

CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:

US Route (US) 35 / Delaware County

Designation Number(s):

1802059

**Project
Description/Termini:**

This project consists of eliminating the existing left turn lanes on US 35 and closing the center median to provide right in, right out access control at the County Road (CR) 300 North intersection. The project is located 0.54 mile south of State Route (SR) 67.

CE Level 1

**Additional Information
to CE Level 1**

Approval:

INDOT DE/ESD Signature and Date

Release for Public Involvement:

TD

3/8/2022

INDOT DE/ESD Initials and Date

Certification of Public involvement:

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer:

Signature and Date

CE Preparer:

Chad Kelly, Kaskaskia Engineering Group

Name and Organization

Indiana Department of Transportation

County Delaware Route US 35 Des. No. 1802059

GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION	
<p>Purpose and Need:</p>	<p>Need: The need for this project is demonstrated by a high number of crashes at the intersection of US 35 and CR 300 N. According to the Indiana Department of Transportation (INDOT) Mini Scope dated July 6, 2015, this intersection was identified as a concern due to two fatal accidents, four incapacitating injuries, and seven property damage occurrences over a three-year span. The three-year data collection resulted in an Index of Crash Cost (ICC) of 1.90 and an Index of Crash Frequency (ICF) of 1.77, which is considered high for this intersection (Appendix I, pages 2 to 14). The ICC, which is used to determine the economic benefits of roadway safety treatments, compares the total cost of reported crashes at a location with the typical cost.</p> <p>Purpose: The purpose of the project is to reduce the number of traffic collisions at this intersection.</p>
<p>Project Description (Preferred Alternative):</p>	<p>Location: The project is located at the intersection of US 35 and CR 300 N, 0.54 mile south of SR 67, in the Town of Muncie (Appendix B, page 1). US 35 is also referred to as SR 67 and SR 3 within this section of roadway. The project is located in Sections 26 and 35, Township 21 North, Range 10 East, in Hamilton and Center Townships, Delaware County, Indiana.</p> <p>Existing Conditions: This section of US 35 is classified as Principal Arterial (Freeway/Expressway) and consists of four, 12-foot travel lanes divided by a vegetated median, with full left turning movements north and south and controlled, with a two-way stop on east and west CR 300 N (Appendix B, pages 9 to 16). The speed limit at this location is 55 miles per hour. There are no existing pedestrian facilities at the intersection. The project area is surrounded by vacant/agricultural land. Per the INDOT Mini Scope in Appendix I (pages 2 to 14), left turn lanes on US 35 are negatively offset which impedes driver visibility around opposing turning vehicles. Additionally, unmarked islands intending to delineate driving lanes on CR 300 N appear ineffective due to lack of striping.</p> <p>Preferred Alternative: INDOT and the Federal Highway Administration (FHWA) intend to proceed with the preferred alternative, which includes the elimination of left turn lanes on US 35 and closing the center median to provide right in, right out access control at the CR 300 N intersection. Painted islands on the east and west lanes of CR 300 N will also receive a gore pattern to help delineate driving lane locations. The project will not require the acquisition of permanent or temporary right-of-way (ROW). The proposed maintenance of traffic (MOT) for the project will be to keep the through lanes of US 35 open during construction and close the left turn lanes, as discussed in further detail in the Maintenance of Traffic (MOT) During Construction section of this document. Preliminary field check plans are included in Appendix B (pages 9 to 16).</p>

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	<p>The elimination of existing turn lanes on US 35 and closure of the center median on CR 300 N is anticipated to reduce ICC and ICF indexes at the intersection. This improves the overall intersection geometry and visibility and meets the project purpose and need. Every effort to avoid, minimize, and/or mitigate project impacts will be made.</p> <p>The project will start approximately 400 feet west of the intersection and extend 230 feet east of the intersection, which are logical termini for the project since the congestion at the intersection typically extends to these locations and the improvements are anticipated to absorb the traffic extending to the logical termini. This project demonstrates independent utility because it will improve the function of the intersection as an independent project and does not depend on any other planned projects.</p>			
<p>Other Alternatives Considered:</p>	<p>Neutral Condition Movements: This alternative would cut the center median and install new turning lanes and stripe the existing turn lanes to create separation from mainline traffic. This alternative would improve intersection geometry and therefore, meets the purpose and need; however, due to the estimated cost for this option and that this does not improve the inadequate sight distance for thru traffic on CR 300 N, this alternative was discarded.</p> <p>No Build: This alternative would leave the existing intersection as-is. The no build alternative does nothing to the roadway system to address overall intersection concerns at the intersection and therefore, would not address the purpose and need. Therefore, this alternative was discarded.</p>			
<p>Funding Source(s):</p>	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local	<input type="checkbox"/> Other
<p>Project Sponsor:</p>	<p>Indiana Department of Transportation</p>			
<p>Estimated Cost:</p>	<p>\$55,000</p>	<p>Project Length:</p>	<p>0.21 mile</p>	

<p>Public Involvement:</p>	<p>No:</p>	<p>Yes: X</p>
<p>Notice of Survey letters were provided to potentially affected property owners near the project area on June 12, 2019 by an INDOT survey team, 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 template INDOT uses for a Notice of Survey letter is included in Appendix G, pages 1 to 2. An actual copy of the letter drafted for this project was not available.</p> <p>The project will meet the minimum requirements described in the current <i>Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual</i> which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.</p>		

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Right-of-Way:	No: X	Yes:
<p>The existing ROW varies between 128 feet to 226 feet on each side of the centerline throughout the project area. The existing ROW consists of mowed grass typical of what is adjacent to a nonurban intersection.</p> <p>This project will occur within existing ROW. No permanent or temporary ROW will be required for this project. Current land use is urban development with commercial structures.</p> <p>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.</p>		
Maintenance of Traffic (MOT) During Construction:	No:	Yes: X
<p>The MOT for the project will keep the through lanes of US 35 and CR 300 N open during construction and close the left turn lanes of US 35 via construction drums/signage (Appendix B, page 12).</p> <p>The closure/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 and delays will cease upon project completion.</p>		
Bridge(s) and/or Small Structure(s) (include structure number(s)):	No: X	Yes:
<p>No bridges or small structures are located within the project area.</p>		

IDENTIFICATION AND EVALUATION OF IMPACTS			
Early Coordination:			
Early coordination letters were sent on October 7, 2021 (Appendix C, pages 1 to 2).			
<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
U.S. Fish and Wildlife Service (USFWS)	October 7, 2021	October 7, 2021	Appendix C, pages 3 to 4
Natural Resources Conservation Service (NRCS)	October 7, 2021	No response received	N/A
Federal Highway Administration (FHWA)	October 7, 2021	No response received	N/A
Indiana Dept. of Natural Resources-Division of Fish and Wildlife (IDNR-DFW)	October 7, 2021	November 5, 2021	Appendix C, page 5
INDOT – Environmental Section Manager	October 7, 2021	No response received	N/A
National Park Service (NPS)	October 7, 2021	No response received	N/A
Housing and Urban Development (HUD)	October 7, 2021	No response received	N/A
INDOT – Aviation	October 7, 2021	October 7, 2021	Appendix C, page 6

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Delaware-Muncie Metropolitan Plan Commission (DMMPC)	October 7, 2021	No response received	N/A
Muncie Sanitary District – MS4 Coordinator	October 7, 2021	October 8, 2021	Appendix C, page 18
Delaware County EMS	October 7, 2021	No response received	N/A
Delaware County Commissioners	October 7, 2021	No response received	N/A
Delaware County Highway Superintendent	October 7, 2021	No response received	N/A
Delaware County Surveyor	October 7, 2021	No response received	N/A
Delaware County Sheriff	October 7, 2021	No response received	N/A
Indiana Geological and Water Survey (IGWS) – submitted online	October 7, 2021	October 7, 2021	Appendix C, pages 8 to 9
Indiana Dept. of Env. Management (IDEM) – submitted online	October 7, 2021	Signed October 21, 2021	Appendix C, pages 10 to 17
IDEM-Groundwater Section	October 7, 2021	November 12, 2021	Appendix C, page 17
INDOT-Project Manager	October 7, 2021	No response received	N/A
Delaware County Floodplain Administrator	October 7, 2021	October 11, 2021	Appendix C, page 7

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

Streams, Rivers, and Other Jurisdictional Features Impacted:	No: X	Yes:
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Based on the desktop review and the aerial map of the project area, there are two streams, rivers, watercourses or other jurisdictional features within the 0.5 mile search radius. Based on the site visit on June 23, 2021 by Kaskaskia Engineering Group (KEG), no streams, rivers, or other jurisdictional features are present within or adjacent to the project area, therefore, no impacts are expected.

No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways are present in or adjacent to the project area.

KEG received concurrence from INDOT Ecology and Waterway Permitting on July 16, 2021 that no permits or Waters of the US Report was required for this project (Appendix F, page 2).

Open Water Feature(s):	No: X	Yes:
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Based on the desktop review and the aerial map of the project area, there is one open water feature within the 0.5 mile search radius. Based on the site visit on June 23, 2021 by KEG, no open water features are present within or adjacent to the project area, therefore, no impacts are expected.

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Wetlands:	No: X	Yes:
Based on the desktop review and the aerial map of the project area, there are eight wetlands within the 0.5 mile search radius. Based on the site visit on June 23, 2021 by KEG, no wetlands are located within or adjacent to the project area, therefore, no impacts are expected.		
Terrestrial Habitat:	No:	Yes: X
Based on a desktop review, a site visit on June 23, 2021 by KEG, and the aerial map of the project area (Appendix B, page 1), there are agricultural fields and residential lots comprised of row crops and turf grass (<i>Schedonorus arundinaceus</i>) adjacent to the project. The project will result in approximately 0.44 acre of vegetation disturbance due to the elimination of the left turn lanes and closure of the median. No trees will be trimmed or removed. Disturbed areas will be re-seeded post-construction to return the site as close as possible to pre-construction conditions. Avoidance alternatives would not be practical as project limits have been constrained to the smallest area possible to complete the project. Mitigation is not anticipated to be required.		
IDNR-DFW responded on November 5, 2021 with recommendations for revegetation and erosion and sediment control (Appendix C, page 5). USFWS responded on October 7, 2021 with standard recommendations regarding vegetation clearing and erosion control (Appendix C, pages 3 to 4). The IDEM auto-generated response letter also provided standard recommendations (Appendix C, pages 10 to 16). All applicable recommendations are included in the Environmental Commitments section of this CE document.		
Protected Species:	No:	Yes: X
The IDNR Delaware County Endangered, Threatened, and Rare (ETR) Species list has been checked. According to the IDNR-DFW early coordination response letter dated November 5, 2021 (Appendix C, page 5), the Natural Heritage Program’s Database has been checked and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.		
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 19 to 23). The project is within range of the federally endangered Indiana Bat (<i>Myotis sodalis</i>) and the federally threatened northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>). No additional species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.		
The project qualifies for the <i>Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)</i> , dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on October 22, 2021, and based on the responses provided, the project was found to “may affect, not likely to adversely affect” the Indiana bat and/or the NLEB (Appendix C, pages 24 to 31). INDOT reviewed and verified the effect finding on October 22, 2021 and requested the USFWS’s review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) for lighting and general construction are applicable to this project. AMMs and/or commitments are included as firm commitments in the <i>Environmental Commitments</i> section of this document.		
This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.		

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Geological and Mineral Resources:	No: X	Yes:
<p>Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). After coordination with the INDOT Greenfield District Environmental Services Division, it was determined that an RFI was not needed for this project based on project excavation limits (Appendix E, page 1). According to the topo map of the project area (Appendix B, page 1), there are no karst features identified within or adjacent to the project area. In the early coordination response dated October 7, 2021, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages 8 to 9). The IGWS report indicated: moderate liquefaction potential; floodway; high bedrock resource potential; low sand and gravel resource potential; and potential abandoned industrial minerals sand gravel pits. The features will not be affected due to the scope of work being limited to the roadway and adjacent land. Response from IGWS has been communicated to the designer on December 22, 2021. No impacts are expected.</p>		
Drinking Water Resources:	No: X	Yes:
<p>The project is located in Delaware 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, a detailed groundwater assessment is not needed, and no impacts are expected.</p> <p>The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on November 11, 2021 by KEG. This project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination response letter dated November 12, 2021, IDEM stated the project is not located within a wellhead protection area (Appendix C, page 17). No impacts are expected.</p> <p>The IDNR's Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on November 11, 2021 by KEG. No wells are located near this project. Therefore, no impacts are expected.</p> <p>Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by KEG on November 11, 2021, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on October 7, 2021, to the Muncie Sanitary District. A response from the Muncie Sanitary District indicated no comments or concerns related to any environmental impacts of the proposed project (Appendix C, page 18). No impacts are expected.</p> <p>Based on desktop review, a site visit on June 23, 2021, the aerial map of the project area (Appendix B, page 1) no public water systems were identified. Therefore, no impacts are expected.</p>		
Floodplains:	No: X	Yes:
<p>The IDNR's Indiana Floodway Information Portal website (http://dnrmmaps.dnr.in.gov/appsphp/fdms/) was accessed by KEG on November 12, 2021, This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 1). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.</p>		

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Farmland:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p>Based on a desktop review, a site visit on June 23, 2021 by KEG, and the aerial map of the project area (Appendix B, page 1), there is farmland as defined by the Farmland Protection Policy Act (FPPA) adjacent to the project area. The project will not convert any farmland. An early coordination letter was sent on October 7, 2021 to NRCS. No response was received from NRCS. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.</p>		
Cultural Resources:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p>On November 12, 2021 KEG determined that this project falls within the guidelines of Category A, Type 2 and Type 4 under the Minor Projects Programmatic Agreement (Appendix D, pages 1 to 2). Category A, Type 2 covers all work within interchanges and within medians of divided highways in previously disturbed soils. Category A, Type 4 covers roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.</p>		
Section 4(f) and Section 6(f) Resources:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p>Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife/waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.</p> <p>After coordination with the INDOT Greenfield District Environmental Services Division, it was determined that an RFI was not needed for this project based on project excavation limits (Appendix E, page 1). Based on a desktop review and the aerial map of the project area (Appendix B, page 1), there are no potential 4(f) resources located in the 0.5 mile search radius. According to additional research and by the site visit on June 23, 2021 by KEG, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.</p> <p>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.</p> <p>A review of 6(f) properties on the LWCF County Property List for Indiana from the INDOT Environmental Policy website (https://www.in.gov/indot/2523.htm) revealed a total of three properties in Delaware County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources.</p>		
Air Quality:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p>The project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, page 1). The project is included in the Delaware-Muncie Metropolitan Plan Commission (DMMPC) FY 2022-2025 TIP (Appendix H, page 2).</p> <p>This project is located in Delaware County, which is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast</p>		

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Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project’s design concept and scope are accurately reflected in both the DMMPC Transportation Plan (TP) and the TIP and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117 (c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

Community Impacts:	No: X	Yes:
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Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will require less than 0.5 acre of additional permanent ROW; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.

KEG reviewed the draft December 2021 Comprehensive Plan for the Delaware-Muncie Region and did not identify any future plans for the project area or local/regional development patterns. The project is not anticipated to negatively affect community cohesion, the local tax base, or property values.

On December 21, 2021, KEG reviewed www.indianafestivals.org for any special events or festivals in Delaware County throughout the year. No festivals were found. 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 to any possible festivals.

Public Facilities and Services (e.g. schools, emergency services):	No:	Yes: X
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After coordination with the INDOT Greenfield District Environmental Services Division, it was determined that an RFI was not needed for this project based on project excavation limits (Appendix E, page 1). Based on a desktop review and the aerial map of the project area (Appendix B, page 1), there is one church within the 0.5 mile search radius. There are no public facilities within or adjacent to the project area, therefore, no impacts are expected. Access to all properties will be maintained during construction.

INDOT Aviation responded on October 7, 2021, noting any object, obstruction, or equipment exceeding 80 feet in height will require further coordination with their office and the Federal Aviation Administration (FAA), due to the project’s proximity to Delaware County Airport (Appendix C, page 6). KEG provided this information to the designer on December 22, 2021, and they subsequently provided it to the INDOT Project Manager (PM).

Hazardous Materials and Regulated Substances:	No: X	Yes:
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After coordination with the INDOT Greenfield District Environmental Services Division, it was determined that an RFI was not needed for this project based on project excavation limits (Appendix E, page 1).

Further investigation for hazardous material concerns or regulated substances is not required at this time. No impact is expected.

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Permits:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p>On July 16, 2021, a representative of INDOT-Ecology and Waterway Permitting replied to the permit determination request for this project and preliminarily determined no environmental permits are needed for this project (Appendix F, page 2).</p> <p>Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.</p> <p>It is the responsibility of the project sponsor to identify and obtain all required permits.</p>		

ENVIRONMENTAL COMMITMENTS:
<p>Firm:</p> <ol style="list-style-type: none">1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)3. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)4. General AMM 1. Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)5. Lighting AMM 1. Direct temporary lighting away from suitable habitat during the active season. (USFWS)

Categorical Exclusion Level 1
US 35/CR 300 N
DES1802059, Intersection Improvement
Delaware County, Indiana

APPENDICES

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APPENDIX A

INDOT Supporting Documents

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁶)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁷
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁸
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ⁹
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹⁰
Approval Level	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 					

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁷ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

⁸ Potential for causing a disproportionately high and adverse impact.

⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

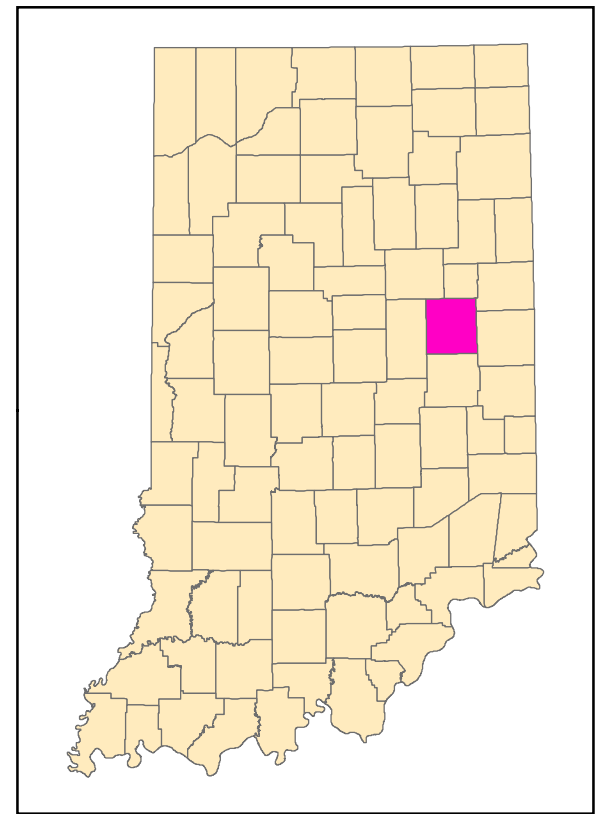
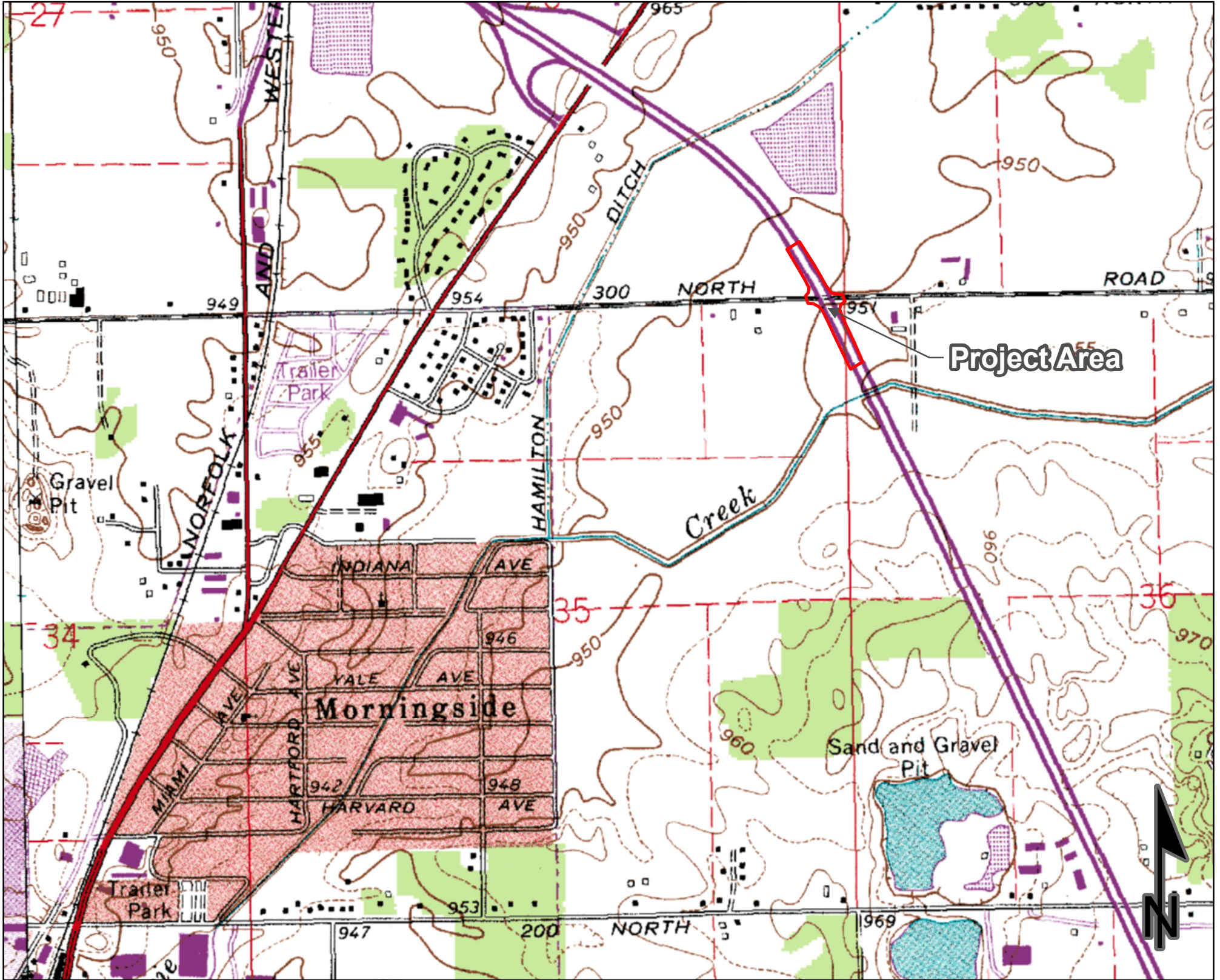
Note: Substantial public or agency controversy may require a higher-level NEPA document. A CE-1 was prepared due to the scope of work does not fall under the approved PCE.

A CE-1 was prepared since the scope of work does not fall under approved PCE guidance.

APPENDIX B

Graphics

General Site Map
 US 35 at CR 300 North, 0.54 Miles South of SR 67
 Des. No. 1802059
 Delaware County, Indiana



Sources: 0.25 0.125 0 0.25 Miles
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

MUNCIE EAST QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)



1. Facing north at US 35 from the southernmost project survey area on the east side US 35.



2. Facing south at US 35 from the southernmost project survey area on the east side of US 35.



3. Facing northwest in the US 35 median from the southernmost project survey area.



4. Looking south in the US 35 median from the southernmost project survey area.



5. Facing northwest in the US 35 median at the US 35/Riggin Road intersection.



6. Facing south in the US 35 median at the US 35/Riggin Road intersection.



7. Facing north on the southwest side of US 35 at the US 35/Riggin Road intersection.



8. Facing south on the southwest side of US 35 at the US 35/Riggin Road intersection.



9. Facing east on the southwest side of US 35 at the US 35/Riggin Road intersection.



10. Facing west on the southwest side of US 35 at the US 35/Riggin Road intersection.



11. Facing north on the east side of US 35 at the SR 35/Riggin Road intersection.



12. Facing south on the east side of US 35 just south of the US 35/Riggin Road intersection.



13. Facing north on the east side of US 35, north of the US 35/Riggin Road intersection.



14. Facing south on the east side of US 35, north of the US 35/Riggin Road intersection.



15. Facing north in the median on the north side of the US 35/Riggin Road intersection.



16. Facing north in the US 35 median on the north side of the US 35/Riggin Road intersection.



17. Facing north in the US 35 median at the northern most project survey area.



18. Facing south in the US 35 median at the northern most project survey area.



19. Facing north on the west side of US 35 at the northern most project survey area.



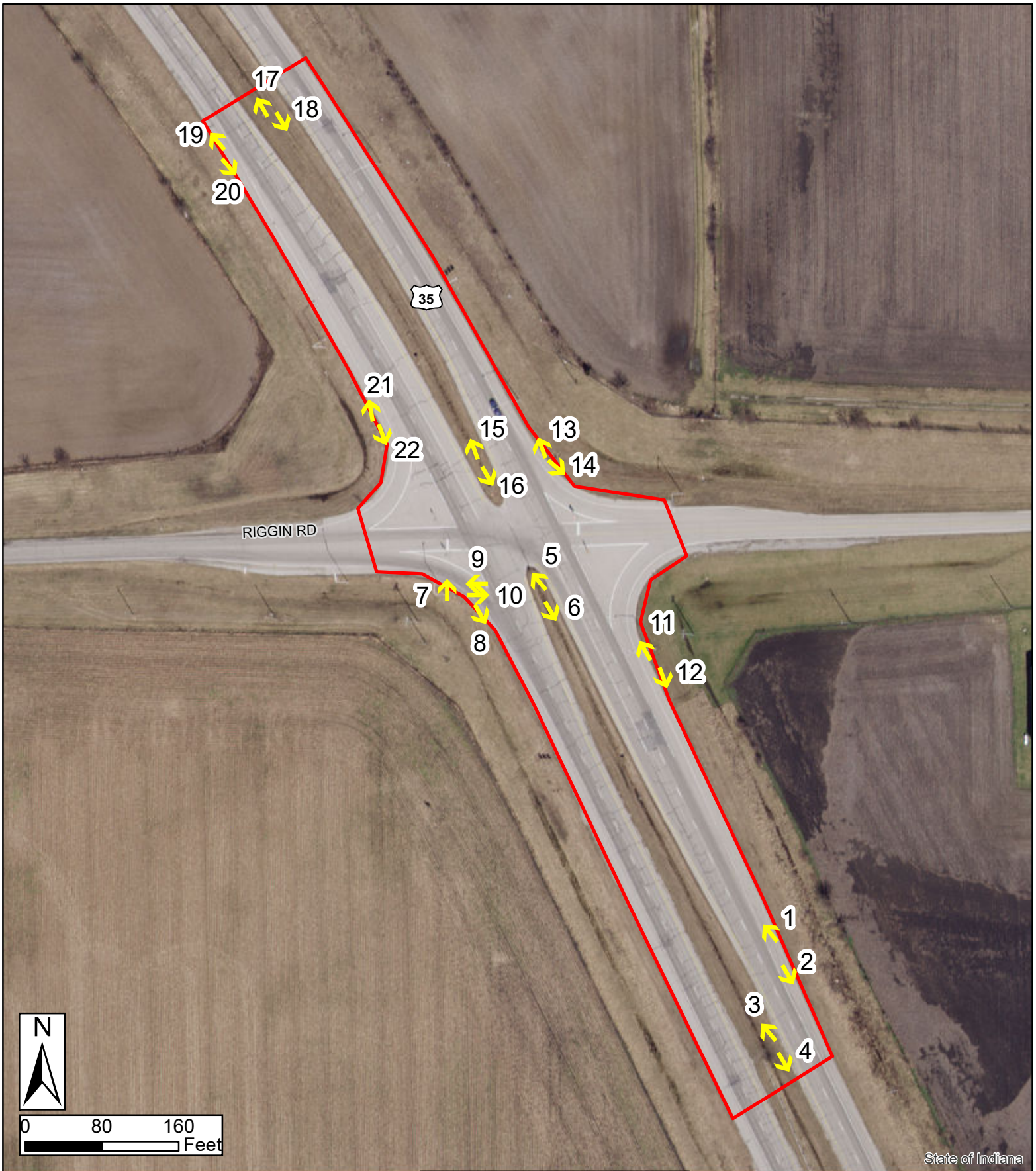
20. Facing south on the west side of US 35 at the northern most project survey area.



21. Facing north on the northwest side of US 35, near the US 35/Riggin Road intersection.





22. Facing south on the northwest side of US 35, near the US 35/Riggin Road intersection.



State of Indiana

Photo Direction Map
US 35 at CR 300 N
Intersection Improvement
Delaware County, Indiana
Des. No. 1802059

 Photo Direction
 Project Area

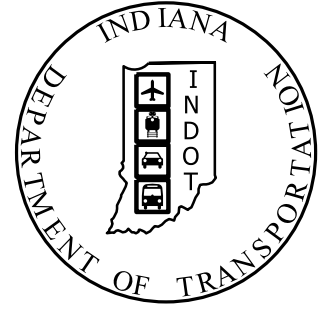


Created 12/21/2021

PROJECT	DESIGNATION
1802059	1802059
CONTRACT	
R-41496	

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
1702982 (LEAD)	US 35 Auxiliary Lanes Accel & Decel or Turn Lanes in Delaware Co.
1702886	US 35 Left Turn & Small Structure Pipe Lining
1802059	US 35 & CR 300 N Median Closure

INDIANA DEPARTMENT OF TRANSPORTATION

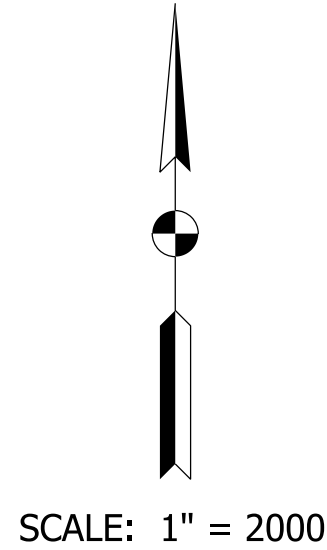
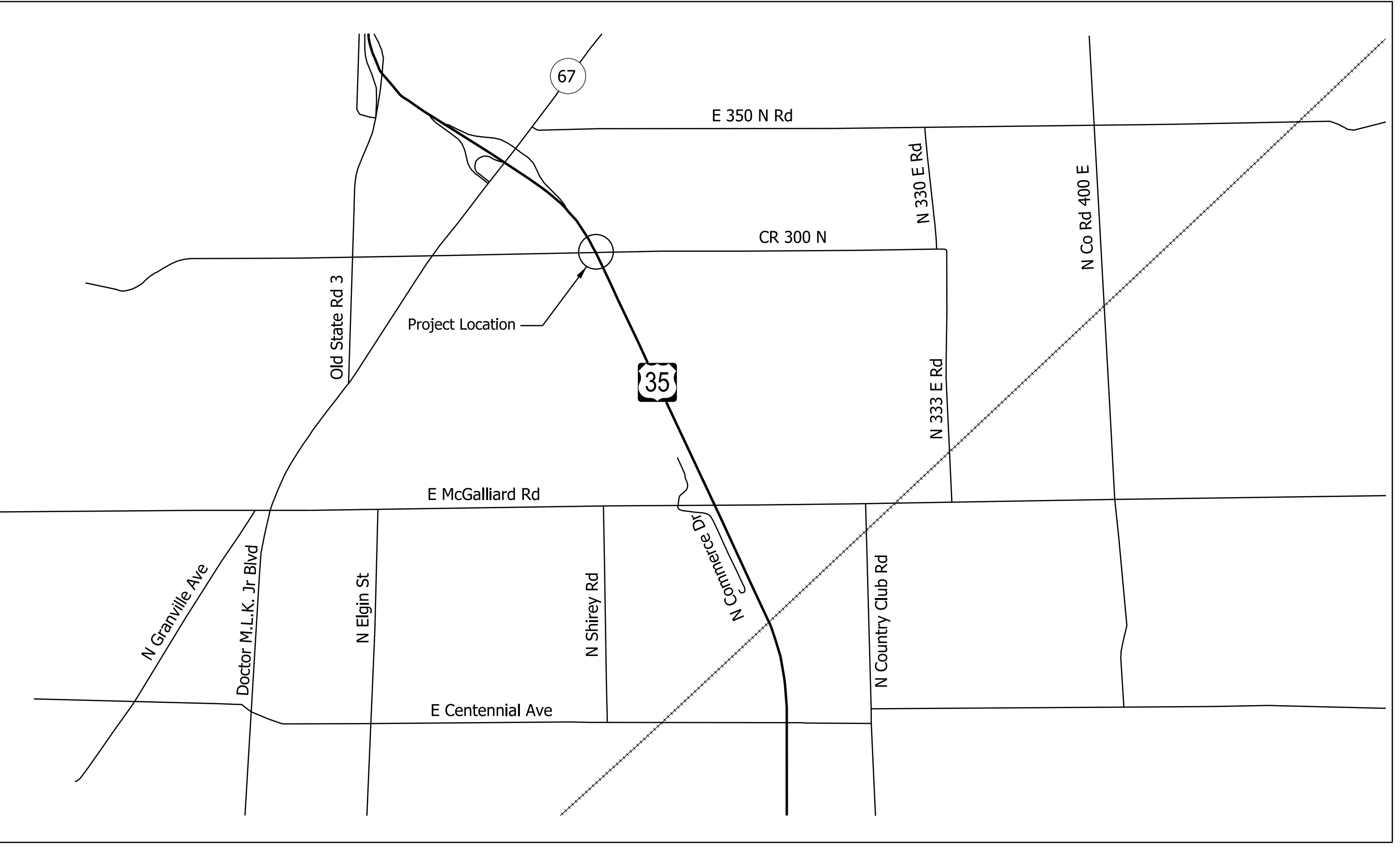


ROAD PLANS

ROUTE: US 35 FROM: RP 46+59 TO: RP 46+66
PROJECT NO. 1802059

NO ADDITIONAL RIGHT OF WAY
REQUIRED FOR THIS PROJECT

Intersection Improvement with Median Removal at the Intersection of US 35 & CR 300 N
Located 0.54 Miles South of SR 67
Sections 26 and 35, T-21-N, R-10-E, Hamilton and Center Townships, Delaware County, Indiana



TRAFFIC DATA		
A.A.D.T. (2017)		8370 V.P.D.
A.A.D.T. (2042)		10044 V.P.D.
D.H.V (2042)		750 V.P.H.
DIRECTIONAL DISTRIBUTION		52 %
TRUCKS		22.9 % A.A.D.T. 26.0 % D.H.V.

DESIGN DATA	
DESIGN SPEED	55 M.P.H.
PROJECT DESIGN CRITERIA	PARTIAL 3R
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL
RURAL/URBAN	URBAN (SUBURBAN)
TERRAIN	LEVEL
ACCESS CONTROL	FULL

LATITUDE: N 40°13'58" LONGITUDE: 85°20'56"

GROSS LENGTH:	0.21 MI.
NET LENGTH:	0.21 MI.
MAX. GRADE:	0.44 %

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS

WSP USA Inc.
115 W. Washington Street
Suite 1270S
Indianapolis, IN 46204
TEL: 317-972-1706

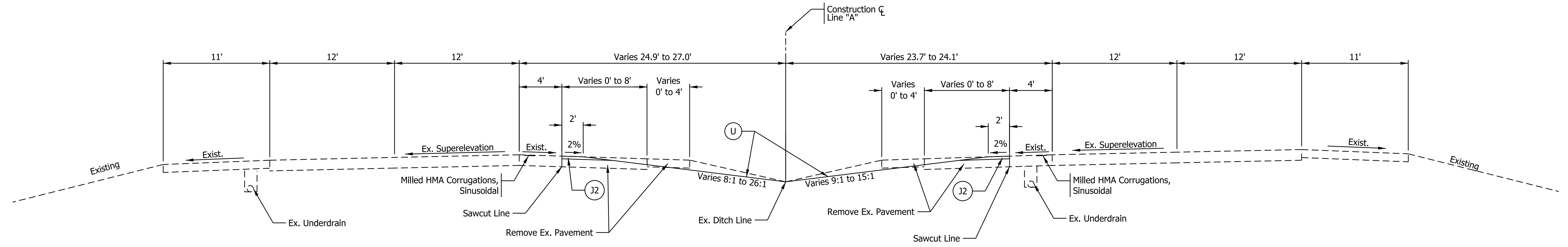
PLANS PREPARED BY: _____ PHONE NUMBER _____

CERTIFIED BY: _____ DATE _____

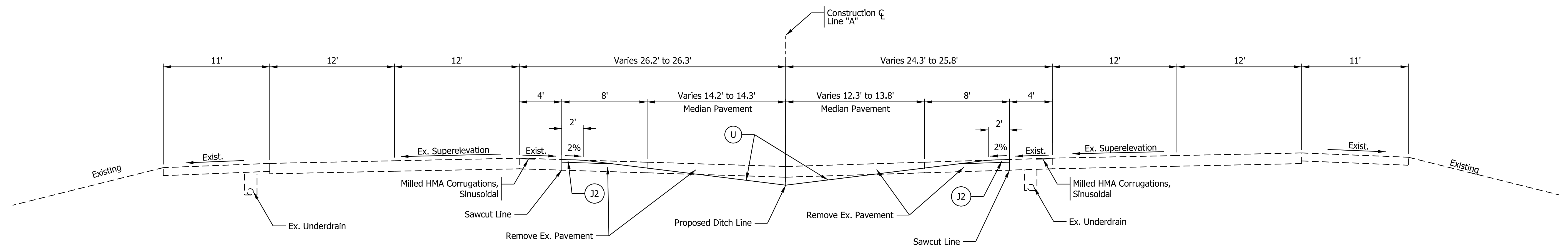
APPROVED FOR LETTING: _____ DATE _____

INDIANA DEPARTMENT OF TRANSPORTATION

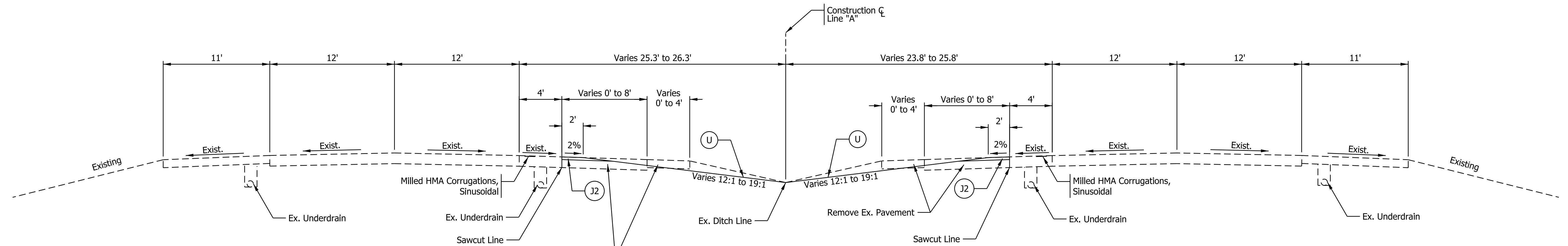
DESIGNATION	
1802059	
SURVEY BOOK	SHEETS
CONTRACT	1 of 16
R-41496	PROJECT
	1802059



US 35 - Line "A"
Sta. 677+77.00 to Sta. 683+31.13



US 35 - Line "A"
Sta. 677+00.00 to Sta. 677+77.00



US 35 - Line "A"
Sta. 672+27.87 to Sta. 677+00.00

NOTES:
1. Ditch line does not follow construction center line. See plan sheet for exact location.

LEGEND:
 Compacted Aggregate, No. 53, 4"
 Mulched Seeding U

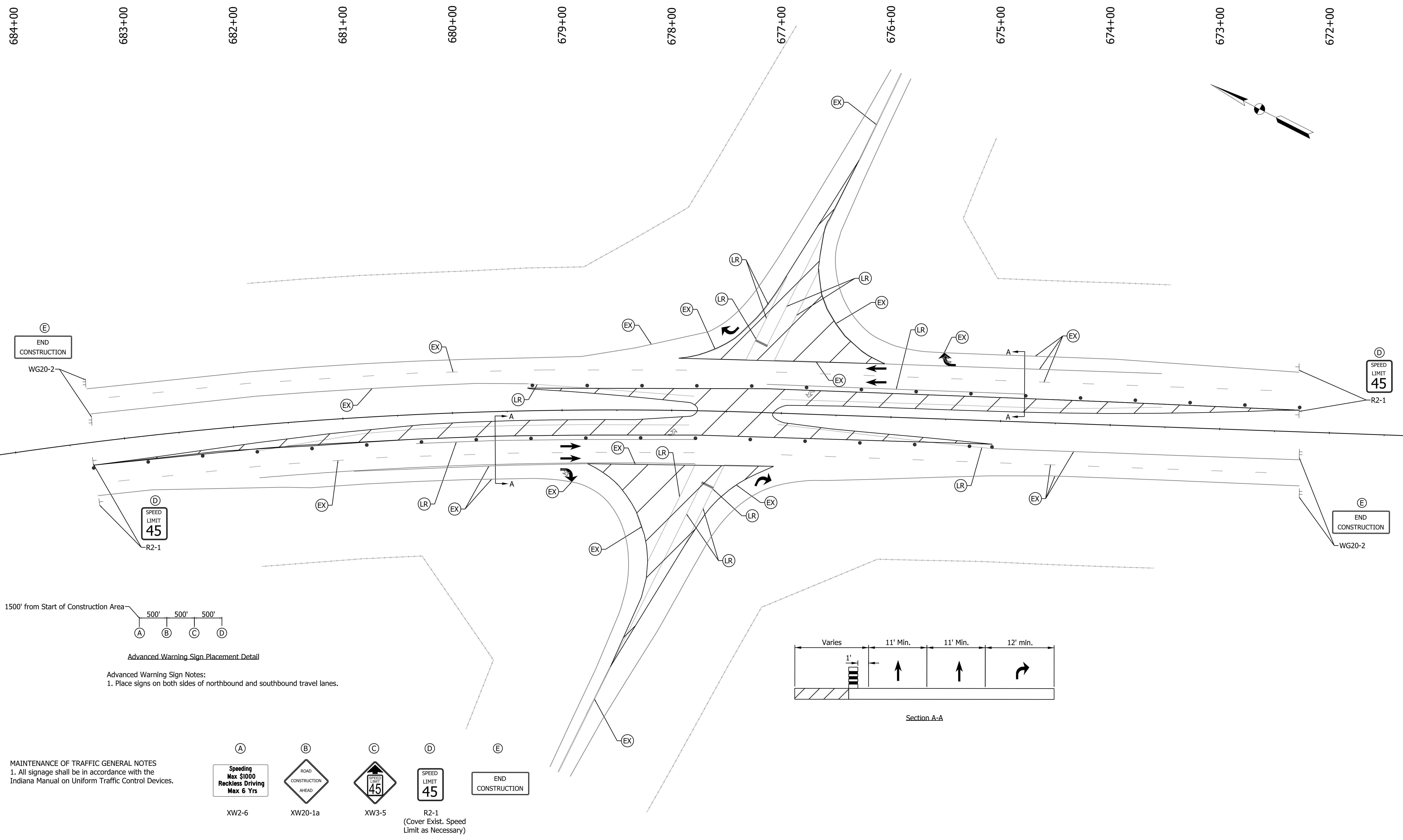
RECOMMENDED FOR APPROVAL _____
 DESIGN ENGINEER _____ DATE _____
 DESIGNED: WBS DRAWN: WBS
 CHECKED: RLH CHECKED: RLH

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 5'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1802059
SURVEY BOOK	SHEETS
	3 of 16
CONTRACT	PROJECT
R-41496	1802059

PLOT: 8/10/2021 9:11 AM



8/10/2021 9:11 AM

Legend

	Construction Area		Existing Pavement Marking
	Traffic Flow		Line, Remove
	Standard Drum		

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ARM	DRAWN: ARM	
CHECKED: RLH	CHECKED: RLH	

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC	

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1802059
SURVEY BOOK	SHEETS
	4 of 16
CONTRACT R-41496	PROJECT 1802059

673+00

674+00

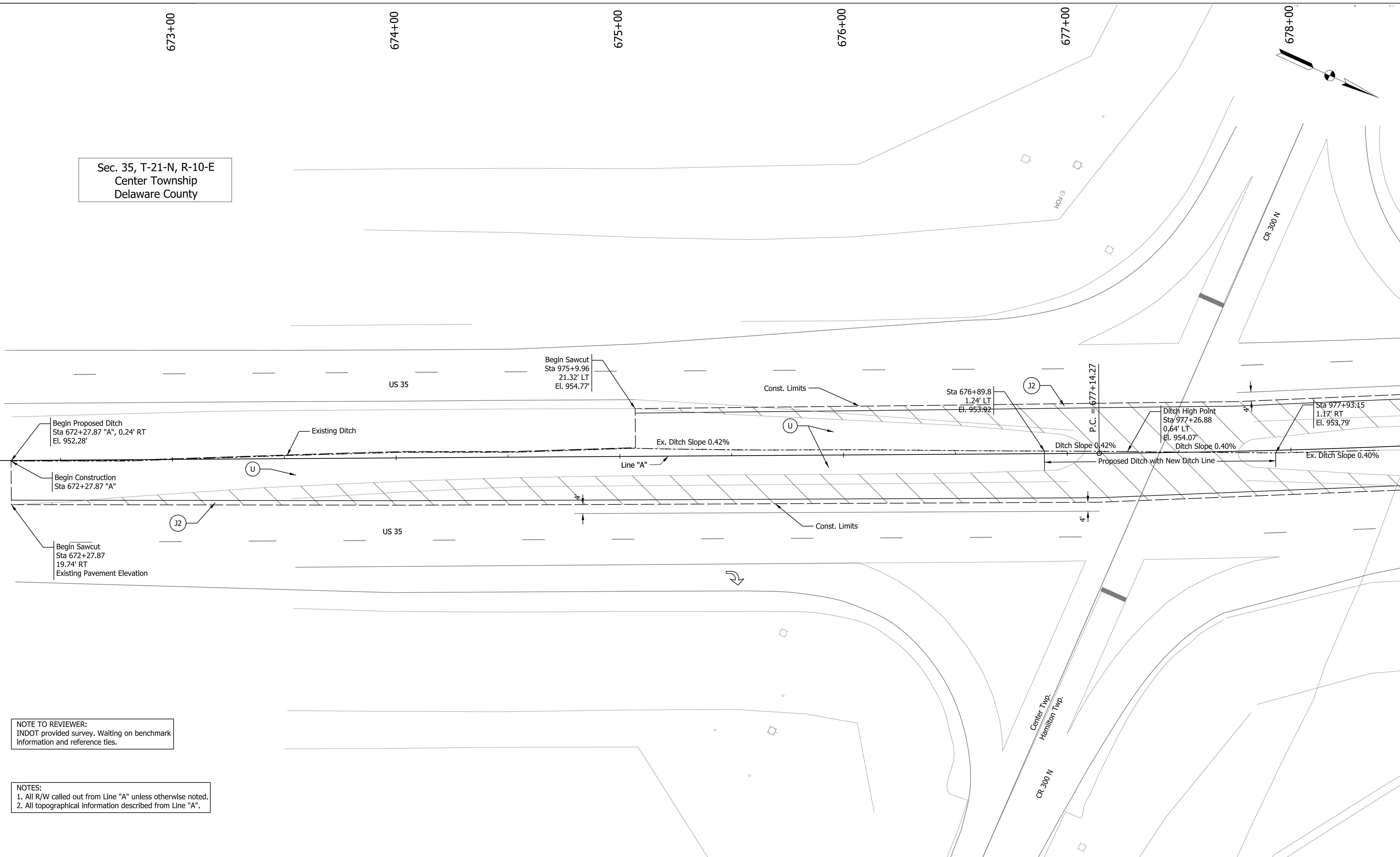
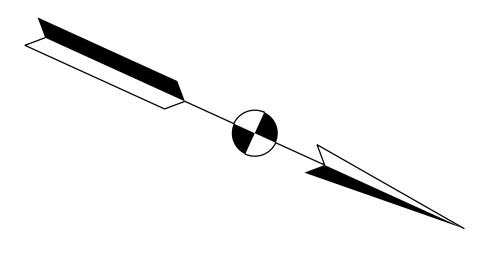
675+00

676+00

677+00

678+00

Sec. 35, T-21-N, R-10-E
Center Township
Delaware County



NOTE TO REVIEWER:
INDOT provided survey. Waiting on benchmark
information and reference ties.

NOTES:
1. All R/W called out from Line "A" unless otherwise noted.
2. All topographical information described from Line "A".

Plot: 8/10/2021 9:11 AM

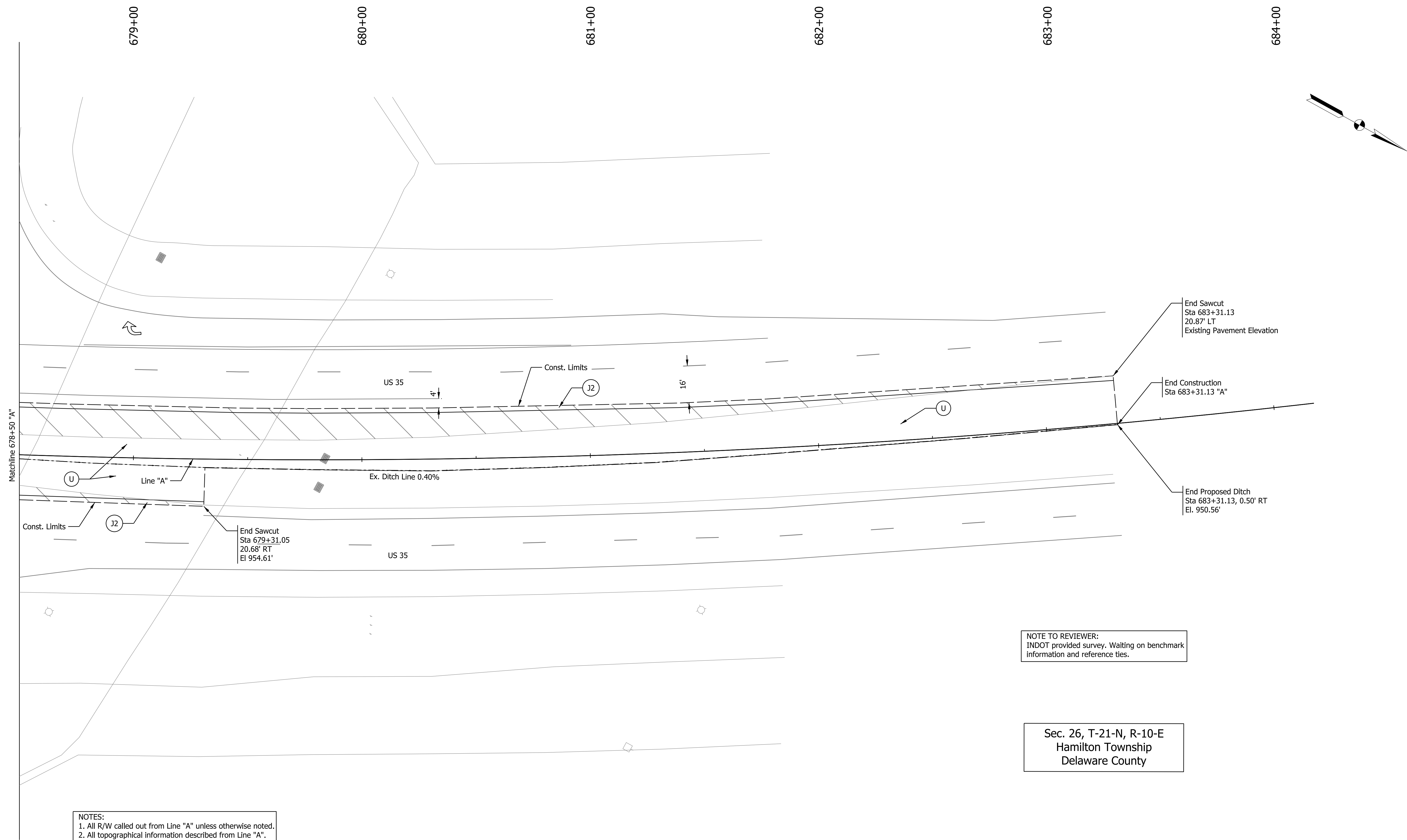
Legend	
(J2)	Aggregate Shoulder, Compacted No. 53
(U)	Mulched Seeding U
	Pavement Removal

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ARM	DRAWN: ARM	
CHECKED: RLH	CHECKED: RLH	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET
LINE "A"**

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1802059
SURVEY BOOK	SHEETS 5 of 16
CONTRACT R-41496	PROJECT 1802059



NOTE TO REVIEWER:
INDOT provided survey. Waiting on benchmark information and reference ties.

Sec. 26, T-21-N, R-10-E
Hamilton Township
Delaware County

NOTES:
1. All R/W called out from Line "A" unless otherwise noted.
2. All topographical information described from Line "A".

PLOT: 8/10/2021 9:11 AM
 IP_PWP:d0423864\Shd RD Plan 20_02.dgn

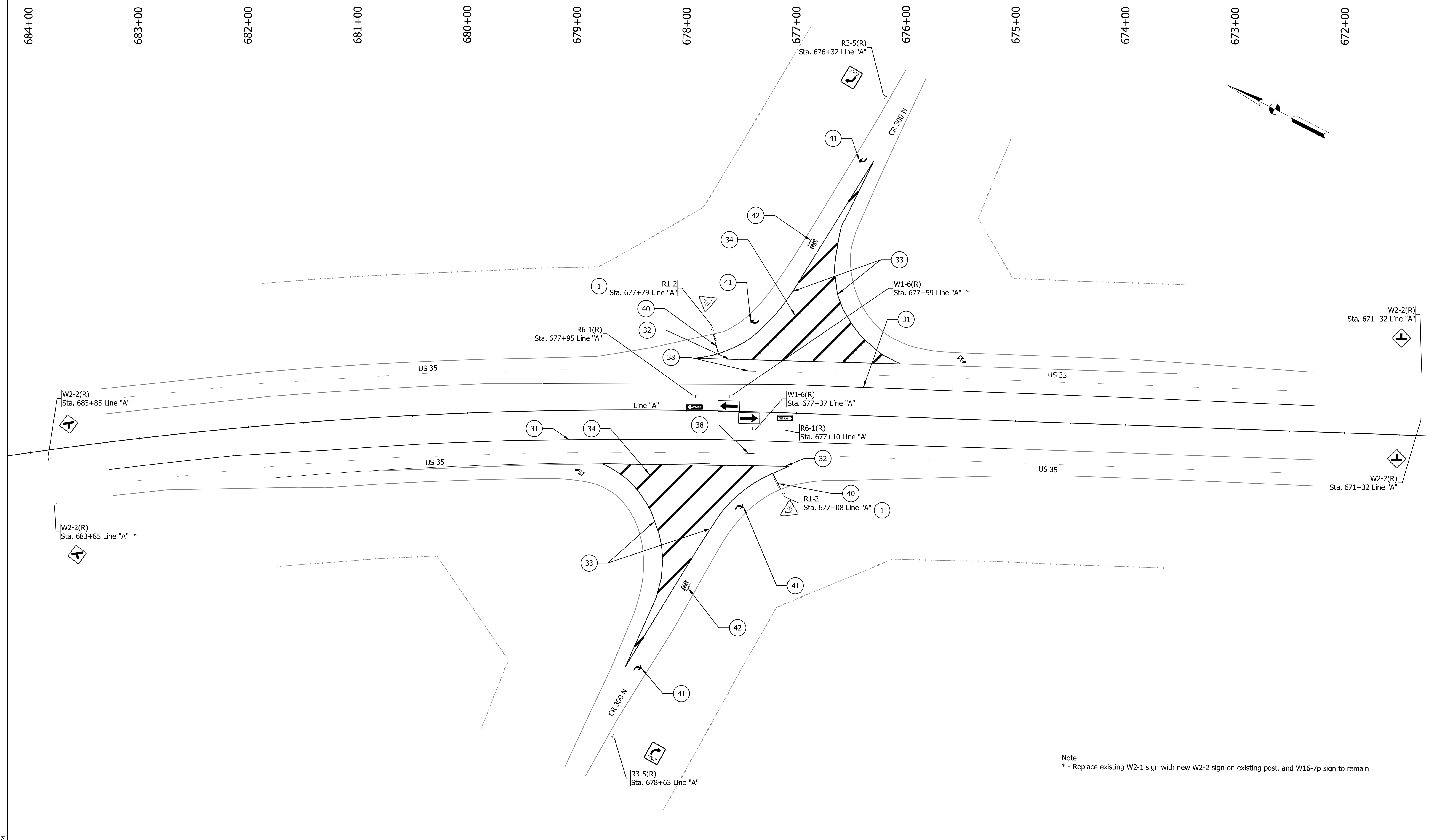
Legend	
(J2)	Aggregate Shoulder, Compacted No. 53
(U)	Mulched Seeding U
	Pavement Removal

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: ARM	DRAWN: ARM	
CHECKED: RLH	CHECKED: RLH	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "A"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1802059
SURVEY BOOK	SHEETS 6 of 16
CONTRACT R-41496	PROJECT 1802059



Note
 * - Replace existing W2-1 sign with new W2-2 sign on existing post, and W16-7p sign to remain

Plc: 8/10/2021 9:11 AM
 IP_PWP:d0423877/Sht TR PMS.dgn

Legend			
31	Line, Thermoplastic, Solid, Yellow, 4 in.	42	Pavement Message Marking, ONLY
32	Line, Thermoplastic, Solid, White, 8 in.	⊥	Ground Mounted Sheet Sign
33	Line, Thermoplastic, Solid, Yellow, 8 in.	1	No Change to Ex. Sheet Sign and Supports
34	Transverse Marking, Thermoplastic, Crosshatch Line Yellow, 24 in.		
38	Line, Thermoplastic, Broken, White, 4 in.		
40	Transverse Marking, Thermoplastic, Yield Line, White, 36 in.		
41	Pavement Message Marking, Arrow		

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: ARM	DRAWN: ARM		
CHECKED: RLH	CHECKED: RLH		

INDIANA
DEPARTMENT OF TRANSPORTATION

SIGN AND PAVEMENT MARKINGS SHEET

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1802059
SURVEY BOOK	SHEETS 7 of 16
CONTRACT R-41496	PROJECT 1802059

PAVEMENT MARKINGS SUMMARY TABLE

LOCATION		LINE (THERMOPLASTIC)						TRANSVERSE MARKINGS, THERMOPLASTIC			PAVEMENT MESSAGE MARKING, LANE INDICATION ARROW	PAVEMENT MESSAGE MARKING, THERMOPLASTIC ONLY	GROOVING FOR PAVEMENT MARKINGS
		SOLID	SOLID	SOLID	BROKEN	DOTTED	DOTTED	CROSSHATCH	YIELD LINE	STOP BAR			
		WHITE	YELLOW	YELLOW	WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE			
From Station	To Station	8 in.	4 in.	8 in.	4 in.	4 in.	4 in.	24"	36"	24"	EACH	LFT	LFT
Line 'A'													
672+28			279								1		279
675+07	676+07		200								1		200
676+07	678+77	357	540	925	20			690	34		4	2	1842
678+77	679+31		108								1		108
679+31	683+31		400								1		400
PROJECT TOTALS		357	1527	925	20	0	0	690	34	0	8	2	2321

SHEET SIGN & POST SUMMARY

SIGN								POST											
PLAN SHEET NO. / LINE	SIGN LOCATION (STA.)	SIGN CODE	SIGN SIZE (IN. x IN.)	GROUND - MOUNTED SIGN AREA (ft2)			MOUNTED ON PANEL SIGN, AREA (ft2)	SQUARE											
				0.080"	0.100"	0.125"		0.080"	2 1/2" X 2 1/2" - 12 GA. (TYPE 3)			2" X 2" - 12 GA. (TYPE 2)			2 1/4" X 2 1/4" - 12 GA. (TYPE 1)				
									UNREINFORCED ANCHOR			REINFORCED ANCHOR			REINFORCED ANCHOR				
									POST LENGTH (FT.)			POST LENGTH (FT.)			POST LENGTH (FT.)				
1	2	TOTAL	1	2	TOTAL	1	TOTAL												
"A"	671+32	W2-2(R)	30 x 30	6.25															
	671+32	W2-2(R)	30 x 30	6.25														10.5	10.5
	676+32	R3-5(R)	30 x 36	7.50														11.0	11.0
	677+08	R1-2	48 x 48 x 48		8.00													12.0	12.0
	677+10	R6-1(R)	54 x 18		6.75													9.5	9.5
	677+37	W1-6(R)	48 x 24		8.00													10.0	10.0
	677+59	W1-6(R)	48 x 24		8.00													10.0	10.0
	677+79	R1-2	48 x 48 x 48		8.00													12.0	12.0
	677+95	R6-1(R)	54 x 18		6.75													9.5	9.5
	678+63	R3-5(R)	30 x 36	7.50														11.0	11.0
	683+85	W2-2(R)	30 x 30	6.25															
	683+85	W2-2(R)	30 x 30	6.25														10.5	10.5
PROJECT TOTALS				40.00	45.50	0.00	0.00				0.00				0.00				106.00

Plot: 8/10/2021 9:11 AM

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: ARM _____	DRAWN: ARM _____	
CHECKED: RLH _____	CHECKED: RLH _____	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

MISCELLANEOUS SUMMARY TABLES

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1802059
SURVEY BOOK	SHEETS
	8 of 16
CONTRACT	PROJECT
R-41496	1802059

APPENDIX C

Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Joe McGuinness, Commissioner

October 7, 2021

Robin McWilliams
Field Supervisor
U.S. Fish and Wildlife Service
Bloomington Indiana Field Office
620 South Walker Street
Bloomington, Indiana 47403-2121

Sample Early Coordination Letter

Re: Early Coordination Letter, Des. No: 1802059, Intersection Improvement on US 35, 0.54 Mile South of SR 67, Delaware County, Indiana
KEG No. 19-1164.05

Dear Ms. McWilliams,

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the aforementioned intersection in Delaware County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located at the intersection of US 35 and CR 300 North, 0.54 mile south of SR 67, in Delaware County. This section of US 35 is a four lane *Principal Arterial*. The existing US 35 roadway consists of four 12' lanes divided by a vegetated median, with left turn lanes. The draft need is due to offsets in the left turn lanes making it difficult to see around opposing turning traffic, thus resulting in a high number of incidents. The draft purpose is to improve safety at this intersection. The approximate existing right-of-way (ROW) varies between 128' to 226' each side of the centerline throughout the project.

The proposed project is anticipated to eliminate the left turn lanes on US 35 and close the center median to create one-way traffic from CR 300 North. The project will occur within existing ROW. The project will be approximately 1,109' in length. The proposed method of traffic maintenance is anticipated to keep the through lanes of US 35 open during construction and close the left turn lanes via construction drums/signage. No trees will be cleared as part of this project. The project is anticipated to begin construction in Fall 2022.

Land use in the vicinity of the project is agricultural fields. Kaskaskia Engineering Group (KEG) will perform waters and wetlands determinations to identify water resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence as appropriate.

Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me at 812-314-7041 or CKelly@kaskaskiaeng.com, or Michelle Loveall, INDOT Project Manager at 317-467-3438 or mloveall@indot.in.gov. Thank you in advance for your input.

Sincerely,



Chad Kelly
Environmental Scientist III
Kaskaskia Engineering Group, LLC

Attachment -

- Early Coordination Letter Recipient List
- Maps (Location, Aerial, Topographic)
- Photo Log

cc: Jeff Bislich, PE, PS, WSP

Attachments have been omitted
to avoid duplication

From: [McWilliams, Robin](#)
To: [Chad Kelly](#)
Subject: Re: [EXTERNAL] Early Coordination, Des. No. 1802059, US35/0.54 Mile South of SR 67, Int Improvement, Delaware Co. IN
Date: Thursday, October 7, 2021 1:07:20 PM
Attachments: [image001.gif](#)

Dear Mr. Kelly,

This responds to your recent letter requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). The Service has 14 days after a "Not Likely to Adversely Affect" determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with agency mitigation guidelines.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please contact me at robin_mcwilliams@fws.gov or you may call 812-334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT’s standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

[Mon-Tues 8-3:30p](#)

[Wed-Thurs 8:30-3p Telework](#)

From: Chad Kelly <ckelly@kaskaskiaeng.com>

Sent: Thursday, October 7, 2021 11:57 AM

To: McWilliams, Robin <robin_mcwilliams@fws.gov>

Subject: [EXTERNAL] Early Coordination, Des. No. 1802059, US35/0.54 Mile South of SR 67, Int Improvement, Delaware Co. IN

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-24117

Request Received: October 7, 2021

Requestor: Kaskaskia Engineering Group, LLC
Chad Kelly
477 South 3rd Street, Suite 280
Geneva, IL 60134

Project: US 35 and CR 300 North intersection improvement, 0.54 mile south of SR 67; KEG #19-1164.05; Des #1802059

County/Site info: Delaware

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of Muncie Creek. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of 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.
2. 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.

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Date: November 5, 2021

From: [Courtade, Julian](#)
To: [Chad Kelly](#)
Subject: RE: Early Coordination, Des. No. 1802059, US35/0.54 Miles South of SR 67, Int Improvement, Delaware Co. IN
Date: Thursday, October 7, 2021 1:08:35 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.gif](#)

Chad –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 80 ft. in height, further coordination will be required with our office and the FAA. This is due to the close proximity of Delaware County Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards. You can find these standards and information on filing at the website below:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Please let me know if you have any questions!

Best,

Julian L. Courtade

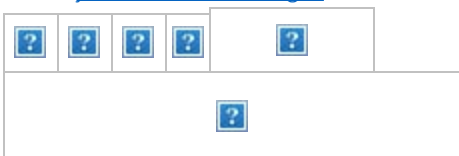
Chief Airport Inspector

100 North Senate Ave, N758-MM

Indianapolis, IN 46204

Cell: (317) 954-7385

Email: jcourtade@indot.in.gov



From: Chad Kelly <ckelly@kaskaskiaeng.com>
Sent: Thursday, October 7, 2021 12:11 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Subject: Early Coordination, Des. No. 1802059, US35/0.54 Miles South of SR 67, Int Improvement, Delaware Co. IN

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hello,

From: [Tom Fouch](#)
To: [Chad Kelly](#)
Subject: RE: Early Coordination, Des. No. 1802059, US35/0.54 Miles South of SR 67, Int Improvement, Delaware Co. IN
Date: Monday, October 11, 2021 10:49:51 AM

Good Morning Chad,

I do not see anything that would cause an issue with the floodway by closing the median/turning lane.

Thank you,

Tom Fouch
Delaware County Building Commissioner
Delaware County Zoning Administrator
100 West Main Street, Room 206
Muncie Indiana, 47305
765-747-7799



From: Chad Kelly <ckelly@kaskaskiaeng.com>
Sent: Thursday, October 7, 2021 12:24 PM
To: Tom Fouch <tfouch@co.delaware.in.us>
Subject: Early Coordination, Des. No. 1802059, US35/0.54 Miles South of SR 67, Int Improvement, Delaware Co. IN

CAUTION: This email originated from outside of Delaware County Government. Please ***do not click links or open attachments*** from an ***unknown*** or ***suspicious*** sender.

Hello,

Please see attached.

Best,



Chad Kelly (he/him)
Biologist/Scientist III



Organization and Project Information

Project ID: 19-1164.05
Des. ID: 1802059
Project Title: US 35 and CR 300 N, Intersection Improvement
Name of Organization: Kaskaskia Engineering Group, LLC
Requested by: Molly Barletta

Environmental Assessment Report

1. Geological Hazards:

- Moderate liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: Low Potential

3. Active or abandoned mineral resources extraction sites:

- Abandoned Industrial Minerals Sand Gravel Pits

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

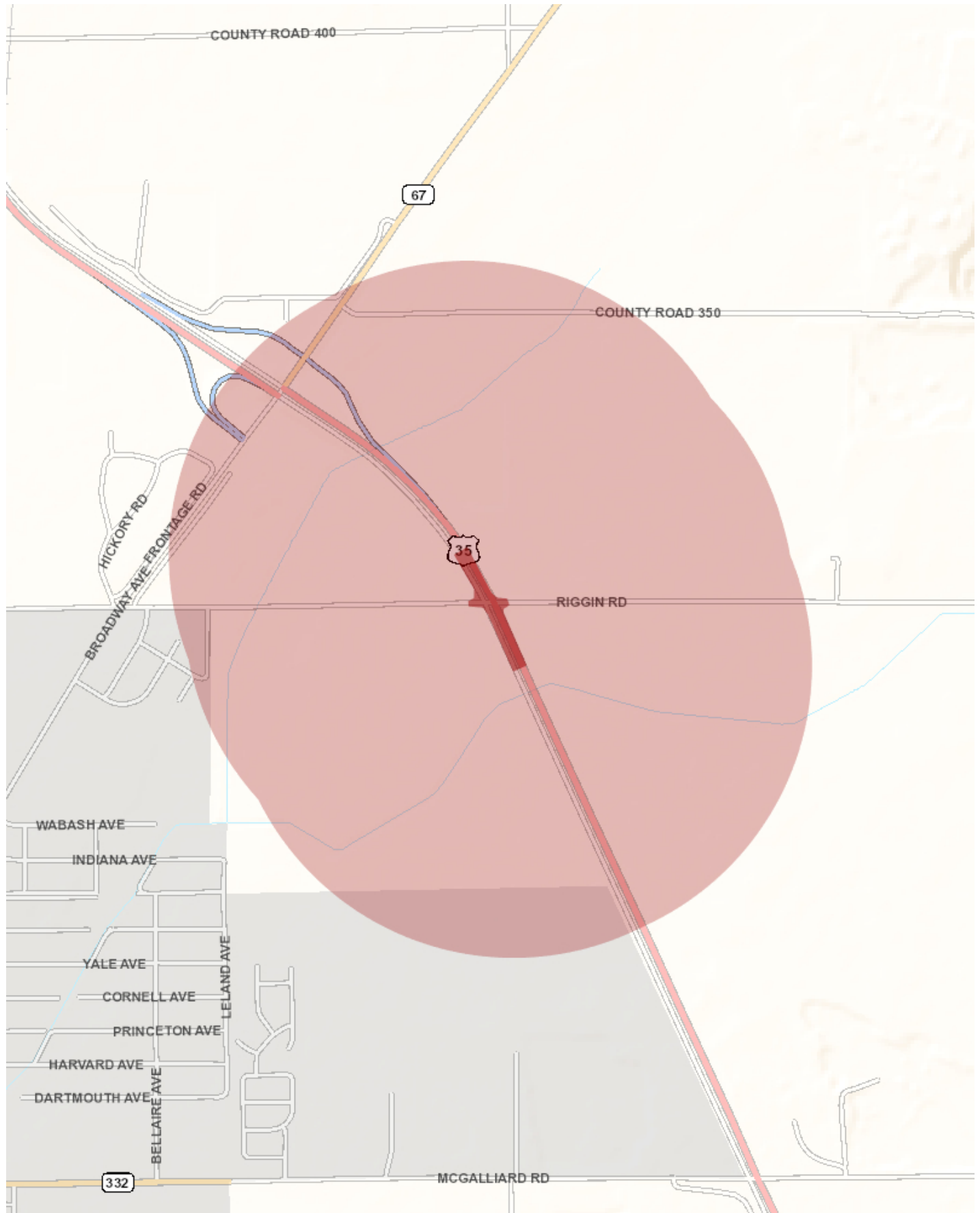
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: October 07, 2021





Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

Indiana Department of Transportation
Hung Thai Pham
32 South Broadway Street
Greenfield , IN 46140

Kaskaskia Engineering Group, LLC
Molly Barletta
323 Main Street
Suite E
Evansville , IN 47708

Date: October 20, 2021

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: This project is located at the intersection of US 35 and CR 300 North, 0.54 mile south of SR 67, in Delaware County. The proposed project is anticipated to eliminate the left turn lanes on US 35 and close the center median to create one-way traffic from CR 300 North. The project will occur within existing ROW. The project will be approximately 1,109' in length.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful

that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - o IC 14-28-1 Flood Control Act 310 IAC 6-1
 - o IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - o IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - o IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana, contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>).

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

This project is located at the intersection of US 35 and CR 300 North, 0.54 mile south of SR 67, in Delaware County. The proposed project is anticipated to eliminate the left turn lanes on US 35 and close the center median to create one-way traffic from CR 300 North. The project will occur within existing ROW. The project will be approximately 1,109' in length.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 10-21-2021

Signature of the INDOT
Project Engineer or Other Responsible Agent *Hung Thai pham*

Hung Thai Pham

Date: 10/21/21

Signature of the
For Hire Consultant *Molly Barletta*

Molly Barletta



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 N. Senate Avenue • Indianapolis, IN 46204

(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

Eric J. Holcomb
Governor

Bruno Pigott
Commissioner

November 12, 2021

66-33

Kaskaskia Engineering Group, LLC
Attention: Molly Barletta
323 Main Street, Suite E
Evansville, Indiana 47708

Dear Molly Barletta,

RE: Wellhead Protection Area
Proximity Determination
Des No 1802059
US 35 at CR 300 North,
0.54 Miles South of SR 67
Delaware County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

Note: the Drinking Water Branch has a self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to <http://idemmaps.idem.in.gov/whpa2/>
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it suits your needs.

If you have any additional questions please feel free to contact me at the address above or at (317) 233-9158 and aturnbow@idem.in.gov.

Sincerely,

Alisha Turnbow,
Environmental Manager
Ground Water Section
Drinking Water Branch
Office of Water Quality



A State that Works

Please Reduce, Reuse, Recycle

From: [Rick Conrad](#)
To: [Chad Kelly](#)
Subject: RE: Early Coordination, Des. No. 1802059, US35/0.54 Miles South of SR 67, Int Improvement, Delaware Co. IN
Date: Friday, October 8, 2021 11:36:52 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Chad,

We have no comments or concerns related to any environmental impacts of this project.

Thank you,

RICK CONRAD
Director, Bureau of Water Quality



munciesanitary.org | munciecng.com
5150 W. Kilgore Ave., Bldg. #8 | Muncie, IN 47304
P 765-747-4896 | **F** 765-213-6444



From: Chad Kelly <ckelly@kaskaskiaeng.com>
Sent: Thursday, October 07, 2021 12:14 PM
To: Rick Conrad <rconrad@msdeng.com>
Subject: Early Coordination, Des. No. 1802059, US35/0.54 Miles South of SR 67, Int Improvement, Delaware Co. IN

Hello,

Please see attached.

Best,





United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

October 21, 2021

Consultation Code: 03E12000-2022-SLI-0158

Event Code: 03E12000-2022-E-00633

Project Name: US 35, Intersection Improvement, DES 1802059

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2022-SLI-0158

Event Code: Some(03E12000-2022-E-00633)

Project Name: US 35, Intersection Improvement, DES 1802059

Project Type: TRANSPORTATION

Project Description: This project is located at the intersection of US 35 and CR 300 N (Riggin Road), 0.54 mile south of SR 67, in Delaware County, Indiana. The proposed project is to eliminate the left turn lanes on US 35 and close the center median to create one-way traffic from CR 300 North. There is no culvert or bridge work anticipated with this project. There is no suitable summer habitat within the project action area. No trees will be removed. INDOT personnel from the Greenfield District stated on July 12, 2021, that a review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Construction is anticipated to begin in Fall 2022. Installation of permanent lighting is not anticipated. There is the potential for temporary lighting during construction. This project will not require mitigation.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.2335363,-85.34966715949022,14z>



Counties: Delaware County, Indiana

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

October 22, 2021

Consultation code: 03E12000-2022-I-0158

Event Code: 03E12000-2022-E-00710

Project Name: US 35, Intersection Improvement, DES 1802059

Subject: Concurrence verification letter for the 'US 35, Intersection Improvement, DES 1802059' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **US 35, Intersection Improvement, DES 1802059** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

US 35, Intersection Improvement, DES 1802059

Description

This project is located at the intersection of US 35 and CR 300 N (Riggin Road), 0.54 mile south of SR 67, in Delaware County, Indiana. The proposed project is to eliminate the left turn lanes on US 35 and close the center median to create one-way traffic from CR 300 North. There is no culvert or bridge work anticipated with this project. There is no suitable summer habitat within the project action area. No trees will be removed. INDOT personnel from the Greenfield District stated on July 12, 2021, that a review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Construction is anticipated to begin in Fall 2022. Installation of permanent lighting is not anticipated. There is the potential for temporary lighting during construction. This project will not require mitigation.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

No

9. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

10. Does the project include slash pile burning?

No

11. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

12. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

13. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

14. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

15. Will the project install new or replace existing **permanent** lighting?

No

16. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

Yes

17. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

18. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

19. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

20. Will the project raise the road profile **above the tree canopy**?

No

21. Is the location of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

22. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

23. **Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

Yes

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

No

Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

GENERAL AMM 1

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

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

APPENDIX D

Section 106 of the NHPA

Category A consists of projects that, by their nature, have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the “National Register”) and do not require review by INDOT Cultural Resources Office. All of the work under this Category must occur in previously disturbed soils, which are defined as soils that have been completely altered or displaced by earthmoving or other modern manipulation.

1. Any work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure under the conditions listed below (***BOTH Conditions A and B must be met***). This category **does not** include bridge replacement projects (when both superstructure and substructure are removed):
 - A. The project takes place in previously disturbed soils; *AND*
 - B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied:
 - i. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
 - ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
 - iii. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.
2. All work within interchanges and within medians of divided highways in previously disturbed soils.
3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.
4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.
5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.
6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.
7. Repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of way within previously disturbed soils.
8. Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.
9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

10. Routine roadside maintenance activities necessary to preserve existing infrastructure or maintain roadway safety in previously disturbed soils.
11. Rehabilitation of existing rest areas and truck weigh stations within previously disturbed soils.
12. Removal and disposal of hazardous waste.
13. Work on concrete and asphalt decks of bridges identified in the Historic Bridge Inventory as National Register-listed or National Register-eligible (see <http://www.in.gov/indot/2531.htm>), which is limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.
14. Repair and/or replace existing MSE walls, retaining walls and noise walls in previously disturbed soils, using similar design, dimensions and materials.

APPENDIX E

Red Flag Investigation and Hazardous Materials

From: [Darrah, Taylor N](#)
To: [Krista N. Bollmann](#)
Cc: [Molly Barletta](#)
Subject: RE: DES 1802059, US 35/CR 300N, RFI Concurrence
Date: Thursday, May 6, 2021 6:39:39 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.gif](#)

Krista,

I've talked with Marlene and we don't see a need for an RFI at all if the only excavation to occur is located within the median.

Thank you,

Taylor Darrah

Environmental Section Manager

Indiana Department of Transportation

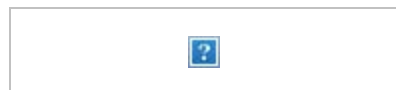
32 South Broadway

Greenfield, IN 46140

Office: (317) 467-3915

Cell: (317) 526-6080

Email: TDarrah@indot.in.gov



 Go Green, There is no Planet B

From: Krista N. Bollmann <KBollmann@kaskaskiaeng.com>
Sent: Wednesday, May 05, 2021 12:18 PM
To: Darrah, Taylor N <TDarrah@indot.IN.gov>
Cc: Molly Barletta <MBarletta@kaskaskiaeng.com>
Subject: RE: DES 1802059, US 35/CR 300N, RFI Concurrence

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hi Taylor!

The current plan does not involve any excavation outside of the median.

APPENDIX F

Water Resources

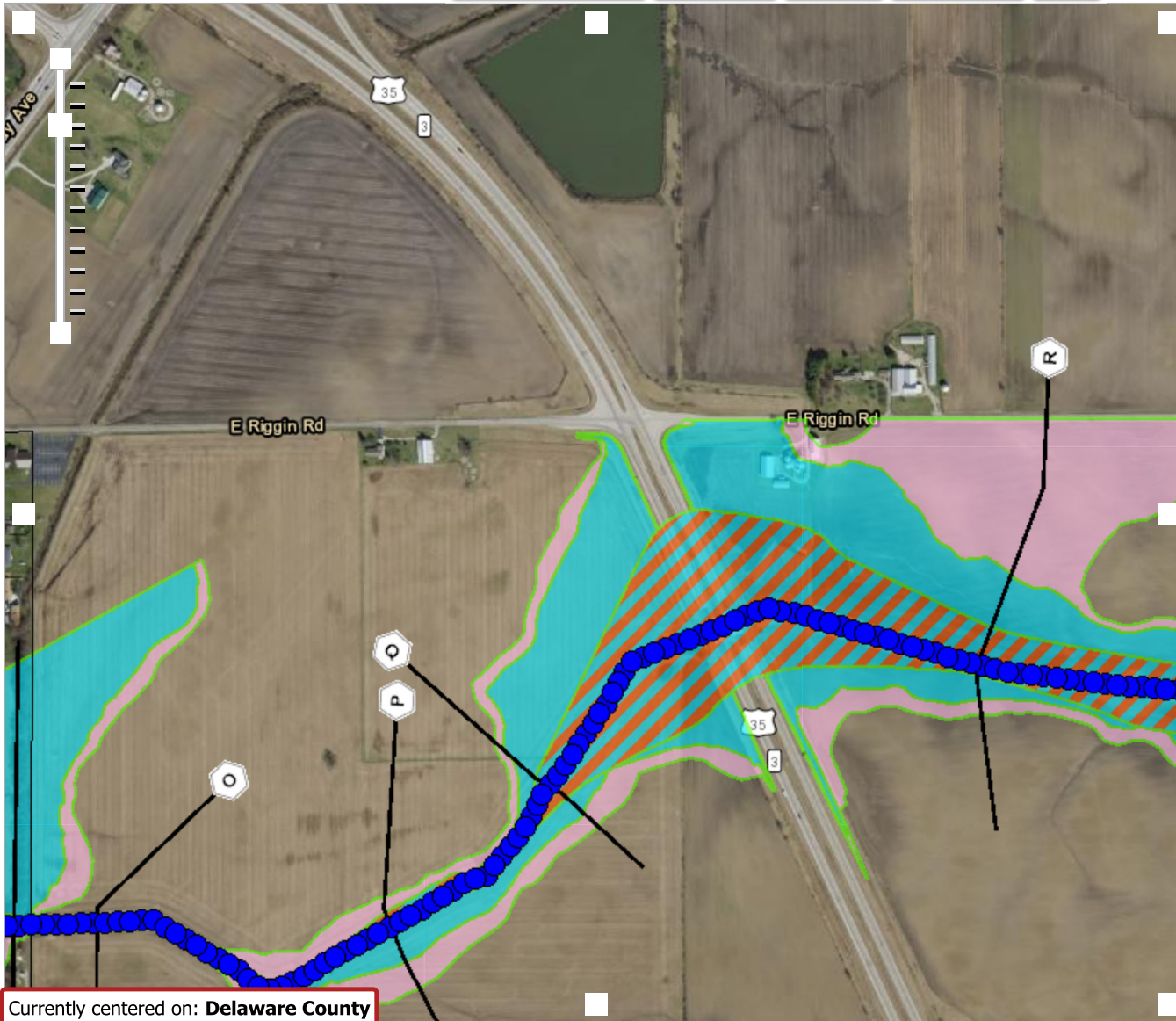
 **INFIP Find an address**

Go To Address - or - **Jump to a county** Delaware

Expand

Map **FEMA Flood Insurance Study** Floodplain Layers Frequently Asked Questions

Profile Charter Layers Legend Options Help



Currently centered on: **Delaware County**

Click on the map or enter an address to view Floodplain Information at that Point of Interest.

What does INFIP do?

The Indiana Floodplain Information Portal, INFIP, is a mapping application that provides floodplain information for waterways to help citizens determine flood risk in an effort to minimize flood damage. INFIP utilizes FEMA published floodplain data and floodplain data from various, IDNR approved resources in order to provide the most available, comprehensive coverage of floodplain information for the State of Indiana.

The main functions of INFIP enables you to:

- select a Point of Interest (i.e. residence or tract of land) to view floodplain mapping and the Base Flood Elevations (BFE)
- print a floodplain map for a Point of Interest
- submit a request for a Floodplain Analysis / Regulatory Assessment (FARA) from the Division of Water using the eFARA (electronic

- [Click to learn how to navigate the map](#)
- [Click to learn how to submit eFARA](#)
- [Click to learn about Special Flood Hazard Areas \(SFHA\) and Base Flood Elevations \(BFE\)](#)
- [Click to learn about flood insurance](#)
- [Click to learn about local community floodplain ordinance](#)

Download Report

To generate a report, please zoom in and select a point of interest on the map by clicking on a location.

From: [Clayton, Juliana](#)
To: [Molly Barletta](#)
Cc: [Virginia Flynn](#); [Jessica Parrish](#); [Curry, Jennifer](#); [Pham, Hung Thai](#)
Subject: RE: DES 1802059, US 35/CR 300N, Delaware Co: Concurrence Request for No WOTUS & Permit Determination
Date: Friday, July 16, 2021 10:08:01 AM
Attachments: [image001.png](#)
[image002.png](#)
[RE DES 1802059 US 35CR 300N Delaware Co.msg](#)

Hello,

I have reviewed the information and coordinated with the IDNR (see attached). Based on this, no environmental permits are needed for **Des. number 1802059**.

*We are providing **preliminary** permit determinations based on the information presented at the time of the request. **If scope and plans change the designer should contact us for a revised determination.** A final permit determination will be done at the time of permit application submittal and/or any changes to the scope of the project.*

Thanks,

Juliana Clayton

Ecology and Waterway Permitting Specialist

100 N Senate Ave, N758 – Environmental Services

Indianapolis, IN 46204-2216

Phone: 317-503-7897

Email: jclayton@indot.in.gov



Please note: My last day with INDOT will be July 23, 2021.

From: Molly Barletta <MBarletta@kaskaskiaeng.com>

Sent: Tuesday, July 13, 2021 12:06 PM

To: Clayton, Juliana <JClayton@indot.IN.gov>

Subject: RE: DES 1802059, US 35/CR 300N, Delaware Co: Concurrence Request for No WOTUS & Permit Determination

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Thank you, Juliana!

Please keep us posted on IDNR's response.

Molly Barletta

Project Manager

314.910.2642 cell | 618.233.5877 office

APPENDIX G

Public Involvement



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Greenfield District
32 South Broadway
Greenfield, IN, 46140

PHONE: (317) 462-7751
FAX: (317) 467-3987

Eric Holcomb, Governor
Joe McGuinness, Commissioner

«Date»

«Name»

«Address»

«CityState_Zip»

State Tax ID: «Parcel_1», «Parcel_2», «Parcel__3»

RE: Des No.: «DES_»

Road: «Route_No», «Location», «County» County, Indiana

Description: «Work_Type»

Notice of Survey/Entry

Dear Property Owner:

The Indiana Department of Transportation (INDOT) will perform a survey for the proposed project. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. The survey is needed for the proper planning and design of this highway project.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

Indiana Code 8-23-7-26 allows the Greenfield District Survey Section, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Meaning of Notice of Survey sheet, as found on INDOT's website (<http://www.in.gov/indot/2888.htm>), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property on or after «Date2».

INDOT employees will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work.

Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact the Greenfield District Real Estate Manager. His contact information is below. The Greenfield District Real Estate Manager can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the Greenfield District Real Estate Manager for consideration.

If you have any questions or concerns regarding our proposed survey work or schedule, please contact the Greenfield District Production Department. This contact information is as follows:

General Questions:

«PM», Project Manager
32 South Broadway
Greenfield, IN 46140
(317)467-3986

Real Estate Questions:

Josh Betz, PLS, Real Estate Manager
32 South Broadway
Greenfield, IN 46140
(317)467-3941

Thank you in advance for your cooperation in this matter.

Sincerely,

Josh O. Betz, P.L.S.
Greenfield District Survey Operations Manager
32 South Broadway Street
Greenfield, IN 46140
(317)467-3402

APPENDIX H

Air Quality

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	41497 / 1702897	Init.	SR 3	Small Structure Pipe Lining	6.54 miles N. of US 36	Greenfield	0	NHPP		Bridge Consulting	PE	\$14,400.00	\$3,600.00	\$18,000.00				
										Bridge ROW	RW	\$20,000.00	\$5,000.00		\$25,000.00			
										Road Consulting	PE	\$18,400.00	\$4,600.00	\$23,000.00				
Indiana Department of Transportation	41753 / 1800685	Init.	I 69	ITS Traffic Management Systems	CCTV/DMS from 2.1 miles S of SR 109 to Delaware/Grant County Line, 3.5 miles S of SR	Greenfield	27.502	NHPP		Statewide Construction	CN	\$1,777,500.00	\$197,500.00					\$1,975,000.00
										Statewide Consulting	PE	\$180,000.00	\$20,000.00				\$200,000.00	
Indiana Department of Transportation	41813 / 1802059	Init.	US 35	Auxiliary Lanes, Accel & Decel or Turn Lanes	RIRO Conversion US 35 (Muncie Bypass) at CR 300 N	Greenfield	.07	NHPP		Safety Construction	CN	\$44,000.00	\$11,000.00			\$55,000.00		
Indiana Department of Transportation	41858 / 1802057	Init.	SR 32	Signing Installation / Repair	Curve Warning Signs SR 32 from Daleville to Yorktown	Greenfield	3.75	STPBG		Safety Construction	CN	\$14,400.00	\$3,600.00			\$18,000.00		
										Safety Consulting	PE	\$4,000.00	\$1,000.00	\$5,000.00				

Delaware County Total
 Federal: \$70,233,595.34 Match :\$22,831,594.97 2020: \$48,884,506.41 2021: \$21,413,386.18 2022: \$19,343,851.72 2023: \$1,448,446.00 2024: \$1,975,000.00

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

INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS MOST COMMONLY USED FUND CODES
INSTIP WORK PROGRAM FY 2022-25 906> State Funds, STP> Surface Transpo. Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	Fiscal Year	Est. Cost to Complete/ Totals
1600783 INDOT	Preventative Maintenance	SR 28 from SR 67 to 0.79 miles east of SR 67: reconstruction.	CN CN	3,944,563 986,141	STP State	2022 2022 2022	\$ 4,930,704 CN: 4,930,704
1601927 INDOT	Bridge Program	SR 332 over Pleasant Run Creek, 1.39 miles E of I-69: pipe lining bridge rehabilitation.	CN "	236,666 59,167	STP State	2022 2022	\$ 295,833 CN: 295,833
1601944 INDOT	Bridge Program	SR 332, 2.099 miles east of I-69: bridge rehabilitation or repair	CN "	113,638 28,409	STP State	2022 2022	\$ 142,047 CN: 142,047
1701336 INDOT	Bridge Program	SR 28/67 over Mississinewa River: bridge replacement.	CN "	3,858,239 964,560	STP State	2022 2022	\$ 4,822,799 CN: 4,822,799
1702884 INDOT	Small Structures & Drains	SR 3, 5.86 miles north of SR 28: pipe lining.	RW " CN "	8,000 2,000 224,178 56,045	STP State STP State	2022 2022 2023 2023	\$ 290,223 RW: 10,000 CN: 280,223
1702886 INDOT	Small Structures & Drains	US 35, 1.61 miles north of SR 32: pipe lining.	RW " CN "	8,000 2,000 183,014 45,754	NHS State NHS State	2022 2022 2023 2023	\$ 238,768 RW: 10,000 CN: 228,768
1702897 INDOT	Bridge Program	SR 3, 6.54 mi. N of US 36: small structure pipe lining.	RW " CN "	12,000 3,000 172,364 43,091	NHS State NHS State	2022 2022 2023 2023	\$ 230,455 CN: 215,455
1702942 INDOT	Intersection Improvement	US 35 at CR 300S: intersection improvements with added turn lanes.	CN "	248,000 62,000	NHS State	2023 2023	\$ 390,000 PE: 30,000 RW: 50,000 CN: 310,000
1702982 INDOT	Intersection Improvement	US 35 at McGalliard Road: intersection improvements with added turn lanes.	CN "	193,500 21,500	NHS State	2023 2023	\$ 215,000 CN: 215,000
1800334 INDOT	Bridge Rehabilitation	State-SR28 over Halfway Creek: bridge deck overlay.	CN "	93,236 23,309	STP State	2022 2022	\$ 116,545 CN: 116,545
1800685 INDOT	ITS Traffic Management Systems	I69 CCTV DMS from 2.1 miles S of SR 109 to the Delaware/ Grant County Line	CN "	2,098,275 524,569	STP State	2024 2024	\$ 2,622,844 CN: 2,622,844
1802055 INDOT	Safety Sign Install & Repair	State highway for various locations in Greenfield District.	CN "	122,400 13,600	HSIP State	2022 2022	\$ 136,000
1802056 INDOT	Safety Sign Install & Repair	US 35 from Richmond to Muncie, IN..	CN "	66,600 7,400	HSIP State	2022 2022	\$ 74,000
1802057 INDOT	Safety Sign Install & Repair	SR 32 curve warning signs from Daleville to Yorktown. AQC Exempt 10/22/2019 TPC Resolution 2019-19.	CN "	16,200 1,800	HSIP State	2022 2022	\$ 23,000 PE: 5,000 CN: 18,000
1802059 INDOT	Auxiliary Lanes RIRO	US 35 at Riggin Road: Right-In / Right-Out conversion. AQC Exempt 10/22/2019 TPC Resolution 19-19.	CN "	88,000 22,000	HSIP State	2022 2022	\$ 110,000 CN: 110,000
1802826 INDOT	Other Type Miscellaneous	Various locations statewide for on-call consultant review.	PE " PE "	2,400,000 600,000 2,400,000 600,000	STP State STP State	2022 2022 2023 2023	\$ 6,000,000 PE3: 3,000,000 PE4: 3,000,000

APPENDIX I

Additional Information

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800234	1800234	Delaware	White River Park
1800244	1800244	Delaware	Daleville County Park
1800246	1800246	Delaware	Gaston Town Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Call Application Report Project (Mini Scope)

FORM VERSION: 7/6/2015 FORM VERSION BY: Andrew Fitzgerald, PTOE, PE

Date:	7/12/2018	District:	GREENFIELD	SCORE:	
DES:		Sub-District:	Albany		
Proposed FY:	2022	Asset Group:	SAFETY		
Work Type:	Auxiliary Lanes, Accel & Decel or Turn Lanes	Work Category:	Intersection Improvement Project		

Project Location

Route:	US 35	City/Town:	Muncie	County 1	Delaware	County 2	Henry
RP Start:	46+59	Latitude Start:	40.232892° N		Longitude Start:	85.349187° W	
RP End:	46+66	Latitude End:	40.234529° N		Longitude End:	85.350474° W	
AAADT FY:	2017	AAADT:	7,971	% Trucks:	25.0%		
Length:	0.07	# Lanes:	4 & LT Lanes	Lane Mi:	0.28		
Func. Class:	Principal Arterial (Freeway/Expressway)			Area:		NHS:	Yes
Rel Key	3141	NBI #:		Bridge / Culvert: Length (FT) / Width (FT):		Bridge Area (SFT):	
Year Built:							

Location Description: US 35 (Muncie Bypass) and CR 300 N

SEE IT: WHAT IS THE CURRENT AND PROJECTED CONDITION AND WHY IS THIS A PROBLEM (FOCUS ON THE PROBLEM):

US 35 at CR 300 N (E Rigger Rd.) on the Muncie Bypass is a 4-lane divided roadway with full turning movements N-S and 2-way stop controlled on the E-W (CR 300 N) side street. During a Safety audit, this intersection was flagged due to two fatalities, 4 incapacitating injuries, and 7 property damage occurrences over a 3 year period. This data resulted in an ICC (Crash Cost Index) of 1.90 and a ICF (Crash Frequency Index) of 1.77. The resulting Indexes are considered high for this

Upon further investigation into this intersection, the left turn lanes on US 35 are negatively offset which impedes a drivers ability to see around opposing turning vehicles. Additionally, for E-W traffic on SR 300 N, large unmarked islands intend to delineate driving lanes but appear ineffective due to lack of striping. With no improvements at this location, it is anticipated that the relatively high number of incidents will continue to occur.

Lastly, US 35 in this area is a limited access highway and this intersection doesn't fit the corridor.

INSERT ONE OR TWO PICTURES OF PRIMARY PROBLEM:



DATE AND TYPE OF LAST MAJOR TREATMENT:				DATE:			
				DATE:			
PROJECT CONDITION RATINGS:		LOS:		Crash Rate:		1.90	
Wearing Surface:		Deck:		Bridge/Culvert Super:		Substructure (Bridge/ Culvert):	
Type I Culverts/ pipes:		Bridge Scour:		Bridge Paint:		Culvert Sub	
AVG. IRI:		MAX. IRI		AVG. RUT		MAX RUT	FI AVG:

INTENT/ PURPOSE OF PROJECT (INITIAL STATEMENT OF ESSENTIAL PROJECT PURPOSE):

The purpose of this Highway Safety Improvement Program is to reduce the number of traffic incidents at this intersection by improving roadway geometry and increasing visibility for turning movements.

Completed FULL SCOPE:		KPI Delta:		KPI UNIT:	
------------------------------	--	-------------------	--	------------------	--

OWN IT: Alternatives

PRELIMINARY ALTERNATIVES THAT ARE CONTEMPLATED (ANALYSED) WITH COSTS:

- ALTERNATIVE #1:** Improve US 35 left turn visibility by offsetting the N-S movements to a neutral condition. This option involves cutting the center median to install new turning lanes and striping the existing turn lanes to create separation from mainline traffic. Additionally, a gore pattern is to be created within the existing painted islands on E-W lanes of CR 300 N to help delineate lane locations. The estimated cost for this option is **\$148,000**.
- ALTERNATIVE #2:** Eliminate left turn lanes on US 35 and close the center median to create 1-way traffic from CR 300 N. This alternative eliminates sight visibility turning issues but does eliminate full access at this intersection. The painted islands on E-W lanes of CR 300 N are to receive a gore pattern to help delineate lane locations. Diverted drivers have reasonable access at the US 35 & SR 67 interchange 0.7 miles north of the intersection. See Exhibits. The estimated cost for this option is **\$55,000**.
- ALTERNATIVE #3:** Do Nothing. This alternative does nothing to the roadway system and avoids any upgrades to the existing pavements. This Alternative does not require any money, but it also does not allow for upgrades to INDOT's roadway assets.
- Alternative #2 is the preferred Alternative.** It is recommended Alternative #2 be constructed. This option will reduce the conflicting movements significantly and should eliminate most crashes at this location.

CONSEQUENCES IF NO ACTION IS TAKEN (DO NOTHING ALTERNATIVE IS SELECTED):

If no action is taken, drivers will continue to face sight visibility problems and remain uncertain of proper driving lane locations. Also, the INDOT standard of "Taking Care of What We Have" will not be recognized.

Attach extra sheets as necessary to fully describe the alternatives.

Will Further Analysis/Assessment be required beyond this form?	NO
---	----

SOLVE IT: Project Recommendations and Costs

QUANTIFIABLE PRIMARY GOAL(S) OF PROJECT (WHAT ARE WE PURCHASING SUCH AS CONDITION, SERVICE LIFE, LOS, OR CRF):

It is recommended Alternative #2 be constructed. This option will increase safety and it is anticipated the ICC and ICF will be reduced as a result of this construction.

Estimated Total Project Costs:	\$	55,000	COMMENTS
Right of Way Purchase (RW1):	COST:	-	
Right of Way Services (RW2):	COST:	\$ -	
Preliminary Engineering 1 (PE1):	COST:	-	In-House
Preliminary Engineering 2 (PE2):	COST:	\$ -	
Maintenance of Traffic:	COST:		
Railroad PE (RR1):	COST:	-	
Railroad PE (RR2):	COST:	-	
Environmental Study:	COST:	\$ -	
Utilities PE (UT1):	COST:	\$ -	
Utilities CN (UT2):	COST:	\$ -	
Construction (CN):	COST:	\$ 55,000	Includes 30% contingency
Construction Engineering (CE):	COST:		
Relinquishment Payment (RQP):	COST:	\$ -	
Other Considerations:	COST:		

Other Projects within Limits							
DES:	1592543	FY:	2018	Work Type:	HMA Overlay, PM	Location:	US 35
DES:	1700998	FY:	2018	Work Type:	Bridge Deck Overlay	Location:	US 35 & SR 67
DES:	1700996	FY:	2018	Work Type:	Bridge Deck Overlay	Location:	US 35 over Norfolk Southern R/R Tracks

Miscellaneous Notes

ANTICIPATED NUMBER OF CONSTRUCTION SEASONS TO COMPLETE(1, 2 or 3 seasons):	1
ANTICIPATED NUMBER OF YEARS TO COMPLETE DESIGN (1, 2 or 3 fiscal years):	1

Attachments

Pictures	NO	Asset Team Scoring Sheet:	NO	Mobility History:	NO
Spreadsheets (calcs):	NO	Engineer Assessment:	NO		
Solution Schematic:	NO	Bridge/Culvert Inspection Report:	NO		
Cost Calculations:	YES	Accident History:	NO		
Location Map:	YES	Pathway Data:	NO		

Additional Comments

Other items relevant to the project not specifically listed elsewhere:

Based on aerial mapping, it appears drainage in the median flows to area inlets located on either side of this intersection. After improvements, it is anticipated these existing drainage will be maintained.

New HMA pavements shall have a 24-inch-wide liquid asphalt sealant installed at all longitudinal joints in the surface layer, as per Standard specification 401.15. Hot poured joint adhesive in accordance with Standard specification 906 shall be applied to the longitudinal joints constructed between two adjacent HMA courses. The adhesive shall be applied on the joint face 1/8" thick at the temperature recommended by the manufacturer.

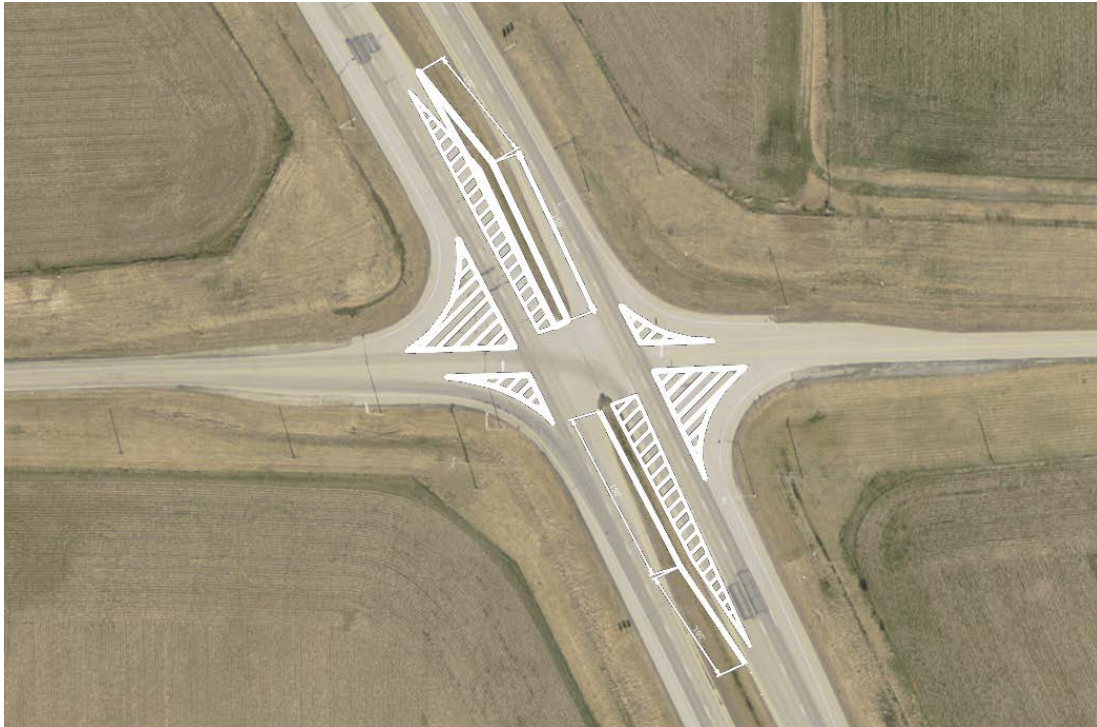
It does not appear that any utilities will need to be relocated as a result of this construction.

Appropriate environmental and assessment processes need to be followed.

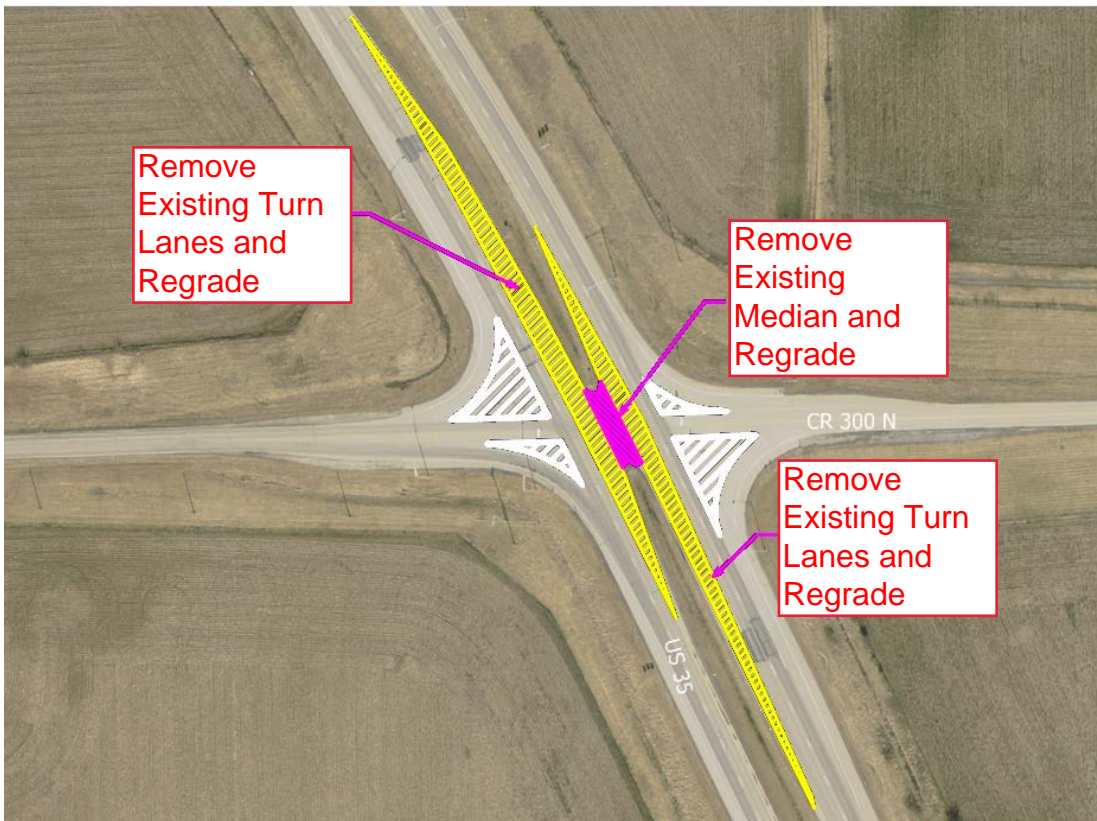
Report Prepared By and Approved By

Report Prepared By and Approved By		Title:	Signature
Prepared by:	Taylor Ruble	Traffic Planning Engineer	<i>Taylor Ruble</i>
Prepared by:	Doug Corey	District Scoping Engineer	<i>Doug Corey</i>
Reviewed by:	David Bracamontes	District Scoping Engineer	<i>David Bracamontes</i>
Approval by:	Luis Laracuente	District Traffic Engineer	<i>Luis Laracuente</i> Date: 10/2/2018

NOTE: Any changes require a re-submittal of Call Application Report.



Alternative 1 – Neutral Left Turn Lanes, Painted Islands



Alternative 2 – Eliminate Left Turn Lanes & Convert Traffic to 1-Way on CR 300 N

Index of Crash Frequency and Cost - Form F1		Page 1/2
Location	US 35 at CR 300 N	
GIS		
Post		
Analyst	Taylor Ruble	
Date	10/19/2018	
INPUT		
Road Facility Type	Unsignalized Rural State-State Intersection	
Major Road AADT (veh/day)	5300	
Minor Road AADT (veh/day)	1100	
T-intersection Indicator (1 if present, 0 otherwise)	0	
First Year with Crash Data (yyyy)	2015	
Last Year with Crash Data (yyyy)	2017	
Number of Crashes (crash/period)		
Fatal and Incapacitating Injury Crashes	4	
Non-Incapacitating and Possible Injury Crashes	2	
Property Damage Only Crashes	7	
Route or Road Type	Unsignalized Rural State-Local Intersection	
Average Crash Costs (\$)		
Fatal and Incapacitating Injury Crashes	459600	
Non-Incapacitating and Possible Injury Crashes	32700	
Property Damage Only Crashes	5000	
Crash Cost Year (yyyy)	2013	
OUTPUT		
Expected Crash Frequency (crash/year)		
Fatal and Incapacitating Injury Crashes	0.064	
Non-Incapacitating and Possible Injury Crashes	0.29	
Property Damage Only Crashes	1.07	
All Crashes	1.42	
Index of Crash Frequency	1.77	
Index of Crash Cost	1.90	

Index of Crash Frequency and Cost - Form F1		Page 2/2
Location	US 35 at CR 300 N	
GIS		
Post		

Analyst	Taylor Ruble
Date	10/19/2018
Comments:	

PRICING REPORT

Project: Neutral Left Turn Lanes
 Location: US 35 @ CR 300 N
 County: Delaware
 District: Greenfield

Project ID: NA
 Bid Date: NA
 Route: US 35

Alternative 1 - Neutral Left Turn Lanes, Painted Islands

Item No.	Description	Quantity	Unit	Bid Price	Extension
1	Common Excavation	335	CY	\$25.00	\$8,375
2	Subgrade Treatment Type III	667	SYS	\$40.00	\$26,680
3	HMA Base	293	TON	\$110.00	\$32,230
4	HMA Intermediate	92	TON	\$125.00	\$11,500
5	HMA Surface	55	TON	\$150.00	\$8,250
6	Signs	10	EA	\$200.00	\$2,000
7	Pipe	60	LFT	\$50.00	\$3,000
8	Line, Thermoplastic	1500	FT	\$1.50	\$2,250
9	Linear Grading	400	LFT	\$20.00	\$8,000
				Subtotal	\$102,285
10	Maintenance of Traffic	1	LS	\$15,000	\$15,000
11	Project Estimate Adjustmanet (20% Contingency)	1	LS	\$20,457	\$20,457
12	Construction Engineering (5%)	1	LS	\$5,114	\$5,114
13	Mobilization & Demobilization (5%)	1	LS	\$5,114	\$5,114
				TOTAL	\$148,000

Alternative 2 - Eliminate Left Turn Lanes and Convert Traffic to 1-Way on CR 300 N

Item No.	Description	Quantity	Unit	Bid Price	Extension
1	Common Excavation	600	CY	\$30.00	\$18,000
2	Seed and Straw	45	SY	\$30.00	\$1,350
3	Signs	8	EA	\$250.00	\$2,000
4	Pipe	30	LF	\$80.00	\$2,400
5	Line, Thermoplastic	2500	LF	\$1.50	\$3,750
				Subtotal	\$27,500
6	Maintenance of Traffic (30%)	1	LS	\$8,250	\$8,250
7	Project Estimate Adjustmanet (30% Contingency)	1	LS	\$8,250	\$8,250
8	Construction Engineering (10%)	1	LS	\$2,750	\$2,750
9	Mobilization & Demobilization (30%)	1	LS	\$8,250	\$8,250
				TOTAL	\$55,000



TURNING MOVEMENT
VOLUME DIAGRAM
PEAK HOUR

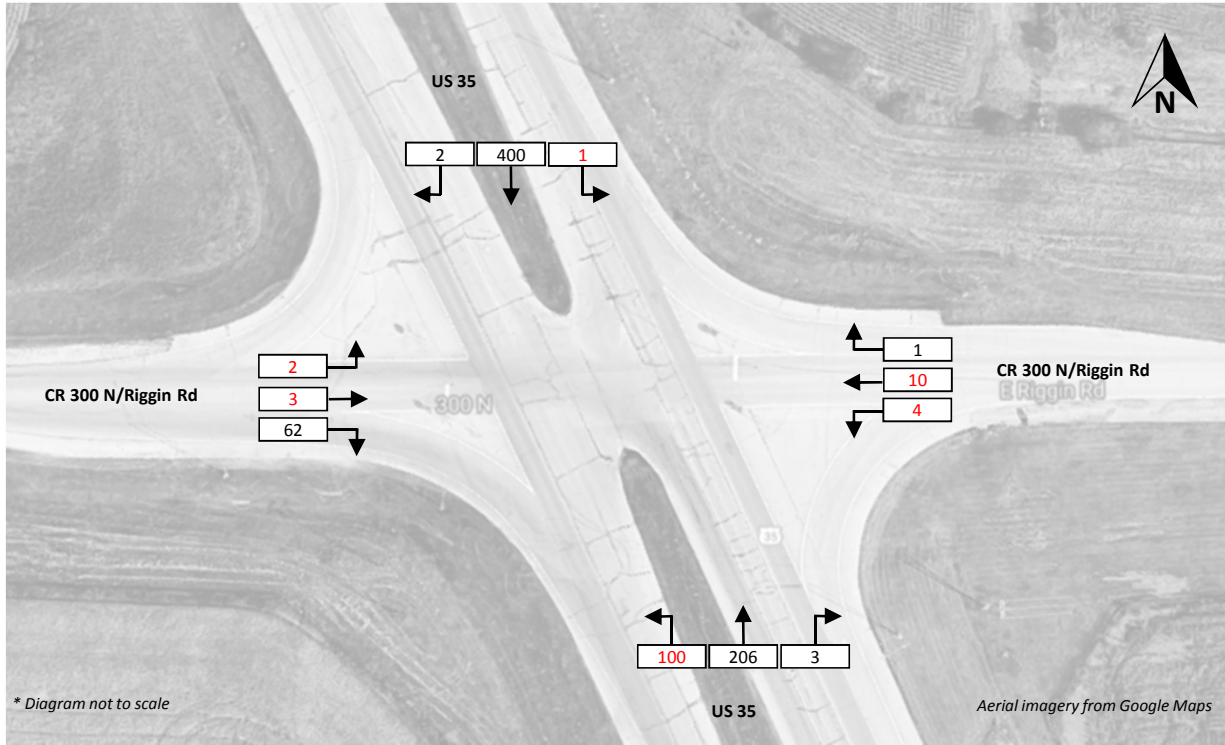
US 35 & CR 300 N (Riggin Rd)

Study Period: October 2018
District: Greenfield County: Delaware
Analyst: Taylor Ruble Date: 10/18/18

Location: 40.233676, -85.349796
City/Town: Muncie
DES: NA Letting Year: 2022

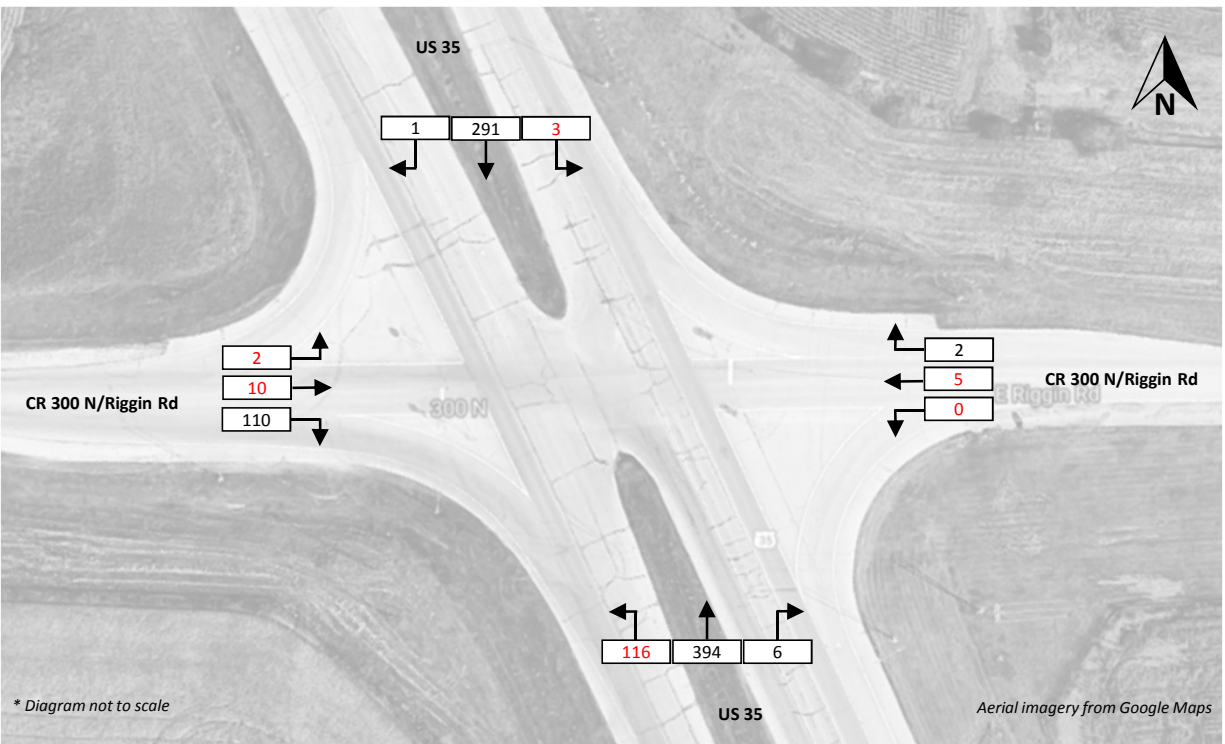
AM Peak

PHF: 0.86



PM Peak

PHF: 0.90



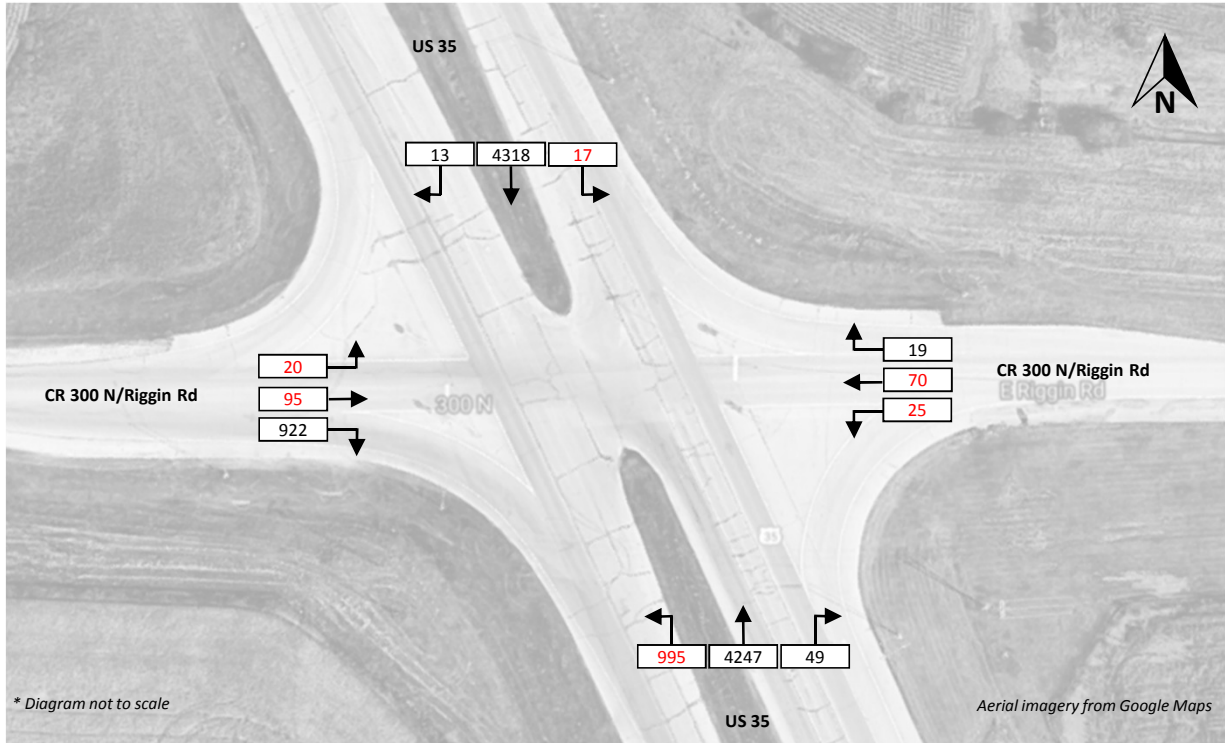


**TURNING MOVEMENT
VOLUME DIAGRAM
DAILY TOTAL**

US 35 & CR 300 N (Riggin Rd)

Study Period: October 2018 Location: 40.233676, -85.349796
District: Greenfield County: Delaware City/Town: Muncie
Analyst: Taylor Ruble Date: 10/18/18 DES: NA Letting Year: 2022

24 Hour Weekday Total





US 35 & CR 300 N (Riggin Rd)

Alternate Route NB Left

Study Period: October 2018

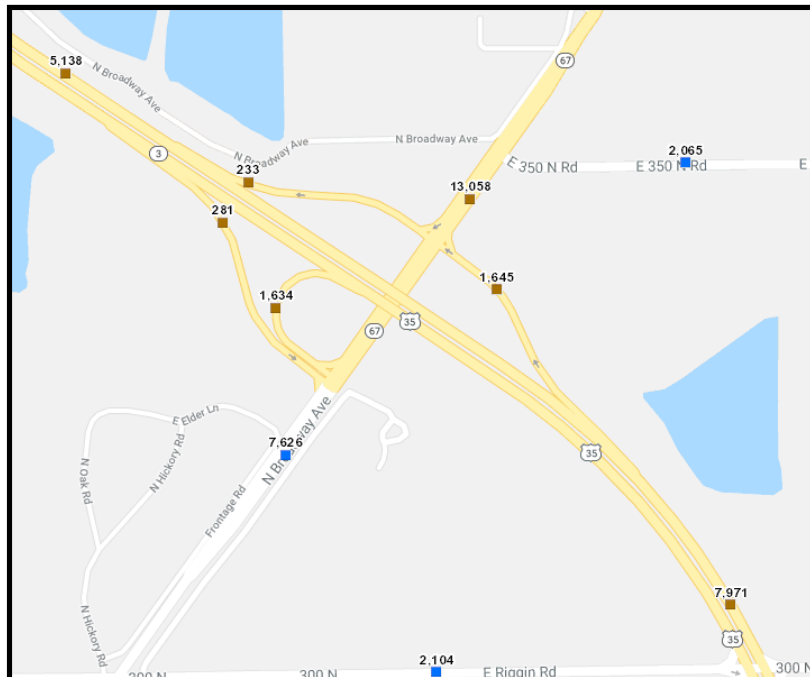
District: Greenfield County: Delaware

Analyst: Taylor Ruble Date: 10/18/18

Location: 40.233676, -85.349796

City/Town: Muncie

DES: NA Letting Year: 2022

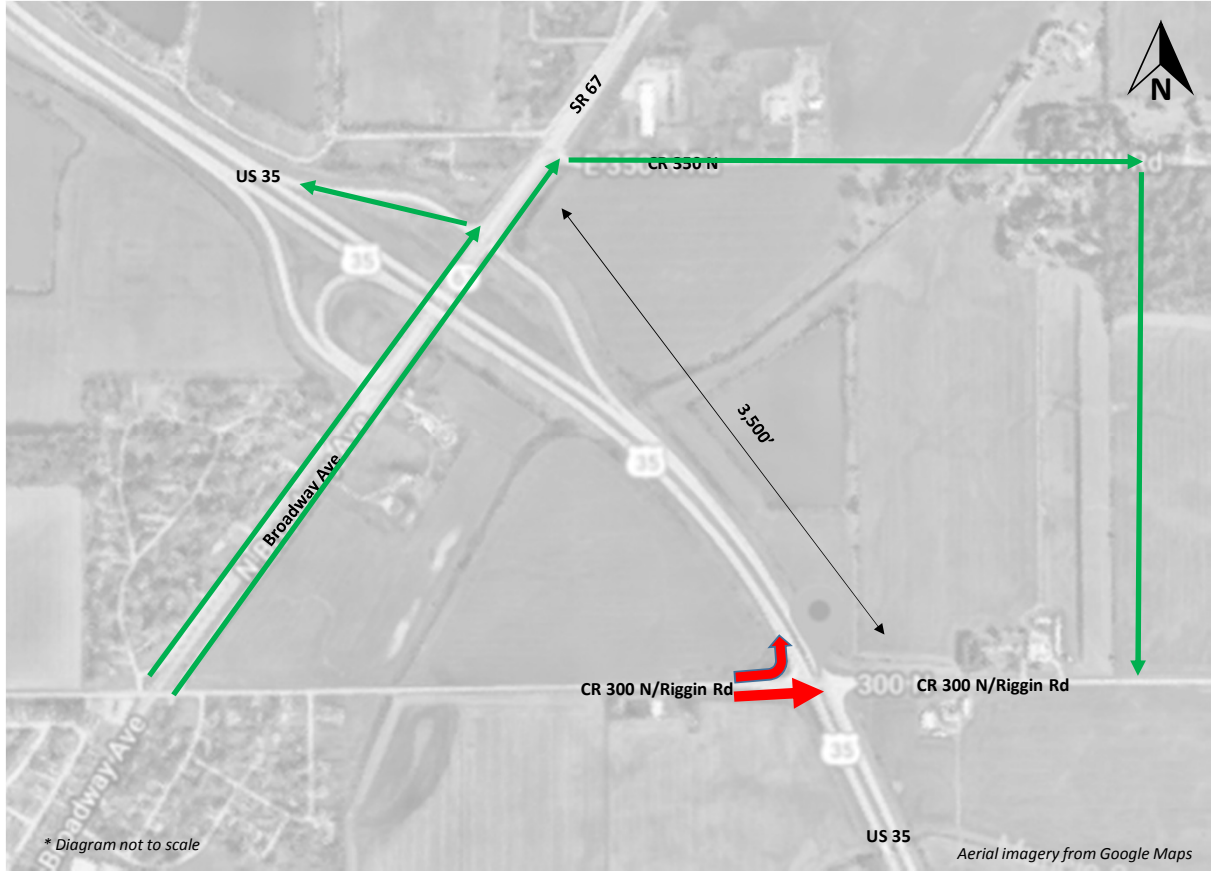




US 35 & CR 300 N (Riggin Rd)

Alternate Route EB

Study Period: October 2018 Location: 40.233676, -85.349796
District: Greenfield County: Delaware City/Town: Muncie
Analyst: Taylor Ruble Date: 10/18/18 DES: NA Letting Year: 2022



* Diagram not to scale

Aerial imagery from Google Maps

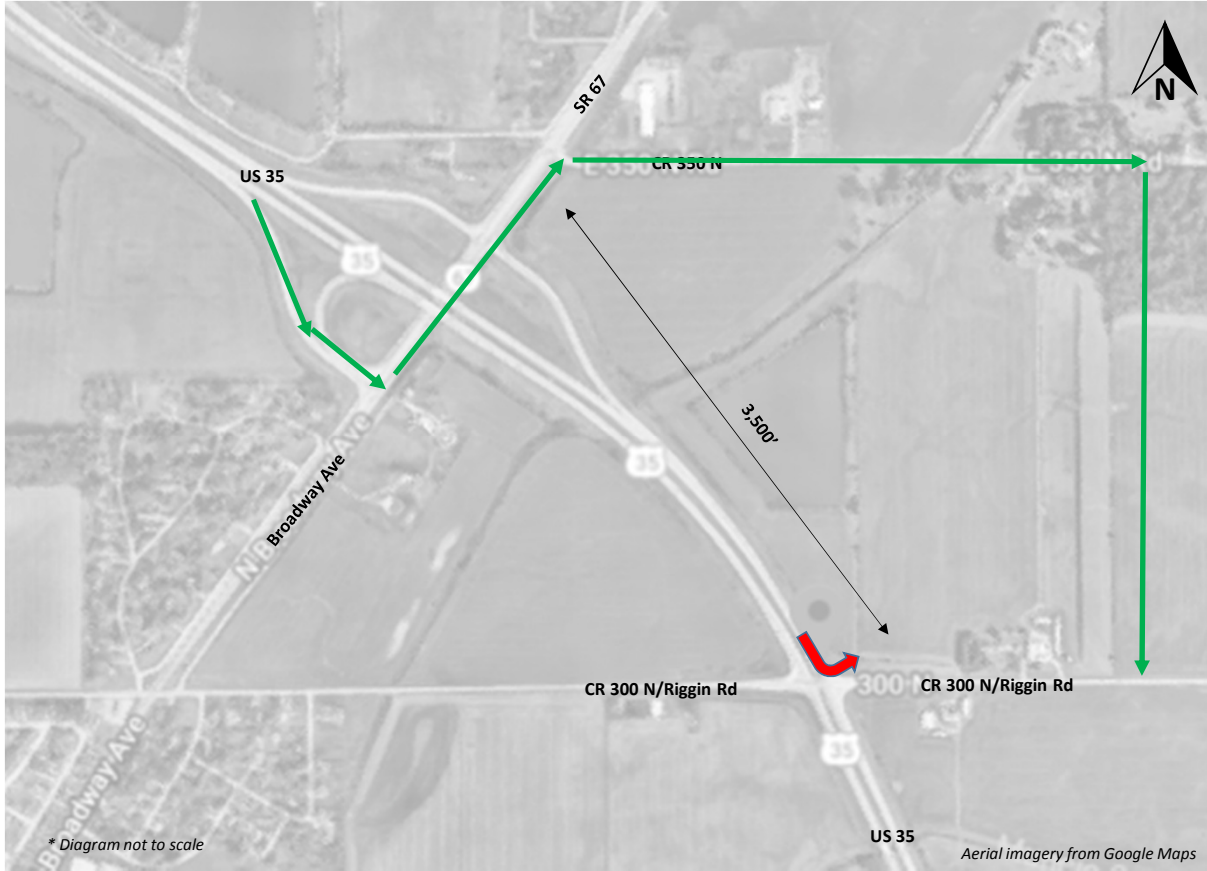


US 35 & CR 300 N (Riggin Rd)

Alternate Route SB Left

Study Period: October 2018
District: Greenfield County: Delaware
Analyst: Taylor Ruble Date: 10/18/18

Location: 40.233676, -85.349796
City/Town: Muncie
DES: NA Letting Year: 2022





US 35 & CR 300 N (Riggin Rd)

Alternate Route SB Left

Study Period: October 2018
District: Greenfield County: Delaware
Analyst: Taylor Ruble Date: 10/18/18

Location: 40.233676, -85.349796
City/Town: Muncie
DES: NA Letting Year: 2022

