Appendix K

ADDITIONAL DOCUMENTATION

- Design Criteria
- Environmental Justice
- Hazardous Materials Site Visit Forms
- Red Flag Investigation Memorandum
- Spill Containment Alternatives Memorandum
- Statewide Transportation Improvement Plan (FY 2014–2017, relevant pages only)
- Flood Risk Assessment – Alternative 6D
- Land and Water Conservation Fund Grants in Indiana

Design Criteria

Design Element				Manual Section	2 Lanes			4 or More Lanes	
Design Controls	Design-Year Traffic (AADT)			40-2.01	< 400	400 ≤ AADT < 2000	≥ 2000	**Undivided	Divided
	Design Forecast Period			40-2.02	20 Years			20 Years	
	*Design Speed (mph) (1)			40-3.0	Level: 60 – 70; Rolling: 50 – 60			60	60-70
	Access Control			40-5.0	Partial Control / None			Partial Control / None	
	Level of Service			40-2.0	Desirable: B; Minimum: C			Desirable: B; Minimum: C	
Cross Section Elements**	Travel Lane	*Width		45-1.01	12 ft			12 ft	
		Typical Surface Type (2)		Chp. 52	Asphalt / Concrete			Asphalt / Concrete	
	Shoulder (3)	*Width Usable		45-1.02	6 ft	8 ft	11 ft (3b)	11 ft (3b)	Right: 11 ft (3b) Left: 4 ft (3e)
		*Width Paved		45-1.02	4 ft	6 ft	10 ft (3b)	10 ft (3b)	Right: 10 ft (3b) Left: 4 ft (3e)
		Typical Surface Type (2)		Chp. 52	Asphalt / Concrete			Asphalt / Concrete	
	Cross Slope	*Travel Lane (4)		45-1.01	2%			2%	
		Shoulder (4A)		45-1.02	Paved Width ≤ 4 ft: 2%; Paved Width > 4 ft: 4%			Paved Width ≤ 4 ft: 2%; Paved Width > 4 ft: 4%	
	Auxiliary Lane	Lane Width (5)		45-1.03	Desirable: 12 ft; Minimum: 11 ft			Desirable: 12 ft; Minimum: 11 ft	
		Shoulder Width (6)			Same as Next to Travel Lane			Same as Next to Travel Lane	
	Median Width			45-2.0	N/A			0.0 ft	Desirable: 80 ft Minimum: 16 ft (7)
	Clear Zone			49-2.0	(8)			(8)	
	Side Slopes (9)	Cut	Foreslope	45-3.0	6:1 (10)			6:1 (10)	
			Ditch Width		4 ft (11)			4 ft (11)	
			Backslope		4:1 for 20 ft; 3:1 Max. to Top (12)			4:1 for 20 ft; 3:1 Max. to Top (12)	
		Fill		45-3.0	6:1 to Clear Zone; 3:1 Max. to Toe			6:1 to Clear Zone; 3:1 Max. to Toe	
	Median Slopes			45-2.02	N/A			Desirable: 8:1; Maximum: 5:1	
Bridges***	New or Reconstructed Bridge	*Structural Capacity		Chp. 60	HL-93 (13)				
		*Clear-Roadway Width(14)		45-4.01	Full Paved Approach Width				
	Existing Bridge to Remain in Place	*Structural Capacity		Chp. 72	HS-20				
		*Clear-Roadway Width		45-4.01	Travelway Plus 2 ft on Each Side				
	*Vertical Clearance (Arterial Under)	New or Replaced Overpassing Bridge (15)		44-4.0	16.5 ft				
		Existing Overpassing Bridge			14 ft				
		Sign Truss / Pedestrian Bridge (15)			New: 17.5 ft; Existing: 17 ft				
	Vertical Clearance (Arterial Over Railroad) (16)			Chp. 69	23 ft				

* Controlling design criterion. ** An arterial of 4 or more lanes on a new location should be designed as Divided.

*** Selection of the cross section and bridge elements is based on the design-year traffic volume irrespective of the design speed.

GEOMETRIC DESIGN CRITERIA FOR RURAL ARTERIAL
(New Construction or Reconstruction)

Figure 53-2

Design Element			Manual Section	Rural Arterial			
Alignment Elements	Design Speed		---	50 mph	55 mph	60 mph	70 mph
	*Stopping Sight Distance		42-1.0	425 ft	495 ft	570 ft	730 ft
	Decision Sight Distance	Speed / Path / Direction Change	42-2.0	750 ft	865 ft	990 ft	1105 ft
		Stop Maneuver		465 ft	535 ft	610 ft	780 ft
	Passing Sight Distance		42-3.0	1835 ft	1985 ft	2135 ft	2480 ft
	Intersection Sight Distance, -3% to +3% (20)		46-10.0	P: 630 ft; SUT: 780 ft	P: 730 ft; SUT: 890 ft	P: 840 ft; SUT: 1020 ft	P: 1030 ft; SUT: 1240 ft
	*Minimum Radius (e=8%)		43-2.0	750 ft	1000 ft	1290 ft	1650 ft
	*Superelevation Rate		43-3.0	emax = 8% (17)			
	*Horizontal Sight Distance		43-4.0	(18)			
	*Vertical Curvature (K-value)	Crest	44-3.0	84	114	151	247
		Sag		96	115	136	181
	*Maximum Grade (19)	Level	44-1.02	4%	4%	3%	3%
		Rolling		5%	5%	4%	4%
	Minimum Grade		44-1.03	Desirable: 0.5%; Minimum: 0.0%			

* Controlling design criterion. A deviation from such is a design exception, and is subject to approval. See Section 40-8.0.

These criteria apply to a route either on or off the National Highway System, regardless of funding source.

GEOMETRIC DESIGN CRITERIA FOR RURAL ARTERIAL
(New Construction or Reconstruction)

Figure 53-2 (continued)

GEOMETRIC DESIGN CRITERIA FOR RURAL ARTERIAL
(New Construction or Reconstruction)
Footnotes to Figure 53-2

(1) Design Speed. The minimum design speed should equal the minimum value from the table or the anticipated posted speed limit after construction, whichever is greater. The legal speed limit is 60 mph on a non-posted divided highway.

(2) Surface Type. The pavement-type selection will be determined by the INDOT Office of Pavement Engineering.

(3) Shoulder. The following will apply.
a. If there are 3 or more lanes in each direction and there is a median barrier, a 10-ft paved shoulder and a 2-ft offset is required.
b. For new construction with $2000 \leq AADT < 5000$, this may be 8 ft. On a reconstruction project, the usable-shoulder width may be 10 ft, and the paved-shoulder width may be 8 ft.
c. The shoulder is paved to the front face of guardrail. The desirable guardrail offset is 2 ft from the effective usable-shoulder width. See Section 49-5.0 for more information.
d. Usable-shoulder width is defined as the distance from the edge of the travel lane to the shoulder break point.
e. If there are 3 or more lanes in each direction, a full-width shoulder, 11 ft usable and 10 ft paved, is desirable.
f. If curbs are to be used, the criteria described in Figure 53-6 or 53-7 should be applied.

(4) Cross Slope (Travel Lanes). Cross slopes of 1.5% are acceptable on an existing bridge to remain in place. Where three or more lanes are sloped in the same direction, each successive pair of lanes may have an increased sideslope.

(4A) Cross Slope (Shoulder). See Figure 45-1A(1) or Figure 45-1A(2) for more-specific information.

(5) Auxiliary Lane (Lane Width). Truck climbing-lane width is 12 ft.

(6) Auxiliary Lane (Shoulder Width). At a minimum, a 2-ft shoulder may be used adjacent to an auxiliary lane. At a minimum, the shoulder adjacent to a truck climbing lane is 4 ft.

(7) Median Width (Flush). Value is for new construction. A median of 25 ft or narrower should be avoided at an intersection. A median wider than 60 ft is undesirable at a signalized intersection or at an intersection that may become signalized in the foreseeable future. On a reconstruction project, the minimum flush-median width is 14 ft for a roadway with left-turn lanes, or 22 ft for a roadway with concrete median barrier.

(8) Clear Zone. The clear zone will vary according to design speed, traffic volume, side slopes, and horizontal curvature. See Section 49-2.0.

Footnotes to Figure 53-2 (continued)

(9) Side Slope. Value is for new construction. See Sections 45-3.0 and 45-8.0 for more information. For a reconstruction project, see Section 49-3.0.

(10) Foreslope. See Sections 49-2.0 and 49-3.0 for the lateral extent of the foreslope in a ditch section.

(11) Ditch Width. A V-ditch should be used in a rock cut. See Section 45-8.0.

(12) Backslope. The backslope for a rock cut will vary according to the height of the cut and the geotechnical requirements. See Section 45-8.0 for typical rock-cut sections.

(13) Structural Capacity (New or Reconstructed Bridge). The following will apply.
- a. HS-25 loading with Alternate Military Loading should be applied for each project with notice to proceed with design beginning September 1, 2004, through December 31, 2005.
- b. A State-highway bridge within 15 mi of a Toll-Road gate must be designed for Toll-Road loading.
- c. A bridge on an Extra-Heavy-Duty Highway must be designed for the Michigan Train truck-loading configuration.
- d. See Chapter Sixty for additional information on the loading configurations.

(14) Width (New or Reconstructed Bridge). See Section 59-1.0 for more information on bridge width.

(15) Vertical Clearance (Arterial Under). Value includes an additional 6-in. allowance for future pavement overlays. Vertical clearance applies from usable edge to usable edge of shoulders.

(16) Vertical Clearance (Arterial Over Railroad). See Chapter Sixty-nine for additional information on railroad clearance under a highway.

(17) Superelevation Rate. See Section 43-3.0 for value of superelevation rate based on design speed and radius.

(18) Horizontal Sight Distance. For a given design speed, the necessary middle ordinate will be determined by the radius and the sight distance which applies at the site. Sometimes, the stopping-sight-distance value for a truck will apply. See the discussion in Section 43-4.0.

(19) Maximum Grade. A grade of 1% or steeper may be used for a downgrade on a one-way roadway.

(20) Intersection Sight Distance. For a left turn onto a 2-lane road: P = Passenger car; SUT = single unit truck. See Figure 46-10G for value for a combination truck.

LEVEL ONE DESIGN CRITERIA CHECKLIST – English-Units Project

Route: Line "B" Des. No. 1173374

Project No. 1173374 Bridge File:

Functional Classification: Rural Principal Arterial Terrain: Level

Line "B" = US 50 Bypass

Design Year: 2040 AADT: 15,690

Designer: JTL INDOT location or Consultant: Parsons Transportation Group

Submittal: Stage 3 Date: 11/8/2013

Enter the value provided in appropriate column.

Design-Criteria Table 53-2	Does the proposed design satisfy INDOT criteria?		
	Yes	No *	N/A
1. Design Speed, Mainline: 60-70 mph Ramps, mph	60 mph		
2. Lane Width, Mainline: 12 ft Ramps: ft Auxiliary Lanes: 12 ft	12'		
3a. Uncurbed Sections, Shoulder Width adjacent to: Mainline, 10' paved 11' usable Ramps, ft Auxiliary Lanes, 10' paved 11' usable	10' paved 11' usable		
3b. Curbed Sections, Curb Offset: ft			X
4. Bridge Clear-Roadway Widths			See Bridge Submittal
5. Structural Capacity			See Bridge Submittal
6. Horizontal Curvature, Minimum Radius = 1200 ft	1410 ft		
7. Superelevation Transition Lengths **	X		
8a. Stopping Sight Distances at Horizontal Curves **570'	570 ft		
8b. Stopping Sight Distances at Vertical Curves ** 570'	586 ft		
9. Maximum Grades 3.0%	3.00%		
10. Through-Travel-Lane Cross Slope: 2.0%	2.0%		
11. Superelevation Rate ** 8.0% max	7.8%		
12. Vertical Clearances 23ft	23'		
13. Accessibility Criteria for Physically-Challenged Individuals			X
14. Bridge-Railing Safety Performance Criteria, ** TL-2 v. TL-4 v. TL-5			See Bridge Submittal

** Justification for design exception or waiver must be prepared and approved. See* Indiana Design Manual *Section 40-8.0.*

*** Attach calculations.*

Note: Criteria 1, 2, 3, 6, and 10 apply throughout the project. The remaining criteria apply to specific sites within the project limits.

Bridge Structures over river and railroad to be a separate submittal. See bridge plans for structural info.

Submitted By JTL Date 9/4/2013 . Checked By DCK Date 9/4/2013 . INDOT reviewer Date

If there are no changes to the plans from the previous submittal that affect Level One, initial and date here.

(initials) Date

LEVEL ONE DESIGN CRITERIA CHECKLIST – English-Units Project

Route: Line "S-7-B" Des. No. 1173374 Line "S-7-B" = CR 75 W

Project No. 1173374 Bridge File: N/A

Functional Classification: Rural Collector (Local-Agency Route) Terrain: Level

Design Year: 2040 AADT: 2230

Designer: JTL INDOT location or Consultant: Parsons Transportation Group

Submittal: Stage 3 Date: 11/8/2013

Enter the value provided in appropriate column.

Design-Criteria Table 53-4	Does the proposed design satisfy INDOT criteria?		
	Yes	No *	N/A
1. Design Speed, Mainline: 30 mph Ramps, mph	30 mph		
2. Lane Width, Mainline: 11 ft Ramps: ft Auxiliary Lanes: 10 ft	11'		
3a. Uncurbed Sections, Shoulder Width adjacent to: Mainline, 0' paved, 6' usable Ramps, ft Auxiliary Lanes, 2' paved, 2' usable	4' paved, 6' usable		
3b. Curbed Sections, Curb Offset: 2 ft	2'		
4. Bridge Clear-Roadway Widths			X
5. Structural Capacity			X
6. Horizontal Curvature, Minimum Radius = 215 ft	5950 ft		
7. Superelevation Transition Lengths **			X
8a. Stopping Sight Distances at Horizontal Curves **200'	617 ft		
8b. Stopping Sight Distances at Vertical Curves ** 200'	207 ft		
9. Maximum Grades 7.0%	5.47%		
10. Through-Travel-Lane Cross Slope: 2.0%	2.0%		
11. Superelevation Rate ** 8.0% max			X
12. Vertical Clearances ft			X
13. Accessibility Criteria for Physically-Challenged Individuals			X
14. Bridge-Railing Safety Performance Criteria, ** TL-2 v. TL-4 v. TL-5			X

** Justification for design exception or waiver must be prepared and approved. See* Indiana Design Manual *Section 40-8.0.*

*** Attach calculations.*

Note: Criteria 1, 2, 3, 6, and 10 apply throughout the project. The remaining criteria apply to specific sites within the project limits.

Submitted By JTL Date 9/4/2013 . Checked By DCK Date 9/5/2013 . INDOT reviewer Date

If there are no changes to the plans from the previous submittal that affect Level One, initial and date here.
(initials) Date

LEVEL ONE DESIGN CRITERIA CHECKLIST – English-Units Project

Route: Line "PR-S-9-B" Des. No. 1173374 Line "PR-S-9-B" = CR 20 W

Project No. 1173374 Bridge File: N/A

Functional Classification: Rural Collector (Local-Agency Route) Terrain: Level

Design Year: 2040 AADT: 1425

Designer: JTL INDOT location or Consultant: Parsons Transportation Group

Submittal: Stage 3 Date: 11/8/2013

Enter the value provided in appropriate column.

Design-Criteria Table 53-4	Does the proposed design satisfy INDOT criteria?		
	Yes	No *	N/A
1. Design Speed, Mainline: 40 mph Ramps, mph	40 mph		
2. Lane Width, Mainline: 11 ft Ramps: ft Auxiliary Lanes: 10 ft	11'		
3a. Uncurbed Sections, Shoulder Width adjacent to: Mainline, 4' paved, 6' usable Ramps, ft Auxiliary Lanes, 2' paved, 2' usable	4' paved, 6' usable		
3b. Curbed Sections, Curb Offset: 2 ft			X
4. Bridge Clear-Roadway Widths			See Bridge Submittal
5. Structural Capacity			See Bridge Submittal
6. Horizontal Curvature, Minimum Radius = 445 ft	1250 ft		
7. Superelevation Transition Lengths **	105 ft		
8a. Stopping Sight Distances at Horizontal Curves **305'	307 ft		
8b. Stopping Sight Distances at Vertical Curves ** 305'	314 ft		
9. Maximum Grades 7.0%	4.9%		
10. Through-Travel-Lane Cross Slope: 2.0%	2.0%		
11. Superelevation Rate ** 8.0% max	5.2%		
12. Vertical Clearances ft			X
13. Accessibility Criteria for Physically-Challenged Individuals			X
14. Bridge-Railing Safety Performance Criteria, ** TL-2 v. TL-4 v. TL-5			See Bridge Submittal

** Justification for design exception or waiver must be prepared and approved. See* Indiana Design Manual *Section 40-8.0.*

*** Attach calculations.*

Note: Criteria 1, 2, 3, 6, and 10 apply throughout the project. The remaining criteria apply to specific sites within the project limits.

Submitted By JTL Date 9/4/2013 . Checked By DCK Date 9/4/2013 . INDOT reviewer Date

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(initials) Date

LEVEL ONE DESIGN CRITERIA CHECKLIST – English-Units Project

Route: Line "PR-S-11-B Des. No. 1173374 Line "PR-S-11-B" = Existing U.S. 50 Connection to Bypass Page 1 of 1

Project No. 1173374 Bridge File: N/A

Functional Classification: Rural Arterial Terrain: Level

Design Year: 2040 AADT: 10730

Designer: JTL INDOT location or Consultant: Parsons Transportation Group

Submittal: Stage 3 Date: 11/8/2013

Enter the value provided in appropriate column.

Design-Criteria Table 53-2	Does the proposed design satisfy INDOT criteria?		
	Yes	No *	N/A
1. Design Speed, Mainline: 30 mph Ramps, mph	30 mph		
2. Lane Width, Mainline: 12 ft Ramps: ft Auxiliary Lanes: 11 ft	12'		
3a. Uncurbed Sections, Shoulder Width adjacent to: Mainline, 10' paved, 11' usable Ramps, ft Auxiliary Lanes, 10' paved, 11' usable	10' paved, 11' usable		
3b. Curbed Sections, Curb Offset: 2 ft	2 ft		
4. Bridge Clear-Roadway Widths			X
5. Structural Capacity			X
6. Horizontal Curvature, Minimum Radius = 1200 ft	11500 ft		
7. Superelevation Transition Lengths **			X
8a. Stopping Sight Distances at Horizontal Curves **570'	1212 ft		
8b. Stopping Sight Distances at Vertical Curves ** 200'	314 ft		
9. Maximum Grades 3.0%	5.1% (existing)		
10. Through-Travel-Lane Cross Slope: 2.0%	2.0%		
11. Superelevation Rate ** 8.0% max			X
12. Vertical Clearances ft			X
13. Accessibility Criteria for Physically-Challenged Individuals			X
14. Bridge-Railing Safety Performance Criteria, ** TL-2 v. TL-4 v. TL-5			X

** Justification for design exception or waiver must be prepared and approved. See* Indiana Design Manual *Section 40-8.0.*

*** Attach calculations.*

Note: Criteria 1, 2, 3, 6, and 10 apply throughout the project. The remaining criteria apply to specific sites within the project limits.

Submitted By JTL Date 9/4/2013 . Checked By DCK Date 9/5/2013 . INDOT reviewer Date

If there are no changes to the plans from the previous submittal that affect Level One, initial and date here.
(initials) Date

LEVEL ONE DESIGN CRITERIA CHECKLIST – English-Units Project

Route: Line "PR-S-12-B" Des. No. 1173374 Line "PR-S-12-B" = CR 175 N/CR 160 N

Project No. 1173374 Bridge File: N/A

Functional Classification: Rural Local Road Terrain: Level

Design Year: 2040 AADT: 690

Designer: JTL INDOT location or Consultant: Parsons Transportation Group

Submittal: Stage 3 Date: 11/8/2013

Enter the value provided in appropriate column.

Design-Criteria Table 53-5	Does the proposed design satisfy INDOT criteria?		
	Yes	No *	N/A
1. Design Speed, Mainline: 25 mph Ramps, mph	25 mph		
2. Lane Width, Mainline: 11 ft Ramps: ft Auxiliary Lanes: 10 ft	11'		
3a. Uncurbed Sections, Shoulder Width adjacent to: Mainline, 0' paved, 4' usable Ramps, ft Auxiliary Lanes, 0' paved, 2' usable	2' paved, 2' usable		
3b. Curbed Sections, Curb Offset: 2 ft	2'		
4. Bridge Clear-Roadway Widths			X
5. Structural Capacity			X
6. Horizontal Curvature, Minimum Radius = 270 ft	3300 ft		
7. Superelevation Transition Lengths **			X
8a. Stopping Sight Distances at Horizontal Curves **200'	429 ft		
8b. Stopping Sight Distances at Vertical Curves ** 200'	248 ft		
9. Maximum Grades 7.0%	6.95%		
10. Through-Travel-Lane Cross Slope: 2.0%	2.0%		
11. Superelevation Rate ** 8.0% max			X
12. Vertical Clearances ft			X
13. Accessibility Criteria for Physically-Challenged Individuals			X
14. Bridge-Railing Safety Performance Criteria, ** TL-2 v. TL-4 v. TL-5			X

** Justification for design exception or waiver must be prepared and approved. See* Indiana Design Manual *Section 40-8.0.*

*** Attach calculations.*

Note: Criteria 1, 2, 3, 6, and 10 apply throughout the project. The remaining criteria apply to specific sites within the project limits.

Submitted By JTL Date 9/4/2013 . Checked By DCK Date 9/5/2013 . INDOT reviewer Date

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(initials) Date

Environmental Justice Supporting Documentation

Des. No. 1173374

Legend:

Boundaries

- State
- '11 County
- '12 Census Tract
- '12 Block Group

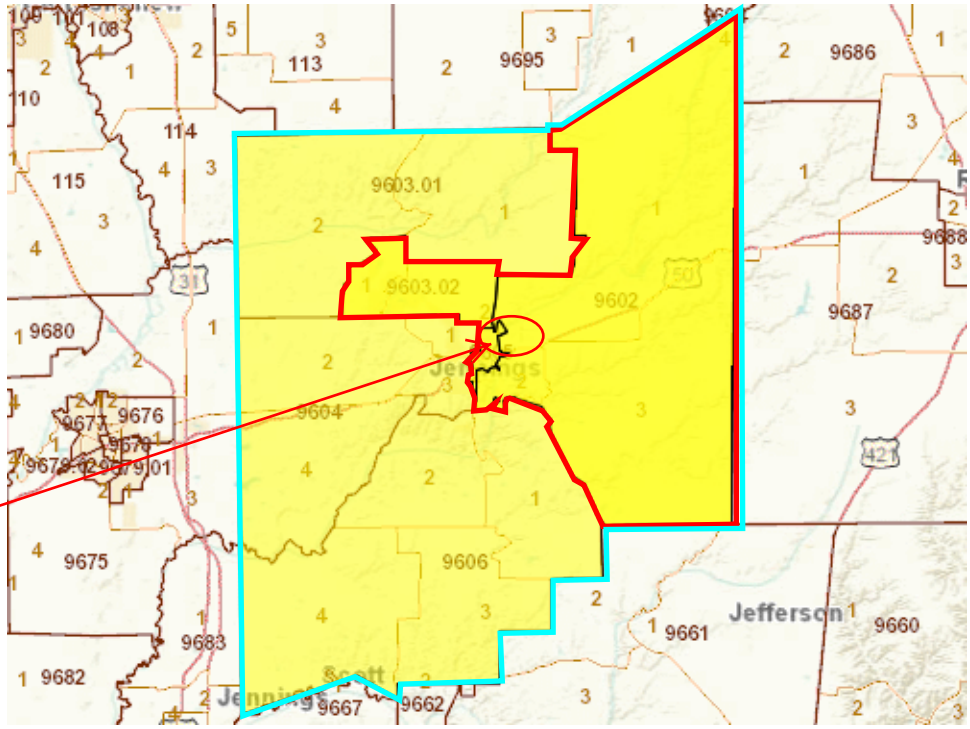
Features

- Major Road
- Street
- Stream/Waterbody

Your Selections

- Affected Community (AC)
- Community of Comparison (COC)

Project Location



B03002

HISPANIC OR LATINO ORIGIN BY RACE
Universe: Total population
2007-2011 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Jennings County, Indiana	Census Tract 9602, Jennings County, Indiana	Census Tract 9603.02, Jennings County, Indiana	Census Tract 9605, Jennings County, Indiana
	Estimate	Estimate	Estimate	Estimate
Total:	28,441	5,660	4,687	2,787
Not Hispanic or Latino:	27,894	5,581	4,355	2,787
White alone	27,298	5,441	4,355	2,646
Black or African American alone	104	11	0	47
American Indian and Alaska Native alone	44	0	0	0
Asian alone	55	0	0	0
Native Hawaiian and Other Pacific Islander alone	0	0	0	0
Some other race alone	0	0	0	0
Two or more races:	393	129	0	94
Two races including Some other race	0	0	0	0
Two races excluding Some other race, and three or more races	393	129	0	94
Hispanic or Latino:	547	79	332	0
White alone	443	53	295	0
Black or African American alone	22	0	0	0
American Indian and Alaska Native alone	13	0	0	0
Asian alone	0	0	0	0
Native Hawaiian and Other Pacific Islander alone	0	0	0	0
Some other race alone	57	14	37	0
Two or more races:	12	12	0	0
Two races including Some other race	0	0	0	0
Two races excluding Some other race, and three or more races	12	12	0	0

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2007-2011 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2007-2011 American Community Survey

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Universe: Population for whom poverty status is determined
2007-2011 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Jennings County, Indiana	Census Tract 9602, Jennings County, Indiana	Census Tract 9603.02, Jennings County, Indiana	Census Tract 9605, Jennings County, Indiana
	Estimate	Estimate	Estimate	Estimate
Total:	28,006	5,505	4,636	2,787
Income in the past 12 months below poverty level:	3,403	551	443	504
Male:	1,433	244	212	234
Under 5 years	269	83	31	23
5 years	0	0	0	0
6 to 11 years	178	50	41	0
12 to 14 years	96	0	22	47
15 years	8	0	0	8
16 and 17 years	42	14	0	0
18 to 24 years	125	0	41	25
25 to 34 years	231	35	54	26
35 to 44 years	185	21	19	48
45 to 54 years	173	25	0	49
55 to 64 years	102	1	3	8
65 to 74 years	7	0	1	0
75 years and over	17	15	0	0
Female:	1,970	307	231	270
Under 5 years	124	0	20	33
5 years	33	0	0	0
6 to 11 years	214	24	39	51
12 to 14 years	49	11	0	0
15 years	79	11	14	0
16 and 17 years	142	31	14	32
18 to 24 years	241	70	69	25
25 to 34 years	295	48	20	24
35 to 44 years	306	71	38	44
45 to 54 years	174	2	16	18
55 to 64 years	190	26	0	32
65 to 74 years	51	1	1	0
75 years and over	72	12	0	11
Income in the past 12 months at or above poverty level:	24,603	4,954	4,193	2,283
Male:	12,658	2,449	2,228	1,146
Under 5 years	707	214	70	189

	Jennings County, Indiana	Census Tract 9602, Jennings County, Indiana	Census Tract 9603.02, Jennings County, Indiana	Census Tract 9605, Jennings County, Indiana
	Estimate	Estimate	Estimate	Estimate
5 years	177	51	17	7
6 to 11 years	1,048	176	163	65
12 to 14 years	565	74	152	43
15 years	249	21	42	38
16 and 17 years	435	95	111	27
18 to 24 years	1,032	190	312	94
25 to 34 years	1,462	211	284	228
35 to 44 years	1,886	438	175	103
45 to 54 years	1,992	440	413	83
55 to 64 years	1,570	245	259	137
65 to 74 years	1,042	135	155	97
75 years and over	493	159	75	35
Female:	11,945	2,505	1,965	1,137
Under 5 years	775	140	225	135
5 years	59	0	0	8
6 to 11 years	991	195	162	45
12 to 14 years	587	172	58	57
15 years	296	83	42	23
16 and 17 years	213	73	73	21
18 to 24 years	873	185	150	152
25 to 34 years	1,298	328	178	110
35 to 44 years	1,668	409	185	119
45 to 54 years	1,906	414	329	118
55 to 64 years	1,565	210	255	170
65 to 74 years	1,038	111	228	77
75 years and over	676	185	80	102

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2007-2011 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2007-2011 American Community Survey

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Hazardous Materials Site Visit Forms

HAZARDOUS MATERIALS SITE VISIT FORM Site 1

Des # 1173374 Project # US 50 East Bypass
Road # Alt GD Type of Road Project Bypass New terrain
Description of area (either general location or exact location of parcel)
Metaldyne
Person completing this Field Check R. Connally

1. **Has a Red Flag Investigation been completed?** ☒ Yes ☐ No

Notes:

2. **Right-of-Way Requirements:**
☒ No New ROW ☐ Strip ROW ☐ Minor Take ☐ Whole Parcel Take ☐ Information Not Available

Notes:

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban): Rural / Urban Fringe

Current Land Uses: Industrial

Previous Land Uses: Ag

Adjacent Land Uses: Ag, transportation, residential

Describe any structures on the property: One main structure with outbuildings

4. **Visual Inspection:**

	Property	Adjoining Property		Property	Adjoining Property
Storage Structures:			**Evidence of Contamination:**		
Underground Tanks	Y	N	Junkyard	N	N
Surface Tanks	N	N	Auto Graveyard	N	N
Transformers	Y	N	Surface Staining	N	N
Sumps	N	N	Oil Sheen	N	N
Ponds/Lagoons	Y	N	Odors	N	N
Drums	Y	N	Vegetation Damage	N	N
Basins	Y	N	Dumps	N	N
Landfills	N	N	Fill Dirt Evidence	N	N
Other		N	Vent pipes or fill pipes	Y	N
			Other		N

5. **Is a Phase I, Initial Site Assessment required?** ☐ Yes ☒ No

(Write additional notes on back) No ROW being acquired

Site 2

HAZARDOUS MATERIALS SITE VISIT FORM

Des # 1173374 Project # US 50 East Bypass
Road # Alt 6D Type of Road Project New terrain bypass
Description of area (either general location or exact location of parcel)
Construction Limestone Quarry
Person completing this Field Check R. Connolly

1. **Has a Red Flag Investigation been completed?** ☒ Yes ☐ No

Notes:

2. **Right-of-Way Requirements:**
☐ No New ROW ☐ Strip ROW ☒ Minor Take ☐ Whole Parcel Take ☐ Information Not Available

Notes:

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban): Fringe

Current Land Uses: Rock Quarry

Previous Land Uses: " "

Adjacent Land Uses: Pasture Ag

Describe any structures on the property: View from public ROW obstructed by trees. No structures evident.

4. **Visual Inspection:**

	Property	Adjoining Property		Property	Adjoining Property
Storage Structures:			**Evidence of Contamination:**		
Underground Tanks	—	—	Junkyard	—	—
Surface Tanks	—	—	Auto Graveyard	—	—
Transformers	—	—	Surface Staining	—	—
Sumps	—	—	Oil Sheen	—	—
Ponds/Lagoons	Y	—	Odors	—	—
Drums	—	—	Vegetation Damage	—	—
Basins	Y	—	Dumps	—	—
Landfills	—	—	Fill Dirt Evidence	Y	—
Other	—	—	Vent pipes or fill pipes	—	—
			Other	—	—

5. **Is a Phase I, Initial Site Assessment required?** ☐ Yes ☒ No

(Write additional notes on back) No evidence of hazardous materials

HAZARDOUS MATERIALS SITE VISIT FORM

Site 3

Des # 117337A Project # US 50 E
Road # Alt 6D Type of Road Project New Terrain Bypass
Description of area (either general location or exact location of parcel) 1995 5th street
Marathon Ashland / Dave O'meara
Person completing this Field Check R. Connolly

1. **Has a Red Flag Investigation been completed?** □ Yes □ No

Notes: ID'd as NPDES corrective Action site.

2. **Right-of-Way Requirements:**
□ No New ROW ☒ Strip ROW □ Minor Take □ Whole Parcel Take □ Information Not Available

Notes: Potential for minor strip take

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban): Fringe

Current Land Uses: Light industrial

Previous Land Uses: Ag

Adjacent Land Uses: Res, Quarry, Ag

Describe any structures on the property: Office buiding, sheet metal building, storage tanks

4. **Visual Inspection:**

	Property	Adjoining Property		Property	Adjoining Property
Storage Structures:			**Evidence of Contamination:**		
Underground Tanks	—	—	Junkyard	—	—
Surface Tanks	Y	—	Auto Graveyard	—	—
Transformers	Y	—	Surface Staining	—	—
Sumps	Y	—	Oil Sheen	—	—
Ponds/Lagoons	—	—	Odors	—	—
Drums	Y	—	Vegetation Damage	—	—
Basins	—	—	Dumps	—	—
Landfills	—	—	Fill Dirt Evidence	—	—
Other	—	—	Vent pipes or fill pipes	Y	—
			Other	—	—

5. **Is a Phase I, Initial Site Assessment required?** □ Yes ☒ No

(Write additional notes on back) Potential ROW strip takes of this property would be minor and removed from potential HAZ

Suspect Site 1

HAZARDOUS MATERIALS SITE VISIT FORM

Des # 1173374 Project # US 50 N. Vernon
Road # Alt 60 Type of Road Project New Terrain Bypass
Description of area (either general location or exact location of parcel) 4.65 E 50
Storage Facility
Person completing this Field Check R. Connolly

1. **Has a Red Flag Investigation been completed?** ☒ Yes ☐ No

Notes: Not listed in any database.

2. **Right-of-Way Requirements:**
☐ No New ROW ☒ Strip ROW ☐ Minor Take ☐ Whole Parcel Take ☐ Information Not Available

Notes:

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban): Rural

Current Land Uses: Storage

Previous Land Uses: Res

Adjacent Land Uses: Ag / Res

Describe any structures on the property:

4. **Visual Inspection:**

	Property	Adjoining Property		Property	Adjoining Property
Storage Structures:			**Evidence of Contamination:**		
Underground Tanks	—	—	Junkyard	—	—
Surface Tanks	—	—	Auto Graveyard	—	—
Transformers	—	—	Surface Staining	—	—
Sumps	—	—	Oil Sheen	—	—
Ponds/Lagoons	—	—	Odors	—	—
Drums	—	—	Vegetation Damage	—	—
Basins	—	—	Dumps	—	—
Landfills	—	—	Fill Dirt Evidence	—	—
Other	—	—	Vent pipes or fill pipes	—	—
			Other	—	—

5. **Is a Phase I, Initial Site Assessment required?** ☐ Yes ☒ No

(Write additional notes on back) No evidence of HAZ

Attachment 10

Suspect Site 2

HAZARDOUS MATERIALS SITE VISIT FORM

Des # 117 3374 Project # US 50 E
Road # Alt 6D Type of Road Project New Terrain Bypass
Description of area (either general location or exact location of parcel) Res with auto repair/painting family in back of property
Person completing this Field Check R. Connolly

1. **Has a Red Flag Investigation been completed?** ☒ Yes ☐ No

Notes: Parcel did not appear on RFI - suspect site

2. **Right-of-Way Requirements:**
☐ No New ROW ☒ Strip ROW ☐ Minor Take ☐ Whole Parcel Take ☐ Information Not Available

Notes: Strip take from front of property

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban): Fringe

Current Land Uses: Res / Light Industry

Previous Land Uses: Res / ag

Adjacent Land Uses: Res / ag

Describe any structures on the property: Property(ies) have two homes behind which are several (4) out buildings.

4. **Visual Inspection:**

	Property	Adjoining Property		Property	Adjoining Property
Storage Structures:			**Evidence of Contamination:**		
Underground Tanks	—	—	Junkyard	Y	Y
Surface Tanks	—	—	Auto Graveyard	Y	Y
Transformers	—	—	Surface Staining	Y	Y
Sumps	—	—	Oil Sheen	Y	Y
Ponds/Lagoons	—	—	Odors	—	—
Drums	—	—	Vegetation Damage	—	—
Basins	—	—	Dumps	Y	Y
Landfills	Y	Y	Fill Dirt Evidence	—	—
Other	—	—	Vent pipes or fill pipes	—	—
			Other	—	—

5. **Is a Phase I, Initial Site Assessment required?** ☐ Yes ☒ No

(Write additional notes on back) Any potential contamination sources are at least 200' from any ROW strip take required for construction

Red Flag Investigation

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Michael R. Pence, Governor
Michael B. Cline, Commissioner

Date: June 20, 2013

To: Marlene Mathas, CHMM
Hazardous Materials Unit Supervisor
Environmental Services
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Dan Prevost
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
Dan.Prevost@parsons.com

Re: Red Flag Investigation
Des. No. 1173374
US 50 Bypass - East Project
North Vernon, Jennings County, Indiana

NARRATIVE

The purpose of the Red Flag Investigation (RFI) is to provide an overview of environmental conditions and constraints within the proposed project area and define areas for further study. The RFI consists of a review of readily available Geographic Information System (GIS) data layers provided by Indiana Map, Indiana Geological Survey, and additional data sources including the Indiana Department of Environmental Management (IDEM) Underground Storage Tank (UST) and Leaking Underground Storage Tanks (LUST) lists, County Interim Reports, and the Indiana Natural Heritage Database. Records for infrastructure, environmental sites and hazardous materials, natural resources and hydrology, geology, and historical resources are reviewed within a one-half mile radius around the proposed alternatives.

The proposed project is a new limited-access, two-lane roadway that will complete the eastern half of a U.S. 50 bypass around downtown North Vernon to the north. This will provide a connection from S.R. 3 back to U.S. 50 on the east side of North Vernon. This will alleviate congestion, improve safety, enhance accessibility to areas with potential for economic development, and maintain consistency with statewide and regional transportation plans. Based on an initial screening of alternatives, evaluation has been narrowed down to three alignment alternatives: 4B, 6D, and 6F/E. Attached are Figures 1-3 showing the location of the project and various resources of concern.

SUMMARY

Infrastructure

Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:

20 infrastructure resources including cemeteries, religious facilities, trails, managed lands, an airport, a pipeline, and recreational facilities are within the half mile radius of the project area. Any right-of-way acquisition from these resources may influence the level of study required during the preparation of the project's environmental document. One active rail line may be impacted by the project and will necessitate the construction of new bridge structures. All other resources are outside the project limits and will not be impacted by this project. Coordination with local schools, religious facilities, and local emergency services should occur during the public involvement phase of the proposed project and the preparation of transportation plans for the maintenance of traffic during construction. Coordination with the utility pipeline company is also recommended prior to final design and construction. Refer to Figure 3a for the locations of these resources.

Religious Facilities	**2**	Recreational Facilities	**3**
Airports	**1**	Pipelines	**1**
Cemeteries	**3**	Railroads	**1**
Hospitals	**N/A**	Trails	**7**
Schools	**N/A**	Managed Lands	**2**

Explanation:

Religious Facilities

- Lord of Life Lutheran Church is located adjacent to S.R. 3 on the east side and is approximately 35 feet north of Alternatives 4 and 6 (3300 S.R.3).
- First Apolistic Church is located approximately 325 feet south of Alternative D on E C.R. 160 N. (710 E. C.R. 160 N.)

Airports

- North Vernon Airport is located northeast of the intersection with Betsey Cull Drive/E County Road 350 N and is located approximately 225 feet north of Alternative 4.

Cemeteries

- Hillcrest City Cemetery is located approximately 2,000 feet southwest of Alternative D on 4th Street (490 4th Street).
- Summerfield Cemetery is located approximately 3,500 feet south of Alternative 4 on Deer Creek Road (2755-2865 Deer Creek Road).
- There is one known small cemetery with at least one headstone within Selmier State Forest. This cemetery was identified during coordination with Selmier State Forest during the 2008 Corridor Planning and Environmental Assessment Study.

Recreational Facilities

- Alternative 4 is located adjacent to the north side of Selmier State Forest (905 E CR 350 N); alternative F/E is approximately 500 feet south of the State Forest. Calli Nature Preserve is located approximately 3,000 feet south of Alternative D (approximately 1,500 feet south of the intersection of U.S. 50 and C.R. 40 E.).
- St. Anne's Golf Course is located on the north side of E. C.R. 350 N. next to Alternative 4 (360 E. C.R. 350 N.).

Pipelines

- Midwest Natural Gas Corporation pipeline runs north and south intersecting Alternative 4 and 6 approximately 250 feet east of S.R. 3.

Railroads

- CSX is an active rail line intersecting Alternatives B, D and F/E approximately 1,500 to 3,000 feet north of U.S. 50. Field investigations and aerial photography confirm that this is an active rail line.

Trails

- A network of six named hiking trails is located within Selmier State Forest (905 E. C.R. 350 N.). Alternative 4 is located adjacent to the north side of Selmier State Forest; alternative F/E is approximately 500 feet south of the State Forest.
- The Charles and Nan Hurley Interpretive Trail is located approximately 3,000 feet south of Alternative D in Calli Nature Preserve (approximately 1,500 feet south of the intersection of U.S. 50 and C.R. 40 E.).

Managed Lands

- Alternative 4 is located adjacent to Selmier State Forest (905 E. C.R. 350 N.) to the north; alternative F/E is approximately 500 feet south of the State Forest.Calli Nature Preserve is located approximately 3,500 feet south of Alternative D (approximately 1,500 feet south of the intersection of U.S. 50 and C.R. 40 E.).

Water Resources

Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:

A number of water resources including wetland features, streams, floodplains and lakes are mapped within one-half mile radius of the project area. Several of these resources would be directly impacted by the proposed alternatives. A full wetland delineation and waters report is recommended for the project area to identify any jurisdictional resources in the area. Environmental permits should be obtained for any impacts to these resources. A number of karst features are mapped within the vicinity of the project; efforts should be made to identify all karst resources within the project area. Additional coordination and potentially project design and construction restrictions may be imposed during project development. Refer to Figure 3b for the locations of these resources.

NWI - Points	**15**	NWI - Wetlands	**88**

Karst Springs	**N/A**	IDEM 303d Listed Lakes	**N/A**
Canal Structures – Historic	**N/A**	Lakes	**51**
NWI - Lines	**17**	Floodplain - DFIRM	**2**
IDEM 303d Listed Rivers and Streams (Impaired)	**N/A**	Cave Entrance Density	**3**
Rivers and Streams	**9**	Sinkhole Areas	**2**
Canal Routes - Historic	**N/A**	Sinking-Stream Basins	**N/A**

Explanation:

NWI Wetland Points

- Eight PUBFX wetland points are featured within the one-half mile radius, but only one is located on the right-of-way of Alternative B approximately 680 feet south of E. C.R. 300 N.
- Two PUBGX wetland points are featured within the one-half mile radius. None are located within the project limits.
- One PUBGH wetland point is mapped within the one-half mile radius, but is not located within the project limits.
- Two PEMA wetland points are featured within the one-half mile radius. None are located within the project limits.
- Two PUBFH wetland points are mapped within the one-half mile radius, but only one is located within the right-of-way of Alternative F/E and D 200 feet north of CSX Railroad.
- Wetland points may be impacted by construction activities and this work may require authorization or permits from the U.S. Army Corps of Engineers (USACE) and IDEM.

NWI Wetland Line

- One PEMA wetland line record is mapped for the unnamed tributary to Vernon Fork of Muscatatuck River, running north and south through the project area approximately 2,235 feet northwest of the eastern terminus of Alternative 4.
- One PFO1A wetland line record is mapped for the unnamed tributary to Vernon Fork of Muscatatuck River, running west and east through the project area approximately 225 feet north of the eastern terminus of Alternative 4.
- Three PFO1A wetland line records are mapped for Vernon Fork of Muscatatuck River, running north and south intersecting Alternative B near E. C.R. 350 N.
- Twelve R2UBH wetland line records are mapped for Vernon Fork of Muscatatuck River, which runs northeast to southwest through the project area intersecting the following Alternatives: B , approximately 1,050 feet northwest of E. C.R. 350 N; F/E, approximately 160 feet north of B&O Railroad; and D, approximately 680 feet southeast of N. C.R. 20 W.
- Wetland lines may be impacted by construction activities and this work may require authorization or permits from the USACE and the IDEM.

Rivers, Streams

- Vernon Fork of Muscatatuck River runs northeast to southwest through the investigated area crossing the following Alternatives: B, approximately 1,200 feet southwest of E. C.R. 350 N.; F/E, approximately 160 feet north of CSX Railroad; and D, approximately 680 feet southeast of N. C.R. 20 W. Sixmile Creek runs northeast to west through the investigated area, approximately 1,250 feet north of Alternative 4 and 6 near W. C.R. 350 N.
- Wood Branch Creek is a tributary to Vernon Fork of Muscatatuck River that runs north and south through the investigated area crossing Alternative F/E approximately 1,300 feet west of N. C.R. 20 W.
- Deer Creek is a tributary of Vernon Fork of Muscatatuck River that runs north and south through the investigated area crossing Alternatives F/E and D approximately 100 west of U.S. 50 and N. C.R. 75 E. intersection.

- Two unnamed tributaries to Deer Creek run west and east through the investigated area, crossing over Alternative B approximately 500 feet west of N. C.R. 175 E.
- There are two unnamed tributaries to Vernon Fork of Muscatatuck River that cross over Alternative B. One tributary runs east to west through the investigated area and is approximately 850 feet south E. C.R. 300 N. The other tributary runs north to south through the investigated area and is approximately 480 feet west of E. C.R. 350 N and N. C.R. 100 E. intersection.
- One unnamed stream runs north and south through the investigated area, approximately 2,500 feet southeast of Alternative B near the intersection of N. C.R. 280 E. and E. C.R. 200 N.
- One unnamed stream runs northeast to southwest through the investigated area, approximately 100 feet south of Alternative 4 near S.R. 3.
- Rivers streams and lakes may be impacted by construction activities and this work may require authorization or permits from the USACE and the IDEM.

National Wetland Inventory (NWI) Wetlands

- Thirty-seven PUBGH wetland features are mapped within the one-half mile radius; only three are within the project limits. One PUBGH intersects Alternative B 1,600 feet southeast of E. C.R. 350 N and two PUBGHs are within 50 feet W. C.R. 250 N intersecting Alternative F/E and D.
- Fourteen PUBGX wetland features are mapped within the one-half mile radius; only one is within the project limits approximately 500 feet northwest of N. C.R. 20 W. intersecting Alternative D.
- Eleven PFO1A wetland features are mapped within the one-half mile radius; only one is within the project limits approximately 1,100 feet southeast of E. C.R. 350 N intersecting Alternative B.
- Five R2USC wetland features are mapped within the one-half mile radius, only one is within the project limits within 900 feet southeast of E. C.R. 350 N. intersecting Alternative B.
- Four PEMA wetland features are mapped within the one-half mile radius; none are located within the project limits.
- Three PEMCH wetland features are mapped within the one-half mile radius; none are located within the project limits.
- Two PEMFH wetland feature are mapped within the one-half mile radius; however, these features are outside the project limits.
- Two PUBFX wetland features are mapped within the one-half mile radius, one feature is within the project limits, approximately1,800 feet east of S.R. 3 intersecting Alternative 4.
- Two PSS1C wetland features are mapped within the one-half mile radius; none are located within the project limits.
- Two R2UBH wetland features are mapped within the one-half mile radius and none are located within the project limits.
- One PFO1C wetland feature is mapped within the one-half mile radius. This feature is within the project limits approximately 650 feet southeast of N. C.R. 20 W. intersecting Alternative D.
- One PEMFX wetland feature is mapped within the one-half mile radius. This feature is outside the project limits.
- One PEM/SSIA wetland feature is mapped within the one-half mile radius. This feature is outside the project limits.
- One PSS1A wetland feature is mapped within the one-half mile radius. This feature is outside the project limits.
- One PFO/SS1A wetland feature is mapped within the one-half mile radius. This feature is outside the project limits.
- One PEM/SS1F wetland feature is mapped within the one-half mile radius. This feature is outside the project limits.
- NWI wetlands may be impacted by construction activities and this work may require authorization or permits from the USACE and the IDEM.

Lakes

- 51 lake or pond features are mapped within the one-half mile radius.

- Rivers, streams and lakes may be impacted by construction activities and this work may require authorization or permits from the USACE and the IDEM.

Floodplain-DFIRM

- A mapped floodplain exists for the Vernon Fork of Muscatatuck River, which runs northeast to southwest through the project area intersecting the following Alternatives: B, approximately 1,050 feet northwest of E. C.R. 350 N; F/E, approximately 160 feet north of CSX Railroad; and D, approximately 680 feet southeast of N. C.R. 20 W.
- A mapped floodplain exits for unnamed tributary to Vernon Fork of Muscatatuck River, which runs north and south through the project area intersecting Alternative B near E. C.R. 350 N.
- A Construction in a Floodway (CIF) Permit will be required from the Indiana Department of Natural Resources (IDNR) prior to any construction within the floodplain.

Cave Entrance Density

- A mapped area with one documented cave entrance is located approximately 1,110 feet southwest of Alternative D between 3rd Street and Base Road.
- Two mapped areas with one documented cave entrance each are located along the Vernon Fork of Muscatatuck River east of Selmier State Forest.

Sinkhole Areas

- A sinkhole area is mapped intersecting Alternative D, in the vicinity between Base Road and CSX Railroad.
- A sinkhole area is mapped approximately 50 feet south of Alternative D, in the vicinity between CSX Railroad and U.S. 50.

Mining/Mineral Exploration

Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:

There is one identified gas storage field and four abandoned quarries within the half mile radius of the project. Any impacts to Trenton Oil/Gas Field from any of the proposed alignments will be temporary and limited to periods of construction. One abandoned quarry is within the project limits of Alternative D and may be impacted. The other three abandoned quarries are outside the project limits and will not be impacted by this project. Refer to Figure 3c for the locations of these resources.

Petroleum Wells	**1**	Petroleum Fields	**Trenton**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Explanation:

Petroleum Wells

- One petroleum well exists within the ½ mile buffer area. This well is east of the intersection of CR 350 N and PR 350 N. This well will be field verified during a site visit.

Petroleum Fields

- Trenton Oil/Gas Field blankets a majority of the area within the ½ mile radius and runs northeast to southwest through the project area. All potential alternatives cross over the Trenton Oil/Gas Field.

Quarries - Abandoned

- One abandoned quarry is located approximately 1,000 feet south of Alternative 4 within Selmier State Forest.

- One abandoned quarry is located within the project area for Alternative D, immediately adjacent to Vernon Fork of Muscatatuck River, while two other abandoned quarries are located approximately 1,300 feet southwest of Alternative D.

Hazmat Concerns
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:

Brownfield Sites	**N/A**	Restricted Waste Sites	**N/A**
Corrective Action Sites (RCRA)	**N/A**	Septage Waste Sites	**N/A**
Confined Feeding Operations	**1**	Solid Waste Landfills	**N/A**
Construction Demolition Waste	**N/A**	State Cleanup Sites	**N/A**
Industrial Waste Sites (RCRA Generators)	**2**	Tire Waste Sites	**N/A**
Infectious/Medical Waste Sites	**N/A**	Waste Transfer Stations	**N/A**
Lagoon/Surface Impoundments	**N/A**	RCRA Waste Treatment, Storage, and Disposal Sites (TSDs)	**N/A**
Leaking Underground Storage Tanks (LUSTs)	**2**	Underground Storage Tanks	**1**
Manufactured Gas Plant Sites	**N/A**	Voluntary Remediation Program	**N/A**
NPDES Facilities	**3**	Superfund	**N/A**
NPDES Pipe Locations	**4**	Institutional Control Sites	**N/A**
Open Dump Sites	**N/A**		

Explanation:

Confined Feeding Operation
- Jenacre Pullets is operated by Rose Acres Farms and is located approximately 1,200 feet south of Alternative B (1620 N. C.R. 175 E.).

Industrial Waste Sites
- Chapel Thorpe Realty is classified as a Resource Conservation and Recovery (RCRA) site and is located 3,500 feet south of Alternative D (819 Buckeye Street).
- The Martinrea North Vernon Plant borders the one-half mile radius of the project area. This plant is classified as a RCRA site and is located approximately 3,600 feet west of Alternative D (505 Industrial Drive).

Leaking Underground Storage Tanks
- The Dave O'Mara Contractor LUST site borders the one-half mile radius of the project area and the tank is located approximately 3,500 feet southwest of Alternative D (1100 E. O & M Avenue).
- The Pilot Industries LUST site borders the one-half mile radius of the project area. The tank is located approximately 3,700 feet west of Alternative D (505 Industrial Drive).

National Pollutant Discharge Elimination System (NPDES) Facilities
- Hanson Aggregates, also known as Berry Material Rock Quarry, is located approximately 1,500 feet west of Alternative D (1800 N CR 20 W).
- Marathon Ashland Petroleum is located approximately 1,100 feet southwest of Alternative D (1995 5th Street).

- North Vernon Public Water Supply is located approximately 3,400 feet southwest of Alternative D (439 9th Street).

NPDES Pipe Locations

- Berry Material Rock Quarry intersects Alternative D approximately 330 feet southwest of Alternative F&E (1800 N CR 20 W).
- Asphalt Emulsions Storage Terminal is on the property of Marathon Ashland Petroleum and is located approximately 1,100 feet southwest of Alternative D (1995 5th Street).
- Two National Pollutant Discharge and Elimination System (NPDES) pipes are located at the North Vernon Water Works and are approximately 3,400 feet southwest of Alternative D (439 9th Street).

Underground Storage Tanks(USTs)

- *On UST is located within a ½ mile buffer of the study area. This UST is located at Masco Tech Sintered at 3100 North SR 3.*

Ecological Information

Early Coordination completed to date has resulted in the identification of several endangered, threatened, or rare (ETR) species and high quality natural communities within the project area. Copies of this early coordination are attached to this document with the species and communities highlighted.

Cultural Resources

There are four nearby historical resources identified within ½ mile of the project site on the IDNR Historic Structures Inventory Map (Figure 3a). Only one historical resource may be impacted by this project.

Frank Selmier House (E. C.R. 350 N.) is on Selmier State Forest property and is located approximately 560 feet south of Alternative 4. This stone Craftsman Bungalow house was built in several different stages from 1921 to 1924.

Creech Farm (Private Road 235 N.) off of Woods Branch Road is located within the right-of-way of Alternative F/E and would be impacted by this alternative. The building is a hall-and-parlor house, a typical vernacular house during the 19th century. This property also contains a several outbuildings including several barns and a privy. This impact will be considered during the alternative screening process.

CSX Railroad Bridge (C.R. 90 W/Deer Creek Road) is located approximately 1,670 feet north of Alternative F/E.

CSX Railroad Bridge (C.R. 175 N/N Base Road) is located approximately 1,840 feet south of Alternative D.

RECOMMENDATIONS

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:
Construction of the US 50 West bypass is expected to begin after completion of the SR 3 widening project.

The CSX railroad will need to be bridged by all proposed alternatives. Close coordination will be maintained between the project team and the railroad to ensure adequate clearing requirements and structural safety measures are met.

Coordination with local schools, religious facilities, Selmier State Forest, and local emergency services should occur during the public involvement phase of the project. Coordination with the various utilities, including Midwest Natural Gas for the pipeline, will also be completed during project development and consideration for the utilities will be

incorporated into the final design of the project. Coordination with the North Vernon Airport will be conducted as the project moves forward.

WATER RESOURCES:
A full wetland delineation and waters report is recommended for the project area to identify any jurisdictional resources in the area. Environmental permits including an IDEM Section 401 permit, and USACE Section 404 Permit, an IDNR CIF permit, and an IDEM Rule 5 Permit shall be obtained for any impacts to these resources. During project development, karst resources within the project area should be identified. These findings will be incorporated into a Karst Report completed in accordance with the 1993 Karst MOU.

MINING/MINERAL EXPLORATION:
It is possible that wells in this area were not adequately capped or still may be active. Within plugged wells, occasionally oil and brine can migrate up the well, past the plug and out to the surface. These contaminants can pollute waters and streams. Any abandoned well will be properly capped during construction and workers will be made aware of the location.

HAZMAT CONCERNS:
With the exception of the Berry Material Rock Quarry potentially impacted by Alternative D, no hazmat sites are anticipated to be impacted by the project. Close coordination with the quarry will be conducted to minimize impacts.

ECOLOGICAL INFORMATION:
Early coordination packages were sent to the IDNR and the U.S. Fish and Wildlife Service (USFWS) requesting information regarding endangered and threatened species in the project area. This coordination is attached.

CULTURAL RESOURCES:
Both a Phase 1a Archaeological study and a Historic structures report will be completed for this project. Any impacts to potential historic resources will be given appropriate consideration during the alternative screening process.

INDOT Environmental Services concurrence: _____(Signature)

Prepared by:

Dan Prevost, AICP CTP
Principal Planner
Parsons

Graphics:

A map for each report section with a ½ mile 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:

GENERAL SITE MAP SHOWING PROJECT AREA: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZMAT CONCERNS: YES

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

DNR #: ER-16517 **Request Received:** August 16, 2012

Requestor:
Parsons Transportation Group Inc
Richard Connolly
101 West Ohio Street Suite 2121
Indianapolis, IN 46204

Project: US 50 North Vernon bypass - East; Des. # 1173374

County/Site info: Jennings

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 will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

Natural Heritage Database: The Natural Heritage Program's data have been checked.
The species and state significant communities below have been recorded within ½ mile of three areas of the project. The Division of Nature Preserves does not anticipate any impacts to the listed plant species or communities as a result of the project.

I) South boundary of project:

A. PLANTS:
1. Sullivantia (Sullivantia sullivantii) - state threatened
3. Shining Ladies'-tresses (Spiranthes lucida) - state rare
2. Barren Strawberry (Waldsteinia fragarioides) - state rare

B. COMMUNITIES:
1. Dry-mesic Upland Forest
2. Limestone Cliff

C. ANIMAL (documented in 2010):
Eastern Box Turtle (Terrapene carolina carolina) - state special concern

II) Alternate Route 3: Limestone Cliff community.

III) Alternate Route 4 (crosses US 50):

ANIMALS:
1. Kirtland's Snake (Clonophis kirtlandii) - state endangered
2. Least Weasel (Mustela nivalis) - state special concern

Fish & 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) Listed Species:
We do not foresee any impacts to the least weasel resulting from the project.

To minimize impacts to the eastern box turtle and kirtland's snake, where any excavation/digging will occur, we recommend that construction only take place from April through October. This will help minimize the threats to hibernating kirtland's snakes and eastern box turtles that would be unable to get away. We also recommend that all logs, trash, or any other type of debris (including riprap) be removed from the construction zone at least one week prior to the start of work to keep these species from hiding underneath the debris. If any vegetation will be removed during work, this should also be done one week prior to construction. After the trash and vegetation are removed, a trenched-in silt fence should be placed around the construction area. Once the silt fence is installed, a walk-through should be conducted to look for any eastern box turtles. Also, any equipment, materials, or debris left overnight in the area should be checked for the presence of kirtland's snakes prior to the start of work the next day.

Any reptiles or amphibians encountered in the project area should be removed, unharmed, and placed outside the construction area. Any turtles encountered should be moved to the nearest forested area. An accredited herpetologist should be hired to translocate state or federally listed herps from current locations within the construction area to an area of suitable habitat. Also, we recommend contacting and coordinating with Sarabeth Klueh, Division of Fish and Wildlife herpetologist, at (812) 334-1137 or sklueh@dnr.in.gov for guidance regarding development of herpetile removal plans. Removal of any state endangered species will require a permit issued by the Division of Fish and Wildlife. Please contact Linnea Petercheff at (317) 233-6527 or lpetercheff@dnr.in.gov regarding this permit, if needed.

B) Alternatives:
For any alternative, we recommend a route which results in the least impacts to fish, wildlife, and botanical resources. Environmentally preferable transportation options should focus on low impact alternatives that minimize road widening and that minimizes the need for new-terrain road construction. New terrain road alignments should be laid out with avoidance and minimization of environmental impacts as a top priority because the environmental impacts from road construction are typically permanent and irreversible. We strongly recommend further study seeking to produce alternatives with lower environmental impacts.

Alternative 1 is not recommended due to the large-scale impacts to forested areas adjacent to Selmier State Forest and potential impacts to rare and unique eastern hemlock relict populations. Moving the north-south segment of Alternative 1 west of Woods Branch and then joining with Alternative 2 at the river crossing (if no eastern hemlock relict populations are found at the location) could make Alternative 1 more environmentally acceptable.

Alternative 2 crosses several large forested areas on the southwest and southeast side of the EDC Proposed Industrial Park after which it proceeds south through several more forested tracts of substantial size. This alternative crosses the river at a point where some substantial wetlands are located on the west banks and, although the river does not have north-facing bluffs at this location, it is unknown (due to a lack of surveys) whether or not relict eastern hemlock populations could be impacted.

Alternative 2 is not recommended as it will impact large amounts of forested habitat and potentially eastern hemlock relict populations. However, modifying Alternative 2 by following Alternative 1 from SR 3 to CR 75, then proceeding south along this path to near CR 250 before resuming the proposed Alternative 2 alignment could substantially reduce this alternative's impacts, and result in a viable alternative.

Alternatives 3 and 4 follow an existing road on the north side of Selmier State Forest and cross the Vernon Fork Muscatatuck Forest east of the state forest. This alignment then will impact deep forested valleys southeast of the river. The forested areas along the southeast side of the river generally follow the top of the tributary valleys resulting in large areas of entirely forested stream valleys. The expanse of forested habitat as measured from the river banks is about 1000' wide at the narrowest point near the potential road crossing.

The Alternative 3 segment east of the river proceeds south after the river crossing through five (5) separate steep-sloped forested valleys and would result in unreasonable impacts to fish, wildlife, and botanical resources.

Alternative 4 will impact large areas of forested habitat in steep forested river valleys. Significant modifications could make this alternative environmentally acceptable, such as an elevated roadway over the forested valley linking elevation 700' on the northwest side of the river to elevation 725' on the southeast side of the river. This will avoid causing significant environmental harm from placing an at-grade road through a 1000' wide forested valley environment.

Alternative 5 splits off from Alternative 1 west of the Muscatatuck River crossing, proceeds due east to cross the river close to the upstream end of the north-facing bluffs (where eastern hemlock relict populations may still be present), then crosses several more large forested areas before rejoining US 50. This alternative is not recommended due to the impacts to large forested areas west of the state forest and possible impacts to eastern hemlock relict populations.

C) Habitat Mitigation:
Impacts to non-wetland forest under one (1) acre should be mitigated at a 1:1 ratio, while impacts to non-wetland forest over one (1) acre should be mitigated at a minimum 2:1 ratio. Impacts to wetlands should be mitigated at the appropriate ratio as well, in accordance with the DNR's new Floodway Habitat Mitigation guidelines (see http://www.in.gov/legislative/iac/20120801-IR-312120434NRA.xml.pdf).

D) Stream Crossings:
Any new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. Design plans for new bridges should include a level area of natural ground under the structure with a minimum 8' tall by 24' wide opening (that does not include the size of the opening over the channel). This opening under the bridge with unsubmerged, dry land is essential for wildlife passage. If riprap is planned under the bridge, only dry land unarmored with riprap should be considered in the opening dimensions.

Considerations can be made if alternative armoring materials are used. Because part of the area above the ohwm on the banks is typically used by wildlife, we recommend that a smooth-surfaced material such as articulated concrete mats be placed on the side-slopes instead of part or all of the proposed riprap (or riprap at the toe and turf reinforcement mats above the riprap toe protection). Such materials will not impair wildlife movement along the banks under the bridge.

E) Bank Stabilization:
Minimize the use of riprap and use alternative erosion protection materials whenever possible. Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (ohwm). From the ohwm to the top of the bank, we recommend using erosion control blankets or turf reinforcement mats instead of riprap as these are compatible with vegetation growth and provide equal or better erosion control protection than riprap. The use of erosion control blankets, turf reinforcement mats, and other similar materials seeded with a native plant seed mix will allow a natural, vegetated stream bank to develop.

We recommend bioengineered bank stabilization materials and methods. Information about bioengineering techniques can be found at http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: http://directives.sc.egov.usda.gov/17553.wba (Choose Handbooks; Title 210 Engineering; National Engineering Handbook; Part 650 Engineering Field Handbook. Choose Chapter 16 from next window).

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 in the floodway with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants (e.g. crown-vetch).
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds or causeways.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
9. Post "Do Not Mow or Spray" signs along the right-of-way.
10. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
11. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendation for installation); seed and apply mulch on all other disturbed areas.
12. Plant five native trees, at least 2 inches in diameter-at-breast height, for each tree

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

for **Date:** September 14, 2012
Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

DNR
Indiana Department of Natural Resources

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director

Division of Nature Preserves
402 W. Washington St., Rm W267
Indianapolis, IN 46204-2739

September 11, 2012

Richard J. Connolly
Parsons
101 W. Ohio, Suite 2121
Indianapolis, IN 46204

Dear Richard Connolly:

I am responding to your request for information on the endangered, threatened, or rare (ETR) species, high quality natural communities, and natural areas documented from the US 50 bypass study area, North Vernon, Indiana. The Indiana Natural Heritage Data Center has been checked and following you will find information on the ETR species documented within the project study area.

For more information on the animal species mentioned, please contact Christie Stanifer, Environmental Coordinator, Division of Fish and Wildlife, 402 W. Washington Room W273, Indianapolis, Indiana 46204, (317)232-8163.

The information I am providing does not preclude the requirement for further consultation with the U.S. Fish and Wildlife Service as required under Section 7 of the Endangered Species Act of 1973. If you have concerns about potential Endangered Species Act issues you should contact the Service at their Bloomington, Indiana office.

U.S. Fish and Wildlife Service
620 South Walker St.
Bloomington, Indiana 47403-2121
812-334-4261

At some point, you may need to contact the Department of Natural Resources' Environmental Review Coordinator so that other divisions within the department have the opportunity to review your proposal.

For more information, please contact:

Department of Natural Resources
attn: Christie Stanifer
Environmental Coordinator
Division of Fish and Wildlife
402 W. Washington Street, Room W273
Indianapolis, IN 46204
(317)232-8163

Please note that the Indiana Natural Heritage Data Center relies on the observations of many individuals for our data. In most cases, the information is not the result of comprehensive field surveys conducted at particular sites. Therefore, our statement that there are no documented significant natural features at a site should not be interpreted to mean that the site does not support special plants or animals.

Due to the dynamic nature and sensitivity of the data, this information should not be used for any project other than that for which it was originally intended. It may be necessary for you to request updated material from us in order to base your planning decisions on the most current information.

Thank you for contacting the Indiana Natural Heritage Data Center. You may reach me at (317)232-8059 if you have any questions or need additional information.

Sincerely,

Ronald P. Hellmich

Ronald P. Hellmich
Indiana Natural Heritage Data Center

Enclosure: Data sheet

Endangered, Threatened and Rare Species and Significant Natural Areas Documented Within the US 50 Bypass Study Area, North Vernon, Indiana

Type	Species Name	Common Name	Fed	State	Town Range	Date	Comments
Mammal	Mustela nivalis	Least Weasel		SSC	007N009E 30	2002-04-14	
Reptile	Clonophis kirtlandii	Kirtland's Snake		SE	007N009E 30 SEQ	1997-05	
SELMIER STATE FOREST							
High Quality Natural Community	Primary - cliff limestone	Limestone Cliff		SG	007N008E 23 SEQ SEQ	1985?	
VIOLET AND LOUIS J. CALLI SR. NATURE PRESERVE							
Vascular Plant	Poa wolfii	Wolf Bluegrass		SR	007N008E 35 SWQ	1986-05-15	
Vascular Plant	Spiranthes lucida	Shining Ladies'-tresses		SR	007N008E 35	1930-05	
Vascular Plant	Waldsteinia fragarioides	Barren Strawberry		SR	007N008E 35	1933-04	
High Quality Natural Community	Forest - upland dry-mesic	Dry-mesic Upland Forest		SG	007N008E 35 SWQ	1999	
Vascular Plant	Sullivantia sullivantii	Sullivantia		ST	007N008E 35 SEQ NWQ	2011-07-06	
Reptile	Terrapene carolina carolina	Eastern Box Turtle		SSC	007N008E 35	2010-07-13	
High Quality Natural Community	Primary - cliff limestone	Limestone Cliff		SG	007N008E 35 SWQ & SEQ NWQ	1986-05-15	

Fed: LE = listed federal endangered; LT = listed federal threatened; C = federal candidate species

State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SG = state significant; WL = Watch List; no rank = unlisted species but tracked due to rarity concerns.

Indiana County Endangered, Threatened and Rare Species List

County: Jennings

Species Name	Common Name	FED	STATE	GRANK	SRANK
Platyhelminthes (Flatworms)					
Sphalloplana weingartneri	Weingartner's Cave Flatworm		WL	G4	S4
Diplopoda					
Conotyla bollmani	Bollman's Cave Milliped		WL	G5	S4
Pseudopolydesmus collinus	A Millipede		SE	G4	S1
Crustacean: Malacostraca					
Caecidotea rotunda	Northeastern Cave Isopod		SR	G2G4	S3
Crangonyx anomalus	Anomalous Spring Amphipod		ST	G4G5	S2
Crangonyx packardi	Packard's Cave Amphipod		WL	G4	S4
Crustacean: Copepoda					
Diacyclops lewisi	Lewis' Groundwater Copepod		SE	G1	S1
Diacyclops salisae	Salisa's Groundwater Copepod		SE	G1	S1
Mollusk: Bivalvia (Mussels)					
Epioblasma triquetra	Snuffbox		SE	G3	S1
Obovaria subrotunda	Round Hickorynut		SSC	G4	S1
Ptychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
Simpsonaias ambigua	Salamander Mussel		SSC	G3	S2
Toxolasma lividus	Purple Lilliput		SSC	G3	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Ellipluran: Collembola					
Sinella alata	Springtail		WL	G5	S4
Sinella cavernarum	A Springtail		WL	G5	S4
Insect: Coleoptera (Beetles)					
Pseudanophthalmus chthonius	Cave Ground Beetle		SR	G3	S3
Insect: Lepidoptera (Butterflies & Moths)					
Artogeia virginiensis	West Virginia White		SR	G3G4	S3
Insect: Odonata (Dragonflies & Damselflies)					
Hagenius brevistylus	Dragonhunter		SR	G5	S2S3
Arachnida					
Chthonius virginicus	A Pseudoscorpion		SE	GNR	S1
Porhomma cavernicola	Appalachian Cave Spider		SE	G5	S1
Amphibian					
Necturus maculosus	Common mudpuppy		SSC	G5	S2
Rana areolata circulosa	Northern Crawfish Frog		SE	G4T4	S2
Reptile					
Clonophis kirtlandii	Kirtland's Snake		SE	G2	S2
Nerodia erythrogaster neglecta	Copperbelly Water Snake	PS:LT	SE	G5T3	S2
Bird					
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting

State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list

GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank

SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Jennings

Species Name	Common Name	FED	STATE	GRANK	SRANK
Buteo lineatus	Red-shouldered Hawk		SSC	G5	S3
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Dendroica cerulea	Cerulean Warbler		SE	G4	S3B
Haliaeetus leucocephalus	Bald Eagle	LT,PDL	SE	G5	S2
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Nyctanassa violacea	Yellow-crowned Night-heron		SE	G5	S2B
Pandion haliaetus	Osprey		SE	G5	S1B
Rallus elegans	King Rail		SE	G4	S1B
Tyto alba	Barn Owl		SE	G5	S2
Wilsonia citrina	Hooded Warbler		SSC	G5	S3B
Mammal					
Mustela nivalis	Least Weasel		SSC	G5	S2?
Myotis grisescens	Gray Bat	LE	SE	G3	S1
Myotis sodalis	Indiana Bat or Social Myotis	LE	SE	G2	S1
Nycticeius humeralis	Evening Bat		SE	G5	S1
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Asplenium ruta-muraria	Wallrue Spleenwort		SR	G5	S2
Carex pedunculata	Longstalk Sedge		SR	G5	S2
Carex straminea	Straw Sedge		ST	G5	S2
Crotonopsis elliptica	Elliptical Rushfoil		SE	G5	S1
Dentaria multifida	Divided Toothwort		SE	G4?	S1
Hydrastis canadensis	Golden Seal		WL	G4	S3
Juglans cinerea	Butternut		WL	G4	S3
Linum striatum	Ridged Yellow Flax		WL	G5	S3
Lycopodiella inundata	Northern Bog Clubmoss		SE	G5	S1
Lycopodium obscurum	Tree Clubmoss		SR	G5	S2
Lygodium palmatum	Climbing Fern		SE	G4	S1
Najas gracillima	Thread-like Naiad		ST	G5?	S1
Oenothera perennis	Small Sundrops		SR	G5	S2
Oxalis illinoensis	Illinois Woodsorrel		WL	G4Q	S2
Panax quinquefolius	American Ginseng		WL	G3G4	S3
Panax trifolius	Dwarf Ginseng		WL	G5	S2
Poa wolfii	Wolf Bluegrass		SR	G4	S2
Rhexia mariana var. mariana	Maryland Meadow Beauty		ST	G5T5	S1
Sagittaria australis	Longbeak Arrowhead		SR	G5	S2
Scirpus purshianus	Weakstalk Bulrush		SR	G4G5	S1
Spiranthes lucida	Shining Ladies'-tresses		SR	G5	S2
Spiranthes vernalis	Grassleaf Ladies'-tresses		WL	G5	S2
Stachys clingmanii	Clingman Hedge-nettle		SE	G2	S1

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

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SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Jennings

Species Name	Common Name	FED	STATE	GRANK	SRANK
Strophostyles leiosperma	Slick-seed Wild-bean		ST	G5	S2
Sullivantia sullivantii	Sullivantia		ST	G4	S2
Waldsteinia fragarioides	Barren Strawberry		SR	G5	S2
Woodwardia areolata	Netted Chainfern		SR	G5	S2
High Quality Natural Community					
Forest - flatwoods bluegrass till plain	Bluegrass Till Plain Flatwoods		SG	G3	S2
Forest - upland dry	Dry Upland Forest		SG	G4	S4
Forest - upland dry-mesic	Dry-mesic Upland Forest		SG	G4	S4
Forest - upland mesic	Mesic Upland Forest		SG	G3?	S3
Primary - cliff limestone	Limestone Cliff		SG	GU	S1
Other					
Geomorphic - Nonglacial Erosional Feature - Water Fall and Cascade	Water Fall and Cascade			GNR	SNR

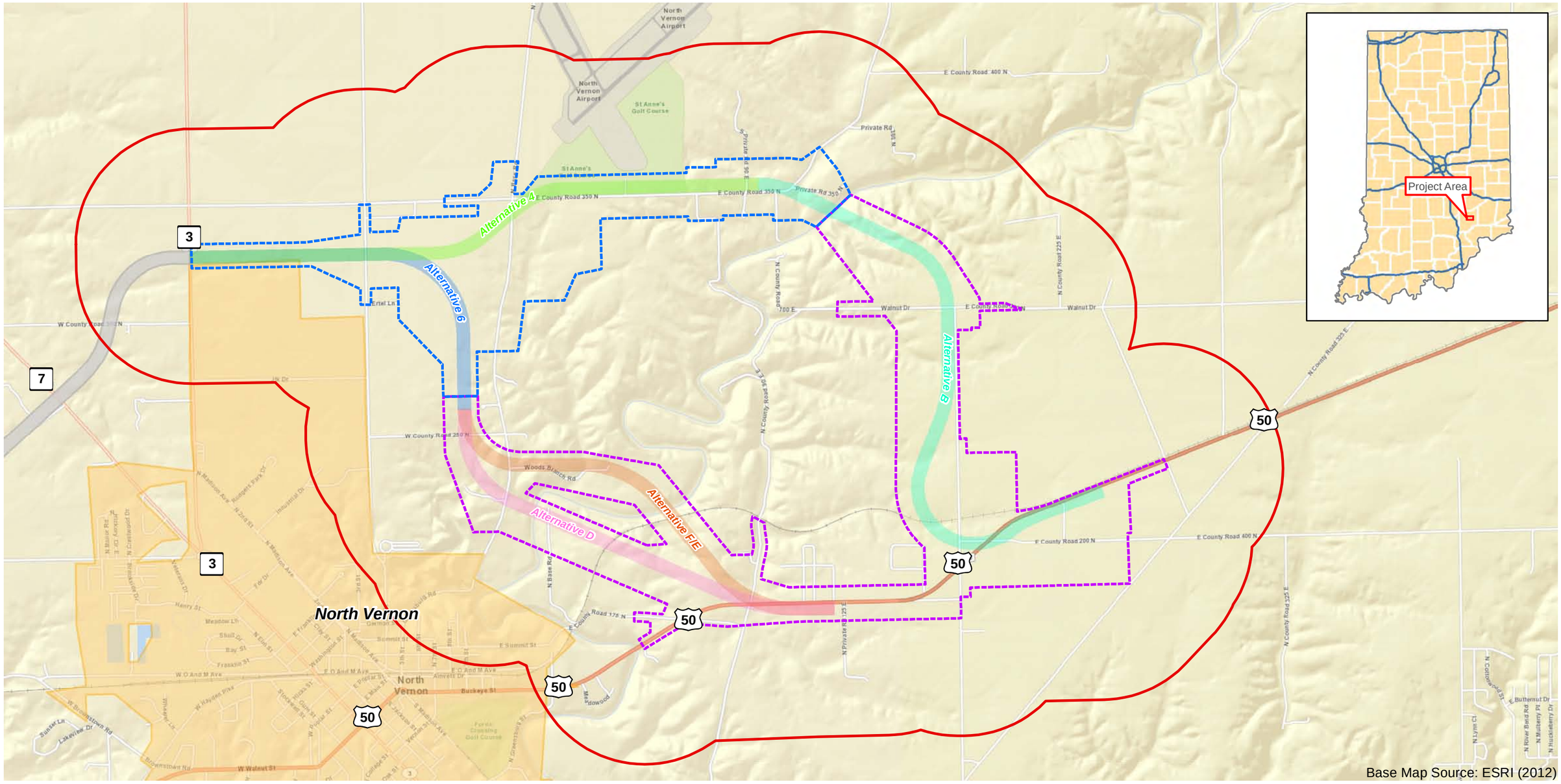
Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting

State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list

GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank

SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked



Legend

- Alternative 4
- Alternative 6
- Alternative B
- Alternative D
- Alternative F/E
- Half Mile Radius
- Alternative 4 & 6 Survey Area
- Alternative B & D Survey Area
- Western Bypass
- Populated Areas

N

0 2,250 4,500 9,000 Feet

1 inch = 2,250 feet

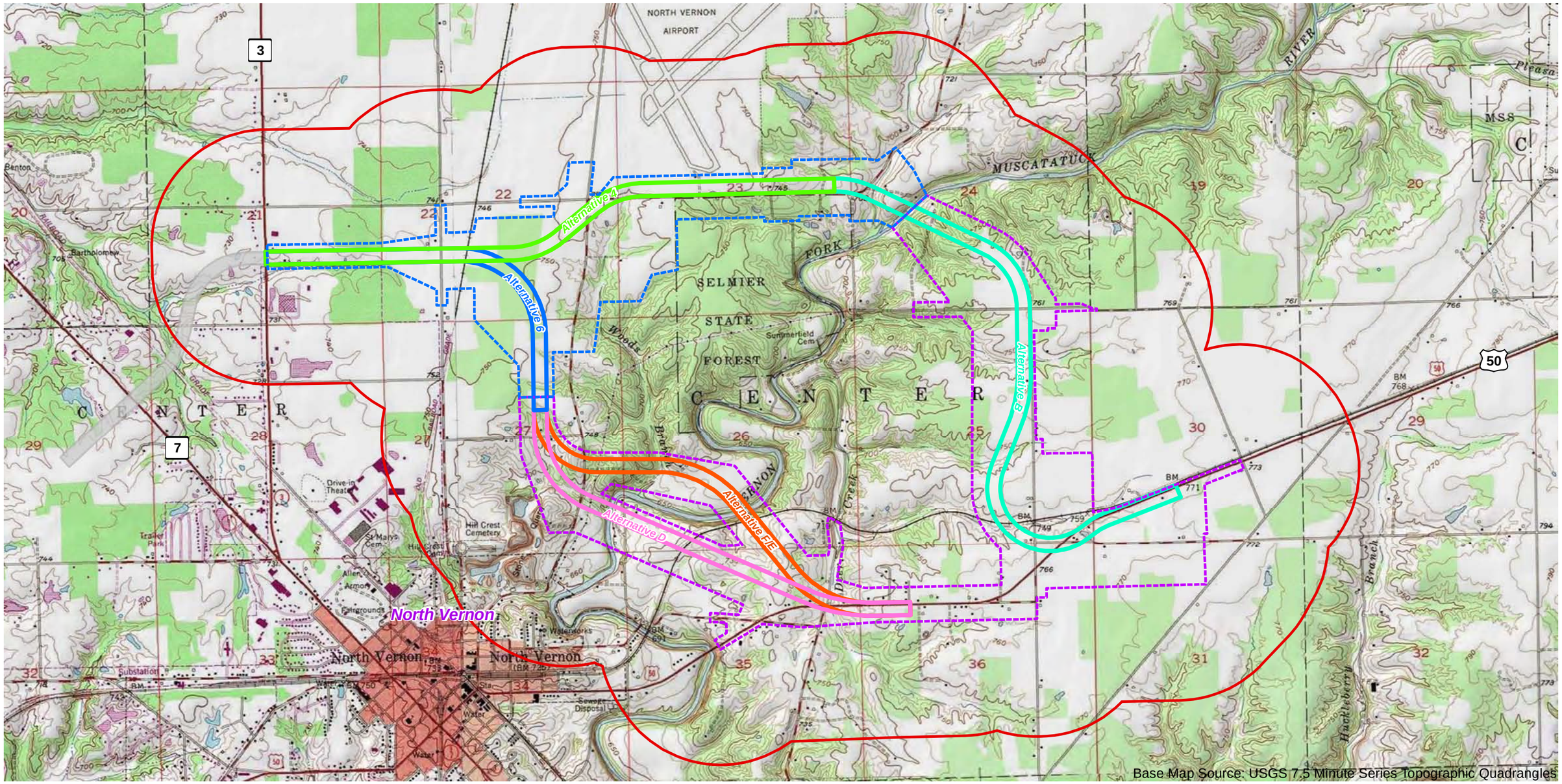
US 50 EAST BYPASS

Figure 1 - Project Location

Red Flag Map

Des. No. 1173374	
Date: 12/04/2012	
Created By: AH	

PARSONS



Legend

- Alternative 4
- Alternative 6
- Alternative B
- Alternative D
- Alternative F/E
- Half Mile Radius
- Alternative 4 & 6 Survey Area
- Alternative B & D Survey Area
- Western Bypass

0 2,250 4,500 9,000 Feet

1 inch = 2,250 feet

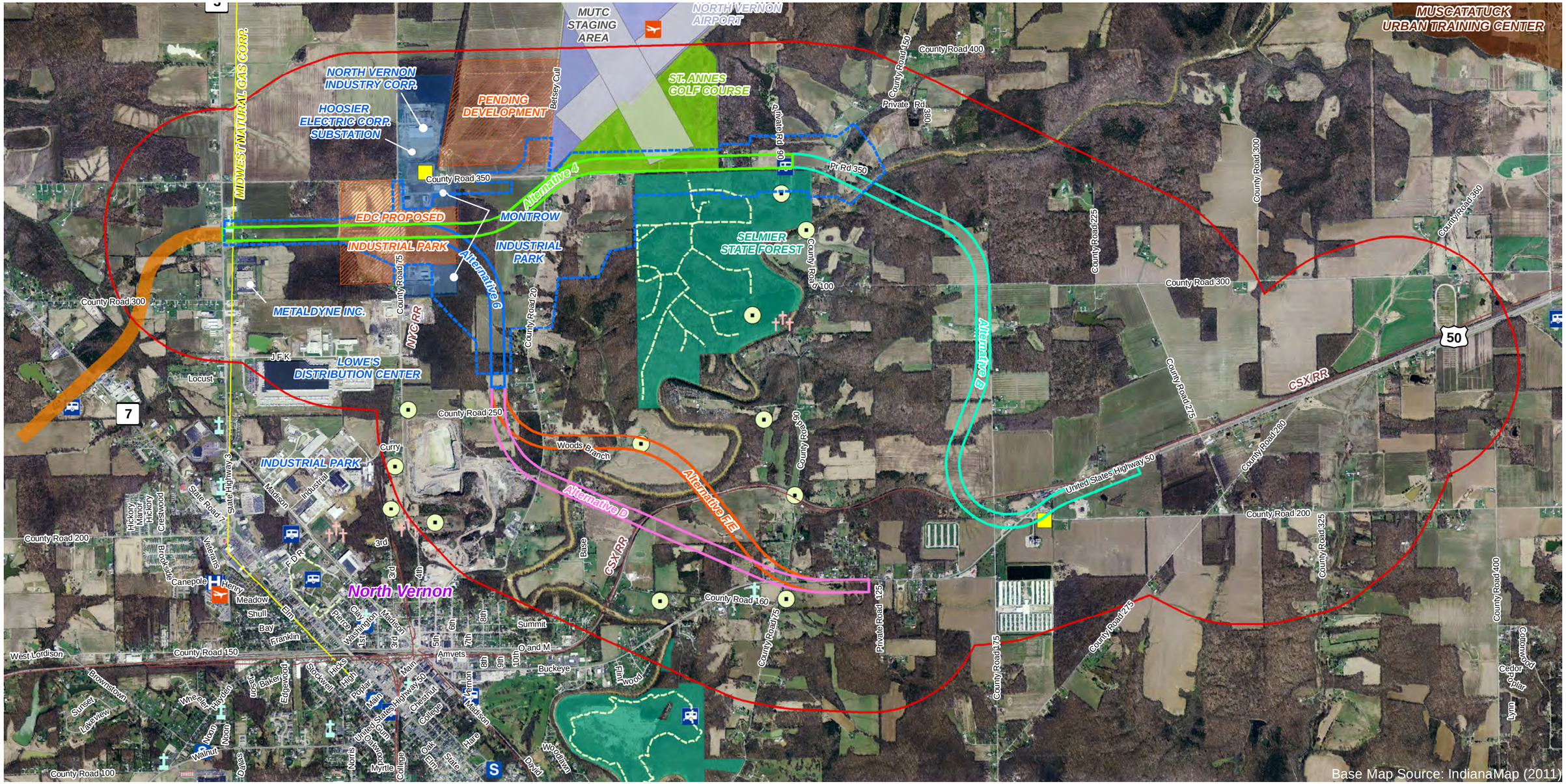
US 50 EAST BYPASS

Figure 2 - USGS Topographic

Red Flag Map

Des. No. 1173374	
Date: 12/04/2012	
Created By: AH	

PARSONS



Base Map Source: IndianaMap (2011)

Legend

- Half Mile Radius
- Alternative 4 & 6 Survey Area
- Western Bypass
- Cemeteries
- Railroads
- Religious Centers
- Trails
- Airports
- Hospitals
- Recreational Facilities
- Schools
- Pipelines
- Golf Course
- Historic Structure
- Managed Lands
- Runways
- Substation

0 2,250 4,500 9,000 Feet

1 inch = 2,250 feet

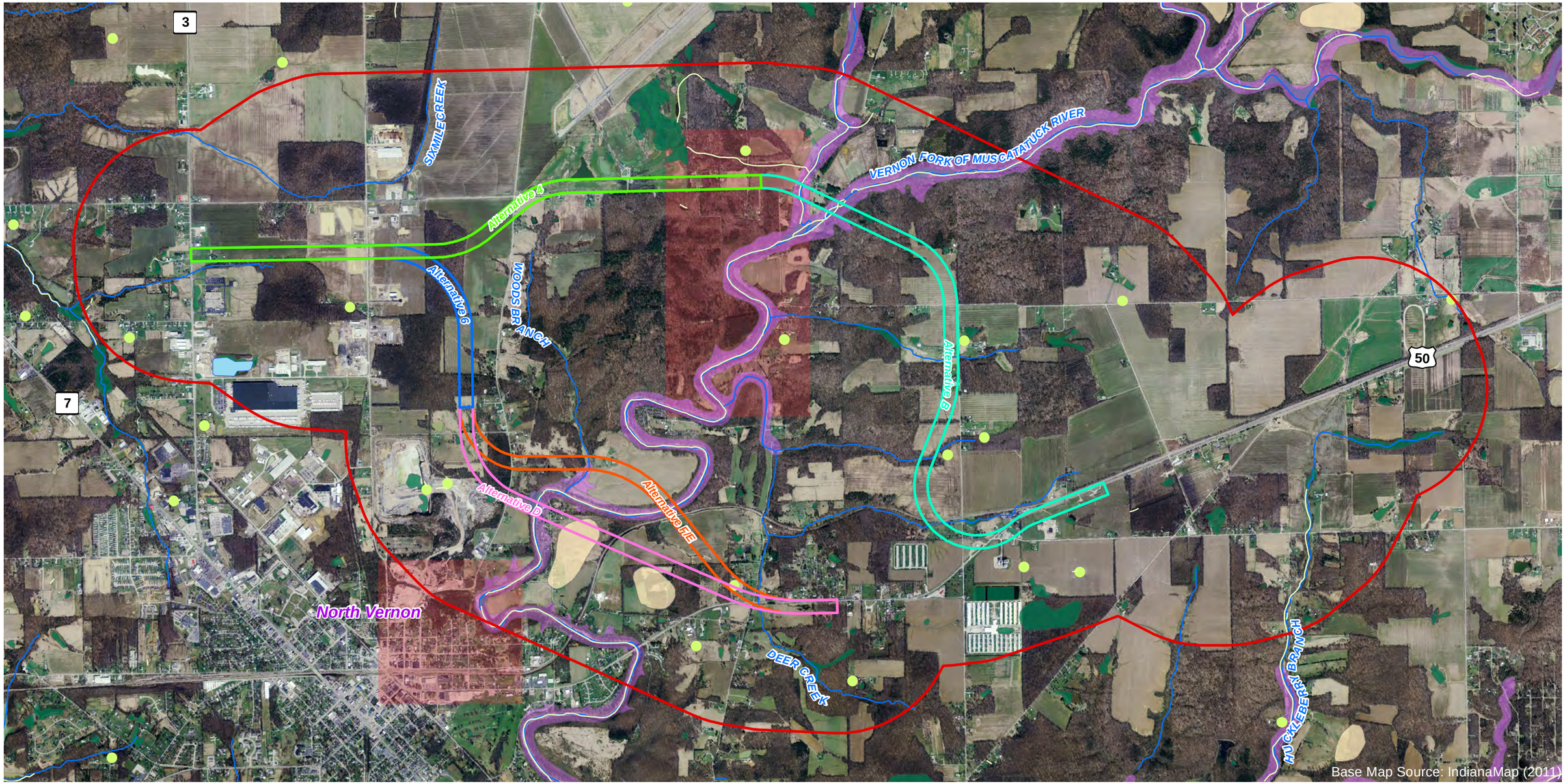
US 50 EAST BYPASS

Figure 3a - Infrastructure

Red Flag Map

Des. No. 1173374	
Date: 12/04/2012	
Created By: AH	

PARSONS



Legend

- Half Mile Radius
- Canal Routes Historic
- NWI Wetland Line
- Waters
- NWI Wetland Points
- Streams
- Sinkhole Areas/Sinking Stream Basins
- Canal Structures Historic
- Floodplain-DFIRM
- NWI Wetlands
- IDEM 303d Listed Lakes
- Cave Entrance Density
- Karst Springs

N

1 inch = 2,250 feet

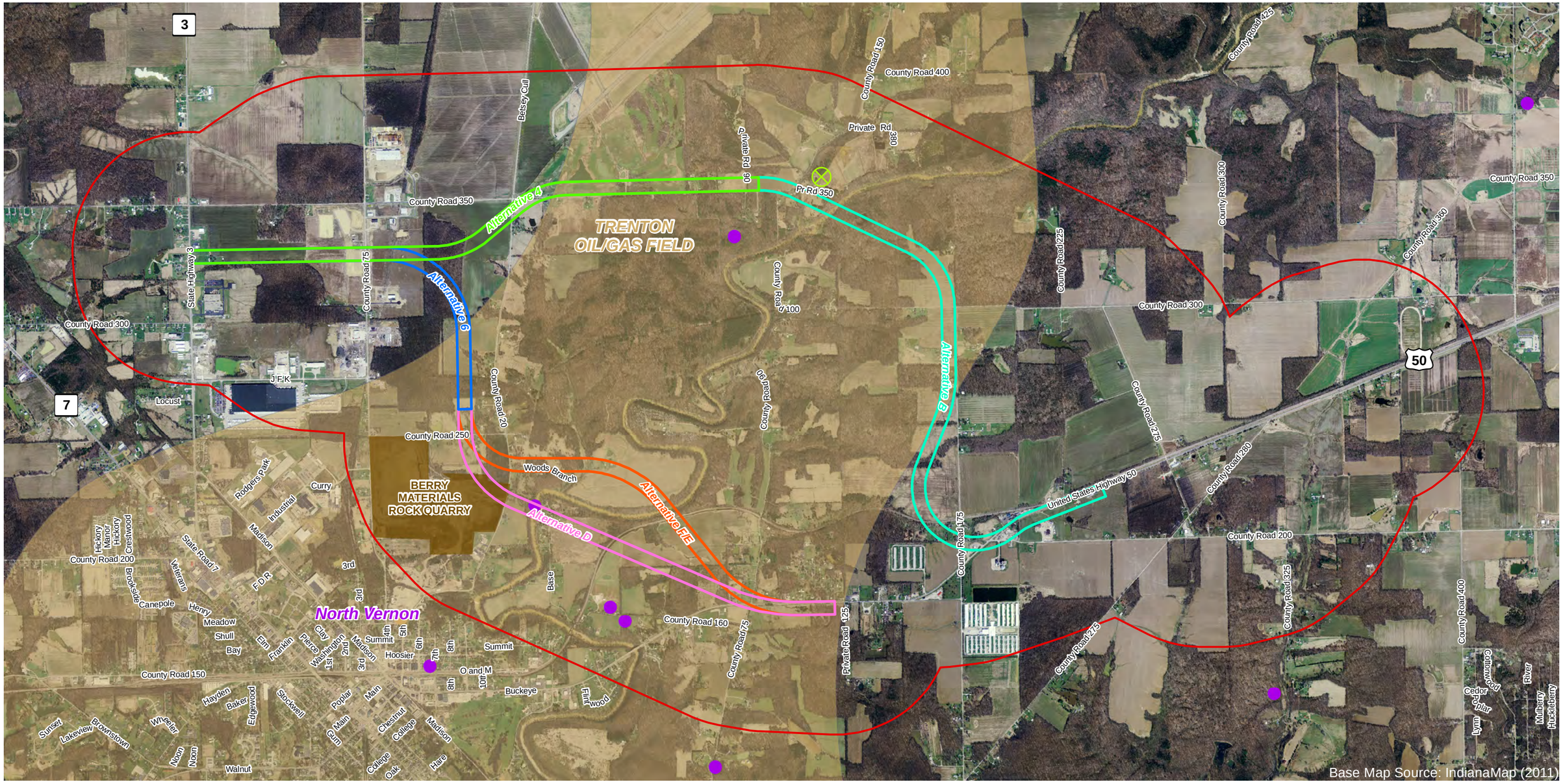
0 2,250 4,500 9,000 Feet

US 50 EAST BYPASS

Figure 3b - Water Resources

Red Flag Map

Des. No. 1173374	PARSONS
Date: 12/04/2012	
Created By: AH	



Base Map Source: IndianaMap (2011)

Legend

- Industrial Minerals Sites
- Sand and Gravel Pits Abandoned
- Petroleum Wells/Gas Fields
- Mines Surface
- Mines Abandoned
- Quarries Abandoned
- Mines Underground
- Half Mile Radius
- Petroleum Well

N

0 2,250 4,500 9,000 Feet

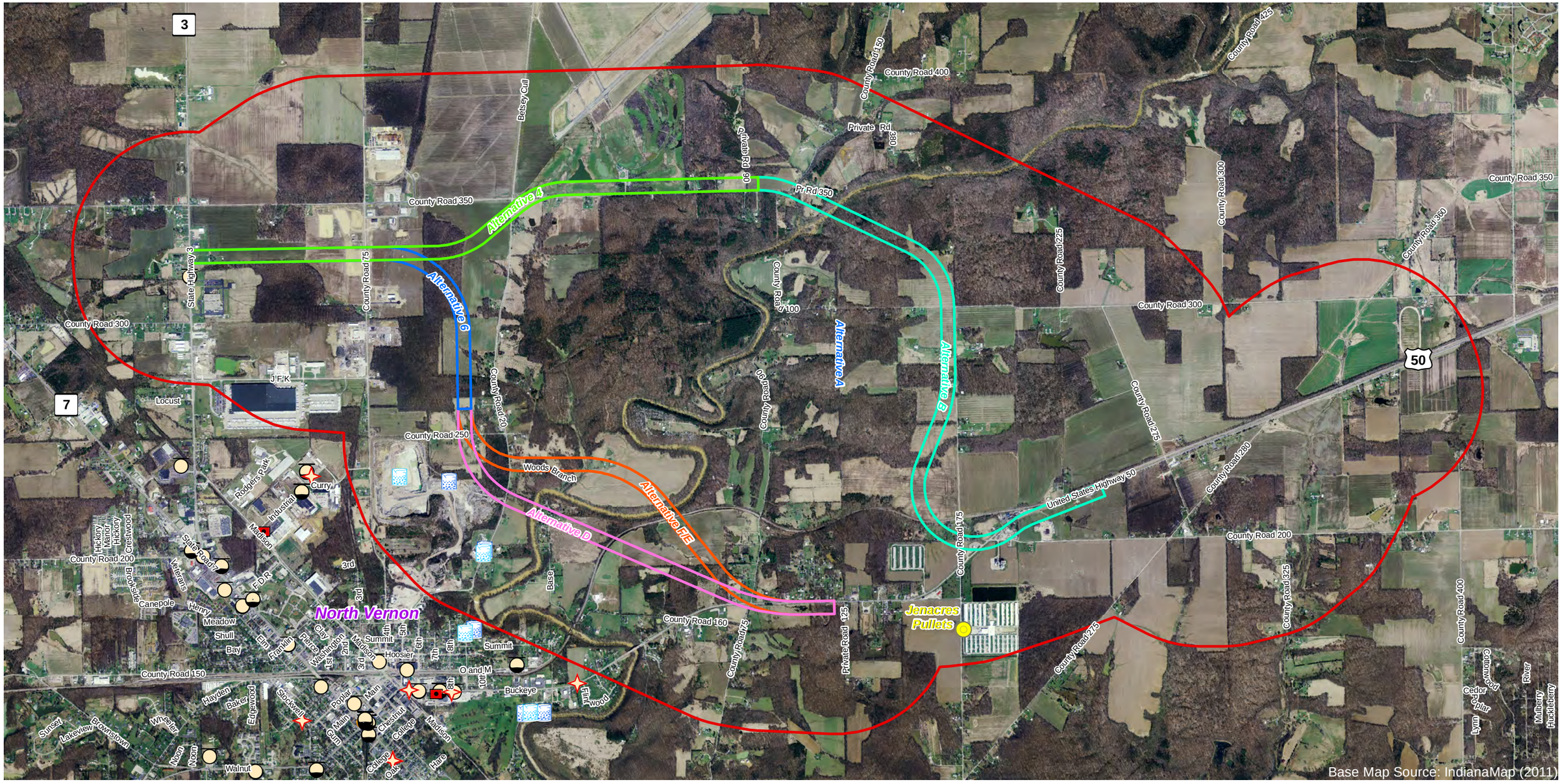
1 inch = 2,250 feet

US 50 EAST BYPASS

Figure 3c - Mining/Mineral Exploration Resources

Red Flag Map

Des. No. 1173374	PARSONS
Date: 12/04/2012	
Created By: AH	



Base Map Source: IndianaMap (2011)

Legend

- Half Mile Radius
- Confined Feeding Operations
- Industrial Waste Sites
- IDEM Institutional Controls
- Open Dump Waste Sites
- NPDES Facilities Corrective
- Restricted Waste Sites
- Solid Waste Landfills
- Tire Waste Sites
- VRP Sites
- Waste Transfer Stations
- Construction Demolition Waste
- LUST Sites
- NPDES Pipe Locations
- Corrective Action Sites
- Septage Waste Sites
- Superfund Sites
- UST Sites
- Brownfields
- Waste Treatment Storage Disposal

N

0 2,250 4,500 9,000 Feet

1 inch = 2,250 feet

US 50 EAST BYPASS

Figure 3d - Hazardous Material Concerns

Red Flag Map

Des. No. 1173374	PARSONS
Date: 12/04/2012	
Created By: AH	

Drinking Water Mitigation Plan

PARSONS

101 West Ohio, Suite 2121 • Indianapolis, Indiana 46204 • (317) 616-1000 • FAX (317) 616-1033 • www.parsons.com

MEMORANDUM

Date: September 6, 2013
To: Trevor Mills, PE
From: Toby Randolph, PE
Marcel Dulay, PE, Ph.D.
Dan Prevost, AICP-CTP
Subject: US 50 North Vernon Bypass – Drinking Water Mitigation Plan

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The purpose of this memo is to respond to concerns raised in a document titled "Water Supply Protection Issues," dated January 2, 2013, submitted by RLM Engineering, Inc. on behalf of the City of North Vernon. The City of North Vernon, Indiana (the City) is concerned that the proposed alignment of the US 50 bypass introduces the possibility of a truck cargo spill into the Muscatatuck River near North Vernon Water's intake point. Because a spill in this location could contaminate the region's raw water supply, the opinion of the City is that the roadway alignment is "a poor choice".

Highway projects with new alignment have a thorough planning and design process that requires approval from a number of state and federal agencies. Although a low probability event, chemical spills along highways do occur; however, they are not part of the regular federal and state review process. Addressing all potential concerns across the entire highway network would be cost-prohibitive. Due to the unique situation in North Vernon, INDOT agrees that evaluating and addressing the risks are appropriate for this project.

It is generally cost prohibitive to design infrastructure for all potential technical, financial, social, and environmental issues, but the Project Team believes this project has struck a balance between protecting public health while also being good stewards of public funds. Many decision factors were taken into account when setting the alignment of the new roadway including cost, minimizing impacts, avoiding critical habitat, and connecting to existing roadways. Based on a broad balancing of factors, INDOT identified Alternative 6D as the preferred alternative.

A wide range of mitigation measures were evaluated to protect the water supply, including detention basins, curbs and gutters, pumps, ditches, and closed system pipes, both in isolation and combined as a multifaceted system. Based on the evaluation a system that will reroute all stormwater runoff, including contaminated spills, from the bridge area was selected. Costing approximately $520,000, the system includes a combination of curb-and-gutter, ditches and closed pipes with shut-off valves that will direct stormwater to outfalls located downstream of the water intake. INDOT is confident that this system will effectively eliminate the risk of contamination via a vehicular accident or typical stormwater runoff in a cost-effective manner. The attached documentation provides additional details regarding INDOT's evaluation and conclusions.

The Project Team wishes to thank the City of North Vernon, North Vernon Water, and their representatives for working cooperatively to address this issue and look forward to addressing any additional questions regarding the proposed plan.

BYPASS ALTERNATIVE SELECTION

In December 2011, the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) for the U.S. 50 North Vernon Bypass – West project (FHWA, 2011). That project, which is currently under construction, represents half of a northern bypass of North Vernon. The Bypass – West project leaves the existing U.S. 50 alignment near CR 400 W and travels northeast to end at SR 3 on the north side of North Vernon. The approximate length of the roadway will be 4.5 miles. This new roadway will help alleviate some of the operational concerns created by commercial truck traffic by creating a new, more efficient access to the industrial areas of North Vernon. The northern terminus at SR 3 was chosen to allow for the continuation of the roadway to the east at a later date while maintaining sufficient separation from the intersection of SR 3 and CR 350 N.

In the spring of 2012, Parsons Transportation Group and INDOT began the planning phase for the remaining half of the bypass, known as the U.S. 50 North Vernon Bypass – East project. This project begins on SR 3 at the terminus of the Bypass – West project, and reconnects with existing U.S. 50 east of North Vernon. Several land-use constraints, such as Selmier State Forest, St. Anne's Golf Course, the North Vernon Airport, Berry Materials Rock Quarry, and several industrial parks, shaped the alternative development process. The alternatives considered for the Bypass – East project fell into two broad groups: those that went north of Selmier State Forest, and those that went south of the forest. A total of sixteen possible alternatives were examined before a pair of alternatives (6D and 4B) were selected in Fall 2012 for further study. These alternatives, along with the "No Build" option will undergo detailed analysis in an Environmental Assessment (EA).

The engineering and environmental analysis, in conjunction with public comments, led INDOT to select Alternative 6D as the preferred alternative (see Figure 1). This combination best meets the project's Purpose and Need and achieves several other desirable outcomes. Specifically, the preferred alternative:

- Aligns with INDOT's long-term goals for the U.S. 50 corridor by completing a bypass around North Vernon.
- Provides for an efficient connection with existing U.S. 50 to facilitate use of the new roadway.
- Supports the planning and economic development goals of North Vernon and Jennings County.
- Provides the best balance between construction cost and access.
- Minimizes impacts to residences and businesses.
- Minimizes impacts to wetlands and streams.
- Received broad support from the community and agency stakeholders.

While two lanes are sufficient to effectively carry traffic in this corridor for the foreseeable future, in accordance with the designation of U.S. 50 as a Statewide Mobility Corridor, INDOT plans to acquire sufficient right-of-way for a future four-lane roadway. The two-lane roadway constructed as part of this project would serve as the westbound lanes of that roadway. Through most of the corridor, a 300-foot wide right-of-way will be acquired, allowing for construction of the eastbound lanes in the future.

CONTAMINANT RISK AND RESPONSE

Risk to Water Supply from Cargo Spills

The RLM Engineering report provides a summary of the potable water system in North Vernon. It states the low-flow, low-volume nature of the system leaves little buffer for protection. The storage impoundment, created by a low-head dam on the Muscatatuck River, provides only a 10 day supply of water with no other water source other than releases from the upstream Brush Creek reservoir. The concern is that a significant spill (e.g., a full tanker truck at 11,600 gallons) could produce a concentration of pollutants many magnitudes above allowable limits. The report sites many concerns related to spills and highway runoff in general.

Most areas of concern related to this impoundment would apply to either bypass alternative. However, one factor did standout that could be useful: the lead time to stop the intake of contaminants by the raw water pumps. The assessment of the information shows that the distance to the raw water intake and river flow could produce measurable differences in reaction time. Since the flow can vary by two to three orders of magnitude and the distance between the two alternatives is substantially different, the lead time could be drastically different between the two alternatives, leaving only a few minutes of reaction time in some cases. Under certain conditions, operators may not be able to stop the pumps in time to avoid a hazardous chemical from entering the potable water system. This section provides details of each of the items addressed in the comments.

Dilution

The RLM Engineering report suggests that as little as three tablespoons of certain chemicals could contaminate the supply. The report assumes that in the unlikely event that a "spill" makes its way into the river, it could result in concentrations likely much higher than allowable drinking water standards. The report estimates that the volume of water in the impoundment is nearly 10 million gallons. A typical truck, carrying as much as 80,000 lbs of a dry substance, could lead to a chemical concentration as high as 1000 mg/L of a chemical, if completely mixed. Liquids are different and it would depend on the concentration of the liquid being carried; however, it would likely be far higher than regulatory standards. For example, the maximum contaminant level goals (MCLG) for toluene set by EPA is less than 1 mg/L. A full spill of 11,600 gallons at a density of (0.87 g/ml) would result in a concentration of over 1000 mg/L.

At first glance, a spill appears to produce concentrations much higher than drinking water standards for the entire supply, but that result is not the most accurate representation of the physical system. Four factors are related to the harm and pollutant concentration: the volume of mixing water, the mass of the pollutant, the treatment effect, and potency of the concentration. First, the dilution effect described above can be drastically different if the volume changes. The scenario above assumes the spill would be diluted by the entire impoundment area, but the physical process would not allow for proper mixing (described in detail below). What does happen is a higher concentration in the portion of the river receiving the spill because it is only diluted by the affected river segment. For example, if the spill occurs on 100 longitudinal feet of the river with a cross section of say 100 square feet, the effective volume is 10,000 cubic feet, not the entire river segment. As the pollutant is not diluted with less volume of water there will be a higher concentration. Although the concentration is high, the spill is localized providing the

utility time to allow the volume of contaminated water to pass the intake. Thus, not impacting the entire water supply.

Second, the mass of the pollutant is dependent on how much of the pollutant makes its way into the river. Many of the substances are in dry form and are not likely to "spill" into the river. In addition, an entire cargo is not likely to make its way into the river because the barrier wall on both sides of the bridge would stop the flow. The bridge is also on a slope and the spill would naturally drain down the highway and away from the river. In the absence of other controls (e.g., curbs, ditches, etc.) the contaminant would have to travel over land, where infiltration would reduce the volume of contaminant reaching the river.

Third, there are many natural/physical treatment and absorption processes that take place before it reaches a household. The treatment plant has the ability to treat some of these chemicals, rendering them inactive. Soils have the potential to remediate pollutants. Biological processes would also occur in the river.

Finally, the actual concentration, once treated, may be low. Recall, the standards referenced are for drinking water quality and not river ambient water quality. Although not a consolation to affected parties, many of these pollutants require long term exposure for there to be any serious health issues. The volume affected is the same for either bridge location, making this factor not relevant for a decision.

Mixing

As the City report suggests, mixing of the pollutant in the impoundment will have a significant impact on concentration. However, mixing is not an accurate description of a narrow, low-flow river regime. Low flow, flat rivers do not have sufficient turbulence to allow for mixing. They are normally considered "plug flow" reactors where any batch of water moves down the river as a plug of water that remains mostly homogenous. Something akin to a train of cars carrying liquids where each tanker has its own unique characteristics. Mixing does occur overtime as a plug passes over turbulent areas and from natural mixing due to the concentration gradient and a concept known as Brownian motion (random collision of atomic particles). As discussed earlier, the lack of mixing does cause higher concentrations in the particular spill area, but it is localized as it "travels" down the river, giving operators time to react by simply waiting for the plug to pass. Thus, for this river any spill would likely travel down the river and be unmixed. Each of the bypass alternatives would experience similar "plug flow" characteristics, with no difference between concentrations and volumes, thus making dilution not a useful criteria for differentiating between the two alternatives.

Flushing

Flushing is a process of using a rush of water to displace or "wash" away something. The report suggests that to flush a pollutant that has "100 part concentration in the impoundment diluted to 1 part would require a release of 70 million gallons of water" is not necessarily accurate. As shown in point 2, the river does not mix, it flows as a plug. Similarly, flushing has the effect of using a volume of water to displace the contaminated water and move it down the river. This process creates a transport process not a mixing process. The amount of water needed for flushing depends on the existing flow. If the river has low flow then more water from the

upstream river will be needed. The volume is trivial as it is the same regardless of where the bypass is located because the same amount of flush water still has to travel the same distance: from the reservoir to the raw water intake. Regardless of the bridge location, the impact is the same, making flushing not a useful factor to distinguish among alternatives.

Storage

The RLM Engineering report indicates that North Vernon Water has only one day of storage in the potable water system. The Brush Creek Reservoir is 9 miles upstream. At a high flow, it would take roughly 2.5 hours for the flush water to reach the contaminated area, well within the 1 day storage period allowed. As stated previously, the travel time to the contamination period and having to pass the same intake location makes the total travel time for the flush water equal regardless of bypass location. Thus, the impact on limited potable storage is equal for both alternatives.

Highway runoff and snow melt

The comments suggest that highway runoff puts the water supply at risk. The water supply is surrounded by roads and parking lots where this concern is not unique to the bypass project. The bridge section is an immeasurable quantity in comparison to the surrounding paved surfaces. For instance there are parking lots where there is chemical build up on a regular basis due to parked cars and then flushed into the river with every rainfall event. Deicing may occur on the bridge just as it would likely occur in other parts of the city (e.g., large culvert crossing and other bridges in the area). Regardless, because the rainfall runoff discharges in the river at the same concentration and location, this concern does not distinguish the two alternatives. The bridge is still upstream of the water intake no matter how far.

Response Period

The report states that under low flow conditions the city may have a problem. As stated above the City's storage tanks only allow for 1 day of supply. Operators are not likely to risk drawing water from the river until the plug arrives because they will not know for certain where the contaminated plug is located. The question will be if the plug of water will pass before they run out of potable water. One solution would be to increase the flow in the river. The report comments that the Brush Creek Reservoir could provide the flushing water, but that flows are often constrained from lack of precipitation. The issue is not as significant as it seems because, unlike the report suggests, a large flow of water (70 million gallons to "dilute" the contaminant) is not necessarily needed. The flow that is needed needs to be sufficient enough to provide enough time for it to pass the intake, not dilute it. So a discharge in the high range, say 1000 cfs, would require less than 5 minutes of flow for the plug to pass the intake under Alternative 6D and 20 minutes for Alternative 4B (see table below). This is well within the 1 day threshold. However, if only low flow conditions prevail, then there could be a condition where the city may run out of water before it has time to flush it out. In this case, it is an advantage to have the bypass closer because it will take less time for the plug to pass. This condition is not ideal and the City would have to coordinate with the reservoir operator and express the urgency of the situation. If the flow regime is already high, then operators may not have to wait for flush water and the plug will pass quickly.

Response time

All of the discussion above leads to the one issue that is a concern if a spill were to occur: flushing requires a response time to avoid contaminate uptake by the raw pumps. The report documents that the majority of the flow rate is below 10 cubic feet per second (cfs). The flow and river dimensions affect the time it takes to flush the contaminant. Table 2 provides a rough estimate of the time for the plug to pass, which serves as the warning time it would take for the City to stop its pumps. Two options are shown: the close alternative at 2,500 feet and the far option approximately at 20,000 feet (the cross section was assumed to be 70 feet wide by 2.5 feet deep). Because the majority of the flow in the river is below 1 cfs, the city would have plenty of time to react with Alternative 6D. Because an accident is likely to get immediate attention (hours not days), both of the warning times are within a reasonable period to react. It should be noted that under a high flow condition the warning time is decreased. For example, at 1000 cfs, the difference between 5 minutes and 20 minutes is significant. This would be a good reason to choose a farther alternative if the potable water system cannot be protected from a spill.

TABLE 1: FLUSH/WARNING TIMES FOR VARIOUS DISCHARGE RATES

Discharge (cfs)	Velocity (ft/sec)	Flush/Warning Time (hours)	
		Alternative 6D	Alternative 4B
0.2	0.001	607.64	4,861.11
1	0.006	121.53	972.22
10	0.06	12.15	97.22
100	0.57	1.22	9.72
1000	5.7	0.12	0.97

The conclusions of the report state that “The construction of the US 50 Highway Bypass increases potential pollutant and contamination issues for the watershed providing the source of the drinking water supply for the City of North Vernon and its water users,” where the distance to the location matters such that a very small amount of contaminant could put thousands at risk. Although it is true that a small amount of particular pollutant would prevent the water supply from attaining drinking water standards, the concern is the same for both locations. The plug flow nature of the river’s flow regime, not mixing, make this concern equal for both alternatives because whether the spill occurs at 2,500 feet upstream or 20,000 feet upstream, roughly the same concentration and volume will pass the raw water intake—the real difference is how long operators have to react and how long do they have to wait for it to pass.

The concerns brought up in the report are not necessarily accurate. Flushing is equal for both alternatives as the source of the flush water travels the same distance from its source, Brush Creek Reservoir, to the intake location—making the location of bridge irrelevant. The majority of the flow in Muscatatuck River is below 10 ft/s, which allows for at least 8 hours of reaction time for the close option, well within the range of response time for a spill. The ability to discharge large slugs of water from upstream in order to move several hundred to a thousand cfs, makes the response period well within the 1 day storage period. Therefore the period is the same no matter where the bridge is located. Under high flow conditions, the time to flush the pollutant is less than one day and if flush water is needed from Brush Creek Reservoir, it can arrive in less than one day. Under low flow conditions, having the alternative closer is an advantage because it

takes less time for the slug to pass (assuming people are already aware and are simply waiting). Highway runoff is the same concern for both alternatives.

MITIGATION PLAN

It was stated that the "spill containment measures must be perfect and fail proof as to not let any amount, as even a few spoonfuls of some contaminants into the impoundment could be disastrous." It is often quite difficult and unlikely to achieve under the best circumstance a design that is "perfect" and "fail proof." It would be cost prohibitive and there is always room for error. For this reason engineers introduce safety factors that account for uncertainty and the range of possible constraints.

For this particular project, given the analysis above, the primary source of concern is the time available between a spill occurring and action required on the part of North Vernon Water staff. When the river is flowing fast, this window of time could be low and not give operators sufficient time to stop the pumps.

The project team evaluated two general approaches to address this concern:

- Construct large detention basins that would increase the time before the contaminant could reach the river; or
- Construct a system that captures stormwater in the area of the bridge and discharges it downstream of the intake.

Detention Basin Option

This option would construct a large detention basin on one or both sides of the river, adjacent to the bypass (see Figure 2). Stormwater from an approximately 3,900 foot section of the roadway, extending from 950 feet west of CR 20 W to the bridge over the CSX Railroad would be collected via roadside ditch and carried to a single inlet at the detention basin. Within the outer berm, the floor of the basin would have a zig-zagging ditch system that would carry all water from intake to outfall. The ditch system would be designed with a very low grade that would provide a minimum time of travel of 30 minutes for water entering the basin. The outfall, which would discharge to the Muscatatuck River, would have a valve system that, when closed, would capture all water (up to a Q_{100}[1] storm) in the basin. Any contaminants within the basin could then be addressed appropriately prior to them entering the river. The basin would be sized to handle a Q_{100} storm.

For this system to be effective a spill incident must be identified and action (closing the valve) must be taken. Further, once a contaminant is captured in the basin, its removal could require the excavation of the soil and reconstruction of the basin. Finally, the valve itself must be maintained to ensure its effectiveness when required. The estimated cost of this system would be $460,000 for initial installation and would require approximately 8.2 acres of additional right of way. (Much of the system would be built within land already to be acquired for the project.)

[1] A storm event with a 1% event probability in a given year.

While this option requires action and, therefore, is subject to identification of an incident and appropriate action, it would provide a substantial increase in the response time and does provide a mechanism by which the contaminant is prevented from entering the river.

Diversion Option

This option would, like the previous option, capture stormwater from a 3,900 foot section of the roadway. Under this option the captured water would be carried by either a roadside ditch or buried pipe to outfalls in the river located below the dam and the City's drinking water intake (see Figures 3 and 4).

East of the Muscatatuck River, all water, including any contaminants, would be collected and directed to drainage ditches on either side of the road. From there, water would be routed into a directionally-drilled pipe that would parallel Base Road (west side of the road), flowing to the south. The pipe would include four man-holes for maintenance access. At the south end of Base Road where it turns to the east, the pipe would be extended across private property, via an easement, to a new outfall into the Muscatatuck River, approximately 2,200 feet downstream from the dam.

West of the Muscatatuck River, a similar collection system would be used with the water directed into a ditch along the east side of CR 20 W. The ditch would flow south along CR 20 W for a distance of approximately 2,100 feet. Where CR 20 W bends to the west at the parking area near the dam, the ditch would connect to an existing buried stormwater pipe that would outfall to an existing ditch that flows into the Muscatatuck River just below the dam. Prior to the outfall to the ditch, a shut-off valve will be provided on the pipe in case a spill occurs during a flood event and it becomes necessary to capture and temporarily hold a contaminant in the system.

The pipe/ditch system would be designed to handle a Q_{100} storm event and divert all stormwater to outlet below the City's drinking water intake. This option requires no knowledge of a spill or action on the part of emergency response personnel. This option is estimated to cost $520,000 to construct and would require minimal maintenance. This option would require approximately 5.75 acres of additional permanent right of way in order to install the ditch and pipes along CR 20 W and Base Road.

Agency Coordination and Selection of a Preferred Option

Following the development of these two options, the Project Team reviewed the details internally and with the City of North Vernon. The consensus among all parties was that the Diversion Option was preferred for the following reasons:

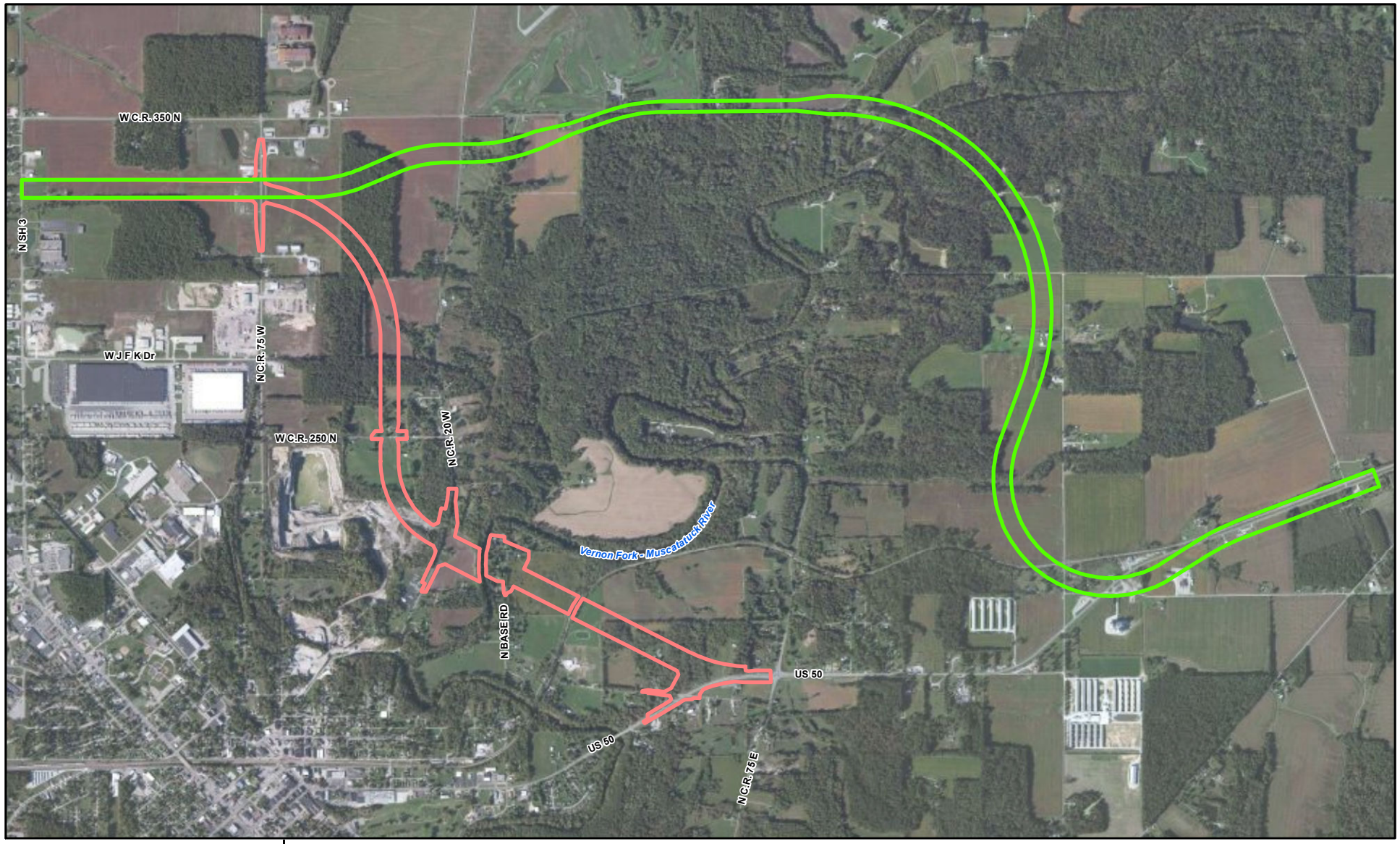
- "Always on" design that requires no action by emergency response personnel
- Maintenance of the ditch and pipes would be less frequent than for the valve system on the basin outfall
- A spill would not require reconstruction of any portion of the system
- The detention basin would have a negative impact on aesthetics in the area

It's worth noting that had Alternative 4B been selected as the preferred alternative, the Diversion Option would be cost-prohibitive due to the distance between the bridge and the dam. Thus, the

selection of Alternative 6D provides a higher level of protection for the City's drinking water supply.

CONCLUSION

This document shows that many of the issues brought up by the RLM Engineering report apply equally to Alternatives 6D (preferred alternative) and 4B and, therefore, don't play a role selection between the alternatives. INDOT recognizes the City's concern for the security of their drinking water supply and developed two viable mitigation options for use with Alternative 6D. Based on the Project Team's analysis, with input from the City of North Vernon, INDOT has selected the Diversion Option to be included in the project's design.



0 1,500 3,000 Feet

1 inch = 3,000 feet

Legend

ROW 4NB2 - Permanent

ROW 6D - Permanent

Figure 1
Alternative 6D & 4NB2

PARSONS

Environmental Assessment
U.S. 50 North Vernon Bypass – East
Des. No. 1173374

CR 20

east
basin

US 50

Scale: 100:1

west
basin

Shut-off Valve

100yr
Containment
Berm

Earth Berm to
slow water

Figure 2
Detention Basin Option

Figure 3
Diversion Option
East of River

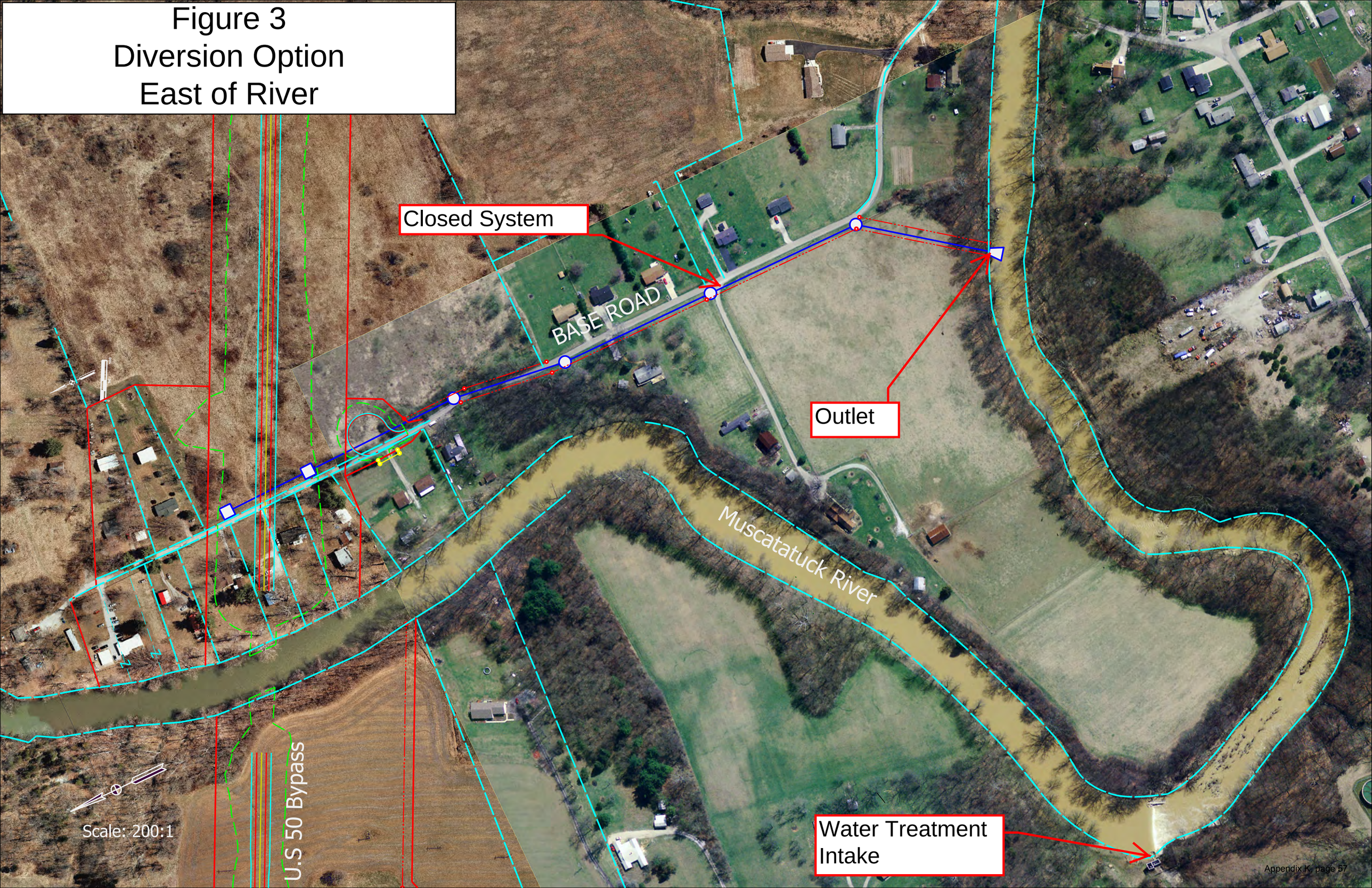


Figure 4
Detention Option
West of River

Muscatatuck River

Water Treatment Intake

Roadside Ditch

Shut-off Valve

U.S 50 Bypass

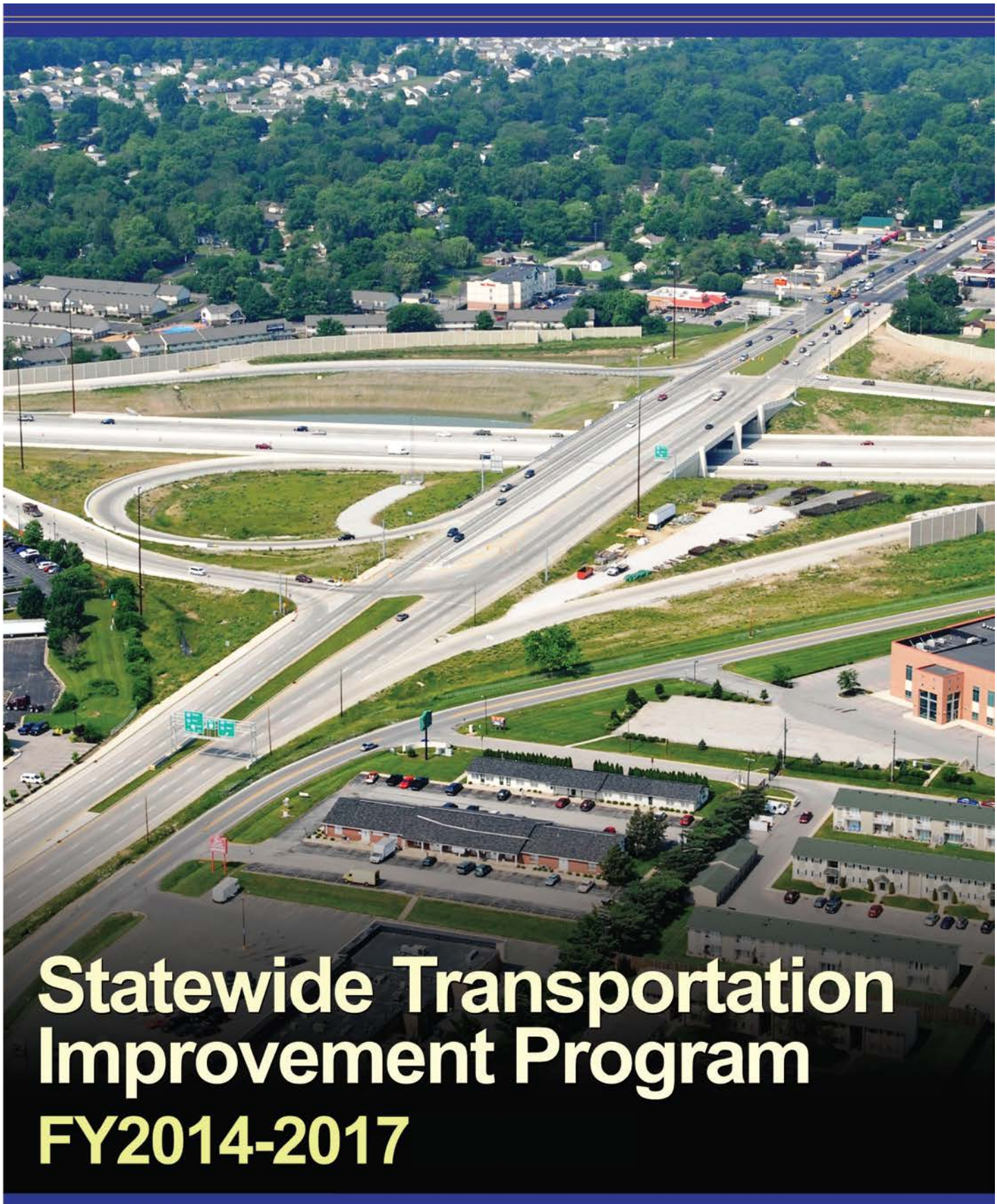
Scale: 200:1

CR 20W

Additional R/W

Outlet to existing closed system

Statewide Transportation Improvement Program FY 2014-2017 (relevant pages only)



Statewide Transportation Improvement Program

FY2014-2017

www.in.gov/indot

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INTRODUCTION

The Statewide Transportation Improvement Program (STIP) is a four – year planning document that lists all projects expected to be funded in years 2014, 2015, 2016, and 2017, with Federal funds and those State Funded projects that have been deemed Regionally Significant. Regionally Significant Projects are defined as those projects that are on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel. The STIP includes investments in various modes, such as transit, highways, and bicycle facilities. The STIP is the means of implementing the goals and objectives identified in State and Metropolitan Long-Range Transportation Plans. Only those projects for which construction and operating funds can reasonably be expected to be available are included. Without TIP/STIP inclusion, a project is not eligible for federal funding.

The Indiana Department of Transportation (INDOT), Office of LPA and Grant Administration, develops this document in **cooperation** with the Metropolitan Planning Organizations (MPOs) and in **consultation** with the Rural Planning Organizations (RPOs) and Non-Metropolitan local officials. The MPOs are responsible for developing their Transportation Improvement Programs (TIP). The TIP documents are required to cover a period not less than four years and include State and Local projects. INDOT reviews and approves the TIPs for incorporation into the STIP via reference. This **comprehensive** process completes the "Three C" components of transportation planning. The STIP is developed in accordance with the terms and provisions of the Federal Highway funding bill; Moving Ahead for Progress in the 21st Century (MAP-21). This was signed into law P.L. 112-141 by President Obama on July 6, 2012. This document is developed according to Federal Code 23 CFR 450. According to these regulations, a STIP:

1. must be developed once every four years;
2. must cover a minimum of four years;
3. must list projects in order by year;
4. must be financially constrained by year;
5. must include a financial plan that demonstrates listed projects can be implemented using current and anticipated revenue sources;
6. must include all regionally significant projects that could affect air quality;
7. must come from conforming State and Metropolitan Long Range Transportation Plans;
8. must be found to meet air quality conformity requirements found within the State Implementation Plan (SIP); and
9. individual project entries must contain the following information:
    a. Project description, including sufficient detail to identify the project phase and, in non-attainment or maintenance areas, sufficient description to permit air quality analysis according to the U.S. Environmental Protection Agency's (EPA) conformity regulations.
    b. Specific project budget, including, total cost, Federal share and source by year, other funding shares and sources, by year and
    c. Identification of the agencies responsible for carrying out the project or phase.

Appendix F

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2014 - 2017

SPONSOR	DES	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	PROGRAM	PHASE	FEDERAL	MATCH	Estimated Cost left to Complete Project*	2014	2015	2016	2017
Jennings County																
Indiana Department of Transportation	0100753	SR 3	Other Intersection Improvement	At Franklin Street	Seymour	0	BR	Bridge Construction	CN	$570,400.00	$142,600.00			$0.00	$713,000.00	
Indiana Department of Transportation	0100754	SR 3	Other Intersection Improvement	At State Rd (Hayden Pike)	Seymour	0	BR	Bridge Construction	CN	$570,400.00	$142,600.00			$0.00	$713,000.00	
Indiana Department of Transportation	0100755	SR 3	Other Intersection Improvement	At Washington Street/O&M Ave	Seymour	0	BR	Bridge Construction	CN	$570,400.00	$142,600.00			$0.00	$713,000.00	
Indiana Department of Transportation	0400325	SR 3	Replace Superstructure	Bridge over CSX RR, 0.30 mile N of US 50	Seymour	0	BR	Bridge Construction	PE	$4,000.00	$1,000.00		$5,000.00			
								Bridge ROW	RW	$87,200.00	$21,800.00		$109,000.00			
								Bridge Construction	CN	$2,013,600.00	$503,400.00			$0.00	$2,517,000.00	
Indiana Department of Transportation	0200011	SR 250	Br Repl, Precast 3 Sided Culvert	Bridge over Crooked Creek, 5.28 miles W of SR 3	Seymour	0	BR	Bridge ROW	RW	$20,000.00	$5,000.00				$25,000.00	
								Bridge Consulting	PE	$68,000.00	$17,000.00		$85,000.00			
								Bridge Construction	CN	$788,220.00	$197,055.00					$985,275.00
Indiana Department of Transportation	1006393	SR 3	Small Structure Replacement	SR 3 north of SR 250 at RP 38+45.	Seymour	0	BR	Bridge ROW	RW	$24,000.00	$6,000.00			$30,000.00		
								Bridge Construction	CN	$326,400.00	$81,600.00			$0.00	$0.00	$408,000.00
Indiana Department of Transportation	1006415	SR 3	Small Structure Replacement	SR 3 North of SR 7 at RP 46+03	Seymour	0	BR	Bridge Construction	CN	$305,600.00	$76,400.00			$0.00	$0.00	$382,000.00
								Bridge ROW	RW	$24,000.00	$6,000.00			$30,000.00		
Indiana Department of Transportation	1006396	SR 7	Small Structure Replacement	SR 7 0.29 miles north of the North Junction at SR 3	Seymour	0	BR	Bridge Construction	CN	$0.00	$0.00			$0.00	$0.00	$0.00
								Bridge ROW	RW	$60,000.00	$15,000.00			$75,000.00		
Indiana Department of Transportation	1173374	US 50	New Road Construction	Continuation of North Vernon Bypass from SR 3 to US 50 East of the town.	Seymour	4.481	NHS	Major New - Consulting	PE	$280,000.00	$70,000.00		$350,000.00			
								Major New - ROW	RW	$1,840,000.00	$460,000.00		$2,300,000.00			
								Major New - Construction	CN	$12,048,000.00	$3,012,000.00		$0.00	$15,060,000.00		

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Flood Risk Assessment – Alternative 6D

Flood Risk Assessment

Project No. Des no 1173374 Date 8/1/13

Structure No. _____ County Jennings

Location Approx river mile 43.5

Stream Evaluator R. Connally and J. Pangallo

1. Risks

A.	ADT (Construction Year)	<1000	(1000-5000)	>5000
B.	Homes in Base Floodplain			
	Upstream to 1000'	0	(1-5)	5
	Downstream to 1000'	0	(1-5)	5
C.	Adjacent Property Value	low	(medium)	high
D.	Height of Fill	<10'	(10'-25')	>25'
E.	Structure Type			
	Box/pipe culvert			
	Single span bridge			
	(Three span bridge)			
	Multiple span bridge			
F.	The encroachment is:	(Transverse)		Longitudinal

		Yes	No
G.	Is stream unstable?	—	X
H.	Is this the only route for emergency access? N/A	—	—
I.	Practicable detour? N/A	—	—
J.	Known drainage problems? (if yes, describe)	—	X

2. What are the impacts on natural and beneficial floodplain values? The structure will require some fill at abutments and pier placement within the floodplain

3. Will this project support probable incompatible floodplain development? If so, to what extent?

No probable floodplain development

4. Possible measures to minimize the floodplain impacts, and/or restore and preserve the natural floodplain values impacted by this project. Fill and tree clearing will be minimized.

5. Determination of significance: Not significant.

Land and Water Conservation Fund Grants in Indiana

Land and Water Conservation Fund Grants: Indiana

The Park Service is finding out about more closures and conversions of federally protected parks than ever before. But no one knows just how many, so InvestigateWest compiled this database, which lists every LWCF grant between 1965 and 2011, as a starting point. Click a column header to re-sort the table. Click-shift to add a secondary sort.

RETURN TO THE PROJECT PAGE

FILTER THE LIST:

Grant ID & Element	Grant Name	Sponsor	County	State	Grant Amount	Year Approved	Year Completed	Type
38 - XXX	BELLMONT RECREATION AREA	NORTH ADAMS SCHOOL BOARD	ADAMS	IN	$9,478.33	1968	1970	Development
44 - XXX	LINN GROVE COUNTY PARK	ADAMS COUNTY PARK BOARD	ADAMS	IN	$8,621.30	1968	1971	Combination
125 - XXX	LIMBERLOST COUNTY PARK	ADAMS COUNTY PARK BOARD	ADAMS	IN	$19,987.79	1973	1975	Combination
140 - XXX	FIELDS MEMORIAL PARK	ADAMS COUNTY PARK BOARD	ADAMS	IN	$12,042.74	1973	1976	Combination
141 - XXX	MONROE CITY PARK	ADAMS COUNTY PARK BOARD	ADAMS	IN	$3,136.45	1973	1975	Development
147 - XXX	KEKIONGA PARK	DECATUR COUNTY PARK BOARD	ADAMS	IN	$35,250.00	1973	1975	Combination
440 - XXX	KEKIONGA TO RIVERSIDE TRAILWAY	DECATUR COUNTY PARK BOARD	ADAMS	IN	$100,000.00	1985	1989	Development
30 - XXX	FRANKE PARK	FORT WAYNE PARK BOARD	ALLEN	IN	$3,750.00	1967	1969	Acquisition
32 - XXX	KREAGER PARK	FORT WAYNE PARK BOARD	ALLEN	IN	$54,110.00	1967	1969	Acquisition
67 - XXX	FOX ISLAND NATURAL PARK	ALLEN COUNTY PARK BOARD	ALLEN	IN	$97,213.65	1970	1972	Acquisition
97 - XXX	JURY PARK DEVELOPMENT	NEW HAVEN-ADAMS TWP. PARK BOARD	ALLEN	IN	$24,640.91	1971	1974	Development
105 - XXX	FRANKE PARK-AFRICAN VELDT	FORT WAYNE PARK BOARD	ALLEN	IN	$49,297.50	1972	1974	Acquisition
153 - XXX	MOSER PARK LIGHTING PROJECT	NEW HAVEN-ADAMS TWP. PARK BOARD	ALLEN	IN	$11,535.12	1973	1975	Development
188 - XXX	LAND ACQ. FOR FRANKE PARK	FORT WAYNE PARK BOARD	ALLEN	IN	$13,150.00	1975	1977	Acquisition
201 - XXX	FOSTER PARK LIGHTED TENNIS COURTS	FORT WAYNE PARK BOARD	ALLEN	IN	$39,603.98	1975	1977	Development
315 - XXX	D/FOX ISLAND PARK ACQ.	ALLEN COUNTY PARK BOARD	ALLEN	IN	$62,500.00	1978	1980	Acquisition
369 - A	D/FOX ISLAND PARK - PHASE III	ALLEN COUNTY PARK BOARD	ALLEN	IN	$137,184.93	1980	1984	Combination
369 - K	MOSER PARK POND	NEW HAVEN-ADAMS TWP. PARK BOARD	ALLEN	IN	$12,500.00	1980	1984	Redevelopment
369 - N	FRANKE PARK - FOX ACQUISITION	FORT WAYNE PARK BOARD	ALLEN	IN	$40,000.00	1980	1984	Acquisition
371 - XXX	JEHL PARK	FORT WAYNE PARK BOARD	ALLEN	IN	$40,074.50	1980	1984	Combination
392 - XXX	HAVENHURST PARK DEVELOPMENTS	NEW HAVEN-ADAMS TWP. PARK BOARD	ALLEN	IN	$50,000.00	1981	1985	Development
396 - XXX	SHERMAN ST. RIVERGREENWAY	FORT WAYNE PARK BOARD	ALLEN	IN	$280,000.00	1981	1986	Development
408 - XXX	ALLEN COUNTY ROADSIDE PARKS	ALLEN COUNTY PARK BOARD	ALLEN	IN	$5,782.14	1983	1988	Development
419 - XXX	FT. WAYNE RIVERGREENWAY-PHASE II	FORT WAYNE PARK BOARD	ALLEN	IN	$75,000.00	1984	1989	Development
465 - XXX	ST. MARY'S RIVERGREENWAY	FORT WAYNE PARK BOARD	ALLEN	IN	$48,877.00	1988	1992	Development
469 - XXX	ST. MARY'S RIVERGREENWAY-PHASE II	FORT WAYNE PARK BOARD	ALLEN	IN	$100,000.00	1989	1994	Development
500 - XXX	GRABILL COMMUNITY PARK EXPANSION	GRABILL PARK BOARD	ALLEN	IN	$34,200.00	1994	1999	Combination
526 - XXX	BUCKNER FARM PARK	FORT WAYNE PARK BOARD	ALLEN	IN	$178,300.00	2002	2006	Combination
527 - XXX	METEA PARK NATURE CENTER	ALLEN COUNTY PARK BOARD	ALLEN	IN	$200,000.00	2002	2006	Development
570 - XXX	KREAGER PARK BOUNDLESS PLAYGROUND	FORT WAYNE PARK BOARD	ALLEN	IN	$200,000.00	2010	2014	Development
269 - XXX	CLIFTY PARK DEV	COLUMBUS PARK BOARD	BARTHOLOMEW	IN	$88,376.89	1977	1980	Development
398 - XXX	D/HARRISON RIDGE PARK	COLUMBUS PARK BOARD	BARTHOLOMEW	IN	$87,490.47	1981	1985	Combination
399 - XXX	D/ANDERSON FALLS NATURE PRESERVE	BARTHOLOMEW COUNTY PARK BOARD	BARTHOLOMEW	IN	$55,000.00	1981	1985	Combination
412 - XXX	HARRISON RIDGE PARK - PHASE II	COLUMBUS PARK BOARD	BARTHOLOMEW	IN	$9,174.47	1983	1984	Development
518 - XXX	D/MCCULLOUGHS RUN PARK	COLUMBUS PARK BOARD	BARTHOLOMEW	IN	$143,166.85	2000	2006	Combination
27 - XXX	FOWLER COMMUNITY SWIMMING POOL	FOWLER PARK BOARD	BENTON	IN	$15,879.30	1967	1969	Development
66 - XXX	FOWLER PARK	VIGO COUNTY PARK BOARD	BENTON	IN	$7,950.74	1970	1971	Development
535 - XXX	FOWLER POOL AND PARK RENOVATIONS	FOWLER PARK BOARD	BENTON	IN	$117,970.00	2003	2008	Development
569 - XXX	FOWLER PARK POOL REPLACEMENT	FOWLER PARK BOARD	BENTON	IN	$133,737.09	2009	2013	Redevelopment
347 - XXX	D/MONTPELIER COMMUNITY PARK	MONTPELIER PARK BOARD	BLACKFORD	IN	$55,186.00	1979	1984	Combination
485 - XXX	D/NANCY BURTON MEMORIAL PARK	ZIONSVILLE PARK BOARD	BOONE	IN	$59,700.00	1992	1995	Combination
520 - XXX	D/ZION PARK NATURE SANCTUARY	ZIONSVILLE PARK BOARD	BOONE	IN	$200,000.00	2000	2005	Combination
573 - XXX	ZIONSVILLE PARK	ZIONSVILLE PARK BOARD	BOONE	IN	$200,000.00	2011	2014	Combination
78 - XXX	BROWN COUNTY STATE PARK WATER LINE	DEPT. OF NATURAL RESOURCES	BROWN	IN	$7,399.00	1971	1973	Development
106 - XXX	BROWN COUNTY STATE PARK FILTR SYSTEM	DEPT. OF NATURAL RESOURCES	BROWN	IN	$20,972.00	1972	1973	Development
175 - XXX	BROWN COUNTY ST PK HORSEMAN'S CAMPGR	DEPT. OF NATURAL RESOURCES	BROWN	IN	$204,238.09	1974	1976	Development
306 - XXX	YELLOWWOOD SERVICE AREA	DEPT. OF NATURAL RESOURCES	BROWN	IN	$72,000.00	1978	1980	Development
374 - XXX	BROWN COUNTY STATE PARK IMPROVEMENTS	DEPT. OF NATURAL RESOURCES	BROWN	IN	$1,390,177.87	1980	1984	Development
428 - XXX	BROWN COUNTY & YELLOWWOOD DAMS	DEPT. OF NATURAL RESOURCES	BROWN	IN	$262,800.00	1985	1989	Redevelopment
514 - XXX	FLORA COMMUNITY PARK	FLORA PARK BOARD	CARROLL	IN	$57,006.10	1995	1999	Development
369 - J	D/FRANCE PARK	CASS COUNTY PARK BOARD	CASS	IN	$160,000.00	1980	1984	Acquisition
564 - XXX	HARRY R. HUSTON SPORTS CENTER &	LOGANSPORT PARK BOARD	CASS	IN	$200,000.00	2007	2012	Combination

The database is sorted alphabetically by county name. Counties starting with the letter "J" that have LWCF Grant resources are listed on page 68. It does not show any resources listed for Jennings County.

	NATURE PRESERVE							
567 - XXX	HUSTON SPORTS COMPLEX & NATURE PRESERVE, PHASE II	LOGANSPORT PARK BOARD	CASS	IN	$200,000.00	2009	2013	Combination
14 - XXX	PARK BOARD LAND ACQ.	JEFFERSONVILLE PARK BOARD	CLARK	IN	$11,000.00	1967	1969	Acquisition
29 - XXX	JEFFERSONVILLE SCHOOL PARK	JEFFERSONVILLE SCHOOL BOARD	CLARK	IN	$15,780.00	1967	1969	Acquisition
41 - XXX	MOSHER PARK	CLARKSVILLE SCHOOL BOARD	CLARK	IN	$27,003.24	1968	1970	Combination
53 - XXX	ASH ESTATES	JEFFERSONVILLE PARK BOARD	CLARK	IN	$67,000.00	1969	1973	Acquisition
75 - XXX	SPRINGHILL PARK SWIMMING POOL	JEFFERSONVILLE PARK BOARD	CLARK	IN	$56,004.37	1971	1971	Development
123 - XXX	DEAM LAKE CAMPGROUND	DEPT. OF NATURAL RESOURCES	CLARK	IN	$345,439.66	1972	1975	Development
124 - XXX	LAPPING MEMORIAL PARK	CLARKSVILLE PARK BOARD	CLARK	IN	$159,946.50	1973	1975	Acquisition
154 - XXX	DEAM LAKE BOAT RENTAL BUILDING	DEPT. OF NATURAL RESOURCES	CLARK	IN	$25,721.24	1973	1974	Development
166 - XXX	DEAM LAKE SERVICE BUILDINGS	DEPT. OF NATURAL RESOURCES	CLARK	IN	$63,271.50	1974	1977	Development
205 - XXX	LAPPING MEMORIAL PARK	CLARKSVILLE PARK BOARD	CLARK	IN	$150,000.00	1975	1978	Development
216 - XXX	RIVER CITY PARK	JEFFERSONVILLE PARK BOARD	CLARK	IN	$59,232.55	1975	1978	Development
248 - XXX	SPRING HILL PARK DEV	JEFFERSONVILLE PARK BOARD	CLARK	IN	$45,870.00	1976	1979	Development
342 - XXX	LAPPING PARK EXPANSION	CLARKSVILLE PARK BOARD	CLARK	IN	$529,904.73	1979	1984	Combination
336 - XXX	FOREST PARK IMPROVEMENTS	BRAZIL PARK BOARD	CLAY	IN	$200,000.00	1979	1983	Development
369 - I	D/HARMONY COMMUNITY PARK	HARMONY PARK BOARD	CLAY	IN	$22,947.00	1980	1984	Combination
24 - XXX	WYANDOTTE CAVE	DEPT. OF NATURAL RESOURCES	CRAWFORD	IN	$70,975.00	1967	1969	Acquisition
241 - XXX	EAST SIDE PARK	WASHINGTON PARK BOARD	DAVIESS	IN	$22,395.67	1976	1978	Development
250 - XXX	D/ELNORA MEMORIAL PARK	ELNORA PARK BOARD	DAVIESS	IN	$12,936.06	1976	1981	Combination
298 - XXX	LONGFELLOW PARK	WASHINGTON PARK BOARD	DAVIESS	IN	$15,800.00	1977	1979	Development
297 - XXX	FEICK MEMORIAL POOL IMP	GARRETT PARK BOARD	DE KALB	IN	$20,000.00	1977	1980	Development
369 - F	FEICK PARK RENOVATION	GARRETT PARK BOARD	DE KALB	IN	$21,019.69	1980	1984	Redevelopment
389 - XXX	AUBURN, SMITH ACRES PARK	AUBURN PARK BOARD	DE KALB	IN	$49,372.96	1981	1985	Development
296 - XXX	AURORA SWIMMING POOL RENOVATION	AURORA PARK BOARD	DEARBORN	IN	$11,850.00	1977	1979	Development
516 - XXX	D/BRIGHT PARK	DEARBORN COUNTY PARK BOARD	DEARBORN	IN	$62,143.00	1997	1999	Combination
426 - XXX	PARK LAKE DREDGING	DECATUR COUNTY PARK BOARD	DECATUR	IN	$100,000.00	1984	1989	Development
234 - XXX	WHITE RIVER BICENTENNIAL PK	MUNCIE PARK BOARD	DELAWARE	IN	$250,000.00	1976	1980	Development
244 - XXX	D/DELAWARE COUNTY BICENTENNIAL PARK	DELAWARE COUNTY PARK BOARD	DELAWARE	IN	$16,091.29	1976	1979	Combination
246 - XXX	D/GASTON TOWN PARK	DELAWARE COUNTY PARK BOARD	DELAWARE	IN	$17,000.00	1976	1979	Combination
213 - XXX	FERDINAND COMMUNITY SOFTBALL FIELD	FERDINAND PARK BOARD	DUBOIS	IN	$49,875.00	1975	1978	Combination
251 - XXX	DUBOIS COUNTY PARK	DUBOIS COUNTY PARK BOARD	DUBOIS	IN	$40,000.00	1976	1978	Development
334 - D	STATEWIDE FY 79 CONSOLIDATED GRANT	HUNTINGBURG PARK BOARD	DUBOIS	IN	$34,247.44	1979	1983	Combination
334 - E	STATEWIDE FY 79 CONSOLIDATED GRANT	JASPER PARK BOARD	DUBOIS	IN	$110,100.00	1979	1983	Development
411 - XXX	HUNTINGBURG CITY POOL AND BATHHOUSE	HUNTINGBURG PARK BOARD	DUBOIS	IN	$200,000.00	1983	1988	Redevelopment
425 - XXX	D/RECREATION PARK EXPANSION	FERDINAND PARK BOARD	DUBOIS	IN	$63,000.00	1984	1989	Combination
511 - XXX	18TH STREET PARK VITA TRAIL IMPRVMTS	FERDINAND PARK BOARD	DUBOIS	IN	$36,000.00	1995	1999	Development
512 - XXX	LAKE EXPANSION/IMPROVEMENTS	DUBOIS COUNTY PARK BOARD	DUBOIS	IN	$75,000.00	1995	1999	Development
562 - XXX	CENTRAL PARK	HUNTINGBURG PARK BOARD	DUBOIS	IN	$158,026.00	2006	2010	Development
54 - XXX	ELKHART COUNTY PARK	ELKHART COUNTY PARK BOARD	ELKHART	IN	$177,997.76	1969	1974	Development
64 - XXX	JOHN DERKSEN PARK	NAPPANEE PARK BOARD	ELKHART	IN	$5,000.00	1970	1970	Acquisition
74 - XXX	OX BOW PARK ACQUISITION	ELKHART COUNTY PARK BOARD	ELKHART	IN	$23,625.00	1971	1974	Acquisition
99 - XXX	JOHN DERKSEN PARK	NAPPANEE PARK BOARD	ELKHART	IN	$33,708.65	1971	1974	Combination
257 - A	MASTER-ELKHART PARK IMPROVEMENTS	ELKHART COUNTY PARK BOARD	ELKHART	IN	$89,048.76	1976	1979	Combination
257 - C	MASTER-ELKHART PARK IMPROVEMENTS	ELKHART COUNTY PARK BOARD	ELKHART	IN	$31,591.00	1976	1979	Development
283 - XXX	HIGH DIVE PK IMP	ELKHART COUNTY PARK BOARD	ELKHART	IN	$70,225.00	1977	1980	Development
310 - XXX	MCNAUGHTON PARK IMPROVEMENTS	ELKHART COUNTY PARK BOARD	ELKHART	IN	$92,246.99	1978	1981	Development
337 - XXX	NAPPANEE GOLF COURSE AND PARK	NAPPANEE PARK BOARD	ELKHART	IN	$197,371.00	1979	1984	Combination
339 - XXX	D/PARSONS - SHOUP WOODS	GOSHEN PARK BOARD	ELKHART	IN	$29,977.85	1979	1983	Combination
340 - XXX	D/RIETH PARK	GOSHEN PARK BOARD	ELKHART	IN	$22,700.00	1979	1983	Combination
354 - XXX	PIERRE MORAN PARK RENOVATION	ELKHART COUNTY PARK BOARD	ELKHART	IN	$115,000.00	1979	1983	Development
441 - XXX	HIGH DIVE IMPROVEMENTS '85	ELKHART COUNTY PARK BOARD	ELKHART	IN	$100,000.00	1985	1989	Development
450 - XXX	D/DERKSEN FARM ACQUISITION	NAPPANEE PARK BOARD	ELKHART	IN	$100,000.00	1986	1992	Combination

470 - XXX	STUDEBAKER/BAKER RENAISSANCE	ELKHART COUNTY PARK BOARD	ELKHART	IN	$100,000.00	1990	1994	Development
554 - XXX	CORBUS CREEK COUNTY PARK	ELKHART COUNTY PARK BOARD	ELKHART	IN	$200,000.00	2005	2009	Combination
120 - XXX	WEAVER WOODS	DEPT. OF NATURAL RESOURCES	FAYETTE	IN	$28,412.30	1972	1975	Combination
285 - XXX	EDWARDSVILLE PARK	FLOYD COUNTY PARK BOARD	FLOYD	IN	$66,100.00	1977	1981	Development
546 - XXX	BUDD ROAD WOODLANDS PARK	NEW ALBANY-FLOYD COUNTY PARK BOARD	FLOYD	IN	$200,000.00	2004	2011	Combination
122 - XXX	RAVINE PARK	ATTICA PARK BOARD	FOUNTAIN	IN	$9,092.28	1972	1974	Development
179 - XXX	PORTLAND ARCH NATURE PRESERVE	DEPT. OF NATURAL RESOURCES	FOUNTAIN	IN	$36,248.00	1974	1976	Acquisition
334 - A	STATEWIDE FY 79 CONSOLIDATED GRANT	COVINGTON PARK BOARD	FOUNTAIN	IN	$220,000.00	1979	1983	Development
31 - XXX	FRANKLIN COUNTY PARK	FRANKLIN COUNTY PARK BOARD	FRANKLIN	IN	$21,223.32	1967	1970	Development
176 - XXX	WHITEWATER CANAL PUBLIC FACILITIES	DEPT. OF NATURAL RESOURCES	FRANKLIN	IN	$76,994.50	1974	1976	Development
331 - XXX	BATESVILLE H.S. COMMUNITY PARK	BATESVILLE PARK BOARD	FRANKLIN	IN	$200,017.21	1979	1983	Development
85 - XXX	LAKEVIEW PARK	ROCHESTER PARK BOARD	FULTON	IN	$94,135.25	1971	1973	Development
203 - XXX	AKRON PARK	AKRON PARK BOARD	FULTON	IN	$12,873.70	1975	1977	Development
184 - XXX	HEMMER WOODS	DEPT. OF NATURAL RESOURCES	GIBSON	IN	$38,375.00	1974	1976	Acquisition
25 - XXX	MISSISSINEWA COMMUNITY PARK	GAS CITY PARK BOARD	GRANT	IN	$4,028.33	1966	1967	Development
83 - XXX	GAS CITY SWIMMING POOL AND PARK	GAS CITY PARK BOARD	GRANT	IN	$118,893.05	1971	1974	Development
196 - XXX	MISSISSINEWA PARK DEV.	GAS CITY PARK BOARD	GRANT	IN	$13,839.96	1975	1978	Development
267 - XXX	SWAYZEE PK TENNIS CTS	SWAYZEE PARK BOARD	GRANT	IN	$7,250.00	1977	1979	Development
369 - C	STATEWIDE F. Y. 80 CONSOLIDATED GRAN	FAIRMOUNT PARK BOARD	GRANT	IN	$20,979.99	1980	1984	Development
372 - XXX	D/SOUTH MARION POOL/PARK	MARION PARK BOARD	GRANT	IN	$445,000.00	1980	1985	Combination
21 - XXX	SHAKAMAK STATE PARK	DEPT. OF NATURAL RESOURCES	GREENE	IN	$5,700.00	1967	1968	Acquisition
131 - XXX	RENASCENTIS PARC - "72"	LYONS PARK BOARD	GREENE	IN	$3,677.71	1972	1975	Development
156 - XXX	SHAKAMAK STATE PARK CAMPGROUND	DEPT. OF NATURAL RESOURCES	GREENE	IN	$222,305.14	1973	1976	Development
17 - XXX	FOREST PARK DEVELOPMENT	NOBLESVILLE PARK BOARD	HAMILTON	IN	$8,383.88	1969	1969	Development
58 - XXX	FOREST PARK ADDITION	NOBLESVILLE PARK BOARD	HAMILTON	IN	$45,744.50	1969	1970	Acquisition
128 - XXX	MORSE PARK	HAMILTON COUNTY PARK BOARD	HAMILTON	IN	$142,332.00	1972	1975	Combination
198 - XXX	TRI-TOWN COMMUNITY PARK	CICERO PARK BOARD	HAMILTON	IN	$34,242.81	1975	1977	Development
236 - XXX	FOREST PARK POOL	HAMILTON COUNTY PARK BOARD	HAMILTON	IN	$125,000.00	1976	1978	Development
493 - XXX	FLOWING WELL PARK	CARMEL/CLAY TWP PARK BOARD	HAMILTON	IN	$75,000.00	1993	1998	Combination
502 - XXX	COOL CREEK PARK NATURE CENTER	HAMILTON COUNTY PARK BOARD	HAMILTON	IN	$75,000.00	1994	1999	Development
519 - XXX	KOTEEWI PARK ACQUISITION & DEVELOPMENT	HAMILTON COUNTY PARK BOARD	HAMILTON	IN	$200,000.00	2000	2005	Combination
551 - XXX	D/MACGREGOR PARK	WASHINGTON TOWNSHIP PARK BOARD	HAMILTON	IN	$200,000.00	2005	2007	Combination
350 - XXX	RILEY PARK AND POOL RENOVATION	GREENFIELD PARK BOARD	HANCOCK	IN	$220,000.00	1979	1983	Development
552 - XXX	BECKENHOLDT PARK	GREENFIELD PARK BOARD	HANCOCK	IN	$200,000.00	2005	2009	Combination
561 - XXX	SUGAR CREEK TOWNSHIP PARK	SUGAR CREEK PARK BOARD	HANCOCK	IN	$200,000.00	2006	2009	Combination
575 - XXX	BECKENHOLDT PARK PHASE II	GREENFIELD PARK & RECREATION BOARD	HANCOCK	IN	$156,466.00	2011	2015	Combination
18 - XXX	WALTER Q. GRESHAM MEMORIAL PARK	HARRISON COUNTY PARK BOARD	HARRISON	IN	$17,271.23	1967	1968	Combination
60 - XXX	HAYS-WOOD NATURE RESERVE PARK	HARRISON COUNTY PARK BOARD	HARRISON	IN	$42,387.02	1970	1973	Combination
61 - XXX	BUFFALO TRACE PARK	PALMYRA PARK BOARD	HARRISON	IN	$7,125.00	1971	1973	Acquisition
98 - XXX	BLUE RIVER COMPLEX ACQ	DEPT. OF NATURAL RESOURCES	HARRISON	IN	$449,560.60	1971	1978	Acquisition
107 - XXX	BUFFALO TRACE PARK DEVELOPMENT	HARRISON COUNTY PARK BOARD	HARRISON	IN	$97,947.39	1972	1974	Development
191 - XXX	HARRISON COUNTY SWIMMING POOL	HARRISON COUNTY PARK BOARD	HARRISON	IN	$63,000.00	1975	1977	Development
219 - XXX	HARRISON-CRAWFORD ST FOR GROUP CAMP	DEPT. OF NATURAL RESOURCES	HARRISON	IN	$41,753.15	1975	1979	Development
229 - XXX	HARRISON-CRAWFORD ST FOR TRAILS	DEPT. OF NATURAL RESOURCES	HARRISON	IN	$145,797.40	1975	1977	Development
260 - XXX	WYANDOTTE WOODS ST REC AREA	DEPT. OF NATURAL RESOURCES	HARRISON	IN	$2,386,856.00	1976	1981	Development
317 - XXX	D/SOUTH HARRISON PARK	HARRISON COUNTY PARK BOARD	HARRISON	IN	$407,458.00	1978	1983	Combination
559 - XXX	O'BANNON WOODS STATE PARK AQUATIC CENTER	DEPT. OF NATURAL RESOURCES	HARRISON	IN	$1,083,852.00	2005	2009	Redevelopment
463 - XXX	AVON COMMUNITY PARK	WASHINGTON TOWNSHIP	HENDRICKS	IN	$100,000.00	1988	1992	Combination
521 - XXX	McCLOUD NATURE PARK	HENDRICKS COUNTY PARK BOARD	HENDRICKS	IN	$200,000.00	2002	2006	Combination
540 - XXX	WILLIAMS PARK	BROWNSBURG PARK BOARD	HENDRICKS	IN	$75,900.00	2003	2008	Development
294 - XXX	SUNSET PARK	KNIGHTSTOWN PARK BOARD	HENRY	IN	$24,894.06	1977	1980	Development
393 - XXX	MIDDLETOWN: DIETRICH PARK IMP.	MIDDLETOWN PARK BOARD	HENRY	IN	$12,250.00	1981	1985	Development
45 - XXX	WILSON PARK	KOKOMO PARK BOARD	HOWARD	IN	$35,393.55	1968	1969	Combination

318 - XXX	D/DARROUGH-CHAPEL PARK	KOKOMO PARK BOARD	HOWARD	IN	$90,516.00	1978	1981	Combination
367 - XXX	DARROUGH-CHAPEL PARK DEVELOPMENT	KOKOMO PARK BOARD	HOWARD	IN	$172,500.00	1980	1984	Development
437 - XXX	JACKSON MORROW PARK ACQ.	KOKOMO PARK BOARD	HOWARD	IN	$100,000.00	1985	1991	Acquisition
530 - XXX	JACKSON MORROW PARK	KOKOMO PARK BOARD	HOWARD	IN	$105,606.10	2002	2006	Development
212 - XXX	HUNTINGTON SERVICE AREA	DEPT. OF NATURAL RESOURCES	HUNTINGTON	IN	$65,827.40	1975	1978	Development
233 - XXX	SALAMONIE HORSEMAN'S CAMPGROUND	DEPT. OF NATURAL RESOURCES	HUNTINGTON	IN	$18,066.00	1975	1977	Development
545 - XXX	D/EVERGREEN PARK	HUNTINGTON PARK BOARD	HUNTINGTON	IN	$190,295.91	2004	2007	Combination
447 - XXX	STARVE HOLLOW RENOVATION	DEPT. OF NATURAL RESOURCES	JACKSON	IN	$599,785.09	1985	1989	Redevelopment
268 - XXX	LA RUE POOL IMPROVEMENTS	RENSSELAER PARK BOARD	JASPER	IN	$21,000.00	1977	1979	Development
355 - XXX	SPENCER PARK DEVELOPMENT	DEMOTTE PARK BOARD	JASPER	IN	$192,000.00	1979	1984	Development
385 - XXX	D/SPENCER PARK ACQUISITION	DEMOTTE PARK BOARD	JASPER	IN	$16,150.00	1981	1985	Acquisition
438 - XXX	D/REMINGTON COMMUNITY PARK	REMINGTON PARK BOARD	JASPER	IN	$100,000.00	1985	1989	Combination
187 - XXX	SPORTLAND PARK DEVELOPMENT	PORTLAND PARK BOARD	JAY	IN	$30,589.82	1975	1977	Development
243 - XXX	NORTHEND PARK	PORTLAND PARK BOARD	JAY	IN	$23,000.00	1976	1978	Development
183 - XXX	CLIFTY FALLS CAMPGROUND	DEPT. OF NATURAL RESOURCES	JEFFERSON	IN	$191,689.22	1975	1977	Development
218 - XXX	CLIFTY FALLS SERVICE AREA	DEPT. OF NATURAL RESOURCES	JEFFERSON	IN	$67,330.00	1975	1977	Development
409 - XXX	CLIFTY FALLS STATE PARK ENTRY REHAB	DEPT. OF NATURAL RESOURCES	JEFFERSON	IN	$64,500.00	1983	1984	Redevelopment
148 - XXX	NEW WHITELAND PARK	NEW WHITELAND PARK BOARD	JOHNSON	IN	$15,000.00	1973	1975	Combination
369 - B	JOHNSON COUNTY PARK-PHASE I	JOHNSON COUNTY PARK BOARD	JOHNSON	IN	$69,060.00	1980	1984	Development
197 - XXX	FOUR LAKES PARK	VINCENNES PARK BOARD	KNOX	IN	$80,044.90	1975	1977	Development
278 - XXX	D/SANDBORN COMMUNITY PARK	SANDBORN PARK BOARD	KNOX	IN	$23,361.00	1977	1980	Combination
344 - XXX	OUBACHE TRAILS PARK	KNOX COUNTY PARK BOARD	KNOX	IN	$302,471.50	1979	1984	Combination
240 - XXX	PIERCETON PARK	PIERCETON-WASHINGTON TWP. PARK BOARD	KOSCIUSKO	IN	$34,600.00	1976	1978	Development
262 - XXX	PIERCETON PARK-PHASE II	PIERCETON-WASHINGTON TWP. PARK BOARD	KOSCIUSKO	IN	$23,000.00	1976	1979	Development
289 - XXX	KELLEY PARK	WARSAW PARK BOARD	KOSCIUSKO	IN	$5,000.00	1977	1979	Development
320 - XXX	D/WINONA LAKE PARK	WINONA LAKE PARK BOARD	KOSCIUSKO	IN	$127,341.65	1978	1980	Combination
321 - XXX	CAMP LUCERNE	WARSAW PARK BOARD	KOSCIUSKO	IN	$70,000.00	1978	1980	Combination
322 - XXX	LEVIN SALVAGE YARD	WARSAW PARK BOARD	KOSCIUSKO	IN	$45,000.00	1978	1981	Combination
420 - XXX	D/WEBSTER LAKE PARK	NORTH WEBSTER PARK BOARD	KOSCIUSKO	IN	$100,000.00	1984	1989	Combination
508 - XXX	D/SOUTHTOWN SHORES PARK	WINONA LAKE PARK BOARD	KOSCIUSKO	IN	$75,000.54	1995	1999	Combination
200 - XXX	FOX MEMORIAL PARK	LAPORTE COUNTY PARK BOARD	LA PORTE	IN	$74,999.76	1975	1977	Development
228 - XXX	FOX MEMORIAL PARK/PHASE II	LAPORTE COUNTY PARK BOARD	LA PORTE	IN	$124,997.06	1976	1979	Development
265 - XXX	KESLING OUTDOOR REC CENTER	LAPORTE COUNTY PARK BOARD	LA PORTE	IN	$124,999.99	1977	1981	Development
332 - XXX	RUMELY PARK	LAPORTE COUNTY PARK BOARD	LA PORTE	IN	$148,587.95	1979	1983	Combination
351 - XXX	PRAIRIE MEADOW PARK DEVELOPMENT	WESTVILLE PARK BOARD	LA PORTE	IN	$18,680.00	1979	1983	Development
373 - XXX	D/KESLING PARK IMPROVEMENTS	LAPORTE COUNTY PARK BOARD	LA PORTE	IN	$265,406.99	1983	1984	Combination
402 - XXX	NELSON PARK SHELTER	TRAIL CREEK PARK BOARD	LA PORTE	IN	$11,668.00	1981	1985	Development
453 - XXX	D/LUHR PROPERTY DEVELOPMENT	LAPORTE COUNTY PARK BOARD	LA PORTE	IN	$78,895.00	1986	1990	Combination
547 - XXX	D/HANSEN AND GIFFORD PARKS & OLD SPUR TRAIL	MICHIGAN CITY PARK BOARD	LA PORTE	IN	$200,000.00	2004	2008	Combination
549 - XXX	D/RED MILL COUNTY PARK	LAPORTE COUNTY PARK BOARD	LA PORTE	IN	$200,000.00	2004	2009	Combination
221 - XXX	OLIN LAKE ACQ	DEPT. OF NATURAL RESOURCES	LAGRANGE	IN	$53,500.00	1975	1978	Acquisition
346 - XXX	LAGRANGE TOWN PARK	LAGRANGE COUNTY PARK BOARD	LAGRANGE	IN	$11,227.39	1979	1984	Combination
458 - XXX	D/LAGRANGE COUNTY NATURE PRESERVE	LAGRANGE COUNTY PARK BOARD	LAGRANGE	IN	$80,000.00	1987	1992	Combination
476 - XXX	DALLAS LAKE PARK	LAGRANGE COUNTY PARK BOARD	LAGRANGE	IN	$99,999.99	1991	1996	Combination
529 - XXX	D/SHIPSHEWANA NORTH PARK	SHIPSHEWANA PARK BOARD	LAGRANGE	IN	$200,000.00	2002	2006	Combination
556 - XXX	PINE KNOB PARK	LAGRANGE COUNTY PARK BOARD	LAGRANGE	IN	$200,000.00	2005	2009	Combination
568 - XXX	PINE KNOB PARK PHASE 2	LAGRANGE COUNTY PARK BOARD	LAGRANGE	IN	$134,000.00	2009	2012	Combination
5 - XXX	EDWARD C. DOWLING PARK	HAMMOND PARK BOARD	LAKE	IN	$176,105.60	1967	1971	Development
11 - XXX	TOLLESTON PARK SWIMMING POOL	GARY PARK BOARD	LAKE	IN	$86,399.00	1966	1967	Development
12 - XXX	WASHINGTON PARK SWIMMING POOL	GARY PARK BOARD	LAKE	IN	$81,674.30	1966	1967	Development
40 - XXX	HOMESTEAD PARK	HIGHLAND PARK BOARD	LAKE	IN	$25,843.01	1968	1970	Development
55 - XXX	SOUTHRIDGE PARK ACQUISITION	HIGHLAND PARK BOARD	LAKE	IN	$25,000.00	1969	1970	Acquisition
59 - XXX	WADSWORTH PARK	GRIFFITH PARK BOARD	LAKE	IN	$21,028.26	1970	1971	Acquisition
62 - XXX	LEROY SITE ACQ.	LAKE COUNTY PARK BOARD	LAKE	IN	$93,738.09	1970	1972	Acquisition
63 - XXX	ELLENDALE PARK	HIGHLAND PARK BOARD	LAKE	IN	$14,397.57	1970	1971	Development
71 - XXX	WADSWORTH PARK	GRIFFITH PARK BOARD	LAKE	IN	$48,696.29	1970	1971	Development

87 - XXX	SHEPPARD PARK	HIGHLAND PARK BOARD	LAKE	IN	$64,420.35	1971	1974	Development
102 - XXX	GRAND LAKE RECREATION AREA	EAST GARY PARK BOARD	LAKE	IN	$27,000.00	1972	1975	Acquisition
108 - XXX	RIVERVIEW COMMUNITY PARK	EAST GARY PARK BOARD	LAKE	IN	$90,019.50	1973	1974	Development
137 - XXX	NORTHGATE PARK	DYER PARK BOARD	LAKE	IN	$205,965.45	1973	1977	Combination
150 - XXX	MEADOWS PARK ACQUISITION	HIGHLAND PARK BOARD	LAKE	IN	$100,758.00	1974	1976	Acquisition
168 - XXX	SUNNYSIDE PARK	EAST CHICAGO PARK BOARD	LAKE	IN	$35,000.00	1974	1977	Development
170 - XXX	HOWE PARK	GARY PARK BOARD	LAKE	IN	$21,487.53	1974	1977	Development
189 - XXX	DOWLING PARK TENNIS COURT LIGHTING	HAMMOND PARK BOARD	LAKE	IN	$8,830.75	1975	1977	Development
193 - XXX	HARRISON PARK TENNIS COURT LIGHTING	HAMMOND PARK BOARD	LAKE	IN	$8,830.75	1975	1977	Development
194 - XXX	MAYWOOD PARK ANNEX	HAMMOND PARK BOARD	LAKE	IN	$105,808.00	1975	1979	Development
199 - XXX	RIDGEWAY PARK	MUNSTER PARK BOARD	LAKE	IN	$75,000.00	1975	1977	Combination
202 - XXX	HATCHER PARK	GARY PARK BOARD	LAKE	IN	$51,443.70	1975	1979	Development
206 - XXX	MEADOWS PARK DEVELOPMENT	HIGHLAND PARK BOARD	LAKE	IN	$218,361.00	1975	1979	Development
226 - XXX	HOOSIER PRAIRIE ACQUISITION	DEPT. OF NATURAL RESOURCES	LAKE	IN	$450,000.00	1976	1977	Acquisition
227 - XXX	LIBERTY PARK	LOWELL PARK BOARD	LAKE	IN	$62,071.00	1976	1980	Development
231 - XXX	D/PHEASANT HILLS PARK	DYER PARK BOARD	LAKE	IN	$95,216.00	1976	1980	Combination
237 - XXX	WOLF LAKE LAND ACQ	HAMMOND PARK BOARD	LAKE	IN	$74,800.00	1976	1979	Combination
239 - XXX	BLUEBIRD PARK	MUNSTER PARK BOARD	LAKE	IN	$110,518.00	1976	1979	Combination
253 - XXX	NEW CHICAGO CENTENNIAL PK	NEW CHICAGO PARK BOARD	LAKE	IN	$7,460.73	1976	1979	Combination
272 - XXX	WOLF LAKE BEACH DEVELOPMENT	HAMMOND PARK BOARD	LAKE	IN	$225,750.00	1978	1983	Development
273 - XXX	PARK SITE NO 31 ACQ	LAKE COUNTY PARK BOARD	LAKE	IN	$425,000.00	1977	1981	Acquisition
302 - XXX	D/MUNSTER COMMUNITY PARK	MUNSTER PARK BOARD	LAKE	IN	$915,570.00	1978	1982	Combination
311 - XXX	M.C. BENNETT PARK	GARY PARK BOARD	LAKE	IN	$104,993.27	1978	1981	Development
329 - XXX	JACKSON PARK RENOVATION	GARY PARK BOARD	LAKE	IN	$60,000.00	1978	1981	Redevelopment
369 - D	LEMON LAKE COUNTY PARK DEVELOPMENT	LAKE COUNTY PARK BOARD	LAKE	IN	$37,158.99	1980	1984	Development
369 - H	HARRISON PARK RENOVATION	HAMMOND PARK BOARD	LAKE	IN	$107,415.11	1980	1984	Development
377 - XXX	MAIN SQUARE PARK	HIGHLAND PARK BOARD	LAKE	IN	$59,434.67	1980	1985	Development
386 - XXX	D/GIBSON WOODS/SHELL OIL ACQ.	LAKE COUNTY PARK BOARD	LAKE	IN	$527,753.00	1981	1985	Combination
414 - XXX	WOLF LAKE PICNIC AREA & RESTROOMS	HAMMOND PARK BOARD	LAKE	IN	$24,809.50	1983	1984	Development
417 - XXX	D/CENTENNIAL PLAZA AND TRAIL	HAMMOND PARK BOARD	LAKE	IN	$95,000.00	1984	1991	Combination
424 - XXX	LAKE ETTA DEVELOPMENT	LAKE COUNTY PARK BOARD	LAKE	IN	$299,960.00	1984	1991	Development
455 - XXX	DEEP RIVER COUNTY PARK	LAKE COUNTY PARK BOARD	LAKE	IN	$99,945.80	1987	1992	Development
464 - XXX	HOBART LAKEFRONT DEVELOPMENT	HOBART PARK BOARD	LAKE	IN	$100,000.00	1988	1992	Development
473 - XXX	OAK RIDGE PRAIRIE IMPROVEMENTS	LAKE COUNTY PARK BOARD	LAKE	IN	$56,476.00	1990	1997	Development
488 - XXX	MARQUETTE PARK IMPROVEMENTS	GARY PARK BOARD	LAKE	IN	$75,000.00	1992	1997	Development
489 - XXX	HOBART LAKEFRONT DEVELOPMENT PH II	HOBART PARK BOARD	LAKE	IN	$75,000.00	1993	1998	Development
522 - XXX	PAVESE PARK EXPANSION AND REDEVELOPMENT	HOBART PARK BOARD	LAKE	IN	$200,000.00	2002	2006	Development
523 - XXX	CENTENNIAL PARK PHASE II	MUNSTER PARK BOARD	LAKE	IN	$200,000.00	2002	2008	Development
528 - XXX	LOWELL SPORTS PARK COMPLEX	LOWELL PARK BOARD	LAKE	IN	$200,000.00	2002	2006	Combination
533 - XXX	CITY BALL PARK	HOBART PARK BOARD	LAKE	IN	$200,000.00	2003	2008	Development
555 - XXX	SCHERWOOD PARK	SCHERERVILLE PARK BOARD	LAKE	IN	$200,000.00	2005	2009	Combination
10 - XXX	SPRING MILL STATE PARK	DEPT. OF NATURAL RESOURCES	LAWRENCE	IN	$7,500.00	1967	1969	Acquisition
132 - XXX	MITCHELL COMMUNITY SWIMMING POOL	MITCHELL PARK BOARD	LAWRENCE	IN	$85,168.39	1973	1976	Development
162 - XXX	SPRING MILL STATE PARK WATER LINE	DEPT. OF NATURAL RESOURCES	LAWRENCE	IN	$295,800.00	1974	1976	Development
180 - XXX	SPRING MILL STATE PARK FAM CAMPGRD	DEPT. OF NATURAL RESOURCES	LAWRENCE	IN	$321,544.98	1974	1976	Development
136 - XXX	EIGHTH STREET PARK	ANDERSON PARK BOARD	MADISON	IN	$15,207.00	1973	1974	Combination
139 - XXX	GENERAL PULASKI PARK	ANDERSON PARK BOARD	MADISON	IN	$95,955.00	1973	1977	Development
143 - XXX	STREATY PARK	ANDERSON PARK BOARD	MADISON	IN	$32,307.00	1973	1974	Combination
145 - XXX	SOUTHSIDE SPORTS COMPLEX	ANDERSON PARK BOARD	MADISON	IN	$280,172.11	1974	1977	Development
169 - XXX	SHADYSIDE PARK	ANDERSON PARK BOARD	MADISON	IN	$188,607.86	1974	1978	Development
204 - XXX	ALEXANDRIA SWIMMING POOL DEV.	ALEXANDRIA PARK BOARD	MADISON	IN	$74,978.50	1975	1977	Development
238 - XXX	BEULAH PK BATHHOUSE	ALEXANDRIA PARK BOARD	MADISON	IN	$26,240.46	1976	1978	Development
254 - XXX	FALLS PARK - PHASE I	PENDLETON-FALL CREEK TWP. PARK BOARD	MADISON	IN	$33,000.00	1976	1979	Development
255 - XXX	ALVIN D. BROWN MEMORIAL PK	PENDLETON-FALL CREEK TWP. PARK BOARD	MADISON	IN	$57,000.00	1976	1979	Combination
258 - XXX	ATHLETIC POOL RENOVATION	ANDERSON PARK BOARD	MADISON	IN	$55,000.00	1976	1978	Development
287 - XXX	SHEPHERD PARK	ANDERSON PARK BOARD	MADISON	IN	$39,992.00	1977	1979	Combination
292 - XXX	ELWOOD SWIMMING POOL IMP	ELWOOD PARK BOARD	MADISON	IN	$124,999.99	1976	1980	Development
299 - XXX	BROWN PARK DEV	PENDLETON-FALL CREEK TWP. PARK BOARD	MADISON	IN	$344,999.89	1977	1981	Development
324 - XXX	MOUNDS STATE RECREATION AREA	DEPT. OF NATURAL RESOURCES	MADISON	IN	$572,347.00	1978	1981	Development
370 - XXX	FRANKTON COMMUNITY PARK ACQUISITION	FRANKTON PARK BOARD	MADISON	IN	$15,520.00	1979	1980	Acquisition
382 - XXX	MOUNDS STATE PARK POOL	DEPT. OF NATURAL RESOURCES	MADISON	IN	$406,574.77	1981	1985	Development
442 - XXX	CHESTERFIELD-UNION PARK DEV	CHESTERFIELD-UNION PARK	MADISON	IN	$48,250.00	1985	1990	Development

		BOARD						
466 - XXX	KILLBUCK WETLANDS WALKWAY	ANDERSON PARK BOARD	MADISON	IN	$28,000.00	1988	1993	Development
477 - XXX	D/ANDERSON RIVERWALK EXTENSION	ANDERSON PARK BOARD	MADISON	IN	$100,000.00	1992	1997	Combination
534 - XXX	GENERAL PULASKI PARK TRAIL	ANDERSON PARK BOARD	MADISON	IN	$98,208.47	2003	2008	Development
48 - XXX	EAGLE CREEK PARK	INDIANAPOLIS PARK BOARD	MARION	IN	$100,000.00	1968	1969	Acquisition
72 - XXX	MARTIN LUTHER KING JR. MEMORIAL PARK	INDIANAPOLIS PARK BOARD	MARION	IN	$290,000.00	1970	1973	Development
88 - XXX	EAGLE CREEK DEV.	INDIANAPOLIS PARK BOARD	MARION	IN	$361,624.96	1971	1975	Development
114 - XXX	EAGLE CREEK GOLF COURSES	INDIANAPOLIS PARK BOARD	MARION	IN	$1,163,235.19	1966	1975	Combination
167 - XXX	EAGLE CREEK PARK-PHASE III	INDIANAPOLIS PARK BOARD	MARION	IN	$70,613.59	1974	1976	Development
185 - XXX	30TH AND GERMAN CHURCH RD PARK	INDIANAPOLIS PARK BOARD	MARION	IN	$59,174.13	1974	1977	Development
222 - XXX	SOUTHWESTWAY PARK	INDIANAPOLIS PARK BOARD	MARION	IN	$176,151.12	1972	1976	Acquisition
245 - XXX	LAWRENCE COMM PK	LAWRENCE PARK BOARD	MARION	IN	$101,495.50	1976	1978	Development
247 - XXX	FALL CREEK PARK	LAWRENCE PARK BOARD	MARION	IN	$23,485.00	1976	1978	Development
307 - XXX	R-70 WASHINGTON PARK	INDIANAPOLIS PARK BOARD	MARION	IN	$300,000.00	1978	1982	Development
330 - XXX	RIVERSIDE PARK RENOVATION	INDIANAPOLIS PARK BOARD	MARION	IN	$200,000.00	1978	1980	Redevelopment
369 - M	FALL CREEK PARK - PHASE II	LAWRENCE PARK BOARD	MARION	IN	$60,095.01	1980	1984	Redevelopment
384 - XXX	SARA BOLTON PARK	BEECH GROVE PARK BOARD	MARION	IN	$19,048.78	1981	1985	Development
401 - XXX	EAGLE CREEK FIRING RANGE/GRP PICNIC	INDIANAPOLIS PARK BOARD	MARION	IN	$50,000.00	1981	1985	Development
404 - XXX	LAKE SULLIVAN SPORTS COMPLEX	INDIANAPOLIS PARK BOARD	MARION	IN	$475,000.00	1981	1985	Development
459 - XXX	FALL CREEK CORRIDOR	INDIANAPOLIS PARK BOARD	MARION	IN	$200,000.00	1987	1991	Development
467 - XXX	HARTMAN FIELD	BEECH GROVE PARK BOARD	MARION	IN	$90,184.00	1989	1994	Combination
478 - XXX	D/VETERANS MEMORIAL PARK	LAWRENCE PARK BOARD	MARION	IN	$100,000.00	1991	1996	Combination
505 - XXX	FALL CREEK GREENWAY IMPLEMENTATION	INDIANAPOLIS PARK BOARD	MARION	IN	$79,097.50	1994	1999	Combination
541 - XXX	SOUTHWESTWAY PARK PHASE II	INDIANAPOLIS PARK BOARD	MARION	IN	$200,000.00	2003	2007	Combination
104 - XXX	CENTENNIAL PARK ADD.	PLYMOUTH PARK BOARD	MARSHALL	IN	$282,194.50	1972	1975	Combination
259 - XXX	CENTENNIAL PARK TENNIS & SHELTER	PLYMOUTH PARK BOARD	MARSHALL	IN	$107,385.83	1976	1979	Development
341 - XXX	D/SUNNYSIDE PARK EXPANSION	BREMEN PARK BOARD	MARSHALL	IN	$89,217.27	1979	1983	Combination
357 - XXX	CENTENNIAL PARK PHASE II-A	PLYMOUTH PARK BOARD	MARSHALL	IN	$42,577.00	1979	1984	Development
359 - XXX	PACKARD WOODS	PLYMOUTH PARK BOARD	MARSHALL	IN	$91,969.90	1979	1983	Combination
388 - XXX	D/ARGOS: TOWN PARK	ARGOS PARK BOARD	MARSHALL	IN	$50,000.00	1981	1985	Acquisition
418 - XXX	CULVER TOWN PARK EXPANSION	CULVER PARK BOARD	MARSHALL	IN	$20,645.00	1984	1989	Acquisition
565 - XXX	ARGOS COMMUNITY PARK EXPANSION	ARGOS PARK BOARD	MARSHALL	IN	$200,000.00	2007	2010	Combination
293 - XXX	LOOGOOTEE COMM PK	LOOGOOTEE PARK BOARD	MARTIN	IN	$6,550.00	1977	1979	Development
563 - XXX	MIAMI SRA CAMPGROUND RENOVATION	DEPT. OF NATURAL RESOURCES	MIAMI	IN	$244,560.98	2008	2012	Redevelopment
26 - XXX	SOUTH FAIRFAX BEACH	DEPT. OF NATURAL RESOURCES	MONROE	IN	$79,244.50	1967	1969	Development
33 - XXX	PAYNETOWN BEACH	DEPT. OF NATURAL RESOURCES	MONROE	IN	$63,224.94	1967	1969	Development
39 - XXX	SEWAGE TREATMENT SYSTEM	DEPT. OF NATURAL RESOURCES	MONROE	IN	$261,172.87	1968	1969	Development
84 - XXX	MONROE RESERVOIR SAILBOAT HARBOR	DEPT. OF NATURAL RESOURCES	MONROE	IN	$65,579.00	1970	1973	Development
129 - XXX	COUNTY FARM PARK	MONROE COUNTY PARK BOARD	MONROE	IN	$45,280.00	1972	1975	Development
157 - XXX	SOUTHEAST PARK	BLOOMINGTON PARK BOARD	MONROE	IN	$32,900.00	1974	1976	Combination
158 - XXX	CRESTMONT PARK	BLOOMINGTON PARK BOARD	MONROE	IN	$17,657.00	1974	1976	Development
160 - XXX	PARK SQUARE PARK	BLOOMINGTON PARK BOARD	MONROE	IN	$9,011.50	1974	1976	Development
190 - A	MASTER-BLOOMINGTON PK IMPR	BLOOMINGTON PARK BOARD	MONROE	IN	$4,250.00	1975	1978	Acquisition
190 - B	MASTER-BLOOMINGTON PK IMPR	BLOOMINGTON PARK BOARD	MONROE	IN	$20,500.00	1975	1978	Acquisition
190 - C	MASTER-BLOOMINGTON PK IMPR	BLOOMINGTON PARK BOARD	MONROE	IN	$5,000.00	1975	1978	Acquisition
190 - D	MASTER-BLOOMINGTON PK IMPR	BLOOMINGTON PARK BOARD	MONROE	IN	$170,250.00	1975	1978	Combination
232 - XXX	ALLENS CREEK PRIMITIVE CAMPGROUND	DEPT. OF NATURAL RESOURCES	MONROE	IN	$20,100.00	1975	1977	Development
423 - XXX	BRYAN PARK POOL RENOVATION	BLOOMINGTON PARK BOARD	MONROE	IN	$45,046.80	1984	1989	Redevelopment
487 - XXX	D/THOMSON COMMUNITY PARK	BLOOMINGTON PARK BOARD	MONROE	IN	$75,000.00	1992	1997	Combination
490 - XXX	D/JACKSON CREEK PARK	MONROE COUNTY PARK BOARD	MONROE	IN	$52,500.00	1993	1998	Combination
504 - XXX	D/THOMSON COMMUNITY PARK - PHASE II	BLOOMINGTON PARK BOARD	MONROE	IN	$147,000.00	1994	2000	Combination
509 - XXX	D/THOMSON PARK - PHASE III	BLOOMINGTON PARK BOARD	MONROE	IN	$110,381.00	1995	2000	Combination
572 - XXX	WILL DETMER PARK	MONROE COUNTY PARK BOARD	MONROE	IN	$200,000.00	2011	2015	Combination
133 - XXX	LINCOLN PLAYGROUND	CRAWFORDSVILLE PARK BOARD	MONTGOMERY	IN	$3,281.50	1973	1974	Development
211 - XXX	LAKE WAVELAND DEVELOPMENT	WAVELAND PARK BOARD	MONTGOMERY	IN	$20,250.00	1975	1977	Development
480 - XXX	DARLINGTON OLD SCHOOL PARK	DARLINGTON PARK BOARD	MONTGOMERY	IN	$17,686.50	1991	1996	Development
110 - XXX	PIONEER PARK	MOORESVILLE PARK BOARD	MORGAN	IN	$52,100.00	1972	1974	Development
491 - XXX	PIONEER PK IMPROVEMENTS & EXPANSION	MOORESVILLE PARK BOARD	MORGAN	IN	$75,000.00	1993	1998	Combination
42 - XXX	DAVIESS-MARTIN COUNTY PARK	DAVIESS-MARTIN COUNTY PARK BOARD	MULTI-COUNTY	IN	$557,041.07	1968	1974	Combination
69 - XXX	MISSISSINEWA & SALAMONIE RESERVOIRS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$272,581.52	1970	1972	Development
70 - XXX	TURKEY RUN, LIEBER, POKAGON ST	DEPT. OF NATURAL	MULTI-COUNTY	IN	$368,969.67	1970	1972	Development

	PARKS	RESOURCES						
118 - XXX	FLOATING DIVING PLATFORMS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$19,746.50	1972	1974	Development
161 - XXX	STATE PARK TRAIL REHABILITATION	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$78,886.82	1973	1976	Development
171 - XXX	STATE RECREATION EQUIPMENT	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$204,350.08	1974	1976	Development
177 - XXX	STATE PARK SWIMMING POOLS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$792,400.00	1974	1977	Development
215 - XXX	DAVIESS-MARTIN PICNIC AREA	DAVIESS-MARTIN COUNTY PARK BOARD	MULTI-COUNTY	IN	$30,115.00	1975	1977	Development
225 - XXX	BROOKVILLE SERVICE AREA	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$108,156.94	1975	1977	Development
230 - XXX	JACKSON-WASHINGTON ST FOR TRAILS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$91,727.00	1975	1977	Development
257 - B	MASTER-ELKHART PARK IMPROVEMENTS	ELKHART COUNTY PARK BOARD	MULTI-COUNTY	IN	$74,860.24	1976	1979	Development
304 - XXX	D/STATE NATURE PRESERVES	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$383,686.86	1978	1982	Combination
305 - XXX	ST PK WATER/WASTEWATER IMPROVEMENTS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$1,195,349.55	1978	1982	Development
308 - XXX	SHADES ST PK TRAIL REHABILITATION	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$40,450.00	1978	1981	Development
309 - XXX	STATE PK HANDICAPPED REHABILITATION	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$42,105.00	1978	1981	Development
312 - XXX	LANDSCAPING & RECREATIONAL EQUIPMENT	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$178,876.99	1978	1981	Development
323 - XXX	LIEBER STATE PARK IMPROVEMENTS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$125,987.00	1978	1982	Development
327 - XXX	ST RESTROOM & BATHHOUSE RENOVATION	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$1,197,730.48	1978	1983	Development
362 - XXX	HARRISON-CRAWFORD STATE FOREST LAND	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$26,750.00	1979	1984	Acquisition
363 - XXX	STATE FACILITY RENOV & DEVELOPMENT	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$945,056.67	1979	1984	Development
364 - XXX	D/KNOBSTONE TRL & BIG WALNUT TRACTS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$403,870.00	1983	1985	Acquisition
375 - XXX	STATE RESERVOIR IMPROVEMENTS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$319,999.99	1980	1984	Development
378 - XXX	PARK CAMPGROUNDS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$1,118,193.17	1980	1985	Development
405 - XXX	D/INDIANA FISH AND WILDLIFE PROJECT	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$1,871,662.48	1981	1987	Acquisition
413 - XXX	STATE PARK AND PRESERVE IMPROVEMENTS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$370,674.50	1983	1984	Redevelopment
433 - XXX	SPRING MILL STATE PARK FACIL RENOV	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$163,675.00	1984	1989	Redevelopment
434 - XXX	TIPPECANOE RIVER CAMPING & RESTROOMS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$107,000.00	1984	1989	Development
446 - XXX	CLARK STATE FOREST DAMS	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$193,250.00	1985	1989	Redevelopment
449 - XXX	MISSISSINEWA RESERVOIR	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$65,000.00	1985	1989	Development
456 - XXX	SHADES CAMPING FACILITIES	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$126,856.00	1986	1991	Development
483 - XXX	CROSSLAND CAMP ACQUISITION	DEPT. OF NATURAL RESOURCES	MULTI-COUNTY	IN	$135,000.00	1992	1996	Acquisition
2 - XXX	CHAIN-O-LAKES STATE PARK	DEPT. OF NATURAL RESOURCES	NOBLE	IN	$125,045.72	1967	1967	Development
135 - XXX	KENDALLVILLE FAIR GROUNDS	KENDALLVILLE PARK BOARD	NOBLE	IN	$28,905.81	1973	1974	Development
319 - XXX	D/KENNY MEMORIAL PARK	LIGONIER PARK BOARD	NOBLE	IN	$225,000.00	1978	1981	Combination
353 - XXX	KELLEY STREET PARK DEVELOPMENT	ROME CITY PARK BOARD	NOBLE	IN	$42,280.00	1979	1983	Development
358 - XXX	AVILLA PARK	AVILLA PARK BOARD	NOBLE	IN	$39,992.86	1979	1983	Combination
369 - E	MAINLAND PARK	ROME CITY PARK BOARD	NOBLE	IN	$84,000.00	1980	1984	Combination
391 - XXX	CROMWELL: TOWN PARK	CROMWELL PARK BOARD	NOBLE	IN	$44,854.00	1981	1985	Development
492 - XXX	ALBION PARK ACQ & DEV	ALBION PARK BOARD	NOBLE	IN	$75,000.00	1993	1998	Combination
513 - XXX	ALBION COMMUNITY PARK	ALBION PARK BOARD	NOBLE	IN	$71,000.00	1995	1999	Development
7 - XXX	MCCORMICK'S CREEK STATE PARK	DEPT. OF NATURAL RESOURCES	OWEN	IN	$22,400.00	1967	1967	Acquisition
22 - XXX	MCCORMICK'S CREEK STATE PARK ACQ.	DEPT. OF NATURAL RESOURCES	OWEN	IN	$12,000.00	1967	1968	Acquisition
49 - XXX	MCCORMICK'S CREEK STATE PARK	DEPT. OF NATURAL RESOURCES	OWEN	IN	$878,821.67	1968	1972	Development
431 - XXX	MCCORMICK'S CREEK STATE PARK RENOV.	DEPT. OF NATURAL RESOURCES	OWEN	IN	$85,000.00	1985	1989	Development
9 - XXX	TURKEY RUN STATE PARK	DEPT. OF NATURAL RESOURCES	PARKE	IN	$7,313.00	1967	1969	Acquisition
76 - XXX	RACCOON LAKE BOAT DOCKS BASIN	DEPT. OF NATURAL RESOURCES	PARKE	IN	$21,737.50	1971	1972	Development
113 - XXX	TURKEY RUN S.P. WATER SUPPLY SYSTEM	DEPT. OF NATURAL RESOURCES	PARKE	IN	$192,420.26	1972	1974	Development
210 - XXX	TURKEY RUN SWIMMING POOL	DEPT. OF NATURAL RESOURCES	PARKE	IN	$243,963.45	1975	1977	Development
510 - XXX	SUNSET PARK IMPROVEMENTS	TELL CITY PARK BOARD	PERRY	IN	$73,050.00	1995	1999	Development
468 - XXX	PRIDE'S CREEK GOLF COURSE	PIKE COUNTY PARK BOARD	PIKE	IN	$100,000.00	1989	1995	Development
1 - XXX	STATE OUTDOOR RECREATION PLAN	DEPT. OF NATURAL	PLANNING	IN	$19,000.00	1966	1967	Planning

		RESOURCES						
20 - XXX	UPDATE STATE PLAN	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$10,655.00	1967	1968	Planning
51 - XXX	STATE OUTDOOR RECREATION INVENTORY	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$40,604.00	1968	1970	Planning
73 - XXX	INDIANA OUTDOOR RECREATION PLAN	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$2,967.49	1971	1971	Planning
92 - XXX	1971-1974 STATE PLANNING PROGRAM	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$73,005.00	1971	1975	Planning
217 - XXX	74-78 INDIANA OUTDOOR REC. PLAN	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$114,148.07	1975	1979	Planning
328 - XXX	INDIANA HERITAGE PROGRAM	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$85,000.00	1978	1983	Planning
365 - XXX	79-84 STATE OUTDOOR RECREATION PLAN	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$212,500.00	1985	1985	Planning
531 - XXX	2005-2009 IN OUTDOOR REC STATE PLANNING PROGRAM	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$105,990.70	2002	2007	Planning
558 - XXX	ADMINISTRATIVE GRANT - 2005	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$7,065.00	2005	2005	Planning
566 - XXX	2011-2015 INDIANA OUTDOOR RECREATION PLANNING PROG	DEPT. OF NATURAL RESOURCES	PLANNING	IN	$97,000.00	2008	2012	Planning
37 - XXX	PORTAGE (WOODLAND) PARK	PORTAGE PARK BOARD	PORTER	IN	$92,710.50	1968	1968	Acquisition
50 - XXX	FOREST PARK GOLF COURSE	HIGHLAND PARK BOARD	PORTER	IN	$131,772.68	1969	1971	Combination
65 - XXX	WOODLAND PARK	PORTAGE PARK BOARD	PORTER	IN	$9,678.88	1970	1971	Development
80 - XXX	WOODLAND PARK DEVELOPMENT	PORTAGE PARK BOARD	PORTER	IN	$44,781.50	1971	1974	Development
127 - XXX	INDIANA DUNES PAVILION	DEPT. OF NATURAL RESOURCES	PORTER	IN	$152,991.00	1972	1974	Development
130 - XXX	NORTHSIDE PARK	VALPARAISO PARK BOARD	PORTER	IN	$89,213.00	1973	1978	Combination
173 - XXX	INDIANA DUNES COMFORT STATIONS	DEPT. OF NATURAL RESOURCES	PORTER	IN	$93,172.20	1974	1976	Development
270 - XXX	ROGERS-LAKEWOOD PARK IMPROVEMENTS	VALPARAISO PARK BOARD	PORTER	IN	$382,933.00	1977	1982	Development
276 - XXX	PORTAGE BICENTENNIAL PARK	PORTAGE PARK BOARD	PORTER	IN	$228,547.00	1977	1980	Acquisition
284 - XXX	DOGWOOD PARK	CHESTERTON PARK BOARD	PORTER	IN	$46,000.00	1977	1981	Combination
349 - XXX	DRAZER PARK	KOUTS PARK BOARD	PORTER	IN	$11,050.00	1978	1983	Development
407 - XXX	IMAGINATION GLEN PARK DEVELOPMENT	PORTAGE PARK BOARD	PORTER	IN	$130,000.00	1983	1984	Development
429 - XXX	INDIANA DUNES PICNIC RESTROOMS	DEPT. OF NATURAL RESOURCES	PORTER	IN	$62,000.00	1984	1989	Redevelopment
443 - XXX	HAVEN HOLLOW PARK IMPROVEMENTS	PORTAGE PARK BOARD	PORTER	IN	$70,085.00	1985	1989	Development
452 - XXX	D/SUNSET HILL FARM PARK	PORTER COUNTY PARK BOARD	PORTER	IN	$211,946.75	1986	1994	Combination
460 - XXX	DUNES NATURE CENTER	DEPT. OF NATURAL RESOURCES	PORTER	IN	$244,590.75	1987	1991	Development
484 - XXX	D/PRAIRIE-DUNELAND TRAIL CORRIDOR	PORTAGE PARK BOARD	PORTER	IN	$75,000.00	1992	1997	Combination
495 - XXX	PRAIRIE-DUNELAND TRL CORRIDOR-PH III	PORTAGE PARK BOARD	PORTER	IN	$75,000.00	1993	1997	Combination
498 - XXX	PRAIRIE-DUNELAND TRL CORRIDOR -PH IV	PORTAGE PARK BOARD	PORTER	IN	$75,000.00	1994	1998	Combination
539 - XXX	IMAGINATION GLEN PARK PHASE II	PORTAGE PARK BOARD	PORTER	IN	$200,000.00	2003	2008	Combination
4 - XXX	SOUTHWEST STATE REC. AREA	DEPT. OF NATURAL RESOURCES	POSEY	IN	$463,824.52	1967	1976	Acquisition
68 - XXX	BRITTLEBANK PARK	MOUNT VERNON - BLACK TWP PARK BOARD	POSEY	IN	$91,225.92	1970	1972	Development
96 - XXX	HARMONIE STATE REC. AREA DEVELOPMENT	DEPT. OF NATURAL RESOURCES	POSEY	IN	$356,734.23	1971	1976	Development
165 - XXX	HARMONIE STATE REC. AREA CAMPGROUND	DEPT. OF NATURAL RESOURCES	POSEY	IN	$455,667.00	1974	1976	Development
214 - XXX	HOVEY LAKE DEVELOPMENT	DEPT. OF NATURAL RESOURCES	POSEY	IN	$161,366.64	1975	1977	Development
220 - XXX	HARMONIE STATE REC. AREA CAMPGRD RD	DEPT. OF NATURAL RESOURCES	POSEY	IN	$282,864.75	1975	1978	Development
361 - XXX	TIPPECANOE RIVER STATE PK RENOVATION	DEPT. OF NATURAL RESOURCES	PULASKI	IN	$609,831.50	1979	1984	Development
263 - XXX	ROBE ANN PARK	GREENCASTLE PARK BOARD	PUTNAM	IN	$58,880.38	1976	1979	Development
557 - XXX	BIG WALNUT COMMUNITY PARK	GREENCASTLE PARK BOARD	PUTNAM	IN	$129,341.81	2005	2009	Combination
43 - XXX	HARTER PARK DEVELOPMENT	UNION CITY PARK BOARD	RANDOLPH	IN	$11,308.26	1968	1970	Development
81 - XXX	HARTER PARK SWIMMING POOL	UNION CITY PARK BOARD	RANDOLPH	IN	$124,776.56	1971	1972	Development
117 - XXX	HARTER PARK SHELTER HOUSE	UNION CITY PARK BOARD	RANDOLPH	IN	$10,003.29	1972	1974	Development
111 - XXX	LIBERTY PARK	BATESVILLE PARK BOARD	RIPLEY	IN	$143,205.30	1972	1974	Development
116 - XXX	BATESVILLE MEMORIAL POOL	BATESVILLE PARK BOARD	RIPLEY	IN	$19,013.82	1972	1974	Development
178 - XXX	VERSAILLIES SEWAGE TREATMENT PLANT	DEPT. OF NATURAL RESOURCES	RIPLEY	IN	$169,009.29	1974	1976	Development
181 - XXX	VERSAILLES STATE PARK CAMPGROUND	DEPT. OF NATURAL RESOURCES	RIPLEY	IN	$240,986.00	1974	1977	Development
471 - XXX	D/MILAN COMMUNITY PARK EXPANSION	MILAN PARK BOARD	RIPLEY	IN	$100,000.00	1990	1997	Combination
163 - XXX	HARDY LAKE BEACH & BOAT RAMPS	DEPT. OF NATURAL RESOURCES	SCOTT	IN	$118,132.50	1973	1974	Development
192 - XXX	HARDY LAKE DEV.	DEPT. OF NATURAL RESOURCES	SCOTT	IN	$900,507.57	1975	1978	Development
486 - XXX	BEECHWOOD COMMUNITY PARK	SCOTTSBURG PARK BOARD	SCOTT	IN	$72,840.50	1992	1997	Development
507 - XXX	LAKE IOLA	SCOTTSBURG PARK BOARD	SCOTT	IN	$75,000.00	1995	1999	Combination
560 - XXX	LINZA GRAHAM PARK	SCOTTSBURG PARK BOARD	SCOTT	IN	$200,000.00	2006	2010	Combination
537 - XXX	BLUE RIVER PARK	SHELBYVILLE PARK BOARD	SHELBY	IN	$200,000.00	2003	2008	Combination

544 - XXX	BLUE RIVER PARK PHASE II	SHELBYVILLE PARK BOARD	SHELBY	IN	$200,000.00	2004	2009	Combination
548 - XXX	D/BLUE RIVER PARK PHASE III	SHELBYVILLE PARK BOARD	SHELBY	IN	$200,000.00	2004	2009	Combination
3 - XXX	LINCOLN STATE PARK	DEPT. OF NATURAL RESOURCES	SPENCER	IN	$19,787.50	1966	1967	Acquisition
174 - XXX	LINCOLN STATE PARK WATER LINE	DEPT. OF NATURAL RESOURCES	SPENCER	IN	$21,703.50	1974	1976	Development
430 - XXX	LINCOLN GROUP-CAMP SHOWER RENOVATION	DEPT. OF NATURAL RESOURCES	SPENCER	IN	$43,000.00	1984	1989	Redevelopment
553 - XXX	D/JIM YELLIG PARK TRAIL	SANTA CLAUS PARK BOARD	SPENCER	IN	$200,000.00	2005	2009	Combination
34 - XXX	BENDIX PARK	ST. JOSEPH COUNTY PARK BOARD	ST JOSEPH	IN	$306,039.79	1967	1970	Combination
46 - XXX	POTATO CREEK STATE PARK	DEPT. OF NATURAL RESOURCES	ST JOSEPH	IN	$1,650,871.47	1968	1976	Acquisition
134 - XXX	MARTIN LUTHER KING PARK	SOUTH BEND PARK BOARD	ST JOSEPH	IN	$39,754.00	1973	1975	Development
138 - XXX	LEEPER PARK	SOUTH BEND PARK BOARD	ST JOSEPH	IN	$14,630.97	1973	1975	Development
142 - XXX	PAUL BOEHM PARK	SOUTH BEND PARK BOARD	ST JOSEPH	IN	$62,500.00	1973	1975	Acquisition
195 - XXX	PIER PARK	SOUTH BEND PARK BOARD	ST JOSEPH	IN	$111,071.20	1975	1977	Development
235 - XXX	CENTRAL PARK	MISHAWAKA PARK BOARD	ST JOSEPH	IN	$88,750.00	1976	1978	Development
264 - XXX	D/NORTHSIDE PARK	MISHAWAKA PARK BOARD	ST JOSEPH	IN	$155,128.50	1977	1980	Combination
271 - XXX	CENTRAL PARK/PHASE II	MISHAWAKA PARK BOARD	ST JOSEPH	IN	$76,436.00	1977	1980	Development
314 - XXX	ST. PATRICK'S COUNTY PARK-PHASE I	ST. JOSEPH COUNTY PARK BOARD	ST JOSEPH	IN	$191,534.15	1978	1981	Development
335 - XXX	MARY GIBBARD PARK	MISHAWAKA PARK BOARD	ST JOSEPH	IN	$29,665.00	1979	1983	Development
366 - XXX	EAST RACEWAY PARK	SOUTH BEND PARK BOARD	ST JOSEPH	IN	$1,060,000.00	1980	1985	Development
422 - XXX	D/BAUGO CREEK PARK-PHASE I	ST. JOSEPH COUNTY PARK BOARD	ST JOSEPH	IN	$192,452.02	1984	1989	Combination
454 - XXX	CENTRAL PARK RENOVATION	MISHAWAKA PARK BOARD	ST JOSEPH	IN	$69,881.15	1986	1990	Redevelopment
481 - XXX	ABANDONED RAILROAD ACQ AND DEV	ROSELAND PARK BOARD	ST JOSEPH	IN	$10,400.00	1991	1999	Combination
497 - XXX	F.D. SCHURZ, SR. ENVIR ED CTR PH II	ST. JOSEPH COUNTY PARK BOARD	ST JOSEPH	IN	$57,483.00	1993	1999	Combination
543 - XXX	SCARBROUGH PARK AND WALKERTON TRAIL	WALKERTON PARK BOARD	ST JOSEPH	IN	$147,771.00	2004	2008	Combination
550 - XXX	SPICER LAKE NATURE PRESERVE	ST. JOSEPH COUNTY PARK BOARD	ST JOSEPH	IN	$200,000.00	2005	2009	Combination
151 - XXX	BELLEVILLE GARDENS ACQ.	SOUTH BEND PARK BOARD	ST. JOSEPH	IN	$17,500.00	1973	1975	Acquisition
223 - XXX	POTATO CREEK DEVELOPMENT	DEPT. OF NATURAL RESOURCES	ST. JOSEPH	IN	$2,001,889.53	1975	1979	Development
274 - XXX	ST PATRICK'S FARM ACQUISITION	ST. JOSEPH COUNTY PARK BOARD	ST. JOSEPH	IN	$125,000.00	1977	1978	Acquisition
313 - XXX	D/SPICER LAKE NATURE PRESERVE	ST. JOSEPH COUNTY PARK BOARD	ST. JOSEPH	IN	$21,661.05	1978	1980	Combination
352 - XXX	ST. JOSEPH RIVER, MONROE/LASALLE	SOUTH BEND PARK BOARD	ST. JOSEPH	IN	$76,812.50	1979	1983	Development
368 - XXX	D/ST. PATRICK'S COUNTY PK - PHASE II	ST. JOSEPH COUNTY PARK BOARD	ST. JOSEPH	IN	$396,789.09	1980	1984	Combination
376 - XXX	POTATO CREEK S.R.A. /PHASE II	DEPT. OF NATURAL RESOURCES	ST. JOSEPH	IN	$539,927.48	1980	1984	Development
397 - XXX	D/TOLL ROAD FIELD	ROSELAND PARK BOARD	ST. JOSEPH	IN	$19,838.49	1981	1985	Combination
400 - XXX	D/SPICER LAKE NATURE PRESERVE-PH II	ST. JOSEPH COUNTY PARK BOARD	ST. JOSEPH	IN	$131,200.00	1981	1989	Combination
439 - XXX	EAST BANK TRAIL	SOUTH BEND PARK BOARD	ST. JOSEPH	IN	$100,000.00	1985	1989	Combination
475 - XXX	SPICER LAKE/F.D. SCHURZ ENVIR ED CTR	ST. JOSEPH COUNTY PARK BOARD	ST. JOSEPH	IN	$100,000.00	1991	1996	Development
77 - XXX	BASS LAKE BEACH AND CAMPGROUND	DEPT. OF NATURAL RESOURCES	STARKE	IN	$20,997.50	1971	1973	Development
343 - XXX	D/HAMLET PARK	HAMLET PARK BOARD	STARKE	IN	$11,715.00	1979	1983	Combination
6 - XXX	POKAGON PARK	DEPT. OF NATURAL RESOURCES	STEUBEN	IN	$31,400.00	1966	1968	Acquisition
36 - XXX	POKAGON STATE PARK	DEPT. OF NATURAL RESOURCES	STEUBEN	IN	$116,140.04	1967	1967	Development
126 - XXX	POKAGON TOBOGGAN RUN	DEPT. OF NATURAL RESOURCES	STEUBEN	IN	$120,624.34	1972	1975	Development
281 - XXX	D/ANGOLA NEIGHBORHOOD PARK	ANGOLA PARK BOARD	STEUBEN	IN	$15,300.00	1977	1982	Combination
282 - XXX	ANGOLA COMM PK	ANGOLA PARK BOARD	STEUBEN	IN	$89,102.73	1977	1980	Combination
432 - XXX	POKAGON CAMPING FACILITIES	DEPT. OF NATURAL RESOURCES	STEUBEN	IN	$162,000.00	1985	1989	Development
435 - XXX	LOON LAKE NATURE PRESERVE	DEPT. OF NATURAL RESOURCES	STEUBEN	IN	$20,000.00	1984	1989	Acquisition
503 - XXX	ANGOLA COMMONS PARK	ANGOLA PARK BOARD	STEUBEN	IN	$75,000.00	1994	1999	Combination
571 - XXX	TRINE STATE RECREATION AREA	DEPT. OF NATURAL RESOURCES	STEUBEN	IN	$768,117.00	2010	2014	Development
280 - XXX	SULLIVAN CITY PARK	SULLIVAN PARK BOARD	SULLIVAN	IN	$119,000.00	1977	1980	Combination
295 - XXX	SHAKAMAK BATHHOUSE RENOVATION	DEPT. OF NATURAL RESOURCES	SULLIVAN	IN	$71,459.65	1977	1980	Development
444 - XXX	BLUFF PARK IMPROVEMENTS	MEROM PARK BOARD	SULLIVAN	IN	$10,830.00	1985	1989	Development
474 - XXX	SHAKAMAK POOL AND BATHHOUSE	DEPT. OF NATURAL RESOURCES	SULLIVAN	IN	$120,246.53	1990	1994	Development
451 - XXX	MARKLAND DAM PARK	SWITZERLAND COUNTY PARK	SWITZERLAND	IN	$75,000.00	1986	1992	Development
479 - XXX	RIVERFRONT PARK	VEVAY PARK BOARD	SWITZERLAND	IN	$100,000.00	1991	1996	Development
28 - XXX	TIPPECANOE COUNTY FAIRGROUNDS	TIPPECANOE COUNTY PARK BOARD	TIPPECANOE	IN	$3,351.28	1967	1969	Development
101 - XXX	WABASH RIVER PARK ACQ	LAFAYETTE PARK BOARD	TIPPECANOE	IN	$276,675.00	1971	1973	Acquisition
115 - XXX	WABASH RIVER GOLF COURSE	LAFAYETTE PARK BOARD	TIPPECANOE	IN	$389,250.00	1972	1975	Development

121 - XXX	RIVERFRONT PARK - I	WEST LAFAYETTE PARK BOARD	TIPPECANOE	IN	$70,000.00	1972	1974	Combination
155 - XXX	HAPPY HOLLOW PARK ACQ.	WEST LAFAYETTE PARK BOARD	TIPPECANOE	IN	$23,500.00	1973	1975	Acquisition
256 - XXX	TOMMY JOHNSTON PK	WEST LAFAYETTE PARK BOARD	TIPPECANOE	IN	$80,625.00	1976	1979	Combination
275 - XXX	D/TIPPECANOE BATTLEFIELD ACQ	TIPPECANOE COUNTY PARK BOARD	TIPPECANOE	IN	$195,382.12	1977	1981	Combination
279 - XXX	HANNA PARK	LAFAYETTE PARK BOARD	TIPPECANOE	IN	$141,500.00	1977	1982	Combination
345 - XXX	D/McCAW PARK (MUNGER PARK)	LAFAYETTE PARK BOARD	TIPPECANOE	IN	$142,125.25	1979	1980	Acquisition
494 - XXX	CELERY BOG	WEST LAFAYETTE PARK BOARD	TIPPECANOE	IN	$75,000.00	1993	1998	Combination
506 - XXX	D/CELERY BOG-PHASE II	WEST LAFAYETTE PARK BOARD	TIPPECANOE	IN	$75,000.00	1995	1999	Combination
515 - XXX	CELERY BOG - PHASE III	WEST LAFAYETTE PARK BOARD	TIPPECANOE	IN	$63,918.75	1997	1999	Combination
517 - XXX	D/CELERY BOG-PH IV-LILLY NATURE CENTER	WEST LAFAYETTE PARK BOARD	TIPPECANOE	IN	$200,000.00	2000	2005	Combination
532 - XXX	PROPHETSTOWN STATE PARK ACQUISITION	DEPT. OF NATURAL RESOURCES	TIPPECANOE	IN	$2,627,993.00	2002	2008	Acquisition
23 - XXX	TIPTON SWIMMING POOL	TIPTON PARK BOARD	TIPTON	IN	$98,580.00	1967	1969	Development
249 - XXX	KEMPTON PARK	KEMPTON PARK BOARD	TIPTON	IN	$3,150.00	1976	1978	Development
89 - XXX	WHITEWATER DOCKS AND OAR BUILDING	DEPT. OF NATURAL RESOURCES	UNION	IN	$4,638.60	1971	1974	Development
91 - XXX	WHITEWATER SEWAGE IMPROVEMENTS	DEPT. OF NATURAL RESOURCES	UNION	IN	$159,899.23	1971	1973	Development
301 - XXX	WHITEWATER STATE PARK IMPROVEMENTS	DEPT. OF NATURAL RESOURCES	UNION	IN	$579,999.96	1977	1980	Development
303 - XXX	QUAKERTOWN STATE REC AREA	DEPT. OF NATURAL RESOURCES	UNION	IN	$188,210.23	1977	1980	Development
436 - XXX	WHITEWATER DAM RENOVATION	DEPT. OF NATURAL RESOURCES	UNION	IN	$124,250.00	1985	1989	Development
13 - XXX	LORRAINE & GARVIN SWIMMING POOLS	EVANSVILLE PARK BOARD	VANDERBURGH	IN	$160,104.79	1967	1969	Development
86 - XXX	WESSELMAN PARK NATURE CENTER	EVANSVILLE PARK BOARD	VANDERBURGH	IN	$80,000.00	1971	1974	Development
93 - XXX	RIVERFRONT PARK	EVANSVILLE PARK BOARD	VANDERBURGH	IN	$72,000.00	1971	1974	Development
94 - XXX	STREAM VALLEY PARK	EVANSVILLE-VANDERBURGH COUNTY	VANDERBURGH	IN	$191,500.92	1972	1975	Acquisition
100 - XXX	ANTHONY C. OATES MEMORIAL PARK	EVANSVILLE PARK BOARD	VANDERBURGH	IN	$265,000.00	1971	1975	Development
109 - XXX	GOLFMOOR PARK	EVANSVILLE PARK BOARD	VANDERBURGH	IN	$88,587.00	1972	1975	Development
224 - XXX	STREAM VALLEY PARK-PHASE II	EVANSVILLE-VANDERBURGH COUNTY	VANDERBURGH	IN	$75,000.00	1973	1978	Acquisition
288 - XXX	BURDETTE PARK	VANDERBURGH COUNTY PARK BOARD	VANDERBURGH	IN	$51,773.55	1977	1980	Development
333 - XXX	KLEYMEYER PARK DEVELOPMENT	EVANSVILLE PARK BOARD	VANDERBURGH	IN	$511,995.67	1979	1983	Development
334 - C	STATEWIDE FY 79 CONSOLIDATED GRANT	EVANSVILLE PARK BOARD	VANDERBURGH	IN	$22,594.54	1979	1983	Development
390 - XXX	WILLIAM J. MOUTOUX PARK	EVANSVILLE PARK BOARD	VANDERBURGH	IN	$45,100.00	1981	1985	Development
496 - XXX	D/PIGEON CREEK GREENWAY PASSAGE	EVANSVILLE PARK BOARD	VANDERBURGH	IN	$75,000.00	1993	2001	Combination
103 - XXX	BLANFORD PARK	VERMILLION COUNTY PARK BOARD	VERMILLION	IN	$10,634.38	1972	1973	Development
144 - XXX	FAIRVIEW PARK PROJECT	VERMILLION COUNTY PARK BOARD	VERMILLION	IN	$7,200.00	1973	1975	Development
208 - XXX	MILLER COMMUNITY PARK	VERMILLION COUNTY PARK BOARD	VERMILLION	IN	$15,965.29	1975	1977	Development
286 - XXX	PERRYSVILLE PARK	VERMILLION COUNTY PARK BOARD	VERMILLION	IN	$7,000.00	1977	1980	Development
112 - XXX	PRAIRIE CREEK ACQUISITION	VIGO COUNTY PARK BOARD	VIGO	IN	$13,510.00	1972	1973	Acquisition
146 - XXX	PRAIRIE CREEK PARK	VIGO COUNTY PARK BOARD	VIGO	IN	$75,586.30	1973	1975	Development
152 - XXX	TERRE HAUTE GOLF COURSE	TERRE HAUTE PARK BOARD	VIGO	IN	$493,241.50	1973	1977	Combination
348 - XXX	D/HAWTHORN PARK-PHASE I	VIGO COUNTY PARK BOARD	VIGO	IN	$150,000.00	1979	1984	Combination
360 - XXX	SPENCER FIELD RENOVATION	TERRE HAUTE PARK BOARD	VIGO	IN	$238,550.00	1979	1983	Development
387 - XXX	VOORHEES PARK	TERRE HAUTE PARK BOARD	VIGO	IN	$50,000.00	1981	1985	Redevelopment
394 - XXX	HAWTHORN PARK-PHASE II	VIGO COUNTY PARK BOARD	VIGO	IN	$50,000.00	1981	1985	Development
406 - XXX	FAIRBANKS PARK DEVELOPMENT	TERRE HAUTE PARK BOARD	VIGO	IN	$220,000.00	1983	1984	Development
410 - XXX	HAWTHORN PARK - PHASE III	VIGO COUNTY PARK BOARD	VIGO	IN	$50,000.00	1983	1984	Development
266 - XXX	ROANN PARK DEV	ROANN PARK BOARD	WABASH	IN	$4,920.73	1977	1979	Development
290 - XXX	WABASH CITY PARK	WABASH PARK BOARD	WABASH	IN	$7,085.21	1977	1978	Development
291 - XXX	CHARLEY CREEK FALLS PK	WABASH PARK BOARD	WABASH	IN	$5,809.00	1977	1978	Development
82 - XXX	NEWBURGH PARK AND SWIMMING POOL	NEWBURGH PARK BOARD	WARRICK	IN	$111,076.39	1971	1973	Combination
383 - XXX	AMAX ATHLETIC FIELD	NEWBURGH PARK BOARD	WARRICK	IN	$50,000.00	1981	1985	Development
186 - XXX	CHRISTIAN CHURCH PLAYGROUND	SALEM PARK BOARD	WASHINGTON	IN	$10,728.00	1975	1977	Combination
316 - XXX	D/SALEM COMMUNITY PARK	SALEM PARK BOARD	WASHINGTON	IN	$34,206.83	1978	1980	Development
536 - XXX	DELANEY CREEK PARK IMPROVEMENTS	WASHINGTON COUNTY PARK BOARD	WASHINGTON	IN	$120,934.00	2003	2008	Development
325 - XXX	WHITEWATER VALLEY GORGE PARK	RICHMOND PARK BOARD	WAYNE	IN	$137,736.00	1978	1981	Acquisition
356 - XXX	GLEN MILLER PARK LAKE	RICHMOND PARK BOARD	WAYNE	IN	$84,086.98	1979	1983	Development
462 - XXX	SPRINGWOOD LAKE PARK RENOVATION	RICHMOND PARK BOARD	WAYNE	IN	$100,000.00	1988	1992	Development
8 - XXX	OUABACHE STATE RECREATION AREA	DEPT. OF NATURAL RESOURCES	WELLS	IN	$18,750.00	1967	1967	Acquisition
95 - XXX	BLUFFTON SWIMMING POOL	BLUFFTON PARK BOARD	WELLS	IN	$153,505.23	1971	1975	Combination
159 - XXX	ROUSH PARK PAVILION	BLUFFTON PARK BOARD	WELLS	IN	$21,250.00	1973	1975	Development

164 - XXX	OUABACHE WATER SUPPLY IMPROVEMENTS	DEPT. OF NATURAL RESOURCES	WELLS	IN	$26,100.00	1974	1976	Development
182 - XXX	OUABACHE STATE REC. AREA DEV.	DEPT. OF NATURAL RESOURCES	WELLS	IN	$469,333.51	1974	1977	Development
300 - XXX	OUABACHE CAMPGROUND & RESTROOMS	DEPT. OF NATURAL RESOURCES	WELLS	IN	$267,483.08	1978	1980	Development
574 - XXX	ALTHERR PARK	MONTICELLO PARK BOARD	WHITE	IN	$200,000.00	2011	2014	Combination
149 - XXX	CHURUBUSCO COMMUNITY PARK	CHURUBUSCO PARK BOARD	WHITLEY	IN	$14,715.00	1973	1975	Acquisition
242 - XXX	MORSCHES PARK	COLUMBIA CITY PARK BOARD	WHITLEY	IN	$19,781.51	1976	1979	Development
252 - XXX	CHURUBUSCO PK DEV	CHURUBUSCO PARK BOARD	WHITLEY	IN	$8,906.56	1976	1979	Development
261 - XXX	MORSCHES PARK-PHASE II	COLUMBIA CITY PARK BOARD	WHITLEY	IN	$10,250.00	1976	1979	Development
427 - XXX	MORSCHES PARK-PHASE III	COLUMBIA CITY PARK BOARD	WHITLEY	IN	$60,835.00	1984	1989	Development
457 - XXX	D/GALE HAGAN MEMORIAL PARK	SOUTH WHITLEY PARK BOARD	WHITLEY	IN	$48,720.00	1987	1992	Combination
525 - XXX	D/KENNETH WRIGHT PARK	COLUMBIA CITY PARK BOARD	WHITLEY	IN	$94,479.50	2002	2006	Combination

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