

**Indiana Department of Transportation**

County Clinton Route S.R. 26 Des. No. 1592971

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

<b>Road No./County:</b>	<u>State Road (S.R.) 26; Clinton County</u>
<b>Designation Number:</b>	<u>1592971</u>
<b>Project Description/Termini:</b>	<u>Pavement preservation with lane and shoulder widening from 0.38 mile east of S.R. 75 to 0.38 mile east of S.R. 29.</u>

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<b>X</b>	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

**Approval** \_\_\_\_\_  
 ESM Signature \_\_\_\_\_ Date \_\_\_\_\_ ES Signature \_\_\_\_\_ Date \_\_\_\_\_

\_\_\_\_\_  
 FHWA Signature \_\_\_\_\_ Date \_\_\_\_\_

**Release for Public Involvement**

N/A \_\_\_\_\_ REB 4-30-19  
 ESM Initials \_\_\_\_\_ Date \_\_\_\_\_ ES Initials \_\_\_\_\_ Date \_\_\_\_\_

**Certification of Public Involvement** \_\_\_\_\_  
 Office of Public Involvement \_\_\_\_\_ Date \_\_\_\_\_

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Richard Fitch, AICP; Mathew Aldridge, Burgess & Niple, Inc.

This is page 1 of 31 Project name: S.R. 26 Pavement Rehabilitation and Shoulder Widening Date: April 8, 2019

Indiana Department of Transportation

County Clinton

Route S.R. 26

Des. No. 1592971

Part I - PUBLIC INVOLVEMENT

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

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

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

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

Remarks:

Property Owner Notification Letter
On 4/5/2017 Burgess and Niple (B&N) sent property owner notification letters concerning survey work along SR 26. Letters were mailed to property owners adjacent to SR 26. A copy of the letter is located in Appendix B, Page 126.
Public Meeting
One public meeting was held for the project. Notices of the public meeting were mailed to adjacent property owners within the project limits. The public was notified of the project on INDOT's webpage. 59 people attended the public meeting held on 6/7/2018 at Rossville High School; 1 Robert Egly Drive, Rossville, IN. A presentation was made to the public at 6:00 pm and then followed by opportunity for questions and answers. The public viewed exhibits and talked with INDOT and consultant staff members. No written comments were received during the public meeting or during the 30-day comment period following the meeting. (Appendix G).
Section 106
To meet the guidelines established in the current Indiana Department of Transportation (INDOT) Public Involvement Policies and Procedures Manual and the Section 106 public involvement requirements under the National Historic Preservation Act, a legal notice was published in The Frankfort Times newspaper in Frankfort Indiana on January 10, 2019, (Appendix D, page D-38), offering the public the opportunity to submit comments on the Area of Potential Effect (APE), eligibility determinations and the "No Historic Properties Affected" finding (Appendix D, Pages D-5-6). No comments were received during the 30 day comment period.
Opportunity for Public Hearing
The proposed project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual that would require the project sponsor to offer the public an opportunity to submit comment 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
Will the project involve substantial controversy concerning community and/or natural resource impacts? [ ] Yes [X] No

Remarks:

To date, no known public controversy concerning community and/or natural resource impacts have been identified



## Indiana Department of Transportation

County Clinton Route S.R. 26 Des. No. 1592971

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

Sponsor of the Project: INDOT INDOT District: Crawfordsville  
 Local Name of the Facility: S.R. 26

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

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

#### PURPOSE AND NEED:

*Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)*

Based on the Engineer's Report prepared by Burgess & Niple, dated 1/13/2018, the following needs were identified within the project limits:

1. The edges of the travel lanes have deteriorated due to the lack of shoulders with both longitudinal and transverse cracks in moderate to heavy occurrence throughout the project length. This deterioration of the edge of the travel lane will quickly deteriorate the remaining pavement and shorting the life of the overall roadway pavement.

2. The length of the project experiences a higher than average number of crashes for similar type of roadway. Most are due to the lack of shoulders to recover when vehicles leave the travel lane as identified in the Crash Analysis in the Engineer's Report. The section of SR 26 within the project area from 2012 to 2016 had:

- 4 - Fatal or incapacitating injury crashes
- 9 - Non-incapacitating & possible injury crashes
- 66 - Property only crashes

Expected Frequency Crashes per year for all crashes is 9.06  
 The index of Crash Frequency is 0.92.

3. Certain sections of the roadway have flooding issues that result in closure of the roadway. Flooding over S.R. 26 at approximately 0.40-mile west of N. County Road (C.R.) 200 E. where existing culverts lack hydraulic capacity and approximately 0.15-mile west of N. C.R. 400 E where no culvert currently exists at a low point of the road during a one hundred-year rainfall event will create a flood water height of 1-4 ft. over S.R. 26 at the above listed areas as discussed in the Engineer's Report.

The purpose of the project is to provide a safe travel roadway, prolong pavement life, and improve hydraulic capacity to reduce roadway flooding and road closure.

#### PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Clinton Municipality: Unincorporated - Sedalia, Geetingsville, and Middlefork

Limits of Proposed Work: State Road 26: 0.38 mile east of S.R. 75 to 0.38 mile east of S.R. 29

Total Work Length: 6.16 Mile(s) Total Work Area: 92.29 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?  
 If yes, when did the FHWA grant a conditional approval for this project?

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

This is page 3 [REDACTED] Project name: S.R. 26 Pavement Rehabilitation and Shoulder Widening Date: April 18, 2019

## Indiana Department of Transportation

County Clinton Route S.R. 26 Des. No. 1592971

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

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

The proposed project is located on State Road 26, from 0.38 miles east of State Road 75 to 0.38 miles east of State Road 29 in Clinton County, as listed as reference post (RP) 55.65 to 62.64 containing approximately 92.29 acres. This area is primarily rural area consisting of agricultural and residential land. The project area passes through the unincorporated communities of Sedalia, Geetingsville, and Middlefork. The project area is within the Indiana Department of Transportation's Crawfordsville District, Frankfort Sub-District. The project area is shown on the Project Area maps in Appendix B, page B-2.

This project is the middle section of three adjacent projects intended to improve State Route 26. The adjacent sections are DES #1400263 (extends from the western limit of this project and DES #1400265 (extends east from eastern limit of this segment). All three projects are under one contract with DES# 1400263 as the lead project number. The other two segments are covered by separate NEPA documents due to the design portion of the project being awarded in the three segments. When the projects were initiated, INDOT divided the project into three standalone projects due to concerns with available funding to construct the entire project at one time. Each of the three sections have separate pavement issues, variable lane widths, shoulder widths, and ROW requirements. The separation of the three projects allows each project to standalone and doesn't require the other two projects to be constructed. Each project thus has independent utility and does not depend on the adjacent projects. This portion of the project has independent utility since it doesn't require the adjacent projects to be constructed and doesn't limit alternatives for the adjacent projects. And, the logical termini for this project are 0.38 mile east of S.R. 75 to 0.38 mile east of S.R. 29. This CE focuses on this segment (DES# 1592971) of the overall project.

A CE-1 was prepared for advanced acquisition of right-of-way (ROW). The CE-1 was approved by INDOT on 10/15/2018. The CE -1 was completed to allow for ROW acquisition to move forward prior to the approval of this environmental document.

The proposed project will widen the existing S.R. 26 lanes from 11 to 12 ft. and add 8 ft. wide shoulders in both directions. The 8 ft. shoulders will consist of 2 ft. paved surface and 6 ft. of gravel surface. Sections of the roadway will be raised from 1-6 ft. to prevent flooding of the road during high water events. The segments of sidewalks within Sedalia will be reconstructed.

The preferred alternative will shift the roadway centerline to the north 3-4 ft. where feasible to eliminate the need to widen the existing pavement on the south side. The existing pavement along the south side edge line is deteriorating considerably, due to the lack of shoulders; therefore 1 ft. of pavement along the north side shall be removed before widening. The existing pavement will be milled 1.5" and replaced with a functional overlay. Pavement recycling shall be evaluated as an alternative. Edge and centerline rumble stripes shall be installed to reduce run off the road and left of center crashes. A curb and gutter section shall be used in Sedalia and Geetingsville where required to control drainage and minimize impacts to the adjacent properties.

A total of 99 S.R. 26 culverts and drive pipes will be added or replaced along the length of the project area as well as sporadic curb and gutter replacement primarily in Sedalia and Geetingsville and guardrail replacement throughout. There are no proposed construction activities between approximately 0.36-mile west of N. C.R. 500 E. to approximately 0.15-mile east of N. C.R. 500 E. This section of S.R. 26 had shoulders installed, the lanes widened and bridge replacement during a previous construction project. There will also be no work occurring to a large box culvert carrying Robinson Branch located at the intersection of S.R. 26 and N. C.R. 100 E. other than milling and guardrail replacement above the culvert.

The use of roadside ditches within the rural section of the project area will require moving the drainage ditch on the north side of SR 26 north to allow for the widening of the roadway and shoulders. Where the roadway will be widened to both sides of the existing alignment, the ditch on the south side of the road will also be moved to the south.

A detour will be used during construction for thru traffic. The proposed detour will utilize S.R. 75 and S.R. 29 for north/south travel and S.R. 18 will be the east/west detour route. This detour will add approximately 18.4 miles onto travel through the area. Access for local traffic will be allowed from cross roads to access residents along S.R. 26.

To accommodate the wider travel lanes, the new shoulders, and relocation of the road side ditches, ROW will be purchased from 76 parcels for a total of 57.655 acres of permanent ROW and 3.031 acres of temporary ROW. All ROW will be strip acquisitions along the current road frontage of properties. There will be no relocations of residents or businesses due to the ROW acquisition. The purchase of the ROW will not impact the current uses of the properties. An advanced authorization CE-1 was approved on 10/15/2018

This is page 4 [REDACTED] Project name: S.R. 26 Pavement Rehabilitation and Shoulder Widening Date: April 18, 2019



## Indiana Department of Transportation

County Clinton Route S.R. 26 Des. No. 1592971

by INDOT to begin the acquisition of ROW for the project. The ROW is needed solely for the purpose of the proposed improvements. Therefore, there is no ROW acquisition for this CE document. All property acquired following the Uniform Relocation Act and did not influence the selection of the preferred alternative.

Attached in Appendix B are the Project Aerial and topographic maps (Appendix B, page B-3-9), the photo log of the project area (Appendix B, page B-10-17) and the Plans (Appendix B, page B-18-125).

### OTHER ALTERNATIVES CONSIDERED:

*Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.*

**Rehabilitation Alternative:**

This option would address the current pavement issues but would not widen the roadway lanes. The narrow road width without shoulders will cause the edge line to continue deteriorating at a progressed rate. This option is likely the least expensive way to resolve the current pavement issues but will cost more over the life of the pavement due to the increased rate of deterioration along the edge of pavement. Also, the safety and flooding concerns along this corridor would not be addressed. This alternative does not meet all parts of the purpose and need. Based on these reasons, this option will not be considered further.

**Full-Depth Replacement Alternative:**

This option does not appear to be financially prudent because most of the existing pavement is in good enough condition to be serviceable for many more years providing that appropriate future maintenance and overlays are completed. This alternative does not address the safety issues of widening the lanes and adding the shoulders, the flooding issues, and long-term pavement life due to the continued damage from flooding. This alternative would be costlier to construct and would not increase the overall life of the pavement compared to the preferred alternative. This alternative did not satisfy the purpose and need. This option will not be considered further.

**Do Nothing Alternative:**

This alternative will result in continued deterioration of the pavement and edge line. The edge of pavement will continue to break away as it has in several locations and will result in emergency patching and unsafe driving conditions. Additionally, the roadway will continue to have water overtop at several locations. This option would however not impact any water resources within the area. This option does not address the needs of this project, is not prudent or economical, and will not be considered further.

**Wetland Avoidance Alternative:**

The preferred alternative impacts 0.22 acres of wetlands. To avoid the wetlands and still address the roadway issues of limited lane and shoulder width, two residential properties will need to be acquired and the families relocated. This will increase the ROW costs for the purchase of the parcels and the relocation of the families. For this reason, the avoidance of wetlands alternative was not considered further.

**The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):**

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

X
X

### ROADWAY CHARACTER:

This is page 5 [REDACTED] Project name: S.R. 26 Pavement Rehabilitation and Shoulder Widening Date: April 18, 2019

## Indiana Department of Transportation

County Clinton Route S.R. 26 Des. No. 1592971

Functional Classification: Principal Arterial  
 Current ADT: 5470 VPD (2020) Design Year ADT: 6340 VPD (2040)  
 Design Hour Volume (DHV): 570 Truck Percentage (%) 9% AADT  
 Designed Speed (mph): Varies 30-55 Legal Speed (mph): Varies 30-55

**Existing Proposed**

Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	11 ft.	12 ft.
Shoulder Width:	0 ft.	8 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	Varies ft.	Varies ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

**DESIGN CRITERIA FOR BRIDGES:**

Structure/NBI Number(s): 026-12-01808 Sufficiency Rating: 77.6 (Bridge Inspection Report)  
 (Rating, Source of Information)

**Existing Proposed**

Bridge Type:	Stringer/Multi-beam or Girder	No work on the bridge
Number of Spans:	1	
Weight Restrictions:	N/A ton	
Height Restrictions:	N/A ft.	
Curb to Curb Width:	30 ft.	
Outside to Outside Width:	46 ft.	
Shoulder Width:	0.9 ft.	
Length of Channel Work:		

Describe bridges and structures; provide specific location information for small structures.

Remarks: There will be no work on the bridge within the project area as the bridge is in satisfactory condition, has no significant crash history, and is on a tangent and level section of S.R. 26.

There will be replacement/addition of 99 culverts along the length of the project. These are summarized below. Refer to Structure No. and Stationing within the Plans in Appendix B, page B-47 for Structure locations. All culverts carry ditches unless otherwise noted under "Stream ID" in the Table below:


Structure No.	Station	Type	Size	Length (ft.)	Asset ID	Stream ID
200	1349+92	CMP	60"	66	CV-026-012-55.67	
201	1368+11	CMP	66"	66	CV-026-012-56.02	UNT 7
202	1407+80	RCB	6'X4'	63	CV-026-012-56.77	
203	1465+53	RCB	6'X3'	82	CV-026-012-57.88	
204	1583+59	CMP	132"	97	CV-026-012-60.11	UNT 3
205	1479+89	RCB	5'X4'	62	CV-026-012-58.15	
206	1368+39	RCP	24"	33		

This is page 6 [REDACTED] Project name: S.R. 26 Pavement Rehabilitation and Shoulder Widening Date: April 18, 2019

## Indiana Department of Transportation

County Clinton Route S.R. 26 Des. No. 1592971

207	1381+49	Elliptical	34"X22"	65		
209	1415+12	CMP	36"	60	SC-026-012-56.91	UNT 6
210	1416+68	RCP	18"	36		
211	1422+82	CMP	54"	68	CV-026-012-57.07	UNT 5
213	1508+40	CMP	36"	65	SC-026-012-58.69	
214	1512+98	RCP	18"	26		
215	1515+57	RCP	30"	60		
216	1525+43	CMP	24"	60		
217	1535+75	ELLIPTICAL	34"X22"	66	SC-026-012-59.21	
218	1536+26	RCB	3'X3'	56	SC-026-012-59.24	
219	1539+42	RCP	24"	67		
220	1556+18	ELLIPTICAL	53"X34"	70	CV-026-012-59.60	
221	1566+08	RCP	21"	66		
222	1600+59	RCP	15"	63		
223	1616+45	ELLIPTICAL	49"X32"	68	CV-026-012-60.73	
224	1657+69	RCP	30"	74		
225	1670+14	CMP	54"	70	CV-026-012-61.75	
226	1694+74	CMP	66"	94	CV-026-012-62.20	
228	1591+92	RCP	18"	100		
230	1369+95	RCP	33"	62		
231	1404+67	RCP	30"	38		
232	1414+26	RCP	18"	26		
233	1421+15	RCP	15"	26		
235	1495+32	RCP	15"	34		
236	1525+64	RCP	15"	26		
237	1591+88	RCP	18"	90		
238	1613+25	RCP	18"	28		
239	1658+27	RCP	21"	36		
240	1659+85	RCP	24"	26		
241	1668+33	RCP	18"	38		
242	1418+36	RCP	15"	26		
243	1450+60	RCP	15"	26		
244	1461+80	RCP	15"	38		
245	1469+48	RCP	15"	26		
246	1413+74	RCP	18"	31		
247	1677+55	RCP	24"	58		
248	1545+71	RCP	15"	26		
249	1554+24	RCP	18"	38		
252	1578+77	RCP	15"	37		
254	1599+33	RCP	15"	26		
255	1610+24	RCP	21"	26		
256	1616+97	RCP	15"	33		
257	1606+65	RCP	15"	47		
258	1615+75	RCP	24"	50		
259	1417+80	RCP	18"	48		
260	1454+00	RCP	15"	48		
261	1501+00	RCP	15"	48		
262	1517+00	RCP	15"	48		

This is page 7  Project name: S.R. 26 Pavement Rehabilitation and Shoulder Widening Date: April 18, 2019



## Indiana Department of Transportation

County Clinton Route S.R. 26 Des. No. 1592971

263	1652+10	RCP	15"	48
264	1666+50	RCP	18"	48
265	1553+50	RCP	18"	48
300	486+90	MOD. MH K-15	24"	45
301	042+32	INLET C-15	12"	47
302	042+31	PIPE CB, 18 IN	12"	61
304	486+90	MOD. MH K-15	24"	87
305	491+31	MOD. MH K-15	24"	31
307	493+42	MOD. INLET P-12	18"	207
308	491+31	MOD. MH K-15	24"	127
309	490+00	MH C-4	24"	151
310	488+45	MH C-4	24"	155
311	488+45	PIPE CB, 18 IN	12"	4
312	490+00	PIPE CB, 18 IN	12"	4
400	1357+94	INLET C-15	12"	28
402	1353+07	MOD. MH K-15	24"	57
403	1360+25	INLET C-15	12"	9
404	1357+94	INLET C-15	18"	58
405	1357+34	INLET C-15	18"	249
406	1354+06	MOD. MH K-15	24"	31
407	1360+75	INLET P-12	12"	66
408	1360+25	INLET E-7	15"	98
409	1354+82	PIPE CB, 18 IN	12"	10
410	1354+82	MH C-4	24"	72
411	1354+06	MH C-4	24"	95
412	1357+94	PIPE CB, 18 IN	12"	7
413	1362+00	PIPE CB, 18 IN	12"	172
414	1363+50	PIPE CB, 18 IN	12"	112
415	1364+65	INLET E-7	12"	96.5
416	1365+65	INLET C-15	12"	13
417	1359+25	PIPE CB, 18 IN	15"	129
418	1357+76	PIPE CB, 18 IN	12"	25
500	1403+75	RCP	15"	249
501	1406+25	INLET E-7	15"	73
502	1452+00	INLET E-7	12"	99
503	1456+75	INLET E-7	12"	122
504	1458+00	INLET E-7	12"	102
505	1459+05	INLET E-7	12"	57
506	1459+65	INLET E-7	12"	84
507	1476+50	INLET E-7	12"	199
508	1568+05	RCP	18"	175
509	1578+90	RCP	18"	200
510	1607+50	INLET P-12	15"	50
511	1673+27	RCP	15"	50

UNT 10

Types: CMP: corrugated metal pipe; RCP: reinforced concrete pipe; RCB: reinforced concrete box

The location of the culverts are shown on the plans located Appendix B, pages B-47 to B-125



## Indiana Department of Transportation

County Clinton Route S.R. 26 Des. No. 1592971

The impacts to each of the streams listed in the above table Unnamed Tributaries 3, 5, 6, 7, and 10 are described in Part III, Section A in this document.

Yes  No  N/A

Will the structure be rehabilitated or replaced as part of the project?  
*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

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

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

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

One lane of traffic will remain open during pavement replacement and widening efforts.

Several sections of roadway will need vertical alignment alterations in addition to the replacement/addition of 99 culverts. These locations will likely require a full closure and detour to construct. The preferred official detour route is to use S.R. 75 and S.R. 29 to travel north to S.R. 18. Using the route to the north along S.R. 18 is preferred over using U.S. 421 which would detour traffic through the City of Frankfort. This preferred detour route would utilize roads in both the Crawfordsville and LaPorte District, and it would add 18.4 miles to the straight-line distance along S.R. 26. A full closure of S.R. 26 will only be used for the aforementioned reasons and will be kept to a minimum. Provisions detailing the access for local traffic, dependent businesses, and local events will be included in the final plans.

One comment was received from a Farmer during the Section 106 Consulting Party comment period. The farmer is concerned that the one way traffic with narrow lanes will prevent him from reaching farm fields due to the width of his farm equipment. The plans will state the contractor will be required to maintain access for farm equipment during the construction. This requirement is included as a firm commitment in Section J.

In accordance with the current *INDOT Design Manual and Standard Specifications*, the sponsor will be responsible for contacting school districts and emergency services two weeks prior to construction. Notification and all signs, lights, and barricades utilized for traffic maintenance will be in accordance with the current *INDOT Standard Specification* and the *Indiana Manual on Uniform Traffic Control Devices (IMUTCD)*.

The detour route is shown on the Project Plans (Appendix B, page B-18)

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 1,863,510 (2017-19) Right-of-Way: \$ 1,511,500 (2018) Construction: \$ 10,407,000 (2020)

Anticipated Start Date of Construction: Spring 2020

This is page 9 [REDACTED] Project name: S.R. 26 Pavement Rehabilitation and Shoulder Widening Date: April 18, 2019

## Indiana Department of Transportation

County Clinton Route S.R. 26 Des. No. 1592971

Date project incorporated into STIP 7/26/2017

Is the project in an MPO Area?  Yes  No

If yes,

Name of MPO N/A

Location of Project in TIP N/A

Date of incorporation by reference into the STIP N/A

**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	33.693	0.232
Commercial	0.0	0.0
Agricultural	27.178	0.036
Forest	0.13	0.0
Wetlands	0.31	0.0
Other:	0.0	0.0
Other:	0.0	0.0
<b>TOTAL</b>	<b>61.311</b>	<b>0.268</b>

*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 or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.*

Remarks:

Due to the project schedule, this project required the process of right of way acquisition to begin early. An advanced authorization CE-1 was approved on 10/15/2018 by INDOT to begin the acquisition of ROW for the project. The ROW is needed solely for the purpose of the proposed improvements. The approval of the CE-1 allows the ROW acquisition to proceed prior to completion of environmental review under the National Environmental Policy Act (NEPA). The acquisition must comply with the Uniform Act and must not influence the decision of the environmental review process of the project required under NEPA. These requirements apply to all projects that receive or are expected to receive Federal-aid funding for any part of the project.

Based on the right of way (ROW) plans a total of 61.311 acres of permanent ROW and 0.268 acre of temporary ROW will be acquired. The final ROW values as shown above, are slightly different then included in the CE-1 MAP 21 (57.655 acres permanent and 3.031 acres of temporary ROW). The difference is due to the values used in the CE-1 MAP 21 CE incorrectly classifying some permanent ROW as temporary ROW. There were also some errors made in calculating the area of the ROW on several parcels. The current ROW is 3.656 acres more of permanent ROW and 2.763 less acres of temporary ROW compared to the CE-1 MAP 21 CE. The number of parcels where ROW will be acquired remains at 76 parcels. An Additional Information (AI) was approved on 4/11/2019 by INDOT-ESD to correct the ROW acreage in the CE-1MAP 21 CE to match the values contained in this CE-3. All ROW will be strip takes and there will be no relocations of residences or businesses due to the project. The temporary ROW is associated with driveway and ditch modifications to tie the proposed improvements into existing ground elevations. The width of the ROW varies throughout the project length from the 55 ft. in the unincorporated towns to 150 ft. wide in the rural areas where side roadside ditches are needed to control stormwater. The ROW is needed solely for the purpose of the proposed improvements.