & TILLY INC.

(317) 298-4500  
PHONE NUMBER

CERTIFIED BY:

6/11/2021  
DATE

APPROVED  
FOR LETTING:

INDIANA DEPARTMENT OF TRANSPORTATION

DATE

BRIDGE FILE

N/A

DESIGNATION

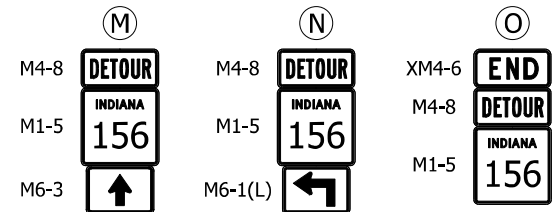
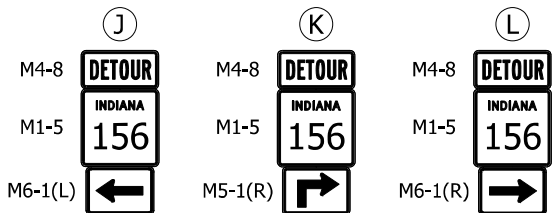
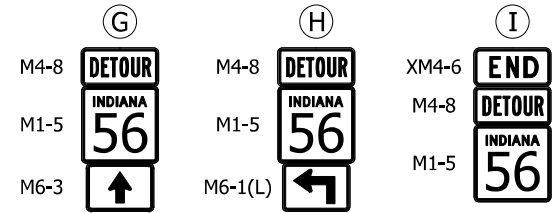
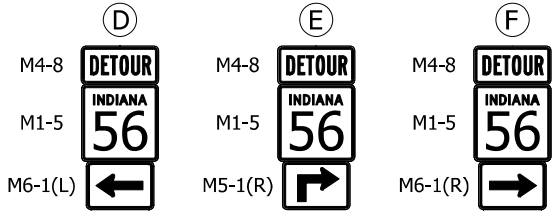
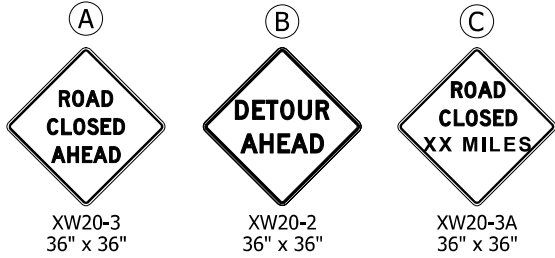
1900334

SHEETS

1 of 85

PROJECT

1900334



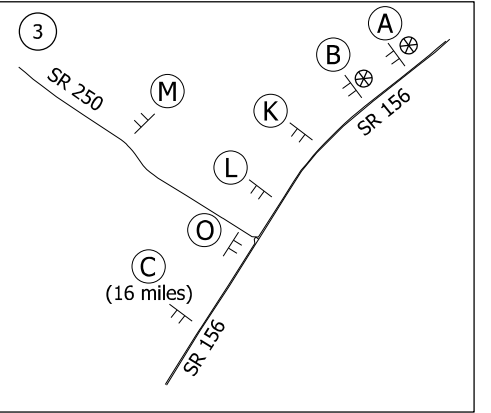
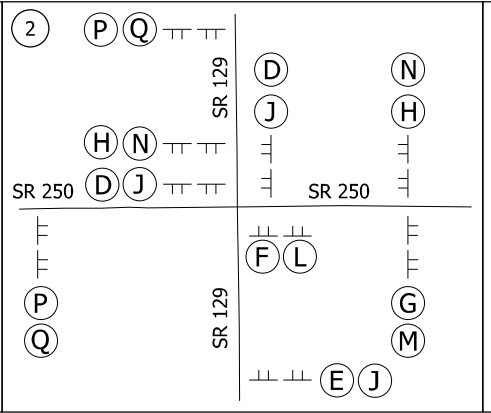
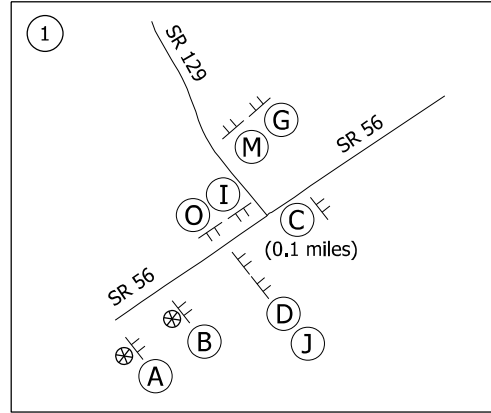
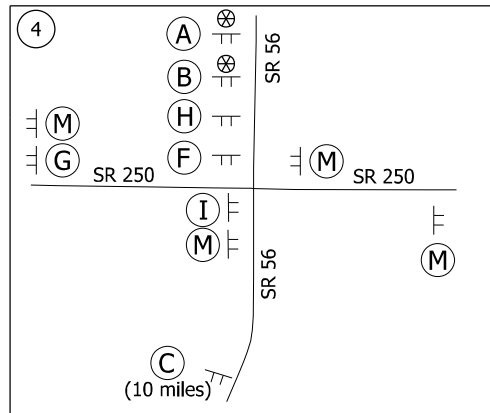
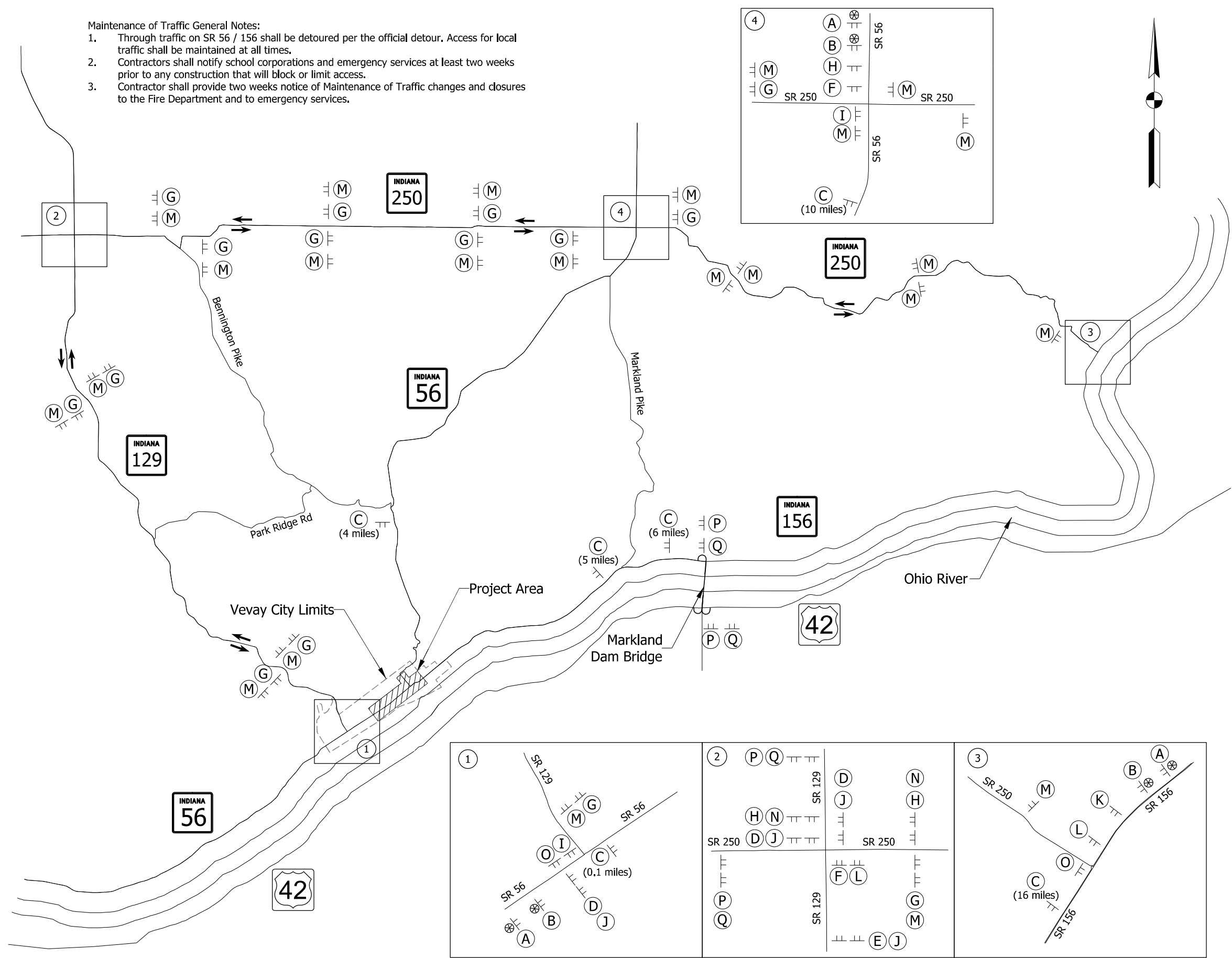
Legend:

➔ Detour Route

⏏ Construction Sign

⊗ Low Intensity Construction Warning Light

- Maintenance of Traffic General Notes:
- Through traffic on SR 56 / 156 shall be detoured per the official detour. Access for local traffic shall be maintained at all times.
  - Contractors shall notify school corporations and emergency services at least two weeks prior to any construction that will block or limit access.
  - Contractor shall provide two weeks notice of Maintenance of Traffic changes and closures to the Fire Department and to emergency services.



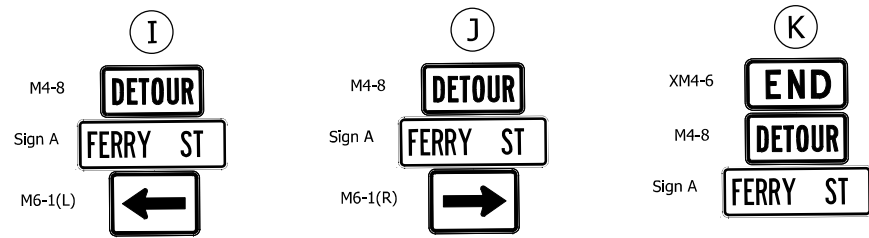
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	6/11/2021	DATE
DESIGNED: LNB	6/11/2021	DRAWN: SMB	6/11/2021
CHECKED: DJR	6/11/2021	CHECKED: LNB	6/11/2021

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
STATE ROAD 56 & STATE ROAD 156  
OFFICAL DETOUR

SCALE	BRIDGE FILE
N.T.S.	N/A
	DESIGNATION
	1900334
SURVEY BOOK	SHEETS
Electronic	3 of 85
CONTRACT	PROJECT
R-42228	1900334



MAINTENANCE OF TRAFFIC QUANTITIES STATE ROAD 56/156		
Construction Sign, A	Construction Sign, C	Detour Route Marker Assembly
12	8	61

MAINTENANCE OF TRAFFIC QUANTITIES FERRY STREET		
Construction Sign, A	Construction Sign, C	Detour Route Marker Assembly
0	0	6

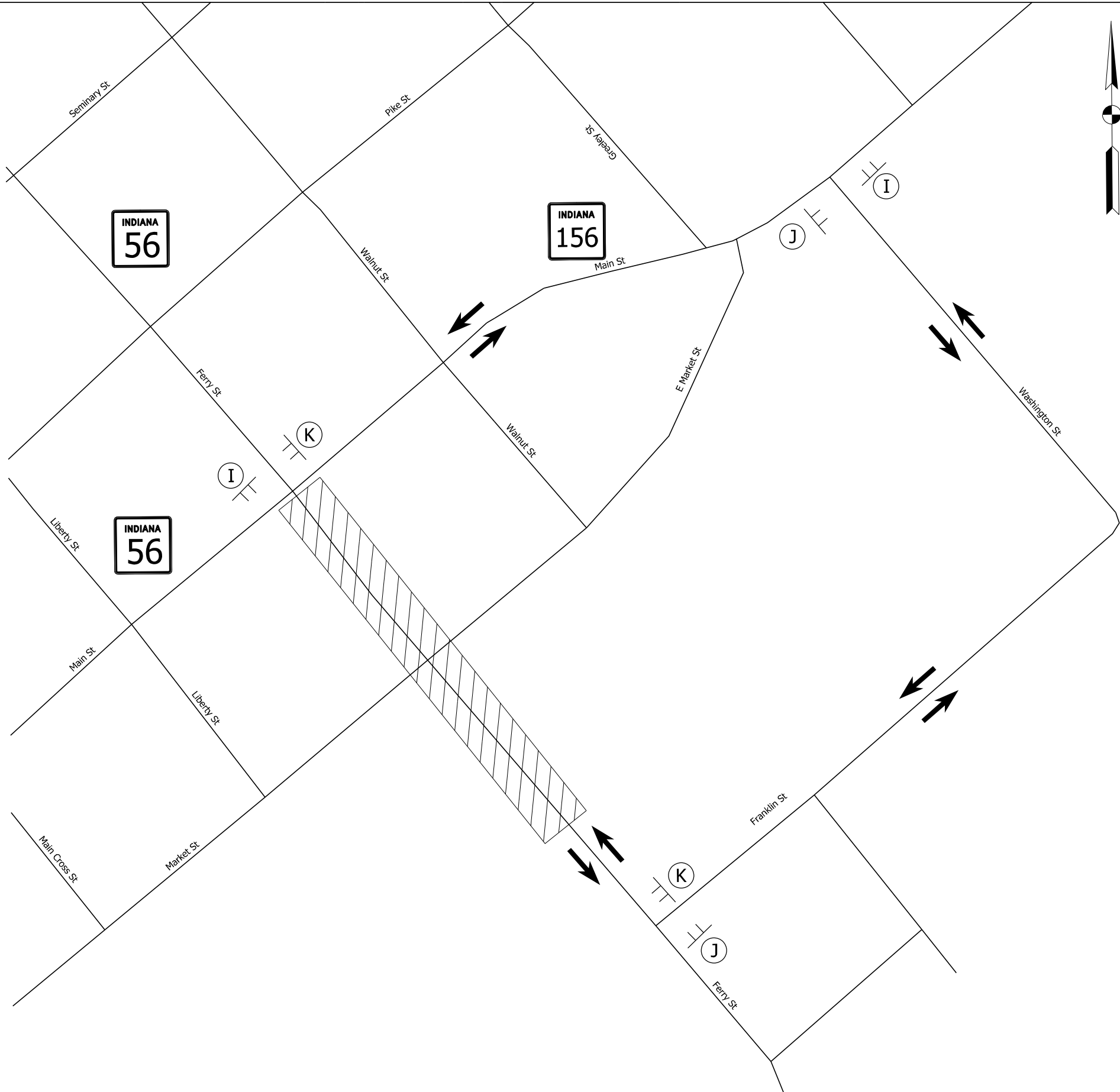
Legend:

→

Detour Route

Project Area

Construction Sign



NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		6/11/2021 DATE	
DESIGNED: LNB 6/11/2021		DRAWN: SMB 6/11/2021	
CHECKED: DJR 6/11/2021		CHECKED: LNB 6/11/2021	

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENCE OF TRAFFIC  
FERRY STATE THROUGH TRAFFIC CLOSURE  
OFFICAL DETOUR

SCALE	BRIDGE FILE		
N.T.S.	N/A		
	DESIGNATION		
	1900334		
SURVEY BOOK	SHEETS		
Electronic	4	of	85
CONTRACT	PROJECT		
R-42228	1900334		





MAINTENANCE OF TRAFFIC QUANTITIES					
Phase	Construction Sign, A	Construction Sign, B	Road Closure Sign Assembly	Barricade III-A	Barricade III-B
I	44	2	0	0	0

- Phase 1 Notes:
- Phase 1 construction includes the proposed work between Stations 101+97 and 156+95, Line "B".
  - The Work Zone Design Speed is 36 MPH.
  - See INDOT Standard Drawing E-801-TCF0-01 for the temporary traffic control of a Flagger Operations.
  - See Sheets XX for the Pedestrian MOT for Phase 1

- Legend:
- Work Area
  - Construction Sign
  - Low Intensity Construction Warning Light



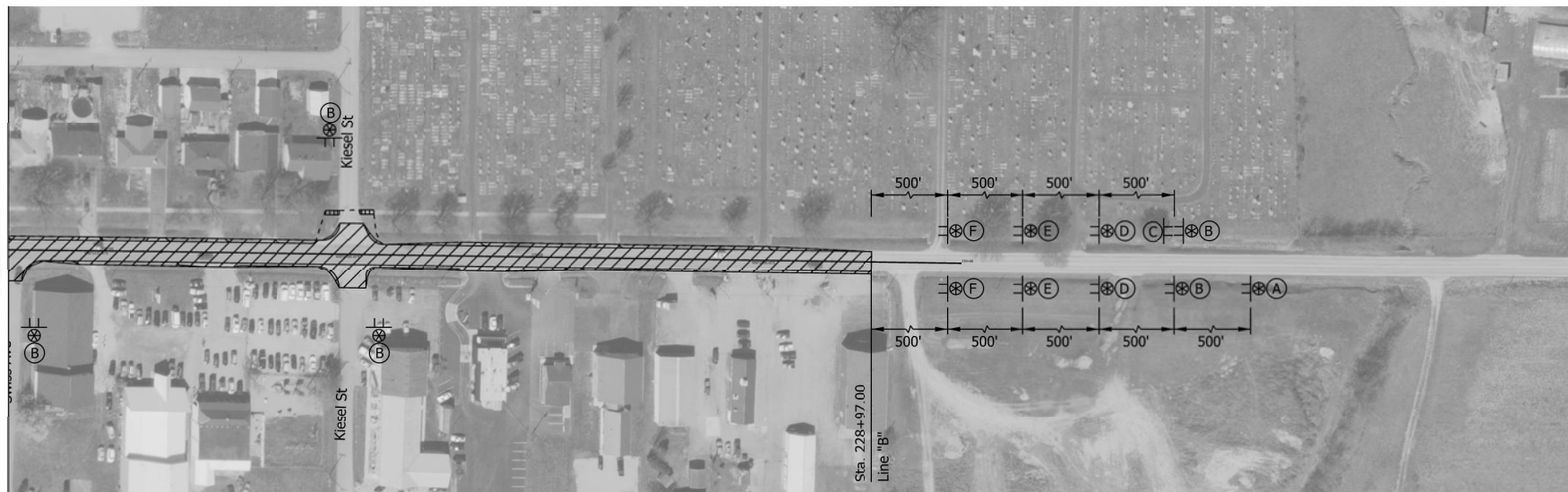
NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	5/11/2021	DATE
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CHECKED: DJR	6/11/2021	CHECKED: LNB	6/11/2021

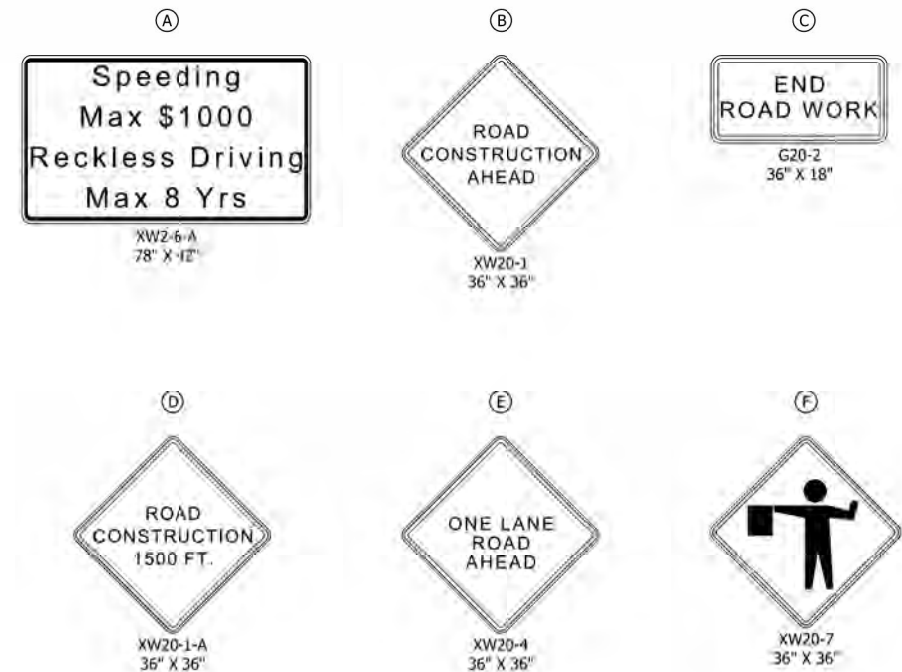
INDIANA DEPARTMENT  
OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
PHASE 1

SCALE	BRIDGE FILE
1" = 100'	N/A
	DESIGNATION
	1900334
SURVEY BOOK	SHEETS
Electronic	5 of 85
CONTRACT	PROJECT
R-42228	1900334



- Phase 1 Notes:
1. Phase 1 construction includes the proposed work between Stations 193+53 and 228+97, Line "B".
  2. The Work Zone Design Speed is 35 MPH.
  3. See INDOT Standard Drawing E-801-TCF0-01 for the temporary traffic control of a Flagger Operations.
  4. See Sheet XX for the pedestrian MOT for Phase 1.



NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	5/11/2021
DESIGNED: LNB	6/11/2021	DRAWN: SMB
CHECKED: DJR	6/11/2021	CHECKED: LNB

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PHASE 1

SCALE	BRIDGE FILE
1" = 100'	N/A
SURVEY BOOK	DESIGNATION
Electronic	1900334
CONTRACT	SHEETS
R-42228	6 of 85
	PROJECT
	1900334



MAINTENANCE OF TRAFFIC QUANTITIES					
Phase	Construction Sign, A	Construction Sign, B	Road Closure Sign Assembly	Barricade III-A	Barricade III-B
II	9	1	7	104	48

Phase 2 Notes:

1.

Phase 2 construction includes the proposed work between Stations 302+18 and 308+92, Line "D".

2.

Since this portion of Ferry Street is to be closed, there is not a Work Zone Design Speed.

3.

See Sheet X for the Detour Map for Ferry Street.

4.

See INDOT Standard Drawing E-801-TCDT-02 for the temporary traffic control of an Urban Detour.

5.

Sidewalks are to remain open during Phase 2

6.

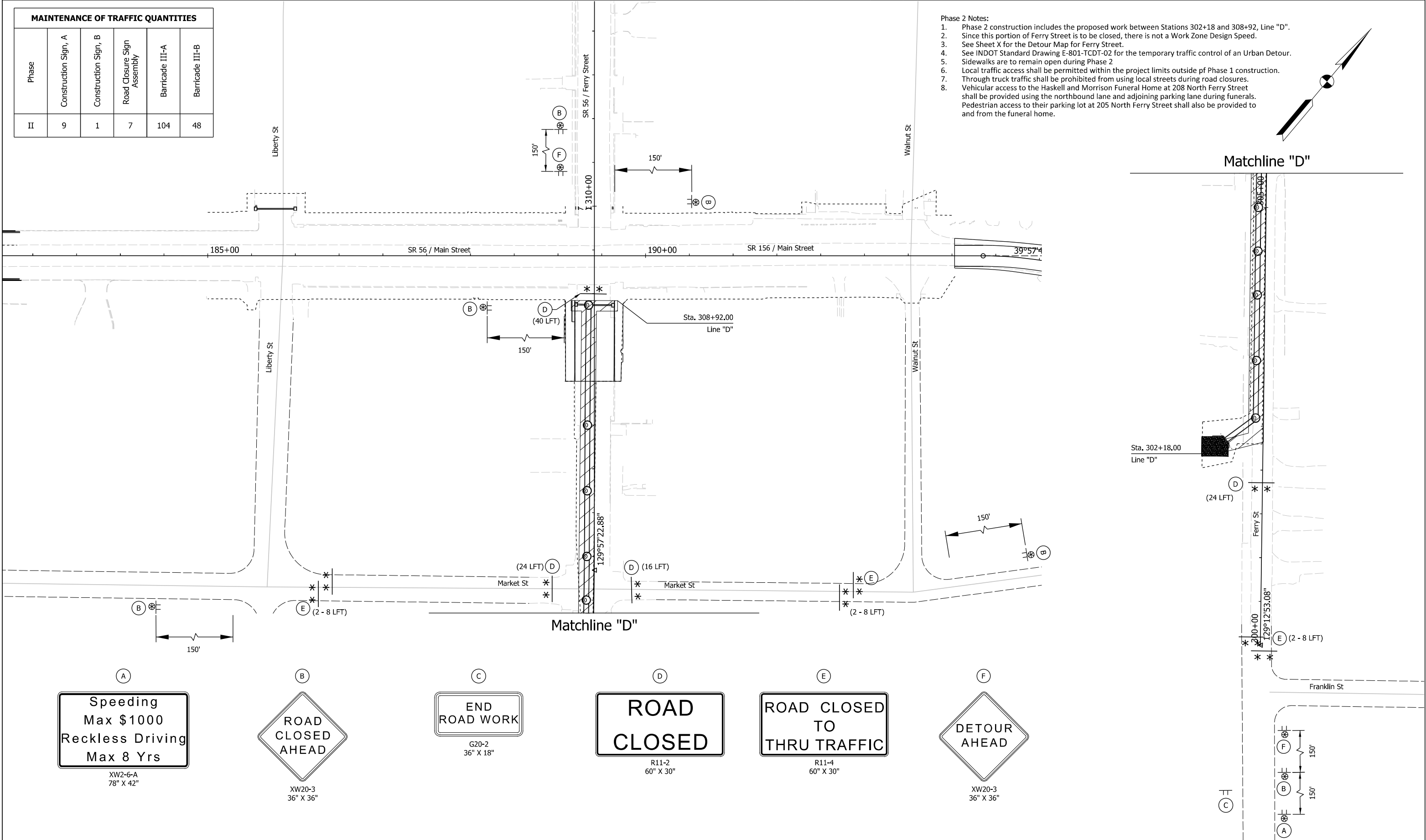
Local traffic access shall be permitted within the project limits outside pf Phase 1 construction.

7.

Through truck traffic shall be prohibited from using local streets during road closures.

8.

Vehicular access to the Haskell and Morrison Funeral Home at 208 North Ferry Street shall be provided using the northbound lane and adjoining parking lane during funerals. Pedestrian access to their parking lot at 205 North Ferry Street shall also be provided to and from the funeral home.



Plot: 6/11/2021 8:28:19 AM

Legend:

Work Area

Type III-A Barricade, 8 LF

Construction Sign

\*\* Construction Warning Light, Type B

Low Intensity Construction Warning Light

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

6/11/2021

DATE

DESIGNED: LNB

6/11/2021

DRAWN: SMB

6/11/2021

CHECKED: DJR

6/11/2021

CHECKED: LNB

6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTANCE OF TRAFFIC PHASE 2

SCALE

1" = 50'

SURVEY BOOK

Electronic

CONTRACT

R-42228

BRIDGE FILE

N/A

DESIGNATION

1900334

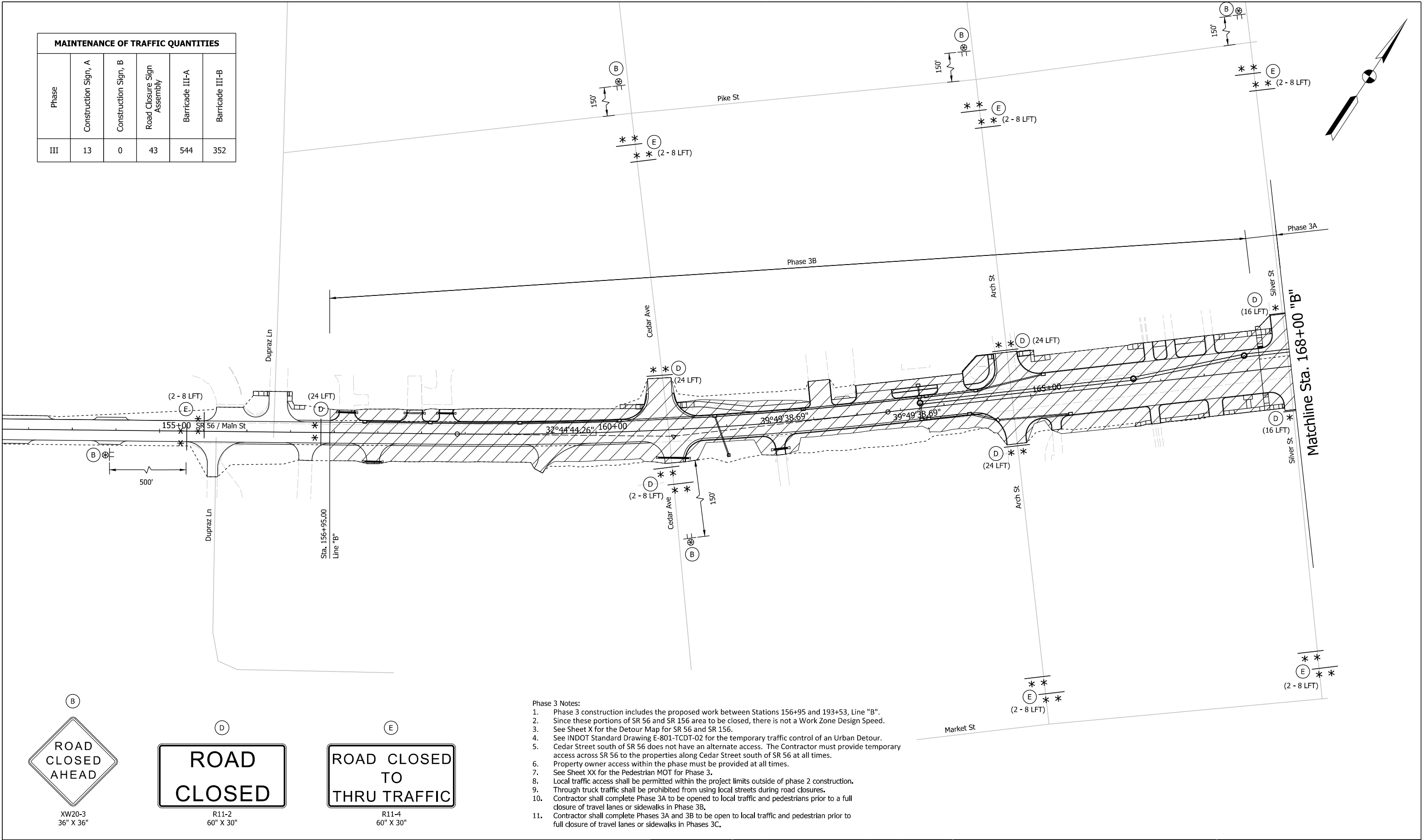
SHEETS

7 of 85

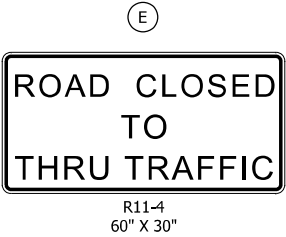
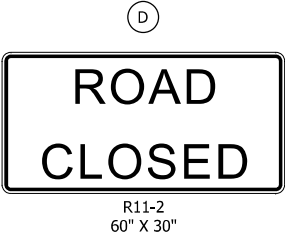
PROJECT

1900334

MAINTENANCE OF TRAFFIC QUANTITIES					
Phase	Construction Sign, A	Construction Sign, B	Road Closure Sign Assembly	Barricade III-A	Barricade III-B
III	13	0	43	544	352



- Phase 3 Notes:
1. Phase 3 construction includes the proposed work between Stations 156+95 and 193+53, Line "B".
  2. Since these portions of SR 56 and SR 156 area to be closed, there is not a Work Zone Design Speed.
  3. See Sheet X for the Detour Map for SR 56 and SR 156.
  4. See INDOT Standard Drawing E-801-TCDDT-02 for the temporary traffic control of an Urban Detour.
  5. See INDOT Standard Drawing E-801-TCDDT-02 for the temporary traffic control of an Urban Detour.
  6. Cedar Street south of SR 56 does not have an alternate access. The Contractor must provide temporary access across SR 56 to the properties along Cedar Street south of SR 56 at all times.
  7. Property owner access within the phase must be provided at all times.
  8. See Sheet XX for the Pedestrian MOT for Phase 3.
  9. Local traffic access shall be permitted within the project limits outside of phase 2 construction.
  10. Through truck traffic shall be prohibited from using local streets during road closures.
  11. Contractor shall complete Phase 3A to be opened to local traffic and pedestrians prior to a full closure of travel lanes or sidewalks in Phase 3B.
  12. Contractor shall complete Phases 3A and 3B to be open to local traffic and pedestrian prior to full closure of travel lanes or sidewalks in Phases 3C.



Legend:	
Work Area	Type III-A Barricade, 8 LF
Construction Sign	** Construction Warning Light, Type B
Low Intensity Construction Warning Light	

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		6/11/2021	
DESIGN ENGINEER		DATE	
DESIGNED: LNB	6/11/2021	DRAWN: SMB	6/11/2021
CHECKED: DJR	6/11/2021	CHECKED: LNB	6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTANCE OF TRAFFIC PHASE 3

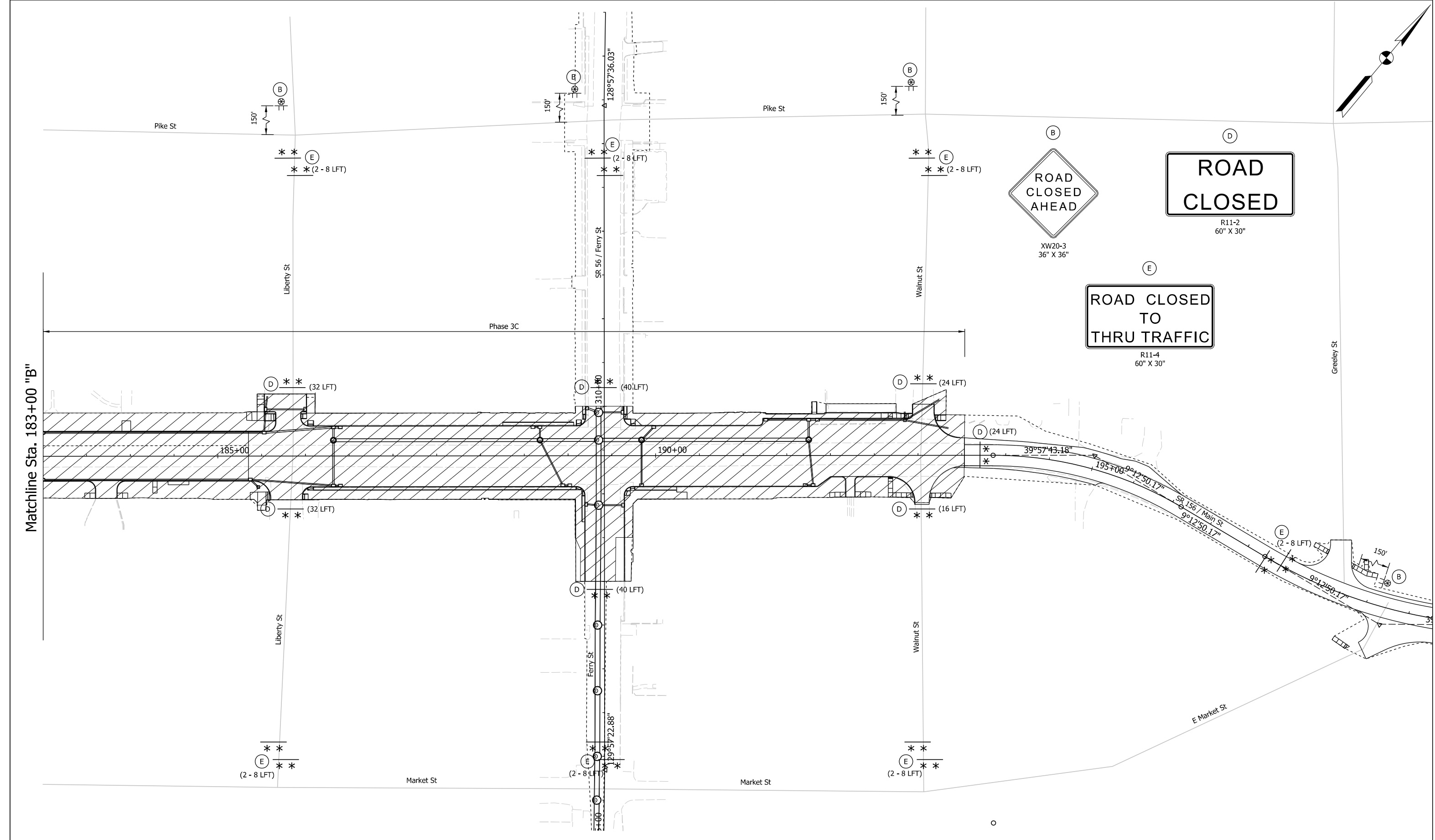
SCALE	BRIDGE FILE	
1" = 50'	N/A	
	DESIGNATION	
	1900334	
SURVEY BOOK	SHEETS	
Electronic	8	of 85
CONTRACT	PROJECT	
R-42228	1900334	

Plot: 6/11/2021 8:28:20 AM

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Plot: 6/11/2021 8:28:22 AM

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Legend:

Work Area

Construction Sign

Low Intensity Construction Warning Light

Type III-A Barricade, 8 LF

\*\*

Construction Warning Light, Type B

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

6/11/2021 DATE

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTAINCE OF TRAFFIC PHASE 3

SCALE

1" = 50'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

SHEETS

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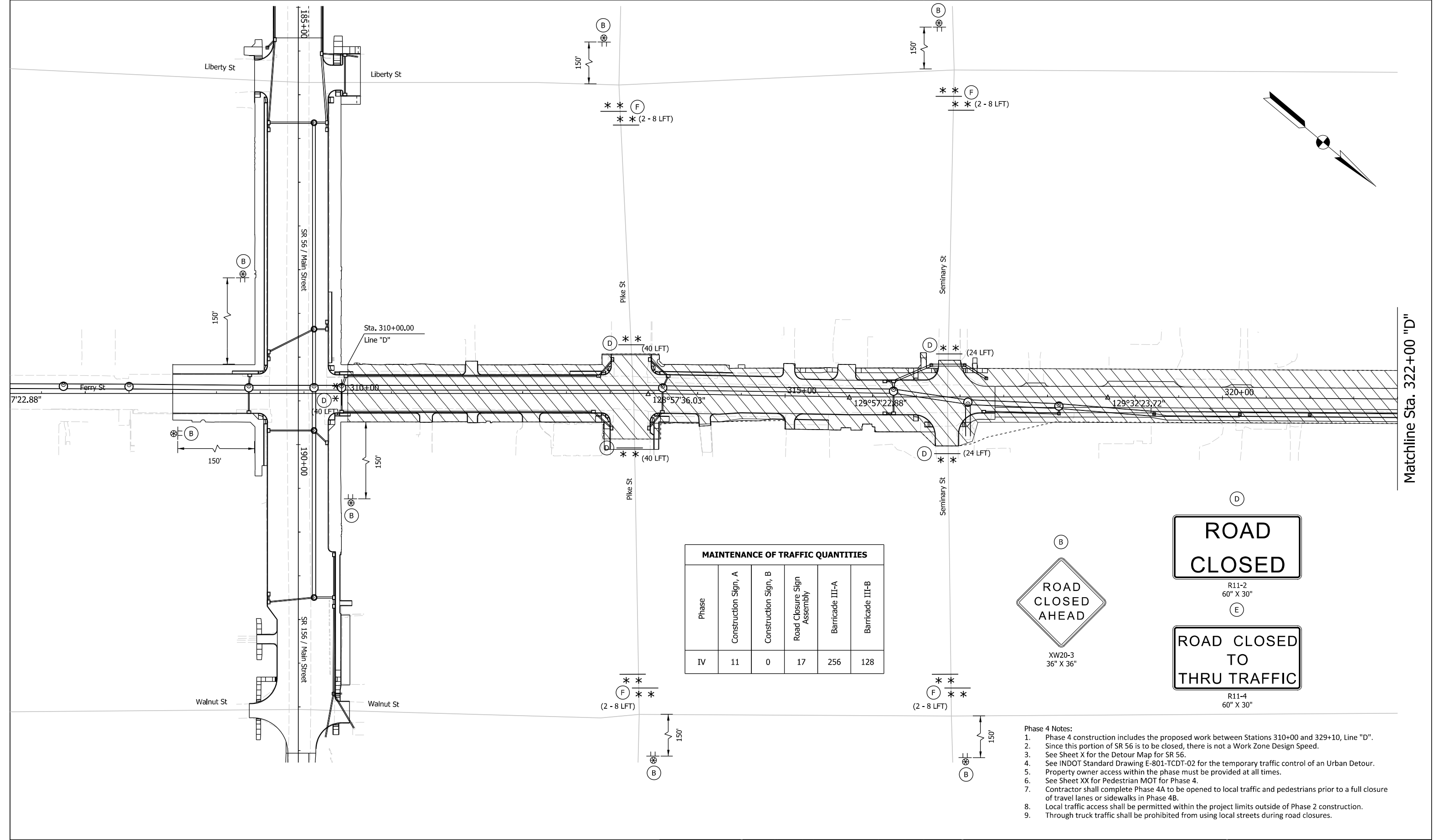
CONTRACT

R-42228

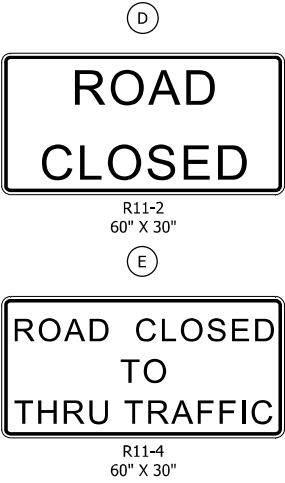
PROJECT

1900334

B - 27



MAINTENANCE OF TRAFFIC QUANTITIES					
Phase	Construction Sign, A	Construction Sign, B	Road Closure Sign Assembly	Barricade III-A	Barricade III-B
IV	11	0	17	256	128



- Phase 4 Notes:
- Phase 4 construction includes the proposed work between Stations 310+00 and 329+10, Line "D".
  - Since this portion of SR 56 is to be closed, there is not a Work Zone Design Speed.
  - See Sheet X for the Detour Map for SR 56.
  - See INDOT Standard Drawing E-801-TCDT-02 for the temporary traffic control of an Urban Detour.
  - Property owner access within the phase must be provided at all times.
  - See Sheet XX for Pedestrian MOT for Phase 4.
  - Contractor shall complete Phase 4A to be opened to local traffic and pedestrians prior to a full closure of travel lanes or sidewalks in Phase 4B.
  - Local traffic access shall be permitted within the project limits outside of Phase 2 construction.
  - Through truck traffic shall be prohibited from using local streets during road closures.

Plot: 6/11/2021 6:28:23 AM

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Legend:

Work Area

Construction Sign

Low Intensity Construction Warning Light

Type III-A Barricade, 8 LF

Construction Warning Light, Type B

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

6/11/2021

DATE

DESIGNED: LNB

6/11/2021

DRAWN: SMB

6/11/2021

CHECKED: DJR

6/11/2021

CHECKED: LNB

6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

MMAINTANCE OF TRAFFIC PHASE 4

SCALE

1" = 50'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

11

of

85

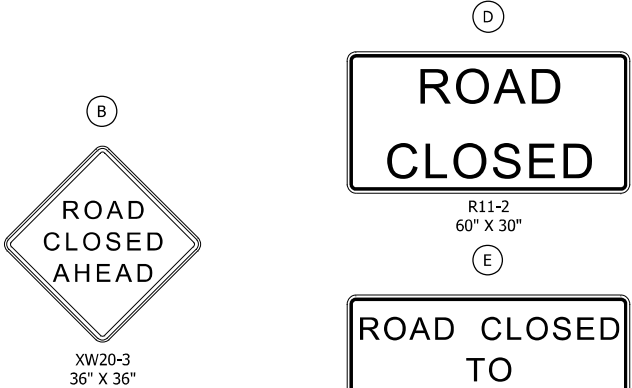
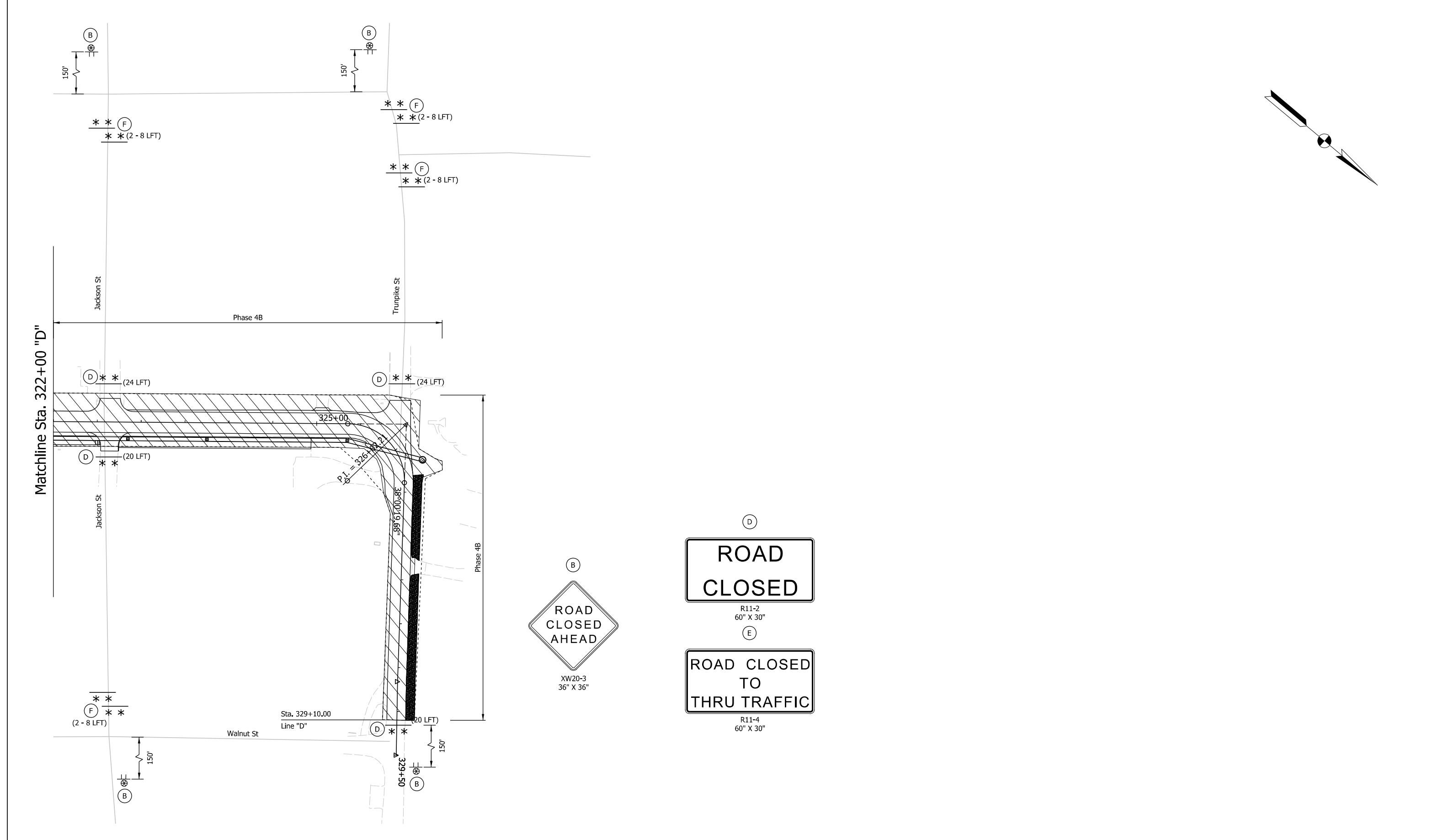
CONTRACT

R-42228

PROJECT

1900334

B - 28



Plot: 6/11/2021 8:28:24 AM  
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Legend:

Work Area

Type III-A Barricade, 8 LF

Construction Sign

\*\* Construction Warning Light, Type B

Low Intensity Construction Warning Light

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

DATE

6/11/2021

6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

MMAINTANCE OF TRAFFIC PHASE 4

SCALE

1" = 50'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

CONTRACT

R-42228

SHEETS

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PROJECT

1900334

Plot: 6/11/2021 8:28:27 AM

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STAGE 1

1. Close curb ramps and detour pedestrians using temporary ramps and crosswalks as indicated.

STAGE 2

1. Install temporary sidewalk, with barriers, along the west side of Ferry Street.
2. Close sidewalk and detour pedestrians along the temporary sidewalk.

STAGE 3A

SR 56 at Silver Street

1. Install temporary crosswalks across the north, east and west legs of the intersection.
2. Close the curb ramp in the northwest quadrant. For pedestrians walking parallel to SR 56, detour them to the south side of SR 56. For pedestrians walking parallel to Silver Street, detour them to the sidewalk in the northeast quadrant of the intersection.
3. Open the curb ramp in the northwest quadrant for use and remove the temporary crosswalk across the north leg. Close the curb ramp in the northeast quadrant. Detour all pedestrians to the south side of SR 56.
4. Open the curb ramp in the northeast quadrant for use. Close the two curb ramps on the south side of SR 56. Detour pedestrians to the north side of SR 56.
5. Open the curb ramps in all four quadrants for use.

SR 56 at Tell Street

1. Install temporary crosswalks across the north and east legs of the intersection.
2. Close the curb ramp in the northwest quadrant. For pedestrians walking parallel to SR 56, detour them to the south side of SR 56. For pedestrians walking parallel to Tell Street, detour them to the sidewalk in the northeast quadrant of the intersection.
3. Open the curb ramp in the northwest quadrant for use and remove the temporary crosswalk across the north leg. Close the curb ramp in the northeast quadrant. Detour all pedestrians to the south side of SR 56.
4. Open the curb ramp in the northeast quadrant for use. Close the two curb ramps on the south side of SR 56. Detour pedestrians to the north side of SR 56.
5. Open the curb ramps in all four quadrants for use.

SR 56 at Vineyard Street

1. Install temporary crosswalks across the north and east legs of the intersection.
2. Close the curb ramp in the northwest quadrant. For pedestrians walking parallel to SR 56, detour them to the south side of SR 56. For pedestrians walking parallel to Vineyard Street, detour them to the sidewalk in the northeast quadrant of the intersection.
3. Open the curb ramp in the northwest quadrant for use and remove the temporary crosswalk across the north leg. Close the curb ramp in the northeast quadrant. Detour all pedestrians to the south side of SR 56.
4. Open the curb ramp in the northeast quadrant for use. Close the two curb ramps on the south side of SR 56. Detour pedestrians to the north side of SR 56.
5. Open the curb ramps in all four quadrants for use

SR 56 at Union Street

1. Install temporary crosswalks across the north, south and east legs of the intersection.
2. Close the curb ramp in the northwest quadrant. For pedestrians walking parallel to SR 56, detour them to the south side of SR 56. For pedestrians walking parallel to Union Street, detour them to the sidewalk in the northeast and southeast quadrants of the intersection.
3. Open the curb ramp in the northwest quadrant for use. Close the curb ramp in the northeast quadrant. For pedestrians walking parallel to SR 56, continue to detour them to the south side of SR 56. For pedestrians walking parallel to Union Street, detour them to the sidewalk in the northwest and southwest quadrants of the intersection.
4. Open the curb ramp in the northeast quadrant for use. Close the curb ramp in the southeast quadrant. For pedestrians walking parallel to SR 56, detour them to the north side of SR 56. For pedestrians walking parallel to Union Street, detour them to the sidewalk in the northwest and southwest quadrants of the intersection.
5. Open the curb ramp in the southeast quadrant for use. Close the curb ramp in the southwest quadrant. For pedestrians walking parallel to SR 56, continue to detour them to the north side of SR 56. For pedestrians walking parallel to Union Street, detour them to the sidewalk in the northeast and southeast quadrants of the intersection.
6. Open the curb ramps in all four quadrants for use.

SR 56 at Main Cross Street

1. Install temporary crosswalks across the north and east legs of the intersection.
2. Close the curb ramp in the northwest quadrant. For pedestrians walking parallel to SR 56, detour them to the south side of SR 56. For pedestrians walking parallel to Main Cross Street, detour them to the sidewalk in the northeast quadrant of the intersection.
3. Open the curb ramp in the northwest quadrant for use and remove the temporary crosswalk across the north leg. Close the curb ramp in the northeast quadrant. Detour all pedestrians to the south side of SR 56.
4. Open the curb ramp in the northeast quadrant for use. Close the two curb ramps on the south side of SR 56. Detour pedestrians to the north side of SR 56.
5. Open the curb ramps in all four quadrants for use.

STAGE 3B

SR 56 at Cedar Avenue

1. Install temporary crosswalk across the north leg of the intersection.
2. Close the curb ramps in the northwest and northeast quadrants. Detour pedestrians walking parallel to SR 56 using the temporary crosswalk.

SR 56 at Arch Street

1. Complete construction of the sidewalk in the northwest quadrant.
2. Install temporary crosswalks across the north, west and south legs of the intersection.
3. Close the curb ramp in the northeast quadrant. For pedestrians walking parallel to SR 56, detour them to the south side of SR 56. For pedestrians walking parallel to Arch Street, detour them to the sidewalk in the northwest and southwest quadrants of the intersection.
4. Open the curb ramp in the northeast quadrant for use.

SR 56 at Silver Street

1. Utilize temporary crosswalk that was installed during Phase 3A to detour pedestrian traffic to either side of SR 56 during the driveway construction.

STAGE 3C

SR 56 between Main Cross Street and Liberty Street

1. Install temporary crosswalk across the east leg of the SR 56/Liberty Street intersection.
2. Close the sidewalk along the south side of SR 56 and detour pedestrians to the north side.

SR 56 between Liberty Street and Ferry Street

1. Install temporary sidewalk, with temporary barriers, along both sides of SR 56 and including connections to existing sidewalks down Liberty Street and Ferry Street.
2. Provide temporary pedestrian access to adjacent businesses. Temporary business accesses do not need to be ADA-compliant.

SR 156 between Ferry Street and Walnut Street

1. Install temporary sidewalk, with temporary barriers, along north side of SR 156 and including connections to existing sidewalks down Ferry Street.
2. Install temporary crosswalk across the east leg of the SR 156/Walnut Street intersection.
3. Provide temporary pedestrian access to adjacent businesses. Temporary business accesses do not need to be ADA-compliant.

STAGE 4A

SR 56 between Main Street and Pike Street

1. Install temporary sidewalk, with temporary barriers, along the west side of Ferry Street.
2. Close sidewalks along both sides of Ferry Street and detour pedestrians to temporary sidewalk.
3. Provide temporary pedestrian access to adjacent businesses. Temporary business accesses do not need to be ADA-compliant.

SR 56 between Pike Street to Seminary Street

1. Install temporary crosswalks across the south leg of the SR 56/Pike Street intersection and across the north and west legs of the SR 56/Seminary Street intersection.
2. Close the sidewalk along the east side of SR 56 and detour pedestrian traffic to the west side.
3. Open the sidewalk along the east side of use.
4. Close curb ramp in the northwest quadrant of the SR 56/Seminary Street intersection. For pedestrians walking parallel to SR 56, detour them to the east side of SR 56. For pedestrians walking parallel to Seminary Street, detour them to the south side of Seminary Street.
5. Open the curb ramp in the northwest quadrant of the SR 56/Seminary Street intersection for use.
6. Close the sidewalk along the west side of SR 56 and detour pedestrian traffic to the east side. For pedestrians walking parallel to Seminary Street, detour them to the north side of Seminary Street.
7. Provide temporary pedestrian access to adjacent businesses. Temporary business accesses do not need to be ADA-compliant.

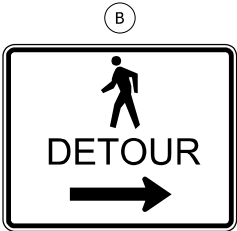
STAGE 4B

SR 56 between Seminary Street and Turnpike Street

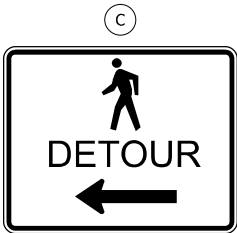
1. Install temporary crosswalks across the north leg of the SR 56/Seminary Street intersection and across the south leg of the SR 56/Turnpike Street intersection.
2. Close the sidewalk along the east side of SR 56 and detour pedestrians to the west side.



R9-9



M4-9B



M4-9B

NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL \_\_\_\_\_ 6/11/2021  
DESIGN ENGINEER DATE

DESIGNED: LNB 6/11/2021 DRAWN: SMB 6/11/2021

CHECKED: DJR 6/11/2021 CHECKED: LNB 6/11/2021

INDIANA DEPARTMENT  
OF TRANSPORTATION

SCALE BRIDGE FILE

N.T.S. N/A

DESIGNATION

1900334

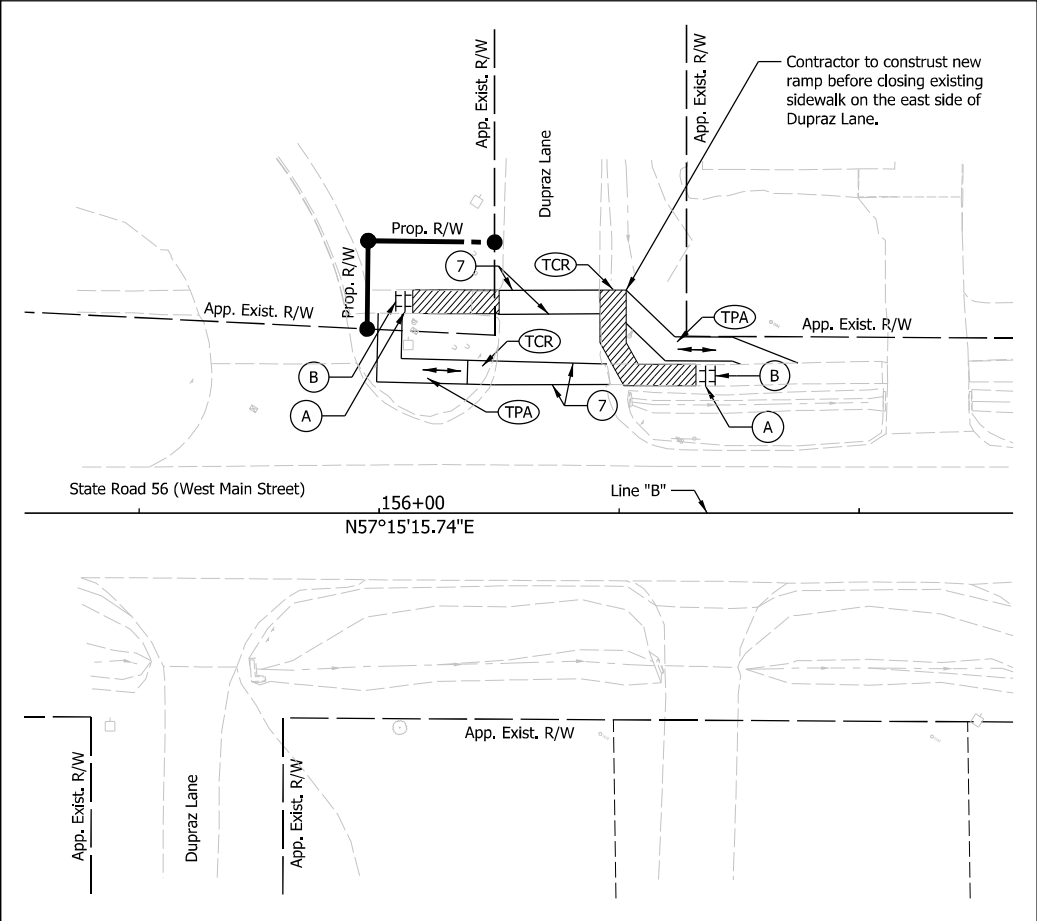
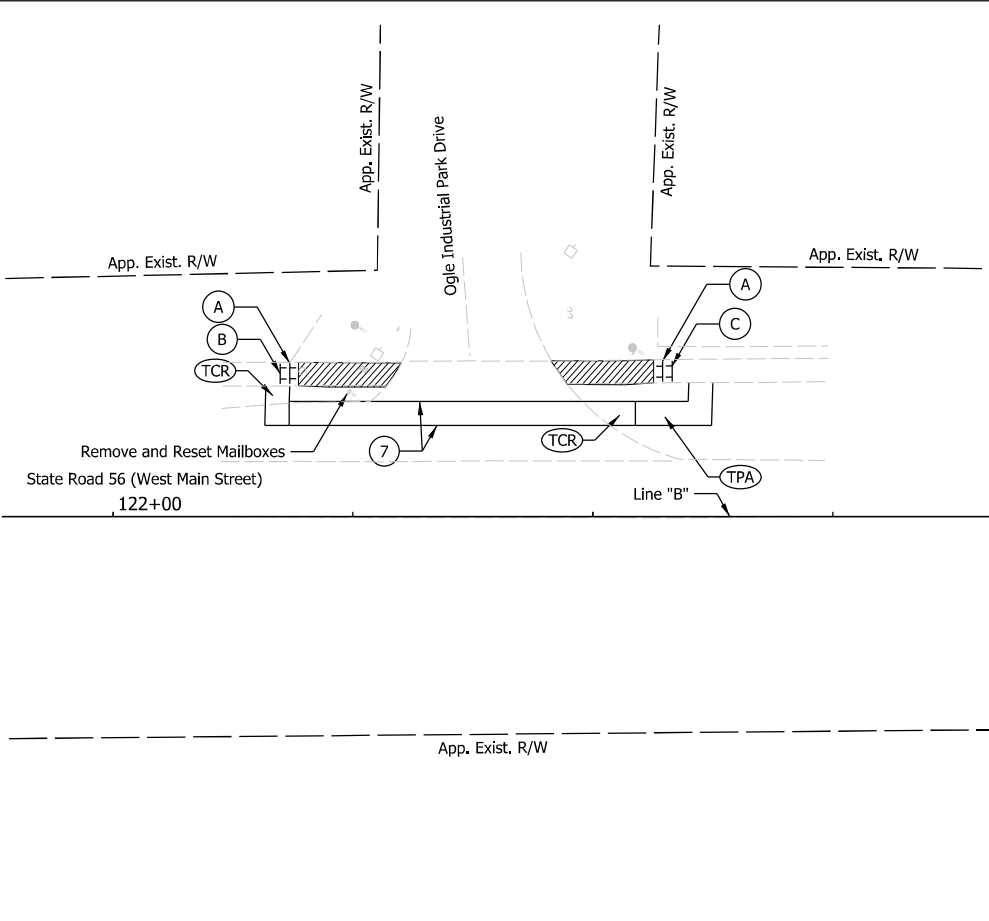
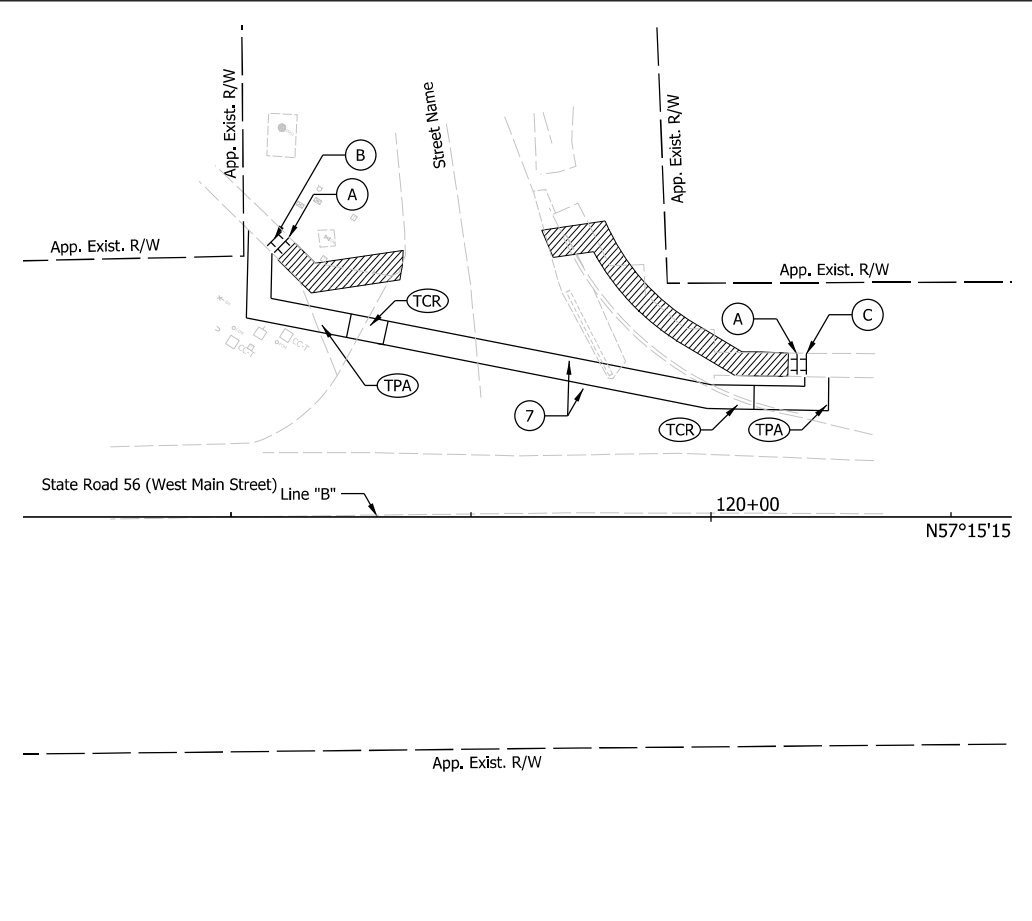
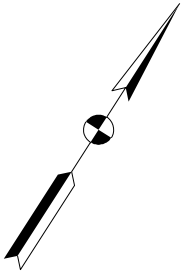
SURVEY BOOK SHEETS

Electronic 13 of 85

CONTRACT PROJECT

R-42228 1900334

PEDESTRIAN MOT GENERAL NOTES

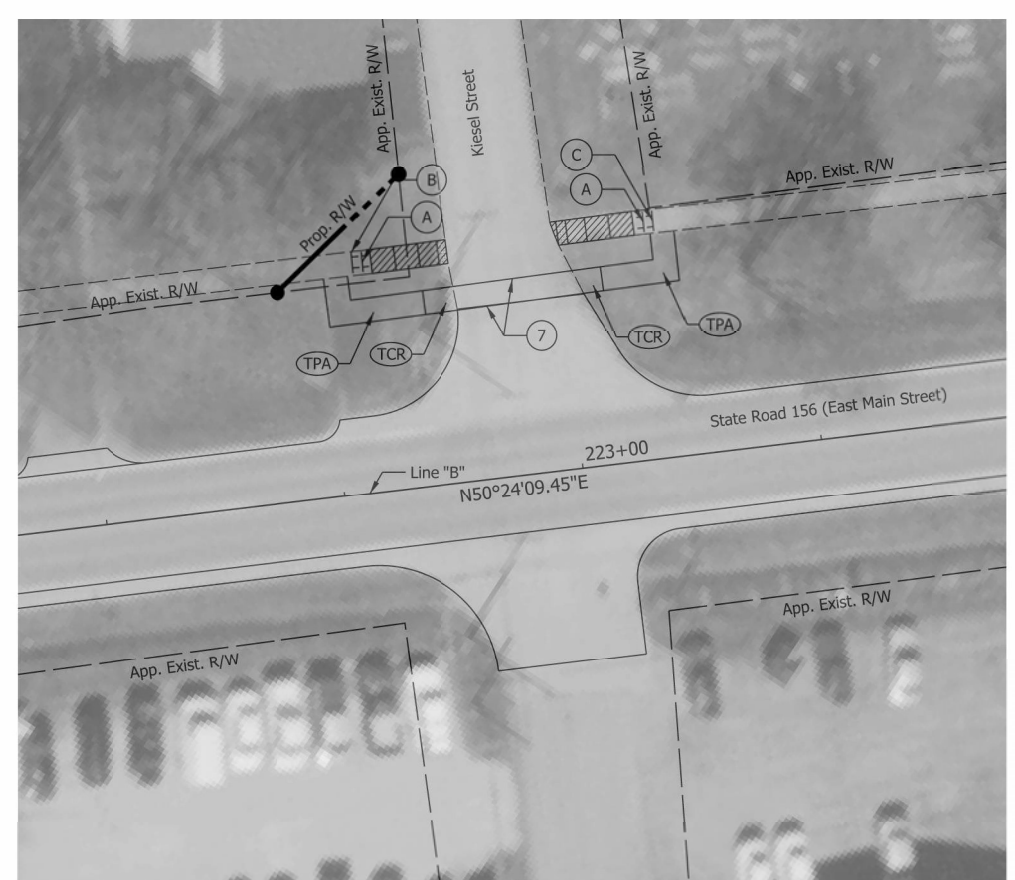
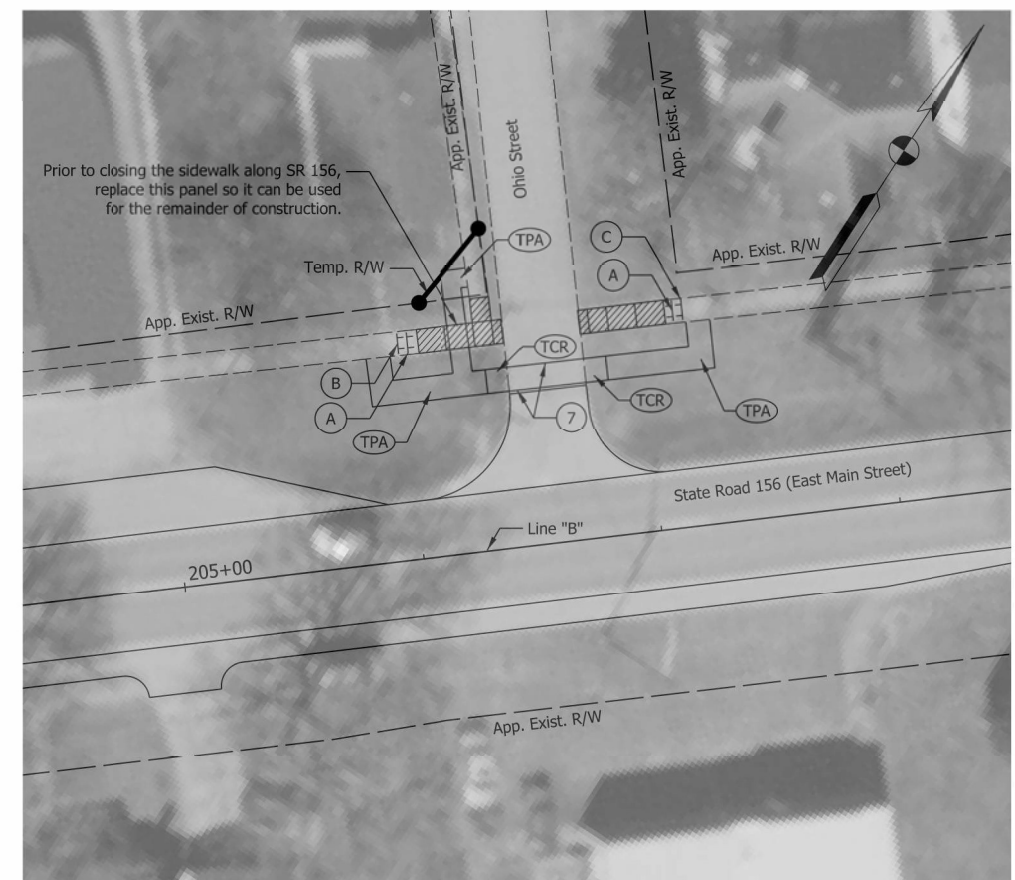


NOT FOR  
CONSTRUCTION






RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		6/11/2021	
				DATE	
DESIGNED: LNB	6/11/2021	DRAWN: SMB	6/11/2021		
CHECKED: DJR	6/11/2021	CHECKED: LNB	6/11/2021		

INDIANA DEPARTMENT OF TRANSPORTATION	
PEDESTRIAN MOT, STAGE 1	
LINE "B"	
STA. 111+00.00 TO STA. 162+00.00	

SCALE		BRIDGE FILE	
1" = 20'		N/A	
		DESIGNATION	
		1900334	
SURVEY BOOK		SHEETS	
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CONTRACT		PROJECT	
R-42228		1900334	



Legend:

	Construction Zone		Pedestrian Flow
	Temporary Pedestrian Access Mat		Temporary Pavement Marking, Removable, 6"
	Temporary Curb Ramp		

NOT FOR  
CONSTRUCTION

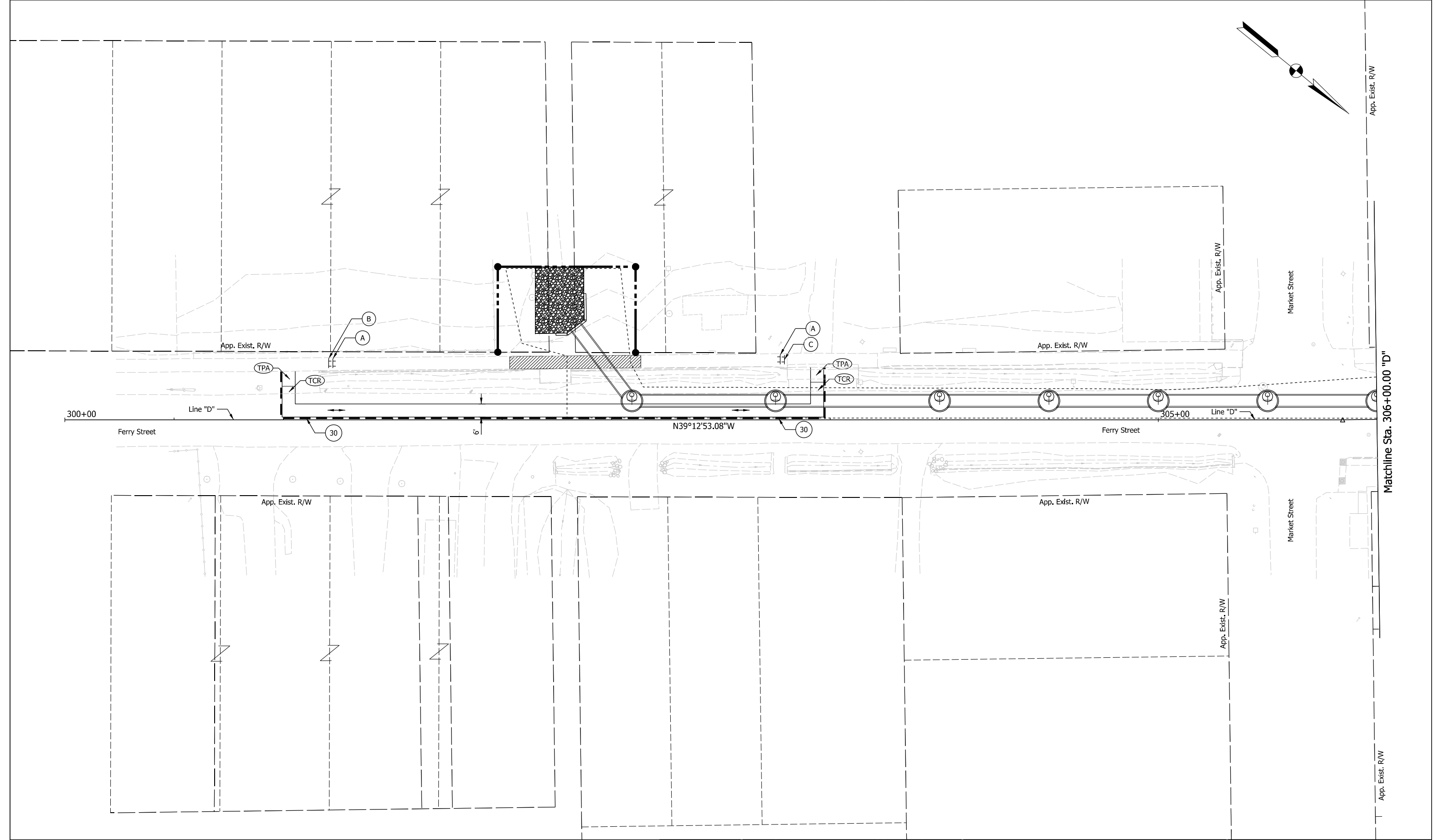
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				DATE
DESIGNED: LNB	6/11/2021	DRAWN: SMB	6/11/2021	
CHECKED: DJR	6/11/2021	CHECKED: LNB	6/11/2021	

INDIANA DEPARTMENT  
OF TRANSPORTATION

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PEDESTRIAN MOT, STAGE 1  
LINE "B"  
STA. 195+00.00 TO STA. 225+00.00

SCALE	BRIDGE FILE		
1" = 20'	N/A		
	DESIGNATION		
	1200334		
SURVEY BOOK	SHEETS		
Electronic	15	of	85
CONTRACT	PROJECT		
R-4222R	1200334		



Plot: 6/11/2021 8:31:41 AM

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Legend:

Construction Zone

TPA

Temporary Pedestrian Access Mat

TCR

Temporary Curb Ramp

7

Temporary Pavement Marking, Removable, 6"

30

Temporary Traffic Barrier, Type 2

Pedestrian Flow

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

DATE

6/11/2021

6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 2

LINE "D"

STA. 300+00.00 TO STA. 306+00.00

SCALE

1" = 20'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

CONTRACT

R-42228

SHEETS

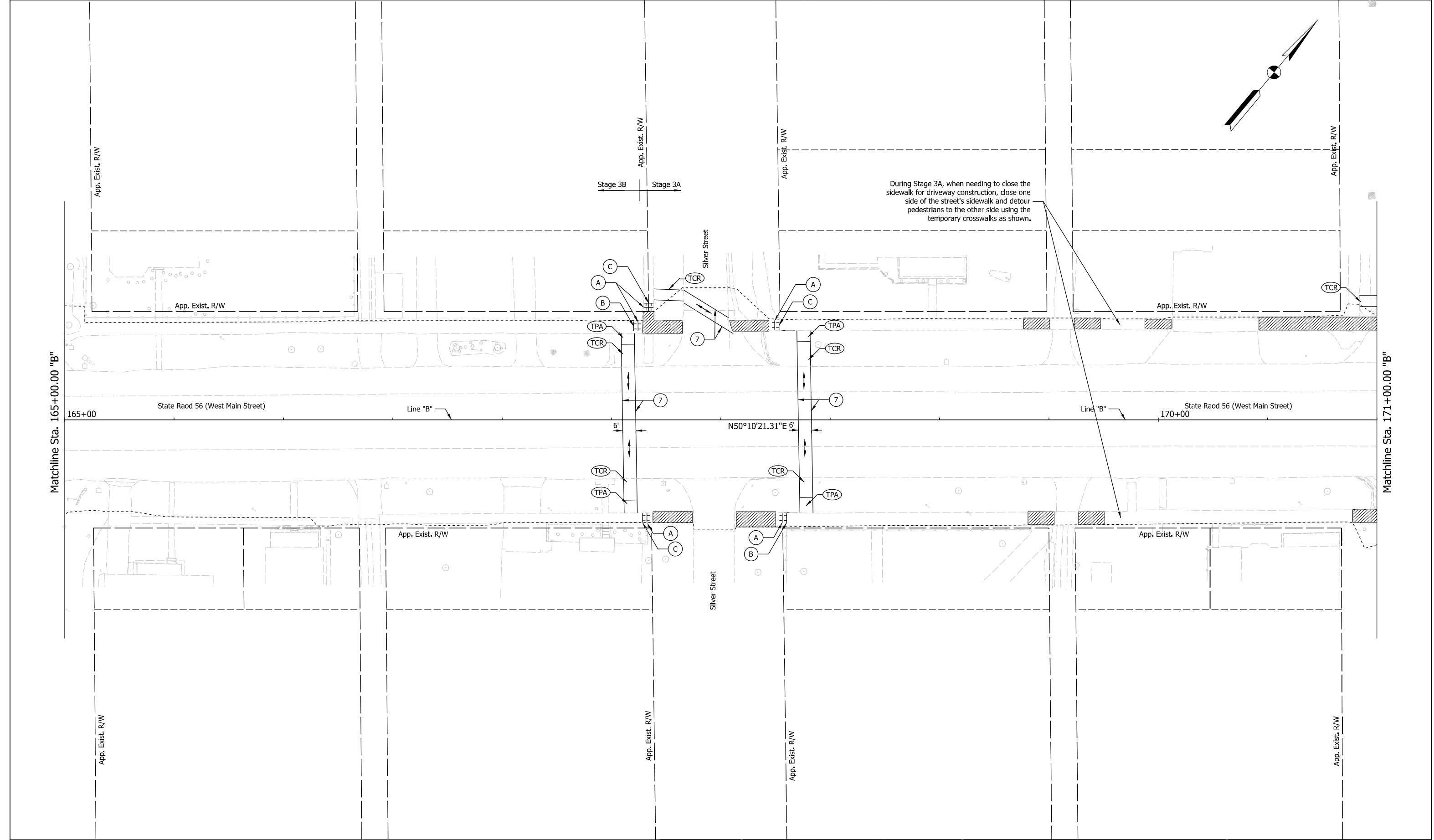
16 of 85

PROJECT

1900334

B - 33





Plot: 6/11/2021 8:31:42 AM

Legend:

Construction Zone

TPA Temporary Pedestrian Access Mat

TCR Temporary Curb Ramp

Pedestrian Flow

7

Temporary Pavement Marking, Removable, 6"

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

DATE

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 3A

LINE "B"

STA. 165+00.00 TO STA. 171+00.00

SCALE

1" = 20'

SURVEY BOOK

Electronic

CONTRACT

R-42228

BRIDGE FILE

N/A

DESIGNATION

1900334

SHEETS

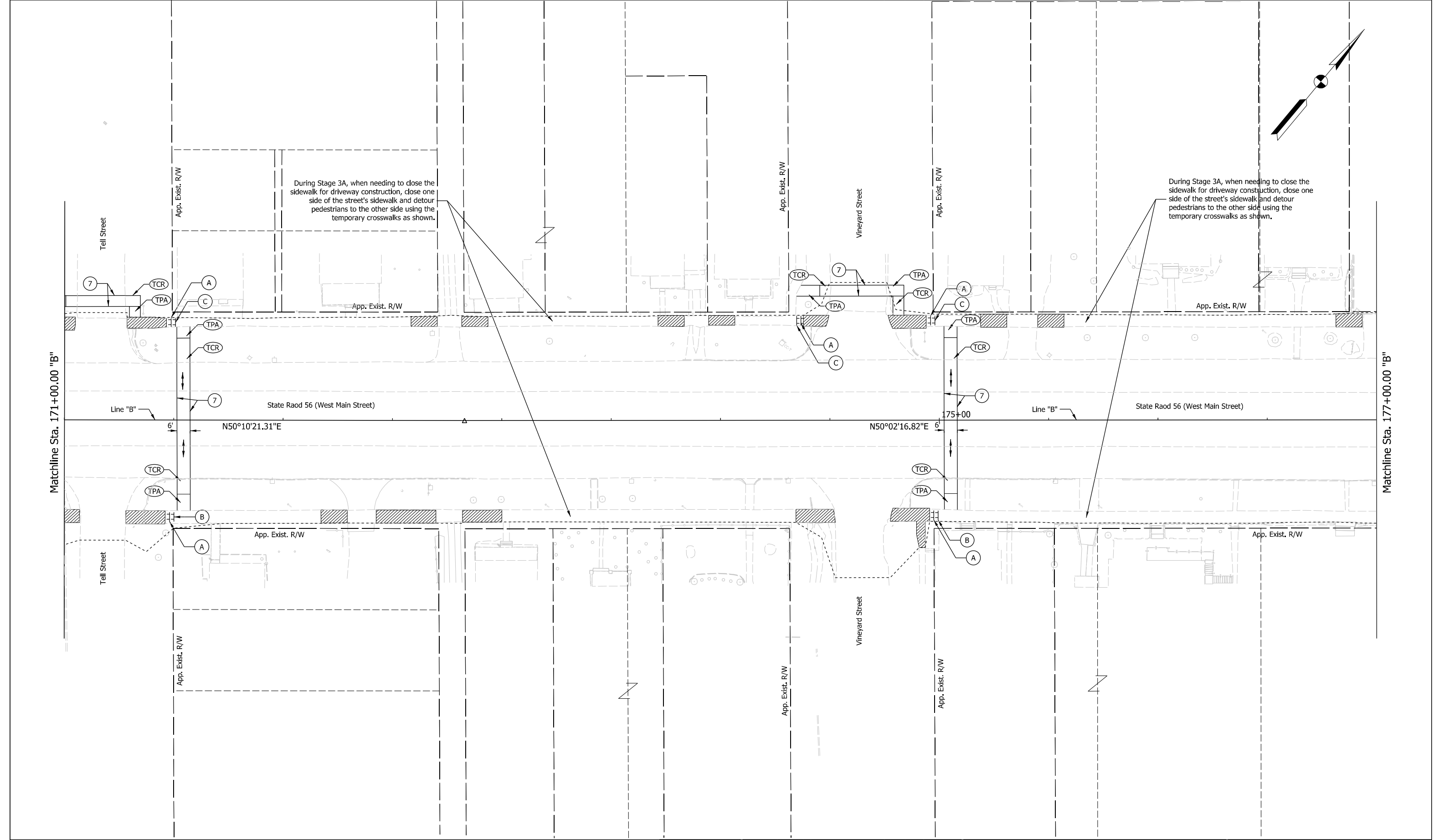
17 of 85

PROJECT

1900334

B - 34





Plot: 6/11/2021 8:31:43 AM

Legend:

Construction Zone

TPA Temporary Pedestrian Access Mat

TCR Temporary Curb Ramp

Pedestrian Flow

7

Temporary Pavement Marking, Removable, 6"

File: L:\INDOT\19070906-00\Draw\Sheets\ShT\_MOT\_Ped\_20\_Stage3A\_02.dgn

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

DATE

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 3A

LINE "B"

STA. 171+00.00 TO STA. 177+00.00

SCALE

1" = 20'

SURVEY BOOK

Electronic

CONTRACT

R-42228

BRIDGE FILE

N/A

DESIGNATION

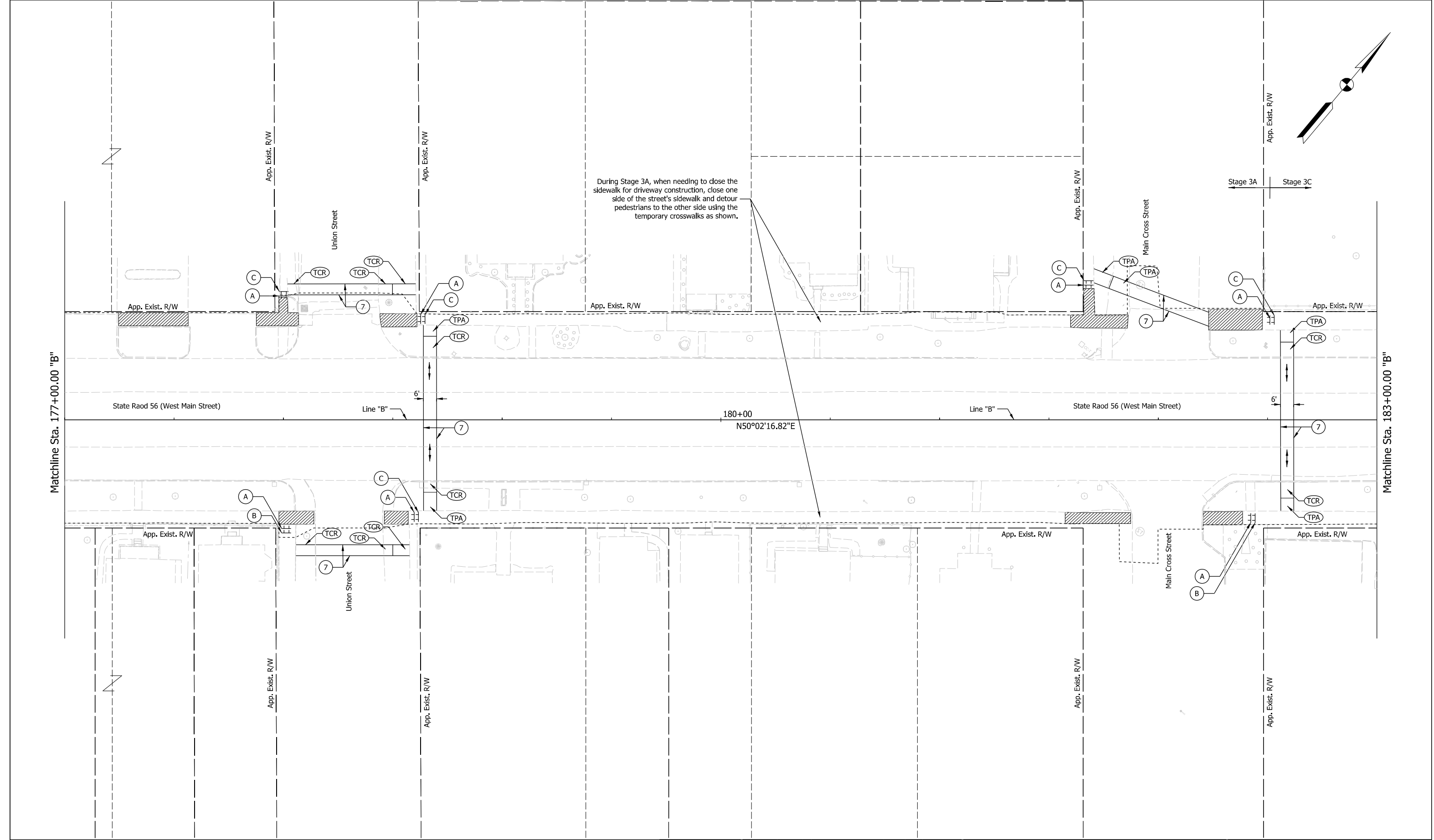
1900334

SHEETS

18 of 85

PROJECT

1900334



Plot: 6/11/2021 8:31:44 AM

Legend:

Construction Zone

TPA Temporary Pedestrian Access Mat

TCR Temporary Curb Ramp

Pedestrian Flow

7 Temporary Pavement Marking, Removable, 6"

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

DATE

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 3A

LINE "B"

STA. 177+00.00 TO STA. 183+00.00

SCALE

1" = 20'

SURVEY BOOK

Electronic

CONTRACT

R-42228

BRIDGE FILE

N/A

DESIGNATION

1900334

SHEETS

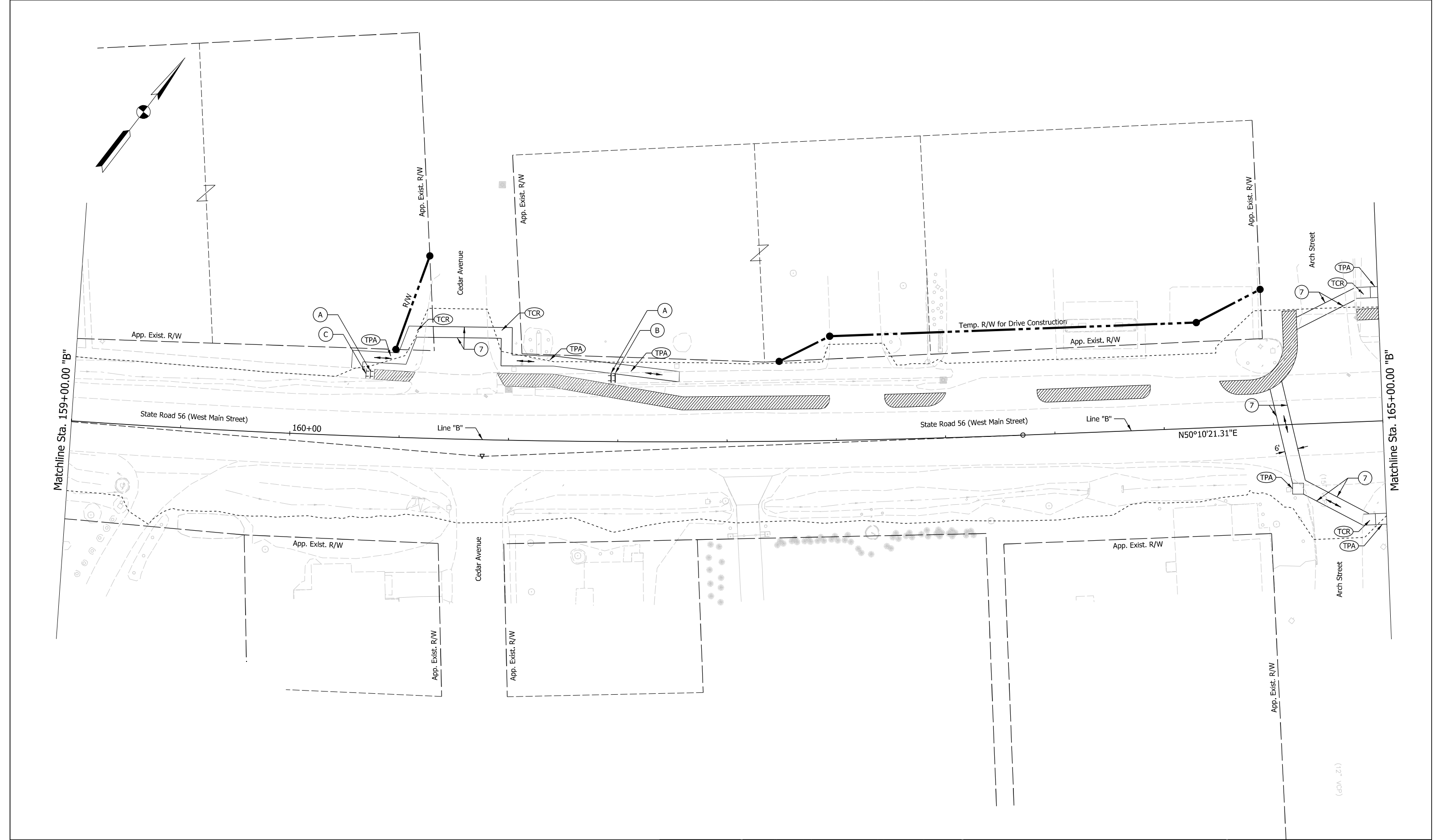
19 of 85

PROJECT

1900334

B - 36

File: L:\INDOT\19070906-00\Draw\Sheets\ShT\_MOT\_Ped\_20\_Stage3A\_03.dgn



Plot: 6/11/2021 8:31:45 AM

Legend:

Construction Zone

TPA

Temporary Pedestrian Access Mat

TCR

Temporary Curb Ramp

Pedestrian Flow

7

Temporary Pavement Marking, Removable, 6"

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

6/11/2021

DATE

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 3B

LINE "B"

STA. 159+00.00 TO STA. 165+00.00

SCALE

1" = 20'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

CONTRACT

R-42228

SHEETS

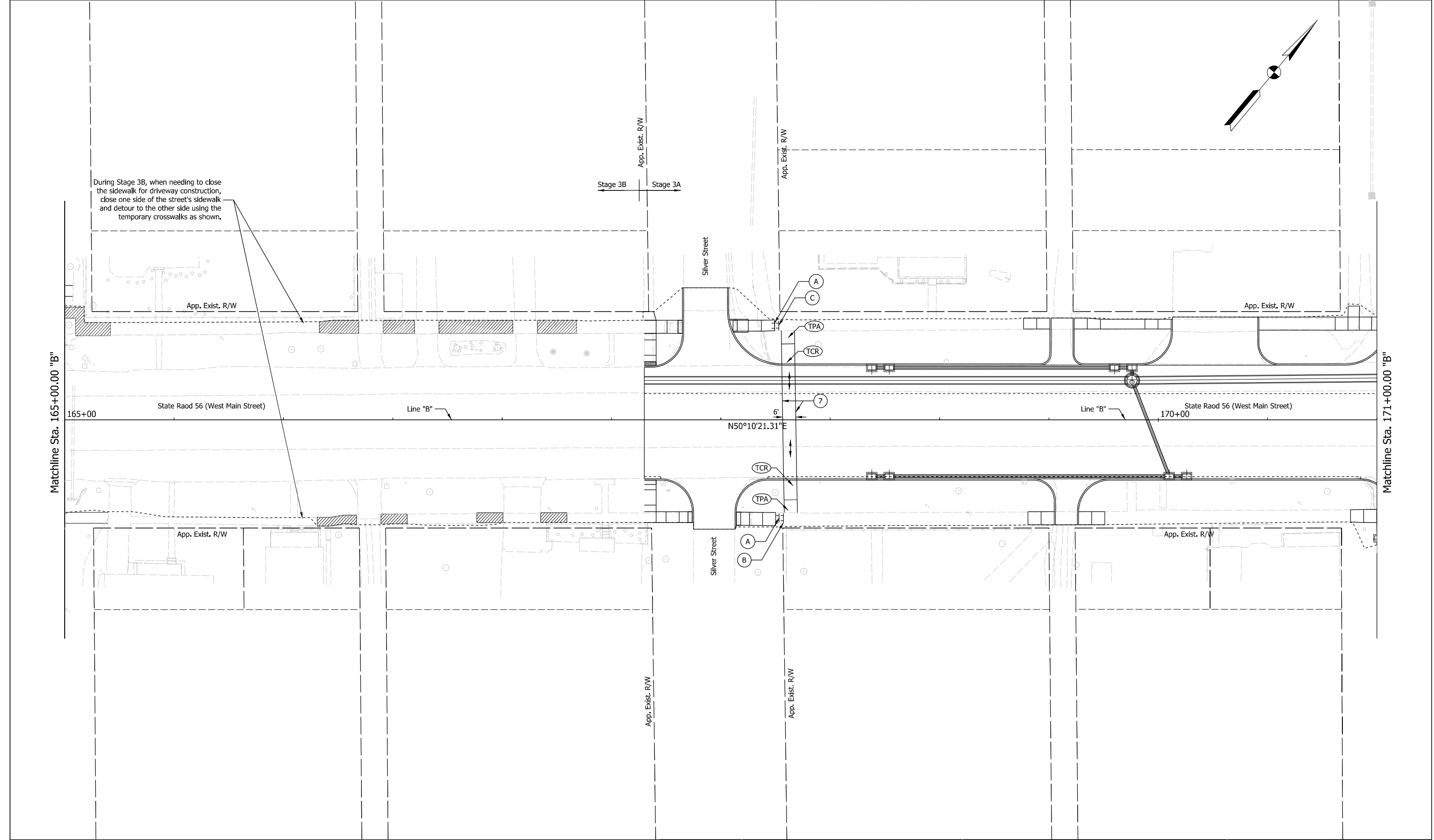
20 of 85

PROJECT

1900334

B - 37





Plot: 6/11/2021 8:31:46 AM

Legend:

Construction Zone

TPA Temporary Pedestrian Access Mat

TCR Temporary Curb Ramp

Pedestrian Flow

7 Temporary Pavement Marking, Removable, 6"

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

6/11/2021

DATE

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 3B

LINE "B"

STA. 165+00.00 TO STA. 171+00.00

SCALE

1" = 20'

SURVEY BOOK

Electronic

CONTRACT

R-42228

BRIDGE FILE

N/A

DESIGNATION

1900334

SHEETS

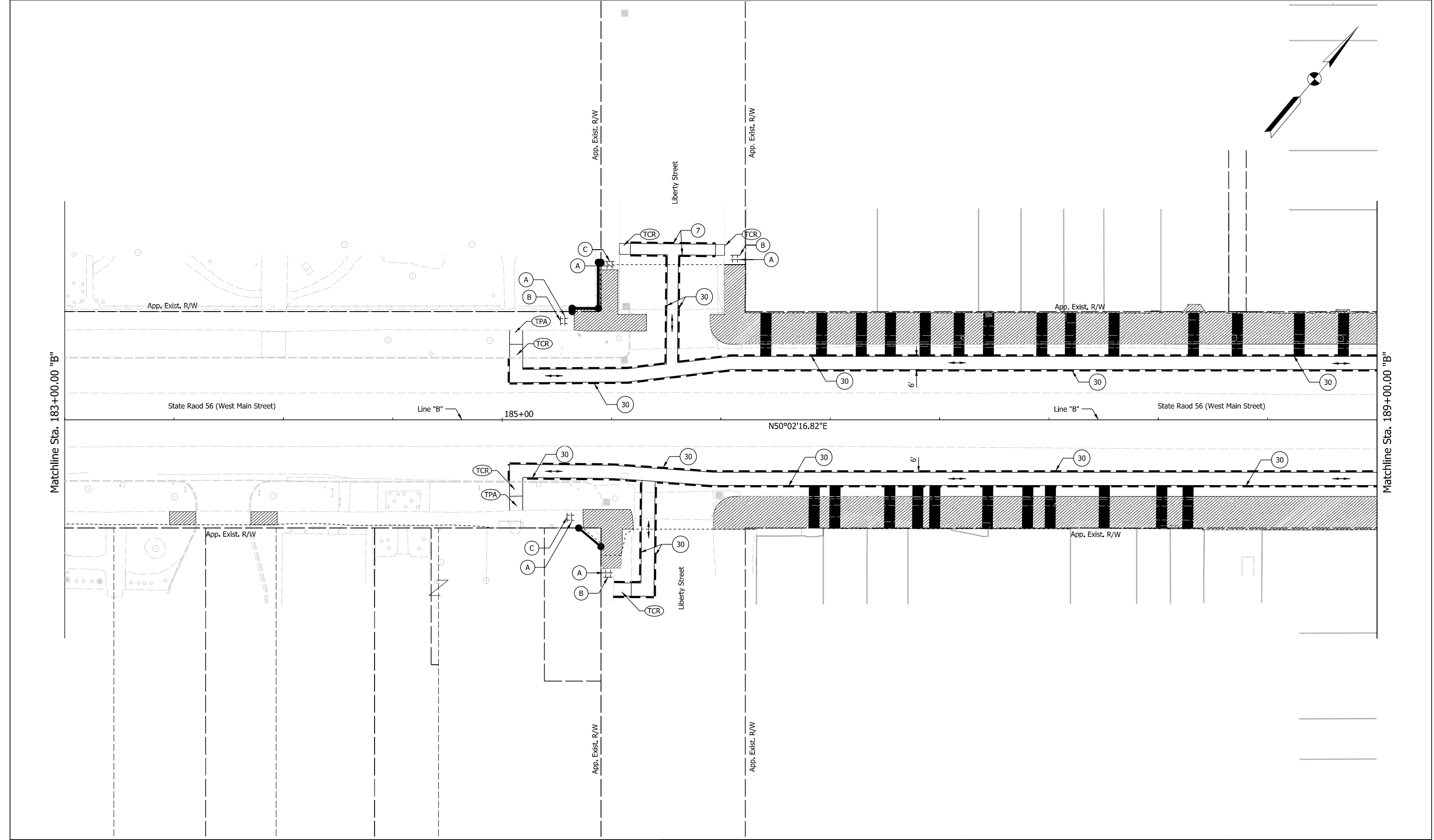
21 of 85

PROJECT

1900334

B - 38





Plot: 6/11/2021 8:31:47 AM

Legend:

Construction Zone

TPA Temporary Pedestrian Access Mat

TCR Temporary Curb Ramp

Pedestrian Flow

7 Temporary Pavement Marking, Removable, 6"

30 Temporary Traffic Barrier, Type 2

Temporary Pedestrian Business Access

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

6/11/2021

DATE

DESIGNED: LNB

6/11/2021

DRAWN: SMB

6/11/2021

CHECKED: DJR

6/11/2021

CHECKED: LNB

6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 3C

LINE "B"

STA. 183+00.00 TO STA. 189+00.00

SCALE

1" = 20'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

23

of

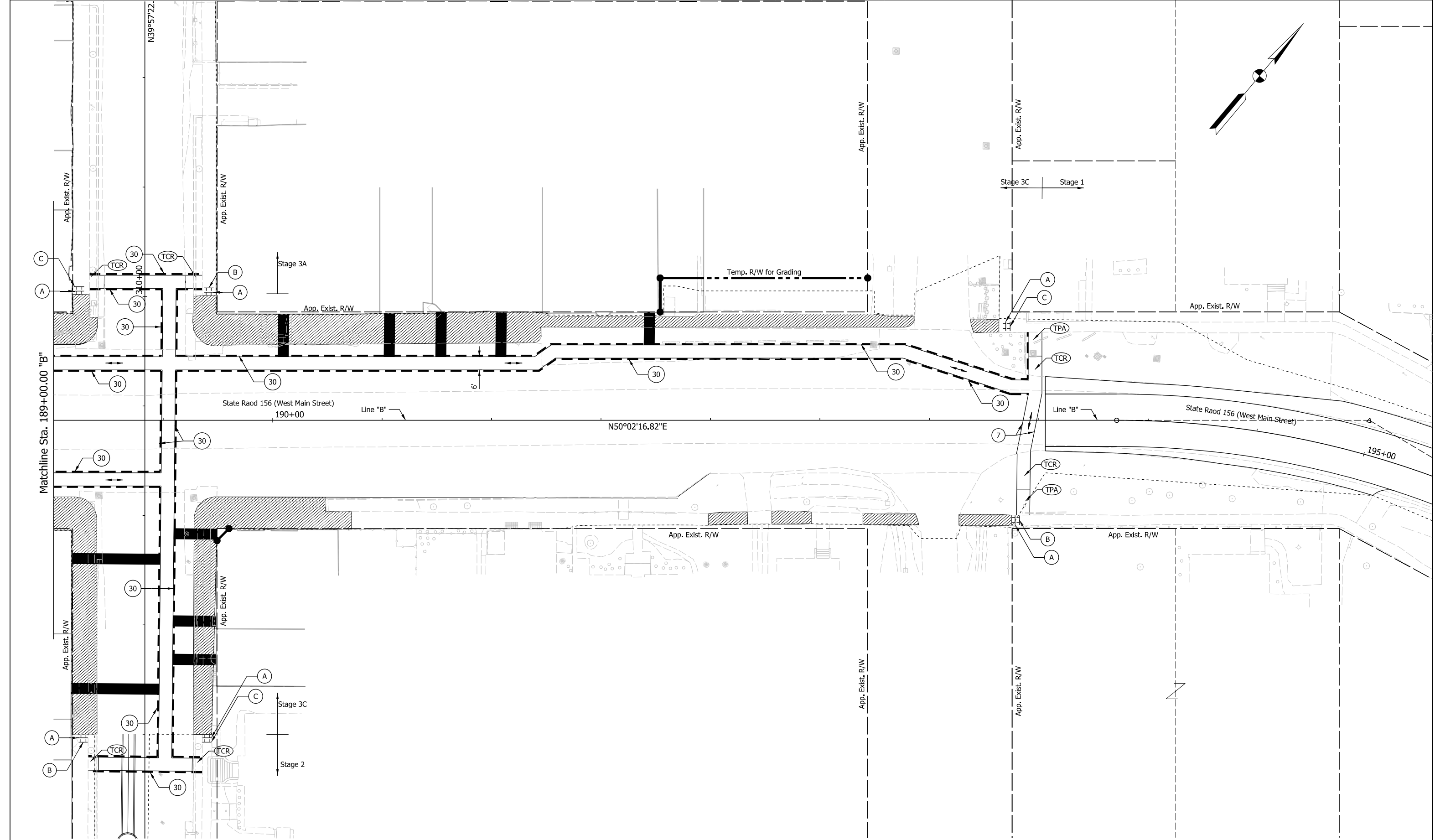
85

CONTRACT

R-42228

PROJECT

1900334



Plot: 6/11/2021 8:31:48 AM

Legend:

Construction Zone

TPA

Temporary Pedestrian Access Mat

TCR

Temporary Curb Ramp

Pedestrian Flow

7

Temporary Pavement Marking, Removable, 6"

30

Temporary Traffic Barrier, Type 2

Temporary Pedestrian Business Access

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

6/11/2021

DATE

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 3C

LINE "B"

STA. 189+00.00 TO STA. 195+00.00

SCALE

1" = 20'

SURVEY BOOK

Electronic

CONTRACT

R-42228

BRIDGE FILE

N/A

DESIGNATION

1900334

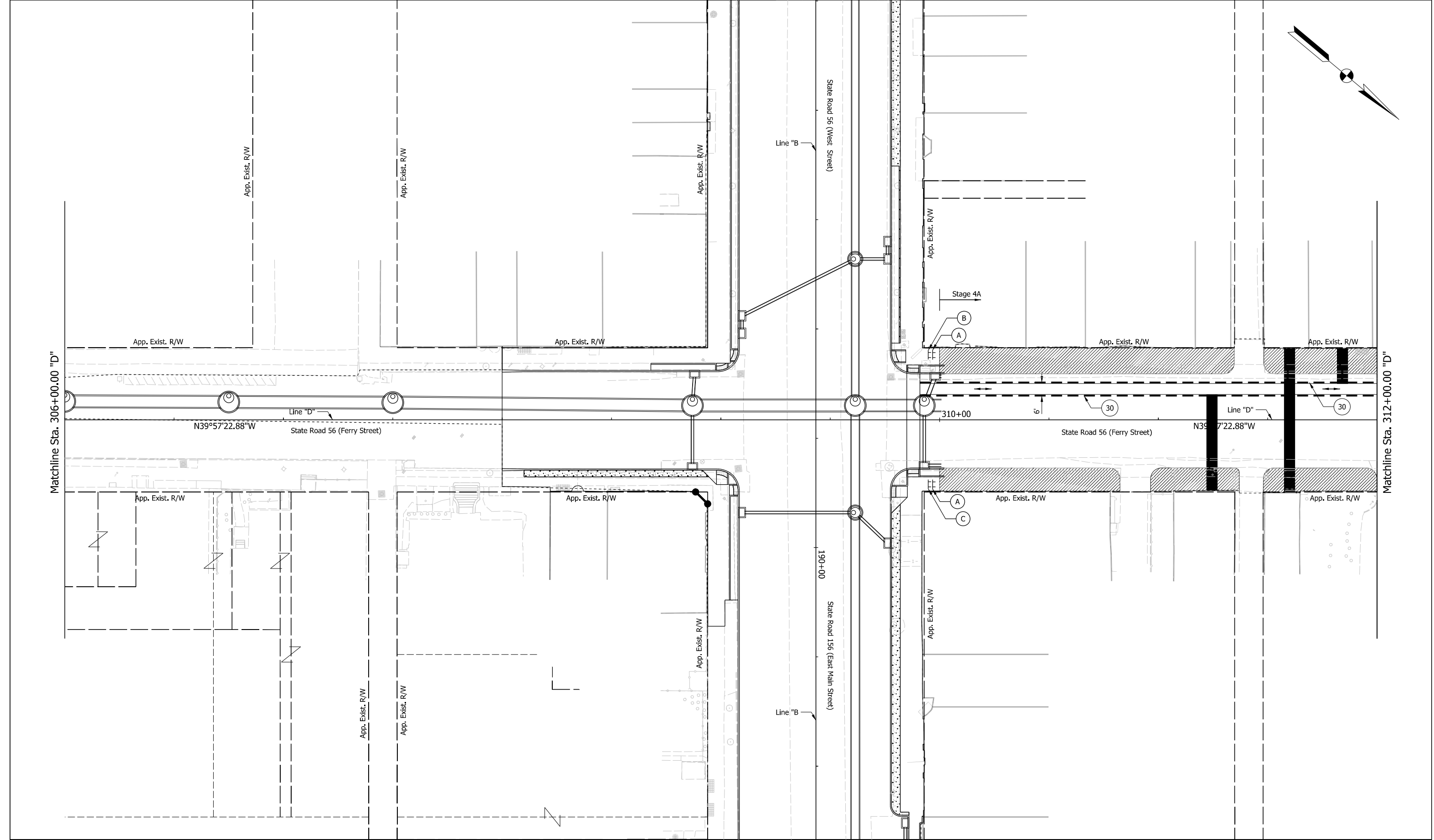
SHEETS

24 of 85

PROJECT

1900334





Plot: 6/11/2021 8:31:49 AM

Legend:

Construction Zone

TPA

Temporary Pedestrian Access Mat

TCR

Temporary Curb Ramp

Pedestrian Flow

7

Temporary Pavement Marking, Removable, 6"

30

Temporary Traffic Barrier, Type 2

Temporary Pedestrian Business Access

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

6/11/2021

DATE

DESIGNED: LNB

6/11/2021

DRAWN: SMB

6/11/2021

CHECKED: DJR

6/11/2021

CHECKED: LNB

6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 4A

LINE "D"

STA. 306+00.00 TO STA. 312+00.00

SCALE

1" = 20'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

25

of

85

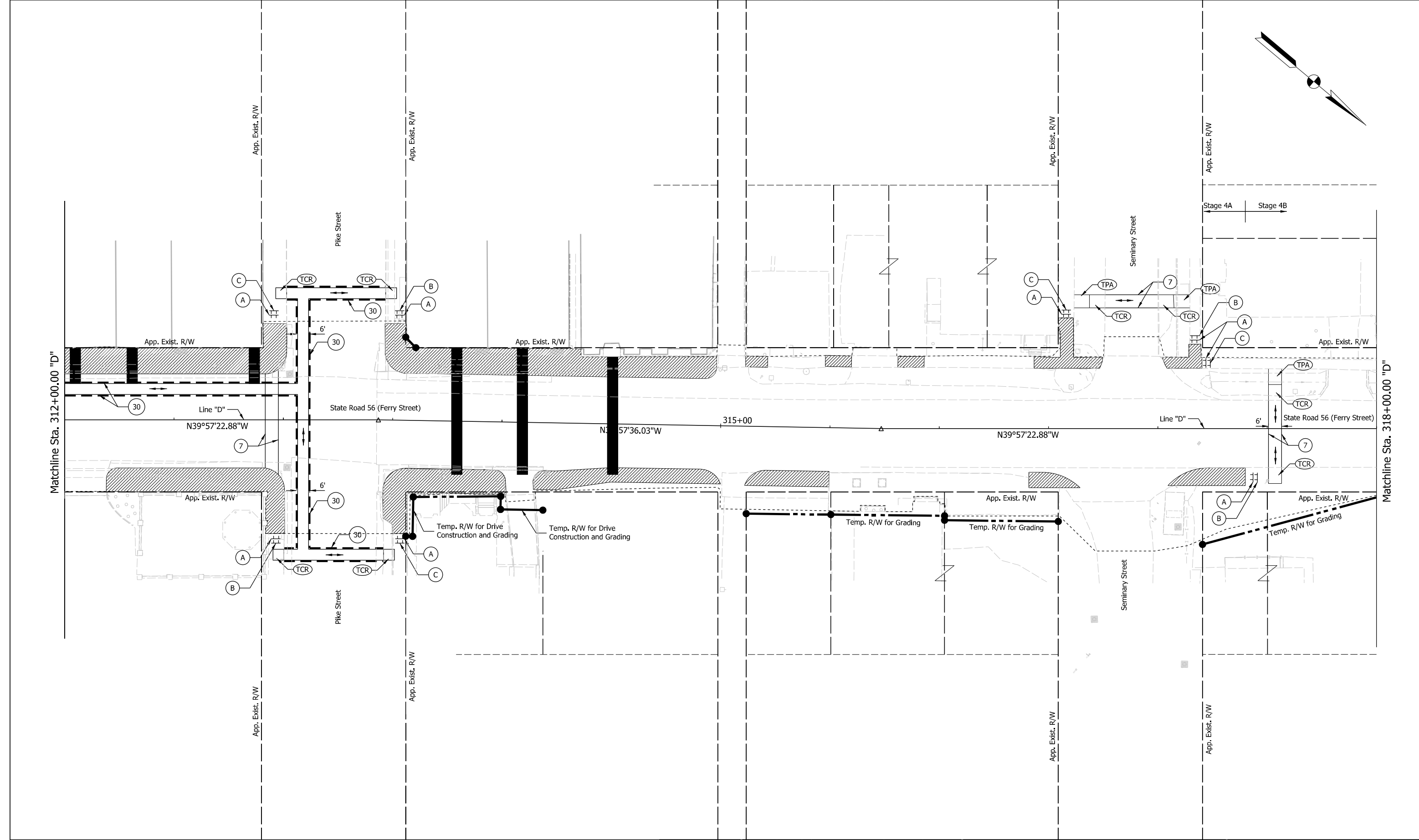
CONTRACT

R-42228

PROJECT

1900334

B - 42



Plot: 6/11/2021 8:31:50 AM

Legend:

Construction Zone

TPA Temporary Pedestrian Access Mat

TCR Temporary Curb Ramp

Pedestrian Flow

7 Temporary Pavement Marking, Removable, 6"

30 Temporary Traffic Barrier, Type 2

Temporary Pedestrian Business Access

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

DATE

6/11/2021

6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 4A

LINE "D"

STA. 312+00.00 TO STA. 318+00.00

SCALE

1" = 20'

SURVEY BOOK

Electronic

CONTRACT

R-42228

BRIDGE FILE

N/A

DESIGNATION

1900334

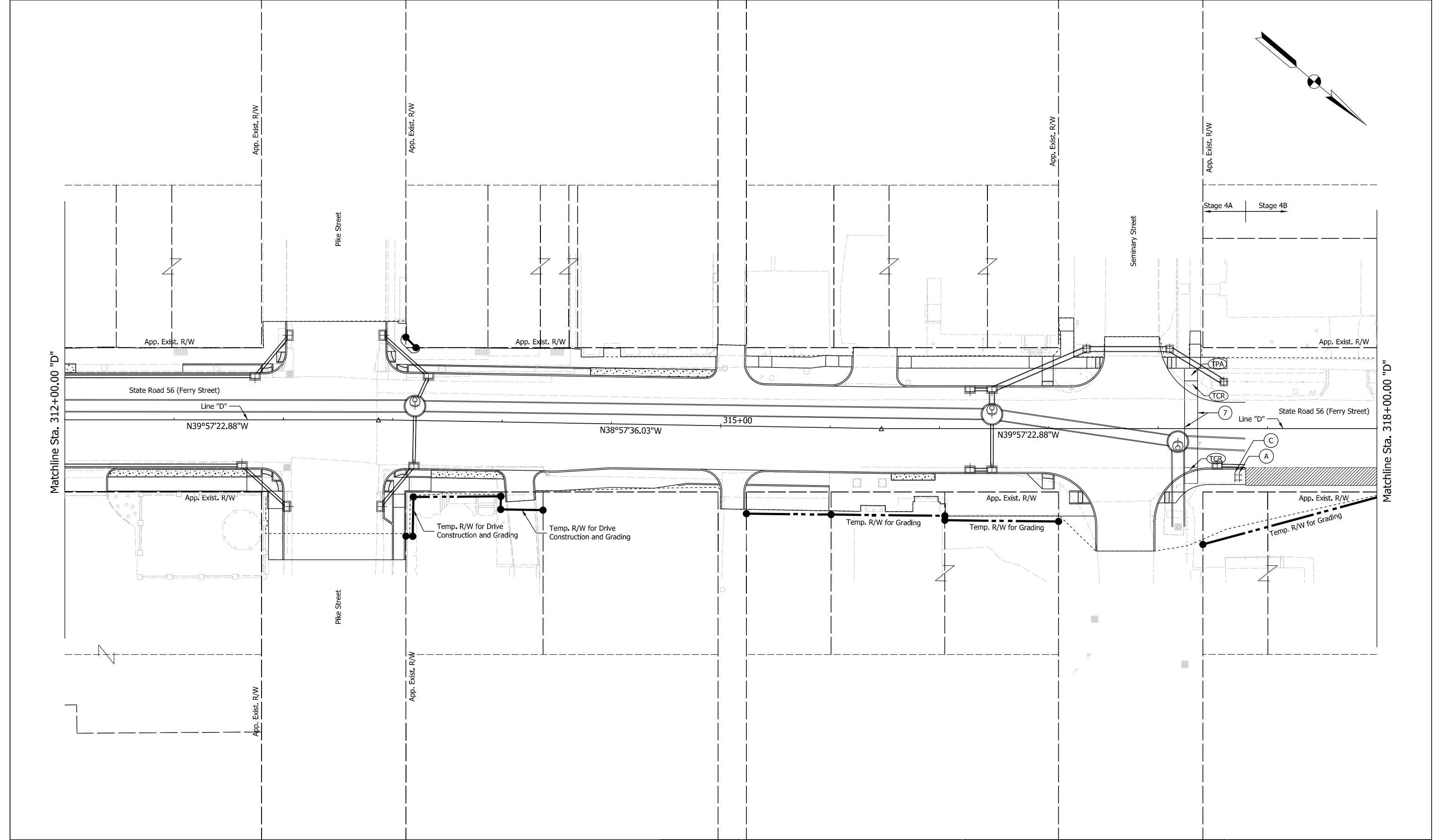
SHEETS

26 of 85

PROJECT

1900334

B - 43



Plot: 6/11/2021 8:31:51 AM

Legend:

Construction Zone

TPA

Temporary Pedestrian Access Mat

TCR

Temporary Curb Ramp

Pedestrian Flow

7

Temporary Pavement Marking, Removable, 6"

30

Temporary Traffic Barrier, Type 2

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

DATE

6/11/2021

6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 4B

LINE "D"

STA. 312+00.00 TO STA. 318+00.00

SCALE

1" = 20'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

CONTRACT

R-42228

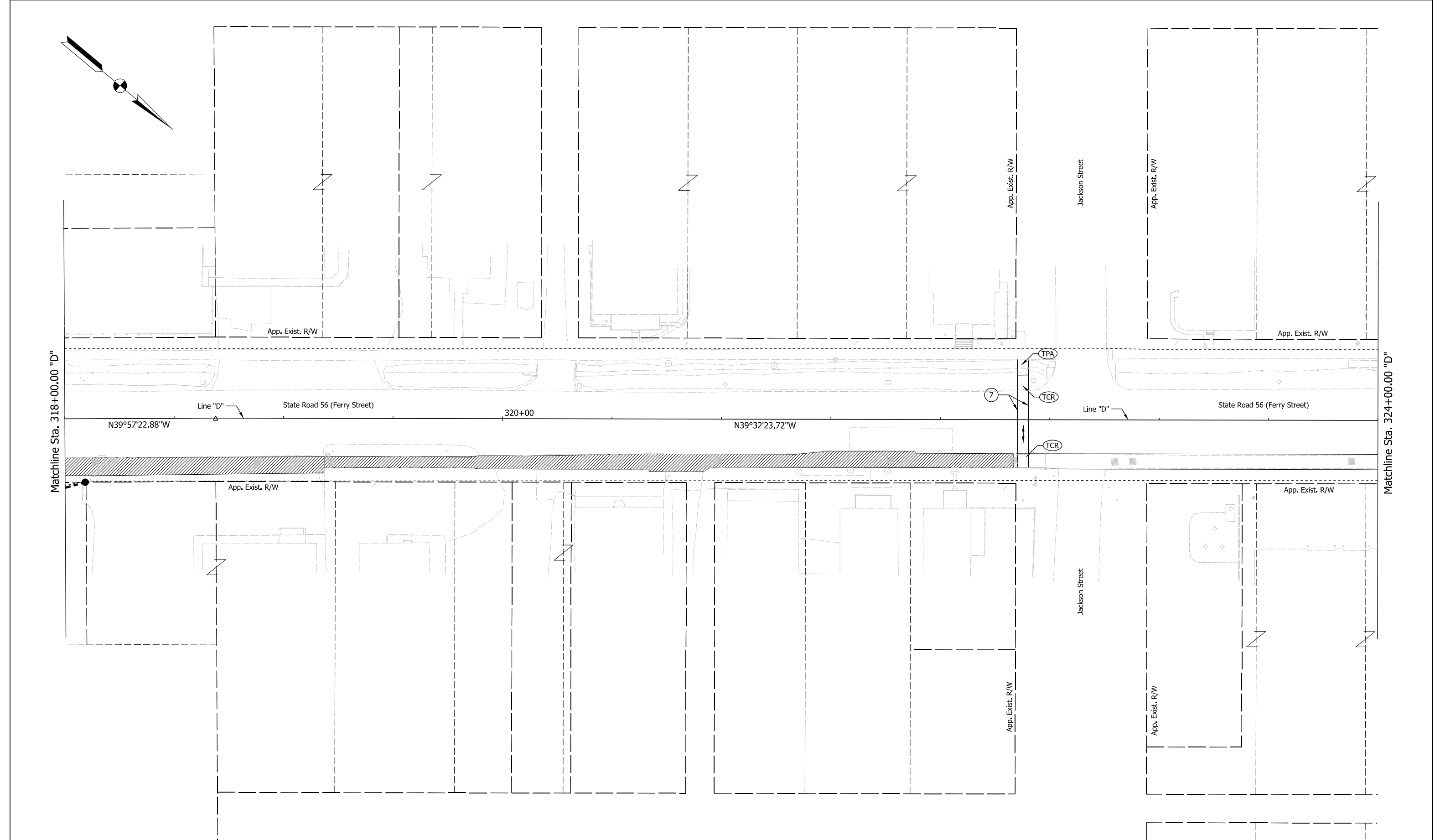
SHEETS

27 of 85

PROJECT

1900334

B - 44



Plot: 6/11/2021 8:31:52 AM

Legend:

Construction Zone

TPA

Temporary Pedestrian Access Mat

TCR

Temporary Curb Ramp

Pedestrian Flow

7

Temporary Pavement Marking, Removable, 6"

30

Temporary Traffic Barrier, Type 2

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: LNB 6/11/2021

CHECKED: DJR 6/11/2021

DESIGN ENGINEER

DRAWN: SMB 6/11/2021

CHECKED: LNB 6/11/2021

6/11/2021

DATE

INDIANA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT, STAGE 4B

LINE "D"

STA. 318+00.00 TO STA. 324+00.00

SCALE

1" = 20'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

28

of

85

CONTRACT

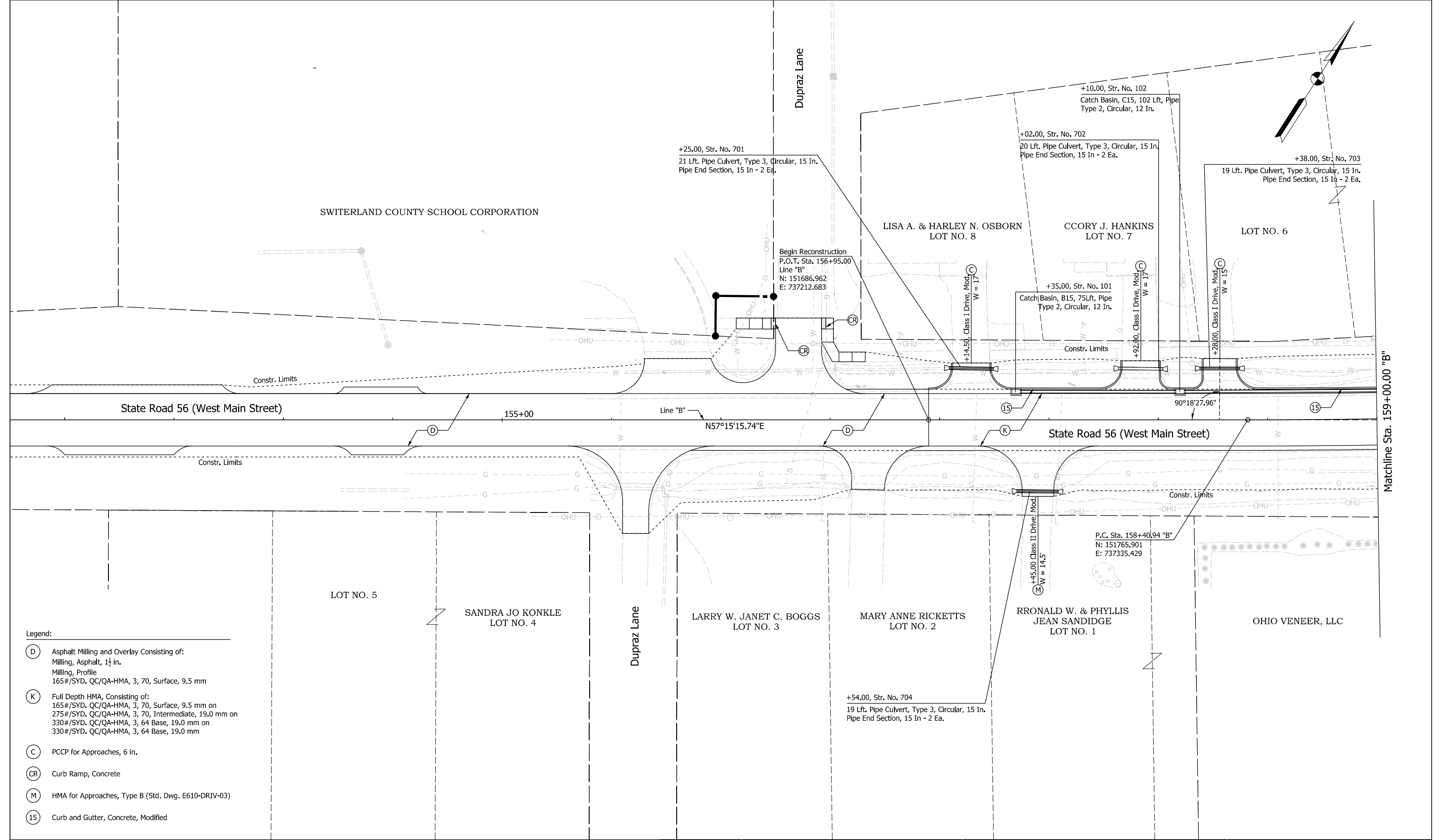
R-42228

PROJECT

1900334

B - 45





- Legend:
- D Asphalt Milling and Overlay Consisting of:  
Milling, Asphalt, 1½ in.  
Milling, Profile  
165#/SYD. QC/QA-HMA, 3, 70, Surface, 9.5 mm
  - K Full Depth HMA, Consisting of:  
165#/SYD. QC/QA-HMA, 3, 70, Surface, 9.5 mm on  
275#/SYD. QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on  
330#/SYD. QC/QA-HMA, 3, 64 Base, 19.0 mm on  
330#/SYD. QC/QA-HMA, 3, 64 Base, 19.0 mm
  - C PCCP for Approaches, 6 in.
  - CR Curb Ramp, Concrete
  - M HMA for Approaches, Type B (Std. Dwg. E610-DRIV-03)
  - 15 Curb and Gutter, Concrete, Modified

Plot: 6/11/2021 8:31:53 AM

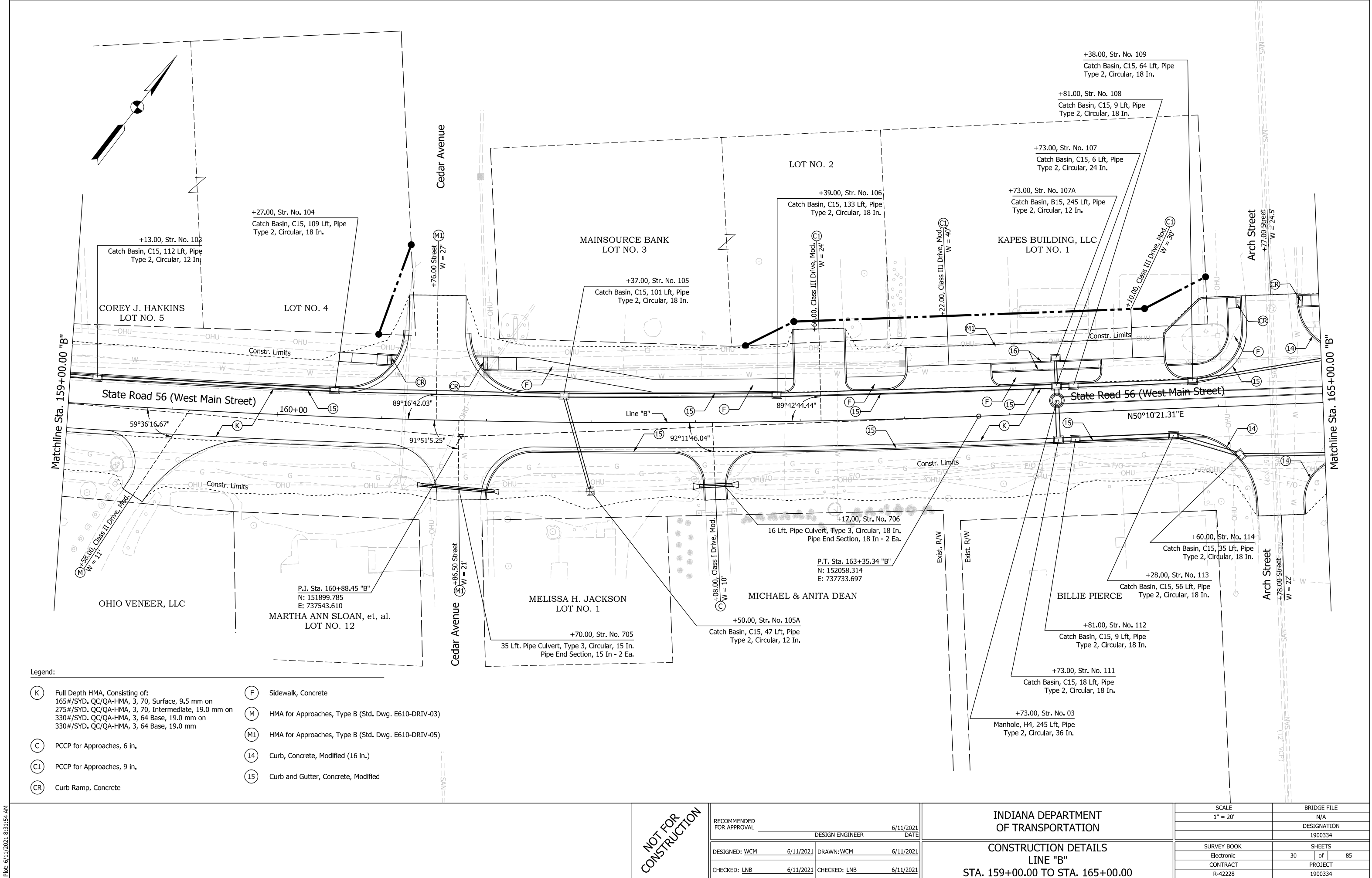
File: L:\INDOT\19070906-00\Draw\Sheets\ShT\_ConstDetail\_20\_01.dgn

NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL		6/11/2021 DATE	
DESIGN ENGINEER			
DESIGNED: WCM	6/11/2021	DRAWN: WCM	6/11/2021
CHECKED: LNB	6/11/2021	CHECKED: LNB	6/11/2021

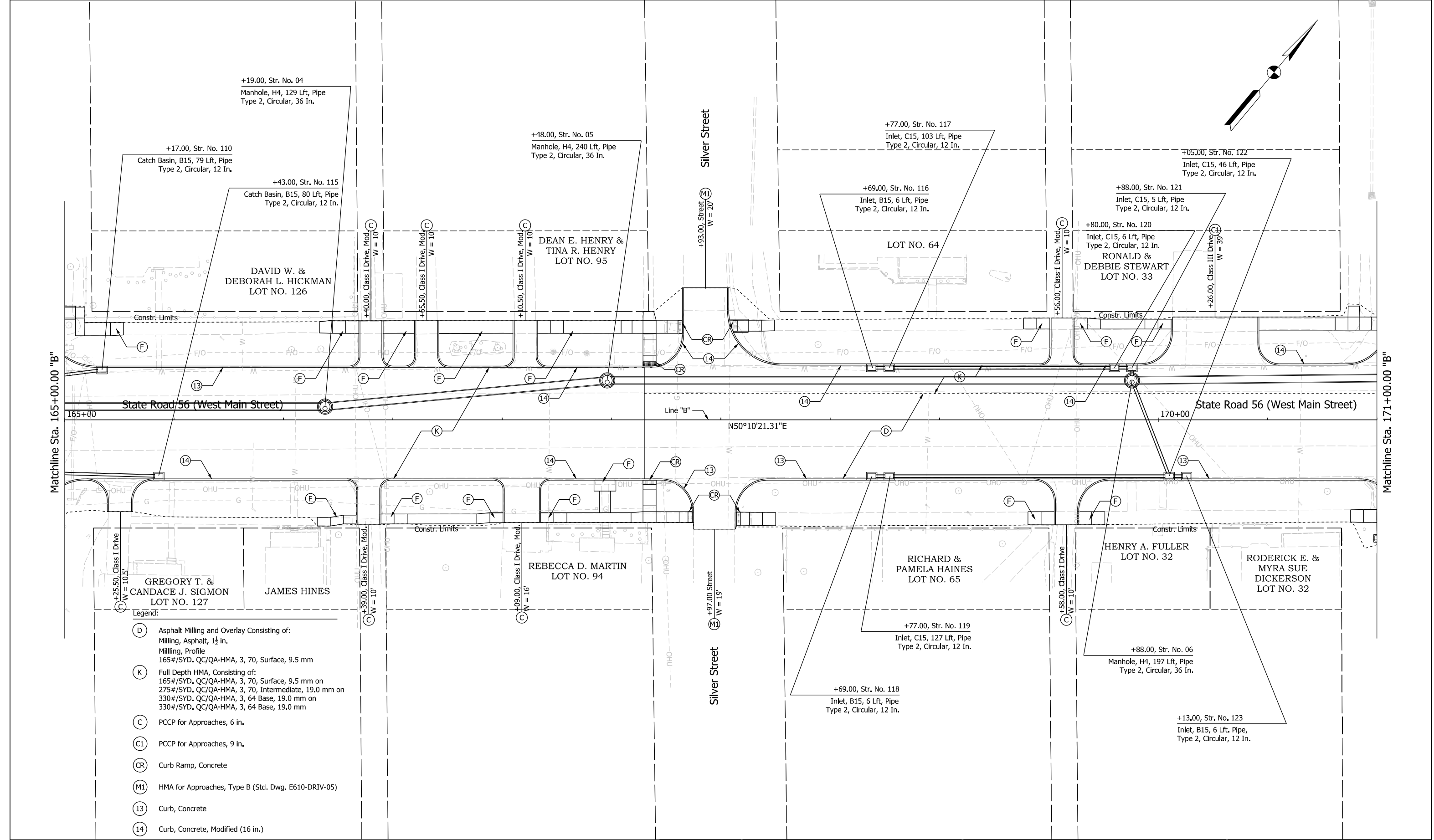
INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAILS LINE "B"	
STA. 153+00.00 TO STA. 159+00.00	

SCALE 1" = 20'		BRIDGE FILE N/A	
		DESIGNATION 1900334	
SURVEY BOOK Electronic		SHEETS 29 of 85	
CONTRACT R-42228		PROJECT 1900334	



Plot: 6/11/2021 8:31:54 AM

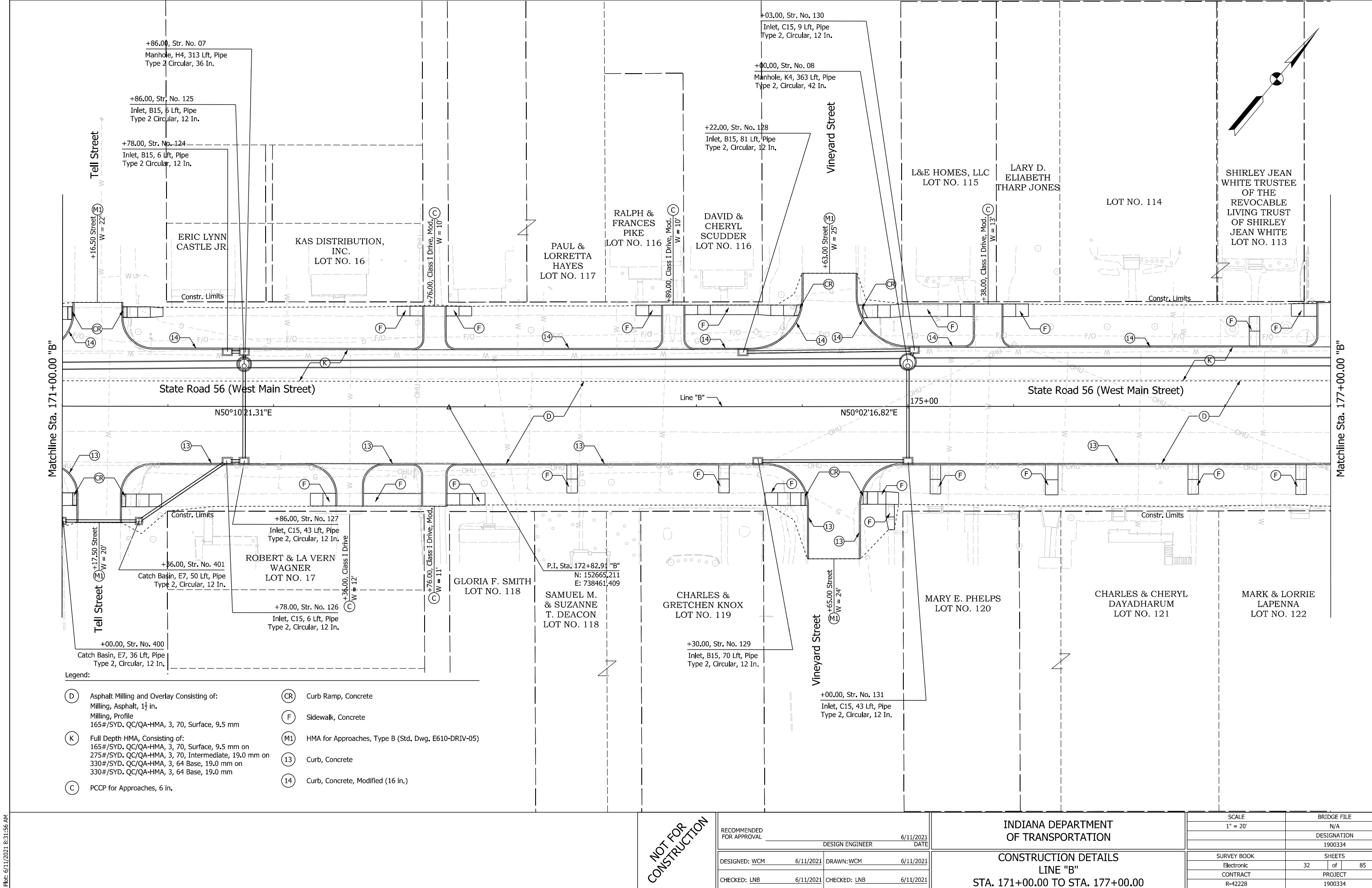
File: L:\INDOT\19070906-00\Draw\Sheets\Sh\_ConstDetail\_20\_02.dgn



NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____ 6/11/2021 DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION		SCALE 1" = 20'	BRIDGE FILE N/A
	DESIGNED: WCM 6/11/2021	DRAWN: WCM 6/11/2021	CONSTRUCTION DETAILS LINE "B"		SURVEY BOOK Electronic	SHEETS 31 of 85
	CHECKED: LNB 6/11/2021	CHECKED: LNB 6/11/2021	STA. 165+00.00 TO STA. 171+00.00		CONTRACT R-42228	PROJECT 1900334

Plot: 6/11/2021 8:31:55 AM

File: L:\INDOT\19070906-00\Draw\Sheets\Sh\_ConstDetail\_20\_03.dgn



- Legend:
- |     |   |      |   |
|-----|---|------|---|
| (D) | Asphalt Milling and Overlay Consisting of:<br>Milling, Asphalt, 1½ in.<br>Milling, Profile<br>165#/SYD. QC/QA-HMA, 3, 70, Surface, 9.5 mm   | (CR) | Curb Ramp, Concrete                                 |
| (K) | Full Depth HMA, Consisting of:<br>165#/SYD. QC/QA-HMA, 3, 70, Surface, 9.5 mm on<br>275#/SYD. QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on<br>330#/SYD. QC/QA-HMA, 3, 64 Base, 19.0 mm on<br>330#/SYD. QC/QA-HMA, 3, 64 Base, 19.0 mm | (F)  | Sidewalk, Concrete                                  |
| (C) | PCCP for Approaches, 6 in.  | (M1) | HMA for Approaches, Type B (Std. Dwg. E610-DRIV-05) |
|     |   | (13) | Curb, Concrete                                      |
|     |   | (14) | Curb, Concrete, Modified (16 in.)                   |

NOT FOR  
CONSTRUCTION

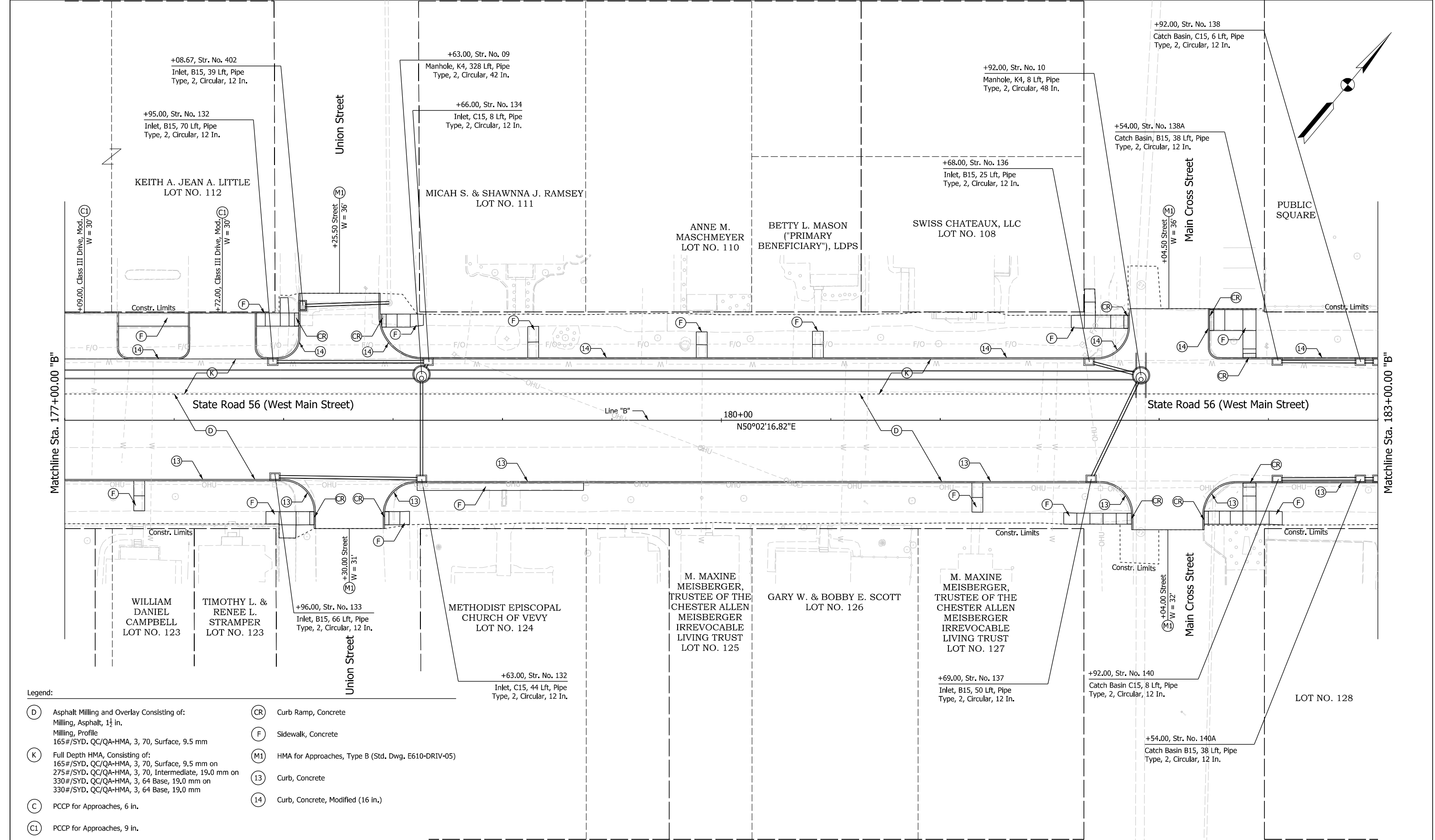
RECOMMENDED FOR APPROVAL	6/11/2021	DATE
DESIGN ENGINEER		
DESIGNED: WCM	6/11/2021	DRAWN: WCM
CHECKED: LNB	6/11/2021	CHECKED: LNB

INDIANA DEPARTMENT  
OF TRANSPORTATION

CONSTRUCTION DETAILS  
LINE "B"  
STA. 171+00.00 TO STA. 177+00.00

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	1900334
SURVEY BOOK	SHEETS
Electronic	32 of 85
CONTRACT	PROJECT
R-42228	1900334





- Legend:
- |      |   |      |   |
|------|---|------|---|
| (D)  | Asphalt Milling and Overlay Consisting of:<br>Milling, Asphalt, 1½ in.<br>Milling, Profile<br>165#/SYD. QC/QA-HMA, 3, 70, Surface, 9.5 mm   | (CR) | Curb Ramp, Concrete                                 |
| (K)  | Full Depth HMA, Consisting of:<br>165#/SYD. QC/QA-HMA, 3, 70, Surface, 9.5 mm on<br>275#/SYD. QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on<br>330#/SYD. QC/QA-HMA, 3, 64 Base, 19.0 mm on<br>330#/SYD. QC/QA-HMA, 3, 64 Base, 19.0 mm | (M1) | HMA for Approaches, Type B (Std. Dwg. E610-DRIV-05) |
| (C)  | PCCP for Approaches, 6 in.  | (13) | Curb, Concrete                                      |
| (C1) | PCCP for Approaches, 9 in.  | (14) | Curb, Concrete, Modified (16 in.)                   |
| (F)  | Sidewalk, Concrete  |      |   |

Plot: 6/11/2021 8:31:57 AM

File: L:\INDOT\19070906-00\Draw\Sheets\Sh\_ConstDetail\_20\_05.dgn

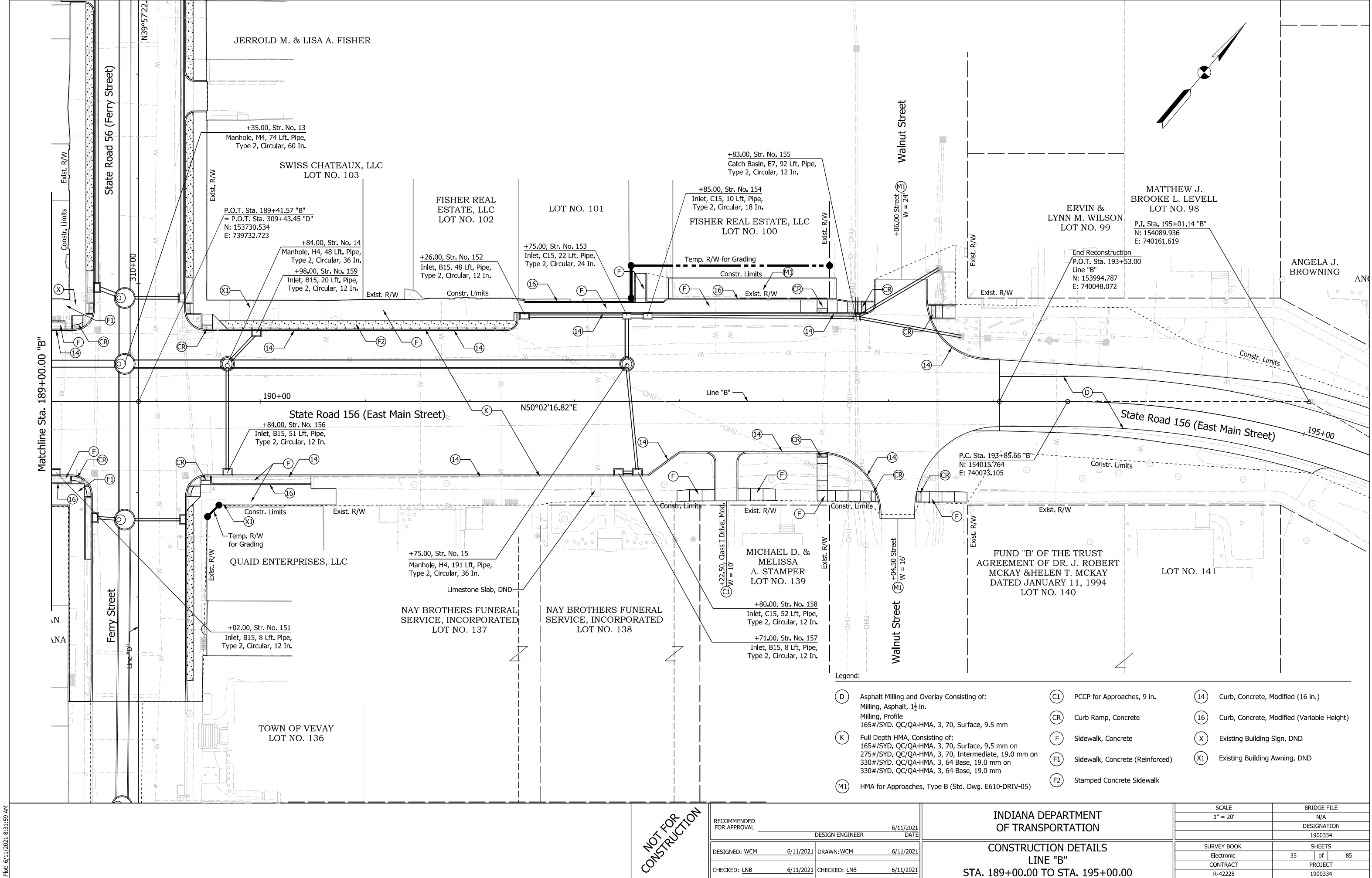
NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL	6/11/2021	DATE
DESIGN ENGINEER		
DESIGNED: WCM	6/11/2021	DRAWN: WCM 6/11/2021
CHECKED: LNB	6/11/2021	CHECKED: LNB 6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS
LINE "B"
STA. 177+00.00 TO STA. 183+00.00

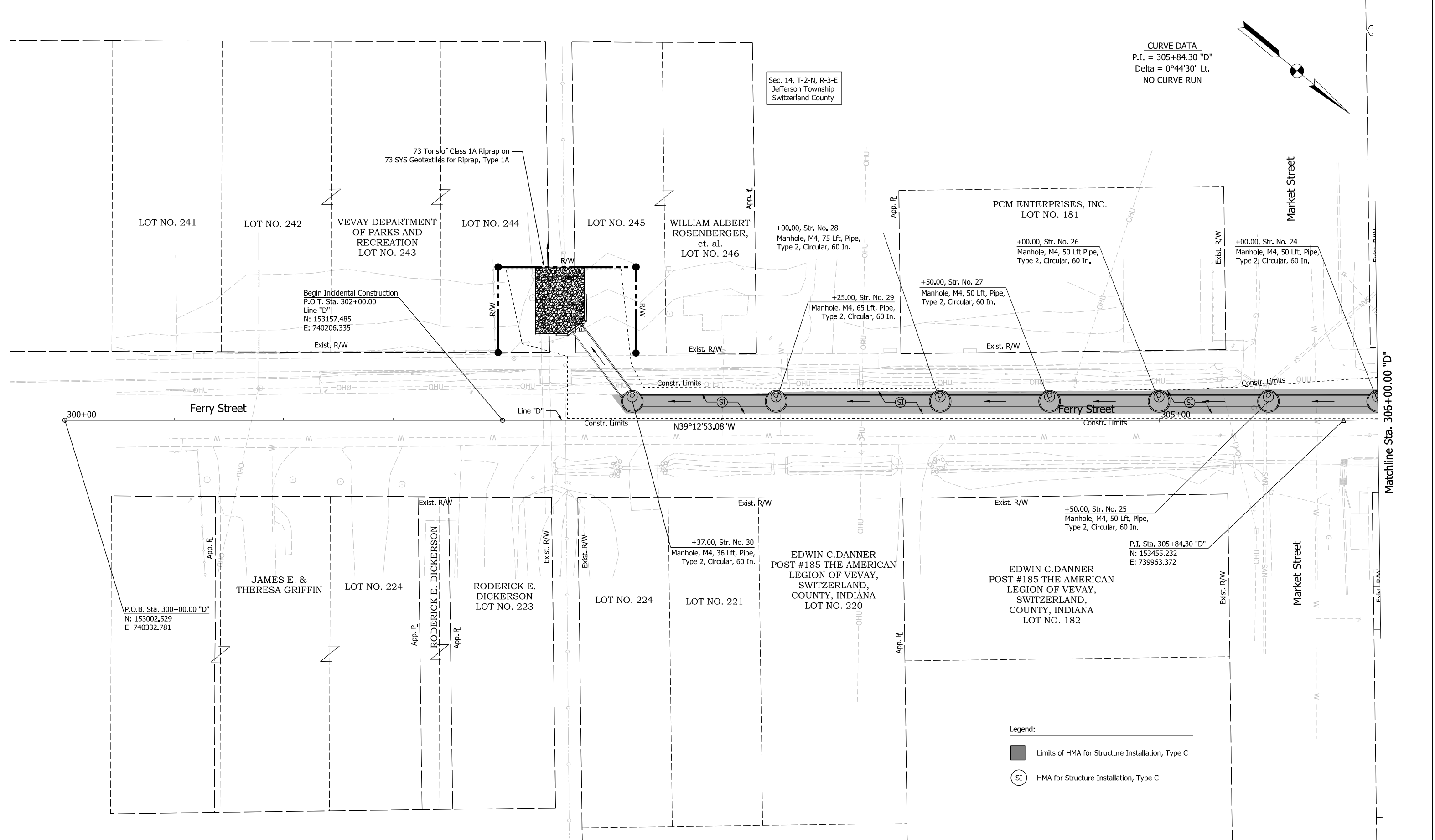
SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	1900334
SURVEY BOOK	SHEETS
Electronic	33 of 85
CONTRACT	PROJECT
R-42228	1900334





Plot: 6/11/2021 8:31:59 AM

File: L:\INDOT\19070906-00\Draw\Sheets\Sh\_ConstDetail\_20\_07.dgn



Plot: 6/11/2021 8:32:00 AM

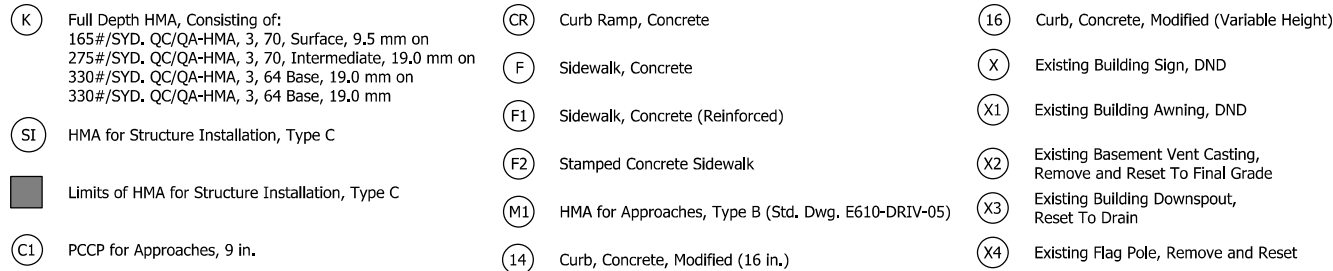
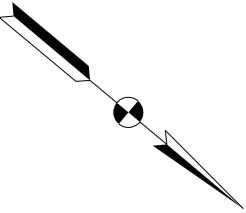
NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL		INDIANA DEPARTMENT OF TRANSPORTATION		SCALE		BRIDGE FILE			
	DESIGN ENGINEER		CONSTRUCTION DETAILS		1" = 20'		N/A			
	DATE		LINE "D"				DESIGNATION			
	6/11/2021		STA. 300+00.00 TO STA. 306+00.00				1900334			
	DESIGNED: WCM	6/11/2021	DRAWN: WCM	6/11/2021		SURVEY BOOK		SHEETS		
						Electronic		36	of	85
	CHECKED: LNB	6/11/2021	CHECKED: LNB	6/11/2021		CONTRACT		PROJECT		
						R-42228		1900334		

Plot: 6/11/2021 8:32:00 AM

File: L:\INDOT\19070906-00\Draw\Sheets\ShT\_ConstDetail\_20\_08.dgn



Sec. 14, T-2-N, R-3-W  
Jefferson Township  
Switzerland County



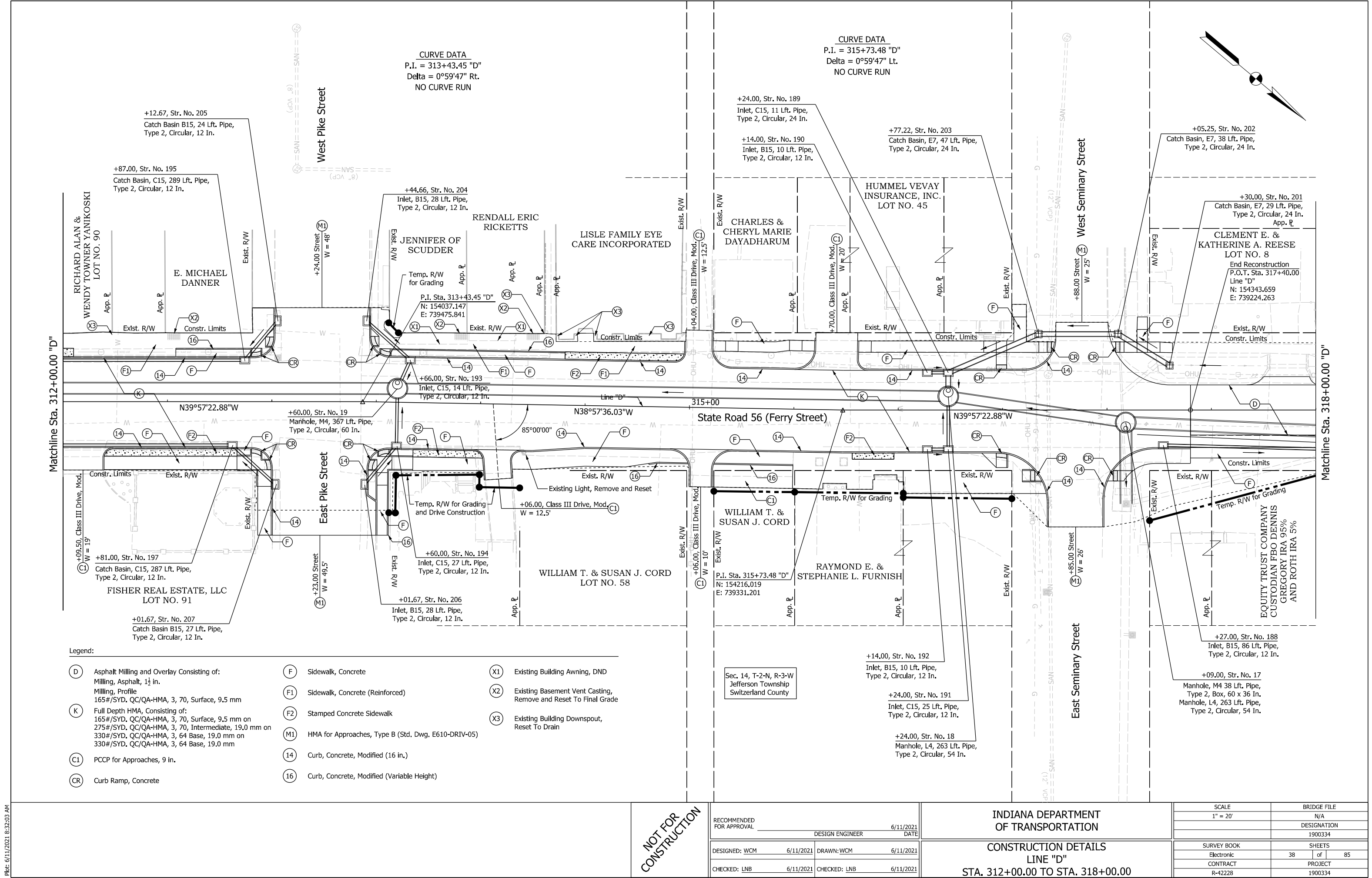
NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL		6/11/2021	
		DESIGN ENGINEER	DATE
DESIGNED: WCM	6/11/2021	DRAWN: WCM	6/11/2021
CHECKED: LNB	6/11/2021	CHECKED: LNB	6/11/2021

CONSTRUCTION DETAILS  
LINE "D"

STA. 306+00.00 TO STA. 312+00.00

SCALE		BRIDGE FILE	
1" = 20'		N/A	
		DESIGNATION	
		1903334	
SURVEY BOOK		SHEETS	
Electronic	37	of	85
CONTRACT		PROJECT	
R-42228		1903334	



CURVE DATA  
P.I. = 313+43.45 "D"  
Delta = 0°59'47" Rt.  
NO CURVE RUN

CURVE DATA  
P.I. = 315+73.48 "D"  
Delta = 0°59'47" Lt.  
NO CURVE RUN

- Legend:
- |      |   |      |  |
|------|---|------|--|
| (D)  | Asphalt Milling and Overlay Consisting of:<br>Milling, Asphalt, 1½ in.<br>Milling, Profile<br>165#/SYD. QC/QA-HMA, 3, 70, Surface, 9.5 mm   | (X1) | Existing Building Awning, DND                                      |
| (K)  | Full Depth HMA, Consisting of:<br>165#/SYD. QC/QA-HMA, 3, 70, Surface, 9.5 mm on<br>275#/SYD. QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on<br>330#/SYD. QC/QA-HMA, 3, 64 Base, 19.0 mm on<br>330#/SYD. QC/QA-HMA, 3, 64 Base, 19.0 mm | (X2) | Existing Basement Vent Casting,<br>Remove and Reset To Final Grade |
| (C1) | PCCP for Approaches, 9 in.  | (X3) | Existing Building Downspout,<br>Reset To Drain                     |
| (CR) | Curb Ramp, Concrete   |      |  |
| (F)  | Sidewalk, Concrete  |      |  |
| (F1) | Sidewalk, Concrete (Reinforced)   |      |  |
| (F2) | Stamped Concrete Sidewalk   |      |  |
| (M1) | HMA for Approaches, Type B (Std. Dwg. E610-DRIV-05)   |      |  |
| (14) | Curb, Concrete, Modified (16 in.)   |      |  |
| (16) | Curb, Concrete, Modified (Variable Height)  |      |  |

NOT FOR  
CONSTRUCTION

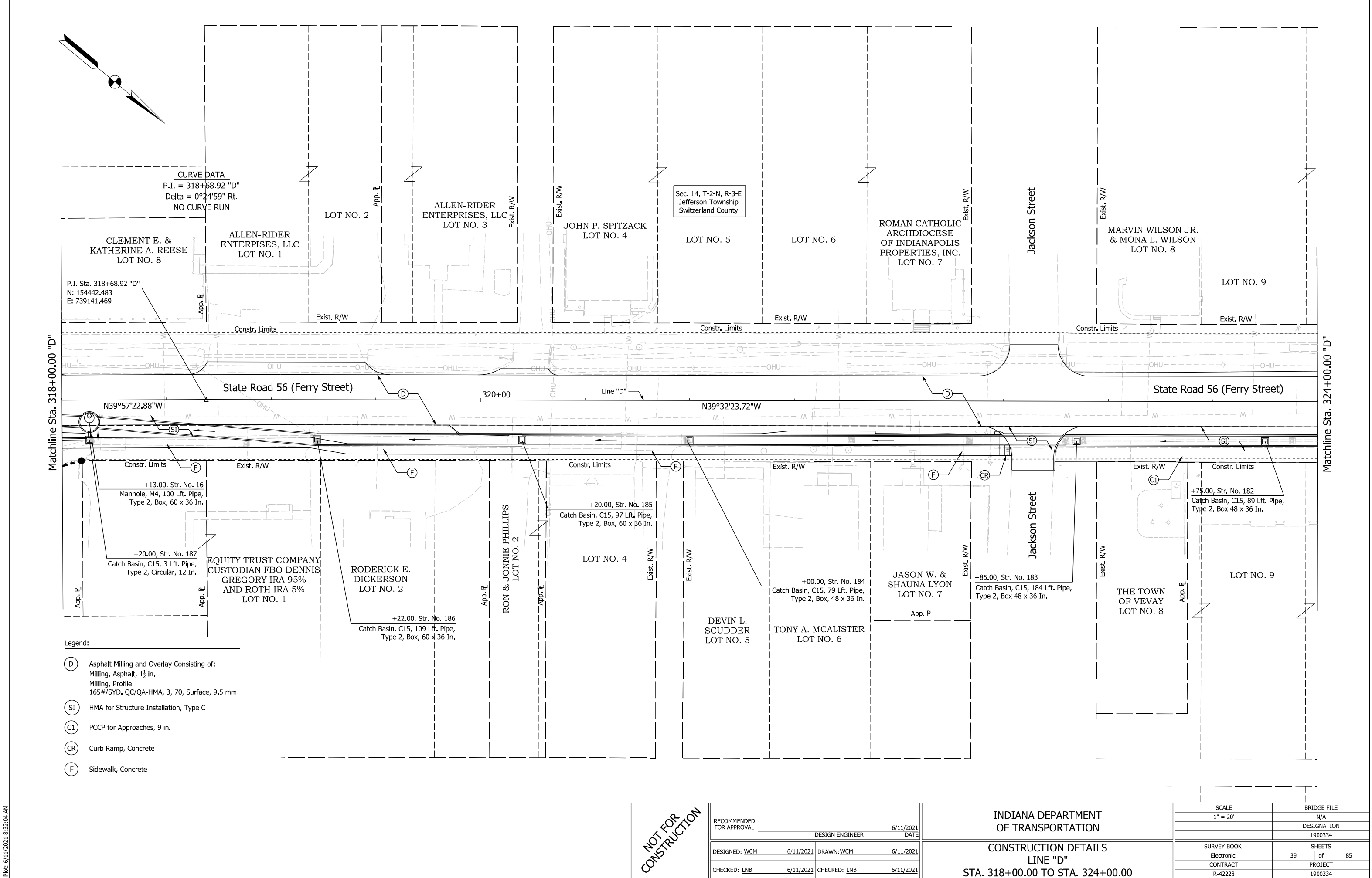
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DESIGNED: WCM	6/11/2021	DRAWN: WCM	6/11/2021
CHECKED: LNB	6/11/2021	CHECKED: LNB	6/11/2021

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS
LINE "D"
STA. 312+00.00 TO STA. 318+00.00

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	1900334
SURVEY BOOK	SHEETS
Electronic	38 of 85
CONTRACT	PROJECT
R-42228	1900334

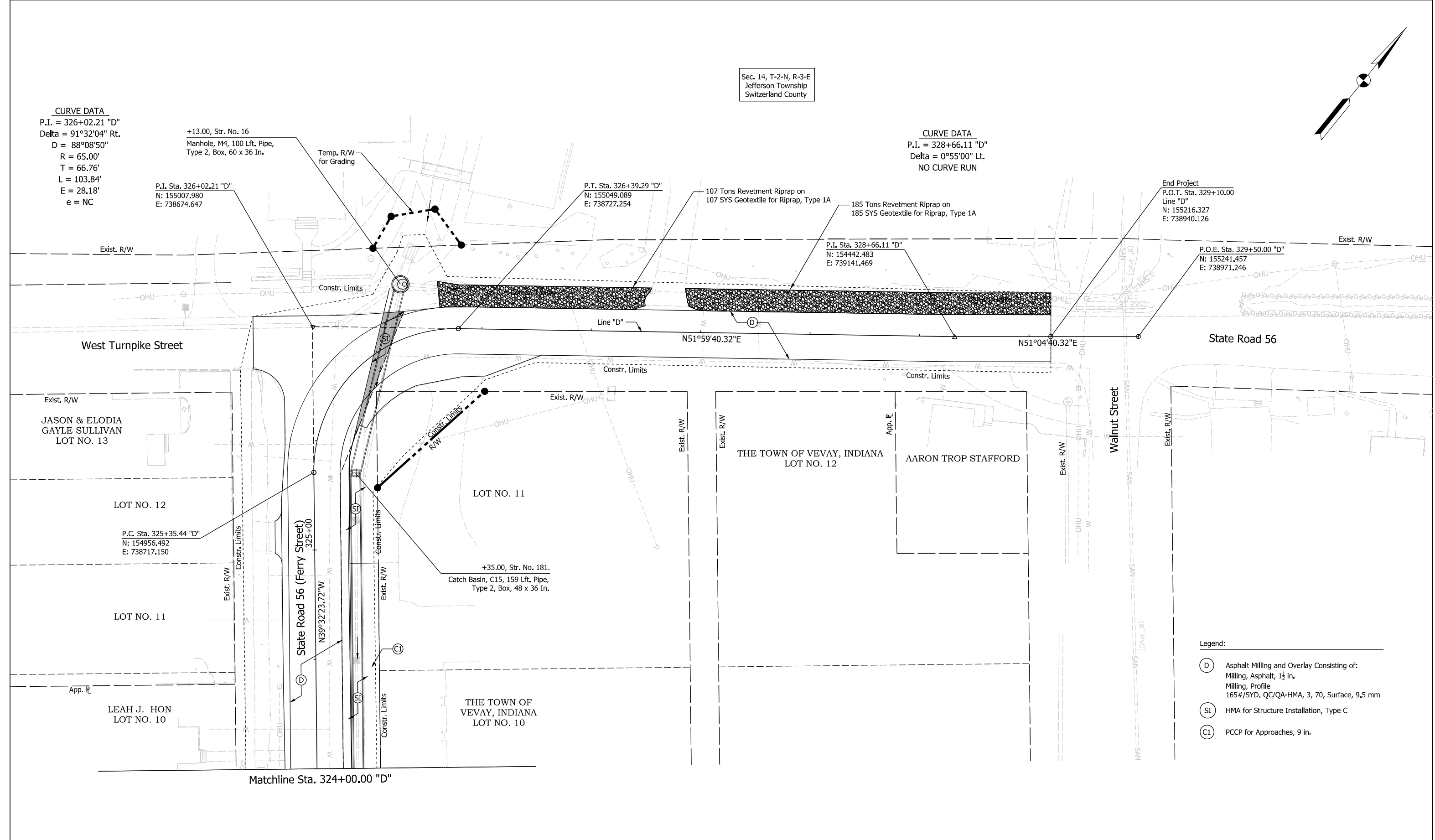
Plot: 6/11/2021 8:32:03 AM

File: L:\INDOT\19070906-00\Draw\Sheets\Sh\_ConstDetail\_20\_10.dgn



Plot: 6/11/2021 8:32:04 AM

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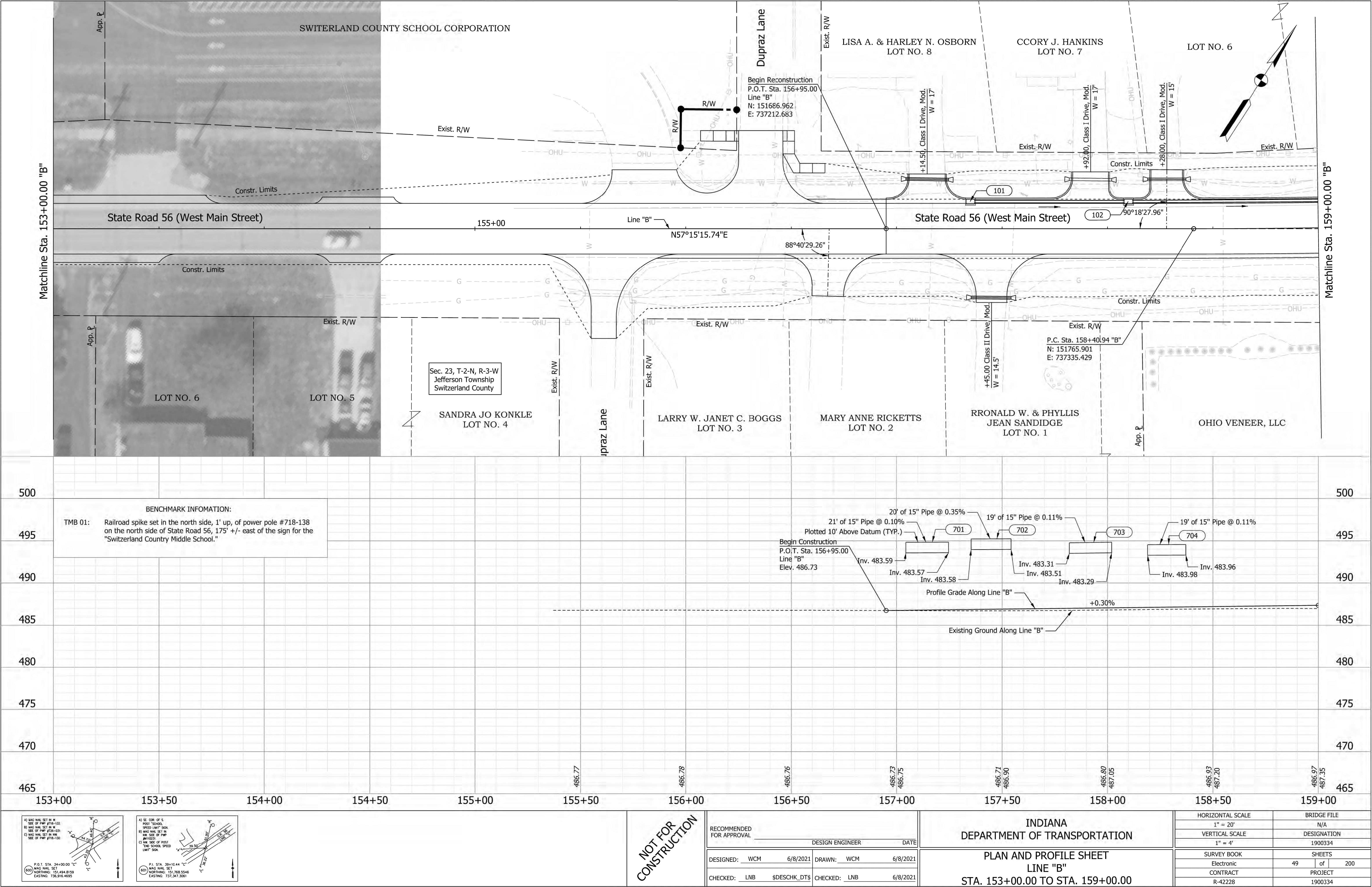


NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____ 6/11/2021 DATE		INDIANA DEPARTMENT OF TRANSPORTATION		SCALE 1" = 20'	BRIDGE FILE N/A
	DESIGNED: WCM 6/11/2021		CONSTRUCTION DETAILS		SURVEY BOOK	
	DRAWN: WCM 6/11/2021		LINE "D"		Electronic	40 of 85
	CHECKED: LNB 6/11/2021		STA. 324+00.00 TO STA. 329+50.00		CONTRACT R-42228	PROJECT 1900334

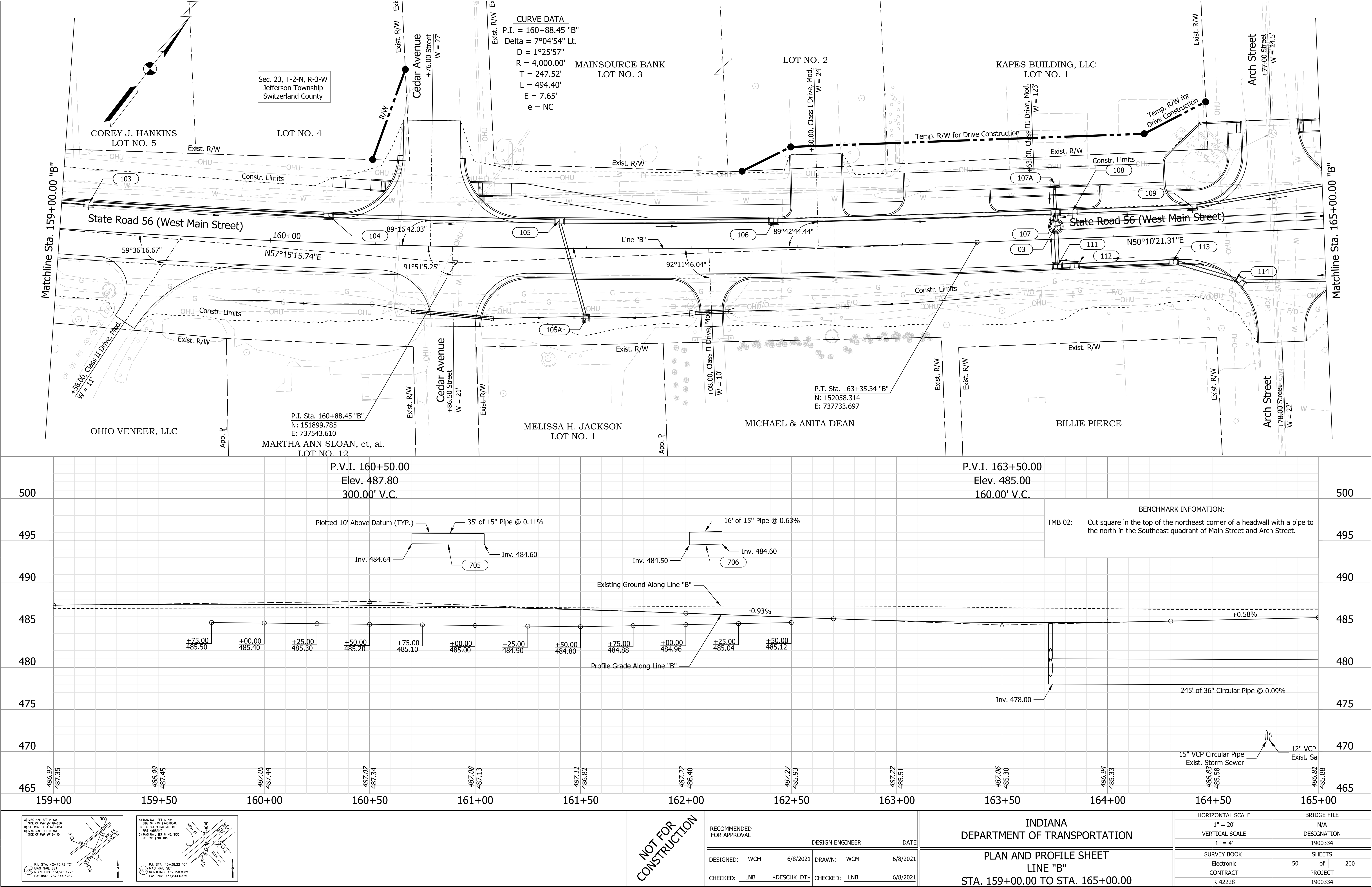
Plot: 6/11/2021 8:32:05 AM

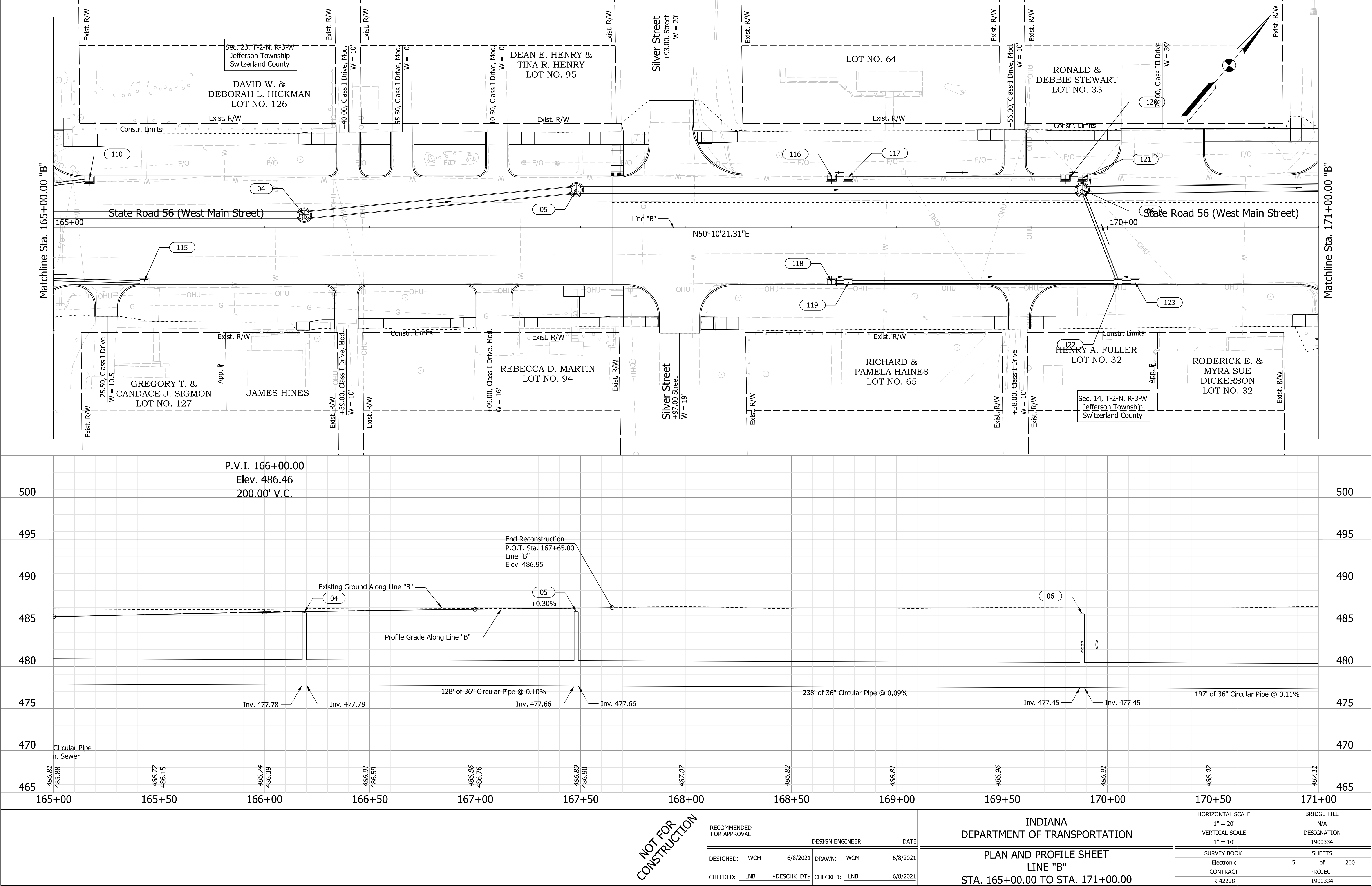
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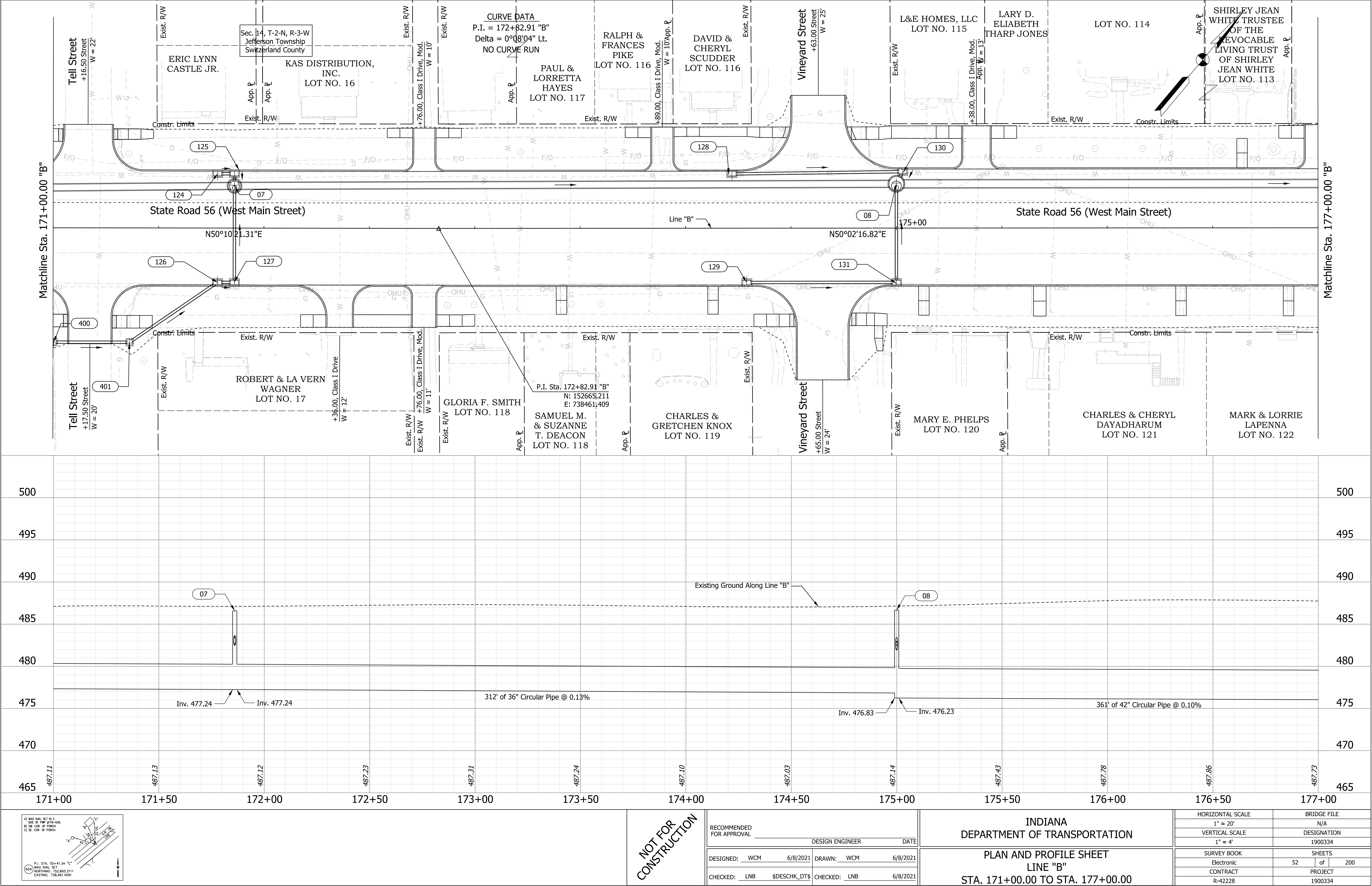












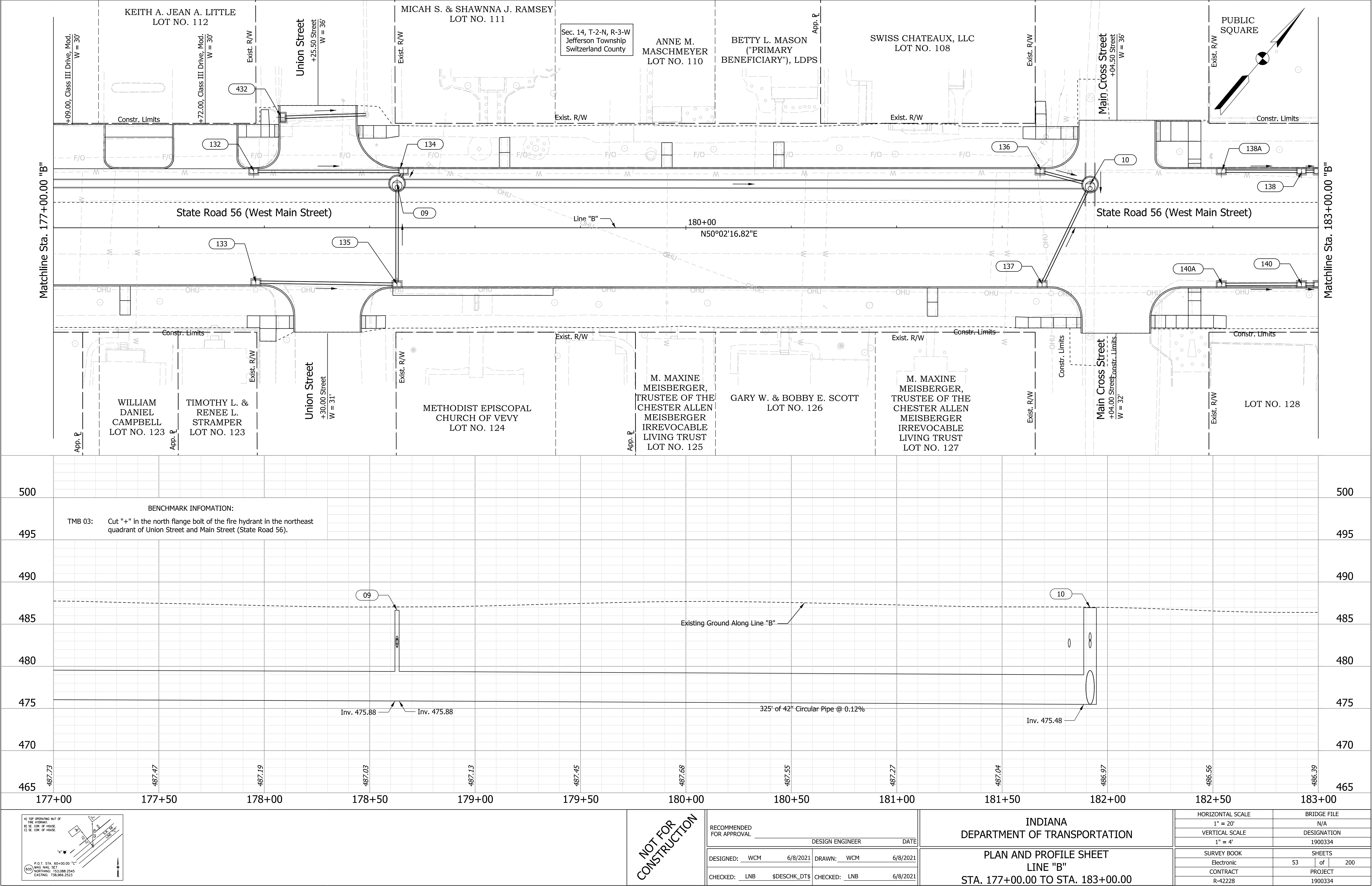
NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED:	WCM	6/8/2021	DRAWN:	WCM	6/8/2021
CHECKED:	LNB	\$DESCHK_DTS	CHECKED:	LNB	6/8/2021

INDIANA  
DEPARTMENT OF TRANSPORTATION  
PLAN AND PROFILE SHEET  
LINE "B"  
STA. 171+00.00 TO STA. 177+00.00

HORIZONTAL SCALE	BRIDGE FILE	
1" = 20'	N/A	
VERTICAL SCALE	DESIGNATION	
1" = 4'	1900334	
SURVEY BOOK	SHEETS	
Electronic	52	of 200
CONTRACT	PROJECT	
R-42228	1900334	





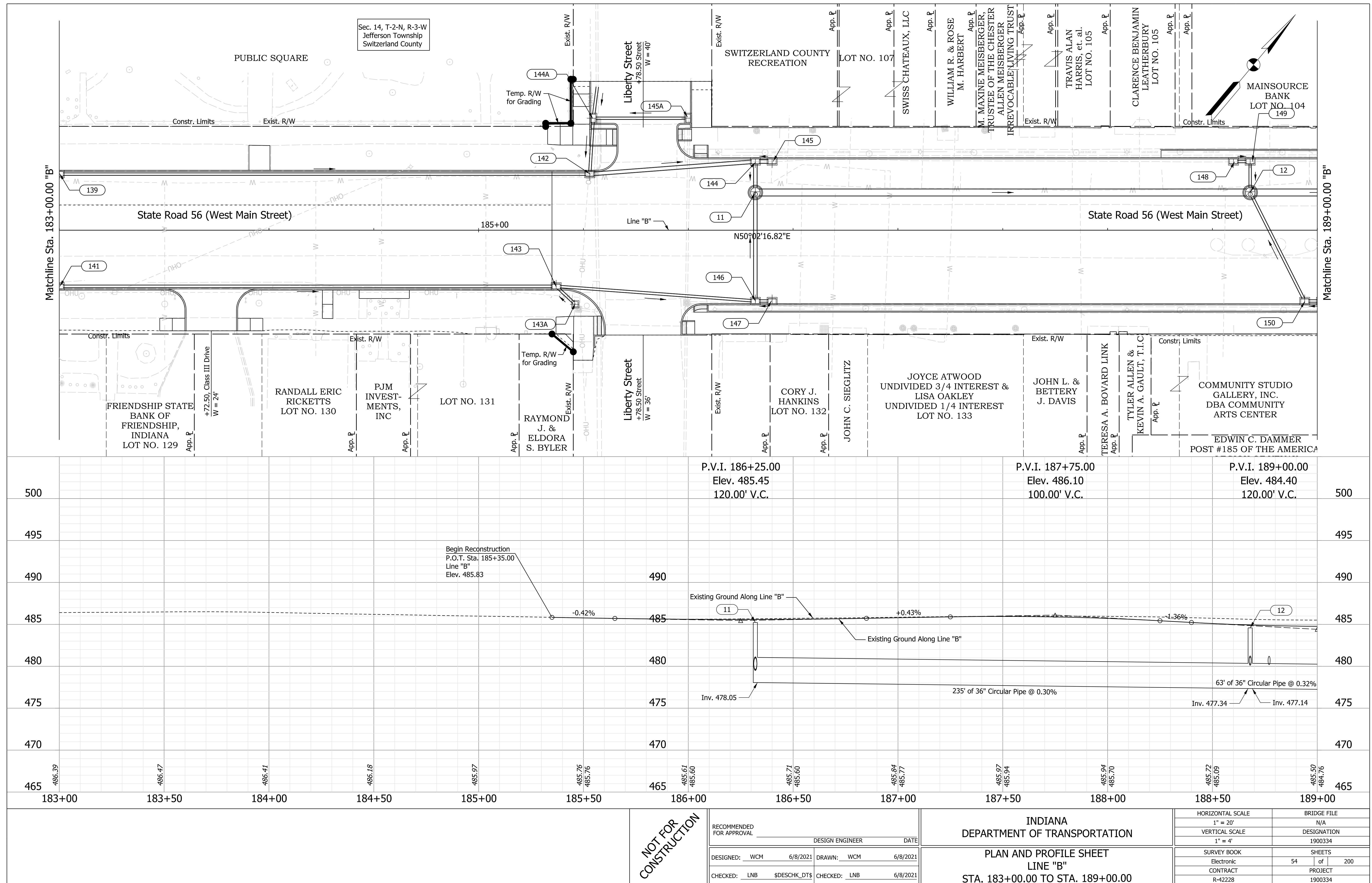
NOT FOR  
CONSTRUCTION

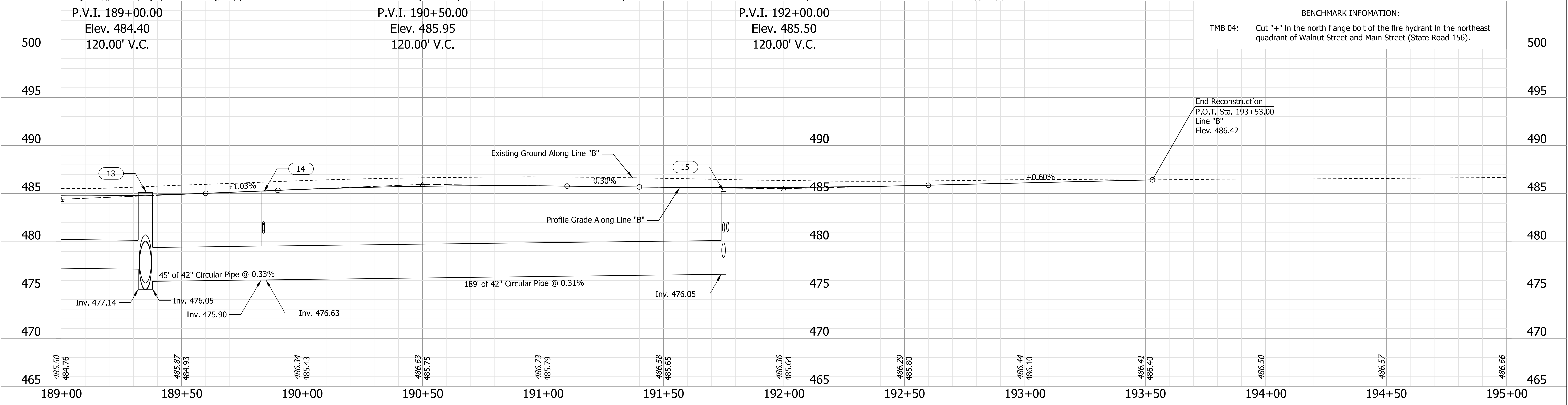
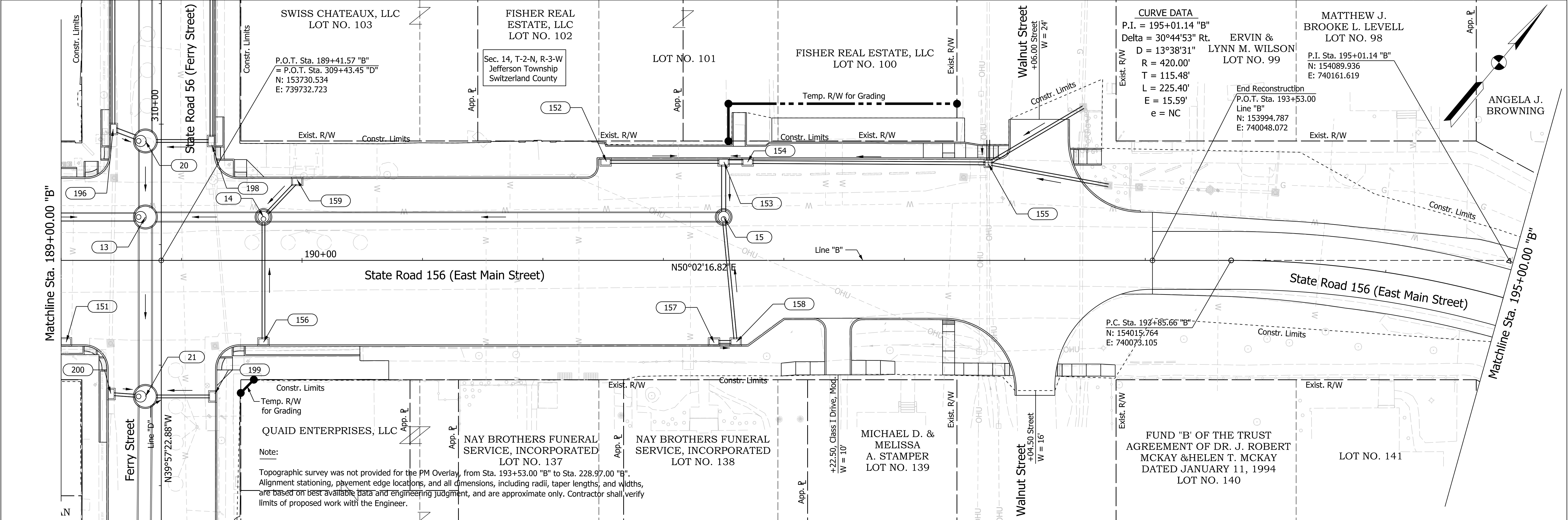
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED: WCM		6/8/2021	DRAWN: WCM		6/8/2021
CHECKED: LNB		\$DESCHK_DT\$	CHECKED: LNB		6/8/2021

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET  
LINE "B"  
STA. 177+00.00 TO STA. 183+00.00

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		N/A	
VERTICAL SCALE		DESIGNATION	
1" = 4'		1900334	
SURVEY BOOK		SHEETS	
Electronic		53	of 200
CONTRACT		PROJECT	
R-42228		1900334	





NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: WCM 6/8/2021

CHECKED: LNB \$DESCHK\_DT\$

DESIGN ENGINEER

DRAWN: WCM 6/8/2021

CHECKED: LNB 6/8/2021

DATE

6/8/2021

6/8/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET

LINE "B"

STA. 189+00.00 TO STA. 195+00.00

HORIZONTAL SCALE  
1" = 20'

VERTICAL SCALE  
1" = 4'

SURVEY BOOK  
Electronic

CONTRACT  
R-42228

BRIDGE FILE  
N/A

DESIGNATION  
1900334

SHEETS  
55 of 200

PROJECT  
1900334

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B - 64





NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____ 6/8/2021 DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION		SCALE 1" = 20'	BRIDGE FILE N/A
	DESIGNED: WCM 6/8/2021	DRAWN: WCM 6/8/2021	PLAN SHEET LINE "B" STA. 195+00.00 TO STA. 201+00.00			DESIGNATION 1900334
	CHECKED: LNB 6/8/2021	CHECKED: LNB 6/8/2021			SURVEY BOOK Electronic	SHEETS 56 of 200
					CONTRACT R-42228	PROJECT 1900334



Plot: 6/8/2021 9:46:51 AM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht\_Plan\_20\_18.dgn

Matchline Sta. 201+00.00 "B"



Matchline Sta. 207+00.00 "B"

NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL		6/8/2021 DATE	
DESIGN ENGINEER			
DESIGNED: WCM	6/8/2021	DRAWN: WCM	6/8/2021
CHECKED: LNB	6/8/2021	CHECKED: LNB	6/8/2021

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET LINE "B"	
STA. 201+00.00 TO STA. 207+00.00	

SCALE 1" = 20'		BRIDGE FILE N/A	
		DESIGNATION 1900334	
SURVEY BOOK		SHEETS	
Electronic	57	of	200
CONTRACT R-42228	PROJECT		1900334



Plot: 6/8/2021 9:48:42 AM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht\_Plan\_20\_19.dgn

Matchline Sta. 207+00.00 "B"



Matchline Sta. 213+00.00 "B"

**Note:**

Topographic survey was not provided for the PM Overlay, from Sta. 193+53.00 "B" to Sta. 228.97.00 "B". Alignment stationing, pavement edge locations, and all dimensions, including radii, taper lengths, and widths, are based on best available data and engineering judgment, and are approximate only. Contractor shall verify limits of proposed work with the Engineer.

NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		6/8/2021	
DESIGN ENGINEER		DATE	
DESIGNED: WCM	6/8/2021	DRAWN: WCM	6/8/2021
CHECKED: LNB	6/8/2021	CHECKED: LNB	6/8/2021

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET LINE "B" STA. 207+00.00 TO STA. 213+00.00	

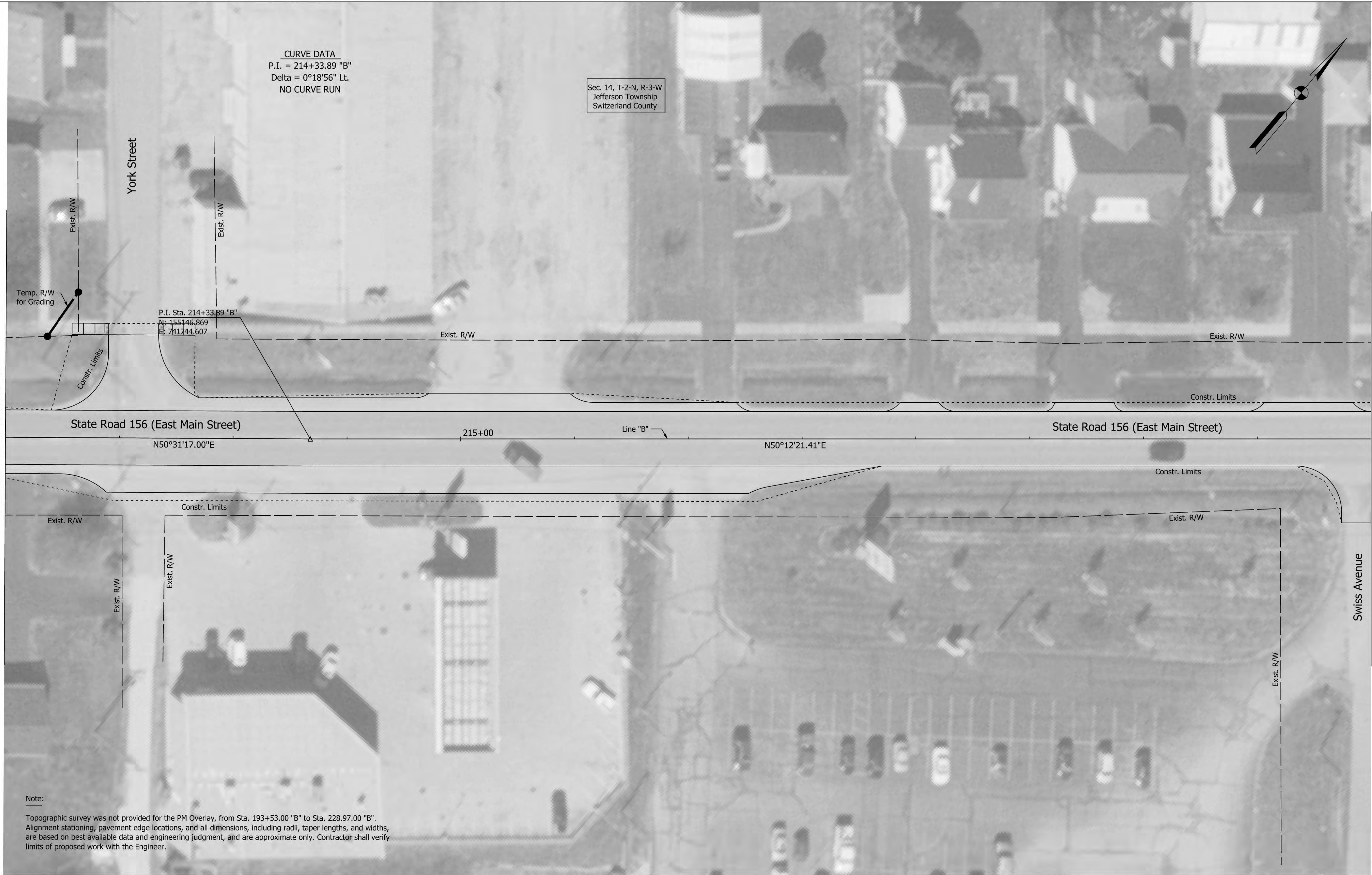
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	DESIGNATION 1900334	
SURVEY BOOK	SHEETS	
Electronic	58	of 200
CONTRACT R-42228	PROJECT 1900334	



Plot: 6/8/2021 9:50:30 AM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht\_Plan\_20\_20.dgn

Matchline Sta. 213+00.00 "B"



Matchline Sta. 219+00.00 "B"

NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL		6/8/2021 DATE	
DESIGN ENGINEER			
DESIGNED: WCM	6/8/2021	DRAWN: WCM	6/8/2021
CHECKED: LNB	6/8/2021	CHECKED: LNB	6/8/2021

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET LINE "B"	
STA. 213+00.00 TO STA. 219+00.00	

SCALE 1" = 20'	BRIDGE FILE N/A	
	DESIGNATION 1900334	
SURVEY BOOK Electronic	59	of 200
CONTRACT R-42228	PROJECT 1900334	



Plot: 6/8/2021 9:52:20 AM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht\_Plan\_20\_21.dgn

Matchline Sta. 219+00.00 "B"



Matchline Sta. 225+00.00 "B"

**Note:**

Topographic survey was not provided for the PM Overlay, from Sta. 193+53.00 "B" to Sta. 228.97.00 "B". Alignment stationing, pavement edge locations, and all dimensions, including radii, taper lengths, and widths, are based on best available data and engineering judgment, and are approximate only. Contractor shall verify limits of proposed work with the Engineer.

NOT FOR  
CONSTRUCTION

RECOMMENDED  
FOR APPROVAL

DESIGN ENGINEER

6/8/2021  
DATE

DESIGNED: WCM

6/8/2021

DRAWN: WCM

6/8/2021

CHECKED: LNB

6/8/2021

CHECKED: LNB

6/8/2021

INDIANA DEPARTMENT  
OF TRANSPORTATION

PLAN SHEET  
LINE "B"

STA. 219+00.00 TO STA. 225+00.00

SCALE

1" = 20'

BRIDGE FILE

N/A

DESIGNATION

1900334

SURVEY BOOK

Electronic

CONTRACT

R-42228

SHEETS

60 of 200

PROJECT

1900334





Plot: 6/8/2021 9:54:12 AM

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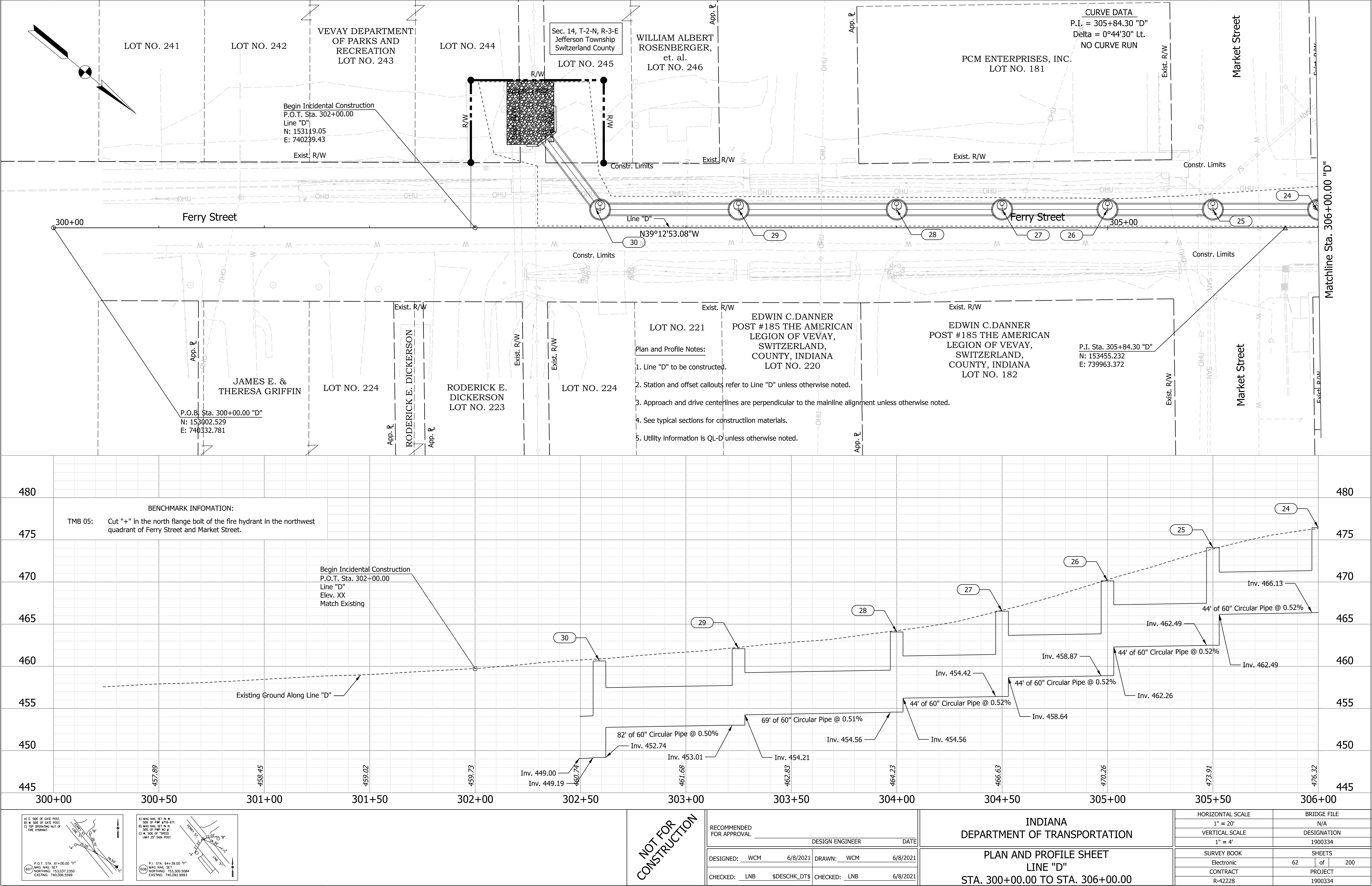
NOT FOR  
CONSTRUCTION

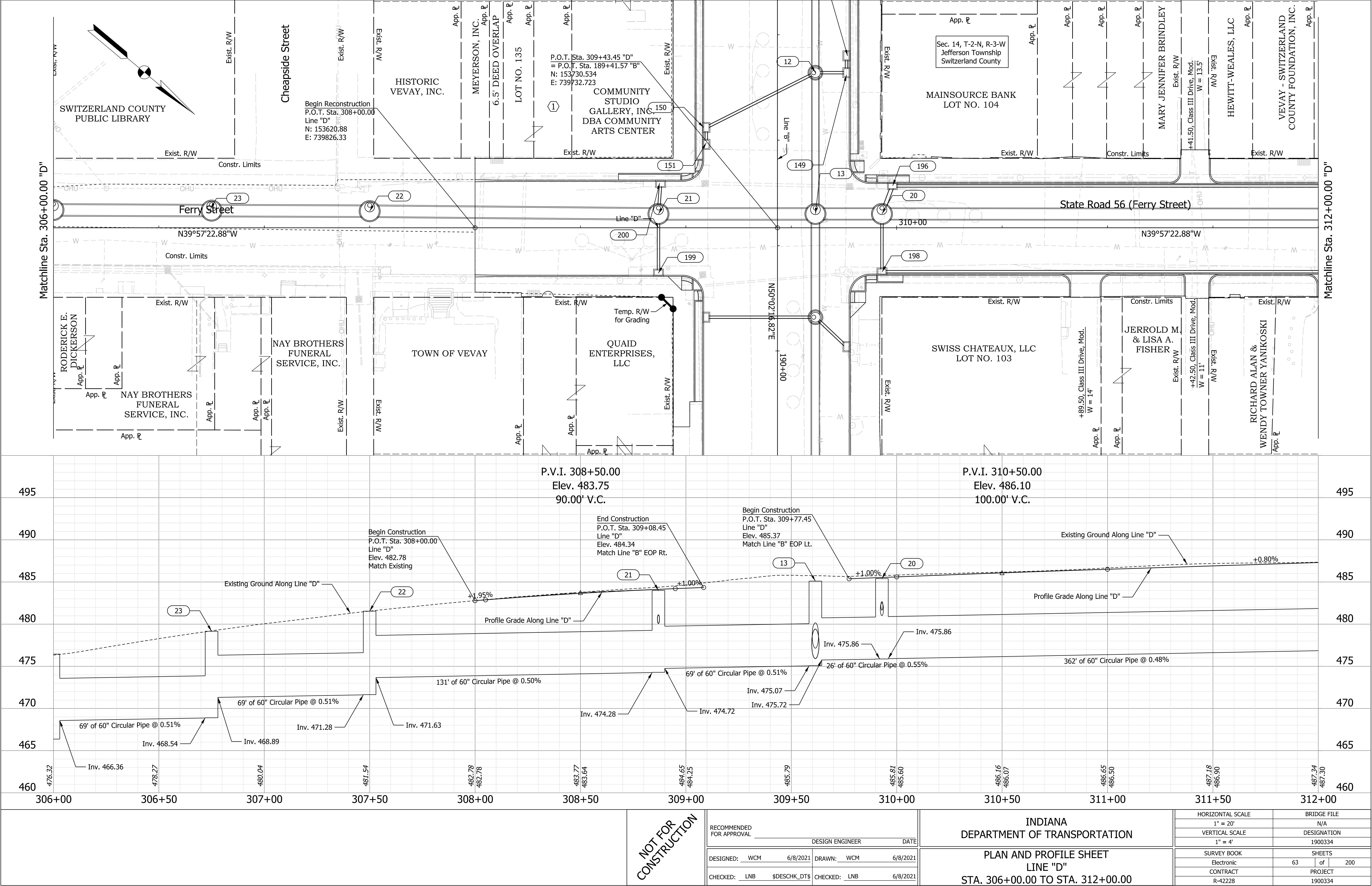
RECOMMENDED FOR APPROVAL		6/8/2021 DATE	
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CHECKED: LNB	6/8/2021	CHECKED: LNB	6/8/2021

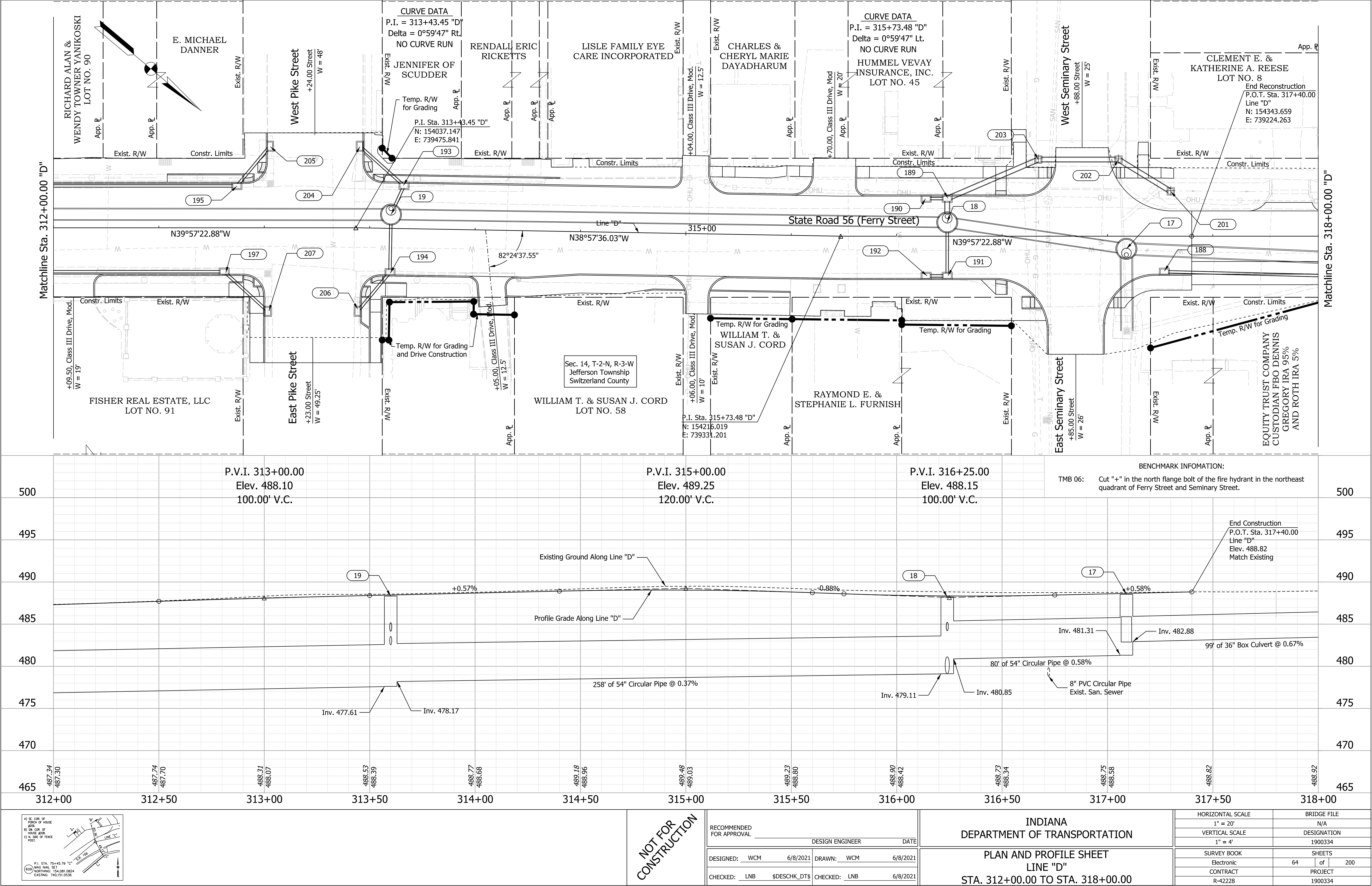
INDIANA DEPARTMENT OF TRANSPORTATION	
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SCALE 1" = 20'		BRIDGE FILE N/A	
		DESIGNATION 1900334	
SURVEY BOOK Electronic		SHEETS 61 of 200	
CONTRACT R-42228		PROJECT 1900334	





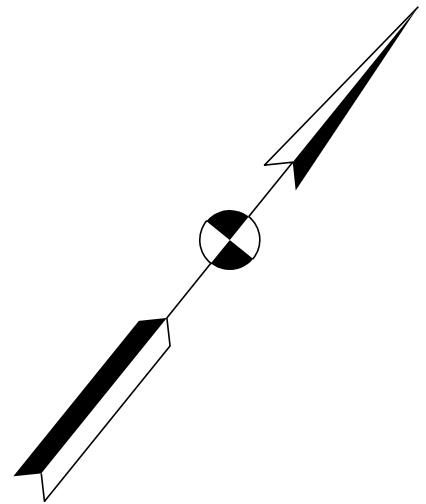








Sec. 14, T-2-N, R-3-E  
Jefferson Township  
Switzerland County



CURVE DATA  
P.I. = 326+02.21 "D"  
Delta = 91°32'04" Rt.  
D = 88°08'50"  
R = 65.00'  
T = 66.76'  
L = 103.84'  
E = 28.18'  
e = NC

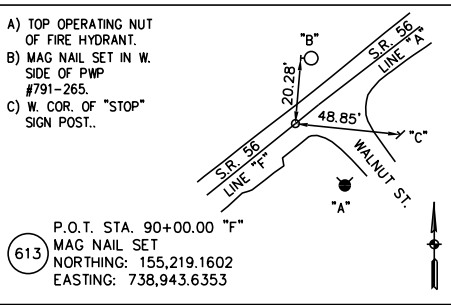
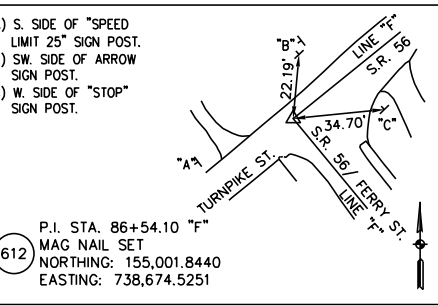
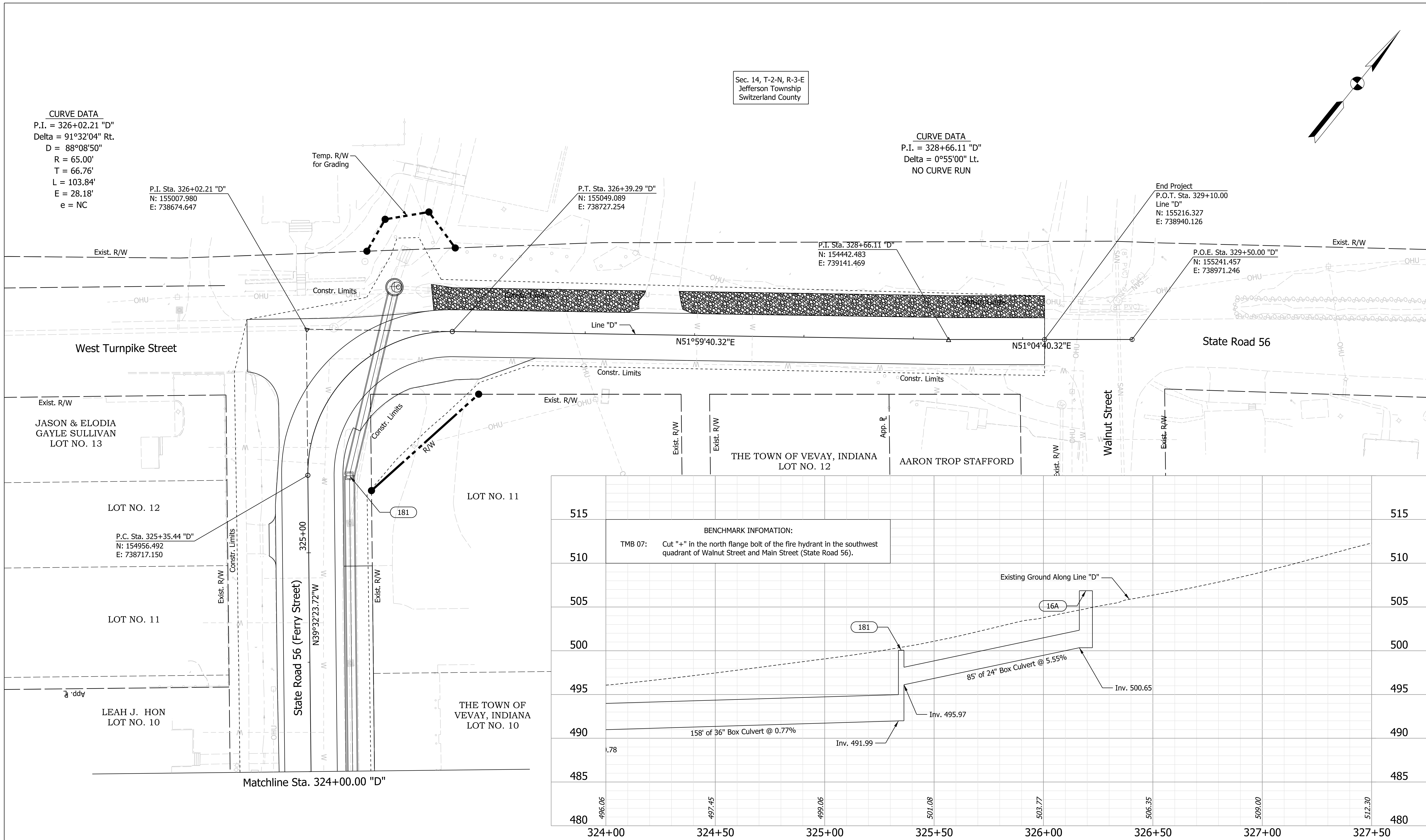
P.I. Sta. 326+02.21 "D"  
N: 155007.980  
E: 738674.647

P.T. Sta. 326+39.29 "D"  
N: 155049.089  
E: 738727.254

CURVE DATA  
P.I. = 328+66.11 "D"  
Delta = 0°55'00" Lt.  
NO CURVE RUN

End Project  
P.O.T. Sta. 329+10.00  
Line "D"  
N: 155216.327  
E: 738940.126

P.O.E. Sta. 329+50.00 "D"  
N: 155241.457  
E: 738971.246



NOT FOR  
CONSTRUCTION

RECOMMENDED FOR APPROVAL			
DESIGN ENGINEER		DATE	
DESIGNED: WCM	6/8/2021	DRAWN: WCM	6/8/2021
CHECKED: LNB	\$DESCHK_DT\$	CHECKED: LNB	6/8/2021

INDIANA  
DEPARTMENT OF TRANSPORTATION  
PLAN AND PROFILE SHEET  
LINE "D"  
STA. 324+00.00 TO STA. 329+50.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 4'	1900334
SURVEY BOOK	SHEETS
Electronic	66 of 200
CONTRACT	PROJECT
R-42228	1900334

# SR 56 and SR 156 Pavement Improvements CE Level 4

## APPENDIX C: EARLY COORDINATION







February 16, 2021

## Sample Early Coordination Letter

{See Attached List}

Re: SR 56 and SR 156 Pavement Project  
Switzerland County, Indiana  
INDOT Des Nos.: 1900334 and 1900337  
CMT Project No.: 19070906.00

Dear Interested Party:

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving SR 56 and SR 156 in Switzerland County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project.

**Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This is a state sponsored project receiving federal funds.

### Project Description

The project includes a pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street) in the town of Vevay, Switzerland County, Indiana. The proposed work for Des. No. 1900334 is along SR 56 from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56. The proposed work for Des. No. 1900337 is along SR 156 from 0.75 mile east of the west junction of SR 56. The project is located in Sections 13, 14, 22, and 23, Township 2 North, Range 3 West of the U.S. Geological Survey (USGS) Vevay North and Vevay South, Indiana Quadrangles.

Evaluation of existing conditions along SR 56 and SR 156 found deteriorating pavement surfaces and lack of concrete curbs. In addition, non-compliant ADA curb ramps and ineffective storm sewer drainage were identified.

The project will complete a mill and overlay of the existing asphalt along SR 56 and SR 156 at the west and east ends of the project area. Along SR 56/SR 156 between Dupraz Lane and Walnut Street, the pavement will be rehabilitated with new curbs, storm sewer systems, and ADA-compliant curb ramps. Within the downtown core, the existing sidewalks will be replaced along with the pavement and drainage improvements. Along SR 56 (Ferry Street), additional drainage improvements will be made between Turnpike Street and Main Street. The total length of the improvements is 3.03 miles.

The project would require the acquisition of 0.1 acre of temporary right-of-way and 0.2 acre of permanent right-of-way. The work along SR 156 will be constructed under phased construction. Much of the construction can be completed under traffic. However, sections of SR 56/SR 156 (Main Street), SR 56 (Ferry Street), and Ferry Street will require closure with detours to replace the pavement. No other closures or detours will be required for the construction of the project. Construction is anticipated to begin in Fall 2023 and be completed by late Fall 2024.

Land use in the vicinity of the project is primarily residential and commercial/retail. Topography within the study area is sloped to the south and surface water drains south towards the Ohio River. A waters and wetlands determination identifying any water resources that may be present within the study area has been performed. No wetlands were identified. Two unnamed tributaries were found within the study area and will likely be impacted below the ordinary high water mark (OHWM) by the project including, unnamed tributary (UNT) 1 of the Ohio River and UNT 2 of the Ohio River. A DNR Construction in a Floodway and 401/404 Permits are anticipated to be required for this project. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and Northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. As many as 20 trees in the downtown area are expected to be removed in order to reconstruct the existing sidewalks. Paul W. Ogle Riverfront Park is located within the study area.

The INDOT Cultural Resources Office will investigate the areas of additional right-of-way for archaeological and historic resources for compliance with Section 106. The results of this investigation will be forwarded to the State Historic Preservation Officer for review and concurrence. The study area encompasses a 4(f) National Register Historic District, Vevay Historic District, roughly bound by Seminary Street, Market Street, Arch Street, Pearl Street and Main Street. Three National Register Sites, including the Switzerland County Courthouse, Old Hoosier Theatre, and the Edward and George Cary Eggleston House are located adjacent to the study area. More than 130 State Historic Sites are located within the study area within the Vevay Historic District. Much of the existing curbs along SR 56/Main Street between Tell Street and Main Cross Street is composed of limestone. There are no bridges within the study area. INDOT will ensure compliance with Section 106 of the National Historic Preservation Act of 1966.

Should we not receive a response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request.

If you have any questions or concerns regarding this matter, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or [tmankin@indot.in.gov](mailto:tmankin@indot.in.gov) or contact me at 317-492-9162 or via email at [nbatta@cmtengr.com](mailto:nbatta@cmtengr.com). Thank you in advance for your input.

Sincerely,

Crawford, Murphy & Tilly, Inc.

Nick Batta  
Project Manager

Attachments-  
Maps (Location, Aerial, USGS Topographic)  
Photographs

Note: Duplicate mapping and photographs were included in the Early Coordination Packet, but were intentionally removed. Please see Appendix B for maps and photographs.

**The following agencies received Early Coordination Letters sent February 16, 2021:**

Field Supervisor  
U.S. Fish and Wildlife Service  
Bloomington Indiana Field Office  
620 South Walker Street  
Bloomington, IN 47403-2121  
[robin\\_mcwilliams@fws.gov](mailto:robin_mcwilliams@fws.gov)

Federal Highway Administration  
Federal Office Building, Room 254  
575 North Pennsylvania Street  
Indianapolis, IN 46204  
[erica.tait@dot.gov](mailto:erica.tait@dot.gov)

Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 West Washington Street, Rm W273  
Indianapolis, IN 46204  
[environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov)

Chief, Groundwater Section  
Indiana Department of Environmental  
Management  
100 N. Senate Avenue  
Indianapolis, IN 46204  
Electronic Website Coordination  
<https://www.in.gov/idem/cleanwater/pages/well-head/>

Indiana Department of Environmental  
Management  
Electronic Website Coordination  
<http://www.in.gov/idem/5284.htm>

Field Environmental Officer  
Chicago Regional Office  
US Department of Housing & Urban  
Development  
Metcalf Fed. Bldg.  
77 W. Jackson Blvd. Rm 2401  
Chicago, IL 60604  
[Melanie.H.Castillo@hud.gov](mailto:Melanie.H.Castillo@hud.gov)

David Dye  
Environmental Section Manager  
INDOT – Seymour District Office  
185 Agrico Lane  
Seymour, IN 47274  
[Ddye@indot.in.gov](mailto:Ddye@indot.in.gov)

Ron Bales  
Environmental Policy Manager  
Indiana Department of Transportation  
100 N. Senate Avenue IGCN 642  
Indianapolis, IN 46204  
[rbales@indot.in.gov](mailto:rbales@indot.in.gov)

Travis Mankin  
Senior Project Manager  
INDOT – Seymour District Office  
185 Agrico Lane  
Seymour, IN 47274  
[tmankin@indot.IN.gov](mailto:tmankin@indot.IN.gov)

Brian Royer  
Orphan Well Manager  
Indiana Department of Natural Resources  
Division of Oil & Gas  
402 W. Washington Street, Room W293  
Indianapolis, IN 46204  
[BRoyer@dnr.in.gov](mailto:BRoyer@dnr.in.gov)

Scott Manning  
Strategic Communications Director  
Indiana Department of Transportation  
100 N. Senate Avenue  
IGCN Room N755  
Indianapolis, IN 46204  
[SManning1@indot.IN.gov](mailto:SManning1@indot.IN.gov)

Ms. Deborah Snyder  
US Army Corps of Engineers,  
Louisville District, Indianapolis Regulatory  
Office,  
Indianapolis, IN 46216  
[RegulatoryApplicationsLRL@usace.army.mil](mailto:RegulatoryApplicationsLRL@usace.army.mil)



Mark Archer  
Building Inspector  
Local floodplain Administrator  
212 W. Main Street  
Vevay, IN 47043  
[planning@switzerlandcountycourthouse.org](mailto:planning@switzerlandcountycourthouse.org)

Andy Haskell  
Switzerland County Council  
212 W Main Street  
Vevay, IN 47043  
[haskellgrass@hotmail.com](mailto:haskellgrass@hotmail.com)

Randy Leap  
Switzerland County Council  
212 W. Main Street  
Vevay, IN 47043  
[Rleap1960@gmail.com](mailto:Rleap1960@gmail.com)

Todd Chase  
Switzerland County Council  
212 W. Main Street  
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[Tnachase1@aol.com](mailto:Tnachase1@aol.com)

Mike Bear  
Switzerland County Council  
212 W. Main Street  
Vevay, IN 47043  
[Mbear1967@yahoo.com](mailto:Mbear1967@yahoo.com)

Methew Dutkiewicz  
Switzerland County Council  
212 W. Main Street  
Vevay, IN 47043  
[mdutkiew@me.com](mailto:mdutkiew@me.com)

Lisa Fisher  
Switzerland County Council  
212 W. Main Street  
Vevay, IN 47043  
[jlefisher@hotmail.com](mailto:jlefisher@hotmail.com)

Lance Collier  
Switzerland County Council  
212 W. Main Street  
Vevay, IN 47043  
[colliertsu@hotmail.com](mailto:colliertsu@hotmail.com)

Brian McAllister  
Switzerland County Surveyor  
212 W. Main Street  
Vevay, IN 47043  
[mcallistbrian@aol.com](mailto:mcallistbrian@aol.com)

Jerry Monjar  
Switzerland County Commissioner  
212 W. Main Street  
Vevay, IN 47043  
[jmonjar@yahoo.com](mailto:jmonjar@yahoo.com)

Grant Dean  
Switzerland County Commissioner  
212 W. Main Street  
Vevay, IN 47043  
[Grant.switzco@gmail.com](mailto:Grant.switzco@gmail.com)

Jamie Peters  
Switzerland County Commissioner  
212 W. Main Street  
Vevay, IN 47043  
[Jim.peters@jlxxtrememachine.com](mailto:Jim.peters@jlxxtrememachine.com)

James Richards III  
Police Chief  
Vevay Police Department  
210 Ferry Street  
Vevay, IN 47043  
[jrichards@vevaypolice.org](mailto:jrichards@vevaypolice.org)

Darrell Keith  
Highway Superintendent  
212 W. Main Street  
Vevay, IN 47043  
[hwysuper@switzerlandcountycourthouse.org](mailto:hwysuper@switzerlandcountycourthouse.org)

Brian Morton  
Switzerland County Sheriff  
405 Liberty Street  
Vevay, IN 47043  
[bmorton@scso-in.org](mailto:bmorton@scso-in.org)

Christopher See  
Jeff-Craig Volunteer Fire Department  
610 Ferry Street  
Vevay, IN 47043  
[See.christopher@yahoo.com](mailto:See.christopher@yahoo.com)

Rodney Hite  
Superintendent  
Switzerland County School Corporation  
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Vevay, IN 47043  
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Cynthia Welch  
Director  
Switzerland County School Transportation  
1040 W. Main Street  
Vevay, IN 47043  
[cawelch@switzsc.org](mailto:cawelch@switzsc.org)

Switzerland County Emergency Response  
212 W. Main Street  
Vevay, IN 47043  
[ems@switzerlandcountycourthouse.org](mailto:ems@switzerlandcountycourthouse.org)

Switzerland County Historical Society  
208 E. Market Street  
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[swcomuseums@embarqmail.com](mailto:swcomuseums@embarqmail.com)

Damien Schmelz  
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IDNR Oil and Gas Division  
8215 Pollack Avenue  
Evansville, IN 47715  
[dschmelz@dnr.IN.gov](mailto:dschmelz@dnr.IN.gov)

Eric Cole  
Switzerland County YMCA  
1114 W. Main Street  
Vevay IN 47043  
[Scymca.eric@gmail.com](mailto:Scymca.eric@gmail.com)

Pastor G.B. Turner  
Vevay Assembly Church Inc.  
721 E. Main Street  
Vevay, IN 47043  
[vevayassemblychurch@gmail.com](mailto:vevayassemblychurch@gmail.com)

Fr. Christopher A. Craig  
Most Sorrowful Mother of God Church  
591 Ferry Street  
Vevay, IN 47043  
[parishoffice@popeace.org](mailto:parishoffice@popeace.org)

Dr. Robert Findley  
President  
Switzerland County Park & Recreation Board  
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Vevay, IN 47043  
[findleyoffice@yahoo.com](mailto:findleyoffice@yahoo.com)

Cheryl Furnish  
Switzerland Co Parks & Recreation  
105 E Pike St  
Vevay, IN 47043  
[Cheryl.furnish@in.nacdnet.net](mailto:Cheryl.furnish@in.nacdnet.net)

Carolyn Miller  
Switzerland County Cemetery Commission  
820 E. Main Street  
Vevay, IN 47043  
[Deputyauditor2@switzerlandcountycourthouse.org](mailto:Deputyauditor2@switzerlandcountycourthouse.org)

Township Trustees  
Wade Hughes  
26 Tardy Ford Road  
Vevay, IN 47043  
812-427-9111

**The following agencies received Early  
Coordination Letters sent September 20,  
2022:**

Alisha Turnbow  
Environmental Manager  
Indiana Department of Environmental  
Management  
100 N. Senate Avenue  
Indianapolis, IN 46204  
[ATurnbow@idem.IN.gov](mailto:ATurnbow@idem.IN.gov)

**The following agencies received Early  
Coordination Letters sent September 20,  
2022:**

Terry Brindley  
Manager  
Vevay Utilities  
602 West Seminary Street  
Vevay, IN 47043

[vevaywwtp@hotmail.com](mailto:vevaywwtp@hotmail.com)

**The following agencies received Early  
Coordination Letters sent September 20,  
2022:**

Indiana Geological and Water Survey  
611 North Walnut Grove  
Bloomington, IN 47405  
Early Coordination submittal at  
<https://igs.indiana.edu/eAssessment/>





# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

Indiana Department of Transportation  
Travis Mankin  
185 Agrico Lane  
Seymour, IN 47274  
Date

Crawford, Murphy & Tilly  
Nick Batta  
8790 Purdue Road  
Indianapolis, IN 46268

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The project includes pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street) in Vevay, IN. Des. No. 1900334 is along SR 56 and Ferry Street. Des. No. 1900337 is along SR 156. The project will complete a mill and overlay of existing asphalt along SR 56 and SR 156 at the west and east ends. Along SR 56/SR 156 pavement will be rehabilitated with new curbs, storm sewer systems, and ADA-compliant curb ramps. Within the downtown core, existing sidewalks will be replaced along with pavement and drainage improvements. Total length of improvements is 3.03 miles.

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

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

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

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service

National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

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

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

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

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
  - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

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

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

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

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

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



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

## AIR QUALITY

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

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

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

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

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

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

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

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

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

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

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

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

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

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>  
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>).) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

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

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

## FINAL REMARKS

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

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



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

---

## Signature(s) of the Applicant

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

## Project Description

The project includes pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street) in Vevay, IN. Des. No. 1900334 is along SR 56 and Ferry Street. Des. No. 1900337 is along SR 156. The project will complete a mill and overlay of existing asphalt along SR 56 and SR 156 at the west and east ends. Along SR 56/SR 156 pavement will be rehabilitated with new curbs, storm sewer systems, and ADA-compliant curb ramps. Within the downtown core, existing sidewalks will be replaced along with pavement and drainage improvements. Total length of improvements is 3.03 miles.

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

Date: 2/18/21

Signature of the INDOT  
Project Engineer or Other Responsible Agent *Travis Mankin*

Travis Mankin

Date: 2/18/21

Signature of the  
For Hire Consultant *Nick Batta*

Nick Batta



## Organization and Project Information

**Project ID:** 19070906-00  
**Des. ID:** 1900334 & 1900337  
**Project Title:** SR 56 and SR 156 Pavement Replacement  
**Name of Organization:** Crawford Murphy & Tilly  
**Requested by:** Claudia McAllister-Peterson

## Environmental Assessment Report

### 1. Geological Hazards:

- High liquefaction potential
- Floodway
- Potential Slope Instability

### 2. Mineral Resources:

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

### 3. Active or abandoned mineral resources extraction sites:

- Petroleum Exploration Wells

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

### DISCLAIMER:

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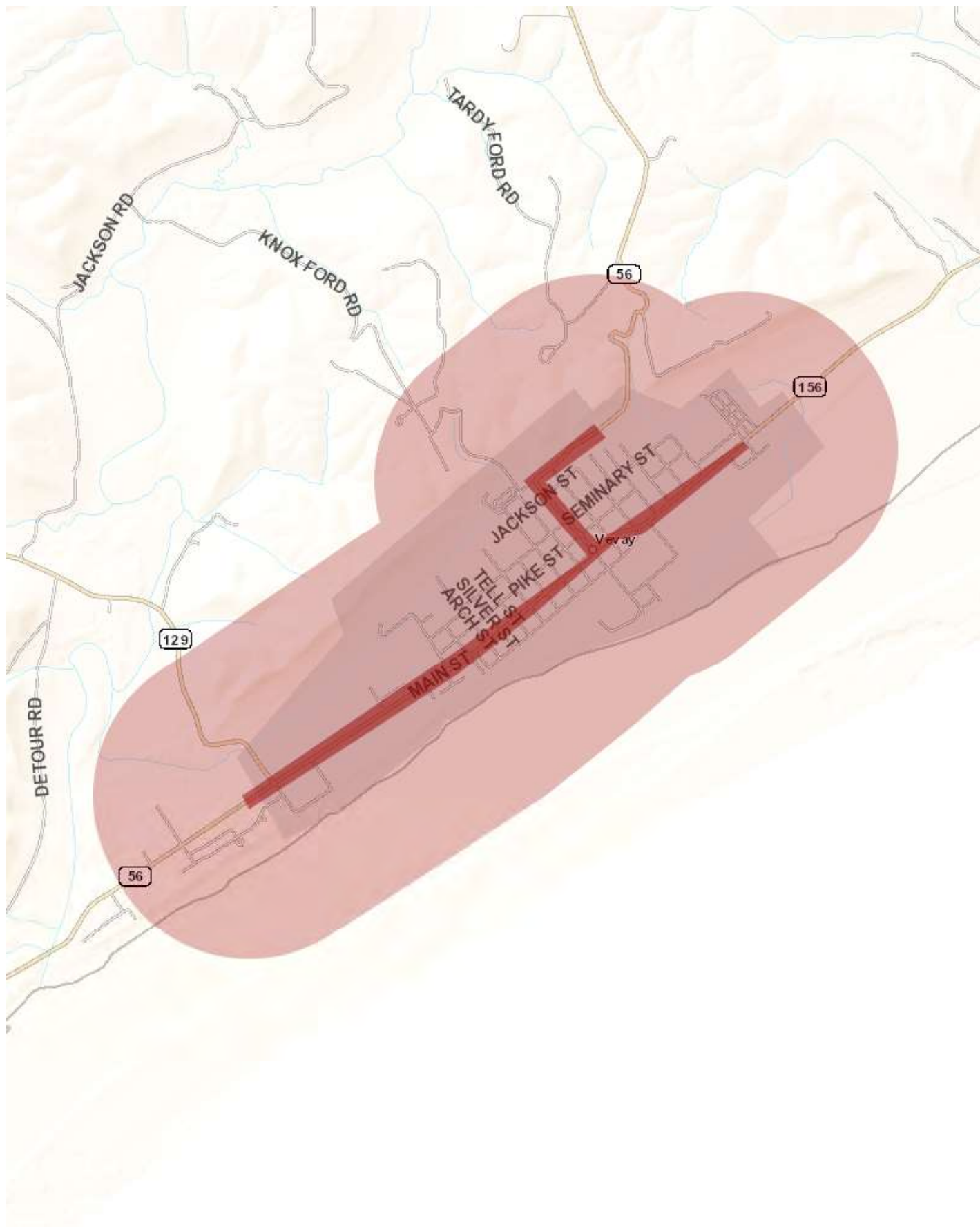
This information was furnished by Indiana Geological Survey

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

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

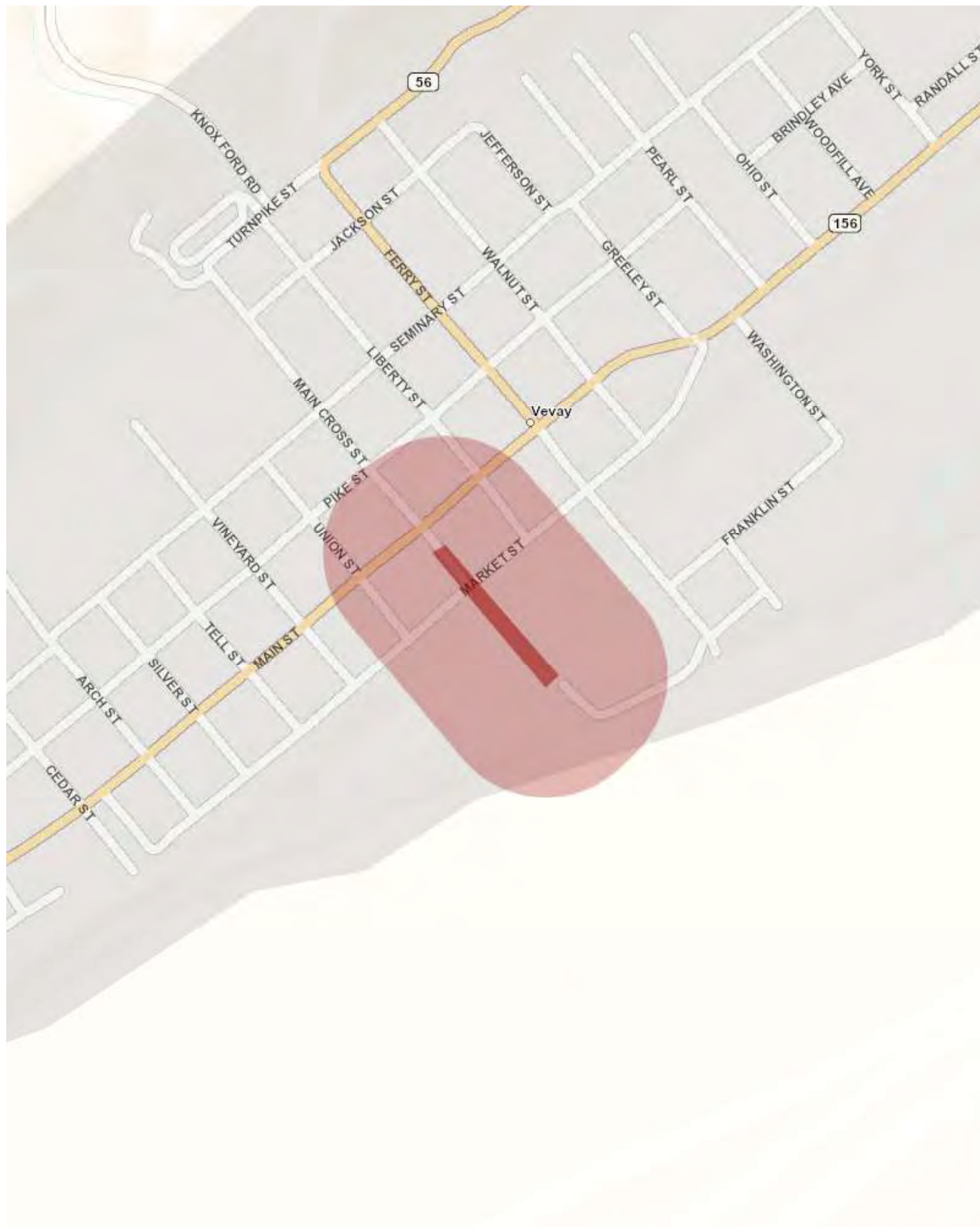
Phone: 812 855-7428

Date: May 12, 2021









# Metadata:

- [https://maps.indiana.edu/metadata/Geology/Petroleum\\_Wells.html](https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html)
- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Resources.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Hydrology/Floodplains\\_FIRM.html](https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)