FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	Interstate 65 (I-65) Northbound (NB) and Southbound (SB) / Bartholomew County
Designation Number(s):	2000505
Project Description/Termini:	Taylorsville Rest Area Modernization Project, approximately 3.0 miles south of the intersection of Interstate (I) 65 and United States Highway (US) 31. Project limits at the Taylorsville Rest Area will extend approximately 3,011 feet (ft.) (0.57 miles) north to south along I-65. The project limits for the SB rest area begin approximately 5,000 ft. south of County Road (CR) West 650 North and terminate approximately 1,300 ft. south of West CR 500 North. The project limits for the NB rest area begin approximately 3,500 ft. north of West Lowell Road and terminate approximately 3,100 ft. south of West CR 500 North.

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
X	**Categorical Exclusion, Level 4** – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – 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

N/A
INDOT DE Initials and Date

ADWP October 15, 2024
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: Joshua Netherton, Metric Environmental, LLC (Metric)

County Bartholomew Route I-65 NB/SB Des. No. 2000505

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*?		X
If No, then:		
Opportunity for a Public Hearing Required?	X	

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on April 17, 2023, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G: G-1.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of the No Historic Properties Affected finding was published in *The Republic* on May 8, 2024, 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 June 7, 2024. The text of the public notice and the affidavit of publication appear in Appendix D: D-80 to D-85. No comments or responses were received.

On December 7, 2023; December 8, 2023; December 12, 2023; and December 13, 2023, INDOT posted proposed improvements to the Taylorsville I-65 NB and SB Rest Areas on social media (Appendix G: G-2).

Project Does Meet

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

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Seymour

Local Name of the Facility: Taylorsville Rest Area

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

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.

Need: The existing I-65 Taylorsville Rest Area was built in 1975. The existing truck parking lots are undersized for current and predicted future capacity demands (Appendix I: I-2 to I-12). The NB rest area currently has 37 truck parking spaces with an average 81-percent capacity during peak hours between 10:00 pm and 8:00 am and the SB rest area has 44 truck parking spaces with an average 100-percent capacity between 10:00 pm and 8:00 am, based on traffic data obtained from https://www.in.gov/indot/resources/traffic-data/. Lack of adequate parking availability has resulted in unauthorized truck parking along the entire lengths of the entrance and exit ramps at the NB and SB rest areas.

Purpose: The purpose of this project is to reduce truck parking congestion at the rest areas that reflects INDOT's *Rest Area and Truck Parking Plan* (Appendix I: I-2 to I-12). The project will provide sufficient parking capacity and improved buildings / modernized facilities to support the current and projected traffic volume.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Bartholomew Municipality: N/A

Limits of Proposed Work: Project limits at the Taylorsville Rest Area will extend approximately 3,011 ft. (0.57 miles) north to south along I-65. The project limits for the SB rest area begin approximately 5,000 ft. south of CR West 650 North and terminate approximately 1,300 ft. south of West CR 500 North. The project limits for the NB rest area begin approximately 3,500 ft. north of West Lowell Road and terminate approximately 3,100 ft. south of West CR 500 North.

Total Work Length: 0.57 Mile(s) Total Work Area: 32.4 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		X
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date: N/A	

[1]*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.

The INDOT and the Federal Highway Administration (FHWA) intend to proceed with a rest area truck parking conversion and modernization project on I-65 NB and SB in Batholomew County.

Location:
The project is located on I-65 NB and SB, in Bartholomew County, Indiana, approximately 3.0 miles south of the intersection of I-65 and US 31, from mile markers 72+12 and 73+65 (Appendix B: B-1). Specifically, the project is located within German and Columbus Civil Townships, in Sections 3, 27, and 34, Townships 9 and 10 North, Range 5 East of the Edinburgh, Indiana 7.5-minute United States Geological Survey (USGS) Topographic Quadrangle (Appendix B: B-2). Land use in the area is primarily agricultural, with residential properties adjacent to the NB rest area.

Existing Conditions:
I-65 is classified as an Interstate Highway. I-65 consists of 2 NB lanes and 2 SB lanes, 12 ft. wide each, adjoined by 6 ft. wide paved rumble strips to the inside lane and 10 ft. wide paved rumble strip with shoulder to the outside lane on each side. A 51 ft. grass median is located in the center, separating NB and SB traffic. On and off ramps consisting of one 15 ft. wide driving lane and variable width shoulders are located in each direction. The speed limit along I-65 is 65

miles-per-hour (mph) for trucks over 13 tons and 70 mph for vehicles under 13 tons.

The existing I-65 Taylorsville Rest Area was built in 1975 as part of the Interstate Highway System in Indiana. Based on traffic data, there is a lack of parking spaces at the facility and the existing facilities, which encompass approximately 32.4 acres, has reached the end of its useful life (https://www.in.gov/indot/resources/traffic-data/). The existing rest area truck parking lots are undersized for current and predicted future capacity demands (Appendix I: I-2 to I-12). The NB rest area currently has 37 truck parking spaces with an average 81-percent capacity during peak hours between 10:00 pm and 8:00 am and the SB rest area has 44 truck parking spaces with an average 100-percent capacity between 10:00 pm and 8:00 am. Lack of adequate parking availability has resulted in unauthorized truck parking along the entire lengths of the entrance and exit ramps of the NB and SB rest areas, and tire inundations exist in adjacent unpaved areas at each ramp.

At the SB rest area, there is a grinder pump at the rest area building and has a gravity sewer draining to INDOT owned lift station, and an old lift station has been abandoned with no backup power to the generator. At the NB rest area, the existing sewer from the rest area building gravity feeds into a manhole located east of the rest area. At the SB rest area, there is a 4-inch water line running through the rest area along CR 250 West and continues further south, serving many residential properties, and a 6-inch water line connected to a rest area fire hydrant. At the NB rest area, there is a 2-inch water line serving the rest area building through an easement.

Preferred Alternative:
INDOT's revised *Rest Area and Truck Parking Plan* (Appendix I: I-2 to I-12) calls for modernizing the state's rest areas and welcome centers by the end of 2030 to include increasing truck parking spaces/areas, trucker restrooms, family restrooms, Americans with Disabilities Act (ADA) accessibility, pet areas, walking trails, and other design and tourism amenities. The FHWA has indicated that rest area properties should be spaced within an hour's drive of each other, and INDOT has utilized a standard of approximately 100 miles between travel break opportunities.

The preferred alternative is to reconstruct both rest areas and reconfigure the parking lots to accommodate additional truck parking spaces. Both rest area sites will be reconfigured to eliminate car parking areas, and the proposed parking layout will accommodate 75 trucks. While the new Taylorsville Rest Areas will no longer provide car parking for the travelling public, they will still be able to stop, park, and use the facilities, if necessary. Additionally, there are other available private sector travel break opportunities for the general public in the area, including private facilities located 4 miles north of the NB facility at Mile 73 and 6 miles south of the SB facility at Mile 68, meeting the FHWA and INDOT standards for spacing between facilities that offer travel break opportunities (Appendix I: I-11 to I-12).

In order to provide additional truck parking as well as appropriate drainage the construction of the new parking lot will gradually elevate to the east by 4 ft. from the existing depressed ground elevation. All existing rest area buildings at both locations will be demolished and replaced with new restroom facilities with vending facilities, as well as new maintenance buildings with modernized equipment. At the SB facilities, an existing electric service point for a lift station will be eliminated and combined with a generator that will provide backup power to the on-site lift station. Ancillary work will include the addition of ADA-compliant curb ramps, changes to existing sewer and water utilities, landscaping, and inlets and storm sewer construction to drain the proposed facilities. Existing drainage patterns will be maintained; however, a conventional detention pond is proposed at the NB rest area, and inline detention will be constructed at the SB rest area, due to lack of sufficient existing right-of-way (ROW).

Demolition of seven buildings (NB Main Building, Building ID 030301; NB Shed, Building ID 030302; NB Vending, Building ID 030303; SB Main Building, Building ID 030401; SB Picnic, Building ID 030402; SB Shed 1, Building ID 030403; and SB Vending, Building ID 030404) will occur, removing the exiting on-site infrastructure to facilitate construction of the new proposed facilities (Appendix B: B-59 to B-61 and B-94 to B-96). All existing signs and light poles within the limits of the rest areas will be removed and replaced per latest INDOT Standards and Specifications requirements. Existing high masts will be removed and replaced with conventional light poles and environmentally friendly lights that will reduce light pollution. Project plans can be found in Appendix B: B-57 to B-124.

No new permanent or temporary ROW is anticipated, as all work will be conducted within the existing ROW. Both

facilities will be closed to the public during construction, which is anticipated to occur from Spring 2025 to Winter 2026, for an approximate duration of 23 months.

The preferred alternative will satisfy the purpose and need of the project by providing sufficient parking capacity and improved buildings / modernized facilities to support the current and projected traffic volume.

Anticipated stream impacts below the ordinary-high-water-mark (OHWM) of an unnamed tributary (UNT) Driftwood Creek include a total of approximately 157 linear ft. (0.016 acres) of permanent impacts and no temporary impacts (Appendix B: B-126). Approximately 0.578 acre of Wetland D, 0.113 acre of Wetland E, and 0.116 acre of Wetland F will be permanently impacted, for a total of 0.807 acre of permanent wetland impacts (Appendix B: B-124 and B-127). No other permanent or temporary impacts to wetlands are anticipated. An Indiana Department of Environmental Management (IDEM) Section 401 Isolated Wetland Individual Permit will likely be required, due to the anticipated permanent impacts to Wetland D. No other permits will be required as a result of stream or wetland impacts from the project. Approximately 7.1 acres of terrestrial habitat disturbance is anticipated, including approximately 4.196 acres of tree removal (Appendix C: C-25 to C-26). A Construction Stormwater General Permit (CSGP) will be required, due to greater than one acre of land disturbance. Mitigation will likely be required, due to the amount of terrestrial bat habitat impacts within 100-300 ft. of existing pavement.

Construction is anticipated to begin in January 2025 and is anticipated to be completed by December 2026. The maintenance of traffic (MOT) plan will include lighted and unlighted advanced warning signage, barricades, and full closure of the rest area during construction (Appendix B: B-58). Additional details are provided in the *MOT* Section of this document.

Logical Termini/Independent Utility:
Project limits at the Taylorsville Rest Area will extend approximately 3,011 ft. north to south along I-65. The project limits for the SB rest area begin approximately 5,000 ft. south of CR West 650 North and terminate approximately 1,300 ft. south of West CR 500 North. The project limits for the NB rest area begin approximately 3,500 ft. north of West Lowell Road and terminate approximately 3,100 ft. south of West CR 500 North. The two project areas encompass a total of approximately 32.4 acres. Project plan sheets are provided in Appendix B: B-57 to B-124. The project termini are logical because they encompass only the area necessary to reconstruct the rest areas and tie the improvements into I-65 NB and I-65 SB with no traffic disruptions. The project has independent utility, as it does not depend on the construction of a secondary project. The project will not limit the consideration of alternatives for any future projects in the area.

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
This alternative allows the existing facilities to remain in place with no improvements and no financial cost or environmental impacts. This alternative does not meet the purpose and need of the project, because it does not address the undersized truck parking capacity. Therefore, this alternative has been dismissed from further consideration.

Based on INDOT's *Rest Area and Truck Parking Plan* (Appendix I: I-2 to I-12), 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;	X
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	X
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (Describe):	

ROADWAY CHARACTER: N/A (No Roadways Present in Project Area)

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

Name of Roadway **No roadways are planned to be impacted during this project.**
Functional Classification:
Current ADT: VPD (20--) Design Year ADT: VPD (20--)
Design Hour Volume (DHV): Truck Percentage (%)
Designed Speed (mph): Legal Speed (mph):

	Existing		Proposed	
Number of Lanes:	N/A		N/A	
Type of Lanes:	N/A		N/A	
Pavement Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:		Urban		Suburban	X Rural
Topography:	X	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): Structure No. 10 (NB Rest Area) Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Type I Culvert		Type I Culvert	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	56	ft.	56	ft.
Outside to Outside Width:	2	ft.	2	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

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

One culvert, Structure No. 10, exists in the NB project area. The culvert is a 2 ft. diameter, 56 ft. long, Type I culvert, located on the north side of the NB rest area. Structure No. 10 outlets to the ditch on the north side of the rest area. No records on the existing condition of this structure are available. This culvert will be replaced in-kind.

No bridges or other small structures exist in the NB project area. Existing drainage patterns will be maintained. Inlets

and underdrains will be removed and replaced in-kind, draining to proposed on-site detention (Appendix C: C-57).

No bridges or small structures exist in the SB project area. Existing drainage patterns will be maintained. Inlets and underdrains will be removed and replaced in-kind, draining to Driftwood Regulated Drain through an 18-inch diameter outlet pipe (Appendix C: C-57).

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

The MOT for the project will require a full closure of the existing Taylorsville Rest Area ramps, utilizing lighted and unlighted advanced warning signage to warn motorists of the site closure and barricades to prevent access to the site by traveling motorists. The duration closure is anticipated to be approximately 23 months. Traffic on I-65 NB and I-65 SB will be maintained for the duration of the project, and MOT measures will be removed upon completion of the project. Access to all adjacent properties will be maintained throughout construction. No detour will be required. MOT details can be found in the project plans (Appendix B: B-58).

The rest area closures will pose a temporary inconvenience during construction to traveling motorists (including school buses and emergency services). No significant delays are anticipated, and all inconveniences and delays will cease upon project completion. While the new Taylorsville Rest Areas will no longer provide car parking for the travelling public, they will still be able to stop, park and use the facilities once construction is complete.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 575,000 (2025) Right-of-Way: $ 0 (N/A) Construction: $ 16,470,000 (2025)

Anticipated Start Date of Construction: Summer 2025

RIGHT OF WAY:

Land Use Impacts	Amount (acres) Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
Other:	0	0
TOTAL	0	0

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 at the I-65 NB and SB rest areas ranges from approximately 4 ft. at minimum and 160 ft. at maximum.

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

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on July 28, 2023, and June 4, 2024 (Appendix C: C-1 to C-3).

Agency	Date Sent	Date Response Received	Appendix C
Federal Highway Administration (FHWA)	July 28, 2023	N/A	N/A
IDEM, Office of Water Quality	July 28, 2023	August 4, 2023	C-49 to C-50
National Park Service (NPS)	July 28, 2023	No Response Received	N/A
Indiana Geological and Water Survey (IGWS)	July 28, 2023	July 28, 2023	C-51 to C-54
Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW)	July 28, 2023, and June 4, 2024	August 25, 2023, and June 4, 2024	C-4 to C-6
US Department of Housing & Urban Development (HUD)	July 28, 2023	No Response Received	N/A
Indiana Department of Transportation (INDOT) Seymour District	July 28, 2023	N/A	N/A
US Fish & Wildlife Service (USFWS) Bloomington Field Office	July 28, 2023	October 16, 2023	C-7 to C-9
INDOT Office of Aviation	July 28, 2023	July 31, 2023	C-55
Columbus Area Metropolitan Planning Organization (CAMPO)	July 28, 2023	No Response Received	N/A
Bartholomew County Commissioners	July 28, 2023	No Response Received	N/A
Bartholomew County Emergency Management	July 28, 2023	No Response Received	N/A

Bartholomew County Highway Department	July 28, 2023	No Response Received	N/A
Bartholomew County MS4 Coordinator	July 28, 2023, and August 29, 2024	August 29, 2024	C-62 to C-63
Bartholomew County Surveyor's Office	July 28, 2023	August 1, 2023	C-56

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

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	X	X	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Total stream(s) in project area: 747 Linear feet Total impacted stream(s): 156 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Unnamed Tributary (UNT) to Driftwood River	Ephemeral (R6)	747	156	Flows northwest through the SB rest area (along the end of the parking lot and the exit ramp, not Water of the US, Appendix F: F-23 to F-24

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 Red Flag Investigation (RFI) report (Appendix E: E-1 to E-9) 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 updated to one stream by the site visit on May 10, 2023, by Metric.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting & Stormwater Office (EPWSO) on August 2, 2023, and reapproved on February 1, 2024. Please refer to Appendix F: F-1 to F-30 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one likely jurisdictional stream, UNT to Driftwood River, is present in the project area. On February 27, 2024, the US Army Corps of Engineers (USACE) provided an Approved Jurisdictional Determination (AJD), stating that UNT to Driftwood River is not regulated under Section 404 of the Clean Water Act (CWA), but that it may be regulated by IDEM (Appendix F: F-31 to F-42). The USACE makes all final determinations regarding jurisdiction.

UNT to Driftwood River (747 linear ft.)

UNT to Driftwood River flows northwest through the SB rest area (along end of the parking lot and exit ramp) (Appendix F: F-23 to F-24). UNT to Driftwood River is approximately 747 linear ft. (0.077 acre) long within the investigated area (IA). UNT to Driftwood River is not associated with a blue line on the USGS topographic map, indicating that it is likely ephemeral. This is supported by the low level of flow at the time of the site visit and poor variety of substrate types. UNT to Driftwood River is not classified by the National Wetland Inventory (NWI), but it can be classified as a Riverine, Ephemeral stream, Corps designation R6. The OHWM was 4.5 ft. wide and 1.17 ft. deep within the investigated area. The dominant stream substrate was silt and sand. No functional riffles or pools are present within the stream. Moderate amounts of instream cover and overhanging vegetation and woody debris. Moderate sinuosity and low current velocity are present. Streambanks exhibit little erosion and the riparian area is composed of scrub/shrub vegetation, parking lot, and roadside ROW. No wildlife was observed within the stream during the field reconnaissance. Vegetation observed

along streambanks includes Virginia creeper (*Parthenocissus quinquefolia*) and tall false rye grass (*Schedonorus arundinaceus*). According to USGS Indiana StreamStats on May 19, 2023, no line is associated with this stream, so the drainage area upstream of the IA is estimated to be less than 0.1 square mile. Qualities of the stream listed above contribute to UNT to Driftwood River being classified as poor quality. UNT to Driftwood River flows northwest into Driftwood River, which flows into East Fork White River, a traditionally navigable waterway (TNW). Therefore, UNT to Driftwood River should be considered a jurisdictional Water of the U.S.

Approximately 156 linear ft. (0.016 acre) of permanent impacts to UNT to Driftwood River are anticipated as a result of clean earthen fill (Appendix B: B-126). No temporary impacts to UNT to Driftwood River are anticipated. Mitigation will not likely be required, but this will be determined during permitting. Avoidance and minimization measures considered for the project include minimizing the size of the project area to the furthest extent possible. No permits are anticipated to be required, as UNT to Driftwood River is not regulated under Section 404.

The USFWS responded on October 16, 2023, with recommendations to restrict below low-water work in streams; that culverts should span the active stream channel, be embedded or a 3-sided or open-arch culvert, and be installed where practicable on flat slopes, with existing substrate left undisturbed beneath the culvert; to minimize the extent of riprap in bank stabilization and extend it below low-water elevation; and to avoid all work within the inundated part of the stream channel during the fish spawning season, with no equipment operation allowed below the OHWM during this time, unless the machinery is within caissons or on the cofferdams (Appendix C: C-7 to C-9).

Early coordination letters were sent to the IDNR-DFW on July 28, 2023, and June 4, 2024, and responses were received on August 25, 2023, and June 4, 2024, requiring no recommendations regarding stream features (Appendix C: C-4 to C-6). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

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

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E: E-1 to E-9) there is one open water feature within the 0.5-mile search radius. There are no open water features within or adjacent to the project area. That number was confirmed by the site visit on May 10, 2023, by Metric. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on August 2, 2023, and reapproved on February 1, 2024. Please refer to Appendix F: F-1 to F-30 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no likely jurisdictional open water features are present in or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.

	Presence	Impacts	
		Yes	No
Wetlands	X	X	

Total wetland area: 0.993 Acre(s) Total wetland area impacted: 0.807 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland A	PEM1A	0.138	0	Toe of slope at the south end of the SB rest area, not Water of the US, Appendix F: F-23 to F-24
Wetland B	PEM1A	0.029	0	In swale at the south end of the NB rest area, not Water of the US, Appendix F: F-28
Wetland C	PEM1A	0.019	0	In swale at the south end of the NB rest area, not Water of the US, Appendix F: F-28
Wetland D	PFO1A	0.578	0.578	In depression on the south side of the NB area, east of the parking lot, not Water of the US, Water of the State, Appendix F: F-28
Wetland E	PEM1A	0.113	0.113	In ditch at the north end of the NB rest area, not Water of the US, Appendix F: F-27
Wetland F	PEM1A	0.116	0.116	In ditch at the north end of the NB rest area (running east of and parallel to the exit ramp), not Water of the US, Appendix F: F-27

Wetlands (*Mark all that apply*)	**Documentation**	**ESD Approval Dates**
Wetland Determination	X	**February 1, 2024**
Wetland Delineation	X	**February 1, 2024**
USACE Isolated Waters Determination	X	**February 27, 2024**

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

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

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: E-1 to E-9) there are fourteen wetlands within the 0.5-mile search radius. There is one wetland within or adjacent to the project area. That number was updated to six by the site visit on May 10, 2023, by Metric.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on August 2, 2023, and reapproved on February 1, 2024. Please refer to Appendix F: F-1 to F-30 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that six likely jurisdictional wetlands are present in the project area. On February 27, 2024, the USACE provided an AJD, stating that Wetlands A through Wetland F are not regulated under Section 404 of the CWA, but that they may be regulated by IDEM (Appendix F: F-31 to F-42). The USACE makes all final determinations regarding jurisdiction.

Wetland A (0.138 acre) – PEM1A

Wetland A was classified as a Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A) wetland. This wetland is located at the toe of a slope at the south end of the SB rest area (Appendix F: F-23 to F-24). The boundaries of Wetland A were delineated by lack of wetland vegetation and increased elevation. Due to its location at the toe of a slope, Wetland A likely receives drainage on a consistent basis during rain events. The wetland was not associated with an NWI polygon and was formed within a mapped soil unit listed as non-hydric. The wetland is located adjacent to I-65 and likely receives run-off from the adjacent paved roads. The wetland exhibits poor plant species diversity. These factors contribute to the conclusion that Wetland A can support a limited amount of wildlife or aquatic habitat and

therefore should be considered to be of poor quality. Based on topography and National Hydrography Dataset (NHD) flowlines, it can be deduced that water drains northwest from Wetland A into UNT to Driftwood River, a jurisdictional Water of the U.S. Because Wetland A contributes flow to a TNW, it could be considered a jurisdictional Water of the U.S. In the February 27, 2024, USACE AJD, it was determined that Wetland A is not regulated under Section 404 (Appendix F: F-31 to F-32).

Wetland B (0.029 acre) – PEM1A
Wetland B was classified as a PEM1A wetland. This wetland is located in a swale at the south end of the NB rest area (Appendix F: F-28). The boundaries of Wetland B were delineated by lack of wetland vegetation and increased elevation. The wetland is not associated with an NWI polygon and was formed within a mapped soil unit listed as 10-percent hydric. Due to its location within a swale, Wetland B likely receives drainage on a consistent basis during rain events. The wetland is located adjacent to I-65 and the NB rest area and likely receives run-off from the adjacent paved roads. The wetland exhibits poor plant species diversity and contains a dominant invasive species of hybrid cattail (*Typha x glauca*). These factors contribute to the conclusion that Wetland B can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography and NHD flowlines, it can be deduced that water drains south into a UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland B contributes flow to a TNW, it could be considered a jurisdictional Water of the U.S. In the February 27, 2024, USACE AJD, it was determined that Wetland B is not regulated under Section 404 (Appendix F: F-31 to F-32).

Wetland C (0.019 acre) – PEM1A
Wetland C is classified as a PEM1A wetland. This wetland is located in a swale at the south end of the NB rest area (Appendix F: F-28). The boundaries of Wetland C were delineated by lack of wetland vegetation and increased elevation. Due to its location in a swale, Wetland C likely receives drainage on a consistent basis during rain events. The wetland is not associated with an NWI polygon and was formed within a mapped soil unit listed as 10-percent hydric. The wetland is located adjacent to I-65 and the NB rest area and likely receives run-off from the adjacent paved roads. The wetland exhibits poor plant species diversity and contains a dominant invasive species, hybrid cattail (*Typha x glauca*). These factors contribute to the conclusion that Wetland C can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography and NHD flowlines, it can be deduced that water drains south into an UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland C contributes flow to a TNW, it could be considered a jurisdictional Water of the U.S. In the February 27, 2024, USACE AJD, it was determined that Wetland C is not regulated under Section 404 (Appendix F: F-31 to F-32).

Wetland D (0.578 acre) – PFO1A
Wetland D is classified as a Palustrine, Forested, Broad-leaved Deciduous, Temporarily Flooded (PFO1A) wetland. This wetland is located in a depression on the south side of the NB area, east of (behind) the parking lot (Appendix F: F-28). The boundaries of Wetland D were delineated by lack of wetland vegetation and increased elevation. Due to its location in a depression, Wetland D likely receives drainage on a consistent basis during rain events. The wetland is not associated with an NWI polygon and was formed within a mapped soil unit listed as 95-percent hydric. The wetland is located adjacent to the rest area and likely receives run-off from the adjacent paved roads and agricultural fields. The wetland exhibits average plant species diversity and is forested. These factors contribute to the conclusion that Wetland D can support an average amount of wildlife or aquatic habitat and therefore should be considered to be of average quality. Based on topography and NHD flowlines, it can be deduced that water drains south into an UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland D contributes flow to a TNW, it should be considered a jurisdictional Water of the U.S. In the February 27, 2024, USACE AJD, it was determined that Wetland D is not regulated under Section 404 (Appendix F: F-31 to F-32). In the March 13, 2024, Waters of the State Determination (WOSD), IDEM determined that Wetland D is a Class III forested wetland and is regulated under Indiana Code (IC) 13-18-22 (Appendix F: F-43).

Wetland E (0.113 acre) – PEM1A
Wetland E is classified as a PEM1A wetland. This wetland is located in a ditch at the north end of the NB rest area (Appendix F: F-27). The boundaries of Wetland E were delineated by lack of wetland vegetation and increased

elevation. Due to its location at the toe of a slope, Wetland E likely receives drainage on a consistent basis during rain events. The wetland is not associated with an NWI polygon and was formed within a mapped soil unit listed as 0-percent hydric. The wetland is located adjacent to the rest area parking lot and likely receives run-off from the adjacent sources. The wetland exhibits poor plant species diversity. These factors contribute to the conclusion that Wetland E can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography and NHD flowlines, it can be deduced that water drains south into an UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland E contributes flow to a TNW, it could be considered a jurisdictional Water of the U.S. In the February 27, 2024, USACE AJD, it was determined that Wetland E is not regulated under Section 404 (Appendix F: F-31 to F-32).

Wetland F (0.116 acre) – PEM1A
Wetland F is classified as a PEM1A wetland. This wetland is located in a ditch at the north end of the NB rest area (running east of and parallel to the exit ramp) (Appendix F: F-27). The boundaries of Wetland F were delineated by lack of wetland vegetation and increased elevation. Due to its location within a ditch, Wetland F likely receives drainage on a consistent basis during rain events. The wetland is not associated with an NWI polygon and was formed within a mapped soil unit listed as 10-percent hydric. The wetland is located adjacent to I-65 and likely receives run-off from the adjacent paved roads. The wetland exhibits poor plant species diversity. These factors contribute to the conclusion that Wetland F can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography and NHD flowlines, it can be deduced that water drains south into an UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland F contributes flow to a TNW, it could be considered a jurisdictional Water of the U.S. In the February 27, 2024, USACE AJD, it was determined that Wetland F is not regulated under Section 404 (Appendix F: F-31 to F-32).

Approximately 0.578 acre of Wetland D, 0.113 acre of Wetland E, and 0.116 acre of Wetland F will be permanently impacted due to installation of the proposed optimized noise barrier (Wetland D and E only) and grading with clean earthen fill to accommodate pavement for the proposed parking structure (Appendix B: B-124 to B-127). No temporary impacts to Wetland D, Wetland E, or Wetland F are anticipated, and no permanent or temporary impacts to Wetland A, Wetland B, or Wetland C are anticipated. Avoidance alternatives would not be practicable, as they would result in not meeting the project purpose and need. Mitigation will likely be required and will be determined during permitting. INDOT EWPSO determined on May 22, 2024, an IDEM Section 401 Isolated Wetland Individual Permit will likely be needed, due to 0.578 acre of permanent impacts to Wetland D, which is regulated as a Class III forested wetland and under IC 13-18-22 (Appendix F: F-43). Impacts to Wetland E and Wetland F do not require a permit, as they were determined not to be regulated by Section 404 (Appendix F: F-31 to F-32) or Section 401 (Appendix F: F-43). Avoidance and minimization measures considered for the project include avoiding impacts to Wetland A, Wetland B, and Wetland C, and minimizing the size of the project area to the furthest extent possible. Wetlands A, B, and C will be labeled on the plans as "Do Not Disturb", since they lie outside the construction limits and are not expected to be disturbed. This is included as a firm commitment in the *Environmental Commitments* section of this CE document.

The IDNR-DFW responded on August 25, 2023, with recommendations to mitigate floodway impacts to forested wetland and non-wetland habitat areas if they combine to equal 0.10 acres or more (Appendix C: C-4 to C-5). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

	Presence	Impacts	
		Yes	NO
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 13.6 Acre(s) Total tree clearing: 4.196 Acre(s)

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

Based on a desktop review, a site visit on May 10, 2023, by Metric, the aerial map of the project area (Appendix B: B-

3), terrestrial habitats in the project area include maintained grass ROW and forested areas. Dominant species present include green ash (*Fraxinus pennsylvanica*), box elder (*Acer negundo*), and swamp white oak (*Quercus bicolor*) in the tree stratum; arrowwood viburnum (*Viburnum dentatum*), roughleaf dogwood (*Cornus drummondii*), and green ash (*Fraxinus pennsylvanica*) in the sapling-shrub stratum; hybrid cattail (*Typha x glauca*), red fescue (*Festuca rubra*), and tall false rye grass (*Schedonorus arundinaceus*) in the herbaceous stratum. Approximately 7.1 acres of permanent impacts will occur in total to the terrestrial habitat, due to demolition of existing rest area facilities, construction of the new rest area facilities, and grading. A total of 4.196 acres of tree removal will be required for the project, due to demolition of existing rest area facilities, construction of the new rest area facilities, and grading (Appendix C: C-25 to C-26). Avoidance and minimization measures considered for the project include minimizing the size of the project area and minimizing vegetation clearing to the furthest extent possible and seeding disturbed areas with INDOT Seed Mix U. Mitigation is anticipated.

The IDNR-DFW responded on August 25, 2023, with recommendations to not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30 (Appendix C: C-4 to C-5). The IDNR-DFW also said that impacts to early successional habitat over 1 acre need to be mitigated at a 1:1 ratio. Non-wetland forest of 1 acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under 1 acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.

The USFWS responded on October 16, 2023, with recommendations to evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing (Appendix C: C-7 to C-9).

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

Protected Species

Federally Listed Bats	**Yes**	**No**
Information for Planning and Consultation (IPaC) determination key completed	X	
Section 7 informal consultation completed (IPaC cannot be completed)		X
Section 7 formal consultation Biological Assessment (BA) required		X

Determination Received for Listed Bats from USFWS: NE [ ] NLAA [ ] LAA [X]

Other Species not included in IPaC	**Yes**	**No**
Additional federal species found in project area (based on IPaC species list)	X	
State species (not bird) found in project area (based upon consultation with IDNR)		X

Migratory Birds	**Yes**	**No**
Known usage or presence of birds (i.e. nests)	X	
State bird species based upon coordination with IDNR		X

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

Based on a desktop review and the RFI report (Appendix E: E-1 to E-9), completed by Metric on October 16, 2023, the IDNR Bartholomew County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the

IDNR-DFW early coordination response letter dated August 25, 2023 (Appendix C: C-4 to C-5), the Natural Heritage Program's Database has been checked. The State endangered clubshell (*Pleurobema clava*) and rayed bean (*Villosa fabalis*), and State special concern kidneyshell (*Ptychobranchus fasciolaris*) and American badger (*Taxidea Taxus*) have been identified within 0.5-mile of the project area. The IDNR DFW stated that, as no in-stream work is required for this project, the Division of Fish and Wildlife does not anticipate any significant effects to the above-mentioned mussel species and that impacts to the American badger or its preferred habitat are unlikely as a result of this project. Additional early coordination occurred with the IDNR-DFW on June 4, 2024, due to newly anticipated stream impacts. The IDNR-DFW responded on June 4, 2024, stating that impacts to listed mussel species as a result of the project are not anticipated (Appendix C: C-6). An INDOT 0.5-mile bat review occurred on February 23, 2024, and the review did not indicate the presence of endangered bat species within 0.5-mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C: C-10 to C-17). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*). Three other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to paragraph below.

The official species list generated from IPaC indicated three other species present within the project area. Due to the amount of tree clearing occurring beyond 100 ft. of existing pavement, the project does not qualify for the most current INDOT/USFWS agreement. The project is in the range of the monarch butterfly (*Danaus plexippus*), which is a candidate species, but it is not considered a protected species. The project is in the range of the tricolored bat (*Perimyotis subflavus*), which is a proposed endangered species. This project will not jeopardize the continued existence of the tricolored bat, and no protected critical habitat has been identified for it; therefore, no further action is required. The project is in the range of a "non-essential experimental population" of the Whooping Crane (*Grus americana*), but this population is not covered by protections provided for the natural endangered population. No further coordination is needed with USFWS regarding these species.

The project qualified and completed *Limited Formal Programmatic Consultation* for the Indiana bat and northern long-eared bat (NLEB) due to anticipated tree clearing 100 ft. to 300 ft. from the existing roadway. Seven building inspections occurred on February 21, 2024, and no signs of bats/birds using the structures were found (Appendix C: C-18 to C-24). An effect determination key was completed on March 6, 2024, and based on the responses provided, the project was found to *"may affect – likely to adversely affect"* the Indiana bat and/or the NLEB (Appendix C: C-27 to C-43). Proposed impacts have been minimized by reducing vegetation clearing and the size of the project area to the furthest extent possible. Impacts cannot be avoided as this would result in the project not meeting the stated purpose and need.

INDOT verified the effect finding and submitted to USFWS on March 6, 2024. On March 25, 2024, USFWS issued a concurrence letter with the *"may affect – likely to adversely affect"* finding (Appendix C: C-44 to C-48). Avoidance and Minimization Measures (AMMs) for the project include General AMM1, Lighting AMM 1, Lighting AMM 2, Tree Removal AMM 1, and Tree Removal AMM 3. AMMs are included as firm commitments in the *Environmental Commitments* section of this document.

Contractors must take care when handling dead or injured bats (regardless of species), and any other federally listed species that are found at the Project site in order to preserve biological material in the best possible condition and protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by the BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any bat (regardless of species), or other endangered or threatened species, must promptly notify the USFWS Bloomington Field Office at (812) 334-4261. This firm commitment is included in the *Environmental Commitments* of this document.

A "Reinitiation Notice" is required if: more than 2.467 acre of suitable habitat is to be cleared; new information about

listed species is encountered; the project is modified in a manner that causes an effect to the listed species; or a new species or critical habitat is listed that the project may affect. These requirements, and the AMMs from the Project Submittal Form, are included as firm commitments for this project. This firm commitment is included in the *Environmental Commitments* of this document.

INDOT shall satisfy the compensatory mitigation requirements of the formal consultation with USFWS through one of the conservation options outlined on page 41 of the May 20, 2016, *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana bat and NLEB*. The amount to be paid to the Range-wide In-lieu Fee Program, to be administered by The Conservation Fund, shall be $58,310.76. This amount was determined by the Habitat Block Method. The area of suitable habitat to be cleared, multiplied by the mitigation ratio for inactive season tree clearing for Bartholomew County, and the compensatory price per acre; 2.647 square acres X 1.75 X $12,588. This firm commitment is included in the *Environmental Commitments* of this document.

USFWS Bridge/Structure Assessments (Appendix C: C-18 to C-24) are only valid for two years. If the building demolition will begin after February 21, 2026, an inspection of the structures by a qualified individual must be performed. Inspection of the structures should check for presence of bats/bat indicators and/or presence of birds. The results of the inspections must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental Commitments* of this document.

If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS. These firm commitments are included in the Environmental Commitments of this document.

All AMMs and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

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

Geological and Mineral Resources	**Yes**	**No**
Project located within the Indiana Karst Region	X	
Karst features identified within or adjacent to the project area		X
Oil/gas or exploration/abandoned wells identified in the project area		X

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

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 in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B: B-2) and the RFI report (Appendix E: E-1 to E-9), there are no karst features identified within or adjacent to the project area. In the early coordination response July 28, 2023, the IGWS did not indicate that karst features exist in the project area (Appendix C: C-51 to C-54). The IGWS also stated that geological hazards present include high liquefaction potential and floodway presence, and mineral resources include moderate potential for bedrock resource and high potential for sand and gravel resource. Response from IGWS has been communicated to the designer on July 28, 2023. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts Yes	Impacts No
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)	X		X
Urbanized Area Boundary			
Public Water System(s)	X	X	

	Yes	No
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		X
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

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 Bartholomew 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 was accessed on June 16, 2023, by Metric. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website was accessed on June 8, 2024, by Metric. The nearest wells are unconsolidated wells located at the NB and SB rest areas. The features will not be affected because the wells are no longer active or serving as the public water supply for the Taylorsville Rest Areas. Avoidance alternatives would not be practicable because the wells are no longer used. Therefore, no impacts are expected. Should it be determined during the ROW phase that these wells will be affected, a cost to cure will be included in the appraisal to restore the wells.

Based on a desktop review of IDEM's Municipal Separate Storm Sewer Systems (MS4) Boundary Map for Indiana by Metric on June 10, 2023 and August 29, 2024, this project is located in an Urban Area Boundary. An early coordination letter was sent on July 28, 2023, and August 29, 2024, to the Bartholomew County MS4 Coordinator. The Bartholomew County MS4 Coordinator responded on August 29, 2024, stating that no potential impacts are anticipated (Appendix C: C-62 to C-63). Therefore, no impacts are expected.

Based on a desktop review, a site visit on May 10, 2023, by Metric, and the aerial map of the project area (Appendix B: B-3), this project is located where there is a public water system. According to the June 24, 2024, Preliminary Field Check Meeting Minutes, Eastern Bartholomew County Water has public water systems at the NB and SB rest areas (Appendix I: I-82). At the NB rest area, there is a 1.5-inch water line serving the rest area building through an easement. The 1.5-inch water line will be upgraded to a 6-inch or 6-inch line to accommodate for fire protection provisions. At the SB rest area, there is an existing 4-inch water line running through the site along CR 250 West that continues further south, serving numerous residential properties and a 6-inch water line connection with an on-site fire hydrant. The designer will continue coordination regarding the SB rest area to ensure there are no impacts to existing water lines (Appendix C: C-61). Coordination between the project designer and Eastern Bartholomew County Water is ongoing. The public water system may be impacted if it is determined that existing water lines will be updated, though the impacts would be temporary and would cease upon project completion. Avoidance alternatives would not be practicable, because they would result in not meeting the purpose or need of the project.

Floodplains	Presence	Impacts Yes	Impacts No
Project located within a regulated floodplain	X		X
Longitudinal encroachment			
Transverse encroachment			
Homes located in floodplain within 1000' up/downstream from project			

If applicable, indicate the Floodplain Level?

Level 1 [X] 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 by Metric on June 22, 2023, and the RFI report, a portion of the SB rest area is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F: F-17). An early coordination letter was sent on July 28, 2023, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. This project qualifies as a Category 1 project per the current INDOT CE Manual, which states that, although this project involves work within the horizontal limits of the 100-year floodplain, no work is being performed below the 100-year flood elevation and as a result this project does not encroach upon the base floodplain.

Farmland	Presence	Impacts Yes	Impacts No
Agricultural Lands	X		X
Prime Farmland (per NRCS)			

Total Points (from Section VII of CPA-106/AD-1006*) **N/A**

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

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

Based on a desktop review, a site visit on May 10, 2023, by Metric, and the aerial map of the project area (Appendix B: B-3), there is farmland as defined by the Farmland Protection Policy Act adjacent to the project. The project will not convert any farmland, as all work will occur within existing ROW. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

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

Full 106 Effect Finding

No Historic Properties Affected [X] No Adverse Effect [ ] Adverse Effect [ ]

Eligible and/or Listed Resources Present

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

County Bartholomew Route I-65 NB/SB Des. No. 2000505

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination	X	April 30, 2024	May 29, 2024
800.11 Documentation	X	April 30, 2024	June 7, 2024
Historic Properties Report or Short Report	X	January 17, 2024	April 4, 2024
Archaeological Records Check and Assessment	X	March 5, 2024	April 4, 2024
Archaeological Phase Ia Survey Report	X	March 5, 2024	April 4, 2024
Archaeological Phase Ic Survey Report			
Other:			

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project 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):

Qualified professionals working for Metric and meeting the Secretary of the Interior's Professional Qualifications Standards defined an Area of Potential Effect. The Area of Potential Effects (APE) is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking. . ." (36 CFR 800.9(a)), which includes all locations where the project may result in disturbance of the ground; all locations from which elements of the project may be visible or audible; all locations where activity may result in changes in traffic patterns, land use, or public access; and all areas where there may be direct or indirect effects due to elements of the project.

The APE was determined upon the project scope that includes demolition of existing buildings and tree removal, construction of new structures, and landscaping elements. Based upon the nature and scale of this undertaking, the APE for this project extends approximately 1,000 ft. east and west beyond the project termini on I-65 NB and SB and 500 ft. on all sides of the rest areas. The APE for archaeology was the project footprint. Please refer to Appendix D: D-11 to D-14 for maps of the project area and the APE.

Coordination with Consulting Parties:

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), individuals and groups with a demonstrated interest in the undertaking were invited to participate in efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

The Indiana State Historic Preservation Officer is housed in the IDNR, Division of Historic Preservation and Archaeology (SHPO/DNR-DHPA) and is automatically considered a consulting party for federally funded transportation projects due to its mandated or designated role as specified in 36 C.F.R. § 800.2. In addition to the SHPO, the parties listed below were invited to participate as consulting parties for this undertaking.

Invited Consulting Parties	**Accepted/Declined Invitation to Participate**
Indiana SHPO	Accepted 6/19/2023
Columbus Area Metropolitan Planning Organization	None Received
Bartholomew County Commissioners	None Received
Bartholomew County Highway Superintendent	None Received
Bartholomew County Engineer	None Received
Bartholomew County Historical Society	None Received
Bartholomew County Historian	None Received
Bartholomew County Genealogy Society	None Received
Indiana Landmarks – Central Regional Office	Declined 3/7/2024
Landmark Columbus Foundation	None Received

Eastern Shawnee Tribe of Oklahoma	None Received
Miami Tribe of Oklahoma	Accepted 6/9/2023
Peoria Tribe of Indians of Oklahoma	None Received
Pokagon Band of Potawatomi Indians	None Received
Shawnee Tribe	Accepted 4/12/2024
Delaware Tribe of Indians	None Received
Delaware Nation of Oklahoma	None Received
Turtle Mountain Band of Chippewa Indians	None Received

The Early Coordination Letter (ECL) was sent to the SHPO and the other non-Tribal consulting parties on May 23, 2023 (Appendix D: D-57 to D-58). On May 24, 2023, the INDOT-CRO emailed the ECL to Tribal consulting parties (Appendix D: D-59 to D-64). All parties were requested to indicate whether they agreed or did not agree to participate as a consulting party within thirty (30) days of receipt of the invitation. It was noted that if the invited consulting party did not reply, they would not be considered a consulting party and would not receive further information about the undertaking unless the scope changed.

In a letter dated June 9, 2023, the Miami Tribe of Oklahoma accepted the invitation to participate as a consulting party and stated that they offer no objection to the project. They request immediate consultation if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation ACT (NAGPRA) or archaeological evidence is discovered (refer to Appendix D: D-66).

In a letter dated June 19, 2023, the SHPO acknowledged receipt of the ECL and noted they were not aware of any further stakeholders who should be invited to be consulting parties (Appendix D: D-67). No other replies were received in response to the ECL.

In a letter dated April 12, 2023, the Shawnee Tribe accepted the invitation to participate as a consulting party. The Shawnee Tribe concurred that no known historic properties will be negatively impacted by the project. However, if archaeological materials are encountered during construction, use, or maintenance of the project location, the Shawnee Tribe requests immediate contact (Appendix D: D-79).

No other consulting party responses to the early coordination letter were received.

Archaeology:

An Archaeological Short Report (ASR) was prepared by Metric Environmental, LLC, (Snell, March 2024). Snell is an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

A literature review of the SHAARD database indicated that there are 492 sites within Bartholomew County. Two previously inventoried archaeological sites are located within the project area. ASR recommended the project be allowed to proceed with no additional work. Excerpts of the ASR are provided in Appendix D: D-51 to D-54.

A letter distributed on May 23, 2023, and May 24, 2023, INDOT CRO notified consulting parties that an archaeology report (Tribes only) was available for review and comment via INDOT's Section 106 document posting website INSCOPE (Appendix D: D-59 to D-64). In a letter dated April 4, 2024, the SHPO provided comments regarding the ASR (Appendix D: D-77 to D-78). The SHPO concurred with the ASR that no further archaeological work is necessary for this project. No other responses were received.

Historic Properties:

To determine the presence of historic properties within the project's APE, a historic property short report (HPSR) was prepared by Metric Environmental, LLC (Vorndran, March 2024). Vorndran is a Qualified Professional (QP) architectural historian who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

Efforts to identify historic properties in the APE included a check of data available online at the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBC Map), the INDOT-Cultural Resources Office (CRO) Public Web Map App, a review of the *Bartholomew County Interim Report: Indiana Historic Sites and Structures Inventory* (IHSSI) (2001 Historic Landmarks Foundation of Indiana), historical/architectural and archaeological fieldwork, and communication with consulting parties. Sources of information examined included NRHP listings, Indiana Register of Historic Sites and Structures (IRHSS) listings, the Indiana Historic Bridge Inventory, archaeological site maps, cultural resources management reports, and cemetery records. There are no NRHP-listed properties within the APE. As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the NRHP. Excerpts of the HPSR are provided in Appendix D: D-48 to D-50.

A letter distributed on May 23, 2023, and May 24, 2023, INDOT CRO notified consulting parties that the HPSR (Tribes only) was available for review and comment via INDOT's Section 106 document posting website INSCOPE (Appendix D: D-57 to D-60). In a letter dated April 4, 2024, the SHPO provided comments regarding the HPSR (Appendix D: D-77 to D-78). The SHPO concurred with the size of the proposed APE and agreed with the conclusions of the HPSR that there are no historic properties listed in or eligible for the NRHP within the project's APE. No other responses were received.

Documentation Finding:
On April 30, 2024, the INDOT CRO approved the APE and issued a "No Historic Properties Affected" finding for this project (Appendix D: D-5). Following this finding, the effect documentation was provided to the SHPO for a 30-day review and comment period. On May 29, 2024, the Indiana SHPO responded and concurred with the "No Historic Properties Affected" finding (Appendix D: D-77 to D-78). No other responses were received.

Public Involvement:
In accordance with 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the views of the public were sought regarding the effect of the proposed project. A legal notice was published in *The Republic* on May 8, 2024, with a 30-day comment period. The 30-day deadline for comments was June 7, 2024. No comments were received by the 30-day deadline. A copy of the legal notice and the publisher's affidavit are provided in Appendix D: D-80 to D-85. No comments were received from the public in response to the notice. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

	Presence	Use	
Parks and Other Recreational Land		**Yes**	**No**
Publicly owned park	☐	☐	☐
Publicly owned recreation area	☐	☐	☐
Other (school, state/national forest, bikeway, etc.)	☐	☐	☐
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	☐	☐	☐
National Natural Landmark	☐	☐	☐
State Wildlife Area	☐	☐	☐
State Nature Preserve	☐	☐	☐
Historic Properties			
Site eligible and/or listed on the NRHP	☐	☐	☐

	Evaluations Prepared
Programmatic Section 4(f)	
"De minimis" Impact	
Individual Section 4(f)	
Any exception included in 23 CFR 774.13	

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

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

Based on a desktop review, the aerial map of the project area (Appendix B: B-3), and the RFI report (Appendix E: E-1 to E-9) there are no potential 4(f) resources located within the 0.5-mile search radius. According to the site visit on May 10, 2023, by Metric, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement	Presence	Use	
		Yes	No
Section 6(f) Property			

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

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

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

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project	Yes	No
Is the project in the most current STIP/TIP?		X
Is the project located in an MPO Area?	X	
Is the project in an air quality non-attainment or maintenance area?		X
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)?		

Location in STIP: In STIP by reference in Columbus Area Metropolitan Planning Organization (CAMPO) TIP

County Bartholomew Route I-65 NB/SB Des. No. 2000505

Name of MPO (if applicable): CAMPO

Location in TIP (if applicable): Page 28 (Project List Page 2)

Level of MSAT Analysis required?

Level 1a [X] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

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

This project is included in the Fiscal Year (FY) 2024-2028 CAMPO Transportation Improvement Program (CAMPO TIP), which has been incorporated by reference into the FY 2024-2028 INDOT Statewide Transportation Improvement Program (STIP) (Appendix H: H-1 to H-5).

This project is located in Bartholomew County, which is currently in attainment for all criteria pollutants according to the Environmental Protection Agency's list of Indiana Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. 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.

SECTION G - NOISE

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

Date Noise Analysis was approved/technically sufficient by INDOT ESD: October 4, 2024

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.

Based on criteria of the FHWA and INDOT, the proposed project is a Type I Project because the above improvements involve changes to rest areas as well as parking area elevation for additional truck parking and appropriate drainage; therefore, a noise analysis (Appendix I: I-13 to I-40) is required.

In accordance with 23 CFR Part 772-Procedures for Abatement of Highway Noise and the "INDOT Traffic Noise Analysis Procedure (2022)", existing and future noise levels were determined using the Federal Highway Administration Traffic Noise Model Program Version 2.5 (FHWA-TNM 2.5). The software also evaluates the increase in the noise level at each receptor. An affected receptor is classified as "impacted" if either of the two following conditions is met: 1. Predicted noise level approaches (within 1 dBA) or exceeds the applicable Noise Abatement Criteria (NAC); or 2. Predicted noise level exceeds the existing noise level by 15 dBA.

FHWA identifies seven NAC categories. Five of these criteria are considered noise sensitive; four are considered noise sensitive based on existing exterior land use activities; and one criterion is considered sensitive based on the existing interior uses of any structure located on the site. Each noise-sensitive land use category is assigned a noise level above which abatement is required to be evaluated. Based on the FHWA NAC, land uses in the project area are designated as Activity Categories B, and F based on the descriptions of the NAC Activity Categories and criteria abatement action levels in Table 2 below (Appendix I: I-22).

Table 2: FHWA Noise Abatement Criteria in dBA

Activity Category	NAC	Activity Description
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where preservation of those qualities is essential if the area is to continue to serve its intended purpose
B*	67 (Exterior)	Residential
C*	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f)sites, schools, television studios, and trail crossings
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio stations, recording studios, schools, and television studios
E*	72 (Exterior)	Hotels, motels, offices, restaurant/bars, and other developed lands, properties or activities not included in A-D or F
F	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	-	Undeveloped lands that are not permitted

*Includes undeveloped lands permitted for this activity category

Noise levels were modeled in FHWA-TNM 2.5 for all receptors. The total number of receptors identified within 500 ft. of the outside travel lane along the proposed Taylorsville Rest Area and Truck Parking Conversion are listed in Table 3 and Table 4 of the Noise Study, identified with their appropriate NAC categorical classification (Appendix I: I-23 to I-24).

Existing/Predicted Noise Levels

Eighty-seven receptors were identified in the NB project area (Appendix I: I-23), including eighty-six residential receptors (Category B) and one non-noise sensitive commercial/industrial receptor (Category F) were also identified. Noise impact at the Category F receptors were not modeled in FHWA-TNM 2.5.

Thirteen receptors were identified in the SB project area (Appendix I: I-23 to I-24), including eleven residential receptors (Category B), one church (Category D), and one non-noise sensitive commercial/industrial receptors (Category F). As with the NB project area, noise impact at the Category F receptors were not modeled in FHWA-TNM 2.5.

'Impacted' refers to locations where predicted noise levels exceed the established noise abatement criteria (NAC) as defined by the FHWA. Specifically, an area is considered impacted if the projected noise levels approach or exceed the NAC, which typically means reaching within 1 dBA of the standard criteria set for different land use categories. ‘Significantly impacted’ refers to areas exceeding 15 dBA of the standard criteria set for different land use categories.

The NB model indicates that no receptors were impacted by a noise level increase of 15 dBA or greater from the existing conditions (Appendix I: I-26). Of the eighty-seven NB receptors, sixteen were modeled to show a noise level above their respective NAC sound criteria levels after construction. The average noise increase across all noise sensitive receptors at the NB rest area is approximately 3.0 dB from the existing 2024 conditions to proposed 2044 conditions.

The SB model indicates no receptors were impacted by a noise level increase of greater than 15 dBA from the existing conditions (Appendix I: I-27). The SB model indicates that none of the thirteen receptors were impacted by approaching or reaching their NAC sound criteria levels in the existing models. The average noise increase across all noise sensitive receptors at the SB rest area is approximately 0.6 dB from the existing 2024 conditions to proposed 2044 conditions.

Metric has completed its noise study for the Taylorsville Rest Area Truck Parking Expansion. It was found that sixteen Category B receptors were modeled to be impacted following construction at the NB rest area. These receptors had a predicted noise range of 66.4 dBA to 72.3 dBA. Various barrier configurations were modeled to attempt to achieve a noise reduction of 5dBA and 7dBA. The proposed construction involves an elevation change of the truck parking to be level with I-65, and barriers were modeled along the northern and eastern edge of pavement and/or shoulder of the new parking alignment and I-65 respectively, as well as along the INDOT ROW. In total, two barrier locations were analyzed, given the location and layout of the site with relation to the receptors. The optimized barrier at the ROW provided a 7 dBA reduction in greater than 50-percent of the first-row receptors. It was able to achieve this with a square footage of 53,079, a length of 2,484 ft. and an average height of 21.37 ft. This equates to 899.6 square ft. per benefited receptor, which is below the allowable 1,000 square ft. established in the INDOT Traffic Noise Policy. Therefore, the optimized barrier at the ROW line is the preferred noise barrier location, as this barrier meets the square footage requirement and achieves 7dB reduction for majority of first row receptors. The final reasonableness criteria receptor surveys will be sent out following the release of the CE for public involvement.

The INDOT concurred with the draft noise analysis report on October 4, 2024; however, the noise analysis report is still a draft document and is not currently approved. Benefited receptors surveys will occur after the document is released for public involvement, and this section will be revised at a later date based upon the results of PI.

Based on the studies thus far accomplished, the State of Indiana has identified sixteen impacted receptors and has determined that noise abatement is likely, but not guaranteed, at the I-65 NB location. Noise abatement at this location is based upon preliminary design costs and design criteria. Noise abatement in this location at this time will reduce the noise level by a minimum of 7 dBA at a majority of the identified impacted receptors. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

Upon completion of the environmental document phase, the noise study will be provided directly to the county's planning unit by Metric and/or a member of the project team. INDOT Environmental Services Division (ESD) shall be copied on this correspondence. This is included as a firm commitment in the *Environmental Commitments* section of this environmental document.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	**Yes**	**No**
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?	X	
Does the community have an approved transition plan?	X	
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)	X	

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

There may be temporary inconveniences associated with construction such as possible construction noise, and fugitive dust. There will be no substantial impacts on community cohesion or property values as a result of the project. No permanent or temporary economic effects are expected to result from the proposed project. Based on review of the Fairs and Festivals website and the Indiana Festivals website, there are no planned community events, such as fairs or festivals in Bartholomew County that may be impacted by the project.

According to the INDOT *Rest Area and Truck Parking Plan*, the FHWA has indicated that rest area properties should be spaced within an hour's drive of each other, and INDOT has utilized a standard of approximately 100 miles between travel break opportunities. While the new Taylorsville Rest Area facilities will no longer provide car parking for the travelling public, there are there many available private sector travel break opportunities for the general public in the area, including private facilities located 4 miles north of the NB facility at Mile 73 and 6 miles south of the SB facility at Mile 68 (Appendix I: I-11 to I-12). These facilities are located well within the FHWA and INDOT standards of approximately 100 miles and within one hour between travel break opportunities, respectively. Therefore, closure of car parking facilities at the NB and SB Taylorsville Rest Areas will not cause major impacts to the availability of travel break opportunities for the traveling public.

Bartholomew County's most recent transition/accessibility implement plan was updated and considered effective in August 2016. The project involves updating facilities within the project area to include applicable Americans with Disabilities Act (ADA) facilities, such as ADA compliant curb ramps and restroom facilities.

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: B-3), and the RFI report (Appendix E: E-2 and E-9), there are three religious facilities, one airport, ten pipelines, and one railroad located within 0.5-mile of the project. There is one public-use airport within 3.8 miles of the project area and two pipelines adjacent to the project area. Those numbers were confirmed by the site visit on May 10, 2023, by Metric.

Although not located within the 0.5-mile search radius, one public-use airport, Columbus Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. Columbus Municipal Airport is located approximately 2.50 miles east of the southern project area. In an early coordination response, dated July 31, 2023, INDOT Aviation indicated that no tall structure permit will be required for the project if all equipment being used is under 200 ft. in height (Appendix C: C-55).

The nearest pipeline segments, a natural gas line owned by Indiana Gas Company, and a natural gas line owned by Texas Gas Transmission Corporation, are both adjacent to the east of the southern project area. Coordination between the project designer and INDOT Utilities and Railroads will occur.

There will be no direct or indirect impacts to these public facilities, as no additional ROW will be required from these facilities for the project. The NB and SB rest area facilities will be temporarily closed during construction activities, which is necessary for the proposed improvements. Access to all surrounding properties will be maintained during construction. All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

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)	**Yes**	**No**
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?		X
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?		

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 not require additional permanent ROW; however, due to the anticipation of impacted noise receptors at the NB rest area and the conversion to truck-only parking at the NB and SB parking facilities, an EJ analysis (Appendix I: I-46 to I-52) was deemed necessary at the NB rest area for consideration of potential impacts to EJ populations.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Bartholomew County. The community that overlaps the project area is called the affected community (AC). In this project, the ACs are Census Tract 111.01 for the NB rest area and Census Tract 111.02 for the SB rest area. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the American Community Survey (2017 to 2022) was obtained from the US Census Bureau website on September 26, 2024, by Metric (Appendix I: I-50 to I-52). The data collected for minority and low-income populations within the AC are summarized in the below table.

Minority and Low-Income Data (American Community Survey 5-Year Estimates; 2017 to 2022)			
	COC – Bartholomew County	AC-1 – Census Tract 111.01, Bartholomew County, Indiana (NB Rest Area)	AC-2 – Census Tract 111.02, Bartholomew County, Indiana (SB Rest Area)
Percent Minority	20.76%	27.37%	5.39%
125% of COC	25.95%	**AC > 125% COC**	AC < 125% COC
EJ Population of Concern		**Yes**	No
Percent Low-Income	11.51%	19.24%	9.89%
125% of COC	14.39%	**AC > 125% COC**	AC < 125% COC
EJ Population of Concern		**Yes**	No

AC-1, Census Tract 111.01 has a percent minority of 27.37% which is below 50% but is above the 125% COC threshold. AC-2, Census Tract 111.02 has a percent minority of 5.39% which is below 50% and is below the 125% COC threshold. Therefore, AC-2 does not contain a percent minority population of EJ concern, and AC-1 has a minority population of EJ Concern (Appendix I: I-47).

AC-1, Census Tract 111.01 has a percent low-income of 19.24% which is below 50% but is above the 125% COC threshold. AC-2 Census Tract 111.02 has a percent low-income of 9.89% which is below 50% and is below the 125% COC threshold. Therefore, AC-2 does not contain a low-income population of EJ concern, and AC-1 has a low-income population of EJ concern (Appendix I: I-47).

Potential impacts to neighboring residential populations with and without EJ concerns may occur, including temporary increases in noise and air quality impacts from fugitive dust, resulting from construction; However, these temporary impacts will cease upon project completion. Closure of car-specific parking will not negatively impact neighboring EJ populations, because they do not park at the rest area. Removal of car parking may benefit the neighborhood through reduced car traffic and car noise. Additionally, neighboring I-65 NB residential EJ populations will benefit from the proposed noise barrier, which serves to avoid and minimize potential impacts from any noise increases resulting from idling trucks at the rest area.

Potential impacts to populations with and without EJ concerns among the traveling public may occur, due to the permanent closure of car-parking facilities, as the newly constructed rest area will only provide truck-parking. As discussed in the *Community Impacts* section of this document, the new Taylorsville Rest Area will no longer provide

car-specific parking for the travelling public, but many nearby private sector travel break opportunities are available to the general public (Appendix I: I-11 to I-12). Although the rest area will be converted to truck-parking only facilities, the rest area may be used for car-parking by the traveling public, if necessary. Therefore, the permanent closure of car-specific parking at the Taylorsville Rest Area will not cause major impacts to the availability of travel break opportunities for the general public.

Potential temporary and permanent impacts to communities with populations of EJ concern are anticipated to be equal to those without populations of EJ concern. Therefore, EJ populations will not experience disproportionately high and adverse impacts from the project. The census data sheets, maps, and calculations can be found in Appendix I: I-46 to I-52. The INDOT concurred with the EJ analysis on October 11, 2024 (Appendix I: I-53). No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a BIS or CSRS required?		X

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation (RFI)	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): October 17, 2023

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

Based on a review of GIS and available public records, the RFI was completed on October 16, 2023, by Metric, and INDOT SAM provided their concurrence on October 17, 2023 (Appendix E: E-1 to E-9). One underground storage tank (UST) is located within 0.5 mile of the project area. None of the hazardous materials (hazmat) sites identified will impact the project. Further investigation for hazmat concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Individual Permit (IP)	
Other	
IN Department of Environmental Management (401/Rule 5)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Individual Permit (IP)	
Isolated Wetlands	X
Rule 5	X
Other	
IN Department of Natural Resources	
Construction in a Floodway	
Navigable Waterway Permit	
Other	
Mitigation Required	X
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."

An IDEM Section 401 Isolated Wetland Individual Permit will be required, due to approximately 0.578 acre of permanent impacts to Wetland D.

A CSGP, formerly known as a Rule 5 Permit, will be required, due to greater than 1 acre of land disturbance occurring as a result of the project.

Although not located within the 0.5-mile search radius, one public-use airport, Columbus Municipal Airport, is located within 3.8 miles (20,000 ft.) of the project area. Columbus Municipal Airport is located approximately 2.50 miles east of the southern project area. In an early coordination response, dated July 31, 2023, INDOT Aviation indicated that no tall structure permit will be required for the project if all equipment being used is under 200 ft. in height (Appendix C: C-55).

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) Wetlands A, B, and C will be labeled on the plans as "Do Not Disturb", since they lie outside the construction limits and are not expected to be disturbed. (INDOT ESD)

4) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)

5) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

6) Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)

7) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)

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) Contractors must take care when handling dead or injured bats (regardless of species), and any other federally listed species that are found at the Project site in order to preserve biological material in the best possible condition and protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by the BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any bat (regardless of species), or other endangered or threatened species, must promptly notify the USFWS Bloomington Field Office at (812) 334-4261. This firm commitment is included in the Environmental Commitments of this document. (USFWS)

10) A “Reinitiation Notice” is required if: more than 2.467 acre of suitable habitat is to be cleared; new information about listed species is encountered; the project is modified in a manner that causes an effect to the listed species; or a new species or critical habitat is listed that the project may affect. (USFWS)

11) INDOT shall satisfy the compensatory mitigation requirements of the formal consultation with USFWS through one of the conservation options outlined on page 41 of the May 20, 2016, Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana bat and NLEB. The amount to be paid to the Range-wide In-lieu Fee Program, to be administered by The Conservation Fund, shall be $58,310.76. This amount was

determined by the Habitat Block Method. The area of suitable habitat to be cleared, multiplied by the mitigation ratio for inactive season tree clearing for Bartholomew County, and the compensatory price per acre; 2.647 square acres X 1.75 X $12,588. (USFWS)

12) If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS. (INDOT ESD and USFWS)

13) USFWS Bridge/Structure Assessments are only valid for two years. If the building demolition will begin after February 21, 2026, an inspection of the structures by a qualified individual must be performed. Inspection of the structures should check for presence of bats/bat indicators and/or presence of birds. The results of the inspections must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)

14) Upon completion of the environmental document phase, the noise study will be provided directly to the county's planning unit by the environmental preparer and/or member of the project team. If the project is in a municipality that has a planning unit, a noise study will also be provided to the municipality's planning unit. INDOT Environmental Services Division shall be copied on this correspondence. (INDOT ESD)

For Further Consideration:

15) Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)

16) Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)

17) Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)

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

19) Impacts to early successional habitat over 1 acre need to be mitigated at a 1:1 ratio. Non-wetland forest of 1 acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under 1 acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed. (IDNR-DFW)

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

APPENDICES

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- Photograph Location Reference Map B-4
- Photograph Location Map B-6
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- Sample Early Coordination Letter C-1
- Early Coordination Recipients C-3
- IDNR-DFW Response C-4
- Additional IDNR-DFW Response C-6
- USFWS Early Coordination Response C-7
- USFWS Official Species List C-10
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- USACE Approved Jurisdictional Determination; February 27, 2024 ..... F-31
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APPENDIX I: Additional Studies

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- INDOT Rest Area and Truck Parking Plan Excerpt; November 21, 2023 ..... I-2
- Taylorsville Rest Area Noise Analysis Excerpt; September 23, 2024 ..... I-13
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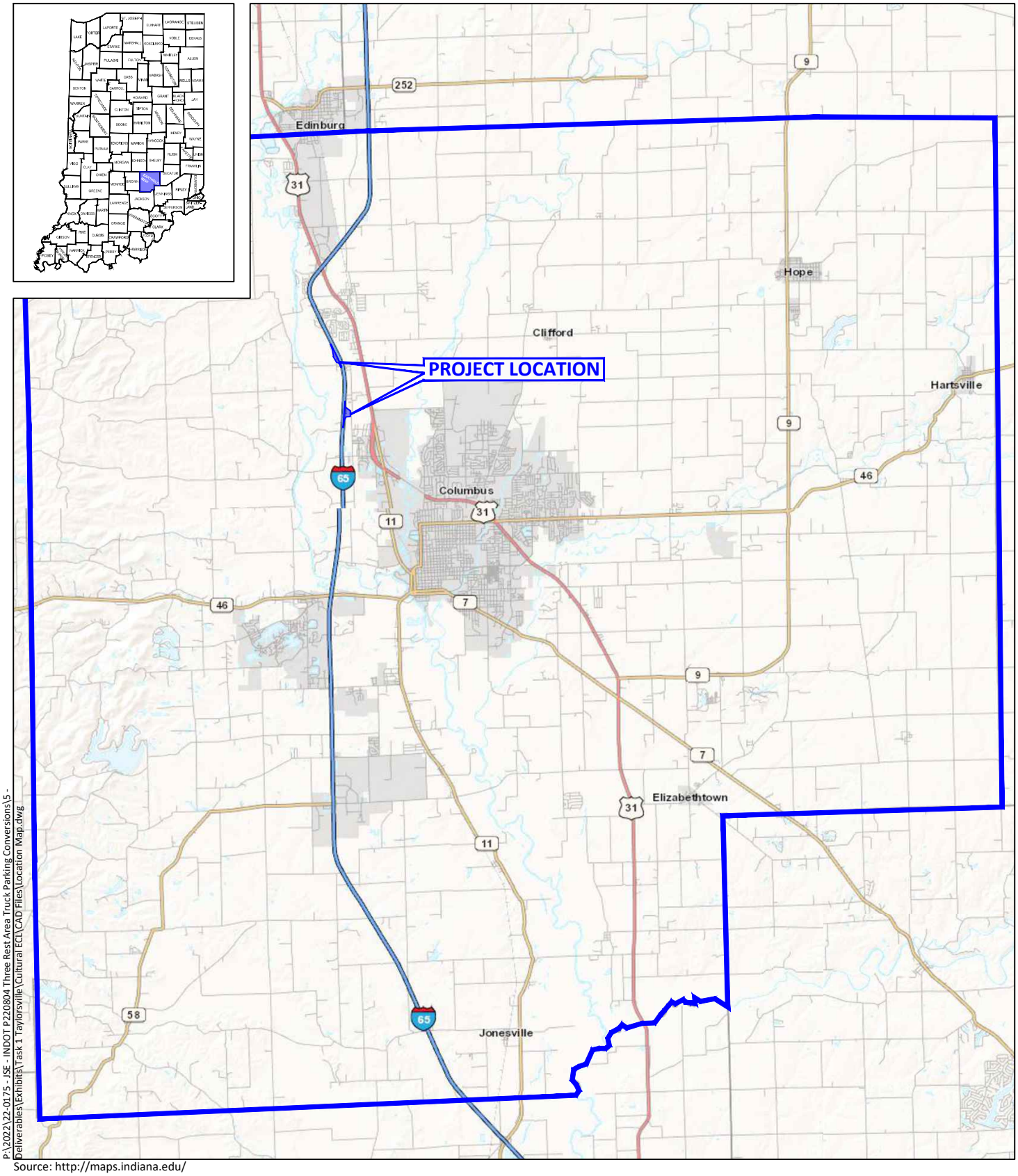
APPENDIX A:
INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

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

[1] Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2] Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres).
[4] US Army Corps of Engineers Individual 404 Permit
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.
[7] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[8] Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower-level CE.
[9] Potential for causing a disproportionately high and adverse impact.
[10] Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
[11] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

APPENDIX B:
Graphics



P:\2022\22-0175 - JSE - INDOT P220804 Three Rest Area Truck Parking Conversions\5 - Deliverables\Exhibits\Task 1 Taylorsville\Cultural ECL\CAD Files\Location Map.dwg

Source: http://maps.indiana.edu/

Location Map
I-65 Taylorsville NB and SB Rest Area
Batrtholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1

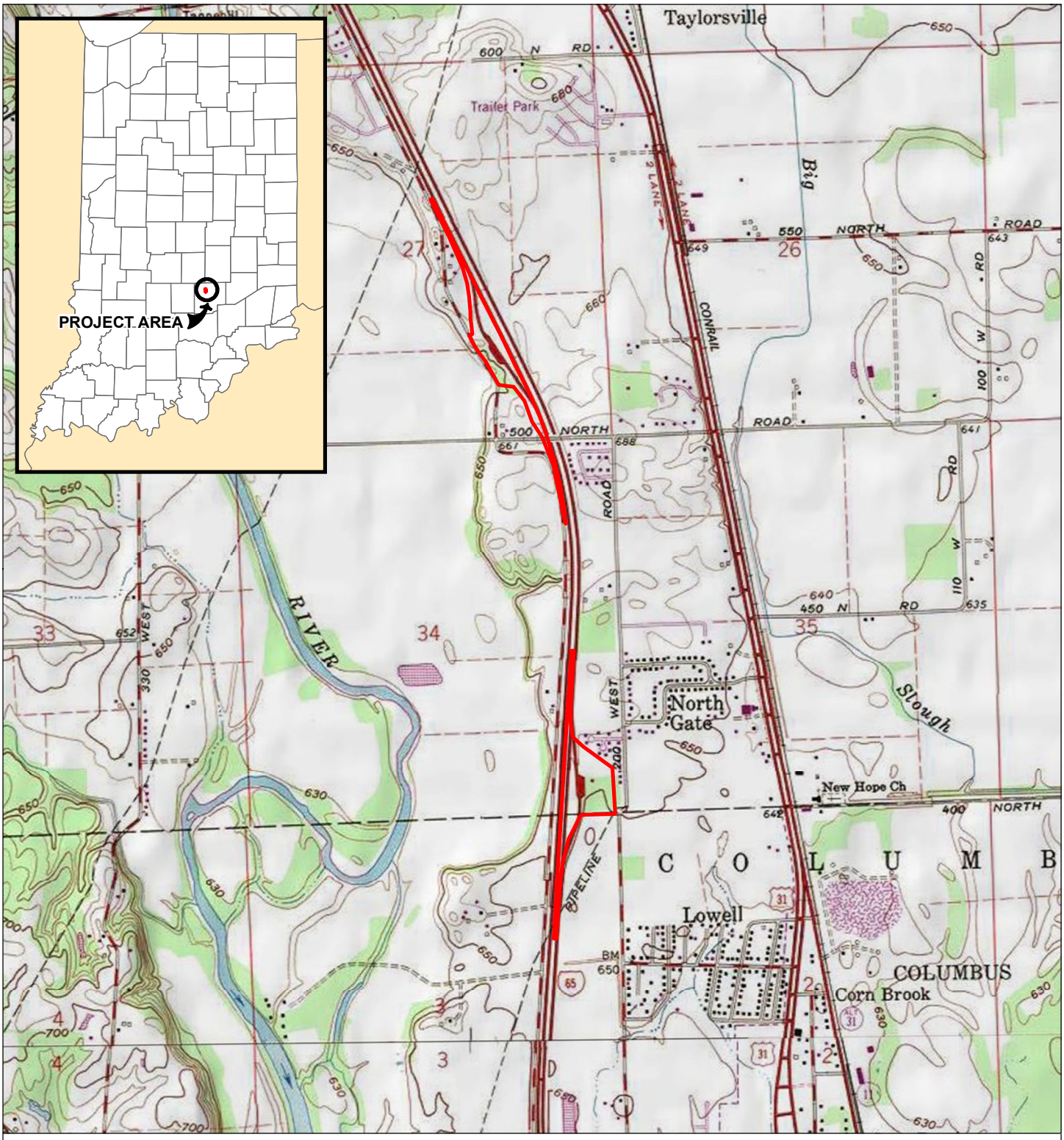
All locations approximate

N

Not to Scale

METRIC ENVIRONMENTAL

Drawn by:	ILJ
Checked by:	SS
Approved by:	LBH
Date:	May, 2023



Project Area

Project area on a portion of the 1993
Edinburgh, IN, topographic quadrangle
I-65 Taylorsville NB and SB Rest Area
Bartholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1

All Locations Approximate

1 inch = 2,000 feet

N

Feet

0 1,000 2,000

METRIC ENVIRONMENTAL

Created by Sam Snell

Project Area

Project area on a 2015 aerial photograph
I-65 Taylorsville NB and SB Rest Area
Bartholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1

All Locations Approximate

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community

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1 inch = 1,400 feet

Feet
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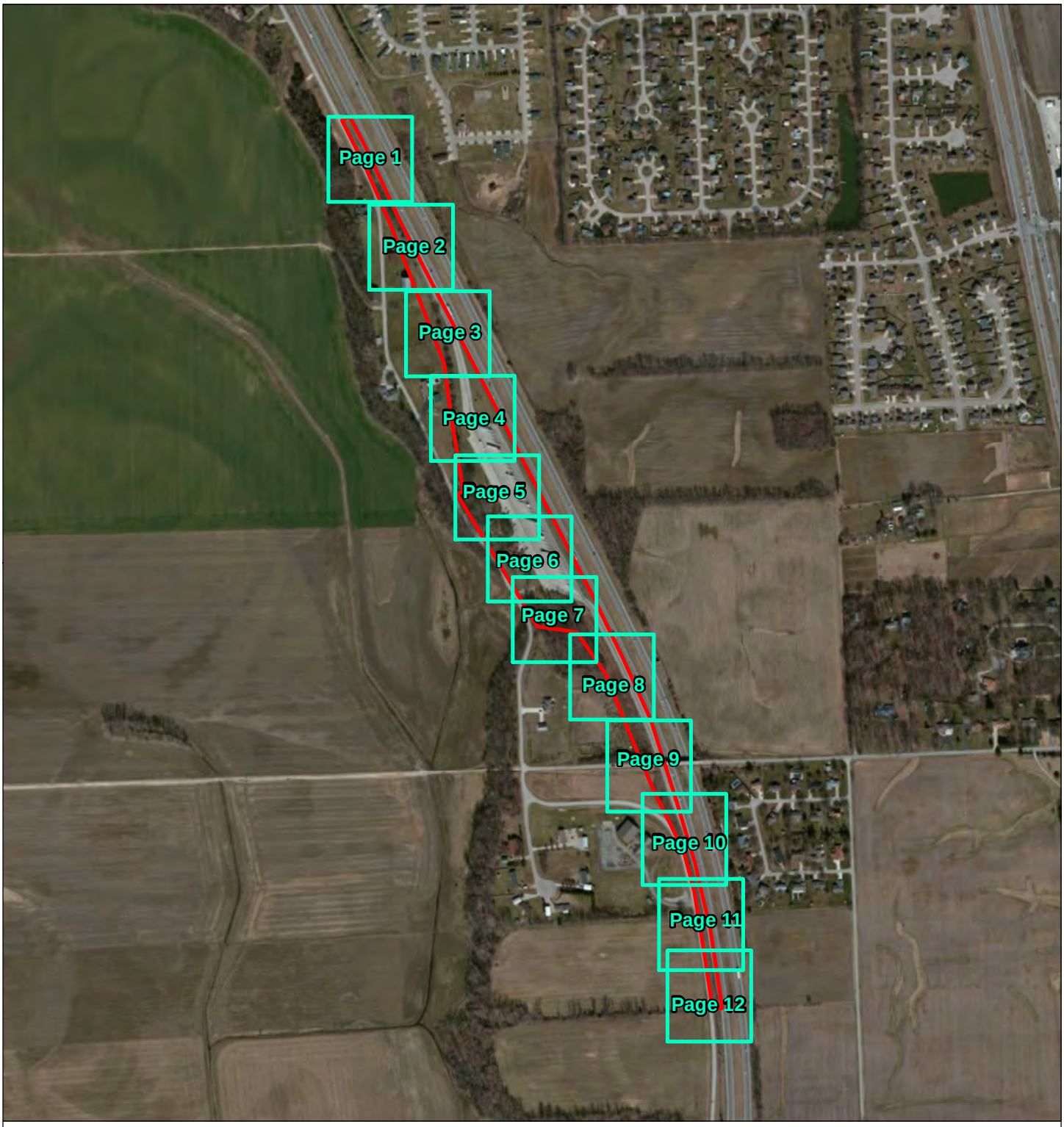
METRIC ENVIRONMENTAL

Created by Sam Snell



Investigated Area (IA)

Exhibit 5 - Photo Location Reference Map
I-65 Taylorsville NB and SB Rest Areas
Rest Area Modernization
Bartholomew County, Indiana
Des. No. 2000505
Metric Project No. 22-0175-1
Map Date: 5/30/2023
Map Author: April Pape

All locations approximate

Source: ESRI World Imagery Clarity (2022)

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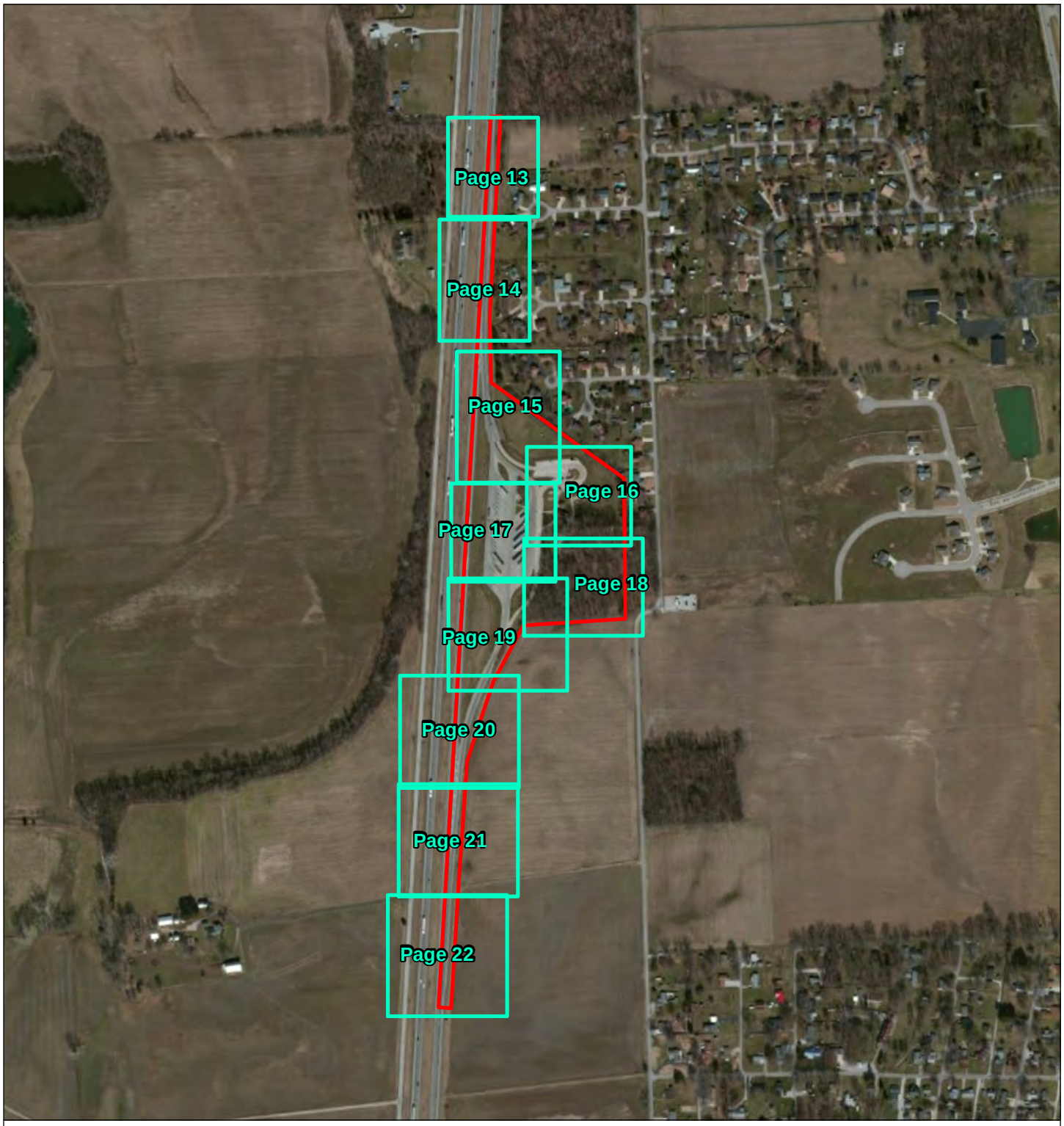
Feet

METRIC ENVIRONMENTAL

Exh. 5 Reference Map
Page 1 of 2



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All locations approximate

Source: ESRI World Imagery Clarity (2022)

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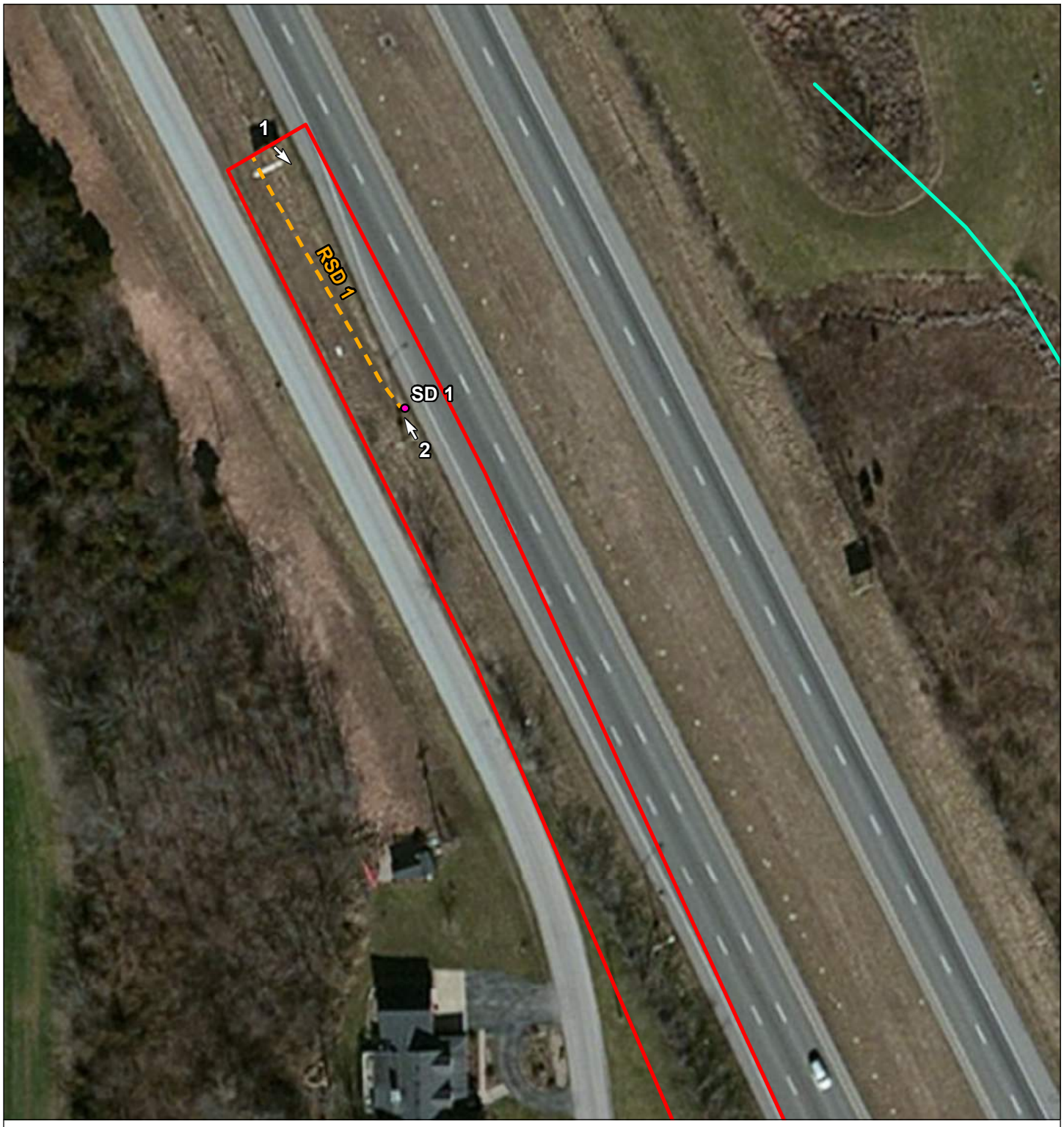
METRIC ENVIRONMENTAL

Exh. 5 Reference Map
Page 2 of 2



Investigated Area (IA)
Sampling Point
Roadside Ditch (RSD)
Photos
Stream
Wetland
Culvert (CV) Opening/Storm Drain (SD)
Culvert
NHD Flowline

Exhibit 5 - Photo Location Map
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All locations approximate

Source: ESRI World Imagery Clarity (2022)

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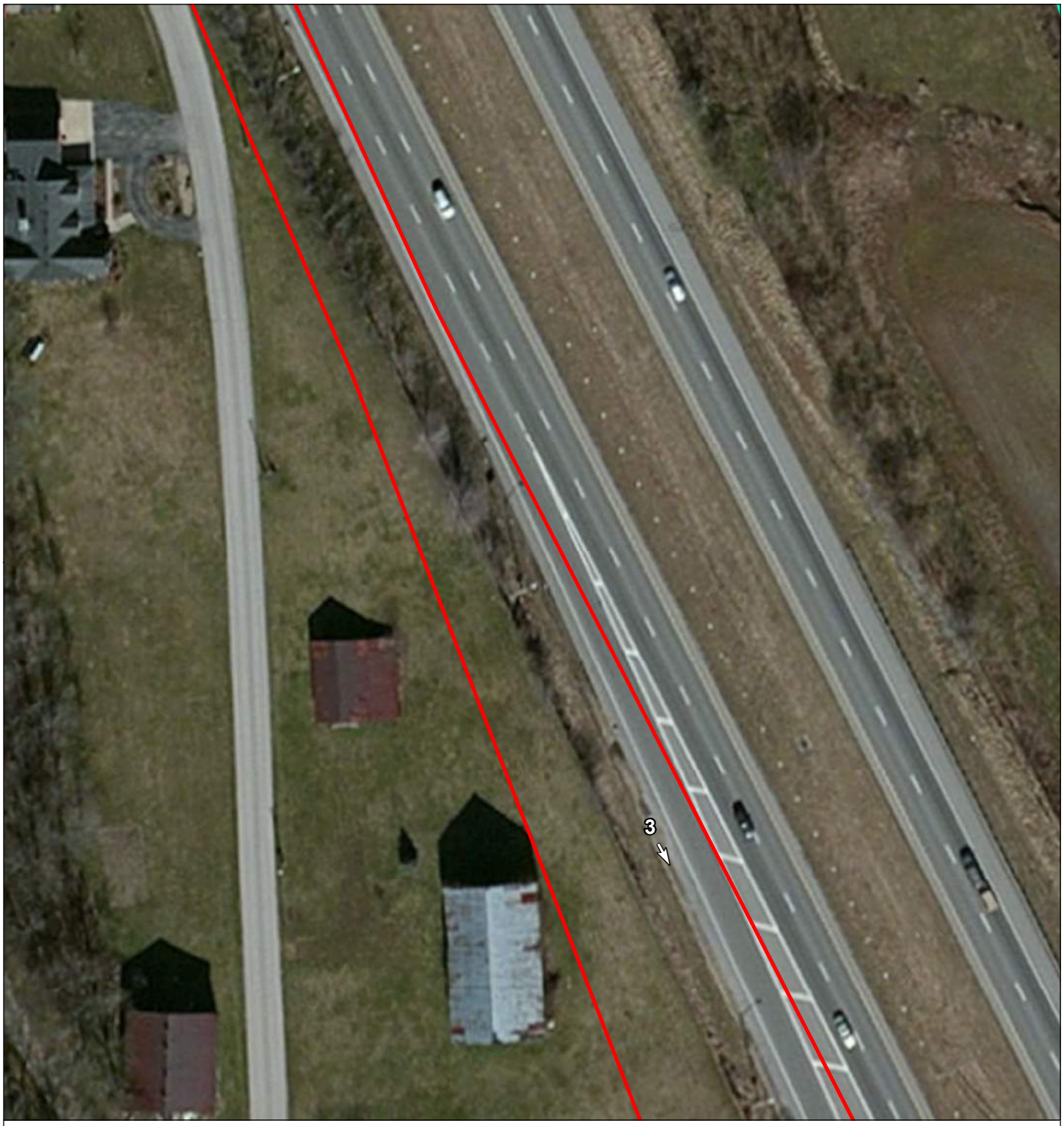
METRIC ENVIRONMENTAL



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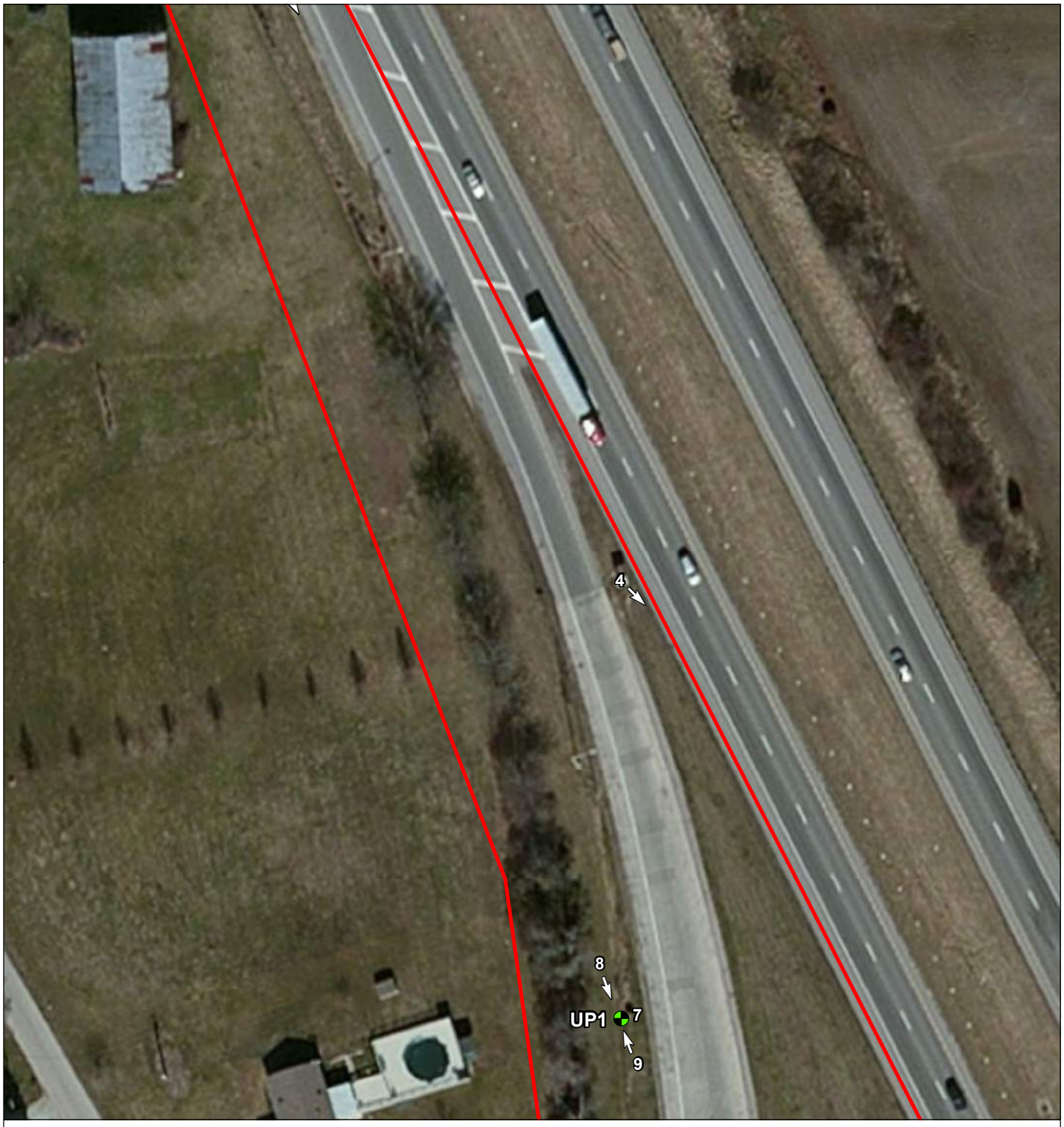

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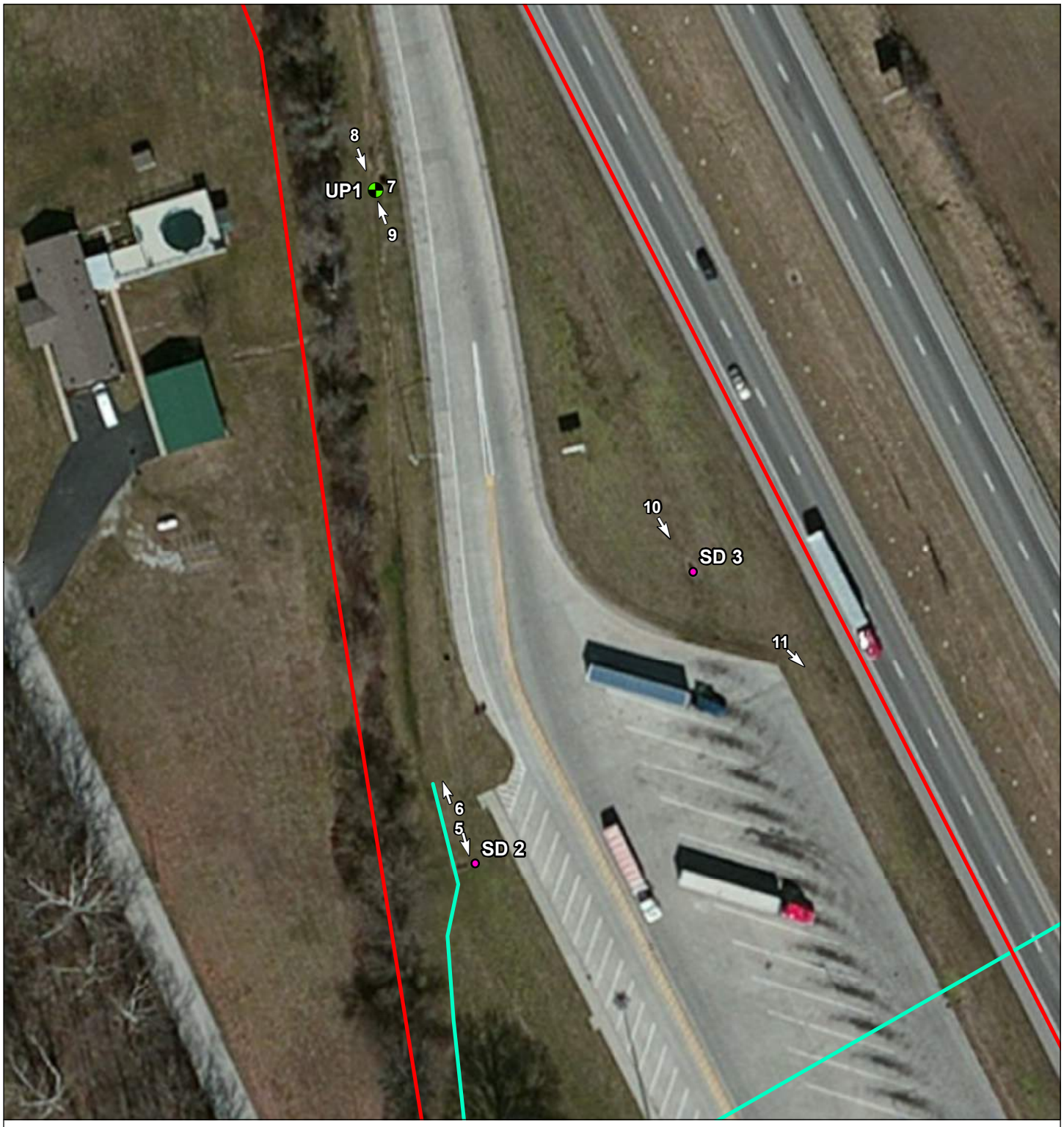

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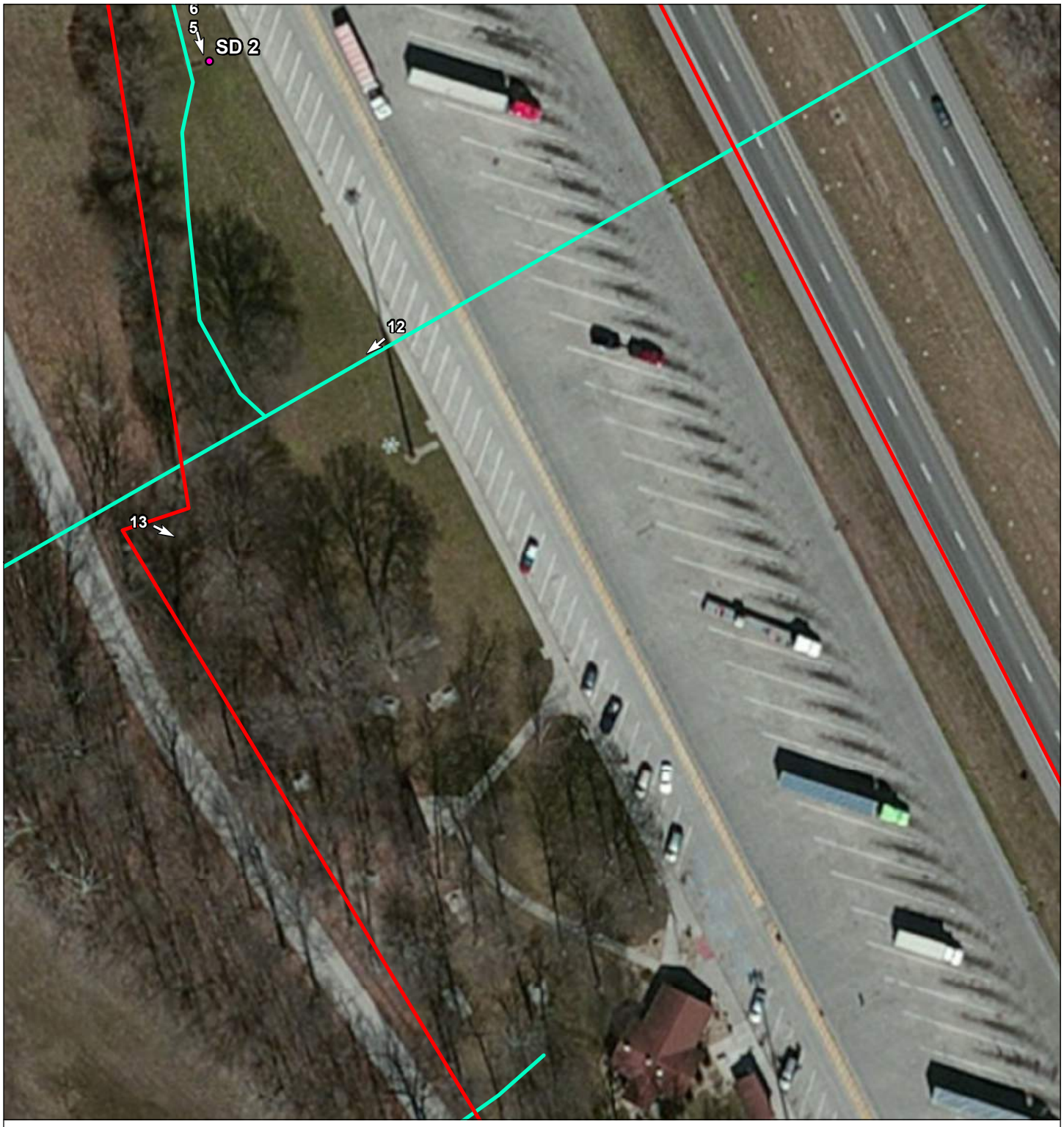

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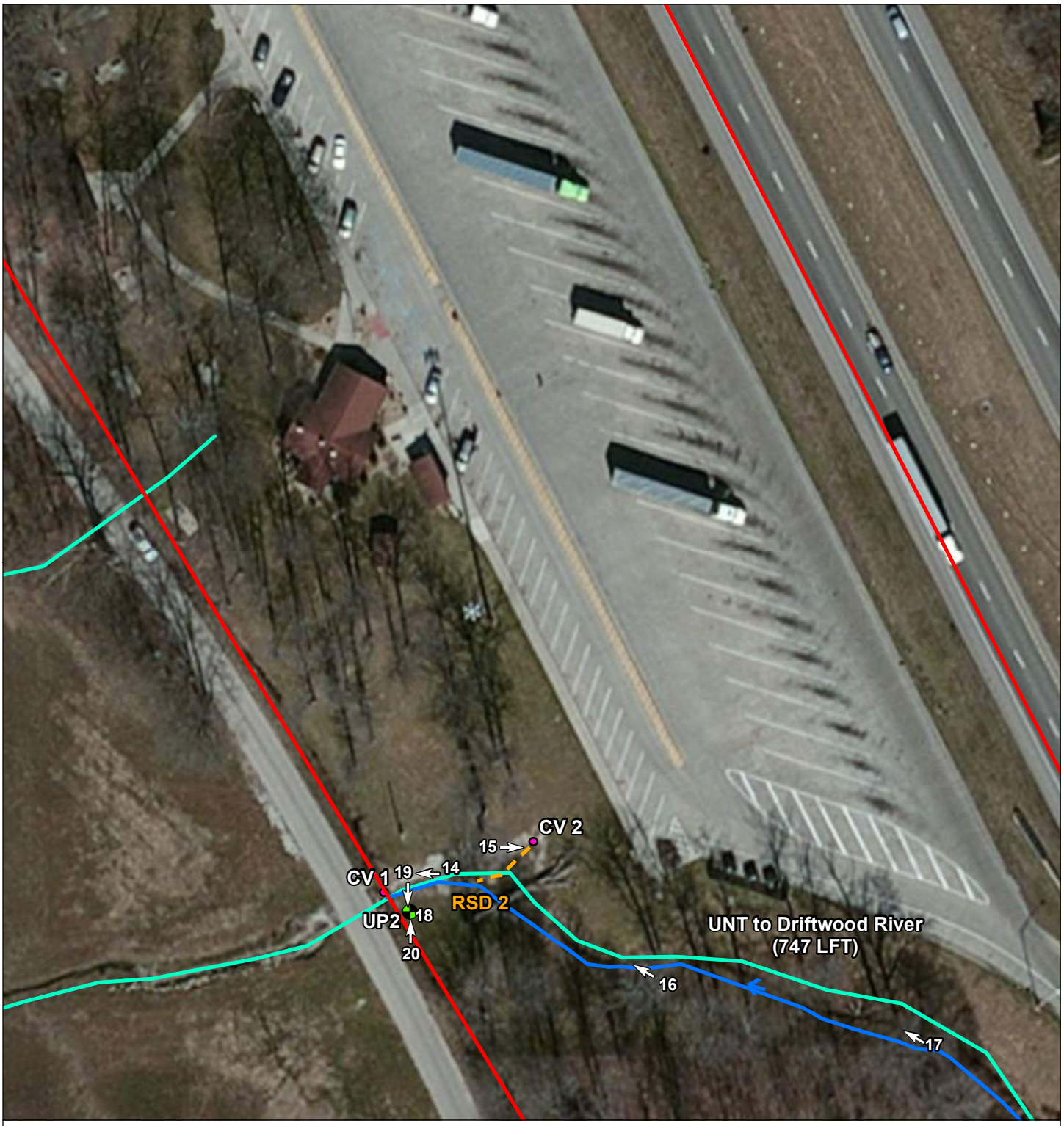

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Feet

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All locations approximate

Source: ESRI World Imagery Clarity (2022)

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Feet

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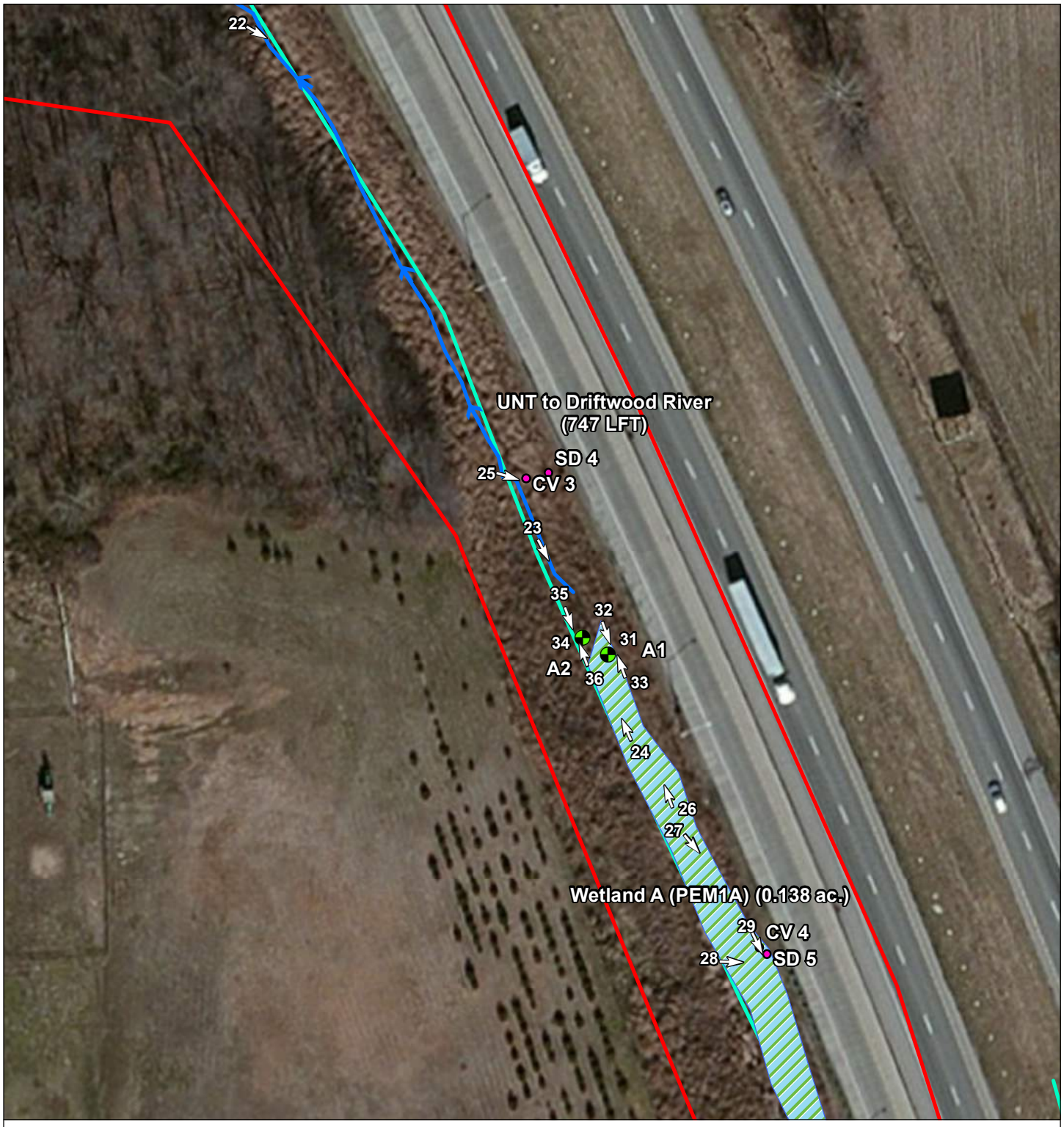

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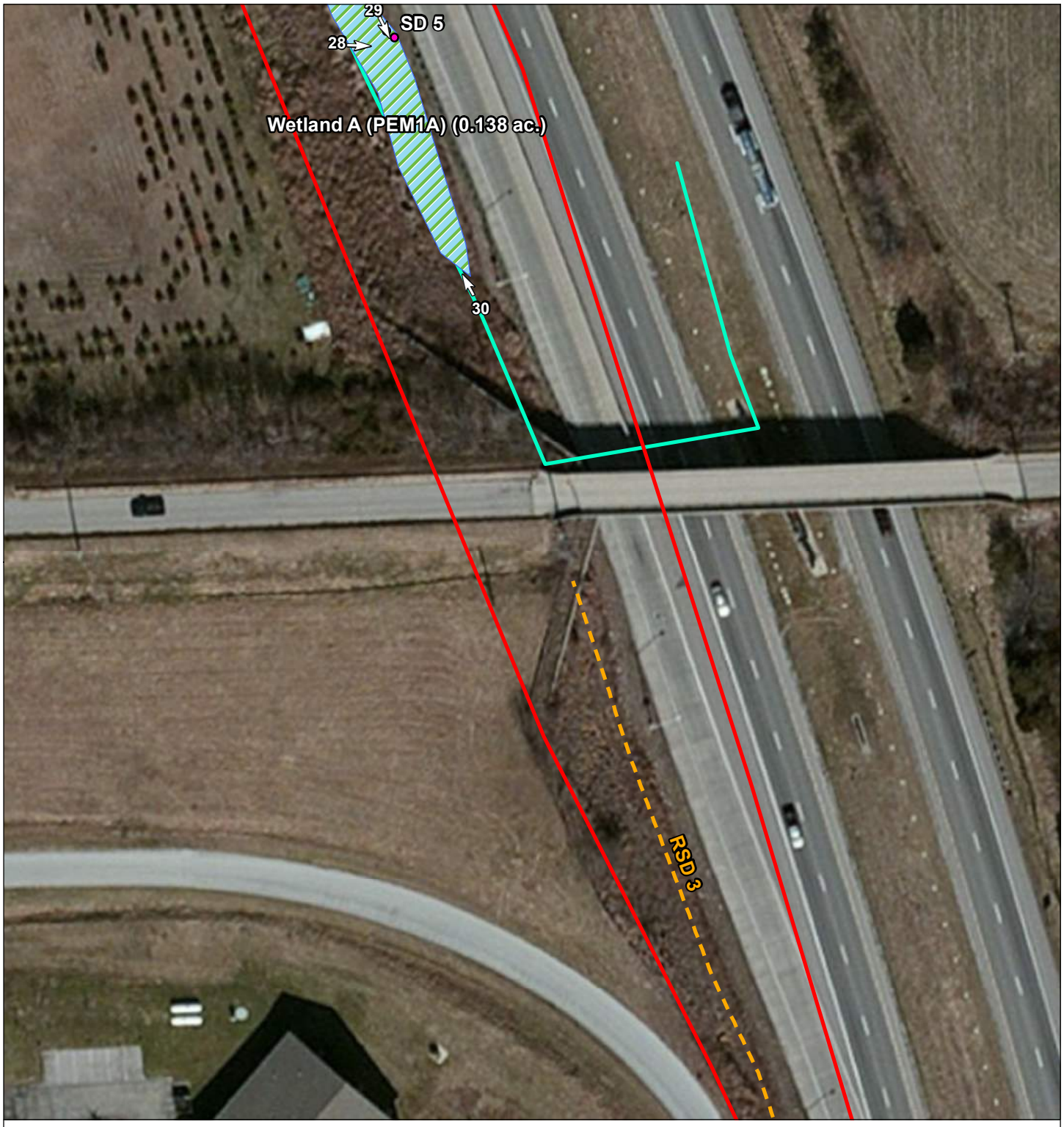
Source: ESRI World Imagery Clarity (2022)

N

0 37.5 75 150
Feet

METRIC ENVIRONMENTAL



Investigated Area (IA)
Photos
Culvert (CV) Opening/Storm Drain (SD)
Sampling Point
Stream
Culvert
Roadside Ditch (RSD)
Wetland
NHD Flowline

Exhibit 5 - Photo Location Map
I-65 Taylorsville NB and SB Rest Areas
Rest Area Modernization
Bartholomew County, Indiana
Des. No. 2000505
Metric Project No. 22-0175-1
Map Date: 5/30/2023
Map Author: April Pape

All locations approximate

Source: ESRI World Imagery Clarity (2022)

N

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Feet

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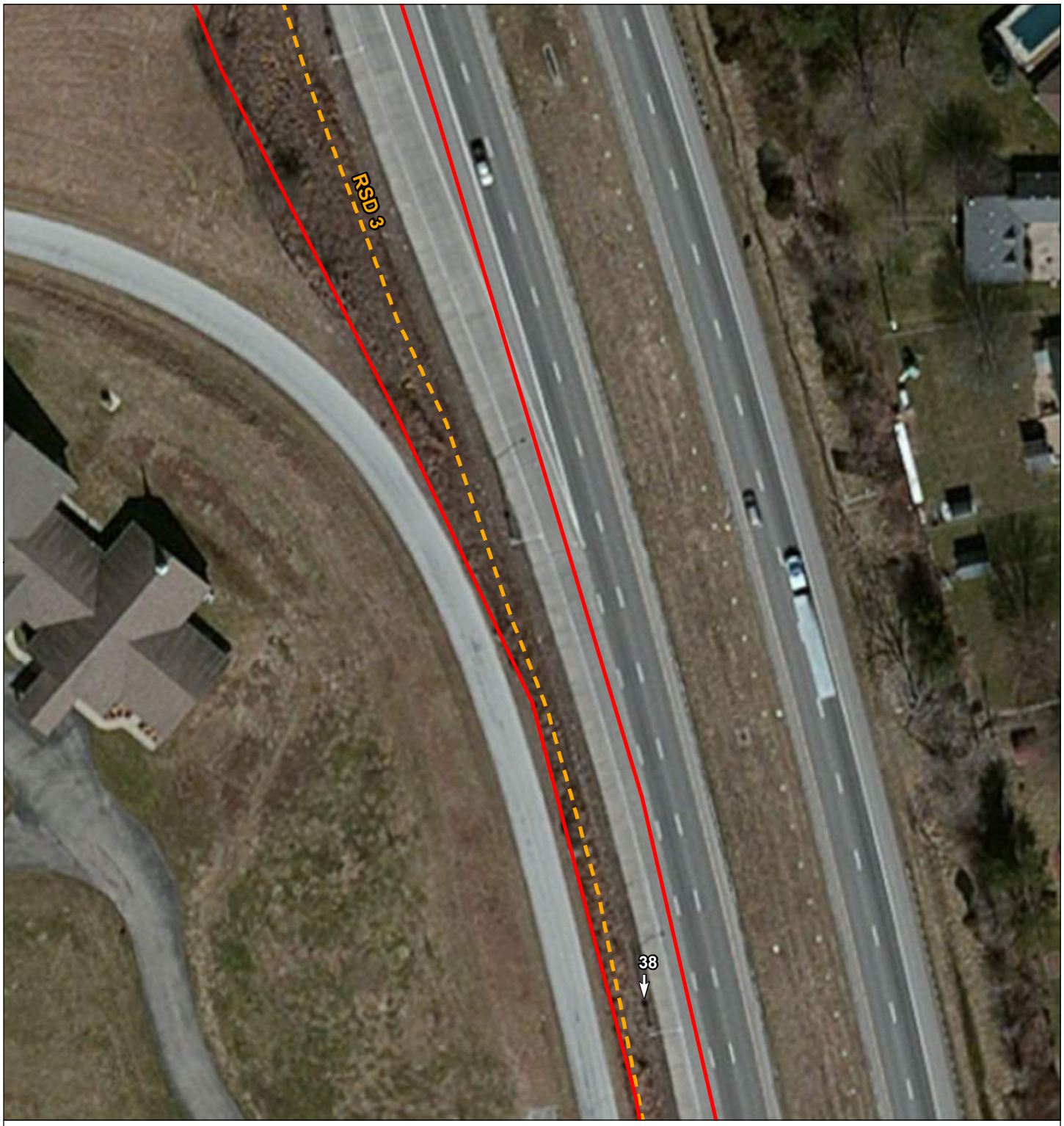

Investigated Area (IA)
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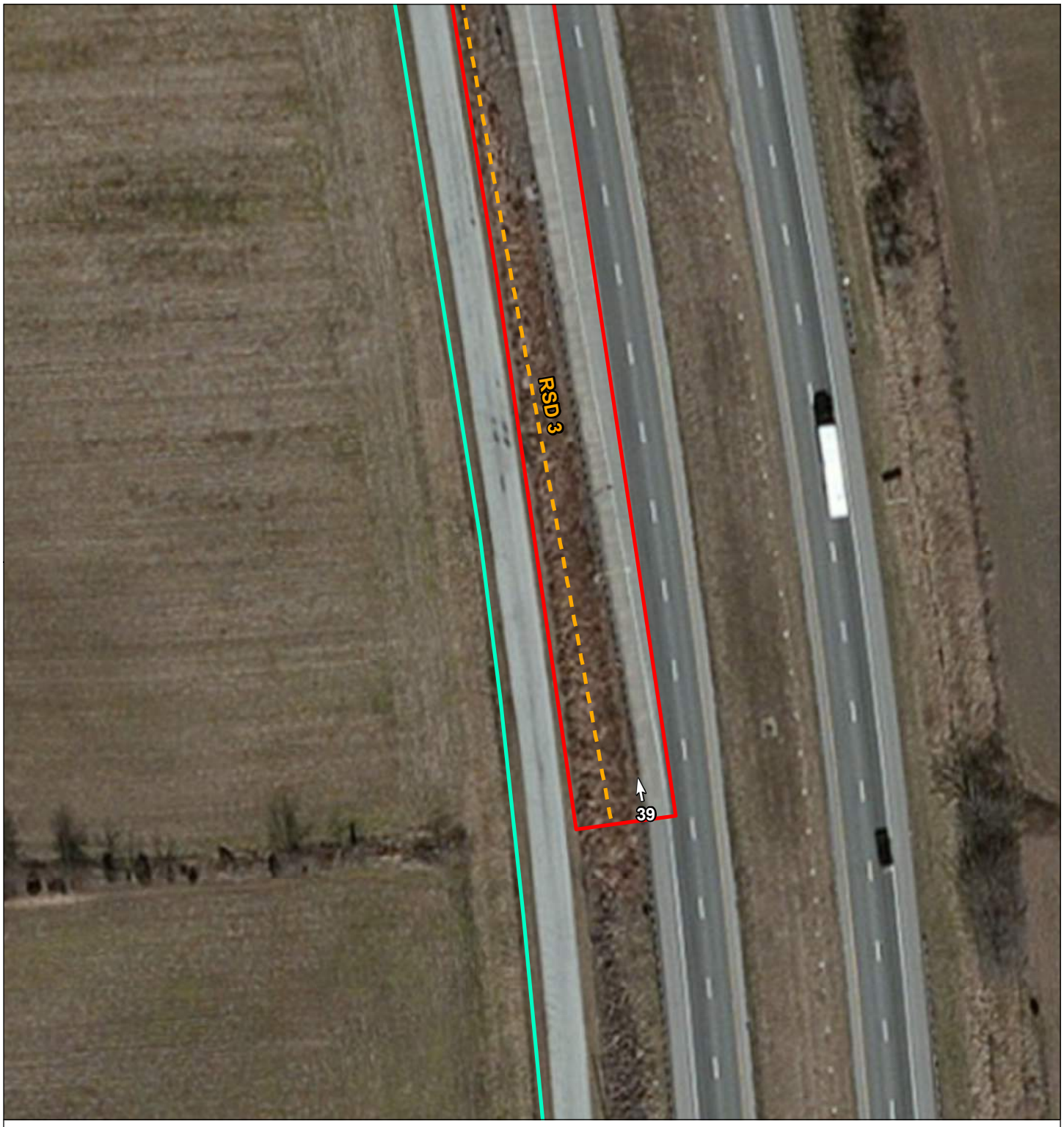

Investigated Area (IA)
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Roadside Ditch (RSD)
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N

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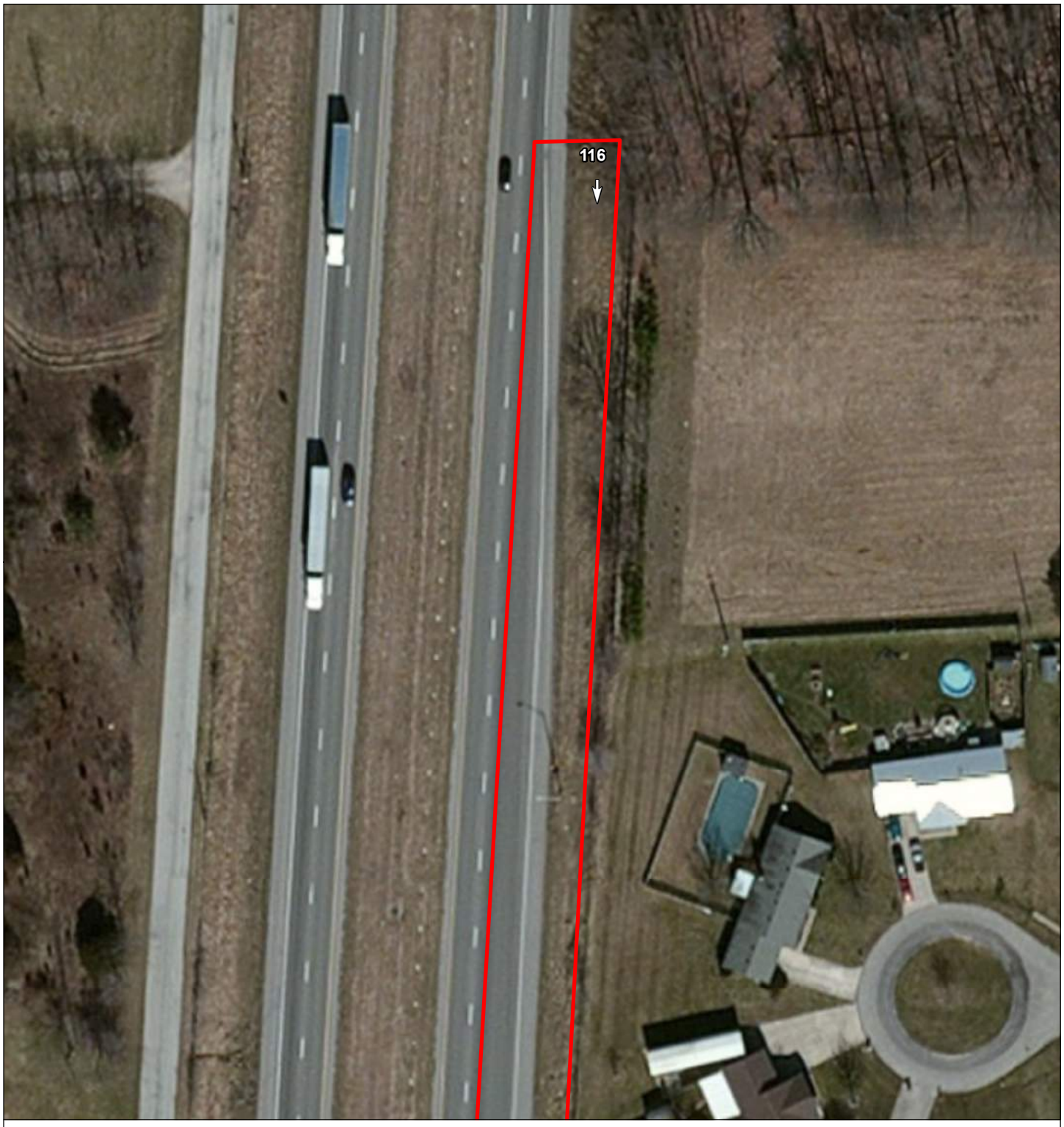
Feet

METRIC ENVIRONMENTAL



Investigated Area (IA)
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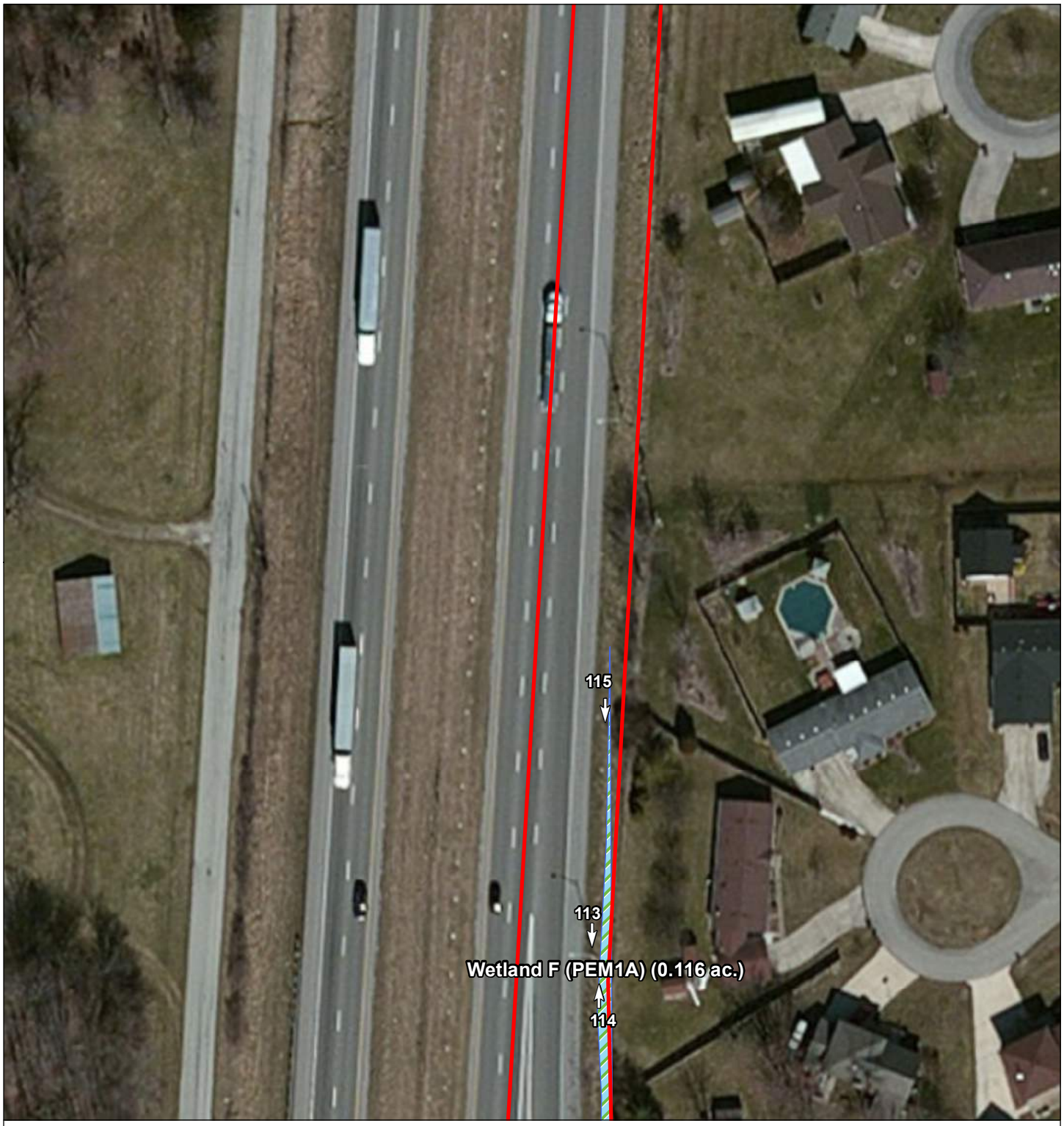

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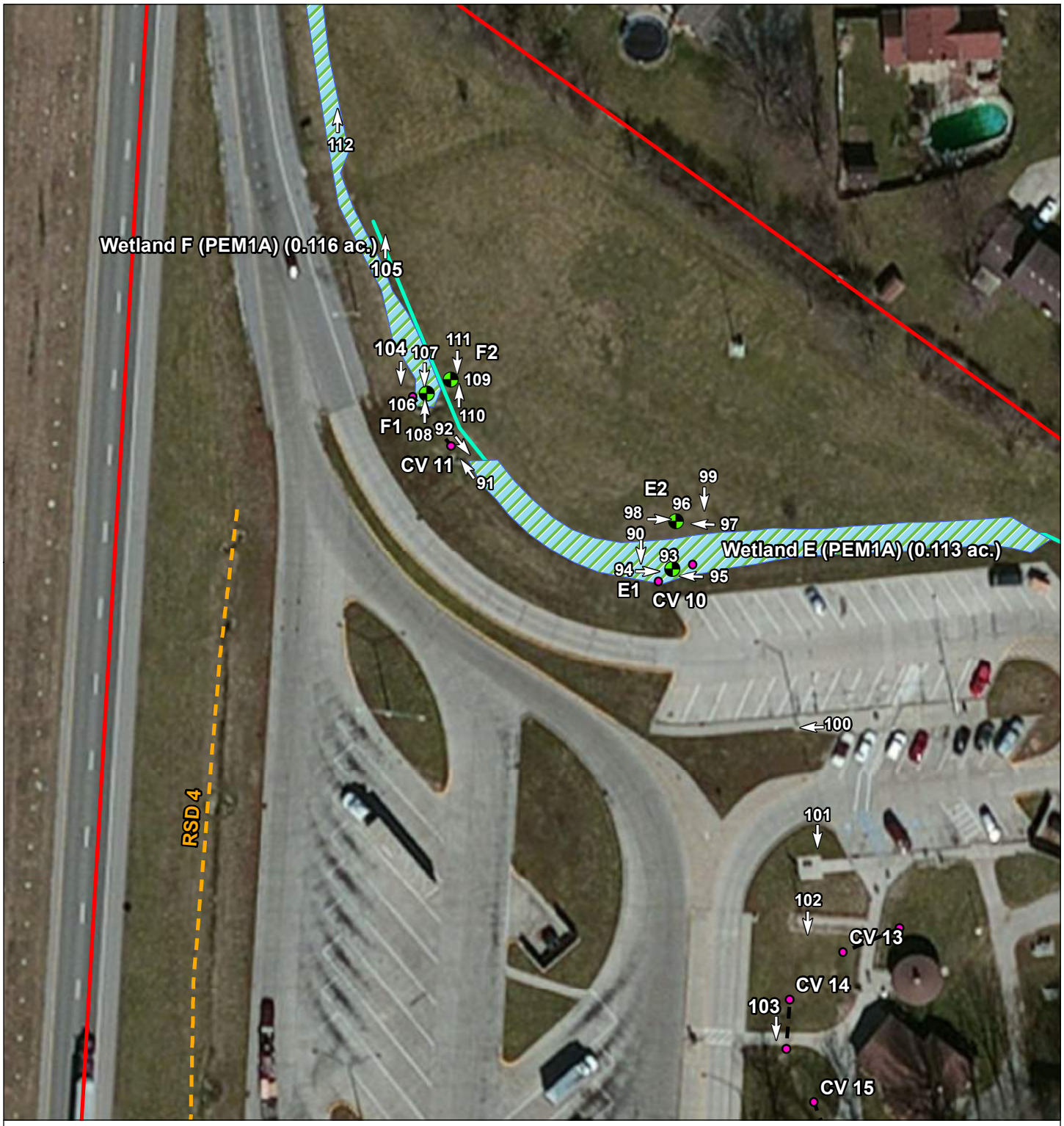

Investigated Area (IA) | Sampling Point | Roadside Ditch (RSD)
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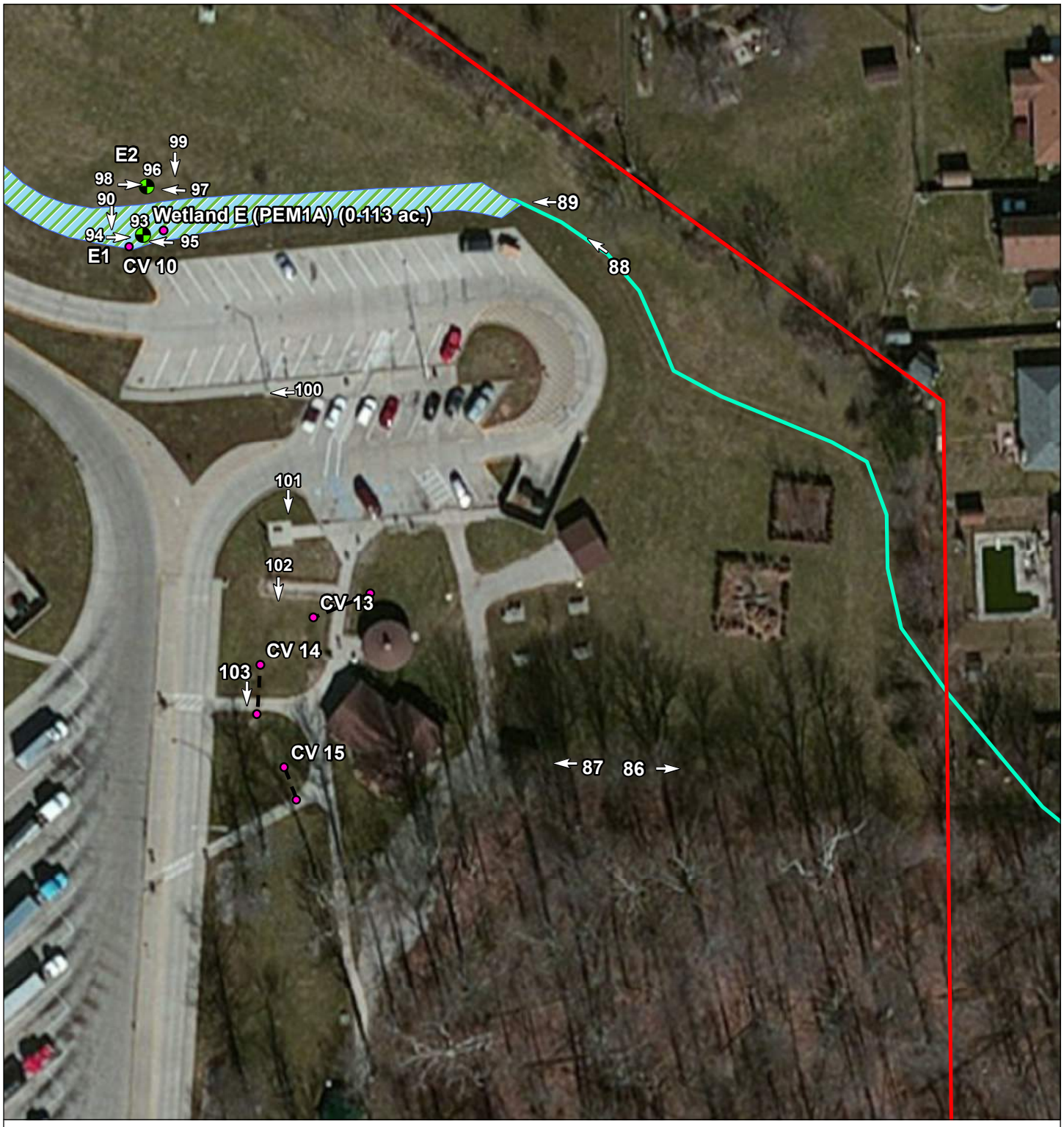

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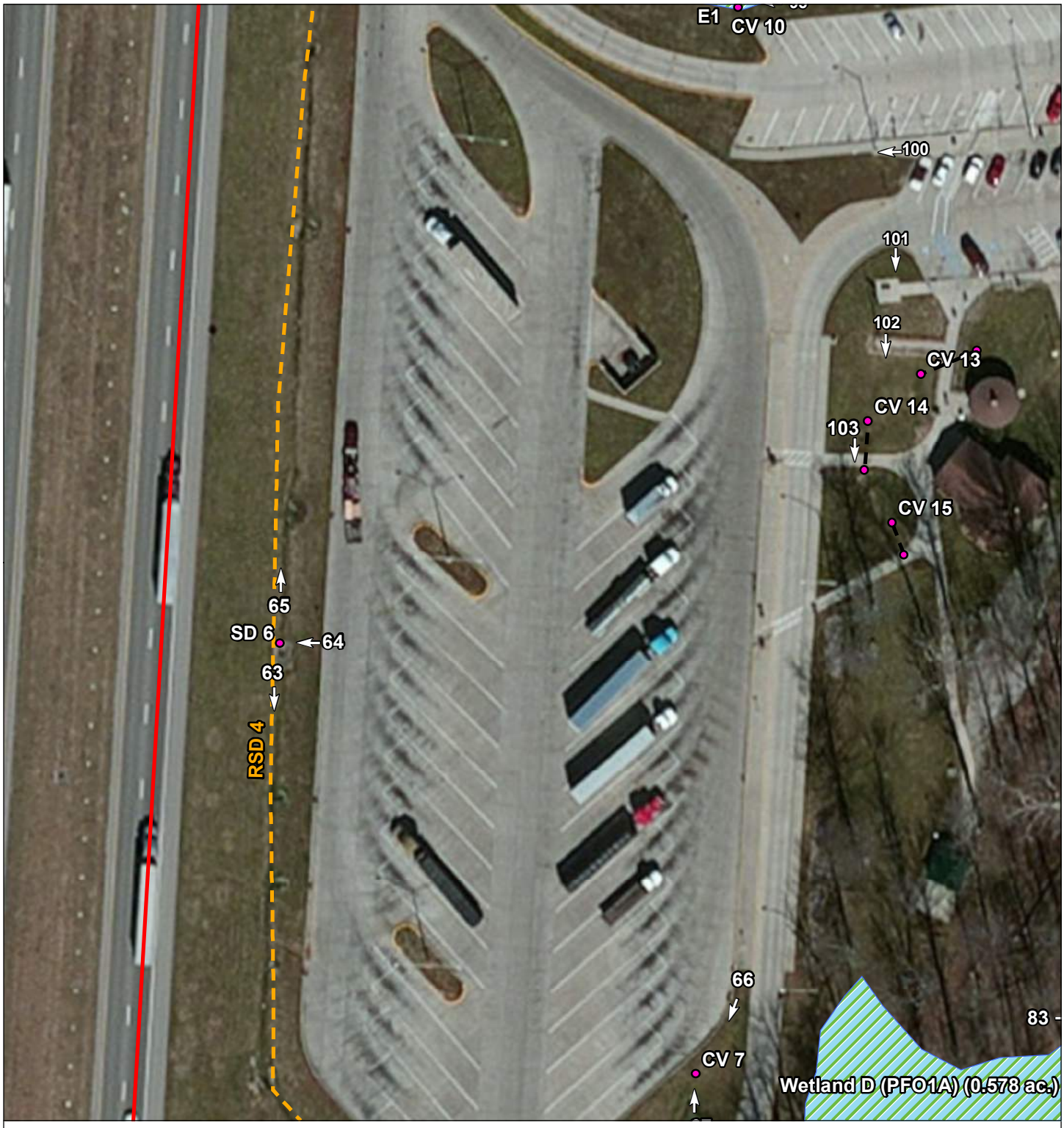

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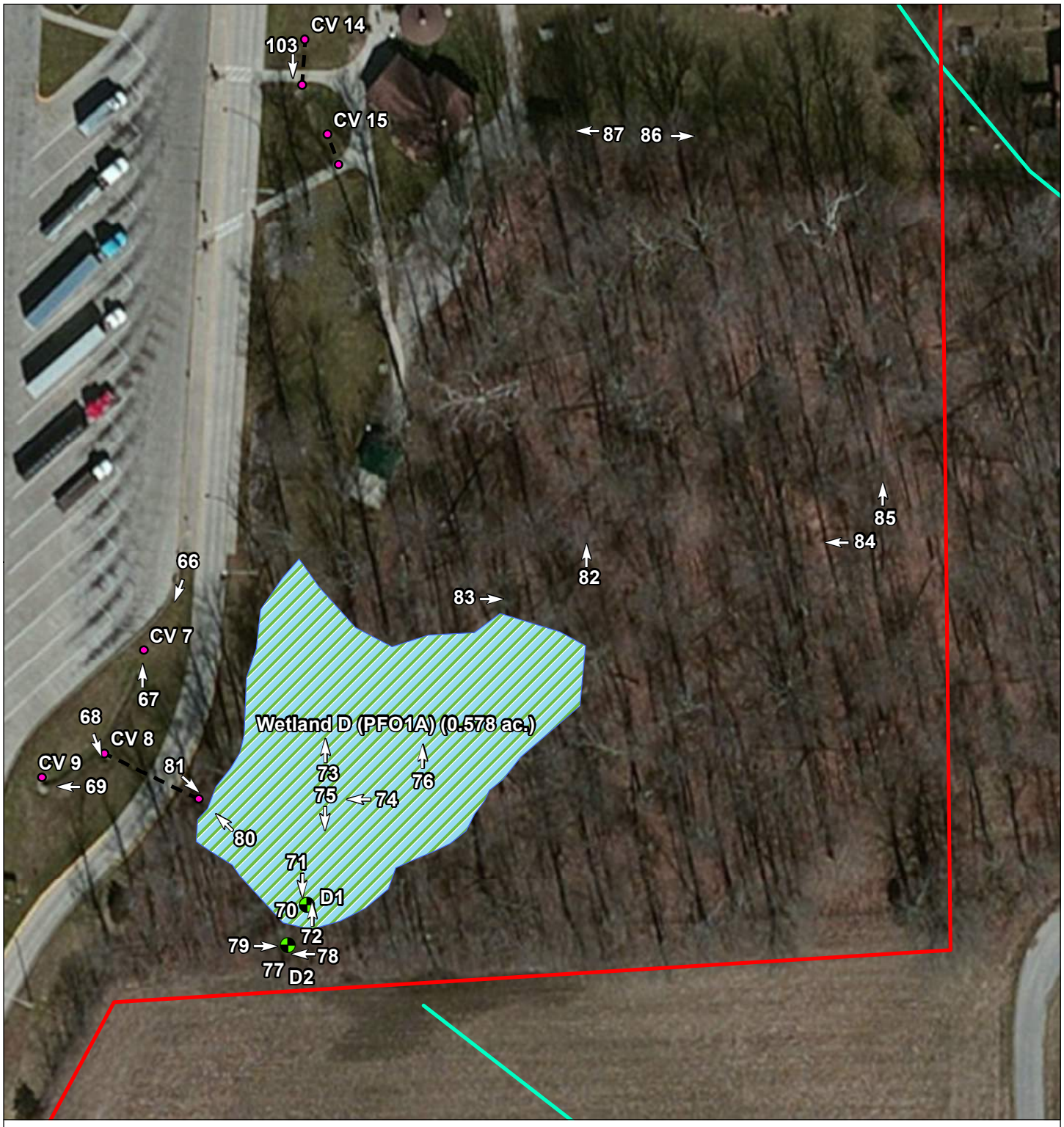

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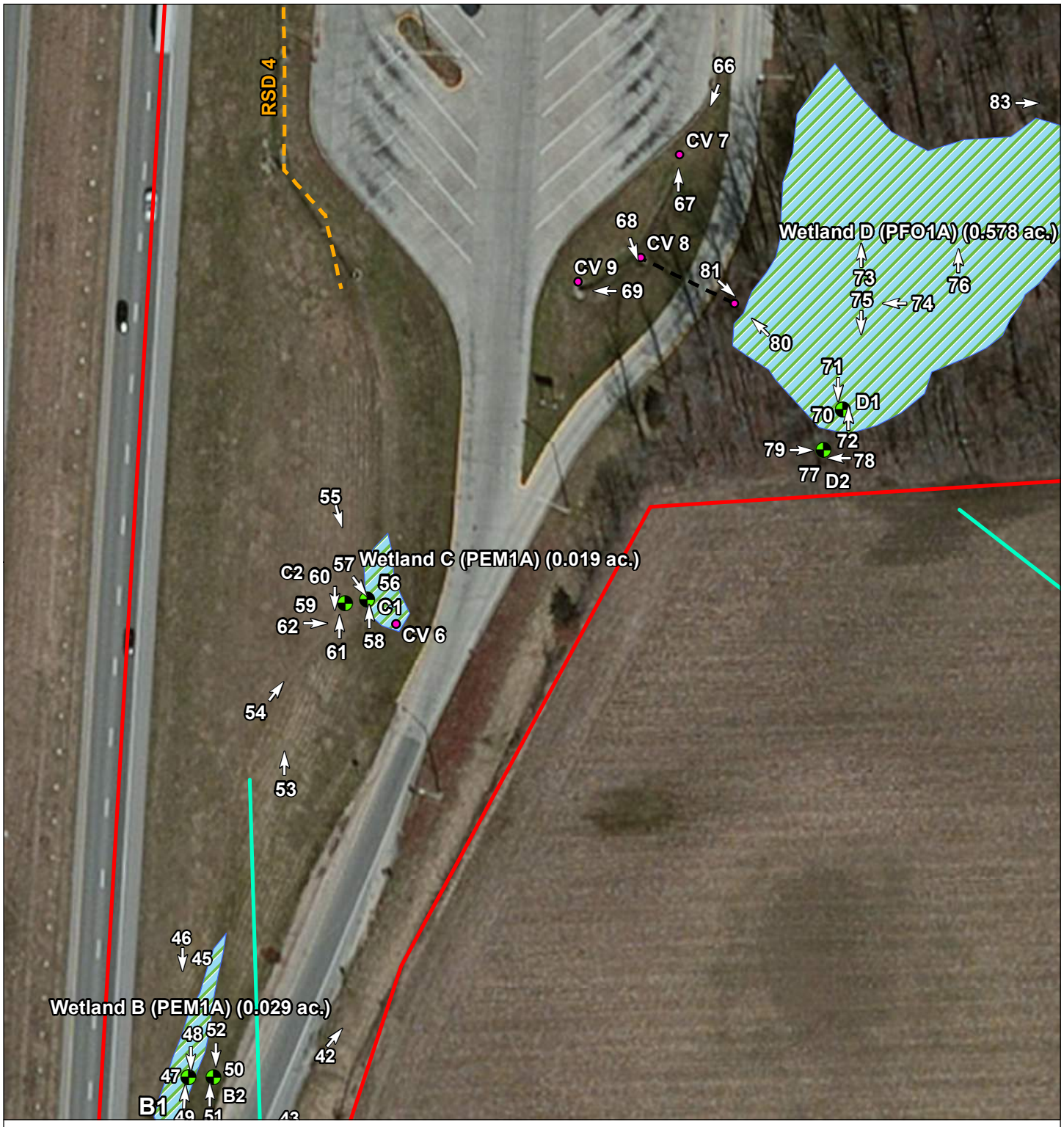

Investigated Area (IA) | Sampling Point | Roadside Ditch (RSD)

Photos | Stream | Wetland

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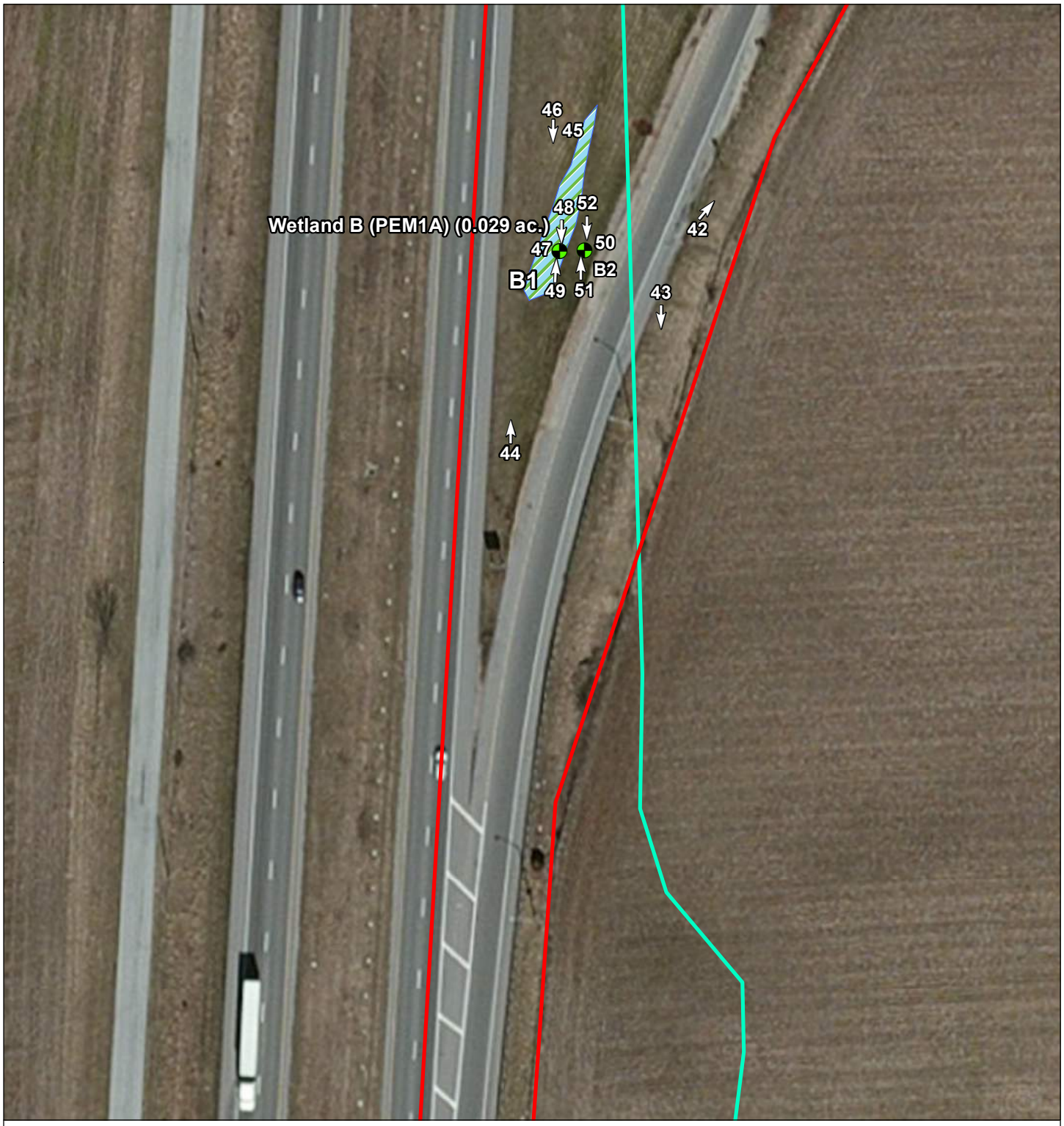

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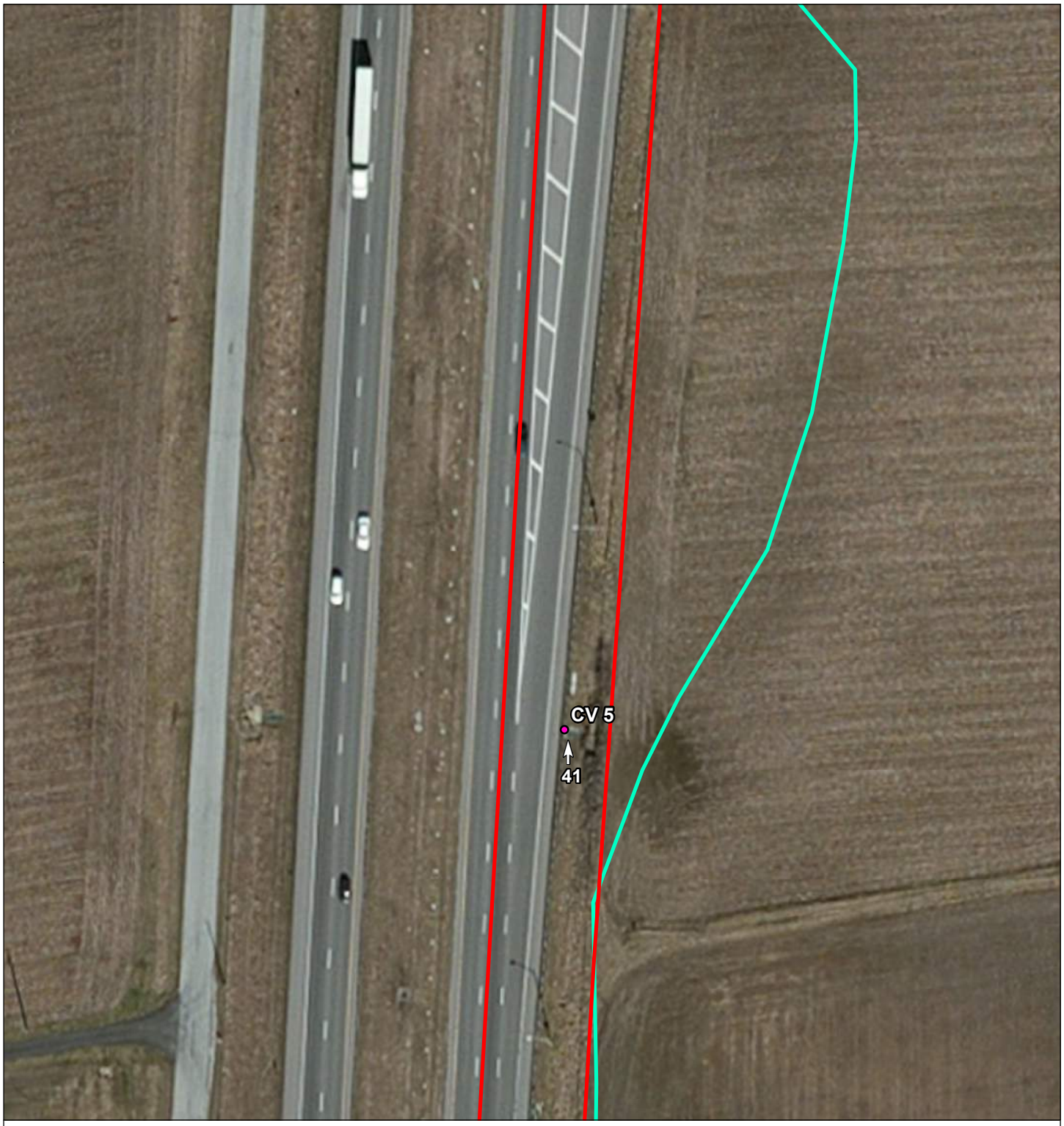

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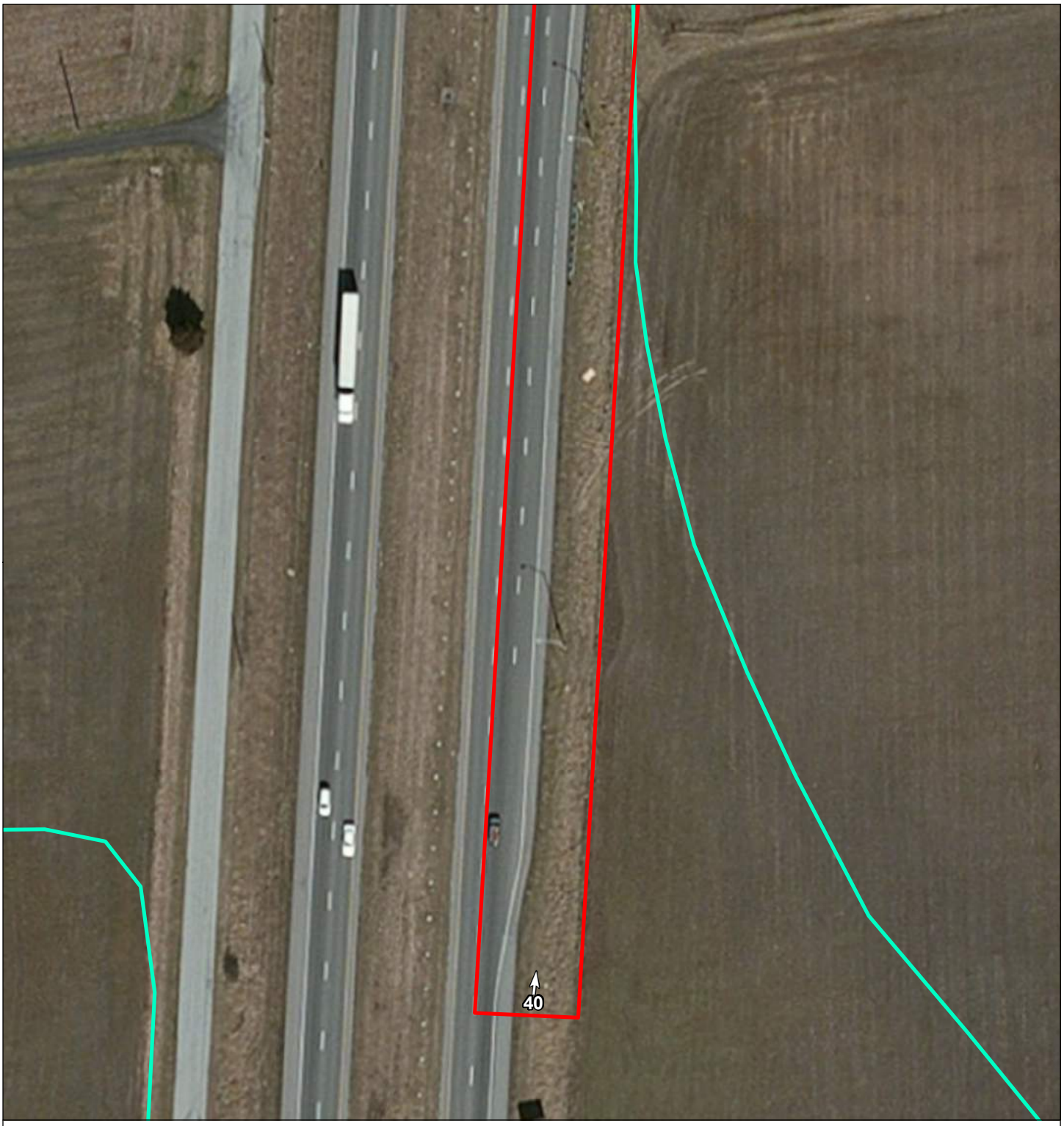

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N

0 40 80 160
Feet

METRIC ENVIRONMENTAL

1. View of Roadside Ditch (RSD) 1 from northern limits of south-bound rest area, looking southeast. (SB)

2. View of Storm Drain (SD) 1 and RSD 1, looking northwest. (SB)

3. View of northbound rest area entrance ramp right-of-way (ROW), looking southeast. (SB)

4. View of upland area, looking southeast. (SB)

5. View of SD 2 and NHD flowline (unobserved), looking south-east. (SB)

6. View of upland area, looking northwest. (SB)

7. View of UP1, Upland Sampling Point 1, soil profile. (SB)

8. View of UP 1, looking southeast. (SB)

9. View of UP1, looking northwest. (SB)

10. View of SD 3, looking southeast. (SB)

11. View of upland area between truck parking lot and I-65, looking southeast. (SB)

12. View of NHD flowline (unobserved), looking southwest. (SB)

13. View of upland area, looking southeast. (SB)

14. View of UNT to Driftwood River and CV 1, looking west. (SB)

15. View of CV 2 and RSD 2, looking east. (SB)

16. View of Unnamed Tributary (UNT) to Driftwood River, looking northwest (downstream). (SB)

17. View of UNT to Driftwood River, looking northwest (downstream). (SB)

18. View of UP2, Upland Sampling Point 2, soil profile. (SB)

19. View of UP2, looking south. (SB)

20. View of UP2, looking north. (SB)

21. View of UNT to Driftwood River, looking northwest (downstream). (SB)

22. View of UNT to Driftwood river, looking southeast (upstream). (SB)

23. View of UNT to Driftwood River and Wetland A, looking south-east (upstream). (SB)

24. View of Wetland A, looking northwest. (SB)

25. View of CV 3, looking southeast. (SB)

26. View of Wetland A, looking northwest. (SB)

27. View of Wetland A, looking southeast. (SB)

28. View of CV 4 and Wetland A, looking east. (SB)

29. View of SD 5, looking southeast. (SB)

30. View of end of Wetland A, looking northwest. (SB)

31. View of A1, Wetland A sampling point, soil profile. (SB)

32. View of A1, looking southeast. (SB)

33. View of A1, looking northwest. (SB)

34. View of A2, Wetland A sampling point, soil profile. (SB)

35. View of A2, looking southeast. (SB)

36. View of A2, looking northwest. (SB)

37. View of upland area between truck parking lot and I-65, looking northwest. (SB)

38. View of RSD 3, looking south. (SB)

39. View of I-65 ROW and RSD 3 from south end of southbound rest area, looking northwest. (SB)

40. View of northbound rest area entrance ramp ROW, looking north. (NB)

41. View of CV 5, looking north. (NB)

42. View of rest area entrance ramp ROW, looking northeast. (NB)

43. View of northbound rest area entrance ramp ROW, looking south. (NB)

44. View of Wetland B and Wetland C, looking north. (NB)

45. View of crayfish burrow in Wetland B. (NB)

46. View of Wetland B, looking south. (NB)

47. View of B1, Wetland B sampling point, soil profile. (NB)

48. View of B1, looking south. (NB)

49. View of B1, looking north. (NB)

50. View of B2, Wetland B upland sampling point, soil profile. (NB)

51. View of B2 and Wetland B, looking north. (NB)

52. View of B2 and Wetland B, looking south. (NB)

53. View of Wetland C, looking north. (NB)

54. View of Wetland C, looking northeast. (NB)

55. View of Wetland C, looking southeast. (NB)

56. View of C1, Wetland C sampling point, soil profile. (NB)

57. View of C1, looking southeast. (NB)

58. View of C1, looking north. (NB)

59. View of C2, Wetland C upland sampling point, soil profile. (NB)

60. View of C2, looking south. (NB)

61. View of C2, looking north. (NB)

62. View of CV 6, looking east. (NB)

63. View of RSD 4, looking south. (NB)

64. View of SD 6, looking west. (NB)

65. View of RSD 4, looking north. (NB)

66. View of CV 7, CV 8, and CV 9, looking southwest. No sampling point taken in this location due to dominance of upland vegetation such as wild parsley (*Pastica sativa,* UPL) and Canada thistle (*Cirsium arvense,* FACU). (NB)

67. View of CV 7, looking north. (NB)

68. View of CV 8 inlet, looking southeast. (NB)

69. View of CV 9, looking west. (NB)

70. View of D1, Wetland D sampling point, soil profile. (NB)

71. View of D1, looking south. (NB)

72. View of D1, looking north. (NB)

73. View of Wetland D, looking north. (NB)

74. View of Wetland D, looking west. (NB)

75. View of Wetland D, looking south. (NB)

76. View of Wetland D, looking north. (NB)

77. View of D2, Wetland D upland sampling point, soil profile. (NB)

78. View of D2, looking west. (NB)

79. View of D2, looking east. (NB)

80. View of CV 8 and Wetland D, looking northwest. (NB)

81. View of Wetland D from CV 8 outlet, looking southeast. (NB)

82. View of upland deciduous forest, looking north. (NB)

83. View of boundary of Wetland D, looking east. (NB)

84. View of upland deciduous forest, looking west. (NB)

85. View of upland deciduous forest, looking north. (NB)

86. View of edge of forested area, looking east. (NB)

87. View of upland area, looking west. (NB)

88. View of Wetland E, looking northwest. (NB)

89. View of Wetland E, looking west. (NB)

90. View of Wetland E and CV 10, looking south. (NB)

91. View of CV 11, looking northwest. (NB)

92. View of Wetland E and CV 11, looking southeast. (NB)

93. View of E1, Wetland E sampling point, soil profile. (NB)

94. View of E1, looking east. (NB)

95. View of E1, looking west. (NB)

96. View of E2, Wetland E upland sampling point, soil profile. (NB)

97. View of E2 and Wetland E, looking west.

98. View of E2, looking east.

99. View of CV 12, looking south.

100. View of upland mowed lawn between parking lots, looking west.

101. View of mowed lawn in front of rest area facility, looking south.

102. View of CV 13 and CV 14, looking south.

103. View of CV 14 and CV 15, looking south.

104. View of CV 11, looking south.

105. View of Wetland F, looking north.

106. View of F1, Wetland F sampling point, soil profile.

107. View of F1, looking south.

108. View of F1, looking north.

109. View of F2, Wetland F upland sampling point, soil profile.

110. View of F2, looking north.

111. View of F2, Wetland F, and Wetland E, looking south.

112. View of Wetland F, looking north.

113. View of Wetland F, looking south.

114. View of Wetland F, looking north.

115. View of Wetland F, looking south.

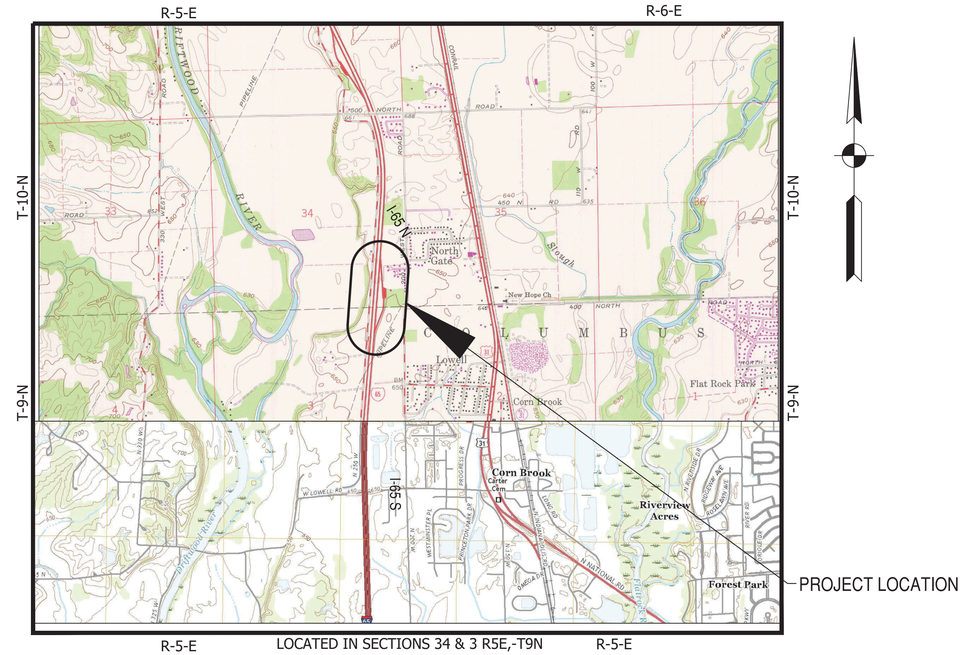
116. View of I-65 ROW from northern end of northbound rest area, looking south.

TAYLORSVILLE NORTH BOUND REST AREA
INDIANA DEPARTMENT OF TRANSPORTATION
DRAWING SET #4 CIVIL SITE (SPECIFICATIONS VOLUMES 1, 3)

UTILITIES

		PHONE	CONTACT	ADDRESS
ELECTRIC:	DUKE ENERGY	(800) 744-1202	TIM UMBAUGH CONNIE.MAUS@DUKE-ENERGY.COM	1619 W DEFENBAUGH, KOKOMO, IN 46902
SEWER:	DRIFTWOOD UTILITIES, INC.	(812) 526-8177	JASON NEWTON DUI8177@COMCAST.NET	9327 MAIN STREET, TAYLORSVILLE, IN, 47280 PO BOX 446, COLUMBUS, IN 47202
WATER:	EASTERN BARTHOLOMEW WATER CO.	(812) 526-9777	DONNIE SMITH, JR. EBWEL@SBCGLOBAL.NET	2413 W. 700N., PO BOX 0487, TAYLORSVILLE, IN, 47280
COMMUNICATIONS:	AT&T DISTRIBUTION	(800) 286-8313	MICHAEL HAYNES MH2623@ATT.COM	5858 N. COLLEGE AVE., INDIANAPOLIS, IN 46220
GAS:	CENTERPOINT ENERGY	(765) 287-2119	PUBLIC IMPROVEMENT PROJECT COORDINATOR PUBLICPROJECT@CENTERPOINTENERGY.COM	
PIPELINES:	ANR PIPELINE COMPANY (SHELBYVILLE)	(248) 205-7596	WILLIAM BURNS WILLIAM_BURNS@TRANSCANADA.COM	5250 CORPORATE DRIVE, TROY MI, 48098
	TEXAS GAS TRANSMISSION (BEDFORD)	(270) 688-6461	TIM TURNER TIM.TURNER@BWPMLP.COM	3800 FREDERICA STREET, OWENSBORO, KY 42301

Indiana 811
Know what's below.
811 before you dig.



COLUMBUS & GERMAN TOWNSHIPS
BARTHOLOMEW COUNTY, INDIANA
VICINITY MAP
SCALE: 1" = 2000'

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2024,
RECOMMENDED STANDARDS FOR WASTEWATER FACILITIES
DATED 2014 (10 STATE STANDARDS) AND
RECOMMENDED STANDARDS FOR WATER WORKS
DATED 2018 (10 STATE STANDARDS)
TO BE USED WITH THESE PLANS

MARCH 2024

Certified by: ENGINEER

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
809 NSR, Fourth St, Suite 102 – Evansville, IN 47708
Phone: (812) 424-4888 – Fax: (812) 424-4887
E-mail: fosse@fosse-architects.com

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

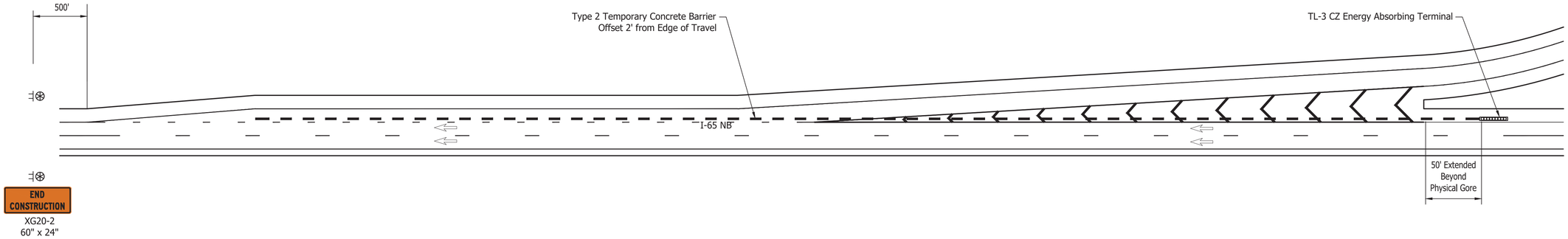
STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

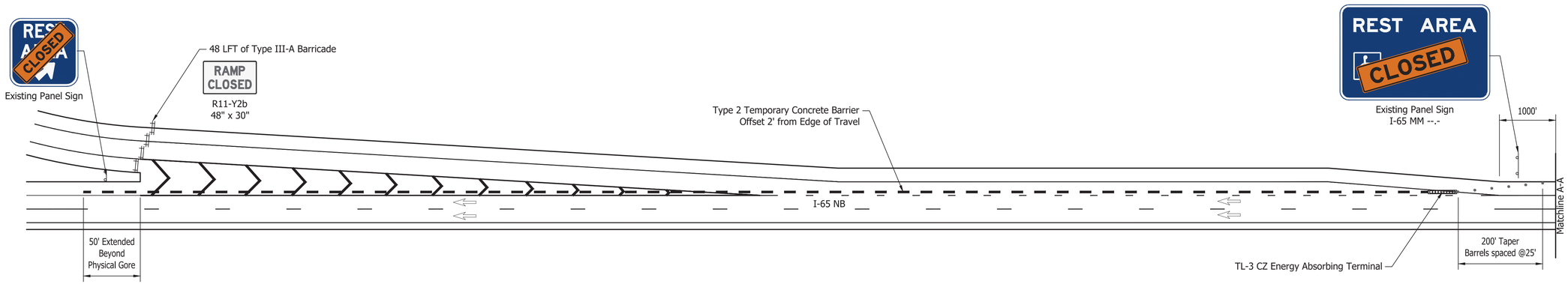
Revisions:

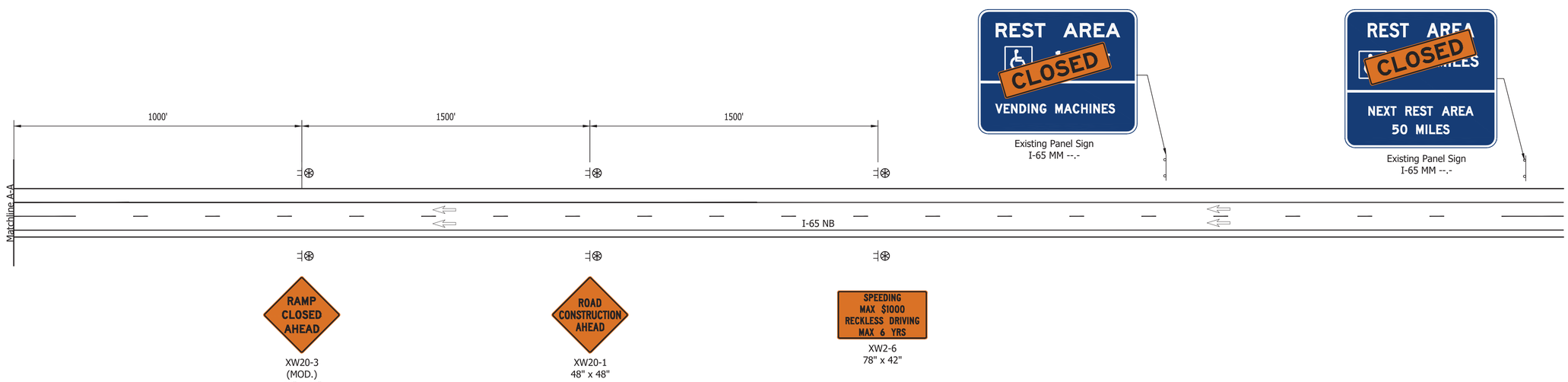
Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID | Drawing Date: ####
Drafter: PKA | Drawing Scale: N/A
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number:
Sheet: ## of XXX G100

Last Saved By: jsanders Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\NB REST AREA\1385-NBR-G100 TITLE SHEET.dwg Mar 18, 2024-8:04:37 am

Note:
1. Contractor shall coordinate closure with INDOT Traffic Management and Seymour District for truck parking monitoring system coordination.







Certified by: ENGINEER

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
809 NW, Fourth St, Suite 102 – Evansville, IN 47708
Phone: (812) 424-4888 – Fax: (812) 424-5007
E-mail: fosse@fosse-architects.com

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

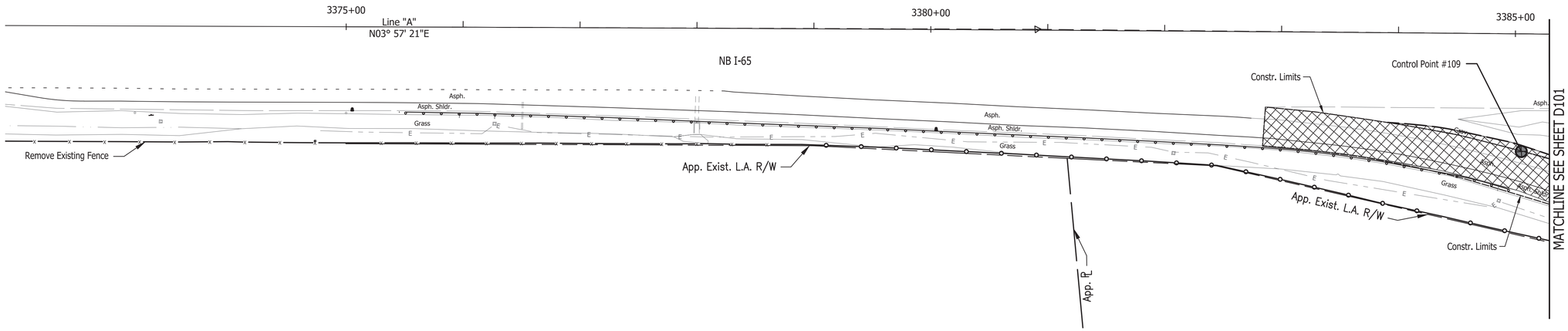
STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number:	03003001-24-025-D1
Requisition Number:	
Account Number:	
Designer: IID	Drawing Date: ####
Drafter: PKA	Drawing Scale: N/A
DAPW Approval:	
Client Approval:	
Reference Number:	1385N
Building Reference:	
Drawing Number:	G102
Sheet:	## of XXX

Last Saved By: pasalme Printed: 3/19/24
File: \\Jsfs - hp\workfile Projects\Projects\SITE SHEETS\NB REST AREA\1385-NB-G100 TITLE SHEET.dwg Mar 19, 2024-8:04:45 am

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY



DONALD H. STRIETELMEIER

VONDA ALETHA HUTTON

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- BUILDING REMOVAL
- TREE REMOVAL
- TREATMENT PLANT REMOVAL
- UTILITY REMOVAL
- 795 EXISTING CONTOUR
- B-X SOIL BORING
  SEE GEOTECHNICAL ENGINEERING STUDY
  FOR FURTHER EXPLANATION.

Note:
1. All signs within gore limits of rest area to be removed, unless otherwise noted on signing plans.
2. All light poles within gore limits of rest area to be removed.
3. Remove all existing drainage structures inside the construction limits.
4. All existing features in conflict with new proposed construction shall be removed.
5. Existing lift station and force main between I-65 NB and SB rest areas shall be abandoned. Any sludge shall be pumped out and hauled to an approved facility.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: pastrm Printed: 3/19/24
File: I:\1385 - Hymanville Truck Parking\Drawings\SITE SHEETS\NB REST AREA\1385-NB-D100 DEMO PLAN.dwg Mar 19, 2024 - 8:05:19 am

Certified by: ENGINEER

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
[illegible]

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.boeng.com

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: D100
Sheet: ## of XXX

TBM #205 – Cut Square on Northeast Corner of Spotlight Pad +/– 10' East of Centerline of Concrete Drive
Sta. 106+52.07, 32.8' Rt. Line "PR12", Elevation 655.89'

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

Line "A"
N04° 17' 21"E

3390+00

3395+00

NB I-65

Shldr.
Asph. Shldr.
Grass
Cat Tails
Do Not Disturb Wetland
Riprap
Control Point #110
Control Point #111
Constr. Limits
Remove Existing Fence
App. Exist. L.A. R/W
Conc.
Asph.
Woods
Gravel
Picnic Tables
Foot Bridge
Restrooms Fin. Floor Elev 652.83
Parking Fin. Floor Elev 656.00
Gravel Parking Fin. Floor Elev 656.00
TBM #205

MATCHLINE SEE SHEET D100

MATCHLINE SEE SHEET D102

VONDA ALETHA HUTTON

110	NORTH: 212456.7734 EAST: 758221.6499

CENTER OF TRAFFIC MANHOLE 90° 45.30'
WEST FACE OF CONC. BASE OF CAMERA POLE 99° 46.27'
WEST FACE OF CARS/TRUCKS SIGN 117° 55.11'
CERTIFIED CAPPED REBAR SET
STA. 101+06.26, 41.23' Lt. "PR11"

111	NORTH: 212953.1231 EAST: 758163.3169

S FACE OF NO PARKING SIGN POST 6° 91.65'
BACK CENTER OF CURB INLET 9° 63.13'
TRUCK PARKING AREA
N FACE OF NO PARKING SIGN POST 176° 25.45'
CERTIFIED CAPPED REBAR
STA. 3394+82.28, 127.48' Rt. "A"

114	NORTH: 212963.0813 EAST: 758472.7529

CAR PARKING AREA
W FACE OF DOG WALK SIGN POST 73° 49.02'
REST AREA BUILDING
CAR PARKING ENTRANCE
A= CUTOIN NE CORNER OF CONC. BASE OF SPOTLIGHT 257° 43.79'
B= SE CORNER OF CONC. PICNIC TABLE PAD 319° 13.23'
CERTIFIED CAPPED REBAR
STA. 107+32.74 43.85' Rt. "A"

Note:
1. All signs within gore limits of rest area to be removed, unless otherwise noted on signing plans.
2. All light poles within gore limits of rest area to be removed.
3. Remove all existing drainage structures inside the construction limits.
4. All existing features in conflict with new proposed construction shall be removed.
5. Existing lift station and force main between I-65 NB and SB rest areas shall be abandoned. Any sludge shall be pumped out and hauled to an approved facility.

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- BUILDING REMOVAL
- TREE REMOVAL
- TREATMENT PLANT REMOVAL
- UTILITY REMOVAL
- 795 EXISTING CONTOUR
- B-X SOIL BORING SEE GEOTECHNICAL ENGINEERING STUDY FOR FURTHER EXPLANATION.

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 2, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

DONALD H. STRIETELMEIER
STATE OF INDIANA
NICHOLAS CORUM
VIRGIL K. II & HALEY R. COLLINS
CHARLES B. PICKENS
JAMES I. THAYER
STEPHEN A. & ARDIS D. SOUDER
DANIEL O. & LISA A. COBURN
ANTHONY D. & ELLEN SANDRA
JESSICA & BLAKE KEGERIS
ARENA MARIA JESUS PEREZ

App. R/W

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: pandrew Printed:1/9/24
F:\JSE - Projects\1385 Fencing\Plots\SITE SHEETS\NB REST AREA\1385-NB-D100 DEMO PLAN.dwg Mar 19, 2024-8:05:23 am

Certified by: ENGINEER

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
308 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-2202 - Fax (812) 424-2207
E-mail fosse@fosse-arch.com

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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: D101
Sheet: ## of XXX

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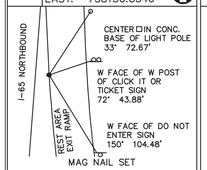
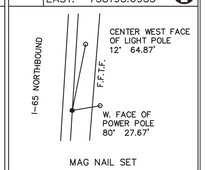
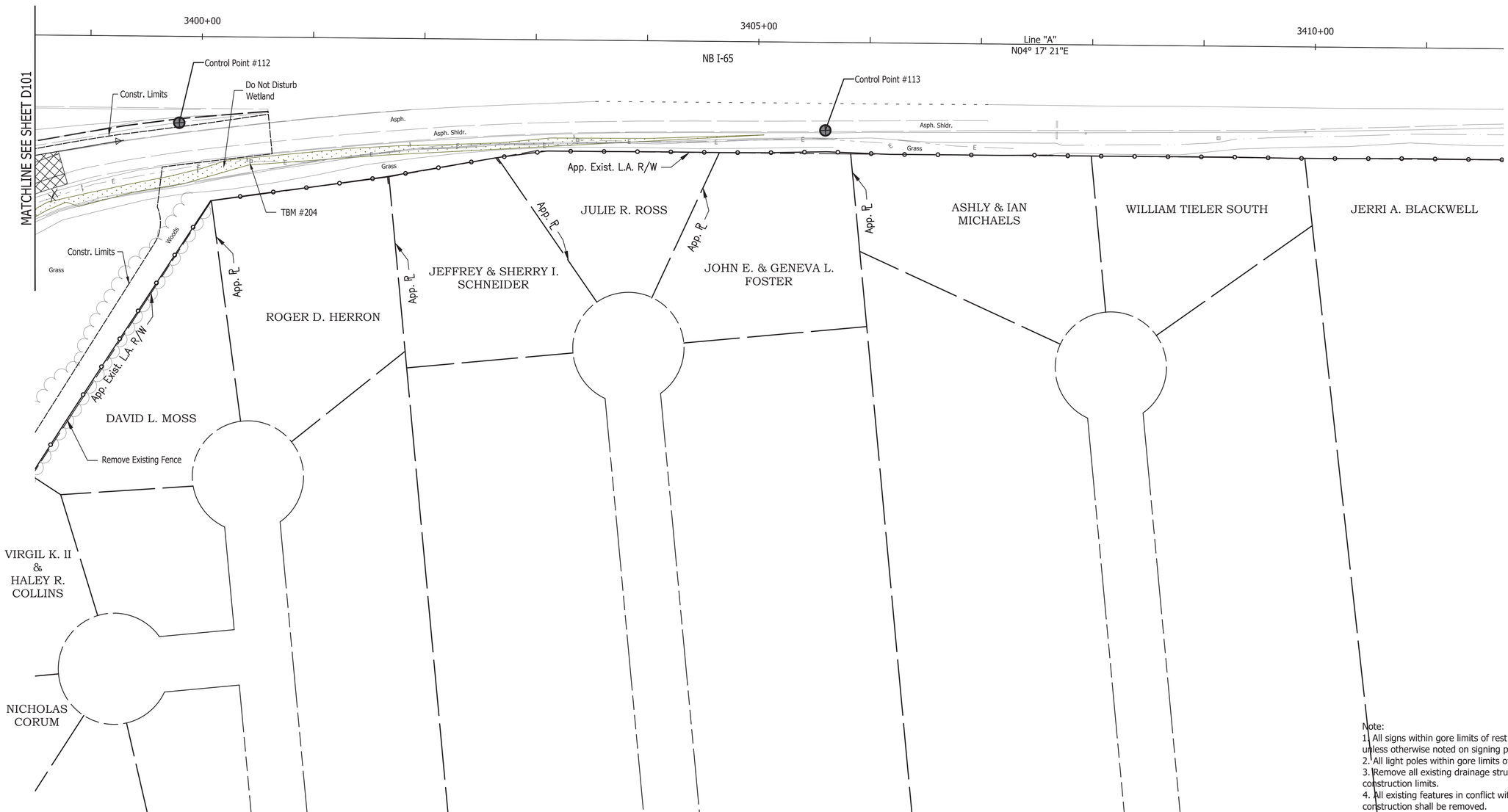
	MAG NAIL SET		MAG NAIL SET
STA. 3399+80.03, 77.65' Rt. "A"		STA. 3405+60.50, 79.08' Rt. "A"	

TBM #204 – Cut Square on Light Pole Base +/–50' East of Centerline of NB I–65, 25' West of Chain Link Fence
Sta. 3400+45.0, 111.54' Rt. Line "A", Elevation: 659.43'

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- BUILDING REMOVAL
- TREE REMOVAL
- TREATMENT PLANT REMOVAL
- UTILITY REMOVAL
- 795 EXISTING CONTOUR
- B-X SOIL BORING SEE GEOTECHNICAL ENGINEERING STUDY FOR FURTHER EXPLANATION.



SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

Note:
1. All signs within gore limits of rest area to be removed, unless otherwise noted on signing plans.
2. All light poles within gore limits of rest area to be removed.
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SCALE: 1" = 50'
50' 0 50' 100'

Certified by: ENGINEER

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
320 W. Court St. Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosseassoc@aol.com

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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID | Drawing Date: ####
Drafter: PKA | Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: D102
Sheet: ## of XXX

Last Saved By: jonathan_fritsch 3/19/24
P:\1385 - Taylorsville Truck Parking\Sheets\SITE SHEETS\NB REST AREA\1385-NB-0100 DEMO PLAN.dwg Mar 18, 2024-4:05:27 pm

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

CURVE DATA
P.I. 3380+90.80 "A"
P.C. 3375+90.80 "A"
P.T. 3385+90.80 "A"
Δ=0°20'00" Lt./Rt.
D = 0°02'00"
R = 171887.34'
T = 500.00'
L = 1000.00'

P.I. 3380+90.81 "A"
N: 211575.0718
E: 757932.1299

P.C. 3375+90.80 "A"
N: 211076.2616
E: 757897.6367

CURVE DATA
P.I. 1+77.09 "PR11"
Δ = 17°34'12" RT.
R = 1145.92'
T = 177.09'
L = 351.40'
E = 13.60'
S.E. = 7.2%

Line "A"
N03° 57' 21"E

3375+00

3380+00

3385+00

NB I-65

P.O.T 0+34.21 "PR11"
NORTHING = 211762.01
EASTING = 758037.15

N 211764.2596
E 758021.2848

Constr. Limits

P.I. 1+77.09 "PR11"

LINE "PR11"

Asph.
Asph. Shldr.
Grass

0+00

1+00

2+00

N6°22'10"E

App. Exist. L.A. R/W

PC: 0+00.00

Constr. Limits

App. R/W

MATCHLINE SEE SHEET C101

DONALD H. STRIETELMEIER

VONDA ALETHA HUTTON

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- (A) 12 Inch, QC/QA PCCP on 300 #/sys QC/QA, 4, 76, Intermediate, OG 19.0mm, on 6 Inch Compacted Aggregate No. 53, on Geotextiles for Pavement, Type 2B, on Subgrade Treatment, Type IBC
- (F) Sidewalk, Concrete, 4"
- (O) Compacted Aggregate No. 53
- (R) Mill And Resurface
- (S) Saw Cut
- (10) Guardrail, MGS, W-Beam
- (11) Guardrail, MGS, W-Beam, End Treatment, Type OS
- (12) Guardrail, MGS, W-Beam, Cable Terminal Anchor
- (14) Concrete Curb, Integral, 8 Inch
- (15) Concrete Curb Turnout
- (27) 48" Chain Link Fence

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: ENGINEER

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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W465 INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C100
Sheet: ## of XXX

Last Saved By: jonathon Prikosil 3/19/24
P:\1385 - Taylorsville Truck Parking\SHEETS\SITE SHEETS\NB REST AREA\1385-NB-C100 SITE PLAN.dwg Mar 19, 2024-8:06:01 am

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

MATCHLINE SEE SHEET C100

MATCHLINE SEE SHEET C102

Line "A"
N04° 17' 21"E

NB I-65

P.T. 3385+90.80 "A"
N: 212073.6729
E: 757969.5245

PT: 3+51.40

Constr. Limits

App. Exist. L.A. R/W

N23°56'22"E

PC: 6+88.64

R60'

200' R

N 212337.3194
E 758227.3094

N 212437.5162
E 758077.0393

N 212437.7843
E 758186.3290

N 212596.5441
E 758188.2420

R45'

P.O.T. 9+14.16 "PR11" =
P.O.T. 11+54.62 "PR12"
NORTHING = 212596.84
EASTING = 758289.55

LINE "PR11"

PT: 7+57.23

P.I. 7+23.27 "PR11"

N 212503.2653
E 758287.5459

N 212356.3623
E 758259.8344

N 212550.8309
E 758358.1217

CURVE DATA
P.I. 7+23.27 "PR11"
Δ = 19°39'01" LT.
R = 200.00'
T = 34.64'
L = 68.59'
E = 2.98'
S.E. = 2.0%

VONDA ALETHA HUTTON

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

N 212663.9190
E 758302.5789

N 212647.4264
E 758343.0856

N 212622.3531
E 758336.4860

N 212622.4723
E 758347.4400

N 212586.5227
E 758333.9027

N 212576.9940
E 758359.2363

N 212568.2660
E 758420.6496

N 212680.0770
E 758494.5598

N 212823.0794
E 758326.5741

N 212783.6591
E 758363.7299

See Curb
Ramp # Detail

Maintenance Building

Restroom Facility

STATE OF
INDIANA

N 213175.1974
E 757985.9524

N 213215.6920
E 758182.7907

CURVE DATA
P.I. 16+82.78 "PR11"
Δ = 38°26'32" RT.
R = 250.00'
T = 87.16'
L = 167.73'
E = 14.76'
S.E. = 2.0%

N 213216.2840
E 758230.7130

PT: 17+63.35

PC: 18+12.46

PC: 15+95.61

Constr. Limits

LINE "PR11"

P.I. 16+82.78 "PR11"

N 213140.6657
E 758245.0979

N 213215.2724
E 758178.8127

PT: 15+01.01

N 213120.4013
E 758283.6904

N 213244.6105
E 758254.9872

N 213240.5895
E 758250.5339

N 213198.2512
E 758269.4729

PC: 14+35.56

N 212955.8894
E 758326.5066

P.C. 14+67.06 "PR11" =
P.O.T. 0+00.00 "PR12", 6.55' Lt.
NORTHING = 213149.88
EASTING = 758331.03

N 213202.9403
E 758345.1579

P.I. 14+70.20 "PR11"

N 213014.0257
E 758382.0100

CURVE DATA
P.I. 14+70.20 "PR11"
Δ = 46°22'08" LT.
R = 80.87'
T = 34.63'
L = 65.45'
E = 7.10'
S.E. = 2.0%

N 213138.3636
E 758490.7437

LINE "PR12"

DAVID L. MOSS

See Curb
Ramp # Detail

N 212961.9170
E 758657.3500

N 212937.9900
E 758671.8822

N 212870.4145
E 758693.3550

N 212824.7411
E 758662.7064

N 212953.3733
E 758662.7159

Dumpster Pad
N 212926.2203
E 758696.9118

N 212909.4114
E 758724.8885

PC: 4+63.28

P.I. 4+97.91 "PR12"

CURVE DATA
P.I. 4+97.91 "PR12"
Δ = 59°59'49" LT.
R = 60.00'
T = 34.64'
L = 62.83'
E = 9.28'
S.E. = N.C.

N 212981.0087
E 758629.5833

N 212789.9261
E 758713.3409

N 212702.3518
E 758635.9673

N 212782.9125
E 758714.7165

PT: 8+15.24

N 212518.2793
E 758578.8709

CURVE DATA
P.I. 7+58.54 "PR12"
Δ = 84°52'04" LT.
R = 100.00'
T = 91.42'
L = 148.12'
E = 35.49'
S.E. = N.C.

P.I. 7+58.54 "PR12"

PC: 6+67.12

PT: 5+26.10

S4°30'31"W

N 212568.2660
E 758420.6496

N 212680.0770
E 758494.5598

S89°22'35"W

252'

126'

S55°29'19"E

VIRGIL K. II
&
HALEY R.
COLLINS

NICHOLAS CORUM

JESSICA &
BLAKE
KEGERIS

ARENA MARIA
JESUS PEREZ

CHARLES
B.
PICKENS

JAMES
I.
THAYER

STEPHEN A.
&
ARDIS D.
SOUDER

DANIEL O.
&
LISA A.
COBURN

ANTHONY D.
&
ELLEN
SANDRA

DONALD H. STRIETELMEIER

SEC. 2, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- (A) 12 Inch, QC/QA PCCP on 300 #/sys QC/QA, 4, 76, Intermediate, OG 19.0mm, on 6 Inch Compacted Aggregate No. 53, on Geotextiles for Pavement, Type 2B, on Subgrade Treatment, Type IBC
- (F) Sidewalk, Concrete, 4"
- (O) Compacted Aggregate No. 53
- (R) Mill And Resurface
- (S) Saw Cut
- (10) Guardrail, MGS, W-Beam
- (11) Guardrail, MGS, W-Beam, End Treatment, Type OS
- (12) Guardrail, MGS, W-Beam, Cable Terminal Anchor
- (14) Concrete Curb, Integral, 8 Inch
- (15) Concrete Curb Turnout
- (27) 48" Chain Link Fence

SCALE: 1" = 50'

Last Saved By: pandrew Printed:1/9/24
P:\1385 - Hyundai Truck Parking\SHEETS\SITE SHEETS\NB REST AREA\1385-NB-C100 SITE PLAN.dwg Mar 19, 2024-8:06:10 am

Certified by: ENGINEER

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
320 NW, Fourth St, Suite 101 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@evansville.net

B.C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

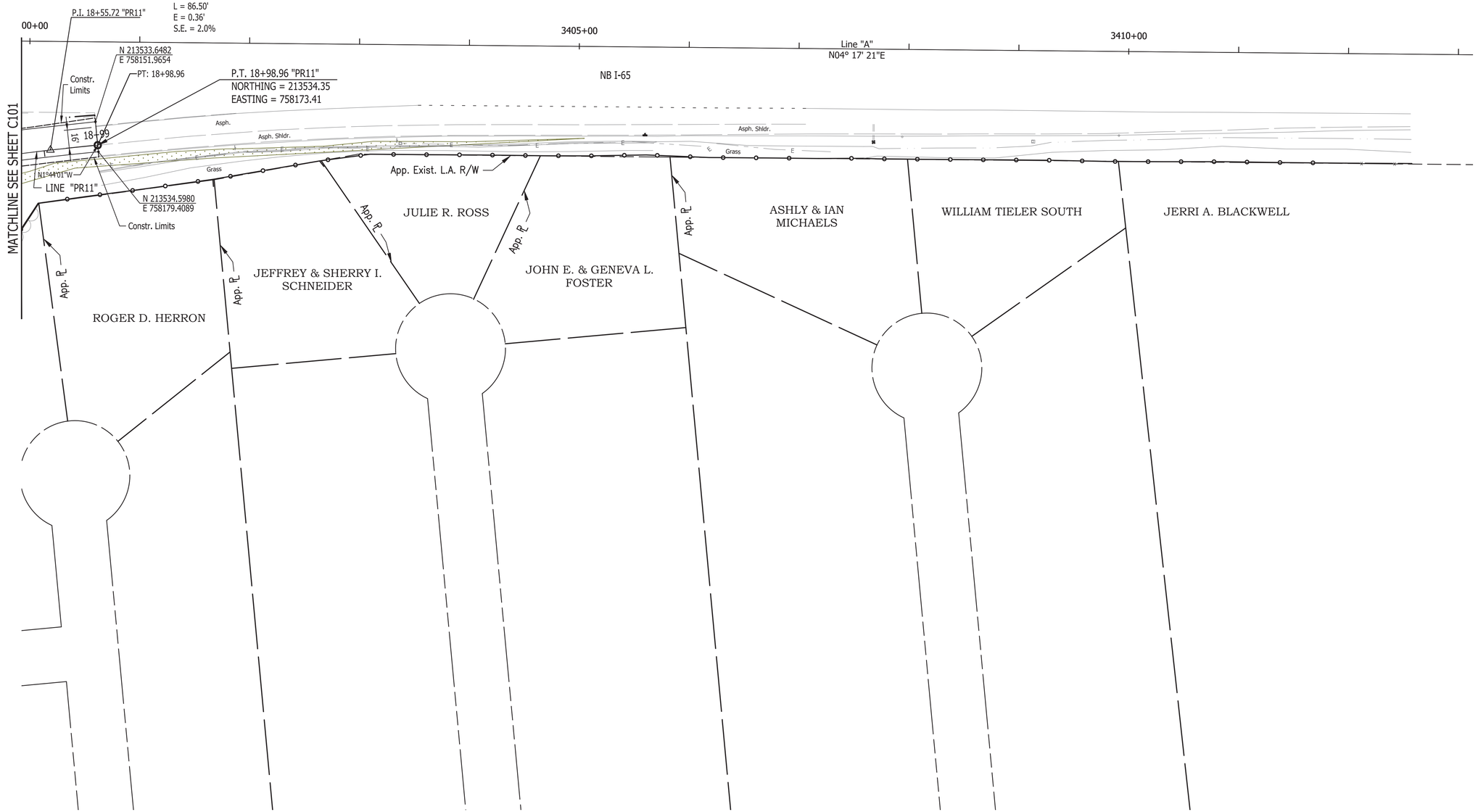
Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C101
Sheet: ## of XXX

LEGEND

- (A) 12 Inch, QC/QA PCCP on 300 #/sys QC/QA, 4, 76, Intermediate, OG 19.0mm, on 6 Inch Compacted Aggregate No. 53, on Geotextiles for Pavement, Type 2B, on Subgrade Treatment, Type IBC
- (F) Sidewalk, Concrete, 4"
- (O) Compacted Aggregate No. 53
- (R) Mill And Resurface
- (S) Saw Cut
- (10) Guardrail, MGS, W-Beam
- (11) Guardrail, MGS, W-Beam, End Treatment, Type OS
- (12) Guardrail, MGS, W-Beam, Cable Terminal Anchor
- (14) Concrete Curb, Integral, 8 Inch
- (15) Concrete Curb Turnout
- (27) 48" Chain Link Fence

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

CURVE DATA
P.I. 18+55.72 "PR11"
Δ = 1°54'13" RT.
R = 2603.36'
T = 43.25'
L = 86.50'
E = 0.36'
S.E. = 2.0%



SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: ENGINEER

JANSSEN & SPAANS ENGINEERING
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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C102
Sheet: ## of XXX

Last Saved By: jonathan Printed:3/19/24
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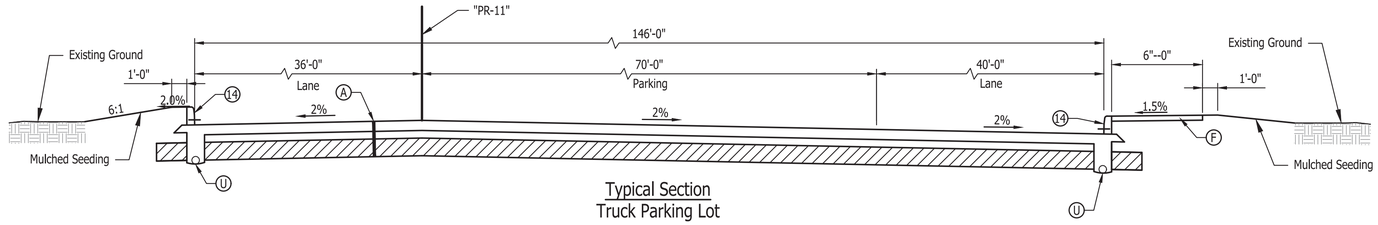
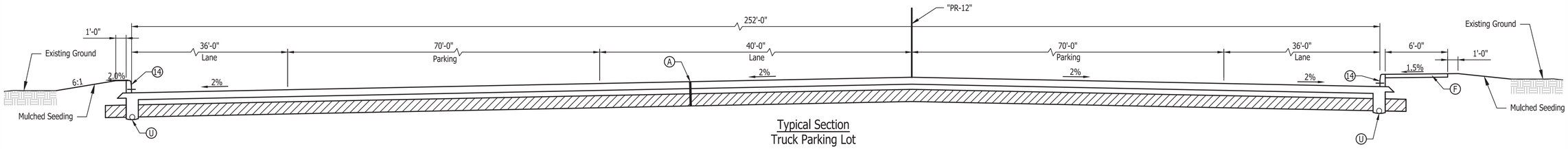
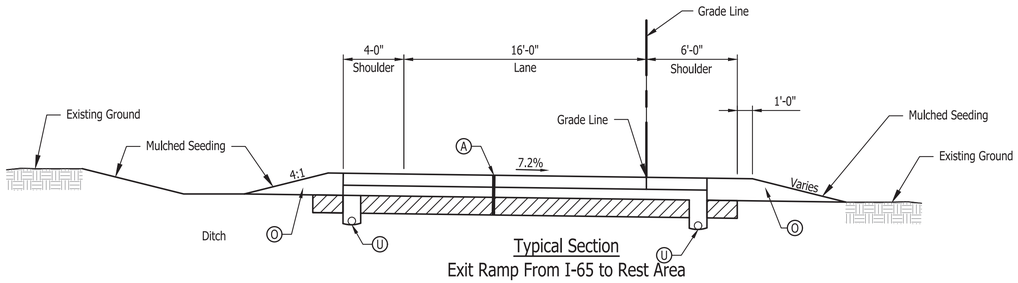


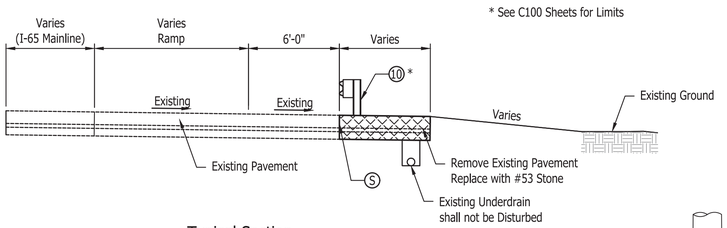
Typical Section
Truck Parking Lot



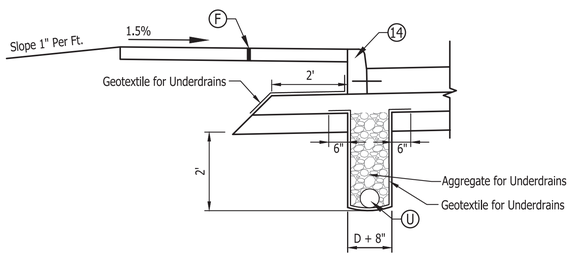
Typical Section
Truck Parking Lot



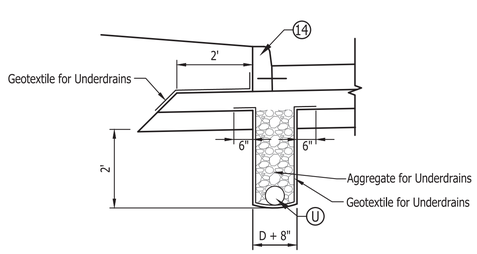
Typical Section
Exit Ramp From I-65 to Rest Area



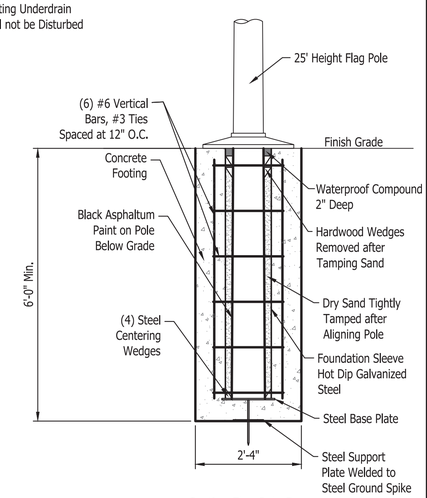
Typical Section
I-65 Existing Ramp Shoulder Removal
From Begin Deceleration Ramp to Gore Area.
From Begin Gore Area to End Acceleration Ramp



Underdrain Detail at Sidewalk
Scale 1/2"=1'-0"'



Underdrain Detail at Curb
Scale 1/2"=1'-0"'



Section Flag Pole Base
Not to Scale

LEGEND

- (A) 12 Inch, QC/QA PCCP on 300#/sys QC/QA-HMA, 4, 76, Intermediate, OG 19.0mm, on 6 Inch Compacted Aggregate No. 53, on Geoxtiles for Pavement, Type 2B, on Subgrade Treatment, Type IBC
- (F) Sidewalk, Concrete, 4"
- (O) Compacted Aggregate No. 53
- (U) 6" Underdrain
- (S) Saw Cut
- (U) 6" Underdrain
- (10) Guardrail, MGS, W-Beam
- (14) Concrete Curb, Integral, 8 Inch

SCALE: 1" = 5'
5 2.5 0 2.5 5

Certified by: ENGINEER

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

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Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@fosse-arch.com

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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=30'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C103
Sheet: ## of XXX

Last Saved By: jonathan Printed:3/19/24
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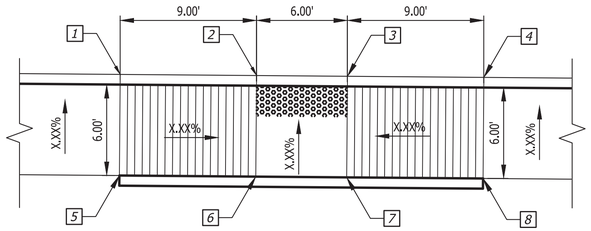

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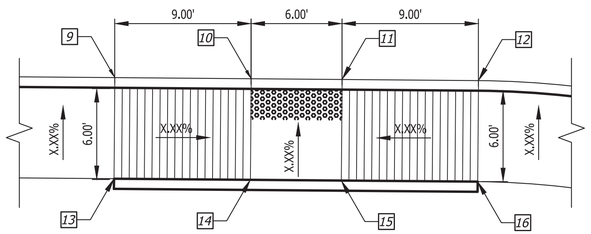

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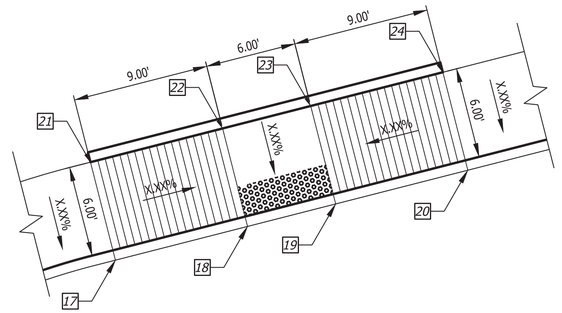
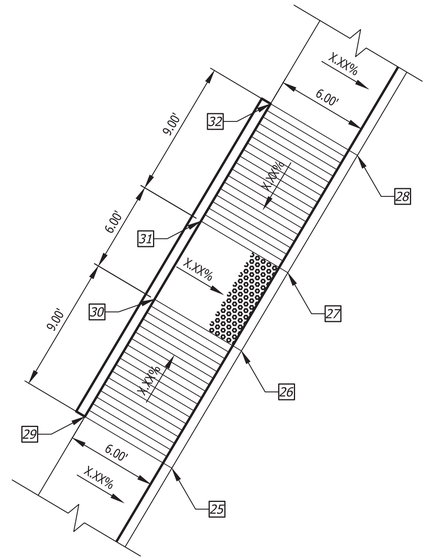


CURB RAMP 6



Curb Ramp 1						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
1	219365.5306	756903.8337				-
2	219359.8639	756901.8617				-
3	219351.3638	756898.9038			-	
4	219353.3357	756893.2371			-	
5	219361.8358	756896.1950				-
6	219367.5025	756898.1670				-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

Curb Ramp 2						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
1	219245.8179	756923.9155			-	
2	219237.7160	756927.8346				-
3	219229.7014	756925.0447				-
4	219235.1027	756922.4322				-
5	219243.2046	756918.5132			-	
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

Curb Ramp 2						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
17					-	
18						-
19						-
20					-	
21					-	
22						-
23						-
24					-	
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

Curb Ramp 1						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
25					-	
26						-
27						-
28					-	
29					-	
30						-
31			-	-	-	-
32			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

SCALE: 1" = 5'

5 2.5 0 2.5 5

Certified by: Robert Gray

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
320 NW, Pearl St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
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Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: CEW
Drawing Scale: 1"=5'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C104
Sheet: ## of XXX

Last Saved By: psadlow Printed:3/19/24
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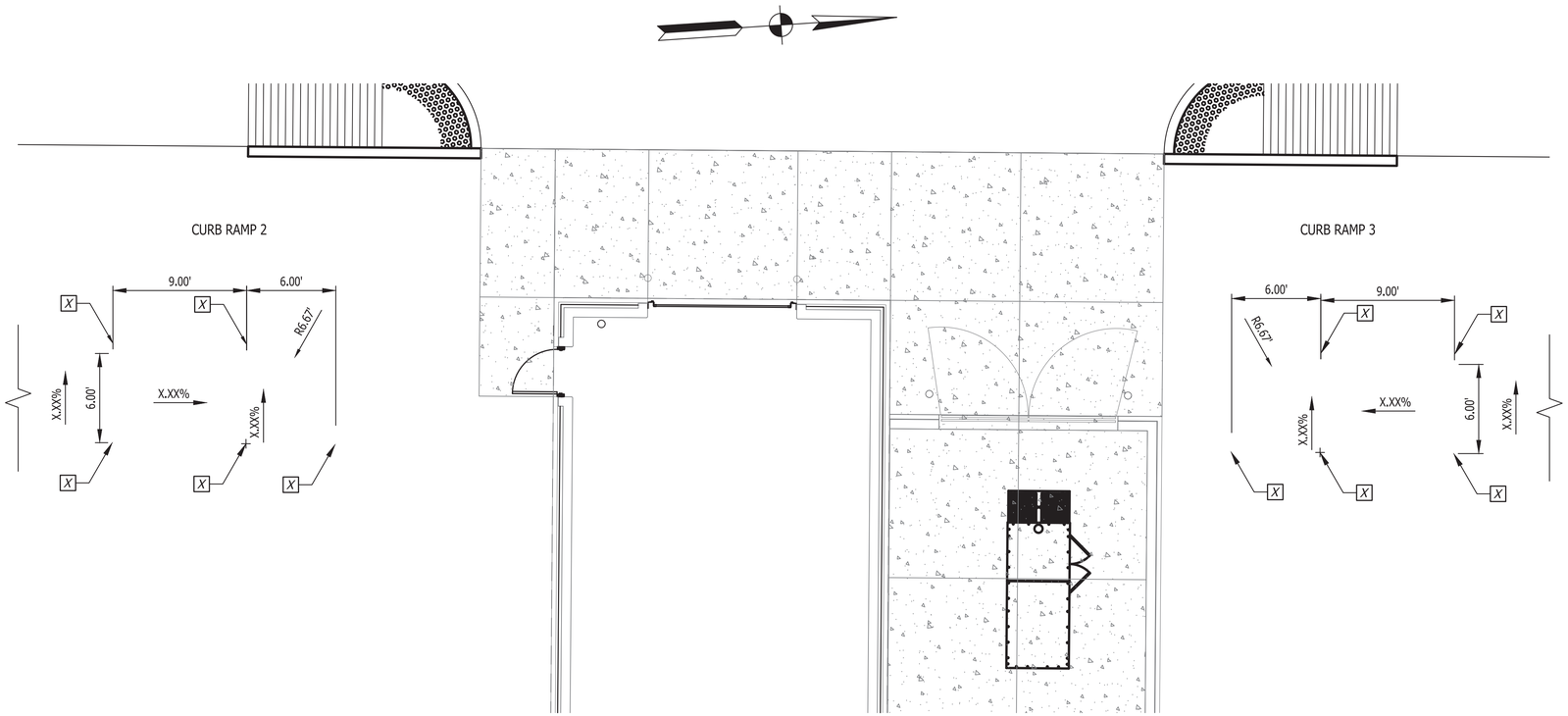

Curb Ramp 3						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
1	219245.8179	756923.9155			-	
2	219237.7160	756927.8346				-
3	219229.7014	756925.0447				-
4	219235.1027	756922.4322				-
5	219243.2046	756918.5132			-	
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

Curb Ramp 4						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
6	219172.6478	756959.3094				-
7	219164.5440	756963.2293			-	
8	219161.9306	756957.8270			-	
9	219170.0326	756953.9079				-
10	219175.4338	756951.2952				-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

SCALE: 1" = 5'

5 2.5 0 2.5 5

Last Saved By: pauline Printed: 3/19/24
PA:\1385 - Taylorsville Truck Parking\DWG\SITE SHEETS\NB REST AREA\1385-NB-C100 CURB RAMPS.dwg Mar 18, 2024 - 8:07:15 am

Certified by: Robert Gray

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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
302 NW Fourth St, Suite 102 - Evansville, IN 47708
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TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: CEW
Drawing Scale: 1"=5'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C105
Sheet: ## of XXX

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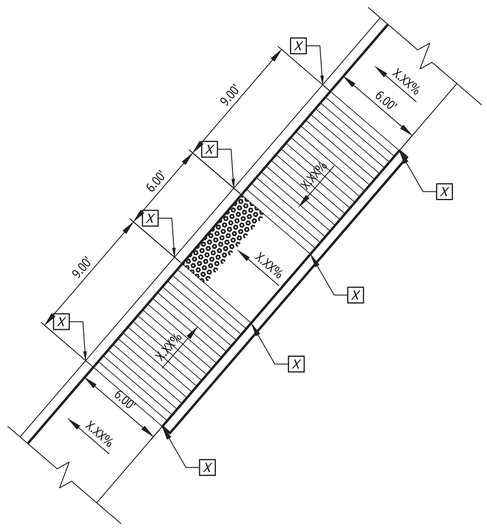

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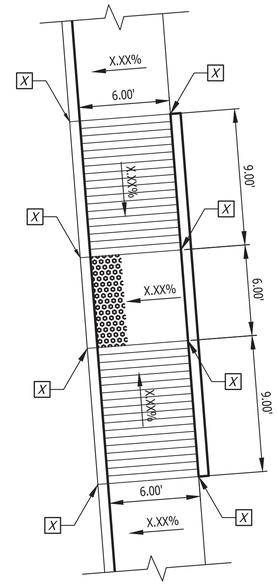

Curb Ramp 5						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
1	219080.9464	757003.6671			-	
2	219072.8444	757007.5861				-
3	219067.4432	757010.1988				-
4	219059.3412	757014.1179			-	
5	219056.7285	757008.7166			-	
6	219064.8305	757004.7976				-
7	219070.2317	757002.1849				-
8	219078.3331	756998.2647			-	
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

Curb Ramp 6						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
9	219001.1923	757042.2457			-	
10	218993.0904	757046.1647				-
11	218987.6891	757048.7774				-
12	218979.5872	575052.6965			-	
13	218976.9739	757047.2941			-	
14	218985.0764	757043.3761				-
15	218990.4777	757040.7634				-
16	218998.5796	757036.8444			-	
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

Certified by: Robert Gray

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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W-451 INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: #####
Drafter: CEW
Drawing Scale: 1"=5'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C106
Sheet: ## of XXX

Last Saved By: pandrew Printed: 3/19/24
P:\1385 - Taylorsville Truck Parking\PLANS\SITE SHEETS\NB REST AREA\1385-NB-C100 CURB RAMPS.dwg Mar 19, 2024-8:07:22 am

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

CURVE DATA
P.I. 3380+90.80 "A"
P.C. 3375+90.80 "A"
P.T. 3385+90.80 "A"
Δ=0°20'00" Lt./Rt.
D = 0°02'00"
R = 171887.34'
T = 500.00'
L = 1000.00'

P.I. 3380+90.81 "A"
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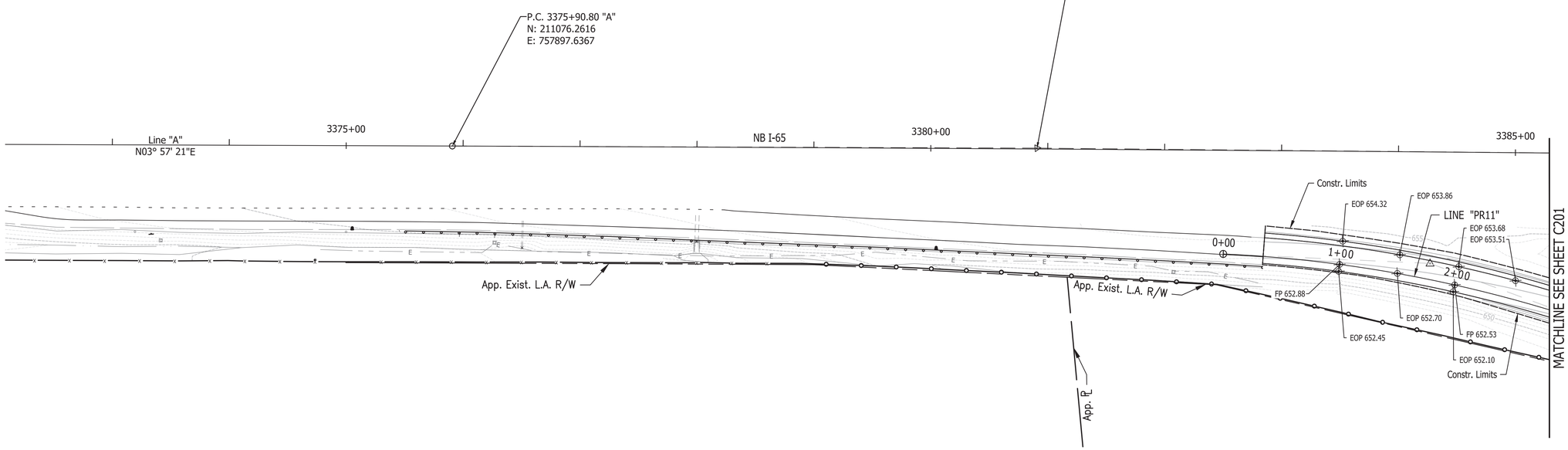
E: 757932.1299

P.C. 3375+90.80 "A"
N: 211076.2616
E: 757897.6367



DONALD H. STRIETELMEIER

VONDA ALETHA HUTTON

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: ENGINEER

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
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TAYLORSVILLE, INDIANA

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DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C200
Sheet: ## of XXX

Last Saved By: psadlow Printed:3/19/24
P:\1_SDS - Hyannville Truck Parking\DWGS\SITE SHEETS\NB REST AREA\1385-NB-C200 GRADING PLAN.dwg Mar 19, 2024-8:08:09 am

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

MATCHLINE SEE SHEET C200

MATCHLINE SEE SHEET C202

Line "A"
N04° 17' 21"E

3390+00

NB I-65

3395+00

WETLAND -
PEM1A 0.0294 acres
Do Not Disturb

WETLAND -
PEM1A 0191 acres
Do Not Disturb

WETLAND -
PEM1A 0.0850 acres
Do Not Disturb

LINE "PR-11"

LINE "PR-12"

Constr. Limits

App. Exist. L.A. R/W

WETLAND -
PEM1A Impact 0.0391 acres

WETLAND -
PEM1A Impact 0.1125 acres

WETLAND -
PEM1A Impact 0.5777 acres

VONDA ALETHA HUTTON

DAVID L. MOSS

STATE OF INDIANA

VIRGIL K. II
&
HALEY R.
COLLINS

NICHOLAS CORUM

JESSICA &
BLAKE
KEGERIS

DONALD H. STRIETELMEIER

CHARLES
B.
PICKENS

JAMES
I.
THAYER

STEPHEN A.
&
ARDIS D.
SOUDER

DANIEL O.
&
LISA A.
COBURN

ANTHONY D.
&
ELLEN
SANDRA

ARENA MARIA
JESUS PEREZ

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 2, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: pmaltese Printed:1/19/24
P:\1385 - Hyperbaric Truck Parking\GRADING\SITE SHEETS\NB REST AREA\1385-HAR-C200 GRADING PLAN.dwg Mar 19, 2024-8:08:24 am

Certified by: ENGINEER

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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
308 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@evansville.net

B.C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

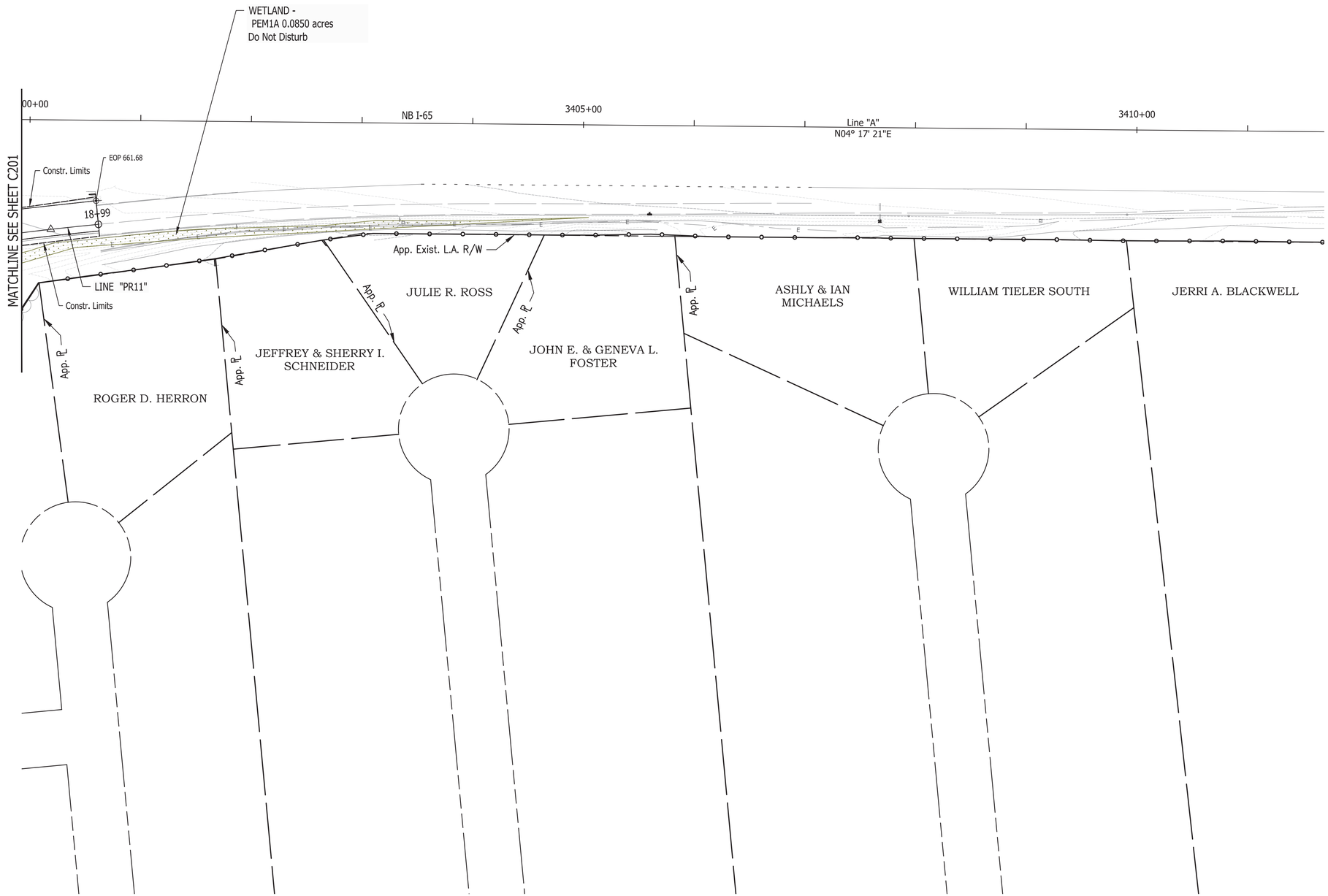
PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM IW467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number:	03003001-24-025-D1
Requisition Number:	
Account Number:	
Designer: IID	Drawing Date: ####
Drafter: PKA	Drawing Scale: 1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1385N
Building Reference:	
Drawing Number:	C201
Sheet:	## of XXX

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY



SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jonathan Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\SHEETS\SITE SHEETS\NB REST AREA\1385-NB-C200 GRADING PLAN.dwg Mar 18, 2024-8:08:35 am

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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
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B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

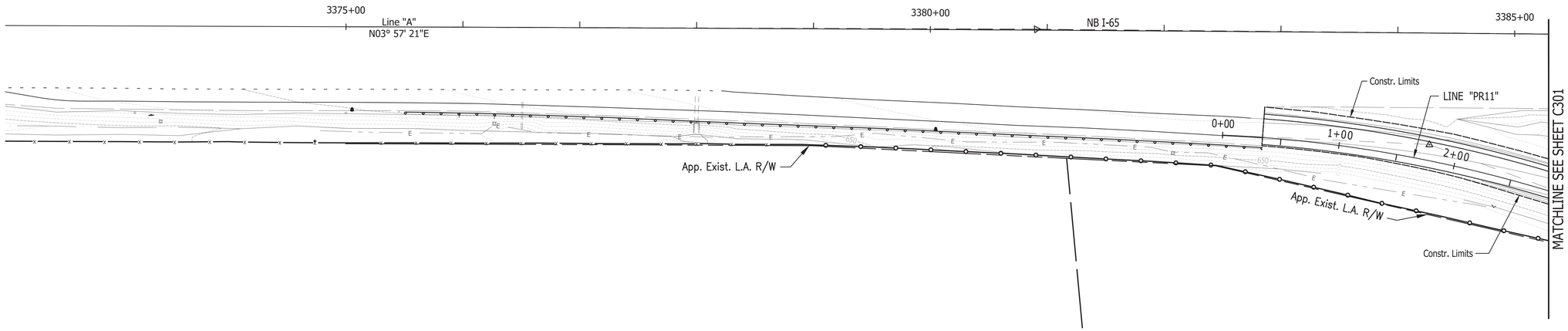
PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C202
Sheet: ## of XXX

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY



DONALD H. STRIETELMEIER

VONDA ALETHA HUTTON

App. ℄

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

Note: All Existing Storm Sewer & Culverts
Shall Be Removed and Replaced

See Structure Data Table for Drainage Structure Details.

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: ENGINEER

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JANSSEN & SPAANS ENGINEERING
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9120 Harrison Park Court • Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
300 NW, Fourth St, Suite 102 • Evansville, IN 47708
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E-mail fosse-arch.com

B. C. Engineering, Inc.
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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C300
Sheet: ## of XXX

Last Saved By: pandrew Printed:3/19/24
F:\1_Jobs - Hyperwerks Truck Parking\Docs\SITE SHEETS\NB REST AREA\1385-NB-C300 DRAINAGE PLAN.dwg Mar 19, 2024-8:10:08 am

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

MATCHLINE SEE SHEET C300

MATCHLINE SEE SHEET C302

Line "A"
N04° 17' 21"E

3390+00

NB I-65

3395+00

34

WETLAND -
PEM1A 0.0294 acres
Do Not Disturb

WETLAND -
PEM1A 0191 acres
Do Not Disturb

WETLAND -
PEM1A 0.0850 acres
Do Not Disturb

Constr. Limits

LINE "PR-11"

3+00

4+00

5+00

6+00

7+00

8+00

9+55

10+00

11+00

11+55

12+00

13+00

14+00

15+00

16+00

17+00

18+00

0+00

1+00

2+00

3+00

4+00

5+00

6+00

7+00

8+00

9+00

10+00

11+00

App. Exist. L.A. R/W

LINE "PR-12"

STATE OF
INDIANA

STR. STRUCTURE - (33)

STR. STRUCTURE - (34)

STR. STRUCTURE - (35)

STR. STRUCTURE - (19)

STR. STRUCTURE - (20)

STR. STRUCTURE - (21)

STR. STRUCTURE - (22)

STR. STRUCTURE - (23)

STR. STRUCTURE - (24)

STR. STRUCTURE - (25)

STR. STRUCTURE - (26)

STR. STRUCTURE - (27)

STR. STRUCTURE - (30)

STR. STRUCTURE - (32)

WETLAND -
PEM1A Impact 0.0391 acres

WETLAND -
PEM1A Impact 0.1125 acres

WETLAND -
PEM1A Impact 0.5777 acres

VONDA ALETHA HUTTON

DAVID L. MOSS

VIRGIL K. II
&
HALEY R.
COLLINS

NICHOLAS CORUM

JESSICA &
BLAKE
KEGERIS

ARENA MARIA
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ANTHONY D.
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SANDRA

DANIEL O.
&
LISA A.
COBURN

STEPHEN A.
&
ARDIS D.
SOUDER

JAMES
I.
THAYER

CHARLES
B.
PICKENS

DONALD H. STRIETELMEIER

App. Exist. L.A. R/W

App. PL

Constr. Limits

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 2, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

Note: All Existing Storm Sewer & Culverts
Shall Be Removed and Replaced

See Structure Data Table for Drainage Structure Details.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: pandrew Printed:3/19/24
P:\1385 - Hyperwerk Truck Parking\SHEETS\SITE SHEETS\NB REST AREA\1385-NB-C300 DRAINAGE PLAN.dwg Mar 19, 2024-8:10:23 am

Certified by: ENGINEER

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
308 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@evansville.net

B.C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

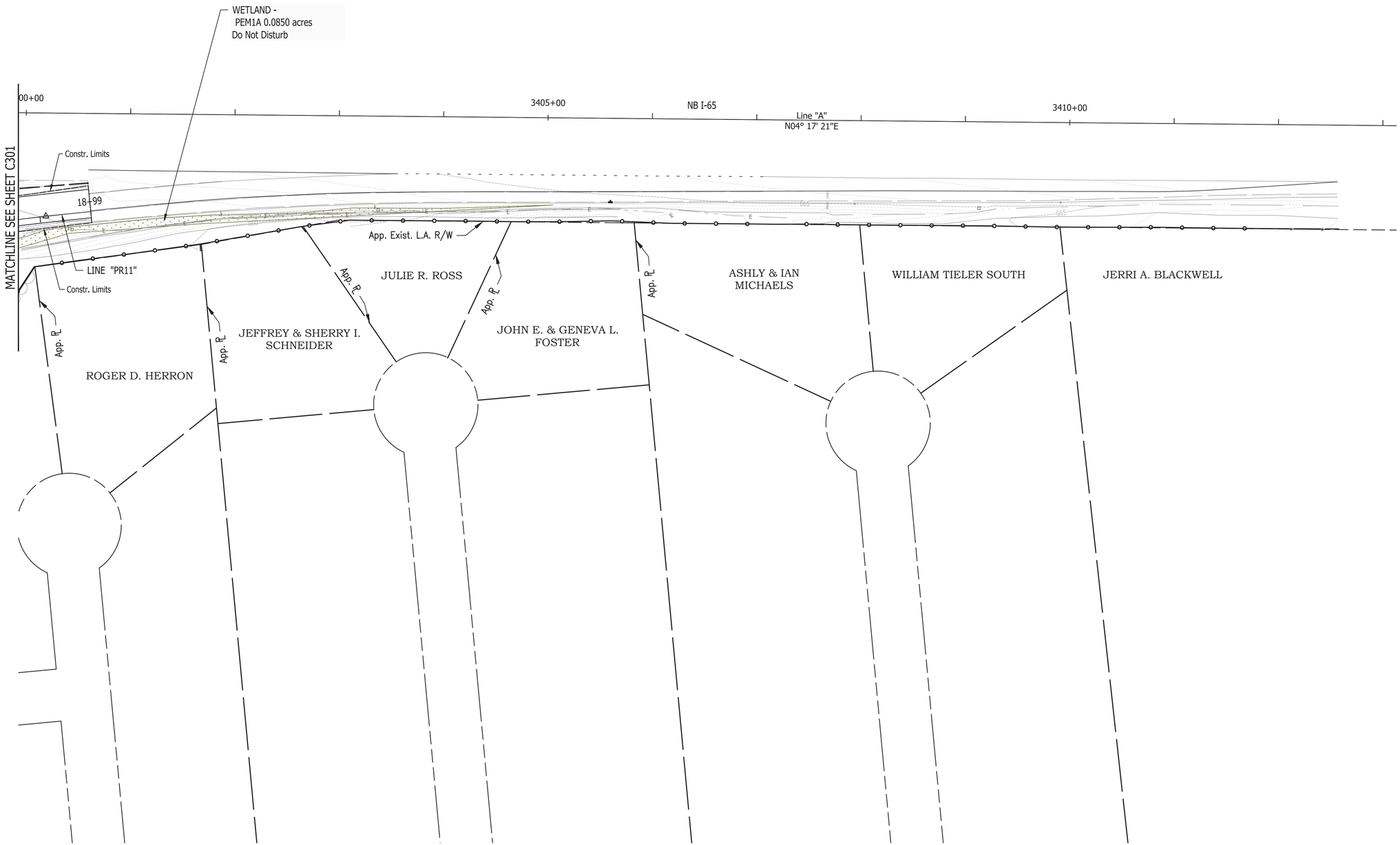
PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: #####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C301
Sheet: ## of XXX

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY



SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

Note: All Existing Storm Sewer & Culverts
Shall Be Removed and Replaced

See Structure Data Table for Drainage Structure Details.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jonathan Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\SHEETS\SITE SHEETS\NB REST AREA\1385-NB-C300 DRAINAGE PLAN.dwg Mar 19, 2024-8:10:35 am

Certified by: ENGINEER

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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
300 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@fosse-arch.com

B. C. Engineering, Inc.
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501 Carpenter Street
Evansville, IN 47708
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Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C302
Sheet: ## of XXX

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

CURVE DATA
P.I. 3380+90.80 "A"
P.C. 3375+90.80 "A"
P.T. 3385+90.80 "A"
Δ=0°20'00" Lt./Rt.
D = 0°02'00"
R = 171887.34'
T = 500.00'
L = 1000.00'

P.I. 3380+90.81 "A"
N: 211575.0718
E: 757932.1299

P.C. 3375+90.80 "A"
N: 211076.2616
E: 757897.6367

Line "A"
N03° 57' 21"E

3375+00

NB I-65

3380+00

3385+00

Asph.
Asph. Shldr.
Grass

App. Exist. L.A. R/W

0+00

1+00

2+00

Constr. Limits

LINE "PR11"

MATCHLINE SEE SHEET C401

DONALD H. STRIETELMEIER

VONDA ALETHA HUTTON

App. ℄

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: pasdrm Printed:3/19/24
F:\1_SDE - Hyperwerks Truck Parking\DRAWS\SITE SHEETS\NB REST AREA\1385-NB-C400 UTILITIES PLAN.dwg Mar 19, 2024-8:11:16 am

Certified by: ENGINEER

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
308 W.W. Powell St. Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@sbcglobal.net

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.boeng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=30'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C400
Sheet: ## of XXX

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

Line "A"
N04° 17' 21"E

3390+00

NB I-65

3395+00

Shldr.

Asph. Shldr.

Asph. Shldr.

Asph. Shldr.

Grass

Cut Take

Grass

Riprap

Grass

Grass

P.T. 3385+90.80 "A"
N: 212073.6729
E: 757969.5245

Constr. Limits

Constr. Limits

LINE "PR-11"

3+00

4+00

5+00

6+00

7+00

8+00

9+55

10+00

11+00

12+00

13+00

14+00

15+00

16+00

LINE "PR-11"

Constr. Limits

App. Exist. L.A. R/W

MATCHLINE SEE SHEET C400

VONDA ALETHA HUTTON

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

Constr. Limits

LINE "PR-12"

11+00

10+00

9+00

8+00

7+00

6+00

5+00

4+00

3+00

2+00

1+00

0+00

LINE "PR-12"

LINE "PR-12"

STATE OF
INDIANA

App. Exist. L.A. R/W

Woods

VIRGIL K. II
&
HALEY R.
COLLINS

App. PL

Constr. Limits

NICHOLAS CORUM

App. Exist. L.A. R/W

Constr. Limits

App. PL

JESSICA &
BLAKE
KEGERIS

App. PL

CHARLES
B.
PICKENS

App. PL

JAMES
I.
THAYER

App. PL

STEPHEN A.
&
ARDIS D.
SOUDER

App. PL

DANIEL O.
&
LISA A.
COBURN

ANTHONY D.
&
ELLEN
SANDRA

ARENA MARIA
JESUS PEREZ

App. Exist. L.A. R/W

DONALD H. STRIETELMEIER

MATCHLINE SEE SHEET C402

SEC. 2, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: pandrew Printed:1/9/24
P:\1385 - Hyperlink Truck Parking\Plans\SITE SHEETS\NB REST AREA\1385-HNB-C400 UTILITIES PLAN.dwg Mar 19, 2024-8:11:25 am

Certified by: ENGINEER

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9120 Harrison Park Court - Indianapolis, IN 46216

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320 NW, Fourth St, Suite 102 - Evansville, IN 47708
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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W465, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number:	03003001-24-025-D1
Requisition Number:	
Account Number:	
Designer: IID	Drawing Date: ####
Drafter: PKA	Drawing Scale: 1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1385N
Building Reference:	
Drawing Number:	C401
Sheet:	## of XXX

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

3400+00 NB I-65 3405+00 Line "A" N04° 17' 21"E 3410+00

MATCHLINE SEE SHEET C401

LINE "PR11"

Constr. Limits

17+00 18+00 18+99

Asph. Asph. Shldr. Asph. Shldr. Grass Grass

App. Exist. L.A. R/W

Constr. Limits Constr. Limits

Woods

App. Exist. L.A. R/W

App. ℄ App. ℄ App. ℄ App. ℄ App. ℄

ROGER D. HERRON

JEFFREY & SHERRY I. SCHNEIDER

JULIE R. ROSS

JOHN E. & GENEVA L. FOSTER

ASHLY & IAN MICHAELS

WILLIAM TIELER SOUTH

JERRI A. BLACKWELL

DAVID L. MOSS

VIRGIL K. II & HALEY R. COLLINS

NICHOLAS CORUM

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jonathan_Pinkston3 7/10/24
P:\1385 - Taylorsville Truck Parking\Sheets\SITE SHEETS\NB REST AREA\1385-NB-C400 UTILITIES PLAN.dwg Mar 19, 2024-8:11:34 am

Certified by: ENGINEER

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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

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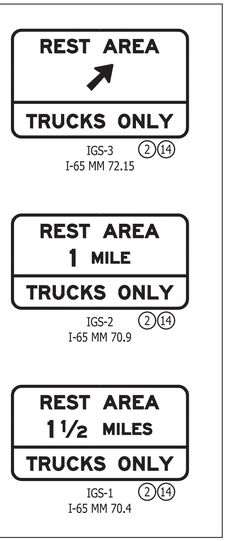
PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

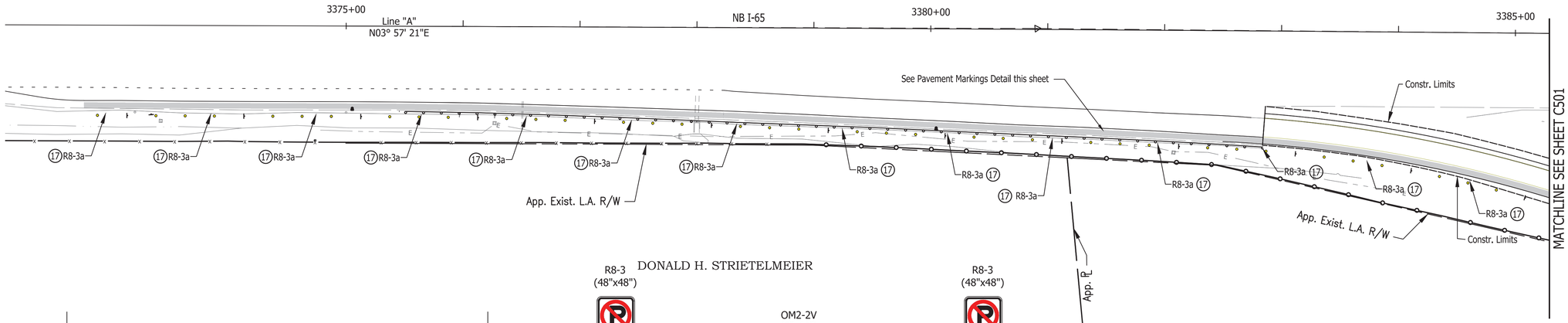
Revisions:

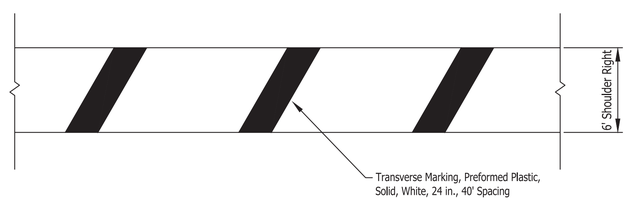
Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C402
Sheet: ## of XXX



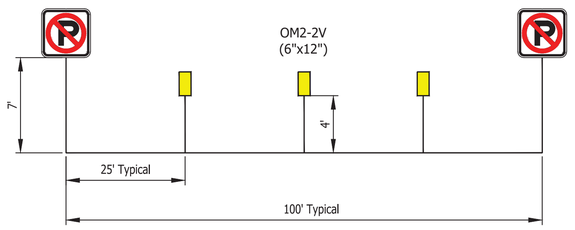
NOTE : Need 37 R8-3a "No Parking" signs along Decel lane and Exit ramp, spaced 30 ft apart.
Labeled every third sign only.
Edge of sign shall be at edge of shoulder.

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY





Pavement Marking Detail
Scale : None



"NO PARKING" Signage Detail
Scale : None

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- Proposed Sign
- (2) Remove existing panel sign from ground mounted supports
- (14) New panel sign on existing ground mounted supports
- (16) New panel sign on new ground mounted supports
- (17) New sheet sign on new supports
- (20) Relocate existing sheet sign and supports
- (40) Line, Multi-Component, Solid, White, 6 in.
- (41) Line, Multi-Component, Solid, Yellow, 6 in.
- (43) Line, Multi-Component, Solid, White, 4 in.
- (45) Transverse, Multi-Component, Yield Line, 36 in.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: rhudelle Printed: 3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SHT SHEETS\NB REST AREA\1385-NB-C500 SIGN-PARK PLAN.dwg Mar 18, 2024-8:12:05 am

Certified by: ENGINEER

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
[illegible]

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.boeng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C500
Sheet: ## of XXX

Line "A"
N04° 17' 21"E

3390+00

NB I-65

SEC., 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

3395+00

STATE OF INDIANA

Constr. Limits

(40) BEGIN

See Pavement Markings Detail Sheet C500

R8-3a (17)

(41) BEGIN

(41) END

R1-2 (17)
R5-1

(45)

App. Exist. L.A. R/W

(17) RX-X

(17) R8-3a

(40) END

MATCHLINE SEE SHEET C500

MATCHLINE SEE SHEET C502

VONDA ALETHA HUTTON

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

NOTE : Need 37 R8-3a "No Parking" signs along Decel lane and Exit ramp, spaced 30 ft apart.
Need 36 R8-3a "No Parking" signs along Accel lane and Entrance ramp, spaced 30 ft apart.
Labeled every third sign only.
Edge of sign shall be at edge of shoulder.

15'
99'
40'
36'

DONALD H. STRIETELMEIER

CHARLES B. PICKENS

JAMES I. THAYER

STEPHEN A. & ARDIS D. SOUDER

DANIEL O. & LISA A. COBURN

ANTHONY D. & ELLEN SANDRA

ARENA MARIA JESUS PEREZ

JESSICA & BLAKE KEGERIS

NICHOLAS CORUM

VIRGIL K. II & HALEY R. COLLINS

App. R/W

LEGEND

- Proposed Sign
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- (43) Line, Multi-Component, Solid, White, 4 in.
- (45) Transverse, Multi-Component, Yield Line, 36 in.

SEC. 2, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: rhuddle Printed:3/19/24
F:\1385 - Taylorsville Road Paving\Plans\SITE SHEETS\NB REST AREA\1385-NB-C500 SIGN-PAVE PLAN.dwg Mar 19, 2024-8:12:14 am

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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
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Phone (812) 424-4202 - Fax (812) 424-4207
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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C501
Sheet: ## of XXX

NOTE : Need 36 R8-3a "No Parking" signs along Accel lane and Entrance ramp, spaced 30 ft apart.
Labeled every third sign only.
Edge of sign shall be at edge of shoulder.

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- Proposed Sign
- (2) Remove existing panel sign from ground mounted supports
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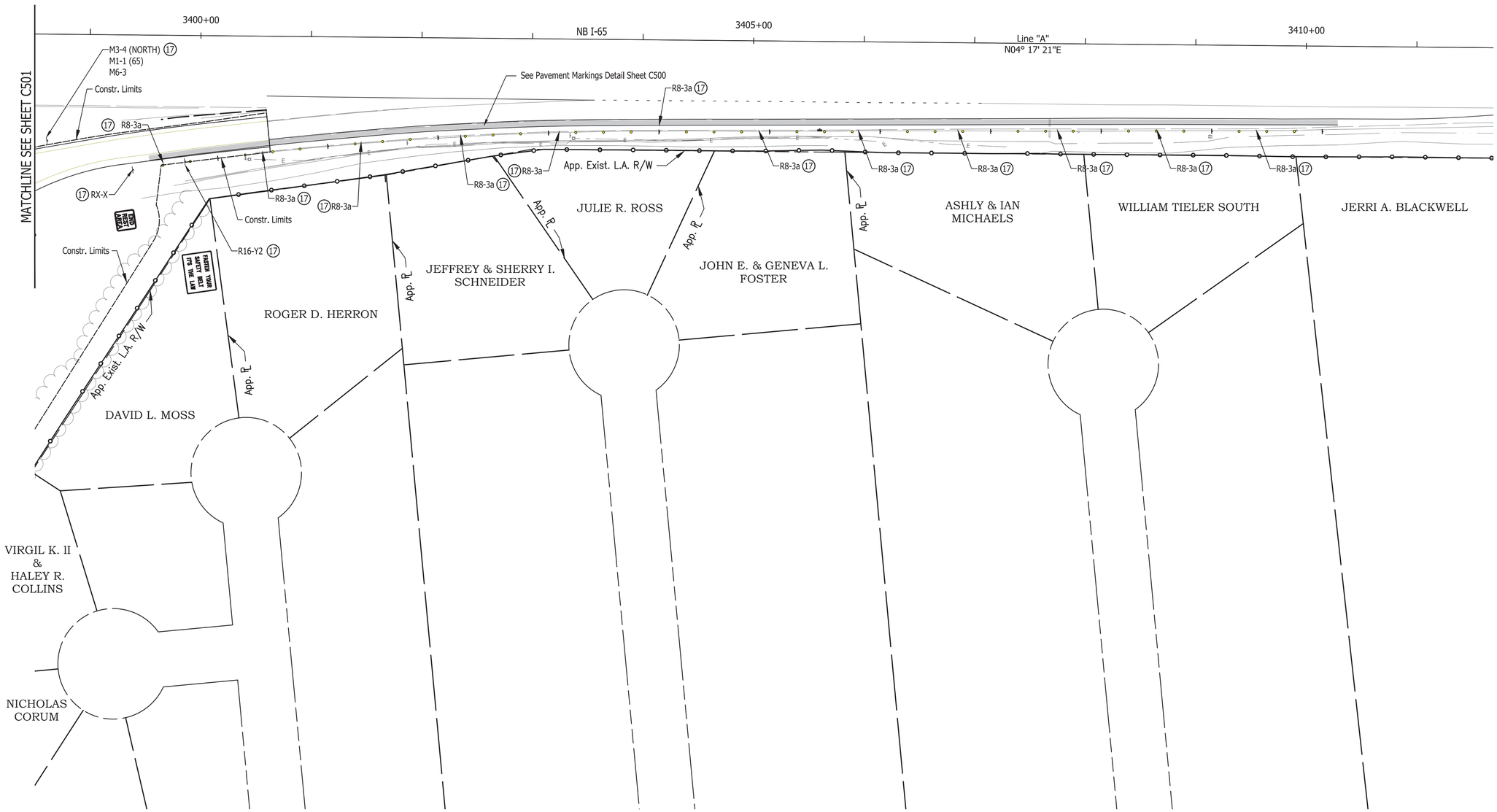
- (41) Line, Multi-Component, Solid, Yellow, 6 in.
- (43) Line, Multi-Component, Solid, White, 4 in.
- (45) Transverse, Multi-Component, Yield Line, 36 in.



SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: rhuddle Printed:3/19/24
PLYLSS - Hypernode Truck Parking\DWGS\SITE SHEETS\NB REST AREA\1385-NB-C500 SIGN-PMK PLAN.dwg Mar 19, 2024-8:12:22 am

Certified by: ENGINEER

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jsengr.com
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309 NW, Fourth St, Suite 102 - Evansville, IN 47708
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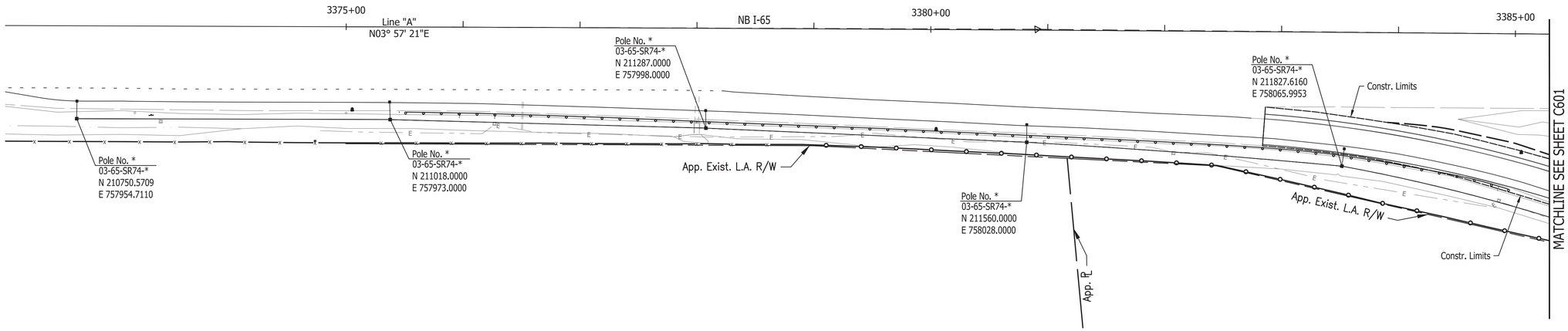
PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number:	03003001-24-025-D1
Requisition Number:	
Account Number:	
Designer: IID	Drawing Date: ####
Drafter: PKA	Drawing Scale: 1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1385N
Building Reference:	
Drawing Number:	C502
Sheet:	## of XXX

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY



DONALD H. STRIETELMEIER

VONDA ALETHA HUTTON

LIGHTING LEGEND

- OR — NEW LIGHT STANDARD
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN TRENCH
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN 2" GALVANIZED STEEL CONDUIT
- NEW HANDHOLE
- X-# — CIRCUIT NUMBER

LUMINAIRE IDENTIFICATION

3-65-NR72-01
- 01 — LUMINAIRE NO.
- NR — CROSS ROAD, TAYLORSVILLE REST AREA
- 72 — MAINLINE I-65
- 65 — COUNTY NO. 3 (BARTHOLOMEW COUNTY)

ITS LEGEND

- PTZ CAMERA
- SENSYS PUCK
- SENSYS ACCESS POINT
- HDPE ITS CONDUIT
- ITS POLE
- ITS HANDHOLE
- ITS CABINET

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: pastrom Printed:3/19/24
F:\1_SDS - Hyannis Truck Parking\Dgn\SHEETS\SITE SHEETS\NB REST AREA\1385-NB-C600 LT-TS PLAN.dwg Mar 19, 2024-8:13:46 am

Certified by: ENGINEER

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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
309 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@fosse-arch.com

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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C600
Sheet: ## of XXX

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

Line "A"
N04° 17' 21"E

3390+00

NB I-65

3395+00

STATE OF INDIANA

Do Not Disturb Wetland

Constr. Limits

Pole No. *
03-65-SR74-*
N 212074.2287
E 758150.9898

Constr. Limits

App. Exist. L.A. R/W

Pole No. *
03-65-SR74-*
N 212513.2175
E 758194.4149

Constr. Limits

Pole No. *
03-65-SR74-*
N 212679.7993
E 758144.6766

Pole No. *
03-65-SR74-*
N 212863.8142
E 758158.4775

Pole No. *
03-65-SR74-*
N 213062.9690
E 758173.4139

Constr. Limits

Vehicle Detector #1
N 212408.9404
E 758283.7417
Reset Existing Equipment
On New Foundation

Pole No. *
03-65-SR74-*
N 212318.8366
E 758254.1157

1 Type-1 Electric Handhole

Do Not Disturb Wetland

VONDA ALETHA HUTTON

Pole No. *
03-65-SR74-*
N 212466.6875
E 758406.0257

App. Exist. L.A. R/W

Pole No. *
03-65-SR74-*
N 212819.4545
E 758314.9404

Pole No. *
03-65-SR74-*
N 212988.1804
E 758327.5947

Pole No. *
03-65-SR74-*
N 212733.4619
E 758353.0059

1 Type-1 Electric Handhole

Camera #2
N 213041.9469
E 758406.5581
New Equipment and New 36 Ft.
Strain Pole On New Foundation

Pole No. *
03-65-SR74-*
N 212731.1571
E 758511.0309

Pole No. *
03-65-SR74-*
N 212875.5219
E 758492.3588

Pole No. *
03-65-SR74-*
N 213139.9700
E 758576.2918

Pole No. *
03-65-SR74-*
N 213308.0000
E 758247.0000

Pole No. *
03-65-SR74-*
N 213173.0000
E 758341.0000

1 Type-1 Electric Handhole

Camera #1
N 212735.1550
E 758531.1411
Reset Existing Equipment
On New Foundation

1 Type-1 Electric Handhole

Pole No. *
03-65-SR74-*
N 212780.4539
E 758630.6245

Pole No. *
03-65-SR74-*
N 212468.5522
E 758574.0050

Constr. Limits

1 Type-1 Electric Handhole

Pole No. *
03-65-SR74-*
N 212665.9960
E 758745.0509

App. Exist. L.A. R/W

App. Exist. L.A. R/W

VIRGIL K. II
&
HALEY R.
COLLINS

App. R/W

Constr. Limits

NICHOLAS CORUM

Pole No. *
03-65-SR74-*
N 213043.2251
E 758716.7796

App. R/W

JESSICA &
BLAKE
KEGERIS

App. R/W

CHARLES
B.
PICKENS

App. R/W

JAMES
I.
THAYER

App. R/W

STEPHEN A.
&
ARDIS D.
SOUDER

App. R/W

DANIEL O.
&
LISA A.
COBURN

ANTHONY D.
&
ELLEN
SANDRA

ARENA MARIA
JESUS PEREZ

DONALD H. STRIETELMEIER

MATCHLINE SEE SHEET C600

MATCHLINE SEE SHEET C602

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 2, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

LIGHTING LEGEND

- OR — NEW LIGHT STANDARD
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN TRENCH
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN 2" GALVANIZED STEEL CONDUIT
- NEW HANDHOLE
- X-# CIRCUIT NUMBER

LUMINAIRE IDENTIFICATION

3-65-NR72-01
- LUMINAIRE NO.
- CROSS ROAD, TAYLORSVILLE REST AREA
- MAINLINE I-65
- COUNTY NO. 3 (BARTHOLOMEW COUNTY)

ITS LEGEND

- PTZ CAMERA
- SENSYS PUCK
- SENSYS ACCESS POINT
- HDPE ITS CONDUIT
- ITS POLE
- ITS HANDHOLE
- ITS CABINET

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: pandrew Printed: 11/1/24
PLT: 1385 - Hyperion Truck Parking\PLANS\SITE SHEETS\NB REST AREA\1385-NB-C600 LT-ITS PLAN.dwg Mar 19, 2024-8:13:53 am

Certified by: ENGINEER

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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
308 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C601
Sheet: ## of XXX

LIGHTING LEGEND

- NEW LIGHT STANDARD
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN TRENCH
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN 2" GALVANIZED STEEL CONDUIT
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- X-# CIRCUIT NUMBER

LUMINAIRE IDENTIFICATION

3-65-NR72-01

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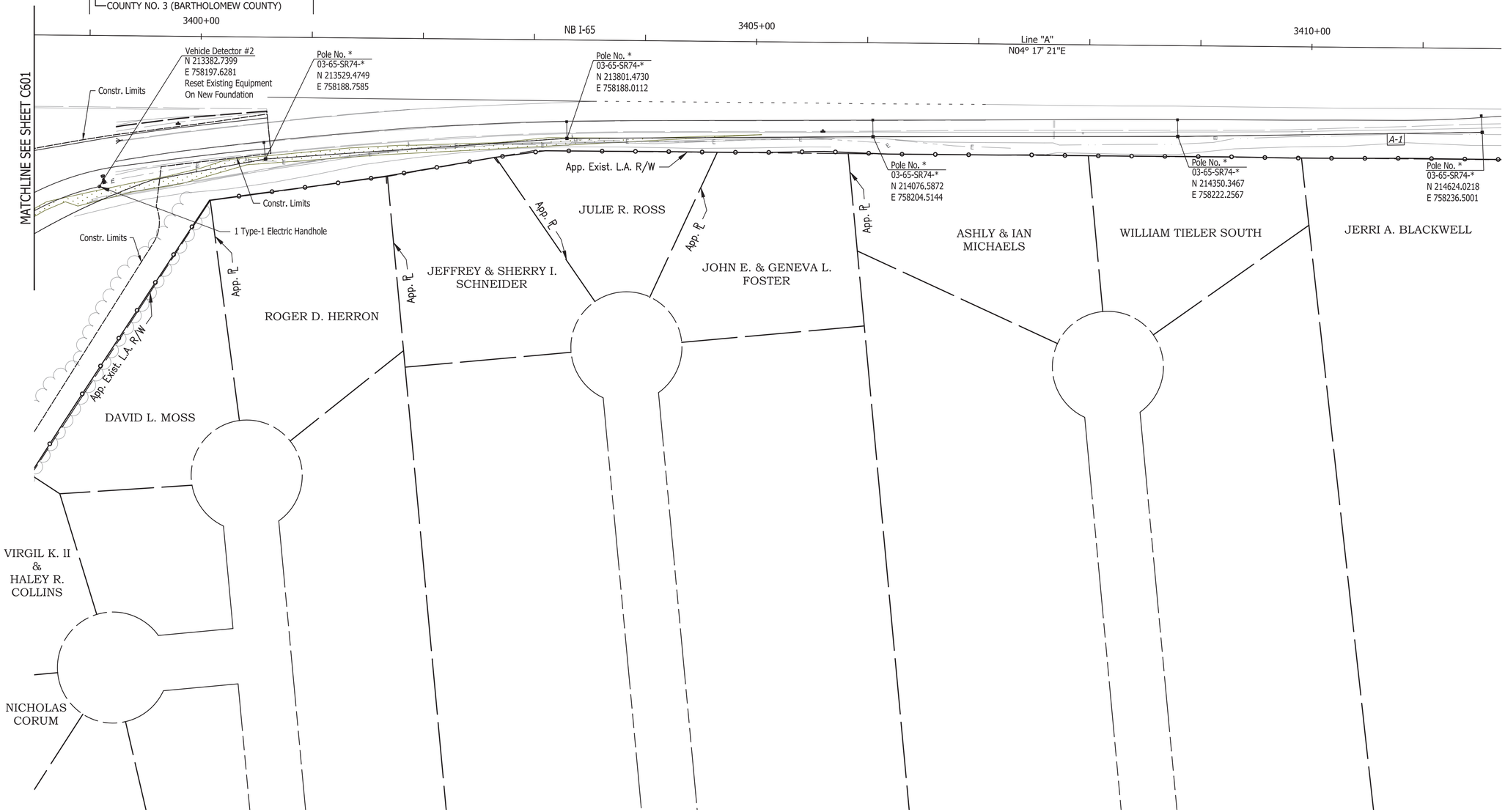
- COUNTY NO. 3 (BARTHOLOMEW COUNTY)

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY



ITS LEGEND

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- SENSYS PUCK
- SENSYS ACCESS POINT
- HDPE ITS CONDUIT
- ITS POLE
- ITS HANDHOLE
- ITS CABINET

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jmaldew Printed: 3/19/24
P:\1385 - Taylorsville Truck Parking\Sheets\SITE SHEETS\NB REST AREA\1385-NB-C600 LT-ITS PLAN.dwg Mar 19, 2024-8:14:01 am

Certified by: ENGINEER

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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

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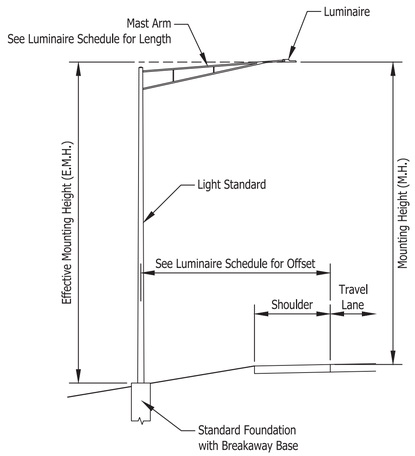
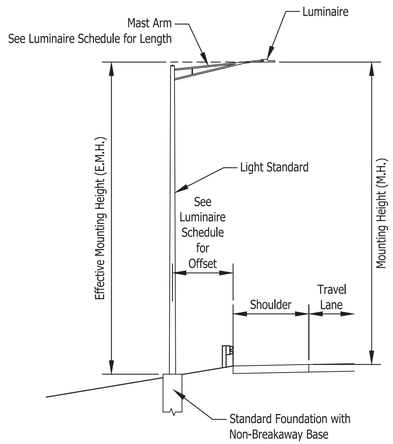
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

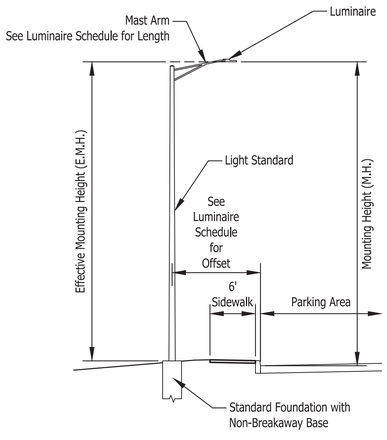
Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C602
Sheet: ## of XXX



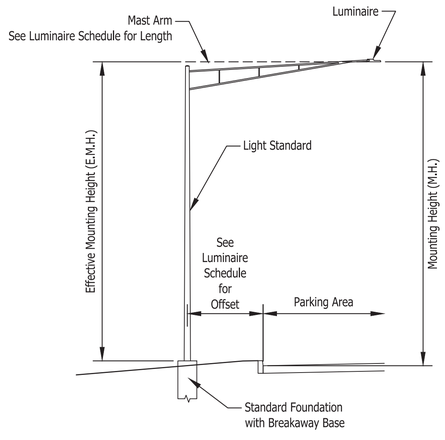
Typical Light Pole Installation
Shoulder without Guardrail



Typical Light Pole Installation
Shoulder with Guardrail



Typical Light Pole Installation
Curb and Sidewalk



Typical Light Pole Installation
Curb

Last Saved By: pauldrew Printed:3/19/24
File: \\JSE - Indianapolis Fosse Parking\Drawings\SITE SHEETS\NB REST AREA\1385-NB-C000 LT-TIS PLAN.dwg Mar 19, 2024 - 8:14:05 am

Certified by: ENGINEER

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TAYLORSVILLE, INDIANA

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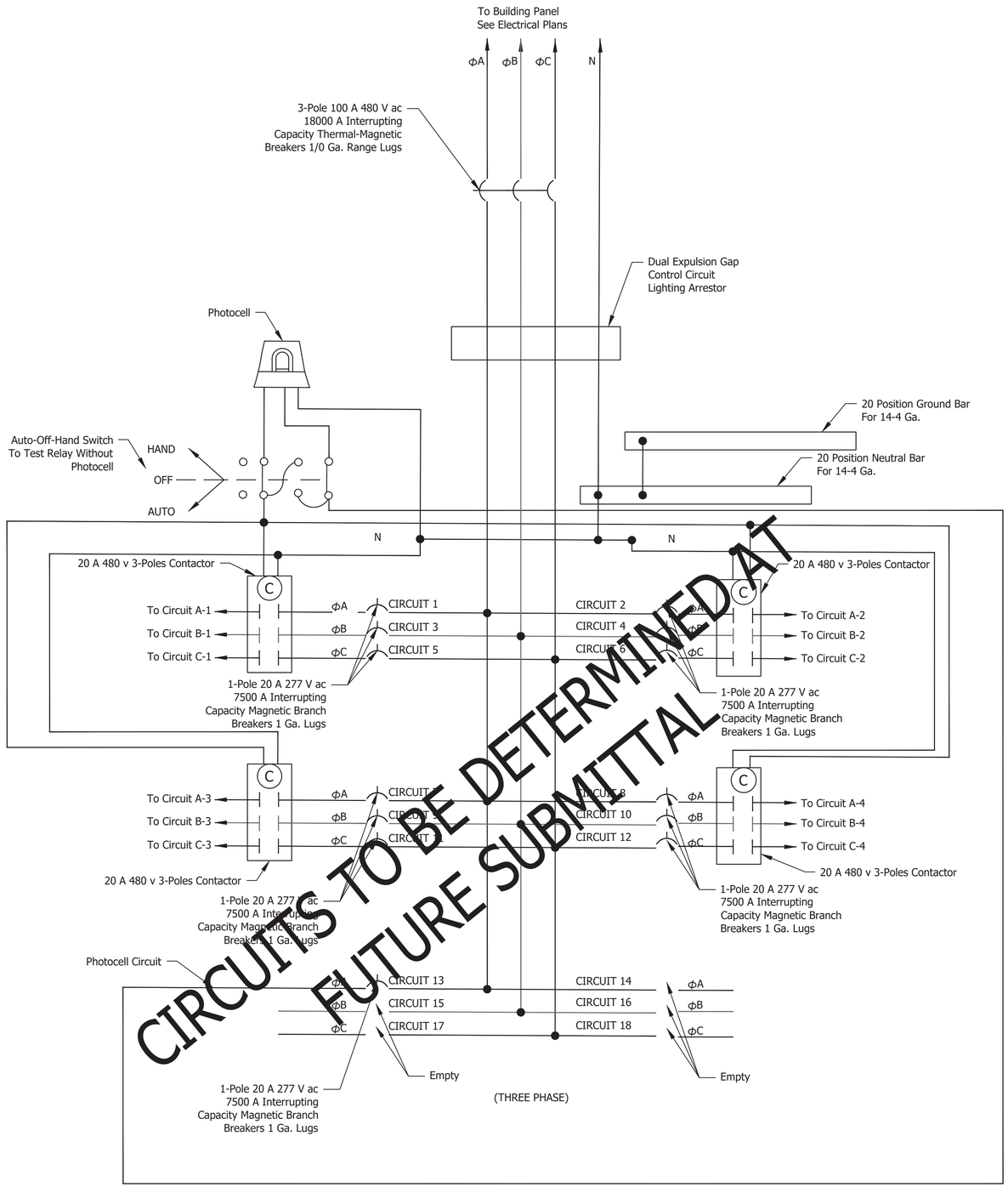
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C604
Sheet: ## of XXX

Lighting Photocell Diagram



CIRCUITS TO BE DETERMINED AT FUTURE SUBMITTAL

Last Saved By: pandrew Printed: 3/19/24
P:\1385 - Taylorsville Road Paving\SHEETS\SITE SHEETS\NB REST AREA\1385-NB-C600 L7-ELS PLAN.dwg Mar 19, 2024-8:14:08 am

Certified by: ENGINEER

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jsengr.com
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TAYLORSVILLE, INDIANA

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ROOM W465, INDIANA GOVERNMENT CENTER SOUTH
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INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

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Account Number:
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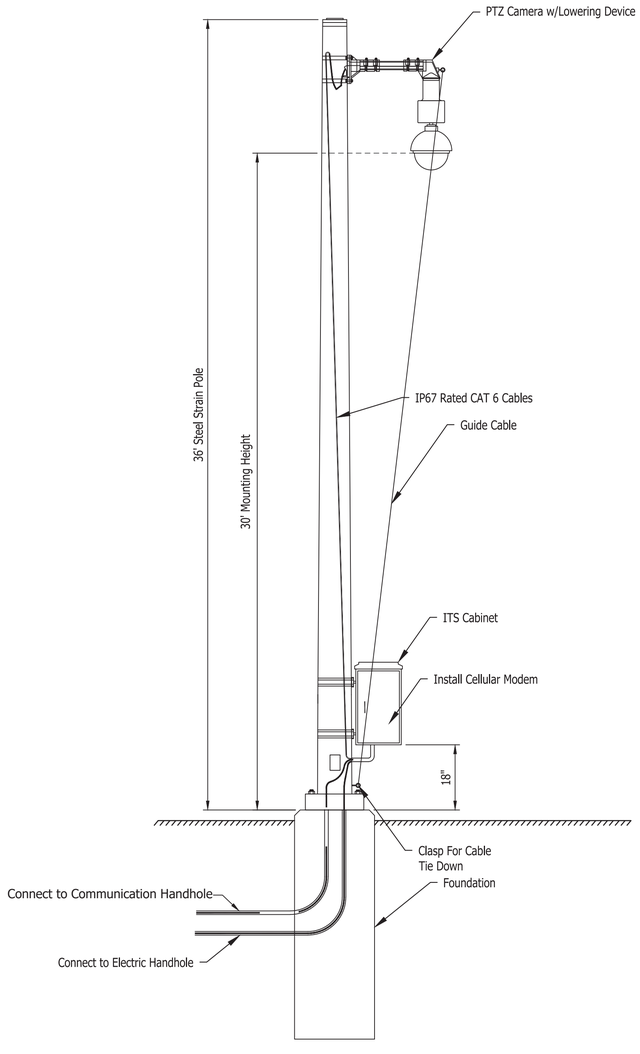
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C605
Sheet: ## of XXX

ITS HANDHOLE DETAILS

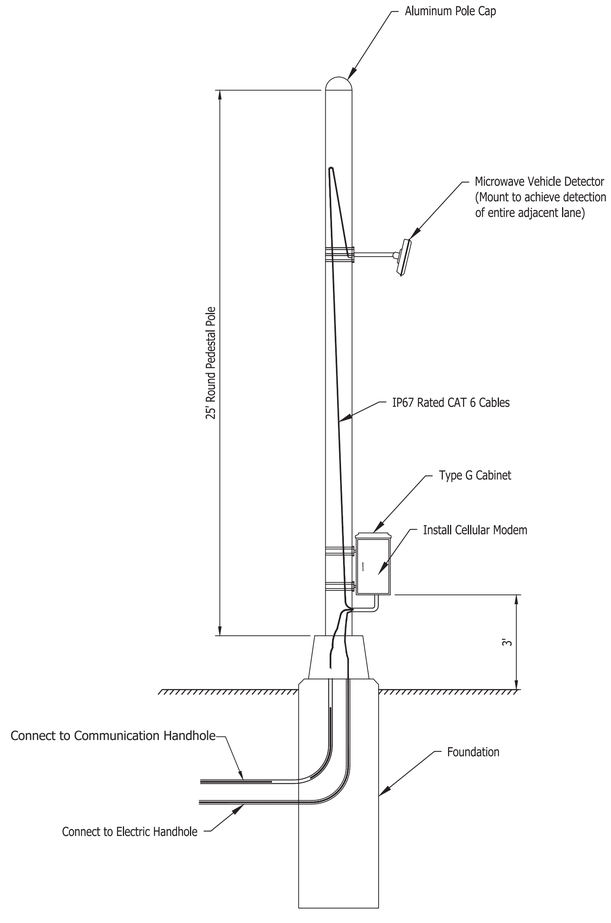
Not to Scale

NOTE: See INDOT Standard Drawing E 805-SGCF-04 for more information on Type 1 Handhole



ITS 36' CAMERA POLE DETAILS

Not to Scale



ITS VEHICLE DETECTION POLE DETAILS

Not to Scale

ITS General Notes:

1. All existing ITS equipment is to be reused as described per plans.
2. All conduits are to be buried at a depth of 36" below final grade.
3. All conduits are to be Schedule 80 HDPE unless otherwise noted in plans.
4. All conduits to have tracer wire for future utility locates.
5. All utility locations in the plans are assumed and shall be verified by the contractor before installation of any ITS facilities.
6. Vehicle Detection unit shall be mounted to achieve detection of all detection sensors per manufacturer's recommendations.
7. Install 60A double-pole remote service disconnect at all ITS cabinet locations.

Certified by: ENGINEER

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court • Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
808 NW, Fourth St, Suite 102 • Evansville, IN 47708
Phone (812) 424-4202 • Fax (812) 424-4207
E-mail fosse@fosse-arch.com

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
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Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.boeng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

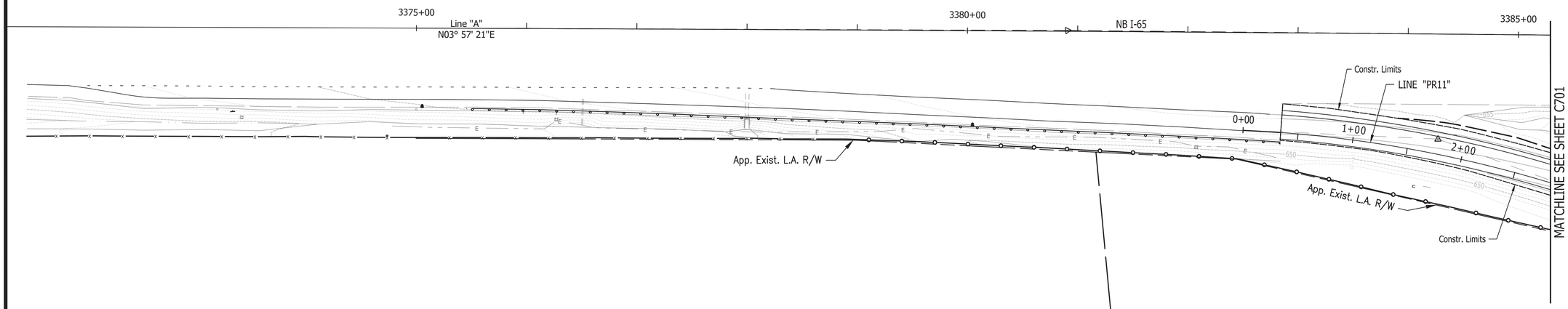
Project Number:	03003001-24-025-D1
Requisition Number:	
Account Number:	
Designer: IID	Drawing Date: #####
Drafter: PKA	Drawing Scale: 1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1385N
Building Reference:	
Drawing Number:	C606
Sheet: ## of XXX	

Last Saved By: pandrew Printed:5/10/24
P:\1385 - Taylorsville Truck Parking\SHEETS\SITE SHEETS\NB REST AREA\1385-NB-C606 17-ITS PLAN.dwg Mar 19, 2024-8:14:10 am

LEGEND

- Temporary Silt Fence (As Req'd)
- Temporary Filter Sock (As Req'd)
- Protected Resource Fencing
- Ditch Flowline (Existing or Other Phase/Proposed)
- Temporary Seed and Mulch
- Manufactured Surface Protection Product
- Wetland Area
- Area Under Construction
- Temporary Check Dam, Revetment Riprap
- Temporary Check Dam, Traversable, Low Profile
- Ditch Inlet Protection
- Inlet Protection
- Temporary Sediment Trap
- Permanent Revetment Riprap
- Offsite Flow Direction
- Dry Native Grass Seed Mixture
- Do Not Mow or Spray Sign

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY



DONALD H. STRIETELMEIER

VONDA ALETHA HUTTON

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

App. ℄

Notes:

1) Contractor shall be responsible for changes made to SWM plan post-award to accommodate means and method.
2) Temporary seeding shall be in accordance with Section 205 of the 2022 INDOT Standard Specifications.
3) Dry Native Grass Seed Mixture shall be implemented at the earliest practical time. Seed mixture shall be applied at a rate of 200 lbs/acre, seed mixture shall be approved by Engineer.

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: ENGINEER

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court • Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
808 Hill, Fourth St, Suite 102 • Evansville, IN 47708
Phone (812) 424-4202 • Fax (812) 424-4207
E-mail fosse@evansville.net

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
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Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.boeng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

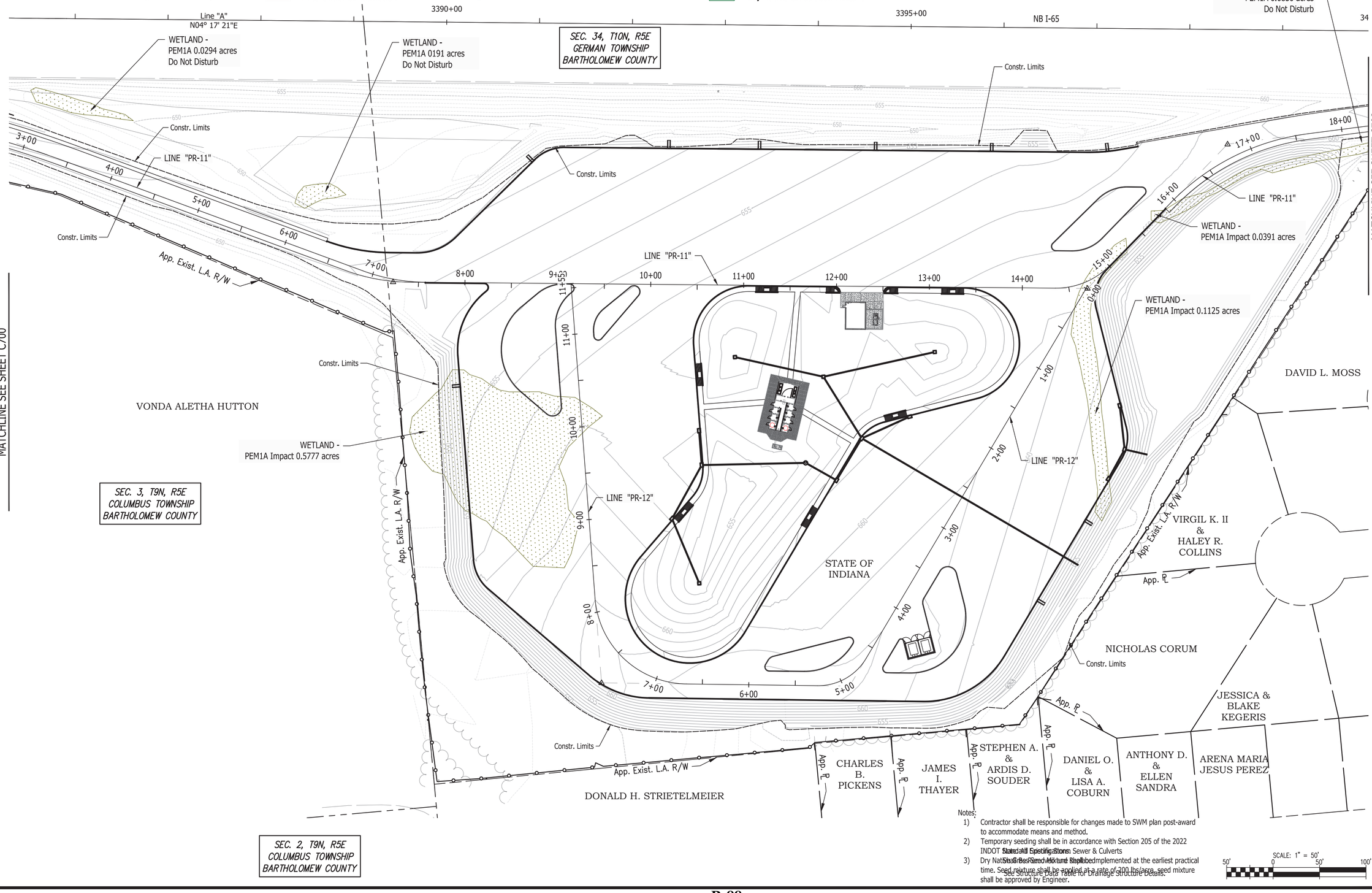
Revisions:

Project Number:	03003001-24-025-D1
Requisition Number:	
Account Number:	
Designer: IID	Drawing Date: ####
Drafter: PKA	Drawing Scale: 1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1385N
Building Reference:	
Drawing Number:	C700
Sheet:	## of XXX

Last Saved By: pastrom Printed:3/19/24
F:\1385 - Hynerman Truck Parking\SHEETS\SITE SHEETS\NB REST AREA\1385-NB-C700 SWM PLAN.dwg Mar 19, 2024-8:14:59 am

LEGEND

- Temporary Silt Fence (As Req'd)
- Temporary Filter Sock (As Req'd)
- Protected Resource Fencing
- Ditch Flowline (Existing or Other Phase/Proposed)
- Temporary Seed and Mulch
- Manufactured Surface Protection Product
- Wetland Area
- Area Under Construction
- Temporary Check Dam, Revetment Riprap
- Temporary Check Dam, Traversable, Low Profile
- Ditch Inlet Protection
- Inlet Protection
- Temporary Sediment Trap
- Permanent Revetment Riprap
- Offsite Flow Direction
- Dry Native Grass Seed Mixture
- Do Not Mow or Spray Sign



Notes:

1) Contractor shall be responsible for changes made to SWM plan post-award to accommodate means and method.
2) Temporary seeding shall be in accordance with Section 205 of the 2022 INDOT Standard Specifications.
3) Dry Native Grass Seed Mixture shall be implemented at the earliest practical time. Seed mixture shall be applied at a rate of 200 lbs/acre. seed mixture shall be approved by Engineer.

See Structure Data Table for Drainage Structure Details.

Last Saved By: pandrew Printed: 5/1/24
FILENAME = N:\projects Final Paving\1385-HB-C700 SWM PLAN.dwg Mar 18, 2024 - 8:15:13 am

Certified by: ENGINEER

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JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
308 NW Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@sbcglobal.net

B.C. Engineering, Inc.
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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number:	03003001-24-025-D1
Requisition Number:	
Account Number:	
Designer: IID	Drawing Date: ####
Drafter: PKA	Drawing Scale: 1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1385N
Building Reference:	
Drawing Number:	C701
Sheet:	## of XXX

LEGEND

- Temporary Silt Fence (As Req'd)
- Temporary Filter Sock (As Req'd)
- Protected Resource Fencing
- Ditch Flowline (Existing or Other Phase/Proposed)
- Temporary Seed and Mulch
- Manufactured Surface Protection Product
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- Area Under Construction
- Temporary Check Dam, Revetment Riprap
- Temporary Check Dam, Traversable, Low Profile
- Ditch Inlet Protection
- Inlet Protection
- Temporary Sediment Trap
- Permanent Revetment Riprap
- Offsite Flow Direction
- Dry Native Grass Seed Mixture
- Do Not Mow or Spray Sign

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

WETLAND -
PEM1A 0.0850 acres
Do Not Disturb

00+00 | NB 3405 | 3405+00 | Line "A" N04° 17' 21"E | 3410+00

MATCHLINE SEE SHEET C701

Constr. Limits
LINE "PR11"
18-99
Constr. Limits

App. Exist. L.A. R/W

App. R/L

ROGER D. HERRON

JEFFREY & SHERRY I. SCHNEIDER

JULIE R. ROSS

JOHN E. & GENEVA L. FOSTER

ASHLY & IAN MICHAELS

WILLIAM TIELER SOUTH

JERRI A. BLACKWELL

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

Notes:
1) Contractor shall be responsible for changes made to SWM plan post-award to accommodate means and method.
2) Temporary seeding shall be in accordance with Section 205 of the 2022 INDOT Standard Specifications.
3) Dry Native Grass Seed Mixture shall be implemented at the earliest practical time. Seed mixture shall be applied at a rate of 200 lbs/acre, seed mixture shall be approved by Engineer.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jonathan Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\Docs\SITE SHEETS\NB REST AREA\1385-NB-C700 SWM PLAN.dwg Mar 19, 2024- 8:15:23 am

Certified by: ENGINEER

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
808 Hill, Perch St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse-arch.com

B. C. Engineering, Inc.
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Evansville, IN 47708
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www.boeng.com

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

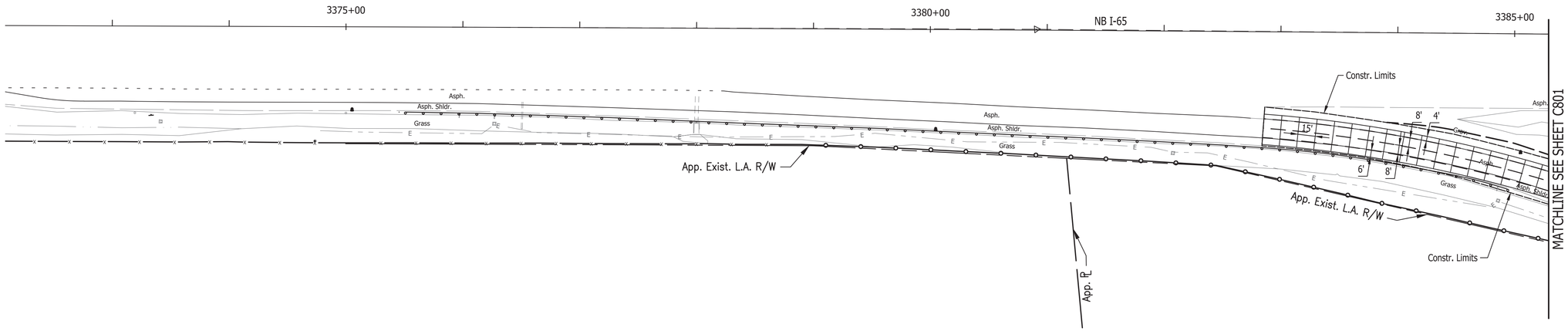
STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID | Drawing Date: ####
Drafter: PKA | Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C702
Sheet: ## of XXX

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

CURVE DATA
P.I. 3380+90.80 "A"
P.C. 3375+90.80 "A"
P.T. 3385+90.80 "A"
Δ=0°20'00" Lt./Rt.
D = 0°02'00"
R = 171887.34'
T = 500.00'
L = 1000.00'



DONALD H. STRIETELMEIER

VONDA ALETHA HUTTON

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

General Notes:

1. All D-1 joint spacing shall not exceed 15ft per pavement design.
2. All longitudinal joint spacing shall not exceed 14ft per INDOT Standard Specification 503.03b.
3. All PCCP joints shall be placed following the construction requirements in INDOT Standard Specifications Section 503.03.
4. All sidewalk joints shall be placed per INDOT Standard Drawing E604-SDWK.

Last Saved By: pardrew Printed:3/19/24
File: \\JSE - Hyperwide Host Pooling\Jobs\SITE SHEETS\NB REST AREA\1385-NB-2000 JOINTS PLAN.dwg Mar 19, 2024- 8:15:56 am

Certified by: ENGINEER

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
300 NW, Pearl St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C800
Sheet: ## of XXX

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

3390+00

NB I-65

3395+00

Shldr.

Asph. Shldr.

Asph. Shldr.

Asph. Shldr.

Cat Tails

Grass

Grass

Grass

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

STATE OF
INDIANA

4'

8'

15'

8'

6'

App. Exist. L.A. R/W

12'

14'

15'

8'

6'

10'

8'

4'

9'

MATCHLINE SEE SHEET C800

MATCHLINE SEE SHEET C802

VONDA ALETHA HUTTON

SEC. 3, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

Constr. Limits

App. Exist. L.A. R/W

Constr. Limits

App. Exist. L.A. R/W

VIRGIL K. II
&
HALEY R.
COLLINS

App. PL

NICHOLAS CORUM

JESSICA &
BLAKE
KEGERIS

App. PL

DONALD H. STRIETELMEIER

App. PL

CHARLES
B.
PICKENS

App. PL

JAMES
I.
THAYER

App. PL

STEPHEN A.
&
ARDIS D.
SOUDER

App. PL

DANIEL O.
&
LISA A.
COBURN

ANTHONY D.
&
ELLEN
SANDRA

ARENA MARIA
JESUS PEREZ

SEC. 2, T9N, R5E
COLUMBUS TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'

50' 0 50' 100'

General Notes:

1. All D-1 joint spacing shall not exceed 15ft per pavement design.
2. All longitudinal joint spacing shall not exceed 14ft per INDOT Standard Specification 503.03b.
3. All PCCP joints shall be placed following the construction requirements in INDOT Standard Specifications Section 503.03.
4. All sidewalk joints shall be placed per INDOT Standard Drawing E604-SDWK.

Last Saved By: jonathan.Pinkes3/10/24
P:\1385 - Taylorsville Truck Parking\Work\SITE SHEETS\NB REST AREA\1385-NB-C800 JOINTS PLAN.dwg Mar 19, 2024-8:16:03 am

Certified by: ENGINEER

JSE
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jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates
Architects, Inc.
308 NW, Fourth St, Suite 102 - Evansville, IN 47708
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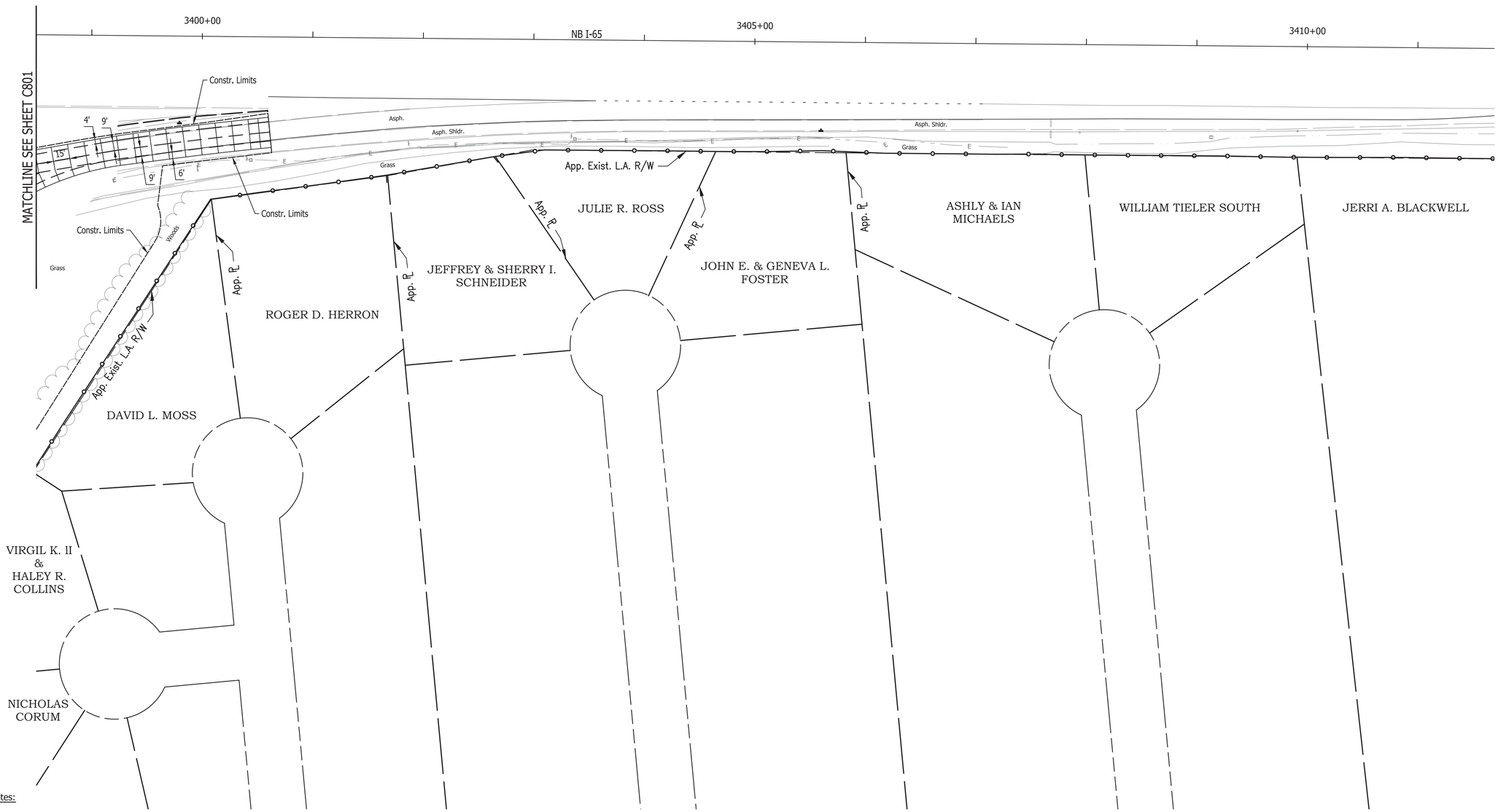
PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C801
Sheet: ## of XXX

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY



General Notes:

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2. All longitudinal joint spacing shall not exceed 14ft per INDOT Standard Specification 503.03b.
3. All PCCP joints shall be placed following the construction requirements in INDOT Standard Specifications Section 503.03.
4. All sidewalk joints shall be placed per INDOT Standard Drawing E604-SDWK.

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: ENGINEER

JANSSEN & SPAANS ENGINEERING
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9120 Harrison Park Court - Indianapolis, IN 46216

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PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

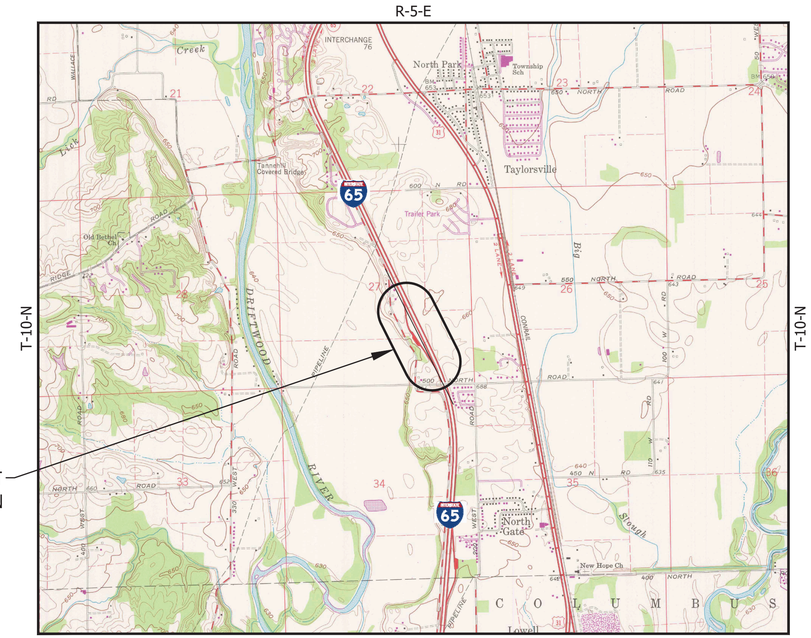
Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C802
Sheet: ## of XXX

Last Saved By: jonathan_fricke@3/19/24
P:\1385 - Taylorsville Truck Parking\Work\SITE SHEETS\NB REST AREA\1385-NB-C900 JOINTS PLAN.dwg Mar 19, 2024-8:16:10 am

TAYLORSVILLE SOUTH BOUND REST AREA
INDIANA DEPARTMENT OF TRANSPORTATION
DRAWING SET #4 CIVIL SITE (SPECIFICATIONS VOLUMES 1, 3)

UTILITIES

		PHONE	CONTACT	ADDRESS
ELECTRIC	REMC	812-372-2546	REMC	.
PHONE	AT&T	800-286-8313	.	.
WATER	EASTERN BARTHOLOMEW COUNTY WATER	812-526-9777	.	SITE ELEVATION Ft. (S) 654
SEWER	DRIFTWOOD UTILITIES	812-526-8177	.	Latitude (S) N 39-16.36 Longitude W 85-57.24



GERMAN TOWNSHIP
BARTHOLOMEW COUNTY, INDIANA
VICINITY MAP
SCALE: 1" = 2000'

Indiana 811 Know what's below. 811 before you dig.

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2024,
RECOMMENDED STANDARDS FOR WASTEWATER FACILITIES
DATED 2014 (10 STATE STANDARDS) AND
RECOMMENDED STANDARDS FOR WATER WORKS
DATED 2018 (10 STATE STANDARDS)
TO BE USED WITH THESE PLANS

FEBRUARY 2024

Last Saved By: Jake Pinkerly 2/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SR REST AREA\1385-SR-0100 TITLE SHEET.dwg Mar 19, 2024-9:34:41 am

Certified by: Robert Gray

JSE JANSSEN & SPAANS ENGINEERING jsengr.com 9120 Harrison Park Court • Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
826 NW Fourth St, Suite 102 • Evansville, IN 47708
Phone (812) 424-4202 • Fax (812) 424-4207
E-mail fosse@fosse-arch.com

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Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W495 INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: N/A
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: G100
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

HERITAGE HEIGHTS LLCATTN
VAN VORRIS DANIEL

I-65 Northbound

LINE "B"

N25° 50' 01"W
Line "B"

I-65 Southbound

3480+00

3475+00

3470+00

CP #100

CP #101

Asph.

Asph. Shldr.

Grass

Gravel

Constr. Limits

Begin Existing Fence Removal

App. Exist. L.A. R/W

App. Exist. R/W

Remove Existing Fence

TBM #200

MATCHLINE SEE SHEET D101

ROBERT D and VIVIAN C
GRIMES

DAVID W & KELLI J
HOLMAN

RICHARD E & CUC T
MAJORS

SARA J
BUCHANAN

C.R. 250 W.

App. R/W

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

ROBERT D and VIVIAN C
GRIMES

TBM #200 – Cut Square on SE Corner of Light Pole Foundation +/–100' North of "15 MPH" Sign on West Side of Exit Ramp. Light Pole #02–65–SR–74–5 Sta. 3467+64.0, 133' Lt. Line "B", Eleevation: 660.37'

100 NORTH: 220608.4509 EAST: 756572.7298

A: F.F.T.F. POST 271° 28.92'
B: F.F.T.F. BRACE POST 245° 25.89'
C: F.F.T.F. POST 212° 30.48'
I-65 SOUTHBOUND
REFLEX SPOILERS

MAG NAIL SET
Sta. 3474+96.30, 73.39' Lt. "B"

101 NORTH: 220055.7459 EAST: 756845.5348

EDGE OF SHOULDER 64° 4.86'
REST AREA RAMP
I-65 SOUTHBOUND
A: NE COR EAST POST REST AREA SIGN 155° 41.55'
B: NW COR WEST POST REST AREA SIGN 160° 41.31'

CERTIFIED CAPPED REBAR SET
Sta. 3468+79.96, 68.69' Lt. "B"

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- BUILDING REMOVAL
- TREE REMOVAL
- TREATMENT PLANT REMOVAL
- UTILITY REMOVAL
- 795 EXISTING CONTOUR
- B-X SOIL BORING SEE GEOTECHNICAL ENGINEERING STUDY FOR FURTHER EXPLANATION.

Note:
1. All signs within gore limits of rest area to be removed, unless otherwise noted on signing plans.
2. All light poles within gore limits of rest area to be removed.
3. Remove all existing drainage structures inside the construction limits.
4. All existing features in conflict with new proposed construction shall be removed.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: Jake Pinkerton 3/19/24
F:\1_Jobs - Dynamic Folder Naming\1JANDS\SITE SHEETS\SB REST AREA\1385-SB-D100 DEMOLITION SHEET.dwg Mar 19, 2024-9:35:20 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
302 NW, Fourth St, Suite 102 – Evansville, IN 47708
Phone (812) 424-4202 – Fax (812) 424-4207
E-mail fosse@fosse-arch.com

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www.bceng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: D100
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE

Fishbeck - Perry
Regulated Drain
Do Not Disturb

I-65 Northbound

LINE "B"

I-65 Southbound

N25° 50' 01"W
Line "B"
3455+00

3465+00

3460+00

MATCHLINE SEE SHEET D100

MATCHLINE SEE SHEET D102

CP #102

CP #103

CP #105

CP #106

Asph. Shldr.

Relocate ITS Pole
and Camera

Remove Sign

Constr. Limits

Grass

Conc.

STATE OF INDIANA

Relocate ITS Pole
and Camera

Remove High Mast

TBM #202

Picnic Area

Remove Existing Fence

App. Exist. L.A. R/W

Constr. Limits

Do not Disturb ITS
Pole and Camera

Do not Disturb Barrier

Conc. Barrier Wall

App. Exist.
L.A. R/W

RICK & GENEVA
DAVIS

SARA J
BUCHANAN

C.R. 250 W.

App. Exist. R/W

Remove Existing Fence

End Existing Fence Removal

JUSTIN R & CHATNEY A
GELFIUS

ARNHOLT BROTHERS LLC

ROBERT D and VIVIAN C
GRIMES

TBM #202 – Cut Square on East Side of High Mast Tower Foundation
+/–100' North of Pinic Area Sta. 3460+65.9, 281.4' Lt. Line "B",
Elevation 281.4' Lt. Line "B", Elevation: 656.75'

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

102	NORTH: 219502.6883 EAST: 757092.2104
START OF BACK OF CONC. CURB 322' 48.27'	
A: BACK OF CONC. CURB 242' 10.05'	
B: EDGE OF ASPHALT SHOULDER 65' 23.69'	
I-65 SOUTHBOUND ASPHALT SHOULDER GRASS	
CERTIFIED CAPPED REBAR SET	
Sta. 3462+74.68, 87.67' Lt. "B"	

103	NORTH: 218947.8290 EAST: 757351.9410
TOP CENTER CATCH BASIN 339' 40.16'	
A: CENTER OF DRAINAGE MANHOLE 305' 45.53'	
B: SW CORNER OF CURB INLET 328' 38.86'	
ASPHALT PARKING LOT I-65 SOUTHBOUND ASPHALT SHOULDER GRASS	
CERTIFIED CAPPED REBAR SET	
Sta. 3456+62.09, 95.68' Lt. "B"	

105	NORTH: 218942.2025 EAST: 757210.5946
A: NW COR OF CURB INLET 148' 13.86'	
B: SW COR OF NO PETS IN BLDG SIGN POST 257' 45.68'	
C: E COR OF HDCP PARKING SIGN POST 242' 44.48'	
CONC. MEDIAN	
MAG NAIL	
Sta. 15+07.85, 61.27' Rt. "PR2"	

106	NORTH: 219513.8551 EAST: 756933.8823
A: NE COR OF BEGIN REST AREA SIGN POST 246' 23.95'	
B: SE COR OF NO TRUCK PARKING SIGN POST 301' 49.13'	
C: NW COR CONC PAD BEHIND BEGINNING SIDEWALK 218' 48.30'	
CONC. MEDIAN	
MAG NAIL	
Sta. 21+42.95, 61.31' Rt. "PR2"	

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- BUILDING REMOVAL
- TREE REMOVAL
- TREATMENT PLANT REMOVAL
- UTILITY REMOVAL
- 795 EXISTING CONTOUR
- B-X SOIL BORING
  SEE GEOTECHNICAL ENGINEERING STUDY
  FOR FURTHER EXPLANATION.

Note:
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2. All light poles within gore limits of rest area to be removed.
3. Remove all existing drainage structures inside the construction limits.
4. All existing features in conflict with new proposed construction shall be removed.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: Jake Prihoda3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-0100 DEMOLITION SHEET.dwg Mar 19, 2024-9:35:23 am

Certified by: Robert Gray

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

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TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W451 INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID | Drawing Date: ####
Drafter: JRC | Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: D101
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

EVELYN STRIETELMEIER
PENCE

P.T. 3451+12.08 "B"
N: 218494.4737
E: 757677.7310

3450+00

3445+00

3440+00

MATCHLINE SEE SHEET D101

CP #104

TBM #201

Do not Disturb Barrier

Asph. Shldr.
Conc. Barrier Wall
Conc.

Grass

STATE OF INDIANA

Do Not Disturb
Wetland

I-65 Northbound

I-65 Southbound

LINE "B"

C.R. 500 N.

App. Section Line

App. Exist. L.A. R/W

App. Exist. R/W

STR.# 77264
TC-1464.97
Could Not Open

STR.# 77263
TC-1465.04
Could Not Open

Asph. Shldr.
Conc.
Conc. Shldr.
Grass

Conc.
Conc. Shldr.
Grass

RICK & GENEVA
DAVIS

NORTHVIEW ASSEMBLY
OF GOD

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

TBM #201 – Cut Square on North Side of Light Pole Foundation +/–100' North of "BUCKLE UP" Sign on West Side of Exit Ramp. Light #03–65–SR–74–8 Sta. 3450+34.2, 103.0' Lt. Line "B", Elevation: 622.51'

104	NORTH: 218405.3253
	EAST: 757612.7436

I-65 SOUTHBOUND
CONC. BARRIER WALL
ON RAMP
RESTART SIDEWALK

CUT □ IN NORTH SIDE OF CONC. BASE OF LIGHT POLE
168° 25.35'

NO OTHER REFERENCES AVAILABLE

MAG NAIL SET
Sta. 28+08.94, 7.51' Rt. "PR3"

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- BUILDING REMOVAL
- TREE REMOVAL
- TREATMENT PLANT REMOVAL
- UTILITY REMOVAL
- 795 EXISTING CONTOUR
- B-X SOIL BORING SEE GEOTECHNICAL ENGINEERING STUDY FOR FURTHER EXPLANATION.

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50' 0 50' 100'

Last Saved By: jdar Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-D100 DEMOLITION SHEET.dwg Mar 19, 2024–9:35:26 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
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TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: D102
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE

CURVE DATA
P.I. 301+93.60 "ALIGNMENT - PR3"
Δ = 45°00'00" RT.
R = 200.00'
T = 82.84'
L = 157.08'
E = 16.48'
S.E. = 2.8%

I-65 Northbound
I-65 Southbound
LINE "B"
N25°50'01"W
3466+00 3465+00 3464+00 3463+00 3462+00 3461+00 3460+00 3459+00 3458+00 3457+00 3456+00 3455+00 3454+00 3453+00 3452+00
N 218714.0981
E 757572.8757

MATCHLINE SEE SHEET C100

N 219650.5369
E 757028.4368
N 219588.6171
E 756926.5965
N 219641.6149
E 756903.7555
Asph. Shldr.
Constr. Limits
Grass
Sta. 200+00.00
Line "PR-2"
Sta. 105+89.34
Line "PR-1", 20' Rt.
125' R
46' R
45' R
PT: 103+84.69
4'
104+00
16'
6'
S4°05'35"E
105+00
Constr. Limits
LINE "PR-1"
App. Exist. L.A. R/W
BP: 200+00.00
201+00 202+00 203+00 204+00 S25°48'46"E 205+00 206+00 207+00 208+00 209+00
126.0'
252.0'
LINE "PR-2"
N 219322.9083
E 756937.3579
N 219585.3454
E 756880.8835
PC: 105+72.28
P.I. 105+80.91
EP: 105+89.34
N 219458.8725
E 756889.3780
N 219182.5288
E 756955.2740
N 219232.0034
E 756931.3422
N 219138.5116
E 756969.1566
N 219100.1307
E 756987.7222
N 219096.5308
E 756988.3526
See Curb Ramp #3 Detail
See Curb Ramp #1 Detail
See Curb Ramp #2 Detail
See Curb Ramp #4 Detail
See Curb Ramp #5 Detail
See Curb Ramp #6 Detail
Begin 28
End 28
Begin 27
End 27
Begin Retaining Wall
Sta. 207+41.60
End Retaining Wall
Sta. 209+13.10
Constr. Limits
Grass
Asph. Shldr.
Do not Disturb Barrier
P.I. 301+93.60
PT: 302+67.84
Conc. Barrier Wall
LINE "PR-3"
100' R
PC: 301+10.76
302+00
Conc. 303+00
S25°50'01"E
16'
6'
N 218608.1269
E 757537.2285
N 218591.4538
E 757517.6463
N 218791.2134
E 757254.0074
N 218766.0289
E 757270.7918
N 218733.5223
E 757283.1825
EP: 209+67.95
S70°50'01"E 301+00
N 218808.2383
E 757247.0427
N 218850.0304
E 757226.8281
5' R
2' R
50' R
194' R
BP: 300+00.00
N 218680.7836
E 757318.6297
N 218688.8650
E 757318.7402
25.43'
N 218749.4657
E 757263.6258
N 218759.5395
E 757234.6914
N 218777.3394
E 757201.2601
N 218465.6859
E 757369.9357
App. Exist. L.A. R/W
App. Exist. R/W
C.R. 250 W.
12' Gate with Pad Lock
N 219214.5990
E 756895.3618
N 219177.7251
E 756913.1984
N 219165.1275
E 756919.3001
N 219110.9467
E 756912.1712
N 219094.8162
E 756914.4196
N 219072.5658
E 756930.7368
N 219084.3418
E 756919.4863
STA. # 10+00
FC=460.00
Location of Force
Main not Marked
Not in Use
Constr. Limits
Grass
Asph. Shldr.
OHE
Ch=636.47
MATCHLINE SEE SHEET C102

SARA J
BUCHANAN

RICK & GENEVA
DAVIS

ROBERT D and VIVIAN C
GRIMES

JUSTIN R & CHATNEY A
GELFIUS

ARNHOLT BROTHERS LLC

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

(A) 12 Inch, QC/QA PCCP	(10) Guardrail, MGS, W-Beam	(26) Sodding
(F) Sidewalk, Concrete	(11) Guardrail, MGS, W-Beam, End Treatment, Type OS	(27) 48" Chain Link Fence
(O) Compacted Aggregate No. 53	(12) Guardrail, MGS, W-Beam, Cable Terminal Anchor	(28) Railing, 42 Inch
(R) Mill And Resurface	(14) Concrete Curb, Integral, 8 Inch	(29) Retrofitted Tie Bars 2' C to C
(S) Saw Cut	(15) Concrete Curb Turnout	

Note:
1. Replace existing fence with 48 inch chain link fence.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: cledlhertz Printed: 11/19/24
P:\1385 - Hypermart Truck Parking\DWGS\SITE SHEETS\SR REST AREA\1385-SR-C100 SITE PLAN.dwg Mar 19, 2024-8:35:47 am

Certified by: Robert Gray

JSE
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TAYLORSVILLE, INDIANA

STATE OF INDIANA
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PUBLIC WORKS DIVISION
ROOM W495 INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

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SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

EVELYN STRIETELMEIER
PENCE

CURVE DATA
P.I. 307+91.61 "ALIGNMENT - PR3"
△ = 8°27'17" RT.
R = 5639.97'
T = 416.89'
L = 832.26'
E = 15.39'
S.E. = Existing

PT: 3451+12.08

3451+00 3450+00 3449+00 3448+00 3447+00 3446+00 3445+00 3444+00 3443+00 3442+00 3441+00 3440+00 3439+00 3438+00 3437+0

N25°50'01"W

I-65 Northbound

I-65 Southbound

LINE "B"

C.R. 500 N.

App. Section Line

MATCHLINE SEE SHEET C101

PC: 303+74.72

Do not Disturb Barrier

4'

16'

6'

Asph. Shldr.
Conc. Barrier Wall
Conc.
Grass

S25°50'01"E

304+00 305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 312+07

S17°22'44"E

P.I. 307+91.61

LINE "PR-3"

STATE OF INDIANA

App. Exist. L.A. R/W

Grass

Asph. Shldr.
Conc.
Conc. Shldr.
Grass

EP: 312+06.98

LINE

Conc.
Conc. Shldr.
Grass

C.R. 250 W.

App. Exist. R/W

C.R. 500 N.

App. Section Line

RICK & GENEVA
DAVIS

NORTHVIEW ASSEMBLY
OF GOD

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

(A) 12 Inch, QC/QA PCCP	(10) Guardrail, MGS, W-Beam	(26) Sodding
(F) Sidewalk, Concrete	(11) Guardrail, MGS, W-Beam, End Treatment, Type OS	(27) 48" Chain Link Fence
(O) Compacted Aggregate No. 53	(12) Guardrail, MGS, W-Beam, Cable Terminal Anchor	(28) Railing, 42 Inch
(R) Mill And Resurface	(14) Concrete Curb, Integral, 8 Inch	(29) Retrofitted Tie Bars 2' C to C
(S) Saw Cut	(15) Concrete Curb Turnout	

Note:
1. Replace existing fence with 48 inch chain link fence.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: cbethmby Printed: 3/19/24
P:\1385 - Hyperlink Truck Parking\DWG\SITE SHEETS\SB REST AREA\1385-SB-C100 SITE PLAN.dwg Mar 19, 2024-8:35:50 am

Certified by: Robert Gray

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JANSSEN & SPAANS ENGINEERING
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Revisions:

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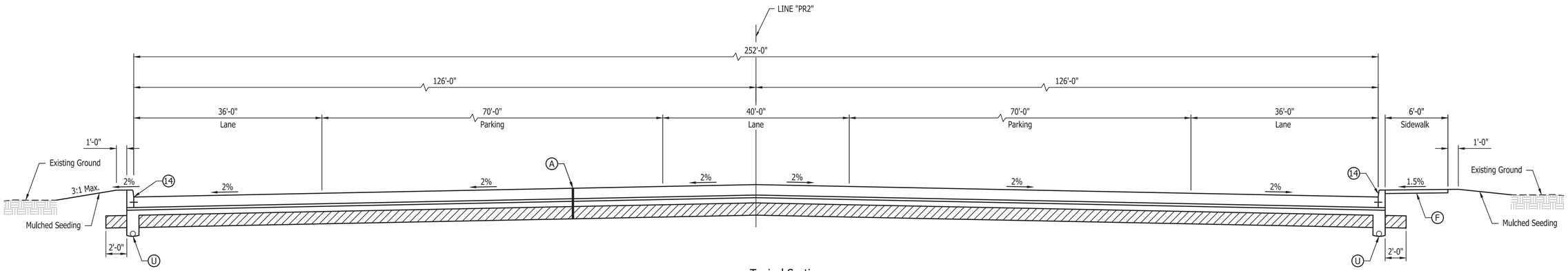
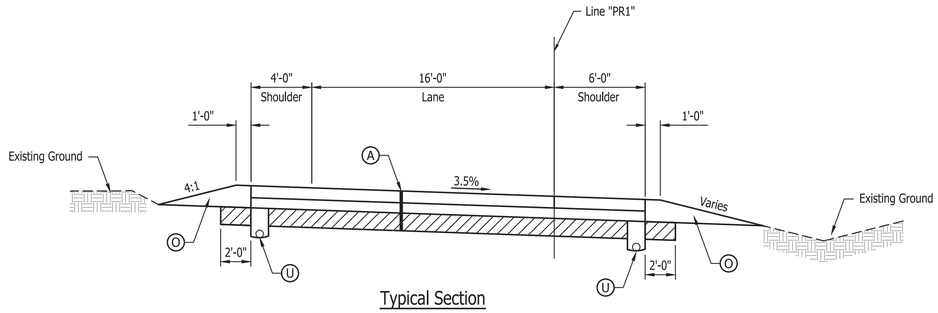
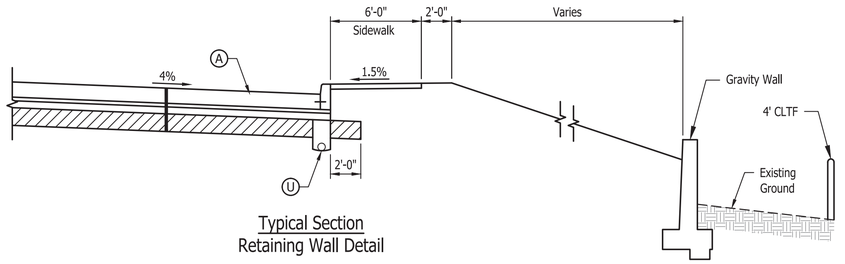
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C102
Sheet: ## of XXX



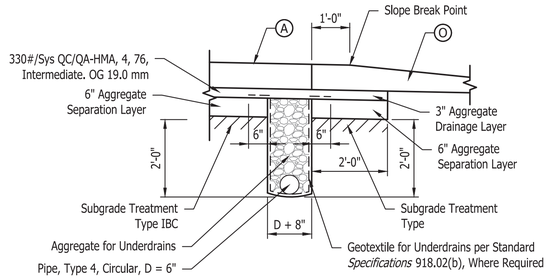
Typical Section
Truck Parking Lot



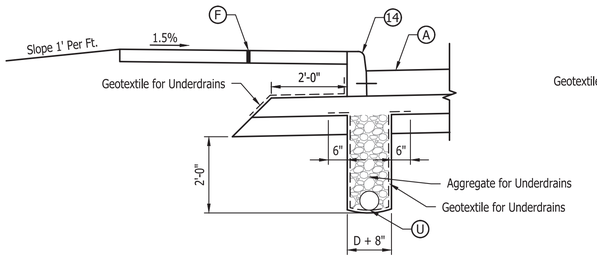
Typical Section
Exit Ramp From I-65 to Rest Area



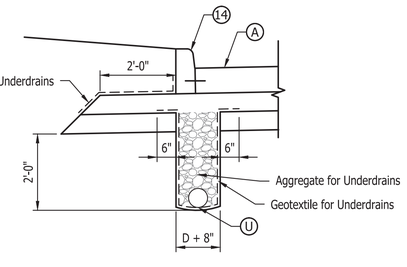
Typical Section
Retaining Wall Detail



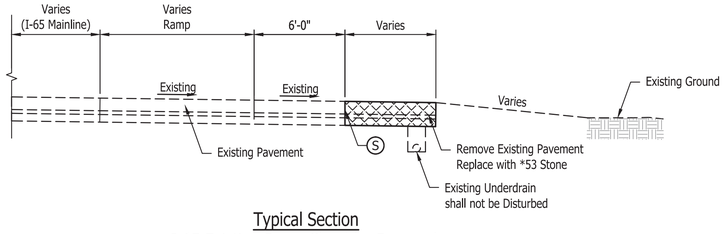
Underdrain for PCCP
Scale 1/2"=1'-0"



Underdrain Detail at Sidewalk
Scale 1/2"=1'-0"



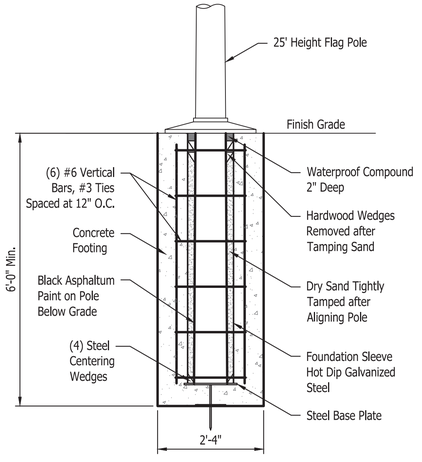
Underdrain Detail at Curb
Scale 1/2"=1'-0"



Typical Section
I-65 Existing Ramp Shoulder Removal
From Begin Deceleration Ramp to Gore Area.
From Begin Gore Area to End Acceleration Ramp

LEGEND

- (A) 12 Inch, QC/QA PCCP on 300#/sys QC/QA-HMA, 4, 76, Intermediate, OG 19.0mm, on 6 Inch Compacted Aggregate No. 53, on Geoxtiles for Pavement, Type 2B, on Subgrade Treatment, Type IBC
- (F) Sidewalk, Concrete, 4"
- (O) Compacted Aggregate No. 53
- (S) Saw Cut
- (U) 6" Underdrain
- (10) Guardrail, MGS, W-Beam
- (14) Concrete Curb, Integral, 8 Inch



Section Flag Pole Base
Not to Scale

SCALE: 1" = 5'
5 2.5 0 2.5 5

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
302 NW, Fourth St, Suite 302 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@fosse-arch.com

B.C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C103
Sheet: ## of XXX

Last Saved By: Joan Pintado 1/19/24
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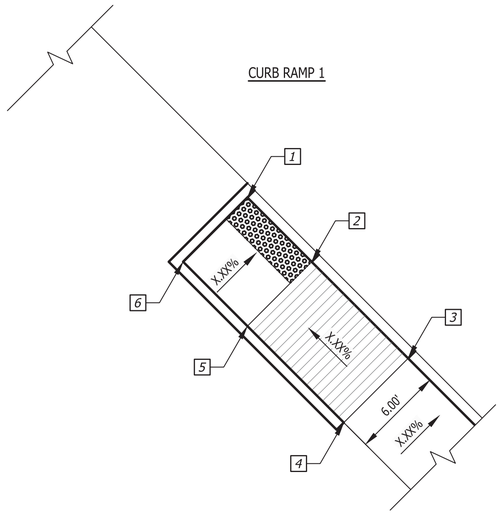
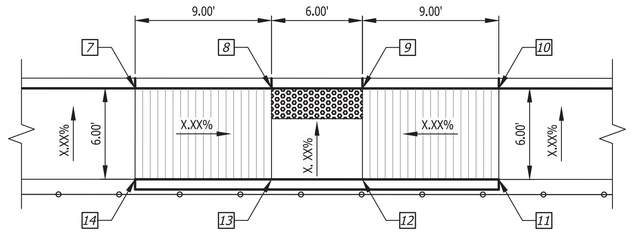
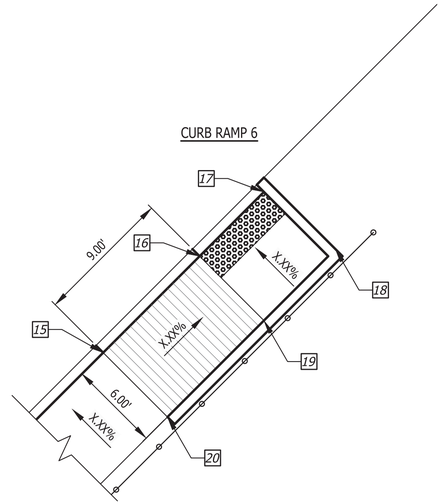


CURB RAMP 5



CURB RAMP 6



Curb Ramp 1						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
1	219365.5306	756903.8337				-
2	219359.8639	756901.8617				-
3	219351.3638	756898.9038			-	
4	219353.3357	756893.2371			-	
5	219361.8358	756896.1950				-
6	219367.5025	756898.1670				-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

Curb Ramp 5						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
7	218792.5607	757143.1648			-	
8	218784.4588	757147.0838				-
9	218779.0575	757149.6965				-
10	218770.9556	757153.6156			-	
11	218768.3413	757148.2137			-	
12	218776.4443	757144.2942				-
13	218781.8461	757141.6826				-
14	218789.9475	757137.7624			-	
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

Curb Ramp 6						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
15	218693.3768	757303.7189			-	
16	218690.4220	757312.2200				-
17	218688.4521	757317.8874				-
18	218682.7847	757315.9175				-
19	218684.7546	757310.2501				-
20	218687.7094	757301.7490			-	
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

SCALE: 1" = 5'

5 2.5 0 2.5 5

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

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Phone (812) 424-4202 - Fax (812) 424-4207
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Evansville, IN 47708
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Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=5'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C104
Sheet: ## of XXX

Last Saved By: Jake Pinkstaff/19/24
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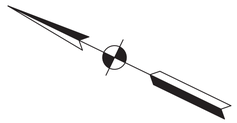
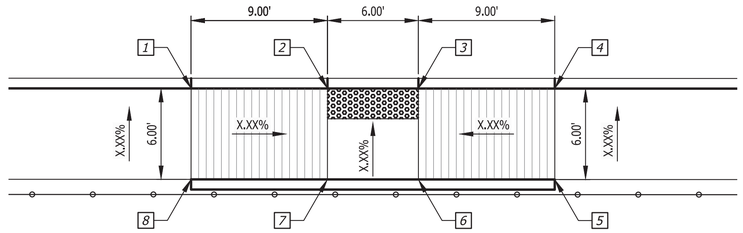


CURB RAMP 4



Curb Ramp 4						
ID #	Northing	Easting	Bottom of Curb Elev. (ft)	Top of Curb Elev. (ft)	Base of Ramp Elev. (ft)	Top of Ramp Elev. (ft)
1	219075.7370	757006.1870			-	
2	219067.6351	757010.1060				-
3	219062.2338	757012.7187				-
4	219054.1319	757016.6378			-	
5	219051.5181	757011.2342			-	
6	219059.6205	757007.3163				-
7	219065.0218	757004.7036				-
8	219073.1247	757000.7863			-	
			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-

Last Saved By: jblair Printed:1/19/24
F:\1_JSE - Taylorsville Truck Parking\DWGS\SITE SHEETS\SR REST AREA\1385-SR-C100 CURB RAMPS.dwg Mar 19, 2024-8:36:22 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
302 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@fosse-arch.com

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
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www.bceng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=5'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C106
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

HERITAGE HEIGHTS LLCATTN
VAN VORRIS DANIEL

I-65 Northbound

I-65 Southbound

LINE "B"

LINE "PR-1"

3480+00 3479+00 3478+00 3477+00 3476+00 3475+00 3474+00 3473+00 3472+00 3471+00 3470+00 3469+00 3468+00 3467+00

100+00 101+00 102+00 103+00

EOP 663.23 FP 662.06 EOP 662.62 FP 661.22 EOP 661.78 EOP 660.94 Constr. Limits FP 660.38 EOP 660.35 EOP 660.06 FP 659.79 FP 659.53 EOP 660.24 FP 659.50 FP 659.68 EOP 660.09 EOP 659.35

EOP 662.45 EOP 661.86 EOP 661.01 EOP 660.17 Constr. Limits EOP 659.52 EOP 659.19 EOP 659.16

670 665 660

App. Exist. L.A. R/W

App. Exist. R/W

ROBERT D and VIVIAN C
GRIMES

App. Exist. R/W

App. Exist. R/W

App. Exist. R/W

App. Exist. L.A. R/W

App. Exist. L.A. R/W

App. Exist. L.A

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE

I-65 Northbound

LINE "B"

I-65 Southbound

3466+00 3465+00 3464+00 3463+00 3462+00 3461+00 3460+00 3459+00 3458+00 3457+00 3456+00 3455+00 3454+00 3453+00 3452+00

MATCHLINE SEE SHEET C200

MATCHLINE SEE SHEET C202

STATE OF INDIANA

LINE "PR-1"

LINE "PR-2"

LINE "PR-3"

Constr. Limits

App. Exist. L.A. R/W

Surface Breakline
PR-3 Sta. 301+14.13

EG 662.19

App. Exist. R/W

C.R. 250 W.

Begin Retaining Wall

End Retaining Wall

SARA J
BUCHANAN

RICK & GENEVA
DAVIS

ROBERT D and VIVIAN C
GRIMES

JUSTIN R & CHATNEY A
GELFIUS

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

ARNHOLT BROTHERS LLC

LEGEND

BSW	BACK OF SIDEWALK
EOP	EDGE OF PAVEMENT
EOS	EDGE OF SHOULDER
FFE	FINISHED FLOOR ELEVATION
FG	FINISHED GROUND
FP	FINISHED PAVEMENT
FSW	FRONT OF SIDEWALK

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jder Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C200 GRADING PLAN.dwg Mar 18, 2024-8:37:01 am

Certified by: Robert Gray

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court • Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
828 NW, Fourth St, Suite 102 • Evansville, IN 47708
Phone (812) 424-4202 • Fax (812) 424-4207
E-mail fosse@fosse-arch.com

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W451 INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID | Drawing Date: ####
Drafter: JRC | Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C201
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

EVELYN STRIETELMEIER
PENCE

MATCHLINE SEE SHEET C201

3451+00 3450+00 3449+00 3448+00 3447+00 3446+00 3445+00 3444+00 3443+00 3442+00 3441+00 3440+00 3439+00 3438+00 3437+(

EG 662.68 EG 662.98 EG 663.29 EG 663.63 EG 663.89 EG 664.19 EG 664.38 EG 664.80 EG 665.12 EG 665.14

304+00 305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+0017

660 655 660 655 660 665 660 665

I-65 Northbound
I-65 Southbound
C.R. 500 N.
App. Section Line
LINE "B"
LINE "PR-3"
STATE OF INDIANA
App. Exist. L.A. R/W
Do Not Disturb
Wetland
App. Exist. L.A. R/W
App. Exist. R/W
C.R. 500 N.
App. Section Line
C.R. 250 W.

RICK & GENEVA
DAVIS

NORTHVIEW ASSEMBLY
OF GOD

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

BSW	BACK OF SIDEWALK
EOP	EDGE OF PAVEMENT
EOS	EDGE OF SHOULDER
FFE	FINISHED FLOOR ELEVATION
FG	FINISHED GROUND
FP	FINISHED PAVEMENT
FSW	FRONT OF SIDEWALK

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jdan Printed:1/19/24
F:\1385 - Hyperwall Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C200 GRADING PLAN.dwg Mar 19, 2024-8:37:05 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
826 NW, Pearl St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@fosse-arch.com

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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C202
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

HERITAGE HEIGHTS LLCATTN
VAN VORRIS DANIEL

I-65 Northbound

LINE "B"

N25°50'01"W

I-65 Southbound

3480+00 3479+00 3478+00 3477+00 3476+00 3475+00 3474+00 3473+00 3472+00 3471+00 3470+00 3469+00 3468+00 3467+00

Ex. Str. 76026
Ex. Str. 77046
Ex. Str. 50015
Ex. Str. 50039
Ex. Str. 50052

Asph.
Asph. Shldr.
Grass
Gravel

App. Exist. L.A. R/W
App. Exist. R/W

BP: 100+00.00
P.I. 101+93.94
Constr. Limits
LINE "PR-1"
101+00
102+00
103+00
N22°05'09"W
S04°05'35"E
660
665

MATCHLINE SEE SHEET C301

ROBERT D and VIVIAN C
GRIMES

DAVID W & KELLI J
HOLMAN

RICHARD E & CUC T
MAJORS

SARA J
BUCHANAN

App. R/

C.R. 250 W.

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

Note:
All Existing Storm Sewer and Culverts shall be Removed and Replaced.
See Structure Data Table for Drainage Structure Details.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jdan Printed:1/19/24
F:\1385 - Hyundai Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C300 STORM SEWER DRAINAGE.dwg Mar 19, 2024-8:37:45 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
308 NW Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosseassoc@aol.com

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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C300
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE

I-65 Northbound

I-65 Southbound

LINE "B"

N25°50'01"W

3466+00 3465+00 3464+00 3463+00 3462+00 3461+00 3460+00 3459+00 3458+00 3457+00 3456+00 3455+00 3454+00 3453+00 3452+00

MATCHLINE SEE SHEET C300

MATCHLINE SEE SHEET C302

Asph. Shldr.

EX. Str. XXX

EX. Str. 50431

EX. Str. 50477

EX. Str. 50522

EX. Str. XXX

EX. Str. 50346

Constr. Limits

STR. 27. STR. 28. STR. 29. STR. 30. STR. 31. STR. 32. STR. 33. STR. 34. STR. 35. STR. 36. STR. 37. STR. 38. STR. 39. STR. 40. STR. 41. STR. 42.

Grass

Grav.

PT: 103+84.69

104+00

S4°05'35"E

105+00

LINE "PR-1"

App. Exist. L.A. R/W

PC: 105+72.28

P.I. 105+80.91

EP: 105+89.34

EX. Str. XXXXX

EX. Str. 50748

STR. 10. STR. 11. STR. 12. STR. 13. STR. 14. STR. 15. STR. 16. STR. 17. STR. 18. STR. 19. STR. 20. STR. 21. STR. 22. STR. 23. STR. 24. STR. 25. STR. 26.

STATE OF INDIANA

LINE "PR-2"

201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00

S25°48'46"E

BP: 200+00.00

EP: 209+67.95

P.I. 301+93.60

PT: 302+67.84

Conc. Barrier Wall

Conc.

302+00

303+00

S25°50'01"E

PC: 301+10.76

301+00

S70°50'01"E

BP: 300+00.00

Grass

App. Exist. L.A. R/W

SARA J
BUCHANAN

RICK & GENEVA
DAVIS

C.R. 250 W.

App. Exist. R/W

OHE

ROBERT D and VIVIAN C
GRIMES

JUSTIN R & CHATNEY A
GELFIUS

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

ARNHOLT BROTHERS LLC

100+00

Note:
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See Structure Data Table for Drainage Structure Details.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: Jake Prelesnik 3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C300 STORM SEWER DRAINAGE.dwg Mar 19, 2024-8:37:50 am

Certified by: Robert Gray

JSE
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jsengr.com
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E-mail lawrence-w@aol.com

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501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID | Drawing Date: #####
Drafter: JRC | Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C301
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

EVELYN STRIETELMEIER
PENCE

MATCHLINE SEE SHEET C301

PT: 3451+12.08

PC: 303+74.72

S25°50'01"E

N25°50'01"W

P.I. 307+91.61

S17°22'44"E

Ex. Str. 77264

Ex. Str. 77263

312+07

EP: 312+06.98

LINE "B"

LINE "PR-3"

I-65 Northbound

I-65 Southbound

C.R. 500 N.

App. Section Line

STATE OF INDIANA

App. Exist. L.A. R/W

App. Exist. R/W

Asph. Shldr.

Conc. Barrier Wall

Conc.

Conc. Shldr.

Grass

RICK & GENEVA
DAVIS

NORTHVIEW ASSEMBLY
OF GOD

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

Note:
All Existing Storm Sewer and Culverts shall be Removed and Replaced.
See Structure Data Table for Drainage Structure Details.

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
826 Hill, Fourth St. Suite 102 - Evansville, IN 47708
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E-mail fosse@sbcglobal.net

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TAYLORSVILLE, INDIANA

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PUBLIC WORKS DIVISION
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INDIANAPOLIS, INDIANA 46204
317-232-3000

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Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C302
Sheet: ## of XXX

Last Saved By: jdar Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C300 STORM SEWER DRAINAGE.dwg Mar 19, 2024-8:37:54 am

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

HERITAGE HEIGHTS LLCATTN
VAN VORRIS DANIEL

I-65 Northbound

LINE "B"

I-65 Southbound

3480+00 3479+00 3478+00 3477+00 3476+00 3475+00 3474+00 N25°50'01"W 3473+00 3472+00 3471+00 3470+00 3469+00 3468+00 3467+00 34

Asph.
Asph. Shldr.
Grass
App. Exist. L.A. R/W
App. Exist. R/W
Asph.
Asph. Shldr.
Grav.
Grass
App. Exist. L.A. R/W
BP: 100+00.00
Asph. Shldr.
Constr. Limits
Grav.
Grass
P.I. 101+93.94
LINE "PR-1"
101+00
N22°05'09"W
102+00
103+00
S04°05'35"E
Grass
Constr. Limits
App. Exist. L.A. R/W
App. Exist.
L.A. R/W
MATCHLINE SEE SHEET C401

ROBERT D and VIVIAN C
GRIMES

App. Exist. R/W
App. Exist. R/W
App. Exist. R/W
App. Exist. R/W
App. R/

ROBERT D and VIVIAN C
GRIMES

DAVID W & KELLI J
HOLMAN

App. R/

C.R. 250 W.

App. R/

SARA J
BUCHANAN

RICHARD E & CUC T
MAJORS

ROBERT D and VIVIAN C
GRIMES

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
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TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: #####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C400
Sheet: ## of XXX

Last Saved By: jblair Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C400 UTILITIES PLAN.dwg Mar 19, 2024-9:30:25 am

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE

I-65 Northbound

I-65 Southbound

LINE "B"

N25°50'01"W

3466+00 3465+00 3464+00 3463+00 3462+00 3461+00 3460+00 3459+00 3458+00 3457+00 3456+00 3455+00 3454+00 3453+00 3452+00

MATCHLINE SEE SHEET C400

Asph. Shldr.

Constr. Limits

Grass

Grav.

PT: 103+84.69

104+00

S4°05'35"E 105+00

Constr. Limits

LINE "PR-1"

App. Exist. L.A. R/W

PC: 105+72.28

P.I. 105+80.91

EP: 105+89.34

App. Exist. L.A. R/W

Constr. Limits

SARA J
BUCHANAN

App. Exist. R/W

ROBERT D and VIVIAN C
GRIMES

100+00

200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00

LINE "PR-2"

S25°48'46"E

BP: 200+00.00

STATE OF INDIANA

Constr. Limits

C.R. 250 W.

App. Exist. R/W

JUSTIN R & CHATNEY A
GELFIUS

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

ARNHOLT BROTHERS LLC

Do not Disturb Barrier

P.I. 301+93.60

PT: 302+67.84

Asph. Shldr.

Conc. Barrier Wall

Conc.

302+00

S25°50'01"E

Constr. Limits

LINE "PR-3"

PC: 301+10.76

301+00

S70°50'01"E

Grass

Constr. Limits

EP: 209+67.95

209+67.95

Grass App. Exist. L.A. R/W

BP: 300+00.00

App. Exist. L.A. R/W

RICK & GENEVA
DAVIS

Constr. Limits

OHE

App. Exist. L.A. R/W

MATCHLINE SEE SHEET C402

SCALE: 1" = 50'

50' 0 50' 100'

Last Saved By: jlaw Printed: 3/19/24
P:\1385 - Hyperion Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C400 UTILITIES PLAN.dwg Mar 19, 2024-9:38:28 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court • Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
826 NW, Fourth St, Suite 102 • Evansville, IN 47708
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E-mail fosse-arch.com

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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W-465, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: #####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C401
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

EVELYN STRIETELMEIER
PENCE

MATCHLINE SEE SHEET C401

PT: 3451+12.08

PC: 303+74.72

S25°50'01"E

N25°50'01"W

Do not Disturb Barrier

P.I. 307+91.61

S17°22'44"E

I-65 Northbound

I-65 Southbound

LINE "B"

LINE "PR-3"

C.R. 500 N.

App. Section Line

Asph. Shldr.

Conc. Barrier Wall

Conc.

Conc. Shldr.

Grass

STATE OF INDIANA

App. Exist. L.A. R/W

App. Exist. R/W

EP: 312+06.98

C.R. 250 W.

RICK & GENEVA
DAVIS

NORTHVIEW ASSEMBLY
OF GOD

SCALE: 1" = 50'

50' 0 50' 100'

Last Saved By: Jake Prebeck/JVB/ZA
F:\1_USI - Corporate Trust Banking\JANES\SITE SHEETS\SR 9EST AREA\1385-SR-C400 UTILITIES PLAN.dwg Mar 19, 2024-9:30:30 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
808 Hill, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@sbcglobal.net

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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C402
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

HERITAGE HEIGHTS LLCATTN
VAN VORRIS DANIEL

I-65 Northbound

LINE "B"

N25° 50' 01"W
Line "B"

I-65 Southbound

3480+00

3475+00

3470+00

(40) BEGIN

(46)

R8-3a (17) (17) R8-3a

(17) R8-3a

App. Exist. L.A. R/W

App. Exist. R/W

ROBERT D and VIVIAN C
GRIMES

See Pavement Markings
Detail this Sheet

(41) BEGIN

4'

18'

6'

(41)

Constr. Limits

MATCHLINE SEE SHEET C501

App. Exist. L.A. R/W

App. Exist.
L.A. R/W

DAVID W & KELLI J
HOLMAN

App. R/

C.R. 250 W.

ROBERT D and VIVIAN C
GRIMES

SARA J
BUCHANAN

RICHARD E & CUC T
MAJORS

(40)

(46)

6' Shoulder Right

Pavement Marking Detail For Right Shoulder
Scale : None

R8-3
(48"x48")

OM2-2V
(6"x12")

7'

4'

25' Typical

100' Typical

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

No Parking Signage Detail
Scale : None

LEGEND

- Proposed Sign
- (2) Remove existing panel sign from ground mounted supports
- (14) New panel sign on existing ground mounted supports
- (16) New panel sign on new ground mounted supports
- (17) New sheet sign on new supports
- (20) Relocate existing sheet sign and supports
- (40) Line, Multi-Component, Solid, White, 6 in.
- (41) Line, Multi-Component, Solid, Yellow, 6 in.
- (43) Line, Multi-Component, Solid, White, 4 in.
- (45) Transverse, Multi-Component, Yield Line, 36 in.
- (46) Transverse, Multi-Component, Crosshatch Line, 12 in. (10' spacing)

NOTE :

1. Need 17 R8-3a "No Parking" Signs along Decel Lane, spaced 100 ft apart.
   Need 49 Delineator Post along Decel Lane, spaced 25 ft apart.
   Need 21 R8-3a "No Parking" Signs along Entrance Ramp, spaced 100 ft apart.
   Need 62 Delineator Post along Entrance Lane, spaced 25 ft apart.
2. Edge of sign shall be at edge of shoulder.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: dhaddix Printed: 3/19/24
F:\1_SBS - Hyperwerks Truck Parking\Jobs\SITE SHEETS\SB REST AREA\1385-SB-C500 SIGN-PWK PLAN.dwg Mar 19, 2024-8:38:43 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
308 NW Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@fosse-arch.com

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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

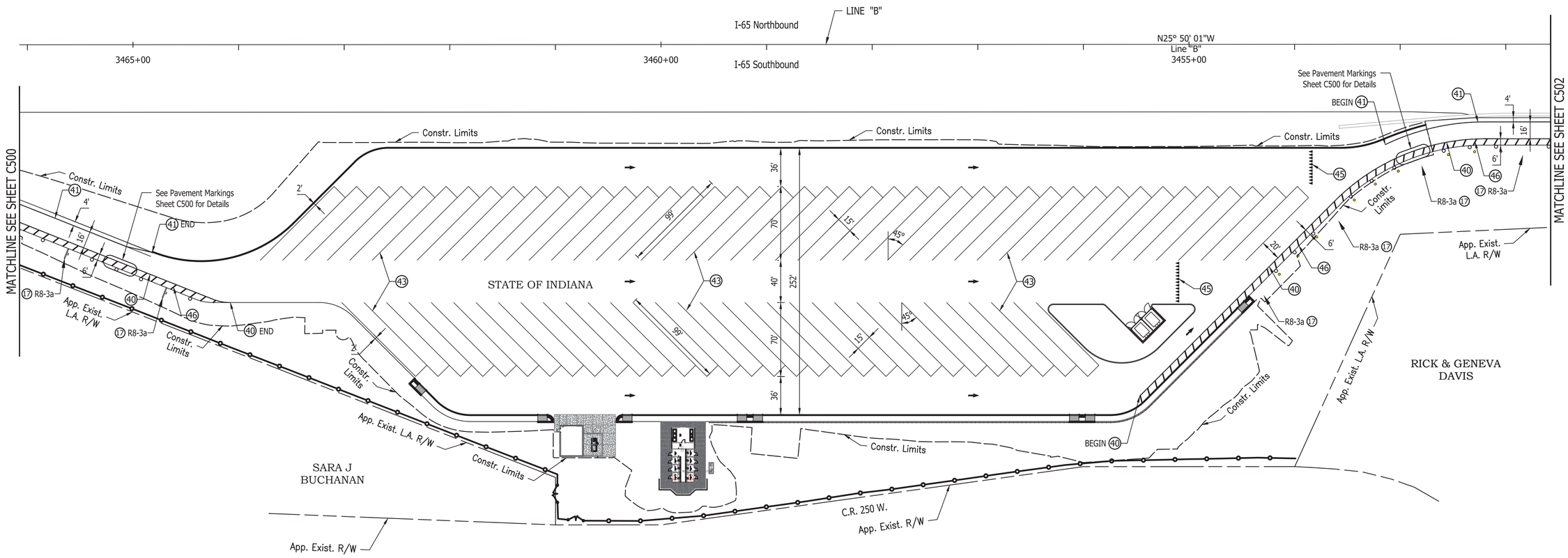
Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C500
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE



ROBERT D and VIVIAN C
GRIMES

JUSTIN R & CHATNEY A
GELFIUS

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

ARNHOLT BROTHERS LLC

LEGEND

- Proposed Sign
- (2) Remove existing panel sign from ground mounted supports
- (14) New panel sign on existing ground mounted supports
- (16) New panel sign on new ground mounted supports
- (17) New sheet sign on new supports
- (20) Relocate existing sheet sign and supports
- (40) Line, Multi-Component, Solid, White, 6 in.
- (41) Line, Multi-Component, Solid, Yellow, 6 in.
- (43) Line, Multi-Component, Solid, White, 4 in.
- (45) Transverse, Multi-Component, Yield Line, 36 in.
- (46) Transverse, Multi-Component, Crosshatch Line, 12 in. (10' spacing)

NOTE :
1. Need 17 R8-3a "No Parking" Signs along Decel Lane, spaced 100 ft apart.
   Need 49 Delineator Post along Decel Lane, spaced 25 ft apart.
   Need 21 R8-3a "No Parking" Signs along Entrance Ramp, spaced 100 ft apart.
   Need 62 Delineator Post along Entrance Lane, spaced 25 ft apart.
2. Edge of sign shall be at edge of shoulder.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: dhuddle Printed:3/19/24
F:\1_JSE - Hyperwerks Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C500 SIGN-PWK PLAN.dwg Mar 18, 2024-9:38:45 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court • Indianapolis, IN 46216

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TAYLORSVILLE, INDIANA

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PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
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INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
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Client Approval:
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Building Reference:
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SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

EVELYN STRIETELMEIER
PENCE

P.T. 3451+12.08 "B"
N: 218494.4737
E: 757677.7310

MATCHLINE SEE SHEET C501

3450+00

3445+00

3440+00

Do not Disturb Barrier

See Pavement Markings
Sheet C500 for Details

I-65 Northbound

I-65 Southbound

LINE "B"

C.R. 500 N.

App. Section Line

(41) END

(41) 4' 16' 6'

(17) R8-3a

(40)

(46)

STATE OF INDIANA

App. Exist. L.A. R/W

App. Exist. R/W

RICK & GENEVA
DAVIS

NORTHVIEW ASSEMBLY
OF GOD

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- Proposed Sign
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2. Edge of sign shall be at edge of shoulder.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: mdobb Printed: 7/9/24
P:\1385 - Taylorsville Truck Parking\Sheets\SITE SHEETS\SB REST AREA\1385-SB-C500 SIGN-PNK PLAN.dwg Mar 18, 2024-9:28:48 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

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TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
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402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

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Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C502
Sheet: ## of XXX

CURVE DATA
P.I. 3436+41.90 "B"
Δ=30°07'00" Lt.
D = 1°00'00"
R = 5729.58'
T = 1541.49'
L = 3011.67'

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

P.I. 3436+41.90 "B"
N: 217107.0355
E: 758349.4492

MATCHLINE SEE SHEET C501

See Pavement Markings
Sheet C500 for Details

LINE "B"

3435+00

I-65 Northbound

I-65 Southbound

3430+00

3425+00

R8-3a (17)

(17) R8-3a

(46)

(17) R8-3a

(40) END

NORTHVIEW
ASSEMBLY
OF GOD

STRIETELMEIER-PENCE EVELN C (TIC)
STRIETELMEIER DELORES (TIC)

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

BOLL FARMS LLC

LEGEND

- Proposed Sign
- (2) Remove existing panel sign from ground mounted supports
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1. Need 17 R8-3a "No Parking" Signs along Decel Lane, spaced 100 ft apart.
   Need 49 Delineator Post along Decel Lane, spaced 25 ft apart.
   Need 21 R8-3a "No Parking" Signs along Entrance Ramp, spaced 100 ft apart.
   Need 62 Delineator Post along Entrance Lane, spaced 25 ft apart.
2. Edge of sign shall be at edge of shoulder.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: dhaddix Printed: 3/19/24
F:\1385 - Hyundai Truck Parking\Dwgs\SITE SHEETS\SB REST AREA\1385-SB-C500 SIGN+PVMK PLAN.dwg Mar 19, 2024-8:38:40 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
320 W. Court St. Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosseassoc@aol.com

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.boeng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C503
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

HERITAGE HEIGHTS LLCATTN
VAN VORRIS DANIEL

I-65 Northbound

LINE "B"

N25°50'01"W

I-65 Southbound

Pole No. *
03-65-SR74-*
N 220788.0300
E 756472.7290

Pole No. *
03-65-SR74-*
N 221028.4660
E 756354.1990

Pole No. *
03-65-SR74-*
N 220549.6790
E 756591.2020

Pole No. *
03-65-SR74-*
N 220312.8894
E 756692.6185

Pole No. *
03-65-SR74-*
N 220068.9874
E 756796.6699

Pole No. *
03-65-SR74-*
N 219816.0910
E 756856.0357

App. Exist. L.A. R/W

App. Exist. R/W

Constr. Limits

ROBERT D and VIVIAN C
GRIMES

DAVID W & KELLI J
HOLMAN

App. R/W

C.R. 250 W.

RICHARD E & CUC T
MAJORS

SARA J
BUCHANAN

MATCHLINE SEE SHEET C601

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LIGHTING LEGEND

- NEW LIGHT STANDARD
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN TRENCH
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN 2" GALVANIZED STEEL CONDUIT
- NEW HANDHOLE
- X-# CIRCUIT NUMBER

LUMINAIRE IDENTIFICATION

3-65-SR74-01
- 01 — LUMINAIRE NO.
- SR74 — CROSS ROAD, TAYLORSVILLE REST AREA
- 65 — MAINLINE I-65
- 3 — COUNTY NO. 3 (BARTHOLOMEW COUNTY)

ITS LEGEND

- PTZ CAMERA
- SENSYS PUCK
- SENSYS ACCESS POINT
- HDPE ITS CONDUIT
- ITS POLE
- ITS HANDHOLE
- ITS CABINET

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: fred Printed:3/19/24
F:\1385 - Hyundai Hotel Rezing\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C600 LT-ITS PLAN.dwg Mar 19, 2024-8:38:13 am

Certified by: Robert Gray

JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
826 Vitt, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C600
Sheet: ## of XXX

LIGHTING LEGEND

- OR — NEW LIGHT STANDARD
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN TRENCH
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN 2" GALVANIZED STEEL CONDUIT
- NEW HANDHOLE
- X-# CIRCUIT NUMBER

LUMINAIRE IDENTIFICATION

3-65-SR74-01
- 01 — LUMINAIRE NO.
- SR74 — CROSS ROAD, TAYLORSVILLE REST AREA
- 65 — MAINLINE I-65
- 3 — COUNTY NO. 3 (BARTHOLOMEW COUNTY)

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE

I-65 Northbound

LINE "B"

I-65 Southbound

MATCHLINE SEE SHEET C600

MATCHLINE SEE SHEET C602

Constr. Limits

Pole No. *
03-65-SR74-*
N 219462.2875
E 757105.0839

Pole No. *
03-65-SR74-*
N 219294.9656
E 757186.0167

Pole No. *
03-65-SR74-*
N 219129.8230
E 757265.8953

Pole No. *
03-65-SR74-*
N 218970.8388
E 757342.7953

Pole No. *
03-65-SR74-*
N 218819.1508
E 757416.1660

Pole No. *
03-65-SR74-*
N 218639.5968
E 757427.7826

Vehicle Detector #2
N 218588.2381
E 757509.1416
Reset Existing Equipment
On New Foundation

1 Type-1 Electric Handhole

App. Exist. L.A. R/W

1 Type-1 Electric Handhole

Pole No. *
03-65-SR74-*
N 219523.6320
E 756892.7980

STATE OF INDIANA

Vehicle Detector #1
N 219653.4465
E 756872.4898
Reset Existing Equipment
On New Foundation

Pole No. *
03-65-SR74-*
N 219246.7071
E 756913.4878

1 Type-1 Electric Handhole

Pole No. *
03-65-SR74-*
N 218933.4557
E 757065.0135

Pole No. *
03-65-SR74-*
N 216782.3659
E 757137.8635

RICK & GENEVA
DAVIS

App. Exist. L.A. R/W

SARA J
BUCHANAN

C.R. 250 W.

App. Exist. R/W

Camera #2
N 218804.2126
E 757121.1491
Reset Existing Equipment
On New Foundation

1 Type-1 Electric Handhole

Camera #1
N 219153.9184
E 756951.9896
Reset Existing Equipment
On New Foundation

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

ROBERT D and VIVIAN C
GRIMES

JUSTIN R & CHATNEY A
GELFIUS

ARNHOLT BROTHERS LLC

ITS LEGEND

- PTZ CAMERA
- SENSYS PUCK
- SENSYS ACCESS POINT
- HDPE ITS CONDUIT
- ITS POLE
- ITS HANDHOLE
- ITS CABINET

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: Fred Petrowski/jp/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SR REST AREA\1385-SR-C601 LT-RS PLAN.dwg Mar 19, 2024-8:38:17 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
828 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse-arch.com

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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W465 INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: #####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C601
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

EVELYN STRIETELMEIER
PENCE

MATCHLINE SEE SHEET C601

Pole No. *
03-65-SR74-*
N 218438.0235
E 757588.1811

Pole No. *
03-65-SR74-*
N 218185.4669
E 757702.3722

N25°50'01"W

I-65 Northbound

I-65 Southbound

S17°22'44"E

STATE OF INDIANA

App. Exist. L.A. R/W

App. Exist. L.A. R/W

Pole No. *
03-65-SR74-*
N 217930.2068
E 757802.7891

App. Exist. R/W

C.R. 500 N.

App. Section Line

C.R. 500 N.

App. Section Line

LINE "B"

Pole No. *
03-65-SR74-*
N 217675.2440
E 757889.6820

C.R. 250 W.

Pole No. *
03-65-SR74-*
N 217453.1180
E 757969.5940

Pole No. *
03-65-SR74-*
N 217198.5385
E 758040.0963

MATCHLINE SEE SHEET C603

RICK & GENEVA
DAVIS

NORTHVIEW ASSEMBLY
OF GOD

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: fred Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C600 LT-GTS PLAN.dwg Mar 19, 2024-4:39:20 pm

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
808 Hill, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosseassoc@aol.com

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C602
Sheet: ## of XXX

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

N25°50'01"W

MATCHLINE SEE SHEET C602

LINE "B"

I-65 Northbound

I-65 Southbound

A-1

Pole No. *
03-65-SR74-*
N 216669.4290
E 758131.4380

Pole No. *
03-65-SR74-*
N 216936.1222
E 758089.8331

C.R. 250 W.

NORTHVIEW
ASSEMBLY
OF GOD

STRIETELMEIER-PENCE EVELN C (TIC)
STRIETELMEIER DELORES (TIC)

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

BOLL FARMS LLC

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

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Phone (812) 424-4202 - Fax (812) 424-4207
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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C603
Sheet: ## of XXX

Last Saved By: Imed Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\CIVIL\SITE SHEETS\SB REST AREA\1385-SB-C600 LT-FS PLAN.dwg Mar 19, 2024-8:39:22 am

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

HERITAGE HEIGHTS LLCATTN
VAN VORRIS DANIEL

I-65 Northbound

I-65 Southbound

LINE "B"

N25° 50' 01"W
Line "B"

N25°50'01"W

3480+00 3479+00 3478+00 3477+00 3476+00 3475+00 3474+00 3473+00 3472+00 3471+00 3470+00 3469+00 3468+00 3467+00

BP: 100+00.00

LINE "PR-1"

P.I. 101+93.94

N22°05'09"W

S04°05'35"E

LINE "PR-1"

MATCHLINE SEE SHEET C701

Asph.
Asph. Shldr.
Grass
Gravel
Constr. Limits

App. Exist. L.A. R/W
App. Exist. R/W

ROBERT D and VIVIAN C
GRIMES

DAVID W & KELLI J
HOLMAN

SARA J
BUCHANAN

RICHARD E & CUC T
MAJORS

C.R. 250 W.

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- Temporary Silt Fence (As Req'd)
- Temporary Filter Sock (As Req'd)
- Protected Resource Fencing
- Ditch Flowline (Existing or Other Phase/Proposed)
- Temporary Check Dam, Revetment Riprap
- Temporary Check Dam, Traversable, Low Profile
- Ditch Inlet Protection
- Inlet Protection
- Temporary Seed and Mulch
- Manufactured Surface Protection Product
- Wetland Area
- Area Under Construction
- Temporary Sediment Trap
- Permanent Revetment Riprap
- Offsite Flow Direction
- Dry Native Grass Seed Mixture
- Do Not Mow or Spray Sign

Notes:
1) Contractor shall be responsible for changes made to SWM plan post-award to accommodate means and method.
2) Temporary seeding shall be in accordance with Section 205 of the 2022 INDOT Standard Specifications.
3) Dry Native Grass Seed Mixture shall be implemented at the earliest practical time. Seed mixture shall be applied at a rate of 200 lbs/acre, seed mixture shall be approved by Engineer.

SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: Jake Pinkstaff 1/9/24
F:\1_SEC * Hyperlink Files\Working\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C700 SWM PLAN.dwg Mar 19, 2024-9:38:49 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

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302 NW Fourth St, Suite 102 - Evansville, IN 47708
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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

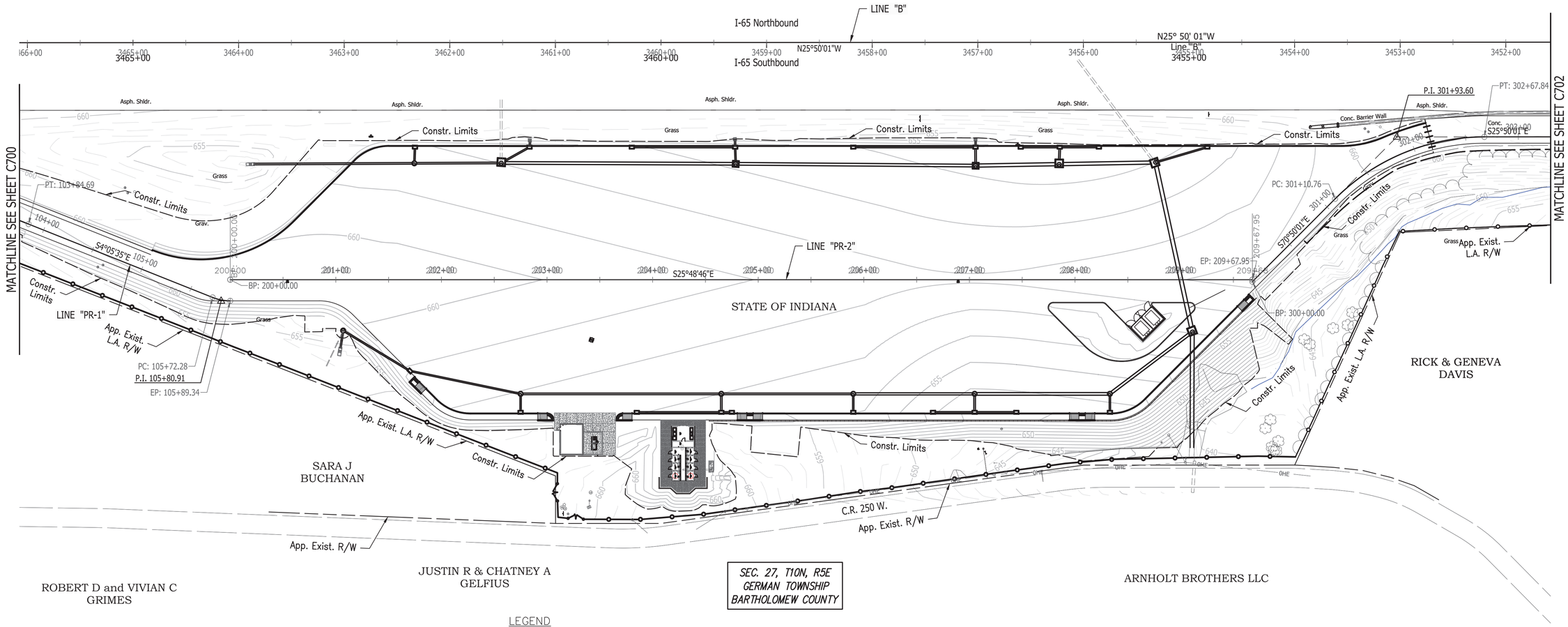
Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C700
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE



SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- Temporary Silt Fence (As Req'd)
- Temporary Filter Sock (As Req'd)
- Protected Resource Fencing
- Ditch Flowline (Existing or Other Phase/Proposed)
- Temporary Check Dam, Revetment Riprap
- Temporary Check Dam, Traversable, Low Profile
- Ditch Inlet Protection
- Inlet Protection
- Temporary Seed and Mulch
- Manufactured Surface Protection Product
- Wetland Area
- Area Under Construction
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- Dry Native Grass Seed Mixture
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Notes:
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SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jlaw Printed: 3/19/24
R:\1385 - Hyperion Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C700 SWM PLAN.dwg Mar 19, 2024-9:39:54 am

Certified by: Robert Gray

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JANSSEN & SPAANS ENGINEERING
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9120 Harrison Park Court • Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
826 NW, Pearl St, Suite 102 • Evansville, IN 47708
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E-mail: fosse-arch.com

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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W-45, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: #####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C701
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

EVELYN STRIETELMEIER
PENCE

P.T. 3451+12.08 "B"
N: 218494.4737
E: 757677.7310
PT: 3451+12.08

MATCHLINE SEE SHEET C701

PC: 303+74.72

S25°50'01"E

P.I. 307+91.61

S17°22'44"E

N25°50'01"W

I-65 Northbound

I-65 Southbound

LINE "B"

LINE "PR-3"

STATE OF INDIANA

C.R. 500 N.

App. Section Line

App. Exist. L.A. R/W

App. Exist. R/W

EP: 312+06.98

C.R. 250 W.

RICK & GENEVA
DAVIS

NORTHVIEW ASSEMBLY
OF GOD

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

SEC. 34, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

LEGEND

- Temporary Silt Fence (As Req'd)
- Temporary Filter Sock (As Req'd)
- Protected Resource Fencing
- Ditch Flowline (Existing or Other Phase/Proposed)
- Temporary Check Dam, Revetment Riprap
- Temporary Check Dam, Traversable, Low Profile
- Ditch Inlet Protection
- Inlet Protection
- Temporary Seed and Mulch
- Manufactured Surface Protection Product
- Wetland Area
- Area Under Construction
- Temporary Sediment Trap
- Permanent Revetment Riprap
- Offsite Flow Direction
- Dry Native Grass Seed Mixture
- Do Not Mow or Spray Sign

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SCALE: 1" = 50'
50' 0 50' 100'

Last Saved By: jdar Printed:3/19/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C700 SWM PLAN.dwg Mar 19, 2024-8:38:58 am

Certified by: Robert Gray

JSE
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9120 Harrison Park Court - Indianapolis, IN 46216

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INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

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Requisition Number:
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Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C702
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

HERITAGE HEIGHTS LLCATTN
VAN VORRIS DANIEL

I-65 Northbound

LINE "B"

N25° 50' 01"W
Line "B"

N25°50'01"W

I-65 Southbound

3480+00

3475+00

3470+00

Asph.
Asph. Shldr.
Grass
Grav.

App. Exist. L.A. R/W

App. Exist. R/W

ROBERT D and VIVIAN C
GRIMES

Asph. Shldr.
Grass
8'
4'
15'
6'
8'
Constr. Limits

MATCHLINE SEE SHEET C801

DAVID W & KELLI J
HOLMAN

App. R/W

RICHARD E & CUC T
MAJORS

C.R. 250 W.

SARA J
BUCHANAN

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

General Notes:

1. All D-1 joint spacing shall not exceed 15ft per pavement design.
2. All longitudinal joint spacing shall not exceed 14ft per INDOT Standard Specification 503.03b.
3. All PCCP joints shall be placed following the construction requirements in INDOT Standard Specifications Section 503.03.
4. All sidewalk joints shall be placed per INDOT Standard Drawing E604-SDWK.

SCALE: 1" = 50'
50' 0 50' 100'

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F:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\SB REST AREA\1385-SB-C800 JOINTS PLAN.dwg Mar 19, 2024-8:40:14 am

Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
808 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse@aol.com

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone : (812) 424-7941
Fax : (812) 424-7942
www.bceng.com

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C800
Sheet: ## of XXX

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE

I-65 Northbound

LINE "B"

N25° 50' 01"W
Line "B"

3465+00

3460+00

I-65 Southbound

3455+00

6 Equal Spaces

Asph. Shldr.

Conc. Barrier Wall

Conc.

Constr. Limits

Grass

4 Equal Spaces

Grav.

MATCHLINE SEE SHEET C800

MATCHLINE SEE SHEET C802

App. Exist. L.A. R/W

App. Exist. R/W

SARA J
BUCHANAN

STATE OF INDIANA

RICK & GENEVA
DAVIS

C.R. 250 W.

OHE

ROBERT D and VIVIAN C
GRIMES

JUSTIN R & CHATNEY A
GELFIUS

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

ARNHOLT BROTHERS LLC

General Notes:

1. All D-1 joint spacing shall not exceed 15ft per pavement design.
2. All longitudinal joint spacing shall not exceed 14ft per INDOT Standard Specification 503.03b.
3. All PCCP joints shall be placed following the construction requirements in INDOT Standard Specifications Section 503.03.
4. All sidewalk joints shall be placed per INDOT Standard Drawing E604-SDWK.

SCALE: 1" = 50'

50' 0 50' 100'

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Certified by: Robert Gray

JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

Fosse & Associates Architects, Inc.
828 NW, Fourth St, Suite 102 - Evansville, IN 47708
Phone (812) 424-4202 - Fax (812) 424-4207
E-mail fosse-arch.com

B. C. Engineering, Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
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Phone : (812) 424-7941
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PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

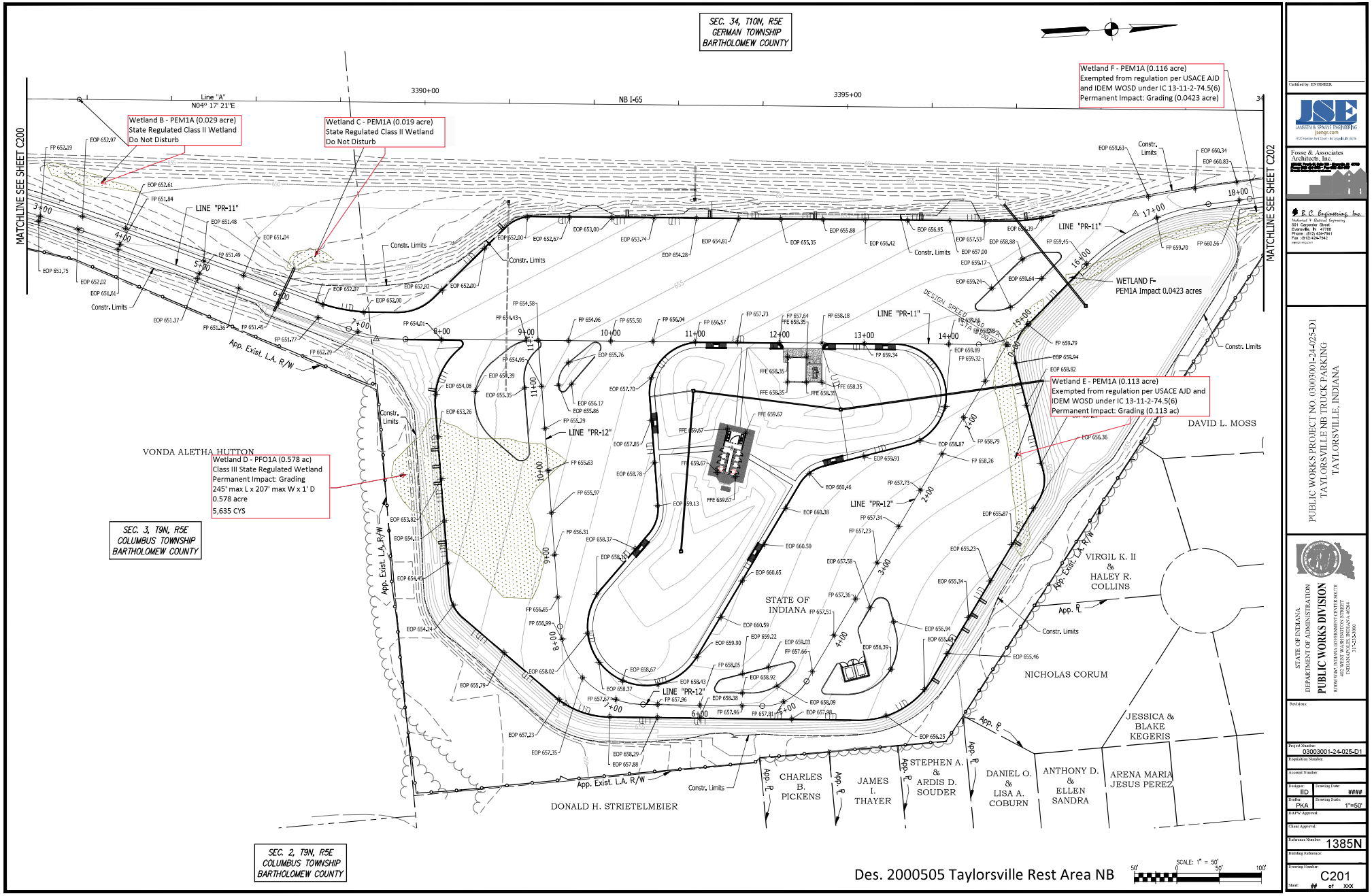
6'

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3000

Revisions:

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID | Drawing Date: #####
Drafter: JRC | Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: C801
Sheet: ## of XXX

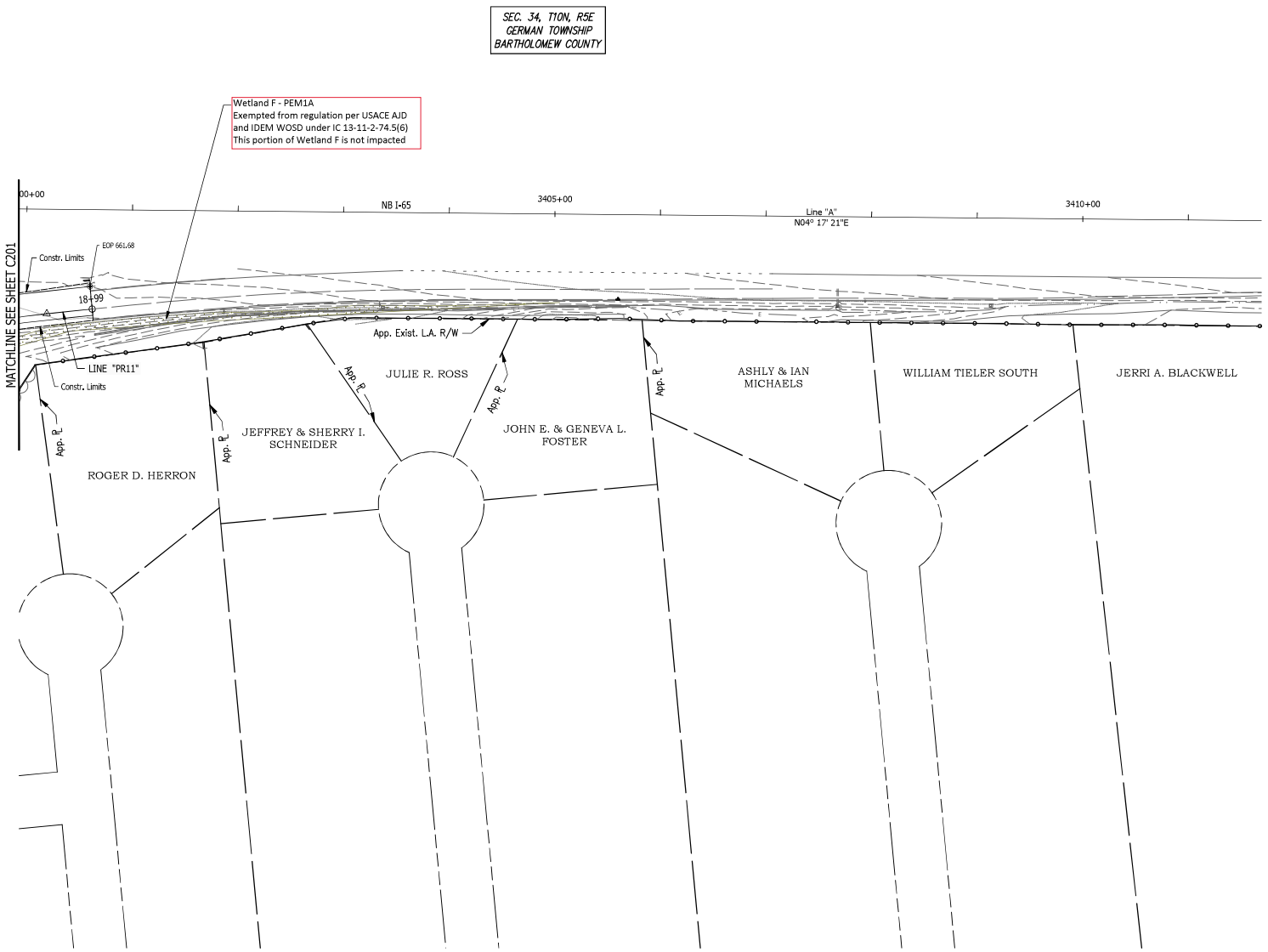
Taylorsville Rest Area Environmental Impact Plans



PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION

Project Number: 03003001-24-025-D1
Reference Number: 1385N
Drawing Number: C201



Des. 2000505 Taylorsville Rest Area NB

Certified by: ENGINEER

JSE
JANSSEN & SPAWS ENGINEERING
jsengr.com

Fosse & Associates Architects, Inc.

R.C. Engineering Inc.
Mechanical & Electrical Engineering
501 Carpenter Street
Evansville, IN 47708
Phone: (812) 424-7841
Fax: (812) 424-7842

PUBLIC WORKS PROJECT NO. 03003001-24-025-D1
TAYLORSVILLE NB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W467, INDIANA GOVERNMENT CENTER SOUTH
402 WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317-232-3090

Revisions:

Project Number: 03003001-24-025-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: ####
Drafter: PKA
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385N
Building Reference:
Drawing Number: C202
Sheet: ## of XXX

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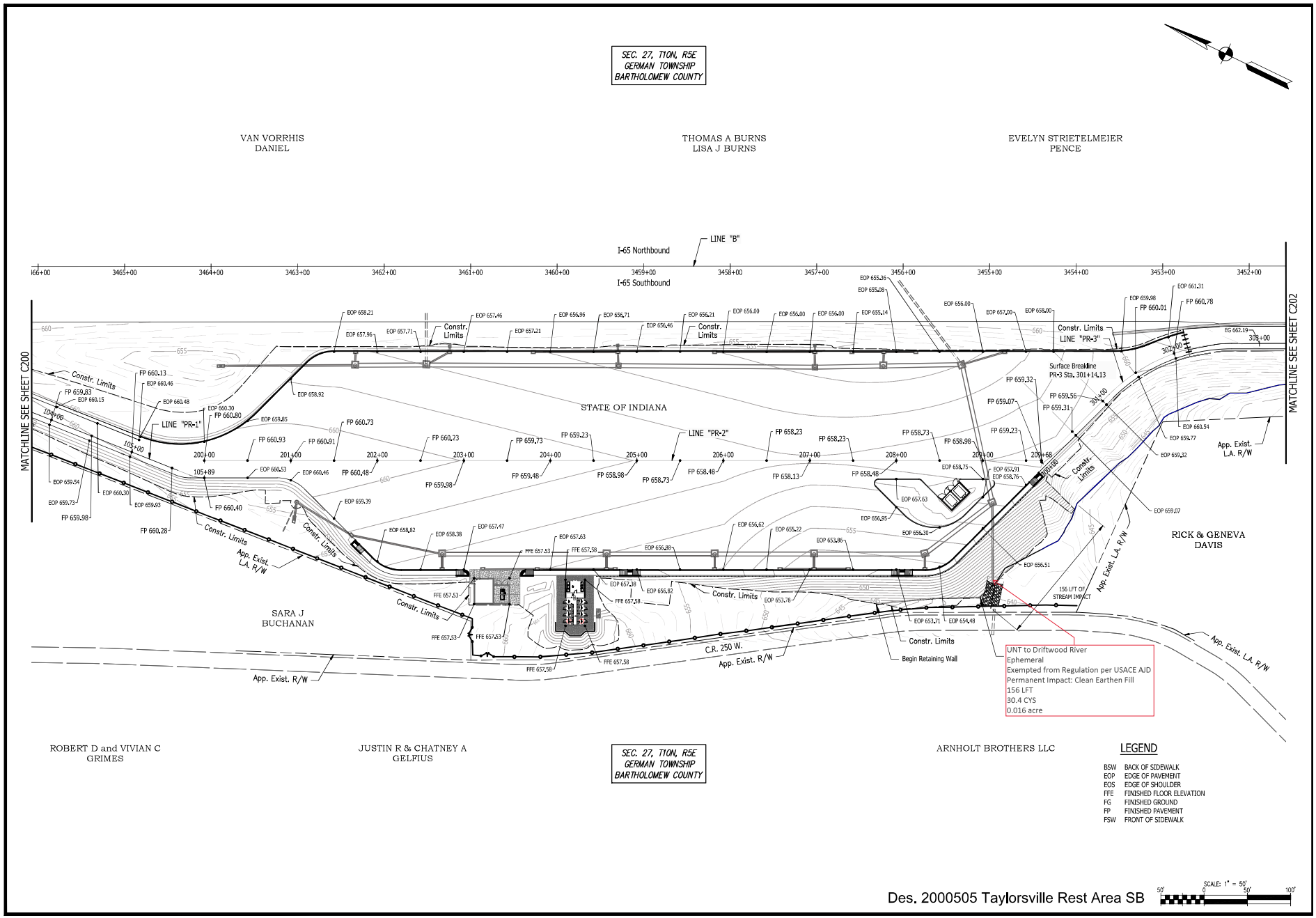
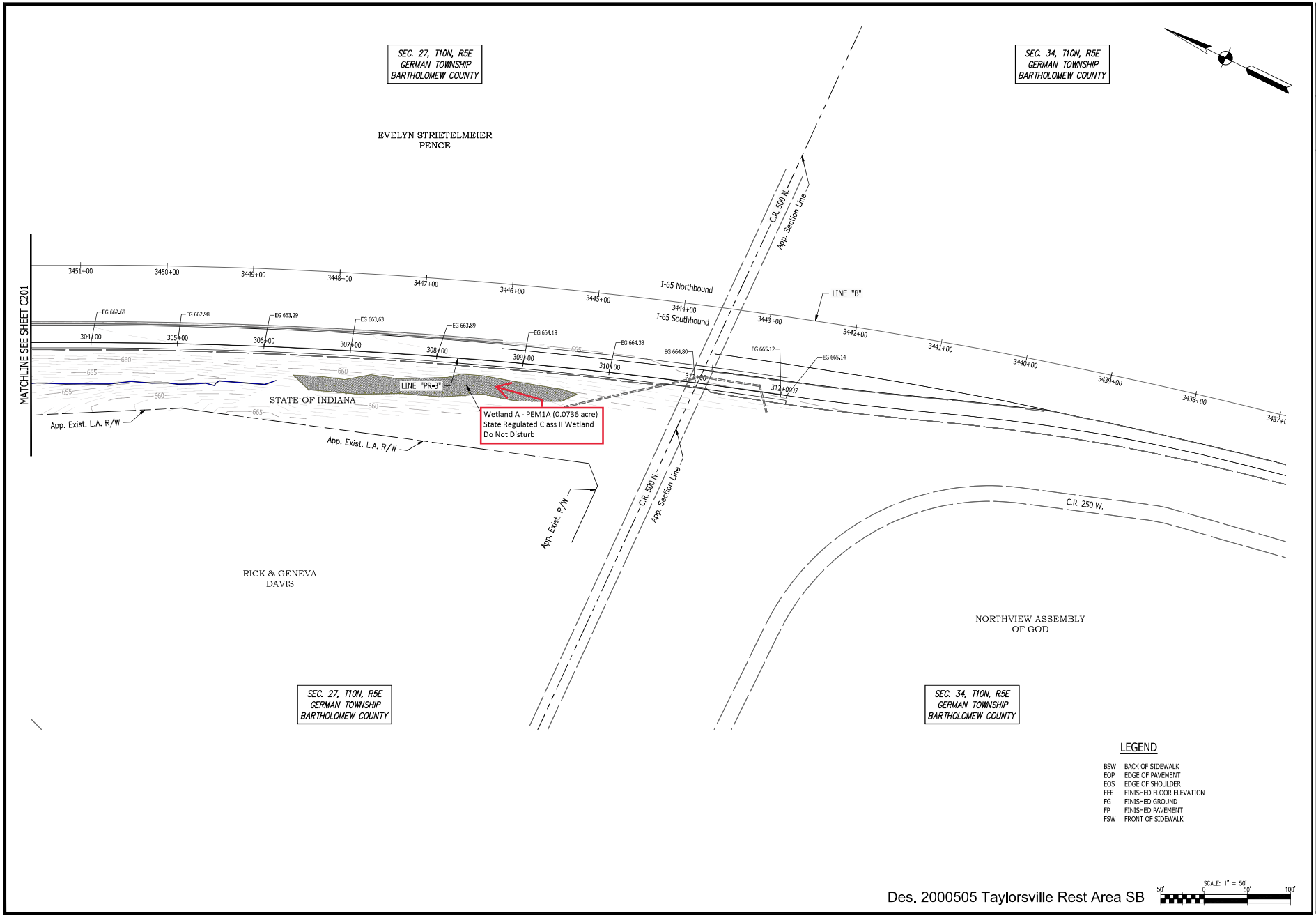


PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION

Project Number: 03004001-24-026-D1
Reference Number: 1385S
Drawing Number: C201



PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION

Project Number: 03004001-24-026-D1
Drawing Number: C202
Reference Number: 1385S

APPENDIX C:
Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

855-INDOT4U

Eric J. Holcomb, Governor
Michael Smith, Commissioner

July 28, 2023
(See Attached List)

Sample Early Coordination Letter

Re: Early Coordination Letter
Des. No. 2000505
Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project
German and Columbus Townships, Bartholomew County, Indiana

Dear Interested Agency:

The Indiana Department of Transportation (INDOT) with partial funding and oversight from the Federal Highway Administration (FHWA) intends to proceed with a project involving the aforementioned rest areas. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number (Des, No,) and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located on NB and SB I-65, approximately 3 miles south of the intersection of I-65 and United States Highway (US) 31. It is within German and Columbus Townships, on the Edinburgh, IN, USGS Topographic Quadrangle, in Sections 3, 27, and 34, Townships 9 and 10 North, Range 5 East.

I-65 consists of 2 northbound lanes and 2 southbound lanes, 12 feet (ft.) wide each, adjoined by 6 ft. wide paved rumble strips to the inside lane and 10 ft. wide paved rumble stirp with shoulder to the outside lane on each side. A 51 ft. grass median is located in the center, separating northbound and southbound traffic. On and off ramps consisting of one 15 ft. wide driving lane and variable width shoulders are located in each direction. The speed limit along I-65 is 65 miles per hour (mph) for trucks over 13 tons and 70 mph for vehicles under 13 tons.

The existing rest area truck parking lots are undersized for current and predicted future capacity demands. The NB rest area currently has 37 truck parking spaces with an average 100 percent capacity during peak hours between 10:00 pm and 8:00 am and the SB rest area has 44 truck parking spaces with an average 81 percent capacity between 10:00 pm and 8:00 am. The purpose of this project is to reduce the truck parking congestion at the rest areas that reflects INDOT's comprehensive Rest Area and Truck Parking Plan, which provides guidelines for the future construction and maintenance of the agency's rest area portfolio.

The preferred alternative is to reconstruct both rest areas that would include mechanical, structural, and architectural components to the new design, as well as to reconfigure the parking lot to accommodate additional truck parking spaces. The existing rest area buildings at both locations will be replaced with trucker restroom facilities only. Both rest area sites will be reconfigured to eliminate car parking areas and vending machines, and the proposed parking layout will accommodate 75 trucks. Ancillary work will include the addition of Americans with Disabilities Act-compliant ramps, changes to existing utilities, and landscaping. It is anticipated that no new right-of-way will be required. Both facilities will be closed during construction.

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

There are no mapped water resources within either of the project areas; however, Metric will perform Waters of the US determination and coordinate with INDOT Ecology and Waterways Permitting Office (EWPO) to prepare a Waters Determination Report and submit the appropriate Clean Water Act permit applications.

Coordination will occur with INDOT Cultural Resources Office (CRO), the Indiana State Historic Preservation Officer, and various consulting parties as required, to evaluate the project area for archaeological and historic resources for compliance with Section 106 of the National Historic Preservation Act.

Please review the information herein and provide a written evaluation of any potential impacts upon resources under your jurisdiction. Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Susan Castle, NEPA Senior Project Manager, at Metric Environmental, by email at susanc@metricenv.com or by telephone at 317.608.2730, or Lauren Wilburn, INDOT Project Manager, by email at lwilburn@indot.in.gov or by telephone at 219.841.1245. Thank you in advance for your input.

Sincerely,

Susan Castle

Susan Castle
NEPA Senior Project Manager
Metric Environmental, LLC

Cc: idalal@jsengr.com

Attachments: Recipient List, Location Map, USGS Topographic Map, 2015 Aerial Photograph

The attachments were intentionally removed. Please refer to Appendix B in the CE Document.

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

The following agencies received Early Coordination Letters:

Federal Highway Administration
Patrick Carpenter – Seymour District
Federal Office Building, Room 254
575 North Pennsylvania Street
Indianapolis, Indiana 46204
patric.carpenter@dot.gov

Indiana Department of Environmental Management
Office of Water Quality
Alisha Turnbow
Environmental Manager
aturnbow@idem.IN.gov

Midwest Regional Office
National Park Service
Mwro_Compliance@nps.gov

Indiana Geological and Water Survey
611 North Walnut Grove
Bloomington, IN 47405
https:igws.indiana.edu/eAssessment

Indiana Department of Natural Resources
Division of Fish and Wildlife
402 West Washington Street, Rm. W273
Indianapolis, IN 462041
environmentalreview@dnr.in.gov

US Department of Housing & Urban Development
Chicago Regional Office
Metcalf Federal Building
77 West Jackson Blvd. Room 2401
Chicago, IL 60604
erik.r.sandstedt@hud.gov

Indiana Department of Transportation
Seymour District
DDye@indot.IN.gov
LWilburn@indot.IN.gov

US Fish and Wildlife Service
Bloomington Indiana Field Office
Robin_mcwilliams@fws.gov

Indiana Department of Transportation
Office of Aviation
100 N. Senate Avenue, Rm. 955
Indianapolis, IN 46204
tlewandowsk@indot.in.gov

Columbus Area Metropolitan Planning Organization
LThayer@columbus.in.gov

Bartholomew County Commissioners
Carl H. Lienhoop
Larry Kleinhenz
Tony London
Commissioners@Bartholomew.in.gov

Bartholomew County Emergency Management
Shannon Cooke
SCooke@Bartholomew.in.gov
Michael Snyder
MSnyder@Bartholomew.in.gov

Bartholomew County Highway Department
Danny Hollander, Engineer
DHollander@Bartholomew.in.gov

MS4 Stormwater
Heather Shireman
HShireman@Bartholomew.in.gov

Bartholomew County Surveyor's Office
E.R Gray III, Surveyor
Surveyor@Bartholomew.in.gov

Natural Resources Conservation Service
State Soil Scientist
John.allen@usda.gov

THIS IS NOT A PERMIT

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

DNR#: ER-25825

Request Received: July 28, 2023

Requestor:
Susan Castle
Metric Environmental
6971 Hillsdale Court
Indianapolis, IN 46250

Project:
I-65 NB & SB Taylorsville Rest Area reconstruction and parking lot reconfiguration, 3 miles south of the intersection of I-65 and US 31; Des #2000505.

County/Site Info: Bartholomew County

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

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

Regulatory Assessment:
This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with the permit application, if required.

Natural Heritage Database:
The Natural Heritage Program's data have been checked. The State endangered Clubshell (*Pleurobema clava*) and Rayed Bean (*Villosa fabalis*), and State special concern Kidneyshell (*Ptychobranchus fasciolaris*) and American Bader (*Taxidea Taxus*) have been identified within .5 mile of the project area.

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

A) Heritage Species
As no in-stream work is required for this project, the Division of Fish and Wildlife does not anticipate any significant effects to the above-mentioned mussel species.

Badgers are a wide-ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project.

B) Riparian Habitat
Both rest areas (NB and SB lanes) contain significant areas of forested habitat. The rest area on the NB lanes contains about 4.4 acres of forested habitat (in a single block) and the SB lane rest area has about 2.5 acres of forested habitat.

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: https://www.in.gov/nrc/files/IB-17.pdf.

Impacts to early successional habitat over 1 acre need to be mitigated at a 1:1 ratio. Non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

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

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers, as well as hardwood trees and shrubs if any woody plants are disturbed during construction, native to Southern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. If erosion control blankets are used, they shall be heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

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

Rachel Van Voorhis **Date:** August 25, 2023
Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

Additional IDNR Early Coordination Response

From: Adkins, Elizabeth <EAdkins@dnr.IN.gov>
Sent: Tuesday, June 4, 2024 3:19 PM
To: Joshua Netherton <joshuan@metricenv.com>
Cc: DNR Environmental Review <environmentalreview@dnr.IN.gov>
Subject: RE: Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana [ER-25825]

Hi Josh,
Thanks for the update. It's unlikely that any listed mussel species would be found in a tributary this small. Let me know if you have any further questions.

Kind regards,

Elizabeth Adkins (she/her)
Environmental Review Biologist
Indiana Department of Natural Resources
Division of Fish & Wildlife: Environmental Unit
EAdkins@dnr.IN.gov
dnr.IN.gov/fish-and-wildlife

From: Joshua Netherton <joshuan@metricenv.com>
Sent: Tuesday, June 4, 2024 2:52 PM
To: Adkins, Elizabeth <EAdkins@dnr.IN.gov>
Subject: RE: Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana [ER-25825]

Elizabeth,

In the IDNR early coordination response (attached), you had mentioned that "The State endangered Clubshell (*Pleurobema clava*) and Rayed Bean (*Villosa fabalis*), and State special concern Kidneyshell (*Ptychobranchus fasciolaris*)" had been identified within 0.5 mile of the project area and that "As no in-stream work is required for this project, the Division of Fish and Wildlife does not anticipate any significant effects to the above-mentioned mussel species".

In our original early coordination letter (attached), we had mentioned that there was no proposed in-stream work at the time. However, as I was wrapping up my CE document for submittal, I noticed that stream impacts are now anticipated, approximately 156 linear ft. of permanent impacts will occur to UNT to Driftwood River from clean earthen fill (shown in attached plans). Will this impact the INDR response?

Thank you,

METRIC ENVIRONMENTAL
Josh Netherton

USFWS Early Coordination Response

Subject: FW: [EXTERNAL] Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Monday, October 16, 2023 12:45 PM
To: Susan Castle <susanc@metricenv.com>
Subject: Re: [EXTERNAL] Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana

Dear Susan,

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

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis;* NLEB) and should follow the Indiana bat/NLEB Federal Highway Administration, Federal Rail Administration, and Federal Transit Administration's programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). The Service has 14 days after a "not likely to adversely affect" determination letter is generated to review the project and provide additional comments or request additional information (there is no review for projects with a "no effect" determination); if you do not receive a response from us within 14 days, we have no additional comments. **Please note**, if tree-clearing extends beyond 100 feet of the edge of pavement, compensatory mitigation may be required, and, if beyond 300 feet, additional consultation may be needed.

Other Species of Concern

Tricolored Bat

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*; TCB) as endangered under the Endangered Species Act (ESA). The Service has up to 12 months from the date the proposal was published to make a final determination, either to list the tricolored bat under the Act or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of WNS. Because TCB populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the Act; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and "take" will apply. Therefore, if this project or other future or existing

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

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

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

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the projects as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please contact me at robin_mcwilliams@fws.gov or you may call 812-334-4261 x. 207.

Sincerely,

Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. (**This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**

2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.

Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.

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

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

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

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

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

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

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

United States Department of the Interior

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

In Reply Refer To: March 06, 2024
Project Code: 2024-0053926
Project Name: Des. 2000505, Rest Area Modernization Project, Taylorsville I-65 NB & SB, Bartholomew County, IN

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

To Whom It May Concern:

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

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

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

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

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

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

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

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

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

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

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

PROJECT SUMMARY

Project Code: 2024-0053926
Project Name: Des. 2000505, Rest Area Modernization Project, Taylorsville I-65 NB & SB, Bartholomew County, IN
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The Indiana Department of Transportation, with funding from Federal Highway Administration, intends to proceed with a Rest Area Modernization project at the Taylorsville Interstate 65 (I-65) Northbound (NB) and Southbound (SB) Rest Areas, Bartholomew County, Indiana (Des. No. 2000505).

The project is located at a pair of rest areas on I-65 in Bartholomew County, approximately three miles south of the intersection of I-65 and US Highway 31. The northbound (NB) rest area is located at approximately mile marker (MM) 73 and the southbound (SB) rest area is located at approximately MM 71. The surrounding habitat is primarily made up of agricultural fields and residential properties, with scattered, small wooded areas. The preferred alternative is to reconstruct both rest areas that would include mechanical, structural, and architectural components to the new design, as well as to reconfigure the parking lot to accommodate additional truck parking spaces. The existing rest area buildings at both locations will be replaced with trucker restroom facilities only. Both rest area sites will be reconfigured to eliminate car parking areas and vending machines, and the proposed parking layout will accommodate 75 trucks. Ancillary work will include the addition of Americans with Disabilities Act-compliant ramps, changes to existing utilities, and landscaping. It is anticipated that no new right-of-way will be required. Both rest areas will be closed to traffic during construction. Temporary lighting may be required during construction. New permanent light poles will be installed at the rest areas as part of this remodel.

There is suitable summer habitat located within the project area. It is anticipated that approximately 4.196 acres (ac) of trees will be removed from the NB (3.233 ac) and SB (0.963 ac) project areas during the inactive season for bats during the inactive season. Of the 3.233 ac removed from the NB area, 0.801 ac will be removed from 0–100 feet (ft) of paved surface. The remaining 2.432 ac is located within 100 to 300 ft of paved surface. Of the 0.963 ac to be removed from the SB area, 0.748 ac are located within 0–100 ft of paved surface. The remaining 0.215 ac is located within 100-300 ft of paved surface. No trees will be removed beyond 300 ft of paved surface at either NB or SB areas. The dominant tree species to be removed at the two rest areas consist of mixed oak species (Quercus species), American elm (Ulmus americana), shellbark hickory (Carya lacinosa), sweetgum (Liquidambar styraciflua), and green

ash (Fraxinus pennsylvanica). To mitigate for 2.647 ac of tree impacts between 100-300 ft from pavement edge, an in lieu payment of $53,577.00 will be made to The Conservation Fund. This generated amount is based on the following: 2.647 ac between 100-300 ft x (1.75 County Multiplier) x $12,588.00 = $58,310.76 =$58,311.00

A February 23, 2024 review of the U.S. Fish and Wildlife Service database did not indicate the presence of endangered bat species within 0.5 mile of the project area. A total of seven (7) buildings are located within the project areas (3 at the NB rest area; 4 at the SB rest area), and will be demolished as part of project construction. Metric Environmental completed an inspection of the buildings on February 21, 2024. No evidence of bat use was observed.

The project is scheduled to begin in January 2025 and be completed by December 2026.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.2595587,-85.95231166876565,14z

Counties: Bartholomew County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

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

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

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

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

MAMMALS

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

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

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus*	Candidate

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

CRITICAL HABITATS

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

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

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Jason Damm
Address: 6958 Hillsdale Court
City: Indianapolis
State: IN
Zip: 46250
Email jasond@metricenv.com
Phone: 3176052392

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
21 February 2024	2000505	I 65 NB	Bartholomew
Federal Structure ID 030301	**Structure Coordinates** (latitude and longitude) 39.2600 -85.9519	**Structure Height** (approximate)	**Structure Length**

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○ NB Main Bldg

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☒ Residential-urban	☐ Riparian/wetland
☐ Residential-rural	☐ Mixed use
☒ Woodland/forested	☒ Other: Interstate

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason Damm

Signature: Jason Damm

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
21 February 2024	2000505	I 65	Bartholomew
Federal Structure ID 030302	**Structure Coordinates** (latitude and longitude) 39.2603 -85.9516	**Structure Height** (approximate)	**Structure Length**

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○ NB Shed 1

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☒ Residential-urban	☐ Riparian/wetland
☐ Residential-rural	☐ Mixed use
☒ Woodland/forested	☒ Other: Interstate

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason Damm

Signature: Jason Damm

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
21 February 2024	2000505	I 65	Bartholomew
Federal Structure ID 030303	**Structure Coordinates** (latitude and longitude) 39.2602 -85.9520	**Structure Height** (approximate)	**Structure Length**

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○ NB Vending

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

- ☐ Bare ground
- ☐ Rip-rap
- ☐ Flowing water
- ☐ Standing water
- ☐ Seasonal water
- ☐ Open vegetation
- ☐ Closed vegetation
- ☐ Railroad
- ☐ Road/trail - Type:
- ☐ Other:

Surrounding Habitat (check all that apply)

- ☒ Agricultural
- ☐ Commercial
- ☒ Residential-urban
- ☐ Residential-rural
- ☒ Woodland/forested
- ☐ Grassland
- ☐ Ranching
- ☐ Riparian/wetland
- ☐ Mixed use
- ☒ Other: Interstate

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason Damm

Signature: Jason Damm

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
21 February 2024	2000505	I 65 SB	Bartholomew
Federal Structure ID 030401	**Structure Coordinates** (latitude and longitude) 39.2769 -85.9571	**Structure Height** (approximate)	**Structure Length**

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○ SB Main Bldg

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☒ Other: Interstate

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason Damm

Signature: Jason Damm

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
21 February 2024	2000505	I 65	Bartholomew
Federal Structure ID 030402	**Structure Coordinates** (latitude and longitude) 39.2772 -85.9574	**Structure Height** (approximate)	**Structure Length**

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○ SB Picnic

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

- ☐ Bare ground
- ☐ Rip-rap
- ☐ Flowing water
- ☐ Standing water
- ☐ Seasonal water
- ☐ Open vegetation
- ☐ Closed vegetation
- ☐ Railroad
- ☐ Road/trail - Type:
- ☐ Other:

Surrounding Habitat (check all that apply)

- ☒ Agricultural
- ☐ Commercial
- ☐ Residential-urban
- ☒ Residential-rural
- ☒ Woodland/forested
- ☐ Grassland
- ☐ Ranching
- ☐ Riparian/wetland
- ☐ Mixed use
- ☒ Other: Interstate

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason Damm

Signature: Jason Damm

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
21 February 2024	2000505	I 65	Bartholomew
Federal Structure ID 030403	**Structure Coordinates** (latitude and longitude) 39.2767 -85.9572	**Structure Height** (approximate)	**Structure Length**

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○ SB Shed 1

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

- ☐ Bare ground
- ☐ Rip-rap
- ☐ Flowing water
- ☐ Standing water
- ☐ Seasonal water
- ☐ Open vegetation
- ☐ Closed vegetation
- ☐ Railroad
- ☐ Road/trail - Type:
- ☐ Other:

Surrounding Habitat (check all that apply)

- ☒ Agricultural
- ☐ Commercial
- ☐ Residential-urban
- ☒ Residential-rural
- ☒ Woodland/forested
- ☐ Grassland
- ☐ Ranching
- ☐ Riparian/wetland
- ☐ Mixed use
- ☒ Other: Interstate

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason Damm

Signature: Jason Damm

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
21 February 2024	2000505	I 65	Bartholomew
Federal Structure ID 030404	**Structure Coordinates** (latitude and longitude) 39.2765 -85.9567	**Structure Height** (approximate)	**Structure Length**

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○ SB Vending

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☒ Other: Interstate

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
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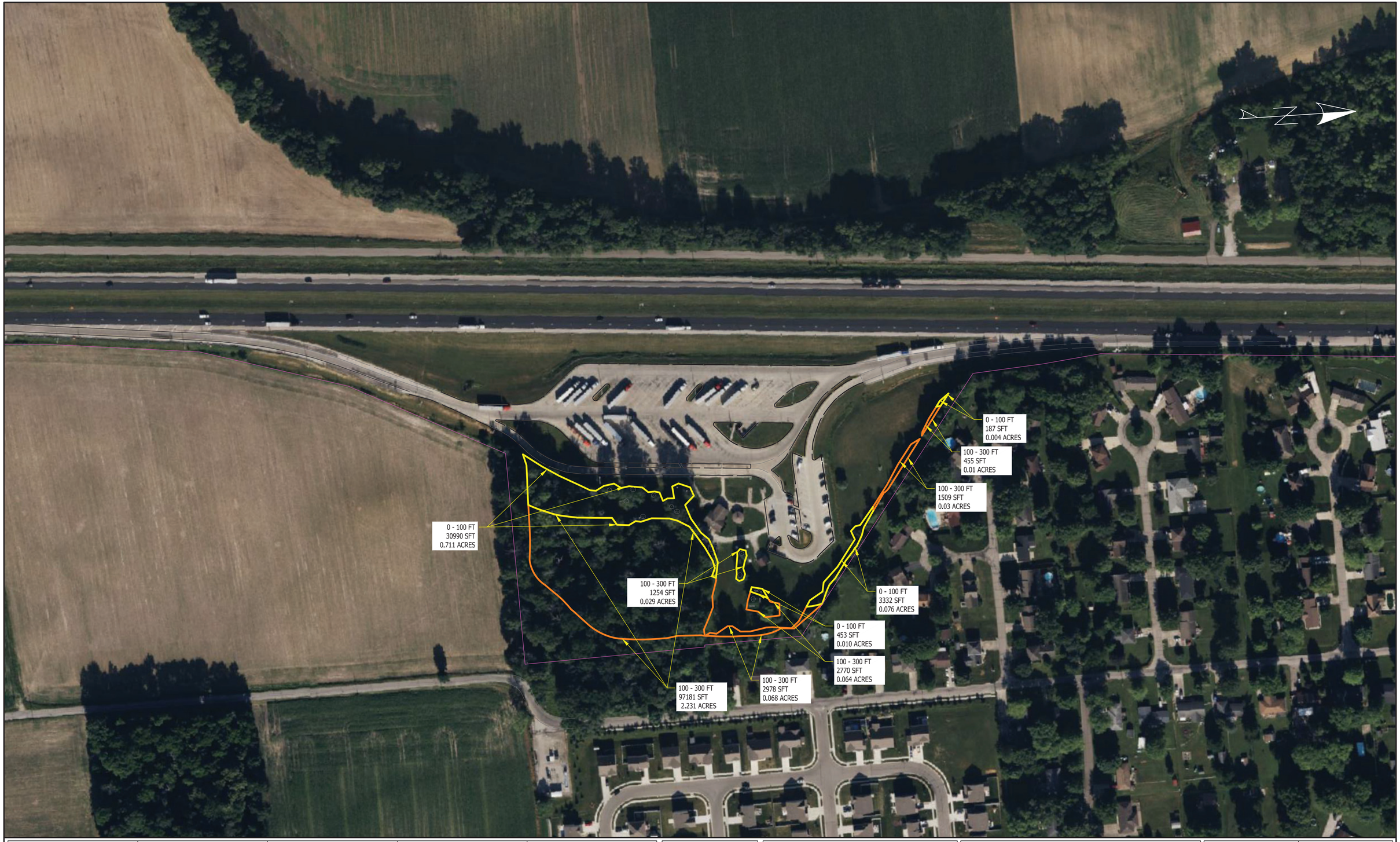
Name: Jason Damm

Signature: Jason Damm



JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: ENG1 DRAWN: TEC

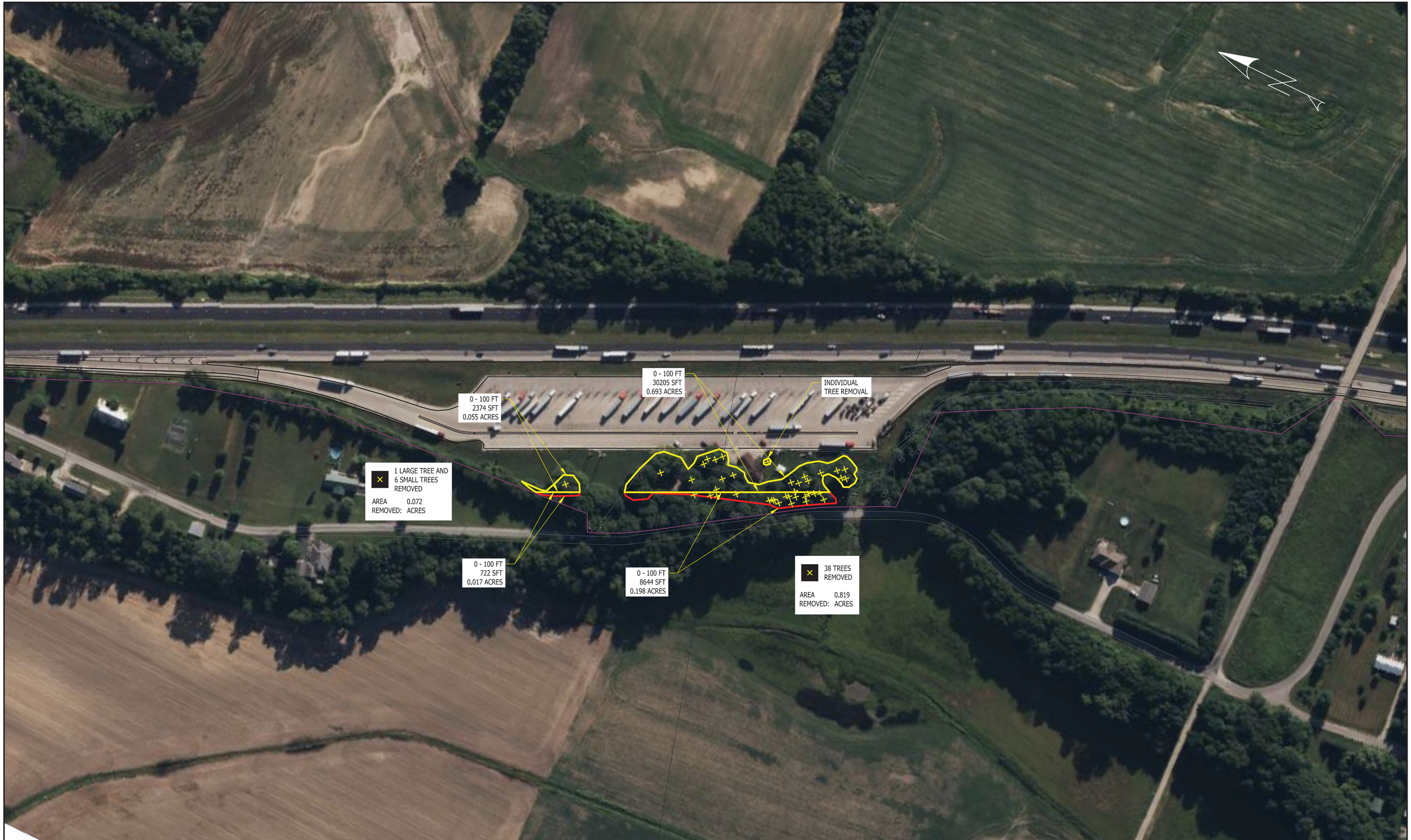
CHECKED: ENG CHECKED: ENG1

INDIANA
DEPARTMENT OF TRANSPORTATION

I-65 TAYLORSVILLE NB TRUCK PARKING
TREE DISTURBANCE EXHIBIT

HORIZONTAL SCALE	FILE
1"=100'	
VERTICAL SCALE	DESIGNATION
N/A	
SURVEY BOOK	SHEET # of
CONTRACT	PROJECT

Last Saved By: Cheatherly
Date: 2/19/2024
Plot Date: 2/19/2024
Drawing File: P:\1385 - Taylorsville Truck Parking\DWGS\MASTER XREFS\Matric Files\1385 Tree Removal Exhibit to Metric.dwg



JSE
JANSSEN & SPAANS ENGINEERING
jsengr.com
9120 Harrison Park Court - Indianapolis, IN 46216

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: ENG1 DRAWN: TEC

CHECKED: ENG CHECKED: ENG1

INDIANA
DEPARTMENT OF TRANSPORTATION

I-65 TAYLORSVILLE SB TRUCK PARKING
TREE DISTURBANCE EXHIBIT

HORIZONTAL SCALE	FILE
1"=100'	
VERTICAL SCALE	DESIGNATION
N/A	
SURVEY BOOK	SHEET
	# of
CONTRACT	PROJECT

Last Saved By: CFeatherby
Date: 2/19/2024
Plot Scale: 1:1
Drawing File: P:\1385 - Taylorsville Truck Parking\DWGS\MASTER XREFS\Metric Files\1385 Tree Removal Exhibit to Metric.dwg

United States Department of the Interior

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

In Reply Refer To: March 06, 2024
Project code: 2024-0053926
Project Name: Des. 2000505, Rest Area Modernization Project, Taylorsville I-65 NB & SB, Bartholomew County, IN

Subject: Consistency letter for the 'Des. 2000505, Rest Area Modernization Project, Taylorsville I-65 NB & SB, Bartholomew County, IN' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated March 06, 2024 to verify that the **Des. 2000505, Rest Area Modernization Project, Taylorsville I-65 NB & SB, Bartholomew County, IN** (Proposed Action) may rely on the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures. **At least one of the qualification interview questions indicated an activity or portion of your project is consistent with a likely to adversely affect therefore, the overall determination for your project is, may affect, and is likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*)**. Consultation with the Service pursuant to section 7(a)(2) of the ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

This "may affect - likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO to satisfy the agency's consultation requirements for this project. Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative

for review, and as the agency deems appropriate, transmit to this Service Office for verification that the project is consistent with the PBO.

This Service Office will respond by letter to the requesting Federal action agency or designated non-federal representative within 30 calendar days after receiving request for verification to:

- verify that the Proposed Action is consistent with the scope of actions covered under the PBO;
- verify that all applicable avoidance, minimization, and compensation measures are included in the action proposal;
- identify any action-specific monitoring and reporting requirements, consistent with the monitoring and reporting requirements of the PBO, and
- identify anticipated incidental take.

ESA Section 7 compliance for this Proposed Action is not complete until the Federal action agency or its designated non-federal representative receives a verification letter from the Service.

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

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

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

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

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

PROJECT DESCRIPTION

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

NAME

Des. 2000505, Rest Area Modernization Project, Taylorsville I-65 NB & SB, Bartholomew County, IN

DESCRIPTION

The Indiana Department of Transportation, with funding from Federal Highway Administration, intends to proceed with a Rest Area Modernization project at the Taylorsville Interstate 65 (I-65) Northbound (NB) and Southbound (SB) Rest Areas, Bartholomew County, Indiana (Des. No. 2000505).

The project is located at a pair of rest areas on I-65 in Bartholomew County, approximately three miles south of the intersection of I-65 and US Highway 31. The northbound (NB) rest area is located at approximately mile marker (MM) 73 and the southbound (SB) rest area is located at approximately MM 71. The surrounding habitat is primarily made up of agricultural fields and residential properties, with scattered, small wooded areas. The preferred alternative is to reconstruct both rest areas that would include mechanical, structural, and architectural components to the new design, as well as to reconfigure the parking lot to accommodate additional truck parking spaces. The existing rest area buildings at both locations will be replaced with trucker restroom facilities only. Both rest area sites will be reconfigured to eliminate car parking areas and vending machines, and the proposed parking layout will accommodate 75 trucks. Ancillary work will include the addition of Americans with Disabilities Act-compliant ramps, changes to existing utilities, and landscaping. It is anticipated that no new right-of-way will be required. Both rest areas will be closed to traffic during construction. Temporary lighting may be required during construction. New permanent light poles will be installed at the rest areas as part of this remodel.

There is suitable summer habitat located within the project area. It is anticipated that approximately 4.196 acres (ac) of trees will be removed from the NB (3.233 ac) and SB (0.963 ac) project areas during the inactive season for bats during the inactive season. Of the 3.233 ac removed from the NB area, 0.801 ac will be removed from 0–100 feet (ft) of paved surface. The remaining 2.432 ac is located within 100 to 300 ft of paved surface. Of the 0.963 ac to be removed from the SB area, 0.748 ac are located within 0–100 ft of paved surface. The remaining 0.215 ac is located within 100-300 ft of paved surface. No trees will be removed beyond 300 ft of paved surface at either NB or SB areas. The dominant tree species to be removed at the two rest areas consist of mixed oak species (Quercus species), American elm (Ulmus americana), shellbark hickory (Carya lacinosa), sweetgum (Liquidambar styraciflua), and green ash (Fraxinus pennsylvanica). To mitigate for 2.647 ac of tree impacts between 100-300 ft from pavement edge, an in lieu payment of $53,577.00 will be made to The Conservation Fund. This generated amount is based on the following: 2.647 ac between 100-300 ft x (1.75 County Multiplier) x $12,588.00 = $58,310.76 =$58,311.00

A February 23, 2024 review of the U.S. Fish and Wildlife Service database did not indicate the presence of endangered bat species within 0.5 mile of the project area. A total of seven (7) buildings are located within the project areas (3 at the NB rest area; 4 at the SB rest area), and will be demolished as part of project construction. Metric Environmental completed an inspection of the buildings on February 21, 2024. No evidence of bat use was observed.

The project is scheduled to begin in January 2025 and be completed by December 2026.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.2595587,-85.95231166876565,14z

DETERMINATION KEY RESULT

Based on your answers provided, this project is likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the conclusion and Incidental Take Statement provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

QUALIFICATION INTERVIEW

1. Is the project within the range of the Indiana bat[1]?

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

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

   Yes

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

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

   Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

    No

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

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

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

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

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

    No

12. Does the project include activities **within documented Indiana bat habitat**[1][2]?

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

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

    No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

    Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur[1]?

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

    B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**[1][2]?

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

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

    No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

    Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

    B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

    Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

    Yes

20. Are *all* trees that are being removed clearly demarcated?

    Yes

21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

    Yes

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

    No

23. Does the project include slash pile burning?

    No

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

    No

25. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

    Yes

26. Is there *any* suitable habitat[1] for Indiana bat or NLEB **within** 1,000 feet of the structure? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

    Yes

27. Has a structure assessment[1] been conducted **within** the last 24 months[2] to determine if bats are using the structure(s)?

[1] Structure assessment for occupied buildings means a cursory inspection for bat use. For abandoned buildings a more thorough evaluation is required (See User Guide Appendix D for bridge/abandoned structure assessment guidance).

[2] Assessments must be completed no more than 2 years prior to conducting any work on the structures, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- *22-0175-1_2000505_NB_Bat Insp-Main Bldg_02212024.pdf https://ipac.ecosphere.fws.gov/project/BMEAEIDKMBB3PCX2RVGTJ2WP6U/projectDocuments/139161086*
- *22-0175-1_2000505_NB_Bat Insp-Vending_02212024.pdf https://ipac.ecosphere.fws.gov/project/BMEAEIDKMBB3PCX2RVGTJ2WP6U/projectDocuments/139161087*
- *22-0175-1_2000505_NB_Bat Insp-Shed 1_02212024.pdf https://ipac.ecosphere.fws.gov/project/BMEAEIDKMBB3PCX2RVGTJ2WP6U/projectDocuments/139161088*
- *22-0175-1_2000505_SB_Bat Insp-Main Bldg_02212024.pdf https://ipac.ecosphere.fws.gov/project/BMEAEIDKMBB3PCX2RVGTJ2WP6U/projectDocuments/139161089*
- *22-0175-1_2000505_SB_Bat Insp-Picnic_02212024.pdf https://ipac.ecosphere.fws.gov/project/BMEAEIDKMBB3PCX2RVGTJ2WP6U/projectDocuments/139161090*
- *22-0175-1_2000505_SB_Bat Insp-Shed 1_02212024.pdf https://ipac.ecosphere.fws.gov/project/BMEAEIDKMBB3PCX2RVGTJ2WP6U/projectDocuments/139161091*
- *22-0175-1_2000505_SB_Bat Insp-Vending_02212024.pdf https://ipac.ecosphere.fws.gov/project/BMEAEIDKMBB3PCX2RVGTJ2WP6U/projectDocuments/139161092*

28. Did the structure assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the structure (bats, guano, etc.)[1]?

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

No

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

Yes

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

    Yes

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

    Yes

32. Will the project install *any* new or replace any existing **permanent** lighting in addition to the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities?

    No

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

    No

34. Are *all* project activities that are **not associated with** habitat removal, tree removal/ trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

    Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

    Yes

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

    No

36. Are the project activities that are not associated with habitat removal, tree removal/ trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

    Automatically answered

    Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered

    Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the habitat removal portion of this project consistent with a Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal that occurs outside the Indiana bat's active season is 100-300 feet from the existing road/rail surface, and is not in documented roosting/ foraging habitat or travel corridors.

39. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

40. Is the habitat removal portion of this project consistent with a Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal that occurs outside the NLEB's active season is 100-300 feet from the existing road/rail surface, and is not in documented roosting/foraging habitat or travel corridors.

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

    Automatically answered
    Yes, because the structure has been assessed using the criteria documented in the BA and no signs of bats were detected

42. **General AMM 1**
    Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

    Yes

43. **Tree Removal AMM 1**
    Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal[1] in excess of what is required to implement the project safely?

    Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

    [1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

    Yes

44. **Tree Removal AMM 3**
    Can tree removal be 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)?

    Yes

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

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

    Yes

46. **Lighting AMM 2**
    Will the **permanent** lighting used during removal of suitable habitat and/or the removal/trimming of trees within suitable habitat be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

    Yes

47. **Lighting AMM 1**
    Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

    Yes

48. For Indiana bat, if applicable, compensatory mitigation measures are required to offset adverse effects on the species (see Section 2.10 of the BA). Please select the mechanism in which compensatory mitigation will be implemented:

    1. Range-wide In Lieu Fee Program, The Conservation Fund

PROJECT QUESTIONNAIRE

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

   N/A

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

   N/A

3. How many acres[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

   [1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   1.549

4. How many acres[1] of trees are proposed for removal between 100-300 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

2.647

5. **Please verify:**
   All tree removal will occur greater than 0.5 mile from any hibernaculum.

   Yes, I verify that all tree removal will occur greater than 0.5 miles from any hibernaculum.
6. Is the project location 0-100 feet from the edge of existing road/rail surface?

   Yes
7. Is the project location 100-300 feet from the edge of existing road/rail surface?

   Yes
8. **Please verify:**
   No documented Indiana bat roosts or surrounding summer habitat within 0.25 mile of documented roosts will be impacted between May 1 and July 31.

   Yes, I verify that no documented Indiana bat roosts or surrounding summer habitat within 0.25 mile of documented roosts will be impacted during this period.
9. **Please verify:**
   No documented NLEB roosts or surrounding summer habitat within 150 feet of documented roosts will be impacted between June 1 and July 31.

   Yes, I verify that no documented NLEB roosts or surrounding summer habitat within 150 feet of documented roosts will be impacted during this period.
10. Please describe the proposed structure work:

    The preferred alternative is to reconstruct both rest areas that would include mechanical, structural, and architectural components to the new design, as well as to reconfigure the parking lot to accommodate additional truck parking spaces. The existing rest area buildings at both locations will be replaced with trucker restroom facilities only. Both rest area sites will be reconfigured to eliminate car parking areas and vending machines, and the proposed parking layout will accommodate 75 trucks. Ancillary work will include the addition of Americans with Disabilities Act-compliant ramps, changes to existing utilities, and landscaping. It is anticipated that no new right-of-way will be required. Both rest areas will be closed to traffic during construction. Temporary lighting may be required during construction. New permanent light poles will be installed at the rest areas as part of this remodel.
11. Please state the timing of all proposed structure work:

    The project is scheduled to begin in January 2025 and be completed by December 2026.
12. Please enter the date of the structure assessment:

    February 21, 2024
13. You have indicated that the following Avoidance and Minimization Measures (AMMs) will be implemented as part of the proposed project:
    - *Tree Removal AMM 1*
    - *Lighting AMM 1*
    - *Lighting AMM 2*

- *Tree Removal AMM 3*
- *General AMM 1*

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

LIGHTING AMM 1

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

LIGHTING AMM 2

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

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).

GENERAL AMM 1

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

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

This key was last updated in IPaC on October 30, 2023. Keys are subject to periodic revision.

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

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

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Jason Damm
Address: 6958 Hillsdale Court
City: Indianapolis
State: IN
Zip: 46250
Email jasond@metricenv.com
Phone: 3176052392

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

United States Department of the Interior
Fish and Wildlife Service

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

March 25, 2024

Ms. Karstin Carmany-George
Federal Highway Administration
575 N. Pennsylvania Street, Room 254
Indianapolis, Indiana 46204
(Sent via email)

USFWS Project Code: 2024-0053926

RE: Des. 2000505, Rest Area Modernization Project, Taylorsville I-65 NB & SB, Bartholomew County, IN

Dear Ms. Carmany-George:

The U.S. Fish and Wildlife Service (Service) is responding to your request dated March 6, 2024, to verify that the proposed I-74 Batesville Westbound Welcome Center Rest Area Modernization Project (the Project) may rely on the amended February 5, 2018, Programmatic Biological Opinion (BO) (dated March 23, 2023) for federally funded or approved transportation projects that may affect the federally listed endangered Indiana bat (*Myotis sodalis*) and/or federally listed endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*). We received your request and the associated Likely to Adversely Affect (LAA) Consistency Letter on March 4, 2024.

This letter provides the Service's response as to whether the Federal Highway Administration (FHWA) may rely on the BO to comply with Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) for the Project's effects to the Indiana bat and NLEB.

The FHWA has determined that the Project is *likely to adversely affect* the Indiana bat and/or the NLEB.

Conclusion

The Service has reviewed the effects of the proposed Project, which includes the FHWA's commitment to implement any applicable mitigation measures as indicated on the LAA Consistency Letter. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the Indiana bat or the NLEB. In coordination with your agency and the other

sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

Incidental Take

Indiana Bat and Northern Long-eared Bat

Tree Removal

The Service anticipates that tree removal associated with the proposed Project will cause incidental take (IT) of Indiana bats and NLEBs. As described in the IT Statement (ITS) of the BO, quantifying the specific number of individuals affected is not practicable. Therefore, the Services uses a surrogate (acreage of tree removal) to prove a means of expressing and monitoring take of the Indiana bat and the NLEB.

The proposed Project will remove **4.196 acre(s)** of trees from habitat that is suitable for the Indiana bat and NLEB. All tree removal will occur in winter and comply with all other conservation measures in the BO. Based on the BO, 1.549 acres of the removal are not anticipated to result in any adverse effects, and **2.647 acres** are anticipated to result in adverse effects.

The FHWA used the mitigation ratio of 1.75 from Table 3 of the BO[1] to calculate the compensatory mitigation required to offset adverse impacts to the Indiana bat for a total of **4.6323 acres**[2] of trees that is suitable for the Indiana bat. **Mitigation is not required for the NLEB.**

To comply with the mitigation requirements of the BO, the FHWA will contribute **$58,310.76** to The Conservation Fund (TCF), the Program Sponsor, within 1 year of this letter or prior to the start of construction, whichever is earliest. These calculations are based on the mitigation identified above[2] and the 2024 Land Use Values in Table 2 of Exhibit E in TCF's In Lieu Fee Instrument[3]. If payment is made later than 1 year from the date of this letter, the mitigation cost may change as a result of updated land use values in Table 2 of Exhibit E. The FHWA or designated non-federal representative must notify TCF at least five days prior to payment so that TCF can verify that the appropriate land value has been used. At the time of payment, the FHWA or designated non-federal representative shall notify the Service of compliance with the compensatory mitigation requirements as described above.

The purchase of species conservation credits and/or in-lieu fee contributions shall occur prior to construction of a transportation project covered under this programmatic BO. Exceptions to this program stipulation include emergency projects that do not require a letting prior to construction. In these cases, purchase of credits and/or in-lieu fee contributions shall occur within three

1 https://www.fws.gov/media/compensatory-mitigation-ratios-indiana-bat-table-3-biological-opinion
2 XX acres * XX ratio
3https://www.fws.gov/sites/default/files/documents/IBAT-NLEB-ILF-Exhibit-E-Fee-Schedule-2023-01-04.pdf

months of completion of the project. This timeframe allows for measuring the acres of habitat affected by the emergency project and for financial processing.

Bridge, Culvert, and/or Structure Activities

Range-wide, the Service estimates IT of a small number of Indiana bats and/or NLEBs is reasonably certain to occur at up to 10 bridges/culverts or structures in a 12-month period when signs of bat use or occupancy are observed. For projects in which five or fewer bats are indicated, take will be covered under the ITS in the BO. Furthermore, some of this take may occur when an initial bridge/culvert or structure bat assessment fails to detect Indiana bat or NLEB use or occupancy, yet bats are later detected prior to, or during construction. In this situation, potential IT of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service. Please contact this Service office and submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) within 2 working days of any such incidents.

Tricolored Bat

On September 13, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) as endangered under the ESA. The Service has up to 12-months from the date the proposal was published to make a final determination, either to list the tricolored bat under the ESA or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of white-nose syndrome (WNS), a deadly fungal disease affecting cave-dwelling bats across North America. Because tricolored bat populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and "take" will apply. Therefore, if this project or other future or existing projects have the potential to adversely affect tricolored bats after the potential new listing goes into effect, we recommend that the effects of the project on tricolored bat and their habitat be analyzed to determine whether authorization under ESA section 7 is necessary. Projects or programs with an existing section 7 biological opinion may require reinitiation of consultation.

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

Reasonable and Prudent Measures

The Service will add the acreage of Project-related tree removal to the annual total acreage attributed to the BO as a surrogate measure of Indiana bat and NLEB IT and exempted from the prohibitions of section 9 of the ESA. Such exemption is effective as long as your agency

implements the reasonable and prudent measure (RPM) and accompanying terms and conditions of the BO's ITS.

The sole RPM of the BO's ITS requires the Federal Transportation Agencies to ensure that State/Local transportation agencies, who choose to include eligible projects under the programmatic action, incorporate all applicable conservation measures in the project proposals submitted to the Service for ESA section 7 compliance using the BO. The implementing terms and conditions for this RPM require the Federal Transportation Agencies to offer training to appropriate personnel about using the BO, and promptly report sick, injured, or dead bats (regardless of species) or any other federally listed species located at the project site.

Reporting Dead or Injured Bats

The FHWA, its State/Local cooperators, and any contractors must take care when handling dead or injured Indiana bats and NLEBs, or any other federally listed species that are found at the project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of IT exempted by this BO has been exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify this Service Office.

Reinitiation Notice

This letter concludes consultation for the Project, which qualifies for inclusion in the BO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this Project-level consultation is required where the FHWA's discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. the amount or extent of IT of Indiana bats or NLEBs is exceeded;
2. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO;
3. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO; or
4. a new species is listed or critical habitat designated that may be affected by the Project.

Per condition #1 above, the anticipated IT is exceeded when:

- the Project removes more than 2.647 acres of suitable Indiana bat and NLEB habitat between 100-300 feet; and/or
- the Project takes more than 5 Indiana bats and/or 5 NLEBs resulting from bridge, culvert, or structure activity[4].

4 Annual reports will be completed each year as described in the *Monitoring and Reporting* section of the BO to track the number of projects range-wide

In instances where the amount or extent of IT is exceeded, the FHWA is required to immediately request a reinitiation of this Project-level consultation.

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the BO. If you have any questions regarding our response or if you need additional information, please contact Robin McWilliams Munson at Robin_McWilliams@fws.gov.

Sincerely,

ROBIN MCWILLIAMS-MUNSON

Digitally signed by ROBIN MCWILLIAMS-MUNSON
Date: 2024.03.25 14:28:36 -04'00'

For Susan E. Cooper
Field Office Supervisor

where IT of Indiana bat and/or NLEB is reasonably certain to occur from bridge, culvert, or structures activities per annual reporting year.

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.
100 N. Senate Avenue • Indianapolis, IN 46204
(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

Eric J. Holcomb
Governor

Brian C. Rockensuess
Commissioner

August 4, 2023

Metric Environmental, LLC
Attention: Susan Castle
6958 Hillsdale Court
Indianapolis, IN 46250

Dear Susan Castle:

Re: Wellhead Protection Area
Proximity Determination
Des No 2000505
Northbound (NB) and Southbound (SB) I-65,
Taylorsville Rest Areas Project
German and Columbus Townships,
Bartholomew County, Indiana

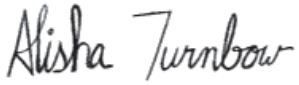
Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this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

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

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

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

Sincerely,



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

INDIANA GEOLOGICAL & WATER SURVEY
INDIANA UNIVERSITY

Organization and Project Information

Project ID:	22-0175-1
Des. ID:	2000505
Project Title:	Taylorsville Rest Area
Name of Organization:	Metric Environmental, LLC
Requested by:	Susan Castle

Environmental Assessment Report

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

*Map layers from the Indiana Geological and Water Survey and Indiana Map

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
Phone: 812 855-7428

Date: July 28, 2023

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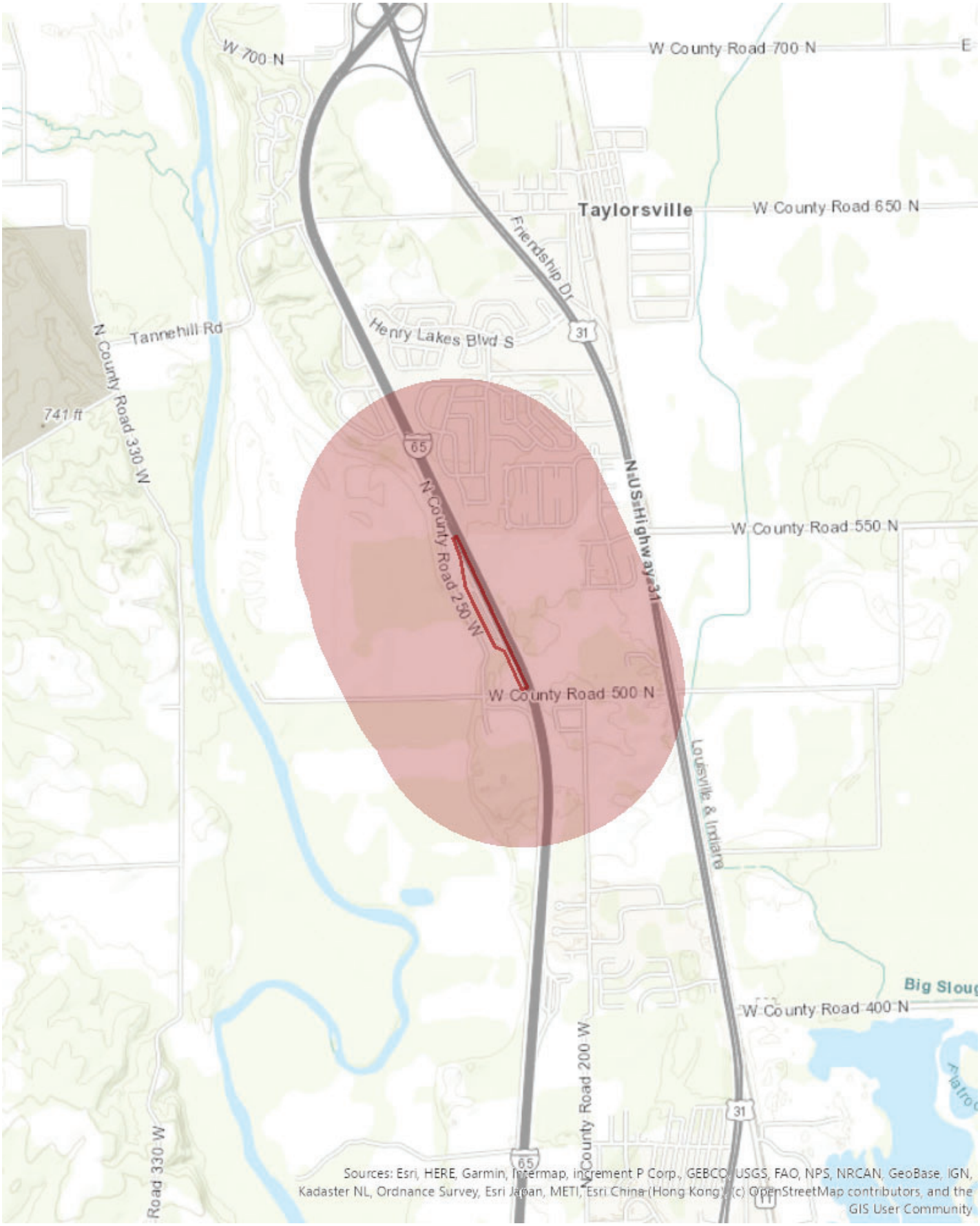

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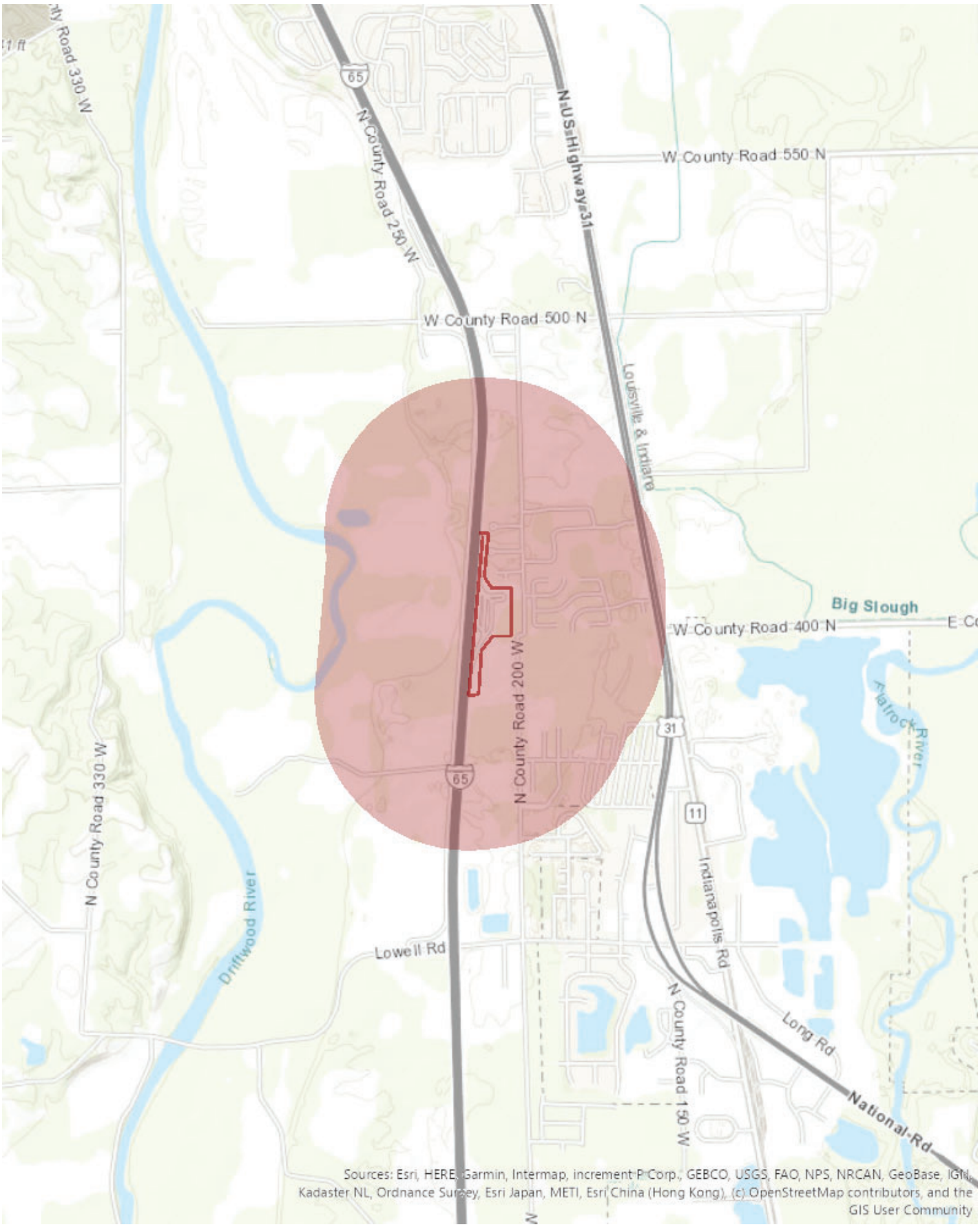

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- https://portal.igs.indiana.edu/arcgis/rest/services/Bedrock_Geology/MapServer/info/metadata

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INDOT Aviation Response

Subject: FW: Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana

From: Lewandowski, Tyler <TLewandowski@indot.IN.gov>
Sent: Monday, July 31, 2023 9:32 AM
To: Susan Castle <susanc@metricenv.com>
Subject: RE: Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 130 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski
Project Manager
INDOT Office of Aviation
(317) 495-4875
tlewandowski@indot.in.gov
www.aviation.indot.in.gov

Bartholomew County Surveyor Initial Response

Subject: FW: Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana

From: Tom Finke <tfinke@bartholomew.in.gov>
Sent: Tuesday, August 1, 2023 10:53 AM
To: Susan Castle <susanc@metricenv.com>
Subject: RE: Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana

IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender tfinke @bartholomew.in.gov

Ms. Castle,

Thank you for the opportunity to comment on Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Area Project. Both rest areas sites are near Bartholomew County Regulated Drains. The county regulated drains may be viewed by accessing the Bartholomew County GIS at https://bartholomewin.elevatemaps.io and turning on the regulated drain layer.

The Fiesbeck and Perry Regulated Tile Drain flows NE to SW under I-65 and the southbound rest area and outlets in to the Driftwood Regulated Drain (open ditch). According to the original I-65 construction plans the tile was replaced within the I-65 right-of-way at the time of construction. The surface water from the southbound rest area flows to the nearby Driftwood Drain.

The northbound rest area is in the Joseph Anthony Regulated Drain Watershed. Surface water from the northbound rest area flows south and is either captured by the Strietelmeier Regulated Tile Drain which outlets into the Joseph Anthony Drain (open ditch), or continues to flow south until it enters the Joseph Anthony Drain.

The concern with any expansion of the rest areas would be the ability to hold or reduce the current surface water rate of runoff from the sites.

Currently the soil erosion downstream from the southbound rest area between CR 250W and the Driftwood Drain is significant.

Thanks again for the opportunity to comment.

Best Regards,

Tom R. Finke
Head of Hydrology
Bartholomew County Surveyor's Office
440 Third Street RM 400
Columbus, IN 47201
Office 812-379-1525
Cell 812-371-0440

BARTHOLOMEW COUNTY SURVEYOR'S OFFICE

E. R. GRAY III, *County Surveyor*

Governmental Office Building
440 Third Street, Room 400
Columbus, Indiana 47201
ph: 812.379.1525 - *fax:* 812.379.1526
email: surveyor@bartholomew.in.gov
website: www.bartholomew.in.gov

Imtiyaz Dalal, P.E.
Janssen & Spaans Engineering, Inc.
9120 Harrison Park Ct.
Indianapolis, IN 46216

June 14, 2024

RE: I-65 NB and SB Taylorsville Rest Areas
Des. No. 2000505

Dear Imtiyaz,

I have reviewed the Stormwater Detention Reports and Preliminary Construction Plans for the above referenced modernization projects. The Stormwater Detention Report for the SB rest area is dated May 7, 2024 and the Stormwater Detention Report for the NB rest area is dated May 31, 2024. Both sets of Preliminary Construction Plans are dated May 2024.

I offer the following comments/approval on the proposed stormwater drainage of the projects:

North Bound Rest Area

Whereas the stormwater drainage will be detained and outletted at locations that do not impact any Bartholomew County Regulated Drains, no approval from the Surveyor's Office or Drainage Board is required on the north bound project.

South Bound Rest Area

Approval of the stormwater drainage plan using the proposed inline detention with an 18" outlet pipe at the south bound rest area is hereby granted. This plan meets the requirements requested by the Bartholomew County Surveyor's Office. The proposed plan should not negatively impact the Driftwood Regulated Drain which is the receiving stream.

The Fiesbeck-Perry Regulated Drain (tile) is located under I-65 and the south bound rest area. The 1960 I-65 construction plans call for 500 feet of the tile to be replaced within the right-of-way with 10" B.C.C.M. Whereas the existing pavement will be removed as part of this project, and whereas the existing pipe is nearly 65 years old, I ask that consideration be given to replacing the existing 10" pipe within the construction area with a 12" pipe as part of the modernization project. I have highlighted the tile line on both the 1960 plans and sheet D101 of the preliminary plans and included them with this letter.

Thank you for including the Surveyor's Office in the early planning of this project. Looking forward to being involved as needed in the competition of the rest area projects.

Please let me know if you have any questions or need additional information.

Best regards,

Tom R. Finke
Head of Hydrology
Bartholomew County Surveyor's Office
tfinke@bartholomew.in.gov
office 812-379-1525
cell 812-371-0440

enc.

I-65-2(56) 1960 13 241

3470

Sta. 3460 - 3468
Drs. 10 Acs. on Lt. C = 0.35

COUNTY ROAD (GRAVEL)
CONTROL LINE
C.L.T. FENCE
L.A. R/W ACCESS
HENRIETTA M. SWOPE
Future Construction N.I.C.
STR. No 11G
Constr. & P.E. #1
STR. No 11E
STR. No 11B
STR. No 11F
STR. No 11H
STR. No 12
REST AREA "B"
STR. No 16
Constr. & P.E. #1
Constr. Limits
CONTROL LINE
FENCE
ELLA PERRY MARR
BARN LOT
BARN LOT
L.A. R/W & ACCESS CONTROL LINE
C.L.T. FENCE
End C.L.T. Fence
Begin R.F.T. Fence
N 25° 54' W
Constr. Spec. 3' Batt. Ditch
Constr. Limits
F.F.T. FENCE
L.A. R/W & ACCESS CONTROL LINE
100' L.A. R/W & ACCESS CONTROL LINE
F.F.T. FENCE
Provisional R/W For Constr. of Outlet Ditch
Prov. R/W
Standing Water
8" F.T. Drop Inlet
Prov. R/W
Constr. Limits
Group "A"
Group "A"
Group "A"

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

VAN VORRHIS
DANIEL

THOMAS A BURNS
LISA J BURNS

EVELYN STRIETELMEIER
PENCE

Fishbeck - Perry
Regulated Drain
Do Not Disturb

I-65 Northbound

LINE "B"

N25° 50' 01"W
Line "B"
3455+00

3465+00

3460+00

I-65 Southbound

Do not Disturb Barrier

Do not Disturb ITS
Pole and Camera

CP #102

CP #103

Asph. Shldr.

Constr. Limits

Grass

Conc.

Conc. Barrier Wall

Relocate ITS Pole
and Camera

Remove Sign

MATCHLINE SEE SHEET D100

MATCHLINE SEE SHEET D102

STATE OF INDIANA

App. Exist.
L.A. R/W

CP #106

Remove Existing Fence

App. Exist. L.A. R/W

Relocate ITS Pole
and Camera

Remove High Mast

TBM #202

Picnic Area

CP #105

Relocate
ITS Pole
and Camera

Remove High Mast

RICK & GENEVA
DAVIS

SARA J
BUCHANAN

Constr. Limits

C.R. 250 W.

App. Exist. R/W

End Existing Fence Removal

App. Exist. R/W

JUSTIN R & CHATNEY A
GELFIUS

Remove Existing Fence

ARNHOLT BROTHERS LLC

TBM #202 – Cut Square on East Side of High Mast Tower Foundation
+/–100' North of Pinic Area Sta. 3460+65.9, 281.4' Lt. Line "B",
Elevation 281.4' Lt. Line "B", Elevation: 656.75'

SEC. 27, T10N, R5E
GERMAN TOWNSHIP
BARTHOLOMEW COUNTY

ROBERT D and VIVIAN C
GRIMES

102	NORTH: 219502.6883 EAST: 757092.2104	103	NORTH: 218947.8290 EAST: 757351.9410	105	NORTH: 218942.2025 EAST: 757210.5946	106	NORTH: 219513.8551 EAST: 756933.8823
START OF BACK OF CONC. CURB 332° 48.37' A: BACK OF CONC. CURB 242° 10.05' B: EDGE OF ASPHALT SHOULDER 65° 23.69' CERTIFIED CAPPED REBAR SET		TOP CENTER CATCH BASIN 339° 40.18' A: CENTER OF DRAINAGE MANHOLE 305° 45.53' B: SW CORNER OF CURB INLET 328° 38.86' CERTIFIED CAPPED REBAR SET		A: NW COR OF CURB INLET 148° 13.86' B: SW COR OF HC PKTS IN BLDG SIGN POST 257° 45.68' C: E COR OF HDCP PARKING SIGN POST 242° 44.46' MAG NAIL		A: NE COR OF BEGIN REST AREA SIGN POST 246° 23.95' B: SE COR OF HC TRUCK PARKING SIGN POST 301° 49.13' C: NW COR CONC PAD BEHIND BEGINNING SIDEWALK 218° 48.30' MAG NAIL	
Sta. 3462+74.68, 87.67' Lt. "B"		Sta. 3456+62.09, 95.68' Lt. "B"		Sta. 15+07.85, 61.27' Rt. "PR2"		Sta. 21+42.95, 61.31' Rt. "PR2"	

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- BUILDING REMOVAL
- TREE REMOVAL
- TREATMENT PLANT REMOVAL
- UTILITY REMOVAL
- 795 EXISTING CONTOUR
- B-X SOIL BORING SEE GEOTECHNICAL ENGINEERING STUDY FOR FURTHER EXPLANATION.

Note:
1. All signs within gore limits of rest area to be removed, unless otherwise noted on signing plans.
2. All light poles within gore limits of rest area to be removed.
3. Remove all existing drainage structures inside the construction limits.
4. All existing features in conflict with new proposed construction shall be removed.

SCALE: 1" = 50'
50' 0 50' 100'

Certified by: Robert Grey

JSE
JANSSEN & SPARKS ENGINEERING

Fosse & Associates Architects, Inc.

B. C. Engineering, Inc.
Professional & Structural Engineering
501 Carpenter Street
Evansville, IN 47708
Phone: (812) 424-7941
Fax: (812) 424-7942

PUBLIC WORKS PROJECT NO. 03004001-24-026-D1
TAYLORSVILLE SB TRUCK PARKING
TAYLORSVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM W451, INDIANA GOVERNMENT CENTER SOUTH
402 W WEST WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
317.232.3068

Revisions

Project Number: 03004001-24-026-D1
Requisition Number:
Account Number:
Designer: IID
Drawing Date: #####
Drafter: JRC
Drawing Scale: 1"=50'
DAPW Approval:
Client Approval:
Reference Number: 1385S
Building Reference:
Drawing Number: D101
Sheet ## of XXX

Last Saved By: John Pritchett 7/7/24
P:\1385 - Taylorsville Truck Parking\DWGS\SITE SHEETS\D SHEETS\D REST AREA\1385-SB-D100 ESTABLISHED SHEET.dwg May 01, 2024-10:45:02 pm

Emails on Eastern Bartholomew County Water Coordination

From: Dalal, Imtiyaz <idalal@jsengr.com>
Sent: Sunday, July 28, 2024 5:38 PM
To: Susan Castle <susanc@metricenv.com>
Cc: Joshua Netherton <joshuan@metricenv.com>; Featherby, Colin <cfeatherby@jsengr.com>
Subject: RE: Des. No. 2000505 Taylorsville Rest Areas

Susan: Coordination is ongoing with the Eastern Bartholomew County Water.

JSE contacted the utility at the beginning of the project and confirmed their facilities at both locations.

Utility rep invited to the PFC meeting and provided preliminary plans.

JSE met with the utility rep at the PFC Meeting and discussed the possible impacts on both sites.

Utility field located the 1.5" water lines along NB site. They will be upgrading this 1.5" water line to 4" or 6" to accommodate for fire protection provisions.

JSE is coordinating 4" water line location to make sure there is no impact on the existing water lines.

Hope his helps.

Sincerely,

Imtiyaz Dalal, P.E.
Janssen & Spaans Engineering, Inc.

From: Susan Castle <susanc@metricenv.com>
Sent: Friday, July 5, 2024 8:52 AM
To: Dalal, Imtiyaz <idalal@jsengr.com>
Cc: Joshua Netherton <joshuan@metricenv.com>
Subject: Des. No. 2000505 Taylorsville Rest Areas

Hi Imtiyaz,

Do you have coordination to and a response from Eastern Bartholomew County Water regarding impacts or no impacts to water lines during construction?

We'll need that for the CE please.

Thank you very much

METRIC ENVIRONMENTAL

Susan Castle
Senior Project Manager

Bartholomew County MS4 Coordinator Response

From: Shireman, Heather - FPAC-NRCS, IN <heather.shireman@in.nacdnet.net>
Sent: Thursday, August 29, 2024 1:37 PM
To: Joshua Netherton <joshuan@metricenv.com>
Subject: RE: [External Email]FW: Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana [ER-25825]

I know of no potential impacts on my end.

From: Joshua Netherton <joshuan@metricenv.com>
Sent: Thursday, August 29, 2024 1:34 PM
To: Shireman, Heather - FPAC-NRCS, IN <heather.shireman@in.nacdnet.net>
Subject: [External Email]FW: Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana [ER-25825]
Importance: High

Heather,

I apologize for the below email not being sent to you earlier, but the MS4 layer we were using did not include Columbus UAB. Is it possible that your response to the attached early coordination could be expedited?

Thank you,

Josh Netherton

Project Manager

NEPA Compliance

O 317.400.1633 ext.157

M 317.981.3093

6958 Hillsdale Court

Indianapolis, IN 46250

www.metricenv.com

From: Susan Castle <susanc@metricenv.com>
Sent: Friday, July 28, 2023 4:34 PM
To: Carpenter, Patrick (FHWA) <patrick.carpenter@dot.gov>; Turnbow, Alisha <ATurnbow@idem.IN.gov>; mwro_compliance@nps.gov; DNR Environmental Review <environmentalreview@dnr.IN.gov>; Sandstedt, Erik R <erik.r.sandstedt@hud.gov>; Dye, David <DDYE@indot.IN.gov>; Wilburn, Lauren <LWilburn@indot.IN.gov>; McWilliams, Robin <robin_mcwilliams@fws.gov>; Lewandowski, Tyler <TLewandowski@indot.IN.gov>; lthayer@columbus.in.gov; commissioners@bartholomew.in.gov; scooke <scooke@bartholomew.in.gov>; msnyder <msnyder@bartholomew.in.gov>; dhollander@bartholomew.in.gov; hshireman@bartholomew.in.gov; surveyor@bartholomew.in.gov
Cc: idalal@jsengr.com
Subject: Early Coordination Letter, Des. No. 2000505, Northbound (NB) and Southbound (SB) I-65, Taylorsville Rest Areas Project, German and Columbus Townships, Bartholomew County, Indiana

Dear Interested Agencies:

Metric Environmental is preparing the Categorical Exclusion document for the above referenced project.

The attached 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.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency believes that there will be no adverse effects incurred as a result of the proposed project.

Thank you very much

Susan Castle

Senior Project Manager

NEPA Compliance

O 317.608.2730

M 317.379.3649

6958 Hillsdale Court

Indianapolis, IN 46250

www.metricenv.com

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APPENDIX D:
Section 106 of the National Historic Preservation Act

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 30, 2024

This letter was sent to the listed parties.

RE: I-65 Taylorsville NB and SB Rest Areas Project
Des. No. 2000505; DHPA No. 30843
German and Columbus Townships, Bartholomew County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Interstate 65 (I-65) Taylorsville Northbound (NB) and Southbound (SB) Rest Areas Project (Des. No. 2000505).

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

A Section 106 early coordination letter was distributed to non-Tribal consulting parties on May 23, 2023 and to Tribal consulting parties on May 24, 2023. In addition, a letter distributed on March 6, 2024 notified consulting parties that a historic property short report (HPSR) and archaeology report were available for review and comment.

The proposed undertaking is on I-65 in Bartholomew County, Indiana, approximately three miles south of the intersection of I-65 and United States Highway (US) 31. It is within German and Columbus Townships, on the Edinburgh, Indiana, USGS Topographic Quadrangle, in Sections 3, 27, and 34, Townships 9 and 10 North, Range 5 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The purpose of this project is to reconstruct the Taylorsville Rest Area Northbound (NB) and Southbound (SB) locations in accordance with INDOT's Long Range Plan for Rest Areas and Welcome Centers. The need for the project is due to the current condition of both rest areas, which have reached the end of their useful lives. Secondly, the project will also address the capacity issues at the I-65 NB and SB Taylorsville rest areas. The existing I-65 NB and SB Taylorsville rest area truck parking lots are undersized for current and predicted future capacity demands. The NB rest area currently has 37 truck parking spaces with an average 100 percent capacity during peak hours between 10:00 pm and 8:00 am and the SB rest area has 44 truck parking spaces with an average 81 percent capacity between 10:00 pm and 8:00 am. The purpose of this project is to reduce the truck parking congestion at the rest areas that reflects INDOT's comprehensive Rest Area and Truck Parking Plan, which provides guidelines for the future construction and maintenance of the agency's rest area portfolio.

The preferred alternative is to reconstruct both rest areas that would include mechanical and structural components – not architectural components as erroneously stated in the March 6, 2024 distribution letter to consulting parties – to the

new design, as well as to reconfigure the parking lot to accommodate additional truck parking spaces. Previous correspondences stated that the vending machines at both rest areas will be eliminated; however, the project scope has been refined to replace the existing rest area buildings with a trucker restroom facility which will include a vending machine at both locations. The proposed parking layout of both rest area sites will replace car parking areas to accommodate 75 trucks. Ancillary work will include the addition of Americans with Disabilities Act-compliant ramps, and changes to existing utilities. Previous correspondences also stated the project scope would include landscaping, but landscaping will no longer be part of the design. No new right-of-way will be required for the project. Both facilities will be closed during construction. The anticipated letting date is November 2024 and the rest areas will be closed during construction from January 1, 2025 through December 31, 2026.

Janssen & Spaans Engineering, Inc., is under contract with INDOT to advance the environmental documentation for the referenced project. Metric Environmental, LLC, has been subcontracted to complete the Section 106 documentation for the project.

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

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

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

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

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified eight sites within the project area. As a result of these efforts, no sites were recommended as eligible for listing in the NRHP and no further work is recommended.

In an email dated March 6, 2024, the Turtle Mountain Band of Chippewa Indians responded requesting that "the nearest THPO office where the APE is located for assistance" be notified.

In an email dated March 7, 2024, Alex Brooks of Indiana Landmarks' Central Regional Office stated they will not be a consulting party on this project. No further report distributions will be made to this consulting party unless the project scope changes.

In a letter dated April 4, 2024, the SHPO concurred with the conclusions of the HPSR that there are no listed properties or properties eligible for listing in the NRHP within the project's APE. The SHPO also concurred with the archaeology report that no further archaeological work is necessary for this project. Copies of all consulting party correspondence can be found in Appendix E in the attached documentation.

In an email dated April 12, 2024, the Shawnee Tribe stated they had “no issues or concerns at this time” and to “continue with the project as planned.”

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

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

For questions concerning specific project details, you may contact Imtiyaz Dalal of Janssen & Spaans Engineering, Inc., at 317-254-6986 or idalal@jsengr.com. All future responses regarding the proposed project should be forwarded to Metric Environmental, LLC, at the following address:

Candace Hudziak
Architectural Historian
Metric Environmental
6958 Hillsdale Court
Indianapolis, Indiana, 46250
candaceh@metricenv.com

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

Sincerely,

Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Distribution Letter

Distribution List:

Beth McCord
Deputy State Historic Preservation Officer (SHPO)
Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, Room W274
Indianapolis, IN 46204-2739
BMCcord@dnr.IN.gov

Miami Tribe of Oklahoma

Turtle Mountain Band of Chippewa Indians

Shawnee Tribe

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
I-65 TAYLORSVILLE NORTHBOUND AND SOUTHBOUND REST AREAS PROJECT
DES. NO.: 2000505; DHPA NO. 30843

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

The Area of Potential Effects (APE) extends at least 1,000 feet beyond the project end points, and 500 feet on all sides of the rest areas. The APE was determined based upon the anticipated amount of ground disturbance, as well as the scale of the project, which will include demolition of existing buildings and construction of new structures and landscaping elements. The APE for archaeology is the project footprint including all proposed right-of-way, which was defined as encompassing 13.1 hectares, or 32.4 acres, total for both rest areas (refer to Appendix A: Figures 1 and 2).

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

The APE contains no properties listed, or eligible for listing, in the National Register of Historic Places (NRHP).

EFFECT FINDING

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

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

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

Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

April 30, 2024
Approved Date

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
I-65 TAYLORSVILLE NB AND SB REST AREAS PROJECT
DES. NO.: 2000505; DHPA NO. 30843

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Interstate 65 (I-65) Taylorsville Northbound (NB) and Southbound (SB) Rest Areas Project (Des. No. 2000505). The proposed undertaking is on I-65 in Bartholomew County, Indiana, approximately three miles south of the intersection of I-65 and United States Highway (US) 31. It is within German and Columbus Townships, on the Edinburgh, Indiana, USGS Topographic Quadrangle, in Sections 3, 27, and 34, Townships 9 and 10 North, Range 5 East. See Appendix A for maps of the project location.

The rest areas are staggered, with the SB rest area located approximately 5,000 feet north of the NB rest area. The project limits for the SB rest area begin approximately 5,000 feet south of County Road (CR) West (W) 650 N and terminate approximately 1,300 feet south of W CR 500 N. The project limits for the NB rest area begin approximately 3,500 feet north of West Lowell Road and terminate approximately 3,100 feet south of W CR 500 N. The two project areas encompass a total of approximately 32.4 acres.

The project area is located in a rural setting with a flat topography and scattered wooded areas. Land uses include agricultural, transportation, residential, and commercial. The east side of I-65 is more developed than the west side through the project area, with the west side retaining more agricultural land use and fewer houses. Single-family houses are the primary building type in the area, and the houses date from 1850 to the present-day.

The existing Taylorsville NB and SB rest areas were both constructed in 1975 and are similar in scale, size, and design. They are one story buildings with a T-shaped footprint, an interior chimney, and a wide front gable overhang displaying exposed rafters and beams. The walls are limestone veneers with panes of glass forming a wall of windows on the façade. The façade is recessed beneath the overhanging front gable and is flanked by side walls. The entry includes commercial double doors made of glass. The windows on the other elevations are rectangular and fixed with plain masonry sills. Inside the buildings have tile walls and floors with stained wood ceilings with exposed beams. Directly across from the rest areas are large parking lots for cars and semi-trucks. The grounds include grassy and shaded areas with picnic tables and covered shelters connected with concrete sidewalks, benches, and separate buildings adjacent to the rest area that contain vending machines. The SB rest area's vending machines are housed in a three sided shed roof structure with vinyl sided walls and simple square posts along the open front that faces the parking lot, and it is just south of the rest area building. The NB rest area's vending machines are located within a one story round building located just north of the rest area building. The building has no windows and is made

of smooth metal panels with symmetrical vertical seams on a concrete foundation, with a conical paneled metal roof topped by a decorative vented bell-shaped pediment and finial. The overhang of each roof panel has concaved edges, creating a repeating pattern around the building's roofline. Both facilities also have small storage buildings located farther back on the property.

The purpose of this project is to reconstruct the Taylorsville Rest Area Northbound (NB) and Southbound (SB) locations in accordance with INDOT's Long Range Plan for Rest Areas and Welcome Centers. The need for the project is due to the current condition of both rest areas, which have reached the end of their useful lives. Secondly, the project will also address the capacity issues at the I-65 NB and SB Taylorsville rest areas. The existing I-65 NB and SB Taylorsville rest area truck parking lots are undersized for current and predicted future capacity demands. The NB rest area currently has 37 truck parking spaces with an average 100 percent capacity during peak hours between 10:00 pm and 8:00 am and the SB rest area has 44 truck parking spaces with an average 81 percent capacity between 10:00 pm and 8:00 am. The purpose of this project is to reduce the truck parking congestion at the rest areas that reflects INDOT's comprehensive Rest Area and Truck Parking Plan, which provides guidelines for the future construction and maintenance of the agency's rest area portfolio.

The preferred alternative is to reconstruct both areas that would include mechanical and structural components to the new design, as well as to reconfigure the parking lot to accommodate additional truck parking spaces. The existing rest area buildings at both locations will be replaced with a trucker restroom and vending machine facility. Both rest area sites will be reconfigured to replace car parking areas for truck parking spaces. The proposed parking layout will accommodate 75 trucks. Ancillary work will include the addition of Americans with Disabilities Act-compliant ramps, and changes to existing utilities. No new right-of-way will be required for the project. Both facilities will be closed during construction. The anticipated letting date is November 2024 and the rest areas will be closed during construction from January 1, 2025 through December 31, 2026.

The APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" (36 CFR 800.16(d)). The APE includes all locations where the project may result in disturbance of the ground; all locations from which elements of the project may be visible or audible; all locations where activity may result in changes in traffic patterns, land use, or public access; and all areas where there may be direct or indirect effects due to elements of the project. For above-ground structures, the APE was defined as extending at least 1,000 feet beyond the project end points and 500 feet on all sides of the rest areas. The APE for archaeology is the project footprint including all proposed right-of-way, which was defined as encompassing 13.1 hectares, or 32.4 acres, total for both rest areas.

Please refer to Appendix A for maps of the project area and the APE, Appendix B for project site photographs, and Appendix F for project plans.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

An early coordination letter was sent to the following other non-Tribal individuals and organizations by letter or email dated May 23, 2023 and to federally recognized Native American Tribes on May 24, 2023 inviting them to participate as a consulting party to the project (Appendix E: 55-62).

Bartholomew County Historian, Dr. Tamara Stone Iorio
Bartholomew County Genealogical Society
Bartholomew County Historical Society, Diane Robbins
Indiana Landmarks, Central Regional Office, Alex Brooks
Landmark Columbus Foundation, Richard McCoy
Columbus Area Metropolitan Planning Organization, Jeff Bergman
Bartholomew County Commissioners: Carl H. Lienhoop, Larry Kleinhenz, Tony London
Bartholomew County Engineer, Danny Hollander, P.E.
Bartholomew County Highway Superintendent, Dwight D. Smith
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Pokagon Band of Potawatomi Indians
Peoria Tribe of Indians of Oklahoma
Shawnee Tribe
Delaware Nation of Oklahoma
Delaware Tribe of Indians

The Indiana Landmarks – Central Regional Office responded by email dated May 24, 2023, accepting the invitation to participate as a consulting party (Appendix E: 63).

The Miami Tribe of Oklahoma responded by letter dated June 9, 2023. The Miami Tribe of Oklahoma accepted consulting party status and offered no objections to the project, but requested immediate consultation if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of the project (Appendix E: 64).

The SHPO responded by letter dated June 19, 2023 and stated their office is not aware of any other parties who should be invited to participate in the Section 106 consultation for this project and that they are looking forward to reviewing the proposed APE and the above-ground and archaeological survey reports (Appendix E: 65).

No other consulting party responses to the early coordination letter were received.

Efforts to identify historic properties in the APE included a check of data available online at the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBC Map), a review of the *Bartholomew County Interim Report*

(2012, Historic Landmarks Foundation of Indiana), the INDOT-Cultural Resources Office (CRO) Public Web Map App. Sources of information examined included NRHP listings, Indiana Register of Historic Sites and Structures (IRHSS) listings, the Indiana Historic Bridge Inventory, archaeological site maps, cultural resources management reports, cemetery records, and communication with consulting parties.

The literature review determined there are no NRHP listed above-ground properties within the APE. There are no previously recorded archaeological sites within the survey area for the NB rest area; however, there are two previously recorded sites in the survey area for the SB rest area: Site 12B102 and Site 12B103.

The results of field surveys were reported in a Historic Property Short Report (HPSR) (Vorndran, 12/29/2023) and a Phase Ia Archaeological Short Report (ASR) (Snell, 8/2/2023). The principal investigators for these reports meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. The HPSR recommended no properties within the APE as eligible for listing in the NRHP. The ASR reported no new archaeological sites were identified and the two previously recorded archaeological sites (12B102 and 12B103) have been demolished, and recommended no additional investigation.

A copy of the management summary and conclusion for the HPSR and the results and recommendations for the ASR are included in Appendices C and D, respectively.

A letter distributed on March 6, 2024 notified consulting parties that an HPSR and an ASR were available for review and comment via INDOT's Section 106 document posting website IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (Appendix E: 66-72). The full HPSR document may also be downloaded from IN SCOPE (the Des. No. is the most efficient search term, once in IN SCOPE).

In an email dated March 6, 2024, the Turtle Mountain Band of Chippewa Indians requested that the "nearest THPO office where the APE is located" be contacted (Appendix E: 73).

In an email dated March 7, 2024 Indiana Landmarks' Central Regional Office stated they will not be a consulting party on this project (Appendix E: 74).

SHPO responded by letter dated April 4, 2024. The SHPO concurred that the APE proposed in the HPSR appears to be of adequate size to encompass the effects of the undertaking. The SHPO also agreed the farmstead (AL-002) located at 6640 N CR 200 W is not eligible for listing in the NRHP. The SHPO also stated that "if the project design changes or another proposed project has the potential to impact the farmstead (AL-002), the SHPO believes further investigation may provide additional information that may change the SHPO's opinion." Furthermore, the SHPO concurred with the conclusions in the HPSR regarding the ineligibility of the remaining three surveyed properties within the APE. Lastly, the SHPO also concurred with the archaeology report that no further archaeological work is necessary for this project (Appendix E: 75-76).

In an email dated April 12, 2024, the Shawnee Tribe stated that they had “no issues or concerns at this time.” They also stated to be notified “in the event archaeological materials are encountered during construction, use, or maintenance of this location” (Appendix E: 77).

No other consulting party responses to the HPSR and ASR were received.

3. BASIS FOR FINDING

No consulting parties offered an objection to the proposed APEs and NRHP eligibility recommendations of both the project historian and archaeologist. Since no historic properties are present within the APE, a finding of “No Historic Properties Affected” has been made for this undertaking.

INDOT’s Finding, made on behalf of the FHWA, and supporting 800.11(d) documentation are hereby provided to the SHPO for a final 30-day comment period. Views of the public are being concurrently sought through publication of the Finding in the Bartholomew County *The Republic News.* This document will be revised, if necessary, if public comment warrants it.

APPENDIX

A. Project Location Maps and APE
B. Project Site Photographs and Key Maps
C. Historic Property Short Report Management Summary and Conclusions
D. Archaeological Short Report Results and Recommendations
E. Consulting Parties’ List and Correspondence
F. Project Plans

Appendix A. Project Location Maps and APE

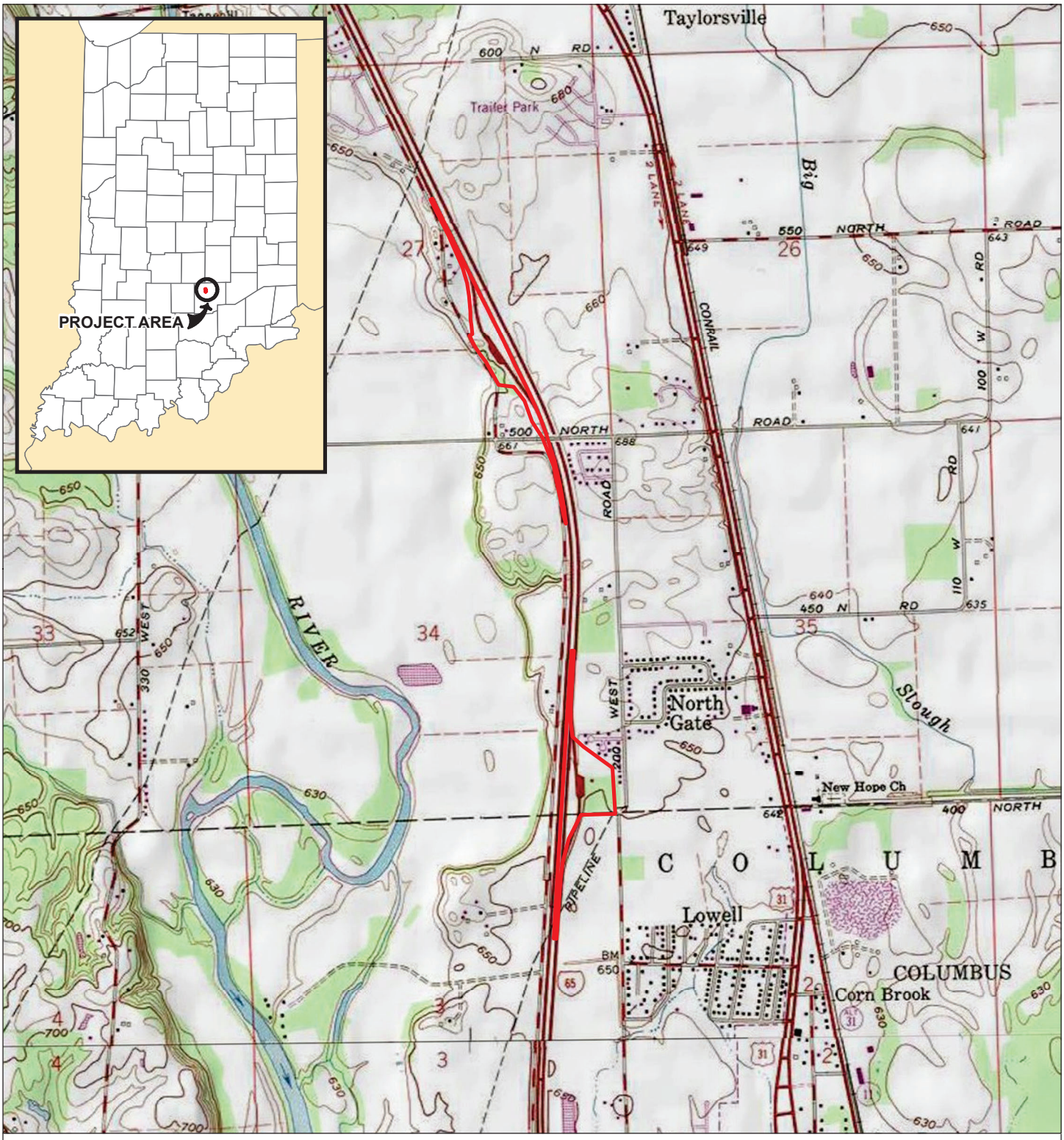


Figure 1. Project Area on a Portion of the
1993 Edinburgh, IN, Topographic Quadrangle
I-65 Taylorsville NB and SB Rest Area
Batrtholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1
Map Date: September 8, 2023

All Locations Approximate

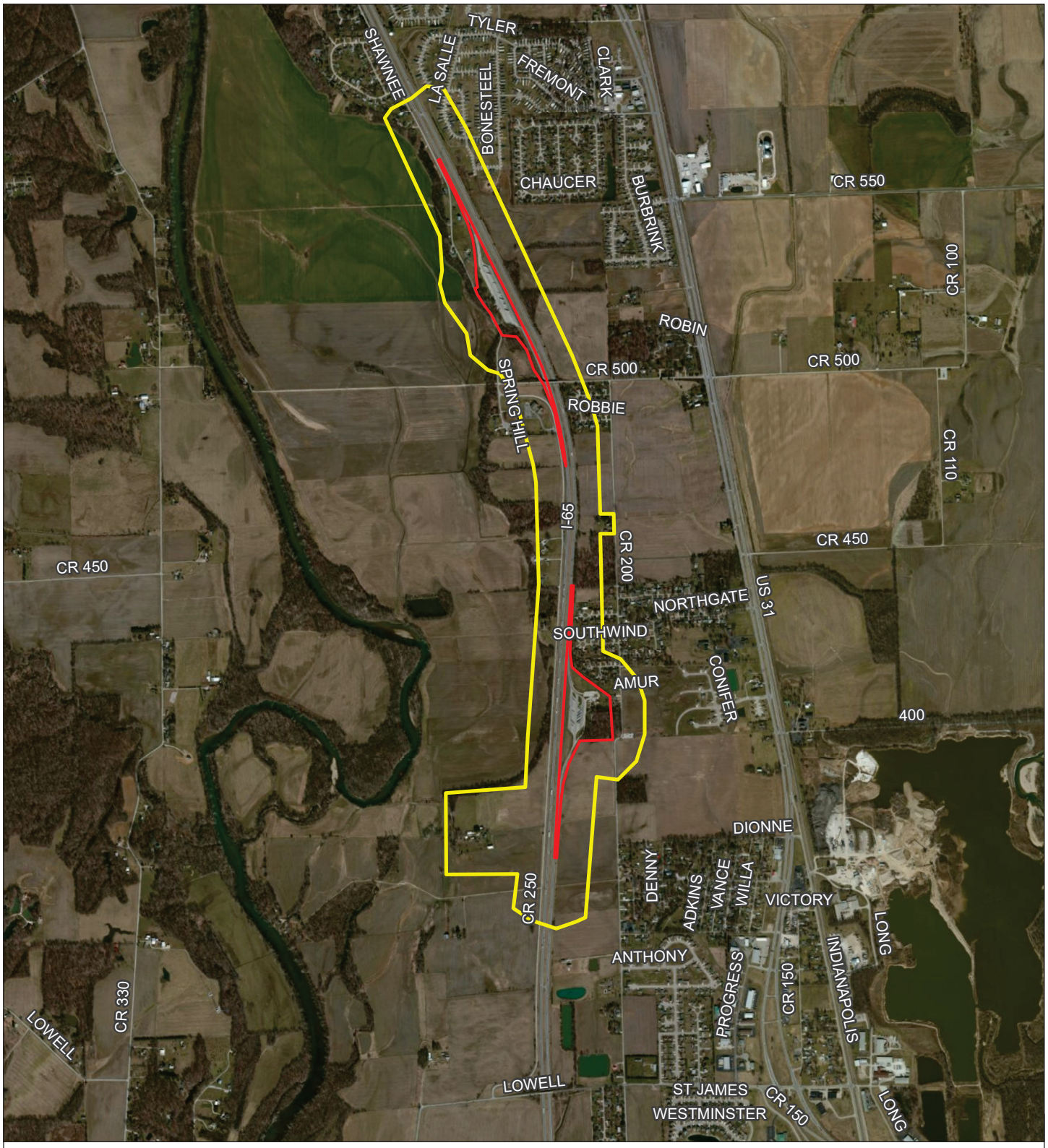
1 inch = 2,000 feet

N

Feet
0 1,000 2,000

METRIC ENVIRONMENTAL

Created by Sam Snell



Project Area
APE

Figure 2. Project Area and APE Identified on a 2015 Aerial Photograph
I-65 Taylorsville NB and SB Rest Area
Batrtholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1
Map Date: September 14, 2023

All Locations Approximate

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community

1 inch = 2,100 feet

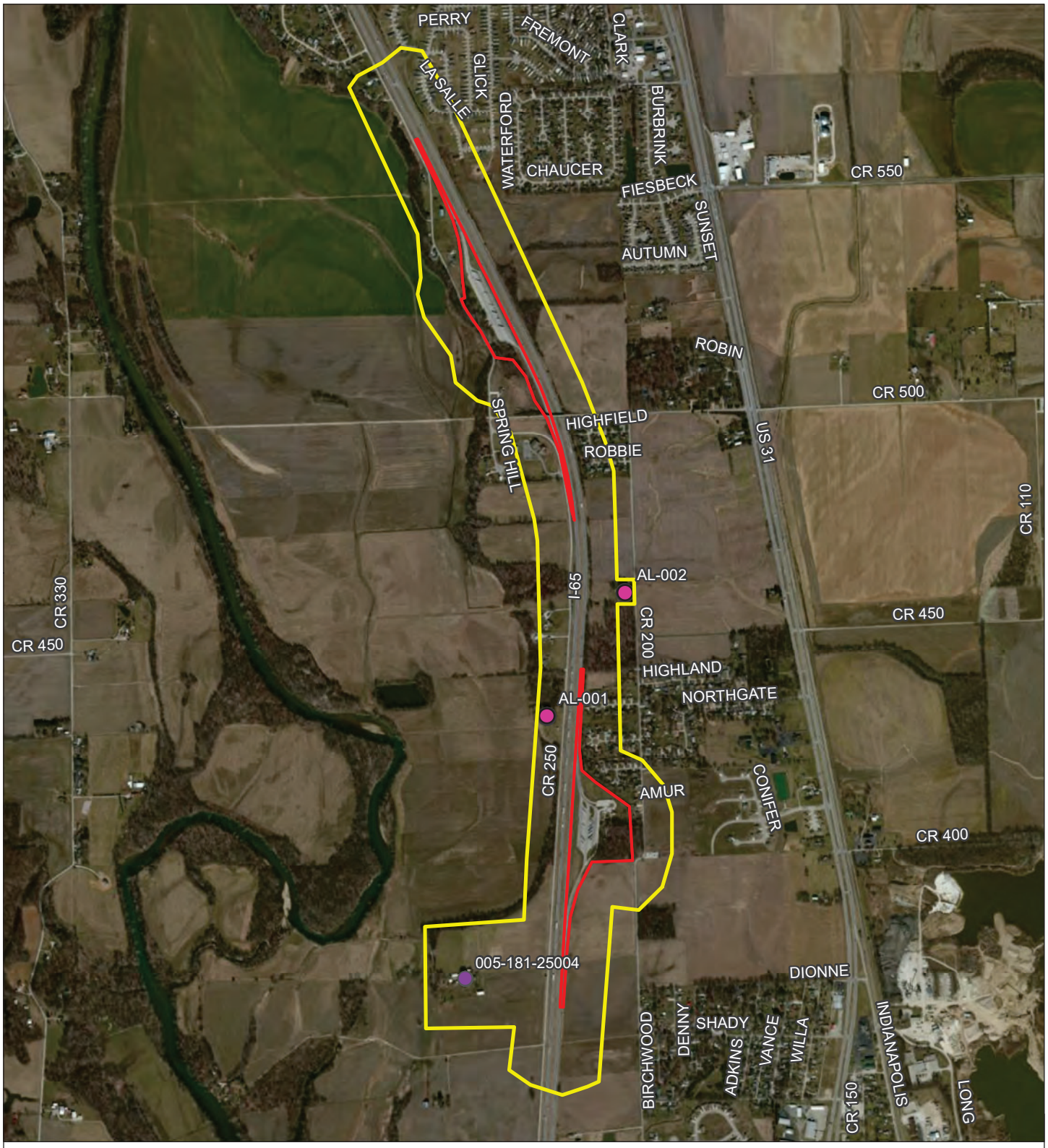
N

Feet

0 2,100 4,200

METRIC ENVIRONMENTAL

Created by Sam Snell



Project Area
APE
Contributing Resource
Architectural Location

Figure 3. Aerial Photograph of the Project Limits and the APE with Surveyed Properties Identified
I-65 Taylorsville NB and SB Rest Area
Batrtholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1
Map Date: September 8, 2023

All Locations Approximate

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community

1 inch = 1,700 feet

N

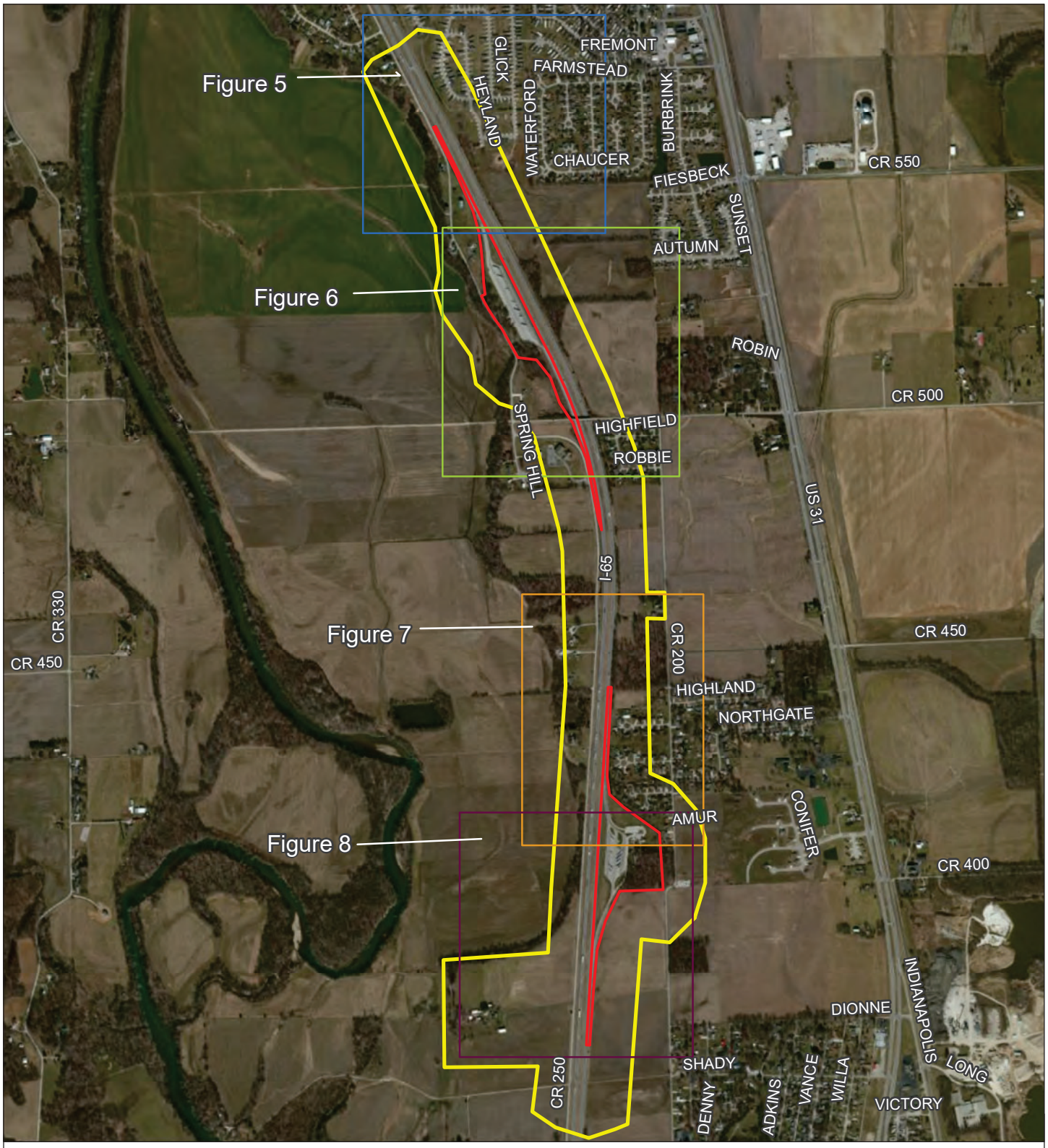
Feet

0 1,700 3,400

METRIC ENVIRONMENTAL

Created by Sam Snell

Appendix B. Project Site Photographs and Key Maps



Project Area
APE

Figure 4. Photo Locations Key Map
I-65 Taylorsville NB and SB Rest Area
Bartholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1
Map Date: September 14, 2023

All Locations Approximate

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community

1 inch = 1,600 feet

N

Feet

0 1,600 3,200

METRIC ENVIRONMENTAL

Created by Sam Snell

Figure 5. Photo Locations Key Map 1
I-65 Taylorsville NB and SB Rest Area
Bartholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1
Map Date: September 12, 2023

All Locations Approximate

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community

1 inch = 330 feet

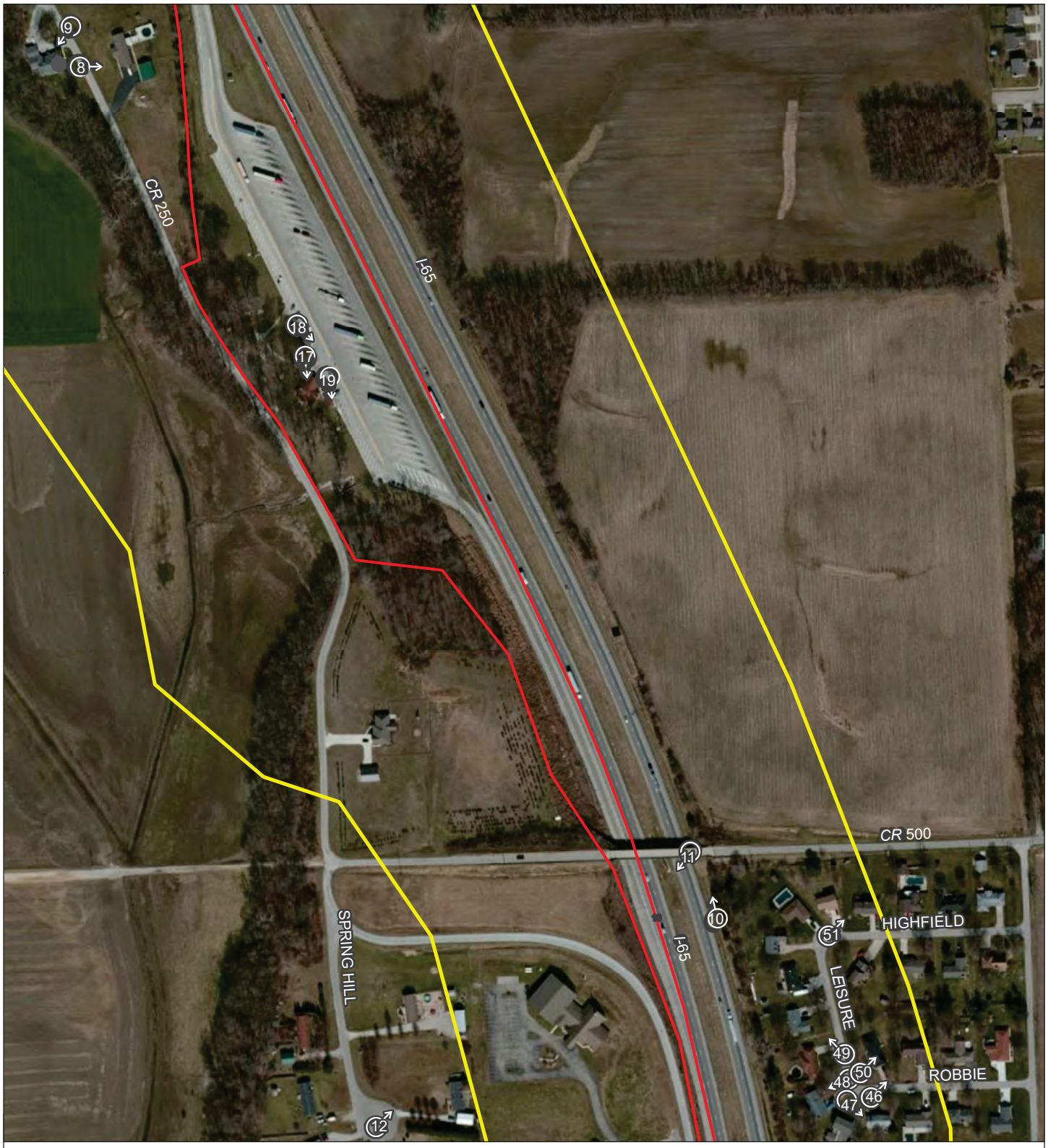
N

Feet

0 330 660

METRIC ENVIRONMENTAL

Created by Sam Snell



Project Area
APE
Contributing Resource
Architectural Location
Photo Direction

Figure 6. Photo Locations Key Map 2
I-65 Taylorsville NB and SB Rest Area
Batrtholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1
Map Date: September 12, 2023

All Locations Approximate

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community

1 inch = 330 feet

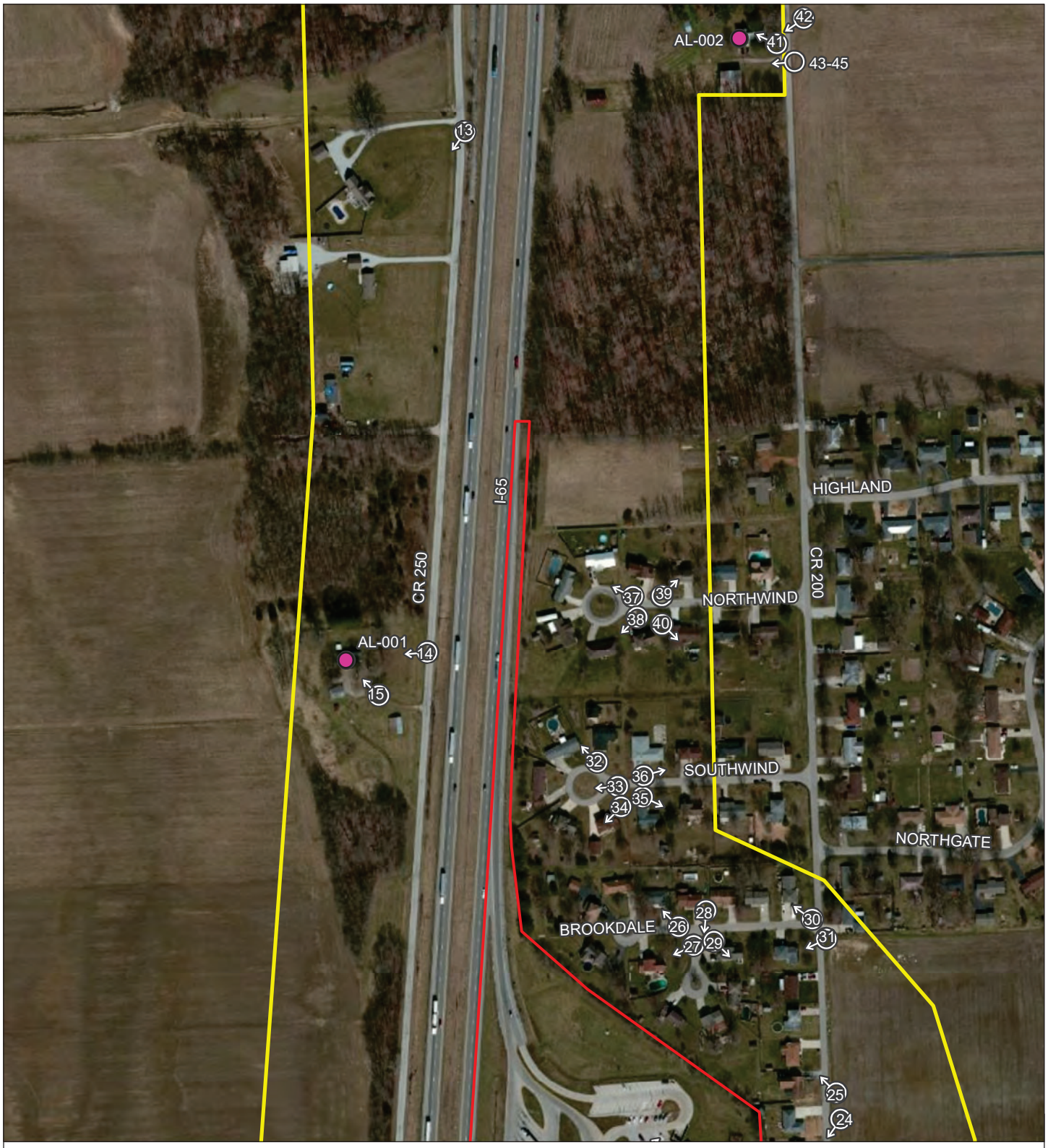
N

Feet

0 330 660

METRIC ENVIRONMENTAL

Created by Sam Snell



Project Area
APE
Architectural Location
Photo Direction

Figure 7. Photo Locations Key Map 3
I-65 Taylorsville NB and SB Rest Area
Batrtholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1
Map Date: September 13, 2023

All Locations Approximate

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community

1 inch = 330 feet

N

Feet

0 330 660

METRIC ENVIRONMENTAL

Created by Sam Snell

Project Area
APE
Contributing Resource
Architectural Location
Photo Direction

Figure 8. Photo Locations Key Map 4
I-65 Taylorsville NB and SB Rest Area
Batrtholomew County, Indiana
Des. No. 2000505
Metric No. 22-0175-1
Map Date: September 14, 2023

All Locations Approximate

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community

1 inch = 330 feet

N

Feet

0 330 660

METRIC ENVIRONMENTAL

Created by Sam Snell

Photo 1. View from north end of the Area of Potential Effects (APE) facing southeast on CR 250 W from Miami Ridge Road

Photo 2. View of 8730 N CR 250 W (c.1985) facing southwest just south of Miami Ridge Road

Photo 3. View of 8680 N CR 250 W (c.1986) facing south just south of Miami Ridge Road

Photo 4. View of 8610 N CR 250 W (c.1977) facing southwest just south of Miami Ridge Road

Photo 5. View of 8080 N CR 250 W (c.1998) facing northwest

Photo 6. View of 8020 N CR 250 W (c.2014) facing southwest

Photo 7. View of outbuildings belonging to 7945 N CR 250 W facing northeast

Photo 8. View of 7945 N CR 250 W (c.2002) facing east

Photo 9. View of IHSSI No. 005-181-10033, 7980 N CR 250 W (c.1880, formerly rated Contributing (C), now recommended a Non-Contributing (NC) rating), facing southwest

Photo 10. View of south elevation of Bridge No. I65-073-04801 carrying CR 500 N over I-65 (c.1961, rated NC) facing north

Photo 11. View of 7230 N CR 250 W (c.2002) facing southwest from Bridge No. I65-073-04801

Photo 12. Streetview of Spring Hill Lane (c.2000) facing northeast

Photo 13. Street view of 6290 CR 250 W (c.2000) and 6330 CR 250 W (c.2000) facing southwest

Photo 14. View of 6130 N CR 250 W (AL-001, c.1850, rated C) facing west

Photo 15. View of 6130 N CR 250 W (AL-001, c.1850, rated C) facing northwest

Photo 16. View of John H. Streitelmeier Farm (IHSSI No. 005-181-25004, c.1900, rated C) facing west from CR 250 W

Photo 17. View of Taylorsville SB Rest Area (c.1975) facing south

Photo 18. View of Taylorsville SB Rest Area parking lot (c.1975) facing southeast

Photo 19. View of Taylorsville SB Rest Area vending machine building (c.1975) facing south

Photo 20. View of Taylorsville NB Rest Area (c.1975) facing northeast

Photo 21. View of Taylorsville NB Rest Area and vending machine building (c.1975) facing southeast

Photo 22. View of Taylorsville NB Rest Area parking lot (c.1975) facing northeast

Photo 23. View of apartments east of the Taylorsville NB Rest Area (c.2017) facing northeast from CR 200 W

Photo 24. Streetview of Bol-Mar Subdivision (c.1975-c.1990) facing southwest from the intersection of CR 200 W and Amur Drive

Photo 25. Streetview of Bol-Mar Subdivision (c.1975-c.1990) facing northwest from the intersection of CR 200 W and Amur Drive

Photo 26. Streetview of Brookdale Drive, part of the Bol-Mar Subdivision (c.1975-c.1990), facing northwest

Photo 27. Streetview of Brookdale Drive, part of the Bol-Mar Subdivision (c.1975-c.1990), facing southwest

Photo 28. Streetview of Madeira Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing south from the intersection of Madeira Court and Brookdale Drive

Photo 29. Streetview of Madeira Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing southeast from the intersection of Madeira Court and Brookdale Drive

Photo 30. Streetview of Brookdale Drive, part of the Bol-Mar Subdivision (c.1975-c.1990), facing northwest from the intersection of Brookdale drive and CR 200 W

Photo 31. Streetview of Brookdale Drive, part of the Bol-Mar Subdivision (c.1975-c.1990), facing southwest from the intersection of Brookdale Drive and CR 200 W

Photo 32. Streetview of Southwind Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing northwest

Photo 33. Streetview of Southwind Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing west

Photo 34. Streetview of Southwind Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing southwest

Photo 35. Streetview of Southwind Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing southeast

Photo 36. Streetview of Southwind Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing northeast

Photo 37. Streetview of Northwind Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing northwest

Photo 38. Streetview of Northwind Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing southwest

Photo 39. Streetview of Northwind Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing northeast

Photo 40. Streetview of Northwind Court, part of the Bol-Mar Subdivision (c.1975-c.1990), facing southeast

Photo 41. View of 6640 N CR 200 W (c.1940, AL-002, rated C) facing northwest from N CR 200 W

Photo 42. View of AL-002 facing southwest from N CR 200 W

Photo 43. View of outbuilding of AL-002 facing west from N CR 200 W

Photo 44. View of outbuilding of AL-002 facing west from N CR 200 W

Photo 45. View of outbuilding of AL-002 facing west from N CR 200 W

Photo 46. Streetview of Robbie Street, part of Highfield Subdivision, facing northeast from the intersection of Robbie Street and Leisure Street

Photo 47. Streetview of Robbie Street, part of Highfield Subdivision, facing southeast from the intersection of Robbie Street and Leisure Street

Photo 48. Streetview of Highfield Subdivision (c.1976) on Leisure Street facing southwest from the intersection of Robbie Street and Leisure Street

Photo 49. Streetview of Highfield Subdivision (c.1976) on Leisure Street facing northwest from the intersection of Robbie Street and Leisure Street

Photo 50. Streetview of Highfield Subdivision (c.1976) on Leisure Street facing northeast from the intersection of Robbie Street and Leisure Street

Photo 51. Streetview of Highfield Subdivision (c.1976) on Highfield Street facing northeast from the intersection of Highfield Street and Leisure Street

Photo 52. Streetview of the Heritage Heights Mobile Home Park (c.2023) on the southwest corner of Heyland Drive facing southwest from Heyland Drive

Photo 53. View of mobile home in the Heritage Heights Mobile Home Park (c.2000s) in the northeastern most part of APE facing west from Continental and La Salle drive

Photo 54. View from north end of the APE facing southwest on Continental Drive

HISTORIC PROPERTY SHORT REPORT

I-65 TAYLORSVILLE NB AND SB REST AREAS PROJECT
DES NO. 2000505/DHPA NO. 30843
GERMAN AND COLUMBUS TOWNSHIPS,
BARTHOLOMEW COUNTY, INDIANA

PREPARED FOR:

JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

LEAD AGENCY:

FEDERAL HIGHWAY ADMINISTRATION

Prepared by:

METRIC ENVIRONMENTAL

Complex Environment. Creative Solutions.

6958 Hillsdale Court
Indianapolis, IN 46250
Telephone: 317.400.1633
www.metricenv.com

Zoe Vorndran, QP
Investigator
zoev@metricenv.com

March 6, 2024

MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed Interstate 65 (I-65) Taylorsville Northbound (NB) and Southbound (SB) Rest Areas Project in German and Columbus Townships, Bartholomew County, Indiana. Aboveground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

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

The APE contains no properties listed in the NRHP.

The APE contains no properties that are recommended eligible for listing in the NRHP.

CONCLUSIONS

The APE contains no properties listed in the NRHP.

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

ARCHAEOLOGICAL SHORT REPORT

PHASE IA ARCHAEOLOGICAL RECONNAISSANCE SURVEY FOR THE PROPOSED INTERSTATE 65 TAYLORSVILLE NB AND SB REST AREA PROJECT, GERMAN AND COLUMBUS TOWNSHIPS, BATHOLOMEW COUNTY, INDIANA (INDOT DES NO. 2000505; DHPA 30843)

PREPARED FOR:

JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

LEAD AGENCY:

FEDERAL HIGHWAY ADMINISTRATION

Prepared by:
Jacob Overstreet and Zoe Lawton, M.S.

METRIC ENVIRONMENTAL

Complex Environment. Creative Solutions.

6958 Hillsdale Court
Indianapolis, IN 46256
Telephone: 317.400.1633
www.metricenv.com

Samuel P. Snell

Samuel P. Snell, MS, RPA
Archaeological Principal Investigator
sams@metricenv.com
March 5, 2024

Describe methods.

Shovel Test Probes (STP): In relatively level areas, where the ground surface had less than 30 percent visibility and there was no obvious sign of disturbances, shovel probing was utilized. This method consisted of systematically digging shovel probes every 15-m (49.2-ft). The STPs measured at least 30 centimeters (cm) (12 inches [in]) in diameter and extended to a depth to penetrate the sterile subsoil by at least 5 cm (2 in) or to 50 cm (19.6 in), whichever came first. If cultural remains were encountered, the testing interval would be reduced to 5 m (16.4 ft) and the STPs excavated in two arbitrary levels in order to see where any artifacts may come from and to separate out modern trash from potential historic artifacts. The top level would be 15 cm (5.9 in) and then level two would be excavated to the soil change or 50 cm (19.6 in), whichever came first.

A standard record was kept that includes soil profile, soil texture, soil color (Munsell), and presence/absence of cultural materials.

Cores / auger probes *(Check all that apply)*

☐ Cores / auger probes Interval: ☐ Five (5) meters ☐ Ten (10) meters ☐ Fifteen (15) meters ☐ Other *(Describe below)*

The standard is screened cores / auger probes using ¼" size mesh. If cores / auger probes were not screened, or a different size mesh was utilized, an explanation must be provided in the methods below.

Describe methods.

NA

Additional field investigation comments

The survey area was investigated in accordance with Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology Guidebook (IDNR, DHPA 2022) and the INDOT Cultural Resources Manual (INDOT, CRO 2023). The survey area was subject to visual walkover and shovel testing. Any specific changes to methodology were based upon conditions encountered in the field and are further described within the following section.

RESULTS

Summary of relevant regional culture background

Cultural manifestations near the project reflect the general sequence from Paleoindian through historic American. Within Bartholomew County, based on the SHAARD database, there are 9 Paleoindian, 1 Late Paleoindian/Early Archaic, 33 Early Archaic, 8 Middle Archaic, 78 Late Archaic, 1 Late Archaic/Early Woodland, 9 Early Woodland, 3 Middle Woodland, 13 Late Woodland, 4 Late Woodland/Mississippian, and 333 Historic Sites (IDNR, DHPA 2021). No Late Paleoindian or Mississippian archaeological sites have been identified within Bartholomew County. More than 500 unidentified precontact archaeological sites have been identified within Bartholomew County (IDNR, DHPA 2021)

The following resources were investigated: the 1948, 1950, 1961, 2010, 2013, 2016, 2019, and 2022 Edinburgh, IN USGS topographic maps (United States Geological Survey 2020); Bartholomew County, Indiana Atlas (J.H. Beers & Co.1879); Bartholomew County, Indiana Atlas (Acme Publishing Company 1900); Map of Bartholomew County, Indiana Showing Rural Free Delivery System (Bartholomew County Directory Company 1904); Map of Bartholomew County, Indiana Showing Rural Free Delivery System (United States Post Office Department 1909); Map of Bartholomew County, Indiana Showing Property Owners (W.W. Hixson & Co. 1910); Map of Bartholomew County, Indiana Showing Property Owners (Clevenger 1925); Map of Bartholomew County, Indiana, Cultural (Indiana Highway Survey Commission 1936), Road Map of Bartholomew County, Indiana (Indiana Highway Survey Commission 1936); Plat Book of Bartholomew County, Indiana (W.W. Hixson & Co. 1925-1940); aerial photographs from 1937 and 1949 (Indiana Geological and Water Survey 2022); aerial photographs from 1955, 1960, and 1962 (HistoricalAerials.com 2023); and Google Earth Imagery 1985-2022 (Google Earth 2022).

Historic atlases, topographic maps, and aerial photography reveal the land directly surrounding the current survey area has remained relatively undeveloped until the construction of I-65 and the currently standing northbound and southbound rest areas, which appear by 1961 in USGS topographic maps and by 1962 in aerial photography. Prior to this, a railroad, now State Road (SR) 31, and county roads were in use since at least 1879. Between 1879 and 1961 structures begin to progressively appear between SR 31 and the ridge directly to the east. Construction of structures increased after I-65 was constructed. By 1960, a residential neighborhood was constructed west of the NB Rest Area. Development continued around the project's location, especially around the SB Rest Area from 1998 onward. The Google Earth images from 2003 and 2005 show the construction of several utility structures just north of the wood lot and east of the rest area structures at the NB Rest Area; these utility structures were demolished by 2015.

Records check *(Check all that apply)*

- ☐ The project area does not have the potential to contain archaeological resources. *Provide explanation / justification.*
- ☐ There are previously recorded archaeological resources within the project area, but those resources do not warrant additional archaeological investigation. *Provide explanation / justification.*
- ☒ The project area contains previously recorded archaeological resources that warrant additional investigation and/or the project area has the potential to contain archaeological resources. *Provide explanation / justification.*
  - ☒ Based upon the records check results, a reconnaissance has been conducted.
- ☐ A cemetery is located within or adjacent to the project area.

Explanation / justification

The survey area contains two previously recorded archaeological sites; it also has the potential to contain intact soils and thus the potential to contain unidentified archaeological resources.

Phase 1a archaeological reconnaissance *(Check all that apply)*

- ☐ No Phase 1a reconnaissance was conducted.
- ☒ Phase 1a reconnaissance located no archaeological resources.
- ☒ Previously recorded sites were in the project area.
  - ☒ Artifacts and/or features at a previously recorded site(s) within the project area were not discovered. *List the site(s) below.*
- ☐ Phase 1a reconnaissance has identified landforms conducive to buried archaeological deposits. *Describe below.*

List sites.

12B102 and 12B103

Describe landforms.

NA

Number of shovel probes excavated	Number of cores / auger probes
59	NA

Describe disturbances. Attach photographs documenting disturbances.

Landscaping, road grade slope, natural slope, culverts, drainage ditches, wide roadside ditch, buried utilities, dumping area, parking lots, sidewalk, concrete slabs, picnic tables, riprap, gravel areas, utility boxes

Actual area surveyed *(hectares)*	Actual area surveyed *(acres)*
13.1	32.4

Explain results of fieldwork.

The two rest areas were initially visually inspected and were divided into three survey areas, NB Rest Area - Areas 1 and 2 and the SB Rest Area - Area 3 (Figures 2 through 42).

The NB Rest Area - Area 1 encompassed the southern portion of this survey area and was comprised of a wooded area, buried utilities, road grade slope, roadside ditches, parking lots, the off ramp for I-65, and a modern dumping area (Figures 3b, 3c, and 5 through 14). A total of 49 STPs were excavated along nine transects within the wood lot. Typical soil profiles in Area 1 included brown (10YR 4/3), to grayish brown (10YR 5/2) silty clay loam extending to 16-25 cm (6.3-9.8 in) underlain by a yellowish brown (10YR 5/6) mottled with a light yellowish brown (10YR 6/4) silty clay containing oxidized iron staining within the soil matrix. The STPs within and/or nearby poorly drained areas displayed a soil profile of a very dark grayish brown (10YR 3/2) silt loam underlain by a dark grayish brown (10YR 4/2) loamy clay containing oxidized iron staining. The modern dumping at the edge of the wood lot was likely the result of the demolition of the utility structures in 2015.

The NB Rest Area - Area 2 encompassed the northern portion of this survey area and was comprised of road grade slope, drainage ditches, an area of mowed grass, and utilities (Figures 3a, 3b, and 15 through 21). A total of six STPs were excavated along one transect within the mowed grassy area near a parking lot and the on-ramp for I-65. STP 1 displayed a soil profile of light yellowish brown (10YR 6/4) silty loam with rocky inclusions extending to 10 cm (3.9 in) underlain by brownish yellow (10YR 6/6) silty loam with rocky inclusions. STPS 2 through 6 displayed disturbed soil profiles of a shallow layer of dark grayish brown (10YR 4/2) silty loam extending 10-15 cm (3.9-5.9 in) underlain by a mixed yellowish brown (10YR 5/6) and brownish yellow (10YR 6/6) silty clay containing substantial gravel/ rock fill and oxidized iron staining. All of these disturbed STPs were terminated due to gravel impasses and undisturbed subsoil could not be reached. The disturbance in this area is likely due to the construction of the on-ramp to I-65, a wide drainage ditch, a parking lot, and the installment of numerous buried utilites.

The SB Rest Area - Area 3 was comprised of road grade slope, drainage ditches, build up, slope, and utilites (Figures 4a through 4d and 22 through 42); previously recorded sites 12B102 and 12B103 are also within this area. Site 12B102 was mostly within the exisiting concrete parking lot, while the remaining portion of this site has been destroyed by the installation of numerous buried utilities and the construction of concrete paths and sidewalks (Figures 4c and 36). Site 12B103 was located within a deep roadside ditch and extends west onto steep slopes along the I-65 onramp of the SB Rest Area and has also been destroyed (Figures 4b and 42). A total of four STPs were excavated along one transect parallel to I-65. STPs 1 and 2 displayed a soil profile of light yellow brown (10YR 6/4) silty loam extending to 10-17 cm (3.9-6.7 in) underlain by brownish yellow (10YR 6/6) silty clay loam. STP 3 displayed a soil profile of grayish brown (10YR 5/2) silty loam extending to

12 cm (4.7 in) underlain by dark yellowish brown (10 YR 4/4) sandy silty loam. STP 4 was located within the mapped limits of 12B102 to confirm the site's destruction. STP 4 was disturbed and displayed a soil profile of a mixed dark grayish brown (10YR 4/2) and yellowish brown (10 YR 5/6) extending to 15 cm (5.9 in) underlain by a yellowish brown (10 YR 5/6) with substantial gravel inclusions and a disgarded modern plastic food wrapper at 12 cm (4.7 in).

No archaeological sites were identified during this survey and the two previously recorded archaeological sites (12B102 and 12B103) within the current survey area have been demolished.

RECOMMENDATIONS

Records check *(Check all that apply)*

- ☐ No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ A Phase 1a archaeological reconnaissance is recommended.
- ☒ Based upon the records check results, a Phase 1a archaeological reconnaissance was recommended and has been conducted.
- ☐ A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.

Phase 1a archaeological reconnaissance *(Check all that apply)*

- ☒ It is recommended that the project be allowed to proceed as planned because the Phase 1a archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.
- ☐ It is recommended that Phase 1c archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase 1a archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.

Other recommendations / commitments

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

REQUIRED ATTACHMENTS

- ☒ Figure showing project location within Indiana
- ☒ USGS topographic map showing the project area *(1:24,000 scale)*
- ☒ Aerial photograph showing the project area, land use and survey methods
- ☒ Photographs of the project area, including, if applicable, photographs documenting disturbances
- ☐ Project plans *(if available)*

Other attachments

References cited *(See short report instructions for required references to be consulted)*

Acme Publishing Company
1900 Descriptive Atlas of Bartholomew County, Indiana. Acme Publishing Company, Chicago, IL.

Bartholomew County Directory Company
1904 Map of Bartholomew County, Indiana, Showing System of Rural Free Delivery. Bartholomew County Directory Company, Columbus, IN.

Clevenger, Cyrus R.
1925 Map of Bartholomew County. Cyrus R. Clevenger, Bloomington, IN.

Frazee, Leslie B. and Christopher S. Peebles
1995 ANR Pipeline Company: An Archaeological Survey for the Proposed Replacement of Three Natural Gas Pipelines Near Taylorsville, Bartholomew County, Indiana. Prepared by Office of Cultural Resource Management Indiana University, Bloomington, Indiana.

Goldbach, Jason
2007 Phase I Cultural Resources Report for the AND Pipeline Company I-65 Pipeline Replacement in Bartholomew County, Indiana. Prepared by Environment and Archaeology, LLC, Florence, Kentucky.

Google Earth
2022 Google Earth Pro. Desktop Software, https://www.google.com/earth/versions#earth-pro, accessed June 7, 2023.

Appendix E. Consulting Parties' List and Correspondence

Consulting Parties List		
Consulting Party	**Contact Name**	**Accepted Invitation: Y/N**
IN State Historic Preservation Office	Beth McCord	Yes
Columbus Area Metropolitan Planning Organization	Jeff Bergman	
Bartholomew County Commissioner	Carl H. Lienhoop	
Bartholomew County Commissioner	Larry Kleinhenz	
Bartholomew County Commissioner	Tony London	
Bartholomew County Highway Superintendent	Dwight D. Smith	
Batholomew County Engineer	Danny Hollander	
Bartholomew County Historical Society	Diane Robbins	
Bartholomew County Historian	Dr. Tamara Stone Iorio	
Bartholomew County Genealogy Society		
Indiana Landmarks - Central Regional Office	Alex Brooks	Yes
Landmark Columbus Foundation	Richard McCoy	
Eastern Shawnee Tribe of Oklahoma		
Miami Tribe of Oklahoma	Diane Hunter - 2023/06/09	Yes
Peoria Tribe of Indians of Oklahoma		
Pokagon Band of Potawatomi Indians		
Shawnee Tribe	2024/04/12	Yes
Delaware Nation of Oklahoma		
Delaware Tribe of Indians		
Turtle Mountain Band of Chippewa		

From:	Zoe Vorndran
To:	"BMCcord@dnr.IN.gov"; "cslider@dnr.IN.gov"; "tstoneiorio@comcast.net"; "revmdspeer@hotmail.com"; "drobbins@bartholomewhistory.org"; "central@indianalandmarks.org"; "abrooks@indianalandmarks.org"; "richard@landmarkcolumbus.org"; "lthayer@columbus.in.gov"; "commissioners@bartholomew.in.gov"; "dhollander@bartholomew.in.gov"; "ddsmith@bartholomew.in.gov"
Cc:	"Branigin, Susan"; "Coon, Matthew"; Candace Hudziak; Susan Castle; Luella Beth Hillen; Sam Snell; "Dalal, Imtiyaz"
Bcc:	Zoe Vorndran
Subject:	FHWA Project: Des. No. 2000505; I-65 Taylorsville NB and SB Rest Areas Project, Bartholomew County, Indiana
Date:	Tuesday, May 23, 2023 1:44:00 PM
Attachments:	image001.png I-65TaylorsvilleRestArea_Des2000505_ECL_2023-05-23.pdf

Des. No.: 2000505
Project Description: I-65 Taylorsville NB and SB Rest Areas Project
Location: German and Columbus Townships, Bartholomew County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the Interstate 65 (I-65) Northbound (NB) and Southbound (SB) Rest Areas Project, Des. No. 2000505.

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

Indiana State Historic Preservation Officer
Bartholomew County Historian, Dr. Tamara Stone Iorio
Bartholomew County Genealogical Society
Bartholomew County Historical Society, Diane Robbins
Indiana Landmarks, Central Regional Office, Alex Brooks
Landmark Columbus Foundation, Richard McCoy
Columbus Area Metropolitan Planning Organization, Jeff Bergman
Bartholomew County Commissioners: Carl H. Lienhoop, Larry Kleinhenz, Tony London
Bartholomew County Engineer, Danny Hollander, P.E.
Bartholomew County Highway Superintendent, Dwight D. Smith
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Pokagon Band of Potawatomi Indians
Peoria Tribe of Indians of Oklahoma
Shawnee Tribe
Delaware Nation of Oklahoma
Delaware Tribe of Indians

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

Please review the attached letter, which is also located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your

related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes**.**

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

Thank you in advance for your input,

METRIC ENVIRONMENTAL

Zoe Vorndran

Cultural Resources Staff Scientist

317.504.4296

6958 Hillsdale Court
Indianapolis, IN 46250
www.metricenv.com

Certified DBE/MBE/SBE Company
Indiana | Kentucky | Ohio | West Virginia

From:	Branigin, Susan
To:	thpo@estoo.net; THPO; Matthew.Bussler@pokagonband-nsn.gov; bfletcher@peoriatribe.com; Section106; cspeck@delawarenation-nsn.gov; sbachor@delawaretribe.org
Cc:	Carmany-George, Karstin (FHWA); Coon, Matthew; Kelly, Clint; Branigin, Susan; Zoe Vorndran; Candace Hudziak
Subject:	FHWA Project: Des. No. 2000505; I-65 Taylorsville NB and SB Rest Areas Project, Bartholomew County, Indiana
Date:	Wednesday, May 24, 2023 1:10:31 PM
Attachments:	image004.png image008.png I-65TaylorsvilleRestArea_Des2000505_ECL_2023-05-23.pdf

External Message: *This message originated outside of Metric Environmental.*
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Des. No.: 2000505
Project Description: I-65 Taylorsville NB and SB Rest Areas Project
Location: German and Columbus townships, Bartholomew County, Indiana

Dear Consulting Parties:

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the Interstate 65 (I-65) Northbound (NB) and Southbound (SB) Rest Areas Project, Des. No. 2000505.

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

Indiana State Historic Preservation Officer
Bartholomew County Historian, Dr. Tamara Stone Iorio
Bartholomew County Genealogical Society
Bartholomew County Historical Society, Diane Robbins
Indiana Landmarks, Central Regional Office, Alex Brooks
Landmark Columbus Foundation, Richard McCoy
Columbus Area Metropolitan Planning Organization, Jeff Bergman
Bartholomew County Commissioners: Carl H. Lienhoop, Larry Kleinhenz, Tony London
Bartholomew County Engineer, Danny Hollander, P.E.
Bartholomew County Highway Superintendent, Dwight D. Smith
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Pokagon Band of Potawatomi Indians
Peoria Tribe of Indians of Oklahoma
Shawnee Tribe
Delaware Nation of Oklahoma
Delaware Tribe of Indians

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

Please review the attached letter, which is also located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes**.**

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

Thank you in advance for your input,

Susan R. Branigin, MS
History Unit Team Lead/Supervisor
Cultural Resources Office (CRO)
Indiana Department of Transportation
100 North Senate Ave., N758 —Environmental Services
Indianapolis, IN 46204
Office/Cell: 317.417.1622
Email: sbranigin@indot.in.gov

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

May 23, 2023

This letter was sent to the listed parties.

RE: I-65 Taylorsville NB and SB Rest Areas Project
Des No. 2000505
German and Columbus Townships, Bartholomew County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the Interstate 65 (I-65) Taylorsville Northbound (NB) and Southbound (SB) Rest Areas Project, Des No. 2000505. Metric Environmental, LLC is under contract with INDOT to advance the environmental documentation for the referenced project.

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

The proposed undertaking is on I-65 in Bartholomew County, Indiana, approximately three miles south of the intersection of I-65 and United States Highway (US) 31. It is within German and Columbus Townships, on the Edinburgh, IN, USGS Topographic Quadrangle, in Sections 3, 27, and 34, Townships 9 and 10 North, Range 5 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The purpose of this project is to reconstruct the Taylorsville Rest Area Northbound and Southbound locations in accordance with INDOT's Long Range Plan for Rest Areas and Welcome Centers. The need for the project is due to the current condition of both rest areas, which have reached the end of their useful lives. Secondly, the project will also address the capacity issues at the I-65 NB and SB Taylorsville rest areas. The existing I-65 NB and SB Taylorsville rest area truck parking lots are undersized for current and predicted future capacity demands. The NB rest area currently has 37 truck parking spaces with an average 100 percent capacity during peak hours between 10:00 pm and 8:00 am and the SB rest area has 44 truck parking spaces with an average 81 percent capacity between 10:00 pm and 8:00 am. The purpose of this project is to reduce the truck parking congestion at the rest areas that reflects INDOT's comprehensive Rest Area and Truck Parking Plan, which provides guidelines for the future construction and maintenance of the agency's rest area portfolio.

The preferred alternative is to reconstruct both areas that would include mechanical, structural, and architectural components to the new design, as well as to reconfigure the parking lot to accommodate additional truck parking spaces. The existing rest area buildings at both locations will be replaced with trucker restroom facilities only. Both rest area sites will be reconfigured to replace car parking areas with truck parking spaces and to eliminate the vending machines. The proposed parking layout will accommodate 75 trucks. Ancillary work will include the addition of Americans with Disabilities

Act-compliant ramps, changes to existing utilities, and landscaping. It is anticipated that no new right-of-way will be required. Both facilities will be closed during construction.

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

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

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

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

For questions concerning specific project details, you may contact Candace Hudziak of Metric Environmental, LLC, at 317-443-4123 or candace@metricenv.com. All future responses regarding the proposed project should be forwarded to Metric Environmental, LLC, at the following address:

Candace Hudziak
Architectural Historian
Metric Environmental
6958 Hillsdale Court
Indianapolis, Indiana, 46250
candaceh@metricenv.com

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

Sincerely,

Matthew S. Coon, Manager

Cultural Resources Office
Environmental Services

Enclosures:
Distribution List
Project Location Maps

*Note: To avoid repetition, these maps are not included here but are located in Appendix A of this document

Distribution List:

Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, Room W274
Indianapolis, IN 46204-2739
Beth McCord
BMCcord@dnr.IN.gov
Chad Slider
CSlider@dnr.IN.gov

Bartholomew County Historian
Dr. Tamara Stone Iorio
4410 Osprey Drive
Columbus, IN 47203
tstoneiorio@comcast.net

Bartholomew County Genealogical Society
PO Box 2455
Columbus, IN 47202
revmdspeer@hotmail.com

Bartholomew County Historical Society
Diane Robbins
524 3rd Street
Columbus, IN 47201
drobbins@bartholomewhistory.org

Indiana Landmarks – Central Regional Office
Alex Brooks
1201 Central Avenue
Indianapolis, IN 46202
central@indianalandmarks.org
abrooks@indianalandmarks.org

Landmark Columbus Foundation
Richard McCoy
408 Sixth Street
Columbus, IN 47201
richard@landmarkcolumbus.org

Columbus Area Metropolitan Planning Organization
Jeff Bergman
123 Washington Street
Columbus, IN 47201
lthayer@columbus.in.gov

Bartholomew County Commissioners
440 Third Street, Suite 101
Columbus, IN 47201
Carl H. Lienhoop
Larry Kleinhenz
Tony London
commissioners@bartholomew.in.gov

Bartholomew County Engineer
Danny Hollander, P.E.
2452 State Street
Columbus, IN 47201
dhollander@bartholomew.in.gov

Bartholomew County Highway Superintendent
Dwight D. Smith
2452 State Street
Columbus, IN 47201
ddsmith@bartholomew.in.gov

Tribal Contacts:
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Pokagon Band of Potawatomi Indians
Peoria Tribe of Indians of Oklahoma
Shawnee Tribe
Delaware Nation of Oklahoma
Delaware Tribe of Indians

From:	Alex Brooks
To:	Zoe Vorndran
Subject:	Re: FHWA Project: Des. No. 2000505; I-65 Taylorsville NB and SB Rest Areas Project, Bartholomew County, Indiana
Date:	Wednesday, May 24, 2023 4:16:43 PM
Attachments:	image001.png

Zoe,

We at Indiana Landmarks would like to be a consulting party.

Best wishes,

Alex Brooks
Community Preservation Specialist
Indiana Landmarks
1201 Central Avenue
Indianapolis, IN 46202
Ph. 317-822-7908, 800-450-4534
Fax: 317-639-6734
www.indianalandmarks.org

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

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Miami Tribe of Oklahoma
3410 P St. NW, Miami, OK 74354 ● P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 ● Fax: (918) 542-7260
www.miamination.com

Via email: mcoon@indot.in.gov

June 9, 2023

Matt Coon, Tribal Liaison
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204

Re: Des. No. 2000505, I-65 Taylorsville NB and SB Rest Areas, Bartholomew County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon:

Aya, kweehsitoolaani– I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 2000505, I-65 Taylorsville NB and SB Rest Areas in Bartholomew County, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter

Diane Hunter
Tribal Historic Preservation Officer

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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

June 19, 2023

Candace Hudziak
Architectural Historian
Metric Environmental
6958 Hillsdale Court
Indianapolis, Indiana 46250

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

Re: Early coordination letter for the I-65 Taylorsville NB and SB Rest Area Project (Des. No. 2000505; DHPA No. 30843)

Dear Ms. Hudziak:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your May 23, 2023, submission, which enclosed INDOT's early coordination letter, all of which was received by our office May 23, 2023, for this project proposed for areas in Columbus Township and in German Township, Bartholomew County, Indiana.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

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

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

In all future correspondence about the I-65 Taylorsville NB and SB Rest Area Project (Des. No. 2000505), proposed for areas in Columbus Township and in German Township, Bartholomew County, Indiana, please refer to DHPA No. 30843.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Matt Coon, Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Candace Hudziak, Metric Environmental, LLC
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

From:	Zoe Vorndran
To:	BMCcord@dnr.IN.gov; Alex Brooks; central@indianalandmarks.org
Cc:	Candace Hudziak; Sam Snell; Karen Garrard; Susan Castle; Kelly, Clint; Dalal, Imtiyaz
Subject:	FHWA Project: Des. No. 2000505; HPSR and Archeology Report, I-65 Taylorsville NB and SB Rest Areas Project, Bartholomew County, Indiana
Date:	Wednesday, March 6, 2024 9:11:00 AM
Attachments:	image001.png

Des. No.: 2000505

Project Description: I-65 Taylorsville NB and SB Rest Areas Project
Location: German and Columbus Townships, Bartholomew County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the Interstate 65 (I-65) Taylorsville Northbound (NB) and Southbound (SB) Rest Areas Project (Des. No. 2000505). The Section 106 Early Coordination Letter for this project was originally distributed on May 23, 2023 to non-Tribal consulting parties, and on May 24, 2023 to Tribal consulting parties.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report and Archaeology Report (Tribes only) have been prepared and are ready for review and comment by consulting parties.

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

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

Thank you in advance for your input,

METRIC ENVIRONMENTAL

Zoe Vorndran
Cultural Resources Staff Scientist

317.504.4296

6958 Hillsdale Court
Indianapolis, IN 46250
www.metricenv.com

Certified DBE/MBE/SBE Company
Indiana | Kentucky | Ohio | West Virginia

From:	Kelly, Clint
To:	thpo@estoo.net; THPO@MiamiNation.com; bfletcher@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; Section106@shawnee-tribe.com; Larus Longie; cspeck@delawarenation-nsn.gov; sbachor@delawaretribe.org
Cc:	Coon, Matthew; Branigin, Susan; Blum, Kaylee; Zoe Vorndran; Candace Hudziak; Powers, Abel; Carmany-George, Karstin (FHWA)
Subject:	FHWA Project: Des. No. 2000505; HPSR and Archeology Report, I-65 Taylorsville NB and SB Rest Areas Project, Bartholomew County, Indiana
Date:	Wednesday, March 6, 2024 9:28:54 AM
Attachments:	image001.png image002.png image003.png image004.png image006.png

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Des. No.: 2000505
Project Description: I-65 Taylorsville NB and SB Rest Areas Project
Location: German and Columbus Townships, Bartholomew County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the Interstate 65 (I-65) Taylorsville Northbound (NB) and Southbound (SB) Rest Areas Project (Des. No. 2000505). The Section 106 Early Coordination Letter for this project was originally distributed on May 23, 2023 to non-Tribal consulting parties, and on May 24, 2023 to Tribal consulting parties.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report and Archaeology Report (Tribes only) have been prepared and are ready for review and comment by consulting parties.

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

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

Thank you in advance for your input,

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

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

March 6, 2024

This letter was sent to the listed parties.

RE: I-65 Taylorsville NB and SB Rest Areas Project
Designation Number (Des. No.) 2000505; DHPA No. 30843
German and Columbus Townships, Bartholomew County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Interstate 65 (I-65) Taylorsville Northbound (NB) and Southbound (SB) Rest Areas Project (Des. No. 2000505).

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

A Section 106 early coordination letter for this project was distributed on May 23, 2023 to non-Tribal consulting parties, and on May 24, 2023 to Tribal consulting parties.

The proposed undertaking is on I-65 in Bartholomew County, Indiana, approximately three miles south of the intersection of I-65 and United States Highway (US) 31. It is within German and Columbus Townships, on the Edinburgh, Indiana, USGS Topographic Quadrangle, in Sections 3, 27, and 34, Townships 9 and 10 North, Range 5 East. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The purpose of this project is to reconstruct the Taylorsville Rest Area Northbound (NB) and Southbound (SB) locations in accordance with INDOT's Long Range Plan for Rest Areas and Welcome Centers. The need for the project is due to the current condition of both rest areas, which have reached the end of their useful lives. Secondly, the project will also address the capacity issues at the I-65 NB and SB Taylorsville rest areas. The existing I-65 NB and SB Taylorsville rest area truck parking lots are undersized for current and predicted future capacity demands. The NB rest area currently has 37 truck parking spaces with an average 100 percent capacity during peak hours between 10:00 pm and 8:00 am and the SB rest area has 44 truck parking spaces with an average 81 percent capacity between 10:00 pm and 8:00 am. The purpose of this project is to reduce the truck parking congestion at the rest areas that reflects INDOT's comprehensive Rest Area and Truck Parking Plan, which provides guidelines for the future construction and maintenance of the agency's rest area portfolio.

The preferred alternative is to reconstruct both areas that would include mechanical, structural, and architectural components to the new design, as well as to reconfigure the parking lot to accommodate additional truck parking spaces. The existing rest area buildings at both locations will be replaced with trucker restroom facilities only. Both rest area sites

will be reconfigured to replace car parking areas for truck parking spaces and to eliminate the vending machines. The proposed parking layout will accommodate 75 trucks. Ancillary work will include the addition of Americans with Disabilities Act-compliant ramps, changes to existing utilities, and landscaping. It is anticipated that no new right-of-way will be required. Both facilities will be closed during construction.

Metric Environmental, LLC, is under contract with Janssen & Spaans Engineering, Inc., to advance the environmental documentation for the referenced project.

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

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

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

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

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified eight sites within the project area. As a result of these efforts, no sites were recommended as eligible for listing in the NRHP and no further work is recommended.

On May 24, 2023, Indiana Landmarks accepted the invitation to participate as a consulting party. In a letter dated June 9, 2023, the Miami Tribe of Oklahoma also accepted the invitation to participate as a consulting party.

In a letter dated June 9, 2023, the Miami Tribe of Oklahoma accepted the invitation to participate as consulting parties. They offered no objection and request consultation if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered.

On February 12, 2024, INDOT-CRO announced, effective immediately, that the Turtle Mountain Band of Chippewa Indians will be added as Tribal Consulting Parties for projects in all Indiana counties, and they are hereby invited to serve as a consulting party to this undertaking.

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

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

For questions concerning specific project details, you may contact Candace Hudziak of Metric Environmental, LLC, at 317-443-4123 or candaceh@metricenv.com. All future responses regarding the proposed project should be forwarded to Metric Environmental, LLC, at the following address:

Candace Hudziak
Architectural Historian
Metric Environmental, LLC
6958 Hillsdale Court
Indianapolis, In 46250
candaceh@metricenv.com

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

Sincerely,

Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

*Note: To avoid repetition, these maps are not included here but are located in Appendix A of this document

Enclosures:
Distribution List
Project Location Map

Distribution List

New Invitees

Turtle Mountain Band of Chippewa Indians

Previous Invitees (accepted CP status)

Beth McCord
Deputy State Historic Preservation Officer (SHPO)
Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, Room W274
Indianapolis, IN 46204-2739
BMCcord@dnr.IN.gov

Indiana Landmarks – Central Regional Office
Alex Brooks
1201 Central Avenue
Indianapolis, IN 46202
central@indianalandmarks.org
abrooks@indianalandmarks.org

Tribal Consulting Parties (accepted CP status):

Miami Tribe of Oklahoma

Previous Invitees (did not respond/accept CP status)

Bartholomew County Historian
Dr. Tamara Stone Iorio
4410 Osprey Drive
Columbus, IN 47203
tstoneiorio@comcast.net

Bartholomew County Genealogical Society
PO Box 2455
Columbus, IN 47202
revmdspeer@hotmail.com

Bartholomew County Historical Society
Diane Robbins
524 3rd Street
Columbus, IN 47201
drobbins@bartholomewhistory.org

Landmark Columbus Foundation
Richard McCoy
408 Sixth Street
Columbus, IN 47201
richard@landmarkcolumbus.org

Columbus Area Metropolitan Planning Organization
Jeff Bergman
123 Washington Street
Columbus, IN 47201
lthayer@columbus.in.gov

Bartholomew County Commissioners
440 Third Street, Suite 101
Columbus, IN 47201
Carl H. Lienhoop
Larry Kleinhenz
Tony London
commissioners@bartholomew.in.gov

Bartholomew County Engineer
Danny Hollander, P.E.
2452 State Street
Columbus, IN 47201
dhollander@bartholomew.in.gov

Bartholomew County Highway Superintendent
Dwight D. Smith
2452 State Street
Columbus, IN 47201
ddsmith@bartholomew.in.gov

Tribal Consulting Parties:

Eastern Shawnee Tribe of Oklahoma

Pokagon Band of Potawatomi Indians

Peoria Tribe of Indians of Oklahoma

Shawnee Tribe

Delaware Nation of Oklahoma

Delaware Tribe of Indians

From: Larus Longie <larus.longie@tmbci.org>
Sent: Wednesday, March 6, 2024 9:32 AM
To: Kelly, Clint <CKelly1@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 2000505; HPSR and Archeology Report, I-65 Taylorsville NB and SB Rest Areas Project, Bartholomew County, Indiana

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Please contact the nearest THPO office where the APE is located for assistance . Thank you

From: Alex Brooks
To: Zoe Vorndran
Subject: Re: FHWA Project: Des. No. 2000505; HPSR and Archeology Report, I-65 Taylorsville NB and SB Rest Areas Project, Bartholomew County, Indiana
Date: Thursday, March 7, 2024 9:05:52 AM
Attachments: image001.png

Zoe,

We will not be a consulting party on this project.

Sincerely,

Alex Brooks
Community Preservation Specialist
Indiana Landmarks
1201 Central Avenue
Indianapolis, IN 46202
Ph. 317-822-7908, 800-450-4534
Fax: 317-639-6734
www.indianalandmarks.org

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From: Zoe Vorndran
To: Alex Brooks
Subject: RE: FHWA Project: Des. No. 2000505; HPSR and Archeology Report, I-65 Taylorsville NB and SB Rest Areas Project, Bartholomew County, Indiana
Date: Thursday, March 7, 2024 9:10:00 AM
Attachments: image001.png

Hi Alex,

Thank you for your response and we will update our records.

Thank you!

Zoe Vorndran
Cultural Resources Staff Scientist
O 317.504.4296
6958 Hillsdale Court
Indianapolis, IN 46250
www.metricenv.com
Certified DBE/MBE/SBE Company

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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

April 04, 2024

Candace Hudziak
Architectural Historian
Metric Environmental, LLC
6958 Hillsdale Court
Indianapolis, Indiana 46250

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

Re: Historic property short report (Vorndran, 3/6/2024) and archaeological short report (Overstreet and Lawton, 03/05/2024) for the I-65 Taylorsville NB and SB rest area project (Des. No. 2000505; DHPA No. 30843)

Dear Ms. Hudziak:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your March 6, 2024 submission which enclosed the historic property short report ("HPSR"; Vorndran, 3/6/2024), received by our office the same day for this project in Columbus Township and in German Township, Bartholomew County, Indiana.

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

For the purposes of the Section 106 review of this undertaking only, based on the information provided in the HPSR and available to our staff, in regard to the farmstead (AL-002) located at 6640 N CR 200 W, which consists of a house, a c.1940 barn, a c.1940 wood transverse frame barn, and a c.1940 shed we agree with the HPSR that the farmstead (AL-002) is not eligible for listing in the National Register of Historic Places ("NRHP"). **However, if the project design changes or another proposed project has the potential to impact the farmstead (AL-002), we believe further investigation may provide additional information that may change our opinion on the farmstead (AL-002) status for listing in the NRHP.** Furthermore, we agree with the conclusions in the HPSR regarding the ineligibility of the remaining three properties surveyed within the APE for inclusion in the NRHP. However, if another consulting party disagrees with any of the conclusions in the HPSR, then further consultation would be necessary.

Additionally, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short rep[ort (Overstreet and Lawton, 03/05/2024), that no further archaeological investigations appear necessary at the proposed project area.

Thank you for uploading the Indiana archaeological short report (Overstreet and Lawton, 03/05/2024) to the Indiana DNR-DHPA SHAARD system database; the report has been assigned the identifier *AR-03-00485*. The archaeological report has been reviewed and approved.

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

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

In all future correspondence about the I-65 Taylorsville NB and SB rest area project in in Columbus Township and in German Township, Bartholomew County, Indiana (Des. No. 2000505), please refer to DHPA No. 30843.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:TLG:tlg

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Candace Hudziak, Metric Environmental, LLC
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

From: Laserfiche Notification
To: Coon, Matthew
Subject: Section 106 Consultation - I-65 Taylorsville NB and SB Rest Areas Project
Date: Friday, April 12, 2024 2:00:56 PM

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

This email is in response to I-65 Taylorsville NB and SB Rest Areas Project.

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

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

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

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

Karen Blake

From: support@payfabric.com
Sent: Monday, May 6, 2024 10:04 AM
To: Karen Blake
Subject: Payment notification from AIM Media Indiana

External Message: *This message originated outside of Metric Environmental.*
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2980 N National Road
Columbus IN 47201

PROJECT 22-0175

5/6/2024 7:02:21 AM

Transaction ID: 24050610923542

Customer: C11219258
Card Holder: Metric Environmenta

46250

Payment Method

Type Credit Card
Visa **** 6913
Exp. 10/24

Payment Summary

Description	Amount
Sub Total	$38.82
Tax Amount	$0.00
Total	**$38.82**

Transaction Result

PayFabric Transaction Status	Approved
PayFabric Transaction Message	APPROVED
Gateway Authorization Code	622040
Gateway CVV2 Response Code	Match
Gateway Address Response Code	NoMatch
Gateway Zip Response Code	Match

Order Number	:	60135722
PO Number	:	Karen Blake
Customer	:	C11219258 METRIC ENVIRONMENTAL
Contact	:	
Address1	:	6958 HILLSDALE COURT
Address2	:	
City St Zip	:	INDIANAPOLIS IN 46250
Phone	:	(317) 400-1633
Fax	:	
Credit Card	:	
Printed By	:	Lana Gearies
Entered By	:	Lana Gearies
Keywords	:	Taylorsville Rest Area
Notes	:	KarenB@metricenv.com
Zones	:	

Ad Number	:	50174838
Ad Key	:	
Salesperson	:	09 - Lana Gearries
Publication	:	The Republic
Section	:	60 Notices
Sub Section	:	60 Notices
Category	:	6015 Legals
Dates Run	:	05/08/2024-05/08/2024
Days	:	1
Size	:	1 x 9.80, 101 lines
Words	:	331
Ad Rate	:	L-Government
Ad Price	:	38.82
Amount Paid	:	0.00
Amount Due	:	38.82

PROJECT : 22-0175

PROJECT MANAGER

Legal Advertisement
Public Notice
Des. No. 2000505

The Indiana Department of Transportation (INDOT) is planning to undertake the I-65 Taylorsville NB and SB Rest Areas Project, funded in part by the Federal Highway Administration. The project is located on I-65 in Bartholomew County, Indiana, approximately three miles south of the intersection of I-65 and US 31.

Under the preferred alternative, the proposed project would involve reconstructing both existing rest areas with a trucker restroom and vending machine facility, as well as reconfiguring the existing car parking lot into truck parking spaces only. The proposed parking layout will accommodate 75 trucks. Ancillary work will include the addition of ADA-compliant ramps, and changes to existing utilities. It is anticipated that no new right-of-way will be required. Both facilities will be closed during construction.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800. 11(d) is available for inspection in Metric Environmental, LLC. Additionally, this documentation can be viewed

Order Number	:	60135722	**Ad Number**	:	50174838
PO Number	:	Karen Blake	**Ad Key**	:	
Customer	:	C11219258 METRIC ENVIRONMENTAL	**Salesperson**	:	09 - Lana Gearries
Contact	:		**Publication**	:	The Republic
Address1	:	6958 HILLSDALE COURT	**Section**	:	60 Notices
Address2	:		**Sub Section**	:	60 Notices
City St Zip	:	INDIANAPOLIS IN 46250	**Category**	:	6015 Legals
Phone	:	(317) 400-1633	**Dates Run**	:	05/08/2024-05/08/2024
Fax	:		**Days**	:	1
Credit Card	:		**Size**	:	1 x 9.80, 101 lines
Printed By	:	Lana Gearies	**Words**	:	331
Entered By	:	Lana Gearies	**Ad Rate**	:	L-Government
			Ad Price	:	38.82
			Amount Paid	:	0.00
			Amount Due	:	38.82
Keywords	:	Taylorsville Rest Area			
Notes	:	KarenB@metricenv.com			
Zones	:				

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electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms12c.indot.in.gov/Section106Documents. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Candace Hudziak of Metric Environmental, LLC (317-443-4123, candaceh@metricenv.com) no later than June 7, 2024

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Steve McAvoy, at 317-489-1955 or smcavoy@indot.in.gov.

60135722 hspaxlp
R: 5/8/2024

Prescribed by State Board of Accounts
(Governmental Unit)

General Form No. 99P (Rev. 2009A)

Zoe Vorndran
Metric Environmental LLC
6958 Hillsdale Court
Indianapolis, IN 46250

Spencer Journal Democrat
FIN 61-0301090
Rockport, IN

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines	
Head -- number of lines	
Body -- number of lines	
Tail -- number of lines	
Total number of lines in notice	76.66

COMPUTATION OF CHARGES

76.66 at 0.4877 cents per line	$	37.39
Additional charges for notices containing rule or tabular work (50 per cent of above amount)	$	18.69
Charge for extra proofs of publication ($1.00 for each proof in excess of two)	$	
TOTAL AMOUNT OF CLAIM	$	56.08

DATA FOR COMPUTING COST

Width of single column in 9 picas — 8 point column type size 7.5

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times. The dates of publication being as follows:

May 22, 2024

Ad# 70962476

Additionally, the statement checked below is true and correct:

___ Newspaper does not have a Web site.
_X_ Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
___ Newspaper has a Web site, but due to technical problem or error, public notice was posted on
___ Newpaper has a Web site but refuses to post the public notice.

AT

Date: May 27, 2024

Leona Hicks
Title: Accounting Clerk

ATTACH COPY OF ADVERTISEMENT HERE

Notary Public State of Kentucky

Leona A. Hendrix
My Commission expires the 10th day of October 2024.

LEONA A. HENDRIX NOTARY ID KYNP12859 MY COMMISSION EXPIRES 10/10/2024 PUBLIC STATE AT LARGE, KY.

LEGAL

Public Notice
Des. No. 1902677

The Indiana Department of Transportation (INDOT) is planning to undertake the Interstate 64 (I-64) Nancy Hanks Eastbound (EB) and Westbound (WB) Welcome Centers Project, funded in part by the Federal Highway Administration. The project is located on I-64 in Spencer County, Indiana, approximately 1.4 miles east of US 231.

Under the preferred alternative, the proposed project would involve the demolition of the existing EB and WB Nancy Hanks Welcome Center facilities. The WB Welcome Center facility will be replaced with a truck-only Welcome Center to increase the number of truck parking spaces to include 82 semi-truck parking spaces. Sidewalks and ramps will be added to meet current Americans with Disabilities Act (ADA) standards. The new Welcome Center will provide restroom facilities for those using the semi-truck parking spaces. The EB Welcome Center will not be rebuilt, and the area will be cleared and closed to the public. No new permanent or temporary right-of-way is anticipated as all work will be conducted within the existing right-of-way. Both facilities will be closed to the public during construction.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800. 11(d) is available for inspection in Metric Environmental, LLC. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at **http://erms12c.indot.in.gov/Section106Documents**. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Candace Hudziak of Metric Environmental, LLC (317-443-4123, or at **candaceh@metricenv.com** no later than June 21, 2024.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Steve McAvoy, at 317-489-1955 or **smcavoy@indot.in.gov.**

APPENDIX E:
Red Flag and Hazardous Materials

INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: October 16, 2023

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

From: Colin Keith
Metric Environmental, LLC
6958 Hillsdale Court
Indianapolis, IN 46250
colink@metricenv.com

Re: RED FLAG INVESTIGATION
DES #2000505, State Project
Rest Area Modernization Project
Taylorsville I-65 Northbound (NB) and Southbound (SB) Rest Areas
Bartholomew County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The project is located generally on I-65 in Bartholomew County, approximately three miles south of the intersection of I-65 and US 31. The existing rest areas were constructed in 1975 and have vending machines and small motorist restroom buildings. The northbound rest area (at approximately mile marker 73, hereinafter referred to as the southern project area) accommodates 42 cars and 39 trucks, as well as three handicap spots. The southbound rest area (at approximately mile marker 71, hereinafter referred to as the northern project area) accommodates 64 cars and 44 trucks, as well as three handicap spots. The preferred alternative involves replacing the rest area buildings at both locations with trucker restroom facilities only. Both rest area sites will be reconfigured to replace car parking areas with truck parking spaces, and to eliminate the vending machines. Ancillary work includes the addition of Americans with Disabilities Act-compliant ramps, changes to existing utilities, and landscaping.

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

Is the bridge Historical? Yes ☐ No ☐; Select ☐ Non-Select ☐

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

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

Proposed right of way: Temporary ☒ #Acres TBD, Permanent ☒ #Acres TBD, Not Applicable (N/A) ☐

Type and proposed depth of excavation: Maximum excavation depth of five feet below grade is anticipated, for site grading, new pavement, and construction of new features.

Maintenance of traffic (MOT): No lane closures will be required on I-65. The rest areas will be closed to traffic during construction.
Work in waterway: Yes ☐ No ☒ Below ordinary high water mark: Yes ☐ No ☐
State Project: ☒ LPA: ☐
Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	**3***	Recreational Facilities	**N/A**
Airports[1]	**1**	Pipelines	**10**
Cemeteries	**N/A**	Railroads	**1**
Hospitals	**N/A**	Trails	**N/A**
Schools	**N/A**	Managed Lands	**N/A**

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

Explanation:
Religious Facilities: Three (3) religious facilities, one (1) mapped and two (2) unmapped, are located within the 0.5 mile search radius. The nearest religious facility, Northview Assembly of God, is approximately 0.07 mile south of the northern project area. No impact is expected.

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Columbus Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. Columbus Municipal Airport is located approximately 2.50 miles east of the southern project area; therefore, early coordination with INDOT Aviation will occur.

Pipelines: Ten (10) pipeline segments are located within the 0.5 mile search radius. The nearest pipeline segments, a natural gas line owned by Indiana Gas Co., and a natural gas line owned by Texas Gas Transmission Corp., are both adjacent to the east of the southern project area. Coordination with INDOT Utilities and Railroads will occur.

Railroads: One (1) railroad segment is located within the 0.5 mile search radius. The railroad segment is approximately 0.47 mile east of both project areas. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI – Points	**N/A**	Canal Routes – Historic	**N/A**
Karst Springs	**N/A**	NWI – Wetlands	**14**
Canal Structures – Historic	**N/A**	Lakes	**1**
NPS NRI Listed	**N/A**	Floodplain – DFIRM	**10**
NWI – Lines	**N/A**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**2**	Sinkhole Areas	**N/A**
Rivers and Streams	**7**	Sinking-Stream Basins	**N/A**

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

Explanation:
IDEM 303d Listed Streams and Lakes (Impaired): Two (2) 303d listed stream segments are located within the 0.5 mile search radius. The nearest 303d listed stream segment is approximately 0.41 mile west of the southern project area. The stream is listed as impaired for *E. coli*. No impact is expected.

Rivers and Streams: Seven (7) river and stream segments are located within the 0.5 mile search radius. The nearest stream segment is approximately 0.30 mile southeast of the southern project area. No impact is expected.

NWI – Wetlands: Fourteen (14) wetland polygons are located within the 0.5 mile search radius. The nearest wetland polygon is adjacent to the east of the northern project area. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Lakes: One (1) lake polygon is located within the 0.5 mile search radius. The lake polygon is approximately 0.34 mile west of the southern project area. No impact is expected.

Floodplain – DFIRM: Ten (10) floodplain polygons are located within the 0.5 mile search radius. The northern project area is partially located within one (1) of the floodplain polygons. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation:
No mining or mineral exploration features were identified within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	**N/A**	Manufactured Gas Plant Sites	**N/A**
RCRA Generator/ TSD	**N/A**	Open Dump Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Restricted Waste Sites	**N/A**
State Cleanup Sites	**N/A**	Waste Transfer Stations	**N/A**
Septage Waste Sites	**N/A**	Tire Waste Sites	**N/A**
Underground Storage Tank (UST) Sites	**1**	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**N/A**
Construction Demolition Waste	**N/A**	Institutional Controls	**N/A**
Solid Waste Landfill	**N/A**	NPDES Facilities	**N/A**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**N/A**
Leaking Underground Storage (LUST) Sites	**N/A**	Notice of Contamination Sites	**N/A**

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

Explanation:
Underground Storage Tank (UST) Sites: One (1) UST site is located within the 0.5 mile search radius. Orville Fleetwood Asphalt, 2085 Lewis Place, Agency Interest (AI) ID #5421, is mapped approximately 0.46 mile northeast of the northern project area but is actually located approximately 0.55 mile northeast of the northern project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Bartholomew County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high-quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_bartholomew.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

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

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:
Airports: One (1) public-use airport, Columbus Municipal Airport, is located approximately 2.50 miles east of the southern project area; therefore, early coordination with INDOT Aviation will occur.

Pipelines: Two (2) pipeline segments, a natural gas line owned by Indiana Gas Co., and a natural gas line owned by Texas Gas Transmission Corp., are both adjacent to the east of the southern project area. Coordination with INDOT Utilities and Railroads will occur.

WATER RESOURCES:
NWI – Wetlands: One (1) wetland polygon is adjacent to the east of the northern project area. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Floodplain – DFIRM: The northern project area is partially located within one (1) floodplain polygon. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

INDOT ESD concurrence: Dariane Davis Digitally signed by Dariane Davis Date: 2023.10.17 15:14:06 -04'00' (Signature)

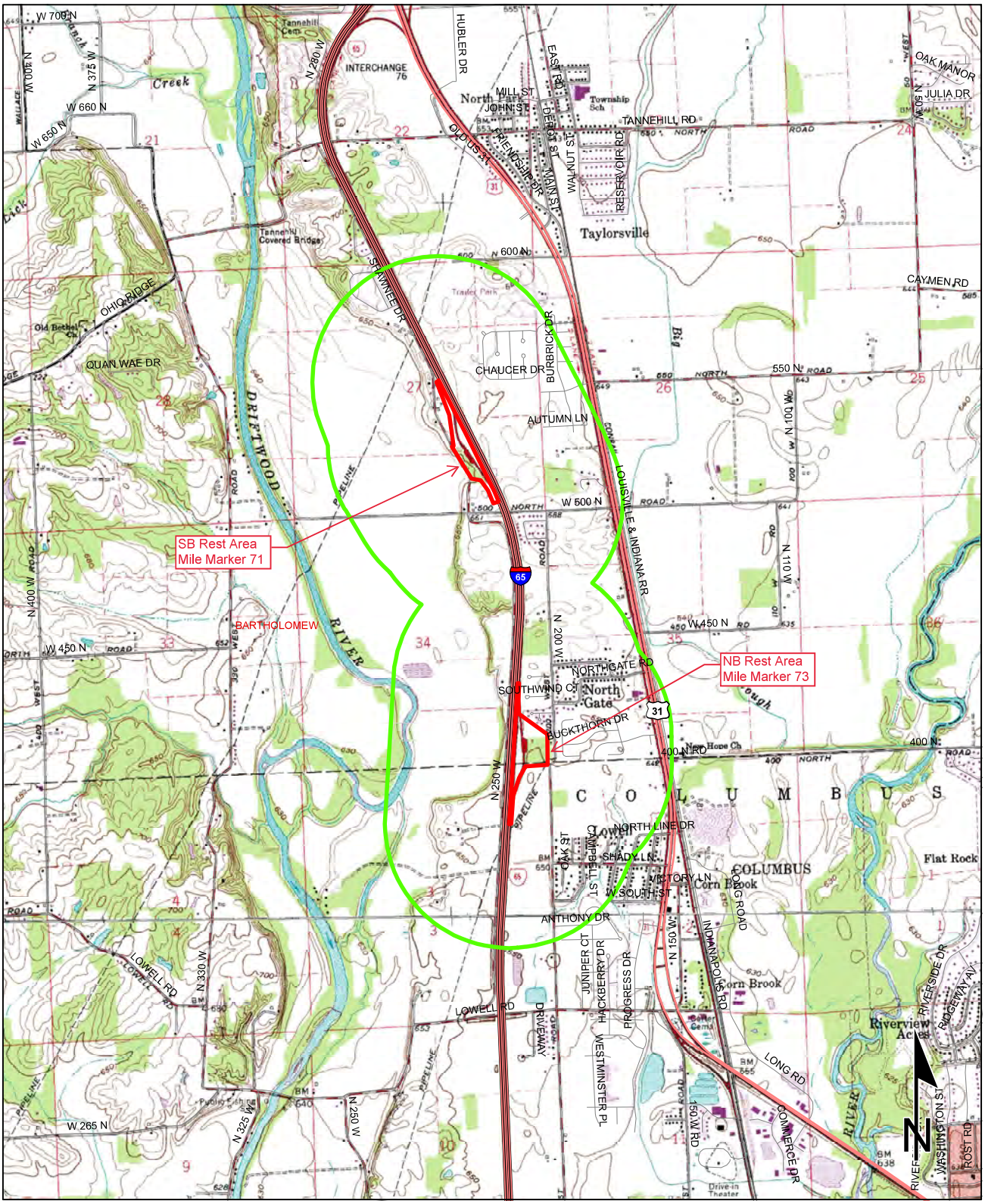
Prepared by:
Colin Keith
Project Scientist
Metric Environmental, LLC

Graphics:

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

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

Red Flag Investigation - Site Location
Taylorsville I-65 NB and SB Rest Areas
Des. No. 2000505, Rest Area Modernization
Bartholomew County, Indiana



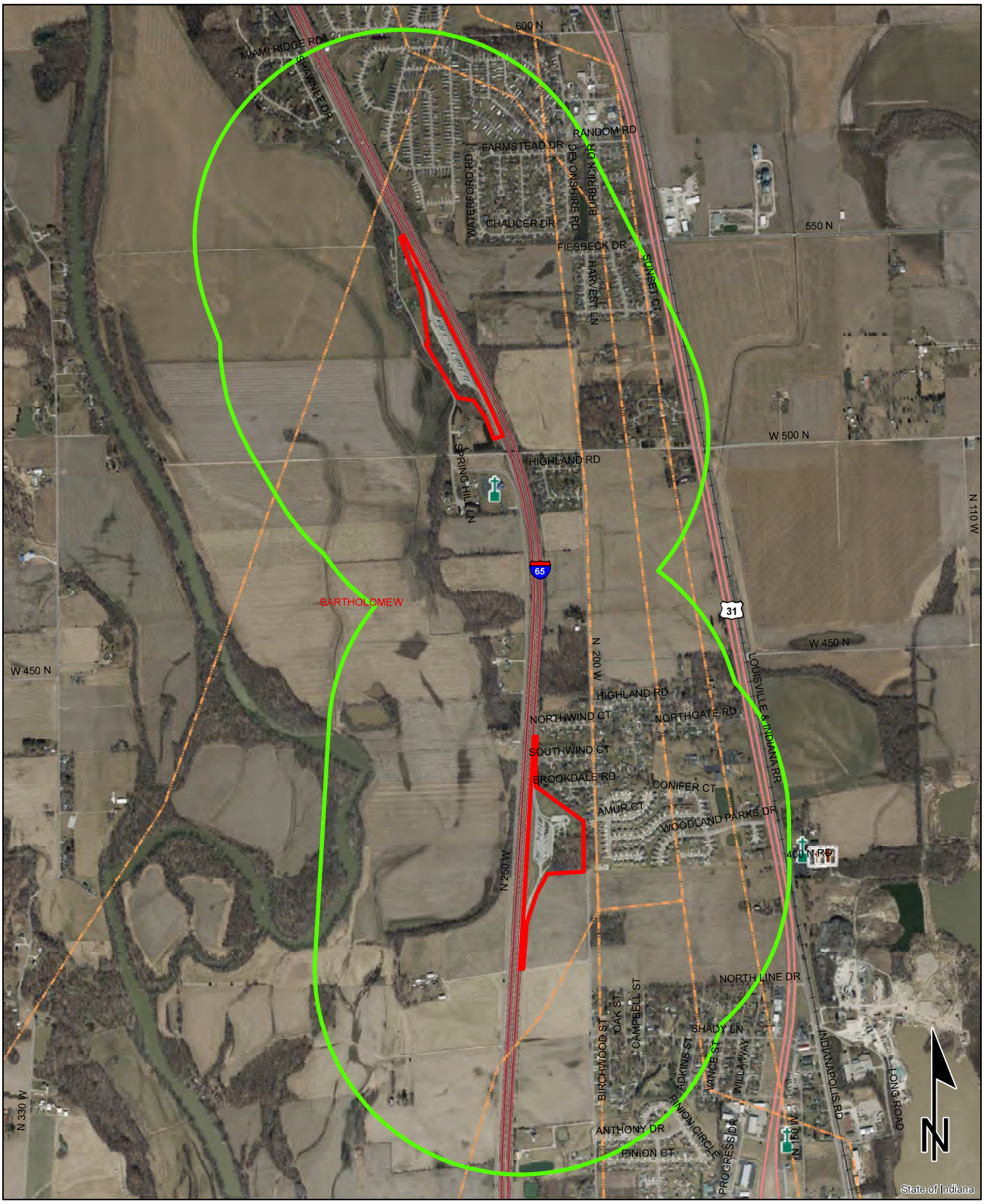
0.5 0.25 0 0.5 Miles

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

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

COLUMBUS AND EDINBURGH
QUADRANGLES
INDIANA
7.5 MINUTE SERIES (TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
Taylorsville I-65 NB and SB Rest Areas
Des. No. 2000505, Rest Area Modernization
Bartholomew County, Indiana



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Sources:

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

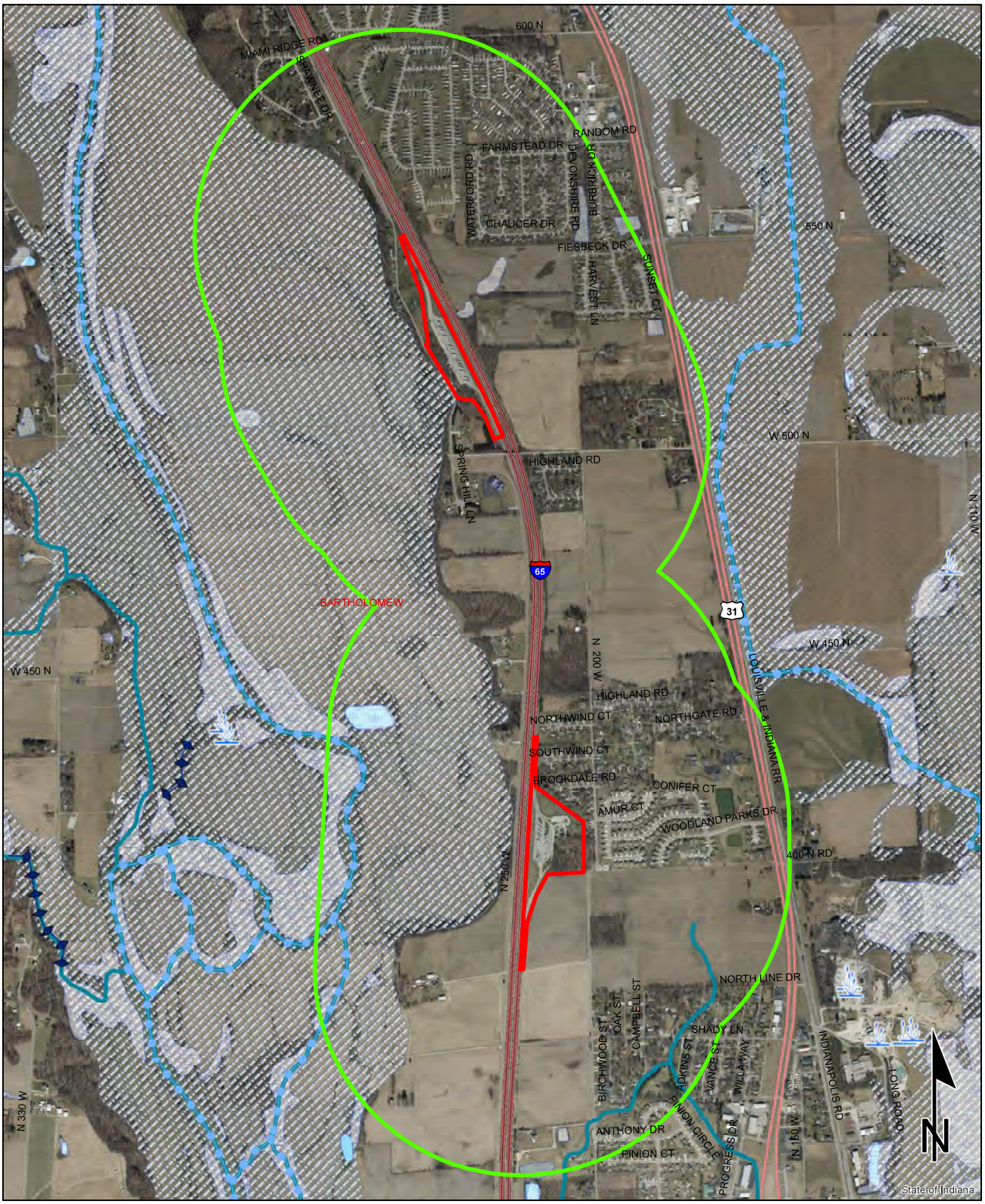
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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

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

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

Red Flag Investigation - Water Resources
Taylorsville I-65 NB and SB Rest Areas
Des. No. 2000505, Rest Area Modernization
Bartholomew County, Indiana



0.3 0.15 0 0.3 Miles

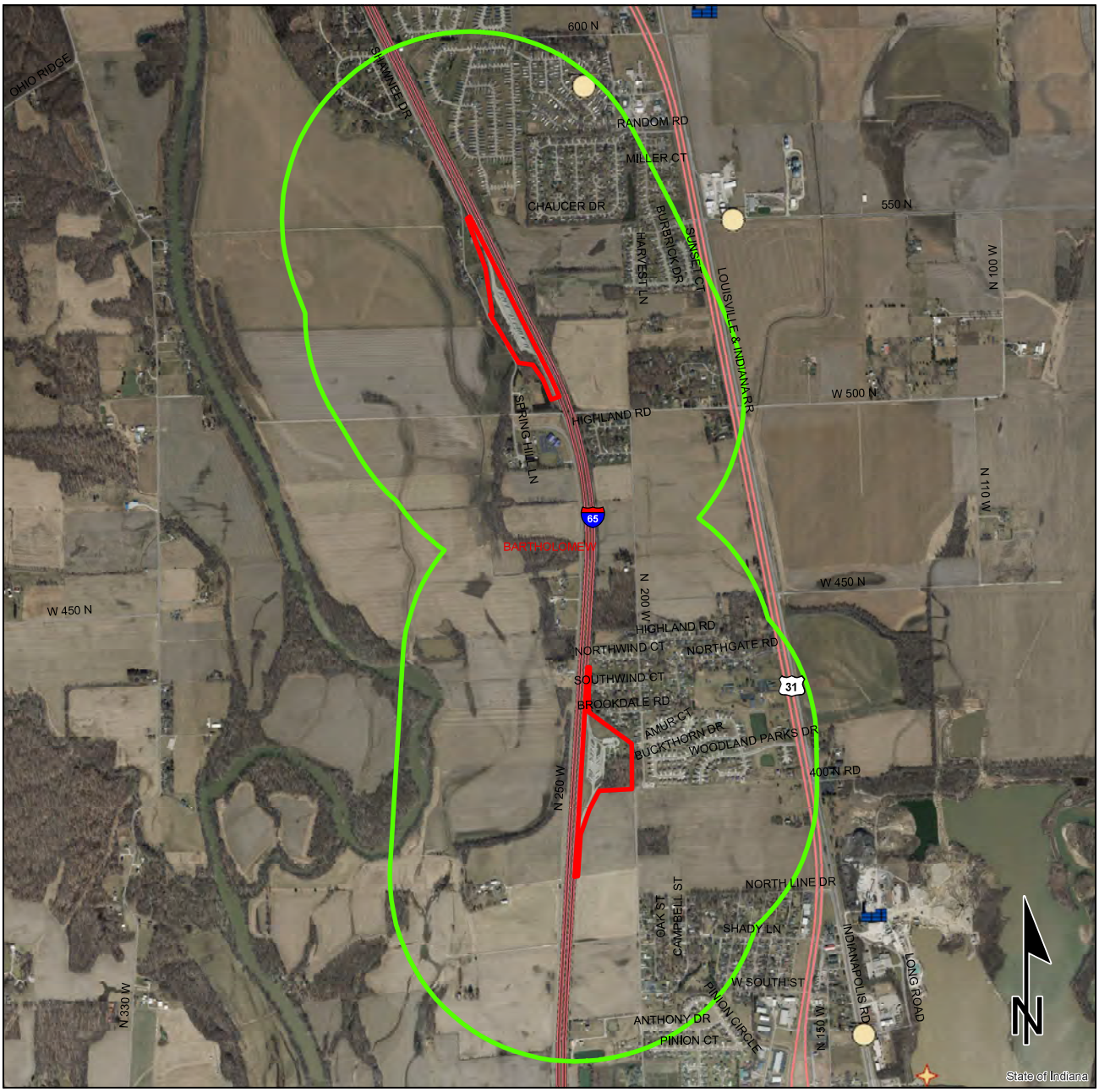
Sources:

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

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

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

Red Flag Investigation - Hazardous Material Concerns
Taylorsville I-65 NB and SB Rest Areas
Des. No. 2000505, Rest Area Modernization
Bartholomew County, Indiana



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

0.35 0.175 0 0.35 Miles

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

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

APPENDIX F:
Water Resources

Jacob Burskey
Approved 2/1/2024

WATERS OF THE U.S. DETERMINATION REPORT
I-65 Taylorsville NB and SB Rest Areas
Rest Area Modernization
Bartholomew County, Indiana
Des. No. 2000505
Prepared By: April Pape, Metric Environmental, LLC
January 31, 2024

Date of Waters Field Investigation: May 10, 2023

Location:
12-Digit HUC Watershed: 051202040904 (Catharine Creek – Driftwood River), 051202050603 (Big Slough), & 051202050606 (Town of Northcliff – Flatrock River) (**Exhibit 1**)
Sections 27 & 34, Township 10 North, Range 5 East; Section 3, Township 9 North, Range 5 East
Edinburgh, IN 7.5 minute USGS Topographic Quadrangles (**Exhibit 2**)
German & Columbus Townships, Bartholomew County, Indiana
Latitude/Longitude:
Northbound Rest Area: 39.259694, -85.952675
Southbound Rest Area: 39.276848, -85.956553

Project Description:
The proposed project (Des. 2000505) includes the conversion of the northbound and southbound I-65 rest areas in Bartholomew County, Indiana. The existing rest areas will be demolished and converted to truck parking only. Utilities are present at the rest areas, so no additional survey for water or sewer lines is anticipated. The investigated area (IA) was developed based on the proposed improvements and includes the entire legal parcel for each rest area.

Indiana Department of Natural Resources (IDNR) Floodway and FEMA Flood Insurance Rate Map (FIRM):
According to the *IDNR Floodway Information Portal* on June 22, 2023, no mapped IDNR floodway is located within the IA. The nearest mapped IDNR floodway was located approximately 460 ft. west of the southbound rest area and was associated with Driftwood River. One mapped FEMA floodplain is located within the IA. This floodplain was identified as Zone AE, an area subject to inundation by the 1 percent annual chance of flood. This floodplain was associated with Driftwood River. The IDNR floodway map and FIRM map for this area is provided as **Exhibit 3**.

National Wetlands Inventory (NWI) Information:
No mapped NWI polygons are located within the IA. The nearest mapped NWI polygon is located approximately 150 ft. east of the southbound IA. The NWI map is provided as **Exhibit 3**.

Karst Feature Information:
No mapped karst features were found within 0.5 mi. of the IA during the desktop review.

USGS National Hydrography Dataset (NHD) Information:
Seven mapped NHD flowlines are located within the IA, listed by occurrence from north to south within the IA in **Table 1** below. The NHD map is provided in **Exhibit 3**.

Table 1: NHD Summary Table

Corresponding Feature	NHD Flowline Classification	Photo #	USGS Blue-line
SD 2	Stream/River (46000)	5-6	No
None	Connector (33400)	12	No
None	Stream/River (46000)	13	No
RSD 2, CV 1, CV 2, UNT to Driftwood River	Stream/River (46000)	14-15	No
UNT to Driftwood River, Wetland A	Canal/Ditch (33600)	16-17, 21-24, 26-30	No
Wetland F	Stream/River (46000)	105	No
Wetland B	Stream/River (46000)	88-89	No

Soils:
According to the Natural Resources Conservation Service (NRCS) Soil Survey Geographic (SSURGO) Database for Bartholomew County, Indiana, the IA contained fourteen mapped soil units, listed in **Table 2** below. The NRCS soil survey map is provided as **Exhibit 3**.

Table 2: NRCS Soil Summary Table

Soil Unit Symbol	Soil Unit Name	Hydric Soil Category (%)
AfsB	Alvin-Princeton fine sandy loams, 2 to 6 percent slopes	Nonhydric (0)
AfsC2	Alvin-Princeton fine sandy loams, 6 to 12 percent slopes, eroded	Nonhydric (0)
AmkA	Ayrshire fine sandy loam, 0 to 2 percent slopes	Predominantly Nonhydric (5)
FdbA	Fincastle silt loam, New Castle Till Plain, 0 to 2 percent slopes	Predominantly Nonhydric (10)
FdqB	Fincastle-Xenia silt loams, 2 to 4 percent slopes	Predominantly Nonhydric (10)
MnpC2	Miami silt loam, 6 to 12 percent slopes, eroded	Predominantly Nonhydric (5)
ReyA	Rensselaer loam, 0 to 1 percent slopes	Predominantly Hydric (95)
RqaG	Rodman sandy loam, 25 to 50 percent slopes	Nonhydric (0)
RywB2	Russell silt loam, 2 to 6 percent slopes, eroded	Predominantly Nonhydric (2)
SifG	Senachwine loam, 25 to 70 percent slopes	Nonhydric (0)
UfxA	Urban land-Fincastle complex, 0 to 2 percent slopes	Predominantly Nonhydric (5)
WsuA	Whitaker loam, 0 to 2 percent slopes	Predominantly Nonhydric (3)
WufB2	Williamstown silt loam, 2 to 6 percent slopes, eroded	Predominantly Nonhydric (5)
XabB2	Xenia silt loam, 2 to 6 percent slopes, eroded	Predominantly Nonhydric (5)

Attached Documents:
USGS StreamStats Map
Maps of the Investigated Area (**Exhibits 1-4**)
Photograph Location Map (**Exhibit 5**)
Site Photographs
Wetland Determination Data Forms

Field Reconnaissance:
The wetland determination field visit was conducted on May 10, 2023 by Alex Gray, Zachary Root, and April Pape of Metric Environmental, LLC. The IA consists of the area that has the potential to

be impacted, based on the provided design scenario. This area was evaluated for the presence of wetlands and Waters of the United States. This investigation was conducted in accordance with the *1987 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual* and the *August 2010 Midwest Regional Supplement (Version 2.0) Manual.*

A Location Map showing the investigated area location is provided as **Exhibit 1**. The proposed project is located in the northern portion of Bartholomew County, Indiana on I-65. The IA extended along I-65 for approximately 1.73 mi. and encompassed the northbound and southbound I-65 rest areas. Aerial maps of sampling points and water features are provided as **Exhibit 4**. Photograph location maps are provided as **Exhibit 5** and site photographs are attached.

Streams:
One stream, Unnamed Tributary (UNT) to Driftwood River, was observed within the IA during the field reconnaissance. Descriptions of the stream including the ordinary high water mark (OHWM) are provided in **Table 3** below.

Table 3: Stream Summary Table

Stream Name	Photo #	Lat/Long	OHWM Width	OHWM Depth	USGS Blue-line	Riffles or Pools	Dominant Substrate	Quality	LFT of Stream in IA	Likely Water of the U.S.
			ft.	ft.						
UNT to Driftwood River	14, 16-17, 21-23	39.275638 -85.955616	4.5	1.17	No (Ephemeral)	No	Silt, sand	Poor	747	Yes

UNT to Driftwood River (747 LFT)
UNT to Driftwood River flows northwest through the southbound rest area (along the end of the parking lot and the exit ramp). UNT to Driftwood River is approximately 747 linear feet (LFT) (0.077 ac.) long within the IA. UNT to Driftwood River is not associated with a blue line on the USGS topographic map, indicating that it is likely ephemeral. This is supported by the low level of flow at the time of the site visit and poor variety of substrate types. UNT to Driftwood River was not classified by the NWI, but it can be classified as a Riverine, Ephemeral stream, Corps designation R6. The OHWM was 4.5 ft. wide and 1.17 ft. deep within the investigated area. Measurements of the OHWM were taken at 39.275815, -85.955899. The dominant stream substrate was silt and sand. No functional riffles and pools were observed within the stream. Moderate amounts of instream cover were observed, including overhanging vegetation and woody debris. Moderate sinuosity and low current velocity were observed. Streambanks exhibited little erosion and the riparian area was composed of scrub/shrub vegetation, parking lot, and roadside right-of-way. No wildlife was observed within the stream during the field

reconnaissance. Vegetation observed along the streambanks included Virginia creeper (*Parthenocissus quinquefolia,* FACU) and tall false rye grass (*Schedonorus arundinaceus,* FACU). According to USGS *Indiana StreamStats* on May 19, 2023, no line was associated with this stream, so the drainage area upstream of the IA is estimated to be less than 0.1 square mile. Qualities of the stream listed above contribute to UNT to Driftwood River being classified as poor quality. UNT to Driftwood River flows northwest into Driftwood River, which flows into East Fork White River, a traditionally navigable waterway (TNW). Therefore, UNT to Driftwood River should be considered a jurisdictional Water of the U.S.

Wetlands:

The site was investigated for evidence of hydrophytic vegetation, hydric soil, and wetland hydrology to determine if the project impacts wetlands and other Waters of U.S. The sampling point locations were chosen in possible wetland areas within the IA. The upland areas located within the IA primarily consisted of roadside right-of-way and mowed lawn. Upland areas where sampling points were not taken were investigated and determined to be upland due to upward sloping topography and presence of dominant upland vegetation. Dominant upland species observed within these upland areas included tall false rye grass (*Schedonorus arundinaceus*, FACU) and red fescue (*Festuca rubr*a, FACU). Fourteen sampling points were taken and are identified in **Table 4** below. The sampling points, recorded on the USACE Wetland Determination Data Forms and shown on **Exhibits 4 and 5,** provided information which can be found in **Table 4** (see last page of narrative).

Six wetlands were observed within the IA. Descriptions of the wetlands are provided below.

Wetland A (0.138 ac.) – PEM1A

Wetland A was classified as a Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A) wetland. This wetland is located at the toe of a slope at the south end of the southbound rest area. The boundaries of Wetland A were delineated by lack of wetland vegetation and increased elevation. Due to its location at the toe of a slope, Wetland A likely receives drainage on a consistent basis during rain events. The wetland was not associated with an NWI polygon and was formed within the AfsB mapped soil unit, which is listed as 0% hydric. The wetland is located adjacent to I-65 and likely receives run-off from the adjacent paved roads. The wetland exhibited poor plant species diversity. These factors contribute to the conclusion that Wetland A can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography and NHD flowlines, it can be deduced that water drains northwest from Wetland A into UNT to Driftwood River, a jurisdictional Water of the U.S. Because Wetland A contributes flow to a TNW, it should be considered a jurisdictional Water of the U.S.

Wetland B (0.029 ac.) – PEM1A

Wetland B was classified as a PEM1A wetland. This wetland is located in a swale at the south end of the northbound rest area. The boundaries of Wetland B were delineated by lack of wetland vegetation and increased elevation. The wetland was not associated with an NWI polygon and was formed within the FdbA mapped soil unit, which is listed as 10% hydric. Due to its location within a swale, Wetland B likely receives drainage on a consistent basis during rain events. The wetland is located adjacent to I-65 and the northbound rest area and likely receives run-off from the adjacent paved roads. The wetland exhibited poor plant species diversity and contained a dominant invasive species of hybrid cattail (*Typha x glauca,* OBL). These factors contribute to the conclusion that Wetland B can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography and NHD flowlines, it can be deduced that water drains south into a UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland B contributes flow to a TNW, it should be considered a jurisdictional Water of the U.S.

Wetland C (0.019 ac.) – PEM1A

Wetland C was classified as a PEM1A wetland. This wetland is located in a swale at the south end of the northbound rest area. The boundaries of Wetland C were delineated by lack of wetland vegetation and increased elevation. Due to its location in a swale, Wetland C likely receives drainage on a consistent basis during rain events. The wetland was not associated with an NWI polygon and was formed within the FdbA mapped soil unit, which is listed as 10% hydric. The wetland is located adjacent to I-65 and the northbound rest area and likely receives run-off from the adjacent paved roads. The wetland exhibited poor plant species diversity and contained a dominant invasive species, hybrid cattail (*Typha x glauca,* OBL). These factors contribute to the conclusion that Wetland C can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography and NHD flowlines, it can be deduced that water drains south into a UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland C contributes flow to a TNW, it should be considered a jurisdictional Water of the U.S.

Wetland D (0.578 ac.) – PFO1A

Wetland D was classified as a Palustrine, Forested, Broad-leaved Deciduous, Temporarily Flooded (PFO1A) wetland. This wetland is located in a depression on the south side of the northbound area, east of (behind) the parking lot. The boundaries of Wetland D were delineated by lack of wetland vegetation and increased elevation. Due to its location in a depression, Wetland D likely receives drainage on a consistent basis during rain events. The wetland was not associated with an NWI polygon and was formed within the ReyA mapped soil unit, which is listed as 95% hydric. The wetland is located adjacent to the rest area and likely receives run-off from the adjacent paved roads and agricultural fields. The wetland exhibited average plant species diversity and

was forested. These factors contribute to the conclusion that Wetland D can support an average amount of wildlife or aquatic habitat and therefore should be considered to be of average quality. Based on topography and NHD flowlines, it can be deduced that water drains south into a UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland D contributes flow to a TNW, it should be considered a jurisdictional Water of the U.S.

Wetland E (0.113 ac.) – PEM1A

Wetland E was classified as a PEM1A wetland. This wetland is located in a ditch at the north end of the northbound rest area. The boundaries of Wetland E were delineated by lack of wetland vegetation and increased elevation. Due to its location at the toe of a slope, Wetland E likely receives drainage on a consistent basis during rain events. The wetland was not associated with an NWI polygon and was formed within the AfsB mapped soil unit, which is listed as 0% hydric. The wetland is located adjacent to the rest area parking lot and likely receives run-off from the adjacent sources. The wetland exhibited poor plant species diversity. These factors contribute to the conclusion that Wetland E can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography and NHD flowlines, it can be deduced that water drains south into a UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland E contributes flow to a TNW, it should be considered a jurisdictional Water of the U.S.

Wetland F (0.116 ac.) – PEM1A

Wetland F was classified as a PEM1A wetland. This wetland is located in a ditch at the north end of the northbound rest area (running east of and parallel to the exit ramp). The boundaries of Wetland F were delineated by lack of wetland vegetation and increased elevation. Due to its location within a ditch, Wetland F likely receives drainage on a consistent basis during rain events. The wetland was not associated with an NWI polygon and was formed within the FdbA mapped soil unit, which is listed as 10% hydric. The wetland is located adjacent to I-65 and likely receives run-off from the adjacent paved roads. The wetland exhibited poor plant species diversity. These factors contribute to the conclusion that Wetland F can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography and NHD flowlines, it can be deduced that water drains south into a UNT to Flatrock River, which flows into Flatrock River, which flows into East Fork White River, a Section 10 TNW. Because Wetland F contributes flow to a TNW, it should be considered a jurisdictional Water of the U.S.

Roadside Ditches:

Four roadside ditches (RSD) were identified within the IA. RSD 1 was a vegetated ditch located in the northern portion of the southbound rest area and ran parallel to I-65 for 149 ft. within the IA. RSD 2 was located in the central portion of the southbound rest area and was 86 ft. long within

the IA. RSD 3 was located in the southern portion of the southbound rest area and was 1,252 ft. long within the IA. RSD 4 was located in the central portion of the northbound rest area and was 688 ft. long within the IA. These ditches were constructed in uplands to convey stormwater drainage from the surrounding areas. These features consisted of upland vegetation such as red fescue (*Festuca rubra*, FACU). These features also lacked a continuous OHWM and bed/bank characteristics and should not be considered jurisdictional Waters of the U.S.

Wildlife Observations/Crossings
No evidence of wildlife was observed during the site visit.

Culverts and Drains:
Sixteen culverts (CV), and five storm drains (SD) were identified within the IA. The culverts were made of either concrete, corrugated metal pipe (CMP), or high density polyethylene (HDPE). These culverts and their purposes and connections to Waters of the U.S. are listed in **Table 5** below. Locations of these culverts are shown on **Exhibit 4, Exhibit 5**, and attached photosheet.

Table 5: Culverts and Drains Summary Table

Culvert and Drain Number	Type	Purpose/Water Feature Connection
CV 1, CV 5, CV 7	CMP	Stormwater Drainage
CV 2, CV 8, CV 10	Concrete	Stormwater Drainage
CV 3	Concrete	UNT to Driftwood River
CV 4	CMP	Wetland A
CV 6	CMP	Wetland C
CV 9	Concrete	Wetland D
CV 11	Concrete	Wetland E

Culvert and Drain Number	Type	Purpose/Water Feature Connection
CV 12	CMP	Wetland E, Wetland F
CV 13	CMP	Wetland E
CV 14, CV 15, CV 16	HDPE	Stormwater Drainage
SD 1, SD 2, SD 3	Steel Grate Storm Drain	Stormwater Drainage
SD 4, SD 5	HDPE Underdrain	Stormwater Drainage

Conclusion:

Five PEM1A wetlands, totaling 0.415 ac.; one PFO1A wetland, totaling 0.578 ac.; and one stream, totaling 747 LFT, were identified within the IA during the field reconnaissance. These waterways are likely Waters of the U.S. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers. This report is our best judgment based on the guidelines set forth by the Corps.

Acknowledgements:

This waters determination has been prepared based on the best available information, interpreted in light of the investigator's training, experience and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines. See **Table 6** for a list of the associated Metric investigators.

Table 6: Acknowledgement Summary Table

Metric Environmental Staff	Position	Contributing Effort	Signature/Date
Juliana Clayton	Project Scientist 1	QAQC	Juliana Clayton 1/31/24
Alex Gray	Senior Project Manager 1	Field Data Collection, QAQC	Alex M. Gray 1/31/24
Zachary Root	Project Scientist 1	Field Data Collection	Zachary Root 1/31/24
April Pape	Associate Project Manager	Field Data Collection, Report Preparation	April Pape 1/31/24
Jack Kirkwood	Staff Scientist 1	Report Preparation	Jackson Kirkwood 1/31/24

Duplicate maps have been removed from this report and can be found in Appendix B with the Photograph Location Maps and Site Photographs. Wetland delineation forms have been removed from the document to reduce file size.

Table 4. Wetland and Data Point Summary Data

Wetland ID	Type	Acreage	Quality	Photo IDs	Associated Structure ID	Likely WOTUS?	Data Point ID (DP)	Lat/Long	Dominant Vegetation	Hydric Soil Indicator(s)	Hydrology Indicator(s)	Within Wetland?	Notes
Wetland A	PEM1A	0.138	Poor	24, 26-28, 30	CV 4	Yes	A1	39.274714 -85.95498	*Salix interior* (FACW), *Carex stricta* (OBL)	A11, F3, F6	A1, A2, A3, C3, D2, D5	Yes	Wetland A is fully contained in investigated area and is part of roadside drainage. The northern end of Wetland A directly abuts UNT to Driftwood River
							A2	39.274738 -85.955027	*Fraxinus pennsylvanica* (FACW), *Acer negundo* (FAC), *Acer saccharum* (FACU), *Ulmus americana* (FACW), *Prunus serotina* (FACU)	n/a	n/a	No	None
Wetland B	PEM1A	0.029	Poor	44-46, 51-52	n/a	Yes	B1	39.257881 -85.953604	*Typha X glauca* (OBL)	A11, F3	C8, D2, D5	Yes	Wetland B is fully contained in investigated area and is part of roadside drainage.
							B2	39.257881 -85.953555	*Festuca rubra* (FACU), *Trifolium repens* (FACU)	n/a	n/a	No	None
Wetland C	PEM1A	0.019	Poor	44, 53-55	CV 6	Yes	C1	39.258614 -85.953235	*Typha X glauca* (OBL)	F3	A1, D2, D5	Yes	Wetland C is fully contained in investigated area and is part of roadside drainage.
							C2	39.258609 -85.95328	*Festuca rubra* (FACU), *Trifolium repens* (FACU)	n/a	n/a	No	None
Wetland D	PFO1A	0.578	Average	73-76, 81, 83	CV 8	Yes	D1	39.258896 -85.952286	*Quercus bicolor* (FACW), *Carya laciniosa* (FACW), *Ulmus americana* (FACW), *Viburnum dentatum* (FAC), *Cornus drummondii* (FAC), *Toxicodendron radicans* (FAC)	F3	A2, D2, D5	Yes	Wetland D is fully contained in investigated area within a forested area at the northbound rest area.
							D2	39.258834 -85.952325	*Quercus bicolor* (FACW), *Carya laciniosa* (FACW), *Liquidambar styraciflua* (FACW), *Viburnum dentatum* (FAC), *Erythronium rostratum* (FACU), *Arisasaema dracontium* (FACW)	n/a	D5	No	None
Wetland E	PEM1A	0.113	Poor	89-90, 92, 111	CV 10-12	Yes	E1	39.260848 -85.952466	*Typha latifolia* (OBL)	A10, A11, F3	A1, A2, A3, D2, D5	Yes	Wetland E is fully contained in investigated area and is part of roadside drainage.
							E2	39.260917 -85.952458	*Festuca rubra (FACU), Trifolium repens (FACU)*	F3	n/a	No	None
Wetland F	PEM1A	0.116	Poor	111-115	CV 11	Yes	F1	39.261104 -85.952913	*Carex vulpinoidea* (FACW), *Poa trivialis* (FACW)	A11, F3, F6	A2, A3, C3, D2, D5	Yes	Wetland F is a part of roadside drainage.
							F2	39.261124 -85.952868	*Festuca rubra* (FACU)	F6	n/a	No	None
n/a	n/a	n/a	n/a	7-9	n/a	n/a	UP-1	39.279121 -85.957904	*Festuca rubra* (FACU), *Poa trivialis* (FACW)	A11, F3	D2	No	None
n/a	n/a	n/a	n/a	18-20	n/a	n/a	UP-1	39.276012 -85.956795	*Festuca rubra* (FACU), *Falium aparine* (FACU), *Valerianella locusta* (UPL)	F6	n/a	No	None

Exhibit 2C - StreamStats Report Taylorsville SB Rest Area - Des. 2000505

Region ID: IN
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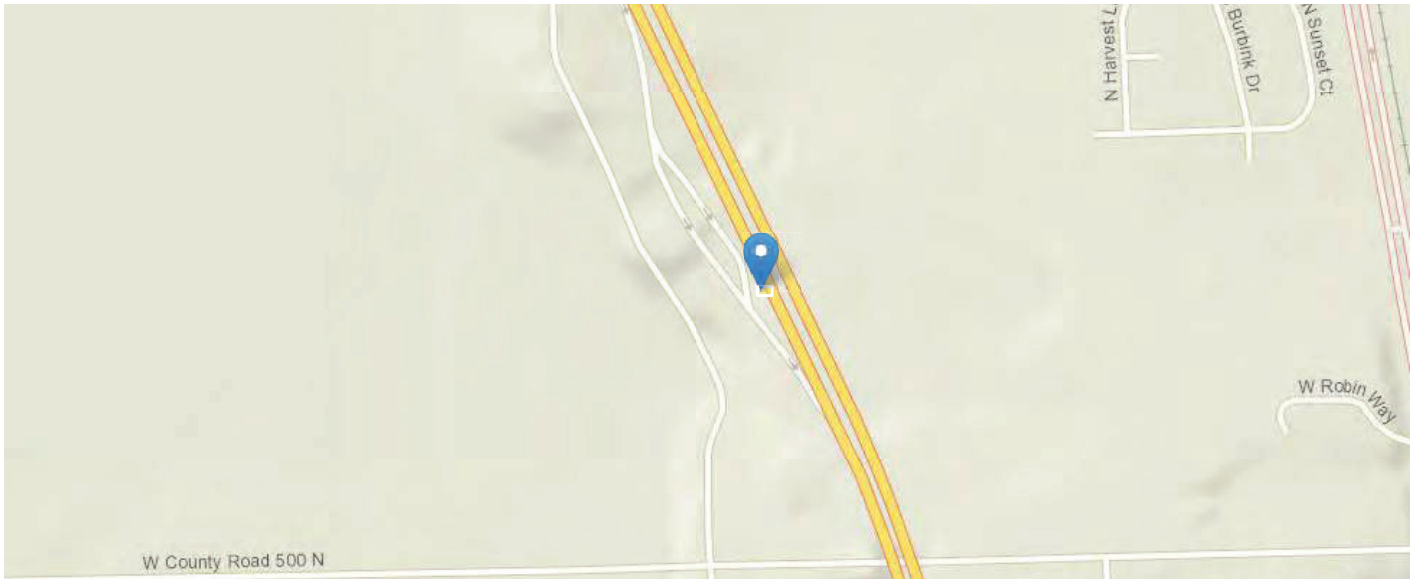
Time: 2023-05-19 14:49:14 -0400



Collapse All

Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
CONTDA	Area that contributes flow to a point on a stream	0	square miles
CSL10_85	Change in elevation divided by length between points 10 and 85 percent of distance along main channel to basin divide - main channel method not known	238	feet per mi
DRNAREA	Area that drains to a point on a stream	0	square miles

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USGS Software Disclaimer: This software has been approved for release by the U.S. Geological Survey (USGS). Although the software has been subjected to rigorous review, the USGS reserves the right to update the software as needed pursuant to further analysis and review. No warranty, expressed or implied, is made by the USGS or the U.S. Government as to the functionality of the software and related material nor shall the fact of release constitute any such warranty. Furthermore, the software is released on condition that neither the USGS nor the U.S. Government shall be held liable for any damages resulting from its authorized or unauthorized use.

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Application Version: 4.14.0
StreamStats Services Version: 1.2.22
NSS Services Version: 2.2.1

Exhibit 2C - StreamStats Report - Taylorsville NB Rest Area - Des. 2000505

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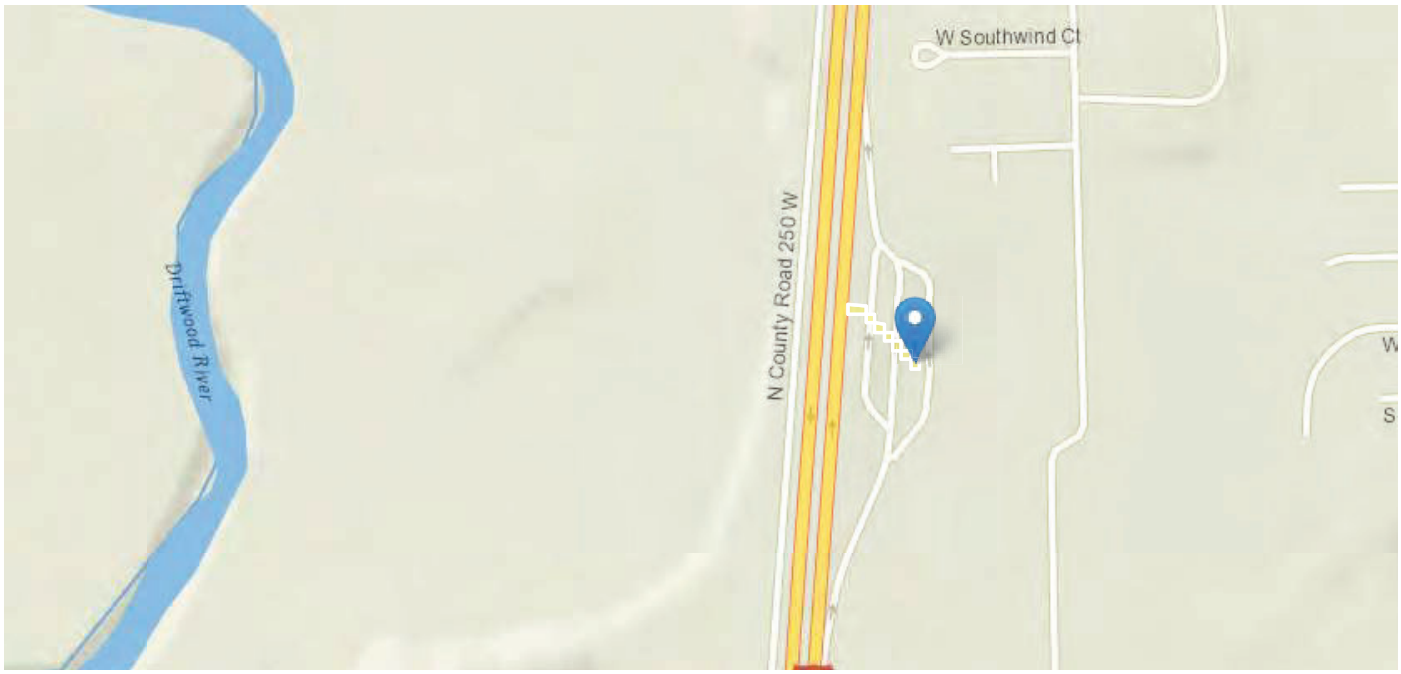

Collapse All

Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
CONTDA	Area that contributes flow to a point on a stream	0	square miles
CSL10_85	Change in elevation divided by length between points 10 and 85 percent of distance along main channel to basin divide - main channel method not known	125	feet per mi
DRNAREA	Area that drains to a point on a stream	0	square miles

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Map unit symbol	Map unit name	Hydric Rating (%)
AfsB	Alvin-Princeton fine sandy loams, 2 to 6 percent slopes	Nonhydric (0)
AfsC2	Alvin-Princeton fine sandy loams, 6 to 12 percent slopes, eroded	Nonhydric (0)
AmkA	Ayrshire fine sandy loam, 0 to 2 percent slopes	Predominantly Nonhydric (5)
FdbA	Fincastle silt loam, New Castle Till Plain, 0 to 2 percent slopes	Predominantly Nonhydric (10)
FdqB	Fincastle-Xenia silt loams, 2 to 4 percent slopes	Predominantly Nonhydric (10)
MnpC2	Miami silt loam, 6 to 12 percent slopes, eroded	Predominantly Nonhydric (5)
ReyA	Rensselaer loam, 0 to 1 percent slopes	Predominantly Hydric (95)
RqaG	Rodman sandy loam, 25 to 50 percent slopes	Nonhydric (0)
RywB2	Russell silt loam, 2 to 6 percent slopes, eroded	Predominantly Nonhydric (2)
SifG	Senachwine loam, 25 to 70 percent slopes	Nonhydric (0)
UfxA	Urban land-Fincastle complex, 0 to 2 percent slopes	Predominantly Nonhydric (5)
WsuA	Whitaker loam, 0 to 2 percent slopes	Predominantly Nonhydric (3)
WufB2	Williamstown silt loam, 2 to 6 percent slopes, eroded	Predominantly Nonhydric (5)
XabB2	Xenia silt loam, 2 to 6 percent slopes, eroded	Predominantly Nonhydric (5)

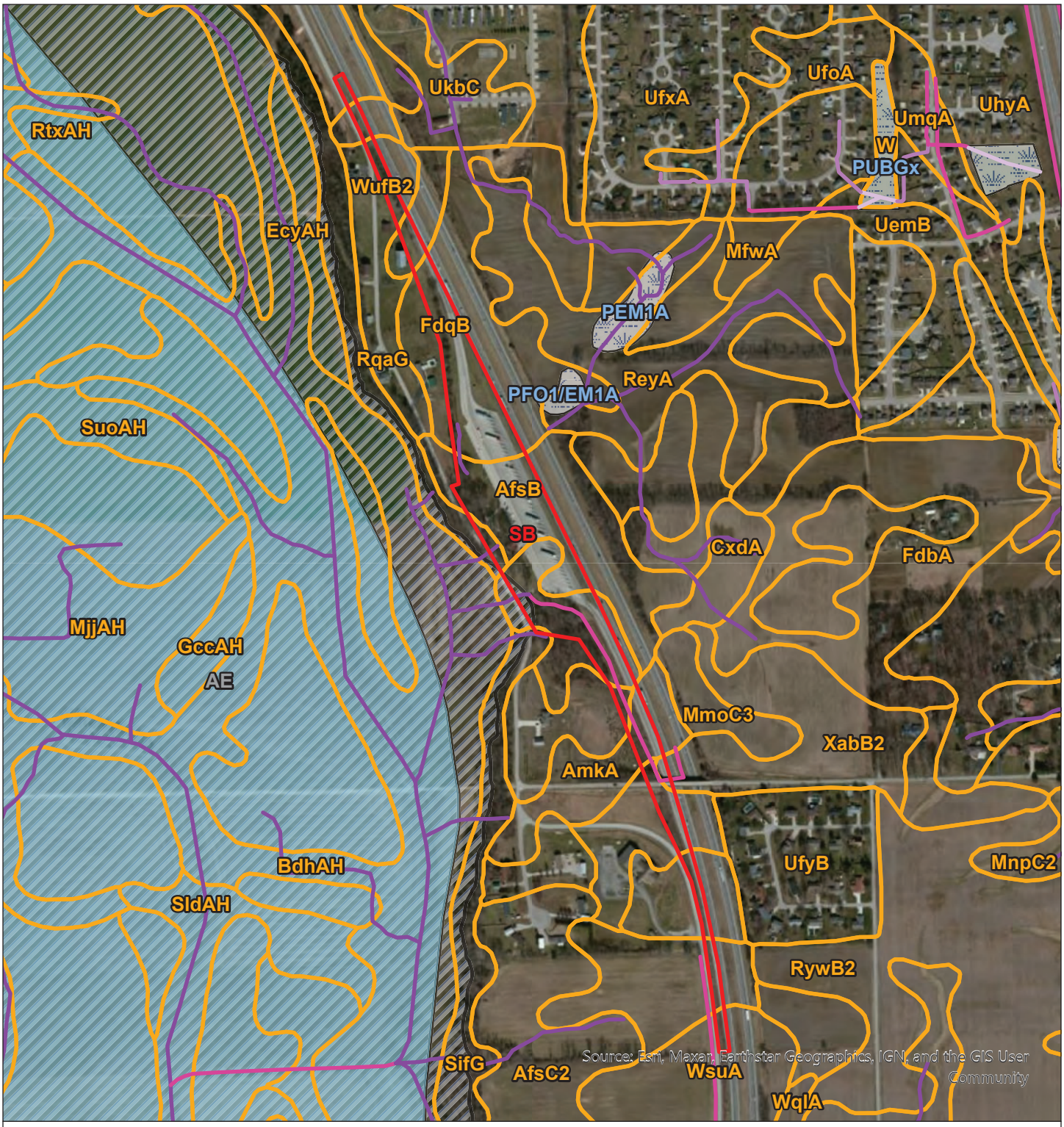
Exhibit 3 - NWI, NHD, FIRM, IDNR Floodway, and NRCS Soil Survey Map
I-65 Taylorsville NB and SB Rest Areas
Rest Area Modernization
Bartholomew County, Indiana
Des. No. 2000505
Metric Project No. 22-0175-1
Map Date: 5/30/2023
Map Author: April Pape

All locations approximate

Source: ESRI World Imagery Clarity (2022)

METRIC ENVIRONMENTAL

Exh. 3
NRCS Soil Survey Table



Investigated Area (IA)
NWI Wetlands
IDNR Approximate Floodway
IDNR Floodway
FEMA Floodplain
NRCS Soil Survey

NHD Flowline (FCode)
Artificial Path (55800)
Canal/Ditch (33600)
Pipeline (42803)
Stream/River (46000)

Exhibit 3 - NWI, NHD, FIRM, IDNR Floodway, and NRCS Soil Survey Map
I-65 Taylorsville NB and SB Rest Areas
Rest Area Modernization
Bartholomew County, Indiana
Des. No. 2000505
Metric Project No. 22-0175-1
Map Date: 5/30/2023
Map Author: April Pape

All locations approximate

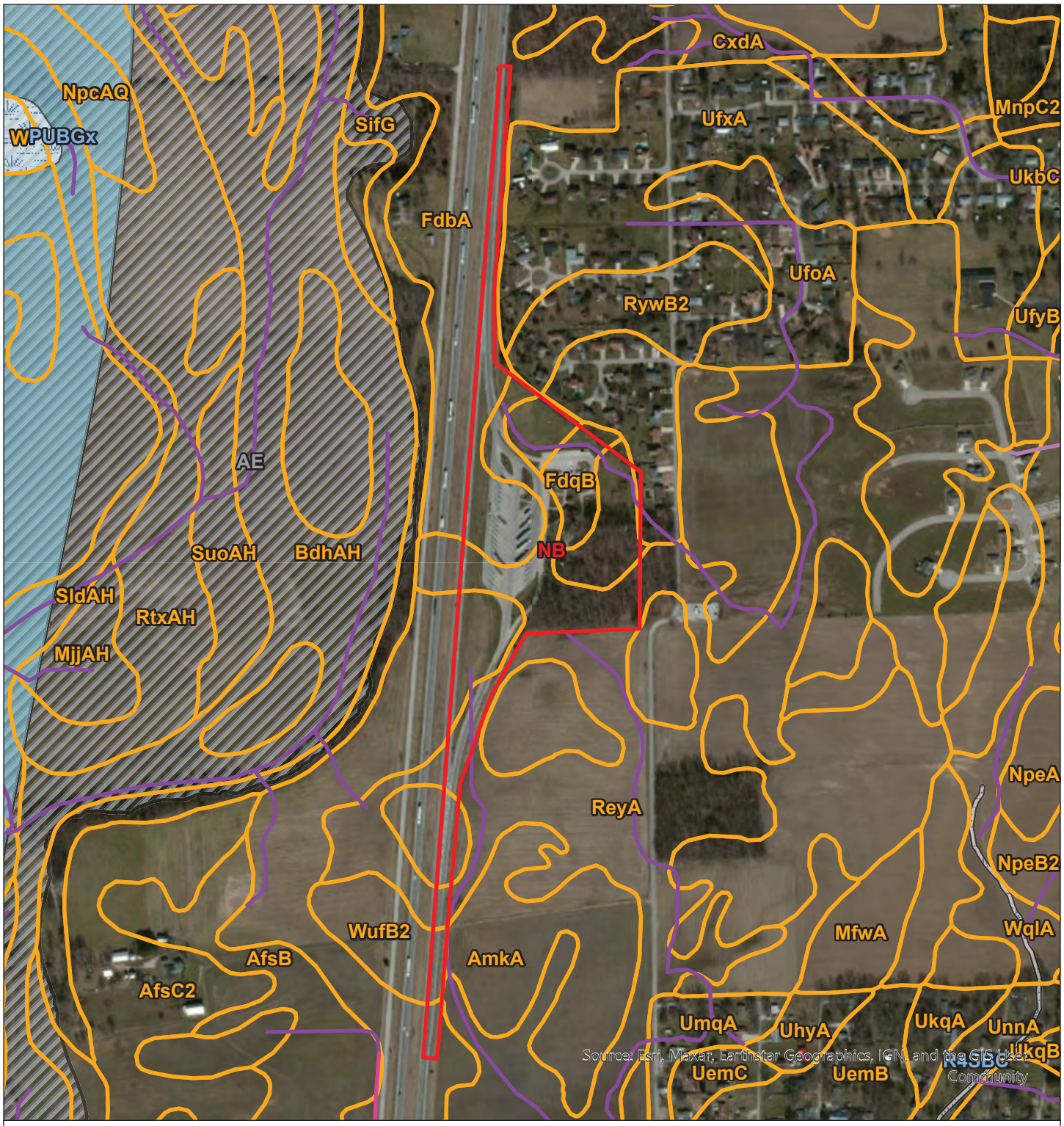
Source: ESRI World Imagery Clarity (2022)

N

0 250 500 1,000
Feet

METRIC ENVIRONMENTAL

Exh. 3
Page 1 of 2



Investigated Area (IA)
NWI Wetlands
IDNR Approximate Floodway
IDNR Floodway
FEMA Floodplain
NRCS Soil Survey

NHD Flowline (FCode)
Artificial Path (55800)
Canal/Ditch (33600)
Pipeline (42803)
Stream/River (46000)

Exhibit 3 - NWI, NHD, FIRM, IDNR Floodway, and NRCS Soil Survey Map
I-65 Taylorsville NB and SB Rest Areas
Rest Area Modernization
Bartholomew County, Indiana
Des. No. 2000505
Metric Project No. 22-0175-1
Map Date: 5/30/2023
Map Author: April Pape

All locations approximate

Source: ESRI World Imagery Clarity (2022)

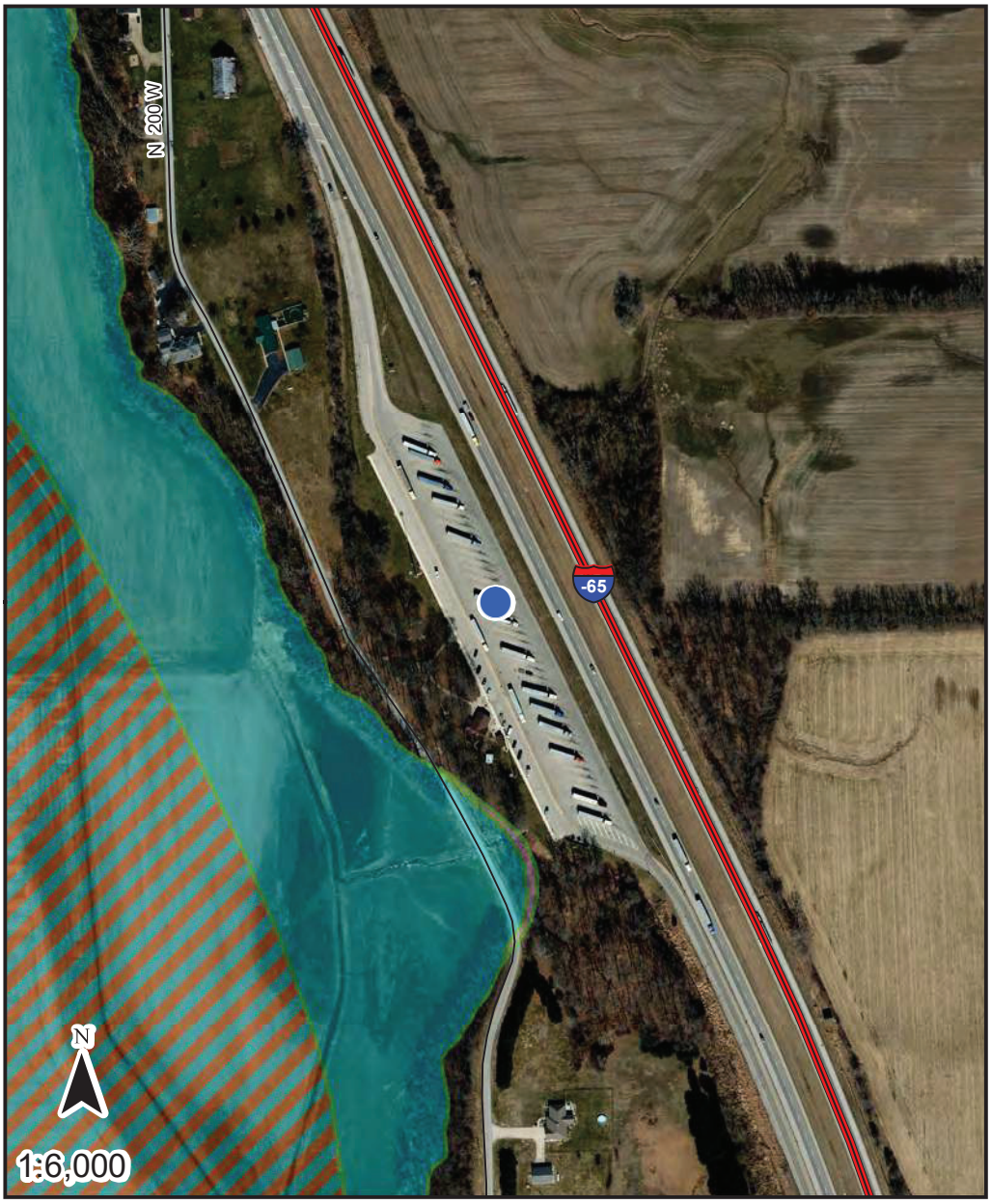
N

0 250 500 1,000
Feet

METRIC ENVIRONMENTAL

Floodplain Analysis & Regulatory Assessment (FARA)

Indiana Department of Natural Resources



- Point of Interest
- Base Flood Elevation Point
- FEMA Zone AE Floodway; FEMA Administrative Floodway
- FEMA Zone AE
- Additional Floodplain Area; DNR .2 Percent Flood Hazard

Exhibit 3B
Des. 2000505
I-65 Taylorsville Southbound Rest Area

Point of Interest Coordinates (WGS84)

Long: **-85.9567661171**

Lat: **39.2774193298**

The information provided below is based on the point of interest shown in the map above.

County: **Bartholomew**

Stream Name: **Unnamed Tributary**

Approximate Ground Elevation: **657.0 feet (NAVD88)**

Base Flood Elevation:**Not Available**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **Not Mapped**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **Chelsea Cottingham, Floodplain Manager**

Community Jurisdiction: **Bartholomew County, County proper**

Phone: **(812) 376-2550**

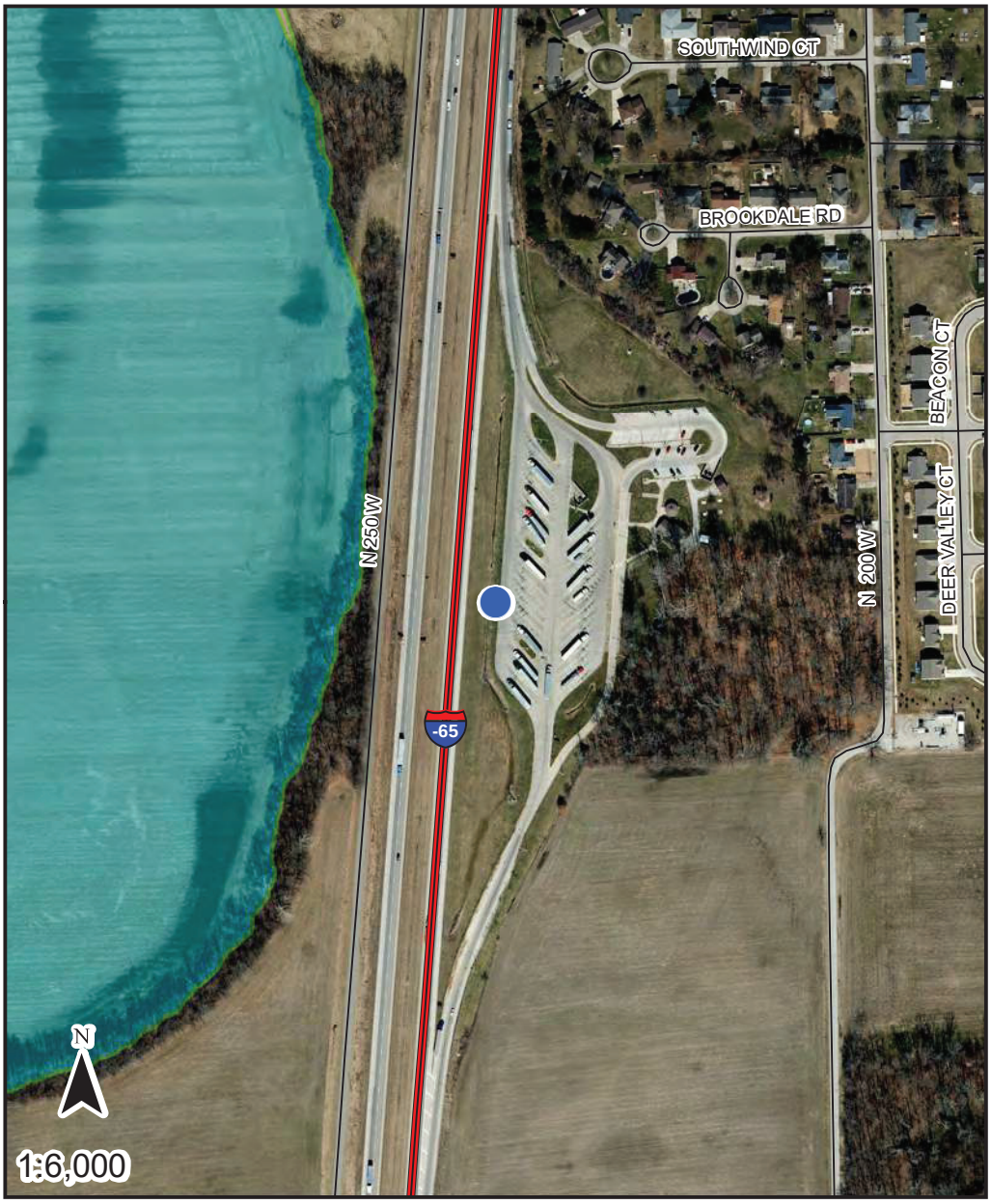
Email: **ccottingham@columbus.in.gov**

US Army Corps of Engineers District: **Louisville**

Date Generated: 6/22/2023

DNR Indiana Department of Natural Resources

Floodplain Analysis & Regulatory Assessment (FARA)



Point of Interest

Base Flood Elevation Point

FEMA Zone AE

Additional Floodplain Area; DNR .2 Percent Flood Hazard

Exhibit 3B
Des. 2000505
I-65 Taylorsville Northbound Rest Area

Point of Interest Coordinates (WGS84)

Long: **-85.9533114319**

Lat: **39.2597272713**

The information provided below is based on the point of interest shown in the map above.

County: **Bartholomew**

Stream Name: **Driftwood River**

Approximate Ground Elevation: **652.6 feet (NAVD88)**

Base Flood Elevation: **639.5 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **Not Mapped**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **Chelsea Cottingham, Floodplain Manager**

Community Jurisdiction: **Bartholomew County, County proper**

Phone: **(812) 376-2550**

Email: **ccottingham@columbus.in.gov**

US Army Corps of Engineers District: **Louisville**

Date Generated: 6/22/2023

Investigated Area (IA)

Exhibit 4 - Waters Delineation Reference Map
I-65 Taylorsville NB and SB Rest Areas
Rest Area Modernization
Bartholomew County, Indiana
Des. No. 2000505
Metric Project No. 22-0175-1
Map Date: 5/30/2023
Map Author: April Pape

All locations approximate

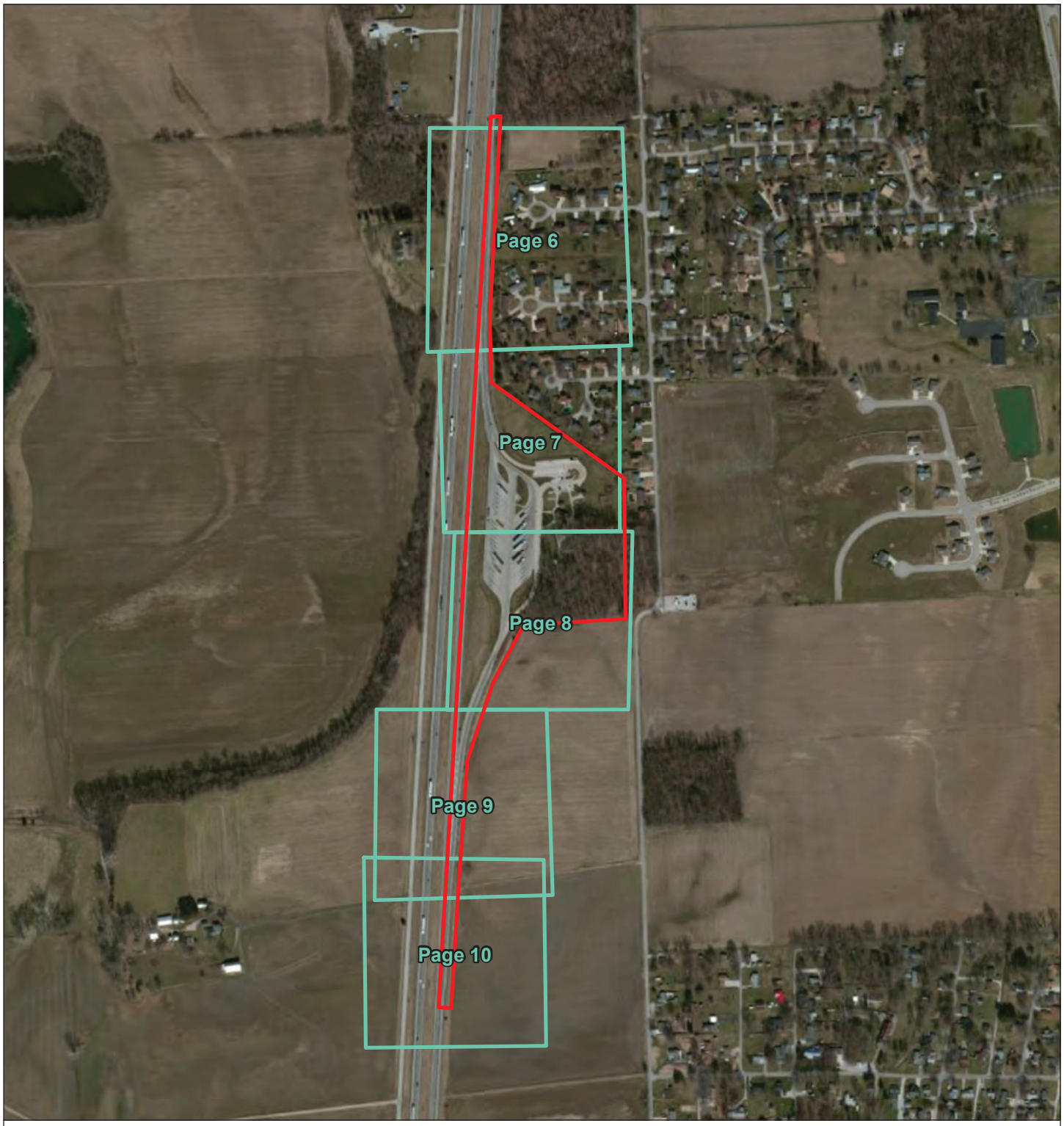
Source: ESRI World Imagery Clarity (2022)

N

0 250 500 1,000
Feet

METRIC ENVIRONMENTAL

Exh. 4 Reference Map
Page 1 of 2



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0 250 500 1,000
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METRIC ENVIRONMENTAL

Exh. 4 Reference Map
Page 2 of 2

Investigated Area (IA)
Culvert (CV) Opening/Storm Drain (SD)
OHWM Measurement
Sampling Point
Culvert
Stream
Roadside Ditch (RSD)
NHD Flowline
Wetland

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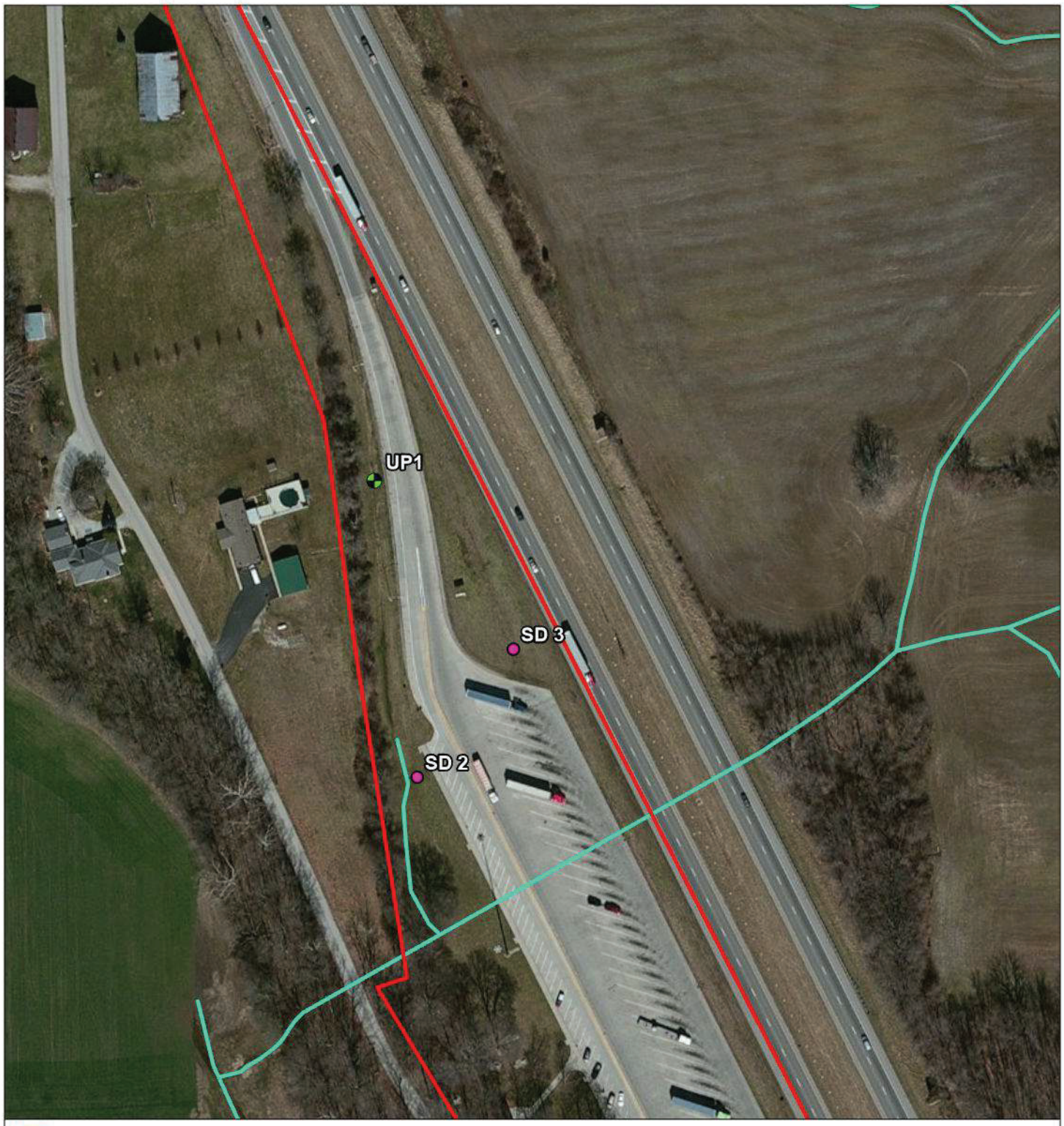
N

0 37.5 75 150
Feet

METRIC ENVIRONMENTAL

Exh. 4
Page 1 of 10



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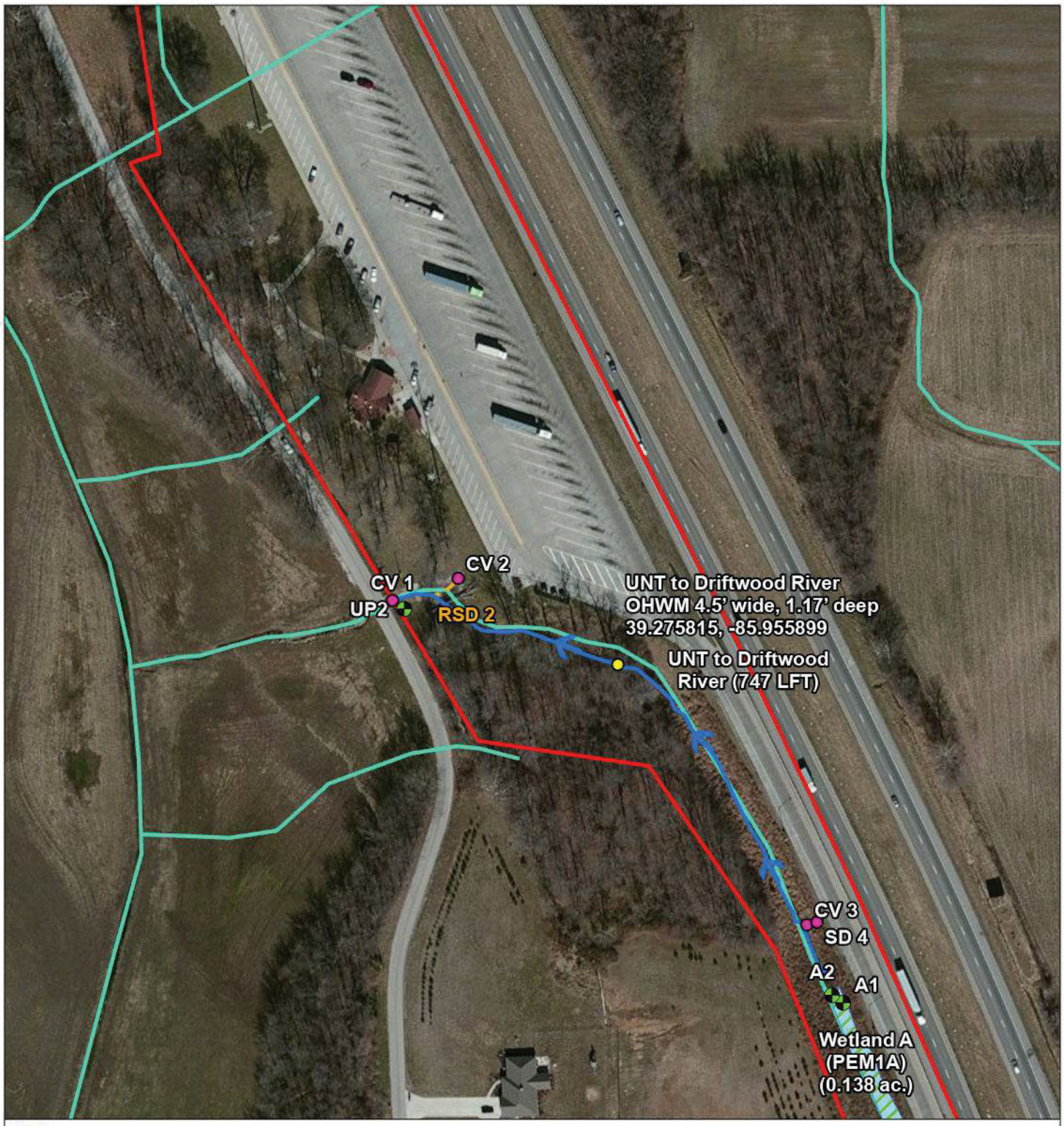

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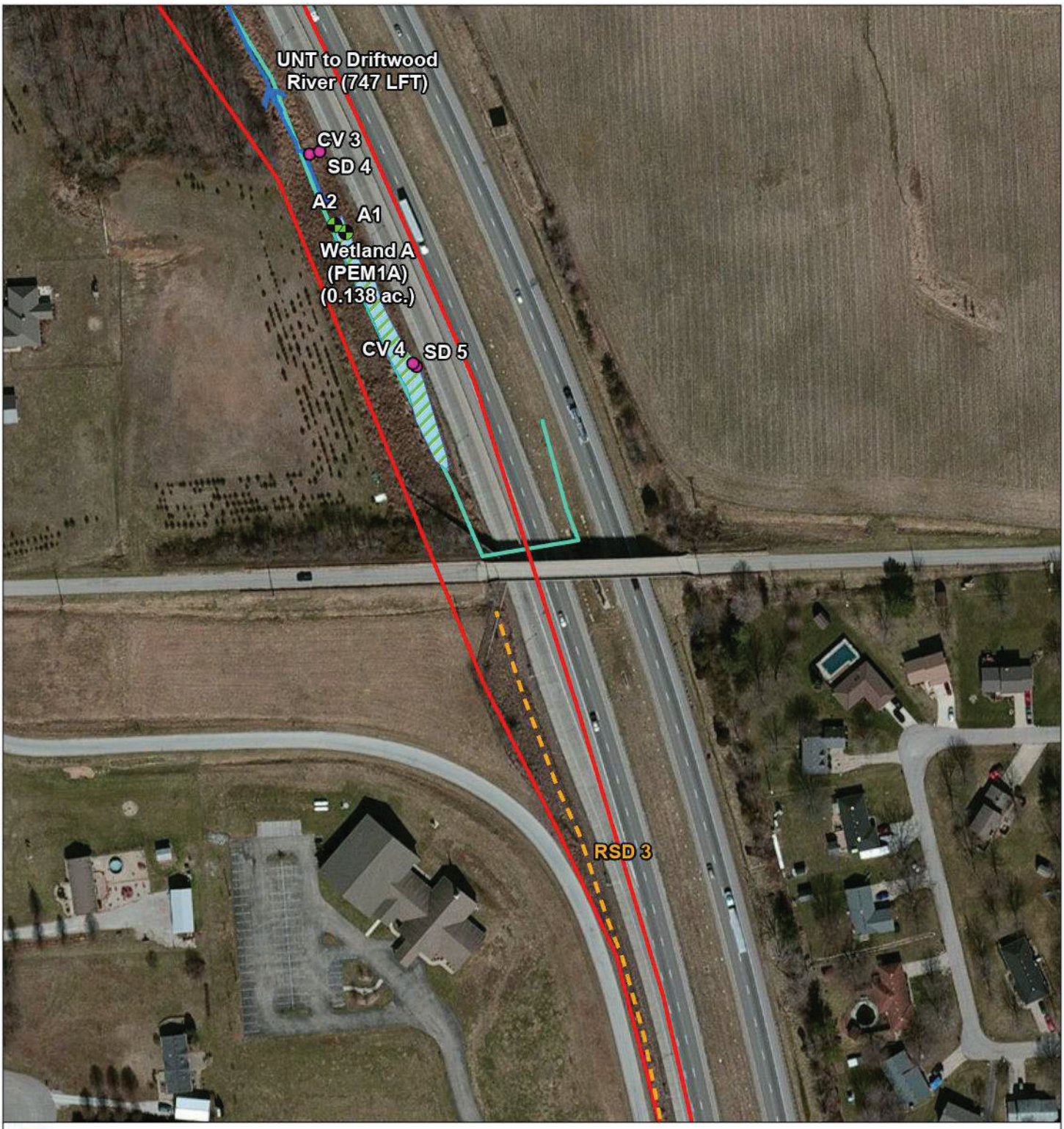

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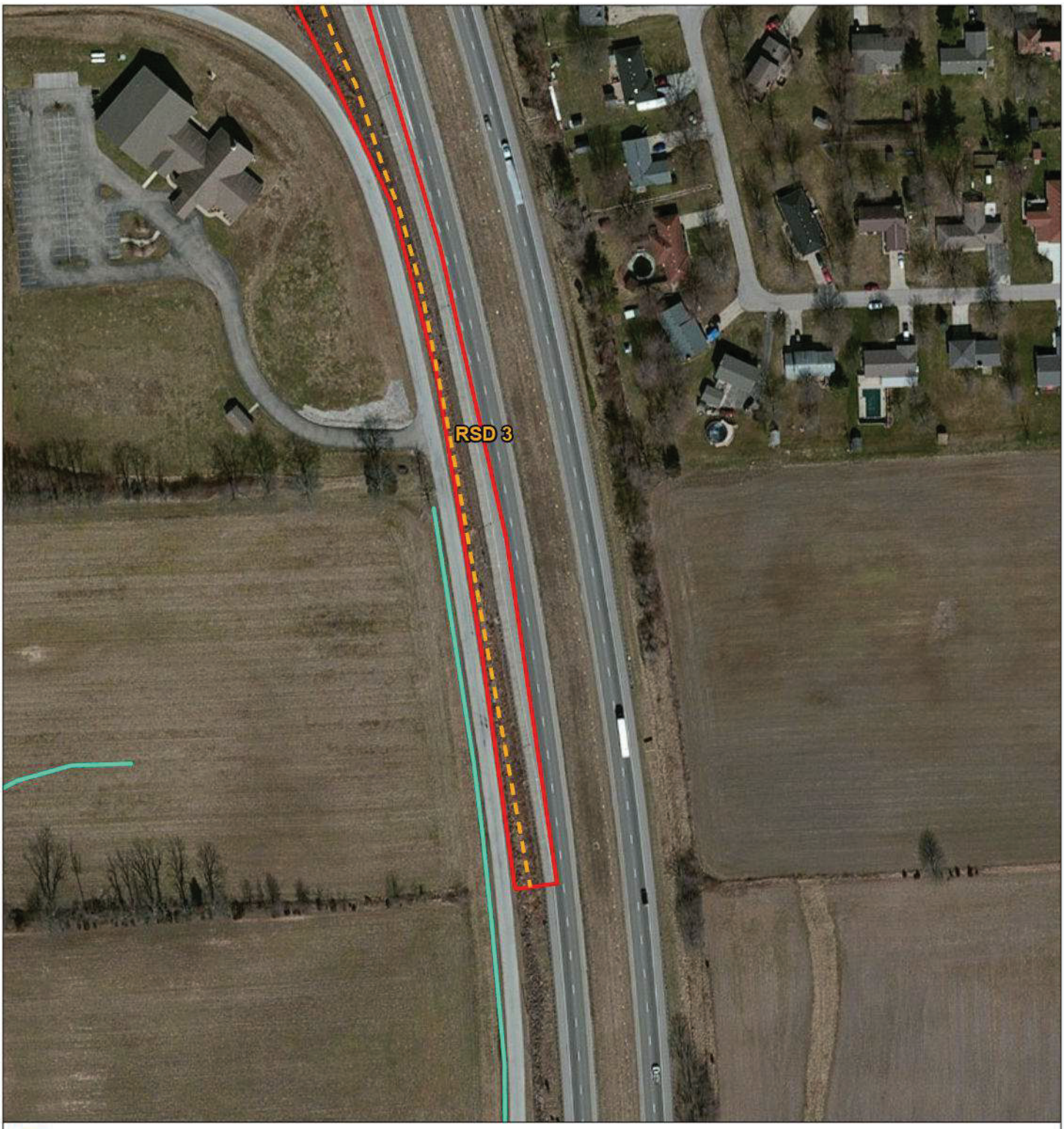

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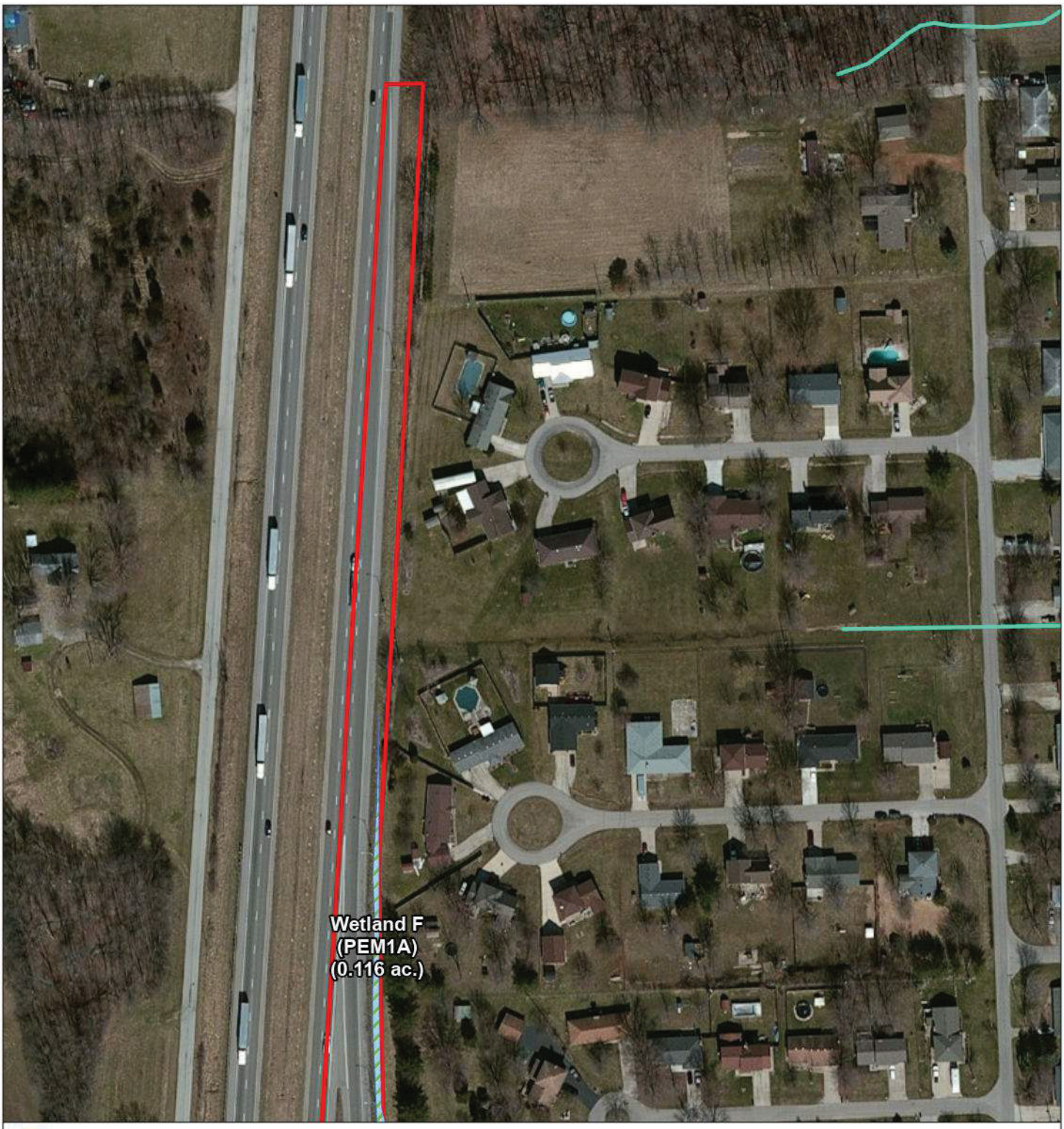

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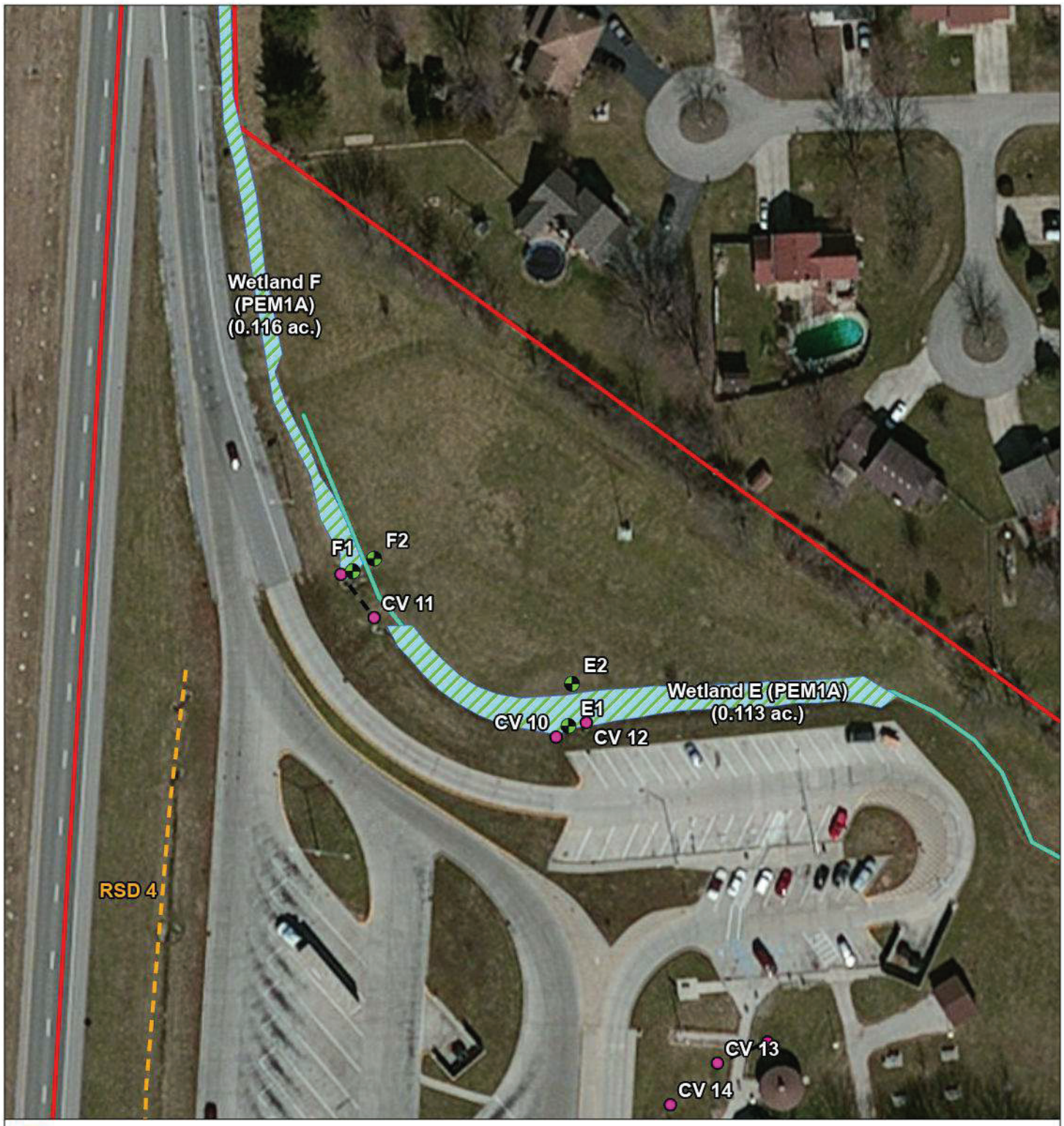

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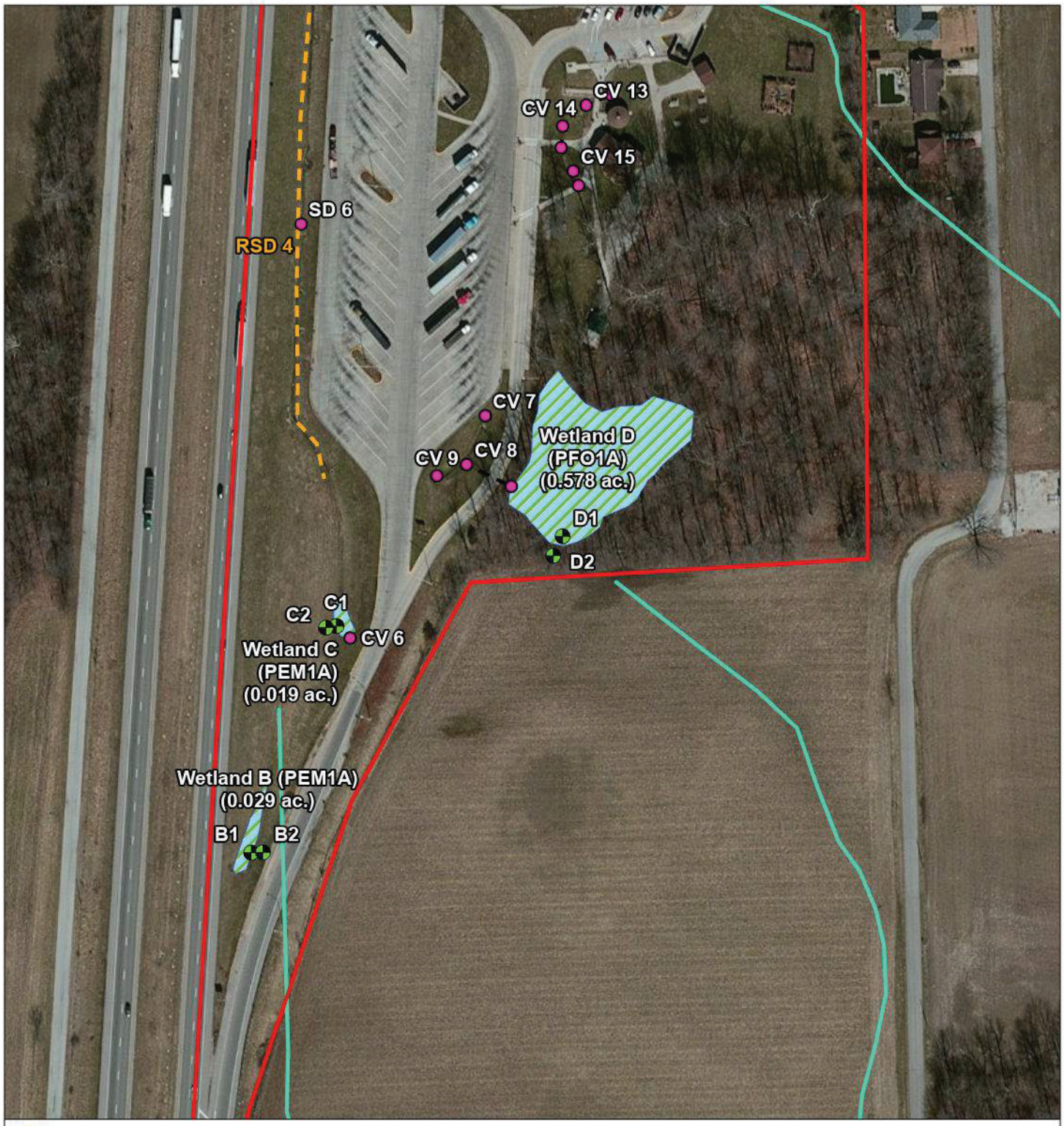

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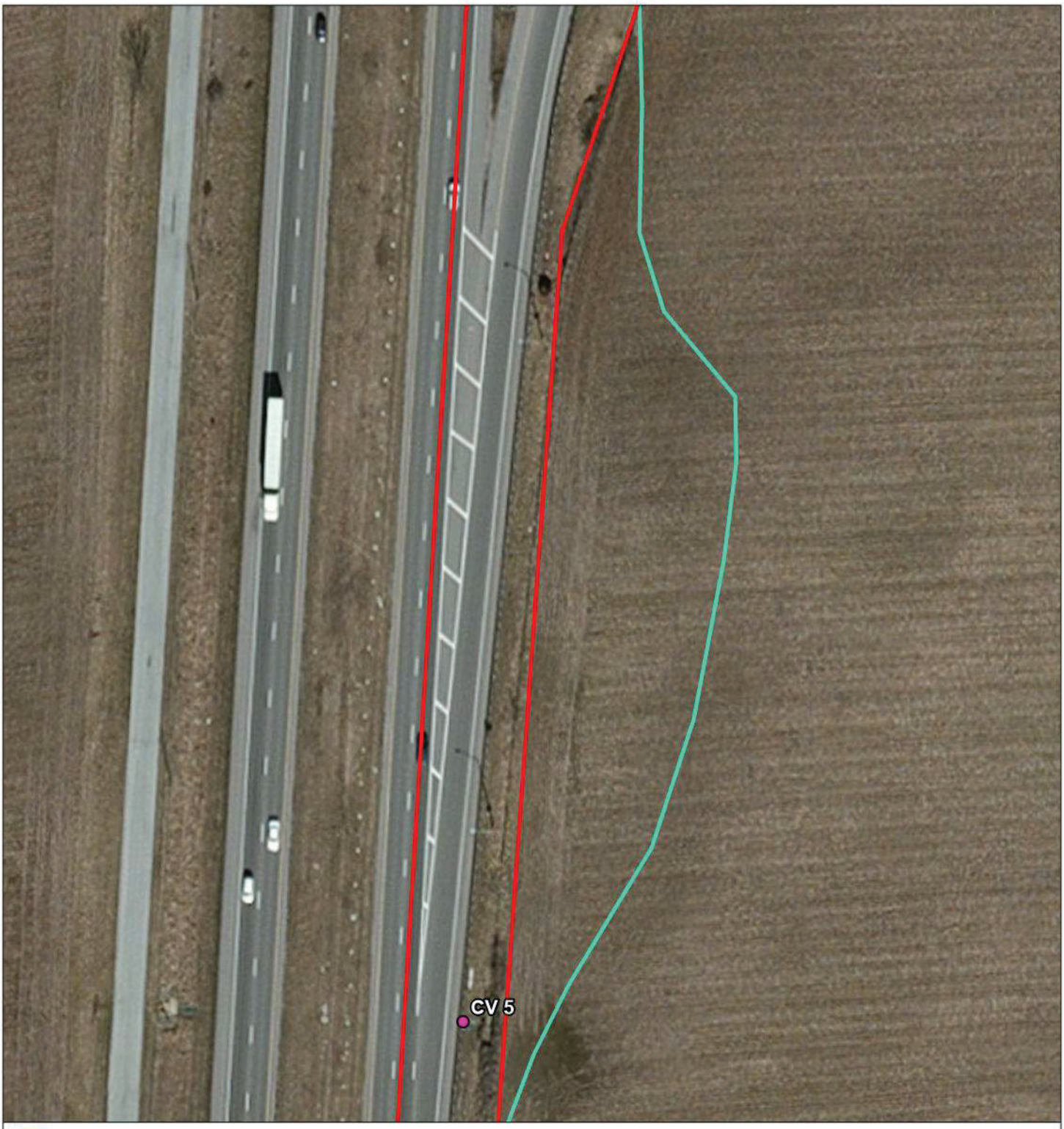
Page 8 of 10



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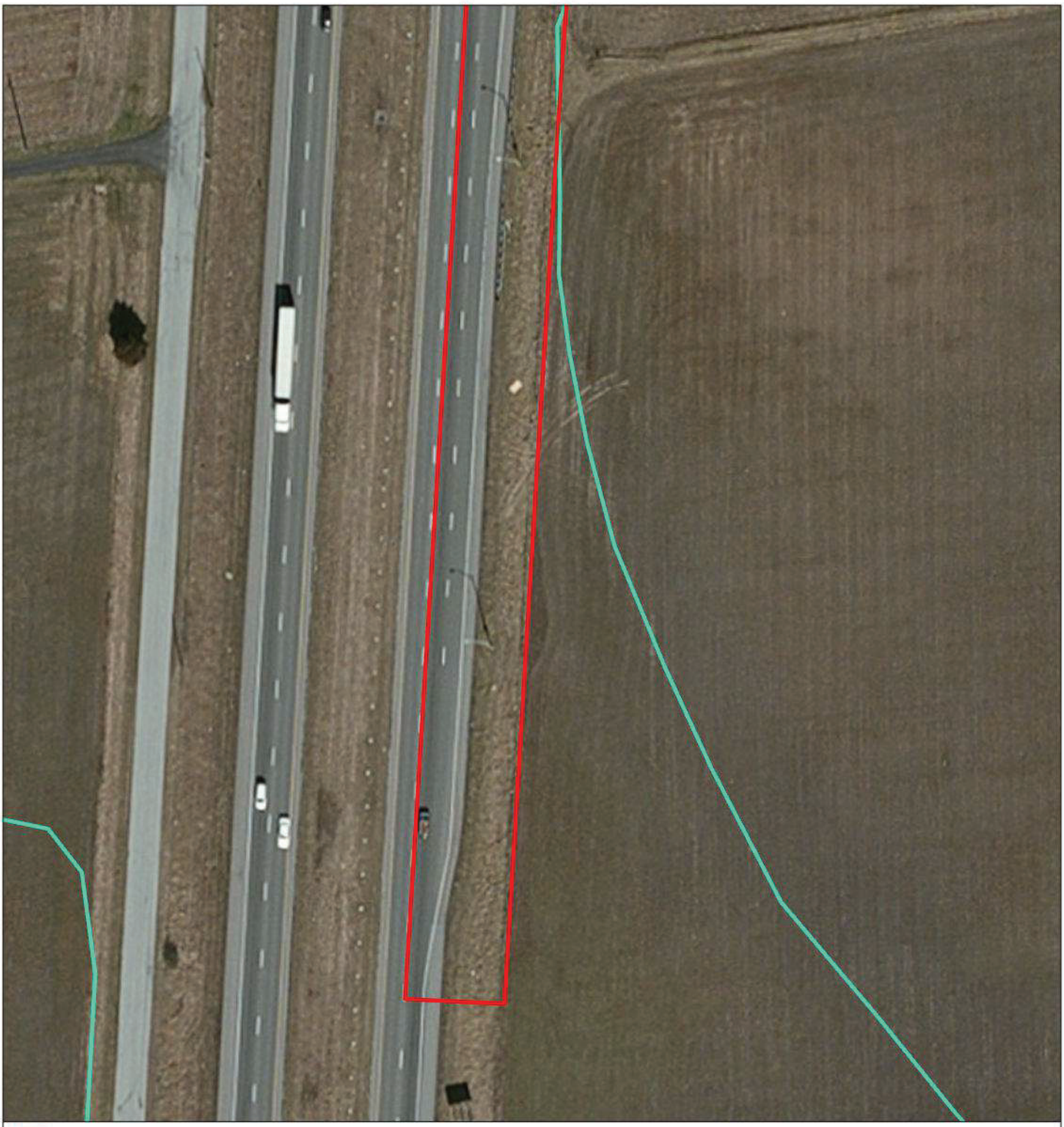

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0 37.5 75 150
Feet

METRIC ENVIRONMENTAL

Exh. 4
Page 10 of 10

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT
INDIANAPOLIS REGULATORY OFFICE
8902 OTIS AVENUE, SUITE S106B
INDIANAPOLIS, IN 46216

February 27, 2024

Regulatory Division
North Branch
ID No. LRL-2024-101-dds

Mr. Jake Burskey
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, IN 46204

Dear Mr. Burskey:

This is in regard to the wetland delineation dated January 31, 2024, and your electronic mail message of January 30, 2024, requesting an approved jurisdictional determination at the I-65 Taylorsville northbound and southbound Rest Areas in Bartholomew County, Indiana (Des. No. 2000505). The proposed project is located at Latitude 39.259694 °N, Longitude 85.952675 W. A location map is enclosed.

The U.S. Army Corps of Engineers exercises regulatory authority under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344) for certain activities in "waters of the United States (U.S.)." These waters include all waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce.

Based on our review of the submitted information, we have determined that RSDs 1 through 4, Wetlands A through F, and UNT Driftwood River are not “waters of the U.S.” and are not regulated under Section 404 of the Clean Water Act.

However, this determination does not relieve you of the responsibility to comply with applicable State law. We urge you to contact the Indiana Department of Environmental Management (IDEM), Office of Water Quality at wetlandsprogram@idem.in.gov to determine the applicability of State law to the excluded waters mentioned above.

This letter contains an approved jurisdictional determination (JD) for your site. If you object to this JD, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form. If you request to appeal this JD you must submit a completed RFA form to the Lakes and Rivers Division Office at address listed on the enclosed NAP RFA form.

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by **April 27, 2024**. It is not necessary to submit an RFA form to the Division office if you do not object to the JD in this letter.

This jurisdictional determination is valid for a period of five years from the date of this letter unless new information warrants revision of the determination before the expiration date. Our comments on this project are limited to only those effects which may fall within our area of jurisdiction and thus does not obviate the need to obtain other permits from state or local agencies. Lack of comments on other

environmental aspects should not be construed as either concurrence or nonconcurrence with stated environmental effects.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries and/or the jurisdictional status of aquatic resources for purposes of the Clean Water Act for the particular site identified in this request. This delineation and/or jurisdictional determination may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center prior to starting work.

If we can be of any further assistance, please contact me by writing to the above address or calling (317)448-2251. Any correspondence should reference our assigned Identification Number LRL-2024-101-dds.

Sincerely,

Deborah Duda Snyder
Project Manager
Indianapolis Regulatory Office

Enclosure

Copy Furnished: IDEM (Wrin)

Investigated Area (IA)

LRL-2024-101
Approved JD
I-65 Taylorsville NB and SB Rest Areas
Bartholomew County, Indiana
Reference Map 1 of 2
February 27, 2024

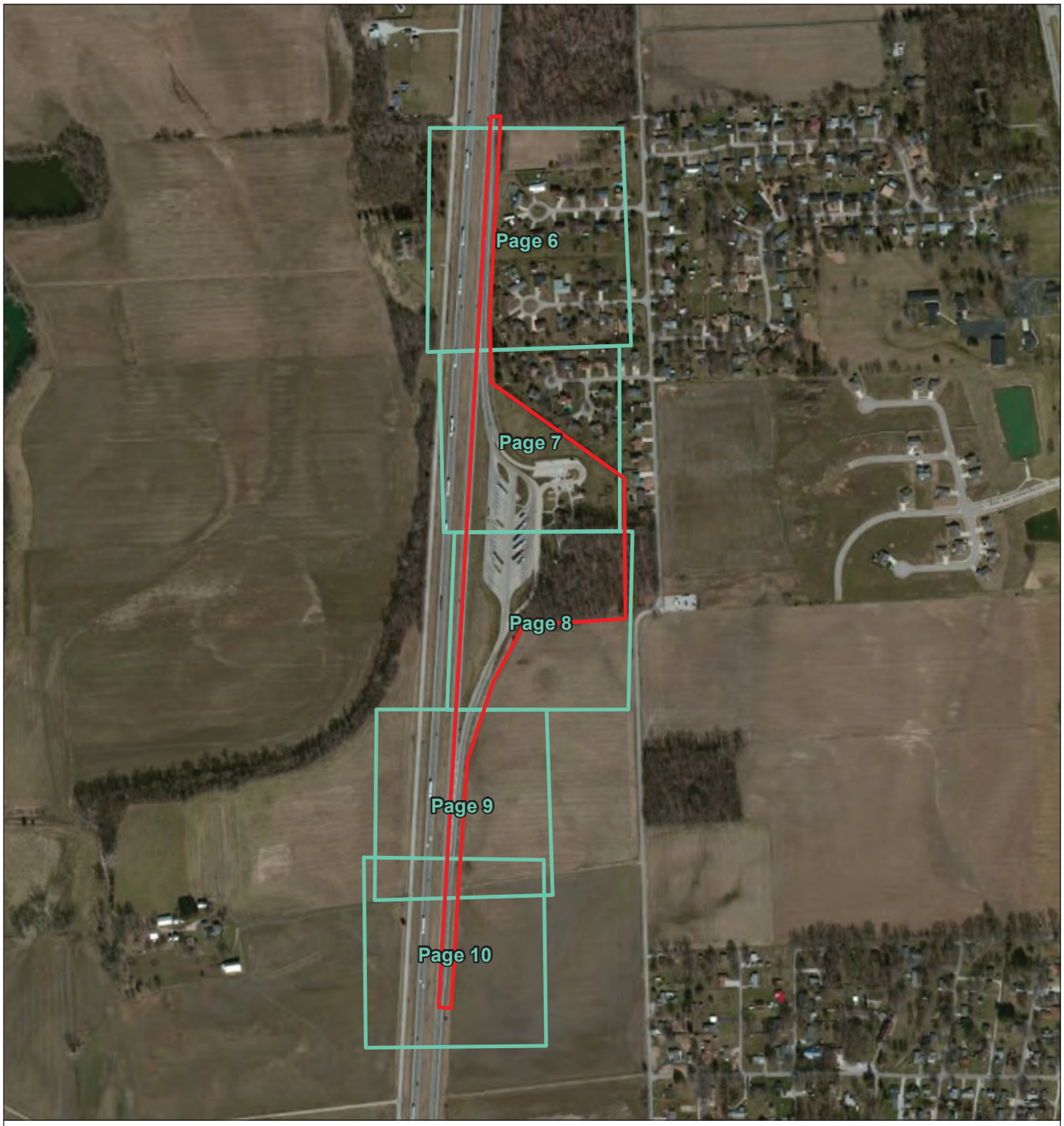
All locations approximate

Source: ESRI World Imagery Clarity (2022)

N

0 250 500 1,000
Feet

METRIC ENVIRONMENTAL



Investigated Area (IA)

LRL-2024-101
Approved JD
I-65 Taylorsville NB and SB Rest Areas
Bartholomew County, Indiana
Reference Map 2 of 2
February 27, 2024

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Feet

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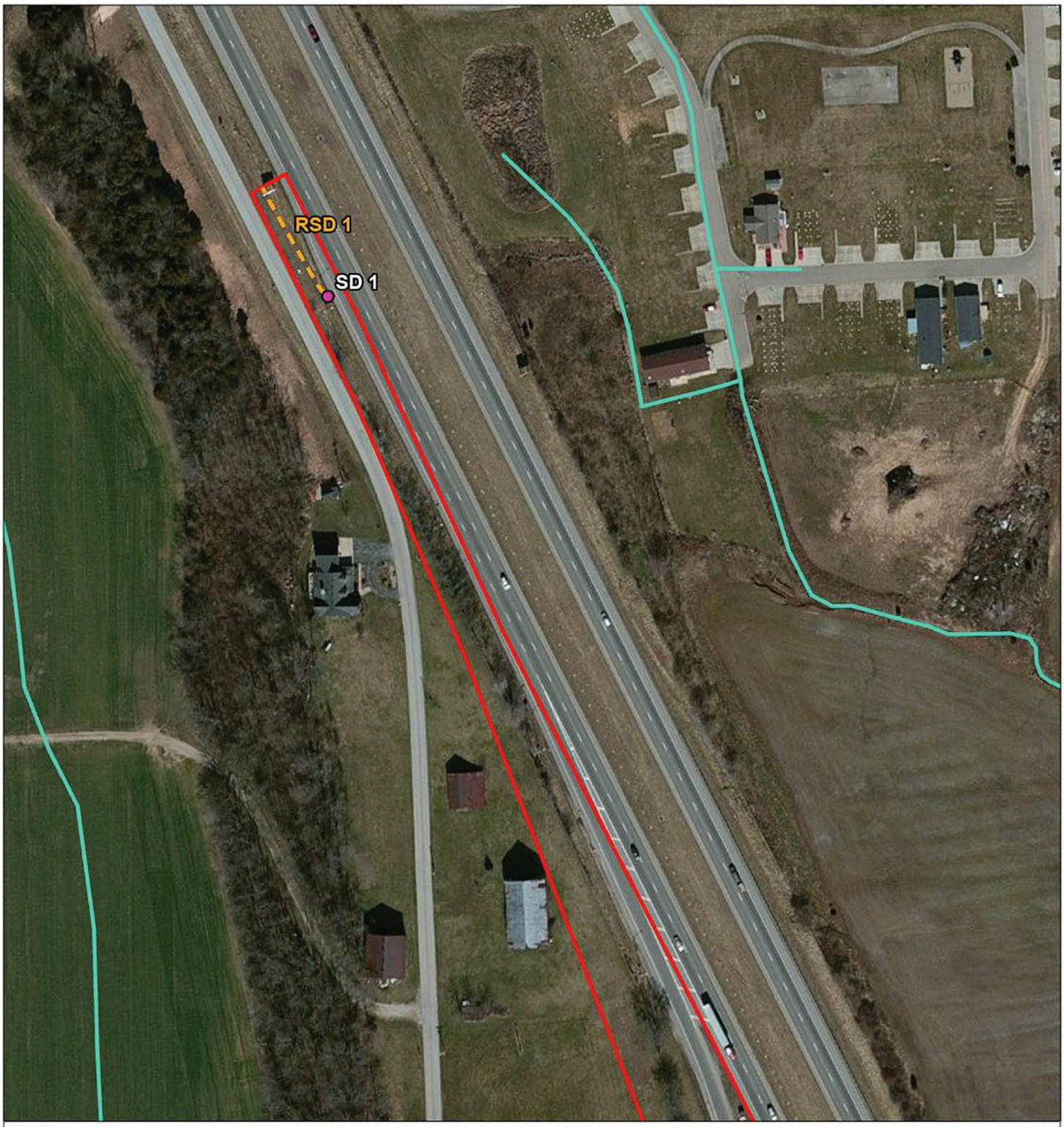

Investigated Area (IA)
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LRL-2024-101
Approved JD
I-65 Taylorsville NB and SB Rest Areas
Bartholomew County, Indiana
Page 1 of 10
February 27, 2024

All locations approximate
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N

0 37.5 75 150
Feet

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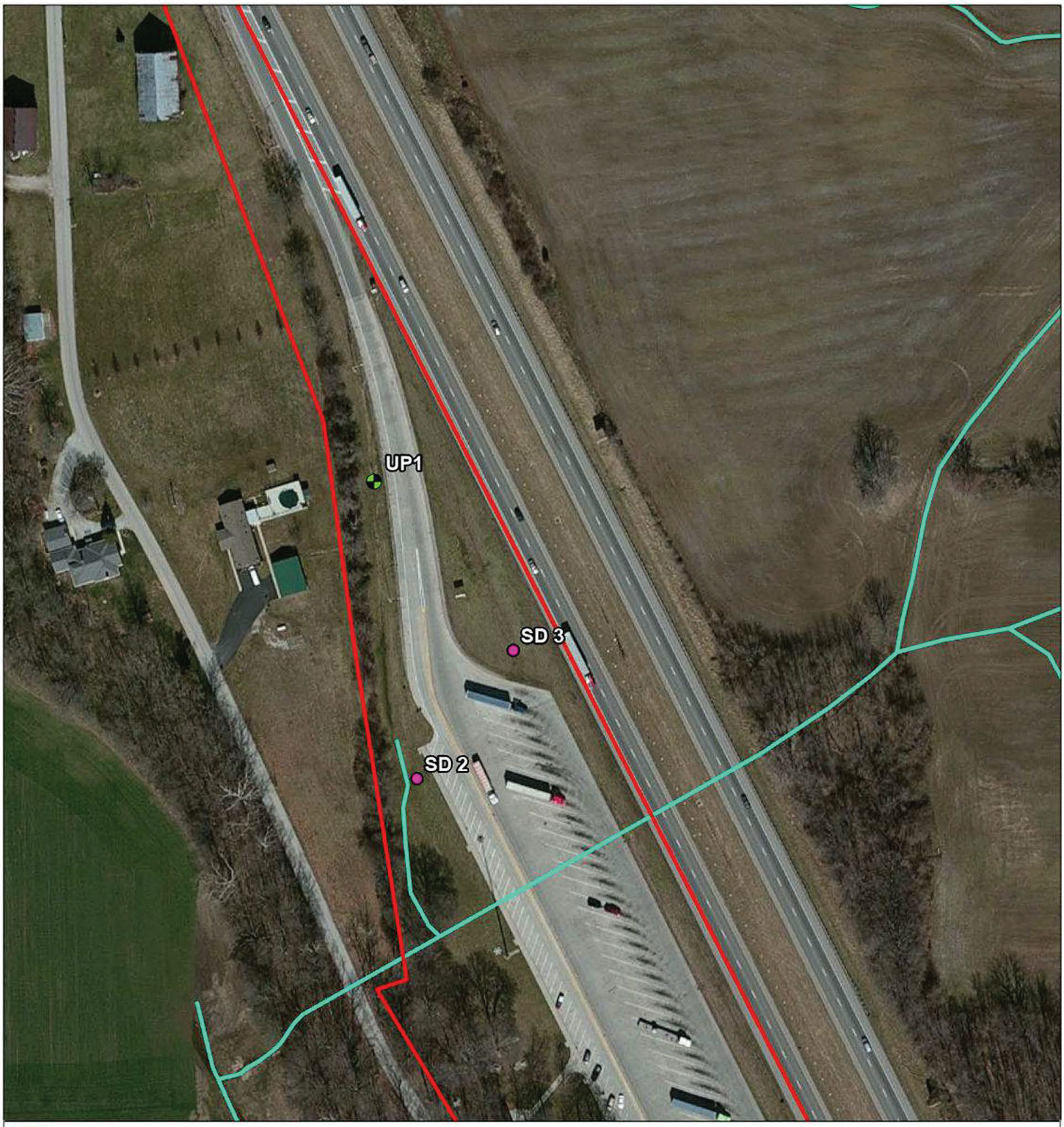

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LRL-2024-101
Approved JD
I-65 Taylorsville NB and SB Rest Areas
Bartholomew County, Indiana
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February 27, 2024

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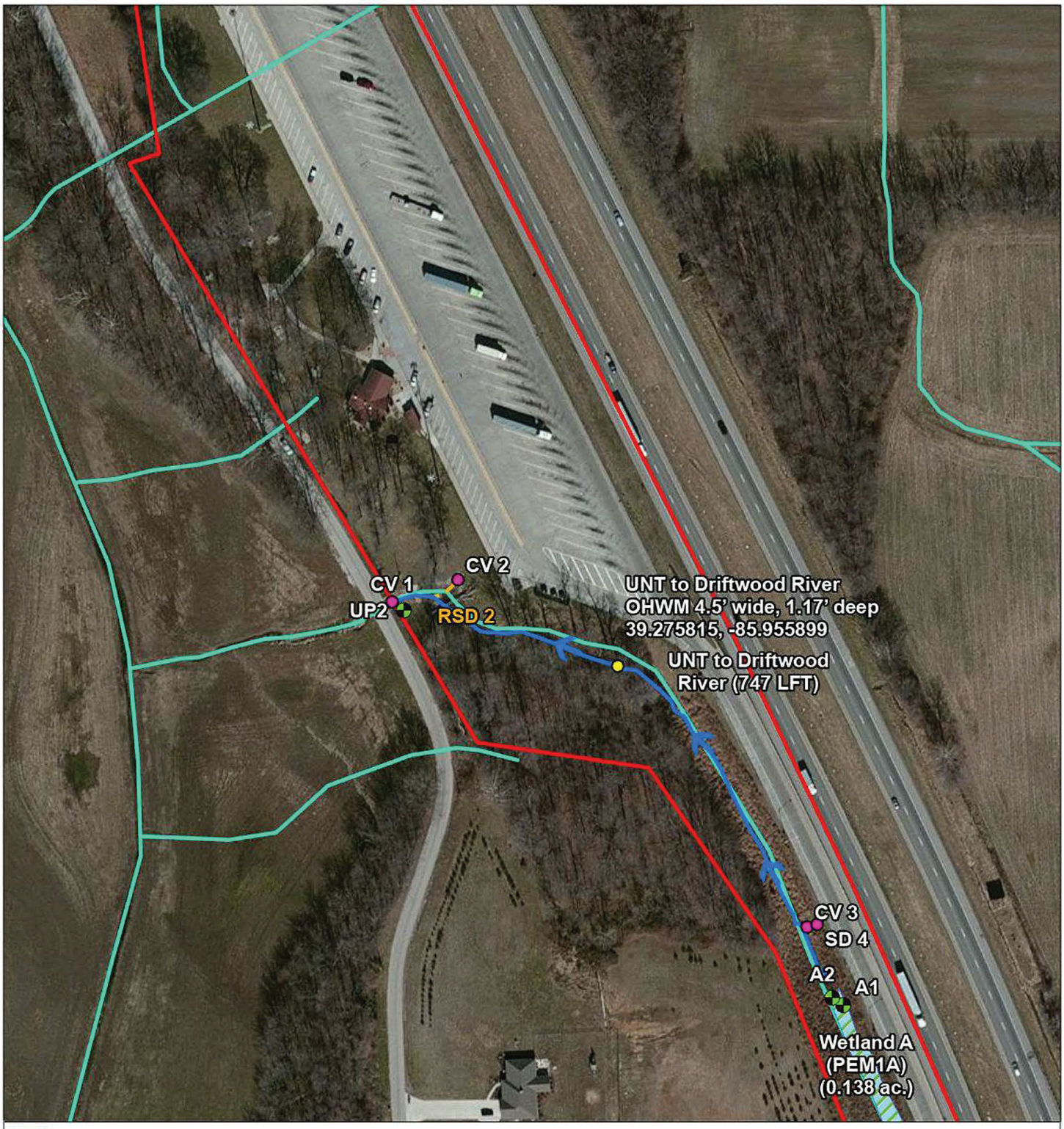

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LRL-2024-101
Approved JD
I-65 Taylorsville NB and SB Rest Areas
Bartholomew County, Indiana
Page 3 of 10
February 27, 2024

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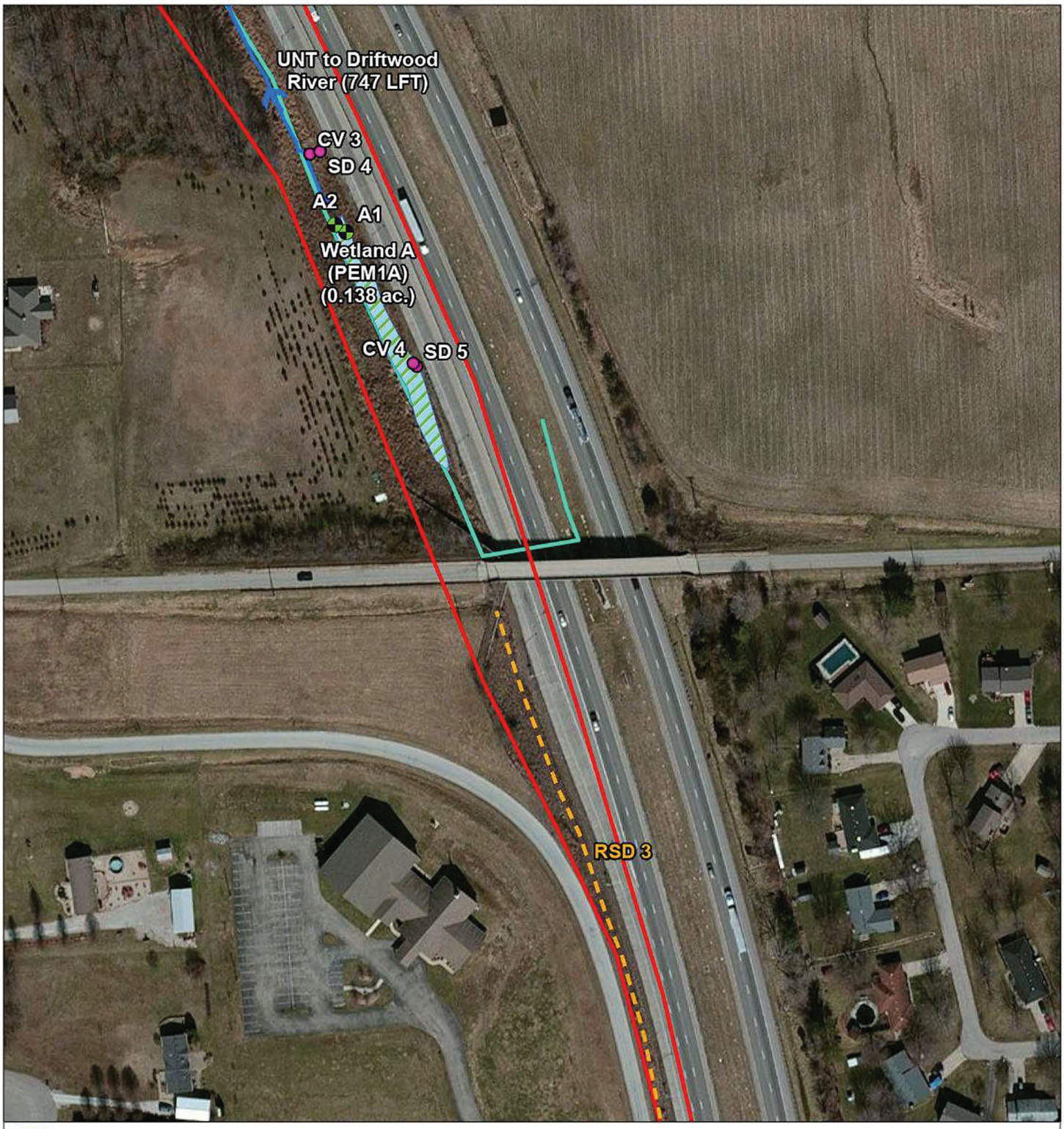

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LRL-2024-101
Approved JD
I-65 Taylorsville NB and SB Rest Areas
Bartholomew County, Indiana
Page 4 of 10
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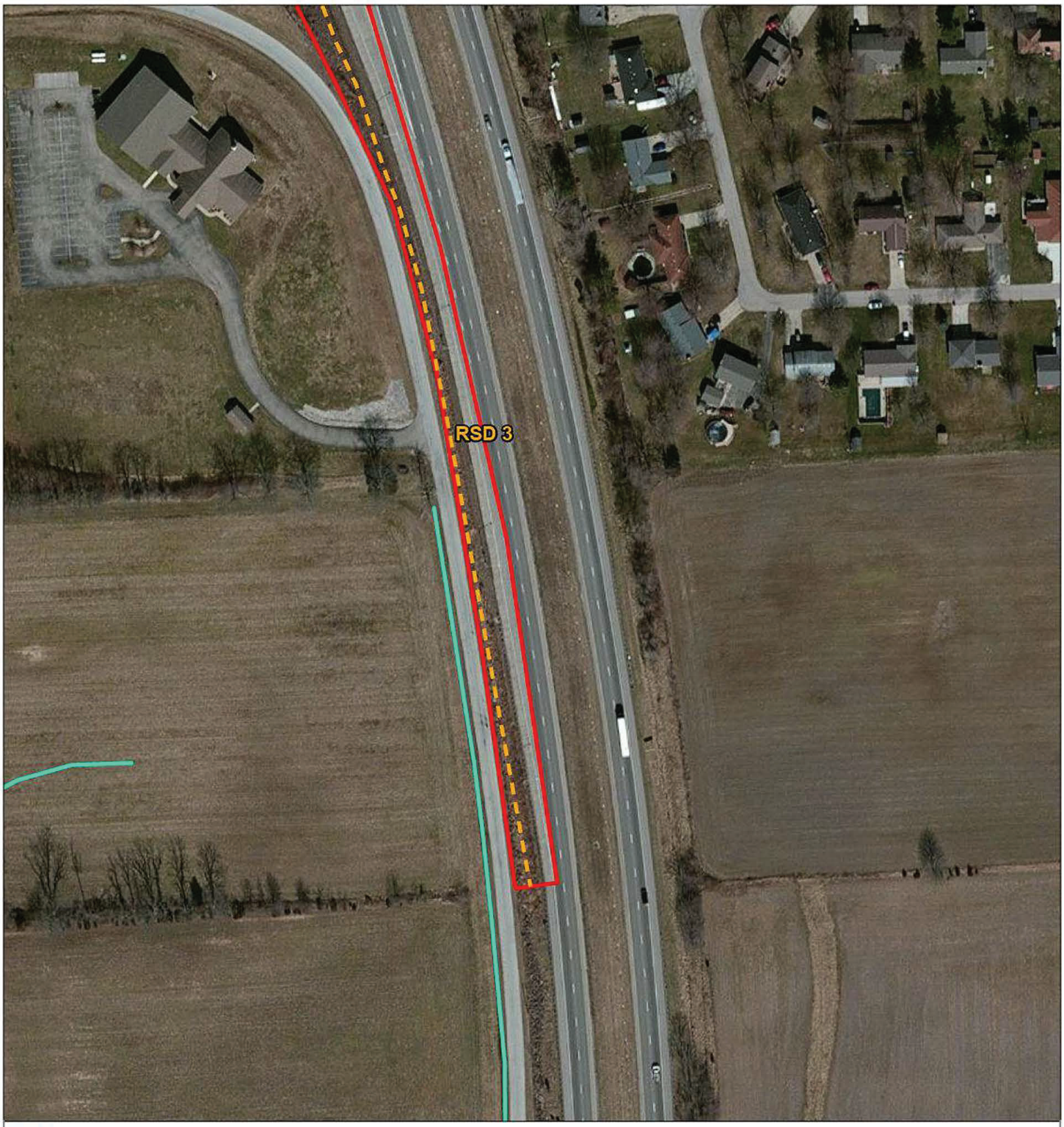

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LRL-2024-101
Approved JD
I-65 Taylorsville NB and SB Rest Areas
Bartholomew County, Indiana
Page 5 of 10
February 27, 2024

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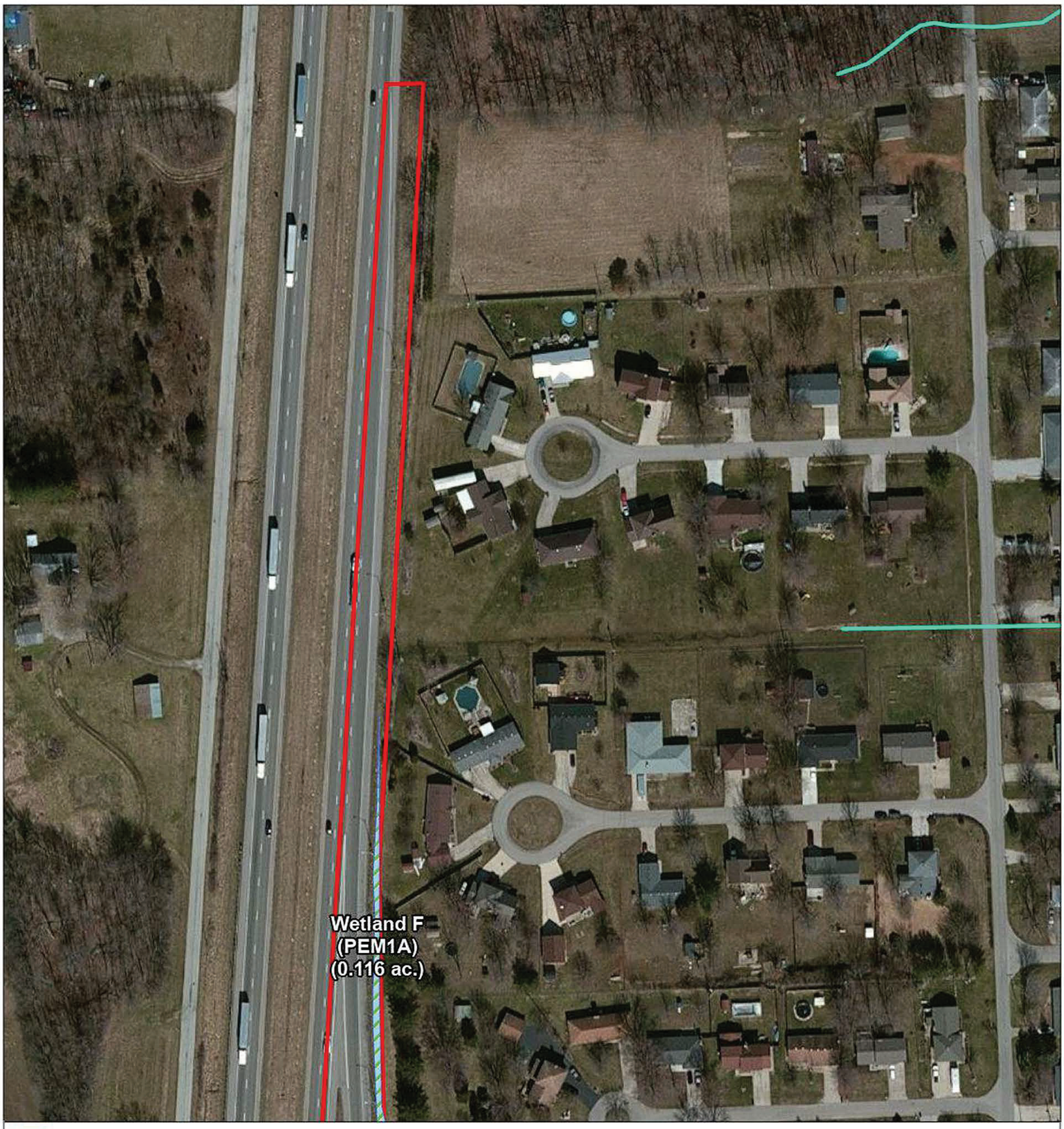

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LRL-2024-101
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I-65 Taylorsville NB and SB Rest Areas
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Page 6 of 10
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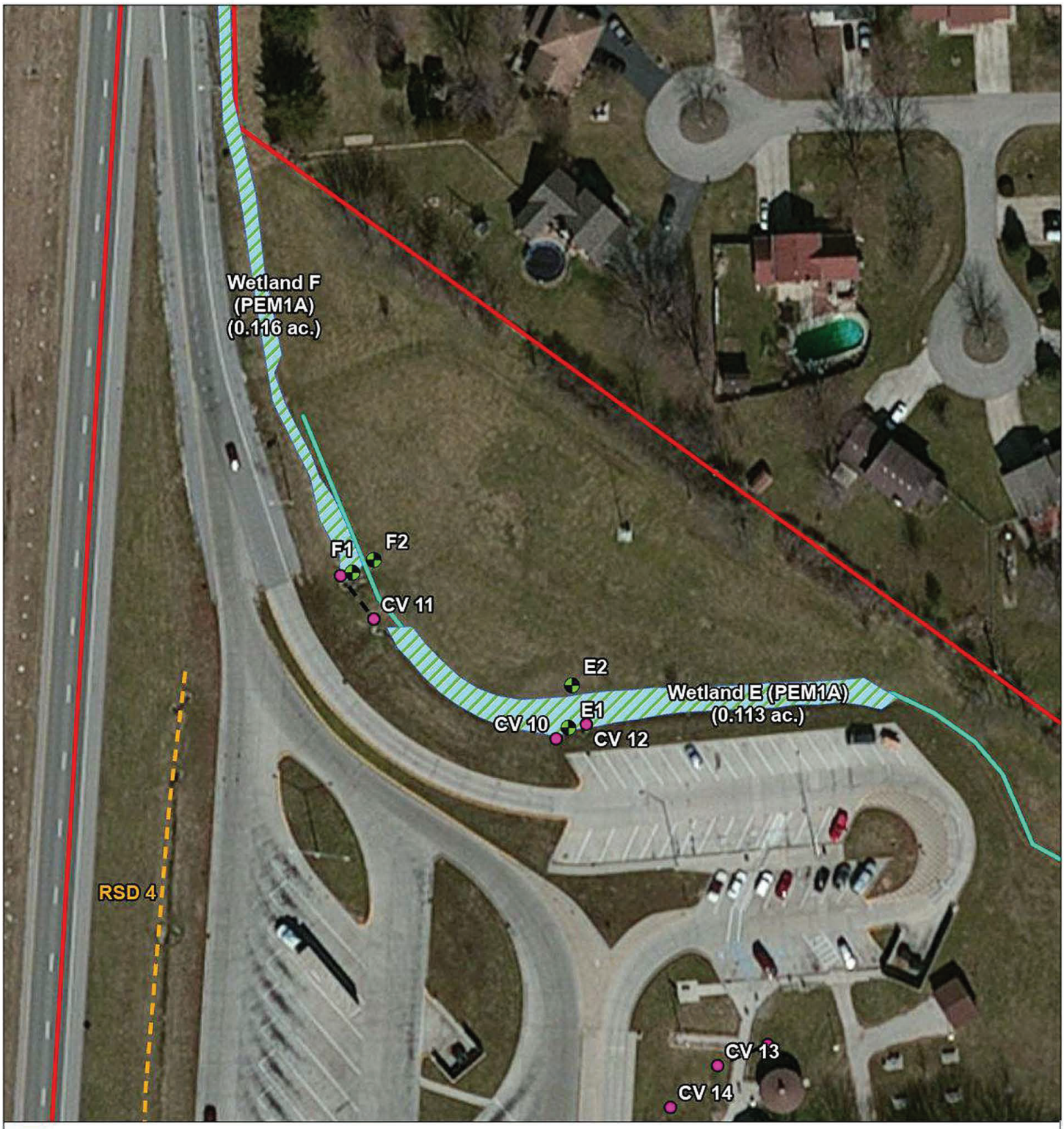

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LRL-2024-101
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Page 7 of 10
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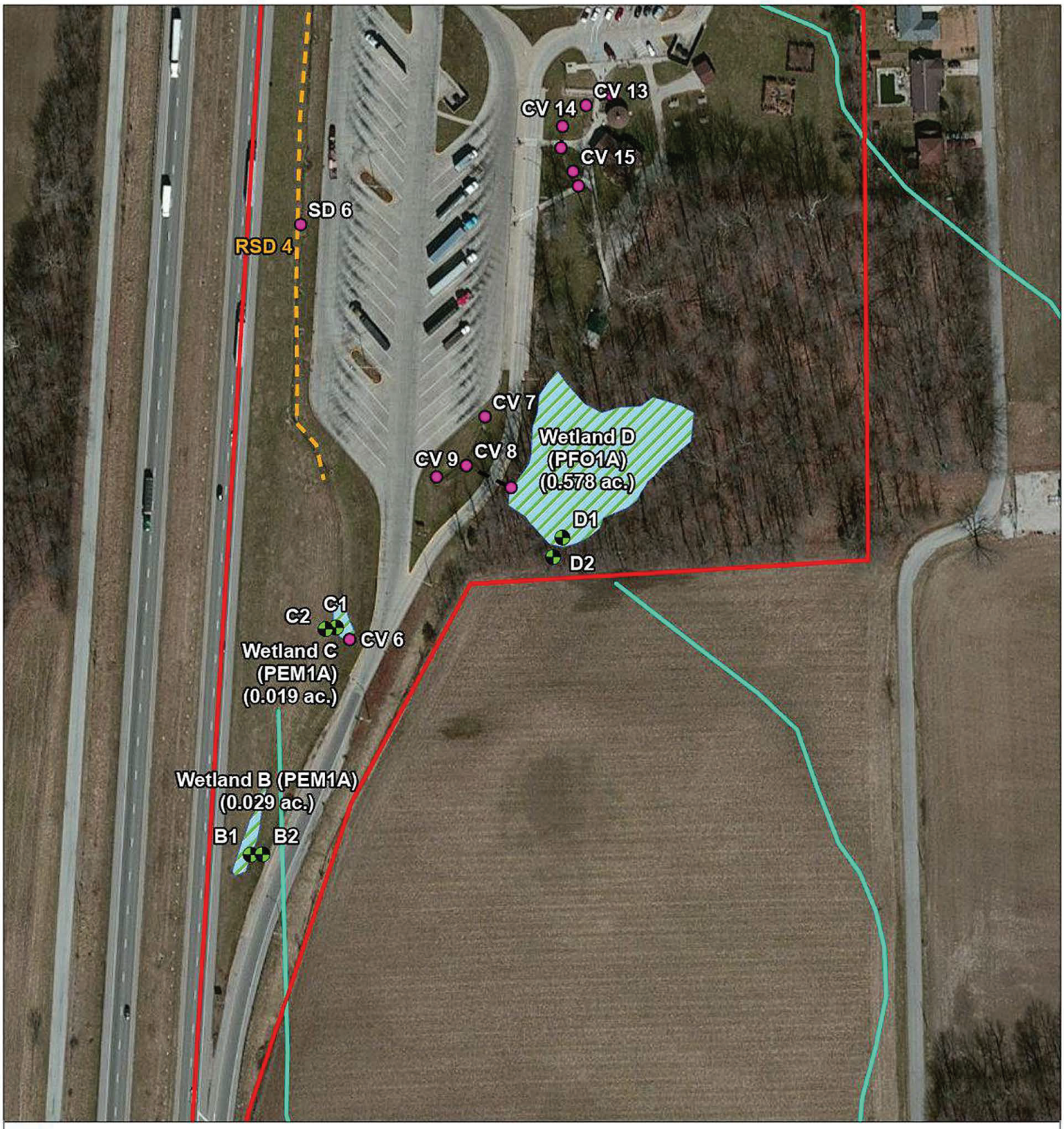

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LRL-2024-101
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Bartholomew County, Indiana
Page 8 of 10
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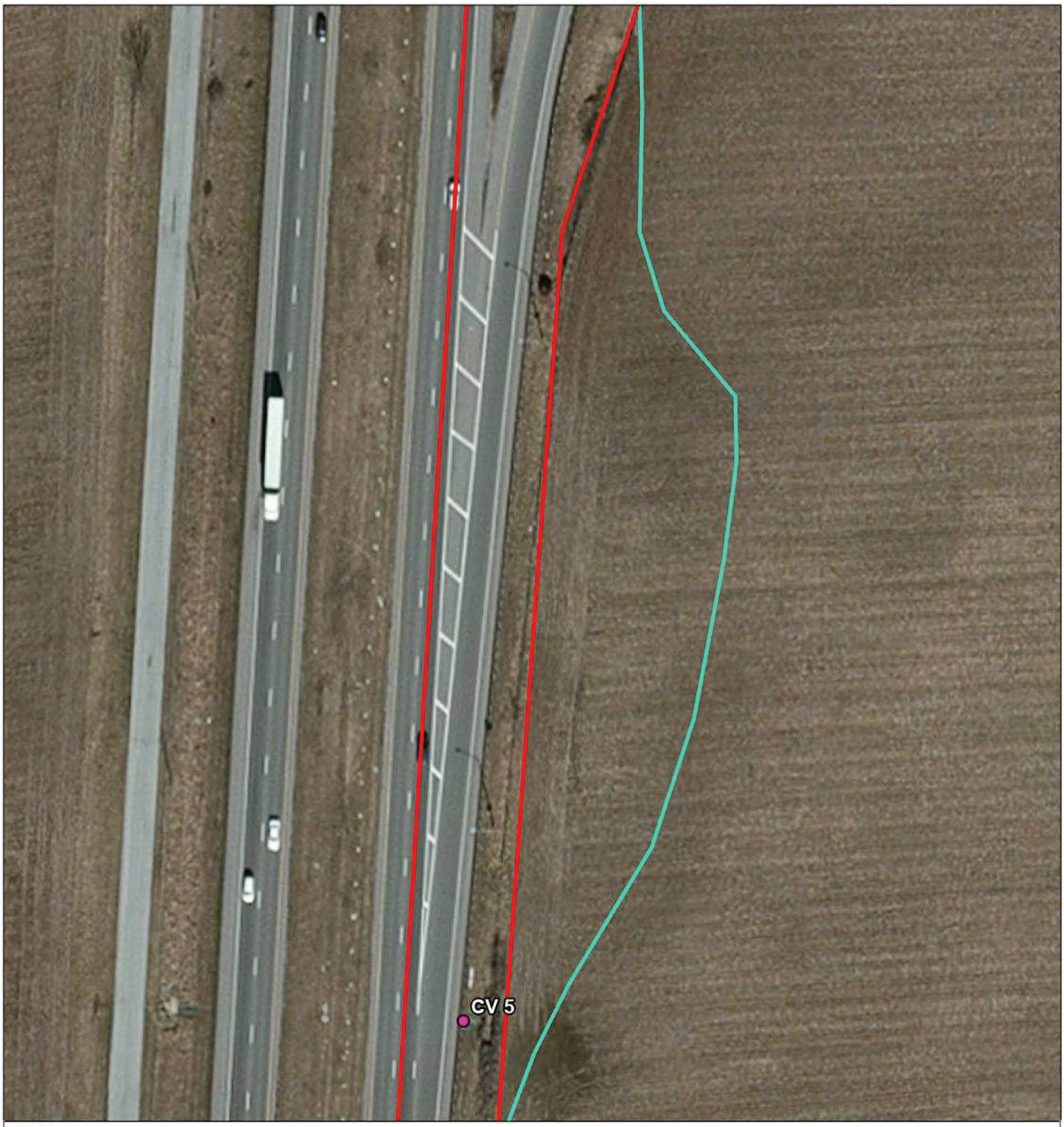

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Bartholomew County, Indiana
Page 9 of 10
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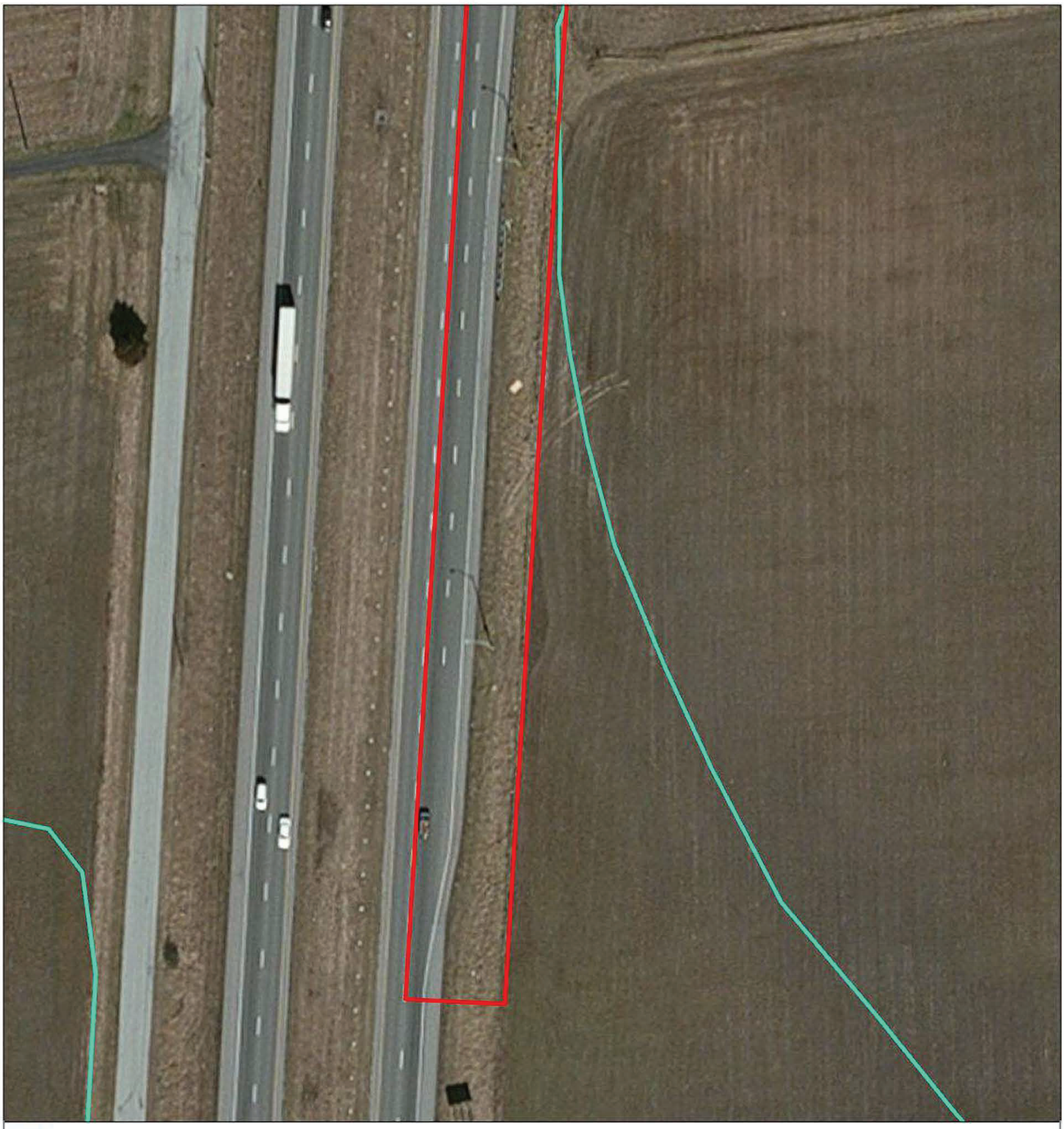

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Feet

METRIC ENVIRONMENTAL

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Indiana Department of Transportation		File Number: LRL-2024-101	Date: 2/27/2024
Attached is:			See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)		A
	PROFFERED PERMIT (Standard Permit or Letter of permission)		B
	PERMIT DENIAL WITHOUT PREJUDICE		C
	PERMIT DENIAL WITH PREJUDICE		D
X	APPROVED JURISDICTIONAL DETERMINATION		E
	PRELIMINARY JURISDICTIONAL DETERMINATION		F

SECTION I

The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/appeals/ or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C. PERMIT DENIAL WITHOUT PREJUDICE: Not appealable
You received a permit denial without prejudice because a required Federal, state, and/or local authorization and/or certification has been denied for activities which also require a Department of the Army permit before final action has been taken on the Army permit application. The permit denial without prejudice is not appealable. There is no prejudice to the right of the applicant to reinstate processing of the Army permit application if subsequent approval is received from the appropriate Federal, state, and/or local agency on a previously denied authorization and/or certification.

D: PERMIT DENIAL WITH PREJUDICE: You may appeal the permit denial
You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information for reconsideration

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety and waive all rights to appeal the approved JD.

- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

- RECONSIDERATION: You may request that the district engineer reconsider the approved JD by submitting new information or data to the district engineer within 60 days of the date of this notice. The district will determine whether the information submitted qualifies as new information or data that justifies reconsideration of the approved JD. A reconsideration request does not initiate the appeal process. You may submit a request for appeal to the division engineer to preserve your appeal rights while the district is determining whether the submitted information qualifies for a reconsideration.

F: PRELIMINARY JURISDICTIONAL DETERMINATION: Not appealable
You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision you may contact:
Deborah Duda Snyder
U.S. Army Corps of Engineers—Louisville District
Indianapolis Regulatory Office
8902 Otis Avenue, S106B
Indianapolis, IN 46216
(317) 448-2251
Email: Deborah.D.Snyder@usace.army.mil

If you have questions regarding the appeal process, or to submit your request for appeal, you may contact:
Katherine A. McCafferty
Regulatory Administrative Appeals Officer
U.S. Army Corps of Engineers,
Great Lakes and Ohio River Division
550 Main Street, Room 10780
Cincinnati, Ohio 45202-3222
Office Phone: 513-684-2699, FAX: 513-684-2460
e-mail: katherine.a.mccafferty@usace.army.mil

SECTION II – REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. Use additional pages as necessary. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:
Email address of appellant and/or agent:	Telephone number:

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT
INDIANAPOLIS REGULTORY OFFICE
8902 OTIS AVENUE, SUITE S106B
INDIANAPOLIS, IN 46216

CELRL-RDN 27 February 2024

MEMORANDUM FOR RECORD

SUBJECT: US Army Corps of Engineers (Corps) Pre-2015 Regulatory Regime Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023) ,[1] LRL-2024-101[2]

BACKGROUND. An Approved Jurisdictional Determination (AJD) is a Corps document stating the presence or absence of waters of the United States on a parcel or a written statement and map identifying the limits of waters of the United States on a parcel. AJDs are clearly designated appealable actions and will include a basis of JD with the document.[3] AJDs are case-specific and are typically made in response to a request. AJDs are valid for a period of five years unless new information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.[4] For the purposes of this AJD, we have relied on section 10 of the Rivers and Harbors Act of 1899 (RHA),[5] the Clean Water Act (CWA) implementing regulations published by the Department of the Army in 1986 and amended in 1993 (references 2.a. and 2.b. respectively), the 2008 *Rapanos-Carabell* guidance (reference 2.c.), and other applicable guidance, relevant case law and longstanding practice, (collectively the pre-2015 regulatory regime), and the *Sackett* decision (reference 2.d.) in evaluating jurisdiction.

This Memorandum for Record (MFR) constitutes the basis of jurisdiction for a Corps AJD as defined in 33 CFR §331.2. The features addressed in this AJD were evaluated consistent with the definition of “waters of the United States” found in the pre-2015 regulatory regime and consistent with the Supreme Court's decision in *Sackett*. This AJD did not rely on the 2023 “Revised Definition of ‘Waters of the United States,’” as amended on 8 September 2023 (Amended 2023 Rule) because, as of the date of this

[1] While the Supreme Court’s decision in *Sackett* had no effect on some categories of waters covered under the CWA, and no effect on any waters covered under RHA, all categories are included in this Memorandum for Record for efficiency.
[2] When documenting aquatic resources within the review area that are jurisdictional under the Clean Water Act (CWA), use an additional MFR and group the aquatic resources on each MFR based on the TNW, interstate water, or territorial seas that they are connected to. Be sure to provide an identifier to indicate when there are multiple MFRs associated with a single AJD request (i.e., number them 1, 2, 3, etc.).
[3] 33 CFR 331.2.
[4] Regulatory Guidance Letter 05-02.
[5] USACE has authority under both Section 9 and Section 10 of the Rivers and Harbors Act of 1899 but for convenience, in this MFR, jurisdiction under RHA will be referred to as Section 10.

decision, the Amended 2023 Rule is not applicable in the state of Indiana due to litigation.

1. SUMMARY OF CONCLUSIONS.

    a. Provide a list of each individual feature within the review area and the jurisdictional status of each one (i.e., identify whether each feature is/is not a water of the United States and/or a navigable water of the United States).

        i. RSDs 1 (149 linear feet), 2 (86 linear feet), 3 (1,252 linear feet), and 4 (688 linear feet) – not a water of the U.S., not a navigable water of the U.S.

        ii. Wetlands A (0.138 acre), B (0.029 acre), C (0.019 acre), E (0.113 acre), and F (0.116 acre) – not a water of the U.S., not a navigable water of the U.S.

        iii. UNT Driftwood River (747 linear feet) – not a water of the U.S., not a navigable water of the U.S

        iv. Wetland D (0.578 acre) – not a water of the U.S., not a navigable water of the U.S.

2. REFERENCES.

    a. Final Rule for Regulatory Programs of the Corps of Engineers, 51 FR 41206 (November 13, 1986).

    b. Clean Water Act Regulatory Programs, 58 FR 45008 (August 25, 1993).

    c. U.S. EPA & U.S. Army Corps of Engineers, Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States & Carabell v. United States* (December 2, 2008)

    d. *Sackett v. EPA*, 598 U.S. _, 143 S. Ct. 1322 (2023)

    e. Joint Coordination Memo for Jurisdictional Determinations Pre-2015 Regulatory Regime (2023)

    f. 2007 Rapanos Approved Jurisdictional Determination Form Instructional Guidebook

3. REVIEW AREA. Taylorsville Northbound and southbound I-65 rest areas in Bartholomew County, Indiana – northbound rest area is approximately 3.2 miles

south of the I-65 and US 31 interchange (latitude: 39.259694, longitude: -85.952675), southbound rest area is approximately 1.8 miles south of the I-65 and US 31 interchange (latitude: 39.276848, longitude -85.956553)

4. NEAREST TRADITIONAL NAVIGABLE WATER (TNW), INTERSTATE WATER, OR THE TERRITORIAL SEAS TO WHICH THE AQUATIC RESOURCE IS CONNECTED. White River[6]

5. FLOWPATH FROM THE SUBJECT AQUATIC RESOURCES TO A TNW, INTERSTATE WATER, OR THE TERRITORIAL SEAS UNT Driftwood River to Driftwood River to East Fork White River to White River

6. SECTION 10 JURISDICTIONAL WATERS[7]: Describe aquatic resources or other features within the review area determined to be jurisdictional in accordance with Section 10 of the Rivers and Harbors Act of 1899. Include the size of each aquatic resource or other feature within the review area and how it was determined to be jurisdictional in accordance with Section 10.[8] N/A

7. SECTION 404 JURISDICTIONAL WATERS: Describe the aquatic resources within the review area that were found to meet the definition of waters of the United States in accordance with the pre-2015 regulatory regime and consistent with the Supreme Court's decision in *Sackett*. List each aquatic resource separately, by name, consistent with the naming convention used in section 1, above. Include a rationale for each aquatic resource, supporting that the aquatic resource meets the relevant category of "waters of the United States" in the pre-2015 regulatory regime. The rationale should also include a written description of, or reference to a map in the administrative record that shows, the lateral limits of jurisdiction for each aquatic resource, including how that limit was determined, and incorporate relevant references used. Include the size of each aquatic resource in acres or linear feet and attach and reference related figures as needed.

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[6] This MFR should not be used to complete a new stand-alone TNW determination. A stand-alone TNW determination for a water that is not subject to Section 9 or 10 of the Rivers and Harbors Act of 1899 (RHA) is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where upstream or downstream limits or lake borders are established.

[7] 33 CFR 329.9(a) A waterbody which was navigable in its natural or improved state, or which was susceptible of reasonable improvement (as discussed in § 329.8(b) of this part) retains its character as "navigable in law" even though it is not presently used for commerce, or is presently incapable of such use because of changed conditions or the presence of obstructions.

[8] This MFR is not to be used to make a report of findings to support a determination that the water is a navigable water of the United States. The district must follow the procedures outlined in 33 CFR part 329.14 to make a determination that water is a navigable water of the United States subject to Section 10 of the RHA.

a. TNWs (a)(1): N/A

b. Interstate Waters (a)(2): N/A

c. Other Waters (a)(3): N/A

d. Impoundments (a)(4): N/A

e. Tributaries (a)(5): N/A

f. The territorial seas (a)(6): N/A

g. Adjacent wetlands (a)(7): N/A

8. NON-JURISDICTIONAL AQUATIC RESOURCES AND FEATURES

a. Describe aquatic resources and other features within the review area identified as "generally non-jurisdictional" in the preamble to the 1986 regulations (referred to as "preamble waters").[9] Include size of the aquatic resource or feature within the review area and describe how it was determined to be non-jurisdictional under the CWA as a preamble water. N/A

b. Describe aquatic resources and features within the review area identified as "generally not jurisdictional" in the *Rapanos* guidance. Include size of the aquatic resource or feature within the review area and describe how it was determined to be non-jurisdictional under the CWA based on the criteria listed in the guidance.

RSDs 1 through 4 are ditches that were excavated in dry land. The ditches identified as Wetlands A, B, C, E, and F are ditches that have developed wetlands within the confines of the ditch excavated in dry land.

Aerial photographs of the two rest areas from 1955 show the area where the ditches are located was wooded and agricultural fields before I-65 was constructed. Additionally, no water features are mapped on the 1948 USGS quadrangle in the location of RSDs 1 through 4, or in the location of Wetlands A, B, C, E, and F.

The photos from the waters report were taken on 10 May 2023. The results of the Antecedent Precipitation Tool (APT) indicate that the photos were taken during

[9] 51 FR 41217, November 13, 1986.

normal conditions in the wet season with a drought index of mild drought. The area had received approximately 0.63 inch from 7 through 9 May 2023. These photos showed little or no water in RSDs 1 through 4 and Wetlands A, B, C, E, and F.

Based on review of the aerial photography and site photos, the ditches do not carry a relatively permanent flow of water. Therefore, RSDs 1 through 4 and Wetlands A, B, C, E, and F are non-tidal drainage ditches excavated on dry land that drain only dry land and are not Waters of the United States.

c. Describe aquatic resources and features identified within the review area as waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA. Include the size of the waste treatment system within the review area and describe how it was determined to be a waste treatment system. N/A

d. Describe aquatic resources and features within the review area determined to be prior converted cropland in accordance with the 1993 regulations (reference 2.b.). Include the size of the aquatic resource or feature within the review area and describe how it was determined to be prior converted cropland. N/A

e. Describe aquatic resources (i.e. lakes and ponds) within the review area, which do not have a nexus to interstate or foreign commerce, and prior to the January 2001 Supreme Court decision in "*SWANCC*," would have been jurisdictional based solely on the "Migratory Bird Rule." Include the size of the aquatic resource or feature, and how it was determined to be an "isolated water" in accordance with *SWANCC*. N/A

f. Describe aquatic resources and features within the review area that were determined to be non-jurisdictional because they do not meet one or more categories of waters of the United States under the pre-2015 regulatory regime consistent with the Supreme Court's decision in *Sackett* (e.g., tributaries that are non-relatively permanent waters; non-tidal wetlands that do not have a continuous surface connection to a jurisdictional water).

UNT Driftwood River flows from southeast to northwest, parallel to the south side and exit ramp of the southbound rest area. The stream originates at the northern end of Wetland A. Downstream of the project area, UNT Driftwood River flows through a culvert under North CR 250 West and through agricultural fields. The Ordinary High Water Mark (OHWM) was measured 4.5 ft. wide and 1.17 ft. deep and the stream's substrate was dominated by silt and sand. The relevant reach

begins at the northern end of Wetland A, flows through the project area, and extends approximately 320 linear feet downstream of the project area.

UNT Driftwood River is not mapped on the USGS 7.5-minute topographic map. This feature is mapped on the National Hydrography Dataset as a canal ditch from its origin to just upstream of the North CR 250 West culvert, where it is mapped as a perennial stream.

The photos of this stream were taken on 10 May 2023. There was very little water in the stream in the photos taken, despite the rainfall of approximately 0.63 inch between 7 and 9 May 2023. These photos were taken during normal conditions in the wet season. A review of aerial photographs and Google Street View determined that UNT Driftwood River downstream of the project area does not have a relatively permanent flow of water.

UNT Driftwood River was determined to be a non-relatively permanent water and is not a water of the U.S.

Wetland D is located in an isolated depression in a wood lot on the southeast side of the northbound rest area. This wetland is located approximately 2,500 linear feet from the nearest potential relatively permanent water. Based on consultant's delineation, and review of 3DEP hillshade, NHD, and aerials, Wetland D does not have a continuous surface connection with any paragraph (a)(1) through (a)(6) water in the 1986 regulations and therefore, is not a water of the U.S.

9. DATA SOURCES. List sources of data/information used in making determination. Include titles and dates of sources used and ensure that information referenced is available in the administrative record.

   a. Office evaluation – 12, 13, and 21 February 2024

   b. Waters of the U.S. Determination Report I-65 Taylorsville NB and SB Rest Areas Rest Area Modernization Bartholomew County, Indiana January 31, 2024

   c. Google Earth Pro – 12, 13, and 21 2024

   d. Historic aerials website – 13 February 2024

   e. 1948 Edinburg 1:24,000 USGS quad – 13 February 2024

   f. Antecedent Precipitation Tool Version 2.0 – 13 February 2024

g. Indiana – Great Lakes and Ohio River Division Regulatory Viewer website – 12 and 13 February 2024

10. OTHER SUPPORTING INFORMATION. N/A

11. NOTE: The structure and format of this MFR were developed in coordination with the EPA and Department of the Army. The MFR's structure and format may be subject to future modification or may be rescinded as needed to implement additional guidance from the agencies; however, the approved jurisdictional determination described herein is a final agency action.

Waters of the State Determination

Burskey, Jacob L

From: Wrin, Graham C
Sent: Wednesday, March 13, 2024 1:20 PM
To: Burskey, Jacob L
Cc: Curry, Jennifer
Subject: Re: Request for Approved Jurisdictional Determination, INDOT Des 2000505, Taylorsville Rest Area Modernization Project

Hello Jacob,

Wetlands A,B,C,E and F are all class II wetlands under three-eighths (3/8) acre, therefore these wetlands are available for exemption under IC 13-11-2-74.5(6). Note the exemption only applies to 60% of the total wetland acres available for this exemption. You may select any combination of these wetlands for exemption as long as the total area does not exceed 0.249 acres.

Wetland D is a Class III forested wetland and is regulated under IC 13-18-22.

Let me know if you have any questions.

Thanks,

Graham Wrin, Wetland Project Manager
Wetlands Section, Office of Water Quality
100 North Senate Avenue, Room 1255
Indianapolis Indiana 46204
Phone: (317) 605-4105
Fax: (317) 234-4145
GCWrin@idem.IN.gov

Section 401 Water Quality Certification and Isolated Wetlands Program: http://www.in.gov/idem/wetlands
Stormwater Program: http://www.in.gov/idem/stormwater
Indiana Stormwater Quality Manual: http://www.in.gov/idem/stormwater/2363.htm

Indiana Department of Environmental Management

IDEM values your feedback.

APPENDIX G:
Public Involvement

April 17, 2023

Notice of Survey

RE: I-65 NB and SB Taylorsville Rest Area, Des. No. 2000505 in Bartholomew County

Dear Property Owner,

Certified Engineering, Inc. and Metric Environmental have been selected by INDOT for field & environmental survey of the above referenced project. Our information indicates that you own property near the above proposed project. Certified Engineering, Inc. will be performing a survey of the project area in the near future. Metric Environmental will be performing archeological and environmental survey. It may be necessary for representatives from Certified Engineering, Inc. and Metric Environmental to enter your property to complete this work. This is permitted by law per Indiana Code (IC) 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

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

The survey is needed for this project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey.

If any problems do occur, please contact Jason Hesler of Certified Engineering, Inc. at (317) 546-1599 or at 3939 Millersville Road, Indianapolis, Indiana 46205. Thank you in advance for your cooperation.

Sincerely,

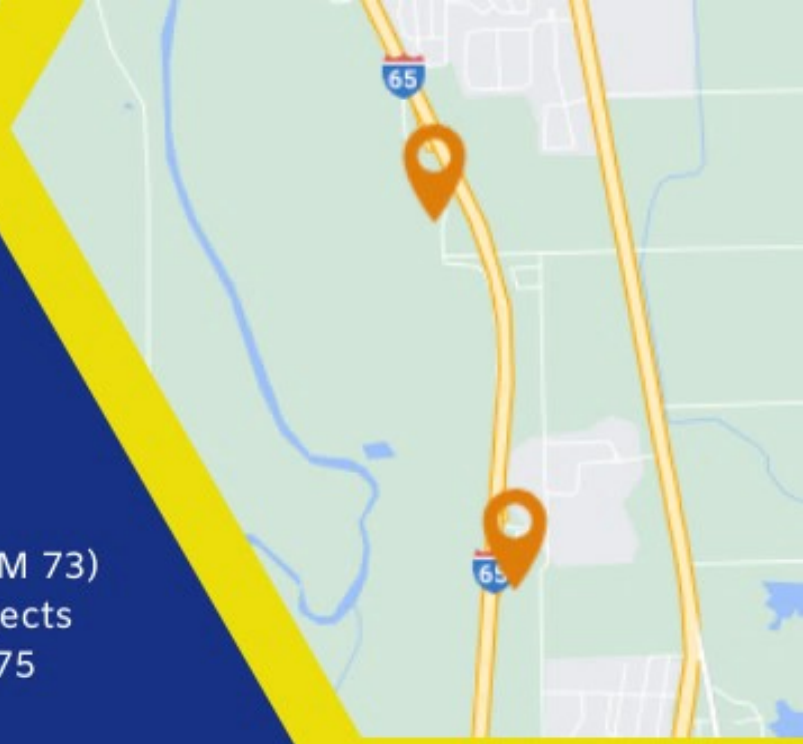
Certified Engineering, Inc.

Jason R. Hesler, PE, PLS

INDOT Social Media Post; x x, 2024

TRUCK PARKING CONVERSION

Taylorsville Rest Areas - Bartholomew Co.



Truck parking conversion projects are scheduled at the I-65 north (MM 73) and southbound (MM 71) Taylorsville Rest Areas in FY 2025. The projects will convert the existing facilities to truck parking, adding more than 75 additional truck parking spaces.

Project Facts:

- ☑ Anticipated construction start: Spring 2025
- ☑ Proposed northbound truck spaces: 82 spaces
- ☑ Proposed southbound truck spaces: 75 spaces
- ☑ Existing rest area facilities will be removed
- ☑ Two trucker restroom facilities with 7 individual restrooms will be built (one NB, one SB)

Learn more: bit.ly/INDOTRestAreas

APPENDIX H:
Air Quality

U.S. Department of Transportation
Federal Highway Administration

Indiana Division

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204
317-226-7475
317-226-7341

June 6, 2024

In Reply Refer To:
HDA-IN

Ms. Lyndsay Quist
Deputy Commissioner Capital Program Management
Indiana Department of Transportation (INDOT)
100 North Senate Avenue
Indianapolis, IN 46204

Dear Ms. Quist:

We have completed our review of the INDOT's STIP Amendment 24-MPO-19 to the FY 2024-2028 Indiana Statewide Transportation Improvement Program (STIP) dated May 24, 2024. This amendment is for the inclusion of the following documents by reference:

- Northwestern Indiana Regional Planning Commission (NIRPC)
  https://www.in.gov/indot/files/STIP_A24-MPO-19-NIRPC_TIP.pdf

INDOT and NIRPC have re-demonstrated fiscal constraint, air quality conformity, and provided opportunity for public comment and involvement, where applicable, regarding the documents identified above. The Federal Highway Administration (FHWA) considers this amendment to be in substantial compliance with the applicable requirements as sufficient to support a consistency finding for the STIP.

FHWA and the Federal Transit Administration (FTA) take formal action, through the development of the Federal Planning Finding (FPF), to evaluate and ensure that the STIP and MPO TIPs are developed according to statewide and metropolitan planning processes consistent with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303 and 5304, as well as 23 CFR part 450, 500, and 49 CFR part 613. FHWA and FTA are required under 23 CFR 450.220 (b) to document and issue an FPF in conjunction with the approval of the STIP, or amended STIP. Based on the recently conducted FPF (dated August 31, 2023), FHWA and FTA find that the amended Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and is approving the amended STIP (as recorded in STIP Amendment 24-MPO-19) subject to the corrective actions outlined in the FPF. FHWA and FTA will continue to partner with the INDOT to ensure the previously developed action plan is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2024-2028 STIP, or adoption of the FY2026-2030 STIP, may not be approved by USDOT.

FHWA only recognizes years 2024-2027 in the STIP. Any projects and/or phases of projects added in years outside of 2024-2027 are considered illustrative, and thus ineligible for federal funding at this time.

Should you have any questions regarding this approval please contact Erica Tait at 317-226-7481 or e-mail at erica.tait@dot.gov.

Sincerely,

For: Jermaine R. Hannon
Division Administrator

Enclosure

cc: Michael McNeil, INDOT
April Leckie, INDOT
La'Kesha Stewart, FHWA
Paige Story, FHWA

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

May 24, 2024

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Dear Mr. Hannon:

The Indiana Department of Transportation requests the projects listed in STIP Amendment 24-MPO-19 to be incorporated into the 2024-2028 Statewide Transportation Improvement Program (STIP). Any projects and/or phases of projects added in years outside of 2024-2028 are considered illustrative, and thus ineligible for federal funding at this time.

We have determined that the proposed amendment are: 1) consistent with the statewide transportation plan; and 2) the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

NIRPC TIP
https://www.in.gov/indot/files/STIP_A24-MPO-19-NIRPC_TIP.pdf
The total dollar amount differences for this amendment are FY 24 $(133,104,354)
FY 25 $(182,052,401)
FY 26 $ 108,789,299
FY 27 $ 80,788,844

We request your review and approval of the subject amendment. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at (317) 232-0223 or at mmcneil@indot.in.gov.

Sincerely,

Michael McNeil
for

April Leckie, Planning Manager
Intermediate Range Planning Division

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

May 21, 2024

Mr. Ty Warner, Executive Director
Northwestern Indiana Regional Planning Commission
6100 Southport Road
Portage, IN 46368

Fiscal Year 2024-2028 Transportation Improvement Program (TIP) Reaffirmed Approval

Dear Mr. Warner:

The Indiana Department of Transportation (INDOT) has completed its review of the FY2024 – 2028 Transportation Improvement Program for the Northwestern Indiana Regional Planning Commission (NIRPC). State and locally initiated transportation projects were reviewed for accuracy and compliance under The Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58.

It is my pleasure to inform you that on behalf of Governor Eric Holcomb, I have approved your FY 2024-2028 Transportation Improvement Program. This document will serve as support for local and INDOT projects in your area that fall within the FY 2024-2028 timeline and will be included by reference in the FY 2024-2028 Indiana Statewide Transportation Improvement Program (STIP).

If you should have any questions, please feel free to contact Roy Nunnally at 317-234-1692.

Sincerely,

Michael Smith, Commissioner
Indiana Department of Transportation

cc: Lyndsay Quist
Louis Feagans
Roy Nunnally
Erica Tait
Matthew Deitchley
Marcia Blansett
Julie Ritzer
File

CAMPO 2024-2028 Transportation Improvement Program - Project List
May 8, 2023

Contract Number	DES#	Route	Planning Area	Urban Area	Sponsor	Work Type	Location	County	District	Funding Category	Phase	Federal Funding Amount	Match Amount	2024	2025	2026	2027	2028 (Illustrative)	Total est. cost yet to complete	Total est. project cost	PM supported
N/A	TBD	Transit	CAMPO	Columbus	Columbus	Transit	Columbus Transit Operating	Bartholomew	Seymour	5307	PE	$1,351,564	$1,351,564	$2,703,128					$2,703,128	$2,703,128	Transit
N/A	TBD	Transit	CAMPO	Columbus	Columbus	Transit	Columbus Transit Operating	Bartholomew	Seymour	5307	PE	$1,351,564	$1,351,564		$2,703,128				$2,703,128	$2,703,128	Transit
N/A	TBD	Transit	CAMPO	Columbus	Columbus	Transit	Columbus Transit Operating	Bartholomew	Seymour	5307	PE	$1,351,564	$1,351,564			$2,703,128			$2,703,128	$2,703,128	Transit
N/A	TBD	Transit	CAMPO	Columbus	Columbus	Transit	Columbus Transit Operating	Bartholomew	Seymour	5307	PE	$1,351,564	$1,351,564				$2,703,128		$2,703,128	$2,703,128	Transit
N/A	TBD	Transit	CAMPO	Columbus	Columbus	Transit	Columbus Transit Operating	Bartholomew	Seymour	5307	PE	$1,351,564	$1,351,564					$2,703,128	$2,703,128	$2,703,128	Transit
N/A	TBD	Transit	CAMPO	Columbus	Just Friends	Van Purchase	Mill Race Center	Bartholomew	Seymour	5310	N/A	$60,000	$15,000	$75,000					$2,703,128	$2,703,128	Transit
	TBD	Transit	CAMPO	Columbus	Columbus	Flex Funds to Transit	Columbus	Bartholomew	Seymour	STBG	N/A	$2,104,290	$526,073	$2,630,363					$2,630,363	$2,630,363	Transit
44463	2200610	I 65	CAMPO	Columbus	Indiana Department of Transportation	Small Structure Pipe Lining	over Unnamed Ditch, 2.70 miles N of SR 46	Bartholomew	Seymour	NHPP	PE	$157,500	$17,500	$175,000					$175,000	$175,000	Bridge Condition
	2000505	I 65	CAMPO	Columbus	Indiana Department of Transportation	Rest Area Modernization	Taylorsville Truck Parking Conversion	Bartholomew	Seymour	NHPP	CN	$14,823,000	$1,647,000		$16,470,000				$16,470,000	$17,952,816	Reliability and Freight Reliability
44412	2200881	I 65	CAMPO	Columbus	Indiana Department of Transportation	Substructure Repair And Rehabilitation	Over Driftwood River, 0.32 miles N of SR 46	Bartholomew	Seymour	NHPP	CN	$432,000	$48,000	$480,000					$480,000	$480,000	Bridge Condition
	2200610	I 65	CAMPO	Columbus	Indiana Department of Transportation	Small Structure Pipe Lining	over Unnamed Ditch, 2.70 miles N of SR 46	Bartholomew	Seymour	NHPP	CN	$407,700	$45,300				$453,000		$453,000	$453,000	Bridge Condition
	2200881	I65	CAMPO	Columbus	Indiana Department of Transportation	Substucture Repair and Rehabiltation	Over Driftwood River, 0.32 miles N of SR 46	Bartholomew	Seymour	NHPP	CN	$162,000	$18,000	$180,000					$180,000	$180,000	Bridge Condition
	2200882	I65	CAMPO	Bartholomew	Indiana Department of Transportation	Substructure Repair And Rehabilitation	Over Driftwood River, 0.32 miles N of SR 46	Bartholomew	Seymour	NHPP	CN	$162,000	$18,000	$180,000					$180,000	$180,000	Bridge Condition
44279	2200197	US 31	CAMPO	Columbus	Indiana Department of Transportation	Intersect. Improv. W/ Added Turn Lanes	The intersection of US 31 and Co Rd. 800 N, approximately 1 mile north of I-65	Bartholomew	Seymour	NHPP	CN	$895,200	$223,800	$1,119,000					$1,119,000	$1,119,000	Safety
43167	2001780	US 31	CAMPO	Columbus	Indiana Department of Transportation	Drainage Ditch Correction	US 31 from US 50 to I-65	Bartholomew	Seymour	STBG	CN	$844,800	$211,200	$1,056,000					$1,056,000	$1,056,000	Drainage Ditch
42854	2000291	US 31	CAMPO	Columbus	Indiana Department of Transportation	Bridge Deck Overlay	NB over Conrail, Indpls & Ser Rd, 04.75 S I-65	Bartholomew	Seymour	STBG	CN	$3,128,000	$782,000	$3,910,000					$3,910,000	$3,910,000	Bridge Condition

APPENDIX I:
Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800269	1800269	Bartholomew	Clifty Park / Amberly Park
1800398	1800398	Bartholomew	Harrison Ridge Park & Tipton Lakes
1800399	1800399	Bartholomew	Anderson Falls Park
1800412	1800412	Bartholomew	Harrison Ridge Park & Tipton Lakes **Duplicate**
1800518	1800518	Bartholomew	McCulloughs Run Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N725
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Michael Smith, Commissioner

Indiana Department of Transportation

Facilities Management Division

Rest Area and Truck Parking Plan Excerpt

REVISED

11/21/23

Pages not pertaining to the Taylorsville Rest Area have been omitted from this document.

Introduction and Objective

The Indiana Department of Transportation currently operates 26 rest area and welcome center properties across the state. The goal of these facilities is to serve the traveling public by providing opportunities for travel breaks on the interstate system. With safety as a primary consideration, this plan establishes layout guidelines as well as recommendations for the future of the Indiana Department of Transportation Rest Area and Welcome Center Portfolio.

INDOT's current 26 properties are an average of 28 years old. As these facilities age it is important to develop a comprehensive plan for future investment. Among other considerations, there were five major criteria considered in the development of this plan:

1. Distance between INDOT owned Rest Areas/Welcome Centers
2. Location of private sector travel break opportunities
3. Number of truck parking spaces available
4. Overall usage and truck parking capacity rates
5. Priority of Welcome Center Facilities

The overall objective of this plan is to use the criteria listed above to determine the need for future capital investments. As seen in the coming pages, it is proposed that INDOT reconfigure many rest area and welcome center properties across the state. This investment will provide the opportunity to increase the total number of INDOT's truck parking spaces by 1,211. This will be achieved through complete property reconstruction and new construction. The plan calls for construction of ten new welcome centers, the addition of two new rest areas on I69 in southern Indiana, seven rest area transitions to truck parking only facilities, and four complete rest area property closures.

Through this plan INDOT will transform the welcome center properties into destinations that will welcome the travelling public to Indiana. These new welcome centers will provide Indiana historical and regional highlights, pet amenities, and an opportunity for light recreation and play.

In addition, the new facilities will reduce annual maintenance and repair costs by replacing the aging infrastructure with new, modern, efficient and in many cases sustainable infrastructure. Full-time property management will ensure these properties remain in excellent condition moving forward.

Separate from this plan are the rest areas and travel plazas located along the Indiana Toll Road. These properties are managed separately by a different organization and adhere to different requirements. Future planning for these properties is outside the scope of this document.

Distance between INDOT Facilities and Location of Private Sector Travel Break Opportunities

Past recommendations from the Federal Highway Administration have indicated that rest area properties should be spaced within an hour's drive of each other. As development has increased since the construction of many of Indiana's rest areas, the frequency of locations requires reconsideration. Like other state DOTs, for this plan, INDOT has adapted a general guideline extending the distance between these properties. As shown in this plan, most of the travel break opportunities are in the form of INDOT Rest Areas and Welcome Centers, however, in some cases there is a clear opportunity for the private sector to serve the traveling public for these breaks. *See Exhibit A-H.*

With the noted exceptions mentioned in the below plan, INDOT has utilized a standard of approximately 100 miles between travel break opportunities.

Number of Truck Parking Spaces Available

This plan provides a significant focus on truck parking availability. Ensuring the trucking industry has ample locations for their mandated rest breaks is a critical safety component of Indiana's Rest Area and Welcome Center network.

This plan considers current truck parking availability at INDOT facilities and attempts to set a standard of how many spaces should be considered when constructing or reconfiguring locations. Looking at other state DOT's standards and INDOT's current facilities this plan calls for the following:

- New rest area locations should seek to provide no less than 75 truck parking spaces.
- New welcome center locations should seek to provide between 47-150 truck parking spaces based on demand and current capacity rates.
- New truck parking only locations should seek to provide no less than 75 truck parking spaces.

In determining these recommended amounts each property was reviewed for current occupancy rates during peak truck parking hours as well as the proximate to other private sector truck parking opportunities. Capacity rates provide an indicator for adequate lot size necessary to meet demand.

Overall Usage and Truck Parking Capacity Rates

When considering the needs of the traveling public, INDOT reviewed the Average Annual Daily Traffic counts for the various locations and compared them with the location considerations mentioned above. These counts were weighed when recommending the reorganization of properties.

Indiana Rest Area and Welcome Center AADT					
Rest Area	**RA Ramp AADT 2021**	**RA Ramp AADT 5 Yr. Average**	**Rest Area`**	**RA Ramp AADT 2021**	**RA Ramp AADT 5 Yr. Average**
Greenfield EB (I-70, MM 107)	1536	1374	Wolcott SB (I-65, MM 195)	926	967
Michigan City WC WB (I-94, MM 43)	1505	1211	Plainfield EB (I-70, MM 64)	905	931
Lebanon NB (I-65, MM 148)	1496	1357	Kankakee WC SB (I-65, MM 231)	899	963
Centerville WC (I-70, MM 143)	1472	1247	Batesville WC (I-74, MM 151)	839	916
Henryville SB (I-65, MM 22)	1417	1273	Auburn NB (I-69, MM 325)	780	756
Henryville WC NB (I-65, MM 22)	1402	1157	Kankakee NB (I-65, MM 231)	759	705
Pipe Creek NB (I-69, MM 251)	1324	1147	Clear Creek WC EB (I-70, MM 2)	749	692
Lebanon SB (I-76, MM 148)	1313	1323	Spring Creek WC EB (I-74, MM 1)	658	691
Taylorsville NB (I-65, MM 72)	1298	1150	Nancy Hanks WB (I-64, MM 59)	600	623
Greenfield WB (I-70, MM 107)	1189	1118	Black River WC EB (I-64, MM7)	507	461
Pipe Creek SB (I-69, MM 251)	1186	1202	Lizton EB (I-74, MM 57)	506	481
Taylorsville SB (I-65, MM 74)	1124	1077	Nancy Hanks EB (I-64, MM 59)	490	565
Wolcott NB (I-65, MM 195)	1069	1024	Pigeon Creek WC SB (I-69, MM345)	472	643
Plainfield WB (I-70, MM 64)	950	945	Lizton WB (I-74, MM 57)	461	570

In addition, INDOT is in the process of rolling out a Truck Parking Information Management System (TPIMS). When fully operational, it will allow for the collection of real-time truck parking occupancy rates for several rest areas and welcome centers across the state. The system is still in the beginning phases of the roll-out, however, for this plan, we have utilized visual count data that has been collected for validation of the system. Below are early numbers of truck parking space fill rates for the peak weekday overnight hours between 10 pm and 7:59 am.

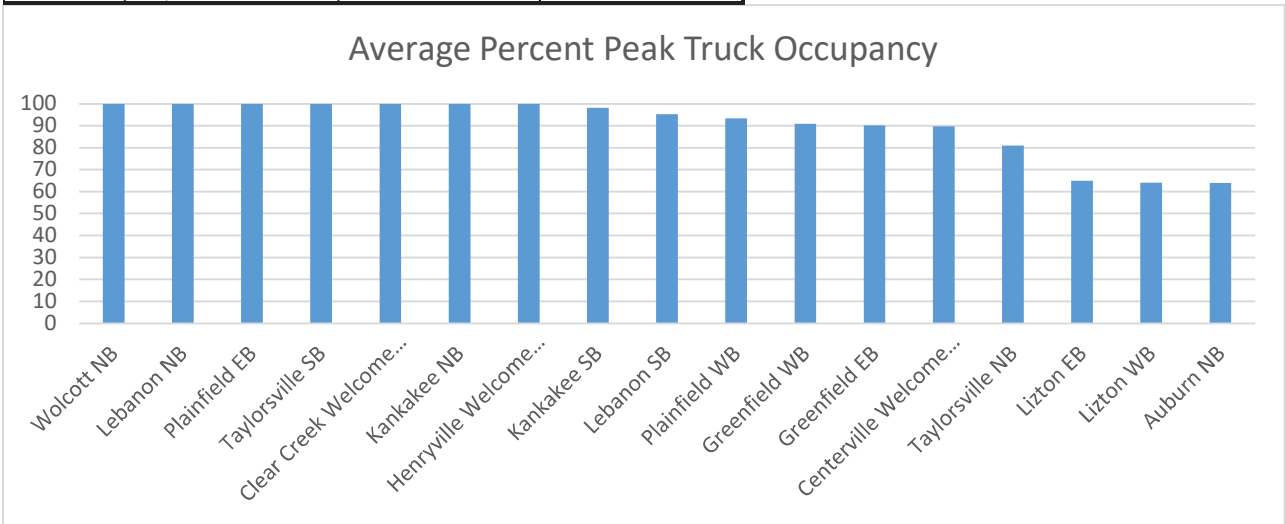
Counts were collected during these peak hours and averaged to determine estimated fill occupancy. Excluding daytime hours when truck lots are less full allows us to obtain a clearer understanding of the average rate at which a rest area is at capacity during high demand.

INDOT plans to continue to conduct visual truck parking count inspections. More locations will be added to the system as it is developed.

Average Peak Truck Occupancy (Between 10pm and 7:59am)	
Rest Area	**Average Percent at Capacity During Peak Hours**
Wolcott NB (I-65, Mile Marker 195)	100
Lebanon NB (I-65, Mile Marker 148)	100
Plainfield EB (I-70, Mile Marker 64)	100
Taylorsville SB (I-65, Mile Marker 74)	100
Clear Creek Welcome Center (I-70, Mile Marker 2)	100
Kankakee NB (I-65, Mile Marker 231)	100
Henryville Welcome Center (I-65, Mile Marker 22)	100
Kankakee SB (I-65, Mile Marker 231)	98
Lebanon SB (I-65, Mile Marker 148)	95
Plainfield WB (I-70, Mile Marker 64)	93
Greenfield WB (I-70, Mile Marker 107)	91
Greenfield EB (I-70, Mile Marker 107)	90
Centerville Welcome Center (I-70, Mile Marker 143)	90
Taylorsville NB (I-65, Mile Marker 72)	81
Lizton EB (I-74, Mile Marker 57)	65
Lizton WB (I-74, Mile Marker 57)	64
Auburn NB (I-69, Mile Marker 325)	64

It's important to keep in mind these are preliminary numbers based on several visual accounts. When the TPIMS system is fully functional it will provide actual counts with much greater frequency than these visual counts.

Included in the budget estimates for the projects proposed within this document are funds to continue the roll out of the TPIMS. It is the goal to further develop the network of TPIMS locations. If a property does not have the system currently it will once it has been reconstructed. If a property already has the system, it will be reinstalled.



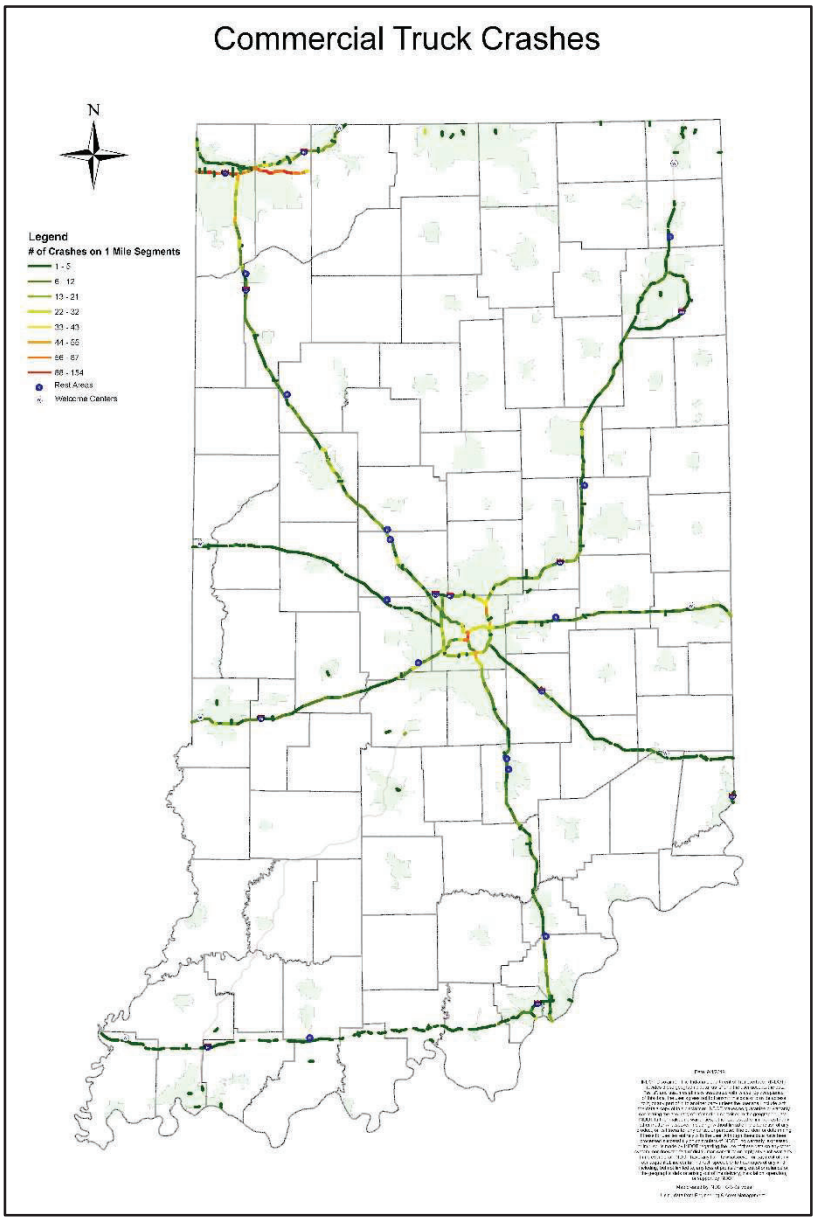
Welcome Center Priority

In recent years, INDOT has strategically chosen to focus on the reconstruction and investment of Welcome Center Properties. These are seen as gateways to Indiana for the traveling public and provide an opportunity to make a positive first impression to visitors. INDOT's new standard of Welcome Center seeks to provide design elements that match the region in which it is located. It is expected that these buildings and properties will be larger and provide a higher standard of design features.

The recommendations provided in this document confirm that a priority on these locations for reinvestment is warranted.

Safety

In addition to the five criteria mentioned above, special focus was given to the safety function of these properties. A large component of this is parking access for the trucking industry. It is the goal of this plan to supplement private sector truck parking opportunities with public sector facilities where demand is needed.



As shown in the map to the right, the volume of commercial truck crashes is greatest in northwest Indiana and around the Indianapolis Metropolitan Area. Data used to populate this heat map was compiled from July 1, 2016, to June 30, 2019, and represents all commercial truck crashes reported for this period.

Proposed in this plan are truck-parking-only facilities, a new type of property for the INDOT Rest Area and Welcome Center Portfolio. It is recommended that nine existing rest area properties be transitioned to these truck-only locations. Most of these transitions will take place

expand and reconfigure the site. The site will increase its available truck parking spaces from 56 to approximately 150, resulting in an increase of 94 spaces.

Additionally, due to high demand, the truck parking was increased at the Northbound and Southbound Lebanon Rest Area as well as the Kankakee Northbound Rest Area. Future reconfiguration will expand the truck parking spaces to 75 at all three. To reduce the need for property acquisition, these locations will be transitioned into truck-parking-only facilities. Current truck occupancy rates show these properties at or near capacity during peak hours.

Switching these locations into truck-parking-only facilities can only be possible if there are sufficient private sector travel break opportunities readily available in the nearby area. As seen in *Exhibit A* and *Exhibit B*, there is more than enough availability for the general traveling public to take breaks surrounding the Lebanon Rest Areas and Kankakee Northbound Rest Area.

Total I-65 Northern Corridor Net Truck Parking Count Recommendation: Northbound Net 61 space increase; Southbound Net 135 space increase

I-65, Southern Corridor

INDOT operates 4 rest area properties on the southern I-65 corridor, running approximately 106 miles from the Kentucky/Indiana Stateline to Indianapolis. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Northbound – Total of 95 Truck Spaces
    - Taylorsville Northbound, mile marker 72 – 37 truck spaces
    - Henryville Northbound, mile marker 22 – 62 truck spaces
- Southbound – Total of 102 Truck Spaces
    - Taylorsville Southbound, mile marker 74 – 44 truck spaces
    - Henryville Southbound, mile marker 22 – 62 truck spaces

Recommendations:

It is recommended that Henryville Northbound Rest Area be reconstructed and transitioned into a Welcome Center with 138 truck parking spaces. The midrange of the truck parking standard for welcome centers was selected because of the proximity to private sector truck parking facilities just 6 miles south and 12 miles north. See attached *Exhibit C*.

Additionally, to accommodate truck parking needs and because there are so many available private sector travel break opportunities for the public in the area, it is recommended that the Henryville Southbound Rest Area be converted into a truck-parking-only facility. In addition, Taylorsville Rest Area Northbound and Southbound be converted into truck-parking-only facilities. Non-commercial travelers have the opportunity for rest breaks at a wide variety of private sector facilities at Taylorsville (mile marker 76) and Columbus (mile marker 68) as shown in *Exhibit D*.

It is recommended that truck parking be maintained at 63 spaces at Henryville Southbound and be increased by 31 spaces at Taylorsville Southbound and by 38 spaces at Taylorsville Northbound.

Total I-65 Southern Corridor Net Truck Parking Count Recommendation: Northbound Net 114 space increase; Southbound Net 32 space increase

I-70, Eastern Corridor

INDOT operates 3 rest area properties on the eastern I-70 corridor, running approximately 66 miles from Indianapolis to the Ohio/Indiana Stateline. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 255 Truck Spaces
    - Centerville Welcome Center Westbound, mile marker 143 – 156 truck spaces
    - Greenfield Westbound, mile marker 107 – 99 truck spaces
- Eastbound – Total of 194 Truck Spaces
    - Greenfield Eastbound, mile marker 107 – 194 truck spaces

Recommendations:

The current Centerville Welcome Center does not reflect INDOT's need to create a destination for the traveling public. Complete reconstruction of the Centerville Welcome Center is necessary. This reconstruction will include opportunities for recreation, play, pet amenities, and to provide educational opportunities to highlight regional historical influences. Both Greenfield Rest Areas were constructed in 1999. The Centerville Welcome Center was constructed in 2010. Given the spacing between these properties, private sector development, peak occupancy rates of these locations (approximately 90% average peak occupancy rate) and the reconstruction of the Centerville Welcome Center, these locations are well-positioned to service the need of the traveling public.

Total I-70 Eastern Corridor Net Truck Parking Count Recommendation: Net 6 space decrease

I-70, Western Corridor

INDOT operates 3 rest area properties on the western I-70 corridor, running approximately 73 miles from the Illinois/Indiana Stateline to Indianapolis. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 30 Truck Spaces
    - Plainfield Westbound, mile marker 64 –30 truck spaces
- Eastbound – Total of 78 Truck Spaces
    - Plainfield Eastbound, mile marker 64 – 30 truck spaces
    - Clear Creek Welcome Center, mile marker 2 – 48 truck spaces

Recommendations:

Being 28 years old, the Clear Creek Welcome Center is beginning to show its age and is on target for reconstruction in 2023. At that time, it is recommended that truck parking spaces be increased from 48 to 128. The site will require reconfiguration and additional property acquisition to support the increase in truck parking spaces.

Exhibit I - Proposed Rest Area and Welcome Center Portfolio

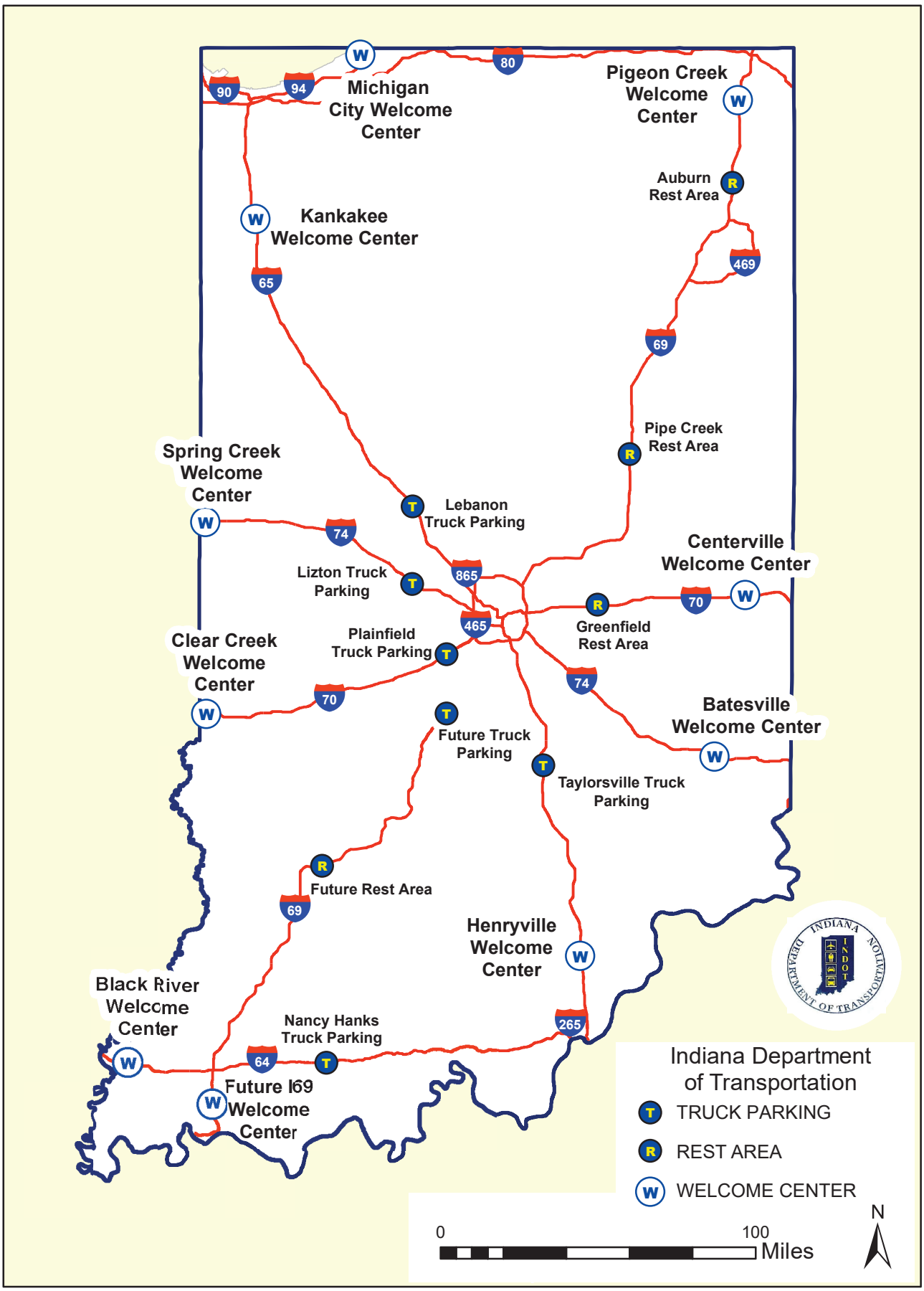
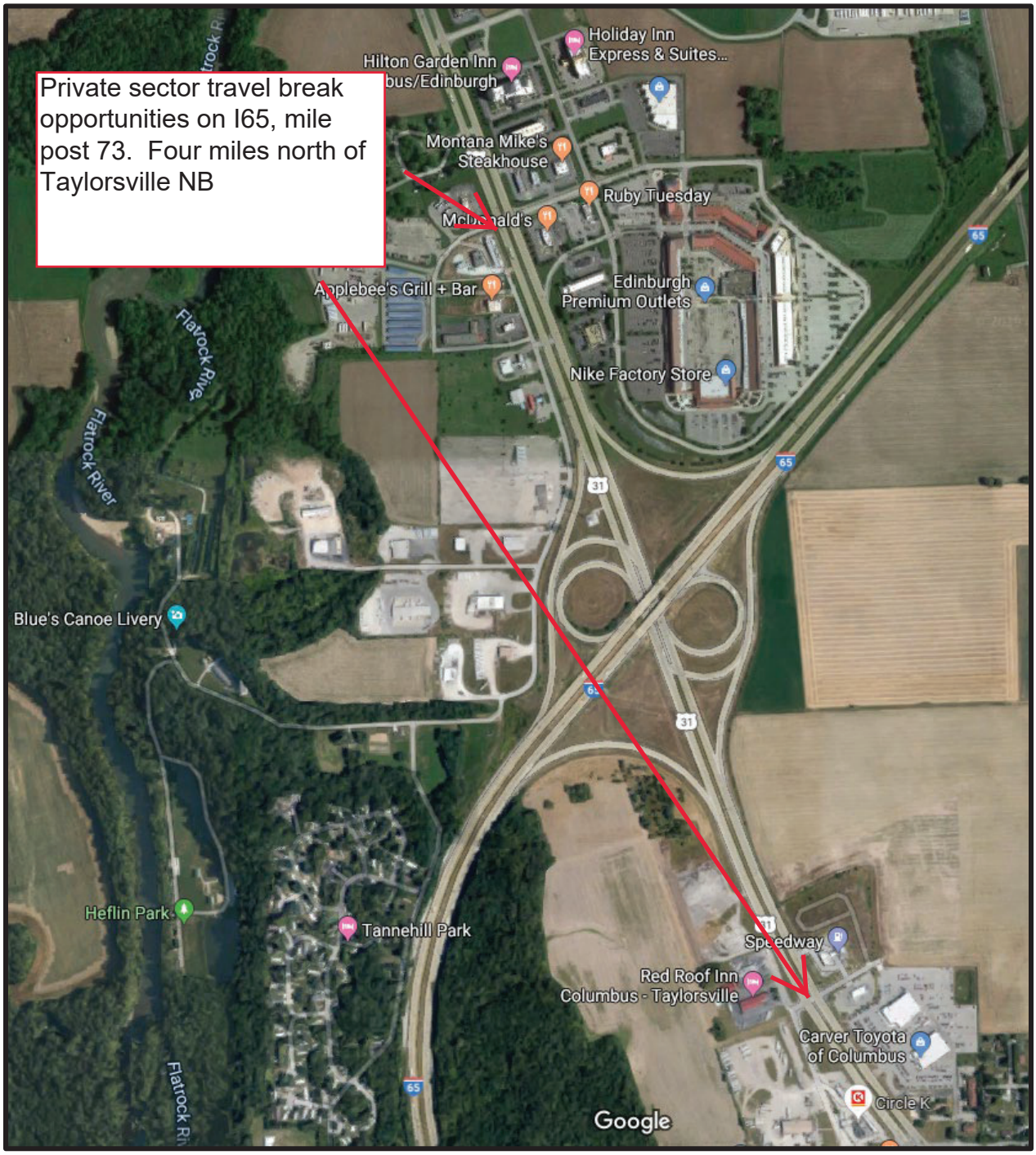
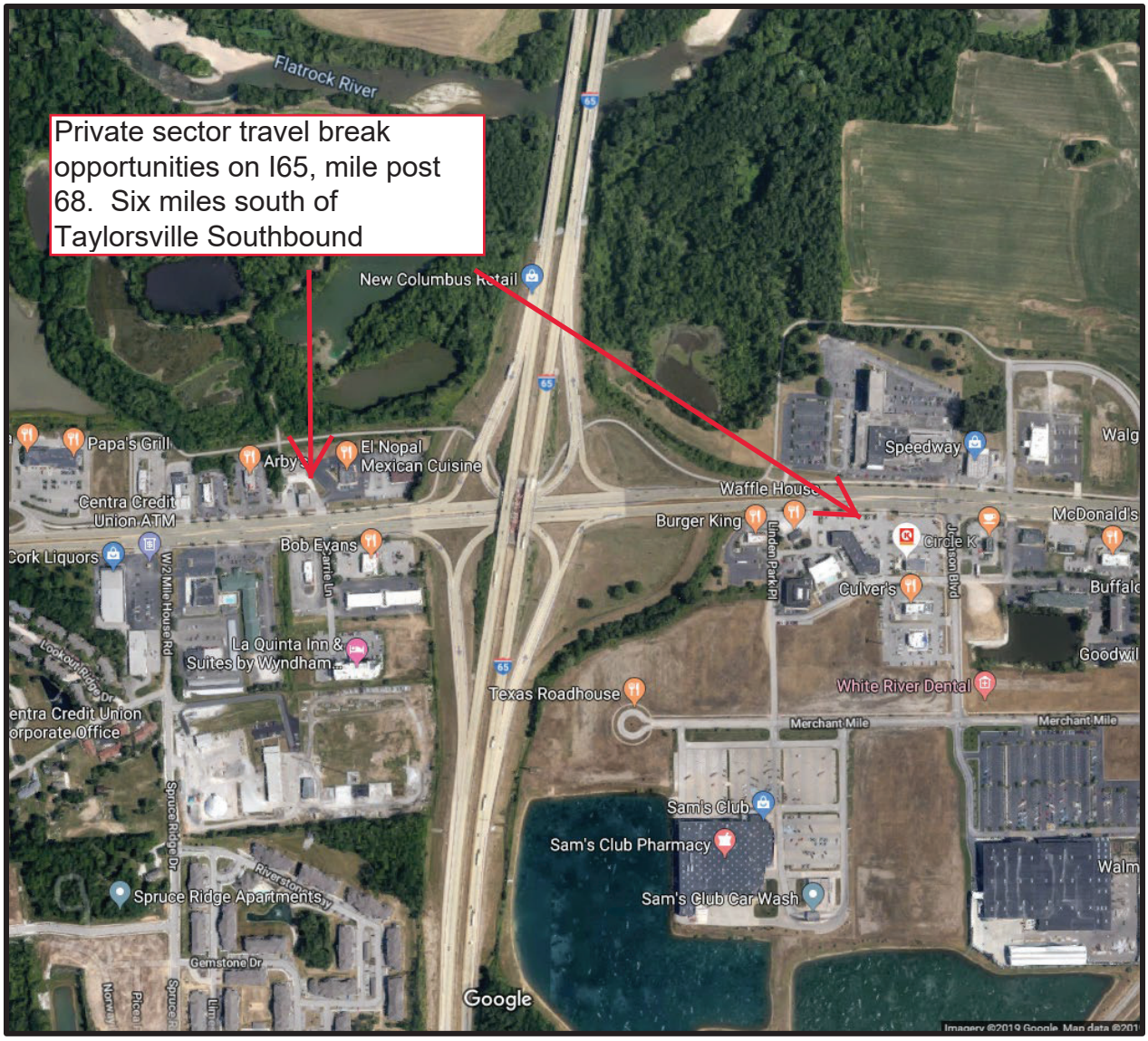


Exhibit D

Private Sector Travel Break Opportunities on I65, near Taylorsville Rest Area




Private sector travel break opportunities on I65, mile post 68. Six miles south of Taylorsville Southbound
Flatrock River
New Columbus Retail
Papa's Grill
Arby's
El Nopal Mexican Cuisine
Centra Credit Union ATM
Cork Liquors
Bob Evans
W 2 Mile House Rd
Carrie Ln
La Quinta Inn & Suites by Wyndham
Lookout Ridge Dr
Centra Credit Union Corporate Office
Spruce Ridge Dr
Spruce Ridge Apartments
Riverstone Dr
Gemstone Dr
Norway
Pecan
Lime
Waffle House
Burger King
Speedway
Walg
McDonald's
Circle K
Linden Park Pl
Culver's
Junction Blvd
Buffalo
Goodwil
White River Dental
Texas Roadhouse
Merchant Mile
Merchant Mile
Sam's Club
Sam's Club Pharmacy
Sam's Club Car Wash
Walm
Google
Imagery ©2019 Google, Map data ©201

NOISE ANALYSIS

Excerpt

TAYLORSVILLE REST AREA AND TRUCK PARKING CONVERSION
INTERSTATE 65 (I-65) NORTHBOUND (NB)
AND SOUTHBOUND (SB)
TAYLORSVILLE, BARTHOLOMEW COUNTY, IN

Des. No. 2000505

PREPARED FOR:

JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

SEPTEMBER 23, 2024

Prepared by:

METRIC ENVIRONMENTAL

Complex Environment. Creative Solutions.

6958 Hillsdale Court
Indianapolis, IN 46250
Telephone: 317.400.1633
www.metricenv.com

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ENVIRONMENTAL PROFESSIONAL'S CERTIFICATIONS

NOISE ANALYSIS
TAYLORSVILLE REST AREA AND TRUCK PARKING CONVERSION
I-65 NB AND SB
TAYLORSVILLE, BARTHOLOMEW COUNTY, IN
DES. NO. 2000505

This Noise Analysis was prepared by Mr. Ryan Kuhn, Staff Scientist, under the direction of Mr. Joseph Brodowski, LPG, Senior Geologist, of Metric Environmental, LLC (Metric) who reviewed this report for Janssen & Spaans Engineering, Inc.

EXECUTIVE SUMMARY

The purpose of the project is to increase the number of available overnight truck parking spots at two rest areas along Northbound (NB) and Southbound (SB) I-65, approximately 3-miles south of the intersection of interstate highway I-65 and United States Highway (US) 31. I-65 is a major interstate, north-south route through Bartholomew County and provides a link between Seymour and Taylorsville near a junction with US Highway 31. The project scope includes the following improvements:

- Demolition of existing rest areas parking and structures
- Construction of truck parking in new layout
- Construction of new public use facilities
- Installation of sidewalks and curbs
- Drainage improvements
- Modifications of entry and exit lanes

Based on criteria of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT), the proposed project is a Type I Project because the above improvements involve substantial alterations to rest areas as well as roadway elevation; therefore, a noise analysis is required.

In accordance with 23 CFR Part 772-*Procedures for Abatement of Highway Noise* and the INDOT *Traffic Noise Analysis Procedure* (INDOT Traffic Noise Policy), updated October 12, 2022, existing and future noise levels were determined using the Federal Highway Administration *Traffic Noise Model Program Version 2.5* (FHWA-TNM 2.5).

A total of one hundred (100) receptors were identified across both project areas: ninety-seven (97) residential receptors (Category B), one (1) place of worship receptor (Category D) were identified spread out across the project areas. Two (2) non-noise sensitive commercial/industrial receptors (Category F) were also identified. Receptor locations are included as **Appendix A** and showing in **Table 4a** and **Table 4b**.

1.0 INTRODUCTION

1.1 Purpose of the Analysis

The purpose of this investigation is to analyze potential noise impacts that would be generated by the modification of existing rest areas consisting of truck parking along I-65 in Taylorsville, Bartholomew County, IN in accordance with 23 CFR 772 and the most recent version of the INDOT Traffic Noise Policy. Based on the criteria of 23 CFR 772, the proposed project is a Type I Project, because it involves the substantial alterations of rest areas.

Noise (unwanted sound) as perceived by the human ear, is the result of the sound pressure exerted on the eardrum. Sound pressure is the sensory mechanism by which the human ear

perceives loudness. As sound pressure reduces, loudness (as perceived by the ear) decreases. The purpose of the noise analysis is to predict future noise levels, identify potential impacted receptors and, if necessary, evaluate noise abatement measures in areas that show potential noise impacts resulting from the proposed project.

In accordance with 23 CFR Part 772-*Procedures for Abatement Highway Noise* and the INDOT Traffic Noise Policy, the objectives of the study were achieved by performing the following tasks:

1. Measure existing traffic noise levels at representative locations using a 3M SoundPro DL Type 1 Sound Level Meter,
2. Validate the project model created with FHWA *Traffic Noise Model version 2.5* (FHWA-TNM 2.5) using measured traffic noise levels and volumes,
3. Model existing and future noise levels using FHWA-TNM 2.5 to identify impacted receptors, if any, based on FHWA Noise Abatement Criteria (NAC) and/or a substantial increase in noise level of 15 dBA,
4. If impacts are identified, assess traffic noise mitigation measures, and;
5. If impacts are identified, evaluate whether proposed abatement measures are both feasible and reasonable.

1.2 Project Purpose and Need

The existing I-65 Taylorsville Rest Area was built in 1975. The existing truck parking lots are undersized for current and predicted future capacity demands. The NB rest area currently has 37 truck parking spaces with an average 100-percent capacity during peak hours between 10:00 pm and 8:00 am and the SB rest area has 44 truck parking spaces with an average 81-percent capacity between 10:00pm and 8:00am, based on traffic data obtained from https://www.in.gov/indot/resources/traffic-data/. Lack of adequate parking availability has resulted in unauthorized truck parking along the entire lengths of the entrance and exit ramps at the NB and SB rest areas, with tire inundations in adjacent unpaved areas at each ramp.

The purpose of this project is to reduce truck parking congestion at the rest areas that reflects Indiana Department of Transportation's (INDOT's) *Rest Area and Truck Parking Plan* (Appendix I: I-2 to I-10). The project will provide sufficient parking capacity and improved buildings/modernized facilities to support the current and projected traffic volume.

Aerial imagery of the Project Area for the NB and SB rest areas is included in **Figure 2a** and **Figure 2b** – Receptor and Sampling Figure, located in **Appendix B**.

1.3 Existing Conditions

I-65 is classified as an Interstate Highway. I-65 consists of 2 NB lanes and 2 SB lanes, 12 ft. wide each, adjoined by 6 ft. wide paved rumble strips to the inside lane and 10 ft. wide paved rumble

strip with shoulder to the outside lane on each side. A 51 ft. grass median is located in the center, separating NB and SB traffic. On and off ramps consisting of one 15 ft. wide driving lane and variable width shoulders are located in each direction. Primary noise sources for this study are traffic traveling on I-65 and heavy trucks parked and idling in the rest area lots.

The project noise study area, within 500 ft. of the outer reach of the proposed improvements, is comprised primarily of residential and agricultural land uses.

The speed limit on I-65 is 70 mile per hour (mph) throughout the project alignment and no changes to the speed limit are planned. While no work will occur on I-65, other than modifications to the rest area on and off ramps, it should be noted that this interstate makes up a considerable component to the overall noise for the sites and surrounding receptors.

1.4 Proposed Improvements

The planned improvements for the Taylorsville rest areas along I-65 include the elimination of automobile parking and the resurfacing of the property to include more heavy truck parking. Standard rest area structures that include a lobby will be removed and replaced with public use restroom facilities. Substantial elevation changes will be needed at the NB rest area.

2.0 Noise Analysis Methodology

The FHWA *Traffic Noise Model version 2.5* (FHWA-TNM 2.5) is used to assist in conducting the Noise Analysis. Chapter 4 of The National Cooperative Highway Research Program (NCHRP) Report 791, Supplemental Guidance on the Application of FHWA's Traffic Noise Model (TMN), was used to determine modeling strategy for truck parking noise sources. Area Sources Numerical noise models are a simplification of actual physical conditions. All model results are affected by numerical approximation used within the best fit algorithms of FHWA-TNM 2.5. The modeled area, and the availability and the accuracy of data used to define receptors, traffic, etc. on the noise model for this project, was limited by the availability and reliability of traffic data, the roadway characteristics, and receptor locations.

FHWA-TNM 2.5 was used to develop noise models for:

- The existing conditions (including a validation model)
- Future "no-build" condition and
- Future "build" conditions for the design year 2044.

"No-build" and "Build" conditions connote the traffic patterns and volumes of the project area if the project is either not built or is built, respectively.

2.1 Data Collection Site

Metric selected representative monitoring locations along the project alignment to measure existing noise levels at representative receptors within 500 ft. of the existing alignment. The criteria for selecting monitoring locations included, but were not limited to, existing land use, accessibility for purposes of conducting field measurements, and estimated distance from the edge of the roadway. The number of in-field measurement locations was determined based on the locations of the identified receptors prior to noise monitoring data collection.

Noise levels were measured utilizing a 3M SoundPro DL Type 1 sound level meter. The noise level meter was checked for calibration at the beginning, between each measurement, and at the end of the series of measurements. Data was gathered during one field visit as no indication of an irregular or congested traffic pattern was observed to warrant additional monitoring events. On June 24, 2024, between approximately 9:00 a.m. and 10:30 p.m. data was gathered at four (4) locations (NB-1, NB-2, SB-1, and SB-2). The pavement was dry at all the measurement locations during data collection. The average weather condition was 71 degrees Fahrenheit, sunny, with a dew point around 55 degrees Fahrenheit and <11 mph wind speed.

Metric measured existing noise levels at two (2) representative locations along the project length at both NB and SB Rest Areas based upon best judgment and the criteria discussed above. The locations of the field measurements are depicted in **Figure 2a** and **Figure 2b** – Receptor and Sampling Figure, located in Appendix B. One 15-minute recording period was performed at each monitoring location. During these 15-minute recording periods, traffic volume data was recorded along I-65 (both NB and SB) to allow for validation of the FHWA-TNM 2.5 model of the existing conditions.

2.2 Traffic Volumes

Traffic counts for I-65 NB, SB, and local Rest Area traffic (both truck and car lanes) were conducted at each measurement point during data collection (June 24, 2024). Traffic was free flowing during data collection. Each 15-minute traffic count interval was multiplied by four to simulate an hourly volume for input into the validation FHWA-TNM 2.5 model. Traffic volumes for I-65 were acquired through in-field traffic counts or estimations based on the congestion of properties that the roadway provides access to were inputted into the FHWA-TNM 2.5 models and shown in **Appendix E**.

Future traffic volumes within the project areas for the period 2024 to 2044 were estimated using compound annual growth rates for each roadway. The traffic volumes acquired through INDOT TDMS were used for input into the future FHWA-TNM 2.5 models. Traffic data from INDOT TDMS is included in the Engineer's Report Traffic Analysis, located in **Appendix F**. To model traffic volumes for the parked heavy trucks a volume factor was required. Volume factors were generated using the following formula:

$$Volume\ Factor = (10/L) * 528$$

Where L is equal to the length of the roadway segment used to model a line of idling heavy trucks. To determine the number of heavy trucks to input into the various models, the volume factor for each truck parking segment was multiplied by the number of heavy trucks either observed for the validation model or the values based on the observations noted in the INDOT Facilities Management Division 'Rest Area and Truck Parking Plan' dated November 21, 2023. It has been noted that the SB rest area experiences a 100% occupancy, and the NB rest area experiences a 81% occupancy during peak hours for truck parking.

2.3 Model Assumptions

The following assumptions were made when handling traffic data:

- Traffic data was not collected for streets inside of residential neighborhoods due to the proximity of primary noise sources.
- Traffic volumes used in the models were assumed to be uniformly distributed amongst multiple lanes when applied to a single movement within multiple lanes.
- Truck percentages applied to traffic volume were all assumed to be heavy trucks reflecting a worst-case scenario for noise generation.

2.4 Model Validation

To validate the existing conditions noise model, noise levels were calculated within an equivalent validation FHWA-TNM 2.5 model and compared to in-field noise measurements. This validation model is identical to the existing conditions model with the exception of:

a. receptors being placed in the approximate locations of the field noise measurements;
b. traffic data being replaced with the in-field traffic counts taken in concurrence with the field noise measurements

Data presented in Table 1 shows field measured noise levels as well as modeled noise levels predicted using the validation FHWA-TNM 2.5 model.

Table 1: Noise Level Validation Modeled

Measurement #	Noise Level Measured (dBA)	Noise Level Modeled (dBA)	Difference (+/-) (dBA)	Result
NB-1 (M-1)	65.8	67.3	1.5	Valid
NB-2 (M-2	60.9	63.9	3.0	Valid
SB-1 (M-1)	66.3	68.5	2.2	Valid
SB-2 (M-2)	63.5	66.5	3.0	Valid

The noise model is considered to be accurate if the modeled noise level is within 3 dBA of the level measured in the field. All Four (4) of the noise measurements taken in the field are within 3 dBA of the noise levels modeled at those locations; therefore, the FHWA-TNM 2.5 model as developed for the project is validated. See **Appendix E** for field measurement worksheets, Sound Level Meter outputs, and sound meter Calibration Certificate.

2.5 Identification of Impacted Receptors

In accordance with the INDOT Traffic Noise Policy, the determination of noise impacts is associated with NAC Activity Category criterion level and/or substantial increases to the noise level. FHWA-TNM 2.5 generated noise levels for each identified receptor are compared to the appropriate NAC level (found in Table 2). The software also evaluates the increase in the noise level at each receptor. An affected receptor is classified as "impacted" if either of the two following conditions is met:

1. Predicted noise level approaches (within 1 dBA) or exceeds the applicable NAC, or
2. Predicted noise level substantially exceeds the existing noise level by 15 dBA.

2.6 Abatement Considerations

Once noise impacts are identified, noise abatement measures are considered in areas where receptors experienced noise impacts. Due to limitations on INDOT's ability to acquire property for mitigation or to mitigate sites off State Right-of-Ways, the most common form of abatement is the construction of noise barriers. To be considered, noise abatement incorporated in Type 1 Projects must be both feasible and reasonable.

The feasibility analysis looks at both engineering feasibility and acoustic feasibility. The engineering assessment determines whether abatement measures can be built. This assessment is based on engineering considerations such as topography, drainage, safety, and access/maintenance needs. Acoustic feasibility considers how many impacted receptors receive a 5 dBA reduction in noise levels after abatement. To be considered acoustically feasible, a majority (greater than 50%) of impacted receptors must reach the 5 dBA reduction goal.

Abatement reasonableness considers noise abatement cost, public opinion, and a noise reduction design goal. Noise barrier cost effectiveness is determined based on the estimated square footage of barrier walls and the total number of benefited receptors. The reasonableness design goal says selected noise abatement options must substantially reduce (at least 7 dBA) noise impacts for the majority (greater than 50%) of impacted first row receptors in the design year, compared to the average non-abatement levels. First row receptors are receptors that do not have other receptors between them and the roadway (noise source).

If abatement designs are found to be reasonable and feasible, surveys describing the project and barrier locations under consideration are mailed to each benefited receptor for public opinion.

Responses to the public surveys should be considered by the FHWA and INDOT Project Management to determine the appropriate course of action.

3.0 IMPACT ANALYSIS

FHWA identifies seven (7) Noise Abatement Criteria (NAC) categories. Five (5) of these criteria are considered noise sensitive. Four (4) are considered noise-sensitive based on existing exterior land use activities and one (1) criterion is considered sensitive based on the existing interior uses of any structure located on the site. Each noise-sensitive land use category is assigned a noise level above which abatement is required to be evaluated. See Table 2 for a description of NAC Activity Categories and criteria abatement action levels.

Based on the FHWA NAC, land uses in the project area are designated as Activity Categories B, and F.

Table 2: FHWA Noise Abatement Criteria in dBA

Activity Category	NAC	Activity Description
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where preservation of those qualities is essential if the area is to continue to serve its intended purpose
B*	67 (Exterior)	Residential
C*	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f)sites, schools, television studios, and trail crossings
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio stations, recording studios, schools, and television studios
E*	72 (Exterior)	Hotels, motels, offices, restaurant/bars, and other developed lands, properties or activities not included in A-D or F
F	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	-	Undeveloped lands that are not permitted

*Includes undeveloped lands permitted for this activity category

3.1 Location and Description of Receivers

Noise levels were modeled in FHWA-TNM 2.5 for all receptors as defined in Section 2 of this report. The total number of receptors identified within 500 ft. of the outside travel lane along the proposed Taylorsville Rest Area and Truck Parking Conversion are listed below in Table 3 and Table 4 and identified with their appropriate NAC categorical classification.

Table 3a: NB Receptors per FHWA Activity Category

Activity Category	Number of Receptors	Receptor Numbers
A	0	-
B	86	1-64, 66-87
C	0	-
D	0	-
E	0	-
F	1	65
G	0	-
Total	**87**	

Eighty-seven (87) receptors were identified in the NB project area: Eighty-six (86) residential receptors (Category B) were identified spread out across the project area. One (1) non-noise sensitive commercial/industrial receptors (Category F) was also identified. Noise impact at the Category F receptors were not modeled in FHWA-TNM 2.5.

Table 3b: SB Receptors per FHWA Activity Category

Activity Category	Number of Receptors	Receptor Numbers
A	0	-
B	11	1, 2, 4-7, 9-13
C	0	-
D	1	8
E	0	-
F	1	3
G	0	-
Total	**13**	

Thirteen (13) receptors were identified in the SB project area: Eleven (11) residential receptors (Category B), one church (Category D) were identified spread out across the project area. One (1) non-noise sensitive commercial/industrial receptors (Category F) was also identified. Noise impact at the Category F receptors were not modeled in FHWA-TNM 2.5.

3.2 Description of Noise Levels for Future Condition

FHWA-TNM 2.5 was used to estimate future noise levels for identified receptors. Future noise levels were generated based on traffic volumes for design year 2044 for the proposed project. Tables 4a and 4b below present a summary of the existing and proposed noise levels for all analyzed receptors at both the SB and NB rest areas.

Table 4a: NB Predicted Noise Level Distributions for Impacted Receptors

Receptor ID / Address	NAC Category	Predicted Noise Level (dBA)		Difference (+/-) (dBA)	Receptor ID / Address	NAC Category	Predicted Noise Level (dBA)		Difference (+/-) (dBA)
		Existing	Proposed				Existing	Proposed	
1 / 2482 W Southwind Ct	B	70.0	69.2	-0.8	20 / 2420 W Brookdale Dr	B	62.6	62.1	-0.5
2 / 2462 W Southwind Ct	B	65.5	64.7	-0.8	21 / 2390 W Brookdale Dr	B	59.9	61.6	1.7
3 / 2422 W Southwind Ct	B	62.6	62.0	-0.6	22 / 2370 W Brookdale Dr	B	59.6	60.5	0.9
4 / 2392 W Southwind Ct	B	61.2	60.5	-0.7	23 / 2340 W Brookdale Dr	B	58.8	59.7	0.9
5 / 2362 W Southwind Ct	B	59.4	59.1	-0.3	24 / 5950 N 200 W	B	58.0	59.5	1.5
6 / 2332 W Southwind Ct	B	58.2	57.8	-0.4	25 / 5961 N 200 W	B	54.9	57.6	2.7
7 / 6081 N 200 W	B	53.9	55.1	1.2	26 / 5921 N 200 W	B	55.8	58.6	2.8
8 / 6051 N 200 W	B	54.1	55.8	1.7	27 / 2451 W Brookdale Dr	B	68.7	68.6	-0.1
9 / 2491 W Southwind Ct	B	72.7	72.3	-0.4	28 / 2421 W Brookdale Dr	B	65.0	67.3	2.3
10 / 2481 W Southwind Ct	B	69.5	68.5	-1.0	29/ 2401 W Maderia Ct	B	66.2	71.9	5.7
11 / 2461 W Southwind Ct	B	62.8	62.4	-0.4	30 / 2391 W Maderia Court	B	63.6	70.5	6.9
12 / 2421 W Southwind Ct	B	62.2	62.1	-0.1	31 / 2381 W Maderia Ct	B	56.2	64.5	8.3
13 / 2391 W Southwind Ct	B	60.5	61.4	0.9	32 / 2361 W Brookdale Dr	B	62.2	63.7	1.5
14 / 2361 W Southwind Ct	B	59.9	60.4	0.5	33 / 2321 W Brookdale Dr	B	59.8	63.5	3.7
15 / 2321 W Southwind Ct	B	58.7	59.5	0.8	34 / 5890 N 200 W	B	60.7	65.5	4.8
16 / 6021 N 200 W	B	54.2	56.3	2.1	35 / 2092 Beacon Ct	B	56.6	59.5	2.9
17 / 2262 W Northgate Dr	B	55.6	58.0	2.6	36 / 2082 Beacon Ct	B	53.8	56.8	3.0

18 / 2460 W Brookdale Dr	B	68.5	67.3	-1.2	37 / 5870 N 200 W	B	62.1	68.7	6.6
19 / 2440 W Brookdale Dr	B	63.8	63.0	-0.8	38 / 2122 Beacon Ct	B	58.8	63.4	4.6

*Receptors highlighted with blue show an increase to above the NAC sound criteria level after proposed construction.

Table 4a: NB Predicted Noise Level Distributions for Impacted Receptors (Continued)

Receptor ID / Address	NAC Category	Predicted Noise Level (dBA)		Difference (+/-) (dBA)	Receptor ID / Address	NAC Category	Predicted Noise Level (dBA)		Difference (+/-) (dBA)
		Existing	Proposed				Existing	Proposed	
39 / 2091 Beacon Ct	B	55.3	60.1	4.8	58 / 2113 Buckthorn Dr	B	54.7	62.1	7.4
40 / 2081 Beacon Ct	B	54.7	59.0	4.3	59 / 2103 Buckthorn Dr	B	53.9	60.2	6.3
41 / 5850 N 200 W	B	63.0	70.3	7.3	60 / 5722 Deer Valley Ct	B	57.2	63.9	6.7
42 / 2132 Beacon Ct	B	59.0	64.3	5.3	61 / 5702 Deer Valley Ct	B	55.9	63.6	7.7
43 / 5820 N 200 W	B	62.8	70.8	8.0	62 / 2108 Deer Valley Ct	B	54.8	61.5	6.7
44 / 2142 Beacon Ct	B	59.1	64.8	5.7	63 / 2098 Deer Valley Ct	B	54.1	60.6	6.5
45 / 2116 Amur Ct	B	55.4	60.5	5.1	64 / 5682 Deer Valley Ct	B	55.5	64.8	9.3
46 / 2106 Amur Ct	B	54.3	58.7	4.4	65 / 5601 N 200 W	F	55.4	64.8	9.4
47 / 5800 N 200 W	B	62.4	69.8	7.4	66 / 2109 Deer Valley Ct	B	54.1	62.1	8.0
48 / 5780 N 200 W	B	62.1	67.2	5.1	67 / 2099 Deer Valley Ct	B	52.9	60.5	7.6
49 / 5802 Deer Valley Ct	B	59.3	65.3	6.0	68 / 2333 W Northwind Ct	B	58.2	57.7	-0.5
50 / 2115 Amur Ct	B	54.9	60.8	5.9	69 / 2363 W Northwind Ct	B	59.3	58.8	-0.5
51 / 2105 Amur Ct	B	54.5	60.0	5.5	70 / 2393 W Northwind Ct	B	61.0	60.4	-0.6
52 / 5760 N 200 W	B	61.8	66.4	4.6	71 / 2423 W Northwind Ct	B	61.1	60.5	-0.6
53 / 5782 Deer Valley Ct	B	59.4	65.2	5.8	72 / 2453 W Northwind Ct	B	65.0	64.3	-0.7
54 / 5762 Deer Valley Ct	B	59.1	65.3	6.2	73 / 2473 W Northwind Ct	B	70.8	70.1	-0.7
55 / 2104 Buckthorn Dr	B	54.9	60.9	6.0	74 / 2474 W Northwind Ct	B	71.5	71.1	-0.4

56 / 2094 Buckthorn Dr	B	54.5	60.1	5.6	75 / 2454 W Northwind Ct	B	65.4	64.9	-0.5
57 / 5742 Deer Valley Ct	B	58.4	65.1	6.7	76 / 2424 W Northwind Ct	B	62.0	61.4	-0.6
77 / 2394 W Northwind Ct	B	60.5	59.8	-0.7	83 / 6191 N 200 W	B	48.1	49.7	1.6
78 / 2364 W Northwind Ct	B	59.1	58.3	-0.8	84 / 6161 N 200 W	B	53.8	53.7	0.1
79 / 2334 W Northwind Ct	B	57.9	57.2	-0.7	85 / 6131 N 200 W	B	53.8	54.1	0.3
80 / 6282 N 200 W	B	58.8	57.9	-0.9	86 / 6101 N 200 W	B	53.9	54.4	0.5
81 / 2264 W Highland Ln	B	53.1	52.7	-0.4	87 / 6130 N 250 W	B	63.7	63.9	0.2
82 / 2263 W Highland Ln	B	55.1	54.4	-0.7					

*Receptors highlighted with blue show an increase to above the NAC sound criteria level after proposed construction.

Table 4b: SB Predicted Noise Level Distributions for Impacted Receptors

Receptor Address	NAC Category	Predicted Noise Level (dBA)		Difference (+/-) (dBA)
		Existing	Proposed	
1 / 8080 N 250 W	B	59.1	59.3	0.2
2 / 8020 N 250 W	B	61.5	62.1	-0.3
3 / 7980 N 250 W	F	65.7	65.9	0.2
4 / 7980 N 250 W	B	65.6	65.8	0.3
5 / 7945 N 250 W	B	60.0	63.4	3.4
6 / 7375 N 250 W	B	60.9	62.7	1.8
7 / 7241 Spring Hill Ln	B	55.3	56.5	1.2
8 / 7230 Spring Hill Ln	D	50.1	50.4	0.3
9 / 2480 W Highfield St	B	65.1	64.9	-0.2
10 / 2470 W Highfield St	B	61.0	61.0	0.0
11 / 2460 W Highfield St	B	59.7	59.7	0.0
12 / 2430 W Highfield St	B	57.8	57.9	0.1
13 / 8100 N US 31	B	58.4	58.5	0.1

*Shaded receptor rows indicate receptors to be relocated. Receptors highlighted blue illustrate an increase in traffic noise but will be relocated. Receptors highlighted green illustrate a substantial increase in noise.

The NB model indicates that no receptors were impacted by a substantial noise level increase of 15 dBA or greater from the existing conditions. Of the eighty-seven (87) NB receptors, sixteen (16) were modeled to show a noise level above their respective NAC sound criteria levels after construction. The average noise increase across all noise sensitive receptors at the NB rest area is approximately 3.0 dB from the existing (2024) to proposed (2044) conditions.

The SB model indicates no receptors were impacted by a substantial noise level increase of greater than 15 dBA from the existing conditions. The SB model indicates that none of the thirteen (13) receptors were impacted by approaching or reaching their NAC sound criteria levels in the existing models. The average noise increase across all noise sensitive receptors at the SB rest area is approximately 0.6 dB from the existing (2024) to proposed (2044) conditions.

Table 5a and Table 5b below present the observed high and low predictions by model for each rest area.

Table 5a: NB Predicted Noise Level Distributions

Model	Predicted Noise Level (dBA)	
	Low	High
Existing	48.1	72.7
Future No-Build	48.0	71.3
Future Build	49.7	72.3

Table 5b: SB Predicted Noise Level Distributions

Model	Predicted Noise Level (dBA)	
	Low	High
Existing	50.1	65.7
Future No-Build	49.9	65.6
Future Build	50.4	65.9

As can be expected, first row receptors typically have higher noise levels than second row receptors and noise levels fell as the distance from I-65 and the respective rest areas increased. Modeled noise level results for each receptor in the proposed condition are included in **Appendix C**. Receptor locations are depicted in Receptor **Figure 2a** and **Figure 2b**, located in **Appendix B**.

4.0 NOISE ABATEMENT CONSIDERATIONS

According to guidelines provided by the INDOT and FHWA, receptors that are found to be impacted in the design year require abatement measures to be analyzed. In total there are ninety-seven (97) noise sensitive receptors (Category B) one (1) noise sensitive receptor (Category D) and two (2) non-noise sensitive receptors (Category F) within 500 ft. of the proposed Taylorsville rest area improvements:

- Ninety-seven (97) receptors fall into Category “B”,
- One (1) receptor falls into Category “D”, and
- Two (2) receptors fall into Category “F”.

As discussed in Section 3 of this report, no receptors were impacted by a substantial noise level increase of 15 dBA or more from the model of the existing conditions. Sixteen (16) receptors were modeled to be above their respective NAC sound criteria levels.

Table 6 below present sixteen (16) impacted receptors for the NB rest area:

Table 6: NB Impacted Receptors

Category	#	Receptor ID
B	16	1, 9, 10 18, 27, 28, 29, 30, 37, 41, 43, 47,48 52, 73, 74

The SB rest area has no modeled impacted receptors. These receptors are listed in **Appendix A** and graphically presented in **Appendix B** of this report.

4.1 Common Noise Environments

To recommend a noise barrier, it must be, amongst other factors, feasible and reasonable. Assessment of the practicality of a noise barrier between the proposed rest area and the sixteen (16) impacted Category B receptors in the area was conducted. The impacted receptors are all first-row receptors in the neighborhood to the north of the rest area and along the east side of I-65. For the purposes of designing noise abatement barriers, receptors in areas where noise abatement was considered were grouped into four (4) Common Noise Environments (CNEs). Tables 7a and 7b below present the CNEs for each rest area:

Table 7a: NB Common Noise Environments

CNE	#	Receptor IDs
1	86	1-64, 66-87
2	1	65

Table 7B: SB Common Noise Environments

CNE	#	Receptor IDs
1	12	1, 2, 4-13
2	1	3

4.2 Traffic Noise Barriers

During the evaluation of reasonableness and feasibility it was noted that the majority of receptors were not in place before the existence of the roadway; therefore, the "reasonable" allowable square footage for abatement per receptor is 1000.

NB CNE #1 includes identified Receptor #s 1-64, and 66 - 87. These receptors are primarily located east of I-65 with one receptor (87) located west of I-65 and include single-family residences. Based on the location of these receptors and the proposed layout of the NB rest area, the construction of an effective noise barrier is feasible and reasonable by reaching a 7dBA reduction in a majority of impacted first row receptors and has a greater than 50% reduction of 5dBA or more in all impacted receptors. The optimal barrier assessed at the right of way was able to achieve the design goals with an estimated square footage per benefited receptor of around 900 square feet. Therefore, a barrier is currently proposed. **Table 8** includes all information pertaining to the barriers analyzed.

Table 8: Barrier Descriptions

Barrier ID	Number of impacted receptors	Number of benefited receptors	Barrier length (feet)	Average Barrier Height (feet)	Barrier Square Footage	Square footage per Benefited Receptor	Square Footage per Benefited Receptor Allowed	Feasible / Reasonable
EoP Base	16	10	2,296	10	22,960	2,296	1,000	No / No
EoP Opt.	16	50	2,296	13.46	30,906	618.1	1,000	Yes / Yes
EoP Opt. 2	16	64	2,296	14.59	33,508	523.6	1,000	Yes / Yes
EoP 12'	16	33	2,296	12	27,552	834.9	1,000	Yes / No
EoP 20'	16	65	2,296	20	45,920	706.5	1,000	Yes / Yes
RoW Base	16	16	2,500	14	35,006	2,187.9	1,000	No / No
RoW Opt. 1	16	21	2101	16.95	35,611	1,695.8	1,000	No / No
RoW Opt. 2	16	59	2484	21.37	53,079	899.6	1,000	Yes / Yes
RoW 12'	16	16	2,500	12	30,005	1,875.2	1,000	No / No
RoW 20'	16	45	2,500	20	50,009	1,111	1,000	Yes / No
RoW 14'	16	14	2484	14	34,771	2,483.6	1,000	Yes / No

RoW 20' 2	16	44	2484	20	49,674	1,129	1,000	Yes / No

*EoP denotes edge of pavement, RoW denotes Right of Way, Opt denotes optimal. Green highlights indicates preferred design.

NB CNE #2 includes identified Receptor # 65. This receptor is located east of I-65 and east of the proposed rest area reconstruction. This receptor is land used by the natural gas utilities company. Because this is a non-sensitive receptor a noise barrier was not analyzed.

SB CNE #1 includes identified Receptor #s 1, 2, and 4-13. These receptors are located primarily west of I-65 and are single-family residences situated along N 250 W, a frontage road along I-65. With no modeled noise impacts in the design year, a noise barrier was not analyzed.

SB CNE #2 includes identified Receptor # 3. This receptor is located west of I-65 and consists of vacant land and is situated along N 250 W. Because this is a non-sensitive receptor, a noise barrier was not analyzed.

Based on the results, noise abatement for NB CNE#1 has been determined to be feasible and reasonable as it has met the INDOT design goal and cost effectiveness as the benefited receptor square footage is less than 1,000 square foot per receptor. See **Appendix C** for a barrier analysis table along with sound level results for the impacted receptors.

5.0 Construction Noise

Construction noise is unwanted sound from an active construction site and includes but is not limited to backing trucks, heavy equipment, and saws. No adverse noise impacts from construction are anticipated because construction noise would be short-term and intermittent. Measures to minimize the temporary impacts could include requiring equipment to have sound-control devices that are no less effective than those provided on the original equipment, requiring all equipment to be muffled and restricting the hours of active construction activity.

6.0 Agency Correspondence

Metric contacted the following agencies/representatives to discuss any permitted planned development along the proposed I-65 Rest Area and Truck Parking Conversion Project:

The Bartholomew County Planning and Zoning Commission was contacted via online portal by Metric regarding knowledge of any permitted planned development along the proposed I-65 Rest Area and Truck Parking Conversion Project. Per an email from the Columbus Assistant Planning Director, there are no projects that are planned in the immediate area surrounding the rest areas.

In addition, the Bartholomew County Zoning Maps were reviewed for potential future land use planning within the project noise study area. Portions of the study area contain undeveloped land that is currently classified as vacant land by the Bartholomew Zoning and Planning

Geographical Information System (GIS). Development of the land as agricultural would be comparable to the surrounding area land use, resulting in a limited overall impact to current highway noise conditions.

Logs containing pertinent information regarding the correspondence with Bartholomew County Planning and Zoning are located in **Appendix D**.

7.0 CONCLUSION

Metric has completed its noise study for the Taylorsville rest area truck parking expansion. It was found that 16 category B receptors were modeled to be impacted following construction. Each of these receptors were included in the NB CNE#1. These receptors had a predicted noise range of 66.4 dBA to 72.3 dBA. Various barrier configurations were modeled to attempt to achieve a noise reduction of 5dBA and 7dBA. The proposed construction involves an elevation change of the truck parking to be level with I-65, barriers were modeled along the northern and eastern edge of pavement and/or shoulder of the new parking alignment and I-65 respectively as well as along the INDOT right of way. In total two barrier locations were analyzed, given the location and layout of the site with relation to the receptors. For tables including the barrier's physical dimensions please refer to the tables included in **Appendix C**. The optimized barrier at the right of way provided a 7 dBA reduction in greater than 50% of the first-row receptors. It was able to achieve this with a square footage of 53,079, a length of 2,484 and an average height of 21.37 feet. This equates to 899.6 square feet per benefited receptor which is below the allowable 1,000 square foot established in the INDOT Traffic Noise Policy.

Based on the studies completed to date, the state of Indiana has identified 16 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at one location.

Barrier ID	Preliminary General Location	GIS Locations start/end Points of Main Segments (Lat./Long)	Barrier length (feet)	Average Barrier Height (feet)	Barrier Square Footage	Material
Right of Way	Along I-65 northbound, five feet inside property right of way line along the northern and eastern edge of the Taylorsville rest area	39.2588618, -085.9510618 39.2605013, -085.9511408 39.2616697, -085.9531730 39.2624180, -085.9532611 39.2624185, -085.9530645	2,484	21.37	53,079	Precast Concrete, Ground mounted

Noise abatement at this location is based upon preliminary design criteria. Noise abatement in this location at this time has been estimated to reduce the noise level by a minimum of 7 dB(A) at a majority of the identified impacted receptors. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes. The viewpoints of the benefited residents and properties owners will be sought and considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. The state of Indiana will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

8.0 REFERENCES

Bartholomew County, City of Columbus, Indiana – Planning and Zoning. (2021). *Zoning Map.* (https://bartholomewin.elevatemaps.io/#extent=408537.5,124162.50000000003,1503664.3229166667,1370135.6770833333,2244)

Indiana Department of Transportation. (2022 Revision). *Highway Traffic Noise Policy*. (https://www.in.gov/indot/current-programs/green-initiatives/highway-traffic-noise-policy/)

National Academies of Sciences, Engineering, and Medicine. 2014. *Supplemental Guidance on the Application of FHWA's Traffic Noise Model (TNM)*. Washington, DC: The National Academies Press. (https://doi.org/10.17226/22284).

U.S. Department of Transportation Federal Highway Administration. *Construction Noise Handbook August 2006. Accessed March 4, 2022.* https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/

U.S. Department of Transportation Federal Highway Administration. *Highway Traffic Noise Analysis and Abatement Guidance*. Revised December 1, 2011. Accessed March 4, 2022. https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guid ance/revguidance.pdf

U.S. Department of Transportation Federal Highway Administration. *Noise Measurement Field Guide.* June 2018. Accessed March 4, 2022. FHWA-HEP-18-066 - Measurement - Noise - Environment - FHWA (dot.gov

U.S. Department of Transportation Federal Highway Administration. *Noise Measurement Handbook*. June 2018. Accessed March 4, 2022. FHWA-HEP-18-065 - Measurement - Noise - Environment - FHWA (dot.gov)

APPENDIX A

RECEPTOR ADDRESSES

Noise barrier Analysis
Janseen and Spaans Engineering
Taylorsville Rest Area Truck Parking Conversion
Taylorsville, Bartholomew County, Indiana
Receptor Addresses

NB Rest Area Noise Sensitive Receptors					
Receptor No	Street Number	Street	City, State, Zip	Land Use Category	Impact Level (dBA)
1	2482	W Southwind Ct	Columbus, IN, 47201	B	66
2	2462	W Southwind Ct	Columbus, IN, 47201	B	66
3	2422	W Southwind Ct	Columbus, IN, 47201	B	66
4	2392	W Southwind Ct	Columbus, IN, 47201	B	66
5	2362	W Southwind Ct	Columbus, IN, 47201	B	66
6	2332	W Southwind Ct	Columbus, IN, 47201	B	66
7	6081	N 200 W	Columbus, IN, 47201	B	66
8	6051	N 200 W	Columbus, IN, 47201	B	66
9	2491	W Southwind Ct	Columbus, IN, 47201	B	66
10	2481	W Southwind Ct	Columbus, IN, 47201	B	66
11	2461	W Southwind Ct	Columbus, IN, 47201	B	66
12	2421	W Southwind Ct	Columbus, IN, 47201	B	66
13	2391	W Southwind Ct	Columbus, IN, 47201	B	66
14	2361	W Southwind Ct	Columbus, IN, 47201	B	66
15	2321	W Southwind Ct	Columbus, IN, 47201	B	66
16	6021	N 200 W	Columbus, IN, 47201	B	66
17	2262	W Northgate Dr	Columbus, IN, 47201	B	66
18	2460	W Brookdale Dr	Columbus, IN, 47201	B	66
19	2440	W Brookdale Dr	Columbus, IN, 47201	B	66
20	2420	W Brookdale Dr	Columbus, IN, 47201	B	66
21	2390	W Brookdale Dr	Columbus, IN, 47201	B	66
22	2370	W Brookdale Dr	Columbus, IN, 47201	B	66
23	2340	W Brookdale Dr	Columbus, IN, 47201	B	66
24	5950	N 200 W	Columbus, IN, 47201	B	66
25	5961	N 200 W	Columbus, IN, 47201	B	66
26	5921	N 200 W	Columbus, IN, 47201	B	66
27	2451	W Brookdale Dr	Columbus, IN, 47201	B	66
28	2421	W Brookdale Dr	Columbus, IN, 47201	B	66
29	2401	W Maderia Ct	Columbus, IN, 47201	B	66
30	2391	W Maderia Ct	Columbus, IN, 47201	B	66
31	2381	W Maderia Ct	Columbus, IN, 47201	B	66

Noise barrier Analysis
Janseen and Spaans Engineering
Taylorsville Rest Area Truck Parking Conversion
Taylorsville, Bartholomew County, Indiana
Receptor Addresses

NB Rest Area Noise Sensitive Receptors					
Receptor No	Street Number	Street	City, State, Zip	Land Use Category	Impact Level (dBA)
32	2361	W Brookdale Dr	Columbus, IN, 47201	B	66
33	2321	W Brookdale Dr	Columbus, IN, 47201	B	66
34	5890	N 200 W	Columbus, IN, 47201	B	66
35	2092	Beacon Ct	Columbus, IN, 47201	B	66
36	2082	Beacon Ct	Columbus, IN, 47201	B	66
37	5870	N 200 W	Columbus, IN, 47201	B	66
38	2122	Beacon Ct	Columbus, IN, 47201	B	66
39	2091	Beacon Ct	Columbus, IN, 47201	B	66
40	2081	Beacon Ct	Columbus, IN, 47201	B	66
41	5850	N 200 W	Columbus, IN, 47201	B	66
42	2132	Beacon Ct	Columbus, IN, 47201	B	66
43	5820	N 200 W	Columbus, IN, 47201	B	66
44	2142	Beacon Ct	Columbus, IN, 47201	B	66
45	2116	Amur Ct	Columbus, IN, 47201	B	66
46	2106	Amur Ct	Columbus, IN, 47201	B	66
47	5800	N 200 W	Columbus, IN, 47201	B	66
48	5780	N 200 W	Columbus, IN, 47201	B	66
49	5802	Deer Valley Ct	Columbus, IN, 47201	B	66
50	2115	Amur Ct	Columbus, IN, 47201	B	66
51	2105	Amur Ct	Columbus, IN, 47201	B	66
52	5760	N 200 W	Columbus, IN, 47201	B	66
53	5782	Deer Valley Ct	Columbus, IN, 47201	B	66
54	5762	Deer Valley Ct	Columbus, IN, 47201	B	66
55	2104	Buckthorn Dr	Columbus, IN, 47201	B	66
56	2094	Buckthorn Dr	Columbus, IN, 47201	B	66
57	5742	Deer Valley Ct	Columbus, IN, 47201	B	66
58	2113	Buckthorn Dr	Columbus, IN, 47201	B	66
59	2103	Buckthorn Dr	Columbus, IN, 47201	B	66
60	5722	Deer Valley Ct	Columbus, IN, 47201	B	66
61	5702	Deer Valley Ct	Columbus, IN, 47201	B	66
62	2108	Deer Valley Ct	Columbus, IN, 47201	B	66

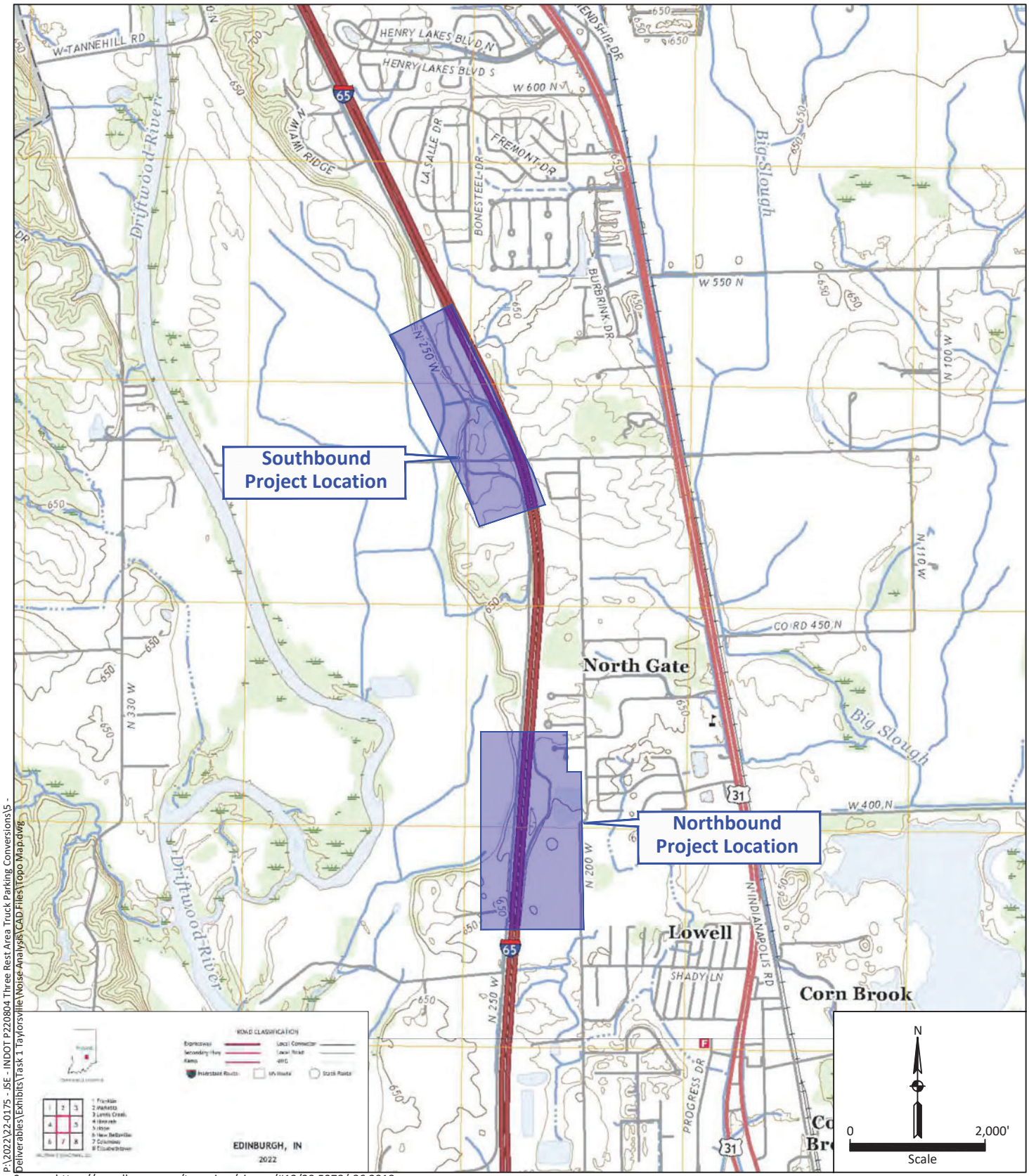
Noise barrier Analysis
Janseen and Spaans Engineering
Taylorsville Rest Area Truck Parking Conversion
Taylorsville, Bartholomew County, Indiana
Receptor Addresses

NB Rest Area Noise Sensitive Receptors					
Receptor No	Street Number	Street	City, State, Zip	Land Use Category	Impact Level (dBA)
63	2098	Deer Valley Ct	Columbus, IN, 47201	B	66
64	5682	Deer Valley Ct	Columbus, IN, 47201	B	66
65*	5601	N 200 W	Columbus, IN, 47201	F	-
66	2109	Deer Valley Ct	Columbus, IN, 47201	B	66
67	2099	Deer Valley Ct	Columbus, IN, 47201	B	66
68	2333	W Northwind Ct	Columbus, IN, 47201	B	66

Noise barrier Analysis
Janseen and Spaans Engineering
Taylorsville Rest Area Truck Parking Conversion
Taylorsville, Bartholomew County, Indiana
Receptor Addresses

SB Rest Area Noise Sensitive Receptors					
Receptor No	Street Number	Street	City, State, Zip	Land Use Category	Impact Level (dBA)
1	8080	N 250 W	Columbus, IN, 47201	B	66
2	8020	N 250 W	Columbus, IN, 47201	B	66
3	-	N 250 W	Columbus, IN, 47201	F	-
4	7980	N 250 W	Columbus, IN, 47201	B	66
5	7945	N 250 W	Columbus, IN, 47201	B	66
6	7375	N 250 W	Columbus, IN, 47201	B	66
7	7241	Spring Hil Ln	Columbus, IN, 47201	B	66
8	7230	Spring Hil Ln	Columbus, IN, 47201	D	-
9	2480	W Highfield St	Columbus, IN, 47201	B	66
10	2470	W Highfield St	Columbus, IN, 47201	B	66
11	2460	W Highfield St	Columbus, IN, 47201	B	66
12	2430	W Highfield St	Columbus, IN, 47201	B	66
13	8100	N US 31	Columbus, IN, 47201	B	66

* Receptors modeled in FHWA-TNM 2.5 and sound levels provided, but not considered for the barrier re-analysis



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Source: https://ngmdb.usgs.gov/topoview/viewer/#12/39.5378/-86.2918

Figure 1 - Site Vicinity Map
Noise Analysis
I-65 Taylorsville NB Rest Area Conversion
Bartholomew County, Indiana
Des. No. 2000505
Metric Project No. 22-0175

All locations approximate

METRIC ENVIRONMENTAL

Drawn by:	ILJ
Checked by:	RK
Approved by:	KM
Date:	June, 2024

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Source: Google Earth Pro

Figure 2A - Noise Receptors Locations (Northbound)
Noise Analysis
I-65 Taylorsville NB Rest Area Conversion
Bartholomew County, Indiana
Des. No. 2000505
Metric Project No. 22-0175

Note: All locations are approximate

- Project Area
- Buffer area
- Proposed Development
- Edge of Pavement Barrier
- Right of Way Barrier
- Category B Receptors
- Category F Receptors (No noise analysis)
- Measurement Locations
- Category B Receptors Benefited
- Category B Receptors Impacted and Benefited

N

0 300'
Scale

METRIC ENVIRONMENTAL

Drawn by: IJ
Checked by: RK
Approved by: KM
Date: September, 2024

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Figure 2b - Noise Receptors Locations (Southbound)
Noise Analysis
I-65 Taylorsville SB Rest Area Conversion
Bartholomew County, Indiana
Des. No. 2000505
Metric Project No. 22-0175

Note: All locations are approximate

- Project Area
- Buffer area
- Category B Receptors
- Category D Receptors
- Category F Receptors (No noise analysis)
- Measurement Locations

0 300'
Scale

METRIC ENVIRONMENTAL

Drawn by:	ILJ
Checked by:	RK
Approved by:	KM
Date:	August, 2024

I-65 NB and SB Taylorsville Rest Area Noise Analysis Approval Email

From: Passmore, Andrew D <APassmore@indot.IN.gov>
Sent: Friday, October 4, 2024 1:38 PM
To: Susan Castle <susanc@metricenv.com>; Bales, Ronald <rbales@indot.IN.gov>
Cc: Ryan Kuhn <ryank@metricenv.com>; Joshua Netherton <joshuan@metricenv.com>; Passmore, Andrew D <APassmore@indot.IN.gov>
Subject: RE: Des. No. 2000505, Noise Study, Taylorsville Rest Areas, I-65 Northbound and Southbound Rest Areas

Susan and Ryan,

INDOT ESD has reviewed this noise analysis report for Des 2000505. This report is technically sufficient and can proceed to the surveys of benefited receptors for the proposed noise barrier. Let us know if you have any questions.

Taylorsville NB SB Noise Analysis Draft 09232024_tech suff 10.4.2024.pdf

Drew Passmore

NEPA Review Team Lead

Environmental Services Division

Indiana Department of Transportation

Phone: (317) 439-7500

Preliminary Field Check Meeting Minutes

DATE: June 24, 2024

From: Imtiyaz Dalal, P.E.
Senior Project Manager

To: Steve McAvoy
INDOT Statewide Facilities Management Director

Cc: Attendees
PFC Notification List

Re: Preliminary Field Check Meeting Minutes
Des. No.: 2000505
Public Works Project No.: 03003001-24-025-D1
JSE Project No.: 1385
I-65 NB and SB Taylorsville Rest Areas in Bartholomew County

A field check for the above referenced project was held at 9:30 AM EST, on Thursday, June 13, 2024 at the SB Rest Area project site.

The sign in sheet for those in attendance and the agenda are hereby attached to the back of these meeting minutes.

The field check plans that were distributed and reviewed at the meeting are available on the project's FTP site, via the following link, https://jsengr.egnyte.com/fl/QkUEwnOgDz.

The following items were discussed and resolved at the field check or shortly after:

Introduction and Project Overview:

JSE provided a project overview with proposed rest area improvements including proposed coordination with future I-65 projects.

Utility Coordination and information:

AT&T, Duke Energy and Texas Gas Transmission were invited to the meeting but did not attend.

Bartholomew County REMC:

- Facilities located at the SB site only. There is 3 phase power available. They have received all of the required future load information for the rest area. Existing separate service point for the lift station will be eliminated and combined with the proposed generator that will provide backup power to the lift station at all times.

Duke:

- Facilities located at the NB site only. Dan Meek will be the engineer for this project. JSE and BC Engineering has coordinated with Dan and determined that there is only single phase power at the site and they will have to upgrade to provide the 3 phase power. JSE and BC Engineering will follow up with Dan for the utility upgrades per proposed improvements, schedule and associated costs.

Driftwood Utilities - Sewer:

- SB site: There is a grinder pump at the rest area building and has a gravity sewer draining to INDOT owned lift station. Old lift station has been abandoned. There is no backup power to the generator. Existing separate service point for the lift station will be eliminated and combined with the proposed generator that will provide back up power to the lift station at all times.
- NB Site: Sewer from the rest area building gravity feeds into a manhole located east of the rest area.
- Driftwood utilities will provide specifications to JSE to implement in the bid documents.

Eastern Bartholomew County Water:

- SB site: There is a 4 inch water line running thru the rest area site along CR 250 W continue further south serving numerous residential properties. There is 6 inch water line connection with the fire hydrant. The water line location will need to be field located and checked in relation to the proposed retaining wall. JSE will coordinate further with the utility.
- NB site: There is a 2 inch water line serving the rest area building thru an easement. Existing easement will need to be verified/confirmed by the utility company. It was discussed to upgrade the existing 4 inch water line that services the homes east of the rest area to an 8 inch which then could service the proposed NB rest area with a 6 inch line or provide 6 inch water line connection to rest area from 4 inch water main like the SB site. JSE will coordinate with Eastern Bartholomew County further.

Texas Gas Transmission:

- JSE received a call from Hunter Smith informing that there is a high pressure gas line along the fence line of the NB site. Hunter provided estimated location of the gas line via email. JSE will further coordinate with the utility.

AT&T:

- Telephone and WIFI services will not be required for either site. Existing facilities will be removed. JSE will further coordinate with the utility.

Design

- **Roadway/Parking:**
  - JSE stated that the proposed design for the entrance and exit ramps will be constructed with a reduced paved shoulder width of 6 ft to deter unwanted truck parking along the ramps per INDOT directive to improve safety. Existing substandard entrance ramp length will not be corrected as part of this project and will have to be part of the future added travel lane project.
  - Existing car and truck parking pavement will be demolished.
  - Facility will be closed from 1/2025 to 12/2026.

  - Geotech investigation is underway in coordination with INDOT Geotech Division. Geotech Report will be submitted to INDOT for approval.
  - Pavement Design Submittal to follow approval of Geotech Report. INDOT stated to continue with the recent rest area projects pavement design as for this project for now.

- **Drainage**:
  - Inlets and storm sewers proposed to drain the proposed improvements. Existing drainage patterns are maintained.
  - SB site with inline detention due to no additional right-of-way. County Surveyor has approved the proposed drainage design.
  - NB site on site detention is planned per INDOT design guidelines. County Surveyor has approved the proposed drainage design.
  - JSE will coordinate for official drainage permit submittal requirements with the County Surveyor's office.
  - County Surveyor requested to replace the 10 inch county tile with 12 inch that runs beneath the SB rest area. JSE will coordinate with INDOT and County.

- **Maintenance of Traffic**:
  - No future projects were discussed that could affect the proposed maintenance of traffic for this project.
  - INDOT was in favor of using an 8 ft temporary concrete barrier offset as opposed to the standard 2 ft offset after hearing about incidents occurring at other rest areas under construction.
  - JSE will coordinate with INDOT Central Office for the schedule of I-65 Added Travel Lanes project up to I-65/US 31 Interchange.

- **ITS and Signing/Pavement Markings**:
  - It was discussed that the high masts being removed could be stored at the Columbus yard if INDOT would like to keep them. INDOT will confirm otherwise they will become the Contractor property.
  - JSE will coordinate review of PFC Plans from INDOT Traffic Design for signing, lighting and pavement markings related elements.

- **Architectural**:
  - Due to 7 trucker restrooms with vending building as well as maintenance building only, there were no additional discussions related to the architectural.

I-65 NB AND SB TAYLORSVILLE REST AREAS

Des. No. 2000505
Public Works Project Number: 03003001-24-025-D1

Preliminary Field Check Agenda

9:30 am EST; Thursday, June 13, 2024
SB Rest Area Site

- **Introductions**
  - ❑ Sign in sheet

- **Purpose of Project**
  - ❑ The primary need for this project is to address inadequate truck parking and implement safety measures for the traveling public.

- **Scope of Project**
  - ❑ This is a rest area modernization project converting existing car and truck parking facility to trucks only as well as the construction of a new restroom/vending building, maintenance building, and trash collection area.

Project Improvements

- The proposed I-65 NB and SB Taylorsville Rest Areas are located at mile marker 72+12 and 73+65. Project reconstruction limits are from the end of the gore area of the I-65 exit ramp thru the rest area and to the begin gore area of the entrance ramp from rest area to I-65. Existing facilities will be replaced with new Restroom/Vending Building and maintenance building. The new parking lot will accommodate 82 trucks for NB and 75 trucks for SB.

- **Typical Section and alignment**
  - Existing parking facility will be completely demolished.
  - The truck parking lot allows trucks to drive through the parking lot to continue to search for a parking spot.
  - Ramp shoulders will be reduced to 6' paved width to prevent trucks from parking on them per INDOT request.
    (a) Proposed 6' right paved shoulder and 4' left paved shoulder.
    (b) Proposed 6' right compacted aggregate shoulder in addition to the 6' paved shoulder where possible.

- **Drainage Structure**
  - Existing drainage patterns and culverts will be maintained.
  - Inlets and Storm Sewers to drain Truck Parking Lot.
  - Inline detention for SB site. Proposed 100 year and 10 year discharge meets the Existing condition as requested by Bartholomew County Surveyor's Office.
  - Detention ponds provided for stormwater management for NB site per INDOT and Bartholomew County guidelines.

- Post-Construction Stormwater Quality will be achieved through dry-detention ponds with INDOT native seed mixture for NB. For SB with inline detention, existing side ditches and proposed riprap outlets adds to the possible Post-Construction Stormwater Quality.

- **Side Ditches**
  - Existing ditches will be maintained for the most part for NB and SB. Portion of it being realigned/regraded to meet the proposed improvements and ensure positive drainage.

- **Maintenance of Traffic**
  - The rest area will be closed during construction.
  - Rest Area signs will be covered.
  - To be further coordinate with adjacent Projects. List of planned construction projects from INDOT Central Office and Seymour District.
  - INDOT Seymour District Construction concerns?
  - Barrier offset from I-65 travel lane. INDOT standard is 2 ft. Discuss possible option offset 8 ft due to ongoing rest area construction CZ Unit and Barriers getting hit by trucks.

- **Signing and Pavement Marking**
  - All existing sheet signs are being replaced.
  - Existing No Parking Signs along I-65 Ramps past Gore Areas being replaced and additional signs being added.
  - Existing I-65 Rest Area Panel Signs are proposed to be modified per latest recommendations from INDOT Traffic.
  - Multi Component pavement markings will be used.
  - INDOT Traffic concerns?
  - INDOT Seymour District Traffic concerns?

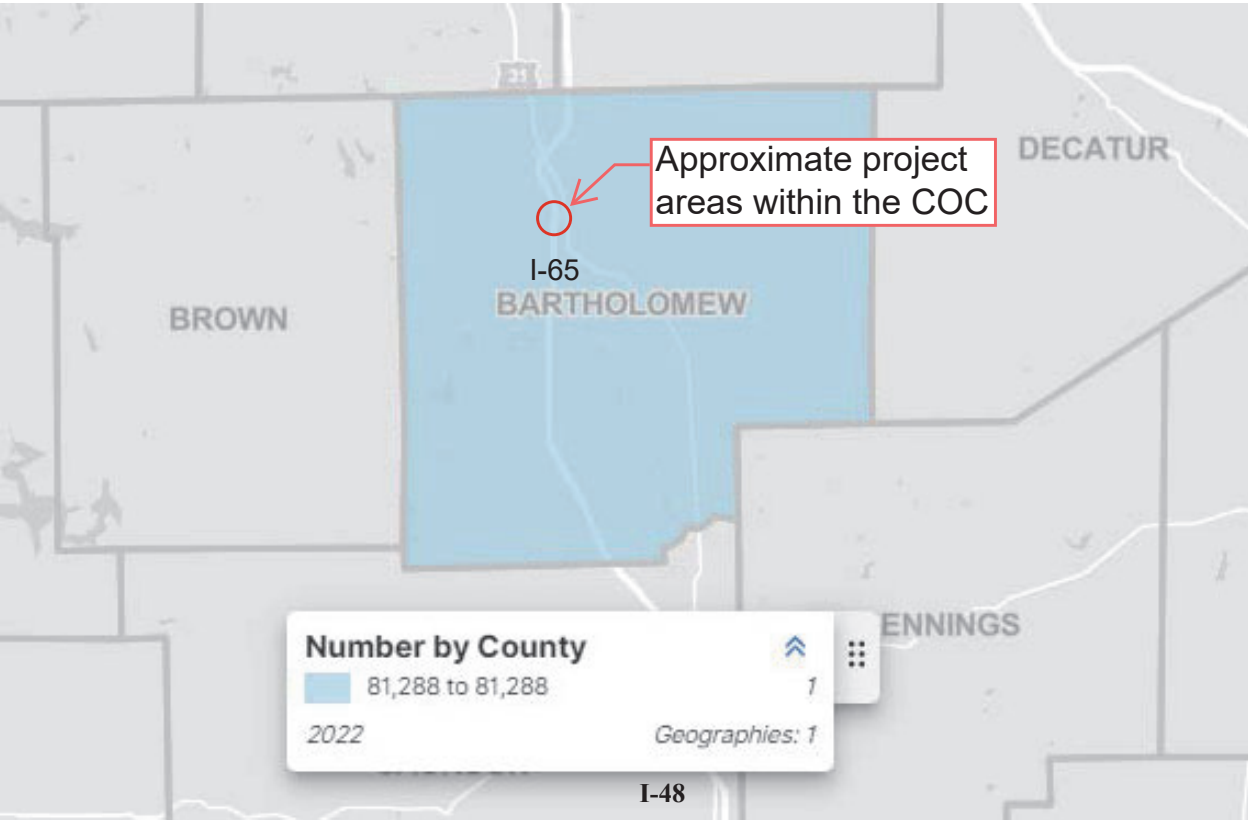
- **Lighting and ITS**
  - All existing high masts inside the rest area facility are being replaced with INDOT standard light poles. INDOT preference for high masts future use?
  - All existing light poles and foundations along the ramps are to be removed and replaced as part of this project.
  - Light fixtures to be environmentally sensitive nature.
  - Existing ITS Poles are being relocated. Additional ITS poles, cameras and equipment are proposed as needed.
  - INDOT ITS concerns?

- **Trucker Restroom and Maintenance Facilities, Dumpsters, Heating, A/C, Generators, Power Supply**
  - Discussions by Jay Smith. Required dumpster capacity?
  - Discussions by Bob Cain and Bruce Conen.

- **Landscape**
  - Existing areas will be seeded/sodded per INDOT standards and specifications.
  - No additional landscape is planned.

I-65 NB and SB Taylorsville Rest Area Environmental Justice Analysis

Environmental Justice Analysis, 2017-2022 American Community Survey 5-Year Estimates				
Des. No. 2000505 Taylorsville Rest Area Modernization Project		**COC**	**AC 1**	**AC 2**
		Bartholomew County Indiana	Census Tract 111.01 Bartholomew County Indiana	Census Tract 111.02 Bartholomew County Indiana
	LOW-INCOME			
B17001001	Population for whom poverty status is determined: Total	81,288	5,744	2952
B17001002	Population for whom poverty status is determined: Income in 2017 below poverty level	9,357	1,105	292
	Percent Low-Income (Income in 2022 below poverty level/Total population)	11.51%	19.24%	9.89%
	125 Percent of COC (125 x COC Percent Low-Income)	14.39%	**AC > 125% COC**	**AC < 125% COC**
	Potential Low-Income EJ Impact?		**Yes**	**No**
	MINORITY			
B03002001	Total Population: Total	82,371	5,761	2,952
B03002002	Total Population: Not Hispanic or Latino	75,858	4,472	2,820
B03002003	Total Population: Not Hispanic or Latino; White alone	65,268	4,184	2,793
B03002004	Total Population: Not Hispanic or Latino; Black or African American alone	1,322	0	0
B03002005	Total Population: Not Hispanic or Latino; American Indian and Alaska Native alone	52	0	0
B03002006	Total Population: Not Hispanic or Latino; Asian alone	6,647	45	0
B03002007	Total Population: Not Hispanic or Latino; Native Hawaiin and Other Pacific Islander alone	0	0	0
B03002008	Total Population: Not Hispanic or Latino; Some other race alone	497	0	0
B03002009	Total Population: Not Hispanic or Latino; Two or more races	2,072	243	27
B03002010	Total Population: Hispanic or Latino	6,513	1,289	132
B03002011	Total Population: Hispanic or Latino; White alone	2,344	292	111
B03002012	Total Population: Hispanic or Latino; Black or African American alone	9	0	0
B03002013	Total Population: Hispanic or Latino; American Indian and Alaska Native alone	24	0	0
B03002014	Total Population: Hispanic or Latino; Asian alone	0	0	0
B03002015	Total Population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0	0
B03002016	Total Population: Hispanic or Latino; Some other race alone	2,402	816	0
B03002017	Total Population: Hispanic or Latino; Two or more races	1,734	181	21
	Number Non-white/minority (B03002001 - B03002003)	17,103	1,577	159
	Percent Non-white/Minority (Total population - white alone)/Total population	20.76%	27.37%	5.39%
	125 Percent of COC (125 x COC Percent Non-white/Minority)	25.95%	**AC > 125% COC**	**AC < 125% COC**
	Potential Minority EJ Impact?		**Yes**	**No**


Approximate project areas within the COC
I-65
BARTHOLOMEW
BROWN
DECATUR
ENNINGS
Number by County
81,288 to 81,288
1
2022
Geographies: 1

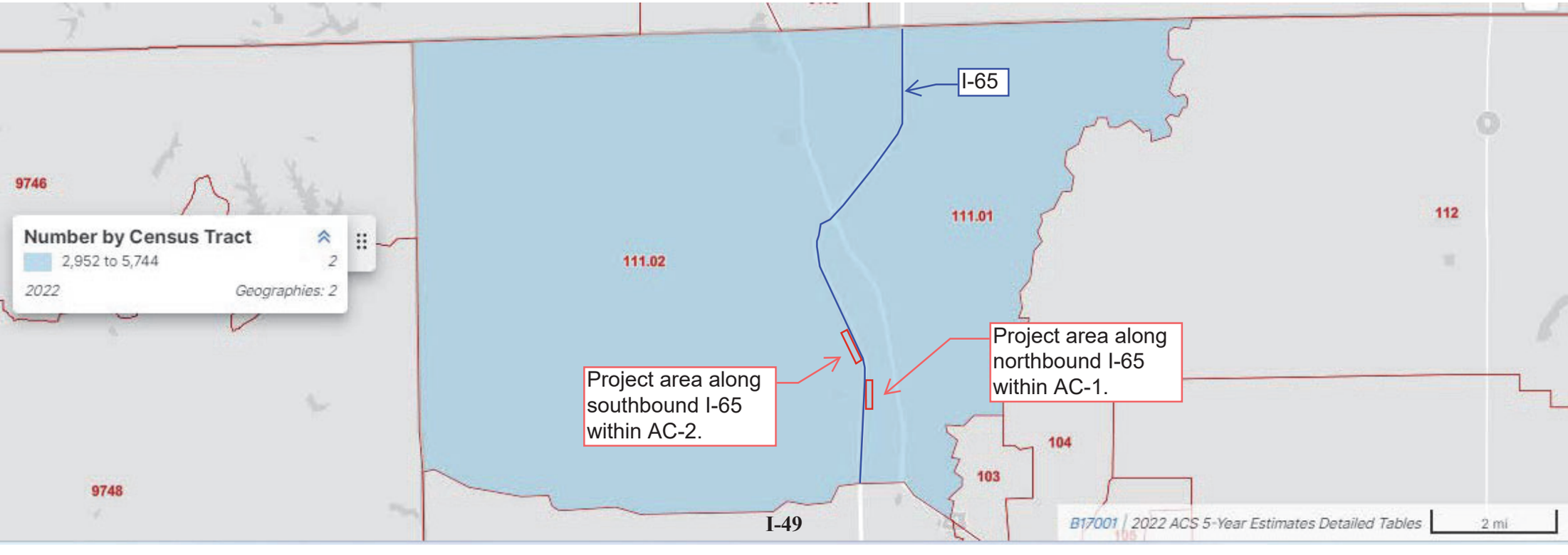

I-65
9746
Number by Census Tract
2,952 to 5,744
2
2022
Geographies: 2
111.02
111.01
112
Project area along southbound I-65 within AC-2.
Project area along northbound I-65 within AC-1.
104
103
9748
B17001 | 2022 ACS 5-Year Estimates Detailed Tables
2 mi

Table: ACSDT5Y2022.B17001 - Low-income Populations

	Bartholomew County, Indiana		Census Tract 111.01; Bartholomew County; Indiana		Census Tract 111.02; Bartholomew County; Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	81,288	±122	5,744	±765	2,952	±466
Income in the past 12 months below poverty level:	9,357	±1,119	1,105	±489	292	±174
Male:	4,479	±587	614	±318	202	±108
Under 5 years	191	±95	23	±37	0	±13
5 years	72	±46	0	±18	0	±13
6 to 11 years	429	±175	51	±66	10	±16
12 to 14 years	257	±161	123	±127	0	±13
15 years	53	±50	0	±18	0	±13
16 and 17 years	337	±117	153	±86	0	±13
18 to 24 years	565	±193	84	±70	0	±13
25 to 34 years	796	±190	26	±30	9	±13
35 to 44 years	346	±131	80	±81	47	±75
45 to 54 years	594	±208	36	±46	56	±83
55 to 64 years	455	±163	28	±43	64	±73
65 to 74 years	257	±161	10	±18	16	±25
75 years and over	127	±107	0	±18	0	±13
Female:	4,878	±765	491	±230	90	±94
Under 5 years	305	±133	0	±18	6	±12
5 years	80	±66	0	±18	0	±13
6 to 11 years	528	±243	51	±62	15	±26
12 to 14 years	191	±122	11	±23	0	±13
15 years	160	±115	37	±39	0	±13
16 and 17 years	114	±91	13	±23	0	±13
18 to 24 years	634	±241	17	±48	0	±13
25 to 34 years	733	±190	53	±48	11	±18
35 to 44 years	713	±218	154	±128	0	±13
45 to 54 years	525	±194	101	±118	46	±71
55 to 64 years	283	±104	30	±33	0	±13
65 to 74 years	319	±110	11	±18	12	±20
75 years and over	293	±130	13	±23	0	±13
Income in the past 12 months at or above poverty level:	71,931	±1,149	4,639	±865	2,660	±475
Male:	36,601	±689	2,509	±588	1,249	±239
Under 5 years	2,525	±119	261	±148	52	±48
5 years	443	±161	22	±38	63	±58
6 to 11 years	2,829	±334	168	±119	85	±58
12 to 14 years	1,512	±341	177	±140	53	±50
15 years	353	±117	68	±67	0	±13
16 and 17 years	867	±138	16	±31	0	±13
18 to 24 years	2,942	±218	334	±186	58	±43
25 to 34 years	5,253	±221	195	±116	248	±211

	Bartholomew County, Indiana		Census Tract 111.01; Bartholomew County; Indiana		Census Tract 111.02; Bartholomew County; Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
35 to 44 years	5,118	±238	383	±142	186	±86
45 to 54 years	4,744	±270	202	±111	216	±124
55 to 64 years	4,467	±217	205	±91	128	±79
65 to 74 years	3,468	±195	226	±117	121	±57
75 years and over	2,080	±117	252	±119	39	±34
Female:	35,330	±768	2,130	±333	1,411	±370
Under 5 years	2,153	±146	89	±68	18	±24
5 years	452	±131	24	±41	54	±56
6 to 11 years	3,074	±322	253	±103	129	±108
12 to 14 years	1,070	±247	105	±76	55	±52
15 years	337	±125	55	±61	30	±45
16 and 17 years	1,129	±183	98	±66	45	±52
18 to 24 years	2,410	±251	122	±74	27	±31
25 to 34 years	4,584	±222	201	±103	38	±35
35 to 44 years	4,629	±226	288	±121	257	±110
45 to 54 years	4,175	±199	253	±92	245	±153
55 to 64 years	4,860	±159	225	±117	290	±246
65 to 74 years	3,713	±163	251	±212	167	±78
75 years and over	2,744	±159	166	±86	56	±36

	Bartholomew County, Indiana		Census Tract 111.01; Bartholomew County; Indiana		Census Tract 111.02; Bartholomew County; Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	82,371	*****	5,761	±764	2,952	±466
Not Hispanic or Latino:	75,858	*****	4,472	±785	2,820	±492
White alone	65,268	±390	4,184	±710	2,793	±495
Black or African American alone	1,322	±221	0	±18	0	±13
American Indian and Alaska Native alone	52	±44	0	±18	0	±13
Asian alone	6,647	±227	45	±57	0	±13
Native Hawaiian and Other Pacific Islander alone	0	±30	0	±18	0	±13
Some other race alone	497	±420	0	±18	0	±13
Two or more races:	2,072	±329	243	±177	27	±43
Two races including Some other race	106	±74	12	±22	27	±43
Two races excluding Some other race, and three or more races	1,966	±310	231	±165	0	±13
Hispanic or Latino:	6,513	*****	1,289	±349	132	±171
White alone	2,344	±458	292	±244	111	±166
Black or African American alone	9	±16	0	±18	0	±13
American Indian and Alaska Native alone	24	±23	0	±18	0	±13
Asian alone	0	±30	0	±18	0	±13
Native Hawaiian and Other Pacific Islander alone	0	±30	0	±18	0	±13
Some other race alone	2,402	±545	816	±304	0	±13
Two or more races:	1,734	±574	181	±146	21	±36
Two races including Some other race	947	±381	143	±129	0	±13
Two races excluding Some other race, and three or more races	787	±429	38	±66	21	±36

INDOT EJ Analysis Concurrence Email

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Friday, October 11, 2024 3:10 PM
To: Joshua Netherton <joshuan@metricenv.com>
Cc: Susan Castle <susanc@metricenv.com>
Subject: Des. 2000505 Taylorsville Rest Area EJ Analysis

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require right-of-way, requires no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.