

Project 421 Public Hearing Comments

Date of Hearing: February 20, 2018



Individual Providing Comment	Public Comment	Refer to Comment Response:
Robert Hall	I've had a lot of conversation with Adam over the past year or so, and I feel, fortunately, we've come to the correct alternative, and my only, I guess, comment would be that it has not proceeded fast enough, in my estimation, and that I have always felt that it should've been done at the time that the bridge was built, and would have saved us all a lot of money, time, and hassle. And although we've done two environmental studies, we're now back at the same point when this project should be finished, but I am happy that we are proceeding on, and which, in my opinion, is the proper alternative.	Pace Of Project
Russell Vossler	Hi. My name is Russell Vossler, and I live on the corner of Baltimore and Second Street. My bedroom is on the Baltimore side, and that's where all the bridge traffic goes through. So all this time, my primary concern is -- has been about traffic going to and from the bridge, and I have to sleep with earphone -- or ear plugs in my ears every night. Not just the truck traffic, but noise from leaking mufflers, particularly in warm weather months, with bikers, and so forth, going through there. It's very loud. I've had most of my concerns tonight allayed, but I -- through the help of the design team and INDOT, which I thank you for, but I would like to stress the importance of traffic mitigation on Second and tributaries that feed it, like Baltimore and St. Michaels, through signage or other mitigation techniques that you guys are experts in, to keep the traffic flowing on 421 and off of Second Street and its ancillaries. So thank you very much.	Local Street Traffic Mitigation

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Individual Providing Comment	Public Comment	Refer to Comment Response:
Bernard Kelley	<p>I'm Bernard Kelley. I live at 926 Park Avenue. I'm on the east end of this project right at the foot of the east hillside entrance. My front door is about eight feet off the highway at present. I've got about a six-foot-wide sidewalk in front of my house, and I was informed that they want to straighten out the curve in this road going down to the intersection, and they want about three feet of my sidewalk. Well, the problem is I won't be able to do any maintenance to the front of the house. Right now, I have to stick the ladder into the ditch to work on the front of my house, so if they take three to four feet, then I'm not going to be able to put a ladder up in front of the house. I also heat my house with wood and coal, and I unload the wood in front of the house because there's a coal chute there, and if they take three feet of my sidewalk, there will no longer be any place to put the truck to unload it, unless I just park it in the highway. One thing I did want to point out --a comment that was made about noise reduction -- I think you're actually doubling some of the noise because right now, the semis use their Jake brakes to come off the bridge to the intersection. Well, when they're coming in 56 now to the intersection, those trucks will start using their Jake brakes as well because before, they didn't have to. They just went right up steering to Main Street. So now, all the traffic coming in 56 will be Jake braking down to the intersection. Thank you much.</p>	2nd Street Curve

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Individual Providing
Comment

Public Comment

Refer to Comment
Response:

Margo Watkins

Dear Mr. Burns, I am advised that you are the senior project manager for the expansion of Harrison Street/U.S. 421 in Madison, Indiana. I have lived in the 800 block of E. First Street in Madison, Indiana for 19 years (the first block of homes directly off of Harrison Street). I wanted to suggest that some signage directing visitors who are trying to get to the Ohio River would be VERY ... VERY ... helpful. A lot of people on motorcycles and those pulling boats use First Street trying to get to the river, but get confused, turn on Clay, then Filmore Alley, and end up going in circles around my block. You CAN get to the river by using E. First Street, but you have to go through residential streets lined with cars in order to get there. With the coming changes and expansion that will be made to Harrison Street at Second and Sering, I have concerns that people will either get confused, or try to avoid the new intersection and will turn onto the first left, which is First Street. I do not want for the traffic to increase on my block and am hoping that the coming changes to Harrison Street will make it very clear to people that the easier route to Main Street ... and to the Ohio River ... is to go to Highway 56 and turn left. I hope you will consider my suggestion and place some signage on U.S. 421 as soon as people exit the bridge. Signage to the river has been desperately needed on this end of town for a long time! I look forward to hearing from you in regard to this matter.

River Signage

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John Staicer	<p>Hi Damon, I attended the public hearing on the preferred alternative for the new Madison-Milton Bridge approach Tuesday Feb. 20. I'm glad you were able to attend the information session though I'm sorry you were not able to stay for the public hearing. I am writing to share a concern of an affected property owner. Bernard Kelley who owns and lives in his historic two story brick residence at 926 Park Ave. was one of the participants who made a comment at the meeting I thought you should be aware of. He related the fact that the current proposed re-alignment of the portion of Park Ave. that passes in front of his house will require the taking of enough of the sidewalk on the north side of his home and bring the road so close to his home that he will be unable to set up a ladder to maintain the front of the house. In addition, he heats with a combination of wood and coal and the delivery chute is on the north side of the home. The proposed realignment will not allow for a vehicle to park in front for unloading his fuel supply. He also mentioned that the proposed realignment and the removal of a stop sign at the intersection of Park & Second St. will create a safety problem for him, his wife and anyone using his driveway on the west side of the property. The attachments are provided for your convenience. The combination of these impacts would make this property pretty much unlivable. I asked the engineers if this was one of the properties considered as being impacted, demolished or "taken" and the response was "no". So there is an issue here. These impacts I believe can be mostly mitigated by having the new alignment moved to the north a bit and a portion of the hill opposite his home be carved out for the road. If Bernie hasn't already contacted you about this, I would urge you to visit him to see firsthand what his concerns are. I'd also ask that you contact INDOT and CMT Engineers to discuss this issue before the public comment period closes to urge a slight shift in the alignment to save this historic home which the Kelley's have invested a great deal of time and energy into preserving, and which has had only 3 owners in its 150+ year history. Thanks again for all you are doing to improve Madison through sensitive community development, especially in the historic district. I look forward to continuing to participate in our Stellar community initiatives.</p>	2nd Street Curve
Cynthia Smoots	<ol style="list-style-type: none">1. On entering Madison from KY, there are 3 empty parking lots that have 2 flea markets (one on each side of street). What happens to them? They are an eye sore.2. What happens to the gas station? Filling Station Liquors.	Affects To Parcels

Project 421 Public Hearing Comments

Date of Hearing: February 20, 2018



Individual Providing Comment	Public Comment	Refer to Comment Response:
John Staicer	I am writing to ask the road alignment in front of 926 Park Ave be adjusted so the property owner does not lose sidewalk and prohibit the property owner from maintaining the front of this important historic structure as part of the National Historic Landmark District.	2nd Street Curve
Susan C Kelley	Concerns about house at 926 Park Ave. Will not be able to maintain front of house. Safety is a big concern. House has been hit by a truck already with several near misses.	2nd Street Curve
Larry Truax	I have large concern about the new 4.5% grade starting at 2nd Street & continuing up to Main Street. Trucks will stop at the new light at 2nd Street then have to negotiate the steep 4.5% grade from a full stop. Very bad, very slow, very noisy.	US 421 Grade
Laura Hodges	I am interested in a city welcome sign - Welcome to Indiana - and a visitor kiosk with parking area near the pedestrian walkway to the bridge. On selections of lights, benches trash receptacles, please coordinate with what the city and Riverfront Development have installed on the riverfront. The city is currently replacing benches. Please plant a <u>variety</u> of trees. The options you have on the poster are great.	Welcome Sign and Aesthetic Features
Phillip Grebe	Dear Mr. Clark: I am writing regarding Project 421, Madison, Indiana INDOT DES No 1400918. This project is the proposed new on-off ramp for the recently completed Madison Bridge. The new intersection is located at Harrison St. and Second St. in Madison. The proposal calls for traffic on second street headed east to stop at Harrison St. turn right on Harrison St. to cross the bridge. I would like to suggest that the southwest corner of the intersection, which is currently a vacant lot, be curved to allow drivers traveling on second street to follow the curve and merge into Harrison St. to cross the bridge. Traffic would not need to stop at Harrison St. and turn right. A yield sign at the end of the curve would require traffic to stop if vehicles were on Harrison St headed toward the bridge. This would also allow the traffic light at the intersection to require less red lights for those going on or off the bridge. The only time the light would be red is to allow traffic on East St. head east to highway 56 and for those headed west on Second St. wanting to turn on to Harrison to cross the bridge. In both cases you will find this traffic is not heavy. Thank you.	Channelized Turn

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Individual Providing Comment	Public Comment	Refer to Comment Response:
US EPA	Consider the use of green infrastructure to help manage stormwater, including, but are not limited to, green roofs, bio-swales, rain gardens, and permeable pavements. EPA recommends the agencies work with the City of Madison, residents, and business owners about the potential for green infrastructure within and adjacent to the project area.	Green Infrastructure
US EPA	<p>EPA recommends FHWA and INDOT consider the following measures to future reduce environmental impacts as a result of the proposed project:</p> <p>Commit to recycling a high percentage of construction debris.</p> <p>Consider replacing raw materials with recycled materials for infrastructure components. Options include, but are not limited to:</p> <ul style="list-style-type: none"> - Use recycled materials to replace carbon-intensive Portland Cement in concrete as "supplementary cementitious materials," - Use tire-derived aggregate in lightweight embankment fill and retaining wall backfill; and - Use recycled materials in pavement applications, such as crushed recycled concrete, recycled asphalt pavement, rubberized asphalt concrete. Also, in some circumstance, on-site asphalt can be re-used (e.g., cold in-place recycling or full depth reclamation). 	Reduced Environmental Impacts
US EPA	<p>As the project moves forward into design, we recommend the following measures in addition to the measures already laid out in the Draft EA:</p> <ul style="list-style-type: none"> - Ensure non-native invasive species are targeted for early eradication during and after construction. - Where permanent vegetation is planned within the rights-of-way, consider including native pollinator species and other best practices, as outlined in FHWA's <i>Pollinators and Roadsides: Best Management Practices for Managers and Decision-Makers</i> . - Where applicable, share pollinator and native vegetation practices with residents and business owners to encourage expanded plantings. - Consider whether vegetation can be designed in a way that would reduce impacts from roadway noise and emissions. Design parameters can be found in EPA's <i>Recommendations for Construction Roadside Vegetation Barriers to Improve Near-Road Air Quality</i> . 	Project Vegetation

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Individual Providing
Comment

Public Comment

Refer to Comment
Response:

US EPA

Emissions from construction equipment have the potential to impact human health, especially in sensitive populations, such as the elderly, children, and those with impaired respiratory systems. Exposure might also be increased where homes are older, which may not have replaced windows or ventilation systems. In addition to the measures outline in Section J (*Environmental Commitments*), EPA recommends several construction-related measures to further reduce impacts to human health and the environment. Please see the enclosure (*Construction Emission Reduction Strategies*) for specific considerations.

Construction Emissions

Public Hearing Meeting Minutes

February 20, 2018, 6 p.m.
Brown Gym

Presentation Speakers: Adam Burns, Rickie Clark

Audience Speakers: Robert Wall, Russell Vossler, Bernard Kelley

1) Introductions

Rickie Clark gave an introduction, explained his role in the project, discussed the status of Project 421, and expectations for the public hearing.

2) Public Hearing

Adam and Rickie gave a formal presentation (see presentation attached).

3) Formal Comment Period

Comment #1:

- **Robert Hall:** Robert Wall from Madison. I've had a lot of conversation with Adam over the past year or so, and I feel, fortunately, we've come to the correct alternative, and my only, I guess, comment would be that it has not proceeded fast enough, in my estimation, and that I have always felt that it should've been done at the time that the bridge was built, and would have saved us all a lot of money, time, and hassle. And although we've done two environmental studies, we're now back at the same point when this project should be finished, but I am happy that we are proceeding on, and which, in my opinion, is the proper alternative.
- **Rickie Clark:** Very well. Very well said. Thank you, Mr. Wall, for those comments. And I'll also mention, after Mr. Wall presented his comments, that the podium is available if you've come this evening with prepared notes. By all means, feel free to utilize the podium here that's accessible to you. So I, again, would like to thank Mr. Wall for his comments. Our next speaker to sign in on our speaker schedule -- and I also have a reminder. Certainly, if you presented verbal comments, by all means, feel free to supplement those with written statements, as well. Our next speaker to sign in on our schedule will be Russell Vossler. Russell Vossler will be our next speaker, and, Mr. Vossler, the podium is available to you, if you'd like to present your comments from this side.

Public hearing concluded at 6:41 p.m. and public open house continued.

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 08, 2018
SUBJECT: **Pace of Project**

As a result of a formal comment submitted at the public hearing for this project, below is a response to a comment regarding the pace of the project. The individual thought the project should have been completed with the bridge construction.

The project team understands that it would have been preferable to the community to have the area disrupted by construction once for both projects. The project team has and continues to work diligently to keep the project moving while also making sure to adhere to federally-mandated requirements.

Public Hearing Meeting Minutes

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Adam and Rickie gave a formal presentation (see presentation attached).

3) Formal Comment Period

Comment #2:

- **Russell Vossler:** Hi. My name is Russell Vossler, and I live on the corner of Baltimore and Second Street. My bedroom is on the Baltimore side, and that's where all the bridge traffic goes through. So all this time, my primary concern is -- has been about traffic going to and from the bridge, and I have to sleep with earphone -- or ear plugs in my ears every night. Not just the truck traffic, but noise from leaking mufflers, particularly in warm weather months, with bikers, and so forth, going through there. It's very loud. I've had most of my concerns tonight allayed, but I -- through the help of the design team and INDOT, which I thank you for, but I would like to stress the importance of traffic mitigation on Second and tributaries that feed it, like Baltimore and St. Michaels, through signage or other mitigation techniques that you guys are experts in, to keep the traffic flowing on 421 and off of Second Street and its ancillaries. So thank you very much.
- **Rickie Clark:** Very well. Very well. Thank you, Mr. Vossler, for those comments. Our next speaker to sign in on our speaker schedule following the comments of Mr. Wall, and then also Mr. Vossler, will be Bernard Kelley. Our very next speaker to sign in on our speaker schedule requesting an opportunity to present a statement for the public record this evening will be Mr. Bernard Kelley. Mr. Kelley, the floor is all yours, sir.

Public hearing concluded at 6:41 p.m. and public open house continued.

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 08, 2018
SUBJECT: Local Street Traffic Mitigation

As a result of a formal comment submitted at the public hearing for this project, below is a response to a concern regarding mitigating traffic on 2nd Street and other local streets. This is in an attempt to encourage non-local traffic to stay on US 421.

The project team has heard similar concerns during the development of the environmental document. A couple geometric features have been included with the project to discourage through traffic from utilizing local streets. One feature was narrowed lanes to make receiving approaches smaller and less appealing to motorists. Corner curb bump outs were also included to narrow up approaches on 2nd Street and Baltimore Street to encourage traffic to use US 421 and SR 56.

Additionally, wayfinding and directional signage is being reviewed with the Advisory Team throughout the project. These signs would identify the US 421 and SR 56 alignments and direct traffic to them.

In conclusion, the project team has recognized traffic mitigation on local streets as a common concern. Some geometric elements including narrow lanes and curb bump outs have been included to make receiving approaches to local streets less appealing to motorists. Wayfinding and directional signage can also be added to highlight the routes of US 421 and SR 56.

Public Hearing Meeting Minutes

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Brown Gym

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1) Introductions

Rickie Clark gave an introduction, explained his role in the project, discussed the status of Project 421, and expectations for the public hearing.

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Adam and Rickie gave a formal presentation (see presentation attached).

3) Formal Comment Period

Comment #3:

- **Bernard Kelley:** Thank you. I'm Bernard Kelley. I live at 926 Park Avenue. I'm on the east end of this project right at the foot of the east hillside entrance. My front door is about eight feet off the highway at present. I've got about a six-foot-wide sidewalk in front of my house, and I was informed that they want to straighten out the curve in this road going down to the intersection, and they want about three feet of my sidewalk. Well, the problem is I won't be able to do any maintenance to the front of the house. Right now, I have to stick the ladder into the ditch to work on the front of my house, so if they take three to four feet, then I'm not going to be able to put a ladder up in front of the house. I also heat my house with wood and coal, and I unload the wood in front of the house because there's a coal chute there, and if they take three feet of my sidewalk, there will no longer be any place to put the truck to unload it, unless I just park it in the highway. One thing I did want to point out --a comment that was made about noise reduction -- I think you're actually doubling some of the noise because right now, the semis use their Jake brakes to come off the bridge to the intersection. Well, when they're coming in 56 now to the intersection, those trucks will start using their Jake brakes as well because before, they didn't have to. They just went right up steering to Main Street. So now, all the traffic coming in 56 will be Jake braking down to the intersection. Thank you much.
- **Rickie Clark:** Very well said. Very well said. Thank you, Mr. Kelley, for those comments. Mr. Kelley actually was the last speaker to sign in on our speaker schedule.

Public hearing concluded at 6:41 p.m. and public open house continued.

From: [John Staicer](#)
To: ["Damon Welch"](#)
Cc: [Michele Curran](#); [Betsy Merritt](#); [Adam Burns](#); [JCarr@dnr.IN.gov](#); ["Greg Sekula"](#)
Subject: Project 421 public comment period
Date: Thursday, February 22, 2018 11:08:01 AM
Attachments: [926 Park Ave Kelley Proj 421 Nov 2017.pdf](#)
[926 Park Ave..png](#)

Hi Damon,

I attended the public hearing on the preferred alternative for the new Madison-Milton Bridge approach Tuesday Feb. 20. I'm glad you were able to attend the information session though I'm sorry you were not able to stay for the public hearing. I am writing to share a concern of an affected property owner.

Bernard Kelley who owns and lives in his historic two story brick residence at 926 Park Ave. was one of the participants who made a comment at the meeting I thought you should be aware of.

He related the fact that the current proposed re-alignment of the portion of Park Ave. that passes in front of his house will require the taking of enough of the sidewalk on the north side of his home and bring the road so close to his home that he will be unable to set up a ladder to maintain the front of the house. In addition, he heats with a combination of wood and coal and the delivery chute is on the north side of the home. The proposed realignment will not allow for a vehicle to park in front for unloading his fuel supply. He also mentioned that the proposed realignment and the removal of a stop sign at the intersection of Park & Second St. will create a safety problem for him, his wife and anyone using his driveway on the west side of the property. The attachments are provided for your convenience.

The combination of these impacts would make this property pretty much unlivable. I asked the engineers if this was one of the properties considered as being impacted, demolished or "taken" and the response was "no". So there is an issue here.

These impacts I believe can be mostly mitigated by having the new alignment

moved to the north a bit and a portion of the hill opposite his home be carved out for the road.

If Bernie hasn't already contacted you about this, I would urge you to visit him to see firsthand what his concerns are. I'd also ask that you contact INDOT and CMT Engineers to discuss this issue before the public comment period closes to urge a slight shift in the alignment to save this historic home which the Kelley's have invested a great deal of time and energy into preserving, and which has had only 3 owners in its 150+ year history.

Thanks again for all you are doing to improve Madison through sensitive community development, especially in the historic district. I look forward to continuing to participate in our Stellar community initiatives.

John

John Staicer,
President & Executive Director

Historic Madison, Inc./Historic Madison Foundation, Inc.
500 West Street
Madison, IN 47250

A National Historic Landmark District

Celebrating 50+ years of excellence in historic preservation

(812) 265-2967

FAX (812) 273-3941

website: www.historicmadisoninc.com



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

TODAY'S DATE: Tuesday, February 20, 2018

COMMENT:

I am writing to ask the road alignment in front of 926 Park Ave be adjusted so the property owner does not lose sidewalk and prohibit the property owner from maintaining the front of this important historic structure as part of the National Historic Landmark District

SIGNATURE:

John Stacey Historic Madison, Inc.



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Joe McGuinness, Commissioner

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TODAY'S DATE: Tuesday, February 20, 2018

COMMENT:

Concerns about house at 926 Park Ave
will not be able to maintain front of house.
Safety is a big concern. House has been hit by
a truck already with several near misses.

SIGNATURE: Susan C Kelley owner Bond 1/Kelly

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: February 23, 2018
SUBJECT: **Analysis of Revising the Horizontal Curve on 2nd Street**

As a result of several formal comments submitted at or after the public hearing for this project on February 20, 2018, below is a response to the comments received about the right of way acquisition and perceived roadway expansion at 926 2nd Street.

The current design shifts the edge of the travel lane away from the house at 926 2nd Street approximately 1 foot. The face of curb would move no more than 6 inches closer to the home than existing conditions. Additionally, due to the realigned centerline and visual impact of the barrier curb, it is expected that vehicles will operate further away from the house, maintaining if not improving safety at the residence. The statement regarding the INDOT taking 3-4 feet of this resident's sidewalk is factually incorrect. Some of the sidewalk will be within INDOT-acquired right of way, but the width of the sidewalk will be maintained. Wood and coal unloading will still be feasible for the resident.

The existing right of way at the intersection of SR 56 and 2nd Street extends into the pavement near the property line between 924 2nd Street and 926 2nd Street. To prevent storm water runoff from draining back onto the property at 926 2nd Street, the driveway is being reconstructed to reflect current design standards and will utilize this identified, proposed right of way.

A comment was also made about noise doubling because of traffic being rerouted to the new intersection with US 421. Based on the results of the noise study that was completed, this property would experience a slight noise increase (0.2 dB), but the change will not be enough to be perceived by a human ear.

In conclusion, the right of way acquisition proposed for 926 2nd Street is to reset the publicly owned right of way to a location that is more typical of urban roadways, in an effort to keep public infrastructure in the public right of way. The roadway will not be moving closer to the residence, and the curb line will be no more than 6 inches closer to the residence. The homeowner should have similar functionality and safety in front of the residence as today. Therefore, it is recommended that the current design be retained.

Hillside Inn Drive

SR 56

Exist. R/W

Exist. Edge of Pavement

924 2nd St.

926 2nd St.



From: [Margo Watkins](#)
To: [Adam Burns](#)
Cc: [Kevin](#)
Subject: Madison/Milton bridge U.S. 421 approach - river signage
Date: Wednesday, February 21, 2018 3:28:54 PM

Dear Mr. Burns,

I am advised that you are the senior project manager for the expansion of Harrison Street/U.S. 421 in Madison, Indiana. I have lived in the 800 block of E. First Street in Madison, Indiana for 19 years (the first block of homes directly off of Harrison Street). I wanted to suggest that some signage directing visitors who are trying to get to the Ohio River would be VERY ... VERY ... helpful. A lot of people on motorcycles and those pulling boats use First Street trying to get to the river, but get confused, turn on Clay, then Filmore Alley, and end up going in circles around my block. You CAN get to the river by using E. First Street, but you have to go through residential streets lined with cars in order to get there. With the coming changes and expansion that will be made to Harrison Street at Second and Sering, I have concerns that people will either get confused, or try to avoid the new intersection and will turn onto the first left, which is First Street. I do not want for the traffic to increase on my block and am hoping that the coming changes to Harrison Street will make it very clear to people that the easier route to Main Street ... and to the Ohio River ... is to go to Highway 56 and turn left.

I hope you will consider my suggestion and place some signage on U.S. 421 as soon as people exit the bridge. Signage to the river has been desperately needed on this end of town for a long time!

I look forward to hearing from you in regard to this matter.

Sincerely

Margo Watkins
804 E. First Street
Madison, IN 47250
(812) 701-3622

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 02, 2018
SUBJECT: Ohio River Wayfinding Signage

As a result of a formal comment submitted during the public comment period for this project, below is a response to a request for signage directing bridge traffic to the Ohio River. This is in an attempt to mitigate traffic cutting down 1st Street trying to get to the Ohio River.

In coordination with the Advisory Team for this project, cut-through traffic on 1st Street and 2nd Street was a concern brought forward. A question was posed as to whether signs indicating local traffic only could be installed on 1st St. and 2nd St. As this is a regulatory action, the design team will work with INDOT and the City of Madison to determine if local traffic only signs can be installed along the corridor.

Additionally, past public and advisory committee meetings have heard some requests for wayfinding signage to be included with the project. Because this issue has been brought forward multiple times, the project team had intended on enlisting the assistance of the project advisory team in determining what signage may be appropriate for, and of benefit to, the community.

In conclusion, directional signage will be included in the corridor to reinforce route designation. Wayfinding signage will be coordinated with the Advisory Team to determine location and content for additional signage in the corridor.



INDIANA DEPARTMENT OF TRANSPORTATION

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PHONE: (317) 232-6601
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

TODAY'S DATE: Tuesday, February 20, 2018

COMMENT:

I am interested in a city welcome sign - welcome to Indiana - and a visitor kiosk with parking area near the pedestrian walkway to the bridge.

On selections of lights, benches, trash receptacles, please coordinate with what the city and Riverfront Dev. have installed on the riverfront. The city is currently replacing benches.

Please plant a variety of trees. The options you have on the poster are great.

SIGNATURE:

Laura J. Hodges
301 Hillcrest Dr.
Madison

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 02, 2018
SUBJECT: **Welcome Sign and Aesthetic Features**

As a result of a written comment submitted during the public hearing for this project, below is a response to a request for a Welcome to Indiana sign and visitor kiosk with parking. The individual also requested a variety of trees and that benches, trash receptacles and lights match what is currently used along the riverfront.

The project team has heard requests for many different gateway features to possibly be included with the project. The project team has begun coordination with a local Advisory Team to define what gateway features will be included with the project. A welcome sign and visitor kiosk have both been mentioned during coordination and will be considered for possible inclusion.

Street furniture and vegetation are also being coordinated with the Advisory Team. With input from the Advisory Team, the Project Team will work to select street furniture that complements downtown Madison and fits with the City's inventory. Vegetation plans will be developed through coordination that blend with the surrounding environment and that are manageable given the topography.



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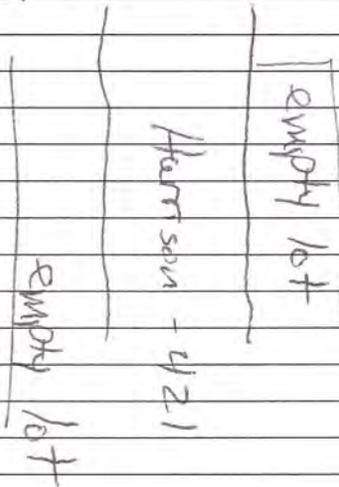
COMMENT:

① On entering Madison from KY, there are 3 empty parking lots that have 2 flea markets (one on each side of street). What happens to them? They are an eye sore.

Filling Station Liquors
Second Street

② What happens to the gas station?

Filling Station Liquors



SIGNATURE:

Cynthia Smith

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 08, 2018
SUBJECT: **Affect to Parcels**

As a result of a formal comment submitted at the public hearing for this project, below is a response to a comment regarding how some parcels adjacent to the project will be affected. The individual specifically asked what would happen to the liquor store and the three empty parking lots.

In order to provide a direct route that maximizes mobility and safety while also minimizing impacts to environmental and cultural resources, the liquor store and the lot in the southeast corner of the 2nd Street/Harrison Street intersection will both be acquired. Some right of way acquisition is needed from the lot in the southwest corner of the 2nd Street/Harrison Street intersection, but the portion to be acquired is limited to that which is necessary to construct the project. The other lot on the west side of US 421 will not be impacted by the project.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

TODAY'S DATE: Tuesday, February 20, 2018

COMMENT:

I have large concern about the new 4.5% grade ~~commen~~ starting at 2nd Street + continuing up to Main Street.

Trucks will stop at the new light at 2nd Street then have to negotiate the steep 4.5% grade from a full stop. Very bad, very slow

Very Noisy

SIGNATURE:

Jerry Inay

316 Mill St. Madison

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: February 27, 2018
SUBJECT: **Analysis of US 421 Maximum Grade**

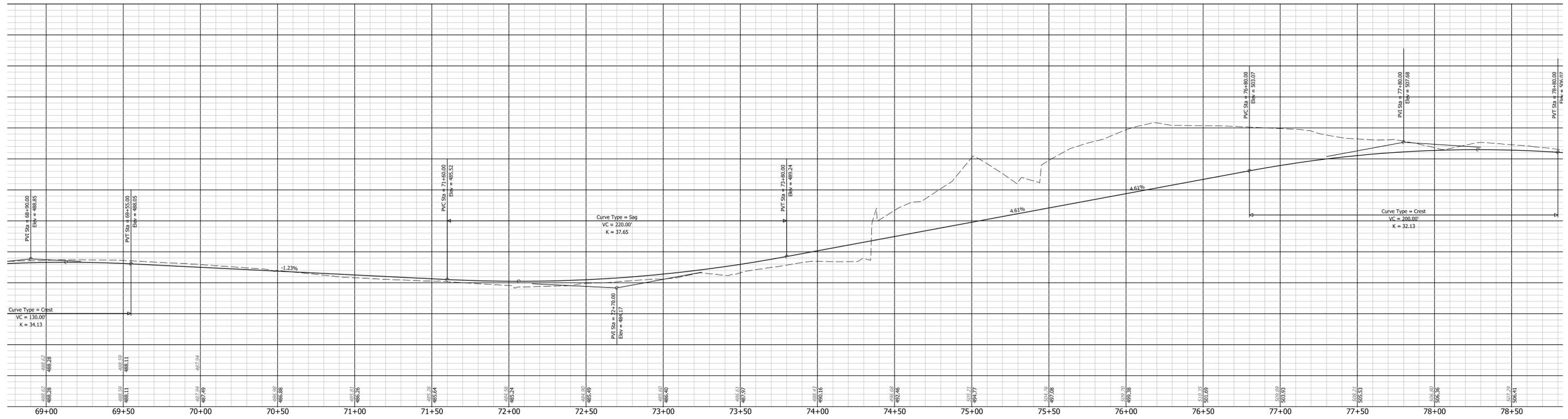
As a result of a formal comment submitted during the public comment period for this project, below is a response to concern about the proposed profile slope of US 421. The individual providing the comment was concerned about the ability of trucks to get moving from a complete stop.

The current proposed grade of US 421 between 2nd Street and Main Street reaches a maximum of 4.61%. This grade is needed to make up an approximately 24-foot change in elevation from 2nd Street to Main Street. Northbound traffic, if stopped, would be stopped on a 2.0% or less grade, which is a common intersection approach slope.

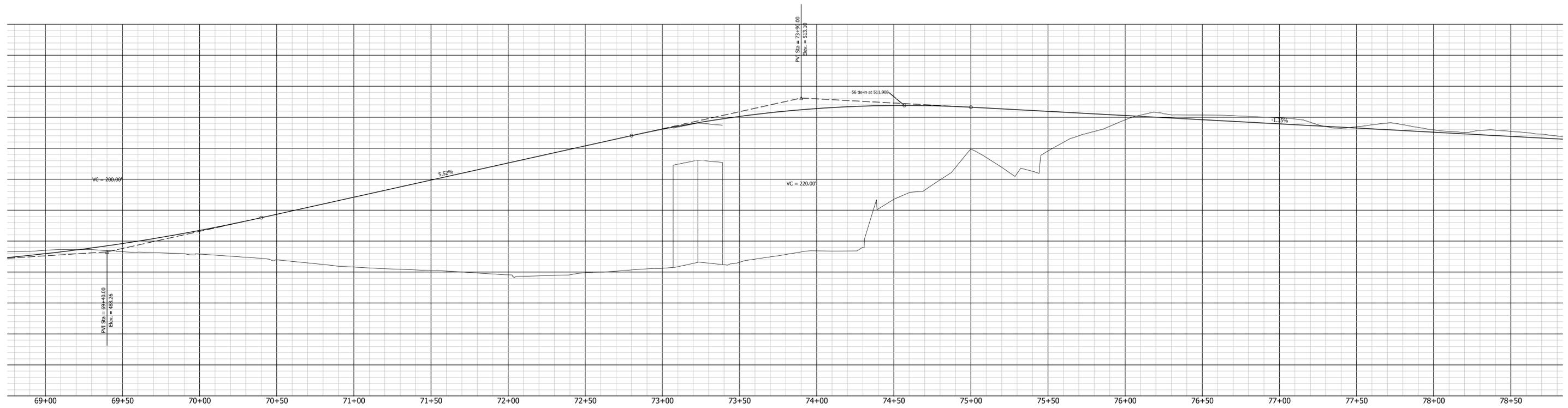
Maximum grades for other alternatives are similar to or greater than the preferred alternative, which would increase noise and emissions from trucks. Other alternatives may require traffic to stop on a similar grade. A profile from another alternative is provided as a reference to which to compare the profile for the preferred alternative.

In conclusion, the preferred alternative provides improved mobility and safety, as well as a more gradual grade, compared to other alternatives. Other alternatives require vehicles to stop on a similar grade at the intersection and may require vehicles to come to a complete stop prior to going up the maximum roadway grade. Therefore, it is recommended that the current preferred alternative design be retained to minimize noise impacts due to a lesser grade and providing improved mobility and safety.

Alternative 6



Alternative 4



February 24, 2018

Mr. Rickie Clark

Manager Public Involvement

Indiana Department of Transportation

100N. Senate Ave. IGC N642

Indianapolis, IN 46204

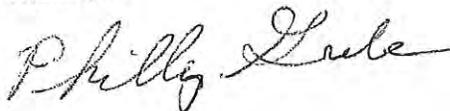
Dear Mr. Clark:

I am writing regarding Project 421, Madison, Indiana INDOT DES No 1400918. This project is the proposed new on-off ramp for the recently completed Madison bridge.

The new intersection is located at Harrison St. and Second St. in Madison. The proposal calls for traffic on second street headed east to stop at Harrison St. turn right on Harrison St. to cross the bridge. I would like to suggest that the southwest corner of the intersection, which is currently a vacant lot, be curved to allow drives traveling on second street to follow the curve and merge into Harrison St. to cross the bridge. Traffic would not need to stop at Harrison St. and turn right. A yield sign at the end of the curve would require traffic to stop if vehicles were on Harrison St headed toward the bridge.

This would also allow the traffic light at the intersection to require less red lights for those going on or off the bridge. The only time the light would be red is to allow traffic on East St. head east to highway 56 and for those headed west on Second St. wanting to turn on to Harrison to cross the bridge. In both cases you will find this traffic is not heavy.

Thank you.



Phillip Grebe

1940 E. Dugan Hollow Road

Madison, IN 46250



This rendering shows what INDOT is calling the "preferred alternative" for the 421 Project at the intersection of 421 and Second Street.

INDOT, public meet as Pro 421 plans take another st

BY TAILHUNT
Courier Staff Writer
hunt@madisoncourier.com

As Project 421 moves toward the stage in which access to the Madison-Milton Bridge will begin, members of the team from the Indiana Department of Transportation (INDOT) conducted a public hearing at Brown Gym Tuesday evening to address stakeholder questions and collect public comments.

Adam Burns, project manager with Crawford, Murphy & Tilly, presented the project team's preferred alternative after conducting an environmental assessment

and considering nine different proposed alternatives.

INDOT's preferred alternative is an "at-grade alignment" for traffic using the bridge. This will keep the current, north-south Harrison Street alignment to Second Street and follow a new alignment along a curve leading drivers to Main Street. A traffic signal will be added at the intersection of U.S. 421 and Second Street. INDOT plans to use a typical traffic light with red, yellow and green lights for both directions of traffic, north and east-west.

able to comment
community member
comments about
alternative.

Robert Wall presented alternative with the bridge's
Russel Vossler with the current is the noise pollution
sleeps with earplugs
the solution with noise. His primary
ensuring traffic.

SEE: INDOT, Project
Back Page, Column 8

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Weather / A6

- Today: Rain, 53
- Tonight: Rain, 39
- Thursday: Showers, 49
- Friday: Rain, 58
- Saturday: Thunderstorms, 66

Inside

- Indiana A2 Record
- Kentucky A2 Sports
- Opinion A3 Scoreboard
- People A4 Classfieds
- Obituaries A7 Comics

Deaths / A5

- A5 Ballard, Jessie
- B1 Bevis, Frederick
- B2 Deaton, Claude
- B4 Hubert, George
- B7 Kappeler, Teelah
- Mack, Dora
- Phillips, Deborah
- Pyles, Wilma
- Smeek, William



MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 09, 2018
SUBJECT: **Channelized Right Turn**

As a result of a formal comment submitted during the public comment period for this project, below is a response to a comment regarding the possibility of providing a channelized right turn lane for eastbound 2nd Street traffic turning towards the Milton-Madison Bridge. The individual thought this would require fewer red phases for the traffic signal and would provide more free-flowing traffic.

The preferred alternative recommends a four-legged at-grade intersection at 2nd Street and Harrison Street. The north approach to the intersection would connect directly to Main Street, providing through US 421 traffic a direct route from Main Street to the Milton-Madison Bridge. With this revised configuration, most of the traffic currently eastbound on 2nd Street at Harrison Street will be rerouted on the new approach from Main Street traveling southbound.

Additionally, the traffic signal detection can be set up in a manner to attempt to reduce red light phases on US 421. For traffic that still utilizes 2nd Street and wishes to turn south to the Milton-Madison Bridge, a delay of a few seconds can be set in the signal controller for this approach. This would require the controller to wait to note the presence of a vehicle on this approach for the designated amount of time so that, if a vehicle stopped and then turned right within the designated time, the green phase would not be called for 2nd Street.

In conclusion, most of the existing traffic traveling eastbound on 2nd Street to Harrison Street will be relocated to the new north approach to the intersection that connects directly to Main Street. A delay can also be added to the detection for the traffic signal on the eastbound 2nd Street approach to attempt to reduce the number of signal phase changes requested. This should maintain more free-flow operations on US 421. Therefore, it is recommended that the proposed design be retained.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAR 08 2018

REPLY TO THE ATTENTION OF

Michelle Allen
Federal Highway Administration
575 N. Pennsylvania Street
Room 254
Indianapolis, Indiana 46204

Re: Draft Environmental Assessment, US 421 from Milton-Madison Bridge and Main Street, Madison, Indiana

Dear Ms. Allen:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Assessment (EA) for the above-mentioned project. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) propose to realign U.S. 421 between the Milton-Madison Bridge and Main Street in Madison, Indiana in order to relieve congestion and reduce impacts associated with idling and braking of trucks.

The preferred alternative is an at-grade alignment that would re-route U.S. 421. Moving north from the Milton-Madison Bridge, U.S. 421 will continue to follow Harrison Street. A new signalized intersection would be placed at East Second Street and Harrison Street, followed by a north and west curve tying U.S. 421 back into Main Street. The preferred alternative would require a new retaining wall, sidewalks, new access roads to residential properties cutoff by the alignment, and a pedestrian bridge to connect to the existing Ohio River walkway. The historic properties in the area, including the Madison National Historic Landmark Historic District and the Madison National Register of Historic Places Historic District, are of particular interest to the community; the preferred alternative best minimizes impacts to historic properties while still meeting the purpose and need.

Based on the information provided, we have the following comments for consideration as FHWA and INDOT complete the Finding of No Significant Impact (FONSI).

Green Infrastructure and Materials Management

Green infrastructure includes elements of the natural environment (green space, aquatic features, natural corridors, tree canopy, etc.), as well as elements of the constructed environment (green

roofs, bioswales, permeable pavements, vegetated medians, rain and community gardens, etc.), which contribute to environmental quality, healthy communities, reduced long-term maintenance costs, and economic value.

Recommendations: Consider the use of green infrastructure to help manage stormwater, including, but are not limited to, green roofs, bio-swales, rain gardens, and permeable pavements.¹ EPA recommends the agencies work with the City of Madison, residents, and business owners about the potential for green infrastructure within and adjacent to the project area.

Based on the provided information, we expect a reasonable amount of materials removal from the project site, as roads and other features are reconfigured. Reuse of materials may provide both an environmental benefit as well as an economic benefit (by lowering project cost). Also see EPA's website on sustainable materials management².

Recommendations: EPA recommends FHWA and INDOT consider the following measures to future reduce environmental impacts as a result of the proposed project:

- Commit to recycling a high percentage of construction debris.
- Consider replacing raw materials with recycled materials for infrastructure components. Options include, but are not limited to:
 - Use recycled materials to replace carbon-intensive Portland Cement in concrete as "supplementary cementitious materials;"
 - Use tire-derived aggregate in lightweight embankment fill and retaining wall backfill; and
 - Use recycled materials in pavement applications, such as crushed recycled concrete, recycled asphalt pavement, rubberized asphalt concrete. Also, in some circumstance, on-site asphalt can be re-used (e.g., cold in-place recycling or full depth reclamation).

The preferred alternative will result in the opportunity for INDOT and FHWA to plant vegetation along the right-of-way. Section J (*Environmental Commitments*) of the EA includes various measures related to the clearing or planting of vegetation within the project boundaries. Properly designed vegetation can not only improve aesthetics and increase habitat, but also reduce impacts from roadway noise and emissions.

Recommendations: As the project moves forward into design, we recommend the following measures in addition to the measures already laid out in the Draft EA:

- Ensure non-native invasive species are targeted for early eradication during and after construction.
- Where permanent vegetation is planned within the rights-of-way, consider including native pollinator species and other best practices, as outlined in FHWA's *Pollinators and Roadsides: Best Management Practices for Managers and Decision-Makers*³.

¹ <https://www.epa.gov/green-infrastructure/what-green-infrastructure>

² <https://www.epa.gov/smm/sustainable-management-construction-and-demolition-materials>

³ https://www.environment.fhwa.dot.gov/env_topics/ecosystems/Pollinators_Roadsides/BMPs_pollinators_roadsides.pdf

- Where applicable, share pollinator and native vegetation practices with residents and business owners to encourage expanded plantings.
- Consider whether vegetation can be designed in a way that would reduce impacts from roadway noise and emissions. Design parameters can be found in EPA's *Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality*⁴.

Construction Emissions

Emissions from construction equipment have the potential to impact human health, especially in sensitive populations, such as the elderly, children, and those with impaired respiratory systems. Exposure might also be increased where homes are older, which may not have replaced windows or ventilation systems. In addition to the measures outline in Section J (*Environmental Commitments*), EPA recommends several construction-related measures to further reduce impacts to human health and the environment. Please see the enclosure (*Construction Emission Reduction Strategies*) for specific considerations.

Thank you in advance for your consideration of our comments. Please send us a copy of the Final EA and FONSI once they become available. If you have any questions, please contact me or Elizabeth Poole of my staff at poole.elizabeth@epa.gov or (312) 353-2087.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosure (1): Construction Emission Reduction Strategies

Cc (by email): Laura Hilden, Indiana Department of Transportation

⁴ https://cfpub.epa.gov/si/si_public_file_download.cfm?p_download_id=528612

U.S. Environmental Protection Agency
Construction Emission Reduction Strategies

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.¹ We recommend Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) consider the following protective measures and commit to applicable measures in the Final Environmental Assessment (EA) and Finding of No Significant Impacts (FONSI).

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment in order to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).²
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).³
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available

Consider requiring the following best practices through the construction contracting or oversight process:

- Establish and enforce a clear anti-idling policy for the construction site.
- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.).
- Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards.

¹ https://www3.epa.gov/region1/eco/diesel/health_effects.html

² <http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm>

³ <http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm>

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational and Community Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.
- Consider equipment placement proximity to sensitive receptors, such as children, elderly, and the infirm. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 15, 2018
SUBJECT: Green Infrastructure

As a result of a formal comment submitted during the public comment period for this project, below is a response to a comment recommending inclusion of green infrastructure. It was recommended that the project team work with the City, residents and business owners.

The project team is currently coordinating with the City of Madison and the community on the incorporation of green infrastructure. The project team is coordinating where it may be practical and feasible to include green infrastructure. The outcome of this coordination will determine where and what type of infrastructure might be included in the project.

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 15, 2018
SUBJECT: Reduced Environmental Impact

As a result of a formal comment submitted during the public comment period for this project, below is a response to a comment recommending measures be included to further reduce environmental impacts. The recommendations included recycling construction debris and replacing raw materials with recycled materials.

The project team has been coordinating with INDOT, the City of Madison, and local residents and businesses since the onset of the project to be considerate of the environmental sensitivity of the project area. The project team can coordinate with INDOT to investigate possible provisions to encourage use of recycled materials. The INDOT Standard Specifications permit the use of recycled materials in pavements, but the materials must meet requirements set out in Sections 401, 402, 501 and 502.

Additionally, some materials are already planned for salvage with the project. Stacked limestone throughout the project limits will be salvaged to be reused as an aesthetic touch within the project. Buildings requiring demolition within the project will have historic materials salvaged from them as well.

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 15, 2018
SUBJECT: **Project Vegetation**

As a result of a formal comment submitted during the public comment period for this project, below is a response to a comment recommending additional measures be included in addition to those laid out in the Draft EA in regard to vegetation. The recommendations included eradicating invasive species, considering native pollinator species and designing vegetation to reduce road noise and emissions.

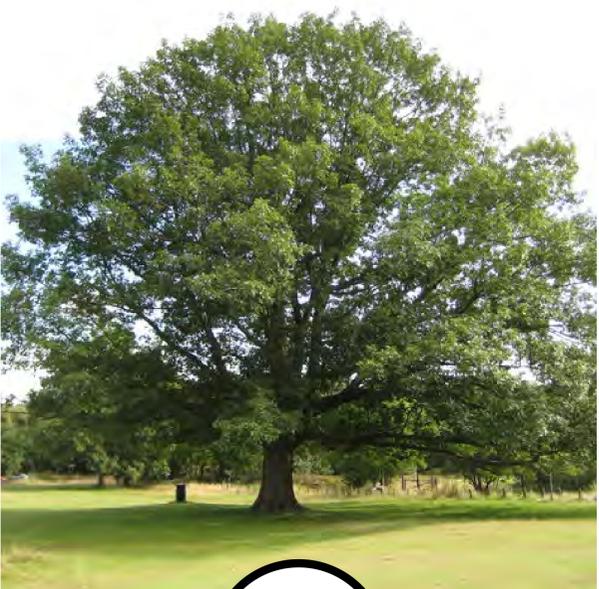
The project team has begun coordination with INDOT, the City of Madison, and an advisory team consisting of local business owners and residents to determine appropriate vegetation for the project area. The intent is to select a plant palette that matches or blends with the surrounding vegetation while also being able to survive. The advisory team was asked to comment on potential vegetation options. The common response was to include a variety of vegetation. The project team can coordinate with INDOT, the City of Madison and the advisory team regarding the possible inclusion of pollinator vegetation.



A

B

C



A

Northern Red Oak

B

Princeton American Elm

C

London Planetree



D

Ginkgo Tree

E

Honey Locust

F

Shumardii Oak

MEMORANDUM

TO: File
FROM: Adam Burns
CC:
DATE: March 15, 2018
SUBJECT: **Construction Emissions**

As a result of a formal comment submitted during the public comment period for this project, below is a response to a comment recommending additional construction-related measures be included to further reduce impacts to human health and the environment. The recommendations included items regarding mobile and stationary source diesel controls, best practices through construction contracting or oversight process, fugitive dust source controls, and occupational and community health procedures.

The INDOT Standard Specifications section 107.08 set some regulations regarding dust and air pollution during projects. Pay items are normally included with projects on an as-needed basis dependent on scope of work for dust control and erosion prevention.