

**Indiana Department of Transportation**

County Morgan

Route State Road (SR) 39

Des. No. 1592915

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

**Road No./County:**

State Road (SR) 39 / Morgan County

**Designation Number:**

1592915

**Project Description/Termini:**

SR 39 road and drainage improvements, from Plaza Drive, approximately 0.17 mile north of Rogers Road to the approach slab of the White River bridge crossing, approximately 0.30 mile southeast of its junction with SR 67, for a total of approximately 2.37 miles. Drainage improvements will occur along Hacker Drive extending approximately 0.24 mile west from its intersection with SR 39 to Robin Run, then approximately 0.06 mile north to Nutter Ditch for a total of 0.30 mile.

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

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

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

**Approval**

\_\_\_\_\_  
ESM Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
ES Signature

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Date

**Release for Public Involvement**

\_\_\_\_\_  
ESM Initials

\_\_\_\_\_  
Date

\_\_\_\_\_  
ES Initials

\_\_\_\_\_  
Date

**Certification of Public Involvement**

\_\_\_\_\_  
Office of Public Involvement

\_\_\_\_\_  
Date

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

INDOT ES/District Env.

Reviewer Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Susan Castle, Metric Environmental, LLC

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Part I - PUBLIC INVOLVEMENT

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

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

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

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

Remarks:

Notice of Survey:

Notice of entry letters were mailed to potentially affected property owners near the project area on April 28, 2018 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, pages G-1 to G-3.

Project Update Meeting:

A public information meeting was held on September 17, 2018, at the Martinsville High School, 1360 E. Gray Street in Martinsville. Announcements of the meeting were published on the Indiana Department of Transportation (INDOT) and I-69 Section 6 list serves via e-mail and text, and a press release was issued. This meeting was not specific to SR 39; however, the public was informed that improvements to SR 39 would be accelerated as SR 39 would be part of the official detour route for I-69 construction phases in Martinsville. Only one comment was received from this meeting relative to SR 39. This comment suggested SR 39 should be improved off alignment. This comment is included in Appendix G, page G-4.

Kitchen Table Meetings:

In addition to the public information meeting, INDOT has held kitchen table meetings with affected property owners along the SR 39 corridor. The intent of these meetings was for an INDOT representative to meet one on one with affected property owners to discuss property acquisition and potential impacts to individual parcels based on the proposed design. This included identification of residential drinking water wells, septic systems, or other constraints that would affect either the roadway design or impacts on a parcel. The meetings are also intended to confirm that, when warranted, affected property owners understand the property acquisition process. As part of the project development, kitchen table meetings have been held with the majority of affected property owners along SR 39. Two property owners provided comments (Appendix G, pages G-5 to G-6).

Opportunity for Public Meeting:

The project does not meet any of the conditions set by the current Indiana Department of Transportation (INDOT) Public Involvement Manual that require formal public involvement; however, the project sponsor has decided in the best interest to inform the public to hold a public meeting. A legal notice will appear in a local publication, advertising the public meeting. This document will be revised after the public meeting is fulfilled.

INDOT Office of Public Involvement replied to the early coordination letter on June 4, 2018 offering ways to include the public and considerations of which to be aware (Appendix C, page C-13). HNTB has met numerous times with the Mayor, director of public works, and city engineer as well as with the county drainage board and other county officials to discuss this project during design stages. Although public involvement is not legally required for this project, an advertisement will be published and the public will be notified that a public meeting will be held. This document will be revised after the public meeting.

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Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?

Yes No X

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

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Seymour
Local Name of the Facility: SR 39

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

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

PURPOSE AND NEED:

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

Need: The need for this project is due to deteriorating pavement along SR 39. The roadway has moderate to severe transverse cracking, longitudinal cracks and spalling with corner breaks in the concrete section and moderate severity block and wheel path map cracking in the composite pavement. Some portions of the project area do not meet design standards regarding shoulder width. The roadway drains directly to adjacent properties, causing frequent ponding issues, which does not meet current design standards.

Purpose: The purpose of this project is to extend the life of the existing pavement, address inadequate shoulders, and provide improved drainage.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Morgan Municipality: Martinsville

Limits of Proposed Work: SR 39 road and drainage improvements, from Plaza Drive, approximately 0.17 mile north of Rogers Road to the approach slab of the White River bridge crossing, approximately 0.30 mile southeast of its junction with SR 67, for a total of approximately 2.37 miles. Drainage improvements will occur along Hacker Drive extending 0.24 mile west from its intersection with SR 39 to Robin Run, then approximately 0.06 mile north to Nutter Ditch for a total of 0.30 mile. The total project length is approximately 2.67 miles.

Total Work Length: 2.67 Mile(s) Total Work Area: N/A Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? Yes No X
Date:

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

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

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### **Location:**

INDOT intends to proceed with road and drainage improvements along SR 39, from Plaza Drive, approximately 0.17 mile north of Rogers Road to the approach slab of the White River bridge crossing, approximately 0.30 mile southeast of its junction with SR 67, for a total of approximately 2.37 miles. Drainage improvements will occur along Hacker Drive extending 0.24 mile west from its intersection with SR 39 to Robin Run, then approximately 0.06 mile north to Nutter Ditch, Martinsville, Washington Township, Morgan County, Indiana (Appendix B, page B-1). Specifically, the project is located in Sections 4, 5, 8, 9, and 32, Township 11 and 12 North, Range 1 East in the 7.5-Minute Martinsville, Indiana United States Geological Survey topographic quadrangle (Appendix B, page B-2).

### **Existing Conditions:**

From Plaza Drive, approximately 0.17 mile north of Rogers Road to Hacker Drive / Burton Lane, SR 39 (Morton Avenue), an Urban Arterial, consists of a two-lane road with 12 feet wide travel lanes and no dedicated turn lanes (Appendix B, pages B-4 to B-5). From Hacker Drive / Burton Lane to South Josephine Street / West Chestnut Street, SR 39 travel lanes are reduced to 11 feet wide with a 13 feet wide center turn lane (Appendix B, pages B-5 to B-6). From South Josephine Street / West Chestnut Street to South Harriet Street the travel lanes are divided by a 5 feet wide median (Appendix B, page B-6). At Harriet Street, SR 39 turns left (northerly) and Morton Avenue continues straight (northeasterly) (Appendix B, page B-6). At Harriet Street, SR 39 is approximately 60 feet wide and consists of 4 travel lanes which include one south bound lane from SR 39, one southwest bound lane from Morton Avenue, one north bound dedicated left turn lane onto SR 39, and one northeast bound lane onto Morton Avenue (Appendix B, page B-6). From Harriett Street to the end of the project limits at the White River bridge approach slabs, SR 39 consists of a two-lane road with 12 feet wide travel lanes (Appendix B, pages B-6 to B-10). There is one south bound dedicated left turn lane and two 6 feet wide to 10 feet wide grass medians at Morgan Street (Appendix B, page B-9). SR 39 is adjoined with 2 feet wide to 14 feet wide paved and unpaved shoulders throughout the project limits. From 0.17 mile north of Rogers Road to Hacker Drive / Burton Lane the posted speed limit along SR 39 is 45 miles per hour (MPH). At Hacker Driver / Burton Lane the speed limit is reduced to 35 MPH. Approximately 300 feet (0.06 mile) southwest of the intersection of SR 39, Morton Avenue, and Harriet Street the speed limit is reduced to 30 MPH and returns to 35 MPH approximately 180 feet (0.03 mile) north of the intersection of SR 39, Morton Avenue, and Harriet Street. At West Mitchell Avenue, the speed limit is 45 MPH to the end of the project limits at the White River bridge approach slabs.

The roadway has moderate to severe transverse cracking, longitudinal cracks and spalling with corner breaks in the concrete section and moderate severity block and wheel path map cracking in the composite pavement. Some portions of the project area do not meet design standards regarding shoulder width. The existing SR 39 and Hacker Drive do not have formal storm sewer or ditch systems. The roadway drains directly to adjacent properties, causing frequent ponding issues, which does not meet current design standards.

Hacker Drive, a local road, consists of an unmarked two-lane road approximately 15 to 18 feet wide (Appendix B, page B-11). No shoulders or sidewalks exist along Hacker Drive. Hacker Drive terminates approximately 250 feet west of its intersection with Robin Run. Although not posted, the speed limit along Hacker Drive is 25 MPH.

Land use in the project area consists of primarily commercial and residential developments. The northern end of the project area is predominantly agricultural on both sides of SR 39 to the White River. Water, gas, telephone, electric, and cable utilities are present within and adjacent to the project limits. A 2011 aerial photograph, ground level photograph locations, and photographs are provided in Appendix B, pages B-3 to B-55.

### **Preferred Alternative:**

The preferred alternative will include full depth shoulder widening, mill and overlay, and pavement patching along SR 39 (Appendix B, page B-3 and B-56 to B-70). Full depth widening will be conducted at the road approach to McDaniel Road, Hacker Drive, Burton Lane, W. Poston Road, S. Josephine Street / W. Chestnut Street to the east, W. York Street, S. Josephine to the west, W. Randolph Street, W. Garfield Avenue, W. Summer Avenue, W. Mitchell Avenue to the west, W. Morgan Street, and several driveways (Appendix B, pages B-62 to B-69). Mill and overlay will be conducted at the road approach to S. Catherine Street, W. Chestnut Street to the west, and S. Harriet Street (Appendix B, page B-64). Pavement patching will be required along Hacker Drive (Appendix B, page B-71).

A new 54 inch (in.) storm sewer pipe will be installed along Hacker Drive and will outfall into Nutter Ditch, above the ordinary high water mark (OHWM), impacting 0.009 acre of Wetland A. Approximately 37 tons of revetment riprap will be installed on 64 square yards of geotextile at the outlet. A new enclosed storm sewer system will be installed along SR 39. The depth of excavation will be 6 feet to 12 feet (Appendix B, page B-71).

Curb ramps, concrete sidewalks and detectable warning surfaces will be installed on the southeast side of SR 39, north of McDaniel Road, for a length of approximately 300 feet (Appendix B, pages B-62 to B-63). The existing pavement, island and curb at Burton Lane will be removed and resurfaced (Appendix B, page B-63). The three existing islands and curbs at the intersection of Morton Avenue and S. Harriet Street will be removed and resurfaced (Appendix B, page B-64). The existing pavement, island and curb at W.

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Morgan Street will be removed and graded to drain to an existing inlet (Appendix B, page B-68).

Approximately 400 feet of existing guardrail will be removed and replaced with new guardrail at the west side of SR 39, between two driveways, south of W. Garfield Avenue (Appendix B, page B-66). Indiana Southern Railroad will not be impacted by this project as currently planned (Appendix B, page B-67). New guardrail will be installed along the northeast side of SR 39, north of Indiana Southern Railroad, for a distance of approximately 1,200 feet (Appendix B, pages B-67 to B-68). An existing headwall, wingwalls, driveway, and guardrail will be removed along SR 39, south of W. Morgan Street (Appendix B, page B-68). Approximately 500 feet of retaining wall and concrete railing will be installed on the northeast side of SR 39, south of W. Morgan Street (Appendix B, page B-68 and B-72).

A new span and catenary with tether will be installed on the existing strain poles at the intersection of SR 39 at Hacker Drive. A new 36 foot strain pole, on new foundation, will be installed at the north quadrant of SR 39 at S. Harriet. Two new spans and catenaries with tether will also be installed at the intersection of SR 39 at S. Harriet.

In order to accommodate the I-69 Section 6 detour route, the proposed improvements will temporarily convert SR 39 from one travel lane in each direction to two travel lanes in each direction from Plaza Drive, approximately 0.17 mile north of Rogers Road, to just south of the Indiana Southern Railroad tracks (Appendix B, page B-3). This temporary improvement will be completed by re-striping the roadway. From the Indiana Southern Railroad tracks to approximately 300 feet south of West Morgan Street, SR 39 will remain a two-way street, one travel lane in each direction (Appendix B, page B-3). From approximately 300 feet south of West Morgan Street to 1,000 feet north of West Morgan Street, SR 39 will be widened and temporarily consist of two northbound travel lanes and one southbound travel lane with a left turn lane to West Morgan Street (Appendix B, page B-3). From approximately 1,000 feet north of West Morgan Street to approximately 250 feet south of the end of the approach slab of the White River bridge crossing, SR 39 will remain a two-way street, one travel lane in each direction (Appendix B, page B-3). From approximately 250 feet south of the end of the approach slab of the White River bridge crossing to the approach bridge lab, SR 39 will be widened and temporarily consist of two travel lanes in each direction (Appendix B, page B-3). A south bound left turn lane to Burton Lane and a north bound left turn lane to Hacker drive will be added on SR 39. An additional north bound left turn lane will be added at the intersection of Morton Avenue and S. Harriet Street.

Originally, there was off alignment traffic signal and antenna work included in this contract. The work included adding emergency vehicle pre-emption antennas to the existing signals at E. Morgan Street at S. Main Street, E. Morgan Street at S. Home Avenue, E. Morgan Street at Hospital Drive, and E. Washington Street at S. Main Street. A temporary traffic signal was to be installed at the intersection of E. Morgan Street at S. Jefferson Street. Based on further coordination with INDOT and Federal Highway Administration (FHWA) this work was removed from this project and included in a different contract and will be analyzed in a separate NEPA analysis.

Once I-69 construction is complete, SR 39 will revert to two-way traffic with one lane in each direction and a two-way left turn lane (TWLTL). This will require the temporary striping to be removed and new striping installed.

### **Maintenance of Traffic:**

Construction will likely be conducted in phases; however, the maintenance of traffic (MOT) has not been approved yet. The proposed MOT is described in the MOT section in this document.

### **Logical Termini**

The logical terminus for this project starts where the I-69 and SR 39 interchange improvements end on the southern terminus of the project and the previously completed SR 39 bridge over the White River on the northern end of the project. This project has independent utility and will maintain and improve the existing infrastructure.

### **Summary:**

The preferred alternative includes full depth shoulder widening, mill and overlay, pavement patching, and installing new storm sewers. The preferred alternative meets the purpose and need of the project by extending the life of the pavement and improving the SR 39 drainage through the addition of storm sewers. The preferred alternative will also accommodate increased traffic during I-69 construction by increasing the SR 39 roadway capacity through re-striping of the roadway with additional through and turn lanes.

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### OTHER ALTERNATIVES CONSIDERED:

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

Alternative 1: Alternative 1 consists of the original project scope as proposed in the State Transportation Improvement Program (STIP). This included pavement repair and Hot Mix Asphalt (HMA) without the addition of an enclosed storm sewer system. As this alternative would not address ponding issues, it was removed from further consideration.

Alternative 2: The Do-Nothing Alternative was determined not to meet the project purpose and need as it would not correct deterioration of SR 39 or address ponding issues; therefore, it was removed from further consideration.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe)

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

### ROADWAY CHARACTER:

Functional Classification:	SR 39 Urban Arterial (Intermediate)			
Current ADT:	8,000 VPD	2019	Design Year	
	29,200 VPD	2019 during SR 37 closure	ADT:	12,300 VPD 2039
Design Hour Volume (DHV):	810 VPH	2019	Truck Percentage (%)	
	2,500 VPH	2019 during SR 37 closure		16%
Designed Speed (mph):	30 mph to 45 mph		Legal Speed (mph):	30 mph to 45 mph

**Existing**

**Proposed**

Number of Lanes:	2	4 to 5 (I-69 Detour) 2 to 3 (Permanent)
Type of Lanes:	Vehicular two-way	Vehicular two-way and turn
Pavement Width:	24 to 60 ft.	44 to 55 ft.
Shoulder Width:	2 to 14 ft.	1.5 to 3 ft.
Median Width:	4 to 10 ft.	N/A ft.
Sidewalk Width:	N/A ft.	5 ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

Functional Classification:	Hacker Drive Local Road			
Current ADT:	400 VPD	2019	Design Year	
			ADT:	400 VPD 2039
Design Hour Volume (DHV):	40 VPH	2019	Truck Percentage (%)	
				2%
Designed Speed (mph):	25 mph		Legal Speed (mph):	25 mph

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	Existing		Proposed
Number of Lanes:	2		2
Type of Lanes:	Vehicular two-way		Vehicular two-way
Pavement Width:	15 to 18	ft.	15 to 18
Shoulder Width:	0	ft.	0
Median Width:	0	ft.	0
Sidewalk Width:	0	ft.	0

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

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

### DESIGN CRITERIA FOR BRIDGES:

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

	Existing		Proposed
Bridge Type:	N/A		N/A
Number of Spans:	N/A		N/A
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	N/A	ft.	N/A
Length of Channel Work:	N/A		N/A

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

Remarks: This undertaking does not involve any work upon bridges; however, the table below describes impacts to small structures during this project. Also, an enclosed storm sewer, including inlets, manholes, pipes, curbs, and gutters will be installed throughout the project limits along SR 39. Some existing pipes will be removed, some existing pipes will be filled in place, and some existing pipes will remain in use (Appendix B, pages B-61 to B-68). The depth of excavation will be 6 feet to 12 feet.

Structure 8145 - Remove existing pipe. One 96 linear feet of 30 in. pipe with two pipe end sections will be installed. At the west end of the pipe, 13 tons of Class 1 riprap will be installed on 28 square yards of geotextiles. (Appendix B, page B-64).
Structure 88A - Remove existing pipe. One 68 linear feet of 27 in. pipe with one pipe end section will be installed on the west end with 8 tons of revetment riprap on 18 square yards of geotextiles. A headwall will be installed at the east end of the pipe with 5 tons of revetment riprap on 18 square yards of geotextiles. (Appendix B, page B-65).
Structure 8207 - One inlet and 64 linear feet of 15 in. pipe with one pipe end section on the east side will be installed. At the west end of the pipe, 3 tons of revetment riprap will be installed on 9 square yards of geotextiles. (Appendix B, page B-65).
Structure 313 - One 54 linear feet of 18 in. pipe with two pipe end sections will be installed under a driveway (Appendix B, Page B-67).
All sediment will be removed from one 15 in. diameter culvert located beneath W. Mitchell Avenue at SR 39 (Appendix B, page B-67).
The existing headwalls and wingwalls will be removed from culvert CV-039-055-17.10 and the culvert will be filled with flowable fill (Appendix B, page B-68).
Structure 8305 - One manhole and 238 linear feet of 54 in. pipe with one pipe end section will be installed. At the outfall to Nutter Ditch, 37 tons of revetment riprap on 64 square yards of geotextiles will be installed. (Appendix B, page B-71).

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Will the structure be rehabilitated or replaced as part of the project?  Yes  No  N/A  
*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

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

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

Remarks:

The Maintenance of Traffic (MOT) for the project will require phased construction including temporary closures, local detours, and the use of temporary barriers during storm sewer construction. Flagging operations will be utilized where one lane in each direction cannot be maintained.

To the extent practical, pavement widening and overlays will be completed on one side of the roadway and then the newly constructed pavement will be utilized to maintain traffic (Appendix B, pages B-74 to B-89). Traffic will be maintained on SR 39 during construction.

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

It is the responsibility of the project sponsor to provide at least a two-week notice prior to construction to notify school systems and emergency responders that would block or limit access. Notification and all signs, lights and barricades utilized for traffic maintenance will be in accordance with current INDOT standard specifications and the Indiana Manual on Uniform Traffic Control Devices.

**ESTIMATED PROJECT COST AND SCHEDULE:**

	Advance acquisition under MAP-21	
Engineering:	\$100,000 (2019)	
<u>\$15,000 (2017)</u>	Right-of-Way:	<u>\$40,000 (2020)</u>
	Construction:	<u>\$7,138,386 (2020)</u>

Anticipated Start Date of Construction: Spring 2020

August 29, 2016, Amendment #16-24 Fiscal Year (FY) 2016-2019 Appendix H, Pages H-1 to H-2.  
 December 6, 2018, Amendment #18-33 FY 2018-2021 Appendix H, Pages H-3 to H-4.  
 February 7, 2019, Amendment #18-36 FY 2018-2021 Appendix H, Pages H-5 to H-6.

Date project incorporated into STIP \_\_\_\_\_

Is the project in an MPO Area?  Yes  No



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If yes,

Name of MPO \_\_\_\_\_

Location of Project in TIP \_\_\_\_\_

Date of incorporation by reference into the STIP \_\_\_\_\_

<b>RIGHT OF WAY:</b>
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Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.000	0.259
Commercial	0.000	0.083
Agricultural	0.648 (easement)	0.000
Forest	0.000	0.000
Wetlands	0.000	0.000
Other: Undeveloped commercial	0.000	0.032
Other:	0.000	0.000
<b>TOTAL</b>	<b>0.648</b>	<b>0.374</b>

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

Remarks: The existing right-of-way within the project corridor varies from approximately 23 feet to 80 feet from edge of pavement. The project requires reacquisition of approximately 0.266 acre of right-of-way from one undeveloped commercial property (Appendix B, pages B-92 to B-93). Approximately 0.648 acre of perpetual easement will be acquired from an agricultural field, north of Hacker Drive, to install a new storm sewer pipe and outfall (Appendix B, page B-94). The project also requires approximately 0.374 acre of temporary right-of-way from twelve residential, commercial, and undeveloped commercial properties to reconstruct the driveways (Appendix B, pages B-90 to B-92 and B-94). The total amount of right-of-way (reacquired, perpetual easement, and temporary) is 1.288 acres.

On April 15, 2019, a Categorical Exclusion 1 was approved for advanced property acquisition of 15 parcels associated with this project. Property acquisition is for temporary right-of-way from parcels, reacquisition of apparent existing right-of-way for two parcels, and acquisition of a permanent drainage easement from one parcel. No relocations will be required. For reference see the table below.

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

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

<b>SECTION A – ECOLOGICAL RESOURCES</b>
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	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Nationwide Rivers Inventory (NRI) listed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Outstanding Rivers List for Indiana	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Navigable Waterways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Remarks:** Based on a desktop review, a site visit on April 24 and November 8, 9 and 23, 2018 by Lochmueller Group, the aerial map of the project area (Appendix B, page B-3), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page E-13), there are three streams and rivers located within the 0.5 mile search radius. The nearest stream, Nutter Ditch is located within the project limits.

The West Fork of White River, located approximately 340 feet (0.06 mile) north of the end of the project limits on SR 39, is listed in the Nationwide Rivers Inventory, Listing of Outstanding Rivers and Streams, and Navigable Waterways. The West Fork of White River is not located within the project limits; therefore, no impacts are expected.

The nearest stream, Nutter Ditch, flows from northeast to southwest under SR 39, north of the Indiana Southern Railroad. No impacts are anticipated to Nutter Ditch at this location (Appendix B, page B-67). Nutter Ditch is also located approximately 330 feet north of Hacker Drive. The new storm sewer to be installed, north of Hacker Drive, will outfall to Nutter Ditch; however, there will be no impacts below the OHWM (Appendix B, page B-71). Mitigation will not be required.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project dated December 1, 2018 and approved by INDOT Ecology and Waterway Permitting Office on December 31, 2018. Please refer to Appendix F, pages F-1 to F-56 for the *Waters of the U.S. Determination / Wetland Delineation Report* and INDOT approval. It was determined that Nutter Ditch is likely Waters of the U.S. No impacts below the OHWM of Nutter Ditch are anticipated. The US Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Early coordination letters were sent to Indiana Department of Natural Resources (IDNR) Division of Fish & Wildlife (DFW) and USACE Louisville District, on June 1, 2018 (Appendix C, pages C-1 to C-3).

In a letter dated June 28, 2018, the IDNR-DFW recommended minimizing in-channel disturbance, avoid waterway disturbance from April 1 through June 30, no construction of any temporary stream diversion systems, and erosion and sediment control (Appendix C, pages C-4 to C-5).

This project meets the criteria for programmatic coordination under the *United States Fish and Wildlife Service (USFWS) Interim Policy For the Review of Highway Transportation Projects in Indiana (USFWS Interim Policy)*. USFWS standard recommendations as they relate to streams and watercourses include restricting below low-water work, minimize the use of riprap, erosion and sediment control methods, and avoid work within the inundated part of the stream April 1 through June 30.

The USACE Louisville District did not respond to the early coordination letter.

Due to proposed design changes and additions (e.g., construction limits, new 54 inch storm sewer pipe with outfall, and purpose and need statement) recoordination was conducted with all of the previous agencies and McDaniel's Field on March 25, 2019. The recoordination letter and list of recipients is located in Appendix C, pages C-45 to C-46.

All applicable IDNR-DFW and USFWS standard recommendations are included in the Environmental Commitments section of this CE document.

Other Surface Waters	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detention Basins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Indiana Department of Transportation

County Morgan Route State Road (SR) 39 Des. No. 1592915

Remarks: Based on a desktop review, a site visit on April 24 and November 8, 9 and 23, 2018 by Lochmueller Group, the aerial map of the project area (Appendix B, page B-3), and the water resources map in the RFI report (Appendix E, page E-13), there are 6 lakes located within the 0.5 mile search radius. The nearest lake, Spring Lake, is located approximately 68 feet west, at its nearest point, from the paved shoulder of SR 39. Planned construction activities in this area includes HMA for approaches, compacted aggregate and number 53 stone on subgrade, compacted aggregate pavement, mill and overlay, full depth saw cut, installation of an integral concrete curb (vertical), installation of a modified combined concrete curb and gutter, removing existing guardrail, and installing new guardrail. All construction activities near Spring Lake will be limited to SR 39 and 3 feet from edge of pavement. Therefore, no impacts to Spring Lake are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project dated December 1, 2018 and approved by INDOT Ecology and Waterway Permitting Office on December 31, 2018. Please refer to Appendix F, pages F-1 to F-56 for the *Waters of the U.S. Determination / Wetland Delineation Report* and INDOT approval. It was determined that Spring Lake is not likely to be considered a Waters of the U.S. due to its primary intended purpose as a storm water retention feature.

An early coordination letter was sent to IDNR- DFW on June 1, 2018 (Appendix C, pages C-1 to C-3). In a letter dated June 28, 2018, the IDNR-DFW recommended erosion and sediment control (Appendix C, pages C-4 to C-5).

This project meets the criteria for programmatic coordination of the USFWS Interim Policy, which lists standard recommendations regarding erosion and sediment control methods.

All applicable IDNR-DFW and USFWS standard recommendations are included in the Environmental Commitments section of this CE document.

	<b>Presence</b>	<b>Impacts</b>	
	<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<b>Wetlands</b>			

Total wetland area: 0.009 acre(s) Total wetland area impacted: 0.009 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
A	Palustrine, Emergent Persistent (PEM1)	0.009	0.009	Wetland A is located along the south bank of Nutter Ditch.

<b>Wetlands (Mark all that apply)</b>	<b>Documentation</b>	<b>ES Approval Dates</b>
Wetland Determination	<input checked="" type="checkbox"/>	<b>December 31, 2018</b>
Wetland Delineation	<input checked="" type="checkbox"/>	<b>December 31, 2018</b>
USACE Isolated Waters Determination	<input type="checkbox"/>	
Mitigation Plan	<input type="checkbox"/>	

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

Substantial adverse impacts to adjacent homes, business or other improved properties;	<input checked="" type="checkbox"/>
Substantially increased project costs;	<input type="checkbox"/>
Unique engineering, traffic, maintenance, or safety problems;	<input type="checkbox"/>
Substantial adverse social, economic, or environmental impacts, or	<input type="checkbox"/>
The project not meeting the identified needs.	<input checked="" type="checkbox"/>

## Indiana Department of Transportation

County Morgan Route State Road (SR) 39 Des. No. 1592915

*Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.*

Remarks: Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), the USGS topographic map (Appendix B page B-2), and the RFI report (Appendix E, page E-13) showed there are 36 wetlands located within the 0.5 mile search radius and 1 wetland is found within the project area.

A site visit was conducted on April 24 and November 8, 9 and 23, 2018 by Lochmueller Group. One Wetland, Wetland A, approximately 0.009 acre in size, was identified on a low elevation, narrow bench along the left bank (south side) of Nutter Ditch, immediately downstream of an elliptical corrugated metal pipe (CMP) where the proposed Hacker Drive storm sewer will discharge (Appendix F, page F-31). Wetland A directly abuts Nutter Creek, a relatively permanent waterway (RPW) that discharges directly into a large gravel quarry lake classified as Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded, Excavated (L1UBHx), which is directly connected to the White River, considered to be a traditionally navigable waterway (TNW). The *U.S. Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook* (U.S. Army Corps of Engineers 2007) states the agency will assert jurisdiction over “non-navigable tributaries of TNWs that are relatively permanent (i.e., the tributaries typically flow year-round or have continuous flow at least seasonally) and wetlands that directly abuts such tributaries”. Therefore, Wetland A is considered to be a jurisdictional wetland feature due to its connectivity to an RPW. Wetland A cannot be avoided due to the elevation of the stream and the outfall of the pipe. Approximately 0.009 acre of Wetland A will be impacted due to installing the storm sewer outfall. No mitigation is anticipated.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project dated December 1, 2018 and approved by INDOT Ecology and Waterway Permitting Office on December 31, 2018. Please refer to Appendix F, pages F-1 to F-56 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that Wetland A is likely Waters of the U.S. Approximately 0.009 acre of Wetland A is anticipated to be impacted by the installation of a 54 in. outfall pipe to Nutter Creek. The USACE makes all final determinations regarding jurisdiction. Early coordination letters were sent to IDNR-DFW, Indiana Department of Environmental Management (IDEM) Proposed Roadway Construction Projects, and USACE Louisville District on June 1, 2018 (Appendix C, pages C-1 to C-3).

In a letter dated June 28, 2018, the IDNR-DFW did not include recommendations to avoid or minimize impacts to wetlands (Appendix C, pages C-4 to C-5).

In a letter dated April 24, 2019, the IDNR-DFW responded to the recoordination letter dated March 25, 2019. The recoordination letter is located in Appendix C, pages C-45 to C-46. The IDNR-DFW recommended contacting and coordinating with the IDEM 401 program, the USACE 404 program, and mitigating impacts to wetlands at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding (Appendix C, page C-47).

No other agencies responded to the recoordination letter dated March 25, 2019.

In the standard response letter, IDEM recommended coordinating with the USACE and IDEM to determine wetland permits likely associated with the project (Appendix C, page C-15 to C-16). IDEM’s recommendation is included in the Environmental Commitments section of this CE document.

The USACE Louisville District did not respond to the early coordination letter.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Terrestrial Habitat</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unique or High Quality Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).*

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Remarks: Based on a desktop review, a site visit on April 24 and November 8, 9 and 23, 2018 by Lochmueller Group, the aerial map of the project area (Appendix B, page B-3), the dominate vegetation located within the project area is Reed canary grass (*Phalaris arundinacea*) from the herb stratum. Reed canary grass is a tall, perennial bunchgrass that commonly forms extensive single-species stands along the margins of lakes and streams and in wet open areas. Most of the existing right-of-way is mowed and maintained tall fescue and bluegrass not reed canary grass.

Utility relocations and installation of storm sewer pipes, inlets, and manholes will impact up to 2.916 acres of mowed and maintained lawns and 0.104 acre of farmland. Avoidance alternatives would not be practicable because installation of storm sewer pipes is needed along this corridor and utilities may need to be relocated. Mitigation is not anticipated.

An early coordination letter was sent to IDNR-DFW on June 1, 2018 (Appendix C-1 to C-3). In a letter dated June 28, 2018, IDNR-DFW provided recommendations regarding revegetating, minimizing clearing of trees and brush, and erosion control materials and methods (Appendix C, pages C-4 to C-5).

This project meets the criteria for programmatic coordination of the USFWS Interim Policy, which lists standard recommendations regarding clearing vegetation and implementing erosion and sediment control methods. No trees will be removed as a result of this project.

All applicable IDNR-DFW and USFWS standard recommendations are included in the Environmental Commitments section of this CE document.

*If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.*

**Karst**

	<b>Yes</b>	<b>No</b>
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

*Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)*

Remarks: Based on a desktop review, a site visit on April 24 and November 8, 9 and 23, 2018 by Lochmueller Group, the topo map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, pages E-3 and E-13), the proposed project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). There are no karst features identified within the project area.

An early coordination letter was sent to Indiana Geological Survey (IGS) on June 1, 2018 (Appendix C-1 to C-3). In the early coordination response, IGS did not indicate that karst features may exist in the project area (Appendix C, page C-6). IGS stated that geological hazards include high liquefaction potential and floodway; mineral resources include moderate potential of bedrock and high potential of sand and gravel resources; and active or abandoned mineral resources extraction sites include petroleum exploration wells. No geologic impact beyond that associated with the existing infrastructure is anticipated.

	<u>Presence</u>		<u>Impacts</u>	
	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>
<b>Threatened or Endangered Species</b>				
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is Section 7 formal consultation required for this action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

# Indiana Department of Transportation

County Morgan Route State Road (SR) 39 Des. No. 1592915

Remarks: Based on a desktop review and the RFI (Appendix E, page E-7), completed by Metric dated September 6, 2018, and the IDNR Morgan County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, pages E-17 to E-19). The highlighted species on the list reflect the federal and state identified ETR species located within the county.

An early coordination letter was sent to IDNR-DFW on June 1, 2018 (Appendix C-1 to C-3). According to the IDNR-DFW early coordination response letter dated June 28, 2018 (Appendix C, page C-4), the Natural Heritage Program's Database has been checked. The Bald Eagle (*Haliaeetus leucocephalus*) and the American Badger (*Taxidea taxus*), both state species of special concern, have been documented within 0.5 mile southwest of the southernmost portion of the project area. Also, the following mussel species have been documented in the West Fork White River within 0.5 mile northwest of the project area: Clubshell (*Pleurobema clava*) federal and state endangered, Round Hickorynut (*Obovaria subrotunda*) state endangered, and Kidneyshell (*Ptychobranchus fasciolaris*) state species of special concern. The project area is well over the recommended construction buffer distance to minimize disturbance to potential bald eagles; therefore, IDNR-DFW does not foresee any impacts to the bald eagle as a result of this project. They also do not foresee any impacts to the American badger, its preferred habitat, and mussel species as a result of this project.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA) and USFWS. Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C-23 to C-29) and no additional species were found within the project area. Morgan County is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). In addition, an effect determination key was completed on February 7, 2019, and based on the responses provided, the project was found to "may effect – not likely to adversely affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on February 7, 2019, and requested USFWS's review of the finding (Appendix C, page C-30). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. The concurrence verification letter is located in Appendix C, pages C-31 to C-42. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the *Environmental Commitments* section of this document.

Originally, there was off alignment traffic signal and antenna work included in this contract which was provided in the project description of the IPaC documentation. The work included adding emergency vehicle pre-emption antennas to the existing signals at E. Morgan Street at S. Main Street, E. Morgan Street at S. Home Avenue, E. Morgan Street at Hospital Drive, and E. Washington Street at S. Main Street. A temporary traffic signal was to be installed at the intersection of E. Morgan Street at S. Jefferson Street. Based on further coordination with INDOT and FHWA this work was removed from this project and included in a different contract.

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

## SECTION B – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts	
		Yes	No
Wellhead Protection Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Residential Well(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

## Indiana Department of Transportation

County Morgan Route State Road (SR) 39 Des. No. 1592915

Remarks:

The project is located in Morgan County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. No impacts are expected.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on June 1, 2018 by Metric. A portion of this project is located within a Wellhead Protection Area.

On February 19, 2019, a representative of Metric sent project information to HNTB requesting coordination with the City of Martinsville Water Company and their response regarding potential impacts to features, management measures and requirements to follow, and any commitments to be followed (Appendix C, page C-44). On February 19, 2019, a representative of HNTB sent the project information to the City of Martinsville Water Company (Appendix C, page C-43). On February 19, 2019, a representative of the City of Martinsville Water Company indicated that the appropriate personnel have been added to the e-mail and requested confirmation (Appendix C, page C-43). On February 20, 2019, the City of Martinsville Water Department responded to HNTB to send the information (design plans) and if a meeting is necessary to discuss, they can do so (Appendix C, page C-43). No meeting or conference call was held. No information has been received from the City of Martinsville Water Department; therefore, this project will follow the same four firm commitments as the I-69 Section 6 corridor project:

- Where appropriate, especially in karst areas, construct roadside ditches that are grass-lined and connected to filter strips and containment basins. Avoidance of infiltration features within wellhead protection areas (WHPAs) is the preferred approach to minimize groundwater impacts. During the design phase, specific coordination will be conducted with IDEM for any detention/retention facilities planned in WHPAs.
- Prior to construction, heavy equipment parking and turning areas may be located outside the construction limits but within the right of way. Parking and turning areas will be located in areas that do not require additional tree clearing, and will avoid environmentally sensitive areas, such as wetlands, wellhead protection areas (WHPAs) or areas prone to soil erosion.
- Contractors will be required to coordinate with the appropriate utility during the final design phase and during construction with regard to all borrow or disposal areas within wellhead protection areas (WHPAs). Special provisions will be included in contract documents that restrict the storage of construction materials generated by clearing and grubbing or demolition from within the WHPAs.
- In addition to standard spill protection practices required as part of the INDOT Standard Specifications, the Hazardous Materials Spill Response plan will include protocols for daily inspection of chemical tanks, no overnight storage of large equipment, no re-fueling of any equipment, no dumpsters, no concrete wash-out areas, and no fertilizer, pesticide, or herbicide application within the wellhead protection areas. In addition to practices required as part of the INDOT Standard Specifications regarding clearing and grubbing, demolition or other construction practices, INDOT commits to including special provisions to restrict the storage of construction materials generated by clearing and grubbing or demolition from within the wellhead protection areas. INDOT will require contractors to coordinate with the appropriate utility during the final design phase and during construction with regard to all borrow or disposal areas within the wellhead protection areas.

The firm commitments are included in the Environmental Commitments section of this document.

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on January 16, 2019 by Metric. The map indicates there are six wells adjacent to the project area and two wells are located within the project area. HNTB conducted a field visit to confirm the absence or presence of wells. The two wells that appeared to be within the construction limits, based on the website review, are not located within the construction limits. The features will not be affected because they are all located outside of the construction limits. Therefore, no impacts are expected.

Based on a desktop review of the INDOT Municipal Separate Storm Sewer Systems (MS4) website (<https://entapps.indot.in.gov/MS4/>) by Metric on June 13, 2018, and the RFI report; this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on June 13, 2018, to the City of Martinsville (Appendix C, page C-9). The MS4 coordinator did not respond within the 30-day time frame.

This is page 15 of 28 Project name: SR 39 Road and Drainage Improvements Date: May 6, 2019

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Based on a desktop review, a site visit on July 5 and 9, 2018 by Metric, the aerial map of the project area (Appendix B, page B-3) this project is located where there is a public water system. It is anticipated that the public water system will be relocated. The amounts and locations of water line relocations are not yet known. Coordination with the utility company will be on-going with HNTB.

	<b>Presence</b>	<b>Impacts</b>	
<b>Flood Plains</b>		<b>Yes</b>	<b>No</b>
Longitudinal Encroachment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transverse Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".*

Remarks: Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmaps.dnr.in.gov/appsphp/fdms/>) by Metric on January 16, 2019, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, pages F-22 to F-24). HNTB has met numerous times with the Mayor of Martinsville, Director of Public Works, the City of Martinsville Engineer, Monroe County Drainage Board, and other Monroe County Officials. Discussion included a wide variety of topics including construction in a floodway. This project qualifies as a Category 1 per the INDOT CE Manual, which states:

Category 1: "Although this project involves work within the horizontal limits of the 100 year floodplain, no work is being performed below the 100 year flood elevation and as a result this project does not encroach upon the base floodplain."

An early coordination letter was sent to IDNR-DFW on June 1, 2018 (Appendix C-1 to C-3). According to the IDNR-DFW early coordination response letter dated June 28, 2018 (Appendix C, page C-4) this proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1.

In a letter dated April 24, 2019, the IDNR-DFW responded to the recoordination letter date March 25, 2019. The recoordination letter is located in Appendix C, pages C-45 to C-46. The IDNR-DFW indicated that this project may require formal approval from their agency pursuant to the Flood Control Act (IC 14-28-1) to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Coordination will occur with INDOT Ecology and Waterway Permitting to determine what permits will be needed for this project.

	<b>Presence</b>	<b>Impacts</b>	
<b>Farmland</b>		<b>Yes</b>	<b>No</b>
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006\* 76  
*\*If 160 or greater, see CE Manual for guidance.*

*See CE Manual for guidance to determine which NRCS form is appropriate for your project.*

Remarks: Based on a desktop review, a site visit on November 8, 9 and 23, 2018 by Lochmueller Group, the aerial map of the project area (Appendix B, page B-3), there is 0.237 acre of farmland within the project limits as defined by the Farmland Protection Policy Act.

An early coordination letter was sent on January 17, 2019, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 76 on the NRCS-CPA-106 Form (Appendix C, pages C-10 to C-11). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating.

This is page 16 of 28 Project name: SR 39 Road and Drainage Improvements Date: May 6, 2019



## Indiana Department of Transportation

County Morgan

Route State Road (SR) 39

Des. No. 1592915

<b>SECTION C – CULTURAL RESOURCES</b>
---------------------------------------

Minor Projects PA Clearance	<b>Category</b> B	<b>Type</b> 2, 3, and 9	<b>INDOT Approval Dates</b> November 9, 2018	<b>N/A</b>
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Eligible and/or Listed  
Resource Present

**Results of Research**

Archaeology	
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

**Project Effect**

No Historic Properties Affected       No Adverse Effect       Adverse Effect

Documentation  
Prepared

**Documentation** (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report			
Historic Property Report			
Archaeological Records Check/ Review			
Archaeological Phase Ia Survey Report			
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination			
800.11 Documentation			

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

*Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.*

Remarks: On November 9, 2018 the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B, Type 2, 3, and 9 under the Minor Projects Programmatic Agreement (MPPA), (Appendix D, pages D-1 to D-4). Category B-2 includes the installation of new lighting, signals, signage and other traffic control devices. Category B-3 includes construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening. Category B-9 includes the installation, replacement, repair, lining, or extension of culverts and other drainage structures. All three categories include conditions with regards to work in previously disturbed soils and Above-Ground Resources.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area of the find will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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County Morgan

Route State Road (SR) 39

Des. No. 1592915

**SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES**

**Section 4(f) Involvement** (mark all that apply)

**Parks & Other Recreational Land**

- Publicly owned park
- Publicly owned recreation area
- Other (school, state/national forest, bikeway, etc.)

Presence

X
X

Use

Yes	No
	X
	X

Evaluations

Prepared

Programmatic Section 4(f)*	
“De minimis” Impact*	
Individual Section 4(f)	

FHWA

Approval date

--

**Wildlife & Waterfowl Refuges**

- National Wildlife Refuge
- National Natural Landmark
- State Wildlife Area
- State Nature Preserve

Presence


Use

Yes	No

Evaluations

Prepared

Programmatic Section 4(f)*	
“De minimis” Impact*	
Individual Section 4(f)	

FHWA

Approval date

--

**Historic Properties**

- Sites eligible and/or listed on the NRHP

Presence

--

Use

Yes	No

Evaluations

Prepared

Programmatic Section 4(f)*	
“De minimis” Impact*	
Individual Section 4(f)	

FHWA

Approval date

--

*\*FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.*

*Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, “de minimis” and Individual Section 4(f) evaluations please refer to the “Procedural Manual for the Preparation of Environmental Studies”. Discuss proposed alternatives that satisfy the requirements of Section 4(f).*

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

Based on a desktop review, a site visit on July 5 and 9, 2018 by Metric, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-13), there are four 4(f) resources located within 0.5 mile of the project. The closest facility, Doris Daily Park, is located approximately 0.26 mile east of the project area. One trail, the Poston Road Elementary School Trail, is an open park/forest trail located approximately 0.34 mile southeast of the project area.

There are no 4(f) resources within or adjacent to the project area. Therefore, no impacts or use are expected.

<b>Section 6(f) Involvement</b>	<u>Presence</u>	<u>Use</u>	
<b>Section 6(f) Property</b>	<input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>

*Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.*

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

A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) website at <https://www.lwcfcoalition.com/tools> revealed a total of four properties in Morgan County (Appendix I, page I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

### SECTION E – Air Quality

**Air Quality**

<b>Conformity Status of the Project</b>		<b>Yes</b>	<b>No</b>
Is the project in an air quality non-attainment or maintenance area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If YES, then:			
Is the project in the most current MPO TIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the project is NOT exempt from conformity, then:			
Is the project in the Transportation Plan (TP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Level of MSAT Analysis required?

Level 1a  Level 1b  Level 2  Level 3  Level 4  Level 5

Remarks: This project is included in the FY 2016-2019 by Amendment #16-24 , dated August 29, 2016, Appendix H, Pages H-1 to H-2; FY 2018-2021 by Amendment #18-33, dated December 6, 2018, Appendix H, Pages H-3 to H-4; and FY 2018-2021 by Amendment #18-36, dated February 7, 2019, Appendix H, Pages H-5 to H-6.

This project is located in Morgan County, which is currently in attainment for all criteria pollutants, according to ([http://www.in.gov/idem/airquality/files/nonattainment\\_county\\_list.pdf](http://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf)). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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The purpose of this project is to extend the life of the existing pavement, address inadequate shoulders, and provide improved drainage. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

### SECTION F - NOISE

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

	No	Yes/ Date
<b>ES Review of Noise Analysis</b>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: This project includes adding travel lanes along SR 39; however, the added travel lanes will be for temporary use during construction of Section 6 of I-69, and will be removed and converted to a TWLTL after construction of Section 6 of I-69 is complete.

Therefore, this project is a Type III project. In accordance with 23 CFR 772 and the *INDOT Traffic Noise Analysis Policy*, this action does not require a formal noise analysis.

### SECTION G – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the community have an approved transition plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, are steps being made to advance the community's transition plan?	<input type="checkbox"/>	<input type="checkbox"/>
Does the project comply with the transition plan? (explain in the remarks box)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: Based on Metric's review of local special events or festivals on January 11, 2019, at [www.indianafestivals.org](http://www.indianafestivals.org) there are seven events in Martinsville, Indiana throughout the year:

- Morgan County Antique Machinery Association's 27<sup>th</sup> Annual Show at Martinsville, June 22 to 23, 2019
- Artie Fest at Martinsville Courthouse Square, July 12 to 13, 2019
- Morgan County Fair at Martinsville Fairgrounds, July 26 to August 3, 2019
- Fall Harvest Celebration at Martinsville Hunter's Honey Farm, September 15, 2019
- Old Town Waverly Park Festival at Martinsville Old Town Park at Waverly, September 28 to 29, 2019
- Martinsville Chamber Chili Cook-Off and Chalk Art Contest at Martinsville Main Connection, September 28, 2019
- Morgan County Fall Foliage Festival at Martinsville Courthouse Square, October 10 to 13, 2019

If these events are held during the proposed construction activities, the commute times to events may be impacted. Announcements regarding construction activities will be published on the INDOT social media pages and coordination with the community will occur to minimize disruption to the extent possible.

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Early coordination letters were sent to U.S. Department of Housing & Urban Development (HUD), Morgan County Surveyor, Morgan County Highway Department, and Morgan County Commissioner on June 1, 2018 (Appendix C, pages C-1 to C-3). The agencies did not respond to the early coordination letter.

The City of Martinsville maintains an American with Disabilities Act (ADA) Transition Plan, dated August 29, 2012. ADA compliant curb ramps and concrete sidewalks will be installed on the southeast side of SR 39, north of McDaniel Road, for a length of approximately 300 feet. No other sidewalks will be altered from this project.

SR 39 will be the official detour during the SR 37 closure and construction of I-69. This will result in a temporary increase in traffic along SR 39. Once the construction on I-69 is complete, this portion of SR 39 will be reverted to its existing condition with no permanent change to traffic patterns or volumes.

### Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Yes  No

Remarks:

Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment, which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

SR 39 will be the official detour during the SR 37 closure and construction of I-69. This will result in a temporary increase in traffic along SR 39. Once the construction on I-69 is complete, this portion of SR 39 will be reverted to its existing condition with no permanent change to traffic patterns or volumes.

### Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

Yes  No

Remarks:

Based on a desktop review, a site visit on July 5 and 9, 2018 by Metric, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-2), there are 27 facilities located within the 0.5 mile of the project. Since the RFI was completed, the project limits have changed. The project is now proposed to begin approximately 0.17 mile north of Rogers Road at Plaza Drive; therefore, the Metropolitan School District (MSD) of Martinsville school bus garage is no longer adjacent to the project. The MSD of Martinsville has been involved with the project development process and in attendance at the preliminary field check for this project. The MSD did not raise any concerns with regards to the proposed project.

Two facilities, on one parcel, associated with Emmanuel Apostolic Church are located adjacent to the project area; however, no work is anticipated during this project that will impact the facilities. A kitchen table meeting was held with the Emmanuel Apostolic Church. The church is not concerned with the right-of-way or driveway reconstruction; however, the church is concerned about access to and from church services while SR 39 is being utilized as a detour. Access will be maintained to the church during construction.

An early coordination letter was sent to INDOT Office of Aviation on June 1, 2018 (Appendix C-1 to C-3). In the early coordination response, the INDOT Office of Aviation indicated an Indiana Tall Structure permit would not be required unless the project involves the construction of a temporary (e.g., crane) or permanent structure that exceeds 200 feet above ground level (Appendix C, page C-12).

A recoordination letter was sent to INDOT Office of Aviation on March 25, 2019. No additional response was received.

Coordination with INDOT utilities and railroads has been initiated and is on-going. The Indiana Southern Railroad will be avoided during this project. The INDOT railroad coordinator will be preparing a railroad certification for this project.

An early coordination letter, dated June 1, 2018 and recoordination letter dated March 25, 2019 was sent to McDaniel's Field, a private airport. No response was received. Kitchen table meetings have been held with the McDaniel's Field property owner regarding various parcels he owns within Martinsville; however, there has been no discussion of the private airport.

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**Environmental Justice (EJ) (Presidential EO 12898)**

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

Remarks: Under FHWA Order 6640.23A, FHWA and INDOT, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. This project will have fewer than two relocations and will require less than 0.5 acre of additional permanent right-of-way; therefore, an EJ analysis is not required.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

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

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

If a BIS or CSRS is required, discuss the results in the remarks box.

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

Utility coordination is being conducted by the designer. It is anticipated that utilities will need to be relocated; however, the amounts and locations are not known at this time. Coordination with the utility companies will be on-going. Vectren Gas, noted as Indiana Gas on the pipe line layers available from IndianaMap, has multiple lines and pipe risers in the project vicinity. Utility relocation work plans are in preparation and will be executed. All utility relocations will be completed prior to construction.

**SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

Documentation

**Hazardous Materials & Regulated Substances (Mark all that apply)**

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

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

No    Yes/ Date

ES Review of Investigations		Yes / September 7, 2018

Include a summary of findings for each investigation.

Remarks: An RFI was completed by Metric, dated September 6, 2018 and signed by INDOT Site Assessment & Management (SAM) on September 7, 2018 (Appendix E, Pages E-1 to E-19). Due to changes in the project limits, two addendums to the RFI were completed.

RFI Addendum #1 was completed due to expansion of the project limits to include the installation of a storm sewer outfall along Hacker Drive with an extension north through an agricultural field and an outfall to Nutter Ditch, above the OHWM. The depth of excavation will be approximately 9.8 feet to 13 feet below ground surface (bgs). This addendum to the RFI was dated October 24, 2018 and signed by INDOT SAM on January 18, 2019. Based on the addendum to the RFI, two additional NWI Line segments were identified within the 0.5-mile search radius. The nearest NWI line segment

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is located approximately 78 feet (0.01 mile) north of the proposed outfall. No additional changes were identified within the project limits that will impact the project. No impact is expected (Appendix E, pages E-19 to E-23).

RFI Addendum #2 was completed due to the addition of temporary signals. The second addendum to the RFI was dated February 21, 2019 and was approved on February 22, 2019. Note that the temporary signals were initially evaluated as part of this project; however, they have been removed and will be included under a separate environmental document.

The project limits along SR 39 have extended to the north since the original approval of the RFI on September 7, 2018. The project is now proposed to begin approximately 0.17 mile north of Rogers Road at Plaza Drive and extend north to approximately 0.30 mile southeast of its junction with SR 67 for a total of approximately 2.37 miles. A desktop review of the RFI data sources was completed for the additional area and one site was noted within the new project limits. This site is listed as Bundy-Voyles, depicted as a cemetery icon on Appendix E, page E-12. Additional research indicated this site is a prehistoric internment associated with archaeological site 12-Mg1 located more than 100 feet north of SR 39 and the icon noted on SR 39 is incorrectly mapped. No other additional resources including petroleum contaminated or hazardous material sites were noted within the project limits. Therefore no additional coordination was completed with INDOT SAM.

Based on the data obtained from the RFI dated September 6, 2018 and the addendum to the RFI dated October 24, 2018, six facilities with hazardous materials of concern were identified within 0.5-mile of the project area that could potentially impact this project. The following recommendations should be followed.

One superfund site is located within the 0.5-mile search radius. The facility, Master Wear (AI ID#: 42939, Regulatory ID#: 7500097), is located approximately 0.5 mile east of the project area. The site was formerly in operation as an industrial dry cleaning facility that used Perchloroethylene (PCE) from 1986 until 1991. Several investigations have been conducted at the site since 1991. The most recent groundwater sampling conducted in December 2015, detected concentrations of PCE above IDEM Remediation Closure Guide (RCG) residential groundwater tap and residential groundwater vapor exposure screening levels. The plume extends offsite several blocks, heading in a west/northwest direction, toward the northern portion of the project area. The PCE plume has not been delineated beyond the Shirley Street and Morgan Street intersection, approximately 0.10 mile east of the project area. If excavation occurs in this area proper removal and disposal of groundwater may be necessary. Coordination will be conducted with IDEM before excavation occurs.

Phillips 66 Company 018048 (AI ID#: 42531, Regulatory ID#: 7657) adjoins the project area near the intersection of SR 39 and Garfield Avenue. According to a review of the documentation on the IDEM Virtual File Cabinet (VFC), ten underground storage tanks (USTs) were removed from the site in December 1977. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. In addition to petroleum contamination, it is likely that lead could be present in the soil/groundwater. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

Arnold Tire Company (AI ID#:42671, Regulatory ID#: 10714) adjoins the project area at 920 Morton Avenue. According to a review of the documentation on the IDEM VFC, one UST was closed in place and was filled with an inert material in April 1986. No further investigation has been conducted. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. In addition to petroleum contamination, it is likely that lead could be present in the soil/groundwater. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

Zephyr Express (AI ID#:41570, Regulatory ID#:8378) adjoins the project area at 895 SR 39. According to the April 27, 2018, *Quarterly Monitoring Report*, the facility has operated as a filling station since 1972. A petroleum release was reported at the site June 13, 2003. The most recent soil samples collected along the SR 39 right-of-way were reported as either non-detect or containing concentrations of benzene, toluene, ethylbenzene, xylenes and methyl-tertiarybutyl-ether (BTEX/MTBE) below applicable IDEM RCG Screening Levels (SLs). During the most recent groundwater monitoring event (March 2018), groundwater samples were analyzed for VOCs and PAHs. Samples collected closest to the SR 39 right-of-way were reported as either non-detect or below IDEM RCG Tap Water SLs (TWSLs). Groundwater impacts above TWSLs are centrally located onsite and appear to be migrating in a west/northwest direction. Groundwater monitoring activities will be ongoing. No impact is expected; however, if excavation occurs in this area, proper removal and disposal of soil and/or groundwater will be necessary.

- Any groundwater monitoring wells encountered in the project area should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the

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INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with 312 IAC 13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

Martinsville Marathon & Bulk Plant (AI ID#: 42982, Regulatory ID#: 2533) adjoins the project area at 729 SR 39 Bypass. The most recent soil samples (November 2007) indicated soil impacted with semi-volatile organic compounds (SVOCs) at depths ranging from 7 to 15 feet below ground surface. Soil samples collected closest to the SR 39 right-of-way were non-detect for SVOCs. Results of the most recent groundwater samples (December 2014), indicated concentrations of polycyclic aromatic hydrocarbons (PAHs) above IDEM TWSLs. Groundwater impacts were noted within the SR 39 right-of-way extending to the west. Benzene was reported at concentrations above IDEM RCG residential groundwater vapor screening levels (RVIGWSLs). An Environmental Restrictive Covenant (ERC), recorded on the property deed September 24, 2015, restricts the use of the site for residential use or daily care purposes, restricts the use and extraction of groundwater for uses other than environmental investigation and/or remediation activities, and requires all disturbed soils are restored in a manner in which contaminants do not present a threat to human health or the environment. Disturbed soils must be disposed of in accordance with all applicable federal and state laws. IDEM issued a NFA finding for the site October 8, 2015. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM, by the Consultant, before further site activities occur.

- Any groundwater monitoring wells encountered in the project area should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with 312 IAC 13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

Schwabs (AI ID#: 47255, Regulatory ID#: 25005) adjoins the project area at 559 West Poston Road. According to the IDEM *Incomplete Closure Information for Facility* letter, dated April 4th, 2011, an inspection of the facility identified no visible sign of active tanks. IDEM records indicated UST closure information was not received and recorded. Documentation identifying tanks registered at the site, spills, leaks, or releases associated with USTs were not encountered during this investigation. In addition to petroleum contamination, lead could be present in the soil/groundwater based upon the possible age of the USTs. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, a Phase II Environmental Site Assessment is recommended.

### SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

**Army Corps of Engineers (404/Section10 Permit)**

Individual Permit (IP)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	



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**IDEM**

Section 401 WQC	<b>X</b>
Isolated Wetlands determination	
Rule 5	<b>X</b>
Other	
Wetland Mitigation required	
Stream Mitigation required	

**IDNR**

Construction in a Floodway	
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	

**US Coast Guard Section 9 Bridge Permit**

**Others (Please discuss in the remarks box below)**


Remarks: On February 18, 2018, a representative of Metric sent a permit determination request to INDOT Ecology and Waterway Permitting Office. On March 4, 2019, a representative of INDOT Ecology and Waterway Permitting Office replied that a 404 and 401 Nationwide Permits (NWP) and Rule 5 permit will be required (Appendix F, pages F-57 to F-59).

It is anticipated that a USACE 404 NWP and an IDEM 401 Water Quality Certificate will be required due to impacting approximately 0.009 acre of Wetland A.

IDEM permit for Erosion Control (Rule 5) will be required, as greater than 1 acre of land will be disturbed.

Based on coordination with INDOT Ecology and Waterway Permitting Office a construction in a floodway permit will not be required.

An Indiana Tall Structure permit will not be required unless the project involves the construction of a temporary (e.g., crane) or permanent structure that exceeds 200 feet above ground level. This project does not involve temporary or permanent structures that will exceed 200 feet above ground level. Therefore, an Indiana Tall Structure permit will not be required.

It will be the responsibility of the designer to submit plans to INDOT Ecology and Waterway Permitting Office to process permits.

**SECTION J- ENVIRONMENTAL COMMITMENTS**

*The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.*

Remarks:

**Firm:**

1. If the scope of work or permanent or temporary right-of-way amounts change, INDOT ESD will be contacted immediately. (INDOT ESD)
2. If a spill occurs or contaminated soils or ground water are encountered during construction, appropriate personal protective equipment (PPE) will be utilized. Contaminated materials will need to be properly handled and disposed of in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of contamination from an Underground Storage Tank system and within 2 hours of discovery of a spill. (INDOT ESD)
3. If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area of the find will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately. (INDOT CRO).
4. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
5. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

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6. Where appropriate, especially in karst areas, construct roadside ditches that are grass-lined and connected to filter strips and containment basins. Avoidance of infiltration features within wellhead protection areas (WHPAs) is the preferred approach to minimize groundwater impacts. During the design phase, specific coordination will be conducted with IDEM for any detention/retention facilities planned in WHPAs. (INDOT/IDNR Groundwater)
7. Prior to construction, heavy equipment parking and turning areas may be located outside the construction limits but within the right of way. Parking and turning areas will be located in areas that do not require additional tree clearing, and will avoid environmentally sensitive areas, such as wetlands, wellhead protection areas (WHPAs) or areas prone to soil erosion. (INDOT/IDNR Groundwater)
8. Contractors will be required to coordinate with the appropriate utility during the final design phase and during construction with regard to all borrow or disposal areas within wellhead protection areas (WHPAs). Special provisions will be included in contract documents that restrict the storage of construction materials generated by clearing and grubbing or demolition from within the WHPAs. (INDOT/IDNR Groundwater)
9. In addition to standard spill protection practices required as part of the INDOT Standard Specifications, the Hazardous Materials Spill Response plan will include protocols for daily inspection of chemical tanks, no overnight storage of large equipment, no re-fueling of any equipment, no dumpsters, no concrete wash-out areas, and no fertilizer, pesticide, or herbicide application within the wellhead protection areas. In addition to practices required as part of the INDOT Standard Specifications regarding clearing and grubbing, demolition or other construction practices, INDOT commits to including special provisions to restrict the storage of construction materials generated by clearing and grubbing or demolition from within the wellhead protection areas. INDOT will require contractors to coordinate with the appropriate utility during the final design phase and during construction with regard to all borrow or disposal areas within the wellhead protection areas. (INDOT/IDNR Groundwater)
10. Master Wear (AI ID#: 42939, Regulatory ID#: 7500097), is located at 28 ½ North Main Street. If excavation occurs along the northern portion of SR 39, proper removal and disposal of groundwater may be necessary. Coordination will be conducted with IDEM before excavation occurs. (INDOT SAM)
11. Phillips 66 Company 018048 (AI ID#: 42531, Regulatory ID#: 7657) adjoins the project area at 682 Adams Building, located at the intersection of SR 39 and Garfield Avenue. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. In addition to petroleum contamination, it is likely that lead could be present in the soil/groundwater. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. (INDOT SAM)
12. Arnold Tire Company (AI ID#:42671, Regulatory ID#: 10714) adjoins the project area at 920 Morton Avenue. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. In addition to petroleum contamination, it is likely that lead could be present in the soil/groundwater. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. (INDOT SAM)
13. Zephyr Express (AI ID#:41570, Regulatory ID#:8378) adjoins the project area at 895 SR 39. No impact is expected; however, if excavation occurs in this area, proper removal and disposal of soil and/or groundwater will be necessary. Any groundwater monitoring wells encountered in the project area should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with 312 IAC 13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned. (INDOT SAM)
14. Martinsville Marathon & Bulk Plant (AI ID#: 42982, Regulatory ID#: 2533) adjoins the project area at 729 SR 39 Bypass. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM, by the Consultant, before further site activities occur. Any groundwater monitoring wells encountered in the project area should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with 312 IAC 13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the

This is page 26 of 28 Project name: SR 39 Road and Drainage Improvements Date: May 6, 2019

## Indiana Department of Transportation

County Morgan Route State Road (SR) 39 Des. No. 1592915

INDOT Project Manager once the well has been abandoned. (INDOT SAM)

15. Schwabs (AI ID#: 47255, Regulatory ID#: 25005) adjoins the project area at 559 West Poston Road. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, a Phase II Environmental Site Assessment is recommended. (INDOT SAM)

**For Further Consideration:**

1. Revegetate all bare and disturbed areas with a mixture of native grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only. (IDNR-DFW)
2. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush. (IDNR-DFW)
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. (IDNR-DFW)
4. Do not construct any temporary runarounds, causeways, cofferdams, pump around or stream diversion systems. (IDNR-DFW)
5. 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. (IDNR-DFW)
6. Seed and protect all disturbed slopes that are 3:1 or steeper with heavy-duty net-free biodegradable erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas. (IDNR-DFW)
7. Restrict channel work and vegetation clearing to the minimum necessary. (USFWS)
8. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
9. Implement temporary erosion and sediment control devices such as placement of riprap check dams in drainage ways and ditches, installation of silt fences, covering exposed areas with erosion control materials, and grading slopes to retain runoff in basins. (USFWS)
10. Use appropriate structures and techniques both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. (IDEM)
11. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. Dirt tracked onto paved roads from unpaved areas should be minimized. (IDEM)
12. The use of cutback asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months of April through October. (IDEM)
13. Stabilize all disturbed areas upon completion of land disturbing activities. (IDEM)
14. Wastes and unused materials shall be managed and disposed of in accordance with all applicable statutes and regulations. (IDEM)
15. A stable construction site access shall be provided at all points of construction traffic ingress and egress to the project site. (IDEM)
16. Public or private roadways shall be kept cleared of accumulated sediment that is a result of run-off or tracking. (IDEM)

## Indiana Department of Transportation

County Morgan

Route State Road (SR) 39

Des. No. 1592915

### SECTION K- EARLY COORDINATION

*Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.*

Remarks:

Agency	Coordination Sent	Coordination Received
Indiana Geological Survey (IGS)	June 1, 2018 N/A	June 1, 2018 N/A
Indiana Department of Transportation (INDOT) Office of Aviation	June 1, 2018 March 25, 2019	June 11, 2018 None Received
National Parks Service, Midwest Regional Office	June 1, 2018 March 25, 2019	None Received None Received
Indiana Department of Natural Resource (IDNR)	June 1, 2018 March 25, 2019	June 28, 2018 April 24, 2019
US Department of Housing and Urban Development (HUD)	June 1, 2018 March 25, 2019	None Received None Received
Office of Planning and Assessment, Indiana Department of Environmental Management (IDEM) Environmental Review Letter	June 1, 2018 N/A	January 17, 2019 N/A
INDOT Office of Public Involvement	June 1, 2018 March 25, 2019	June 4, 2018 None Received
US Army Corps of Engineers (USACE)	June 1, 2018 March 25, 2019	None Received None Received
Morgan County Surveyor	June 1, 2018 March 25, 2019	None Received None Received
Morgan County Highway Department	June 1, 2018 March 25, 2019	None Received None Received
Morgan County Commissioner	June 1, 2018 March 25, 2019	None Received None Received
IDEM Wellhead Proximity Determinator, on-line review	June 1, 2018 N/A	June 1, 2018 N/A
Natural Resources Conservation Service (NRCS)	January 17, 2019 March 25, 2019	January 31, 2019 None Received
MS4 Coordinator	June 13, 2018 March 25, 2019	None Received None Received
McDaniel's Field	March 25, 2019	None Received

## APPENDICES

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**APPENDIX A**  
**INDOT Supporting Documentation**

## Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts</b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
<b>Wetland Impacts</b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
<b>Right-of-way<sup>3</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations</b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat)</b>	"No Effect", "Not likely to Adversely Affect" (Without AMMs <sup>4</sup> or with AMMs required for all projects <sup>5</sup> )	"Not likely to Adversely Affect" (With any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic
<b>Threatened/Endangered Species (Any other species)</b>	Falls within guidelines of USFWS 2013 Interim Policy	"No Effect", "Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>6</sup>
<b>Sole Source Aquifer</b>	Detailed Assessment Not Required	-	-	-	Detailed Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Coastal Zone Consistency</b>	Consistent	-	-	-	Not Consistent
<b>National Wild and Scenic River</b>	Not Present	-	-	-	Present
<b>New Alignment</b>	None	-	-	-	Any
<b>Section 4(f) Impacts</b>	None	-	-	-	Any
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Added Through Lane</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Coast Guard Permit</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>7</sup>
<b>Approval Level</b>	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes	Yes
<ul style="list-style-type: none"> <li>• District Env. Supervisor</li> <li>• Env. Services Division</li> <li>• FHWA</li> </ul>				Yes	Yes

<sup>1</sup>Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup>Permanent and/or temporary right-of-way.

<sup>4</sup>AMMs = Avoidance and Mitigation Measures.

<sup>5</sup>AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as "required for all projects".

<sup>6</sup>Potential for causing a disproportionately high and adverse impact.

<sup>7</sup>Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\*Substantial public or agency controversy may require a higher-level NEPA document.

This project is a CE Level 4 at the request of FHWA.



# **APPENDIX B**

## **Graphics**

P:\2018\18-0020 - HNTB - INDOT - I-69 Section 6 Part 14 - Deliverables\SR 39 from SR 37 to 0.66 mile SE of SR 67\Exhibits\CE\Indiana Map with County Name and Major Roads.dwg



Source: <https://maps.indiana.edu/>

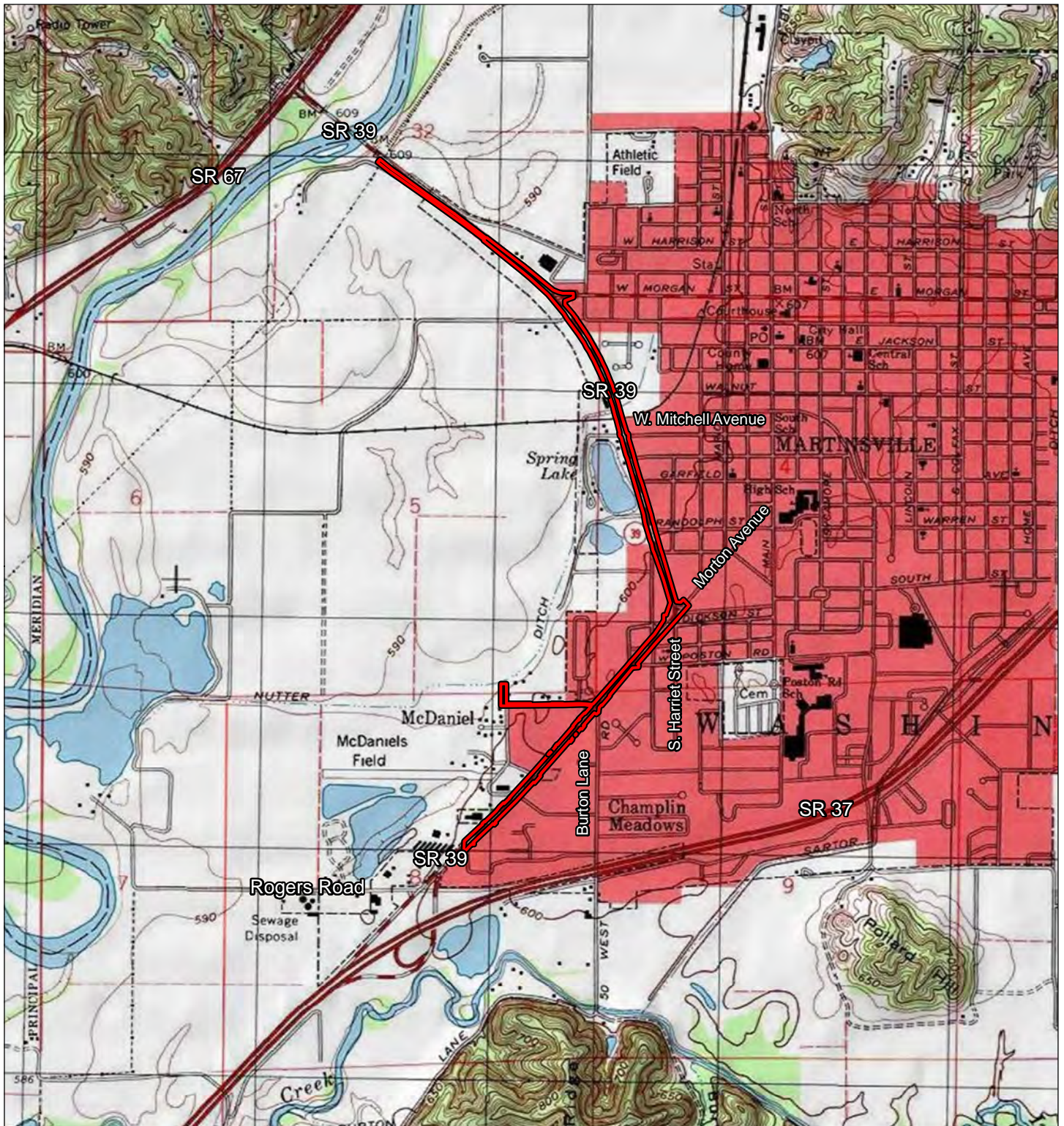
Figure 1. Location Map  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No. 18-0020  
 Map Date: 04/23/2019

Note: All locations are approximate



Not to Scale





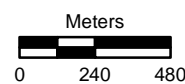
 Project Area

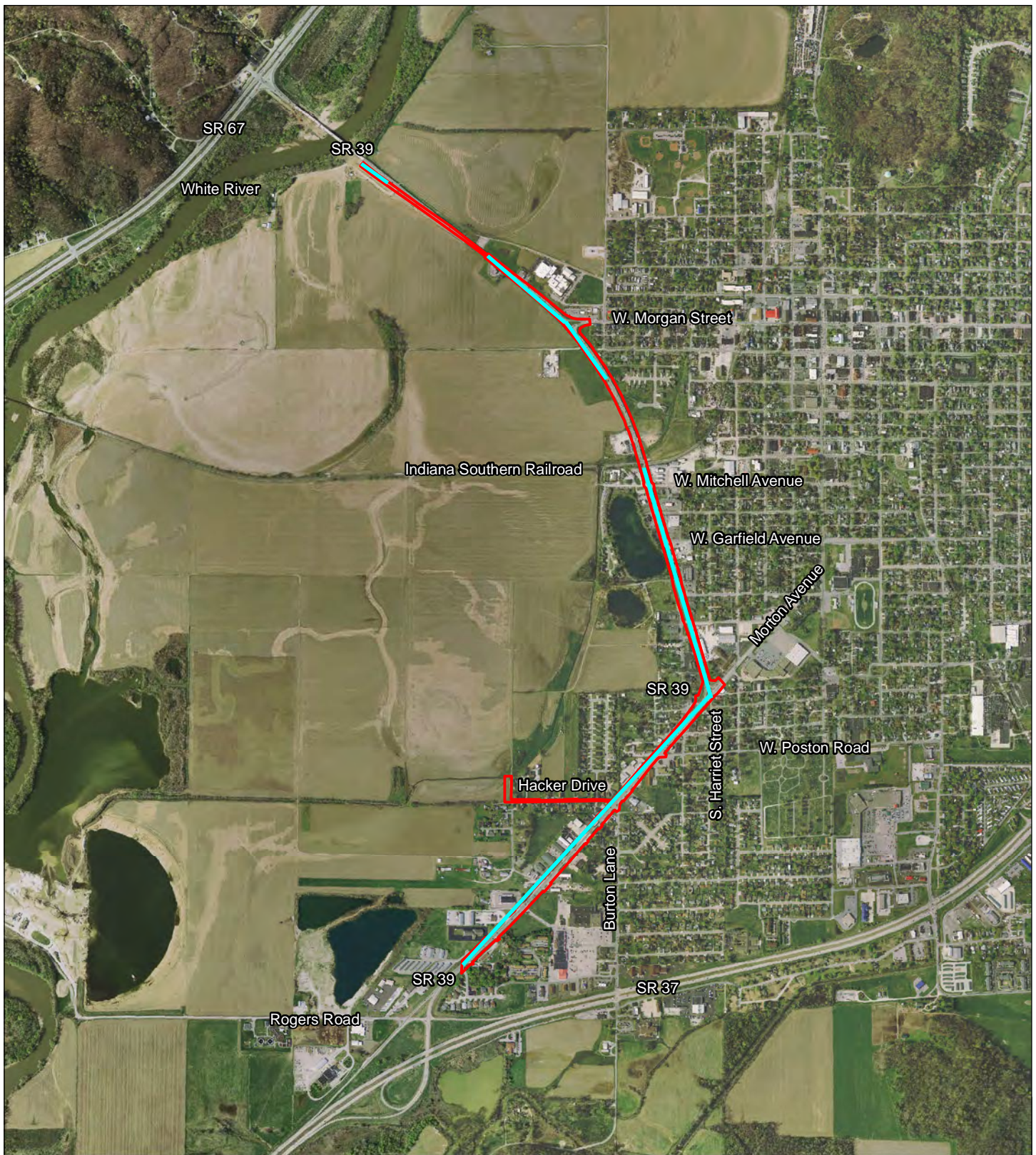
Figure 2. Project area on a portion of the 1998 Martinsville, IN, 7.5 minute quadrangle  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No.18-0020  
 Map Date: 03/25/2019

All Locations Approximate  
 Source: 1998 Martinsville, IN, 7.5 minute quadrangle  
 Service Layer Credits: Copyright: © 2013 National Geographic Society, i-cubed



1 cm = 240 m





Project Area
 ————— Proposed new temporary travel lanes

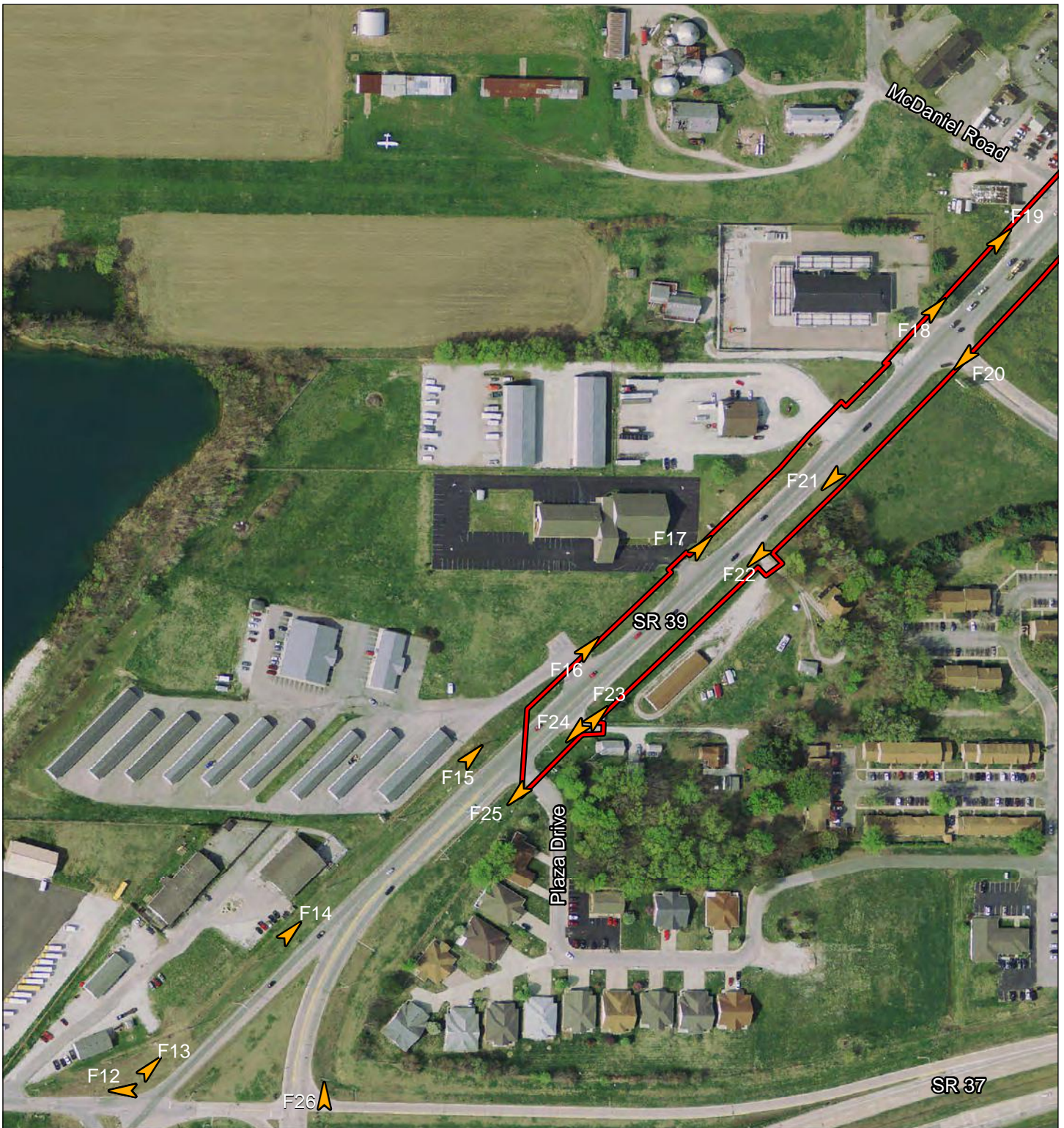
Figure 3. Project area overview on an aerial photograph  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No. 18-0020  
 Map Date: 03/25/2019

All Locations Approximate  
 Source: 2011 Aerial  
<http://gisdb.uits.indiana.edu/singlefile/map/m10000.html>



1 cm = 200 m







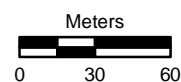
 Photograph Location    
  Project Area

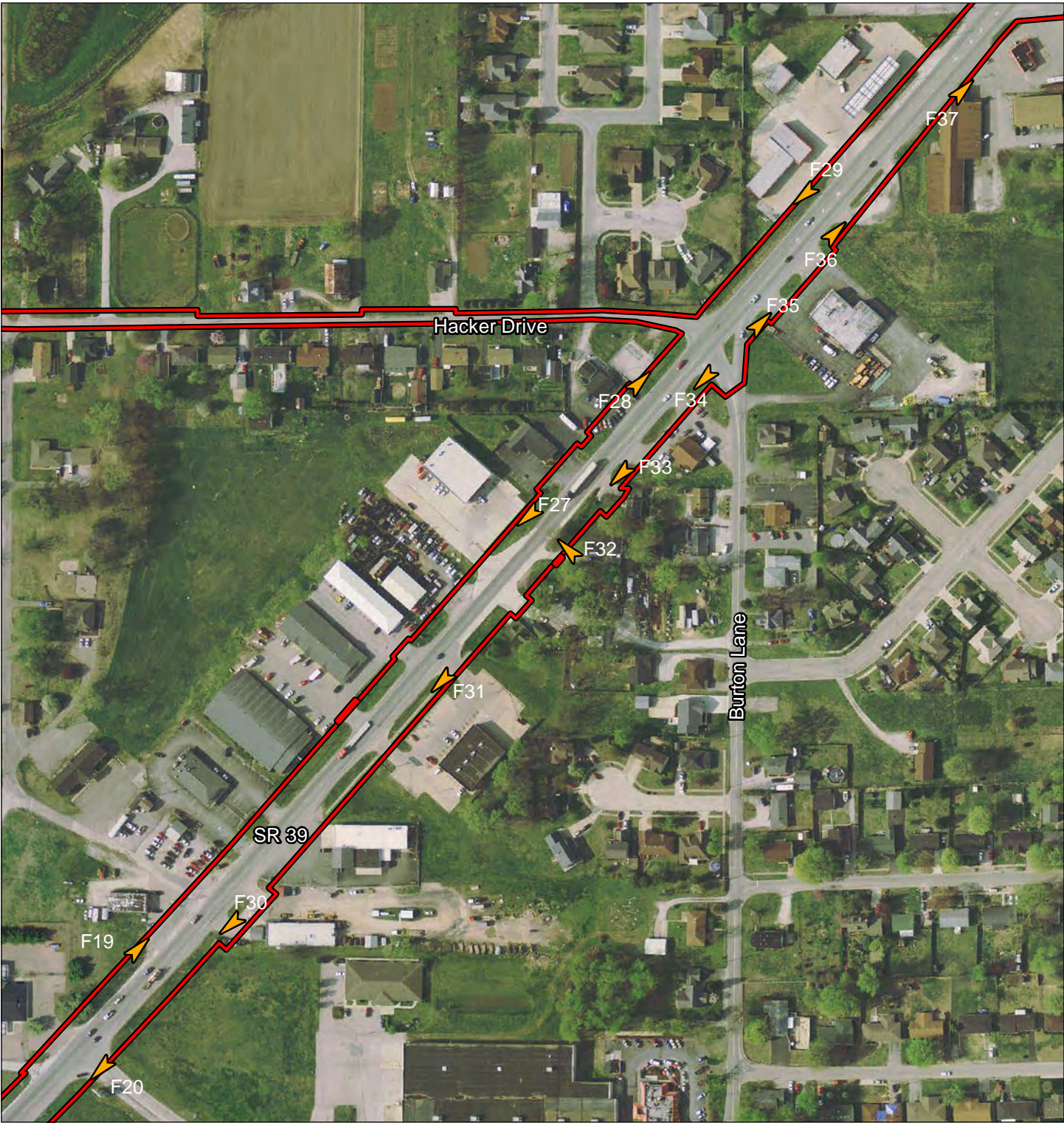
Figure 4. Project area detail on an aerial photograph  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No.18-0020  
 Map Date: 01/28/2019

All Locations Approximate  
 Source: 2011 Aerial  
<http://gisdb.uits.indiana.edu/singlefile/map/m10000.html>



1 cm = 30 m







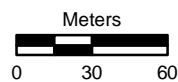
 Photograph Location
  Project Area

Figure 5. Project area detail on an aerial photograph  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No.18-0020  
 Map Date: 01/28/2019

All Locations Approximate  
 Source: 2011 Aerial  
<http://gisdb.uits.indiana.edu/singlefile/map/m10000.html>



1 cm = 30 m







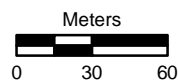
 Photograph Location
  Project Area

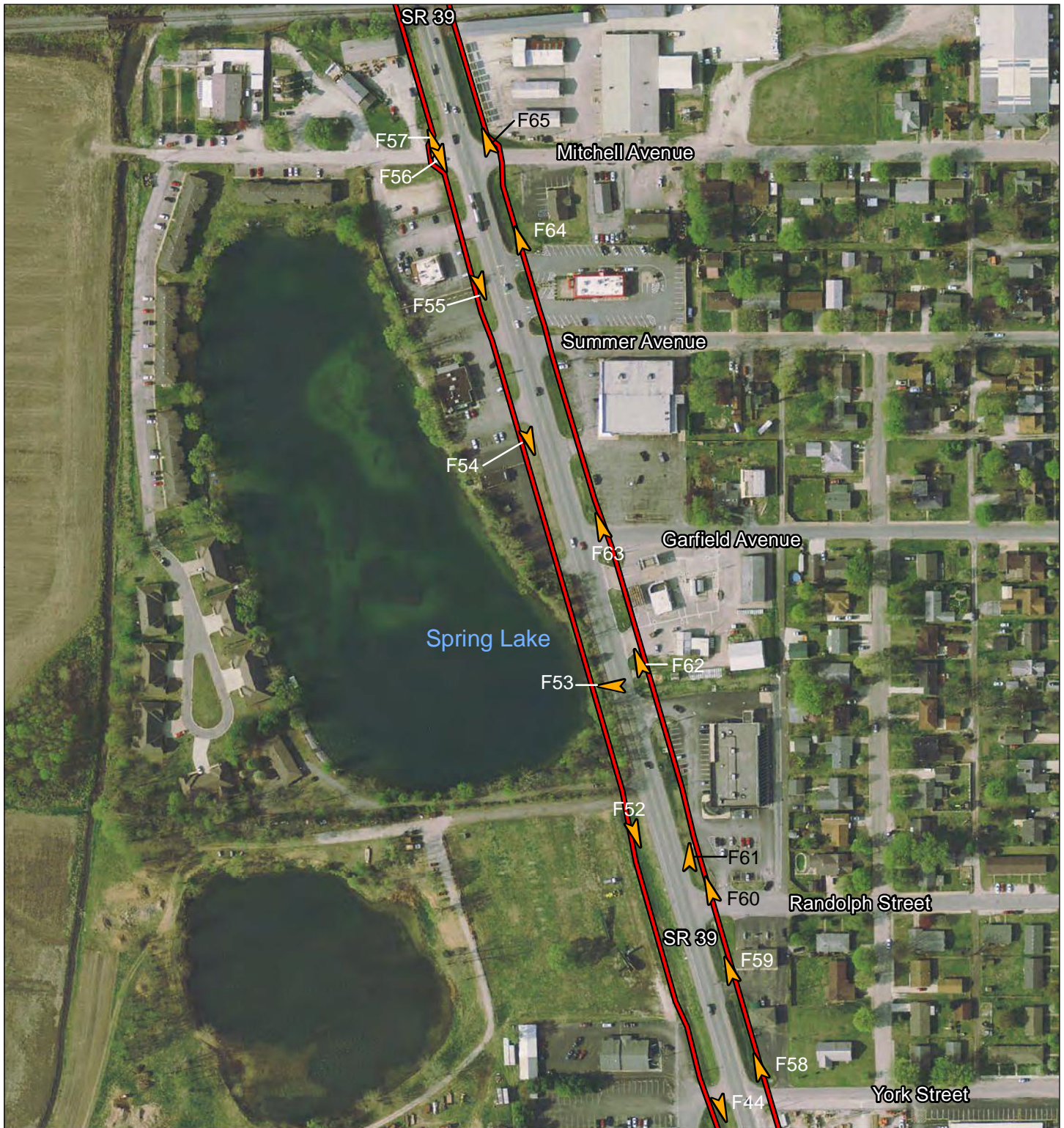
Figure 6. Project area detail on an aerial photograph  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No.18-0020  
 Map Date: 01/28/2019

All Locations Approximate  
 Source: 2011 Aerial  
<http://gisdb.uits.indiana.edu/singlefile/map/m10000.html>



1 cm = 30 m





 Photograph Location


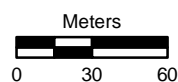
 Project Area

Figure 7. Project area detail on an aerial photograph  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No.18-0020  
 Map Date: 01/28/2019

All Locations Approximate  
 Source: 2011 Aerial  
<http://gisdb.uits.indiana.edu/singlefile/map/m10000.html>



1 cm = 30 m









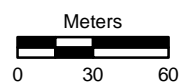
-  Project Area
-  Photograph Location

Figure 8. Project area detail on an aerial photograph  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No.18-0020  
 Map Date: 01/28/2019

All Locations Approximate  
 Source: 2011 Aerial  
<http://gisdb.uits.indiana.edu/singlefile/map/m10000.html>



1 cm = 30 m







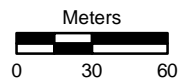
 Photograph Location
  Project Area

Figure 9. Project area detail on an aerial photograph  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No.18-0020  
 Map Date: 01/28/2019

All Locations Approximate  
 Source: 2011 Aerial  
<http://gisdb.uits.indiana.edu/singlefile/map/m10000.html>



1 cm = 30 m







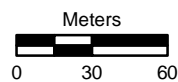
-  Photograph Location
-  Project Area

Figure 10. Project area detail on an aerial photograph  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No.18-0020  
 Map Date:01/28/2019

All Locations Approximate  
 Source: 2017 Aerial  
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye,  
 Earthstar Geographics, CNES/Airbus DS, USDA, USGS,



1 cm = 30 m








 Photograph Location
  Project Area

Figure 11. Area 7 detail on an aerial photograph  
 SR 39 Roadway Reconstruction  
 Martinsville, Morgan County, Indiana  
 Des. No. 1592915  
 Metric Project No.18-0020  
 Map Date: 01/28/2019

All locations approximate  
 Source: Imagery Date 2013 Aerial  
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye,  
 Earthstar Geographics, CNES/Airbus DS, USDA, USGS,  
 AeroGRID, IGN, and the GIS User Community

1 cm = 15 m  
 Meters 





F 12. View south of the project area along Rodgers Road showing above and below ground utilities, looking west.



F 13. View south of the project area showing disturbance by a roadside ditch and interchange construction, looking northeast along SR 39.



F 14. View south of the project area showing disturbance by a roadside ditch, looking northeast along SR 39.



F 15. View of the west side of the project area showing underground utility markers, looking northeast.



F 16. View of the soil cored area by the Emmanuel Apostolic Church, looking northeast along SR 39.



F 17. View of the soil cored area with underground utility markers in front of the Emmanuel Apostolic Church, looking northeast along SR 39.



F 18. View of the west side of the project area showing the area disturbed by underground utilities, looking northeast along SR 39.



F 19. View of the west side of the project area at McDaniel Road showing the area disturbed by parking lots, looking northeast along SR 39.





F 20. View of the east side of SR 39, looking southwest.



F 21. View of the east side of the project area showing the area sloping down to SR 39, looking southwest.



F 22. View of the east side of the project area showing the area disturbed by grading of the road grade, looking southwest along SR 39.



F 23. View of the east side of the project area showing the area disturbed by grading of the road grade, looking northeast along SR 39.



F 24. View of the east side of the project area disturbed by grading for the road grade and marked underground utilities, looking southwest along SR 39.



F 25. View of the south end of the project area disturbed by the construction of the SR 37 and SR 39 interchange, looking southwest.



F 26. View south of the project area disturbed by the construction of the SR 37 and SR 39 interchange, looking north.



F 27. View of the west side of the project area showing the area disturbed by a culvert, ditch, and underground utilities, looking southwest along SR 39.



F 28. View of the west side of the project area south of Hacker Drive disturbed by grading for SR 39 and underground utilities, looking northeast.



F 29. View of the west side of the project area north of Hacker Drive showing the area disturbed by buried utilities, looking southwest along SR 39.



F 30. View of the east side of SR 39, looking southwest.



F 31. View of the east side of the project area disturbed by a sidewalk and ditch, looking southwest along SR 39.



F 32. View of SR 39 road grade on the east side of the project area looking northwest.



F 33. View of the east side of the project area showing the area disturbed by a gravel driveway and the area soil cored, looking southwest along SR 39.



F 34. View of the east side of the project area, south of Burton Lane, showing a manhole and culvert, looking southwest along SR 39.



F 35. View of the east side of the project area, north of Burton Lane showing the area disturbed by a parking lot and parking island, looking northeast along SR 39.





F 36. View of the east side of the project area showing the area disturbed by a parking lot and island, looking northeast along SR 39.



F 37. View of the east side of the project area showing the area disturbed by a parking lot and island, looking northeast along SR 39.



F 38. The west side of the project area at Catherine Street showing disturbed areas, looking southwest along SR 39.



F 39. The west side of the project area showing a roadside ditch, looking southwest along SR 39.



F 40. View of the west side of the project area along Josephine Street and the area soil cored, looking north.



F 41. View of the west side of the project area at the intersection of SR 39 and Morton Avenue showing the area disturbed by a roadside ditch and culverts, looking southwest along SR 39.



F 42. View of the west side of the project area at the intersection of SR 39 and Morton Avenue showing the area disturbed by a roadside ditch and culverts, looking south.



F 43. View of the west side of the project area at the intersection of SR 39 and Morton Avenue showing the area disturbed by a roadside ditch and culverts, looking southeast.



F 44. View of the west side of the project area at York Street showing the area disturbed by a roadside ditch, looking southeast.



F 45. View of the east side of the project area at the intersection of SR 39, Morton Avenue, and Harriett street showing the area disturbed by a roadside ditch, looking northeast.



F 46. View of the east side of the project area at Harriet Street showing the area disturbed by gravel parking areas, looking north.



F 47. View of the east side of the project area at the intersection at Harriett street showing the area along Morton Avenue disturbed by parking lots, looking northeast.



F 48. View of the east side of the project area at the intersection of SR 39 and Morton Avenue showing the area disturbed by a roadside ditch and culverts along Morton Avenue, looking northeast.



F 49. View of the east side of the project area at the intersection of SR 39 and Morton Avenue showing the area disturbed by a roadside ditch, looking northwest along SR 39.



F 50. View of the east side of the project area showing the area soil cored, looking northwest along SR 39.



F 51. View of the east side of the project area at York Street showing the area disturbed by gravel parking area, looking northwest along SR 39.





F 52. View of the west side of the project area at Randolph Street showing the area disturbed by a roadside ditch, looking southeast.



F 53. View of the west side of the project area showing Spring Lake, looking west.



F 54 View of the west side of the project area between Garfield Avenue and Summer Avenue showing disturbance by underground utilities, looking southeast along SR 39.



F 55. View of the west side of the project area showing the area disturbed by parking lot islands, looking southeast along SR 39.



F 56. View of the west side of the project area at south side of Mitchell Avenue showing area soil cored, looking southeast along SR 39.



F 57. View of the project area at the north side of Mitchell Avenue showing the sloping road grade, looking northwest along SR 39.



F 58. View of the east side of the project area north of York Street showing the area disturbed by a roadside ditch, looking northwest along SR 39.



F 59. View of the east side of the project area south of Randolph Street showing the area disturbed by a roadside ditch and culvert, looking northwest along SR 39.



F 60. View of the east side of the project area north of Randolph Street showing the area disturbed by a fire hydrant, storm drain, and parking lot, looking northwest along SR 39.



F 61. View of a storm drain in front of the CVS at SR 39 and Randolph Street, looking north.



F 62. View of the east side of the project area showing disturbance by an island south of Garfield Avenue, looking northwest along SR 39.



F 63. View of the project area north of Garfield Avenue showing a fire hydrant and area soil cored, looking northwest along SR 39.



F 64. View of the project area south of Mitchell Avenue showing disturbance from a roadside ditch and the level area soil cored, looking northwest along SR 39.



F 65. View of the project area north of Mitchell Avenue showing disturbance from a ditch and road grade, looking northwest along SR 39.



F 66. View of the west side of the project area at the railroad tracks showing the sloping road grade down to a gravel parking area, looking southwest along SR 39.



F 67. View of the west side of the project area at the railroad tracks showing the sloping road grade down to a gravel parking area, looking west along SR 39.





F 68. View of the west side of SR 39 showing the standing corn, looking southeast.



F 69. View of the visibility in the corn field, looking southeast.



F 70. View of the west side of SR 39, looking northwest.



F 71. View of the ground visibility on the west side of SR 39 just north of Washington Street, looking northwest.



F 72. View of the east side of the project area at Morgan Street showing disturbance by the road grade and shallow ditch, looking southeast along SR 39.



F 73. View of the east side of the project area at Washington Street showing the disturbance by the road grade and shallow ditch, looking southeast along SR 39.



F 74. View of east side of the project area showing the disturbance by the road grade and ditch, looking northwest along SR 39.



F 75. View of east side of the project area showing the disturbance by the road grade and shallow ditch, looking southeast along SR 39.



F 76. View of Post 2015 construction on the east side of the project area, looking Southeast along SR 39.



F 77. View of the east side of the project area north of the railroad tracks showing disturbance by a large ditch, looking northwest along SR 39.



F 78. View of the east side of the project area north of the railroad tracks showing disturbance by a large ditch, looking southeast along SR 39.



F 79. View of the road grade and soy bean field on the west side of SR 39, south of Marathon Gas Station, northeast of Morgan Street, looking southeast.



F 80. View of the west side of the project area showing the slope from the Marathon Gas Station, looking northwest.



F 81. View of the west side of the project area at the Marathon Gas Station showing the disturbance caused by the gas station, looking northwest.



F 82. View of the east side of the project area showing the disturbance caused by the road grade and shallow ditch by the overhead utilities, looking southeast along SR 39.



F 83. View of the east side of the project area disturbed by a Mobil Gas Station, looking southeast along SR 39.





F 84. View of the east side of the project area showing the disturbance by the road grade and a shallow ditch, looking southeast along SR 39.



F 85. View of the east side of the project area at Morgan Street showing restored area of recently demolished complex, looking east.



F 86. View of the traffic island at the intersection of SR 39 and Morgan Street, looking east.



F 87. View of the east side of the project area at Morgan Street showing disturbance by the road grade and underground utilities, looking northeast.



F 88. View of SR 39 showing the area of milling and repaving, looking southeast.



F 89. View of SR 39 showing the area of milling and repaving, looking northwest.



F 90. View of SR 39 showing the area of milling and repaving, looking southeast.



F 91. View of marked utilities along Hacker Drive, looking west.



F 92. View marked utilities along Hacker Drive, looking west.



F 93. View of marked utilities along Hacker Drive, looking west.



F 94. View of marked utilities along Hacker Drive, looking west.



F 95. View of marked utilities at the west end of the project limits on Hacker Drive, looking west.



F 96. View of the soybean field, north of Hacker Drive, looking north.



F 97. View of the north end of the soybean field, north of Hacker Drive, looking south.

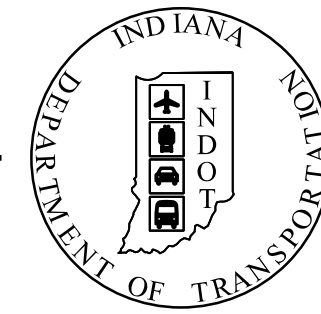


F 98. View of the visibility in the soybean field, north of Hacker Drive, looking south.



PROJECT	DESIGNATION
1592915	1592915
CONTRACT	
RS-39402	

# INDIANA DEPARTMENT OF TRANSPORTATION



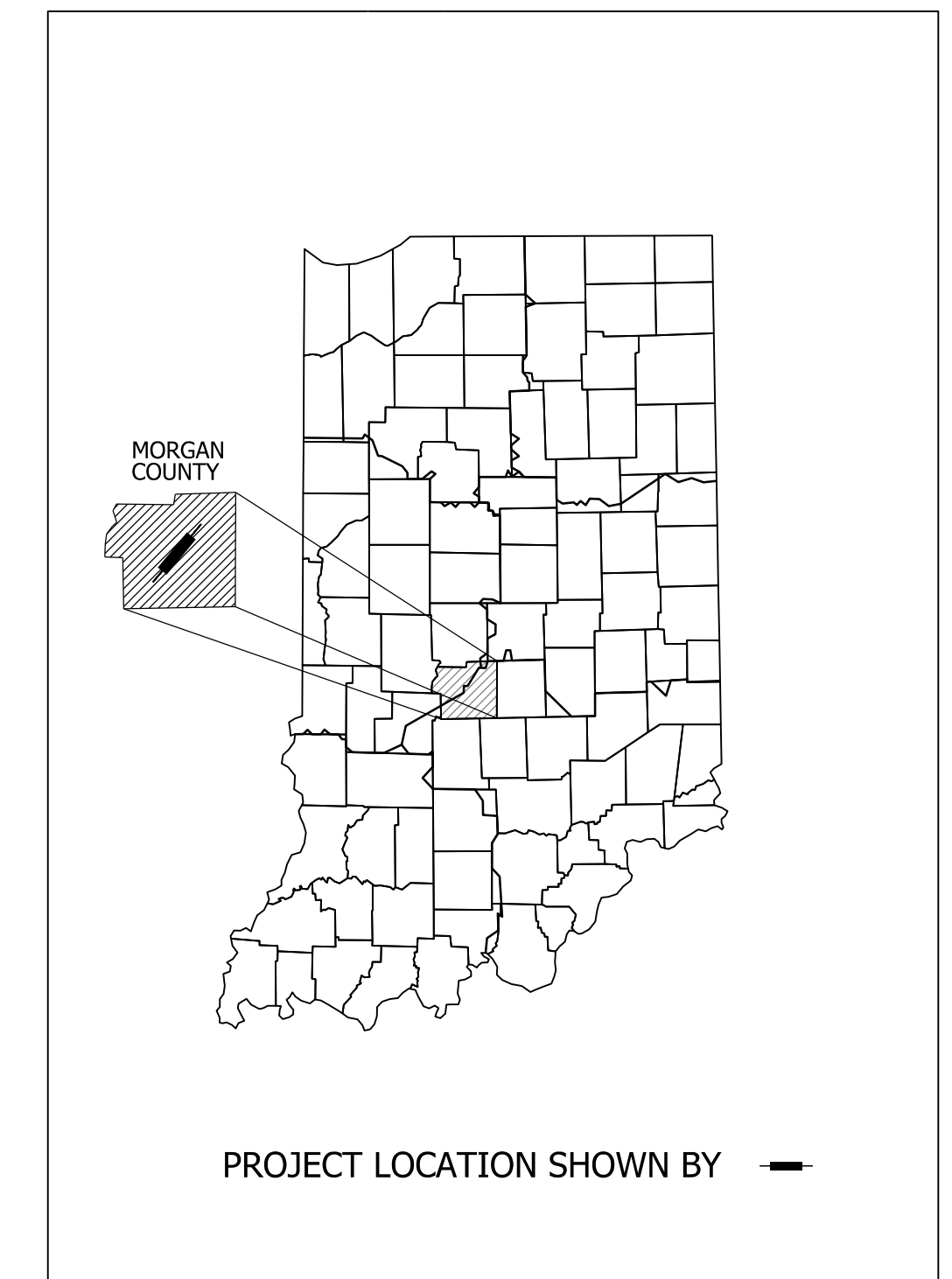
## ROAD PLANS STATE ROAD 39 CITY OF MARTINSVILLE

PROJECT NO. 1592915 P.E.  
1592915 R/W  
1592915 CONST.

PROJECT DESCRIPTION

ROAD RECONSTRUCTION OF STATE ROAD 39 BEGINNING AT A POINT 935.00 FEET NORTHEAST OF THE EAST-WEST 1/4 SECTION LINE OF SECTION 8, TOWNSHIP 11 NORTH, RANGE 1 EAST, AND RUNNING IN A NORTHEASTERLY DIRECTION ALONG LINE "PR-B1" A DISTANCE OF 4458.18 FEET TO THE INTERSECTION OF STATE ROAD 39 AND SOUTH HARRIET STREET AND THEN IN A NORTHWESTERLY DIRECTION ALONG LINE "PR-B2" A DISTANCE OF 8047.02 FEET TO A POINT OF ENDING. ALL IN SECTIONS 4, 5, 8, 9, TOWNSHIP 11 NORTH, RANGE 1 EAST AND SECTION 32, TOWNSHIP 12 NORTH, RANGE 1 EAST, WASHINGTON TOWNSHIP, CITY OF MARTINSVILLE, MORGAN COUNTY, INDIANA.

TRAFFIC DATA		SR-39
A.A.D.T. (2019)		29,200 (SR 37 Closed)
A.A.D.T. (2039)		12,300
D.H.V (2019)		2,500 (SR 37 Closed)
DIRECTIONAL DISTRIBUTION (2019)		55% (SR 37 Closed)
TRUCKS (2019)		16% (SR 37 Closed)
DESIGN DATA		
DESIGN SPEED		45 M.P.H.
PROJECT DESIGN CRITERIA		EXISTING NON-FREEWAY (3R)
FUNCTIONAL CLASSIFICATION		URBAN ARTERIAL (INTERMEDIATE)
RURAL/URBAN		URBAN
TERRAIN		LEVEL
ACCESS CONTROL		NONE



LATITUDE: 39°24'56.24"N LONGITUDE: 86°26'01.97"W

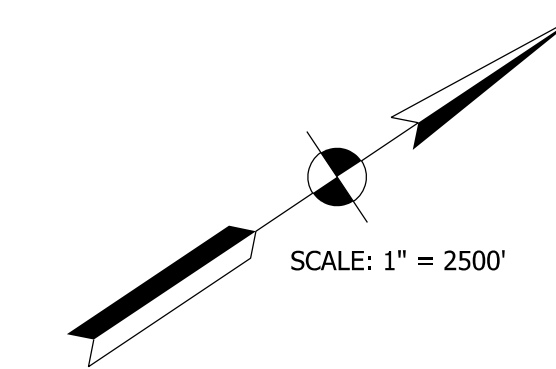
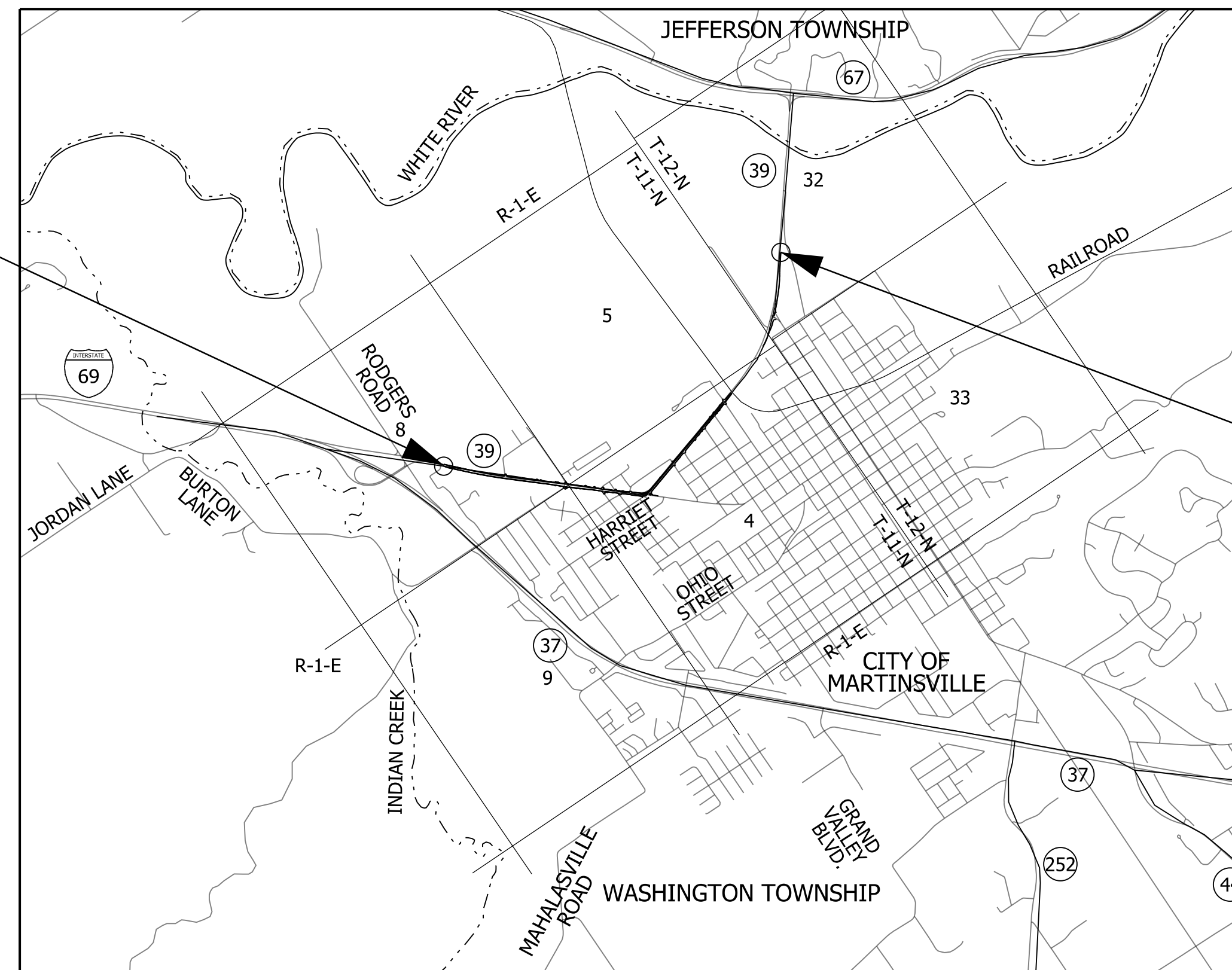
HYDROLOGIC UNIT CODE: 05120201160060

GROSS LENGTH:	2.40 MI.
NET LENGTH:	2.40 MI.
MAX. GRADE:	2.00 %

BEGIN PROJECT  
PROJECT NO. 1592915  
STA. 695+42.34  
LINE "PR-B1"

NOTE TO REVIEWER  
PLEASE SEE  
CORRESPONDENCE FILE  
FOR DOCUMENTATION OF  
DESIGN DECISIONS

STAGE 3 PLANS  
MAY 17, 2019



END PROJECT  
PROJECT NO. 1592915  
STA. 580+47.02  
LINE "PR-B2"

LOCATION MAP  
MORGAN COUNTY

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2018  
TO BE USED WITH THESE PLANS

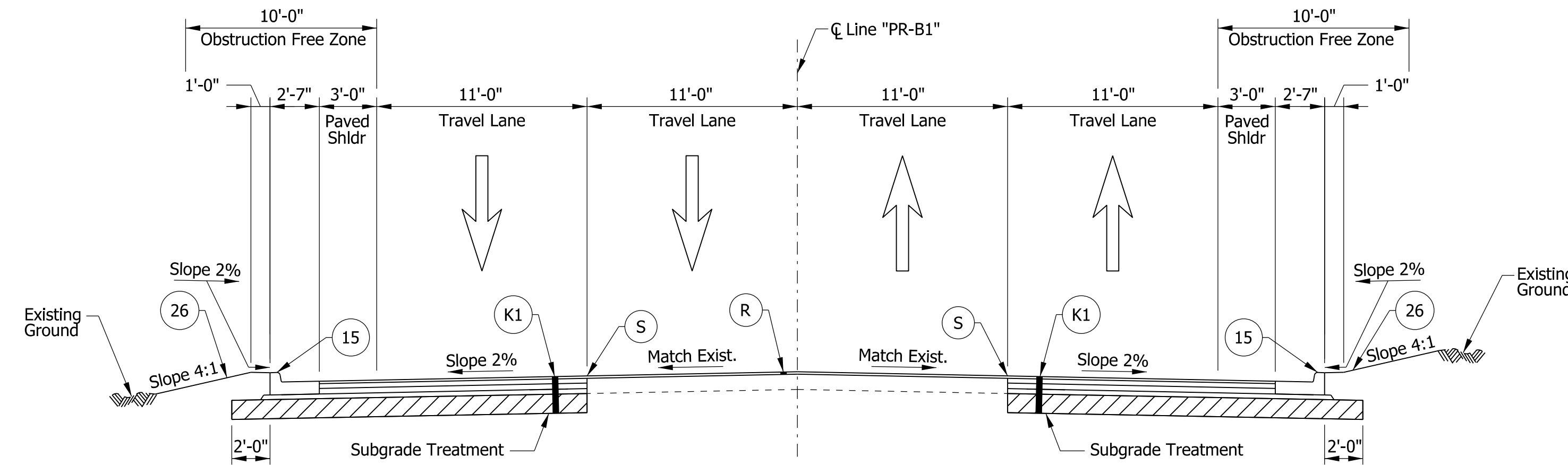
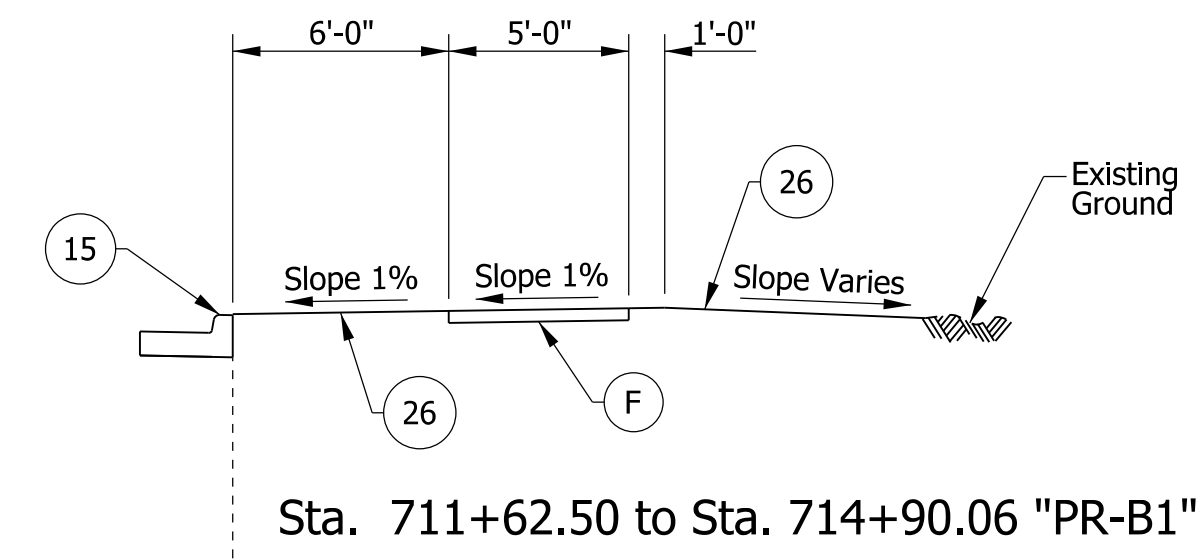
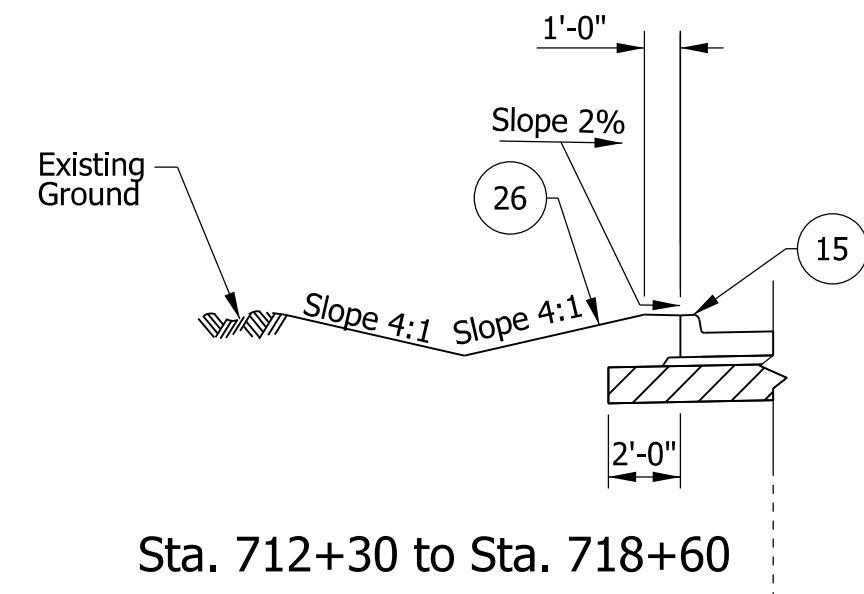


HNTB CORPORATION  
THE HNTB COMPANIES  
INFRASTRUCTURE SOLUTIONS  
111 MONUMENT CIRCLE  
SUITE 1200  
INDIANAPOLIS, IN 46204

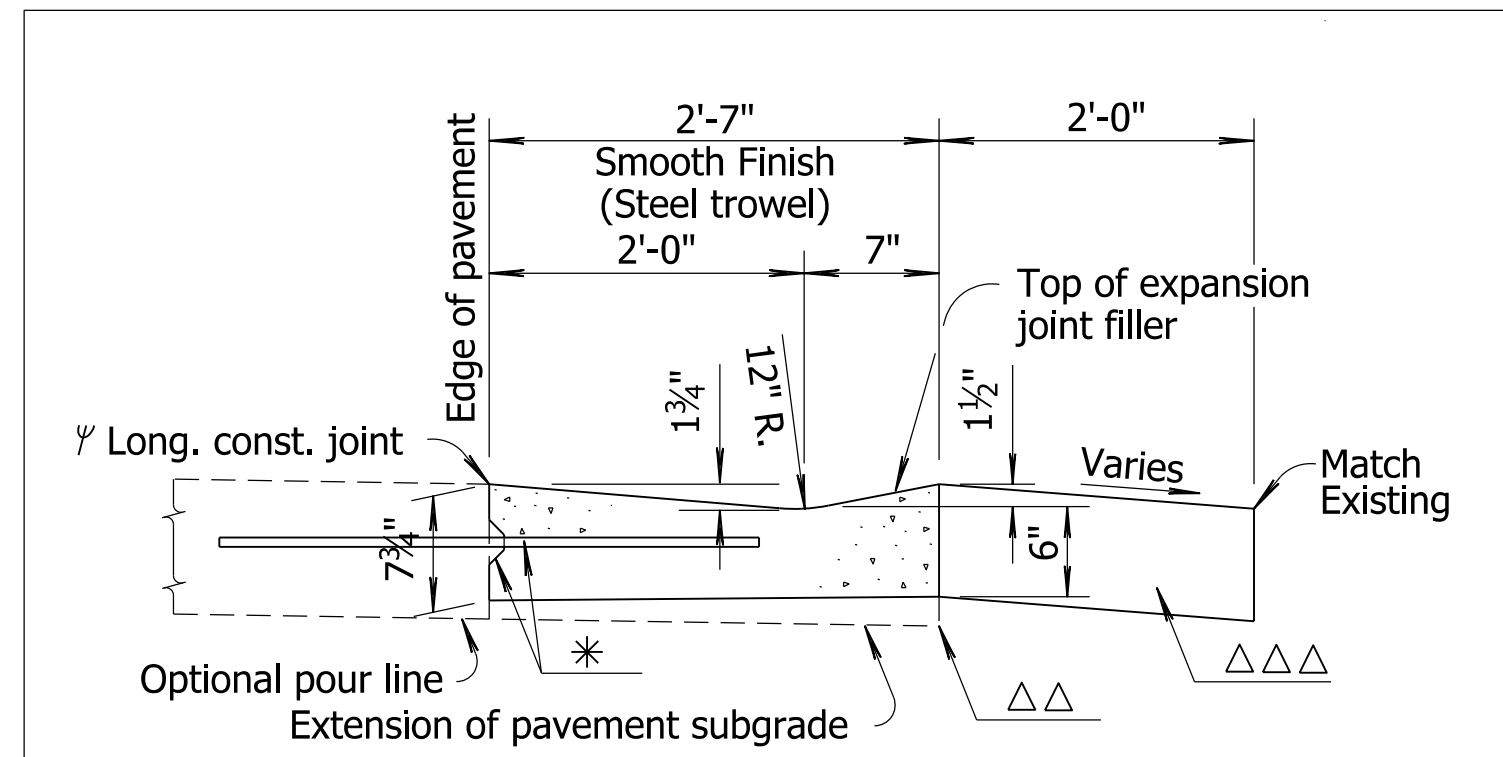
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NOT FOR CONSTRUCTION

PLANS PREPARED BY:	HNTB CORPORATION	(317) 636-4682
		PHONE NUMBER
APPROVED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

BRIDGE FILE	
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DESIGNATION	
	1592915
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 165
CONTRACT	PROJECT
RS-39402	1592915

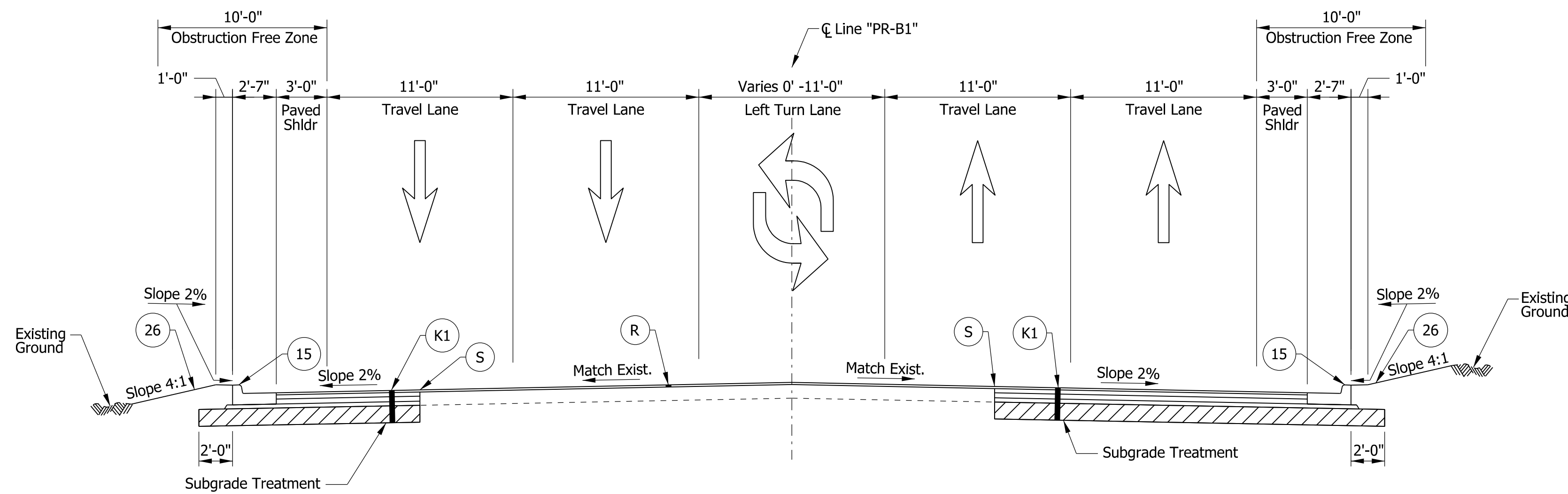


**NOTE TO REVIEWER**  
PAVEMENT SECTIONS ARE PRELIMINARY. FINAL PAVEMENT DESIGN APPROVAL HAS NOT YET BEEN RECEIVED.



**COMBINED CURB & GUTTER - MODIFIED**  
N.T.S.

- \* Longitudinal construction joint and #4 x 3'-0" bars @ 2'-6" ctrs. where concrete pavement is constructed.
- △△ Contractor has the option of thickening the curb and gutter as shown.
- △△△ Contractor to install strip of concrete pavement behind curb & gutter to tie into existing pavement.



**Legend**

- (F) 4 In. Concrete Sidewalk
- (K1) 165#/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm on 330#/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on 385#/Syd. QC/QA-HMA, 2, 64, Base, 25.0 mm on 3 In. Compacted Aggregate, No. 53 Subgrade Treatment, Type IC
- (N) Compacted Aggregate, No. 53
- (R) 165#/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm on 1.5 In. Asphalt Milling
- (15) Combined Concrete Curb and Gutter (See Std. Dwg. No. E-605-CCCg-01)
- (26) Seed Mixture, U
- (S) Sawcut, Full Depth

NOTES:  
1. See cross sections for variations in the fore slopes and back slopes.

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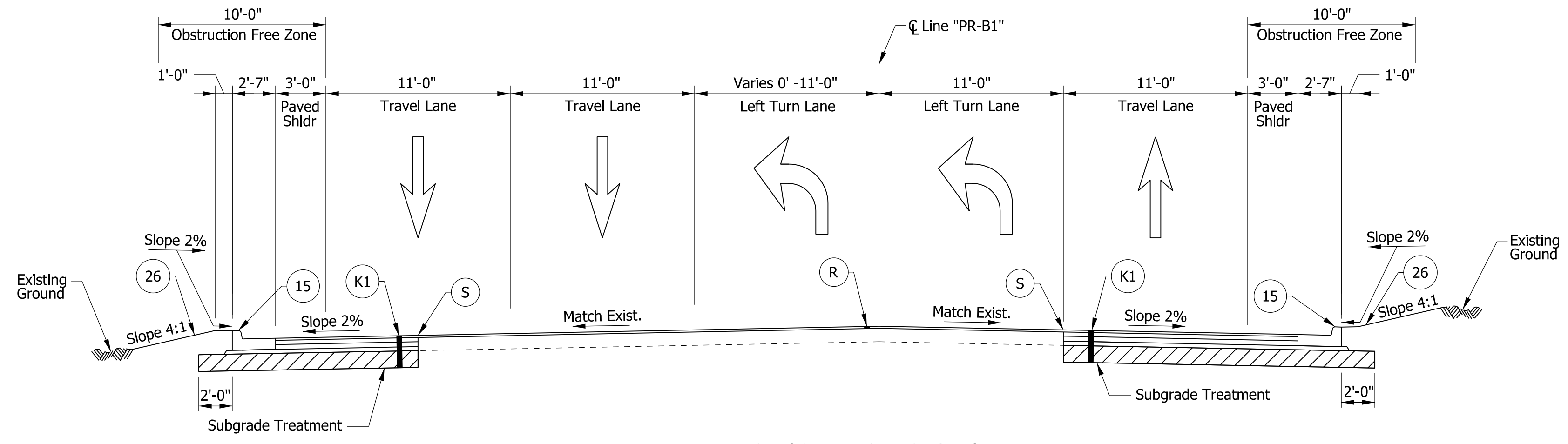
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
CHECKED: _____ HEK _____	CHECKED: _____ HEK _____	

INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS  
SR-39

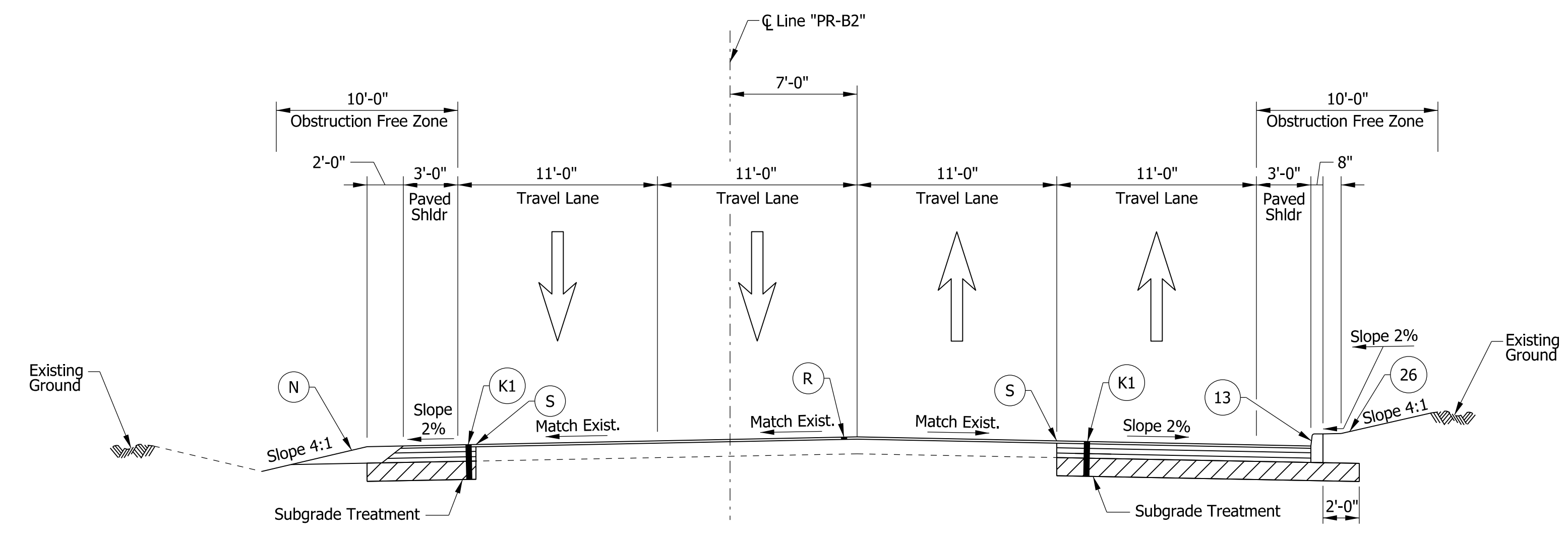
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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS TS-01
ELECTRONIC	3 of 165
CONTRACT	PROJECT
RS-39402	1592915



SR-39 TYPICAL SECTION  
Sta. 734+58.86 to Sta. 740+00.52 "PR-B1"

- Legend**
- (K1) 165#/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm on 330#/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on 385#/Syd. QC/QA-HMA, 2, 64, Base, 25.0 mm on 3 In. Compacted Aggregate, No. 53 Subgrade Treatment, Type IC
  - (N) Compacted Aggregate, No. 53
  - (R) 165#/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm on 1.5 In. Asphalt Milling
  - (15) Combined Concrete Curb and Gutter (See Std. Dwg. No. E-605-CCCG-01)
  - (13) Integral Concrete Curb (Vertical)
  - (26) Seed Mixture, U
  - (S) Sawcut, Full Depth

NOTES:  
1. See cross sections for variations in the fore slopes and back slopes.



SR-39 TYPICAL SECTION  
Sta. 501+68.83 to Sta. 508+67.18 "PR-B2"

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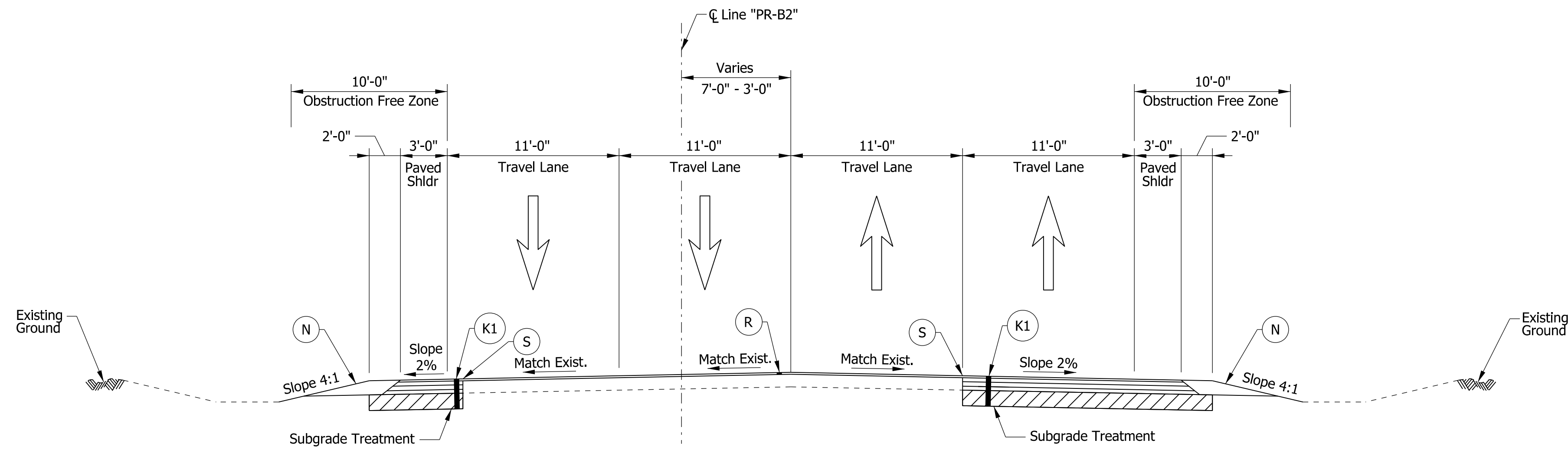
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
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INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS  
SR-39

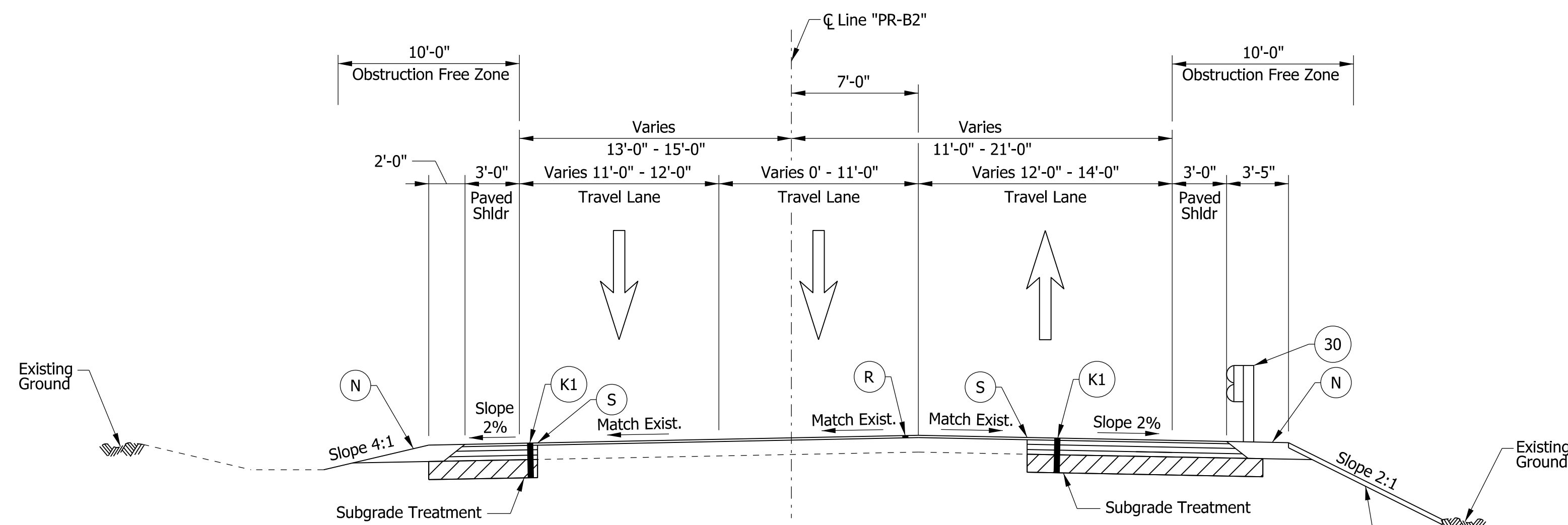
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ELECTRONIC	4 of 165
CONTRACT	PROJECT
RS-39402	1592915



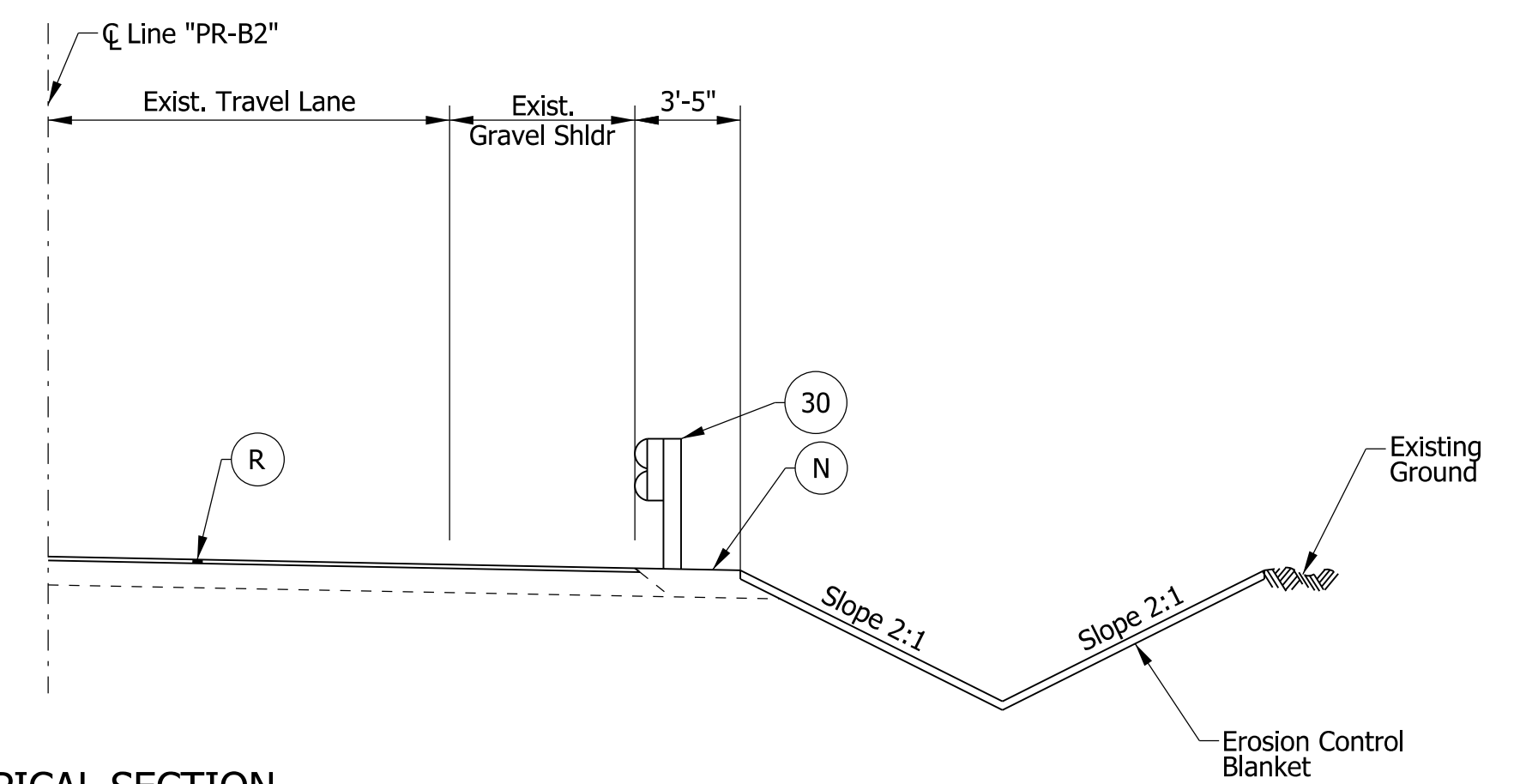
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Sta. 509+32.38 to Sta. 525+98.03 "PR-B2"

- Legend**
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  - (N) Compacted Aggregate, No. 53
  - (R) 165#/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm on 1.5 In. Asphalt Milling
  - (15) Combined Concrete Curb and Gutter (See Std. Dwg. No. E-605-CCCG-01)
  - (13) Integral Concrete Curb (Vertical)
  - (26) Seed Mixture, U
  - (30) Guardrail MGS W-Beam
  - (S) Sawcut, Full Depth

NOTES:  
1. See cross sections for variations in the fore slopes and back slopes.



SR-39 TYPICAL SECTION  
Sta. 526+94.89 to Sta. 528+99.33 "PR-B2"



SR-39 TYPICAL SECTION  
GUARDRAIL  
Sta. 530+50 to Sta. 542+25 "PR-B2"

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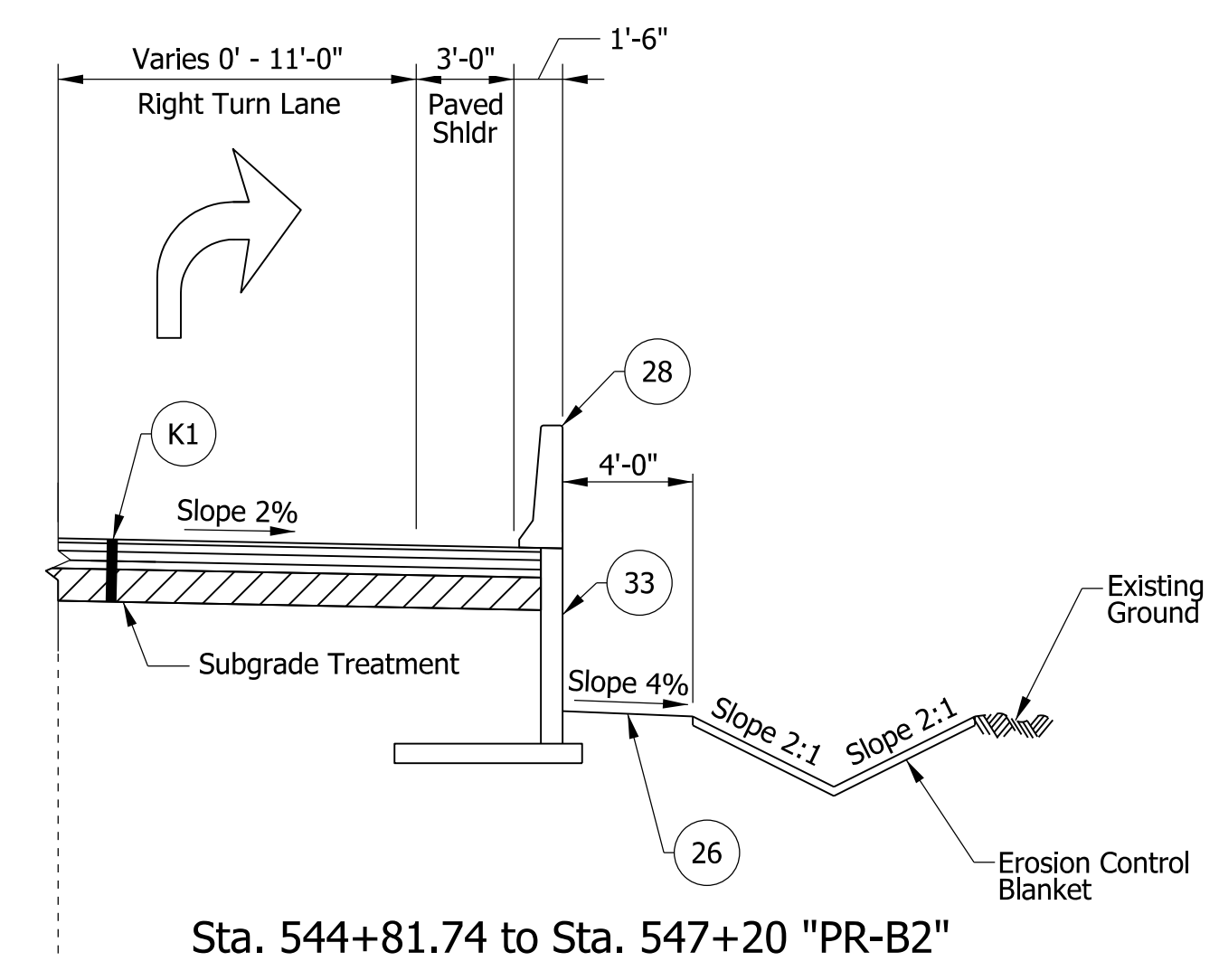
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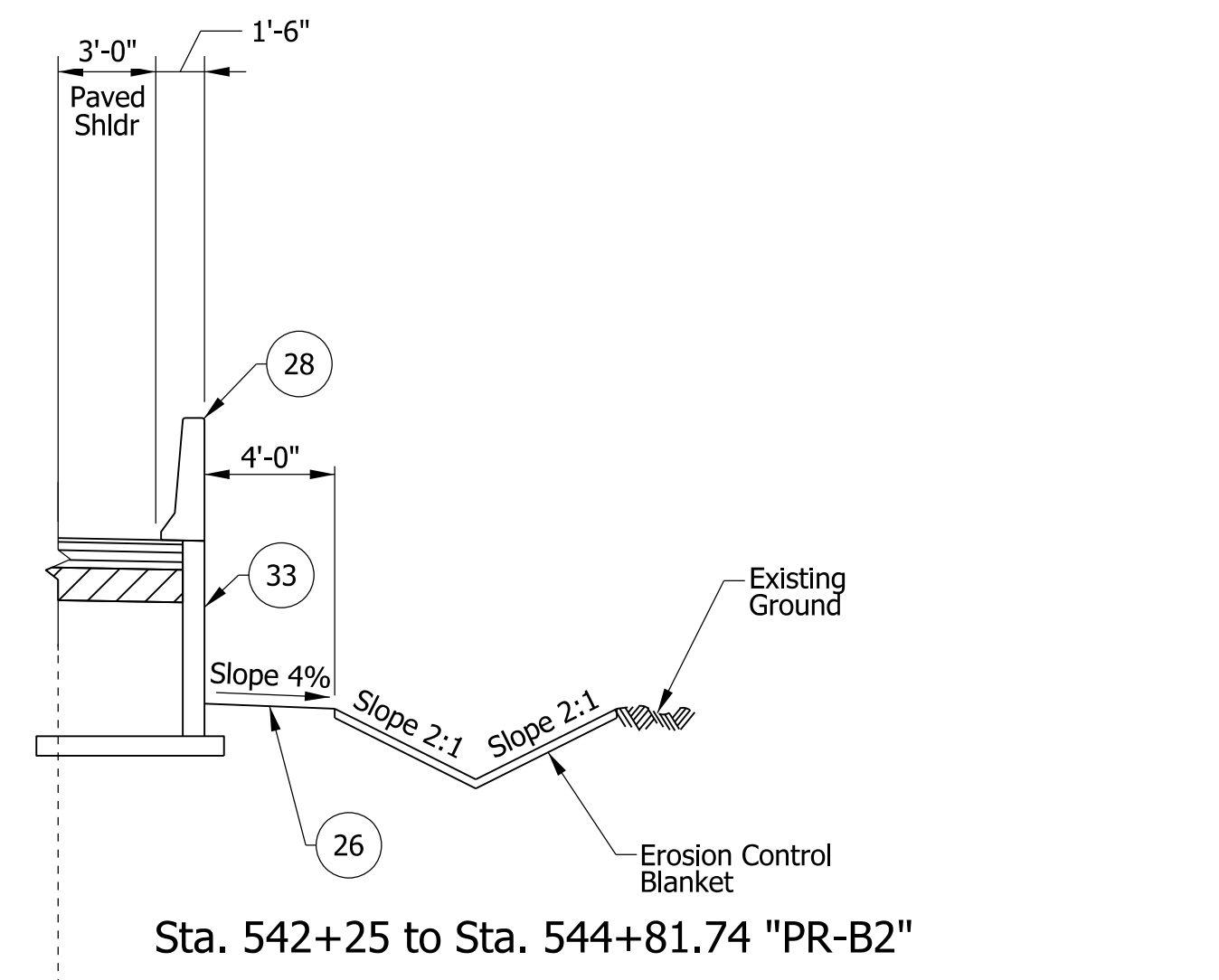
INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS  
SR-39

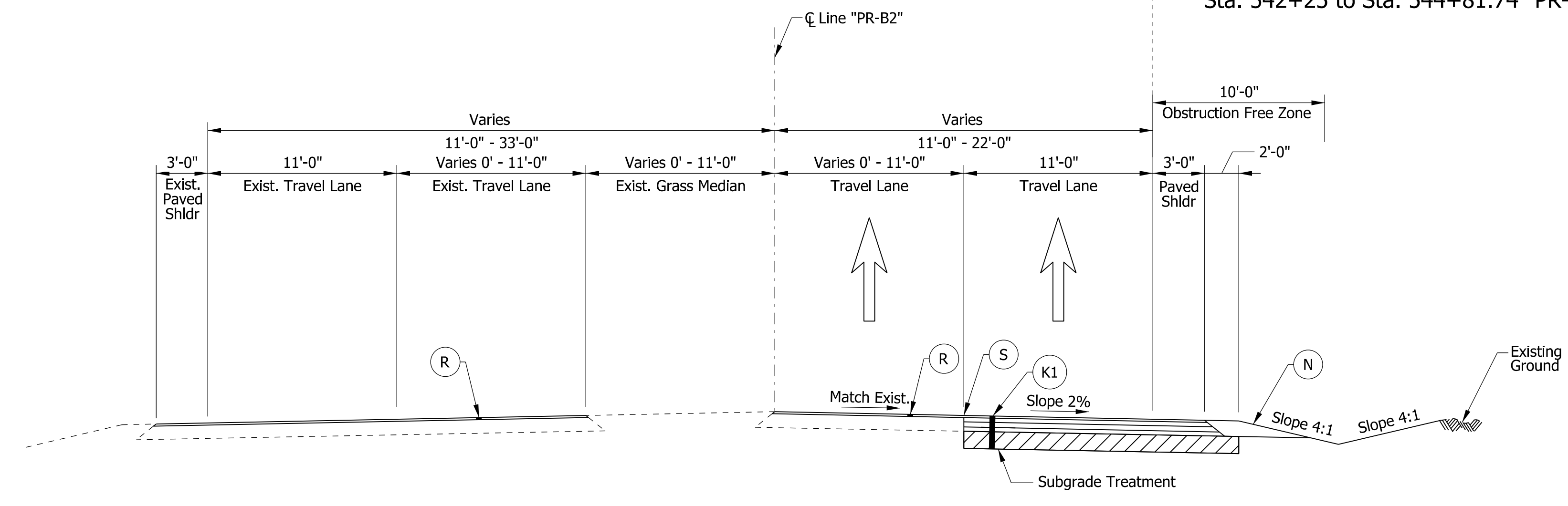
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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
ELECTRONIC	5 of 165
CONTRACT	PROJECT
RS-39402	1592915



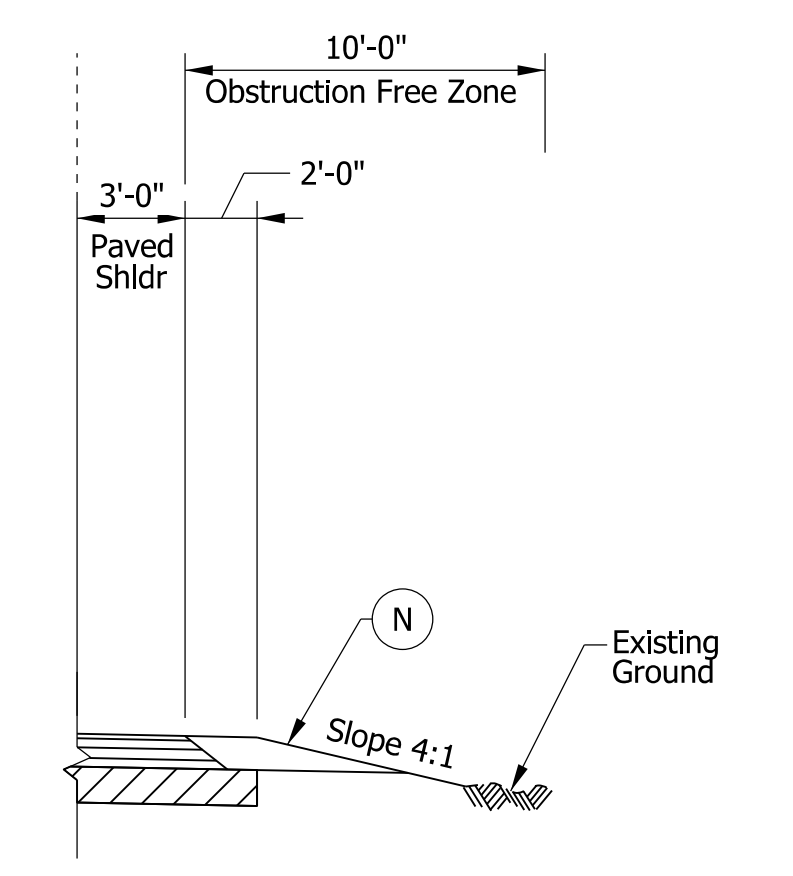
Sta. 544+81.74 to Sta. 547+20 "PR-B2"



Sta. 542+25 to Sta. 544+81.74 "PR-B2"



SR-39 TYPICAL SECTION  
Sta. 541+27.98 to Sta. 562+24.27 "PR-B2"



Sta. 547+50 to Sta. 562+24.27 "PR-B2"

**NOTE TO REVIEWER**  
RETAINING WALL TYPE TO BE DETERMINED AT A LATER STAGE

- Legend**
- (K1) 165#/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm on 330#/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on 385#/Syd. QC/QA-HMA, 2, 64, Base, 25.0 mm on 3 In. Compacted Aggregate, No. 53 Subgrade Treatment, Type IC
  - (N) Compacted Aggregate, No. 53
  - (R) 165#/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm on 1.5 In. Asphalt Milling
  - (15) Combined Concrete Curb and Gutter (See Std. Dwg. No. E-605-CCCG-01)
  - (13) Integral Concrete Curb (Vertical)
  - (26) Seed Mixture, U
  - (28) Concrete Railing, Type FC, 33", Single Face
  - (33) Retaining Wall
  - (S) Sawcut, Full Depth

**NOTES:**  
1. See cross sections for variations in the fore slopes and back slopes.

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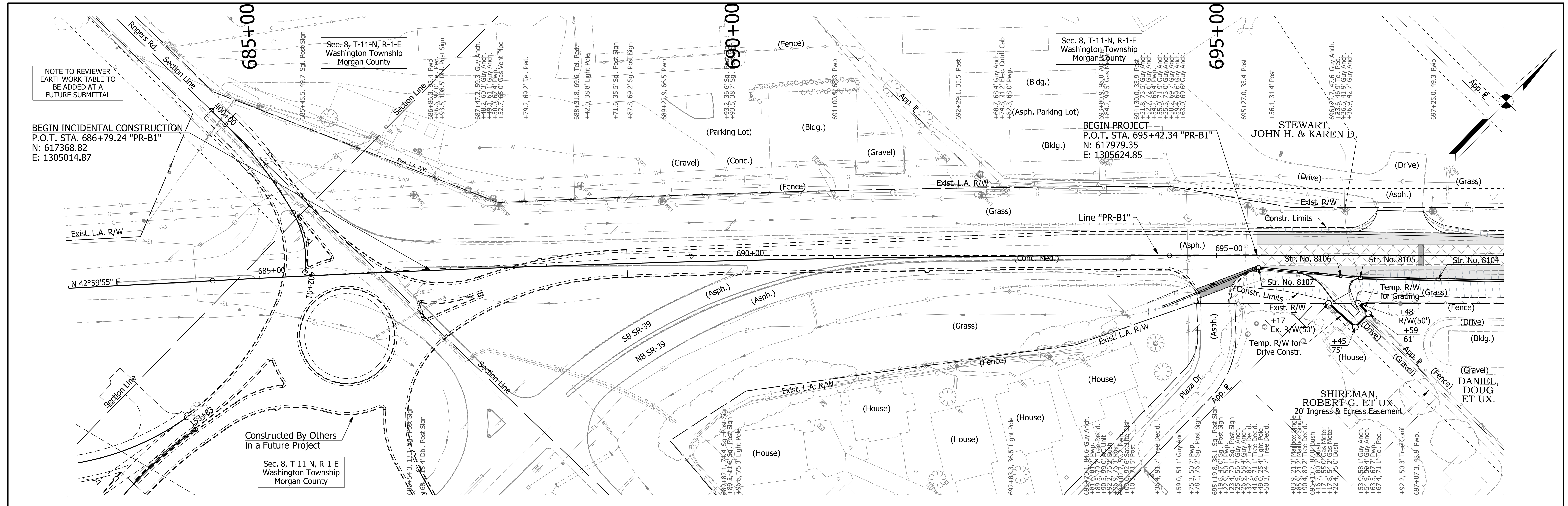
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
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INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS  
SR-39

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS TS-04
ELECTRONIC	6 of 165
CONTRACT	PROJECT
RS-39402	1592915



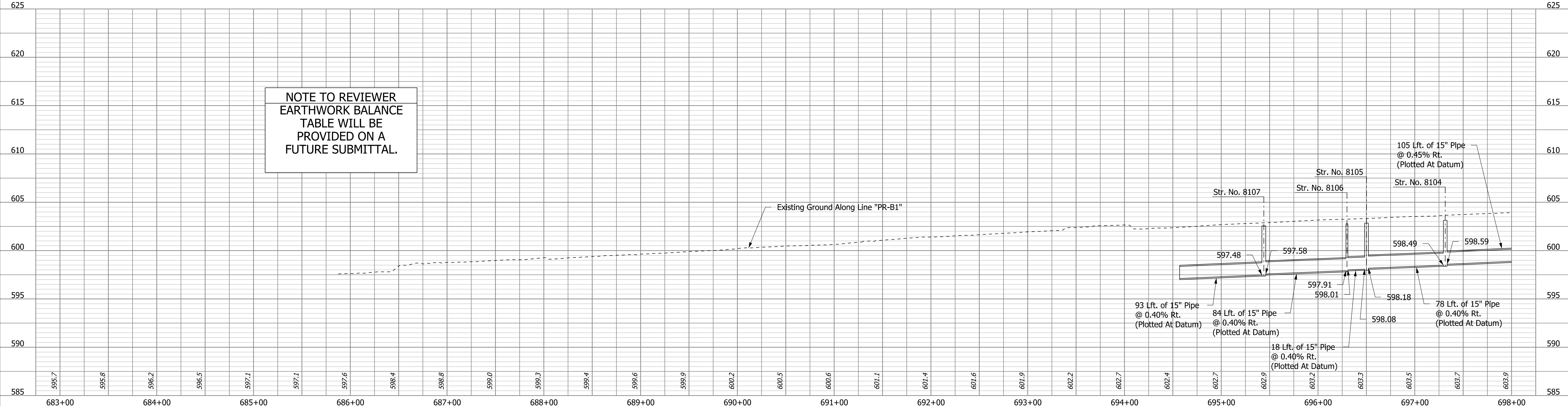
NOTE TO REVIEWER  
EARTHWORK TABLE TO  
BE ADDED AT A  
FUTURE SUBMITTAL

BEGIN INCIDENTAL CONSTRUCTION  
P.O.T. STA. 686+79.24 "PR-B1"  
N: 617368.82  
E: 1305014.87

BEGIN PROJECT  
P.O.T. STA. 695+42.34 "PR-B1"  
N: 617979.35  
E: 1305624.85

Constructed By Others  
in a Future Project  
Sec. 8, T-11-N, R-1-E  
Washington Township  
Morgan County

NOTE TO REVIEWER  
EARTHWORK BALANCE  
TABLE WILL BE  
PROVIDED ON A  
FUTURE SUBMITTAL.



CLEARING LEGEND		LEGEND	
	Clearing within Existing Right of Way		Full Depth Widening
	Wetlands		Mill And Overlay
	Clearing within Proposed Right of Way		Pavement Patching

**DRAFT**  
NOT FOR CONSTRUCTION

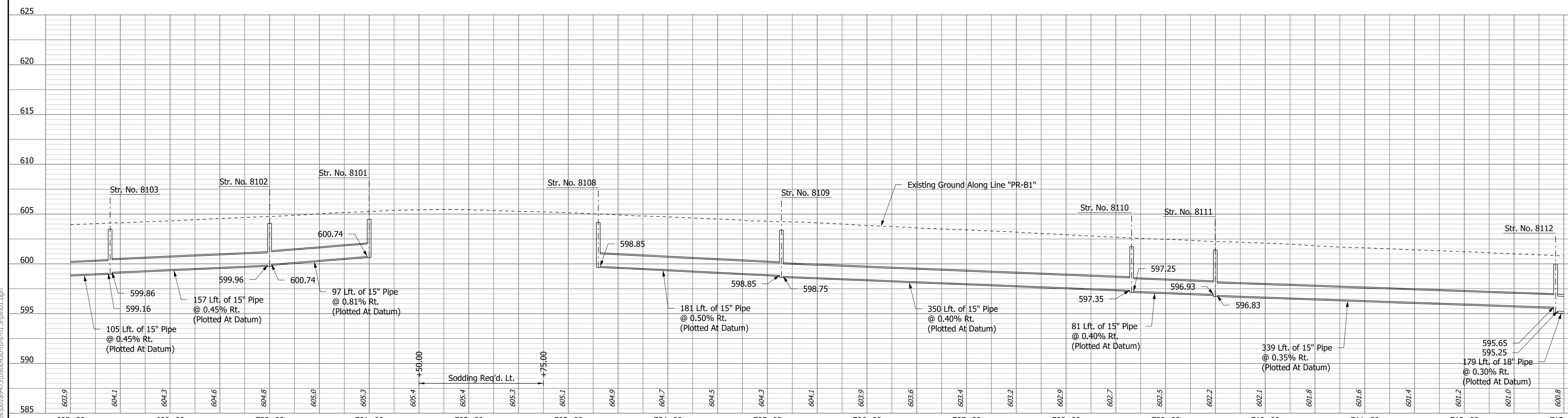
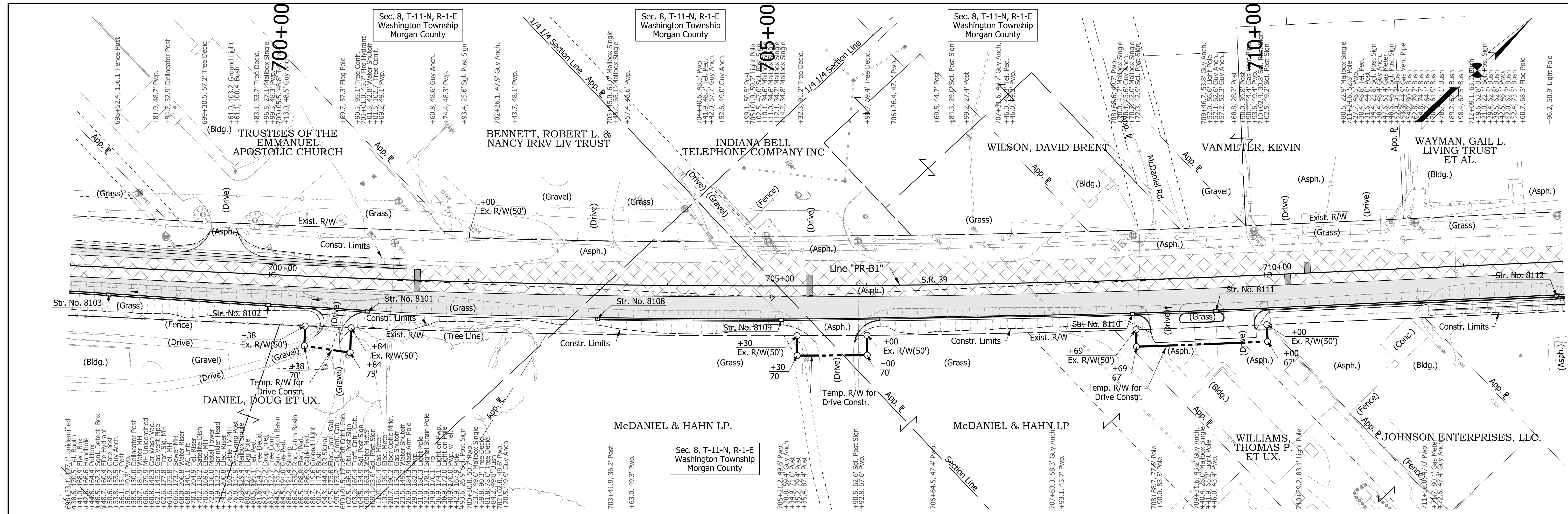
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CHECKED: HEK	CHECKED: HEK	

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET  
LINE "PR-B1"  
STA. 683+00 TO STA. 698+00

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VERTICAL SCALE	DESIGNATION
1"=5'	1592915
SURVEY BOOK	SHEETS
ELECTRONIC	31 of 190
CONTRACT	PROJECT
RS-39402	1592915

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CLEARING LEGEND		LEGEND	
	Clearing within Existing Right of Way		Full Depth Widening
	Wetlands		Mill And Overlay
	Clearing within Proposed Right of Way		Pavement Patching

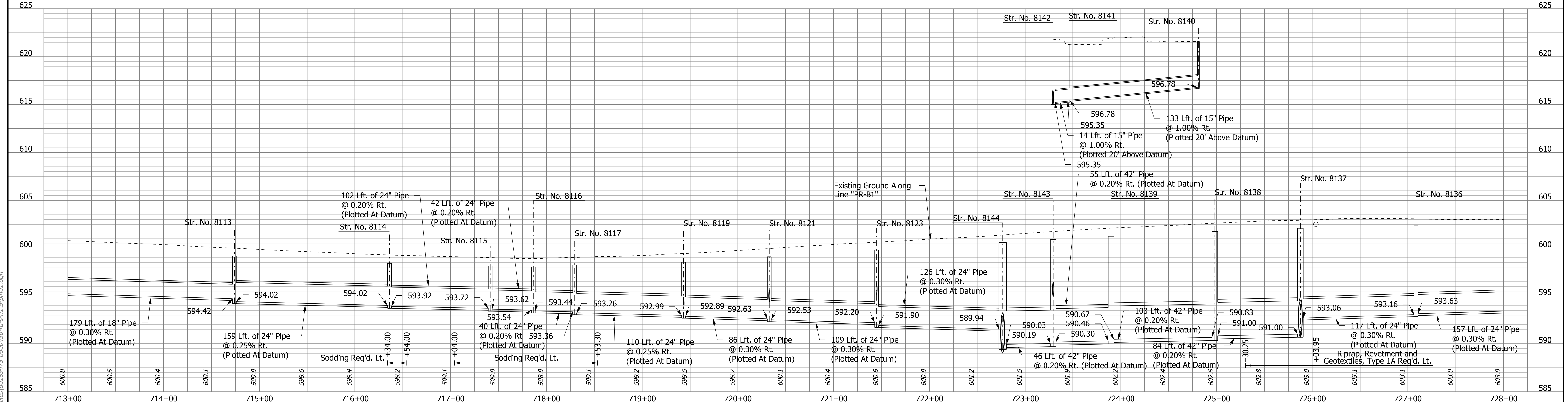
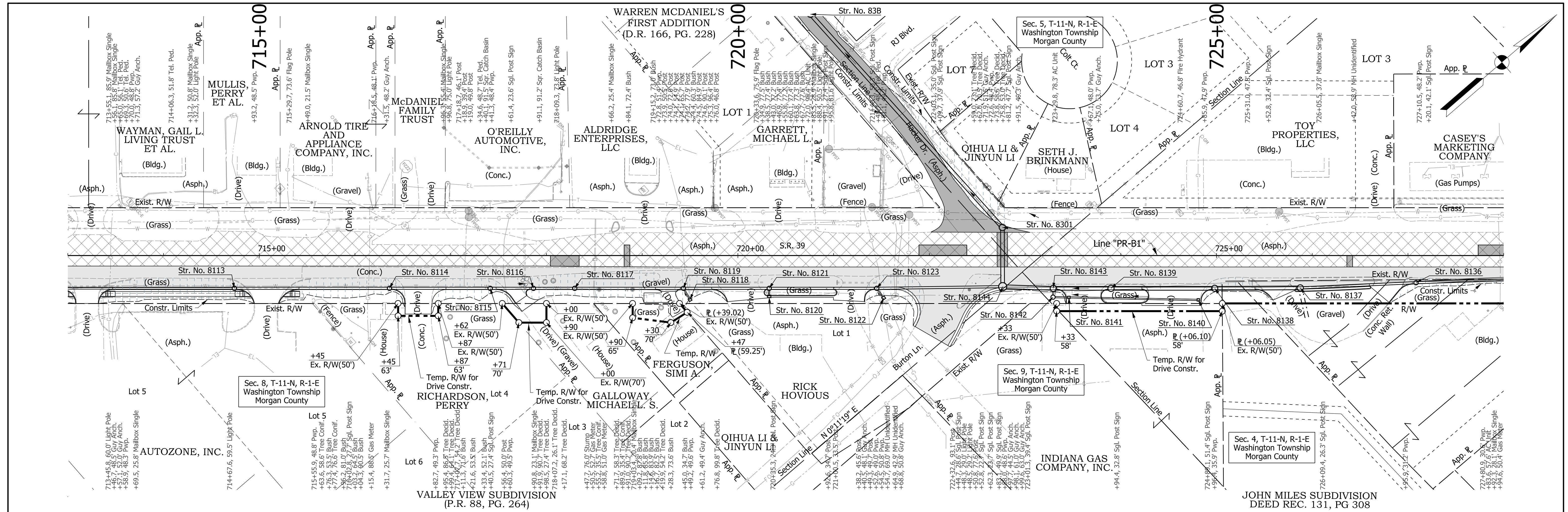
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INDIANA DEPARTMENT OF TRANSPORTATION  
PLAN AND PROFILE SHEET  
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STA. 698+00 TO STA. 713+00

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ELECTRONIC	32 of 190
CONTRACT	PROJECT
RS-39402	1592915

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CLEARING LEGEND		LEGEND	
	Clearing within Existing Right of Way		Full Depth Widening
	Wetlands		Mill And Overlay
	Clearing within Proposed Right of Way		Pavement Patching

**DRAFT**  
NOT FOR CONSTRUCTION

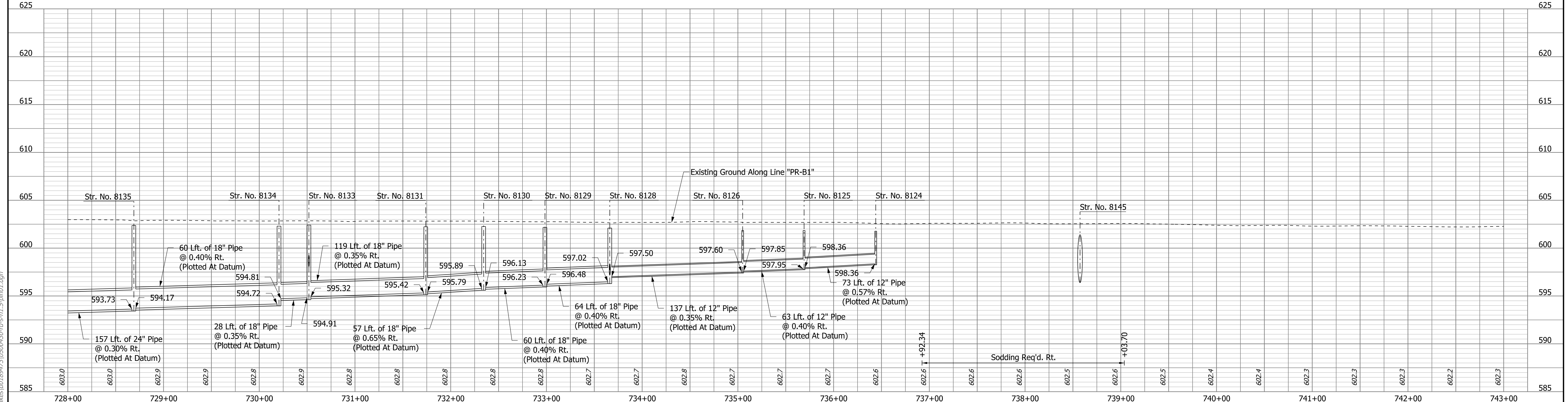
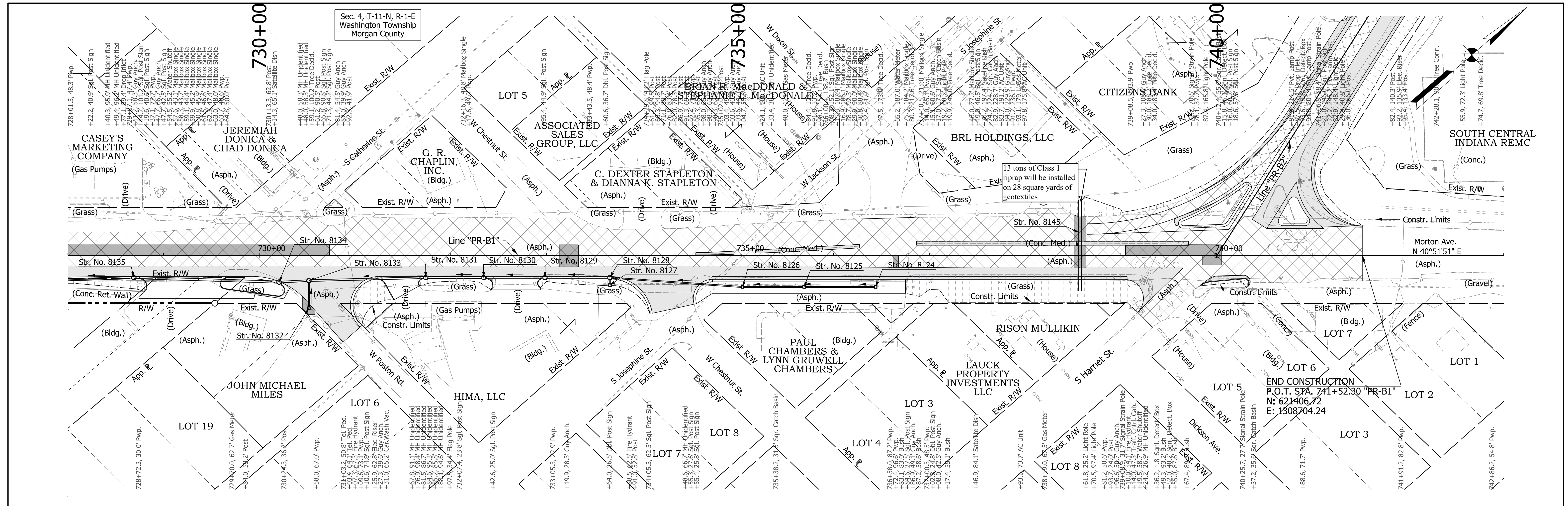
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INDIANA DEPARTMENT OF TRANSPORTATION  
**PLAN AND PROFILE SHEET**  
LINE "PR-B1"  
STA. 713+00 TO STA. 728+00

HORIZONTAL SCALE		BRIDGE FILE	
1"=50'			N/A
VERTICAL SCALE		DESIGNATION	
1"=5'			1592915
SURVEY BOOK		SHEETS	
ELECTRONIC		33	of 190
CONTRACT		PROJECT	
RS-39402			1592915

rstriegel  
 4/17/2019 11:44:07 am  
 model:Sheet3  
 file:c:\cadd\ib\pwr\ignong\greatlakes\0189473\0500430-df-sh-1.5-pln01.dgn





CLEARING LEGEND		LEGEND	
	Clearing within Existing Right of Way		Full Depth Widening
	Wetlands		Mill And Overlay
	Clearing within Proposed Right of Way		Pavement Patching

**DRAFT**  
NOT FOR CONSTRUCTION

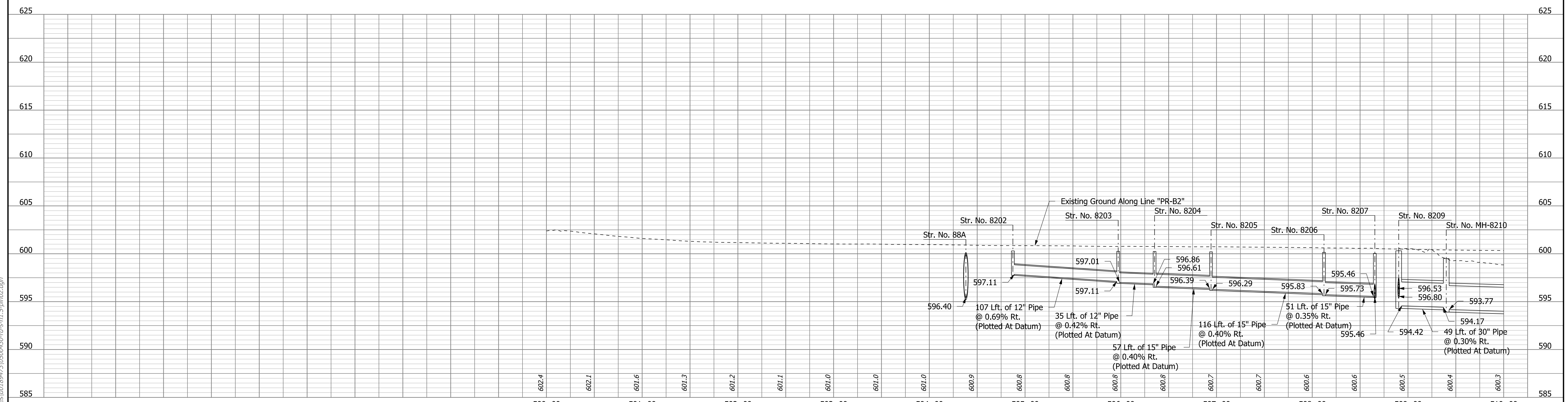
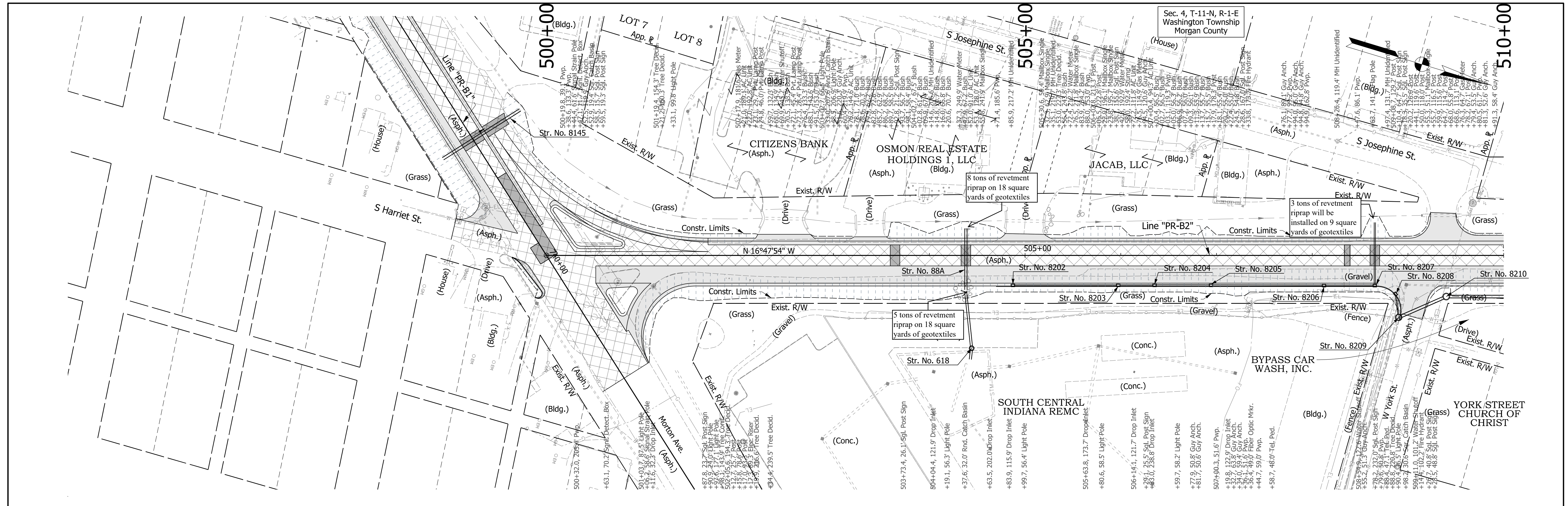
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE SHEET**  
**LINE "PR-B1"**  
**STA. 728+00 TO STA. 743+00**

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	1592915
SURVEY BOOK	SHEETS
ELECTRONIC	34 of 190
CONTRACT	PROJECT
RS-39402	1592915

rstriegel  
4/17/2019 11:44:09 am  
model:Sheet4  
file:c:\cadd\ib\pwr\ignong\greatlakes\0189473\0500430-df-sh-1.5-pln01.dgn



CLEARING LEGEND		LEGEND	
	Clearing within Existing Right of Way		Full Depth Widening
	Wetlands		Mill And Overlay
	Clearing within Proposed Right of Way		Pavement Patching

**DRAFT**  
NOT FOR CONSTRUCTION

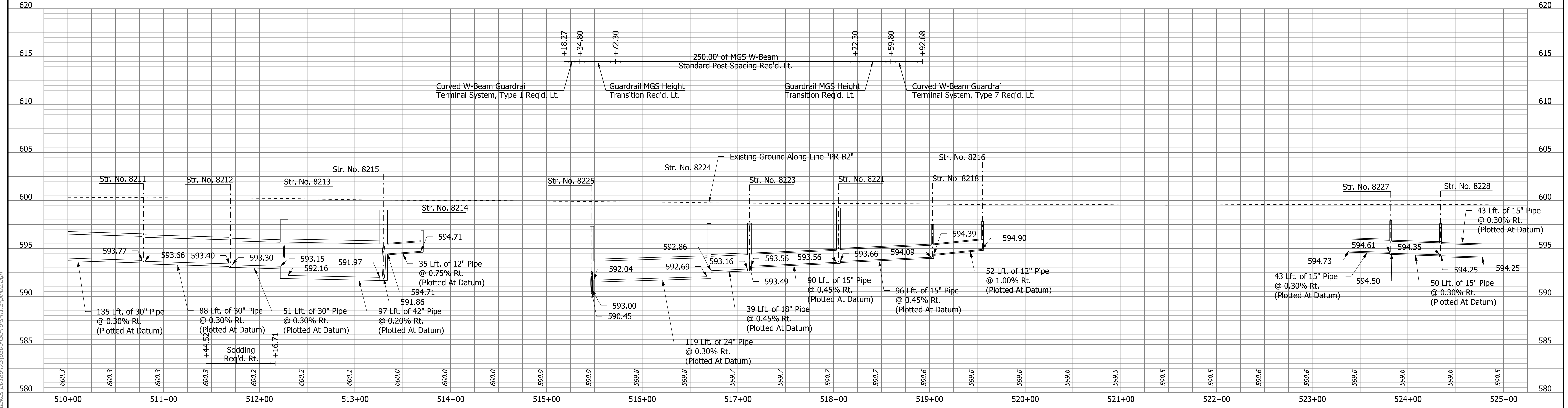
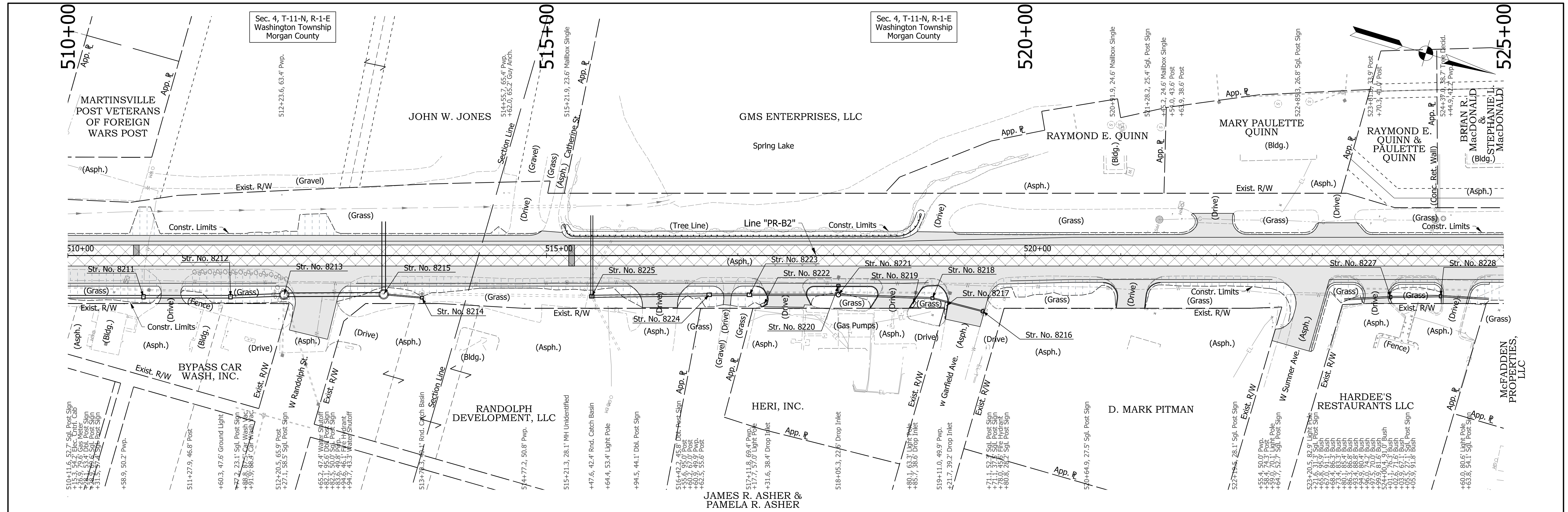
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE
DESIGNED:	CMM	DRAWN:	RPG	
CHECKED:	HEK	CHECKED:	HEK	

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE SHEET**  
**LINE "PR-B2"**  
**STA. 500+00 TO STA. 510+00**

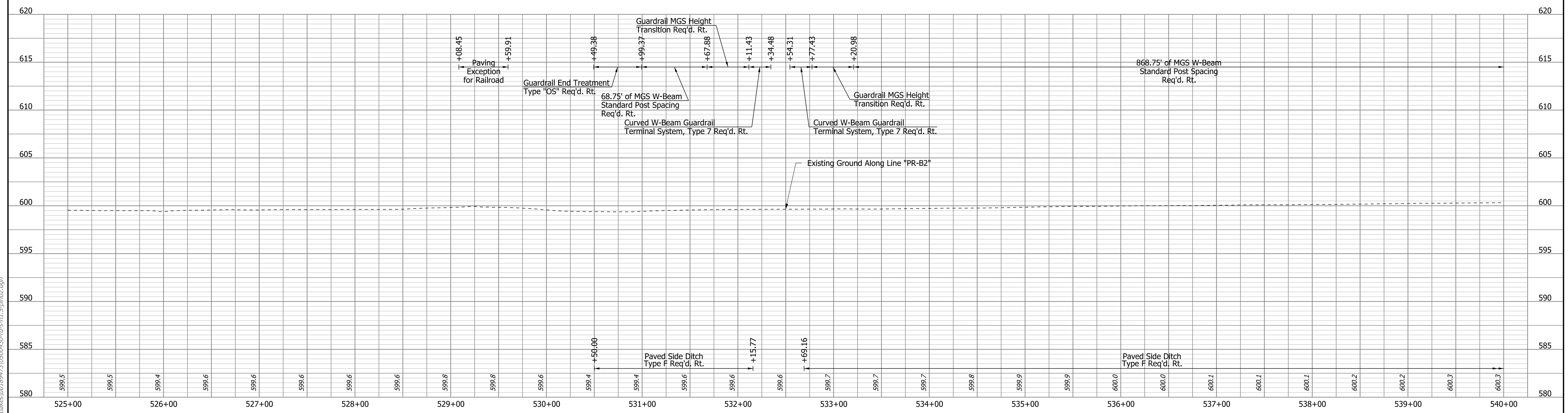
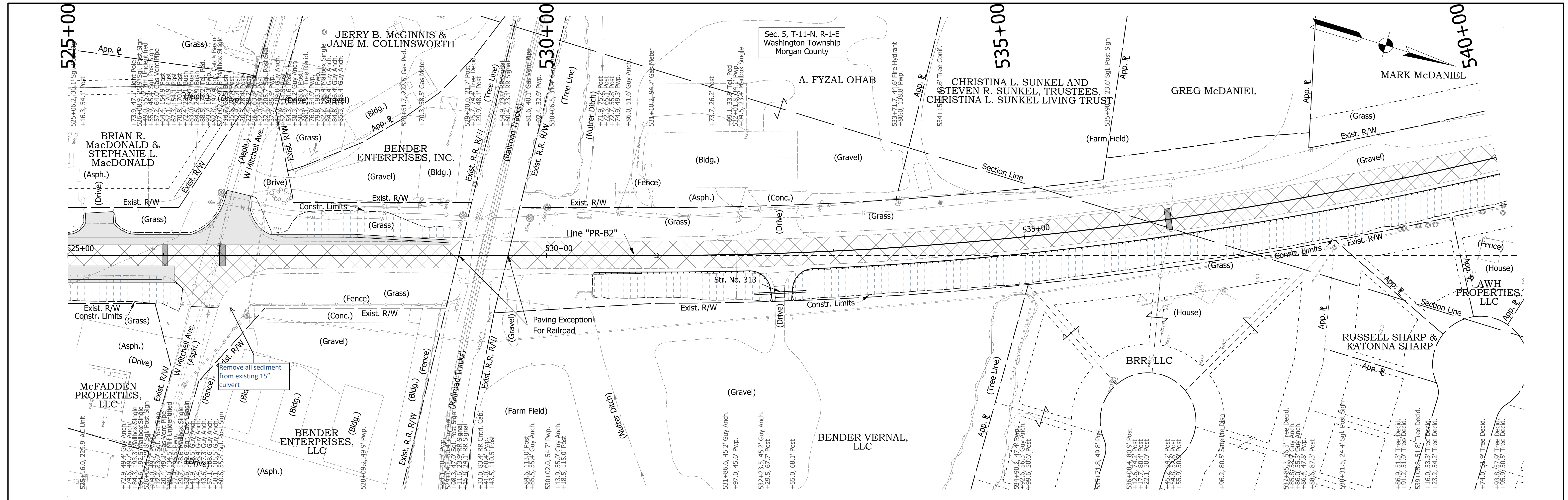
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1"=50'			N/A
VERTICAL SCALE		DESIGNATION	
1"=5'			1592915
SURVEY BOOK		SHEETS	
ELECTRONIC		35	of 190
CONTRACT		PROJECT	
RS-39402			1592915

rstriegel  
 4/17/2019 11:44:13 am  
 model:Sheet5  
 file: c:\cadd\ib\pwr\growing\greatlakes\0189473\0500430-rf-s-h-1.5-pln02.dgn



<b>CLEARING LEGEND</b> Clearing within Existing Right of Way Wetlands Clearing within Proposed Right of Way		<b>LEGEND</b> Full Depth Widening Mill And Overlay Pavement Patching	
<b>DRAFT</b> NOT FOR CONSTRUCTION		RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: CMM DRAWN: RPG CHECKED: HEK CHECKED: HEK	
INDIANA DEPARTMENT OF TRANSPORTATION <b>PLAN AND PROFILE SHEET</b> <b>LINE "PR-B2"</b> <b>STA. 510+00 TO STA. 525+00</b>		HORIZONTAL SCALE 1"=50' VERTICAL SCALE 1"=5' SURVEY BOOK ELECTRONIC CONTRACT RS-39402	
		BRIDGE FILE N/A DESIGNATION 1592915 SHEETS 36 of 190 PROJECT 1592915	

rstriegel  
 4/17/2019 11:44:15 am  
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CLEARING LEGEND		LEGEND	
	Clearing within Existing Right of Way		Full Depth Widening
	Wetlands		Mill And Overlay
	Clearing within Proposed Right of Way		Pavement Patching

**DRAFT**  
NOT FOR CONSTRUCTION

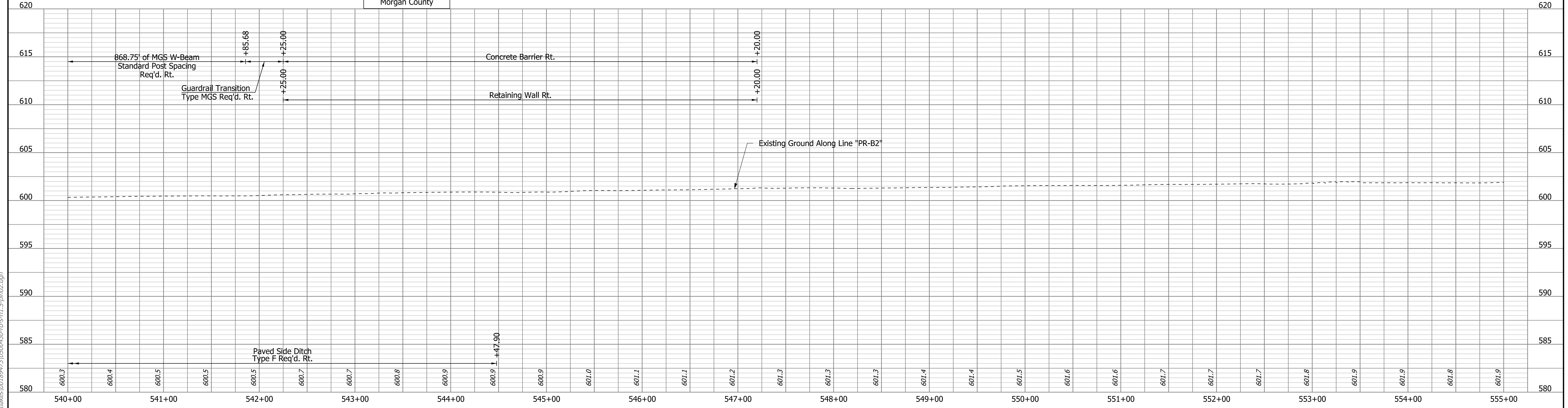
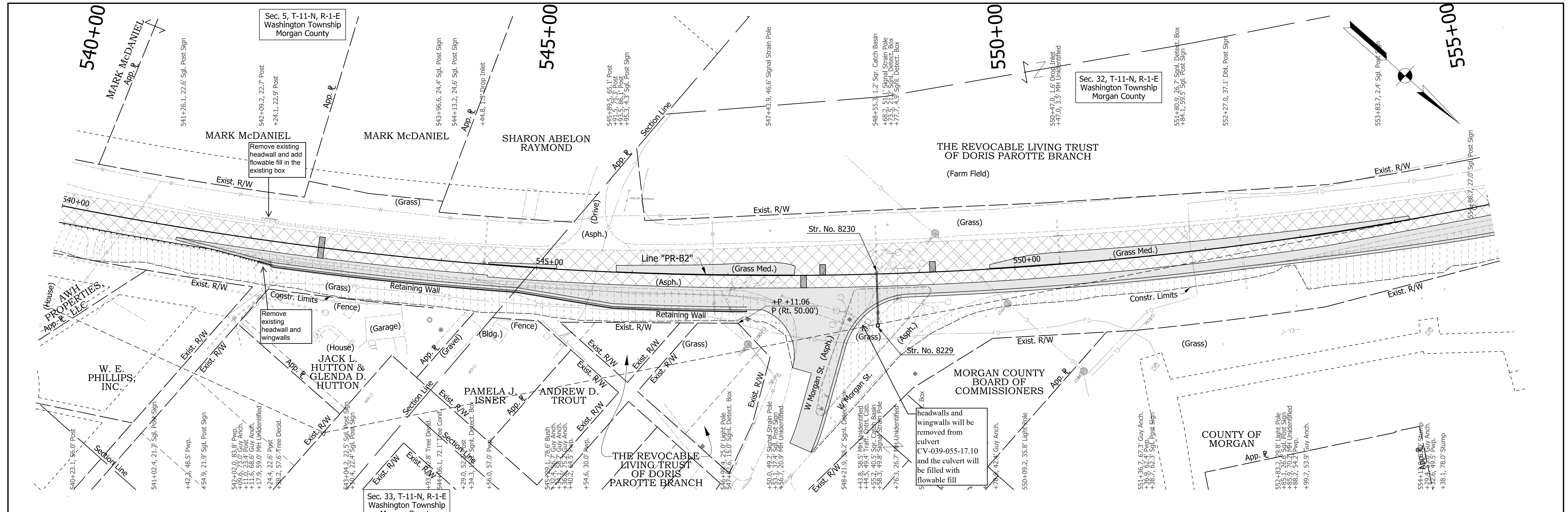
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET  
LINE "PR-B2"  
STA. 525+00 TO STA. 540+00

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	1592915
SURVEY BOOK	SHEETS
ELECTRONIC	37 of 190
CONTRACT	PROJECT
RS-39402	1592915

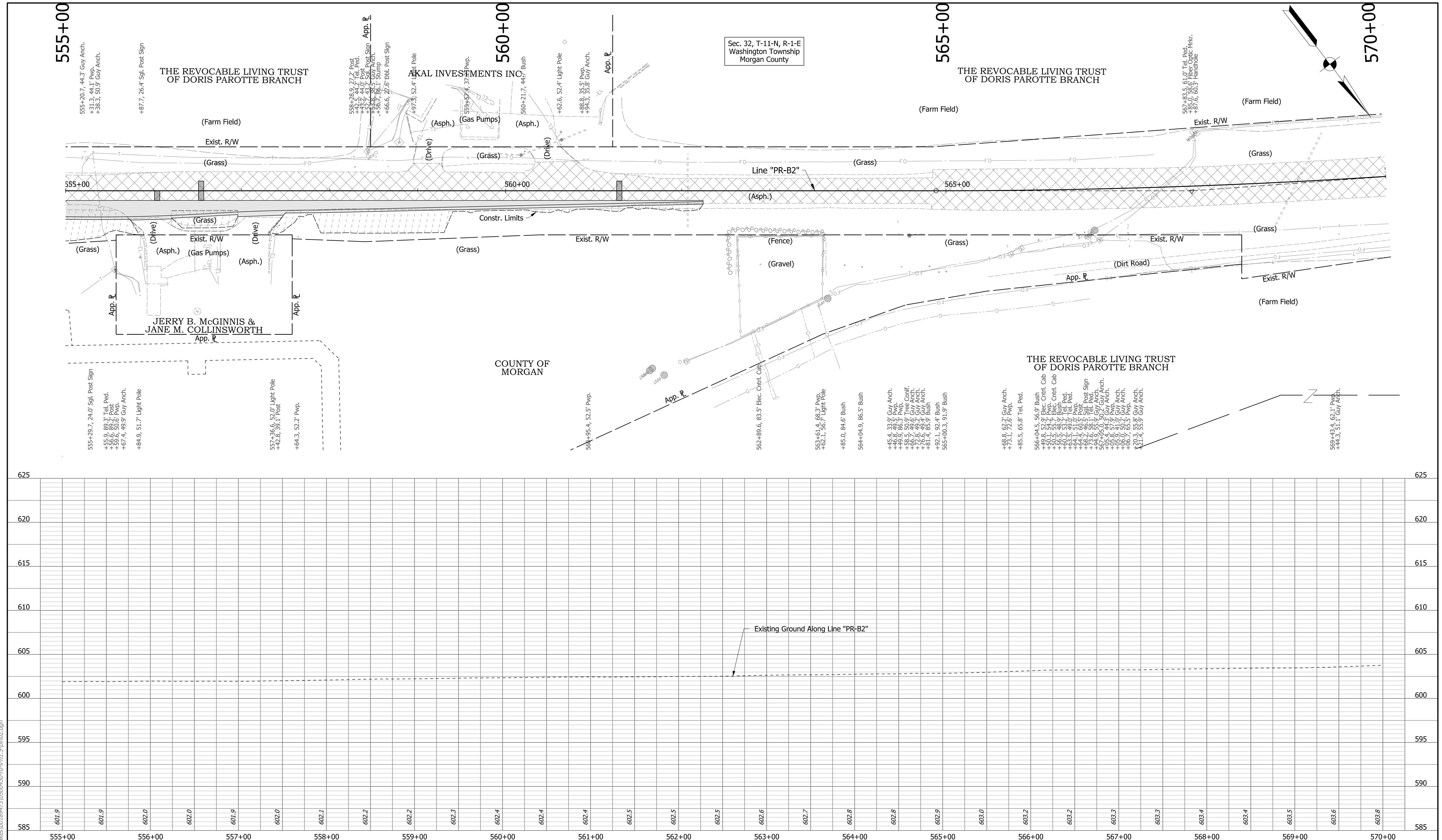
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<b>CLEARING LEGEND</b> Clearing within Existing Right of Way Wetlands Clearing within Proposed Right of Way		<b>LEGEND</b> Full Depth Widening Mill And Overlay Pavement Patching	
<b>DRAFT</b> NOT FOR CONSTRUCTION		RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	
		DESIGNED: CMM DRAWN: RPG CHECKED: HEK CHECKED: HEK	
INDIANA DEPARTMENT OF TRANSPORTATION  <b>PLAN AND PROFILE SHEET</b> <b>LINE "PR-B2"</b> <b>STA. 540+00 TO STA. 555+00</b>		HORIZONTAL SCALE 1"=50' VERTICAL SCALE 1"=5' SURVEY BOOK ELECTRONIC CONTRACT RS-39402	
		BRIDGE FILE N/A DESIGNATION 1592915 SHEETS 38 of 190 PROJECT 1592915	

rstriegel  
 4/17/2019 11:44:17 am  
 model:Sheet8  
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rstriegel  
4/17/2019 11:44:18 am  
model:Sheet9  
file:c:\cadd\ib\pwr\ignoring\greatlakes\01189473\0500430-df-sh-1.5-pln02.dgn



CLEARING LEGEND		LEGEND	
	Clearing within Existing Right of Way		Full Depth Widening
	Wetlands		Mill And Overlay
	Clearing within Proposed Right of Way		Pavement Patching

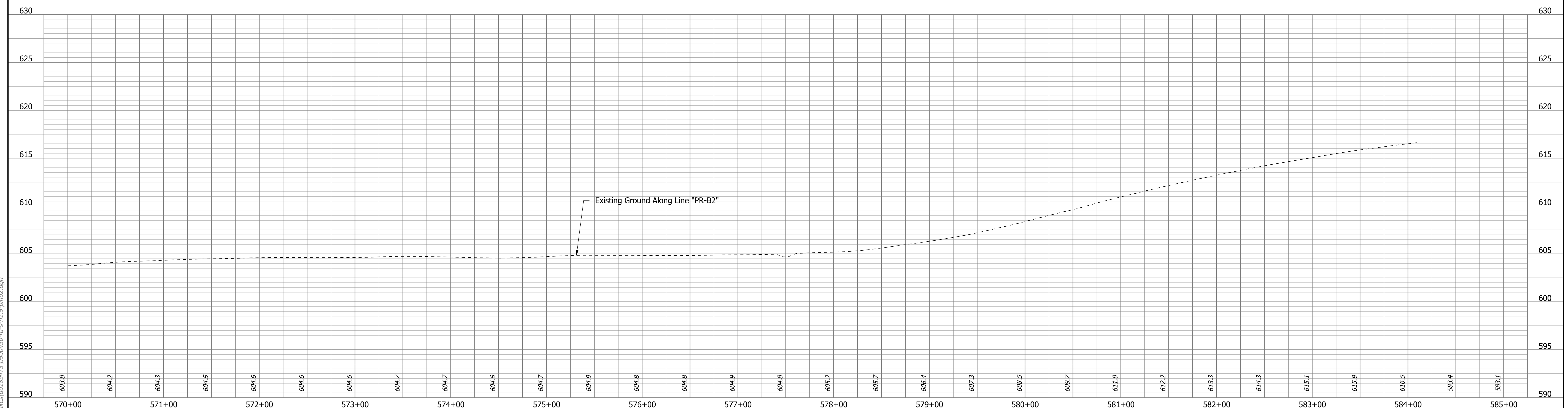
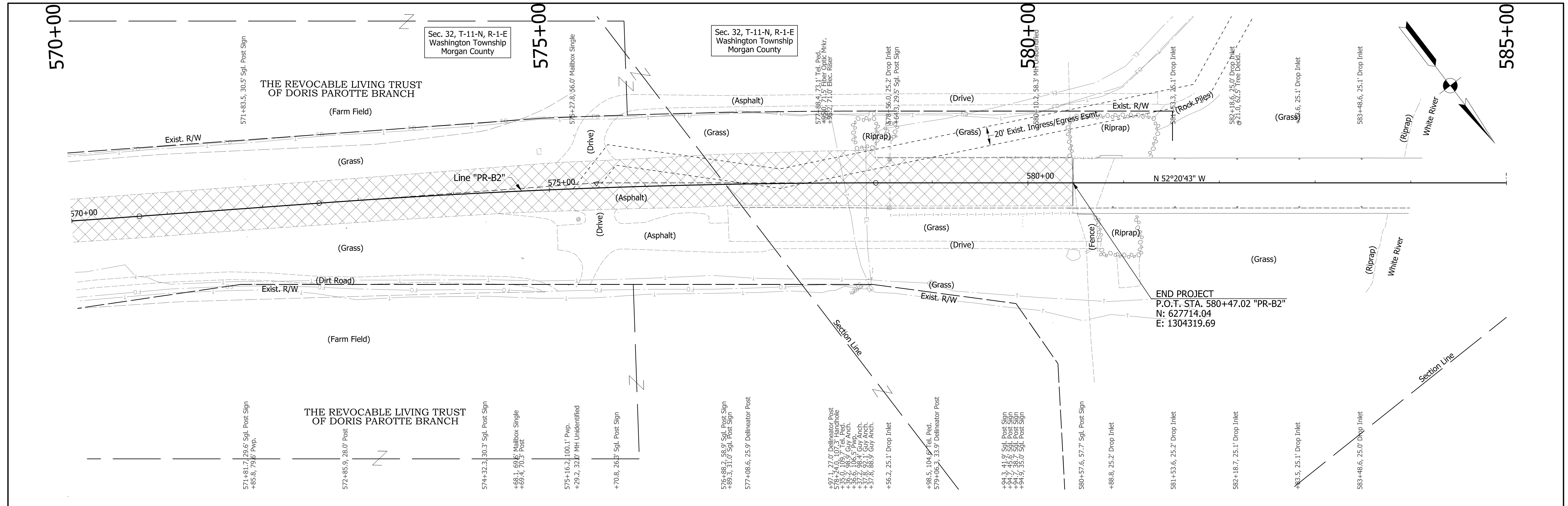
**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE SHEET  
LINE "PR-B2"  
STA. 555+00 TO STA. 570+00**

HORIZONTAL SCALE 1"=50'	BRIDGE FILE N/A
VERTICAL SCALE 1"=5'	DESIGNATION 1592915
SURVEY BOOK ELECTRONIC	SHEETS 39 of 190
CONTRACT RS-39402	PROJECT 1592915



CLEARING LEGEND	
	Clearing within Existing Right of Way
	Wetlands
	Clearing within Proposed Right of Way

LEGEND	
	Full Depth Widening
	Mill And Overlay
	Pavement Patching

**DRAFT**  
NOT FOR CONSTRUCTION

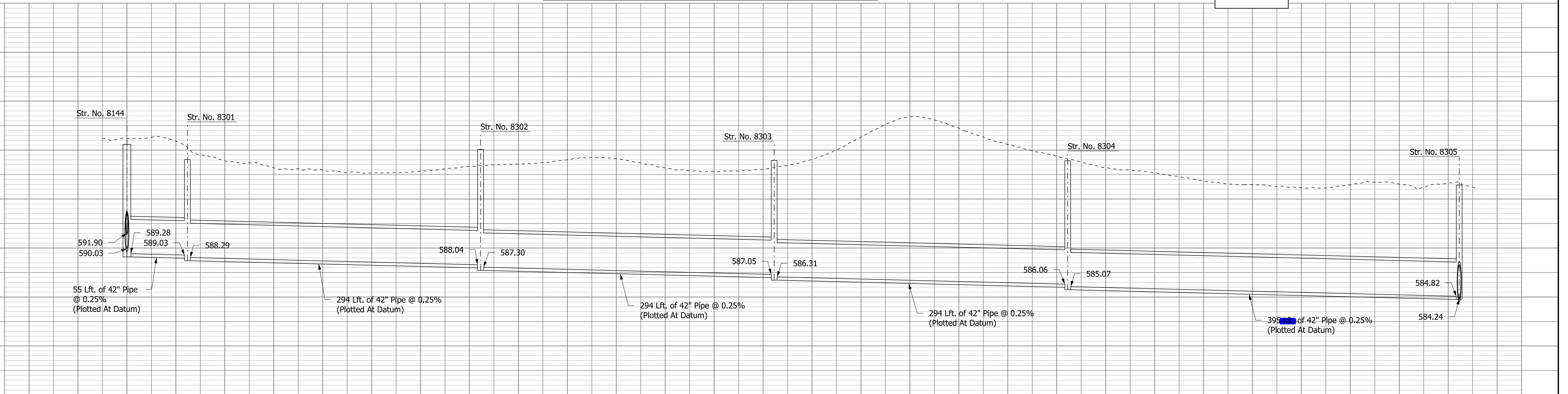
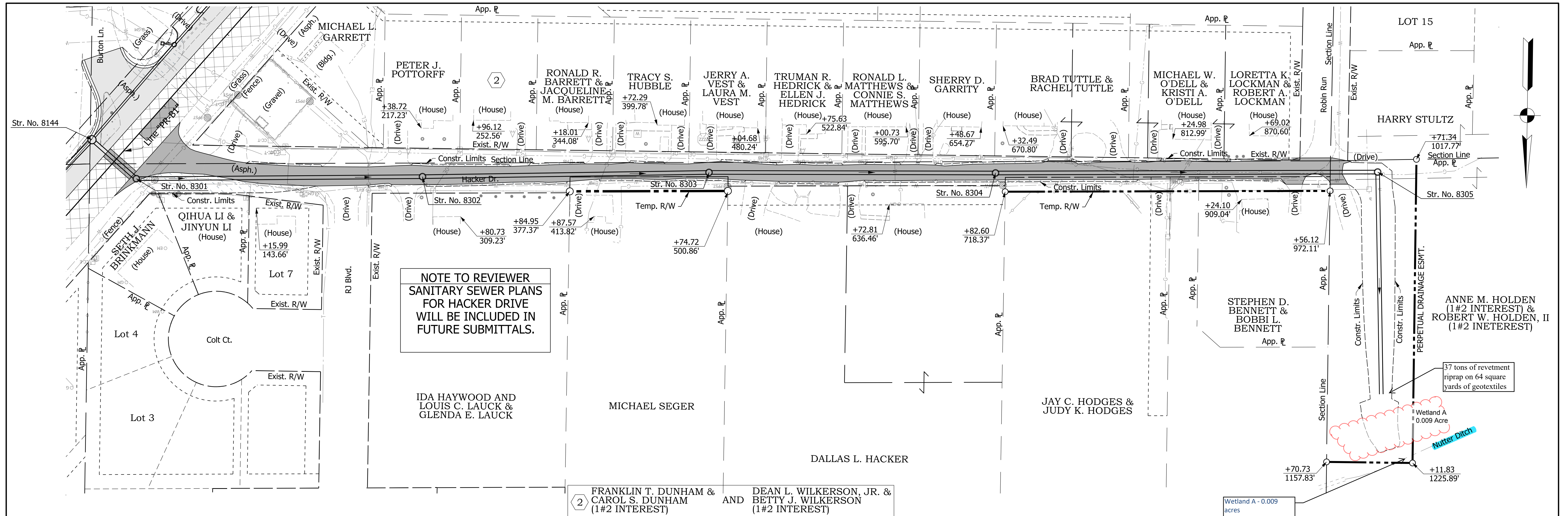
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE SHEET**  
**LINE "PR-B2"**  
**STA. 570+00 TO STA. 585+00**

HORIZONTAL SCALE 1"=50'	BRIDGE FILE N/A
VERTICAL SCALE 1"=5'	DESIGNATION 1592915
SURVEY BOOK ELECTRONIC	SHEETS 40 of 190
CONTRACT RS-39402	PROJECT 1592915

rstriegel  
4/17/2019 11:44:19 am  
model:Sheet10  
file:c:\cadd\ib\p\g\ong\greatakes\0189473\0500430-df-sh-1.5-plm02.dgn



CLEARING LEGEND		LEGEND	
	Clearing within Existing Right of Way		Full Depth Widening
	Wetlands		Mill And Overlay
	Clearing within Proposed Right of Way		Pavement Patching

**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

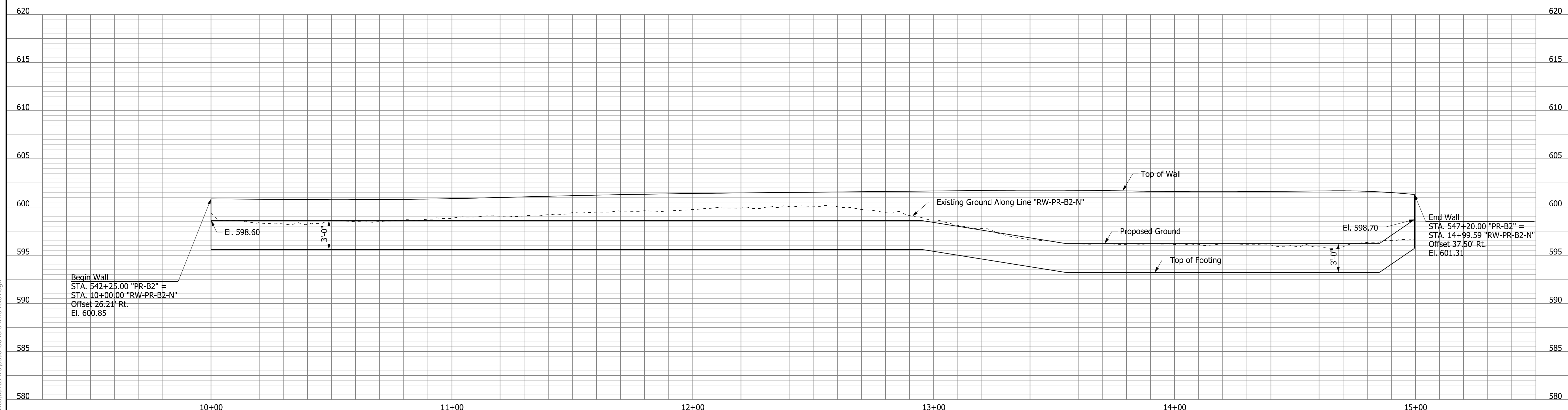
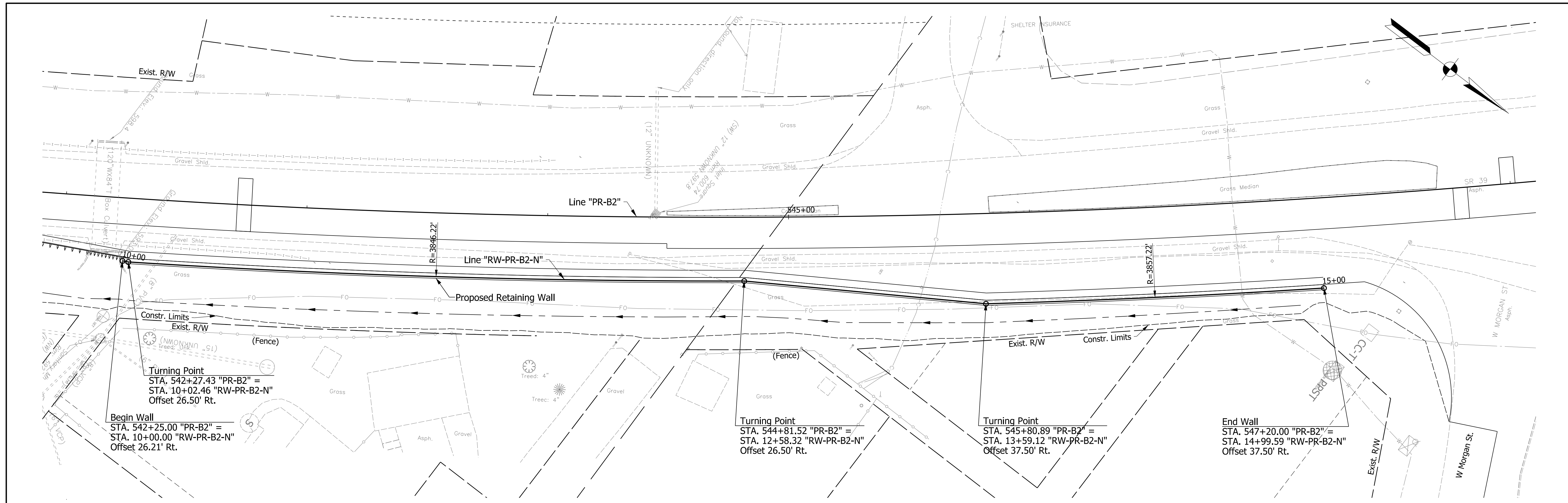
INDIANA  
DEPARTMENT OF TRANSPORTATION

**PLAN AND PROFILE SHEET  
HACKER DRIVE**

HORIZONTAL SCALE 1"=50'	BRIDGE FILE N/A
VERTICAL SCALE 1"=5'	DESIGNATION 1592915
SURVEY BOOK ELECTRONIC	SHEETS 41 of 190
CONTRACT RS-39402	PROJECT 1592915

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**DRAFT**  
 NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JDW	DRAWN: RPG	
CHECKED: CMM	CHECKED: HEK	

INDIANA  
 DEPARTMENT OF TRANSPORTATION

RETAINING WALL DETAILS  
 LINE "PR-B2"

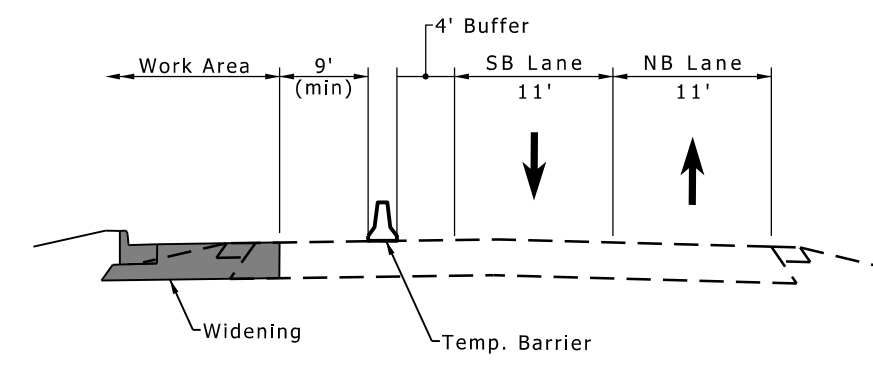
HORIZONTAL SCALE 1"=20'	BRIDGE FILE N/A
VERTICAL SCALE 1"=5'	DESIGNATION 1592915
SURVEY BOOK ELECTRONIC	SHEETS 72 of 165
CONTRACT RS-39402	PROJECT 1592915

rajlespie  
 4/2/2019 8:42:27 am  
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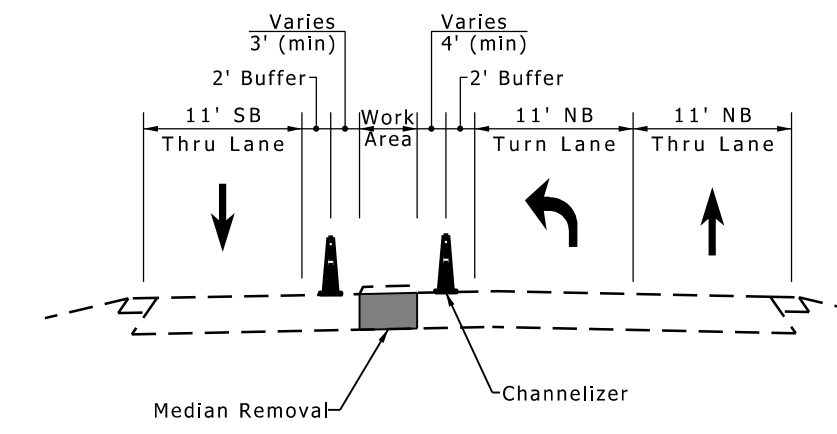


**Maintenance of Traffic Phase 1 Sequencing:**

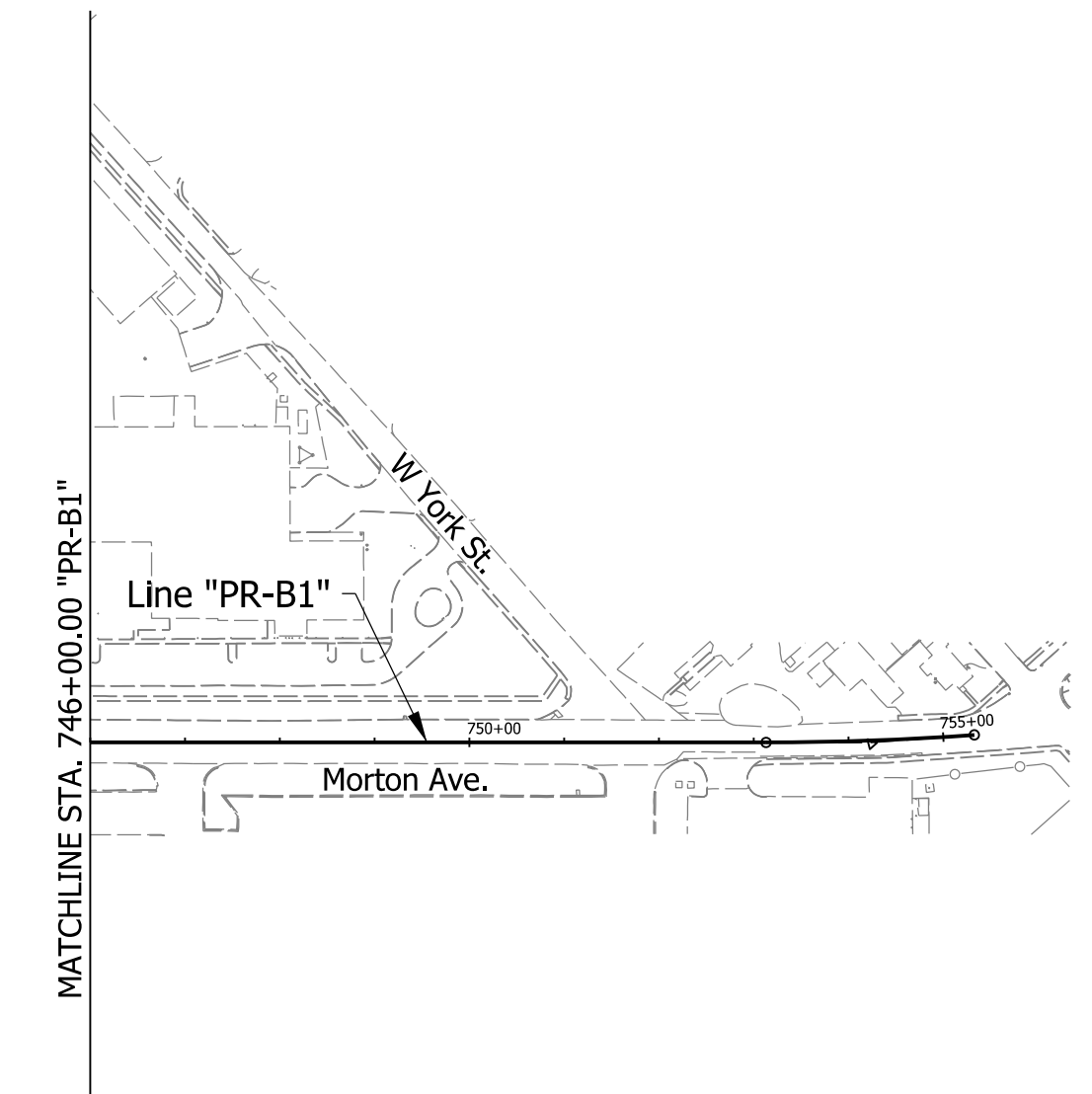
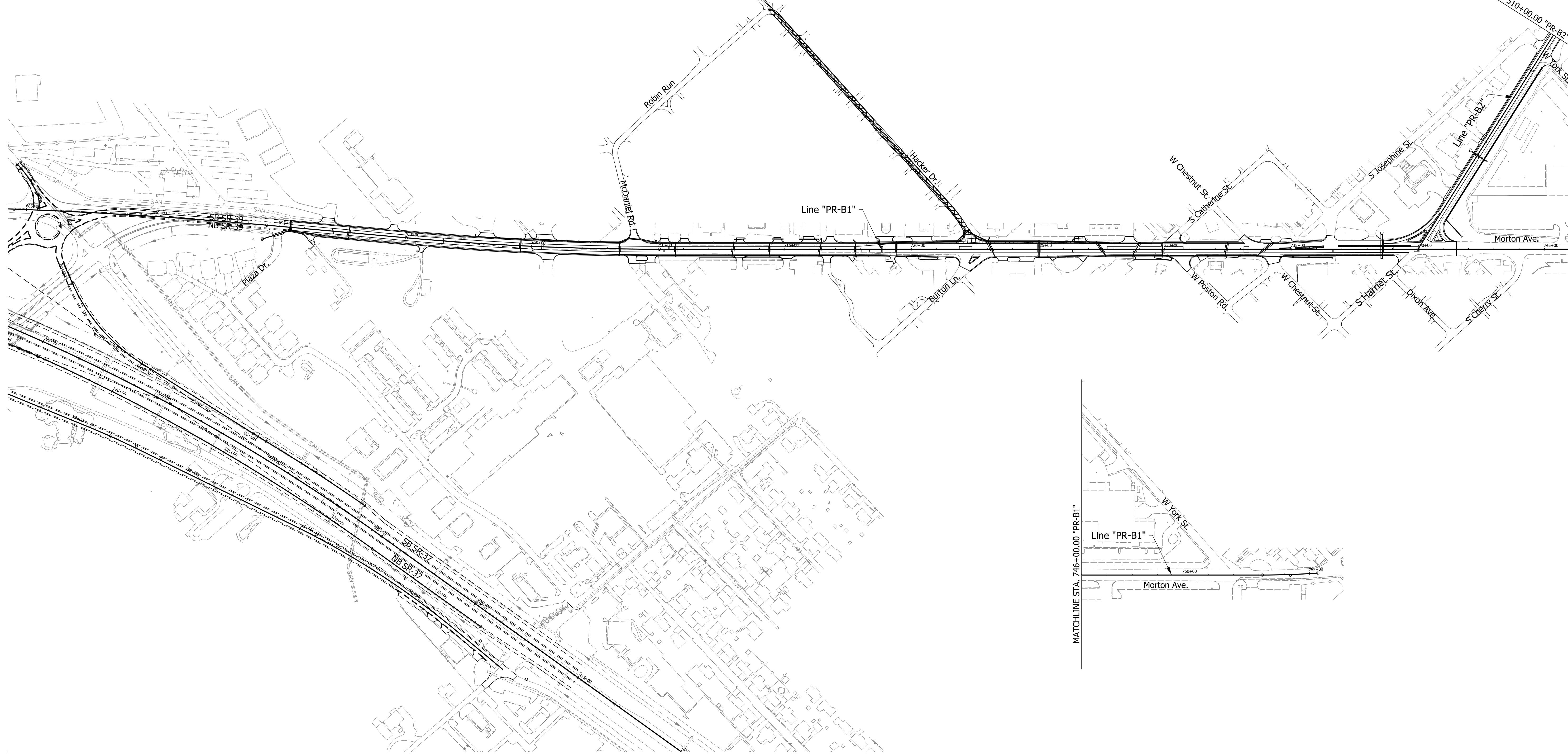
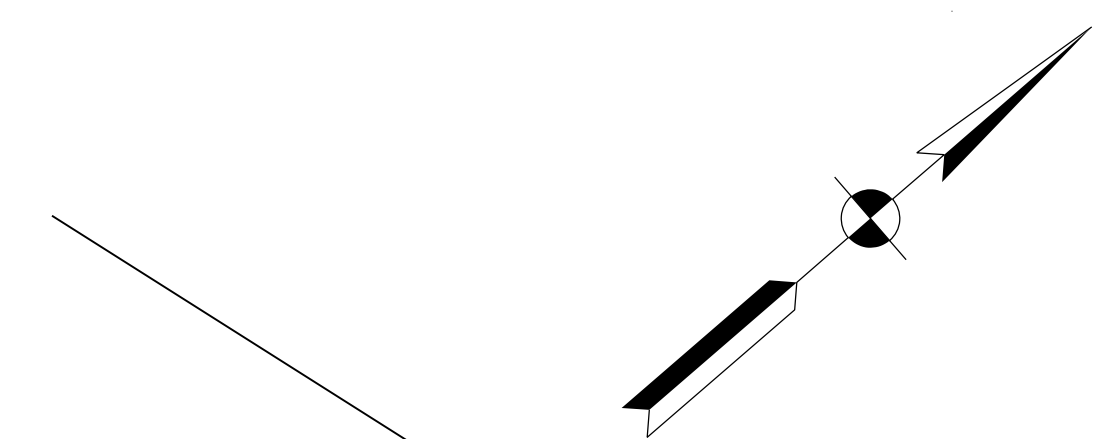
1. Construct pavement replacement of median islands
2. Construct temporary pavement at W. Morgan St. intersection
3. Close and construct Hacker Rd. storm sewer and related pavement. Detour to Robin Run and McDaniel Rd., allow local traffic access on Hacker Rd. and maintain driveway access.
4. Construct pavement widening along the west side of Morton Ave/SR 39 north of Hacker Rd. Use temporary barrier during storm sewer installation.



**MORTON AVE/SR 39  
NORTH OF HACKER RD.  
(Looking North)**



**MORTON AVE/SR 39  
BETWEEN CHESTNUT ST. AND HARRIET ST.  
(Looking North)**



**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
NOT FOR CONSTRUCTION

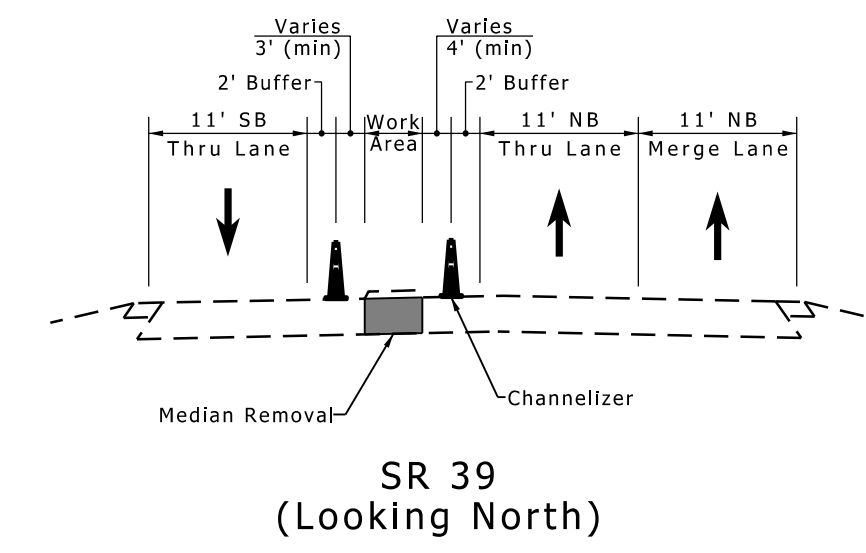
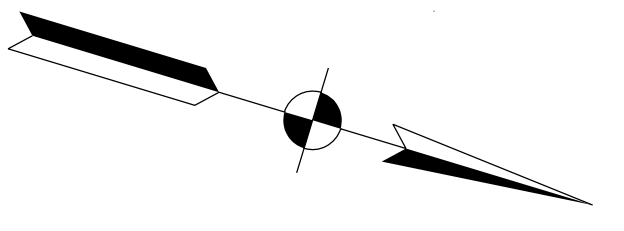
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC OVERVIEW  
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE	
1"=200'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	1592915	
SURVEY BOOK	SHEETS	MT-01
ELECTRONIC	19	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

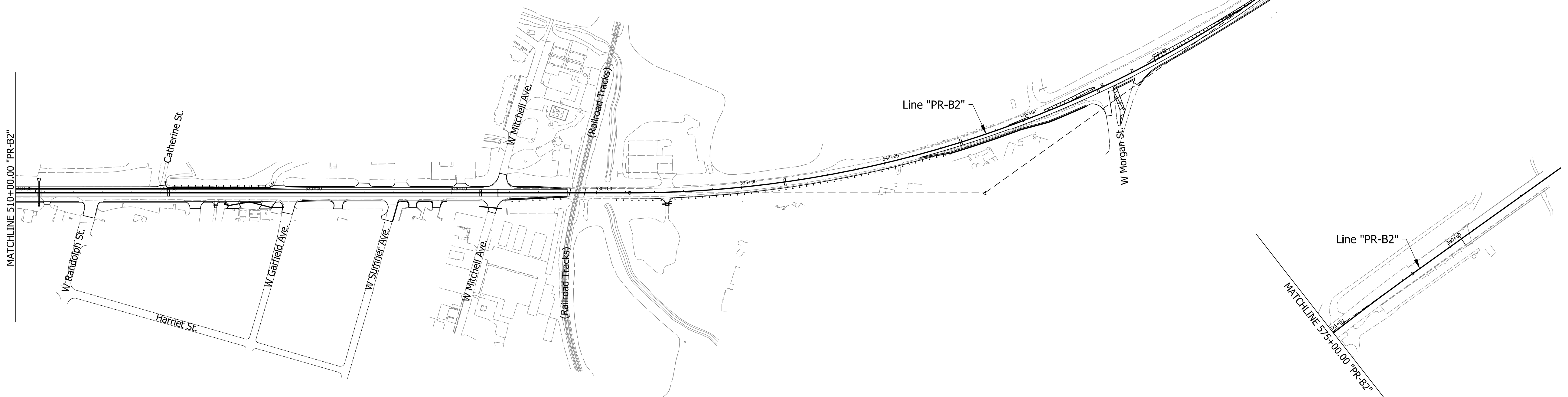
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 file: c:\cadd\ib\pwr\striegel\pwr\great\_lakes\01894731\0500430-rd-s-h1\_5-motov.l.dgn



**Maintenance of Traffic Phase 1 Sequencing:**

1. Construct pavement replacement of median islands
2. Construct temporary pavement at W. Morgan St. intersection
3. Close and construct Hacker Rd. storm sewer and related pavement. Detour to Robin Run and McDaniel Rd., allow local traffic access on Hacker Rd. and maintain driveway access.
4. Construct pavement widening along the west side of Morton Ave/SR 39 north of Hacker Rd. Use temporary barrier during storm sewer installation.

MATCHLINE 510+00.00 "PR-B2"



MATCHLINE 575+00.00 "PR-B2"

**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
CHECKED: _____ HEK _____	CHECKED: _____ HEK _____	

**INDIANA DEPARTMENT OF TRANSPORTATION**

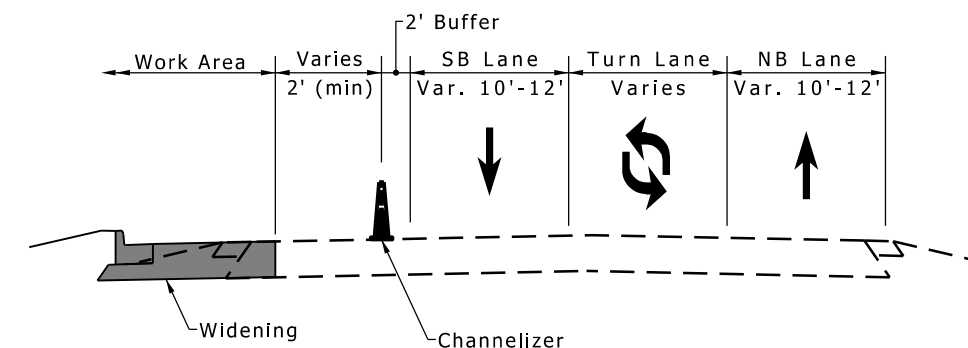
**MAINTENANCE OF TRAFFIC OVERVIEW PHASE 1**

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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	MT-02
ELECTRONIC	20	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

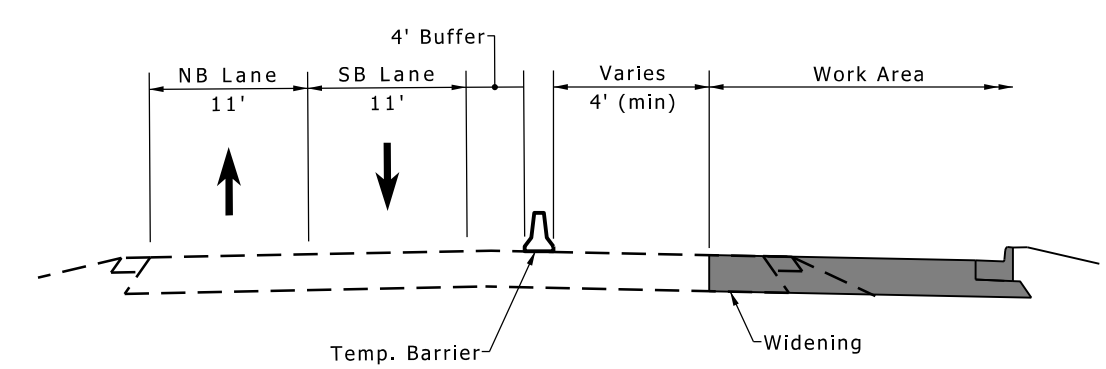
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**Maintenance of Traffic Phase 2A Sequencing:**

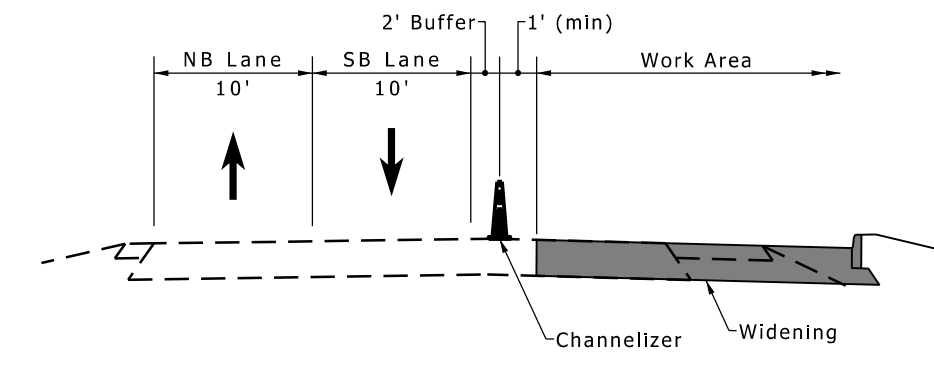
1. Construct pavement widening on east side of SR 39 between Morton Ave and York St.
2. Construct pavement widening on west side of Morton Ave/SR 39 south of Hacker Rd. Use temporary barrier during storm sewer installation.
3. Construct pavement widening on east side of Morton Ave/SR 39 north of Hacker Rd. Use temporary barrier during storm sewer installation.
4. Construct pavement widening on east side of SR 39 north of York St.
5. Construct pavement widening on east side of SR 39 south of W. Morgan St. and north of the Circle K.
6. Close and construct W. Garfield Ave intersection. Detour to Harriet St and W. Sumner Ave. or W. Randolph St.
7. Close and construct W. Poston Rd. intersection. Detour to S. Josephine St. and W. Chestnut St.



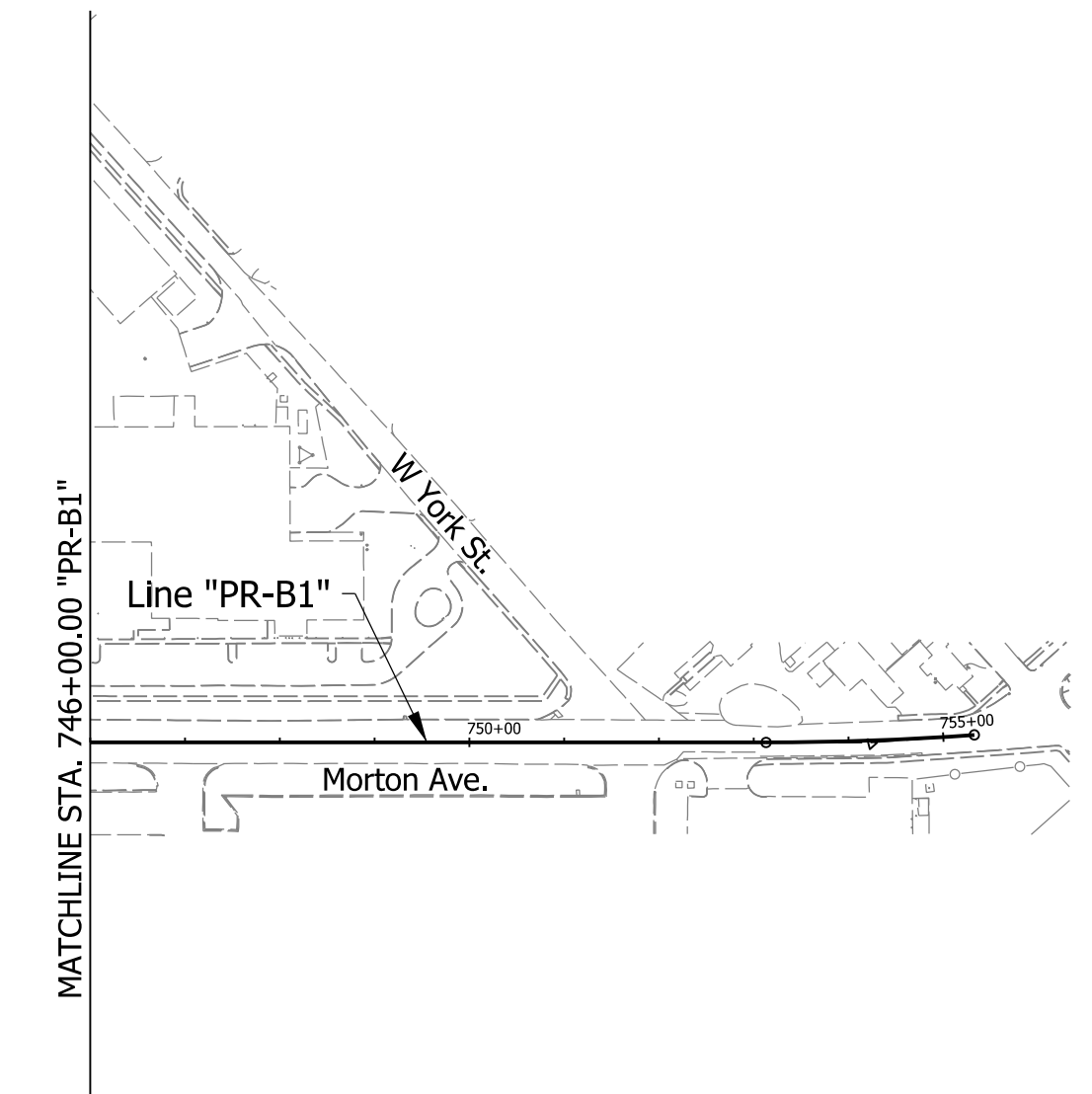
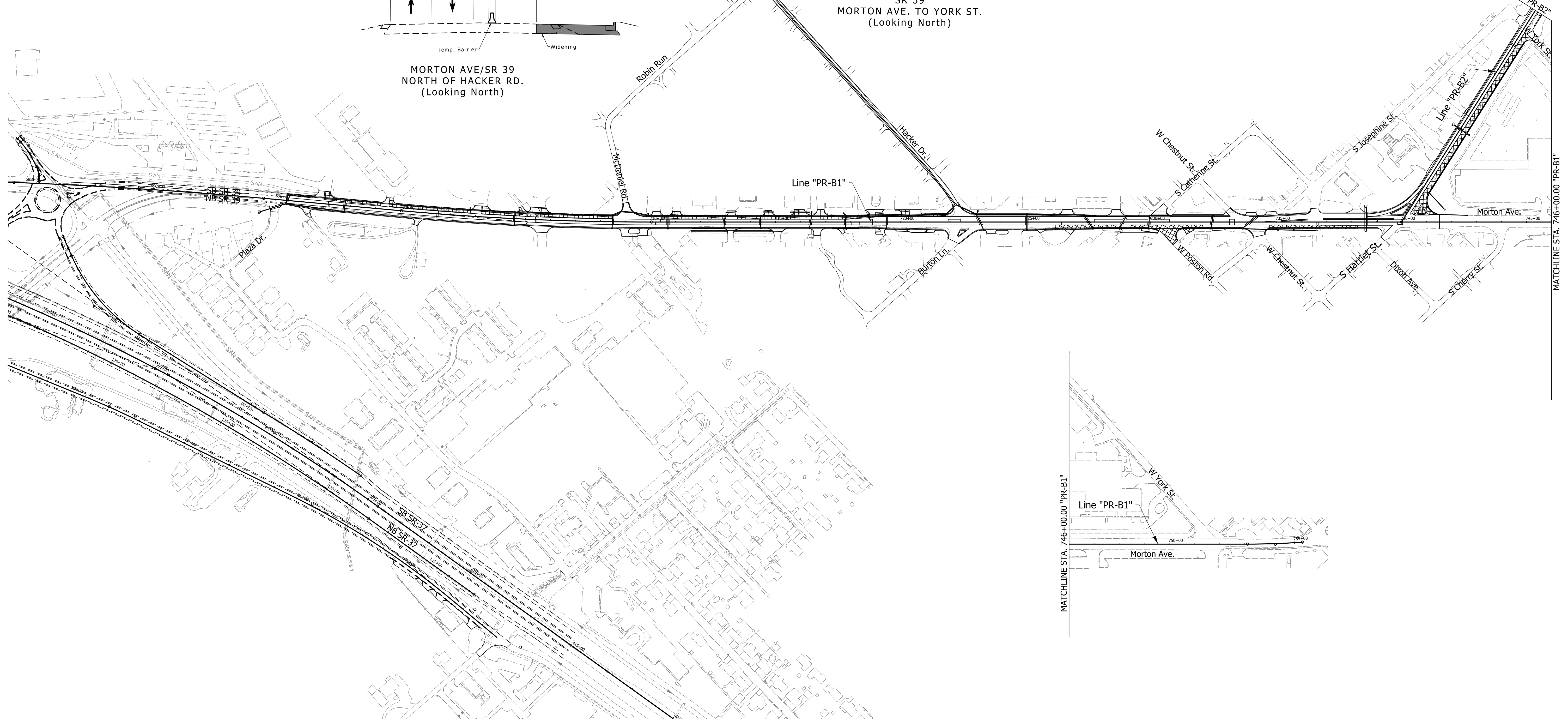
**MORTON AVE/SR 39 SOUTH OF HACKER RD. (Looking North)**



**MORTON AVE/SR 39 NORTH OF HACKER RD. (Looking North)**



**SR 39 MORTON AVE. TO YORK ST. (Looking North)**



**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

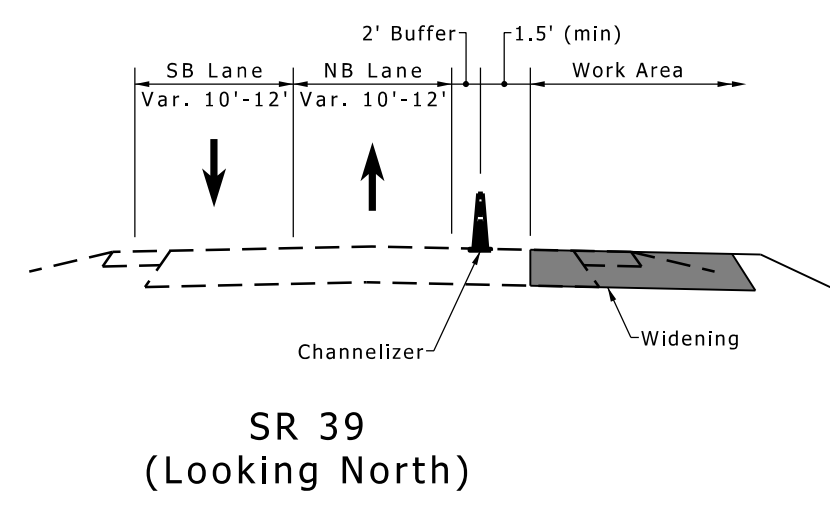
**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

INDIANA DEPARTMENT OF TRANSPORTATION  
MAINTENANCE OF TRAFFIC OVERVIEW PHASE 2A

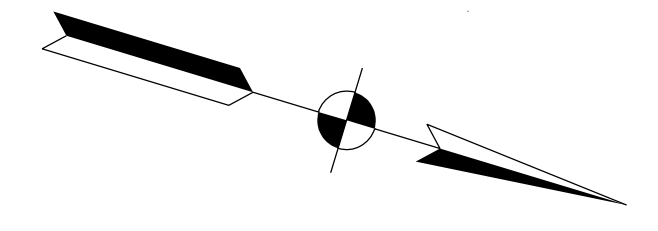
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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	MT-03
ELECTRONIC	21	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

rstriegel  
 10/5/2018 3:50:19 pm  
 model:Sheet1  
 file: c:\adidb\pwr\striegel\pwr\great\_lakes\01894731\0500430-rd-s-h1\_15-motov.2a.dgn



**Maintenance of Traffic Phase 2A Sequencing:**

1. Construct pavement widening on east side of SR 39 between Morton Ave and York St.
2. Construct pavement widening on west side of Morton Ave/SR 39 south of Hacker Rd. Use temporary barrier during storm sewer installation.
3. Construct pavement widening on east side of Morton Ave/SR 39 north of Hacker Rd. Use temporary barrier during storm sewer installation.
4. Construct pavement widening on east side of SR 39 north of York St.
5. Construct pavement widening on east side of SR 39 south of W. Morgan St. and north of the Circle K.
6. Close and construct W. Garfield Ave intersection. Detour to Harriet St and W. Sumner Ave. or W. Randolph St.
7. Close and construct W. Poston Rd. intersection. Detour to S. Josephine St. and W. Chestnut St.



MATCHLINE 510+00.00 "PR-B2"

Catherine St.

W. Randolph St.

Harriet St.

W. Garfield Ave.

W. Sumner Ave.

W. Mitchell Ave.

W. Mitchell Ave.

(Railroad Tracks)

(Railroad Tracks)

Line "PR-B2"

W. Morgan St.

Line "PR-B2"

MATCHLINE 575+00.00 "PR-B2"

**Legend**

- Construction Area
- Open to Traffic
- Temporary Pavement

**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
CHECKED: _____ HEK _____	CHECKED: _____ HEK _____	

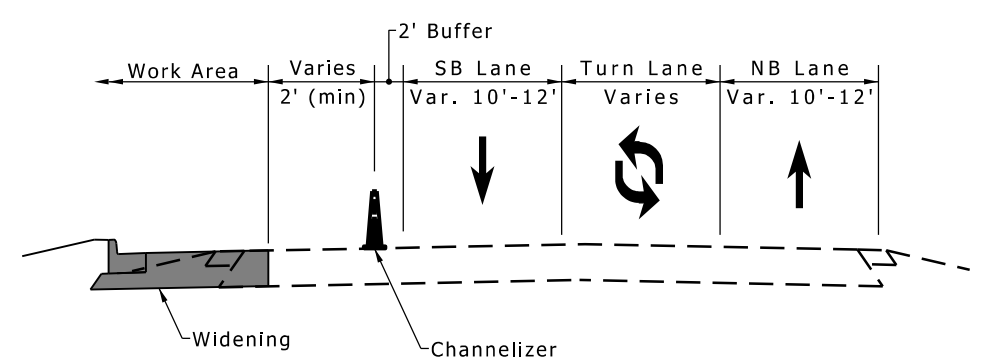
**INDIANA DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC OVERVIEW PHASE 2A**

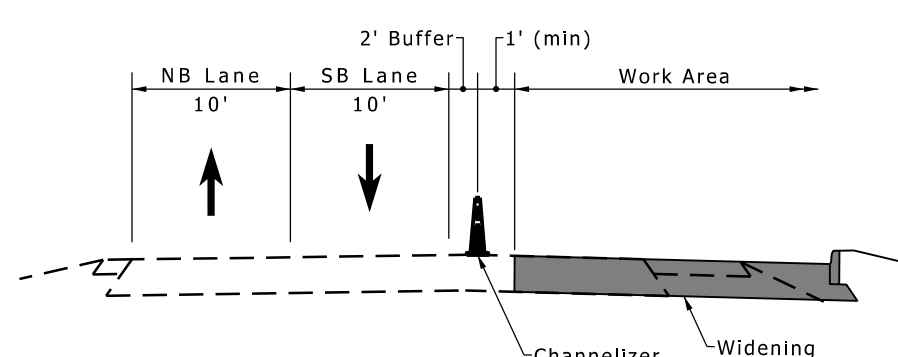
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1"=200'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	1592915	
SURVEY BOOK	SHEETS	MT-04
ELECTRONIC	22	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

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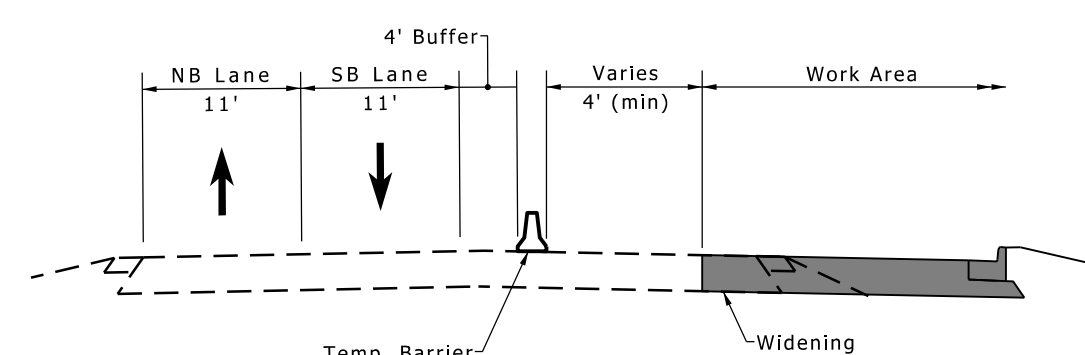
- Maintenance of Traffic Phase 2B Sequencing:**
1. Continue construction of pavement widening on east side of SR 39 between Morton Ave and York St.
  2. Continue construction of pavement widening on west side of Morton Ave/SR 39 south of Hacker Rd. Use temporary barrier for storm sewer installation.
  3. Continue construction of pavement widening on east side of Morton Ave/SR 39 north of Hacker Rd. Use temporary barrier for storm sewer installation.
  4. Close and construct W. Chestnut St. intersection. Detour to S. Harriet St. or S. Josephine St. and Poston Rd.
  5. Continue construction of pavement widening on east side of SR 39 north of York St.
  6. Continue construction of pavement widening on east side of SR 39 south of W. Morgan St. and north of the Circle K.
  7. Close and construct W. Randolph St. intersection. Detour to Harriet St. and W. Sumner Ave. or W. Garfield Ave.
  8. Close McDaniel Rd intersection. Detour to Robin Run and Hacker Dr.



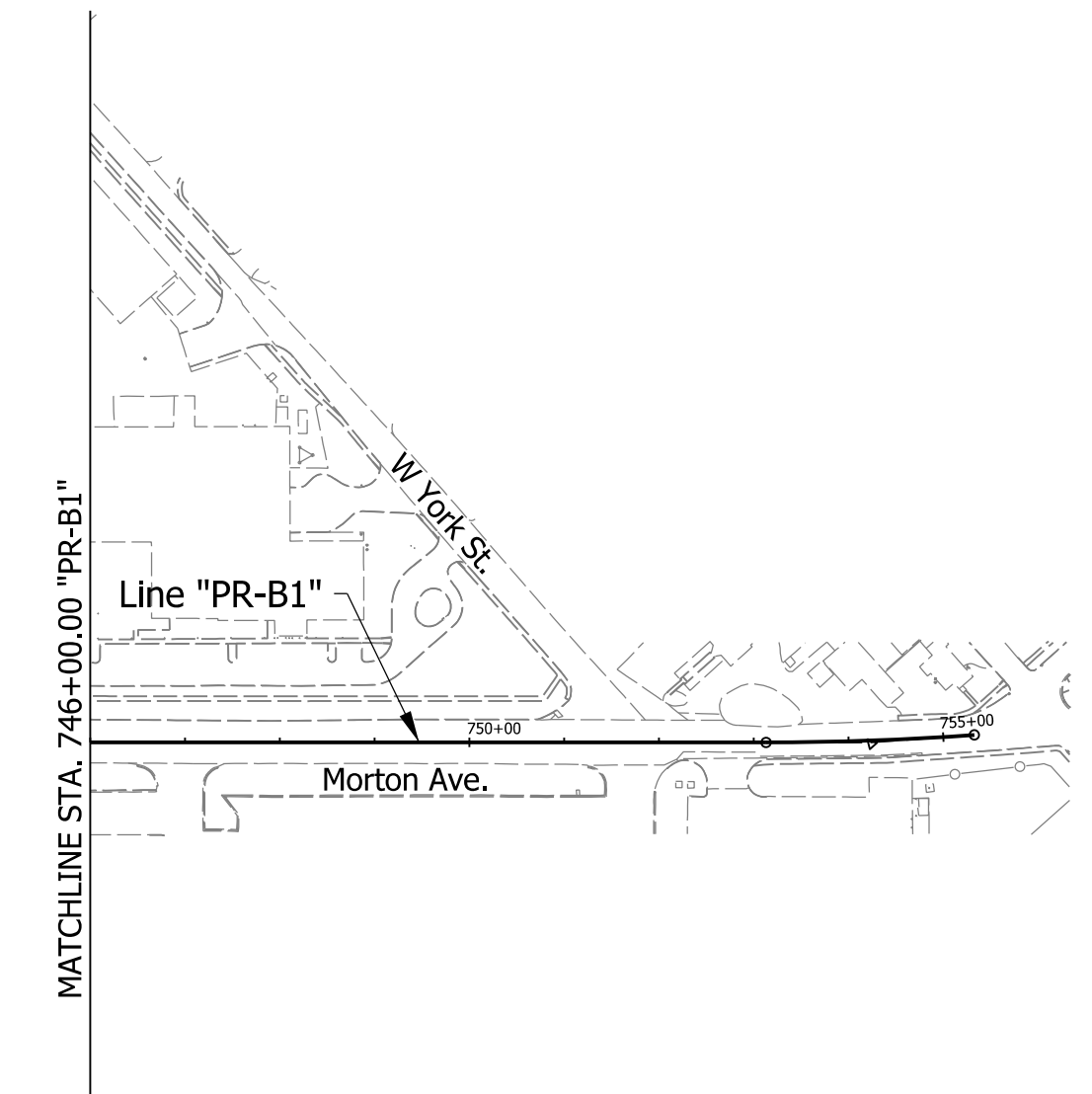
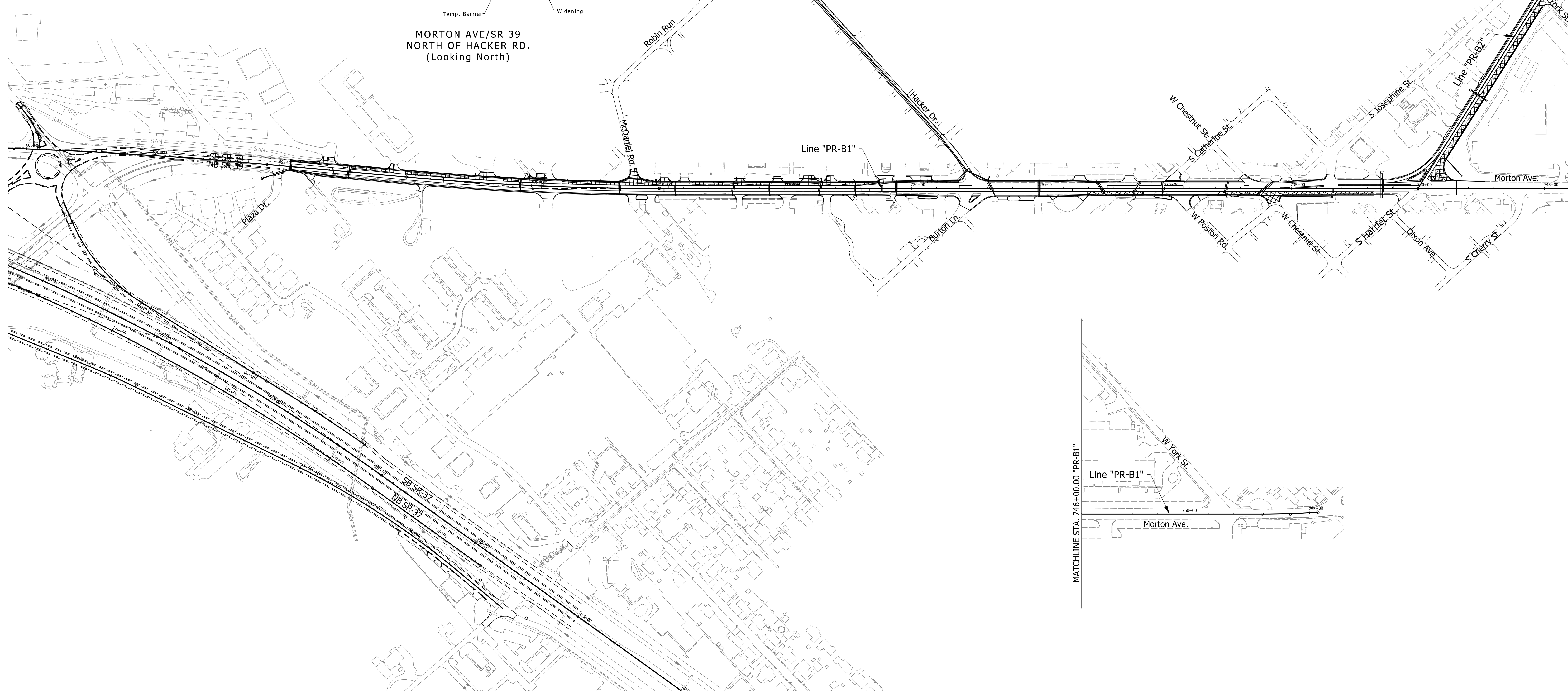
MORTON AVE/SR 39 SOUTH OF HACKER RD. (Looking North)



SR 39 MORTON AVE. TO YORK ST. (Looking North)



MORTON AVE/SR 39 NORTH OF HACKER RD. (Looking North)



**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

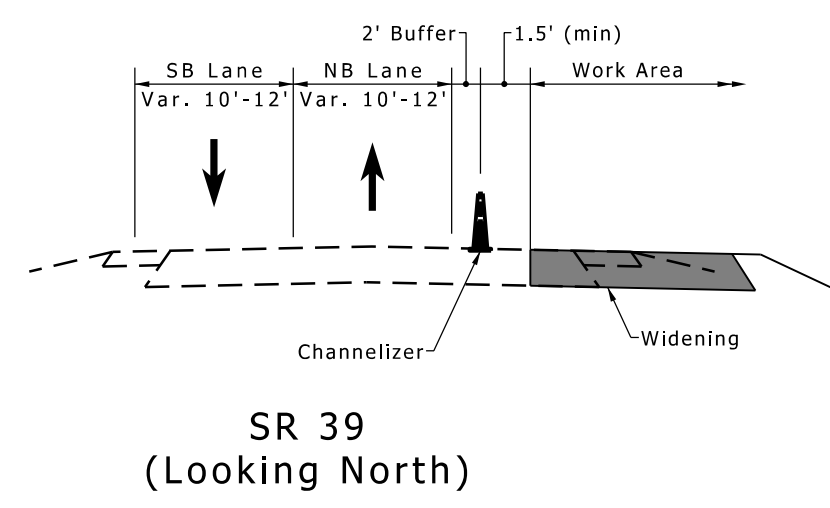
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

INDIANA DEPARTMENT OF TRANSPORTATION  
MAINTENANCE OF TRAFFIC OVERVIEW PHASE 2B

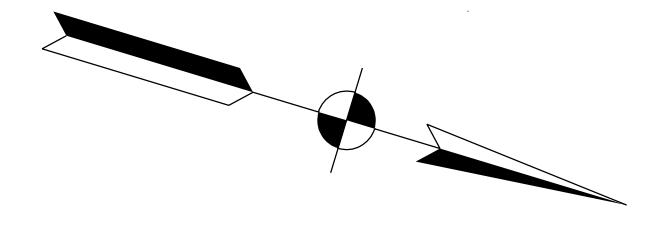
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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	MT-05
ELECTRONIC	23	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

rstriegel  
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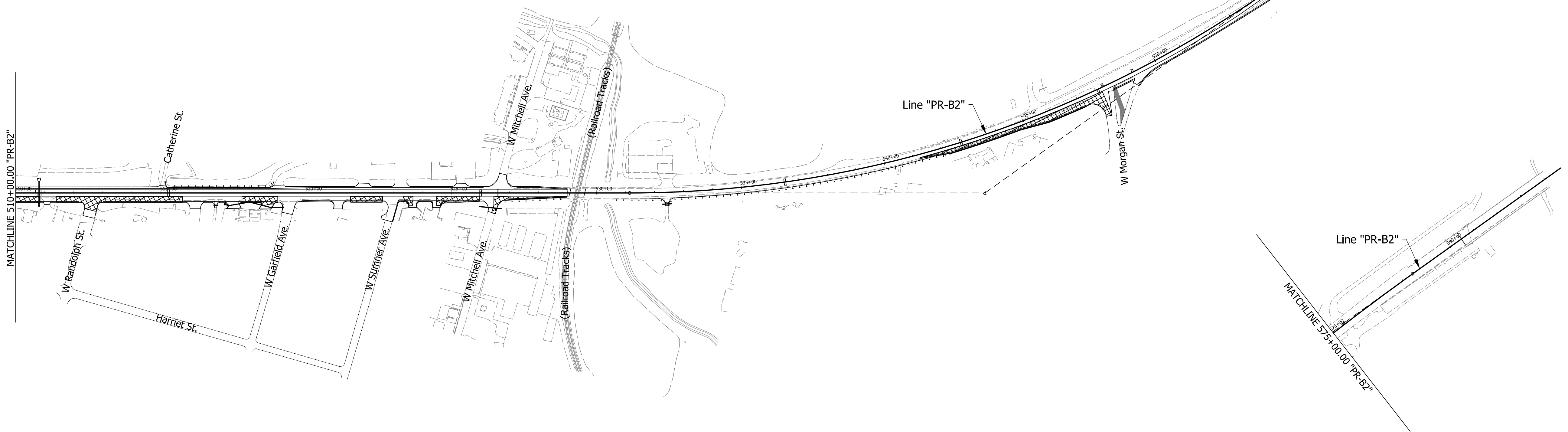


**Maintenance of Traffic Phase 2B Sequencing:**

1. Continue construction of pavement widening on east side of SR 39 between Morton Ave and York St.
2. Continue construction of pavement widening on west side of Morton Ave/SR 39 south of Hacker Rd. Use temporary barrier for storm sewer installation.
3. Continue construction of pavement widening on east side of Morton Ave/SR 39 north of Hacker Rd. Use temporary barrier for storm sewer installation.
4. Close and construct W. Chestnut St. intersection. Detour to S. Harriet St. or S. Josephine St. and Poston Rd.
5. Continue construction of pavement widening on east side of SR 39 north of York St.
6. Continue construction of pavement widening on east side of SR 39 south of W. Morgan St. and north of the Circle K.
7. Close and construct W. Randolph St. intersection. Detour to Harriet St and W. Sumner Ave. or W. Garfield Ave.
8. Close McDaniel Rd intersection. Detour to Robin Run and Hacker Dr.



MATCHLINE 510+00.00 "PR-B2"



MATCHLINE 575+00.00 "PR-B2"

MATCHLINE 575+00.00 "PR-B2"

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**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
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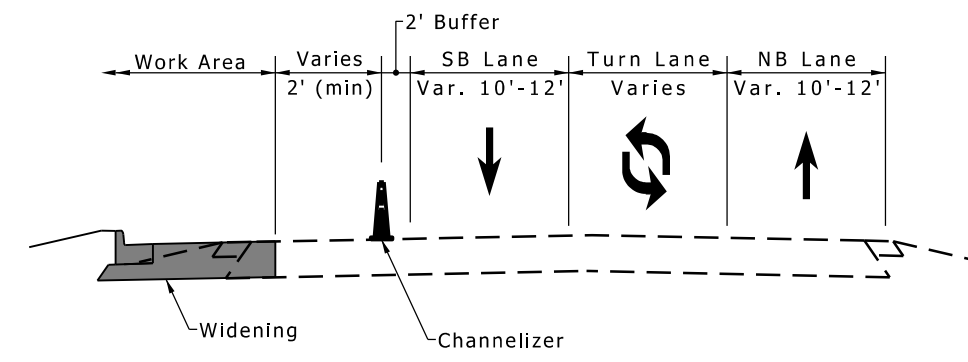
INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC OVERVIEW  
PHASE 2B

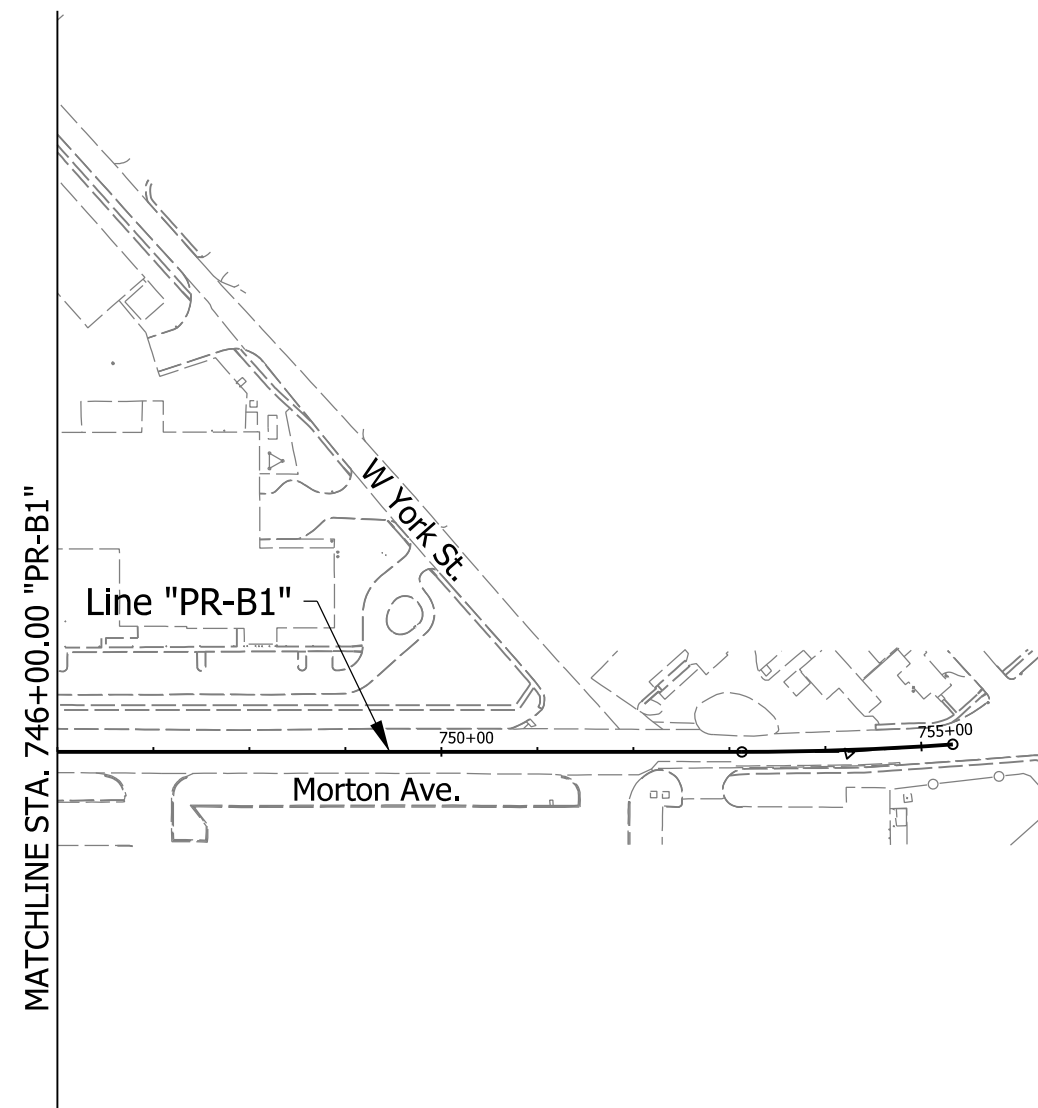
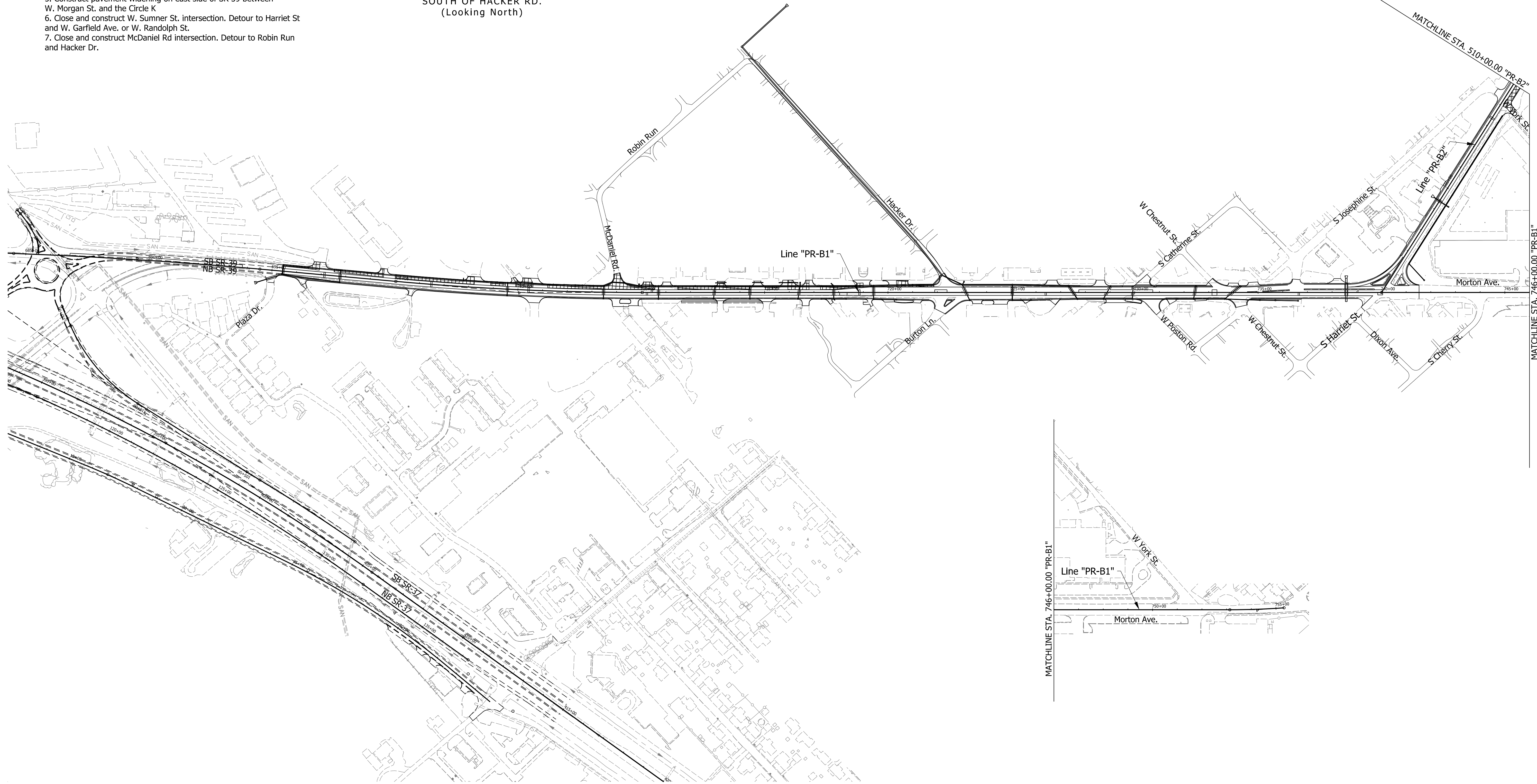
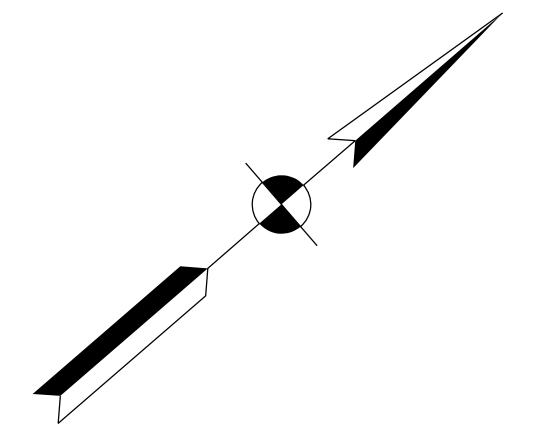
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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	MT-06
ELECTRONIC	24	of 147
CONTRACT	PROJECT	
RS-39402	1592915	



- Maintenance of Traffic Phase 3 Sequencing:**
1. Close and construct east W. York St. intersection. Detour on SR 39 to Morton Ave.
  2. Continue construction of pavement widening on west side of Morton Ave/SR 39 south of Hacker Rd. Use temporary barrier for storm sewer installation.
  3. Continue construction of pavement widening on east side of SR 39 north of York St.
  4. Continue construction of pavement widening on east side of SR 39 south of W. Morgan St. and north of the Circle K.
  5. Construct pavement widening on east side of SR 39 between W. Morgan St. and the Circle K.
  6. Close and construct W. Sumner St. intersection. Detour to Harriet St and W. Garfield Ave. or W. Randolph St.
  7. Close and construct McDaniel Rd intersection. Detour to Robin Run and Hacker Dr.



MORTON AVE/SR 39  
SOUTH OF HACKER RD.  
(Looking North)



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**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

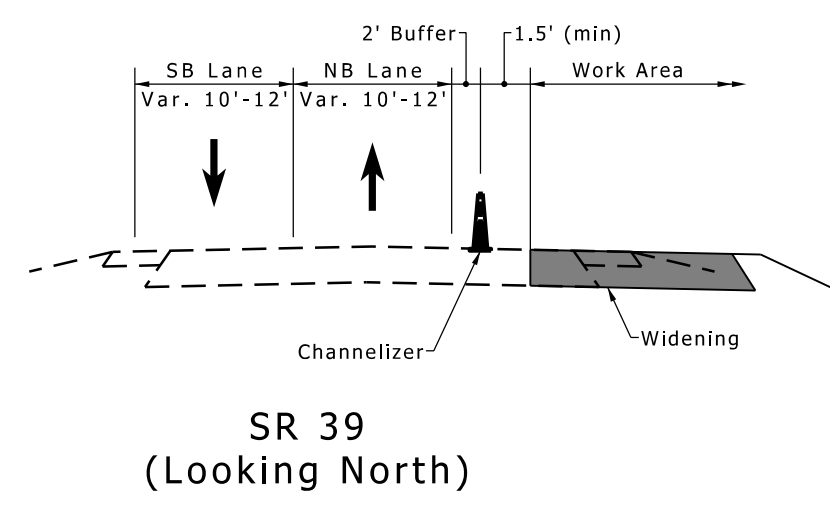
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
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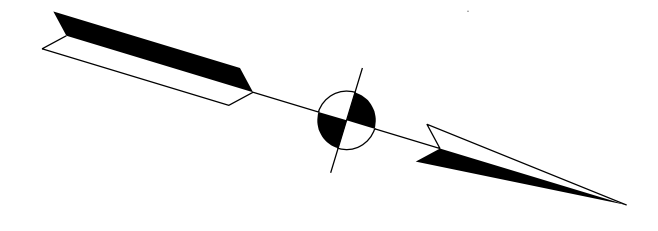
INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC OVERVIEW  
PHASE 3

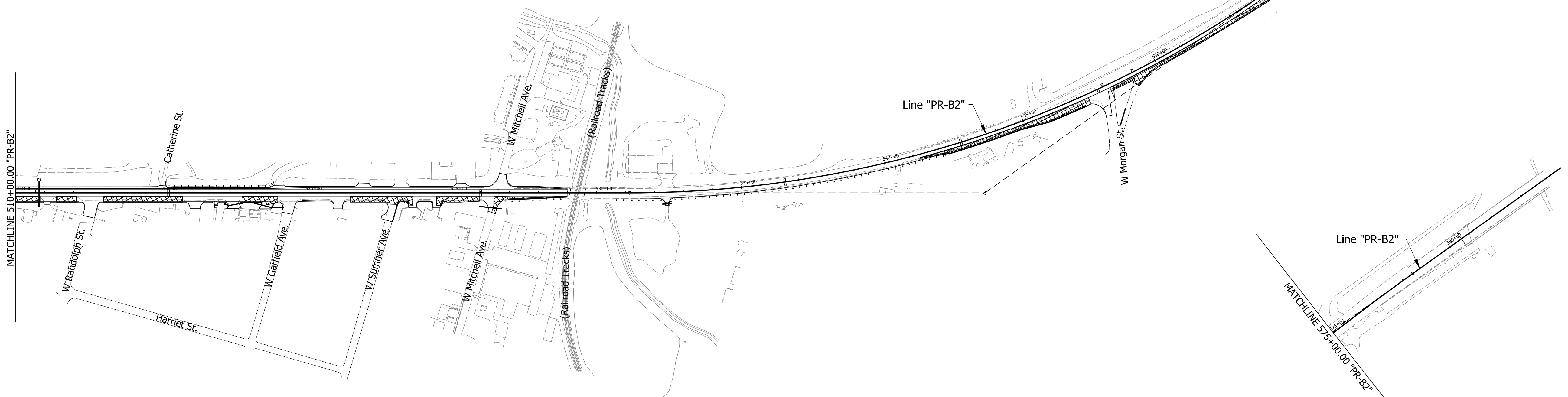
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SURVEY BOOK	SHEETS	MT-07
ELECTRONIC	25	of 147
CONTRACT	PROJECT	
RS-39402	1592915	



- Maintenance of Traffic Phase 3 Sequencing:**
1. Close and construct east W. York St. intersection. Detour on SR 39 to Morton Ave.
  2. Continue construction of pavement widening on west side of Morton Ave/SR 39 south of Hacker Rd. Use temporary barrier for storm sewer installation.
  3. Continue construction of pavement widening on east side of SR 39 north of York St.
  4. Continue construction of pavement widening on east side of SR 39 south of W. Morgan St. and north of the Circle K.
  5. Construct pavement widening on east side of SR 39 between W. Morgan St. and the Circle K.
  6. Close and construct W. Sumner St. intersection. Detour to Harriet St and W. Garfield Ave. or W. Randolph St.
  7. Close and construct McDaniel Rd intersection. Detour to Robin Run and Hacker Dr.



MATCHLINE 510+00.00 "PR-B2"



MATCHLINE 575+00.00 "PR-B2"

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**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
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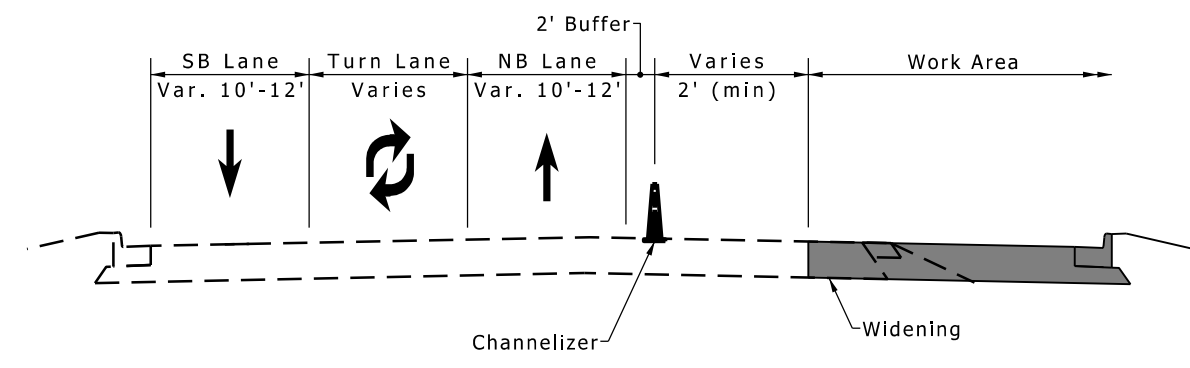
INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC OVERVIEW  
PHASE 3

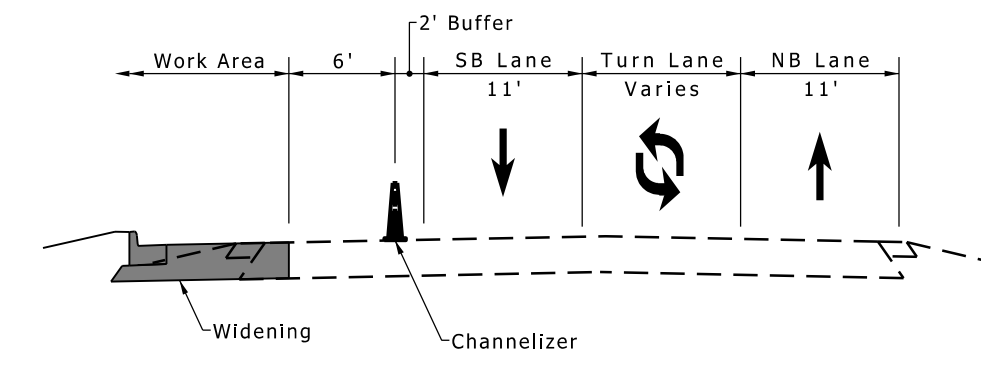
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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	MT-08
ELECTRONIC	26	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

**Maintenance of Traffic Phase 4A Sequencing:**

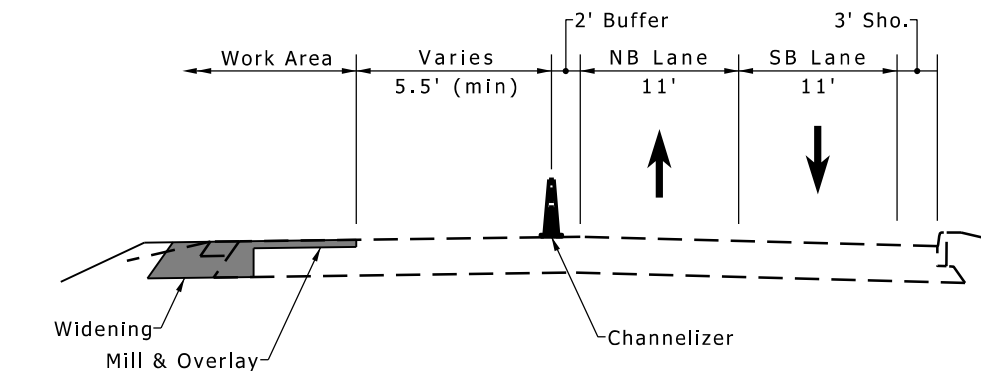
1. Construct pavement widening on west side of SR 39 north of Morton Ave. Access to businesses on west side of SR 39 to be provided via S. Josephine St.
2. Close and construct west side of W. York St. intersection. Detour to Morton/SR 39 and S. Josephine St.
3. Construct pavement widening on east side of Morton Ave/SR 39 south of and at Burton Ln.
4. Install traffic signal at Burton Ln. intersection.
5. Construct pavement widening on west side of Morton Ave/SR 39 north of Burton Ln.
6. Close and construct S. Catherine St. intersection. Detour to W. Chestnut St.
7. Close and construct S. Harriet St. intersection. Detour to W. Chestnut St. or Dickson Ave and S. Cherry St.



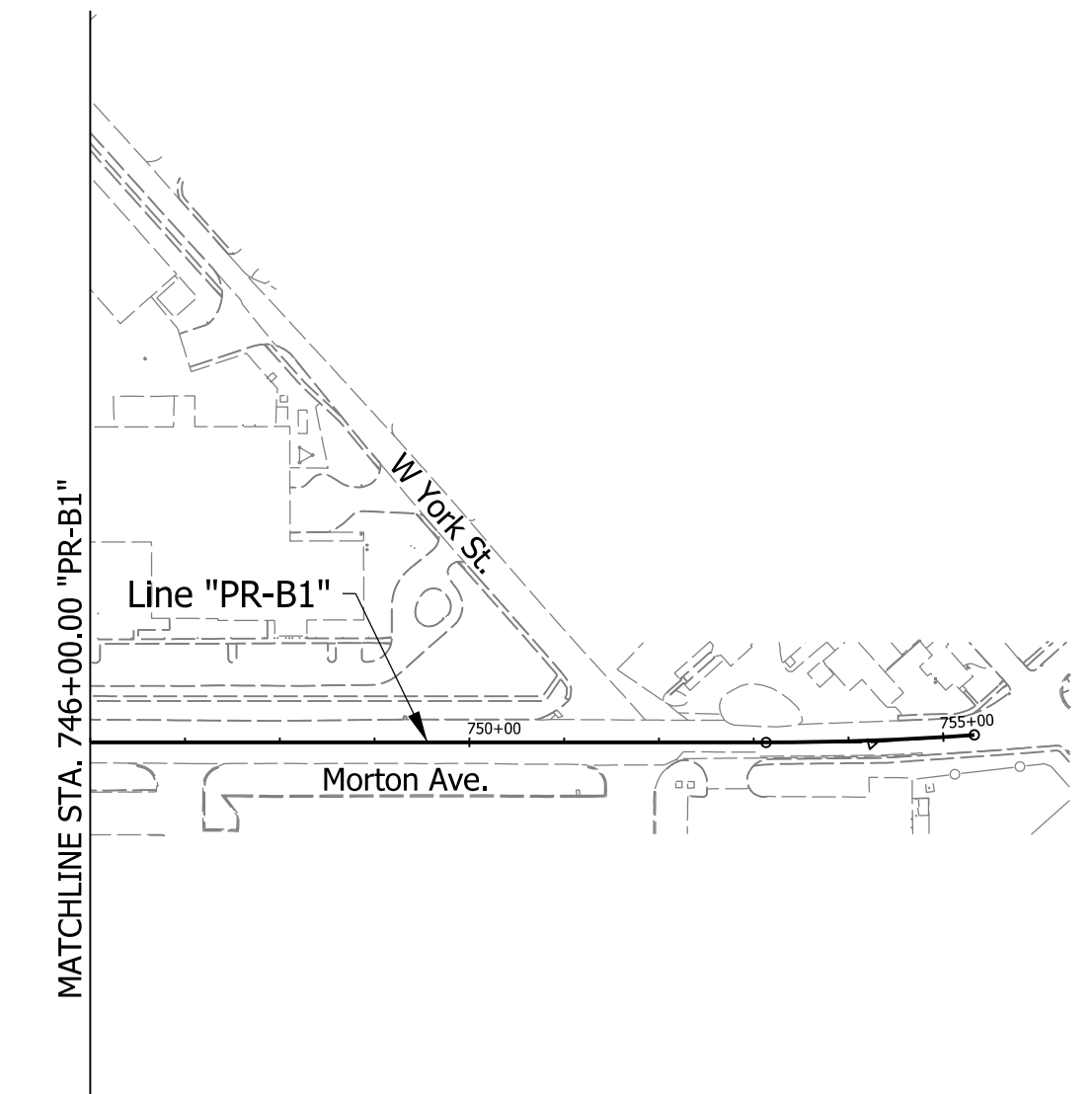
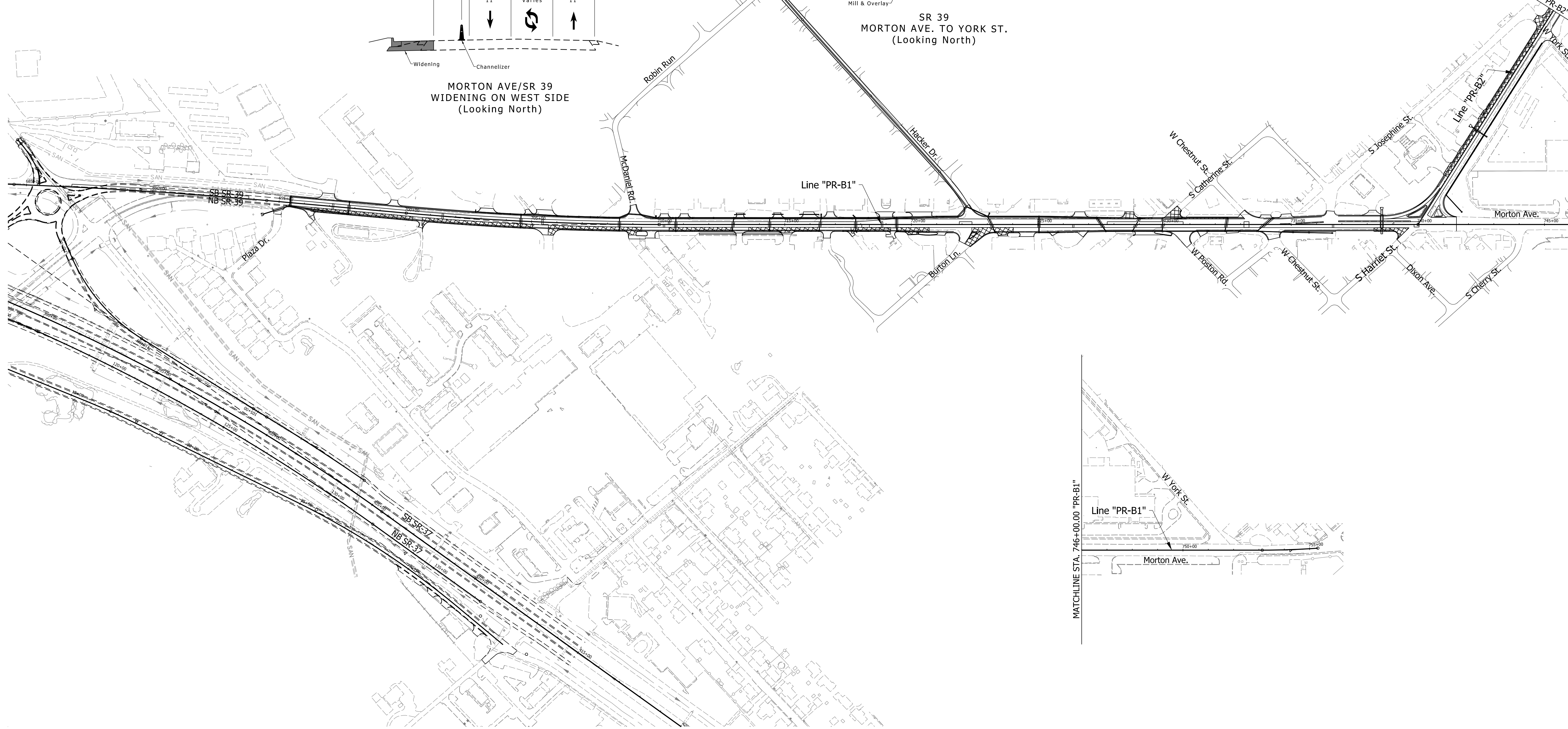
**MORTON AVE/SR 39  
WIDENING ON EAST SIDE  
(Looking North)**



**MORTON AVE/SR 39  
WIDENING ON WEST SIDE  
(Looking North)**



**SR 39  
MORTON AVE. TO YORK ST.  
(Looking North)**



**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
NOT FOR CONSTRUCTION

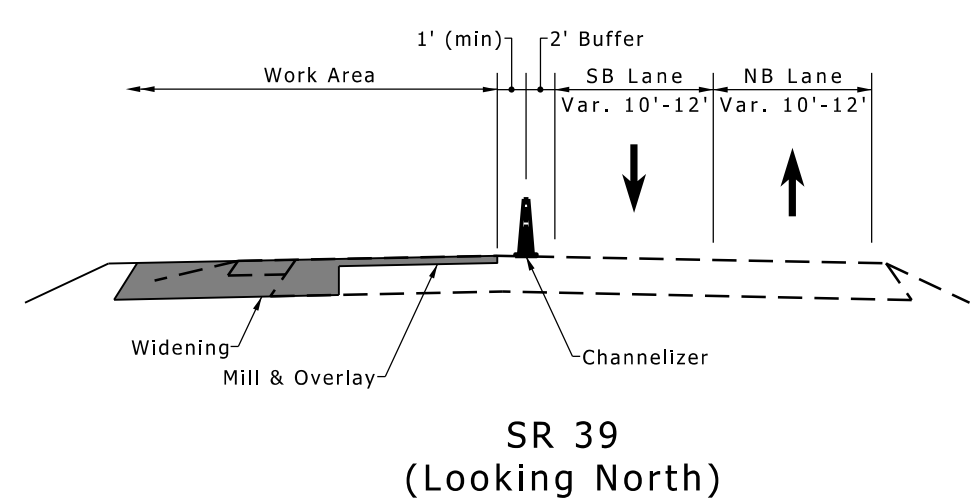
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC OVERVIEW  
PHASE 4A

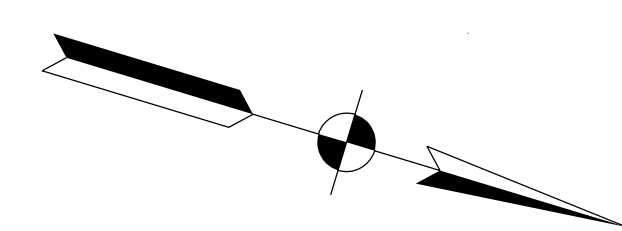
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SURVEY BOOK	SHEETS	MT-09
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CONTRACT	PROJECT	
RS-39402	1592915	

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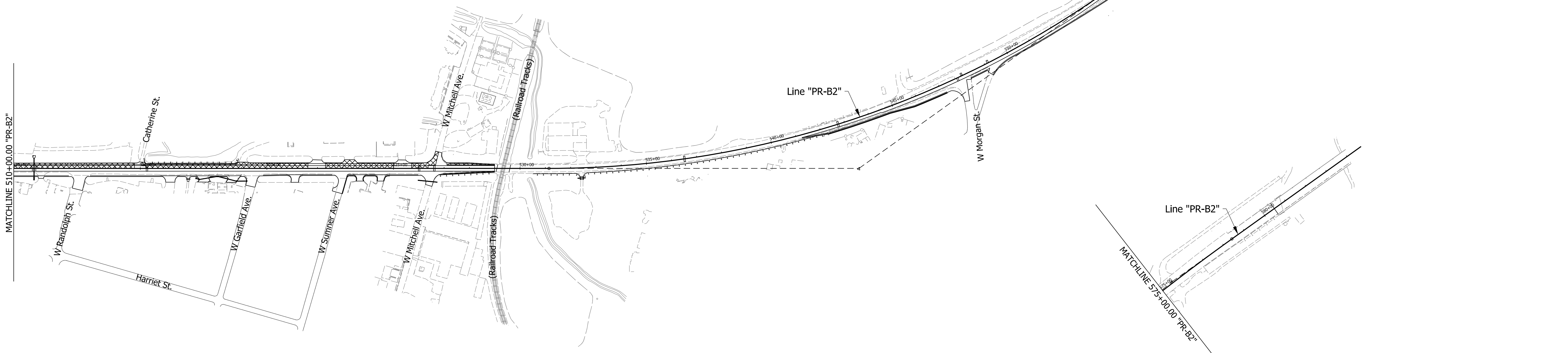


**Maintenance of Traffic Phase 4A Sequencing:**

1. Construct pavement widening on west side of SR 39 north of Morton Ave. Access to businesses on west side of SR 39 to be provided via S. Josephine St.
2. Close and construct west side of W. York St. intersection. Detour to Morton/SR 39 and S. Josephine St.
3. Construct pavement widening on east side of Morton Ave/SR 39 south of and at Burton Ln.
4. Install traffic signal at Burton Ln. intersection.
5. Construct pavement widening on west side of Morton Ave/SR 39 north of Burton Ln.
6. Close and construct S. Catherine St. intersection. Detour to W. Chestnut St.
7. Close and construct S. Harriet St. intersection. Detour to W. Chestnut St. or Dickson Ave and S. Cherry St.



MATCHLINE 510+00.00 "PR-B2"



**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
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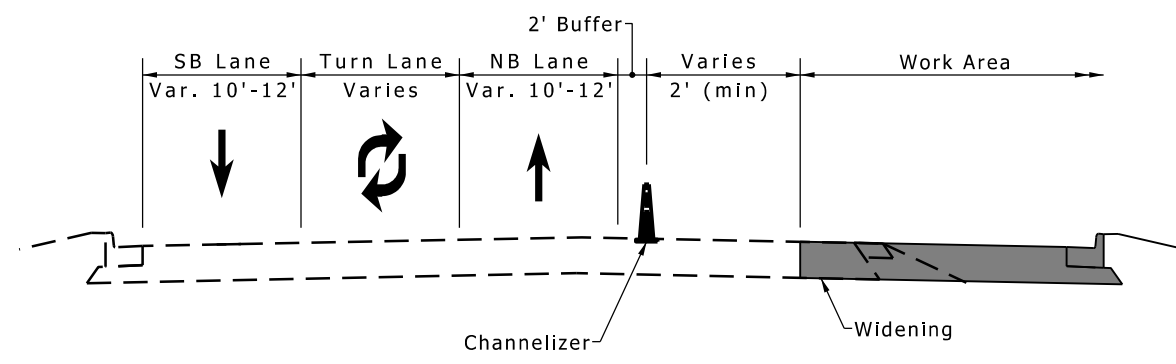
**INDIANA DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC OVERVIEW PHASE 4A**

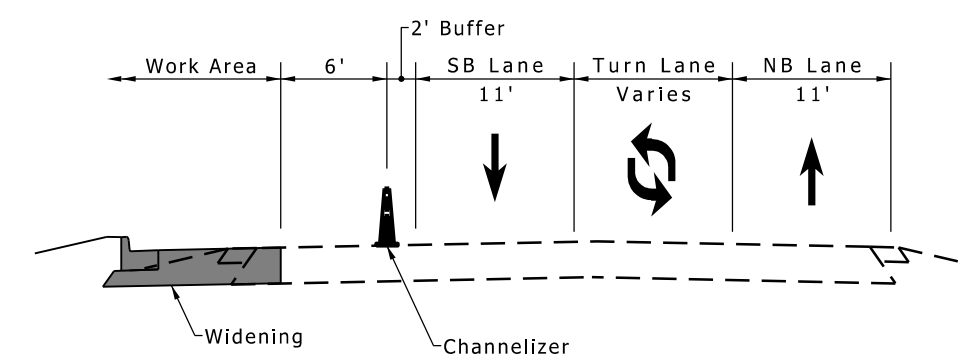
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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	MT-10
ELECTRONIC	28	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

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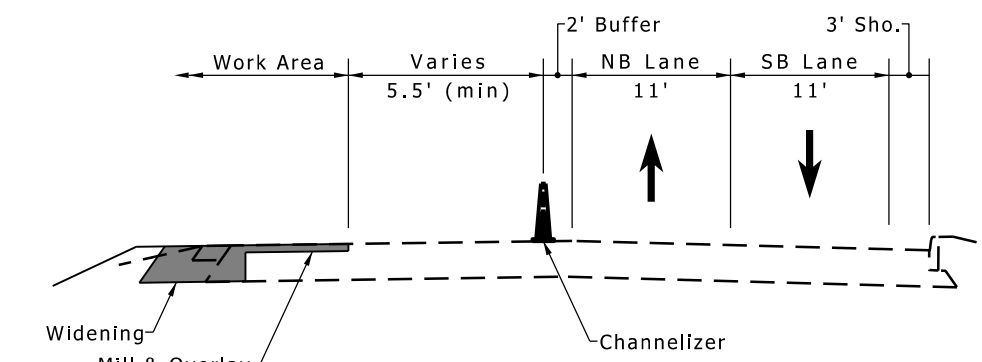
- Maintenance of Traffic Phase 4B Sequencing:**
1. Continue to construct pavement widening on west side of SR 39 north of Morton Ave.
  2. Continue to construct pavement widening on Morton Ave/SR 39.
  3. Install traffic signal at Burton Ln. intersection.
  4. Close and construct S. Josephine St. intersection. Detour on Dixon St., S. Catherine St. and W. Chestnut St. or SR 39 and York Ave.



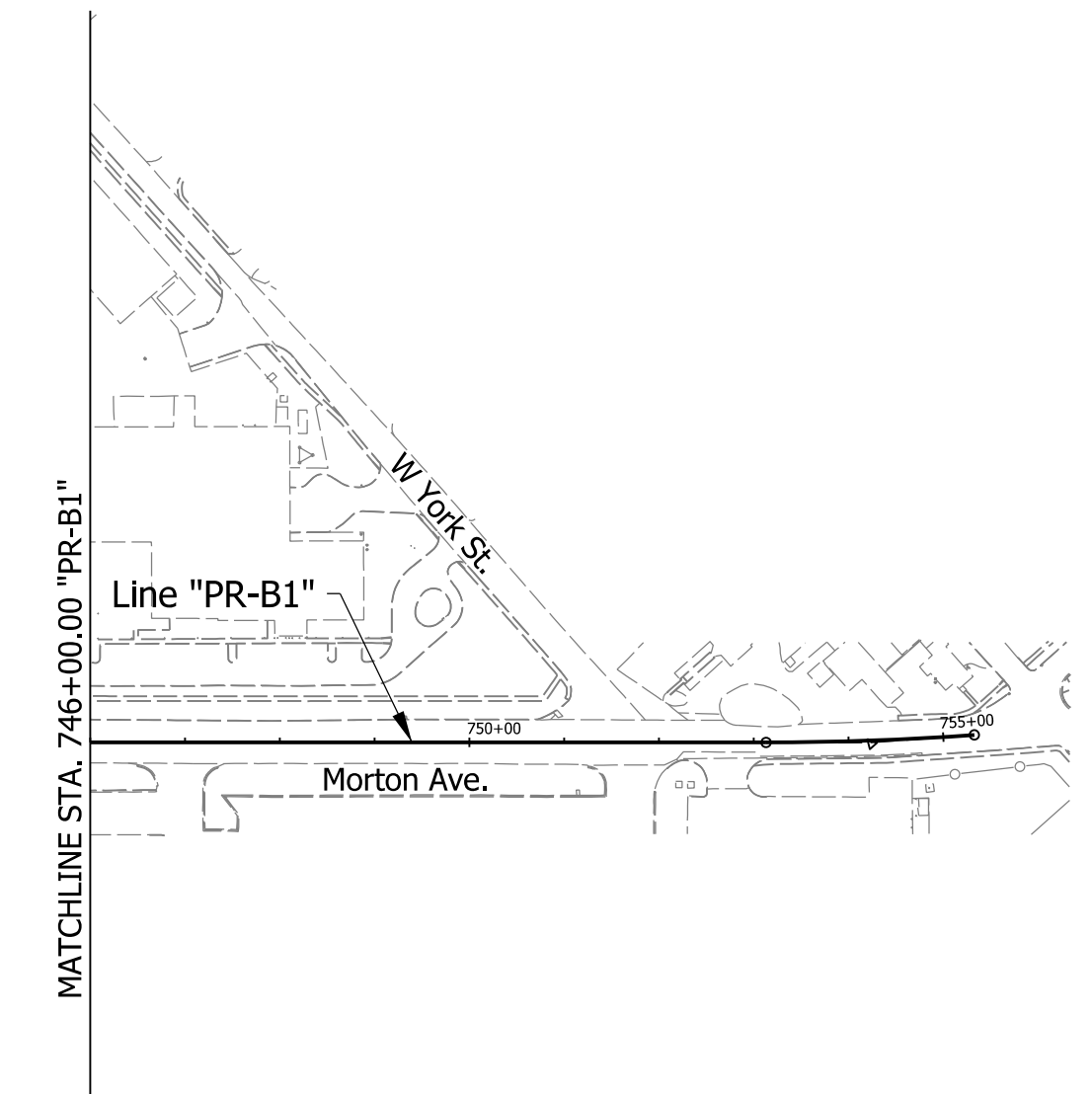
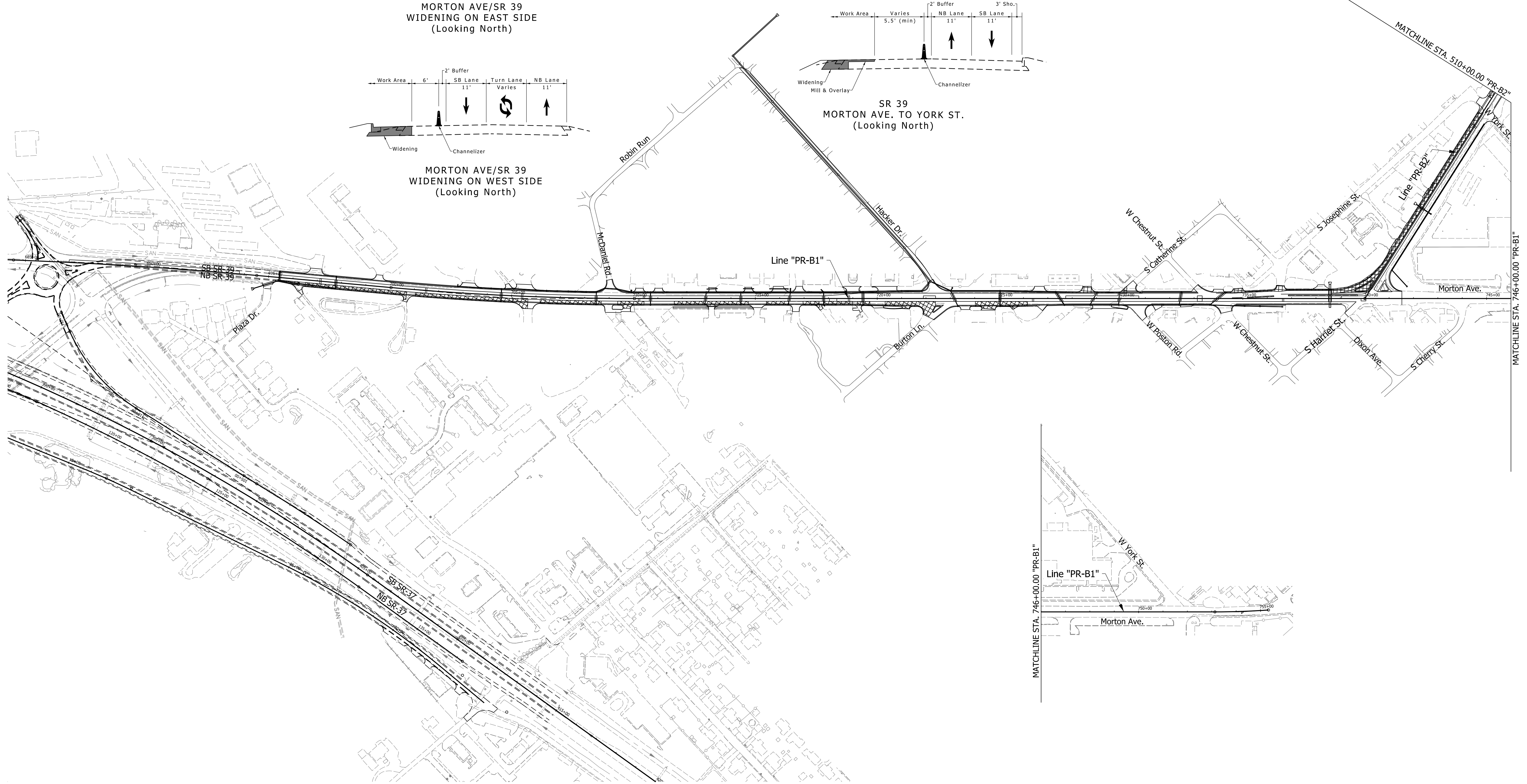
**MORTON AVE/SR 39  
WIDENING ON EAST SIDE  
(Looking North)**



**MORTON AVE/SR 39  
WIDENING ON WEST SIDE  
(Looking North)**



**SR 39  
MORTON AVE. TO YORK ST.  
(Looking North)**



**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
NOT FOR CONSTRUCTION

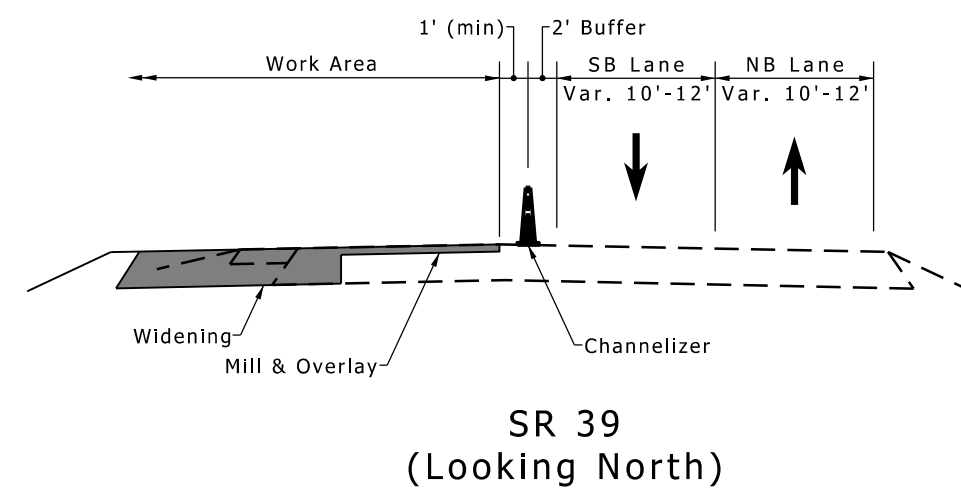
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC OVERVIEW  
PHASE 4B

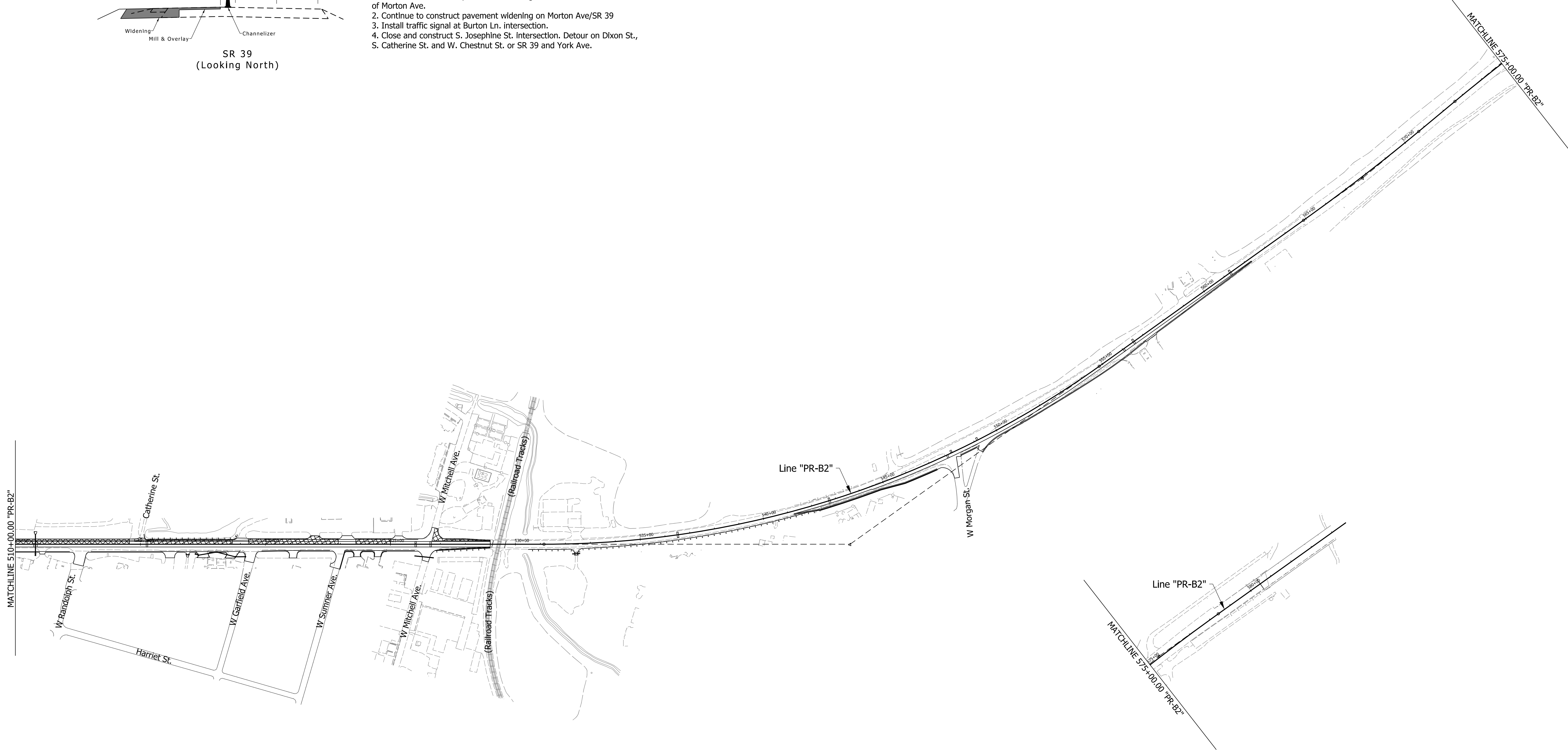
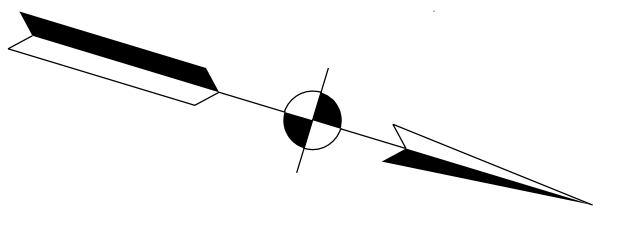
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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	MT-11
ELECTRONIC	29	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

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**Maintenance of Traffic Phase 4B Sequencing:**

1. Continue to construct pavement widening on west side of SR 39 north of Morton Ave.
2. Continue to construct pavement widening on Morton Ave/SR 39
3. Install traffic signal at Burton Ln. intersection.
4. Close and construct S. Josephine St. Intersection. Detour on Dixon St., S. Catherine St. and W. Chestnut St. or SR 39 and York Ave.



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**Legend**

- Construction Area
- Open to Traffic
- Temporary Pavement

**DRAFT**  
 NOT FOR CONSTRUCTION

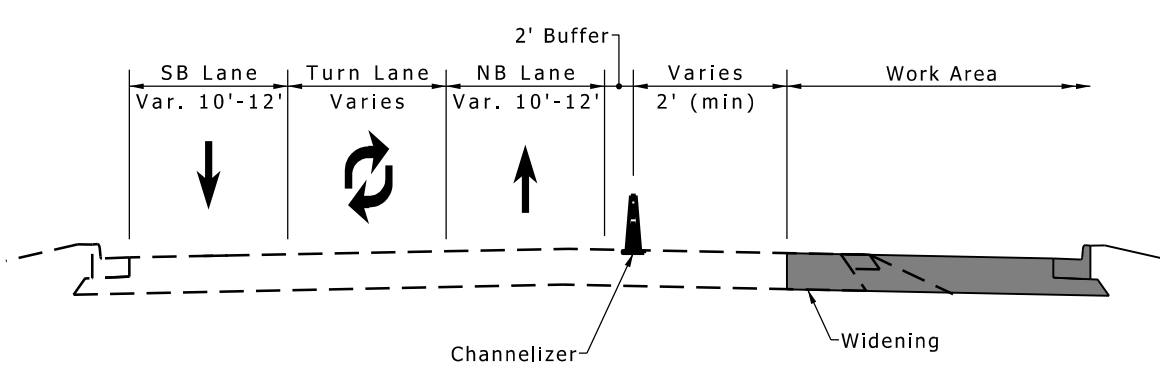
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INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
 MAINTENANCE OF TRAFFIC OVERVIEW  
 PHASE 4B

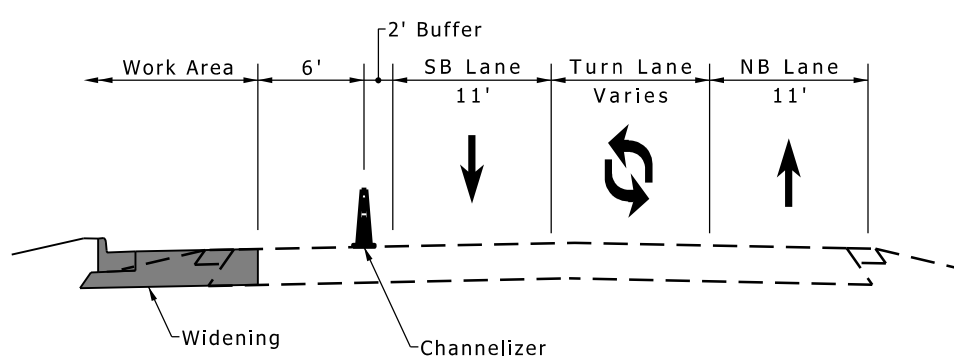
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VERTICAL SCALE	DESIGNATION
N/A	1592915
SURVEY BOOK	SHEETS MT-12
ELECTRONIC	30 of 147
CONTRACT	PROJECT
RS-39402	1592915

**Maintenance of Traffic Phase 4C Sequencing:**

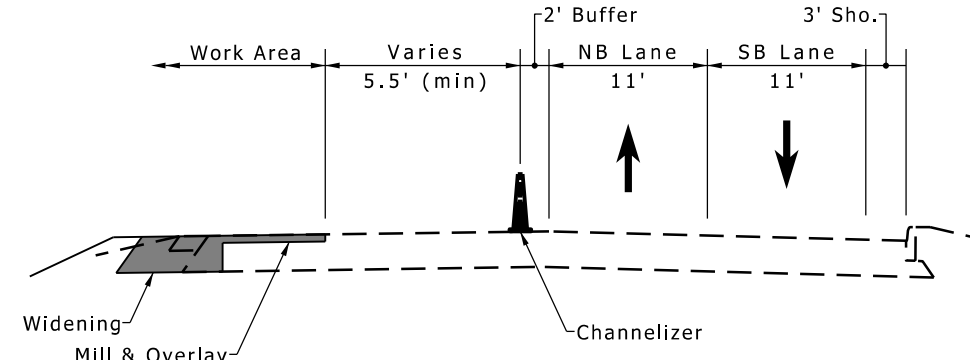
1. Continue to construct pavement widening on west side of SR 39 north of Morton Ave.
2. Close and construct Arby's entrance. Temporarily relocate entrance to W Mitchell Ave.
3. Continue to construct pavement widening on east side of Morton Ave/SR 39
4. Close and construct W. Chestnut St. Intersection. Detour on S. Catherine St., Dixon St., and S. Josephine St.
5. Close and construct entrance to 749 W. Morton Ave. Temporarily relocate entrance to Burton Ln.



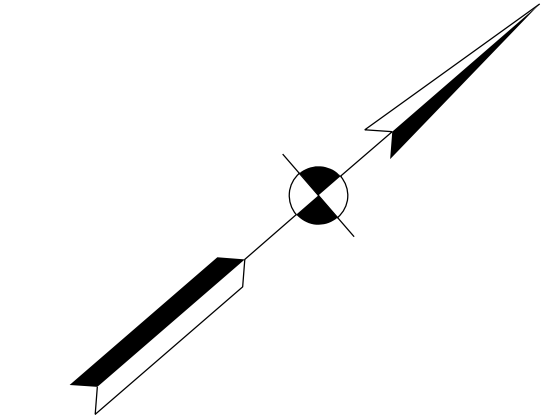
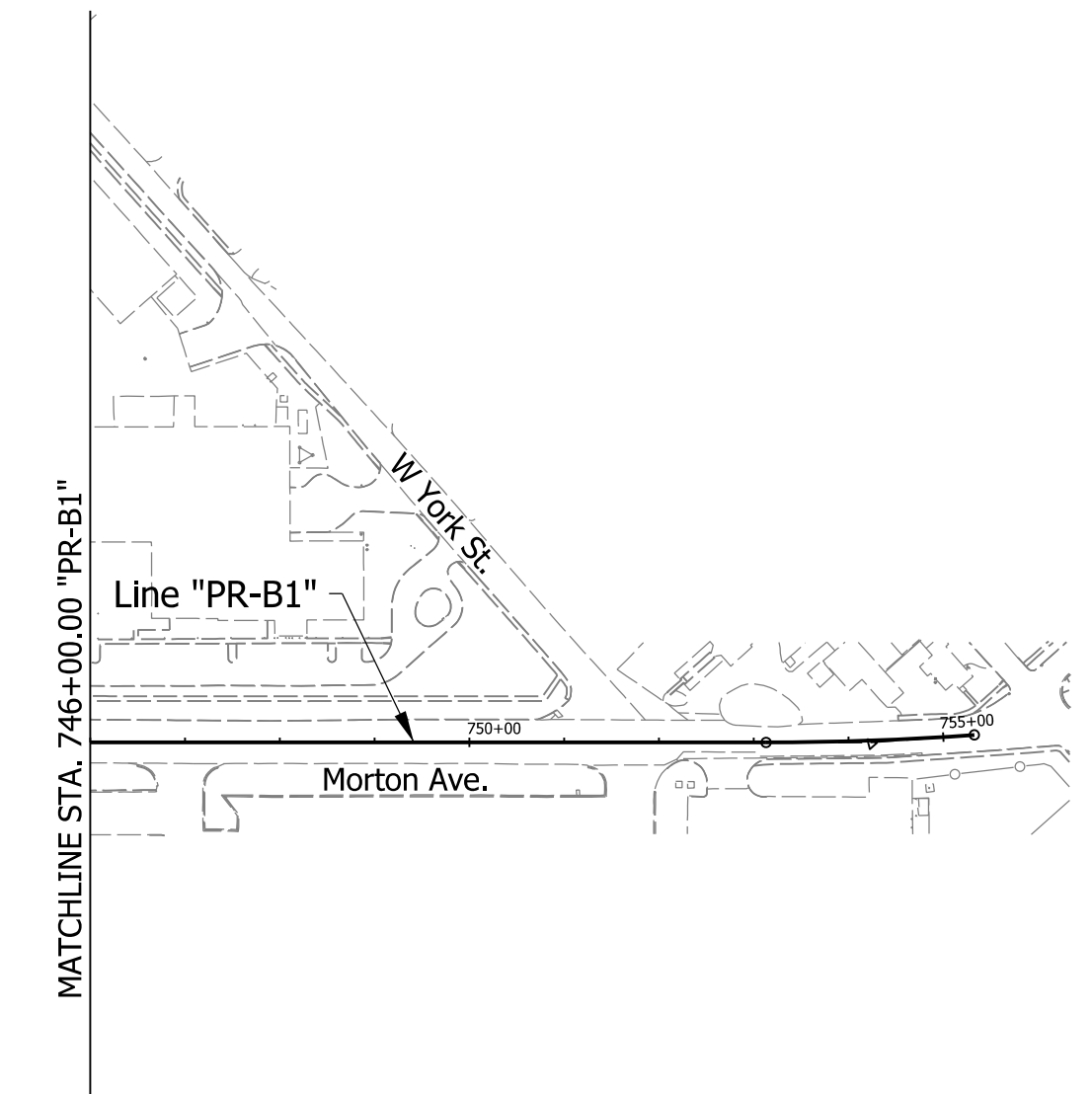
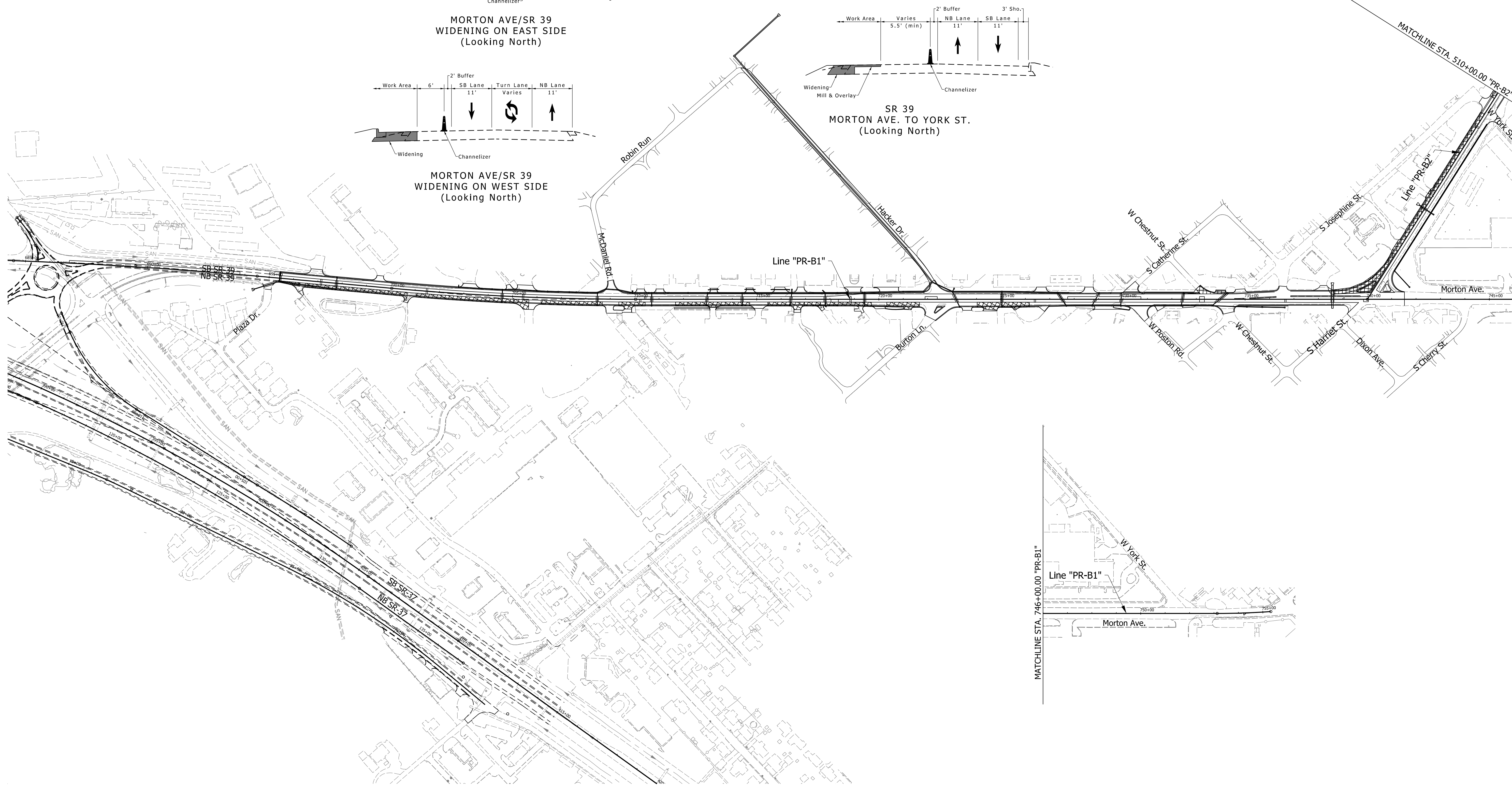
**MORTON AVE/SR 39  
WIDENING ON EAST SIDE  
(Looking North)**



**MORTON AVE/SR 39  
WIDENING ON WEST SIDE  
(Looking North)**



**SR 39  
MORTON AVE. TO YORK ST.  
(Looking North)**



**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
NOT FOR CONSTRUCTION

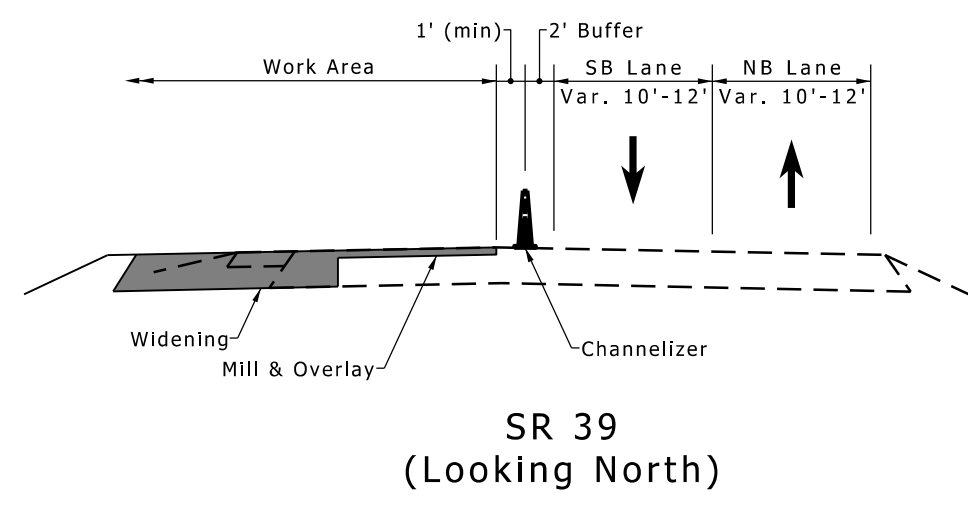
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INDIANA  
DEPARTMENT OF TRANSPORTATION

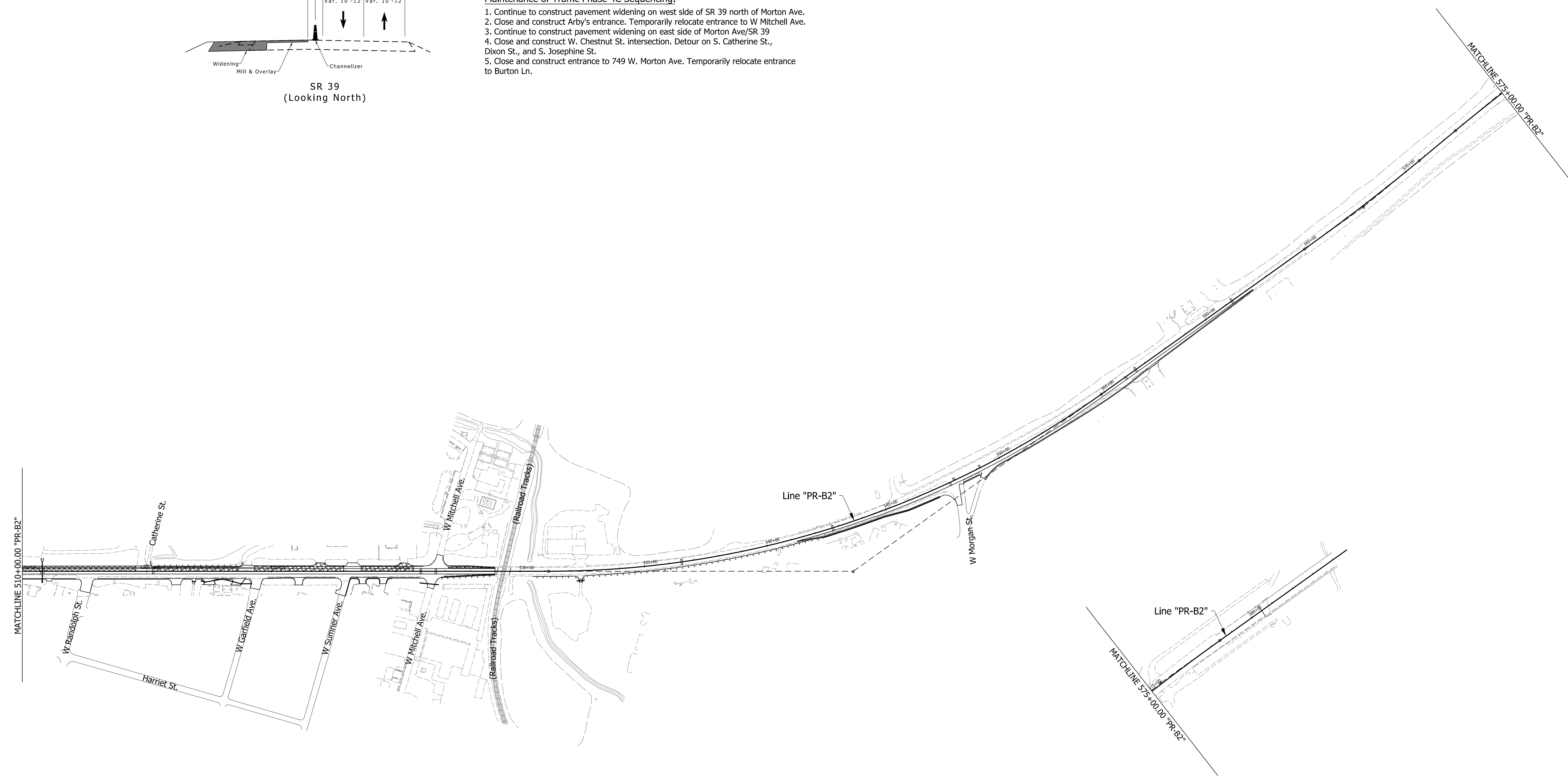
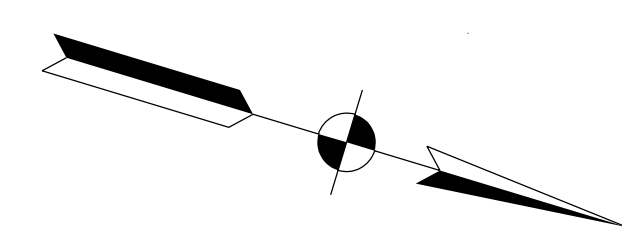
MAINTENANCE OF TRAFFIC OVERVIEW  
PHASE 4C

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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	MT-13
ELECTRONIC	31	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

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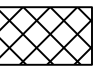




- Maintenance of Traffic Phase 4C Sequencing:**
1. Continue to construct pavement widening on west side of SR 39 north of Morton Ave.
  2. Close and construct Arby's entrance. Temporarily relocate entrance to W Mitchell Ave.
  3. Continue to construct pavement widening on east side of Morton Ave/SR 39
  4. Close and construct W. Chestnut St. intersection. Detour on S. Catherine St., Dixon St., and S. Josephine St.
  5. Close and construct entrance to 749 W. Morton Ave. Temporarily relocate entrance to Burton Ln.



rstriegel  
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**Legend**

	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
 NOT FOR CONSTRUCTION

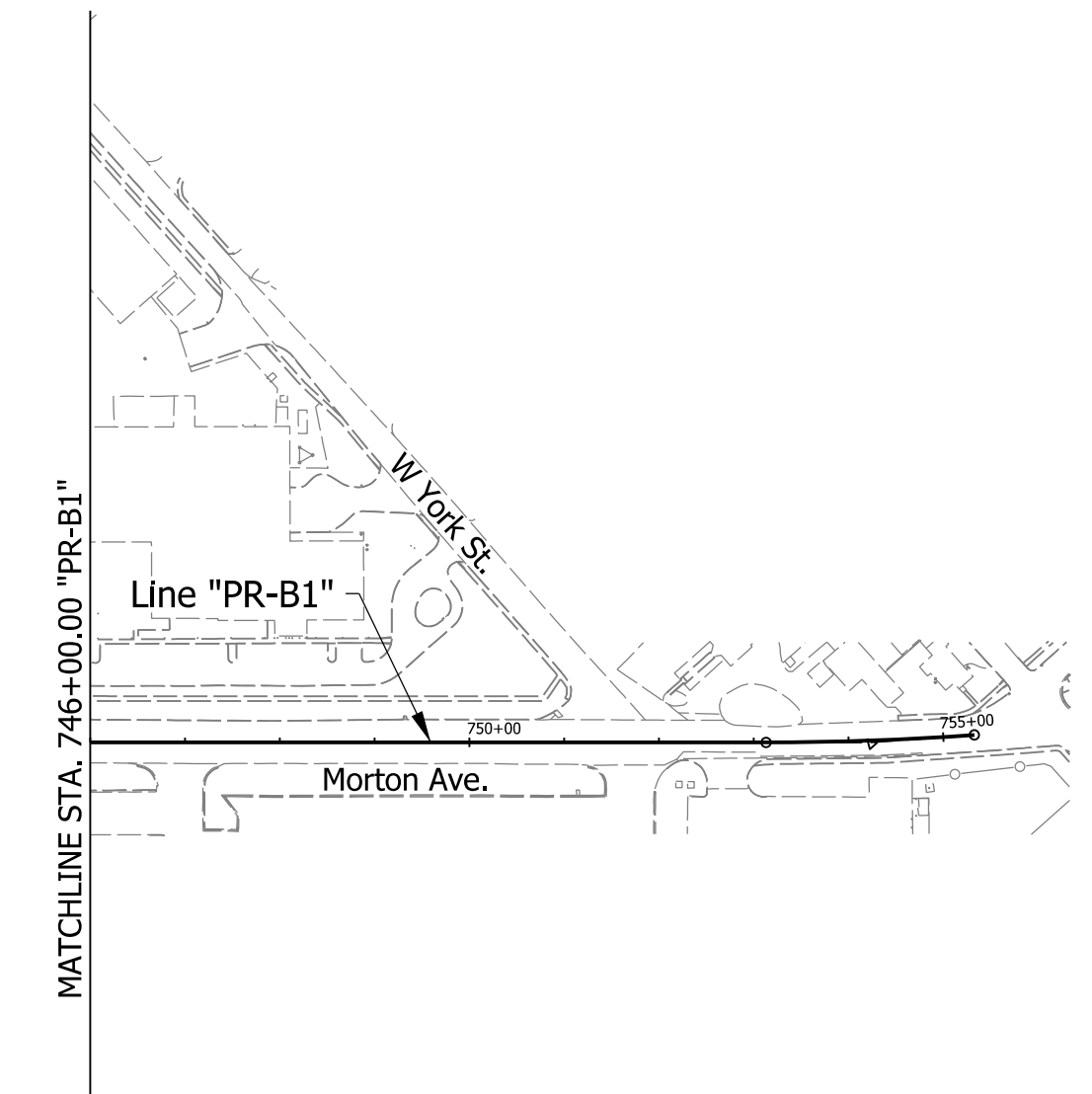
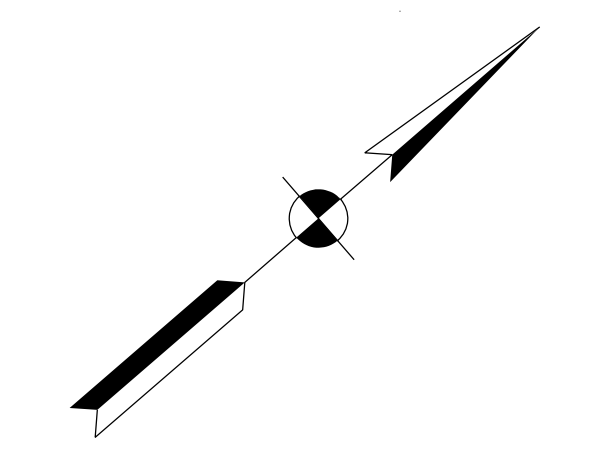
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
CHECKED: _____ HEK _____	CHECKED: _____ HEK _____	

INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
 MAINTENANCE OF TRAFFIC OVERVIEW  
 PHASE 4C

HORIZONTAL SCALE	BRIDGE FILE	
1"=200'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	1592915	
SURVEY BOOK	SHEETS	MT-14
ELECTRONIC	32	of 147
CONTRACT	PROJECT	
RS-39402	1592915	

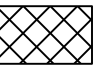




**Maintenance of Traffic Phase 5 Sequencing:**  
 1. Mill and Patch remaining existing pavement. Use overnight lane closures. Use flagging operations where one lane in each direction cannot be maintained.  
 2. Overlay remaining existing pavement with surface course and place pavement marking. Use overnight lane closures. Use flagging operations where one lane in each direction cannot be maintained.



rstriegel  
 10/5/2018 3:51:08 pm  
 model: Sheet1  
 file: c:\cadd\ib\pwr\striegel\pwr\great\_lakes\01894721\0500430-rd-s-h1\_5-motocv5.dgn

**Legend**

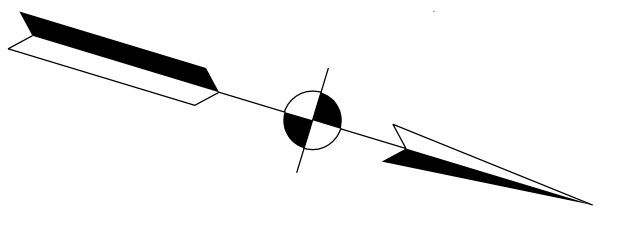
	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
 NOT FOR CONSTRUCTION

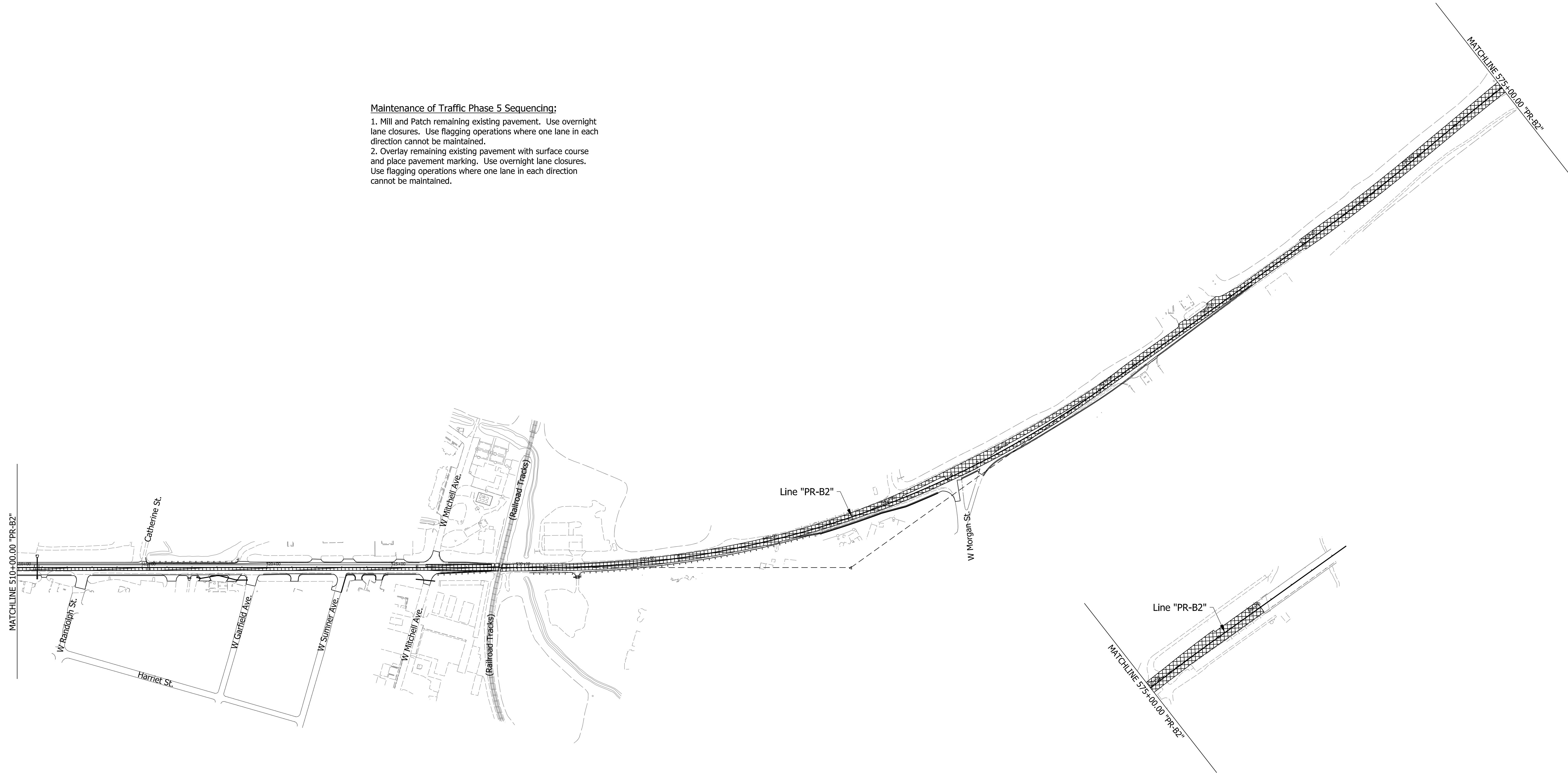
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
CHECKED: _____ HEK _____	CHECKED: _____ HEK _____	

INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
 MAINTENANCE OF TRAFFIC OVERVIEW  
 PHASE 5

HORIZONTAL SCALE	BRIDGE FILE	
1"=200'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	1592915	
SURVEY BOOK	SHEETS	MT-15
ELECTRONIC	33 of	147
CONTRACT	PROJECT	
RS-39402	1592915	

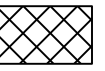




**Maintenance of Traffic Phase 5 Sequencing:**  
 1. Mill and Patch remaining existing pavement. Use overnight lane closures. Use flagging operations where one lane in each direction cannot be maintained.  
 2. Overlay remaining existing pavement with surface course and place pavement marking. Use overnight lane closures. Use flagging operations where one lane in each direction cannot be maintained.



rstriegel  
 10/5/2018 3:51:10 pm  
 model:Sheet2  
 file:c:\caddlib\pwr\rstriegel\pwr\great\_lakes\0500430-rd-s-h1-5-motov5.dgn

**Legend**

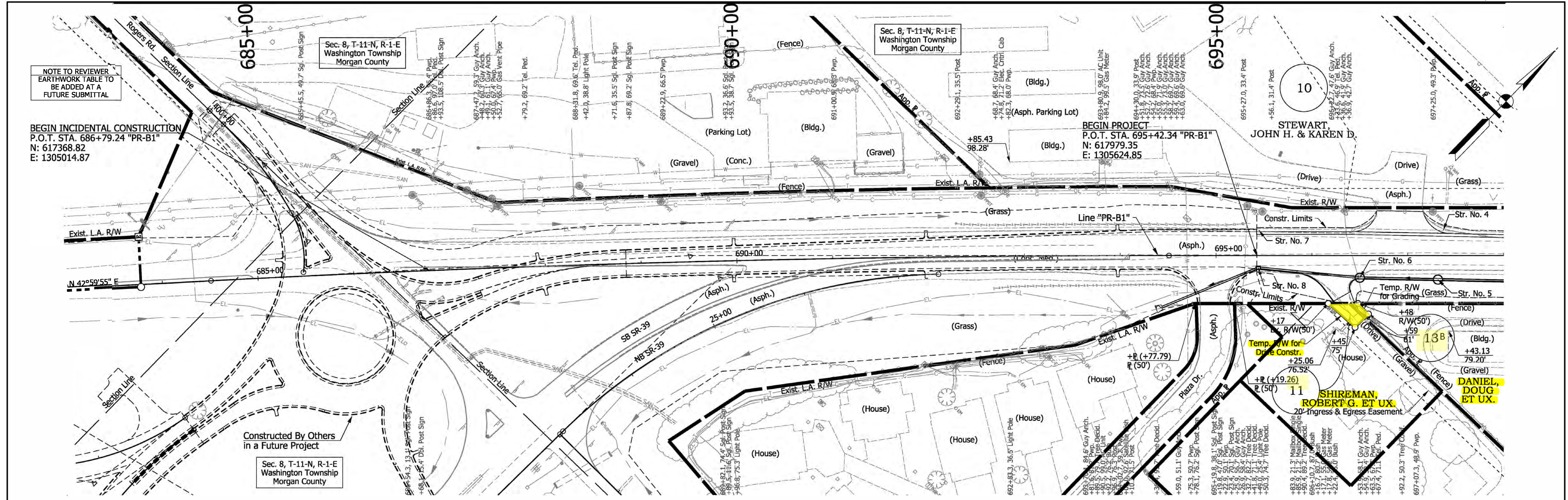
	Construction Area
	Open to Traffic
	Temporary Pavement

**DRAFT**  
 NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CMM _____	DRAWN: _____ RPG _____	
CHECKED: _____ HEK _____	CHECKED: _____ HEK _____	

INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
 MAINTENANCE OF TRAFFIC OVERVIEW  
 PHASE 5

HORIZONTAL SCALE	BRIDGE FILE
1"=200'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1592915
SURVEY BOOK	SHEETS MT-16
ELECTRONIC	34 of 147
CONTRACT	PROJECT
RS-39402	1592915



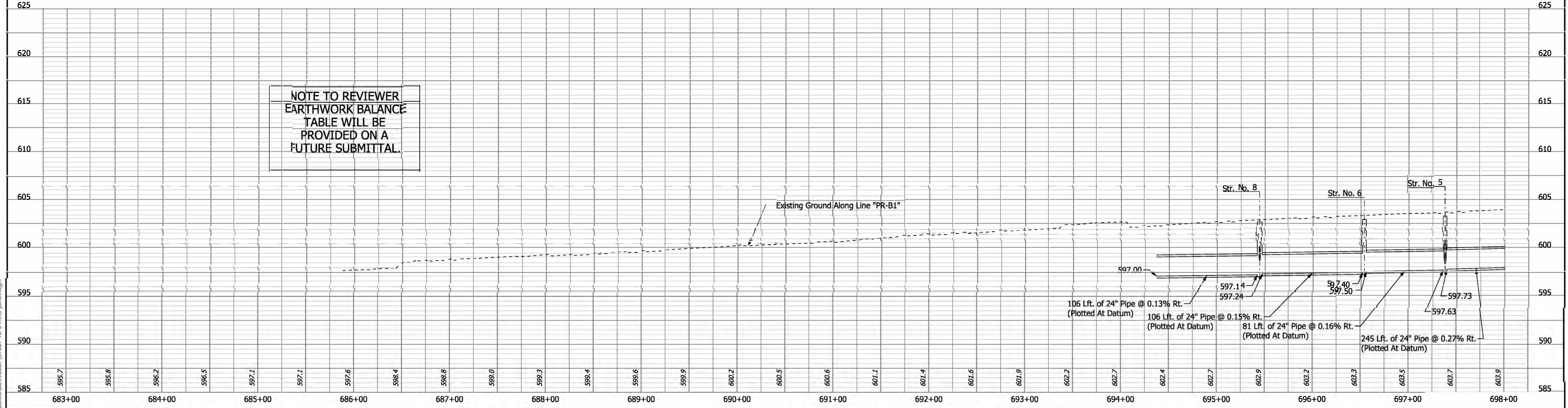
NOTE TO REVIEWER  
EARTHWORK TABLE TO  
BE ADDED AT A  
FUTURE SUBMITTAL

BEGIN INCIDENTAL CONSTRUCTION  
P.O.T. STA. 686+79.24 "PR-B1"  
N: 617368.82  
E: 1305014.87

BEGIN PROJECT  
P.O.T. STA. 695+42.34 "PR-B1"  
N: 617979.35  
E: 1305624.85

Constructed By Others  
in a Future Project  
Sec. 8, T-11-N, R-1-E  
Washington Township  
Morgan County

NOTE TO REVIEWER  
EARTHWORK BALANCE  
TABLE WILL BE  
PROVIDED ON A  
FUTURE SUBMITTAL.



R/W LEGEND	
	BEGIN L.A. R/W
	END L.A. R/W
	Landlocked Area
	Excess Land

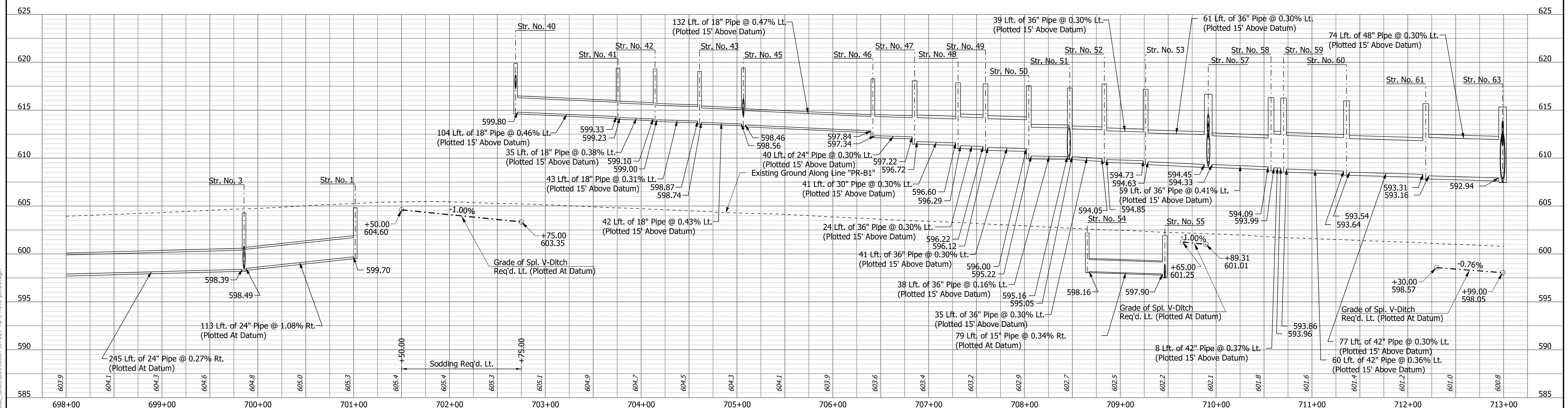
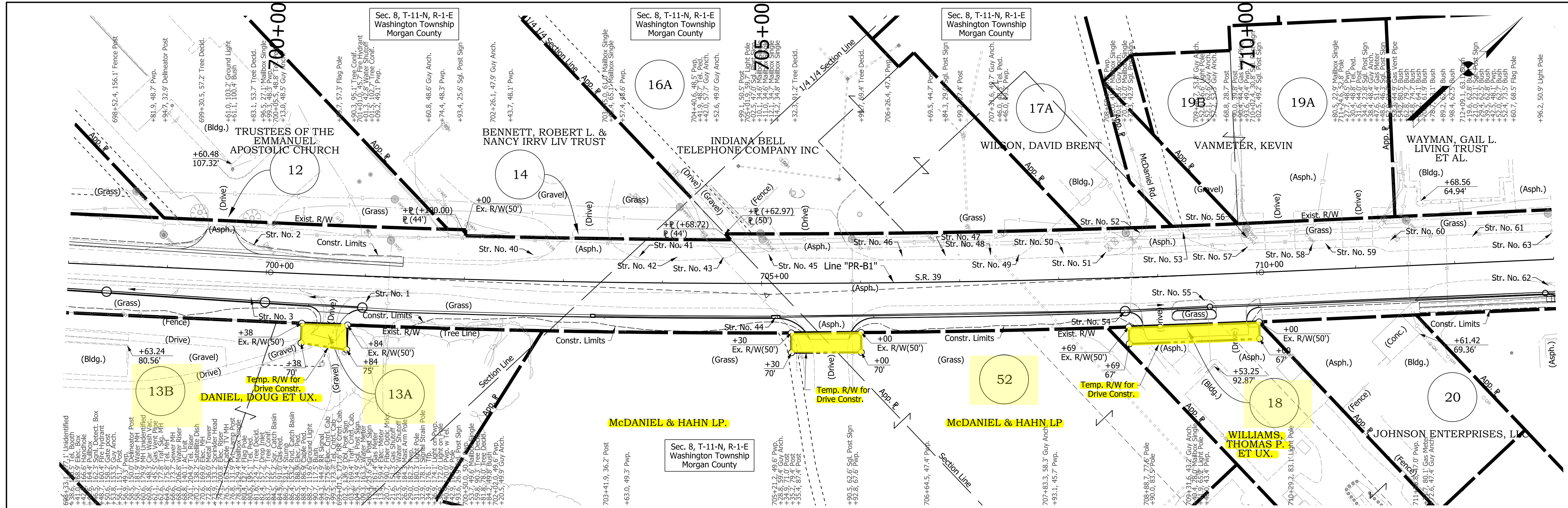
Notes:  
"All R/W on this sheet to be as shown."  
"All R/W on this sheet described from Line "PR-B1" except as shown."  
"Limited access requirements to apply where indicated."  
For Horizontal Alignment information and Curve Data see Geometric Layout Sheets.

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

INDIANA  
DEPARTMENT OF TRANSPORTATION  
  
PLAN AND PROFILE SHEET  
LINE "PR-B1"  
STA. 683+00 TO STA. 698+00

HORIZONTAL SCALE 1"=50'	BRIDGE FILE N/A
VERTICAL SCALE 1"=5'	DESIGNATION 300382
SURVEY BOOK N/A	SHEETS PLN-01 31 of 61
CONTRACT	PROJECT

nsthegel  
10/25/2018 12:39:28 pm  
model: sheet1  
file: c:\andrib\pwr\growing\mains\01963827\17227-rd-h-1.5-pln01.dgn



**R/W LEGEND**

<b>B</b> BEGIN L.A. R/W	Landlocked Area
<b>E</b> END L.A. R/W	Excess Land

Notes:  
 "All R/W on this sheet to be as shown."  
 "All R/W on this sheet described from Line "PR-B1" except as shown."  
 "Limited access requirements to apply where indicated."  
 For Horizontal Alignment information and Curve Data see Geometric Layout Sheets.

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

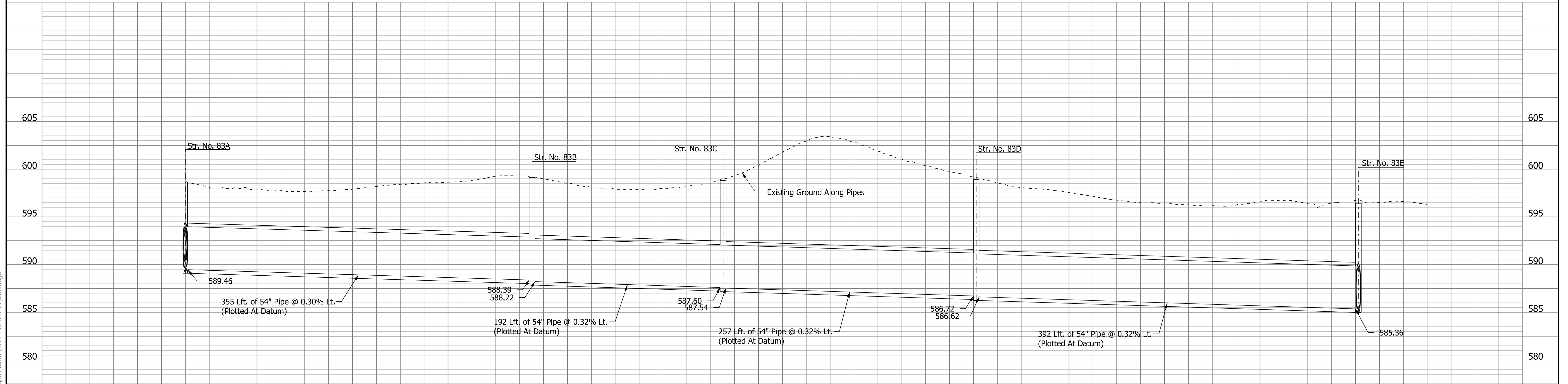
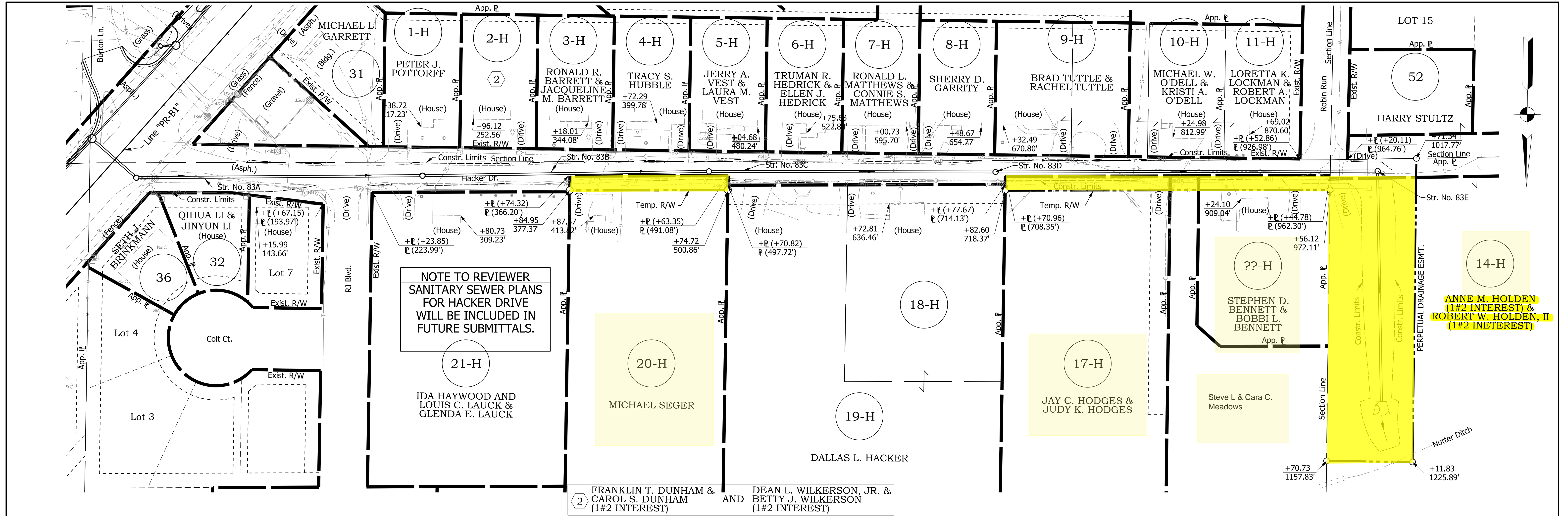
INDIANA DEPARTMENT OF TRANSPORTATION  
**PLAN AND PROFILE SHEET**  
**LINE "PR-B1"**  
**STA. 698+00 TO STA. 713+00**

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	300382
SURVEY BOOK	SHEETS
N/A	32 of 61
CONTRACT	PROJECT

rstrnegel  
 10/25/2018 1:39:28 pm  
 model:Sheet2  
 file:c:\candib\pwr\strnegel\pwr\great\_lakes\10198387\32227-ds-h-1.5-rh01.dgn







**R/W LEGEND**

<b>B</b> BEGIN L.A. R/W	Landlocked Area
<b>E</b> END L.A. R/W	Excess Land

Notes:  
 "All R/W on this sheet to be as shown."  
 "All R/W on this sheet described from Line "PR-XX" except as shown."  
 "Limited access requirements to apply where indicated."  
 For Horizontal Alignment information and Curve Data see Geometric Layout Sheets.

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMM	DRAWN: RPG	
CHECKED: HEK	CHECKED: HEK	

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET  
HACKER DRIVE

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	300382
SURVEY BOOK	SHEETS
N/A	41 of 61
CONTRACT	PROJECT
	PLN-11

rstriegel  
 4/2/2019 8:15:22 am  
 model:Sheet1  
 file: c:\cadd\ib\p\ignong\greatakes\01963827\37227-rd-h-1.5-pln03.dgn