

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

<b>Road No./County:</b>	State Road (SR) 42/ Morgan County
<b>Designation Number(s):</b>	Lead Des No. 1601075 Also includes Des Numbers: 2001548, 2001549, 2001550, 1800121, 2001551, 2001552, 2001553, 1701593, 2001554, 2001555, 2001557, 2001558, 1800122, and 2001559.
<b>Project Description/Termini:</b>	Pavement Rehabilitation/From the north approach of SR 142 in Eminence to 0.06 mile east of SR 39 west junction in Monrovia, for a total project length of approximately 13.06 miles.

<b>X</b>	<b>Categorical Exclusion, Level 2</b> – Required Signatories: INDOT DE and/or INDOT ESD
	<b>Categorical Exclusion, Level 3</b> – Required Signatories: INDOT ESD
	<b>Categorical Exclusion, Level 4</b> – Required Signatories: INDOT ESD and FHWA
	<b>Environmental Assessment (EA)</b> – Required Signatories: INDOT ESD and FHWA
	<b>Additional Investigation (AI)</b> – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

**Approval**

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date
_____	
FHWA Signature and Date	

**Release for Public Involvement**

RJK July 11, 2022	_____
INDOT DE Initials and Date	INDOT ESD Initials and Date

**Certification of Public Involvement**

	7/11/2022
_____	
INDOT Consultant Services Signature and Date	

**INDOT DE/ESD Reviewer Signature and Date:** \_\_\_\_\_

**Name and Organization of CE/EA Preparer:** Harlan Ford/RQAW

Indiana Department of Transportation

County Morgan

Route SR 42

Des. No. Lead Des. No. 1601075

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

Part I - Public Involvement

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

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

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on February 25, 2019, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page G1.

The project meets the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual 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.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

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

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Crawfordsville

Local Name of the Facility: SR 42

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

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

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**PURPOSE AND NEED:**

*The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.*

**Need**

The need for this project stems from the deteriorated pavement condition, which according to the INDOT miniscope is experiencing a moderate amount of fatigue cracking in the wheel path, edge cracking (severe in some locations) and longitudinal cracking down the center of the roadway. These distresses indicate the asphalt pavement is age hardened and showing signs of distress beyond that of a preservation treatment. The overall pavement is considered to be in marginal to poor condition. Please refer to the INDOT miniscope in Appendix I, page I27 to I28. In addition, the INDOT miniscope states that the International Roughness Index (IRI), used to evaluate pavement smoothness, received a score of 145 with 70 percent cracking present within the project area. Per the Federal Highway Administration (FHWA) Pavement Condition Criteria 4, the IRI for "good" pavement is less than or equal to 95, "fair" pavement is between 95 and 170, and "poor" pavement is greater than 170.

**Purpose**

The purpose of the project is to address the deteriorated pavement condition by improving the IRI index to 70 (indicating good condition) and eliminate all cracking to extend the useable service life of the pavement by 12-15 years. In addition, the purpose of this project also seeks to provide hydraulically adequate structures.

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County:   Morgan   Municipality:   SR 42  

Limits of Proposed Work:   From the north approach of the SR 142/SR 42 intersection in Eminence, to 0.06 mile east of the SR 39 west junction /SR 42 intersection in Monrovia  

Total Work Length:   13.06   Mile(s) Total Work Area:   287.61   Acre(s)

Is an Interstate Access Document (IAD)<sup>1</sup> required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

<b>Yes<sup>1</sup></b>	<b>No</b>
	<b>X</b>
Date: _____	

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

*Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.*

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The INDOT, Crawfordsville District and the Federal Highway Administration (FHWA) intend to proceed with a federally funded pavement rehabilitation and small structures project in Morgan County, Indiana.

**Location**

The project is located on SR 42 and will extend from the north approach of the SR 142/SR 42 intersection in Eminence, to 0.06 mile east of the SR 39 west junction in Monrovia, for a total project length of approximately 13.06 miles. Please note the town of Monrovia is incorporated and has elected officials, while Eminence is unincorporated. The project is further described as being in Adams and Monroe Civil Townships, within Sections 12, 13, 14, 15, 16, 21, 28, 33 of Township 13 North and Range 2 West and within Sections 7, 8, 9, 10, 11, 12 of Township 13 North and Range 1 West. The project is located in Mooresville West, Hall, and Eminence U.S. Geological (USGS) Quadrangles. Please refer to Appendix B, pages B1 to B65 for project location maps.

**Existing Conditions**

SR 42 is classified as a Major Collector and is not part of the National Highway System (NHS) or the National Truck Network (NTN). Within the project area, SR 42 can be broken into three sections: the town of Eminence, Eminence to Monrovia, and the town of Monrovia. In the town of Eminence, there are two 11 foot wide travel lanes with paved shoulders that vary from 0 to 6 feet wide. From Eminence to Monrovia, SR 42 has two 9.5 foot wide travel lanes with 2 foot wide usable shoulders of compacted aggregate. In the town of Monrovia, SR 42 has two 10 foot wide travel lanes and 2 to 8 foot wide parallel parking lanes on each side of the travel lanes. Sidewalk also exists on each side of SR 42 within the town limits of Monrovia. The primary land use in the project area is residential and agricultural.

**Preferred Alternative**

The preferred alternative involves a Hot Mix Asphalt (HMA) minor structural overlay with partial depth patching as required within the town limits of Monrovia and Eminence. Outside of the town limits, throughout the remainder of the project area, an HMA minor structural overlay with full depth patching will be required except at all small structure replacement locations where full depth HMA pavement replacement will occur. The profile grade will match the existing grade throughout the project limits. Within the town limits of Monrovia and Eminence, the roadway will be milled down approximately 2 inches and 2 inches of new HMA will be placed. Outside the city limits, except where the small structures are located, the existing pavement will be milled down approximately 4.5 inches and 4.5 inches of new HMA will be placed. All pavement markings will be removed and replaced within the project limits. The roadway geometry will match the existing throughout the project area.

Existing drives/roadway approaches located within the project area will either be reconstructed or receive a wedge and level to tie into the existing profile grade. Existing sidewalks will not be replaced or upgraded as part of this project. Within the town limits of Monrovia, Americans with Disabilities Act (ADA) curb ramps will be upgraded as necessary to current ADA standards. Please refer to the below table for curb ramp locations.

<b>Curb Ramp Locations</b>			
Intersection	Quadrants	Location (latitude, longitude)	Plan Sheet Reference
Baltimore Street	Northeast and Southeast Corners	39.578869, -86.484165	Appendix B, page B205
Waters Street	Northeast, Southeast, Southwest, and Northwest Corners	39.578864, -86.482295	Appendix B, pages B205 and B206
Walnut Street	Southeast and Southwest Corners	39.578858, -86.481138	Appendix B, page B206
S. Chestnut Street	Southeast and Southwest Corners	39.578853, -86.479985	Appendix B, page B207
Church Street	Southeast and Southwest Corners	39.578843, -86.478834	Appendix B, page B207

The project includes work on 43 culverts, 14 of which have designation numbers (see table below). The project includes 41 culvert replacements and 2 culverts that will be lined. The roadside ditches present along the area of the small structures to be replaced will be regraded. The drainage structures in the town of Monrovia will not be modified as part of the project, as they are part of a storm sewer network.

Des. No.	Structure No. Per Plans	INDOT Structure No.	Location and Reference Post (RP)	Stream/Wetland Present	Work Type
2001548	2	42-55-07514	0.17 mile north of SR 142/ RP 42+83	UNT 11 to Lake Ditch	Replacement
2001549	3	CLV-25123	0.29 mile north of SR 142/ RP 42+99	N/A	Replacement



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2001550	4	CLV-25115	0.37 mile north of SR 142/ RP 43+08	N/A	Replacement
1800121	7	CV 042-055-44.05	11.05 miles east of US 231/ RP 44+05	UNT 10 to Lake Ditch Second Crossing	Pipe Liner
2001551	10	42-55-07613	1.60 miles east of SR 142/ RP 44+16	UNT 10 to Lake Ditch First Crossing	Replacement
2001552	14A	CLV-25089	0.35 mile south of Belle Union Road/ RP 44+99	N/A	Replacement
2001553	17	CLV-25065	0.38 mile west of Little Point Road/ RP 46+22	Wetland W	Replacement
1701593	25	CV 042-055-47.32	8.24 miles west of SR 39/ RP 47+32	UNT 9 to Lake Ditch	Replacement
2001554	27A	CV 042-055-47.90	7.66 miles west of SR 39/ RP 47+90	UNT 8 to Lake Ditch	Replacement
2001555	29	CLV-24397	Located at the SR 42, Wheeler Road, and Evans Road intersection/ RP 48+81	UNT 7 to Lake Ditch and Wetland O	Replacement
2001557	31	CLV-24377	Located at the CR 1000 N. and SR 42 intersection/ RP 49+30	Wetland L	Replacement
2001558	36	CV 042-055-50.80	4.76 miles west of SR 39/ RP 50+80	UNT 6 to Lake Ditch and Wetland D1	Replacement
1800122	40 & 40A	CV 042-055-51.40	4.16 miles west of SR 39/ RP 51+40	UNT 5 to Lake Ditch	Pipe Liner
2001559	45	CV 042-055-54.25	1.01 miles west of SR 39/ RP 54+25	UNT 1 to Lake Ditch and Wetland A	Replacement

Please refer to the *Bridges and/or Small Structure(s)* section of this CE and Appendix C, pages C54 to C55 for more information about all 43 culverts included in this project. Also, please refer to Appendix B, pages B123 to B207 for design plans.

### **Impact Summary**

This project will require 2.11 acres of permanent and 0.05 acre of temporary right-of-way. Additionally, this project will result in 490 linear feet of permanent and 300 linear feet of temporary stream impacts. This project will also result in 0.0257 acre of permanent and 0.1085 acre of temporary impacts to wetlands. Furthermore, this project will result in up to 0.1 acre of tree clearing/trimming. Lastly, utility relocations may be required, but is not known at this time. If any utility relocations result in any additional environmental impacts that are not assessed in this environmental document, an Additional Information (AI) document will need to be prepared. A firm commitment to this effect has been added to the *Environmental Commitments* section of this Categorical Exclusion (CE) document.

### **Logical Termini/Independent Utility**

The termini for this project are based on the amount and depth of road deterioration, which is a result of traffic volumes, drainage concerns, and past work history. The road conditions of SR 42 to the northeast and southwest of the project termini do not currently need work or do not warrant the same type of work being conducted in this project. Therefore, the project termini are logical. This project demonstrates independent utility as it is not dependent on any other projects to function and can function as a stand-alone project.

### **Maintenance of Traffic**

The proposed Maintenance of Traffic (MOT) plan for this project will consist of a road closure with a detour route. The detour route will utilize SR 142 and SR 39. This project is expected to span two construction seasons. Construction is anticipated to begin in the Spring of 2023 and end in 2024. Please refer to the below *Maintenance of Traffic* Section of this CE for more information.

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This project will meet the purpose and need of the project by providing hydraulically adequate structures, and by restoring this segment of SR 42 to a like-new condition, eliminating surface cracks, and reducing the IRI to 70 or less.

This contract (R-40583) includes Des. No. 1500136, a SR 42 culvert replacement in Putnam County, which was cleared by a CE-1 approved on December 20, 2020. It is 4.5 miles west of the Minor Structural Overlay work and the related culverts, and therefore, it is considered a single and complete project that is independent of the rest of the contract. As such, it is not included for public involvement review.

### OTHER ALTERNATIVES CONSIDERED:

*Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.*

#### **The "No Build" Alternative (Alternative #1)**

The "No-Build" alternative was considered for this proposed project. This alternative would eliminate any environmental impacts by utilizing the existing facility with no expenditure of capital funds for improvement. However, this alternative would not meet the purpose and need of the project and was eliminated from further consideration.

#### **HMA Overlay with Shoulder Widening (Alternative #2)**

This alternative would include and HMA overlay with pavement widening throughout the project area. This alternative would also seek to achieve ADA compliant curb ramps and address the hydraulically inadequate structures. This alternative would likely result in increased environmental impacts (especially to streams and wetlands) and higher costs than the preferred alternative. Although this project would meet the purpose and need of the project, it was ultimately dismissed for a more feasible alternative. Therefore, this alternative was eliminated from further consideration.

#### **Full Depth Reclamation with Shoulder Widening (Alternative #3)**

This alternative would include full depth reclamation of the existing pavement to a depth of approximately 10 inches with pavement widening throughout the project area. This alternative also would seek to achieve ADA compliant curb ramps and address the hydraulically inadequate structures. This alternative would likely result in increased environmental impacts (especially to streams and wetlands) and much higher costs than the preferred alternative. Although this project would meet the purpose and need of the project, it was ultimately dismissed for a more feasible alternative. Therefore, this alternative was eliminated from further consideration.

**The No Build Alternative is not feasible, prudent or practicable because** *(Mark all that apply)*

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

X

### ROADWAY CHARACTER:

*If the proposed action includes multiple roadways, complete and duplicate for each roadway.*

Name of Roadway	<u>  SR 42  </u>			
Functional Classification:	<u>  Rural Major Collector  </u>			
Current ADT:	<u>  3,012  </u>	VPD (2022)	Design Year ADT:	<u>  5,952  </u>
Design Hour Volume (DHV):	<u>  530  </u>	Truck Percentage (%)		<u>  14.09  </u>
Designed Speed (mph):	<u>  30-55  </u>	Legal Speed (mph):		<u>  30-55  </u>

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	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Travel	Travel
Pavement Width:	9.5-11 ft.	9.5-11 ft.
Shoulder Width:	0-6 ft.	0-6 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	4 ft.	4 ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

### BRIDGES AND/OR SMALL STRUCTURE(S):

*If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.*

Des. No.	Structure No. Per Plans	INDOT Structure No.	Condition Rating/Sufficiency Rating	Feature Crossed	Work Type	Existing Size/Type and Length	<sup>1</sup> Proposed Size/Type and Length	Plan Sheet Reference
2001548	2	42-55-07514	99.4 (INDOT BIAS Report)	UNT 11 to Lake Ditch	Replacement	103" X 79" CMP (97 ft.)	16' X 7' Box (97 ft.)	Appendix B, pages B145 and B194
2001549	3	CLV-25123	N/A	N/A	Replacement	30" CMP (60 ft.)	3' X 3' Box (60 ft.)	Appendix B, pages B146 and B195
2001550	4	CLV-25115	N/A	N/A	Replacement	30" CMP (42 ft.)	6' X 3' Box (42 ft.)	Appendix B, pages B146 and B196
1800121	7	CV 042-055-44.05	5 (INDOT BIAS Report)	UNT 10 to Lake Ditch Second Crossing	Pipe Liner	144" X 94" CMP (61 ft.)	Pipe Liner (61 ft.)	Appendix B, pages B150 and B197
2001551	10	42-55-07613	99.6 (INDOT BIAS Report)	UNT 10 to Lake Ditch First Crossing	Replacement	144" X 94" CMP (84 ft.)	20' x 8' Box (84 ft.)	Appendix B, pages B151 and B198
2001552	14A	CLV-25089	N/A	N/A	Replacement	18" CMP (27 ft.)	18" Smooth Pipe (27 ft.)	Appendix B, page B153
2001553	17	CLV-25065	N/A	N/A	Replacement	18" CMP (66 ft.)	30" Smooth Pipe (66 ft.)	Appendix B, page B157
1701593	25	CV 042-055-47.32	4 (INDOT BIAS Report)	UNT 9 to Lake Ditch	Replacement	10.5' X 4.5' Box (27 ft.)	12' X 4' Box (30 ft.)	Appendix B, pages B161 and B199
2001554	27A	CV 042-055-47.90	5 (INDOT BIAS Report)	UNT 8 to Lake Ditch	Replacement	6ft X 3.XX ft Twin CMP's (54 ft.)	11' x 5' Box (60 ft.)	Appendix B, pages B164 and B200
2001555	29	CLV-24397	N/A	UNT 7 to Lake Ditch	Replacement	30" CMP (61 ft.)	30" Smooth Pipe (61 ft.)	Appendix B, page B167
2001557	31	CLV-24377	N/A	N/A	Replacement	24" CMP (41 ft.)	24" Smooth Pipe (41 ft.)	Appendix B, page B169
2001558	36	CV 042-055-50.80	7 (INDOT BIAS Report)	UNT 6 to Lake Ditch	Replacement	Twin 84" X 61" CMP's (93 ft)	12' x 6' Box (90 ft.)	Appendix B, pages B175 and B201
1800122	40 & 40A	CV 042-055-51.40	4 (INDOT BIAS Report)	UNT 5 to Lake Ditch	Pipe Liner	Twin CMPA's 6.8' x 5.4' w/ headwall (45 ft.)	Pipe Liner (45 ft.)	Appendix B, pages B178 and B202

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Des. No.	Structure No. Per Plans	INDOT Structure No.	Condition Rating/Sufficiency Rating	Feature Crossed	Work Type	Existing Size/Type and Length	<sup>1</sup> Proposed Size/Type and Length	Plan Sheet Reference
N/A	42	CLV-24127	N/A	UNT 3 to Lake Ditch	Replacement	15" CMP (37 ft.)	30" Smooth Pipe (37 ft.)	Appendix B, page B182
2001559	45	CV 042-055-54.25	5 (INDOT BIAS Report)	UNT 1 to Lake Ditch	Replacement	98" X 69" CMP (46 ft.)	10' x 5' Box (43 ft.)	Appendix B, pages B188 and B203

<sup>1</sup> Please note that the exact size and material of proposed structures will be determined as part of the final design process.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

Structure work will occur on two bridges (Des Nos. 2001548 and 2001551), six culverts greater than 48 inches in diameter (Des Nos. 2001559, 1800122, 2001558, 2001554, 1701593, and 1800121), and 35 additional culverts that are less than 48 inches in diameter. Please refer to the table in Appendix C, pages C54 to C55 for a list of all small structures to be replaced/repared within the project area. The table also includes structure numbers, structure types, structure sizes, structure locations, and if streams/wetlands are present at the structure location. Please also refer to Appendix B, pages B6 to B53 for aerial maps showing the small structure locations. Please refer to Appendix B, pages B123 to B207 for design plans. Four additional bridges are located along SR 42 within the project limits. However, as shown in the design plans, these four bridges will not be impacted as they are located at a bridge exemption.

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

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

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The proposed Maintenance of Traffic (MOT) plan for this project will consist of a road closure with a detour route. The official detour route will use SR 142 and SR 39, for a total length of 15.6 miles. This detour route will add approximately 2.58 miles for motorist utilizing the detour route when compared to the straight line distance (13.06 miles) of SR 42 within the project area. A local detour route has not been determined at this time, but local traffic will likely utilize the adjacent county roads. Access to all properties along the project area will be maintained during construction. Please refer to Appendix B, page B143 for a plan sheet that illustrates the MOT. The road closure is expected to be in effect for the duration of the project. This project is expected to span across two construction seasons. Construction is anticipated to begin in the Spring of 2023.

In addition, while the curb ramps are reconstructed in Monrovia, pedestrians will be required to use a detour. The pedestrian MOT will consist of temporary curb ramps located behind temporary traffic barriers. Signage and temporary pavement markings will be provided along the detour route to direct pedestrians where to cross. Please refer to Appendix B, pages B144 for a plan sheet that illustrates the pedestrian MOT.

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

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**ESTIMATED PROJECT COST AND SCHEDULE:**

*\*Please note that ROW funding has been switched to use 100% state funds. Federal funds will not be used to purchase ROW.*

Engineering: \$   96,200   (2022) Right-of-Way: \$ \*3,055,000   (2022) Construction: \$   10,564,470   (2023)

Anticipated Start Date of Construction:   Spring of 2023  

**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.09	N/A
Commercial	N/A	N/A
Agricultural	1.91	0.05
Forest	N/A	N/A
Wetlands	0.11	N/A
Other:	N/A	N/A
Other:	N/A	N/A
<b>TOTAL</b>	<b>2.11</b>	<b>0.05</b>

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

Throughout the project limits, apparent existing right-of-way (ROW) varies from the edge of pavement to 90+ feet in some locations. Apparent existing ROW consists of the roadway, public approach roads, roadside ditches, vegetation, and wetlands. The apparent existing ROW is currently used for the maintenance of the existing roadway.

This project requires approximately 2.11 acres of permanent ROW to facilitate 38 of the 43 proposed structure replacements/pipe liners. This project also requires 0.05 acre of temporary ROW at structure numbers 40 and 40A (Des No. 1800122). Please refer to the project plans Appendix B, pages B123 to B207 for locations of all ROW proposed.

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.

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

#### SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early Coordination letters were sent out on April 19, 2021, Appendix C, pages C1 to C4.

Agency	Date Sent	Date Response Received	Appendix
INDOT, Crawfordsville District	April 19, 2021	No Response Received	N/A
Federal Highway Administration (FHWA)	April 19, 2021	No Response Received	N/A
Natural Resources Conservation (NRCS)	April 19, 2021	May 5, 2021	C17 to C18
Indiana Geological and Water Survey (IGWS)	April 19, 2021	April 19, 2021	C13 to C15
Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW)	April 19, 2021	May 18, 2021	C19 to C21
Indiana Department of Environmental Management (IDEM)	April 19, 2021	April 19, 2021	C5 to C12
United States Army Corps of Engineers (USACE)	April 19, 2021	No Response Received	N/A
United States Fish and Wildlife Service (USFWS)	April 19, 2021	May 04, 2021	C22 to C23
INDOT Aviation	April 19, 2021	April 23, 2021	C16
Local Floodplain Administrator	April 19, 2021	No Response Received	N/A
Indianapolis Metropolitan Planning Organization (MPO)	April 19, 2021	No Response Received	N/A
U.S. Department of Housing and Urban Development (USHUD)	April 19, 2021	No Response Received	N/A
National Park Service (NPS)	April 19, 2021	No Response Received	N/A
Morgan County Board of Commissioners	April 19, 2021	No Response Received	N/A
Morgan County Surveyor	April 19, 2021	No Response Received	N/A
Morgan County Council Members	April 19, 2021	No Response Received	N/A
Morgan County Highway Department	April 19, 2021	No Response Received	N/A
Town of Monrovia Council Members	April 19, 2021	No Response Received	N/A
Eminence Consolidated School Corporation	April 19, 2021	No Response Received	N/A
IDNR Oil and Gas Division	April 19, 2021	No Response Received	N/A
Monroe-Gregg School District	April 19, 2021	No Response Received	N/A
Eminence Community Schools	April 19, 2021	No Response Received	N/A
Eminence Baptist Church	August 5, 2021	No Response Received	N/A
Mt. Tabor Christian Church	August 5, 2021	No Response Received	N/A

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

#### SECTION B – ECOLOGICAL RESOURCES:

**Streams, Rivers, Watercourses & Other Jurisdictional Features**

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

**Presence**

X

**Impacts**

Yes	No
X	

Total stream(s) in project area:   3,717.52   Linear feet      Total impacted stream(s):   790   Linear feet

This is page 10 of 35      Project name:   SR 42: Minor Structural HMA Overlay        Date:   July 6, 2022

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Stream Name	Classification	Total Size in Project Area (linear feet)	Stream Impacts (linear feet)		Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
			Permanent	Temporary	
-	-	-			-
UNT 1 to Lake Ditch	Intermittent	105	15	10	Lat: 39.57883° N; Long. -86.50483° W; Flows in a north to south direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B47
UNT 2 to Lake Ditch	Intermittent	256.8	0	0	Lat: 39.57926° N; Long. -86.52394° W; Flows in a northeast to southwest direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B43
UNT 3 to Lake Ditch	Ephemeral	68.3	10	5	Lat: 39.57907° N; Long. -86.53593° W; Flows in a north to south direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B40
UNT 4 to Lake Ditch	Perennial	182.5	0	0	Lat: 39.57949° N; Long. -86.54710° W; Flows in a northeast to southwest direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B38
UNT 5 to Lake Ditch	Intermittent	214.2	95	30	Lat: 39.57957° N; Long. -86.55779° W; Flows in a northeast to southwest direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B35
UNT 6 to Lake Ditch	Intermittent	276.55	35	70	Lat: 39.57934° N; Long. -86.57017° W; Flows in a west to southeast direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B33
UNT 7 to Lake Ditch	Intermittent	122	30	60	Lat: 39.56464° N; Long. -86.58966° W; Flows in a north to south direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B25
UNT 8 to Lake Ditch	Ephemeral	909.9	55	65	Lat: 39.56467° N; Long. -86.60381° W; Flows in a west to southeast direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B22
UNT 9 to Lake Ditch	Intermittent	80.3	45	15	Lat: 39.56469° N; Long. -86.61782° W; Flows in a north to south direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B19
UNT 10 to Lake Ditch (First Crossing)	Perennial	176.9	35	15	Lat: 39.54336° N; Long. -86.64224° W; Flows in a southeast to northwest direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B10
UNT 10 to Lake Ditch (Second Crossing)	Intermittent	946.17	80	15	Lat: 39.54151° N; Long. -86.6164° W; Flows in a southeast to northwest direction; Likely <i>Waters of the U.S.</i> ; Appendix B, pages B9 and B10
UNT 11 to Lake Ditch	Intermittent	171.4	90	15	Lat: 39.52375° N; Long. -86.64131° W; Flows in a east to west direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B6
UNT 12 to Lake Ditch	Ephemeral	11.6	0	0	Lat: 39.52211° N; Long. -86.64171° W; Flows in a east to west direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B6
Lake Ditch	Perennial	195.9	0	0	Lat: 39.54443° N; Long. -86.64574° W; Flows in a northeast to southwest direction; Likely <i>Waters of the U.S.</i> ; Appendix B, page B11
-	-	<b>Total Impacts</b>	490	300	-

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

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Based on the desktop review, the aerial maps of the project area (Appendix B, pages B6 to B53), and the RFI report (Appendix E, pages E1 to E28) there are 35 streams, rivers, watercourse or other jurisdictional features within the 0.5 mile search radius. There were 14 streams identified by the site visits on June 3, 4, 6, 2019, September 5, 2019, and April 1, 2022, by RQAW.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on July 29, 2021. Please refer to Appendix F, pages F1 to 90 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that twelve (12) streams are likely jurisdictional. However, please note that guidance on jurisdiction has been revised since approval of the *Waters of the U.S. Determination / Wetland Delineation Report* was approved; therefore, all 14 streams are considered to be likely jurisdictional. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

### **UNT 1 to Lake Ditch at Structure No. 45 (Des No. 2001559):**

UNT 1 to Lake Ditch is a USGS mapped intermittent blueline stream. UNT 1 to Lake Ditch flows in a north to south direction away from the project area. UNT 1 to Lake Ditch exhibited downstream ordinary high water mark (OHWM) characteristics of 8.0 feet in width and 2.5 feet in depth. This stream exhibited a substrate primarily of silt. This stream exhibited poor quality due to lack of sinuosity, an absence of riffles and pools, channelization, and agricultural runoff. UNT 1 to Lake Ditch is likely to be considered a *Waters of the United States* as it contributes intermittent surface water flow to the White River, a Traditionally Navigable Waterway (TNW). There will be 15 linear feet (0.003 acre) of permanent impacts to UNT 1 to Lake Ditch for the replacement of Structure No. 45 (Des No. 2001559; CV 042-055-54.25) and placement of riprap at the outlet for scour protection. In addition, there will be 10 linear feet (0.002 acre) of temporary impacts for dewatering activities. Please refer to Appendix B, page B188 for project plan sheet that depicts the work occurring at this location.

### **UNT 2 to Lake Ditch:**

UNT 2 to Lake Ditch is a USGS mapped intermittent blueline stream and a regulated legal drain by Morgan County. UNT 2 to Lake Ditch flows in a northeast to southwest direction away from the project area. UNT 2 to Lake Ditch exhibited a downstream OHWM of 9.0 feet in width and 4.0 feet in depth and an upstream OHWM of 9.0 feet in width and 3.7 feet in depth. UNT 2 to Lake Ditch flows through structure 042-55-03659 B under SR 42. This stream exhibited a substrate primarily of silt. This stream exhibited poor quality due to lack of sinuosity channelization, an absence of riffles and pools, and agricultural runoff. UNT 2 to Lake Ditch flows into Lake Ditch which then flows into Mill Creek, which flows into Eel River, which flows into the White River. UNT 2 to Lake Ditch is likely to be considered a *Waters of the United States* as it contributes intermittent surface water flow to the White River, which is a TNW. This bridge is exempt from work during this project, and there will be no impacts to UNT 2 to Lake Ditch as a result of this project as the stream is outside the construction limits (Appendix B, page B184).

### **UNT 3 to Lake Ditch at Structure No. 42:**

UNT 3 to Lake Ditch was observed within the project area, 0.25 mile east of N. Hall Road. UNT 3 to Lake Ditch was determined to have an ephemeral flow due to the presence of rooted plants within the stream channel and no sediment or debris deposits were found outside the stream channel. Additionally, UNT 3 to Lake Ditch is not a mapped USGS blueline stream. UNT 3 to Lake Ditch exhibited a downstream OHWM of 5.5 feet in width and 1.0 feet in depth. An upstream OHWM was not taken as there was no evidence of a stream north of Structure No. 42. This stream exhibited a substrate primarily of silt. This stream exhibited poor quality due channelization, poor water clarity, an absence of riffles and pools, and agricultural runoff. UNT 3 to Lake Ditch is likely a *Waters of the United States* as it contributes ephemeral flow to the White River, which is a TNW. There will be 10 linear feet (0.001 acre) of permanent impacts to UNT 3 to Lake Ditch for the replacement of Structure No. 42 and placement of riprap at the outlet. In addition, there will be 5 linear feet (0.0006 acre) of temporary impacts for dewatering activities. Please refer to Appendix B, page B182 for project plan sheet that depicts the work occurring at this location.

### **UNT 4 to Lake Ditch:**

UNT 4 to Lake Ditch is a USGS mapped perennial blueline stream and a regulated legal drain by Morgan County. UNT 4 to Lake Ditch is located 0.35 mile west of N. Hall Road and flows in a northeast to southwest direction away from the project area. UNT 4 to Lake Ditch exhibited a downstream OHWM of 9.5 feet in width and 4.5 feet in depth and an upstream OHWM of 9.75 feet in width and 4.5 feet in depth. UNT 4 to Lake Ditch flows through Structure No. 042-55-07453 under SR 42. This stream exhibited a substrate primarily of silt. This stream exhibited poor quality due to lack of sinuosity, channelization, an absence of riffles and pools, and agricultural runoff. UNT 4 to Lake Ditch is likely to be considered a *Waters of the United States* as it contributes perennial surface water flow to the White River, which is a TNW. This bridge is exempt from work during this project, and there will be no impacts to UNT 4 to Lake Ditch as a result of this project as the stream is outside the construction limits as shown on the plans in Appendix B, page B180.

### **UNT 5 to Lake Ditch at Structure Nos. 40 and 40A (Des No. 1800122):**

UNT 5 to Lake Ditch is a USGS mapped intermittent blueline stream. This stream is located 0.18 mile west of CR 675 West and flows in a northeast to southwest direction away from the project area. UNT 5 to Lake Ditch exhibited a downstream OHWM of 11.5



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feet in width and 3.0 feet in depth and an upstream OHWM of 10.5 feet in width and 3.0 feet in depth. This stream exhibited a substrate primarily of silt. This stream exhibited poor quality due to lack of sinuosity, channelization, an absence of riffles and pools, and agricultural runoff. UNT 5 to Lake Ditch is likely to be considered a *Waters of the United States* as it contributes intermittent surface water flow to the White River, which is a TNW. There will be 95 linear feet of permanent impacts (0.03 acre) to UNT 5 to Lake Ditch for the installation of the pipe liners and placement of riprap at Structure Nos. 40 and 40A (Des No. 1800122; CV 042-055-51.40). In addition, there will be 30 linear feet (0.008 acre) of temporary impacts for dewatering activities. Please refer to Appendix B, page B178 for project plan sheet that depicts the work occurring at this location.

### **UNT 6 to Lake Ditch at Structure No. 36 (Des No. 2001558):**

UNT 6 to Lake Ditch is a USGS mapped intermittent blueline stream. This stream is located 0.07 mile west of Shupe Road, directly north of SR 42 and flows in a west to southeast direction away from the project area. UNT 6 to Lake Ditch exhibited an upstream OHWM characteristics of 2.75 feet in width and 0.5 feet in depth. A downstream OHWM was not taken as there was no evidence of a stream south of Structure No. 36 (CV 042-055-50.80). This stream exhibited a substrate predominately of silt. This stream exhibited poor quality due to lack of sinuosity, channelization, an absence of riffles and pools, and agricultural runoff. UNT 6 to Lake Ditch is likely to be considered a *Waters of the United States* as it contributes intermittent surface water flow to the White River, which is a TNW. There will be 35 linear feet (0.002) of permanent impacts to UNT 6 to Lake Ditch for the placement of riprap and the replacement of Structure No. 36 (Des No. 2001558; CV 042-055-50.80). In addition, there will be 70 linear feet (0.004) acre of temporary impacts for dewatering activities. Please refer to Appendix B, page B175 for project plan sheet that depicts the work occurring at this location.

### **UNT 7 to Lake Ditch at Structure No. 29 (Des No. 2001555):**

UNT 7 to Lake Ditch is a USGS mapped intermittent blueline stream. This stream is located directly south of Wheeler Road, and west of Evans Road. UNT 7 to Lake Ditch flows in a north to south direction away from the project area. UNT 7 to Lake Ditch begins at the outlet of Structure No. 29 (CV 042-055-48.78). UNT 7 to Lake Ditch exhibited a downstream OHWM of 5.5 feet in width and 2.25 feet in depth. This stream exhibited poor quality due to lack of sinuosity, channelization, an absence of riffles and pools, and agricultural runoff. This stream exhibited a substrate primarily of silt. UNT 7 to Lake Ditch is likely to be considered a *Waters of the United States* as it contributes intermittent surface water flow to the White River, which is a TNW. There will be 30 linear feet (0.004 acre) of permanent impact to UNT 7 to Lake Ditch for the placement of riprap and the replacement of Structure No. 29 (Des No. 2001555; CV 042-55-48.78). In addition, there will be 60 linear feet (0.008 acre) of temporary impacts for dewatering activities. Please refer to Appendix B, page B167 for project plan sheet that depicts the work occurring at this location.

### **UNT 8 to Lake Ditch at Structure No. 27A (Des No. 2001554):**

UNT 8 to Lake Ditch is located on the south side of SR 42, approximately 0.33 mile east of Measel Road. UNT 8 was determined to have ephemeral flow due to rooted plants established in the streambed. Additionally, UNT 8 to Lake Ditch is not a mapped USGS blueline stream. UNT 8 to Lake Ditch flows in a west to southeast direction away from the project area. UNT 8 to Lake Ditch exhibited a downstream OHWM of 5.0 feet in width and 2.75 feet in depth and an upstream OHWM of 5.0 feet in width and 2.5 feet in depth. UNT 8 to Lake Ditch is located south of Structure No. 27A (CV 042-055-47.90). This stream exhibited a substrate primarily of silt. This stream exhibited poor quality due to an absence of riffles and pools, channelization, and agricultural runoff. UNT 8 to Lake Ditch is likely a *Waters of the United States* as it contributes ephemeral surface water flow to the White River, which is a TNW. There will be 55 linear feet (0.006 acre) of permanent impacts to UNT 8 to Lake Ditch for the replacement of Structure No. 27A (Des No. 2001554; CV 042-055-47.90) and placement of riprap at the outlet. In addition, there will be 65 linear feet (0.002 acre) of temporary impacts for dewatering activities. Please refer to Appendix B, page B164 for project plan sheet that depicts the work occurring at this location.

### **UNT 9 to Lake Ditch at Structure No. 25 (Des No. 1701593):**

UNT 9 to Lake Ditch is a USGS mapped intermittent blueline stream. This stream is located on the south side of SR 42, approximately 0.25 mile west of Measel Road and flows in a north to south direction away from the project area. UNT 9 to Lake Ditch exhibited a downstream OHWM characteristics of 6.25 feet in width and 2.25 feet in depth. An upstream OHWM was not taken as there was no evidence of a stream north of Structure No. 25 (CV 042-055-47.32). This stream exhibited poor quality due to lack of sinuosity, channelization, an absence of riffles and pools, and agricultural runoff. This stream exhibited a substrate primarily of silt. UNT 9 to Lake Ditch is likely to be considered a *Waters of the United States* as it contributes intermittent surface water flow to the White River, which is a TNW. There will be 45 linear feet (0.006 acre) of permanent impacts to UNT 9 to Lake Ditch for the replacement of Structure No. 25 (Des No. 1701593; CV 042-055-47.32) and placement of riprap at the outlet. In addition, there will be 15 linear feet (0.002 acre) of temporary impacts for dewatering activities. Please refer to Appendix B, page B161 for project plan sheet that depicts the work occurring at this location.

### **UNT 10 to Lake Ditch:**

This stream crosses the project area in two places. Characteristics of each crossing are discussed below:

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### **UNT 10 to Lake Ditch – First Crossing at Structure No. 10 (Des No. 2001551) :**

UNT 10 to Lake Ditch – First Crossing is a USGS mapped perennial blueline stream. This stream is located approximately 0.04 mile west of the intersection of Gore Road and SR 42 and flows in a southeast to northwest direction to Lake Ditch. This stream exhibited a downstream OHWM of 7.75 feet in width and 2.0 feet in depth and an upstream OHWM of 7.75 feet in width and 1.67 feet in depth. This stream exhibited a substrate primarily of silt. The stream exhibited poor quality due to agricultural runoff however, the stream did exhibit riffle and pool complexes. UNT 10 to Lake Ditch – First Crossing is likely to be considered a *Waters of the United States* as it contributes perennial surface water flow to the White River, which is a TNW. Impacts to UNT 10 to Lake Ditch First Crossing will be 35 linear feet (0.006 acre) of permanent impacts for the replacement of Structure No. 10 (Des No. 2001551; CV 042-055-44.16) and placement of riprap. In addition, there will be 15 linear feet (0.002 acre) of temporary impacts for dewatering activities. Please refer to Appendix B, page B151 for project plan sheet that depicts the work occurring at this location.

### **UNT 10 to Lake Ditch – Second Crossing at Structure No. 7 (Des No. 1800121):**

UNT 10 to Lake Ditch – Second Crossing is a USGS mapped intermittent blueline stream but was determined to have perennial flow due to moderate sinuosity, lack of rooted plants in the streambed, and a well-defined bed/bank. This stream is located approximately 0.11 mile south of the intersection of Gore Road and SR 42 and flows in a southeast to northwest direction to Lake Ditch. This stream exhibited a downstream OHWM of 7.75 feet in width and 2.0 feet in depth and an upstream OHWM of 7.75 feet in width and 2.0 feet in depth. This stream exhibited a substrate primarily of silt. UNT 10 to Lake Ditch – Second Crossing exhibited poor quality due to an absence of riffles and pools and agricultural runoff. UNT 10 to Lake Ditch – Second Crossing is likely to be considered a *Waters of the United States* as it contributes perennial surface water flow to the White River, which is a TNW. Permanent impacts to UNT 10 to Lake Ditch Second Crossing will be 80 linear feet (0.014 acre) for the installation of the pipe liner at Structure No. 7 (Des No. 1800121; CV 042-055-44.05) and placement of riprap. In addition, there will be 15 linear feet (0.003 acre) of temporary impacts for dewatering activities. Please refer to Appendix B, page B150 for project plan sheet that depicts the work occurring at this location.

### **UNT 11 to Lake Ditch at Structure No. 2 (Des No. 2001548):**

UNT 11 to Lake Ditch is a USGS mapped intermittent blueline stream. This stream is located approximately 0.04 mile north of North Street within the town of Eminence and flows in an east to west direction away from the project area. UNT 11 to Lake Ditch exhibited a downstream OHWM of 5.0 feet in width and 1.0 foot in depth and an upstream OHWM of 4.67 feet in width and 1.0 foot in depth. This stream exhibited poor quality due to channelization, an absence of riffles and pools, lack of instream cover, however the stream did exhibit a fair amount of overhanging vegetation. This stream exhibited a substrate of silt and cobble. UNT 11 to Lake Ditch is likely to be considered a *Waters of the United States* as it contributes intermittent surface water flow to the White River, which is a TNW. Permanent impacts to UNT 11 to Lake Ditch will be approximately 90 linear feet (0.01 acre) for the replacement of Structure No. 2 (Des No. 2001548; CV-042-055-42.83) and placement of riprap. In addition, there will be 15 linear feet (0.002 acre) of temporary impacts for dewatering activities. Please refer to Appendix B, page B145 for project plan sheet that depicts the work occurring at this location.

### **UNT 12 to Lake Ditch:**

UNT 12 to Lake Ditch is located south of UNT 11 to Lake Ditch. Stream characteristics were only observed on the west side of SR 42, where the Unassigned Structure 5 outlets. UNT 12 to Lake Ditch is not a mapped USGS Blue line stream but was determined to have intermittent flow due to water observed in the channel with more than 48 hours since a significant rain event. UNT 12 to Lake Ditch exhibited a downstream OHWM of 2.6 feet in width and 1.0 foot in depth. An upstream OHWM was not taken as there was no evidence of a stream on the east side of SR 42. This stream exhibited poor quality due to urban runoff, lack of instream cover, and an absence of riffles and pools; however, the stream displayed overhanging vegetation. The substrate consisted of primarily silt and cobble. UNT 12 to Lake Ditch is likely to be considered a *Waters of the United States* as it contributes intermittent surface water flow to the White River, which is a TNW. There will be no impacts to UNT 12 to Lake Ditch as a result of this project as the stream is outside the construction limits as shown on the plans in Appendix B, page B145.

### **Lake Ditch:**

Lake Ditch is a USGS mapped perennial blueline stream and a regulated legal drain by Morgan County. This stream is located approximately 0.25 mile northwest of Gore Road and flows in a northeast to southwest direction away from the project area. Lake Ditch exhibited a downstream OHWM of 40.0 feet in width and 7.0 feet in depth and an upstream OHWM of 38 feet in width and 7.0 feet in depth. This stream exhibited poor quality due to channelization, lack of sinuosity, and agricultural runoff, however, the stream did exhibit riffles and pools. This stream exhibited a substrate that consisted primarily of silt. Lake Ditch is likely to be considered a *Waters of the United States* as it contributes perennial surface water flow to the White River, which is a TNW. This bridge is exempt from work during this project, and there will be no impacts to UNT 12 to Lake Ditch as a result of this project as the stream is outside the construction limits as shown on the plans in Appendix B, page B151.

Cumulatively, permanent impacts to streams will equal 490 linear feet (0.07 acre) and temporary impacts will equal 300 linear feet (0.03 acre). Permits will be needed for impacts to streams. Please refer to the *Permits* section of this CE document for more details. Stream mitigation will likely be required but will be determined during the permitting process. If mitigation cannot be completed on-

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site, mitigation will be implemented through a mitigation bank, the in-lieu fee program, or through construction of an independent off-site mitigation project. If an off-site project is required, a separate NEPA document will need to be developed.

**Early Coordination:**

The USFWS responded on May 4, 2021 stating that stream impacts may require permits from the USACE, IDEM Water Quality Certification (WQC) program, and the IDNR (Appendix C, pages C22 to C23). They went on to provide standard recommendations such as, restricting below low-water work in streams, restricting in channel work, avoid working in streams during fish spawning season, and implementing temporary erosion and sediment control measures. All applicable recommendations are included in the *Environmental Commitments* section of this document.

The IDNR-DFW responded on May 18, 2021, providing general comments and standard recommendations pertaining to stream impacts, such as implementing erosion and sediment control measures, stream bank stabilization measures, minimizing in-channel disturbance, time restrictions for working within the waterway, proposed stream crossing design, and proper use of riprap (Appendix C, pages C19 to C21). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

<b>Open Water Feature(s)</b>	<b>Presence</b>	<b>Impacts</b>	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, the aerial maps of the project area (Appendix B, pages B6 to B53), and the RFI report (Appendix E, pages E1 to E28) there are 11 open water features within the 0.5 mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visits on June 3, 4, 6, 2019, September 5, 2019, and April 1, 2022, by RQAW.

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

Total wetland area: 2.228 Acre(s)      Total wetland area impacted: 0.1342 Acre(s)

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

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Wetland ID	Classification	Total Size (Acres)	Impacted Acres		Comments (i.e. location, likely Water of the US, appendix reference)
			Permanent	Temporary	
-	-	-			-
A	Palustrine emergent (PEM)	0.85	0.01	0.016	Located on the north side of SR 42, directly west of Homer Bray Road. Likely a <i>Waters of the U.S.</i> Appendix B, pages B47 to B50.
B	PEM	0.007	0	0	Located south of SR 42, just west of Lake Ditch Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B42.
C	PEM	0.028	0	0	Located on the south side of SR 42, approximately 300 feet east of Johnson Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B36.
D1	PEM	0.038	0.002	0.03	Located on the north side of SR 42, just west of Shupe Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B33.
D2	PEM	0.067	0	0	Located on the north side of SR 42, just west of Shupe Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B33.
E	PEM	0.067	0.0005	0	Located on the south side of SR 42 just east of Bray Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B32.
F	PEM	0.071	0.002	0.002	Located on the south side of SR 42, south of Bray Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B32.
G	PEM	0.089	0.001	0.002	Located on the north side of SR 42, west of Bray Road. Likely a <i>Waters of the U.S.</i> Appendix A, pages B31 and B32.
H	PEM	0.025	0.001	0.004	Located on the south side of SR 42, just east of Twin Oaks Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B31.
I	PEM	0.085	0.001	0.003	Located on the north side of SR 42, east of Twin Oaks Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B31.
J	PEM	0.239	0	0	Located on the north side of SR 42, 0.19 mile west of Twin Oaks Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B30.
K	PEM	0.03	0	0.0004	Located on the south side of SR 42, 0.19 mile west of Twin Oaks Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B30.
L	PEM	0.017	0.001	0.0001	Located just east of SR 42, adjacent to Martin Smith Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B27.
M	PEM	0.020	0	0	Located just west of SR 42, 0.18 mile south of Martin Smith Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B26.
N	PEM	0.006	0	0	Located on the west side of SR 42, 0.20 mile south of Martin Smith Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B26.
O	PEM	0.292	0.007	0.05	Located on the west side of SR 42, 0.22 mile south of Martin Smith Road. Likely a <i>Waters of the U.S.</i> Appendix B, pages B25 to B26.
P	PEM	0.056	0	0	Located on the east side of SR 42, north of Evans Road and northwest of Wheeler Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B25.
Q	PEM	0.01	0	0	Located on the north side of SR 42, 0.51 mile west of Evans Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B23.

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Wetland ID	Classification	Total Size (Acres)	Impacted Acres		Comments (i.e. location, likely Water of the US, appendix reference)
			Permanent	Temporary	
-	-	-			-
R	PEM	0.064	0	0	Located on the north side of SR 42, just west of Wetland Q. Likely a <i>Waters of the U.S.</i> Appendix B, pages B22 to B23.
S	PEM	0.01	0	0	Located on the south side of SR 42, 0.18 mile west of Little Point Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B16.
T	PEM	0.099	0	0	Located on the south side of SR 42, 0.21 mile west of Little Point Road. Likely a <i>Waters of the U.S.</i> Appendix B, pages B15 and B16.
U	PEM	0.010	0	0	Located on the north side of SR 42, 0.22 mile west of Little Point Road. Likely a <i>Waters of the U.S.</i> Appendix B, pages B15 and B16.
V	scrub-shrub (SCS)	0.021	0	0	Located on the south side of SR 42, 0.27 mile west of Little Point Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B15.
W	PEM	0.027	0.0002	0.001	Located on the north side of SR 42, 0.35 mile west of Little Point Road. Likely a <i>Waters of the U.S.</i> Appendix B, page B15.
-	-	<b>Total Impacts</b>	0.0257	0.1085	-

**Wetlands** (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

Documentation

X
X

ESD Approval Dates

July 29, 2021
July 29, 2021

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

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

X

*Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

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Based on the desktop review, the aerial maps of the project area (Appendix B, pages B6 to B53), and the RFI report (Appendix E, pages E1 to E28) there are 20 wetlands the 0.5 mile search radius. There were 24 wetlands identified by the site visits on June 3, 4, 6, 2019, September 5, 2019, and April 1, 2022, by RQAW.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on July 29, 2021. Please refer to Appendix F, pages F1 to F90 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that 2 wetlands are likely jurisdictional. However, please note that guidance on jurisdiction has been revised since approval of the *Waters of the U.S. Determination / Wetland Delineation Report* was approved; therefore, all 24 wetlands are considered to be likely jurisdictional wetlands. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Out of the 24 wetlands (A-W), all are considered to be PEM (palustrine emergent wetlands) except for Wetland V, which would be considered a SCS (scrub-shrub wetland). Impacts to these wetlands have been minimized to the greatest extent possible by restricting the construction limits to what is necessary to meet the purpose and need of the project. By doing so, this has allowed for the complete avoidance of 13 of the 24 wetlands (B-C, D2, J, M-N, P-V) within the project area. However, impacts are not avoidable for all wetlands due to their location within the project area and the identified needs of the project. Below is a description of each wetland by type, size, location, quality, and amount of impacts to each.

### **Wetland A located at Structure No. 45 (Des No. 2001559), 45A, and 45B:**

This wetland is a PEM wetland that has developed in a low-lying roadside depression located on the north side of SR 42, directly west of Homer Bray Road. Wetland A has a length of approximately 3,750 linear feet and is 0.85 acre in size. Wetland A exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland A will total 0.01 acre as a result of replacement of Structure Nos. 45 (Des No. 2001559), 45A, and 45B and placement of riprap. In addition, temporary impacts from regrading activities will equal 0.016 acre. Please refer to Appendix B, pages B188-B190 for project plan sheets that depicts the work occurring at this location.

### **Wetland B:**

This wetland is a PEM wetland that is located on the south side of SR 42, just west of Lake Ditch Road. Wetland B has a length of approximately 60 linear feet and is 0.007 acre in size. Wetland B exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland B are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, pages B183 and B184.

### **Wetland C located at Structure No. 40B:**

This wetland is a PEM wetland that is located on the south side of SR 42, approximately 300 feet east of Johnson Road. Wetland C has a length of approximately 105 linear feet and is 0.028 acre in size. Wetland C exhibited poor quality due to lack of biodiversity and frequent disturbance from livestock. No impacts to Wetland C are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, page B178.

### **Wetlands D1 & D2 located at Structure No. 36 (Des No. 2001558):**

These wetlands are both PEM wetlands that are located on the north side of SR 42, west of Shupe Road. Wetland D1 has a length of approximately 107 linear feet and is 0.038 acre in size, while Wetland D2 has a length of approximately 202 linear feet and is 0.067 acre in size. Wetland D1 and D2 both exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland D1 will total 0.002 acre as a result of replacement of Structure No. 36 (Des No. 2001558) and placement of riprap. In addition, 0.03 acre of temporary impacts will occur due to regrading activities. No impacts to Wetland D2 are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project. Please refer to Appendix B, pages B175 and B176 for project plan sheets that depicts the work occurring at this location.

### **Wetland E located at Structure No. 35:**

This wetland is a PEM wetland that is located on the south side of SR 42, just east of Bray Road. Wetland E has a length of approximately 430 linear feet and is 0.071 acre in size. Wetland E exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland E will total 0.0005 acre as a result of the replacement of Structure No. 35. There will be no temporary impacts to Wetland E. Please refer to Appendix B, page B175 for project plan sheets that depicts the work occurring at this location.

### **Wetland F located at Structure No. 34:**

This wetland is a PEM wetland that is located on the south side of SR 42, south of Bray Road. Wetland F has a length of approximately 119 linear feet and is 0.067 acre in size. Wetland F exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland F will total 0.002 acre as a result of the replacement of Structure No. 34. In addition, there will be 0.002 acre of temporary impacts due to regrading activities. Please refer to Appendix B, page B174 for

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project plan sheets that depicts the work occurring at this location.

**Wetland G located at Structure No. 34:**

This wetland is a PEM wetland that is located on the north side of SR 42, west of Bray Road. Wetland G has a length of approximately 255 linear feet and is 0.089 acre in size. Wetland G exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland G will total 0.001 acre as a result of the replacement of Structure No. 34. In addition, there will be 0.002 acre of temporary impacts due to regrading activities. Please refer to Appendix B, page B174 for project plan sheets that depicts the work occurring at this location.

**Wetland H located at Structure No. 33:**

This wetland is a PEM wetland that is located on the south side of SR 42, just east of Twin Oaks Road. Wetland H has a length of approximately 60 linear feet and is 0.025 acre in size. Wetland H exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland H will total 0.001 acre as a result of the replacement of Structure No. 33. In addition, there will be 0.004 acre of temporary impacts due to regrading activities. Please refer to Appendix B, page B174 for project plan sheets that depicts the work occurring at this location.

**Wetland I located at Structure No. 33:**

This wetland is a PEM wetland that is located on the north side of SR 42, just east of Twin Oaks Road. Wetland I is directly north of Wetland H. Wetland I has a length of approximately 85 linear feet and is 0.085 acre in size within the project area. Wetland I extends north, outside of the project area. Wetland I exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland I will total 0.001 acre as a result of the replacement of Structure No. 33. In addition, there will be 0.003 acre of temporary impacts due to regrading activities. Please refer to Appendix B, page B174 for project plan sheets that depicts the work occurring at this location.

**Wetland J located at Structure No. 32:**

This wetland is a PEM wetland that is located on the north side of SR 42, 0.19 mile west of Twin Oaks Road. Wetland J has a length of approximately 200 linear feet and is 0.239 acre in size. Wetland J exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Wetland J extends north outside of the project area. No impacts to Wetland J are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, page B173.

**Wetland K located at Structure No. 32:**

This wetland is a PEM wetland that is located on the south side of SR 42, 0.19 mile west of Twin Oaks Road. Wetland K has a length of approximately 80 linear feet and is 0.03 acre in size. Wetland K exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. There will be no permanent impacts to Wetland K as a result of this project. However, there will be 0.0004 acre of temporary impacts due to regrading activities. Please refer to Appendix B, page B173 for project plan sheets that depicts the work occurring at this location.

**Wetland L located at Structure No. 31:**

This wetland is a PEM wetland that is located just east of SR 42, adjacent Martin Smith Road. Wetland L has a length of approximately 70 linear feet and is 0.017 acre in size. Wetland L exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland L will total 0.001 acre as a result of replacement of Structure No. 31 (Des No. 2001557). In addition, 0.0001 acre of temporary impacts will occur as a result of regrading activities. Please refer to Appendix B, page B169 for project plan sheets that depicts the work occurring at this location.

**Wetland M:**

This wetland is a PEM wetland that is located just west of SR 42, 0.18 mile south of Martin Smith Road. Wetland M has a length of 70 linear feet and is 0.020 acre in size within the project area. Wetland M extends west beyond the project area. Wetland M exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland M are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, page B168.

**Wetland N:**

This wetland is a PEM wetland that is located on the west side of SR 42, 0.20 mile south of Martin Smith Road. Wetland N has a length of 45 linear feet (0.006 acre). Wetland N exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland N are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, page B168.

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### **Wetland O located at Structure Numbers 29 (Des No. 2001555) and 29D:**

This wetland is a PEM wetland that is located on the west side of SR 42, 0.22 mile south of Martin Smith Road. Wetland O has a length of 1550 linear feet and is 0.292 acre in size. Wetland O exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland O will total 0.007 acre as a result of replacement of Structure Nos. 29 (Des No. 2001555) and 29D. In addition, there will be 0.05 acre of temporary impacts due to regrading activities. Please refer to Appendix B, pages B167 and B168 for project plan sheets that depicts the work occurring at this location.

### **Wetland P:**

This wetland is a PEM wetland that is located on the east side of SR 42, north of Evans Road and northwest of Wheeler Road. Wetland P has a length of 425 linear feet and is 0.056 acre in size. Wetland P exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland P are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, pages B167 and B168.

### **Wetland Q:**

This wetland is a PEM wetland that is located on the north side of SR 42, 0.51 mile west of Evans Road. Wetland Q has a length of 95 linear feet and is 0.01 acre in size. Wetland Q exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland Q are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, page B165.

### **Wetland R:**

This wetland is a PEM wetland that is located on the north side of SR 42, just west of Wetland Q. Wetland R has a length of 820 linear feet and is 0.064 acre in size. Wetland R exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland R are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, pages B164 and B165.

### **Wetland S:**

This wetland is a PEM wetland that is located on the south side of SR 42, 0.18 mile west of Little Point Road. Wetland S has a length of 15 linear feet and is 0.01 acre in size. Wetland S exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland S are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, page B158.

### **Wetland T:**

This wetland is a PEM wetland that is located on the south side of SR 42, approximately 0.21 mile west of Little Point Road. Wetland T has a length of 275 linear feet and is 0.099 acre in size. Wetland T exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland T are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, page B158.

### **Wetland U:**

This wetland is a PEM wetland that is located on the north side of SR 42, approximately 0.22 mile west of Little Point Road. Wetland U has a length of 412 linear feet and is 0.010 acre in size. Wetland U exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland U are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, page B158.

### **Wetland V:**

This wetland is a SCS wetland that is located on the south side of SR 42, approximately 0.27 mile west of Little Point Road. Wetland V has a length of approximately 95 linear feet and is 0.021 acre in size. Wetland V exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. No impacts to Wetland V are anticipated to occur as a result of this project as this wetland is outside of the construction limits for this project as shown on the project plans in Appendix B, page B158.

### **Wetland W located at Structure No. 17 (Des No. 2001553):**

This wetland is a PEM wetland that is located on the north side of SR 42, approximately 0.35 mile west of Little Point Road. Wetland W has a length of approximately 190 linear feet and is 0.027 acre in size. Wetland W exhibited poor quality due to lack of biodiversity and frequent disturbance from the roadway. Permanent impacts to Wetland W will total 0.0002 acre as a result of replacement of Structure No. 17 (Des No. 2001553). In addition, there will be 0.001 acre of temporary impacts as a result of regrading activities. Please refer to Appendix B, pages B157 and B158 for project plan sheets that depicts the work occurring at this location.

Cumulatively, permanent impacts to Wetlands A, D1, E-I, K-L, O, and W will total 0.0257 acre and temporary impacts will total 0.1085 acre as a result of this project. Wetland mitigation may be required and will be determined during the permitting process. Permits for impacts to wetlands are anticipated. Please refer to the *Permits* section of this CE document for more details.



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**Early Coordination**

The USFWS responded on May 4, 2021, stating that wetland impacts may require permits from the USACE, IDEM WQC program, and the IDNR (Appendix C, pages C22 to C23). They went on to state that wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with the USACE mitigation guidelines. All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

The IDNR-DFW responded on May 18, 2021 and did not provide any specific recommendations pertaining to wetlands (Appendix C, pages C19 to C21).

	<u>Presence</u>	<u>Impacts</u>	
<b>Terrestrial Habitat</b>	<input type="checkbox"/>	<u>Yes</u>	<u>NO</u>
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total terrestrial habitat in project area:   176.79   Acre(s)      Total tree clearing:   0.1   Acre(s)

*Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, site visits on June 3, 4, 6, 2019, September 5, 2019, and April 1, 2022, by RQAW, the aerial maps of the project area (Appendix B, pages B6 to B53) there is lawn, farmland, small fragmented forested land, and riparian habitat within the project area. Total terrestrial habitat within the project area equals 176.79 acres which consists of lawn (37.40 acres), farmland (137.01 acres), fragmented forest (1.49 acres), and riparian habitat (0.899 acre). Dominant vegetation throughout the project area consisted of tall fescue (*Schedonorus arundinaceus*), white clover (*Trifolium repens*), Kentucky bluegrass (*Poa pratensis*), Canadian thistle (*Cirsium arvense*), corn (*Zea mays*), smooth brome (*Bromus inermis*), eastern cottonwood (*Populus deltoides*), sugar maple (*Acer saccharum*) and Silver Maple (*Acer saccharinum*). This project is anticipated to clear approximately 0.1 acre of trees. Mitigation for terrestrial habitat impacts are not expected as impacts will not exceed more than 1 acre of floodway habitat, and there are no unique, prime, or high-quality habitat known to exist within the project area. Avoidance and minimization measures include limiting the disturbance and construction limits boundaries to the maximum extent practicable and keeping tree removal/trimming to a minimum while still meeting the purpose and need of the project.

The USFWS responded on May 4, 2021, providing standard recommendations to reduce or avoid impacts to terrestrial habitat (Appendix C, pages C22 to C23). Standard recommendations include implementing temporary erosion and sediment control measures, restricting tree clearing limits, and limiting vegetation clearing. All applicable recommendations can be found in the *Environmental Commitments* section of this CE document.

The IDNR-DFW responded on May 18, 2021, providing standard recommendations to minimize, avoid, or compensate for impacts to terrestrial habitat. Standard recommendations include revegetating all bare and disturbed areas, minimizing clearing of trees and brush, avoid removing trees suitable for bats, planting native trees to replace destroyed vegetation, tree mitigation in non-wetland areas, employ appropriately designed erosion and sediment control measures, and seed and protect all disturbed slopes or streambanks that are not currently protected (Appendix C, pages C19 to C21). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

**Protected Species**

**Federally Listed Bats**

Information for Planning and Consultation (IPaC) determination key completed  
 Section 7 informal consultation completed (IPaC cannot be completed)  
 Section 7 formal consultation Biological Assessment (BA) required

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

Determination Received for Listed Bats from USFWS:      NE       NLAA       LAA

**Other Species not included in IPaC**

Additional federal species found in project area (based on IPaC species list)  
 State species (not bird) found in project area (based upon consultation with IDNR)

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

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**Migratory Birds**

Known usage or presence of birds (i.e. nests)  
 State bird species based upon coordination with IDNR

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

*Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.*

Based on a desktop review and the RFI report (Appendix E, pages E1 to E28), completed by RQAW on May 12, 2021, the IDNR Morgan County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated May 18, 2021, (Appendix C, pages C19 to C21), the Natural Heritage Program's Database has been checked and the state endangered Henslow's Sparrow (*Centronyx henslowii*) has been documented within the westernmost portion of the project area. However, the IDNR-DFW stated they do not foresee any impacts to the Henslow's Sparrow as a result of this project. An INDOT 0.5 mile bat review occurred on December 9, 2019, and did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

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 C25 to C38). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to the paragraph below.

The official species list generated from IPaC indicated one other species present within the project area: the federal candidate monarch butterfly (*Danaus plexippus*). As a candidate species, the monarch butterfly is not given any statutory protection under the Endangered Species Act. Therefore, no further coordination is needed with the USFWS.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. Structure inspections occurred on April 1, 2022, by RQAW and bats/birds, or evidence of bats/birds, were not observed (Appendix C, pages C54 to C55). USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after April 1, 2024, an inspection of the structures by a qualified individual, must be performed. Inspection of the structures should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately.

An effect determination key was completed on May 04, 2022, and based on the responses provided, the project finding was "Not Likely to Adversely Affect" the Indiana bat and/or the NLEB (Appendix C, pages C40 to C53). INDOT reviewed and verified the effect finding on May 04, 2022, and requested 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) included with this project include general tree removal, and temporary lighting AMMs. All AMMs and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

Culverts and bridges over waterways may exhibit evidence of use (i.e. nests) by bird species protected under the Migratory Bird Treaty Act (MBTA). Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. The structure should be inspected for nests during the non-nesting season (September 8 - April 30) immediately prior to construction. Nests without eggs or young should be removed prior to construction during the non-nesting season. Nests may be removed during the nesting season (May 1 - September 7) if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season. Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Migratory Bird Protection USP".

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.

**Geological and Mineral Resources**

Project located within the Indiana Karst Region  
 Karst features identified within or adjacent to the project area  
 Oil/gas or exploration/abandoned wells identified in the project area

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

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Date Karst Evaluation reviewed by INDOT EWPO (if applicable):   N/A  

*Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)*

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo maps of the project area (Appendix B, pages B2 to B5) and the RFI report (Appendix E, pages E1 to E28), there are no karst features that have been identified within or adjacent to the project area. In the early coordination response dated April 19, 2021, the IGWS did not indicate that karst features exist within the project area (Appendix C, pages C13 to C15). However, the IGWS did indicate that within the project area, there is a high liquefaction potential, 1 % chance annual flood hazard, moderate potential for encountering bedrock resources, low potential for encountering sand and gravel resources, and presence of active/abandoned petroleum exploration wells. The response from IGWS was communicated with the designer on May 5, 2021. No impacts are expected.

The RFI report identified one petroleum well located adjacent to the south of the project area (Appendix E, page E4). According to the RFI report, this petroleum well was presumed to be plugged and impacts are not anticipated. An early coordination letter was sent to the IDNR Oil and Gas Division on April 19, 2021 (Appendix C, pages C1 to C4). No response was received.

## SECTION C – OTHER RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Drinking Water Resources</b>			
Wellhead Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Well(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urbanized Area Boundary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project located in the St. Joseph Sole Source Aquifer (SSA):			
If Yes, is the FHWA/EPA SSA MOU Applicable?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is a Groundwater Assessment Required?		<input type="checkbox"/>	<input type="checkbox"/>

*Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.*

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**Sole Source Aquifer**

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

**Wellhead Protection Area (WHPA) and Source Water Area (SWA)**

The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on April 19, 2021 by RQAW. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

**Water Wells**

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on June 22, 2022 by RQAW. There are four estimated well locations mapped within the right-of-way and one additional field located well within the right-of-way. Please note that the estimated well locations are based on address, and not expected to be within INDOT right-of-way. The field located well is located approximately 150 feet east of Cook Road. Although, this field located well is mapped within the project area, all work at this location will be confined to the pavements edge, which was confirmed by the project designer; therefore, no impact is expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

**Urban Area Boundary (UAB)**

Based on a desktop review of INDOT's Municipal Separate Storm Sewer System (MS4) website (<https://entapps.indot.in.gov/MS4/>) by RQAW on June 30, 2021, this project is not located in an Urban Area Boundary. No impacts are expected.

**Public Water Systems**

Based on a desktop review, multiple site visits on June 3, 4, 6, 2019, September 5, 2019, and April 1, 2022, by RQAW, the aerial maps of the project area (Appendix B, pages B6 to B53), and IDEM's Public Water Systems Search website (<https://myweb.in.gov/IDEM/DWWW/>), this project is located where there is a public water system. The Morgan County Rural Water Corporation (MCRWC) have existing water distribution facilities within the project limits near the town of Eminence and the town of Monrovia. Within and near Eminence, MCRWC has 3 inch and 6 inch water mains, as well as multiple service lines and meters. Within and near Monrovia, MCRWC has 6 inch, 8 inch, and 16 inch water mains, as well as multiple service lines and meters. Please refer to Appendix I, pages 12 to 18 for plan sheets depicting the location of facilities and utility coordination that has occurred to date. Conflict analysis is still on-going and will continue as the project advances. Impacts are not known at this time.

Floodplains	Presence	Impacts	
		Yes	No
Project located within a regulated floodplain	X	X	
Longitudinal encroachment			
Transverse encroachment	X	X	
Homes located in floodplain within 1000' up/downstream from project	X		X

If applicable, indicate the Floodplain Level?

Level 1  Level 2  Level 3  Level 4  Level 5

*Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.*

Based on a desktop review of The IDNR Indiana Floodway Information Portal website ([INDR INFIP Portal 2.0](#)) by RQAW on April 19, 2021, and the RFI report (Appendix E, pages E1 to E28), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, pages F92 to F95). An early coordination letter was sent on April 19, 2021 to the Local Floodplain Administrator at the Morgan County Planning and Zoning Department. The Local Floodplain Administrator did not respond within the 30-day time frame. The only work to occur within the limits of a horizontal floodplain will be a minor structural HMA overlay on the existing pavement and replacement of Structure No. 14A (Des No. 2001552).

This project qualifies as a Category 4 per the current INDOT CE Manual, which states no homes are located within the base floodplain within 1,000 feet upstream and no homes are located within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase.

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As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial.

In their early coordination response, the IDNR-DFW stated the project may require formal by the IDNR pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (Appendix C, pages C19 to C21). None of the streams that will be impacted within the project area have drainage areas greater than one square mile. Therefore, the project will not require a Construction in a Floodway Permit.

Farmland	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Total Points (from Section VII of CPA-106/AD-1006*)</b>	<b>132</b>		

*\*If 160 or greater, see CE Manual for guidance.*

*Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.*

Based on the desktop review, site visits on June 3, 4, 6, 2019, September 5, 2019, and April 1, 2022, by RQAW, the aerial map of the project area (Appendix B, pages B6 to B53) the project will convert 1.91 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on April 19, 2021, to the NRCS. Coordination with NRCS resulted in a score of 132 on the NRCS CPA 106 Form (Appendix C, pages C17 and C18). The NRCS CPA 106 Form indicates that 3 acres of farmland will be converted, however it has since been determined that only 1.91 acres of farmland will be converted based on refined ROW amounts since early coordination was conducted. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without re-evaluating impacts to prime farmland.

### SECTION D – CULTURAL RESOURCES

<b>Minor Projects PA</b>	<b>Category(ies) and Type(s)</b> <input type="text" value="A-9, B-1, B-3, B-9"/>	<b>INDOT Approval Date(s)</b> <input type="text" value="May 23, 2022"/>	<b>N/A</b> <input type="text"/>
<b>Full 106 Effect Finding</b>	No Historic Properties Affected <input type="checkbox"/>	No Adverse Effect <input type="checkbox"/>	Adverse Effect <input type="checkbox"/>
<b>Eligible and/or Listed Resources Present</b>	NRHP Building/Site/District(s) <input type="checkbox"/>	Archaeology <input type="checkbox"/>	NRHP Bridge(s) <input type="checkbox"/>

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**Documentation Prepared** (mark all that apply)

- APE, Eligibility and Effect Determination 800.11 Documentation
- Historic Properties Report or Short Report
- Archaeological Records Check and Assessment
- Archaeological Phase Ia Survey Report
- Archaeological Phase Ic Survey Report
- Other:

**ESD Approval Date(s)**

**SHPO Approval Date(s)**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	February 18, 2021	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**MOA Signature Dates** (List all signatories)

Memorandum of Agreement (MOA)

<input type="checkbox"/>	<input style="width: 100%;" type="text"/>
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*If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.*

On May 23, 2022, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category A, Type 9; and Category B, Types 1, 3, and 9 under the Minor Projects Programmatic Agreement, (Appendix D, pages D1 to D11).

**Category A, Type 9:** Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

**Category B, Type 1:** Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking.

**Category B, Type 3:** Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening.

**Category B, Type 9:** Installation, replacement, repair, lining, or extension of culverts and other drainage structures.

Please refer to Appendix D, pages D5 to D7 to see how the above listed Category B types meet both Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources.

In addition, please note that there is one Indiana Historic Site and Structures Inventory (IHSSI) property, Eminence High School, that is listed as a "notable" property adjacent to the project area. Please refer to the below *Section 4(f) Resources/ Section 6(f) Resources* section of this CE document for more details.

**Phase 1a Archaeological Report**

An archaeological record check and Phase 1a field reconnaissance (Bundy et al 2020) was conducted by CRA personnel who meet the Secretary of Interior's Professional Qualification Standards as per 36 Code of Federal Regulations (CFR) Part 61. The records check identified four previously recorded sites within or adjacent to the project area but only three yielded cultural materials. The remaining fourth site that was previously recorded was not found within or adjacent to the project area, although it was in an area with excellent visibility. Seven new previously unrecorded sites were found during the field reconnaissance, but all seven demonstrated low archaeological information potential and poor integrity. Therefore, they are recommended not eligible for listing in the National Register of Historic Places (NRHP). No further archaeological work was recommended. The report has been reviewed by INDOT CRO personnel who meet the Secretary of Interior's Professional Qualification Standards as per 36 CFR Part 61. INDOT CRO staff deemed the report to be acceptable and concurred with the evaluations and recommendations made in it. Therefore, there are no archaeological concerns with this project as long as all sites are marked for avoidance by all ground-disturbing activities during construction, labeled on the plans as "Environmental Sensitive Area-Do Not Disturb", and the scope of the project does not change. Please refer to Appendix D, pages D13 to D15 for a copy of all applicable pages of the Archaeology Report.

Since this project falls under the MPPA, INDOT and FHWA Section 106 obligations have been met and no additional actions are needed at this time.

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

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
<b>Parks and Other Recreational Land</b>			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Wildlife and Waterfowl Refuges</b>			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Historic Properties</b>			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Evaluations Prepared</u></b>			
Programmatic Section 4(f)	<input type="checkbox"/>		
“De minimis” Impact	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

*Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.*

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.

Based on a desktop review, the aerial maps of the project area (Appendix B, pages B6 to B53), and the RFI report (Appendix E, pages E1 to E28), there are six potential Section 4(f) resources located within the 0.5 mile search radius. According to additional research, and by the site visits on June 3, 4, 6, September 5, 2019, and April 1, 2022, by RQAW, there are two potential Section 4(f) resources adjacent to the project area. Of these two potential Section 4(f) resources, one is a school (Historic Eminence High School) and one is a trail segment that belongs to the Eminence Community School (Eminence Schools and Ballfields Pathway).

Please note that the project area used for the RFI, which included additional potential Section 4(f) resources, such as the track facility associated with the Monrovia Jr-Sr. High School, has since been reduced. The track facility at the Monrovia Jr-Sr. High School is no longer adjacent to the project area. Based on the refined project area, this potential Section 4(f) resource is located 0.05 mile outside the project area. Therefore, this potential Section 4(f) resource was not evaluated any further, as no use would occur.

**Historic Eminence High School**  
Please note that the RFI refers to this property as the Eminence Elementary School and High School; however, the Historic Eminence High School is a “notable” IHSSI property. As Eminence High School may be an NRHP-eligible historic building in close proximity to the project, an evaluation for use of this potential Section 4(f) resource was conducted. The Eminence High School and Elementary School are adjacent to the project area, but the Elementary school is not considered a Section 4(f) resource as it is not a NRHP eligible property. Although the Eminence High School is directly adjacent to the project area, there will be no direct or indirect impacts to this property as the construction limits will remain inside the existing ROW, as shown on the project plans in Appendix B,

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page B145. The project will not use this resource by taking permanent right of way and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, no Section 4(f) use is expected.

**Eminence Schools and Ballfields Pathway**

This trail segment is actually located 0.07 mile west of the project area behind the Eminence Elementary School and High School. However, access to this trail is adjacent to the project area via an unnamed access drive to the south of the Eminence Elementary School. This trail will not be directly or indirectly impacted by the project as access to the school will remain open at all times during construction. As mentioned previously above, the construction limits do not extend onto the property and all work will occur within existing ROW. The project will not use this resource by taking permanent right of way and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no Section 4(f) use is expected.

Coordination occurred with the Eminence Elementary School and High School on April 19, 2021 (Appendix C, pages C1 to C4). No response was received.

**Section 6(f) Involvement**

**Presence**

**Use**

**Section 6(f) Property**

**Yes**

**No**

*Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.*

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

A review of Section 6(f) properties on the INDOT ESD website revealed a total of four properties in Morgan County (Appendix I, page I1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

**SECTION F – Air Quality**

**STIP/TIP and Conformity Status of the Project**

- Is the project in the most current STIP/TIP?
- Is the project located in an MPO Area?
- Is the project in an air quality non-attainment or maintenance area?
- If Yes, then:
  - Is the project in the most current MPO TIP?
  - Is the project exempt from conformity?
- If No, then:
  - Is the project in the Transportation Plan (TP)?
  - Is a hot spot analysis required (CO/PM)?

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

Location in STIP:

Pages 166 and 167 of the FY 2022-2026 STIP

Name of MPO (if applicable):

Indianapolis MPO

Location in TIP (if applicable):

Amendment 22-00 in the 2022-2025 TIP approved on 9-20-2021

Level of MSAT Analysis required?

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

*Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is*



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located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

This project is included in the Fiscal Year (FY) 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H, pages H1 to H2). This project is also located within the Indianapolis Metropolitan Planning Organization (IMPO) and is required to be in the Transportation Improvement Program (TIP). This project is currently listed in the 2022-2025 TIP under amendment 22-00, which was approved on September 20, 2021 (Appendix H, pages H3 to H4).

This project is located in Morgan County, which is currently listed as a maintenance area for Ozone to the Environmental Protection Agency (EPA) Green Book website (<https://www.epa.gov/green-book>). This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

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.

### SECTION G - NOISE

**Noise**

Yes      No

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

Date Noise Analysis was approved/technically sufficient by INDOT ESD: \_\_\_\_\_

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the current Indiana Department of Transportation Traffic Noise Analysis Procedure, this action does not require a formal noise analysis.

### SECTION H – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

Yes      No

Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		X
Does the community have an approved transition plan?	X	
If No, are steps being made to advance the community's transition plan?		
Does the project comply with the transition plan? (explain in the discussion below)	X	

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

This project seeks to provide hydraulically adequate structures, provide a smoother driving surface, and increase the pavement life of SR 42 within the project limits. As part of this project, ADA curb ramps within the town limits of Monrovia will be evaluated for ADA compliance and upgraded if determined necessary. Sidewalks will not be replaced or upgraded with this project.

This project is not anticipated to result in substantial impacts to community cohesion because it will not change access to properties within the area or divide existing communities. The project is not expected to impact the surrounding community or cause long-term economic impacts to the surrounding area. Therefore, the project will have minimal or no negative impacts to the community or local economy.

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Morgan County has an approved transition plan "Title VI Implementation Plan" dated 2020. This transition plan can be found at: [Morgan County ADA Transition Plan](#). This project will be conducted in accordance with and will comply with this approved transition plan.

**Public Facilities and Services**

*Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.*

Based on a desktop review, the aerial map of the project area (Appendix B, pages B6 to B53), and the RFI report (Appendix E, pages E1 to E28), there are five religious facilities, five schools, one pipeline, two trails, and eight private/public utilities located within the 0.5 mile of the project. One religious facility, two schools, one pipeline, and eight private/public utilities were confirmed present during the site visits on June 3, 4, 6, 2019, September 5, 2019, and April 1, 2022 by RQAW, and the project plans (Appendix B, pages B123 to B207). The Mt. Tabor Christian Church, Eminence Baptist Church, Eminence Elementary and Eminence High School, Indiana Farm Bureau Cooperative Association pipeline, Citizens Energy Group Gas lines, Endeavor Communication telephone, Indianapolis Power and Light, Town of Monrovia sewer, Morgan County Water, Newwave Communication fiber, Hendricks Power Electric, and TDS Telecom communication lines all exist within the project area.

Please note that the project area used for the RFI included additional public facilities, such as Monrovia Junior High School and Monrovia High School. However, the project area has since been reduced, and both schools are no longer adjacent to the project area. Based on the refined project area, the schools are located 0.21 mile southeast outside the project area. Therefore, impacts are not expected.

Coordination occurred with the Eminence Consolidated School Corporation and the Monroe-Gregg School District on April 19, 2021 (Appendix C, pages C1 to C4). No response was received.

Coordination occurred with the Eminence Baptist Church and the Mt. Tabor Christian Church on August 5, 2021 (Appendix C, pages C1 to C4). No response was received.

The coordination response from INDOT Aviation on April 23, 2021, states that there are no issues with any surrounding airspace or public-use airports (Appendix C, page C16). The designer has confirmed that no object will exceed 200 feet in height during construction; therefore, no further coordination or FAA permits are required.

Utility coordination concerning the pipeline and public/private utilities will be ongoing as this project advances. The designer has confirmed that coordination with INDOT Utilities and Railroad has occurred, and coordination with the pipeline identified in the RFI is underway. Utility relocations may be required but is not known at this time. If any utility relocations result in any additional environmental impacts that are not assessed in this environmental document, an AI document will need to be prepared. A firm commitment to this effect has been added to the Environmental Commitments section of this CE document.

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

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

*Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.*

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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. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 2.11 acres of permanent right-of-way, but will not require any relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Morgan County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tracts 5104.01 and 5104.02. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the American Community Survey (ACS) 5-year estimates (2018) was obtained from the U.S. Census Bureau's webpage at: <https://data.census.gov/cedsci/> on December 2, 2020, by RQAW. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (2018 ACS 5-Year Estimates)			
	COC-Morgan County Indiana	AC-1 Census Tract 5104.01 Morgan County, Indiana	AC-2 Census Tract 5104.02 Morgan County, Indiana
Percent Minority	3.8%	4.1%	4.7%
125% of COC	4.8%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		<b>No</b>	<b>No</b>
Percent Low-Income	11.3%	4.1%	9.7%
125% of COC	14.1%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		<b>No</b>	<b>No</b>

AC-1, Census Tract 5104.01 has a percent minority of 4.1% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 5104.02 has a percent minority of 4.7% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain minority populations of EJ concern.

AC-1, Census Tract 5104.01 has a percent low-income of 4.1% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 5104.02 has a percent low-income of 9.7% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain low-income populations of EJ concern.

**Conclusion**

The census data sheets, map, and calculations can be found in Appendix I, pages I9 to I13. No further environmental justice analysis is warranted.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
Is a BIS or CSRS required?

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

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

*Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.*

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

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County   Morgan  

Route       SR 42      

Des. No.       Lead Des. No. 1601075      

## SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

- Red Flag Investigation (RFI)
- Phase I Environmental Site Assessment (Phase I ESA)
- Phase II Environmental Site Assessment (Phase II ESA)
- Design/Specifications for Remediation required?

**Documentation**

X

Date RFI concurrence by INDOT SAM (if applicable):   May 12, 2021  

*Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.*

Based on a review of GIS and available public records, an RFI was completed by RQAW and concurred by INDOT Site Assessment & Management (SAM) on May 12, 2021. Two (2) State Cleanup sites, five (5) underground storage tanks (USTs), eight (8) leaking underground storage tanks (LUSTs), three (3) National Pollutant Discharge Elimination System (NPDES) facilities, one (1) NPDES pipe location, and one (1) Notice of Contamination site are located within 0.5 mile of the project area. There is one (1) NPDES facility, one (1) LUST site, and one (1) State Cleanup site that could affect the project area.

**NPDES Facilities:**

Eminence Community School Corporation is located adjacent to the west of the southern portion of the project area. The permit for the NPDES facility expired May 31, 2020. The RFI recommended coordination with Eminence Community School Corporation. An early coordination letter was sent on April 19, 2021 (Appendix C, pages C1 to C4), and no response was received.

**LUST Sites:**

INDOT County Station (Morgan County Station 3+88), SR 42 and Water Street (AI ID 42321), is located adjacent to the eastern portion of the project area in the southwest quadrant of the SR 42 and Water Street intersection. According to the No Further Action (NFA) Determination Pursuant to Remediation Closure Guide issued by IDEM on September 14, 2016, low levels of contamination may remain in the ROW and surrounding area; however, contamination does not appear to extend into the ADA curb ramp construction area. No impact is expected; however, if the depth of excavation extends past 5 feet below ground surface (bgs), then coordination with INDOT SAM will occur.

**State Cleanup Sites:**

High Point Oil Company (also listed as Former High Point Oil Facility), 35 West Main Street (AI ID 42338), is located on the southwest corner of SR 42 and Chestnut Street. According to the NFA Request, dated November 12, 2019, the site was initially developed as a retail fuel facility as early as the mid-1960s. Groundwater and soil contamination remain on the site and extend into the ROW and proposed ADA curb ramp activities. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. An Environmental Restrictive Covenant (ERC) is pending for this site; therefore, coordination will be conducted with IDEM Project Manager before further site activities occur. RQAW coordinated with the IDEM Project Manager for the above State Cleanup Site on June 24, 2022, asking if there are any additional environmental concerns associated with this project as it pertains to the above State Cleanup Site (Appendix E, pages E33 to E34). IDEM responded on June 28, 2022, stating that they have no environmental concerns with the described INDOT project as it pertains to the High Point Oil site (Appendix E, page E32). However, they went on to state that considering the depth to groundwater at the site is roughly 6 feet below the ground surface, workers may experience some petroleum odor when excavating soil during the replacement of the southwest curb ramp at Chestnut Street. They also stated that it is possible certain groundwater monitoring wells may need to be abandoned prior to INDOT construction activities. IDEM went on to provide contact information (Mr. Greg Alfrey, Senior Project Manager at Wilcox Environmental Engineering, [galfrey@wilcoxenv.com](mailto:galfrey@wilcoxenv.com), 317-472-0999) who is the appropriate person to contact if groundwater monitoring wells will be impacted. Wilcox Environmental Engineering provided an additional response on June 28, 2021 stating that Monitoring Well 5 (MW-5) may be impacted as it located on the NE corner of the property (Appendix E, page E35). Wilcox Environmental Engineering also provided a map that depicts the current locations of all onsite monitoring wells (Appendix E, page E36). This information was forwarded to the project designer on June 28, 2022. A firm commitment for the designer and/or contractor to coordinate with Wilcox Environmental Engineering if impacts will occur to monitoring wells has been added to the *Environmental Commitments* section of this CE document.

## Indiana Department of Transportation

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RQAW completed an additional review of GIS layers on May 18, 2022 and found no additional resources that could impact the project. Coordination occurred with INDOT SAM on May 19, 2022 asking if an addendum to the RFI is needed as the RFI is past 1 year old. INDOT SAM concurred on June 2, 2022 that an addendum to the RFI is not warranted (Appendix E, pages E29 to E31).

### Part IV – Permits and Commitments

**PERMITS CHECKLIST**

**Permits** (mark all that apply)

**Likely Required**

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

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Environmental Management (401/Rule 5)**

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Natural Resources**

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

**Mitigation Required**

<b>US Coast Guard Section 9 Bridge Permit</b>	<input type="checkbox"/>
<b>Others (Please discuss in the discussion below)</b>	<input checked="" type="checkbox"/>

*List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."*

According to the Preliminary Permit Determination completed by INDOT EWPO on May 23, 2022, this project will require a USACE 404 Nationwide Permit and IDEM 401 Water Quality Control (WQC) permits for impacts to wetlands and streams. Stream impacts exceed 300 linear feet; therefore, mitigation is anticipated. In addition, this project will require a IDEM Construction Stormwater General Permit (formally known as Rule 5 permit) as impacts to soil will exceed 1 acre.

County drain permits may be required through the Morgan County Surveyor's Office, however, no impacts to county drains are anticipated as all county drains crossings are located at a bridge exemption. The project designer will be responsible for coordinating with the Morgan County Surveyor's Office regarding the need for county drain permits.

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.

It is the responsibility of the project sponsor to identify and obtain all required permits.

## Indiana Department of Transportation

County Morgan

Route SR 42

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### ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

#### Firm:

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 Crawfordsville 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. USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after April 1, 2024, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT, Crawfordsville District)
4. Culverts and bridges over waterways may exhibit evidence of use (i.e. nests) by bird species protected under the Migratory Bird Treaty Act (MBTA). Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. The structure should be inspected for nests during the non-nesting season (September 8 - April 30) immediately prior to construction. Nests without eggs or young should be removed prior to construction during the non-nesting season. Nests may be removed during the nesting season (May 1 - September 7) if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season. Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Migratory Bird Protection USP". (INDOT ESD)
5. If any utility relocations result in any additional environmental impacts that are not assessed in this environmental document, an Additional Information (AI) document will need to be prepared. (INDOT, Crawfordsville District)
6. 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)
7. High Point Oil Company (also listed as Former High Point Oil Facility), 35 West Main Street (AI ID 42338), is located on the southwest corner of SR 42 and Chestnut Street. According to the NFA Request, dated November 12, 2019, the site was initially developed as a retail fuel facility as early as the mid-1960s. Groundwater and soil contamination remain on the site and extend into the ROW and proposed ADA curb ramp activities. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. (INDOT SAM)
8. High Point Oil Company (also listed as Former High Point Oil Facility), 35 West Main Street (AI ID 42338), is located on the southwest corner of SR 42 and Chestnut Street. If impacts to groundwater monitoring wells will occur, the project designer and/or contractor must coordinate with Mr. Greg Alfrey, Senior Project Manager at Wilcox Environmental Engineering, [galfrey@wilcoxenv.com](mailto:galfrey@wilcoxenv.com) or 317-472-0999 to ensure appropriate steps are taken to abandon the groundwater monitoring well(s) in conflict prior to construction activities at the site. (IDEM)
9. INDOT County Station (Morgan County Station 3+88), SR 42 and Water Street (AI ID 42321), is located adjacent to the eastern portion of the project area in the southwest quadrant of the SR 42 and Water Street intersection. According to the NFA Determination Pursuant to Remediation Closure Guide issued by IDEM on September 14, 2016, low levels of contamination may remain in the ROW and surrounding area; however, contamination does not appear to extend into the ADA curb ramp construction area. No impact is expected; however, if the depth of excavation extends past 5 feet bgs, then coordination with INDOT SAM will occur. (INDOT SAM)
10. 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)
11. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
12. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
13. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present (October 1 through March 31), or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS)
14. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS and IDNR-DFW)



## Indiana Department of Transportation

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15. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)

**For Further Consideration:**

1. 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. (USFWS)
2. 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. (USFWS)
3. 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. (USFWS)
4. 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. (USFWS)
5. 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. (USFWS)
6. If box or pipe culverts are used, the bottoms should be buried to a minimum of 6 inches (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2 feet) below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)
7. Any riprap placed at the culvert's outlet should match the outlet/invert elevation at the upstream edge of the riprap apron. Smaller stone and fines should be mixed in to match the existing stream substrate particle distribution and provide impermeability of the riprap apron/substrate so the flow does not percolate through the voids below the riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the lip of the culvert pipe to the streambed. Riprap on the inlet side should have a slope no steeper than 5:1. Natural streambed material should be backfilled within the structure where possible as it can provide refuge for species using the culvert. Natural bed materials such as large cobble and boulders should be placed within the structure (anchored if necessary) to provide flow diversity and roughness/energy dissipation. (IDNR-DFW)
8. Sump depth for a pipe or box culvert should be increased/adjusted to match the structure's design life according to the background rate of bed degradation/downcutting so that the culvert does not become perched long before the culvert requires replacement. Culvert width and gradient should be appropriate for the site conditions so that flows do not scour out material from the culvert. Stream simulation design should be applied with any crossing structure. (IDNR-DFW)
9. Minimize the use of riprap in the channel and use alternative erosion protection materials whenever possible. Bioengineered bank stabilization methods should be used on the bank slopes Riprap can be used as stream bank toe protection and placed from the toe of the bank up to the ordinary high-water mark (ohwm). From the ohwm to the top of the bank, erosion control blankets or turf reinforcement mats should be used. Erosion control blankets, turf reinforcement mats and other similar materials should be seeded with native plants to allow a natural, vegetated stream bank to develop. (IDNR-DFW)
10. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to nonwetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR-DFW)
11. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
12. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
13. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)
14. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction. (IDNR-DFW)

# Lead Designation (Des.) Number 1601075

## SR 42: Pavement Rehabilitation – Morgan County, Indiana

### Appendix A: INDOT Supporting Documentation

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### Appendix B: Graphics

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### Appendix C: Early Coordination

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Indiana Geological and Water Survey (IGWS) Electronic Response .....	C13
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Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW) Response Letter .....	C19
U.S. Fish and Wildlife Service (USFWS) Coordination Response Email .....	C22
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### Appendix D: Section 106 of the National Historic Preservation Act (NHPA)

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Phase IA Archaeological Report ( <i>applicable pages only</i> ).....	D13

### Appendix E: Red Flag Investigation and Hazardous Materials

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IDEM and Wilcox Environmental Engineering HazMat Site Correspondence.....	E32
Groundwater Monitoring Well Location Map .....	E36

### Appendix F: Water Resources

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### Appendix G: Public Involvement

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# Lead Designation (Des.) Number 1601075

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## SR 42: Pavement Rehabilitation – Morgan County, Indiana

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### Appendix H: Air Quality

2022-2026 Statewide Transportation Improvement Program ( <i>relevant pages only</i> ) .....	H1
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Morgan County Rural Water Company Utility Coordination .....	12
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Engineer’s Report ( <i>applicable pages only</i> ) .....	114
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**Categorical Exclusion**

**Appendix A**

**INDOT Supporting Documentation**

## Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts<sup>3</sup></b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit <sup>4</sup>
<b>Wetland Impacts<sup>3</sup></b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
<b>Right-of-way<sup>5</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations<sup>6</sup></b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat) *</b>	“No Effect”, “Not likely to Adversely Affect” (With select AMMs <sup>7</sup> )	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic <sup>8</sup>
<b>Threatened/Endangered Species (Any other species) *</b>	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>9</sup>
<b>Sole Source Aquifer</b>	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Section 4(f) Impacts</b>	None	-	-	-	Any <sup>10</sup>
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>11</sup>
<b>Approval Level</b>	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

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

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

<sup>3</sup> Total permanent impacts to streams (linear feet) and wetlands (acres).

<sup>4</sup> US Army Corps of Engineers Individual 404 Permit

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

<sup>6</sup> If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

<sup>7</sup> Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

<sup>8</sup> 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.

<sup>9</sup> Potential for causing a disproportionately high and adverse impact.

<sup>10</sup> 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.

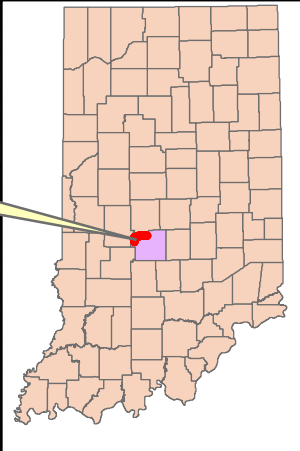
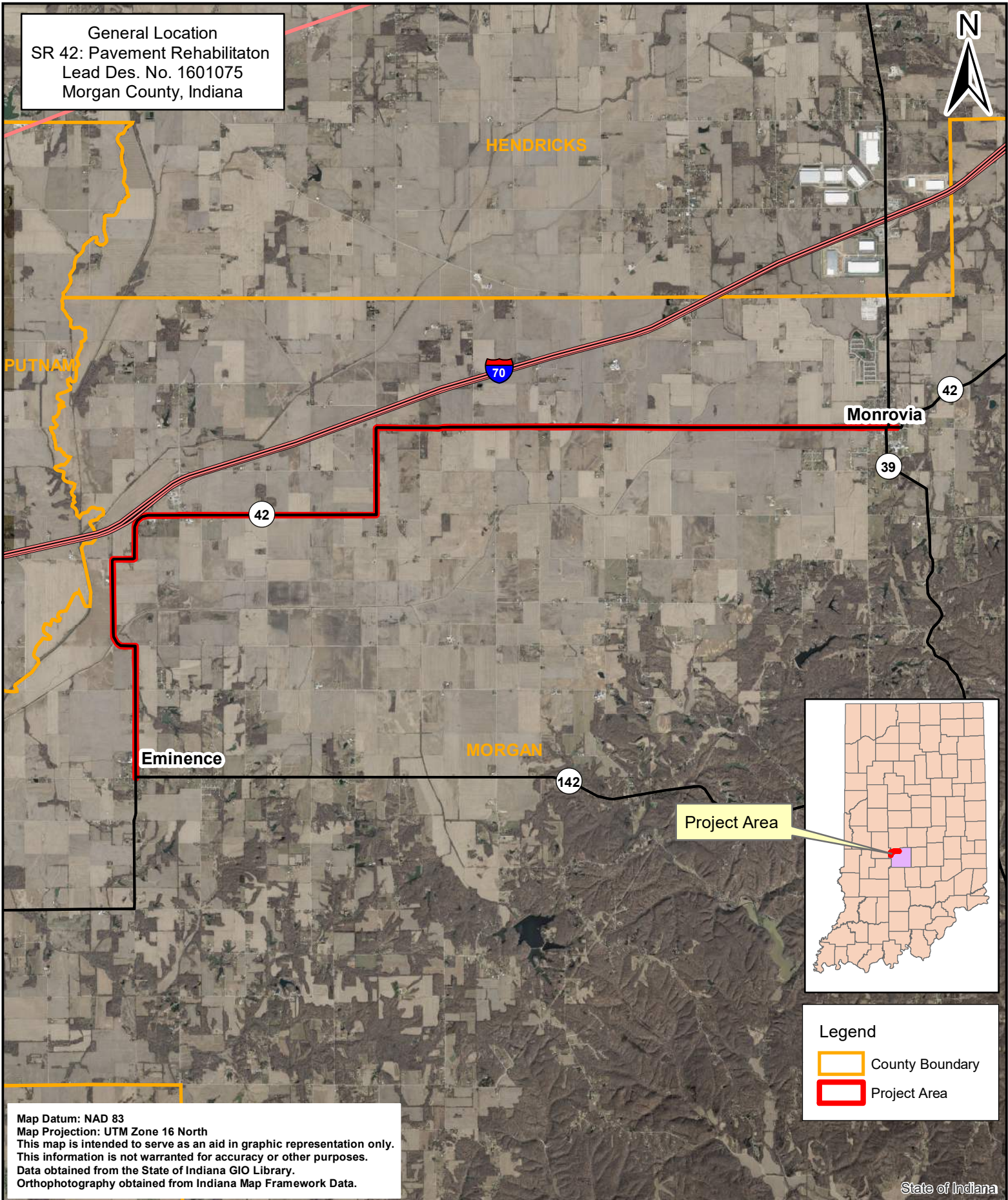
<sup>11</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

**Categorical Exclusion**  
**Appendix B**  
**Graphics**

General Location  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- County Boundary
- Project Area

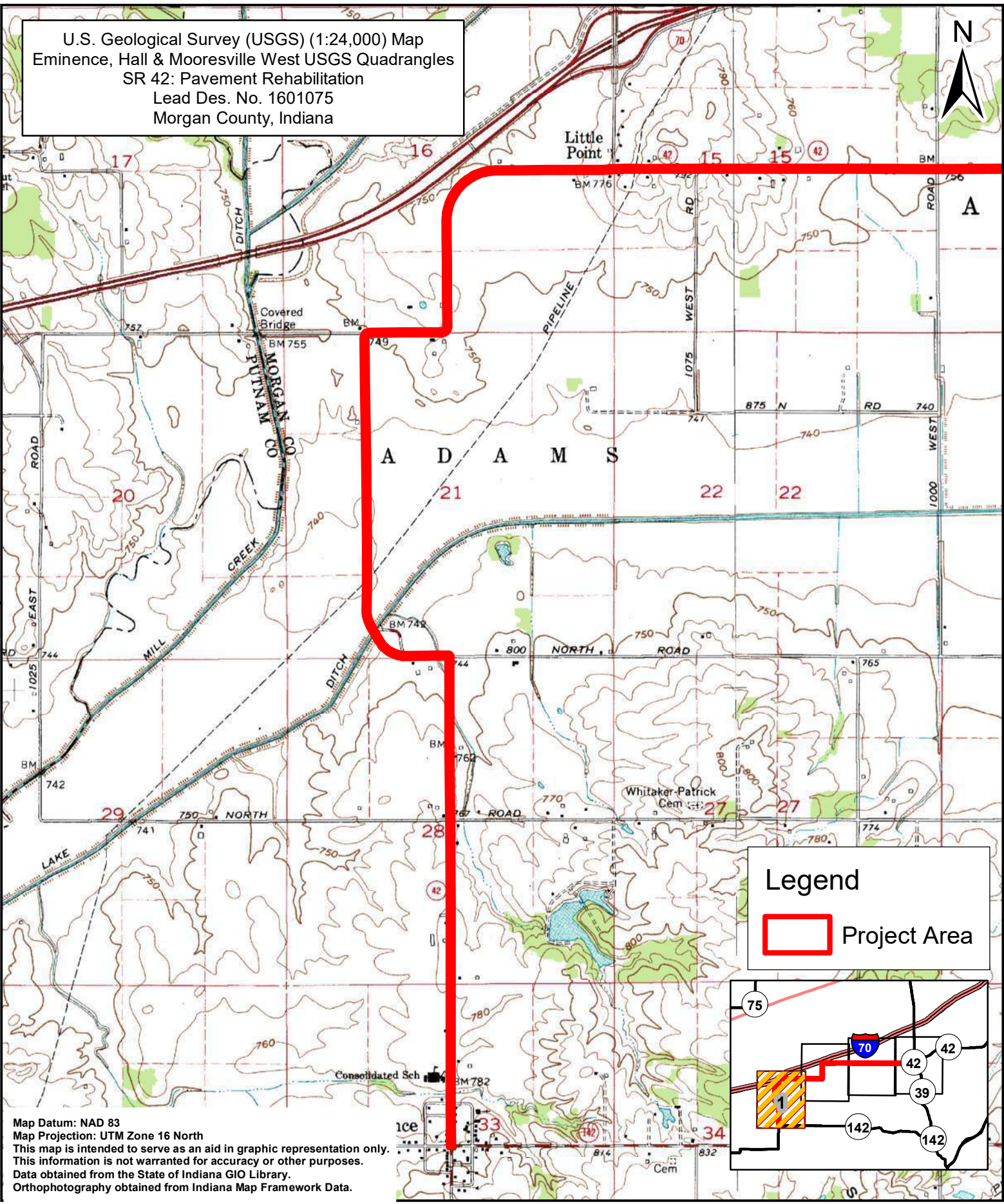
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 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana

	<h2 style="margin: 0;">General Location</h2>	Location: SR 42 Township: Adams and Monroe County: Morgan

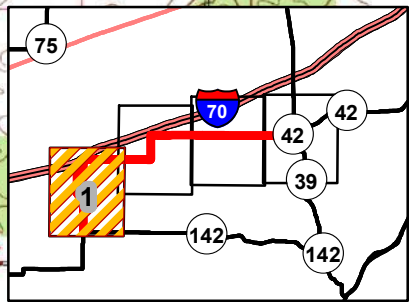


U.S. Geological Survey (USGS) (1:24,000) Map  
 Eminence, Hall & Mooresville West USGS Quadrangles  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

Project Area



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.



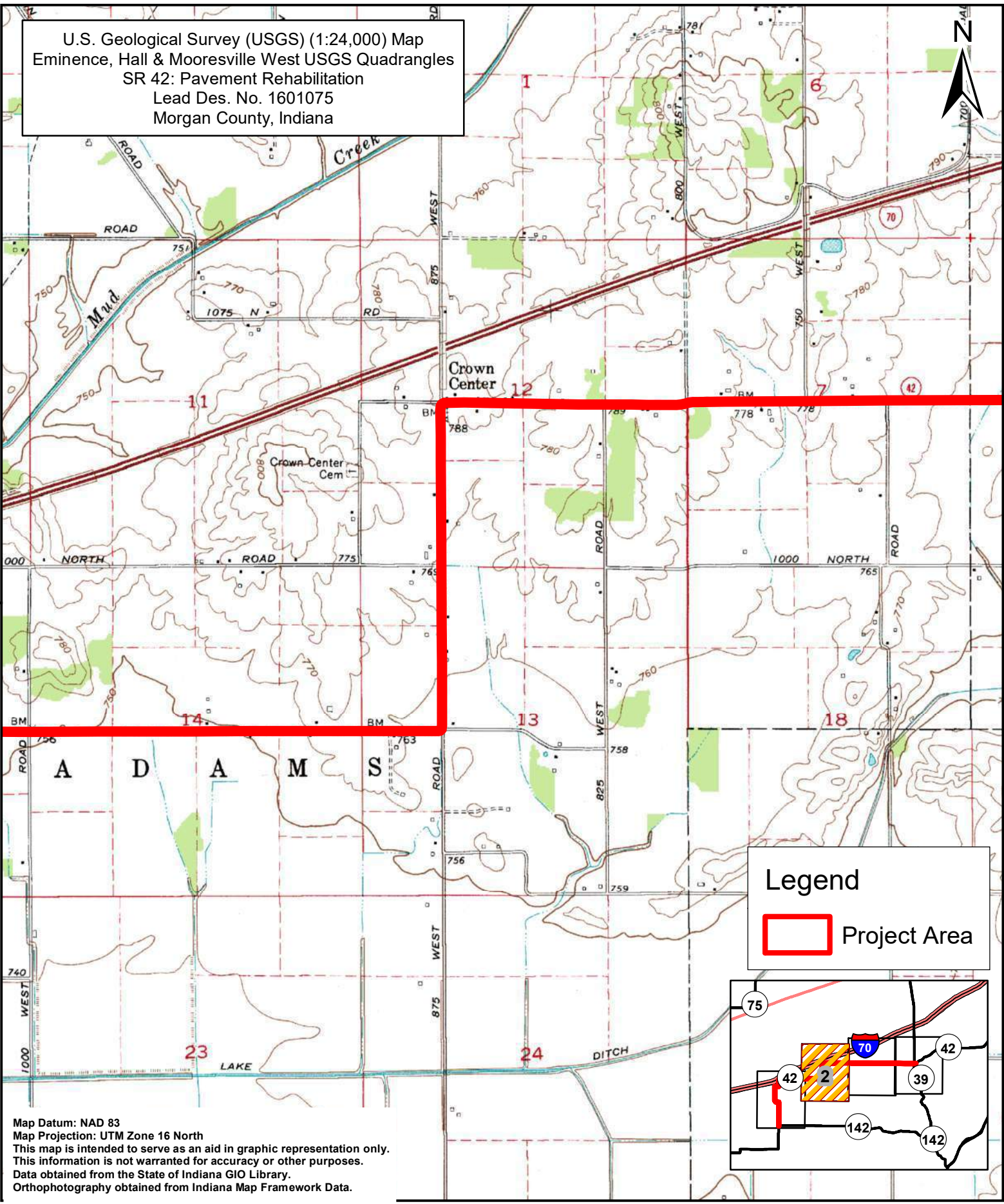
**USGS Topographic Map 1 of 4**

0 1,000 2,000 4,000 Feet

Location: SR 42  
 Township: Adams and Monroe  
 County: Morgan

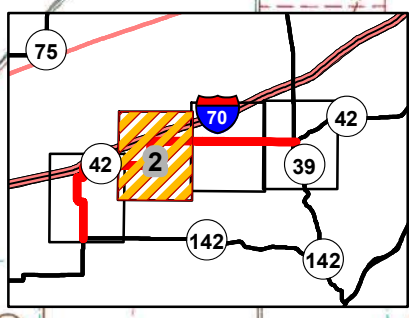


U.S. Geological Survey (USGS) (1:24,000) Map  
 Eminence, Hall & Mooresville West USGS Quadrangles  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

Project Area



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.



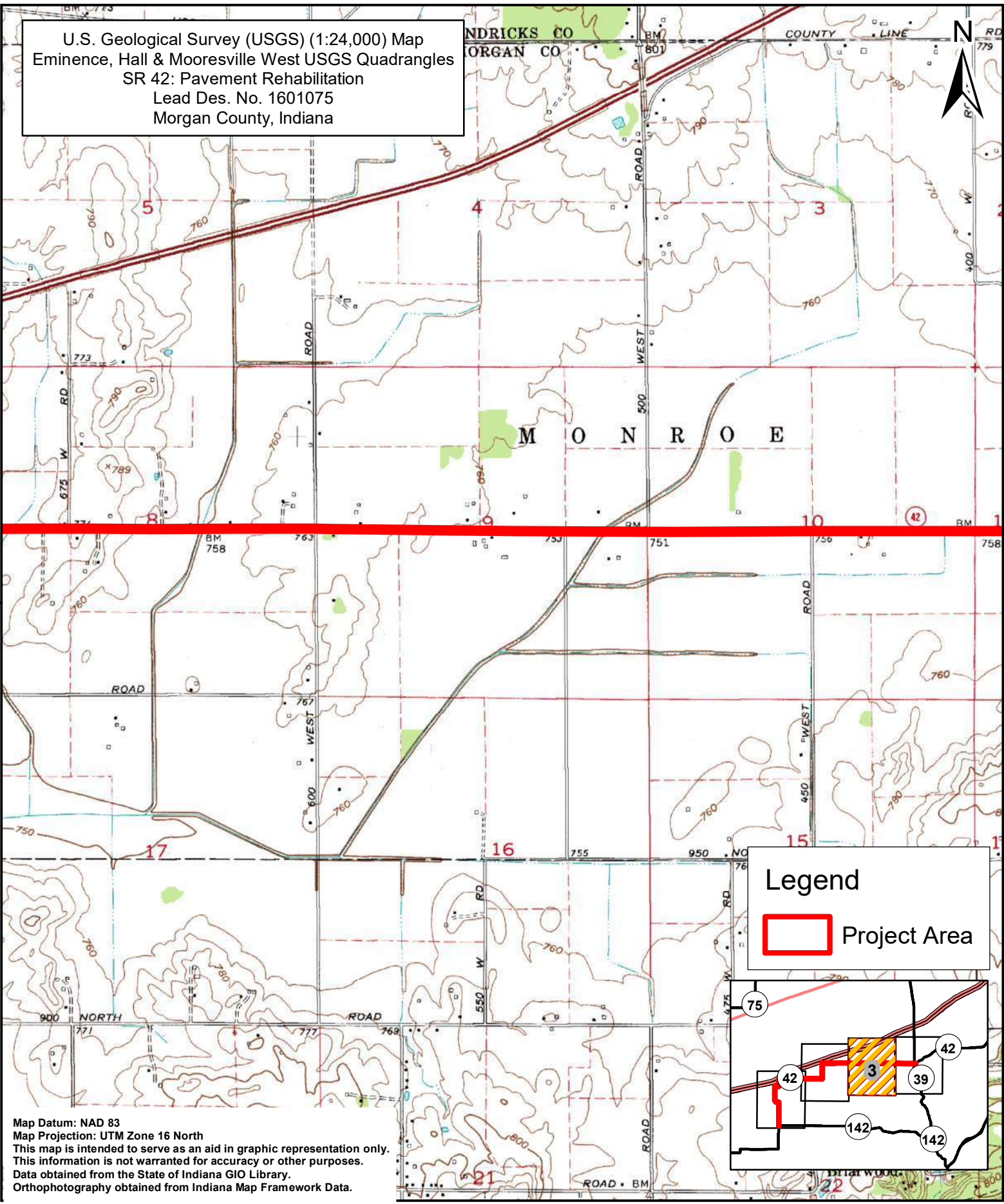
**USGS Topographic Map 2 of 4**

0 1,000 2,000 4,000 Feet

Location: SR 42  
 Township: Adams and Monroe  
 County: Morgan



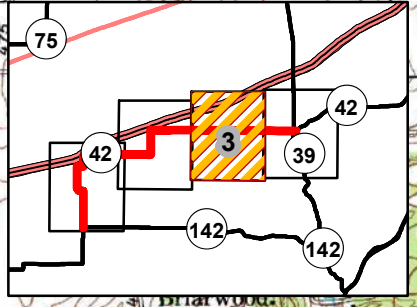
U.S. Geological Survey (USGS) (1:24,000) Map  
 Eminence, Hall & Mooresville West USGS Quadrangles  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

**Legend**

Project Area



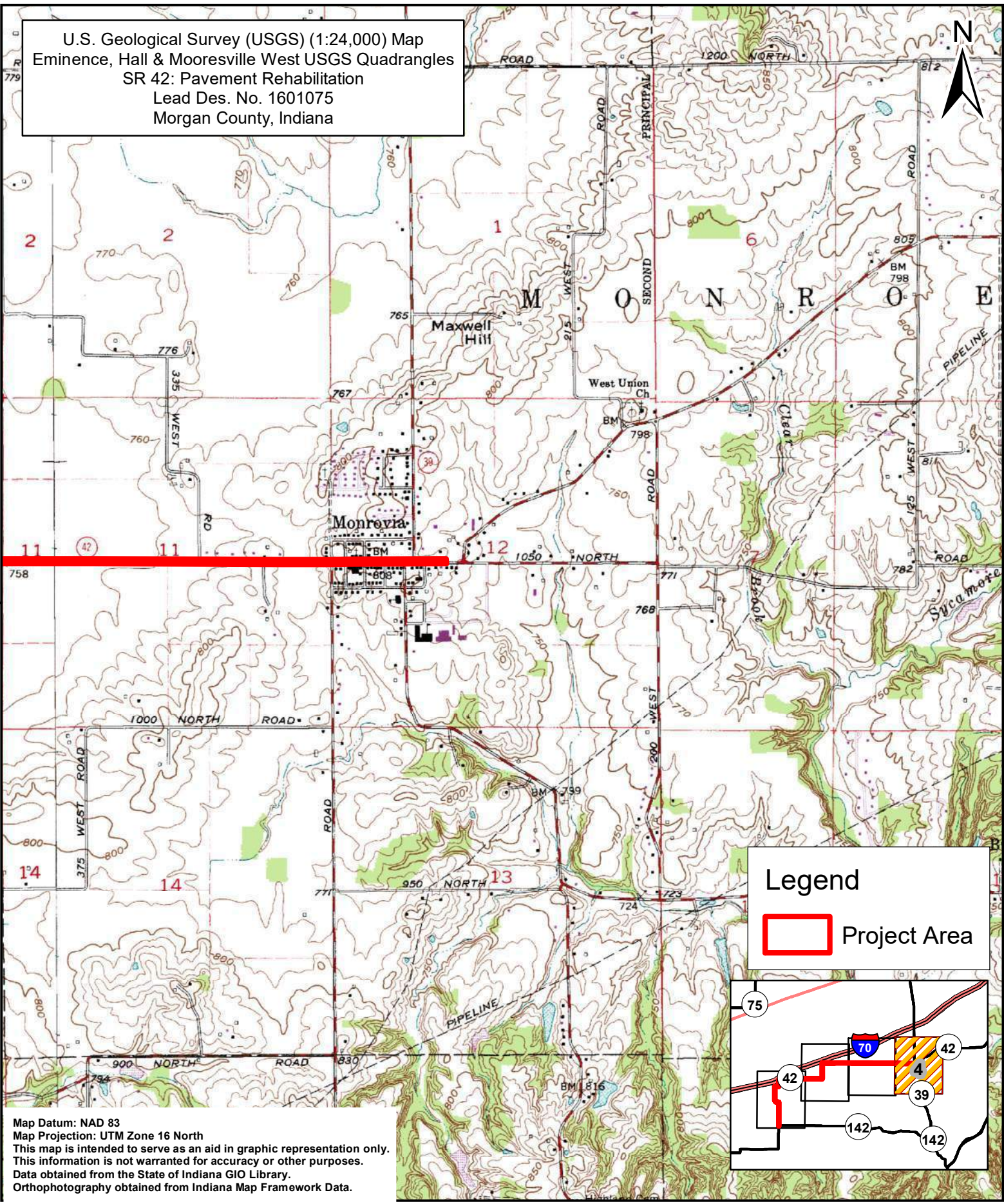
**USGS Topographic Map 3 of 4**

0    1,000    2,000    4,000 Feet

Location: SR 42  
 Township: Adams and Monroe  
 County: Morgan




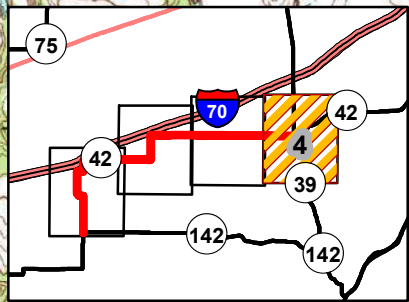
U.S. Geological Survey (USGS) (1:24,000) Map  
 Eminence, Hall & Mooresville West USGS Quadrangles  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

**Legend**

 Project Area



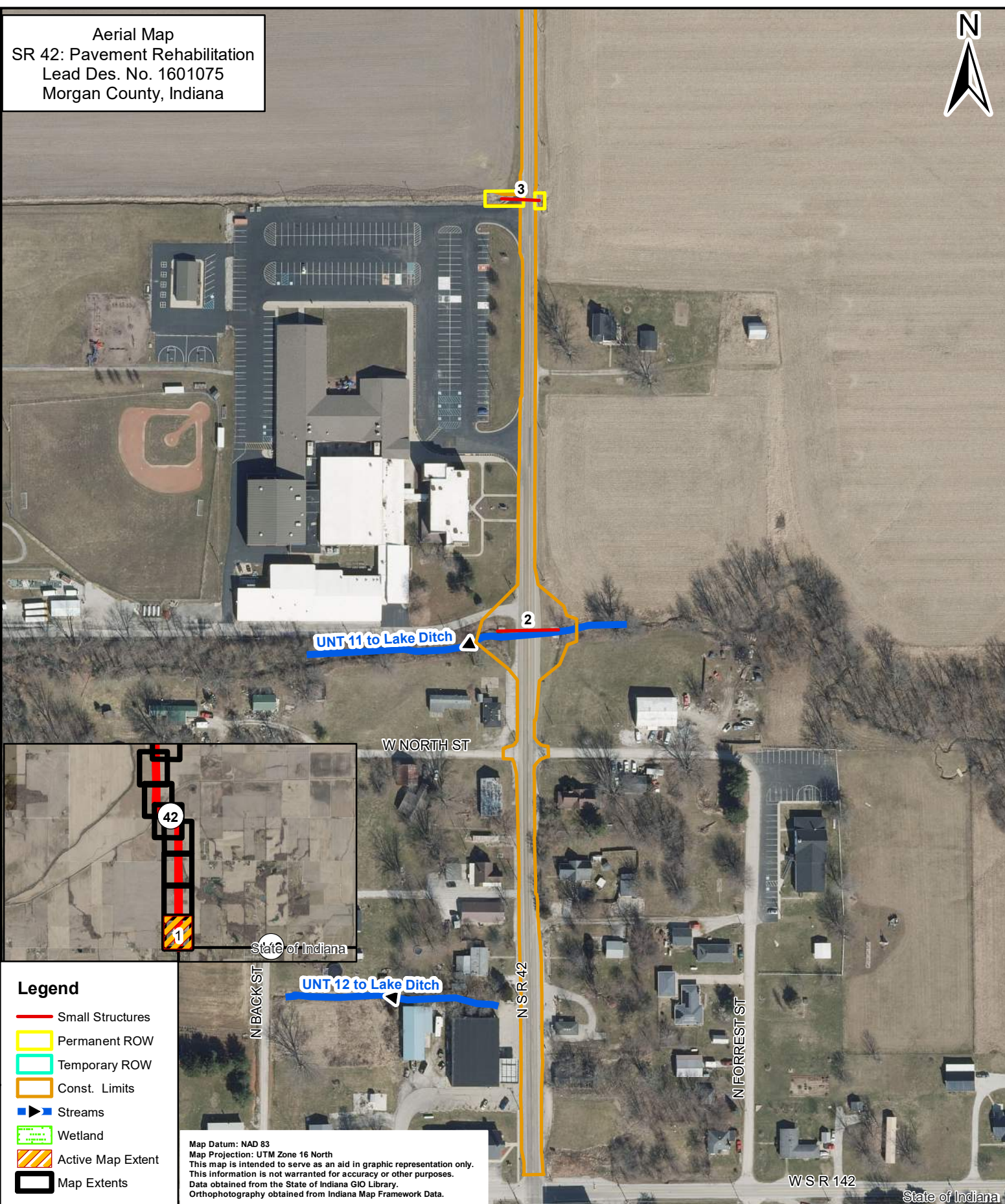
**USGS Topographic Map 4 of 4**

0 1,000 2,000 4,000 Feet

Location: SR 42  
 Township: Adams and Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



UNT 11 to Lake Ditch

W NORTH ST

UNT 12 to Lake Ditch

N BACK ST









N SR 42

N FORREST ST

W SR 142

State of Indiana

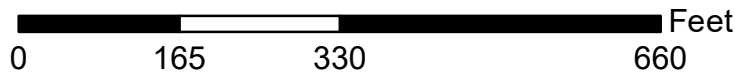
**Legend**

-  Small Structures
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Map Extent
-  Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.



**Aerial Map 1 of 48**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



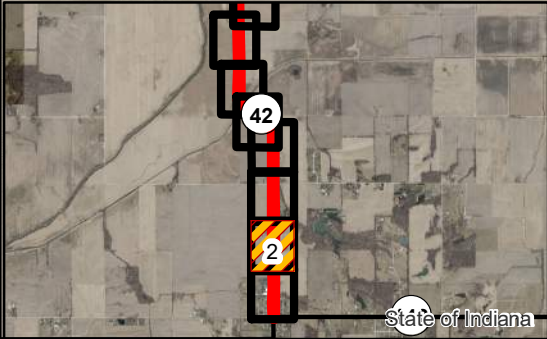
Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana











PAMARA DR

BROCKWIND LN

N SR 42



**Legend**

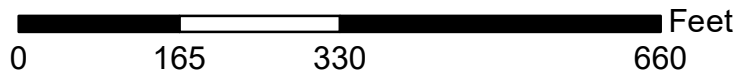
-  Small Structures
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Map Extent
-  Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



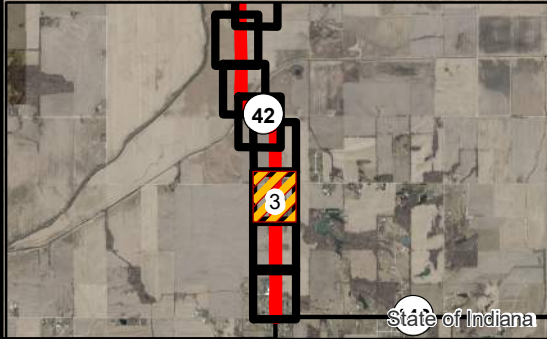
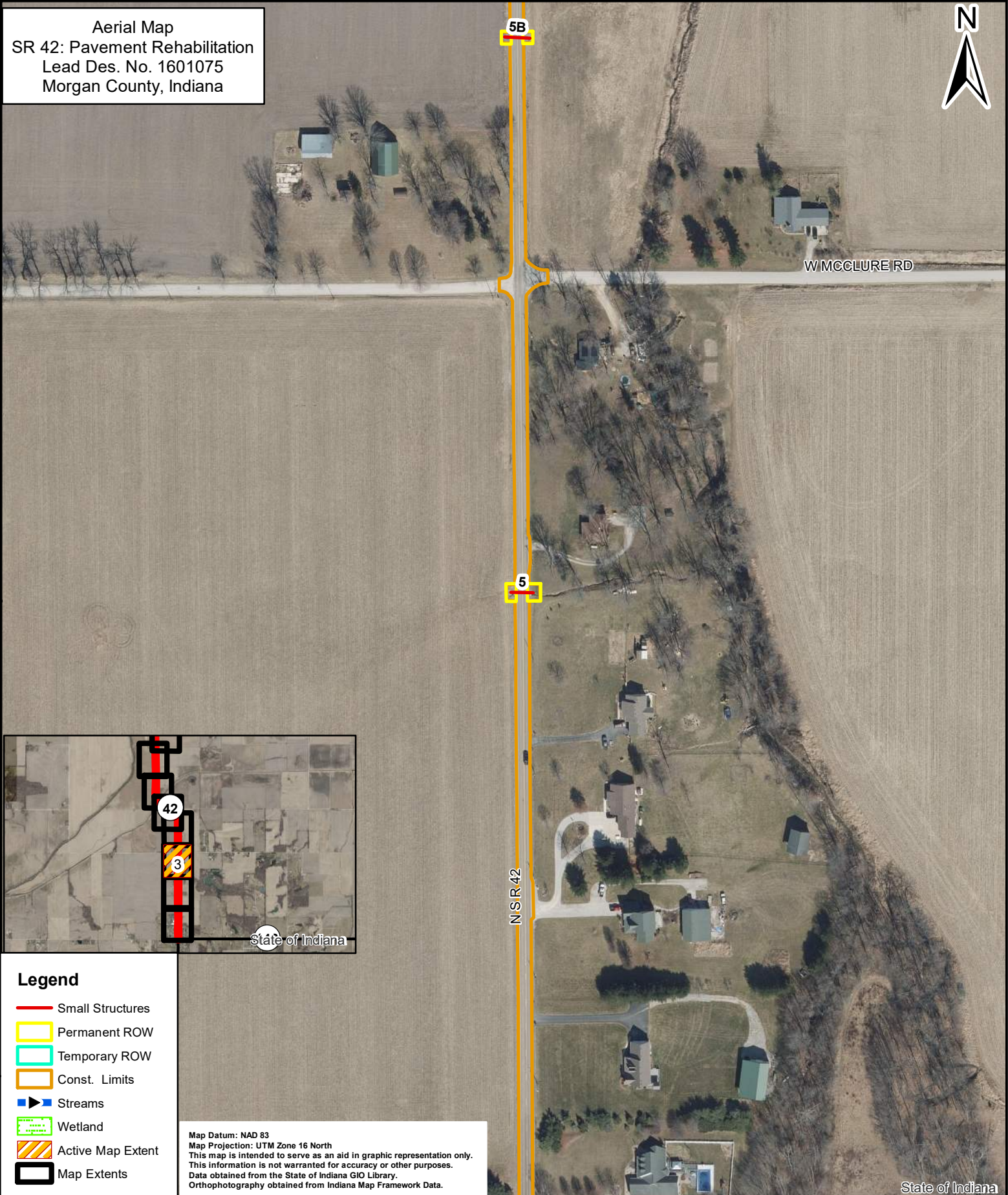
**Aerial Map 2 of 48**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

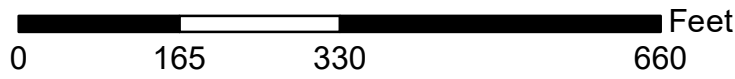
- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



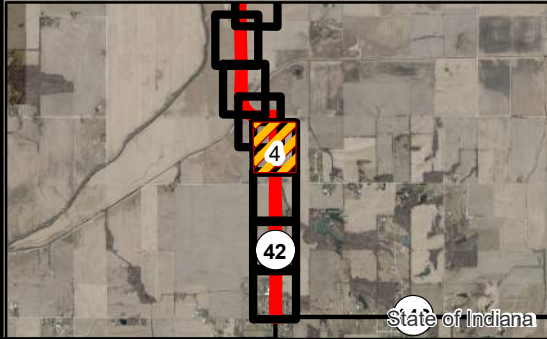
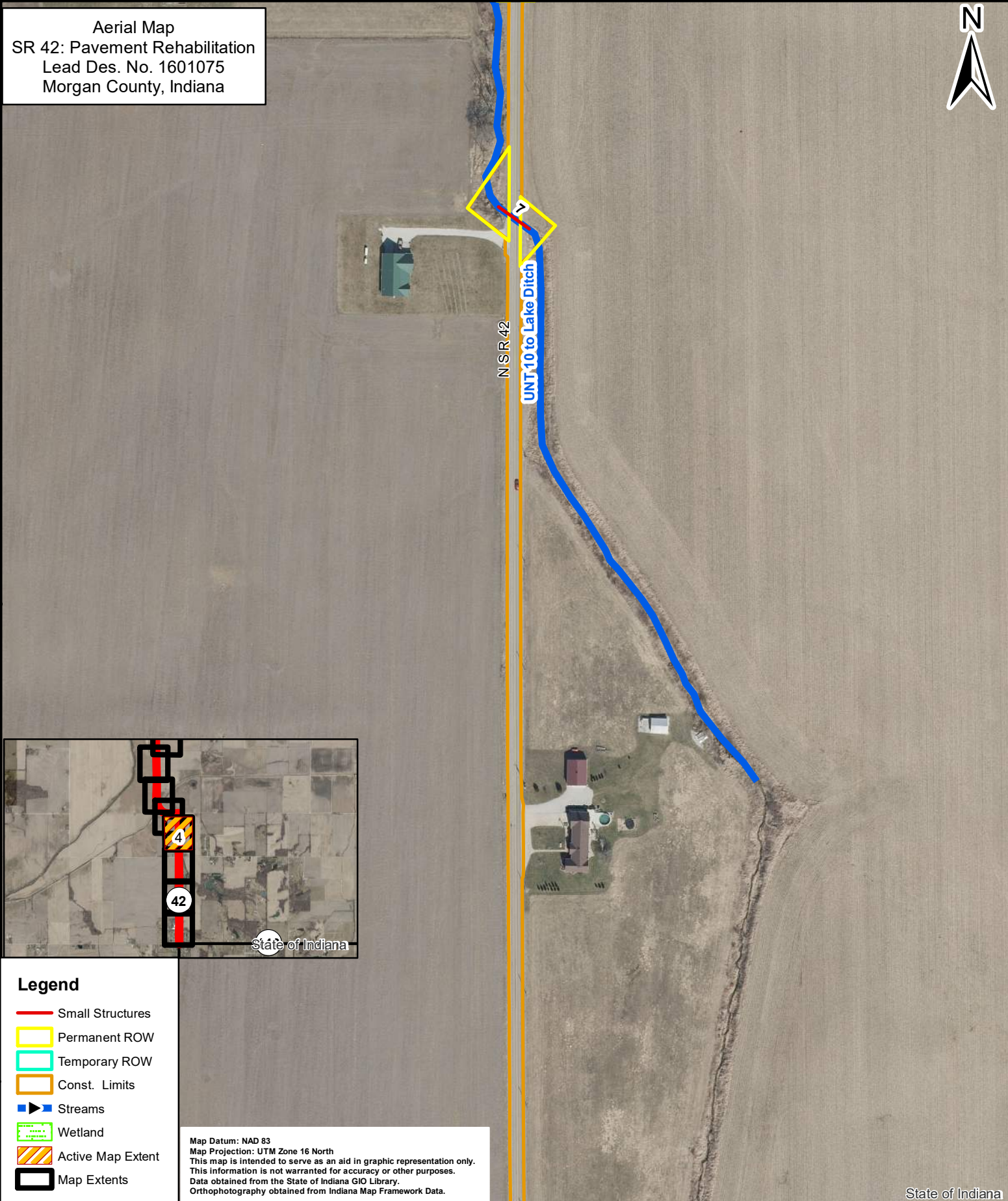
**Aerial Map 3 of 48**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana

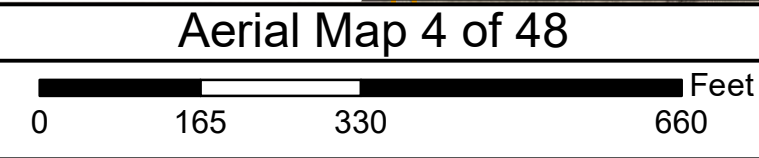


**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

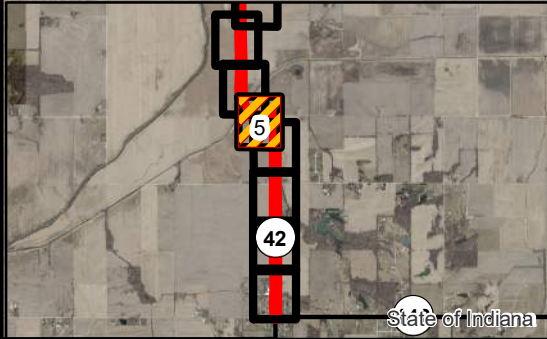
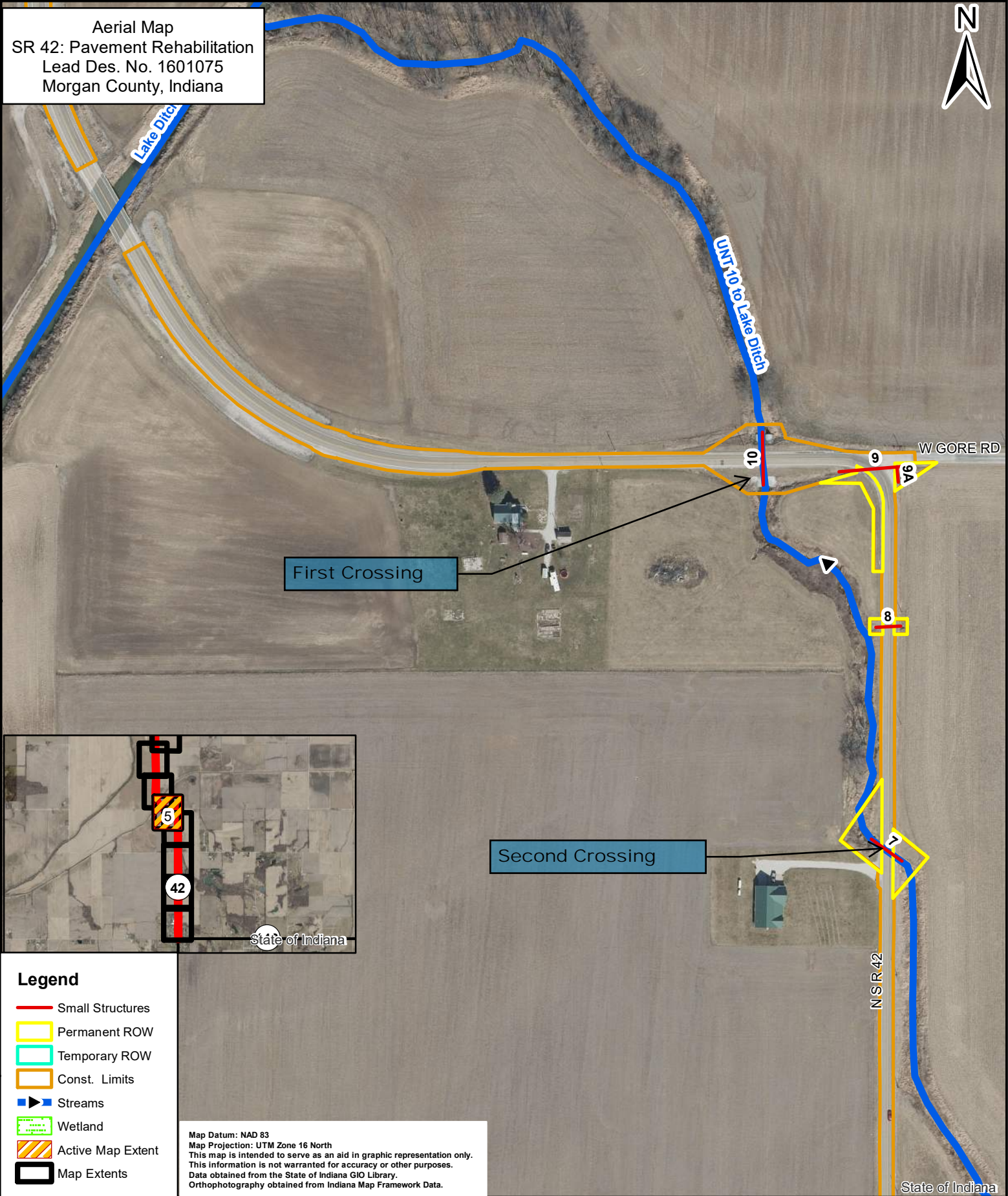
State of Indiana



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



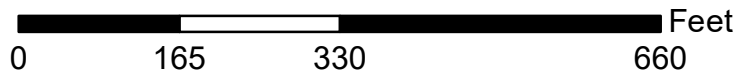
**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.



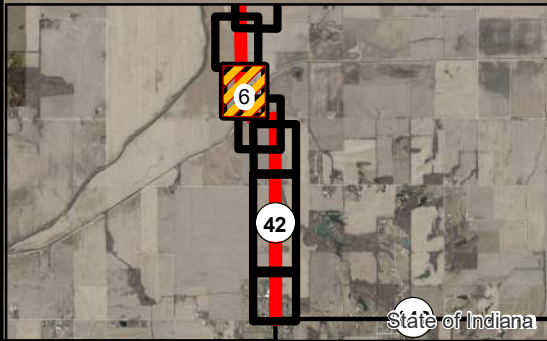
**Aerial Map 5 of 48**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

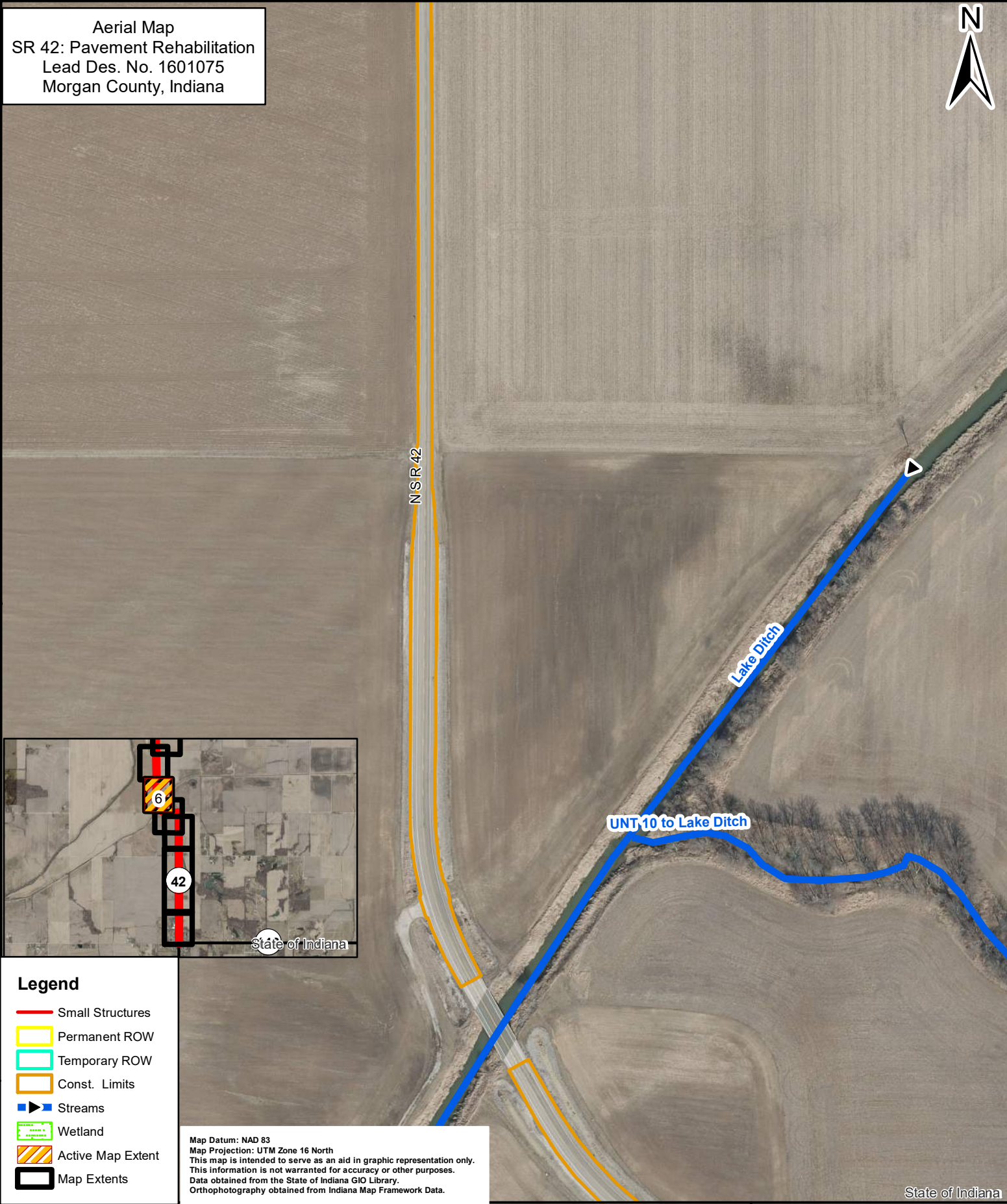


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana

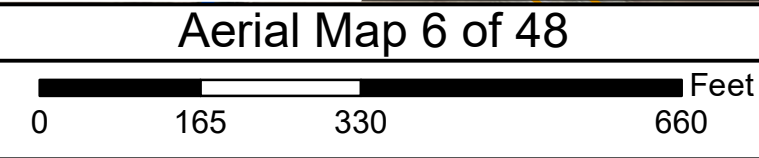


- Legend**
- Small Structures
  - Permanent ROW
  - Temporary ROW
  - Const. Limits
  - ▶ Streams
  - Wetland
  - Active Map Extent
  - Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.



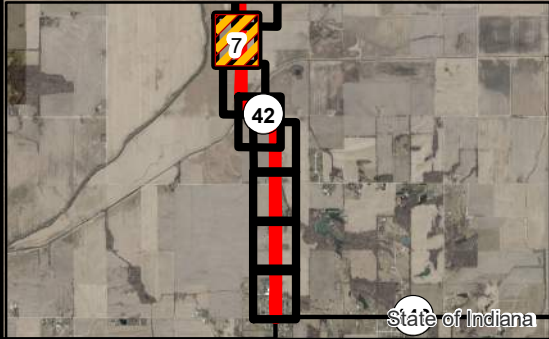
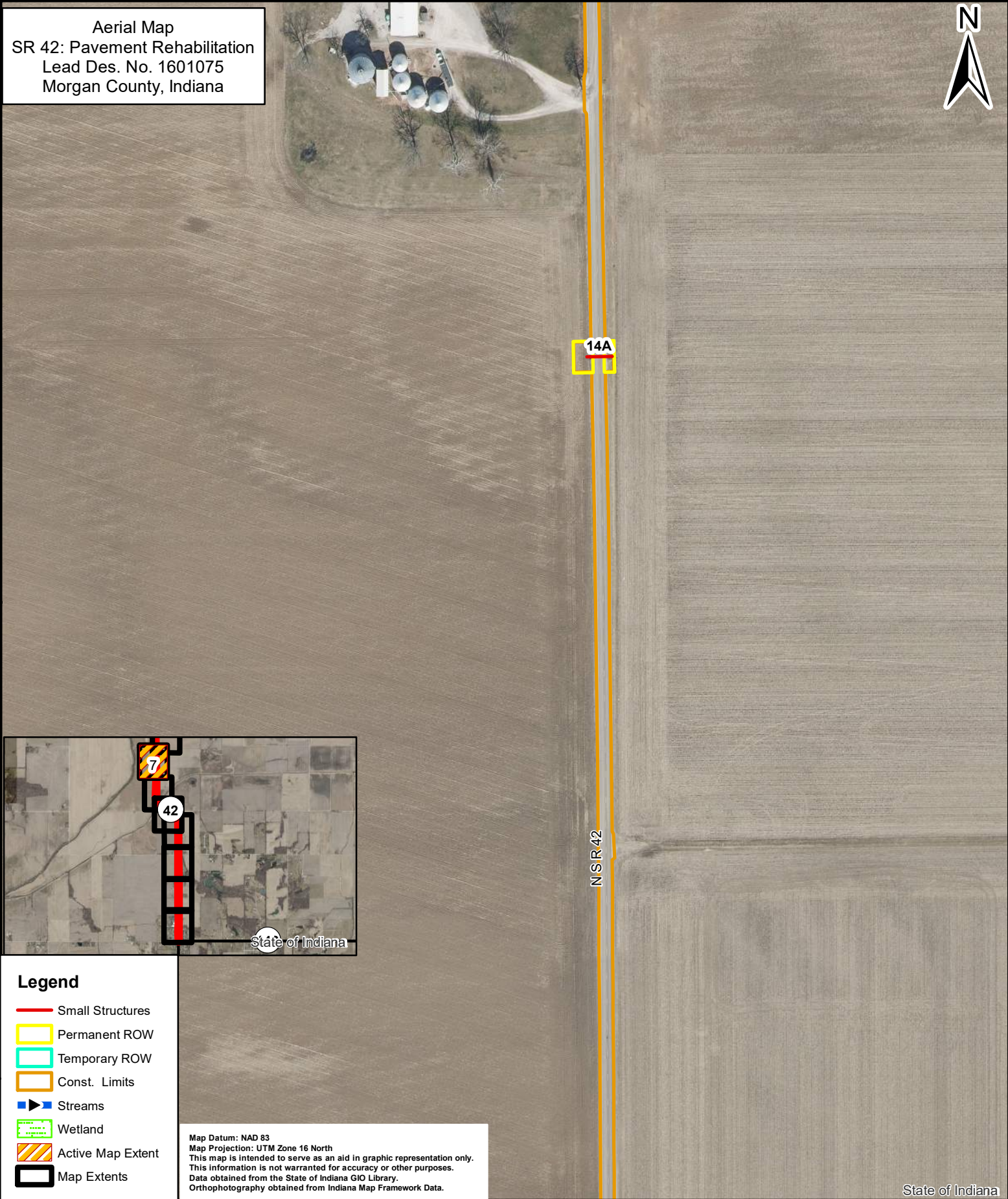
State of Indiana



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

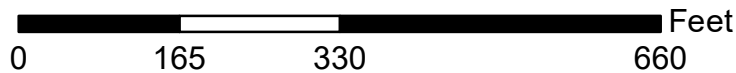
- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Aerial Map 7 of 48**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana






W BELLE UNION RD

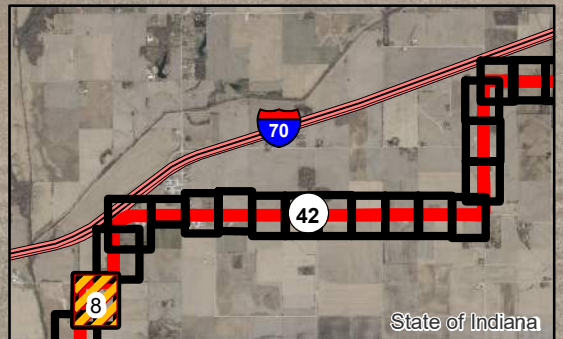
W SR 42

16E

N SR 42

**Legend**

-  Small Structures
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Map Extent
-  Map Extents

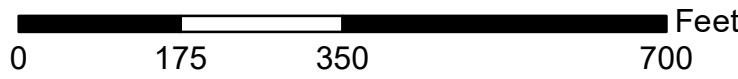


Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Aerial Map 8 of 48**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



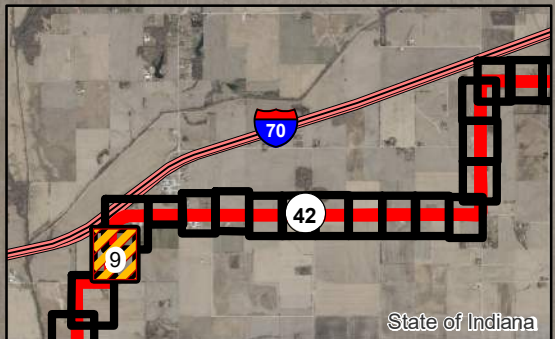
Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



W SR 42

**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

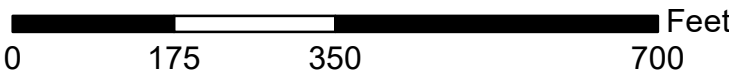


Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



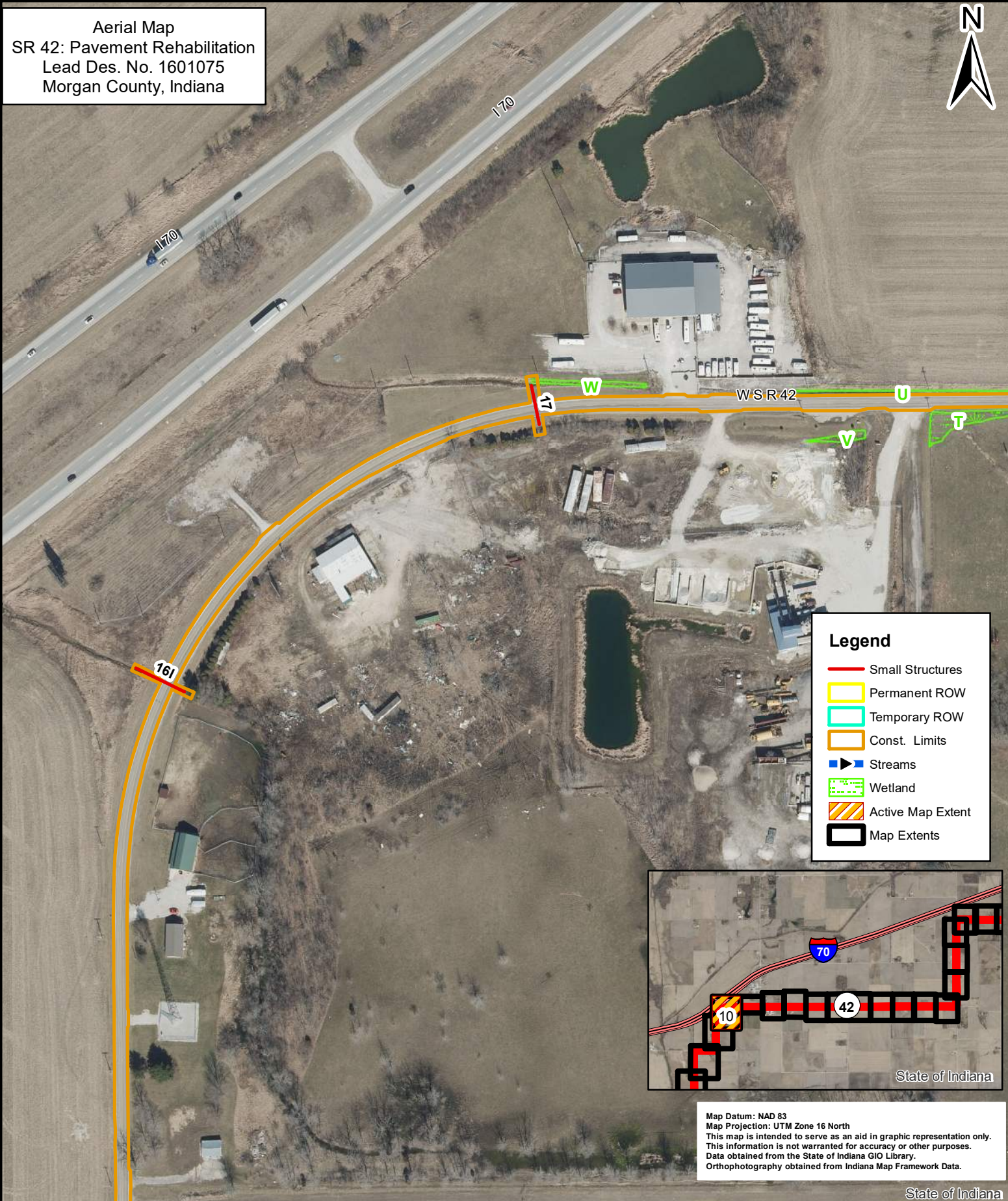
Aerial Map 9 of 48



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

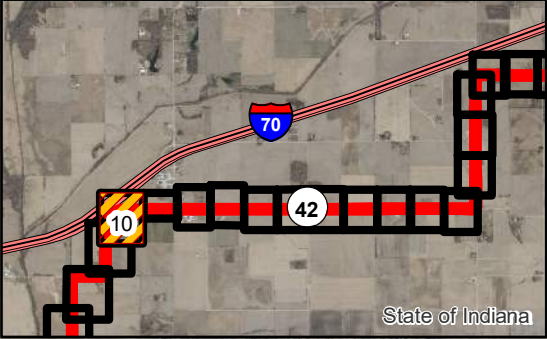


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Aerial Map 10 of 48**

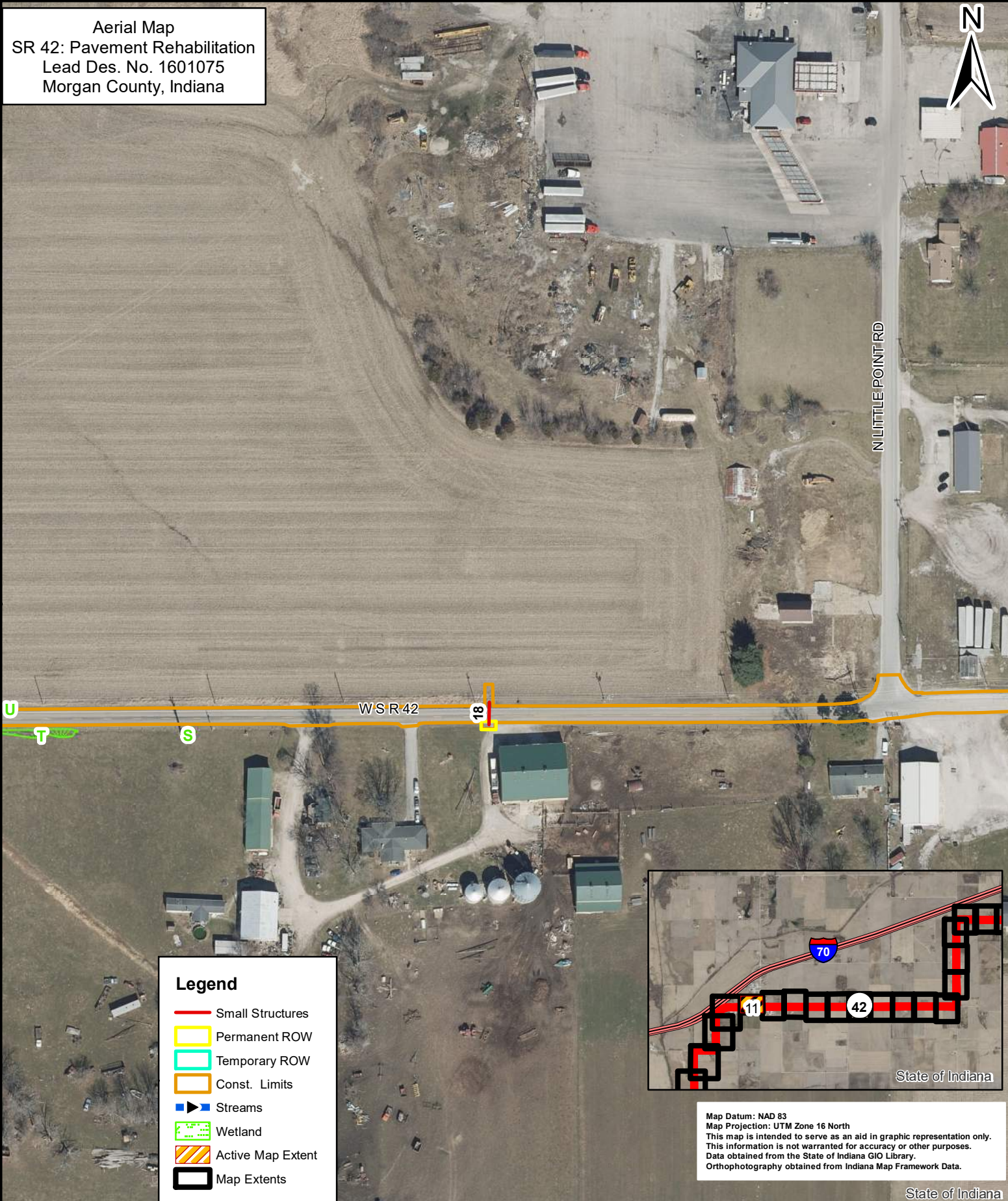
Feet

0      175      350      700

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

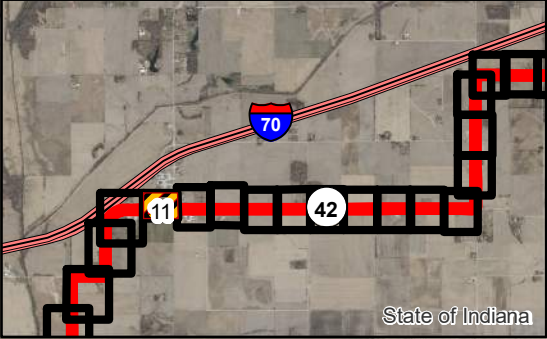


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



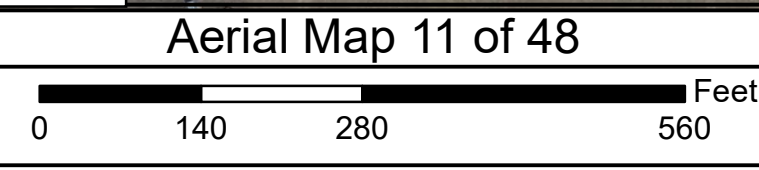
**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

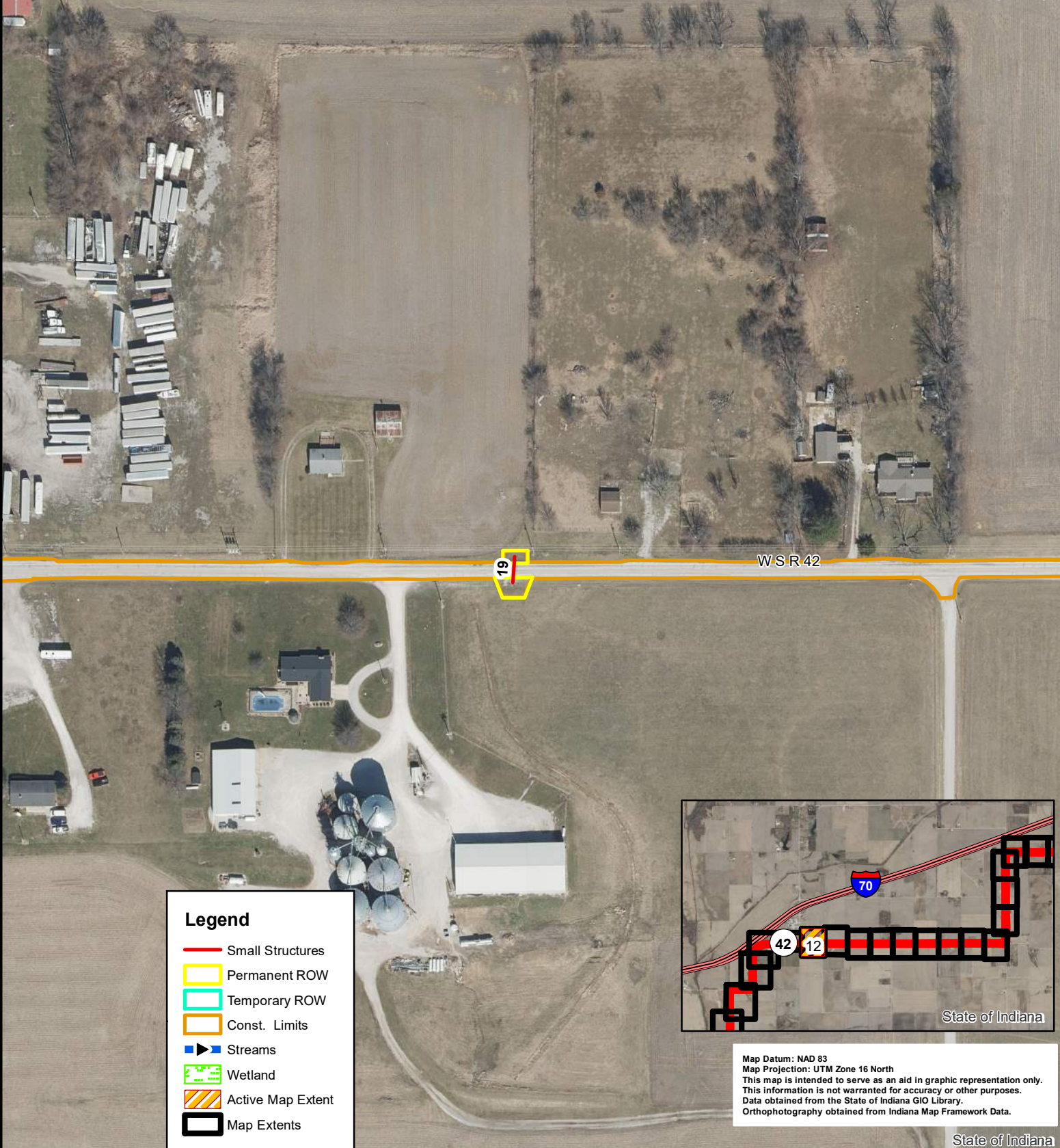
State of Indiana



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

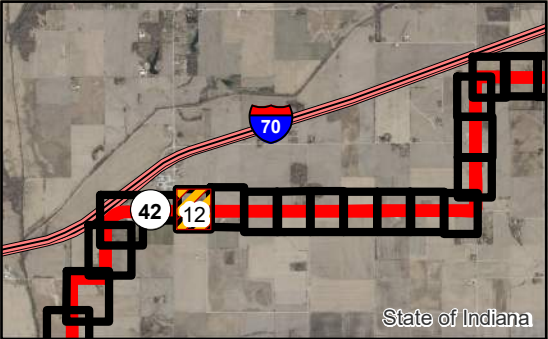


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



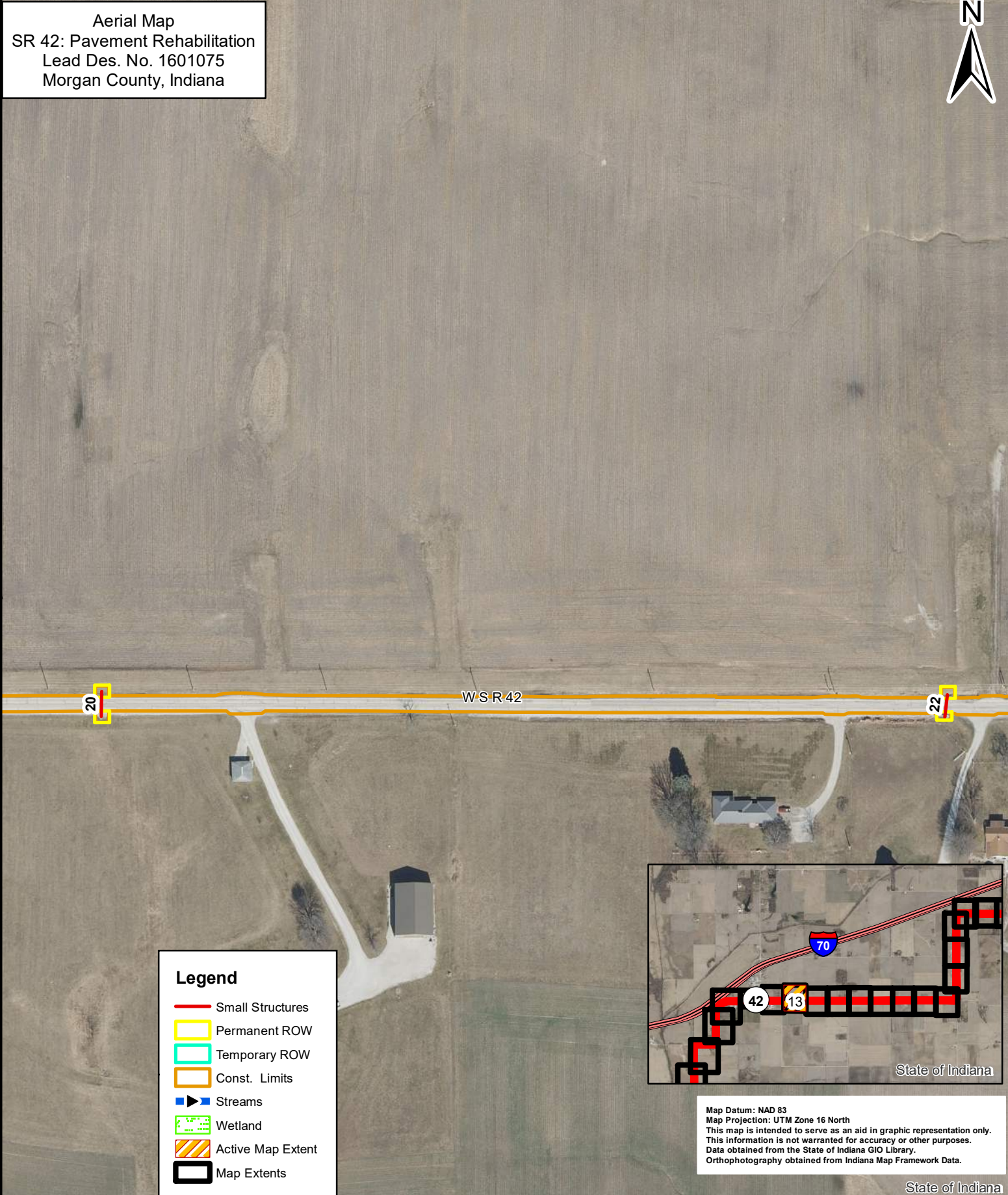
**Aerial Map 12 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

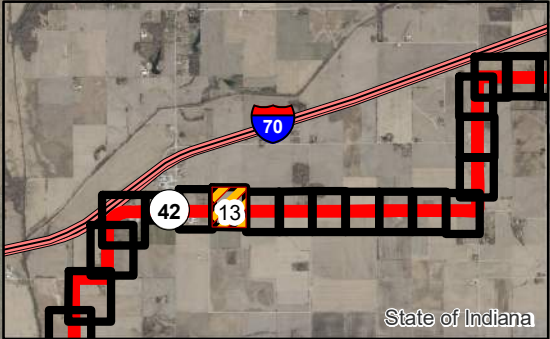


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



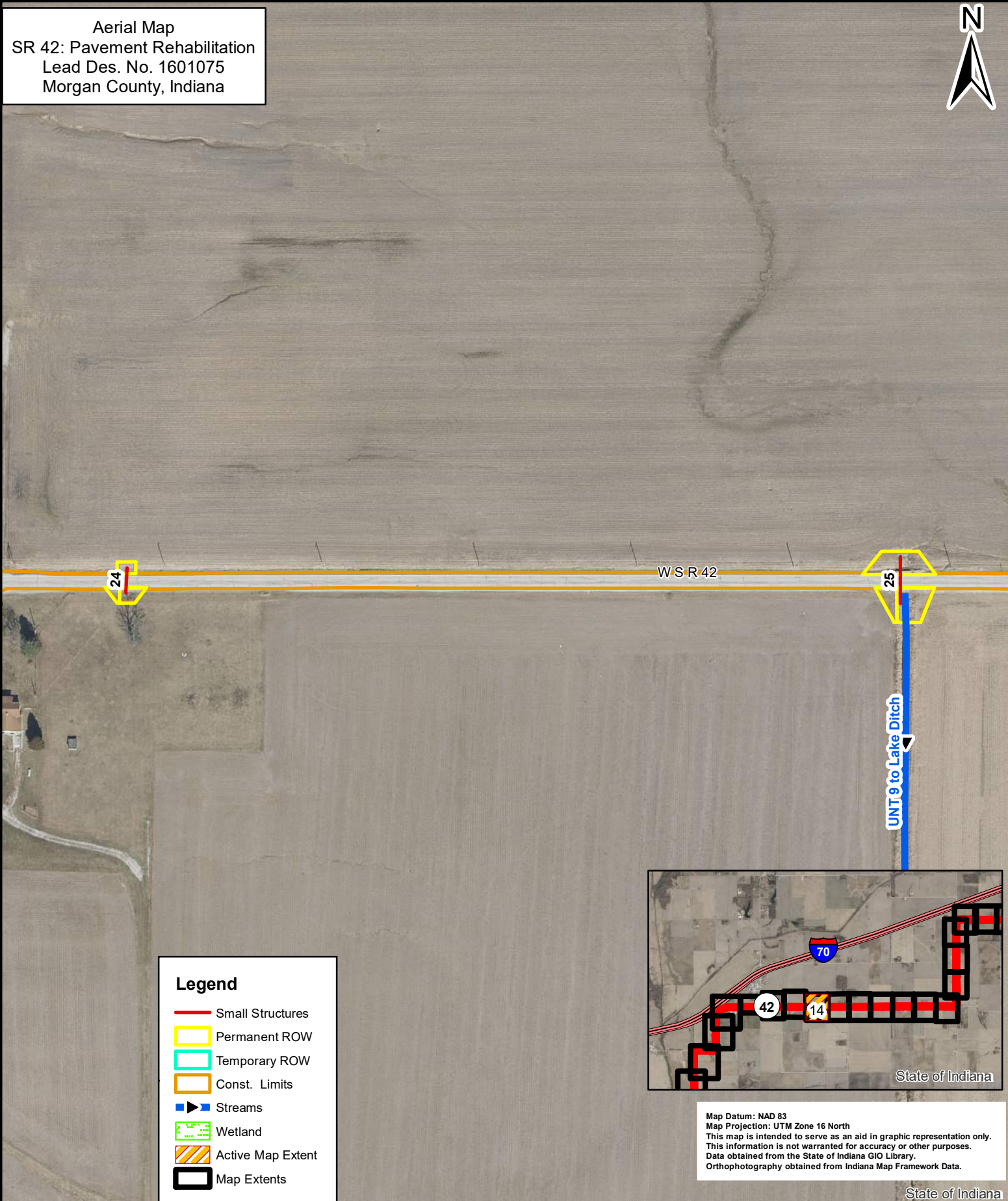
**Aerial Map 13 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

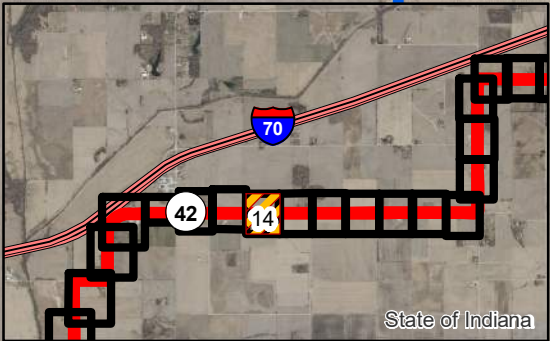


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



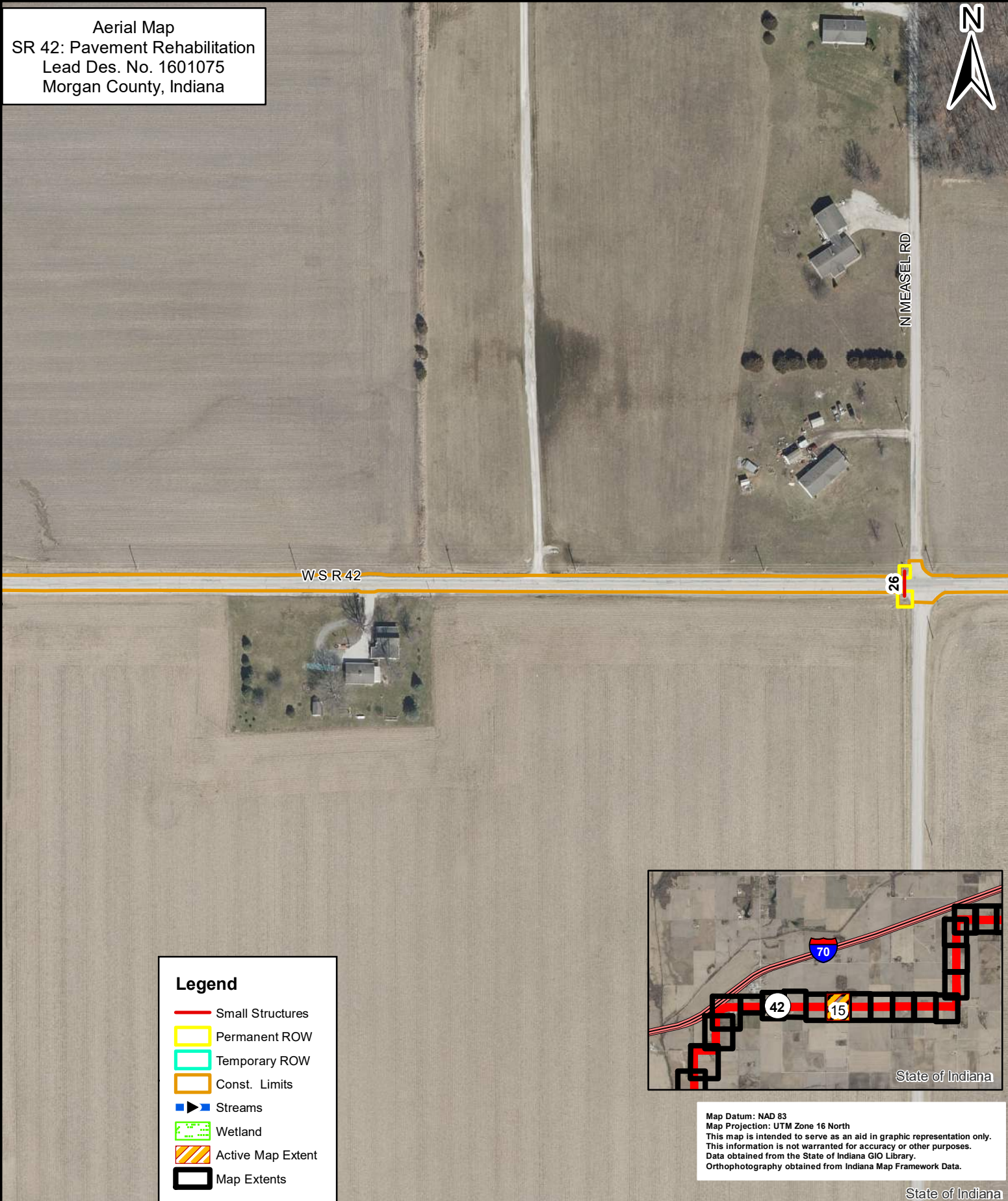
**Aerial Map 14 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

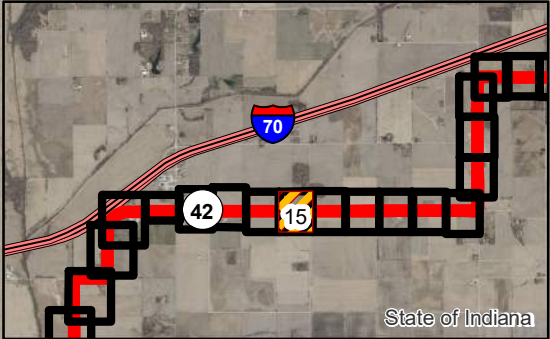


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



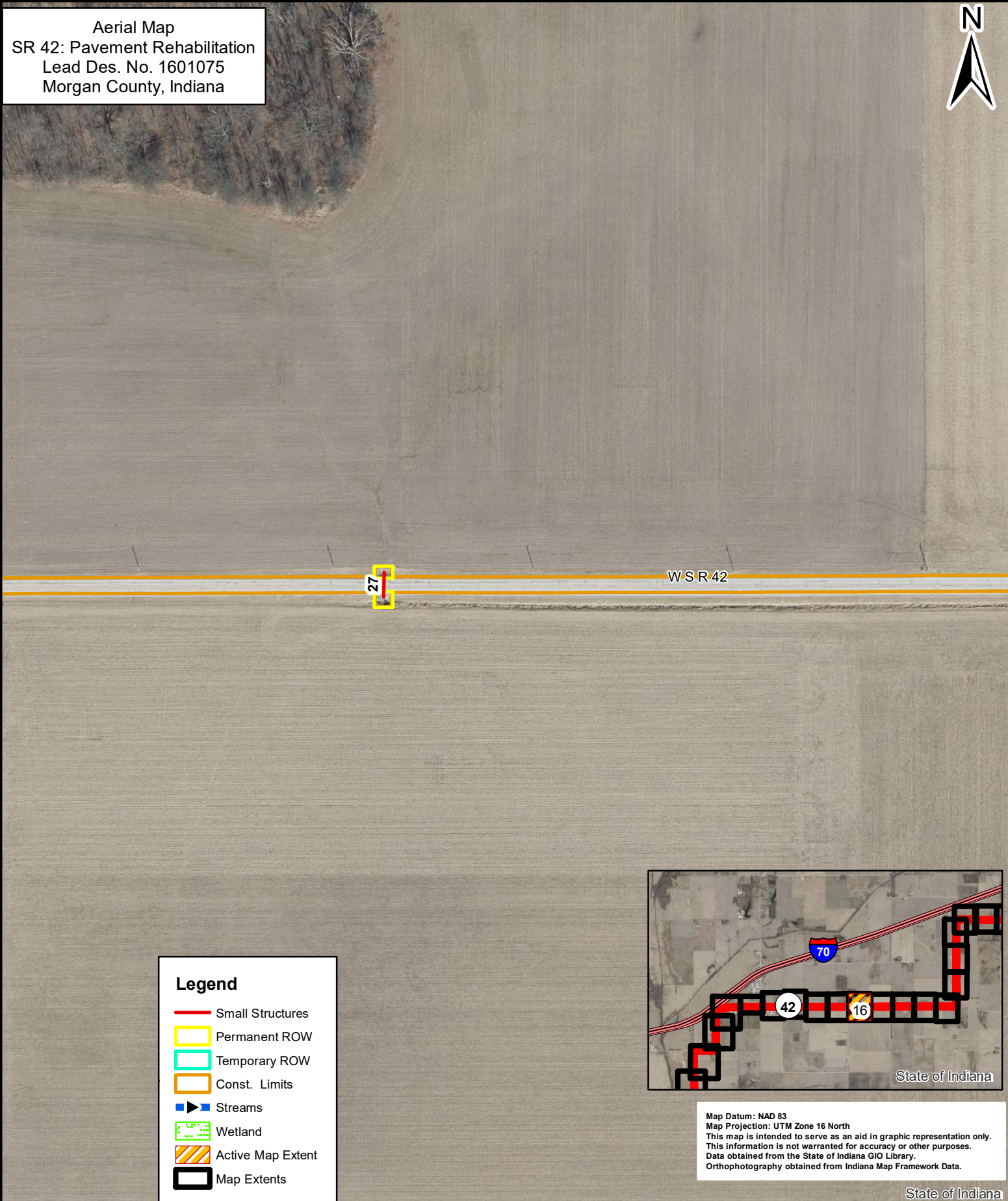
**Aerial Map 15 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

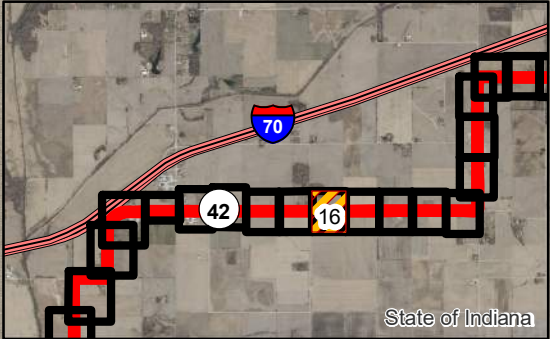


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



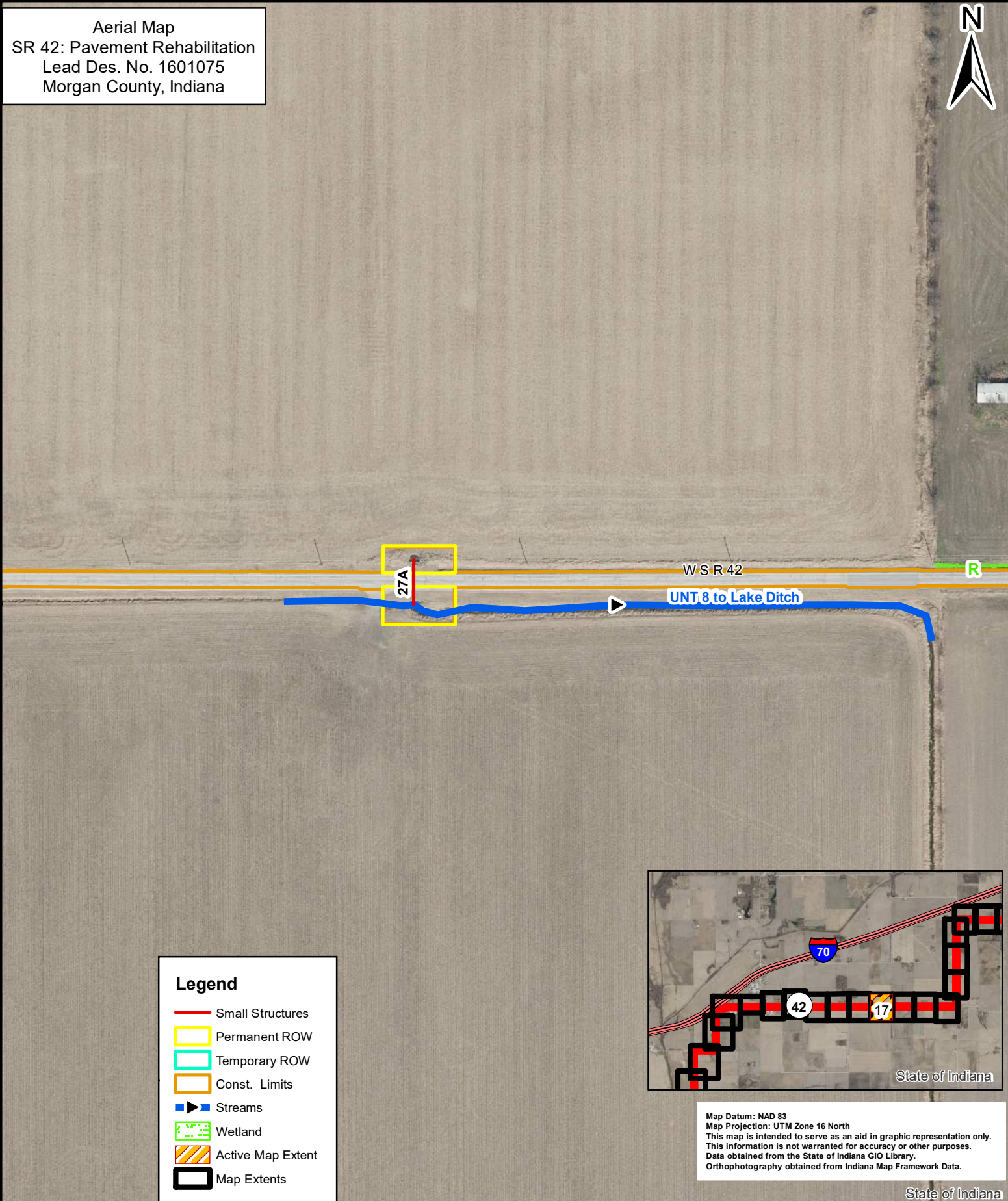
**Aerial Map 16 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

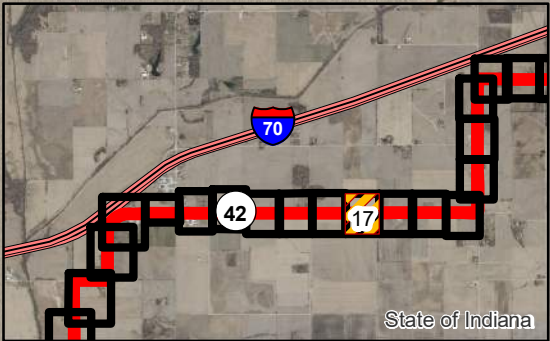


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



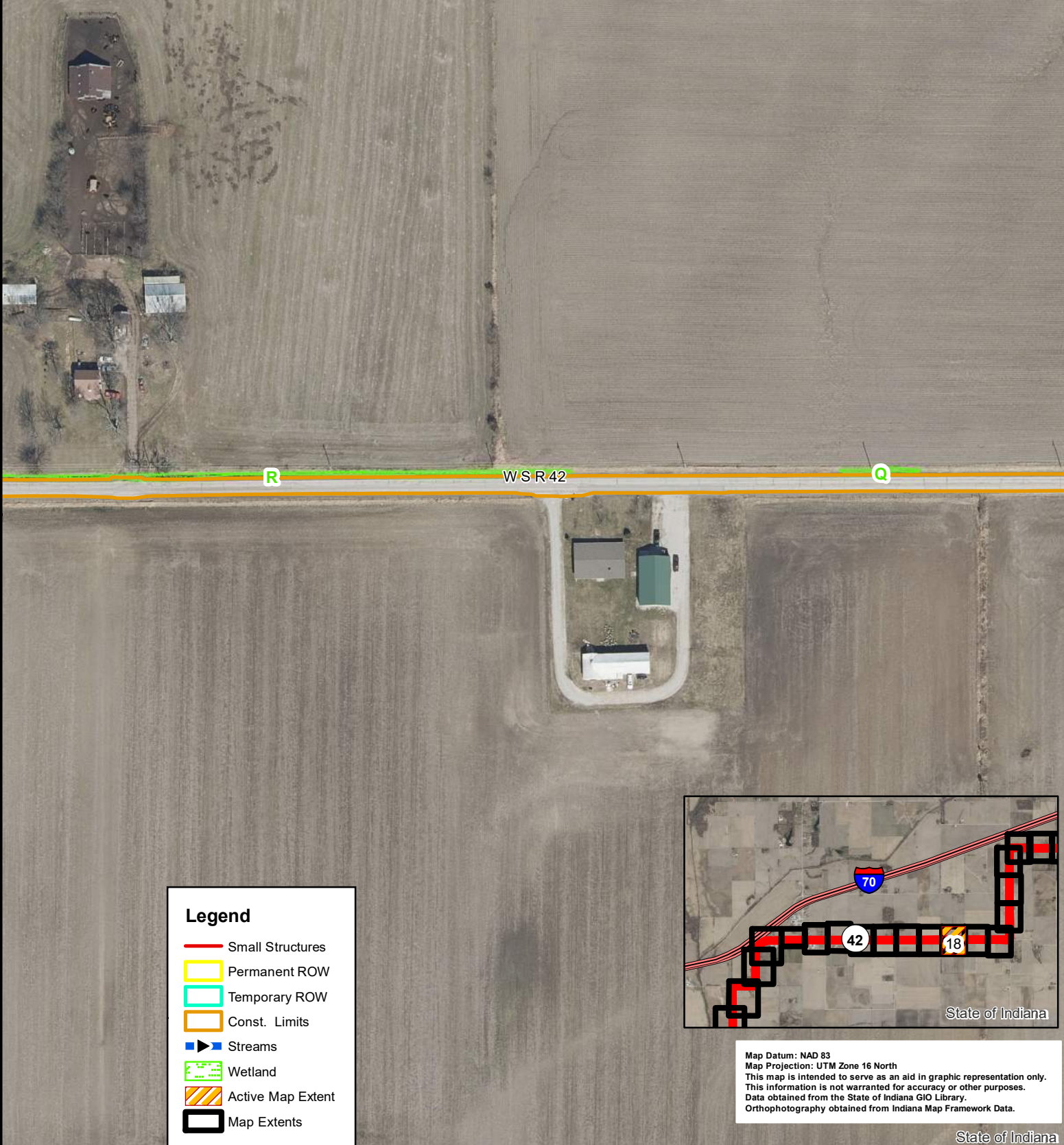
**Aerial Map 17 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

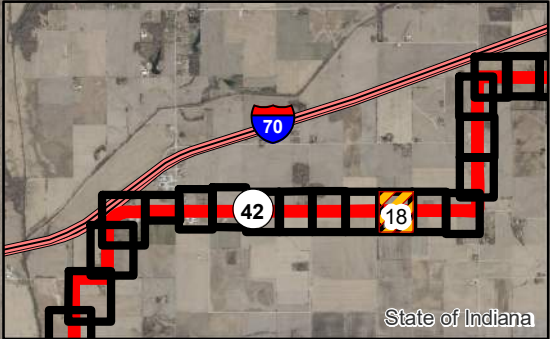


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana

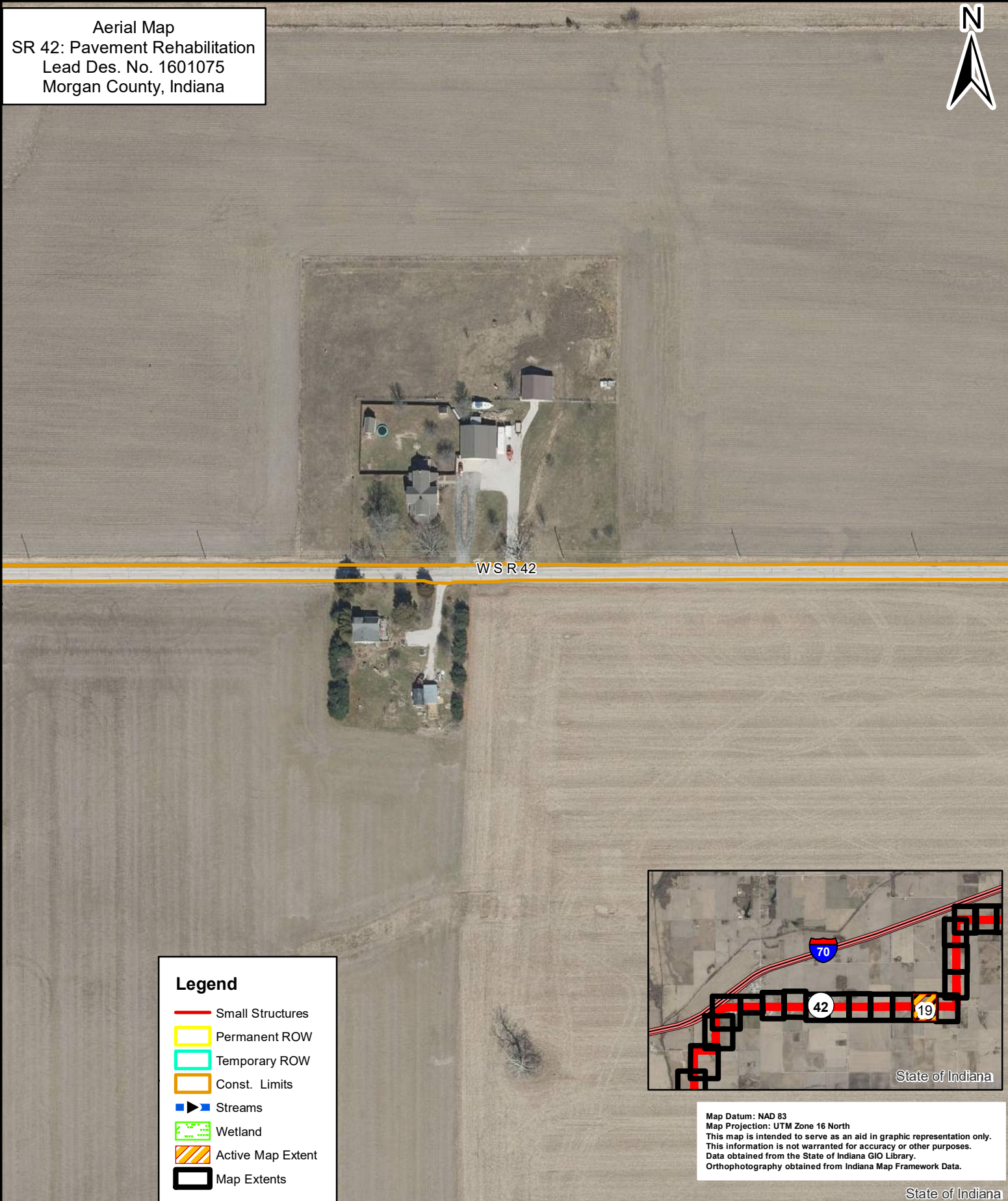


**Aerial Map 18 of 48**

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

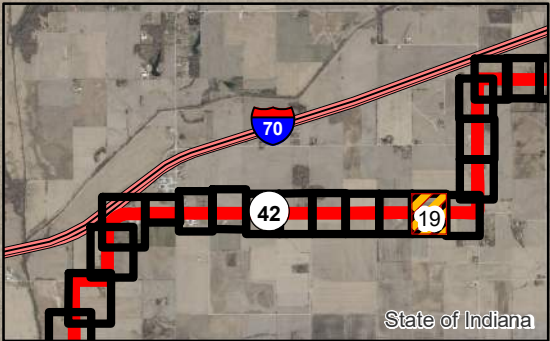


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



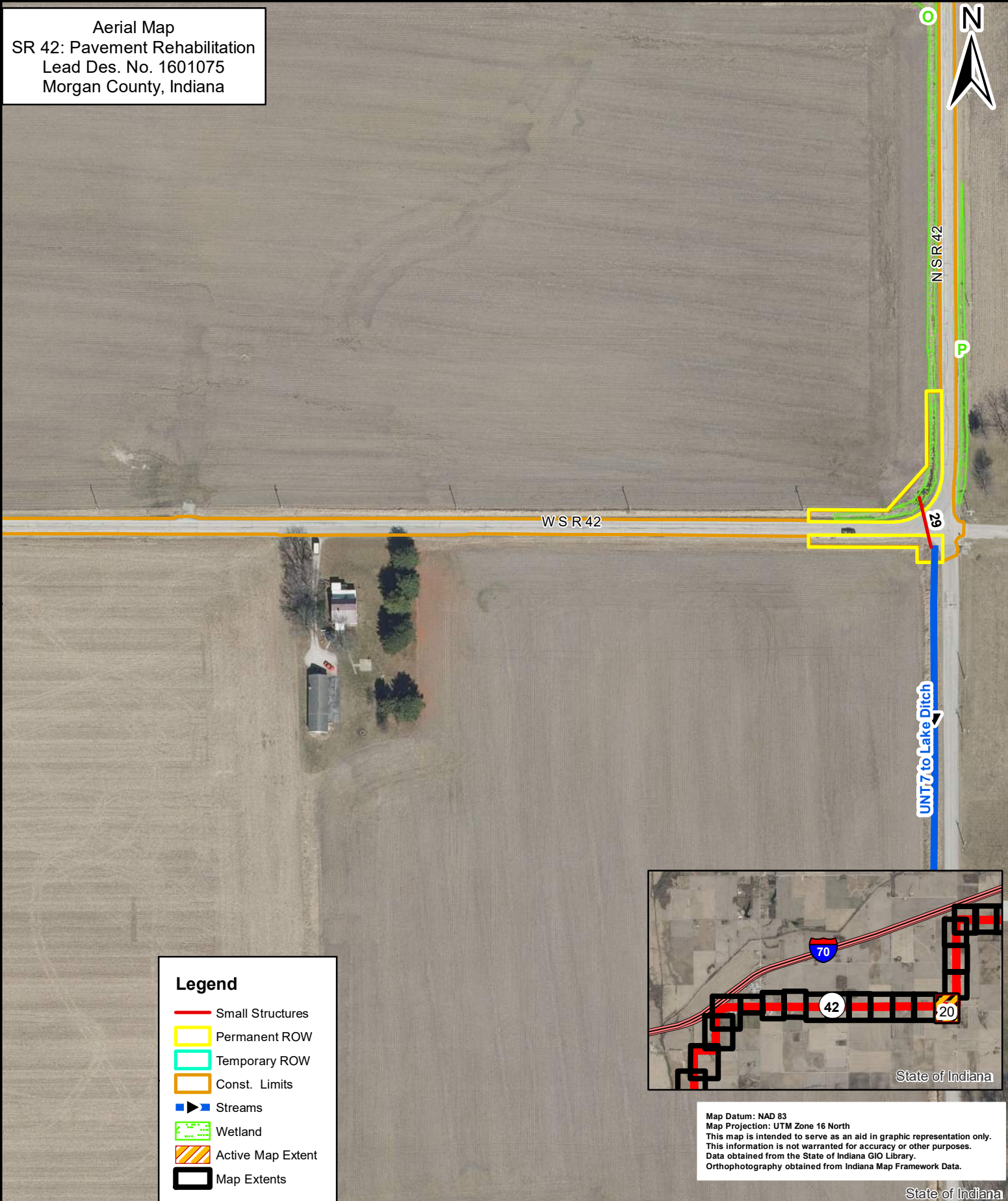
**Aerial Map 19 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

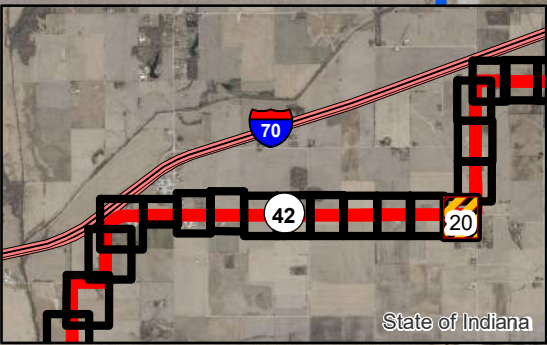


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



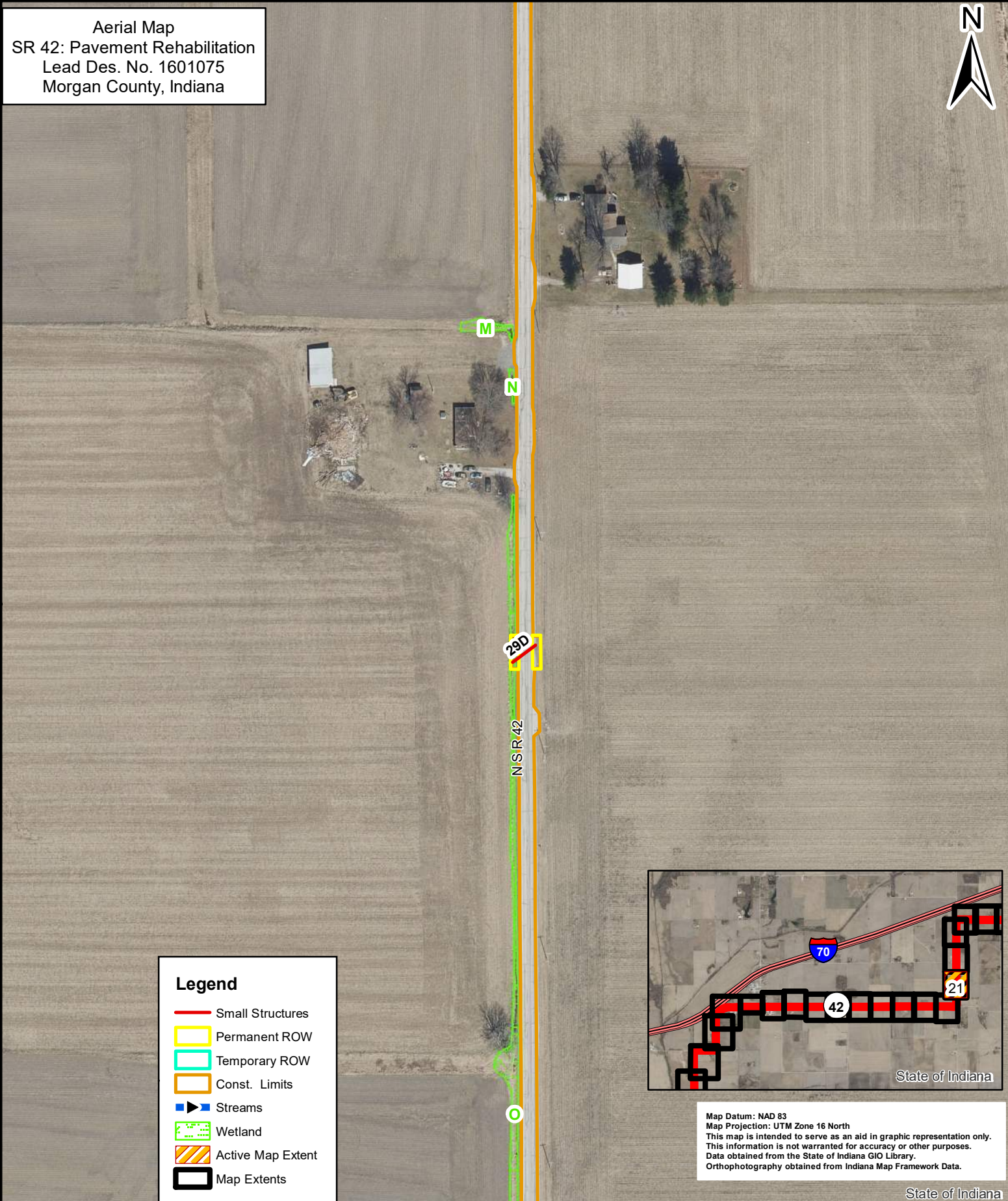
**Aerial Map 20 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

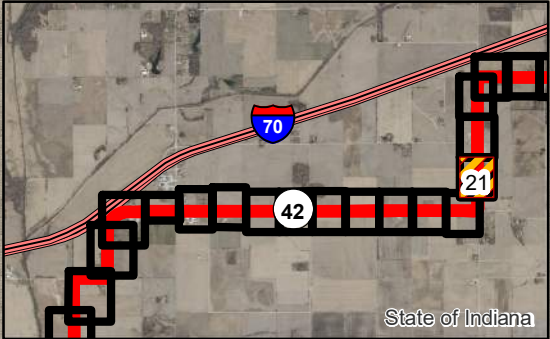


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



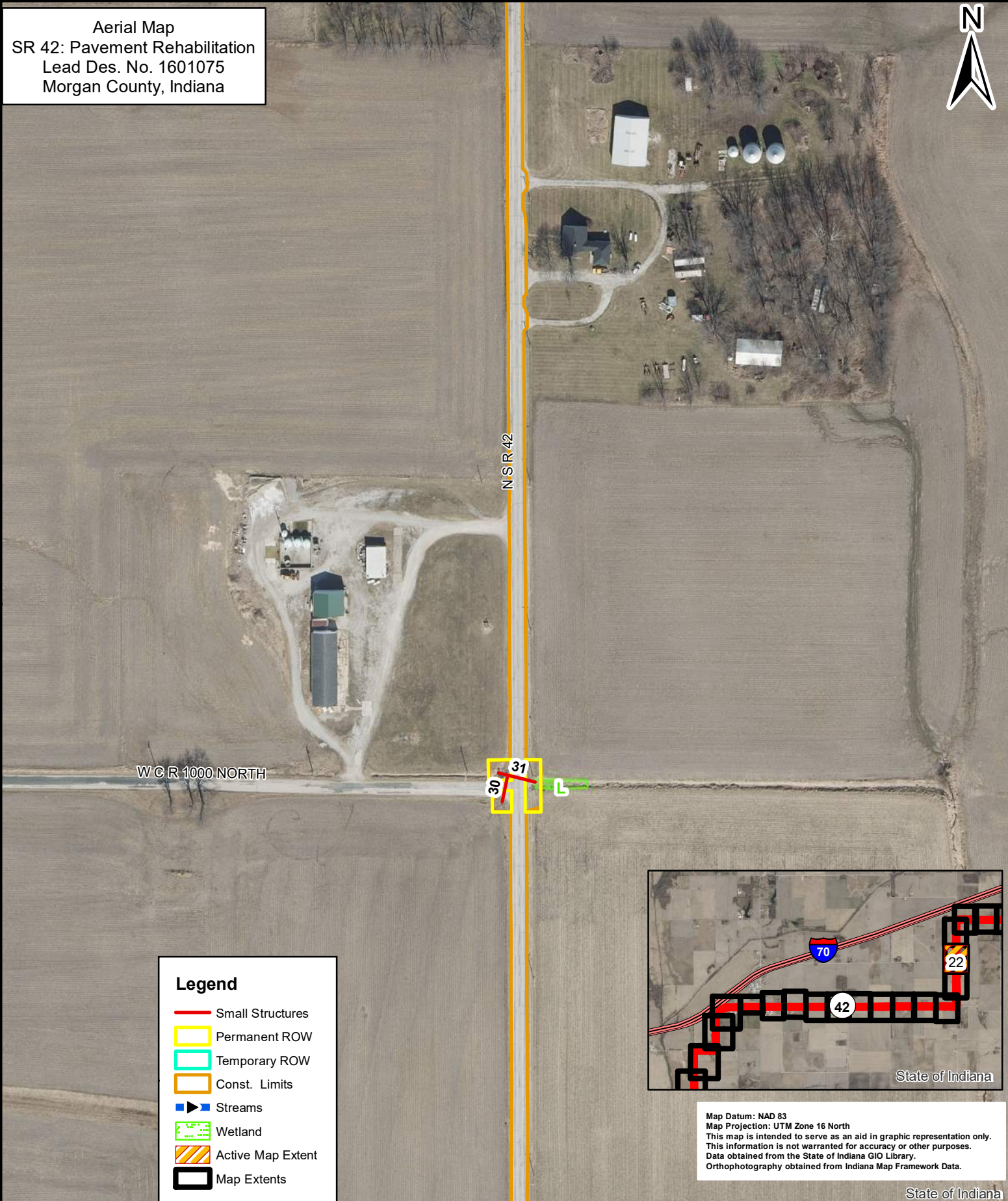
**Aerial Map 21 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

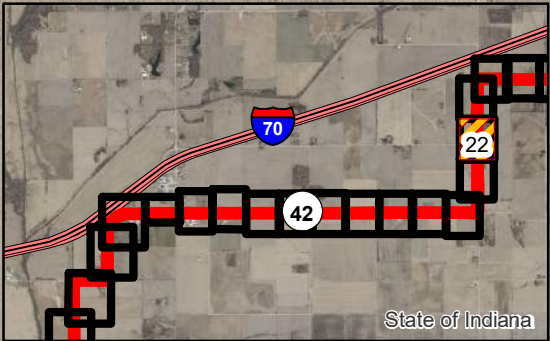


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Aerial Map 22 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan











Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana

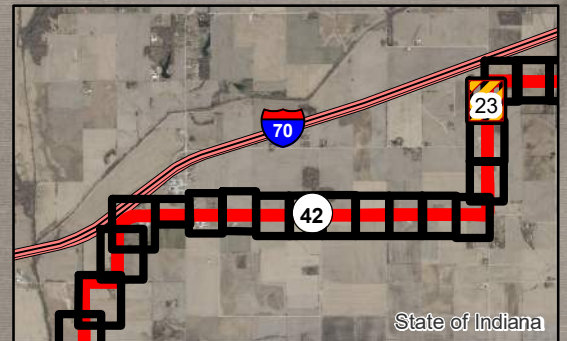
W SR 42



N SR 42

**Legend**

-  Small Structures
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Map Extent
-  Map Extents

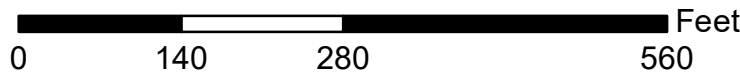


Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



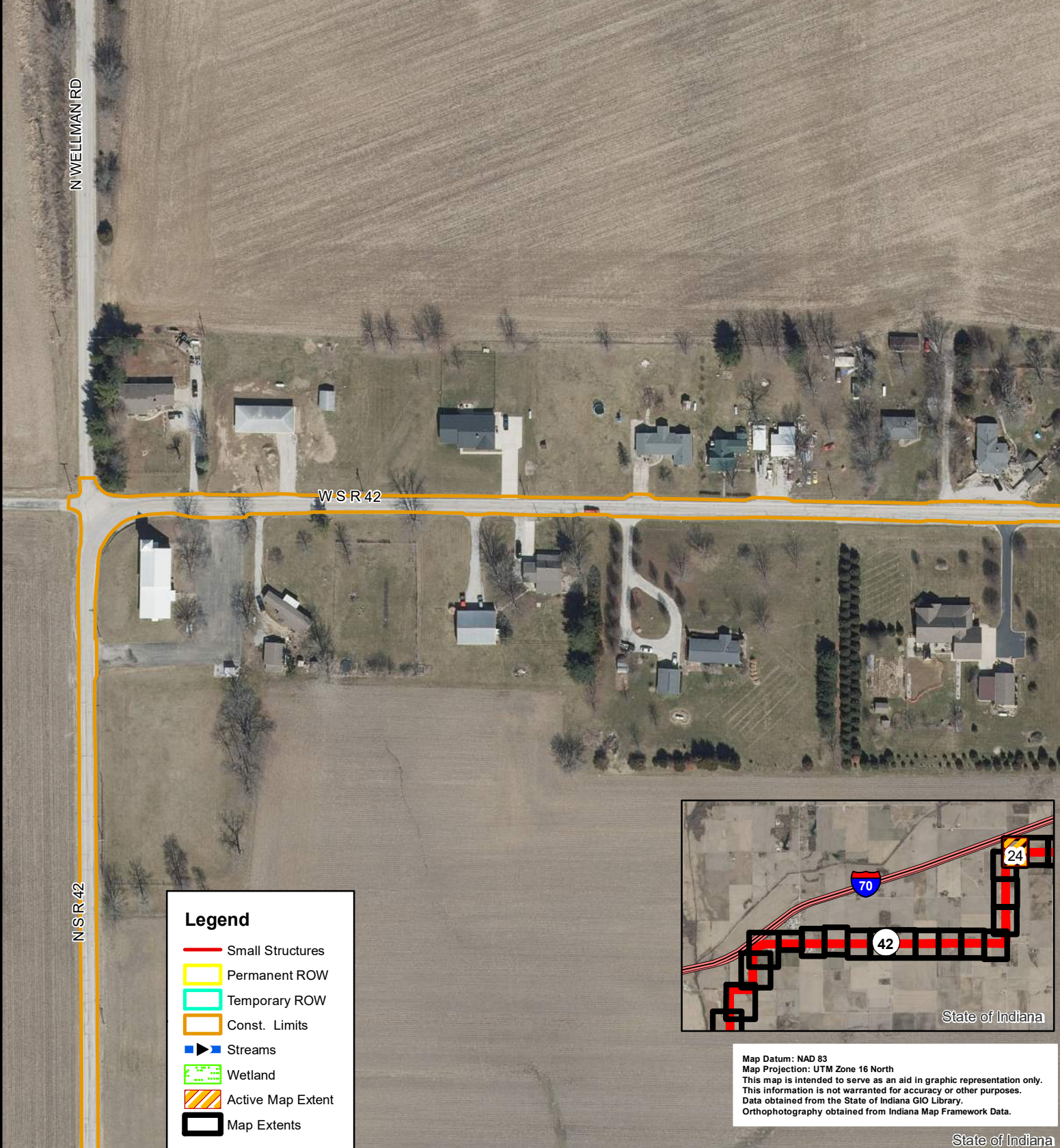
Aerial Map 23 of 48



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

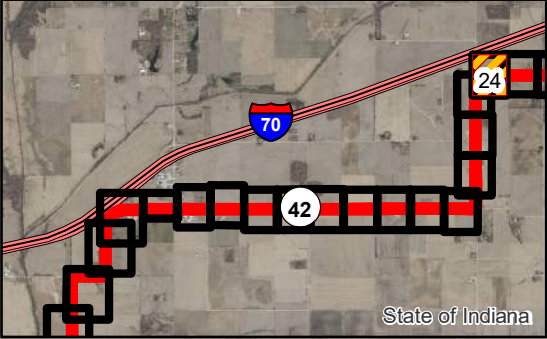


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



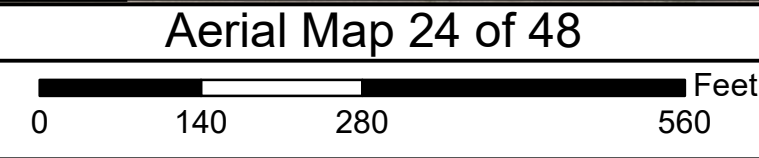
**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

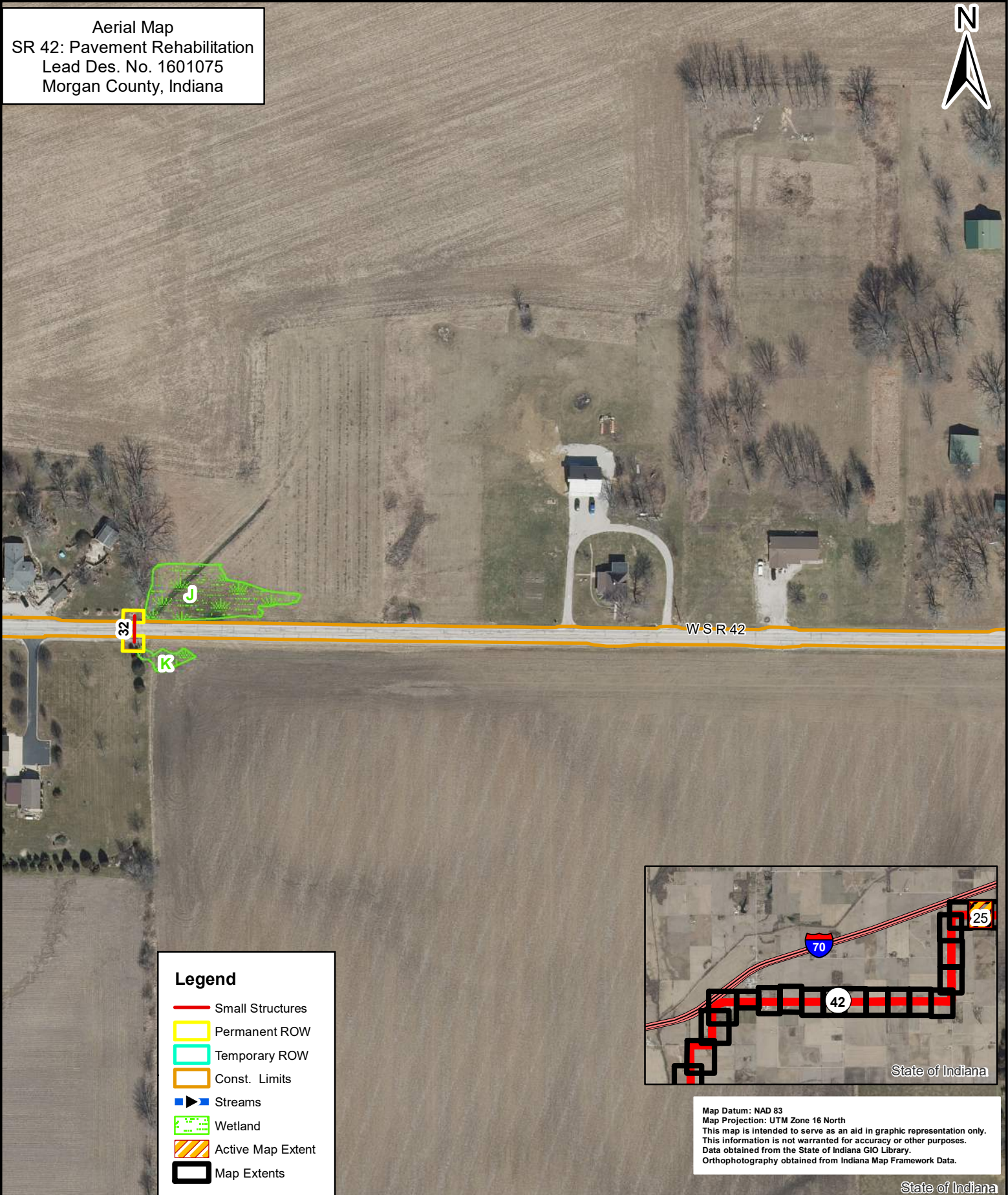
State of Indiana



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

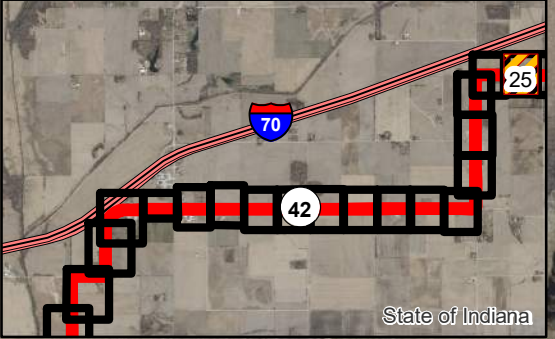


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



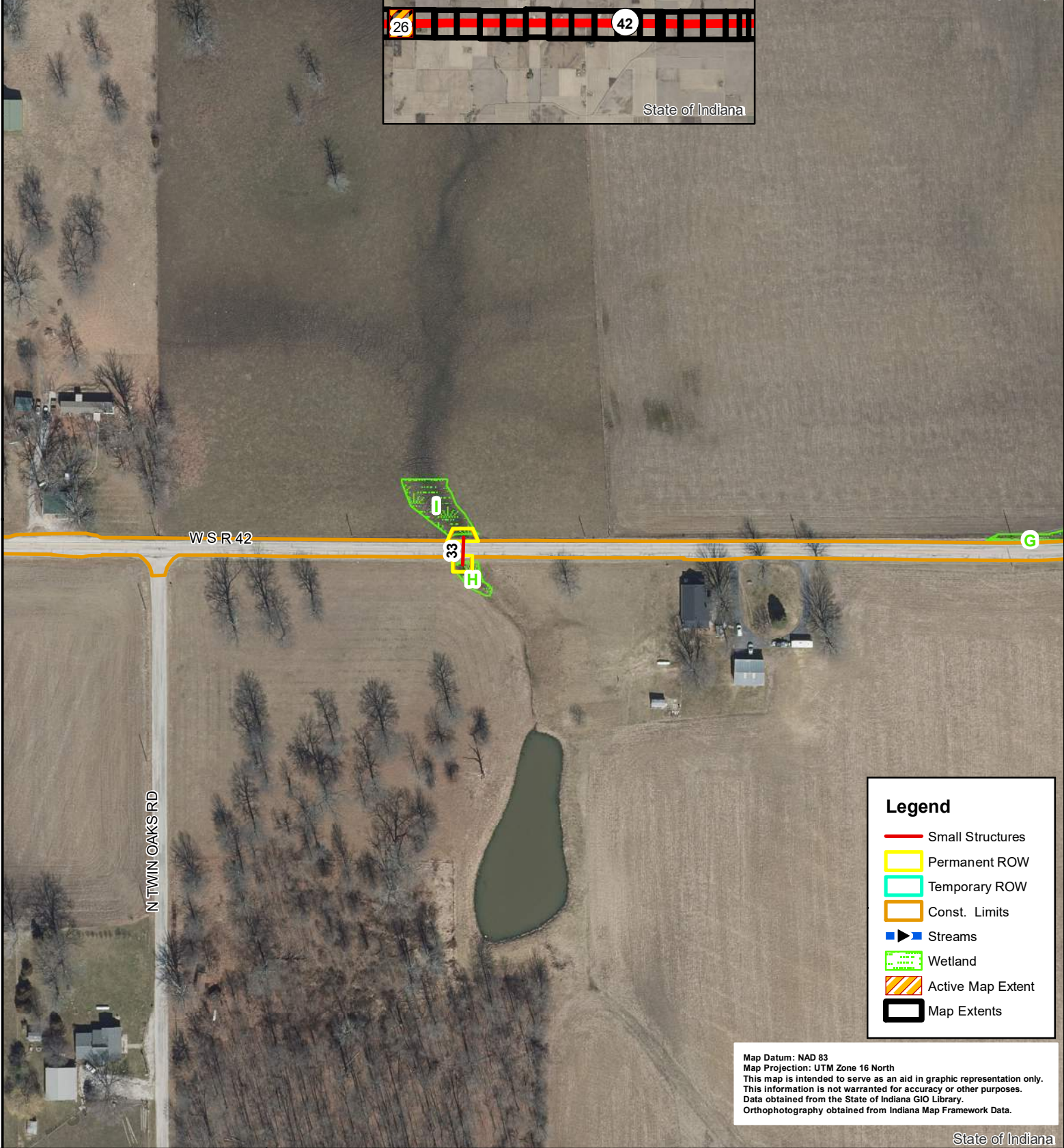
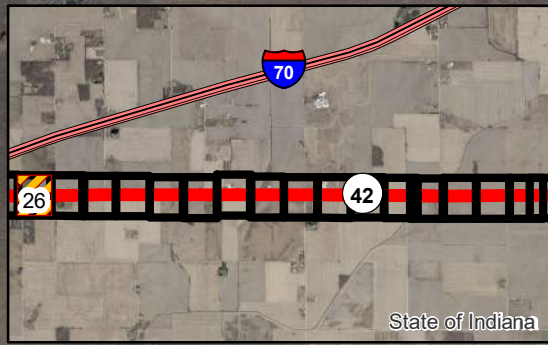
**Aerial Map 25 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana

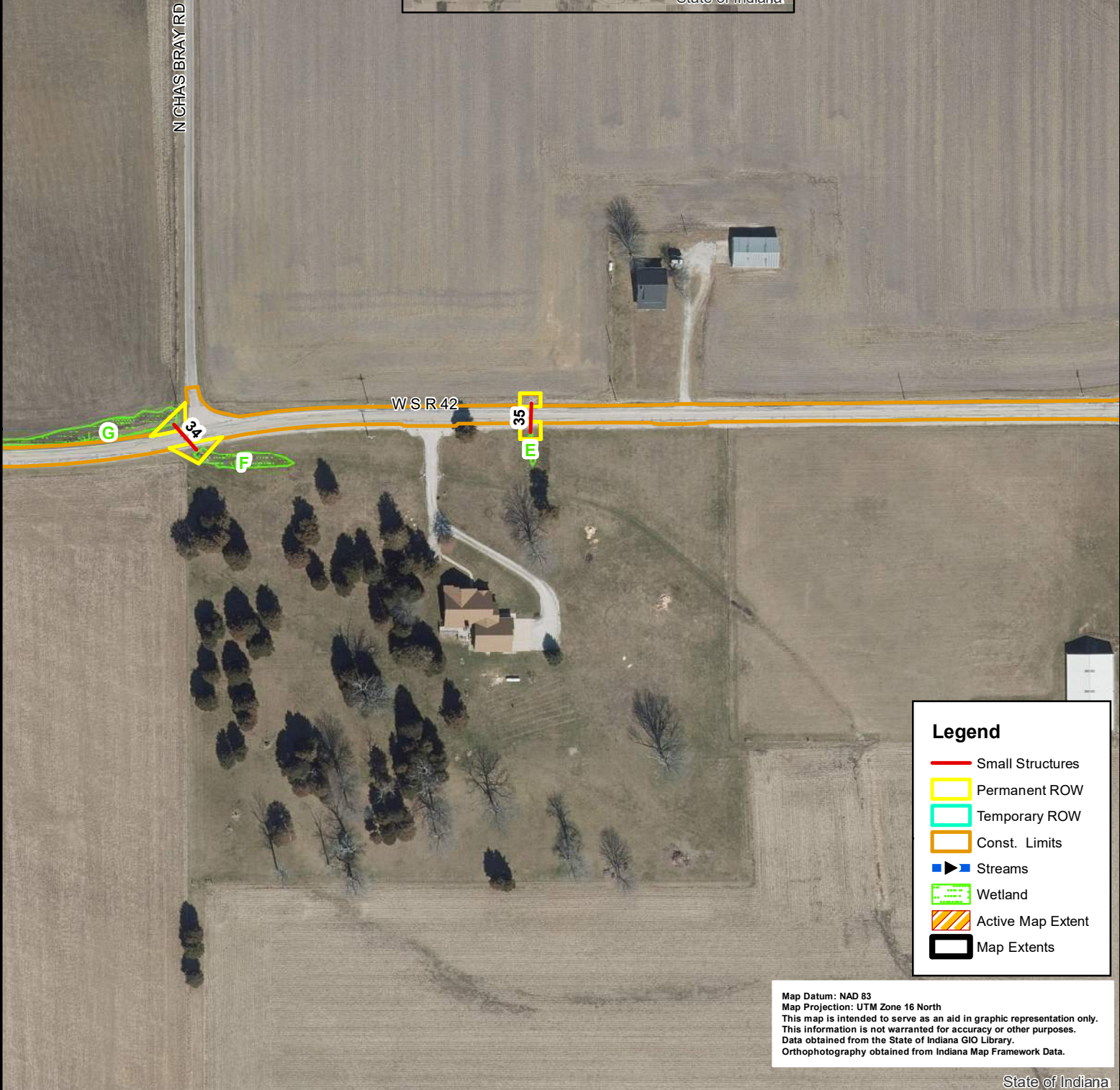
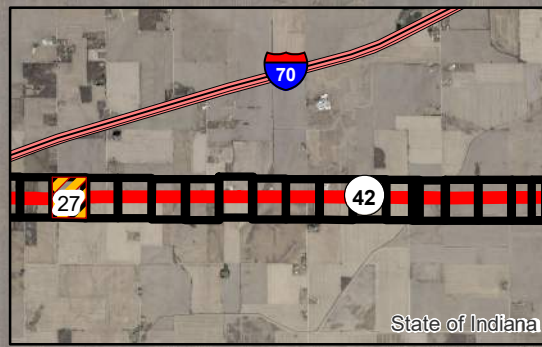


**Aerial Map 26 of 48**

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana

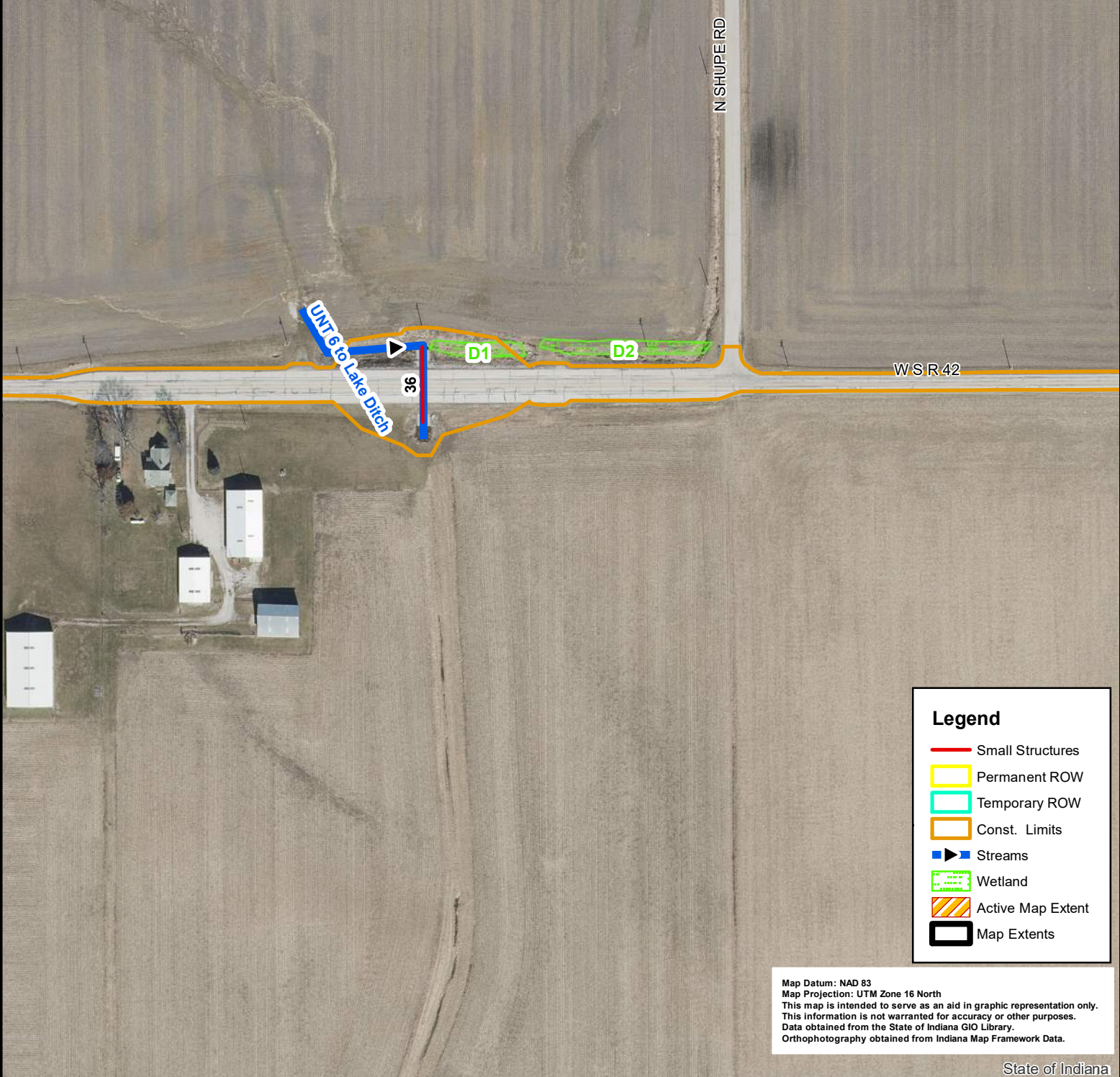
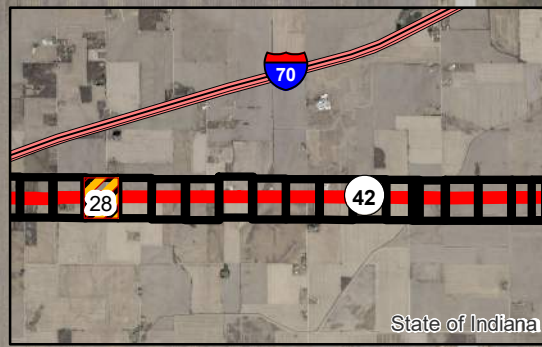


**Aerial Map 27 of 48**

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Aerial Map 28 of 48**

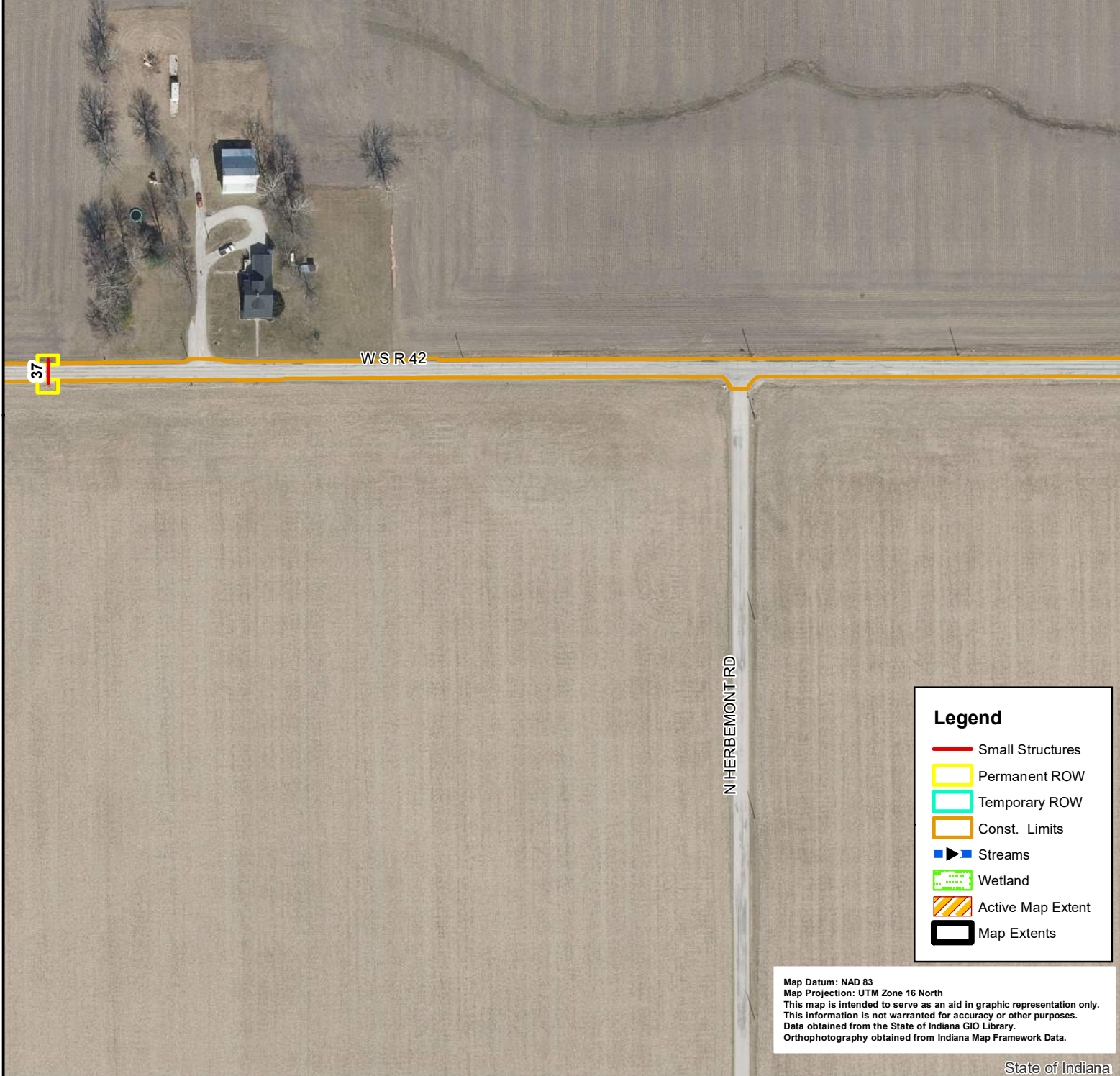
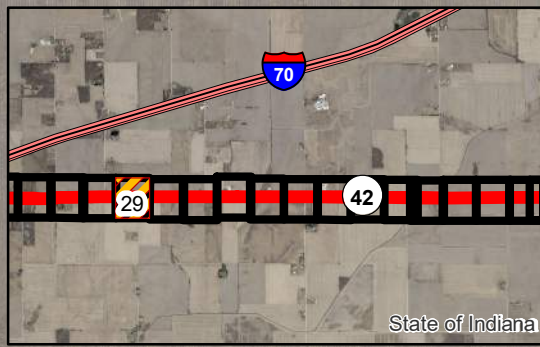
Feet

0      140      280      560

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



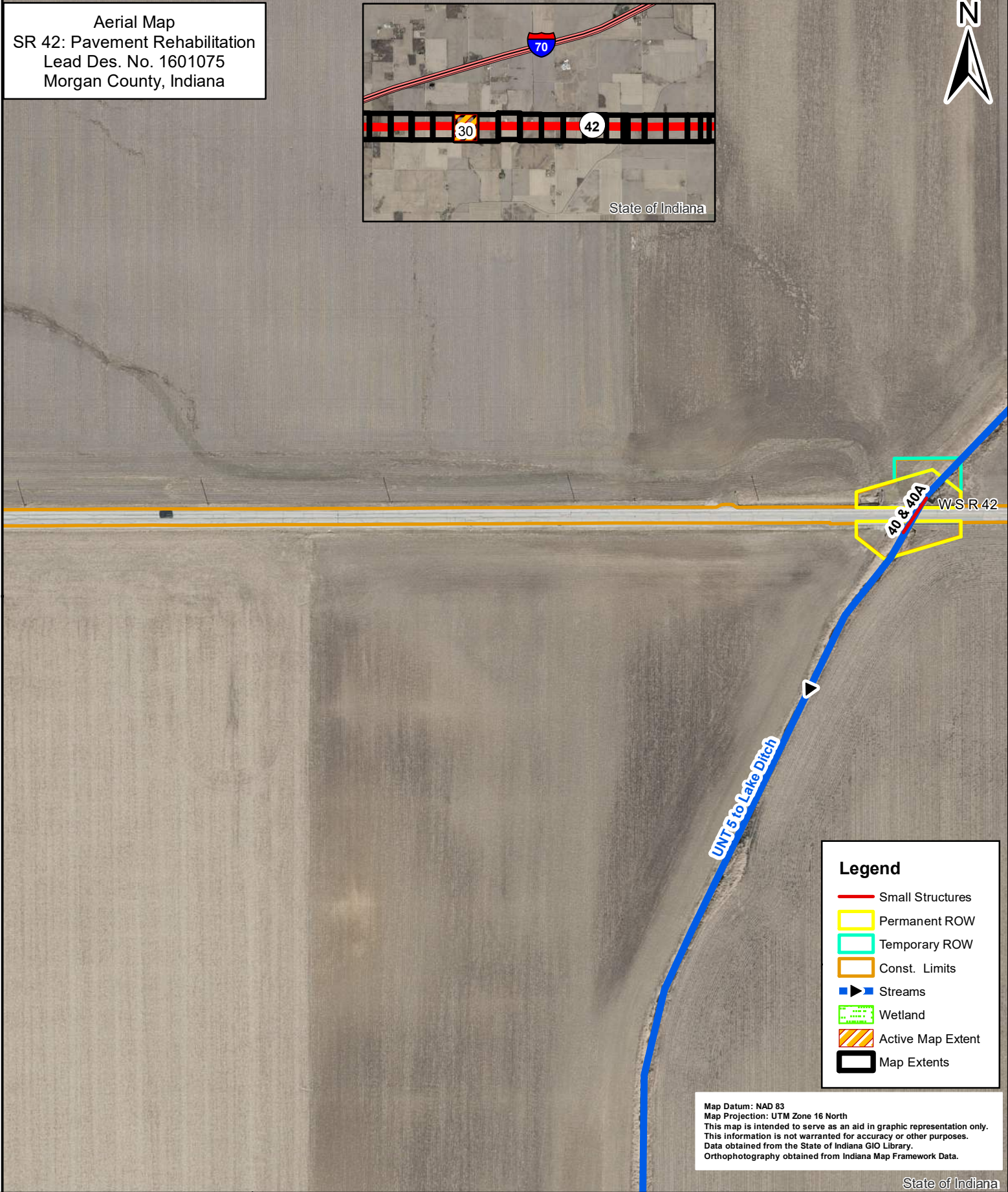
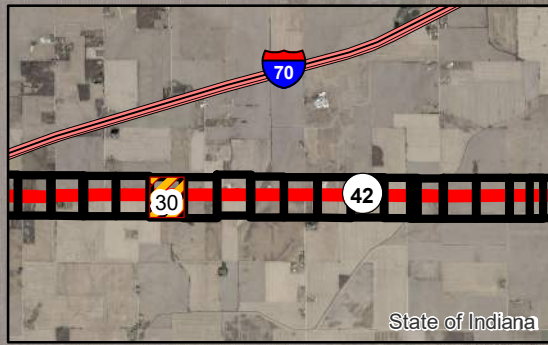
**Aerial Map 29 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Aerial Map 30 of 48**

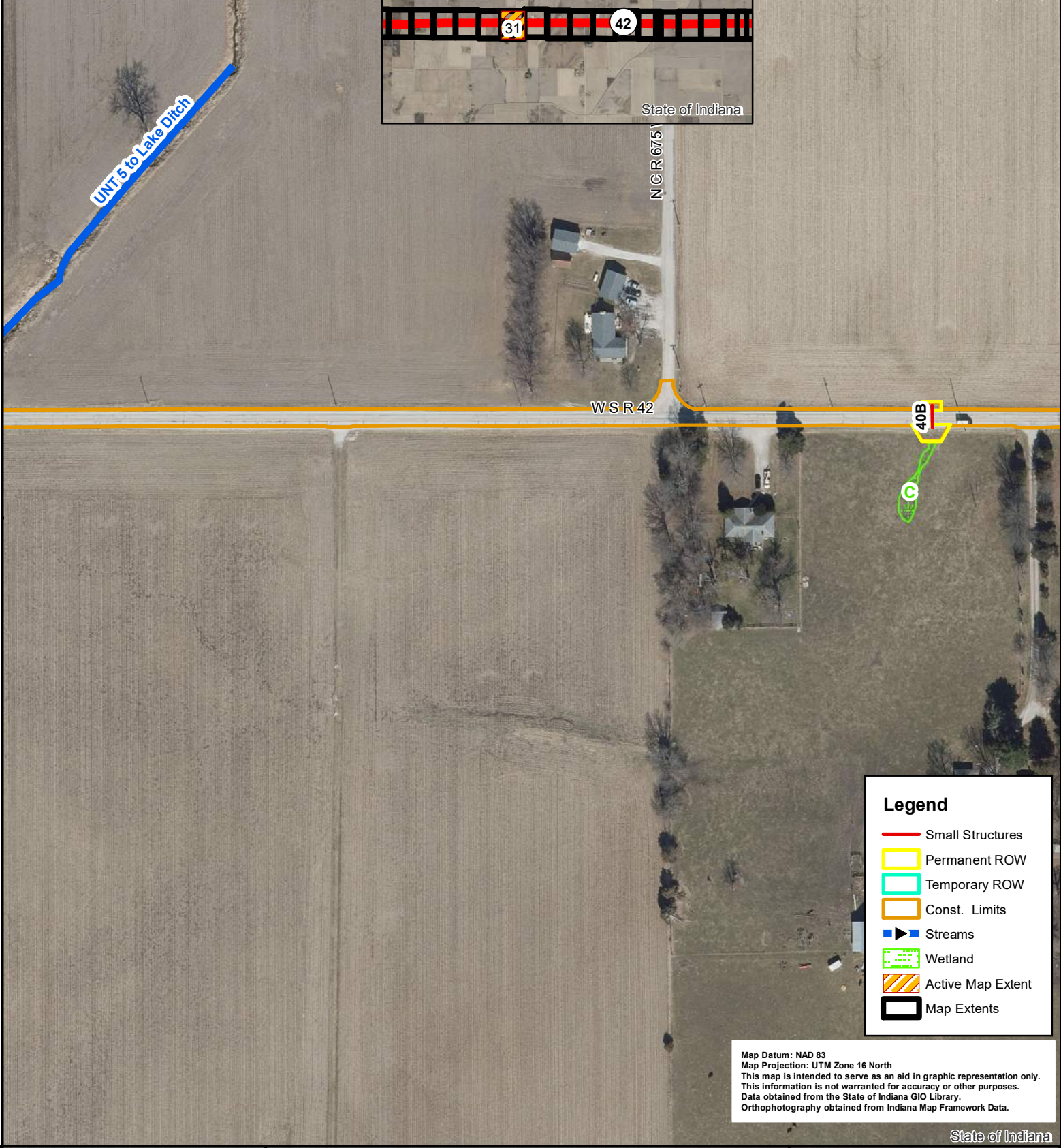
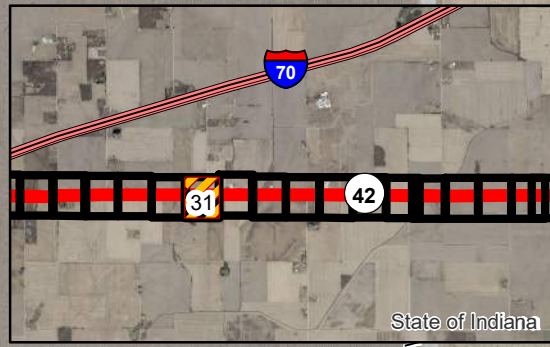
Feet

0      140      280      560

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



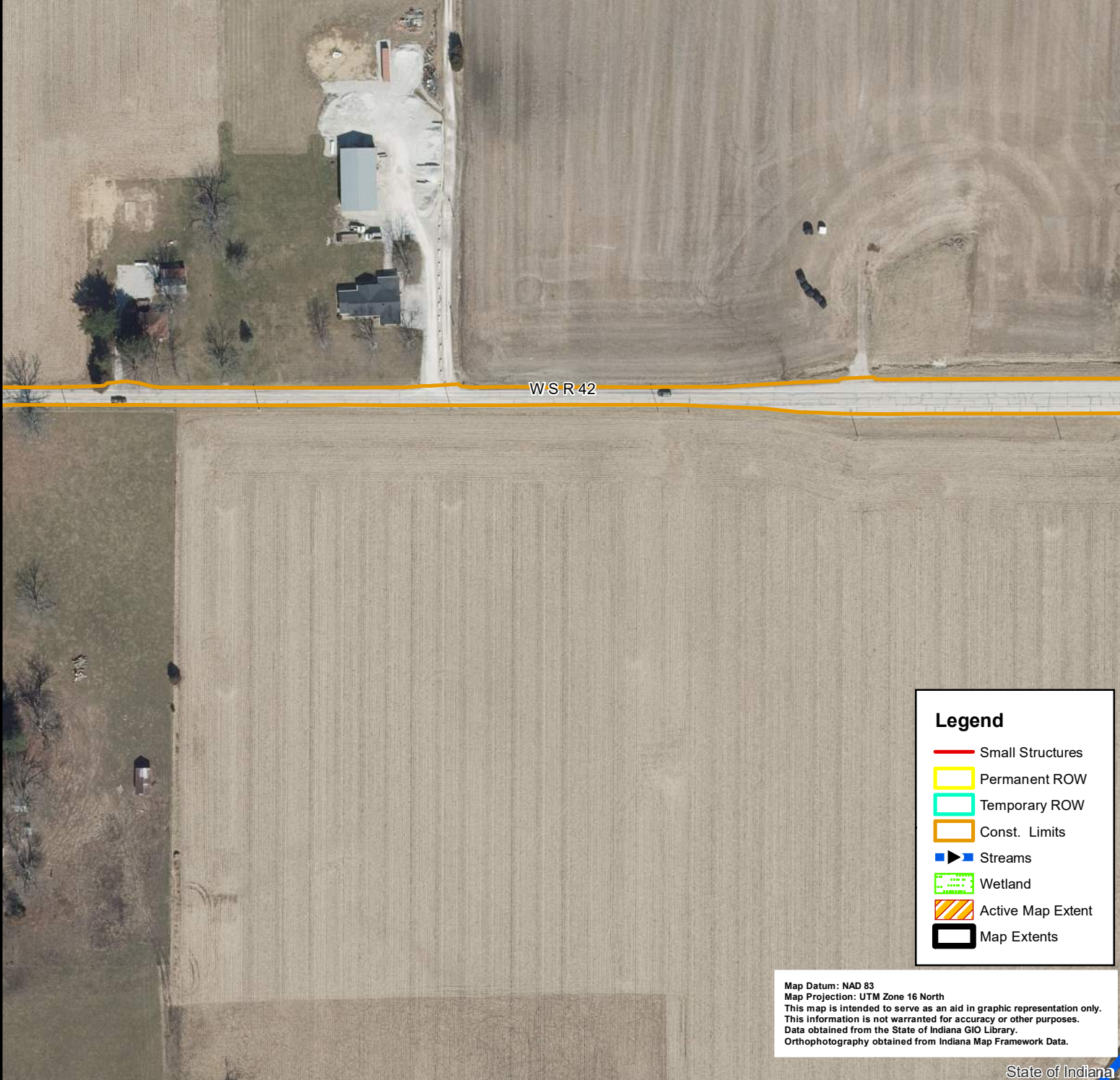
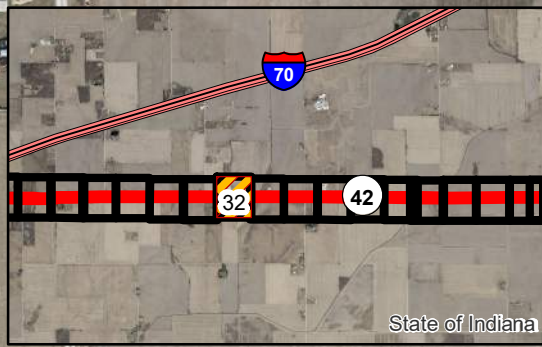
**Aerial Map 31 of 48**

Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



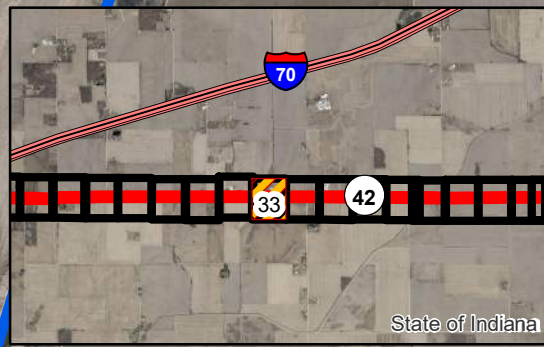
**Aerial Map 32 of 48**

Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



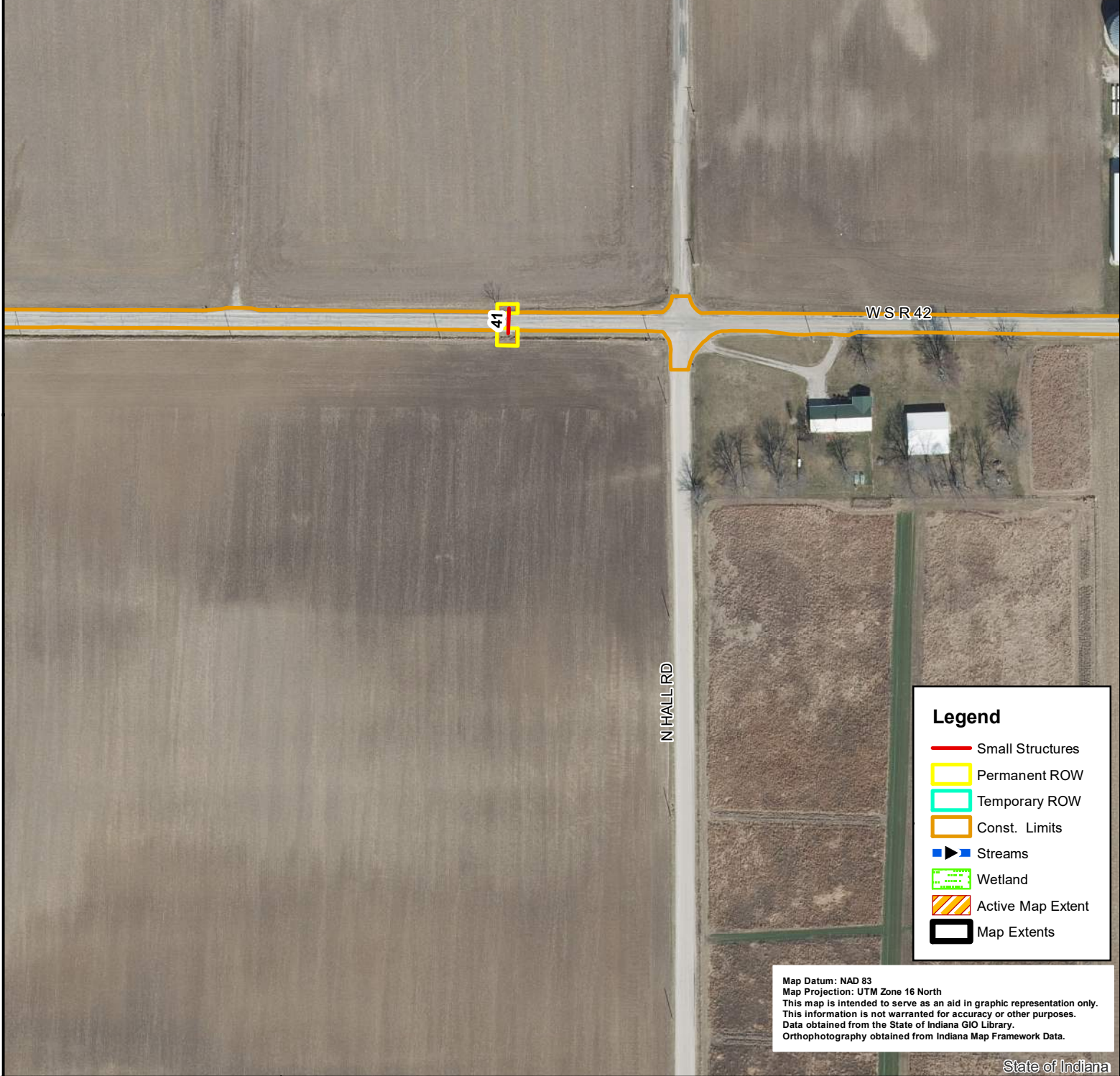
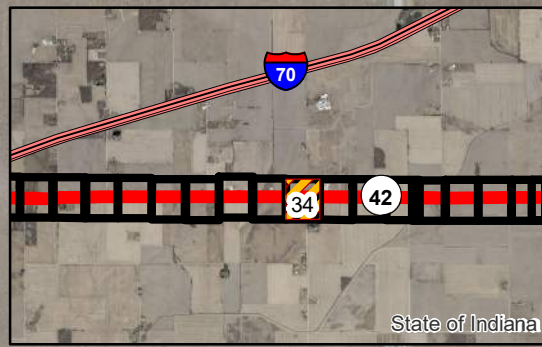
**Aerial Map 33 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



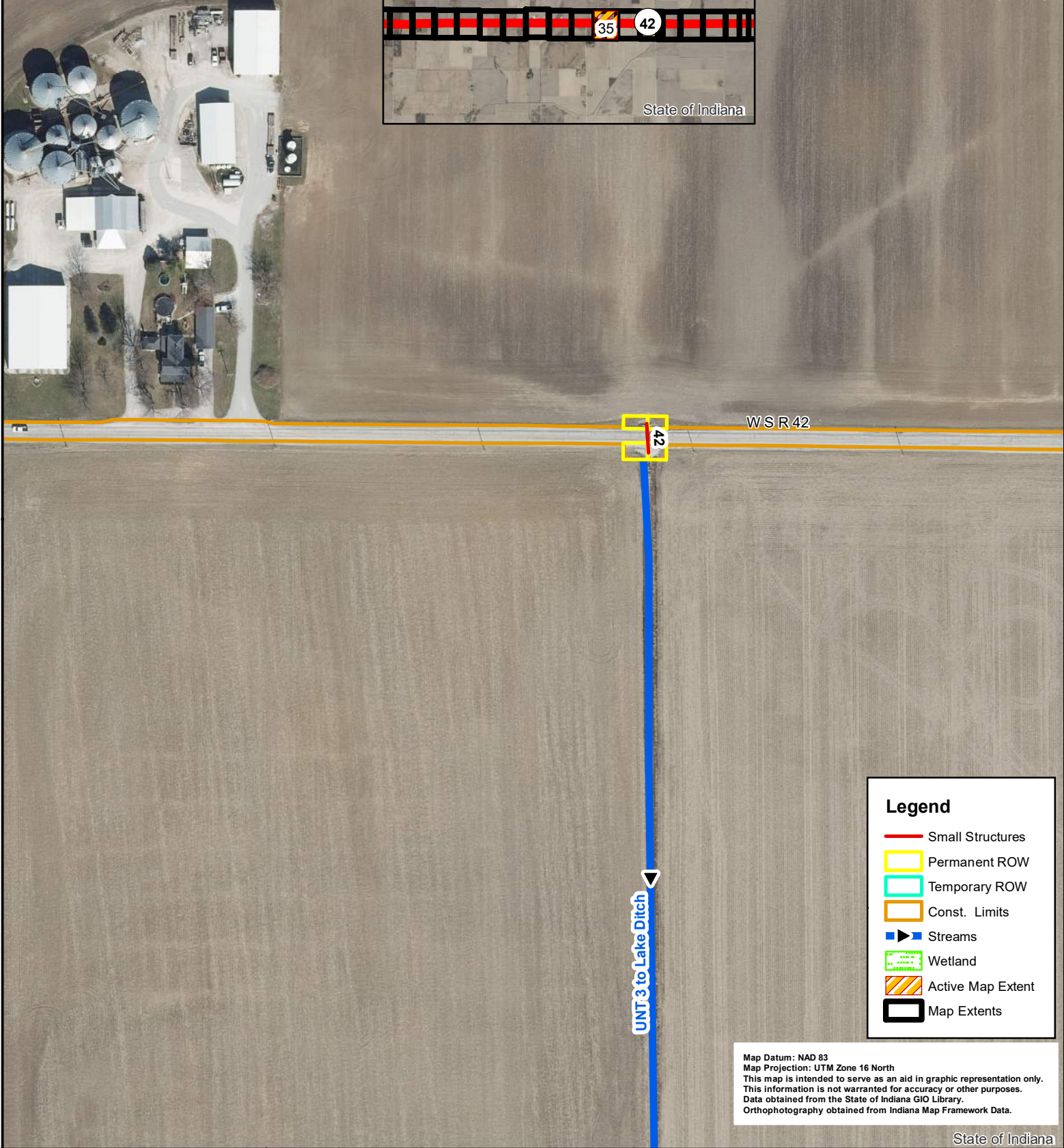
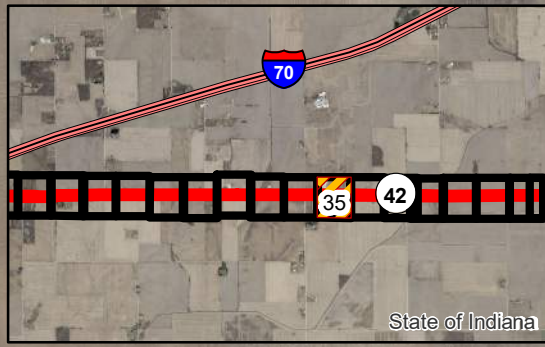
**Aerial Map 34 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana

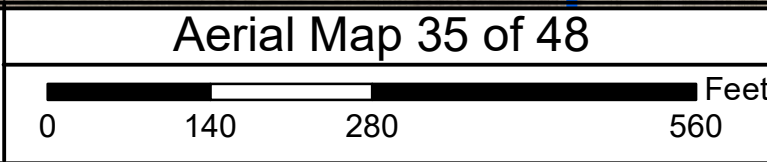


**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

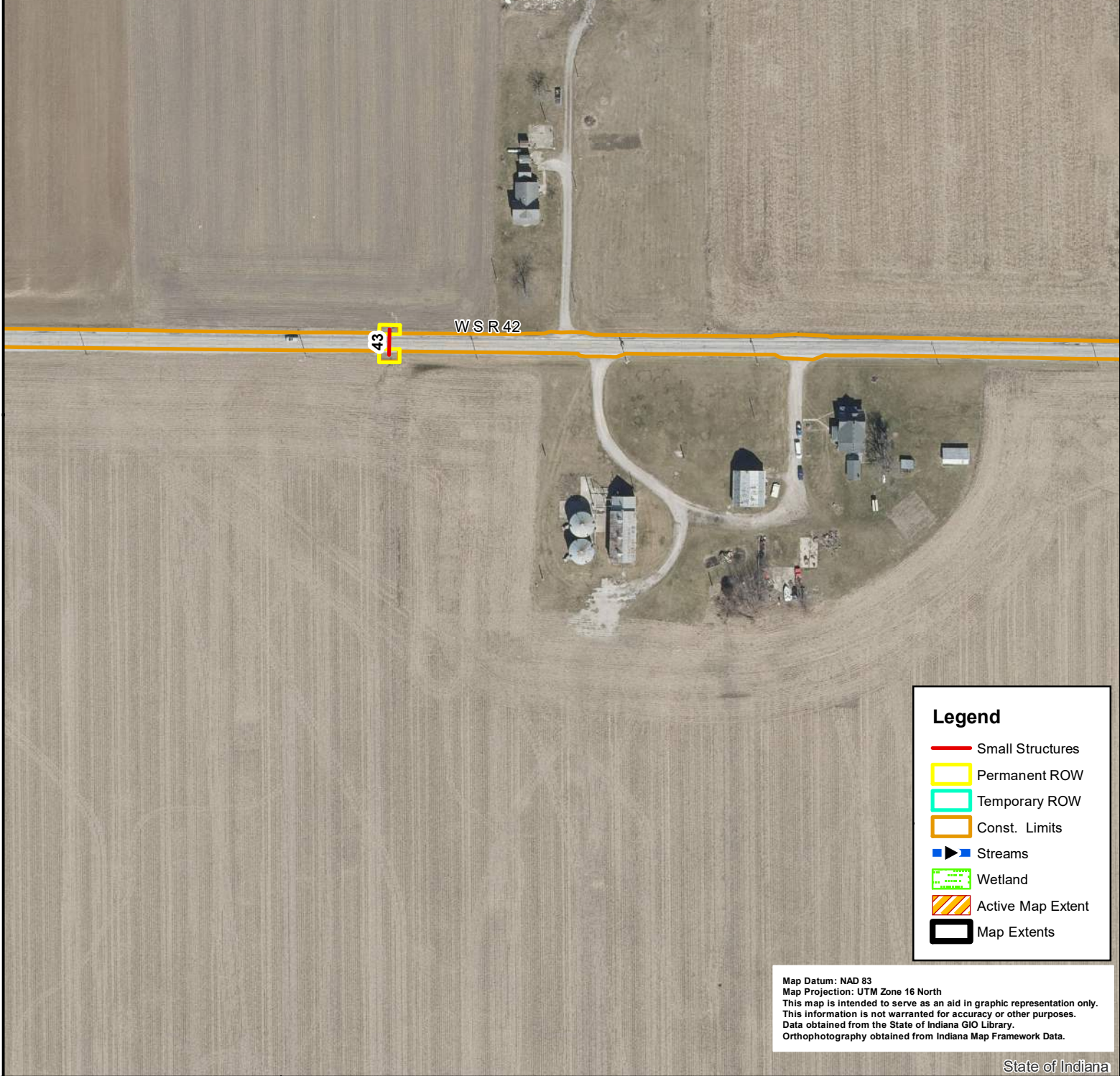
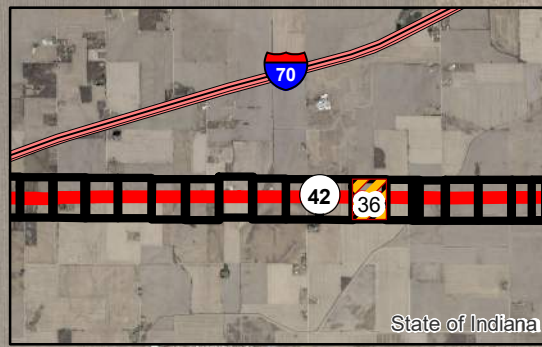
State of Indiana



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

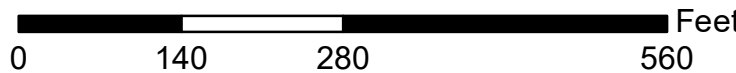
-  Small Structures
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Map Extent
-  Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



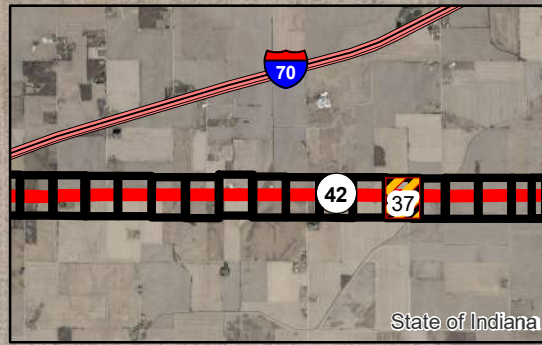
**Aerial Map 36 of 48**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



W SR 42

43A  
 B

N LAKE DITCH RD

UNT 2 to Lake Ditch

**Legend**

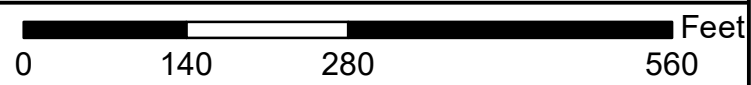
- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



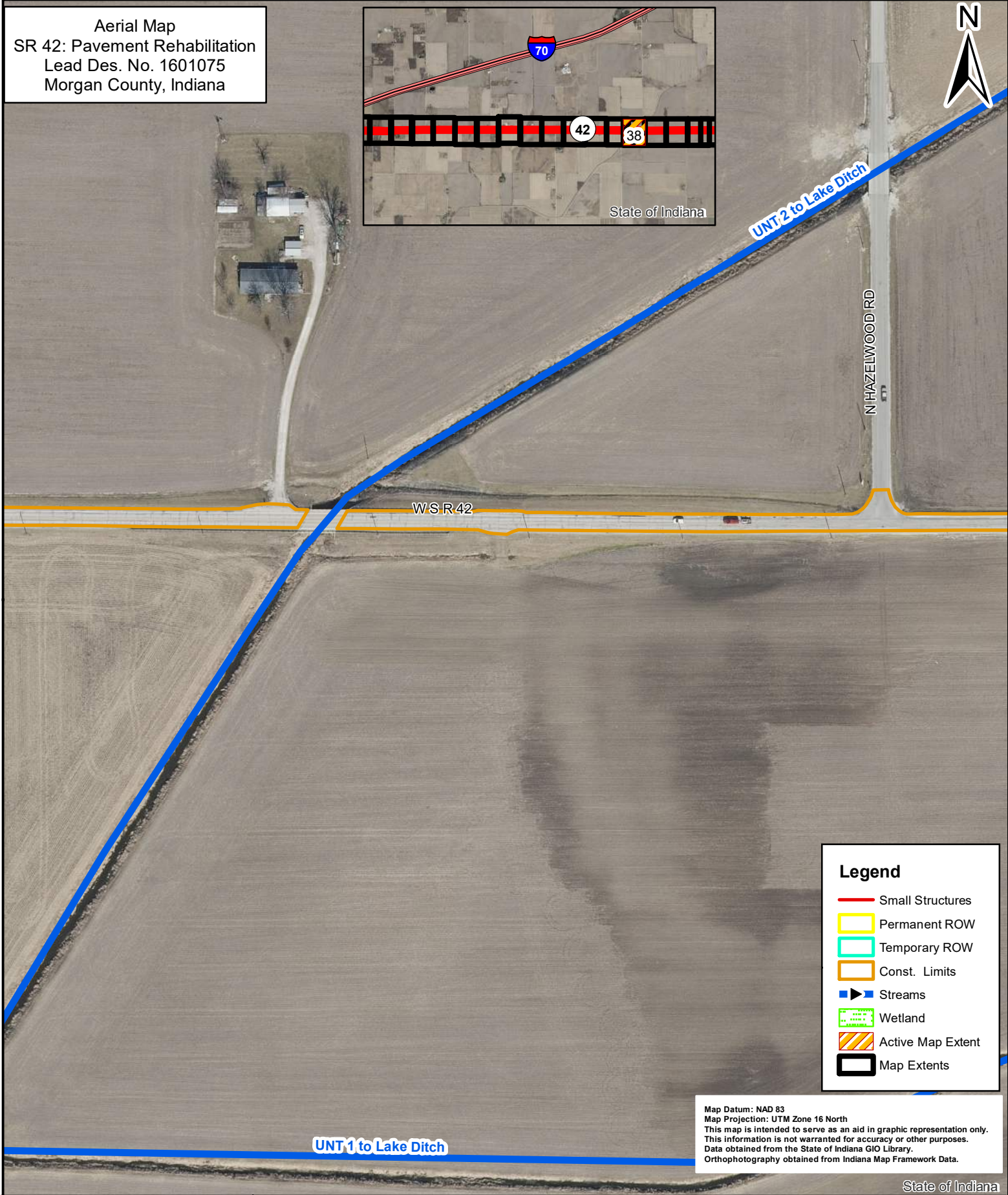
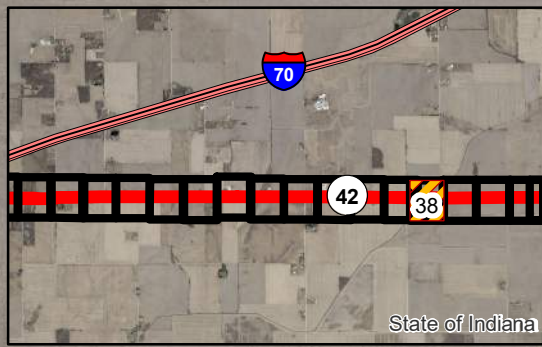
Aerial Map 37 of 48



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Aerial Map 38 of 48**

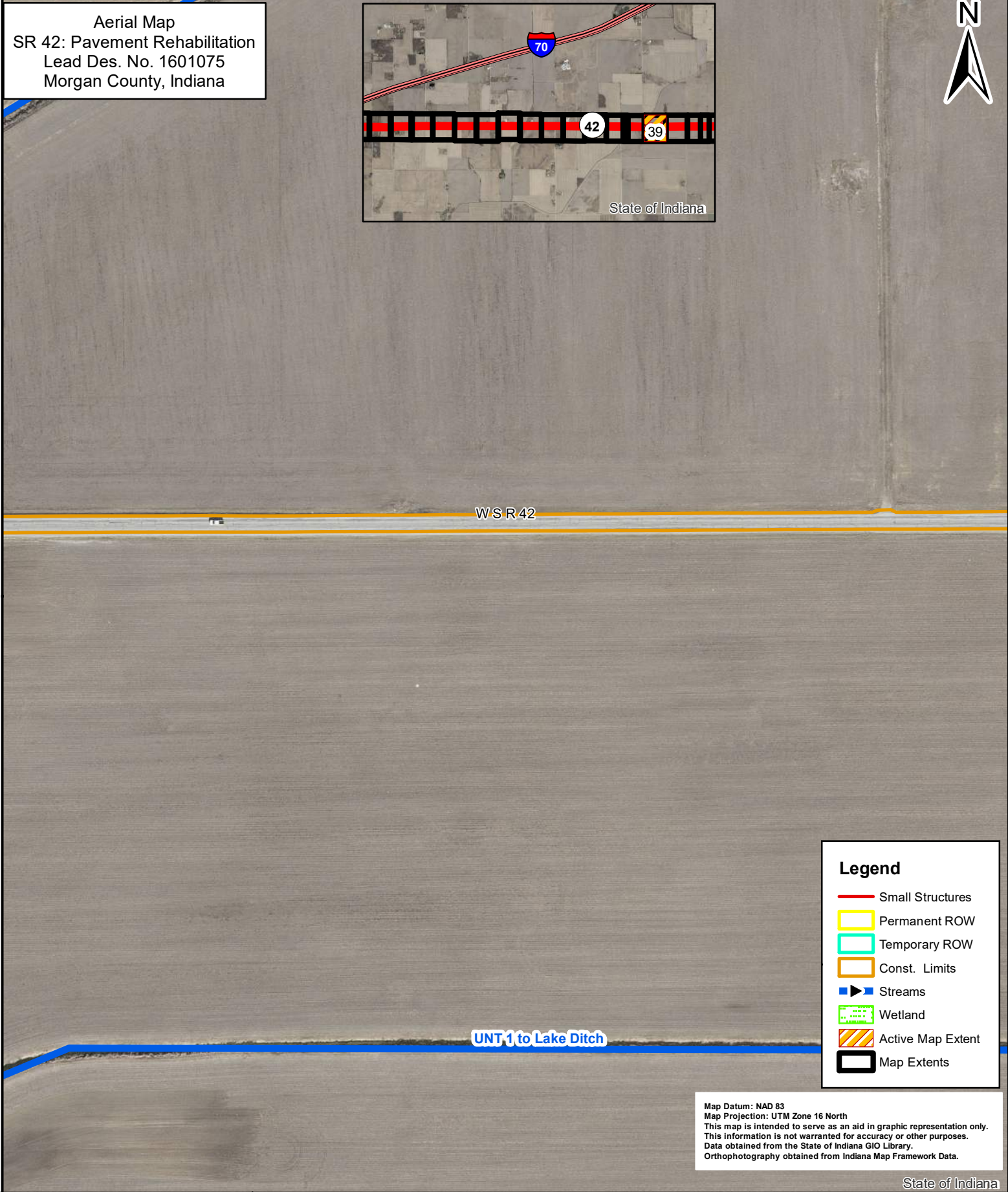
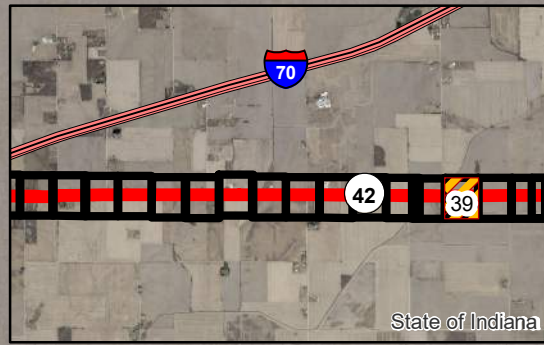
Feet

0      140      280      560

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



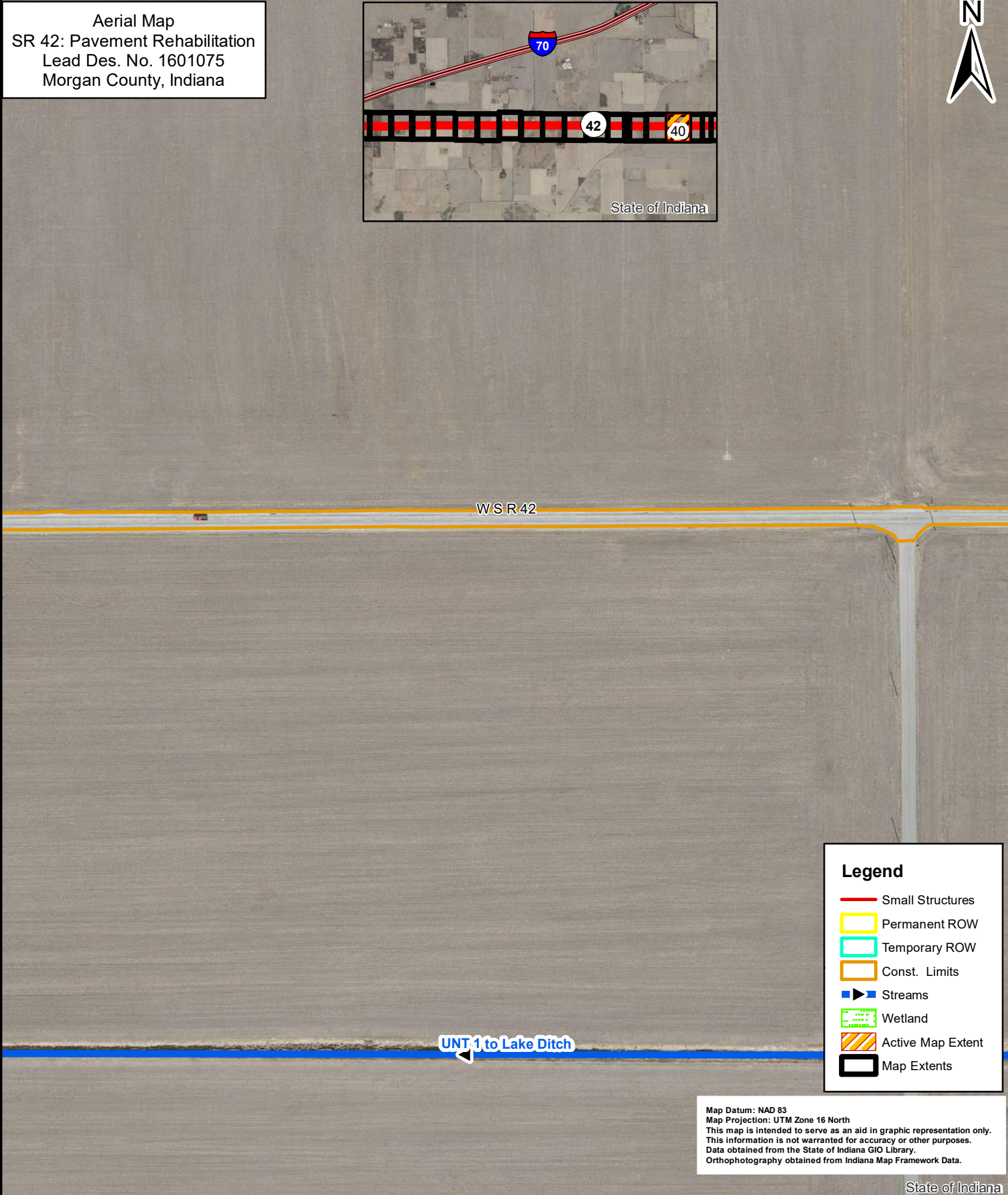
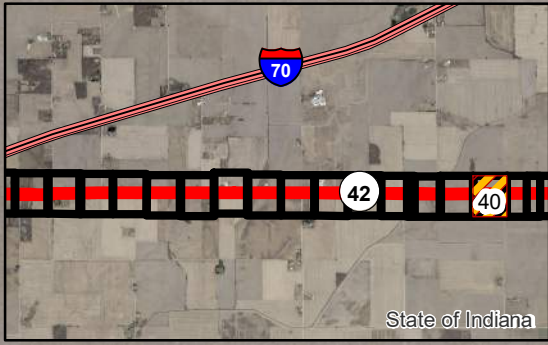
**Aerial Map 39 of 48**

Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



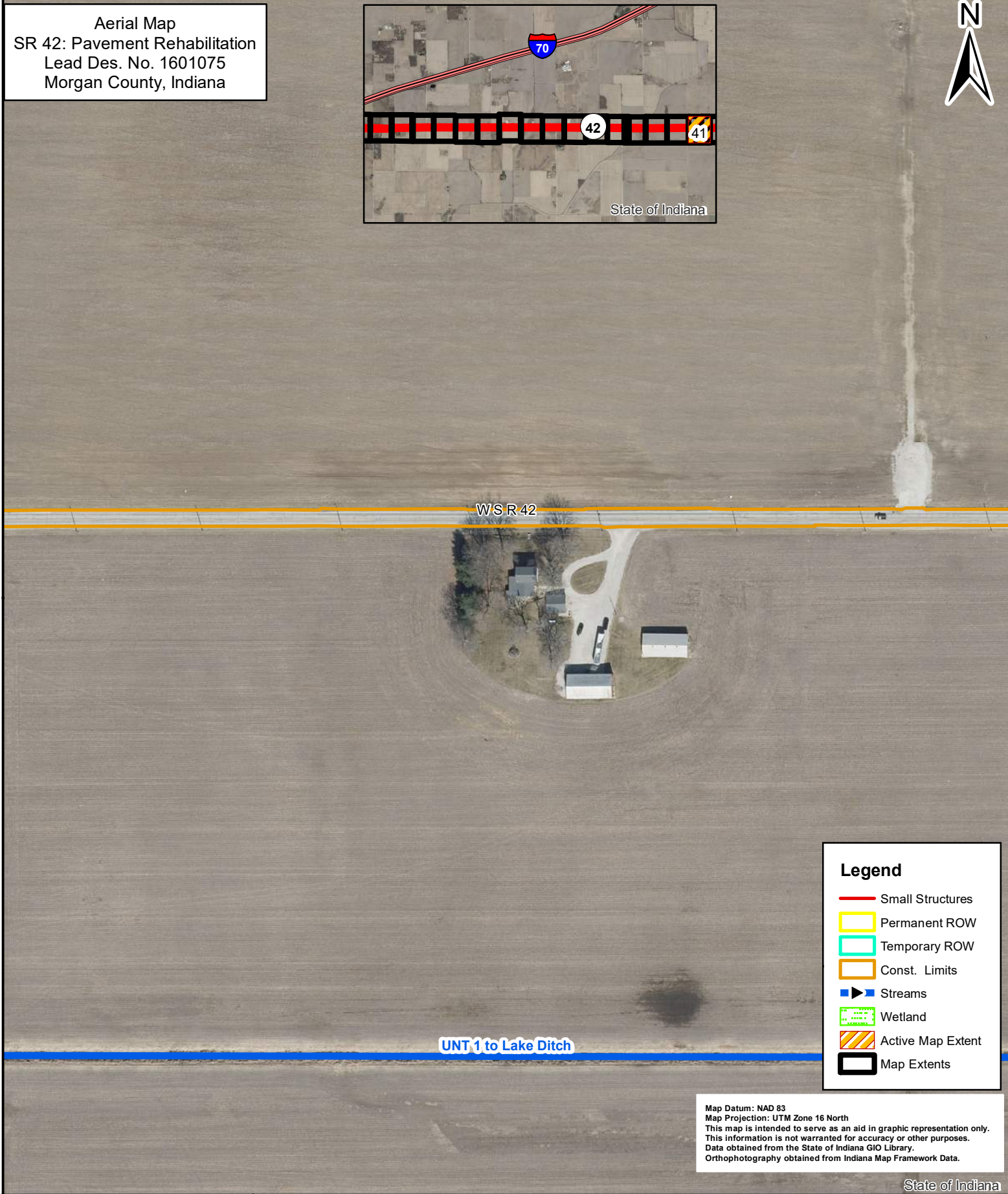
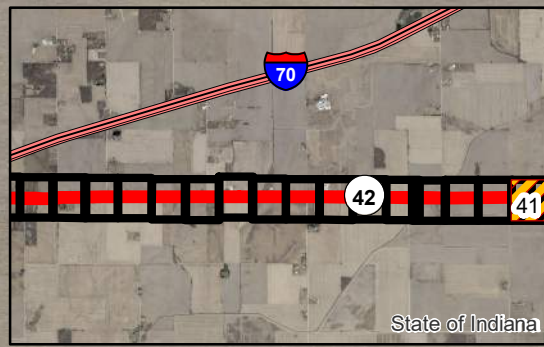
**Aerial Map 40 of 48**

Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



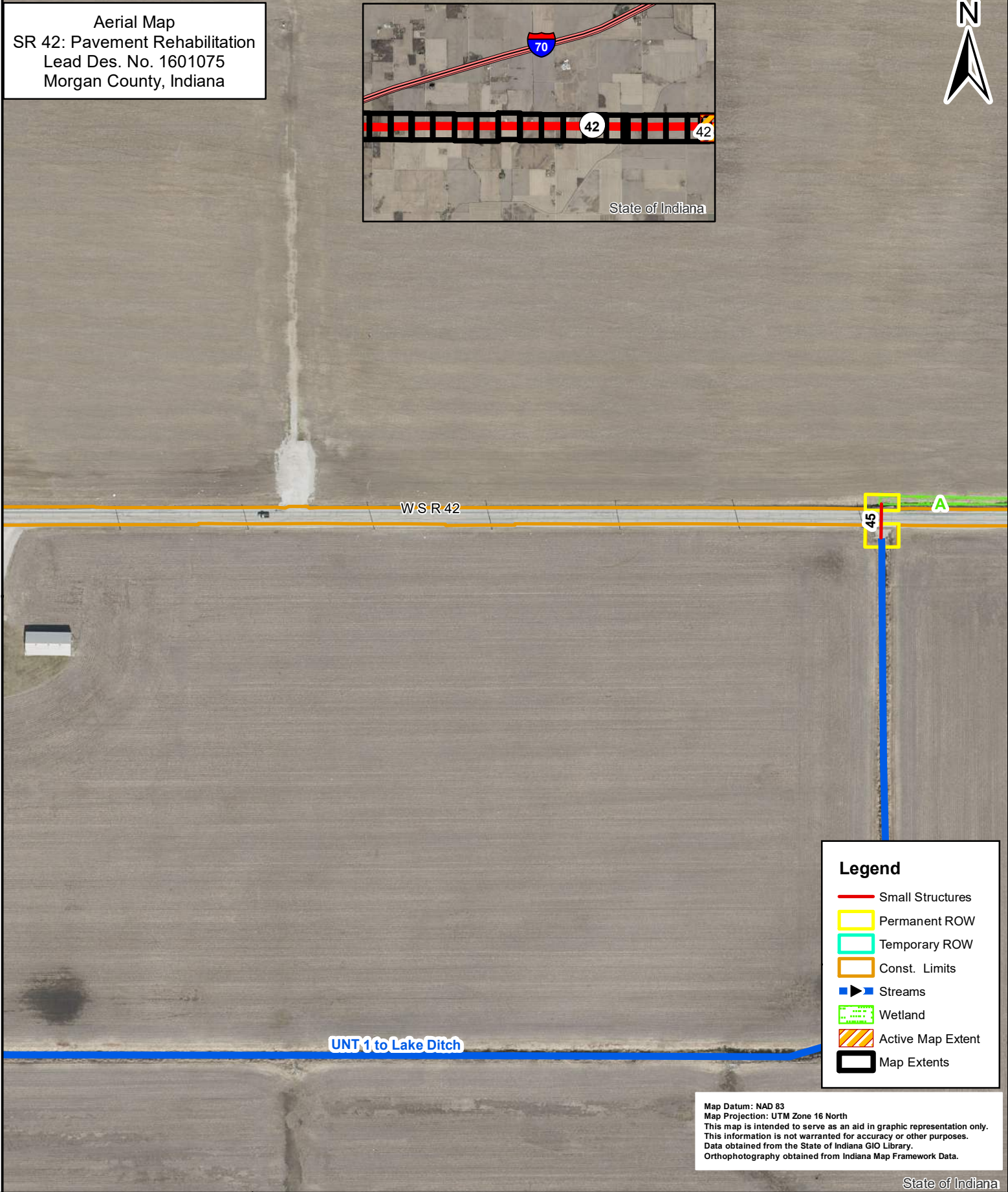
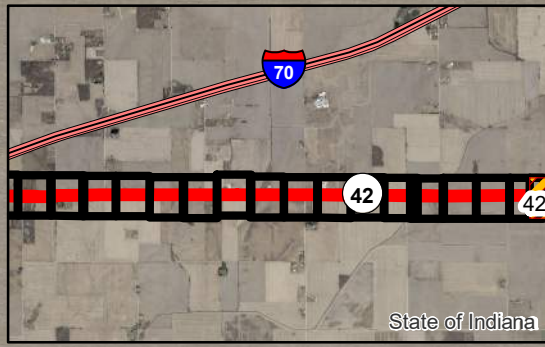
**Aerial Map 41 of 48**

Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- ▶ Streams
- Wetland
- Active Map Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



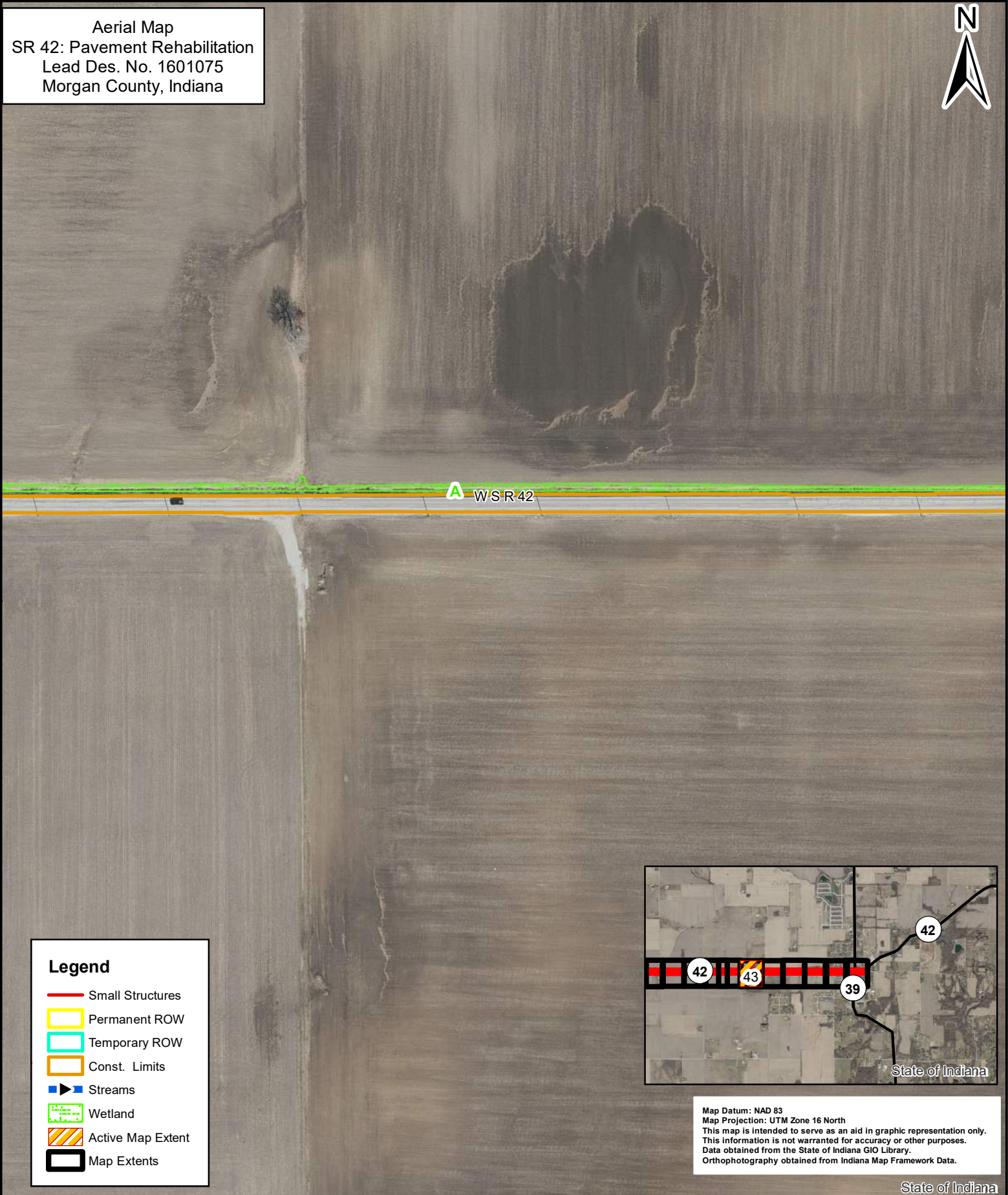
**Aerial Map 42 of 48**

0      140      280      560 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

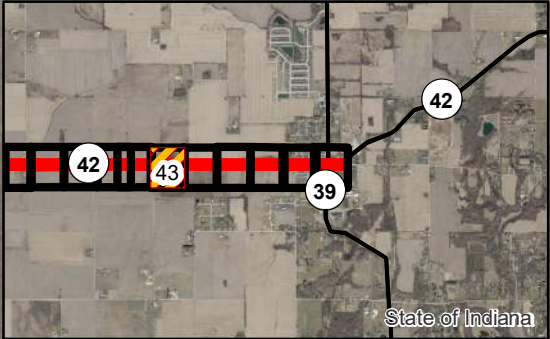


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Aerial Map 43 of 48**

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

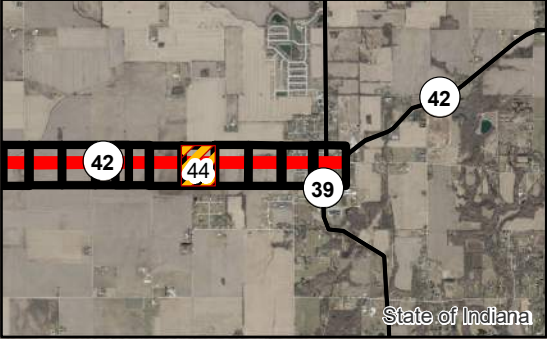


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana

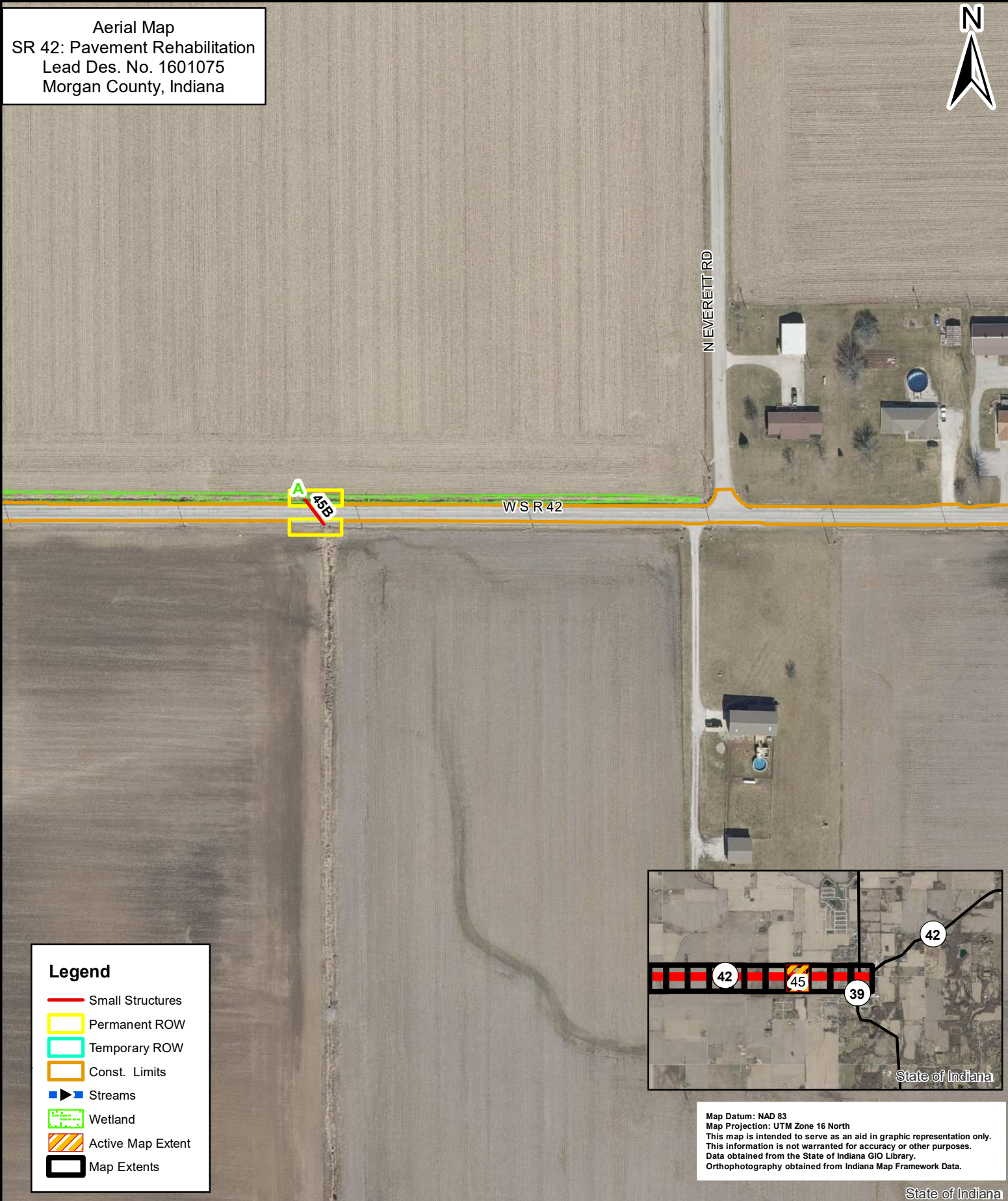


**Aerial Map 44 of 48**

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

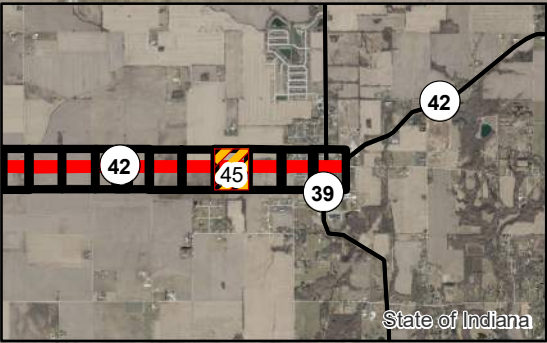


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Small Structures
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Map Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



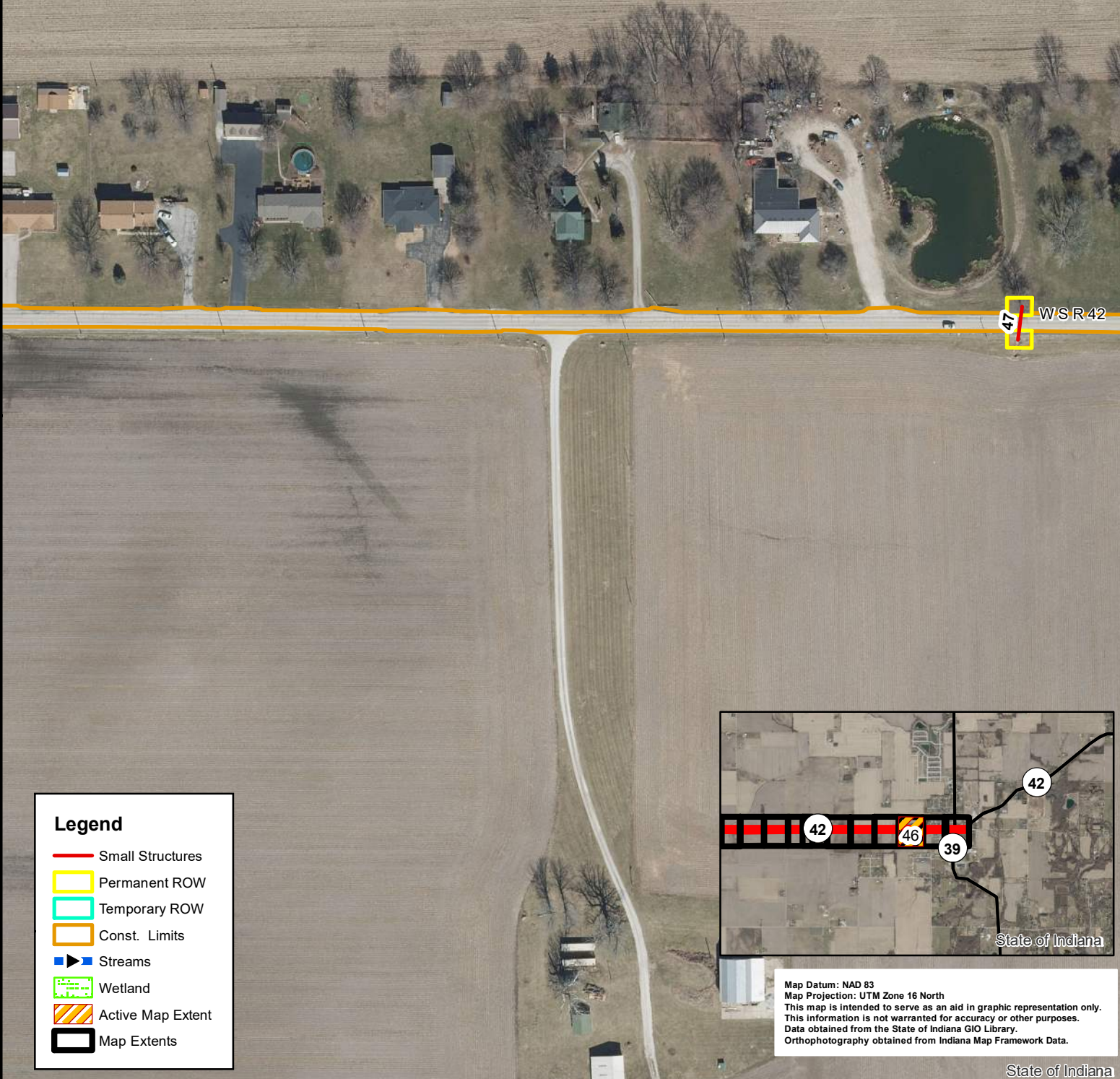
**Aerial Map 45 of 48**

0      140      280      560 Feet









Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

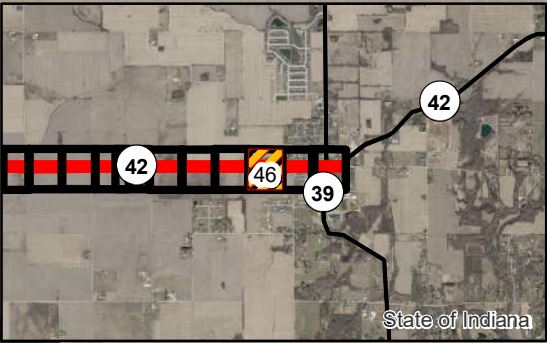


Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

-  Small Structures
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Map Extent
-  Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Aerial Map 46 of 48**

0      140      280      560 Feet




Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

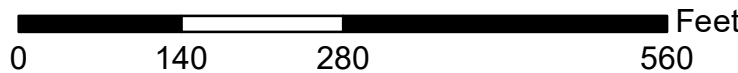
-  Small Structures
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Map Extent
-  Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



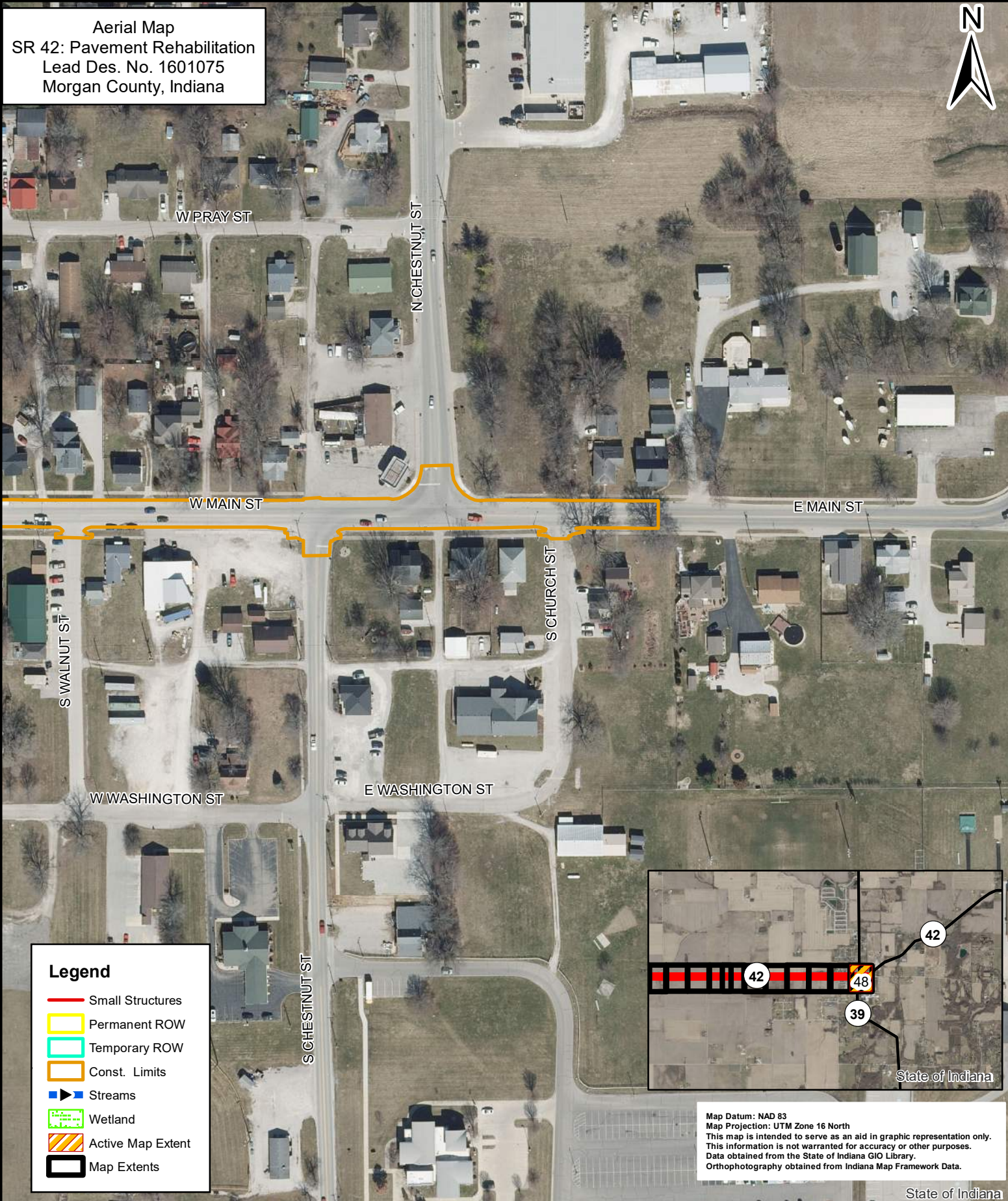
**Aerial Map 47 of 48**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan











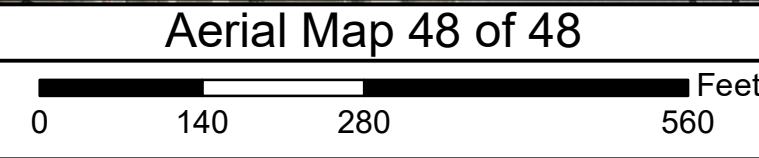
Aerial Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

**Legend**

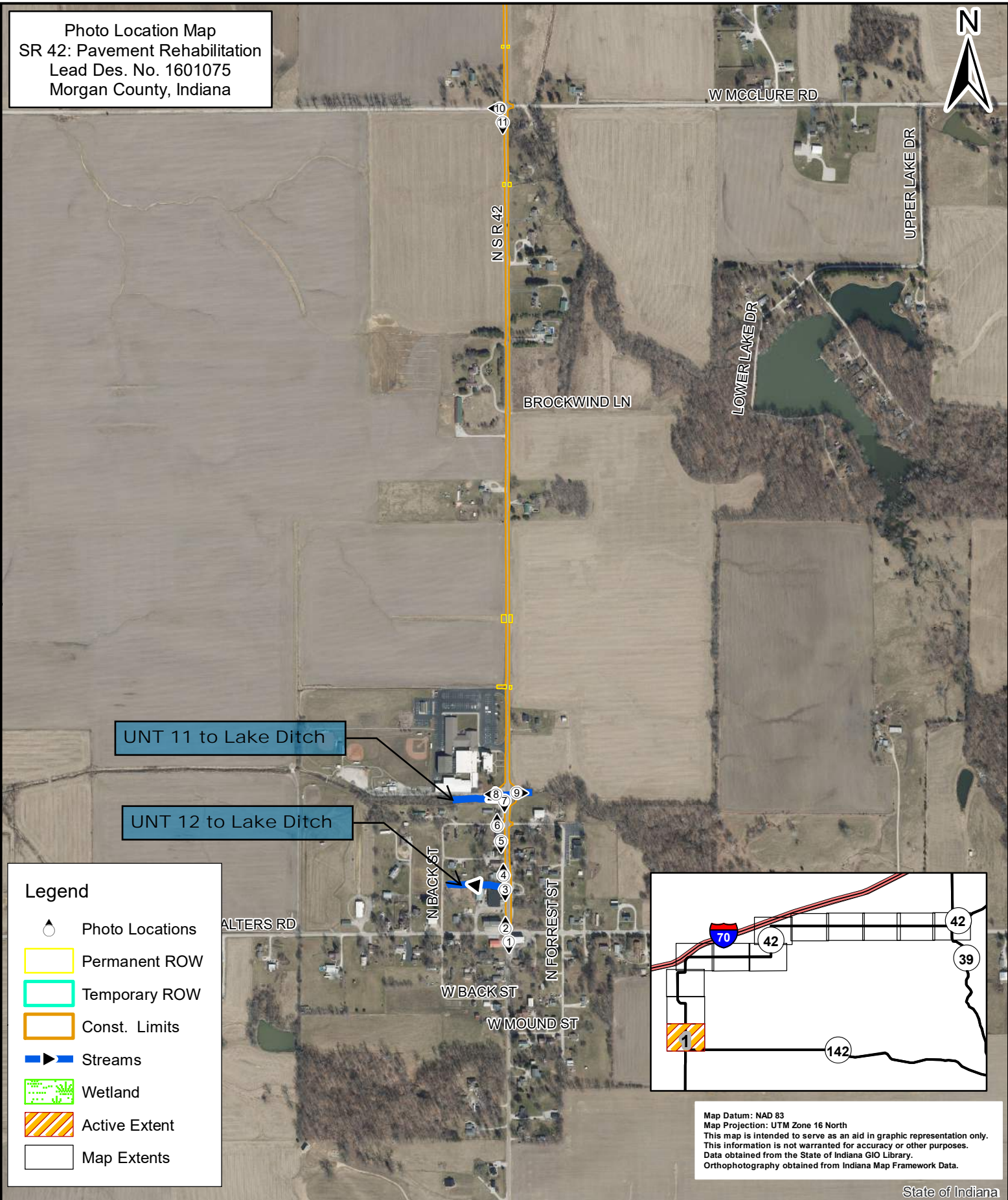
-  Small Structures
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Map Extent
-  Map Extents



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

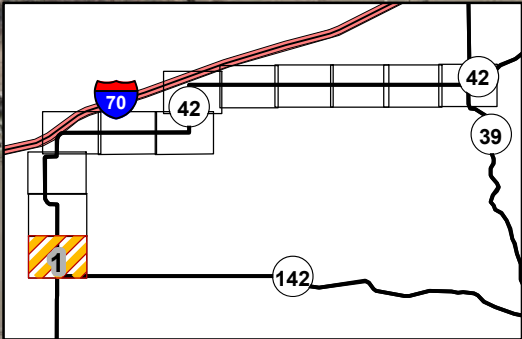


Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



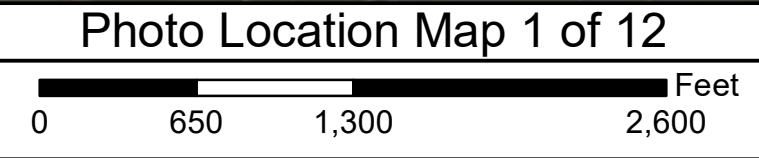
**Legend**

-  Photo Locations
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Extent
-  Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

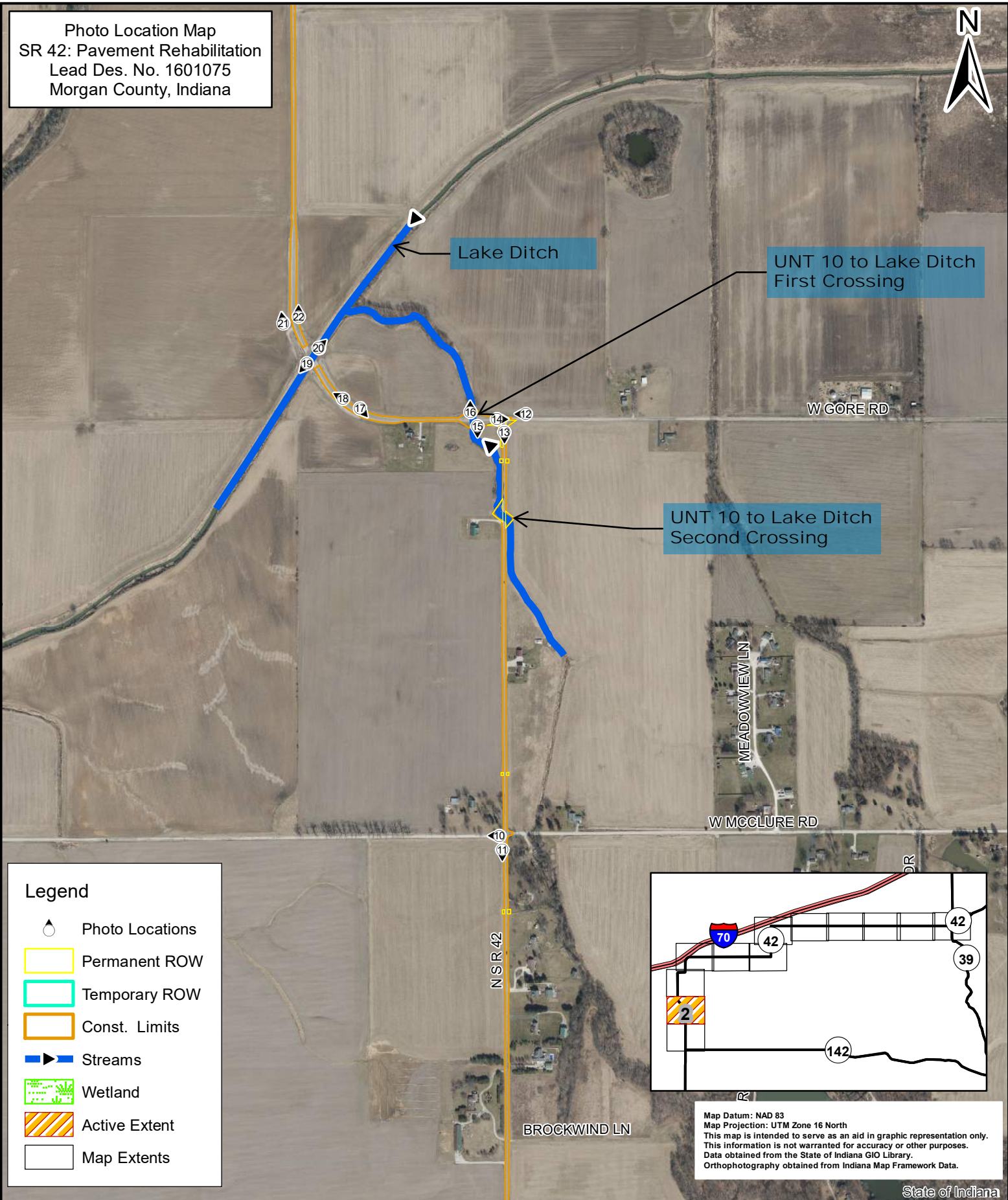
State of Indiana



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

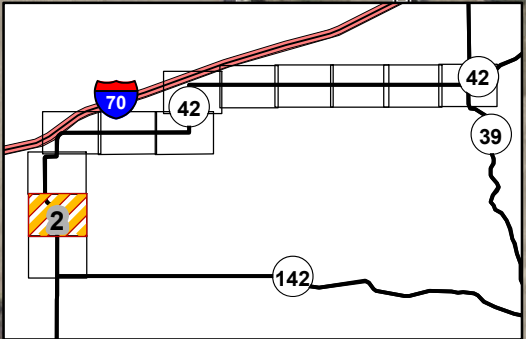


Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Photo Locations
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



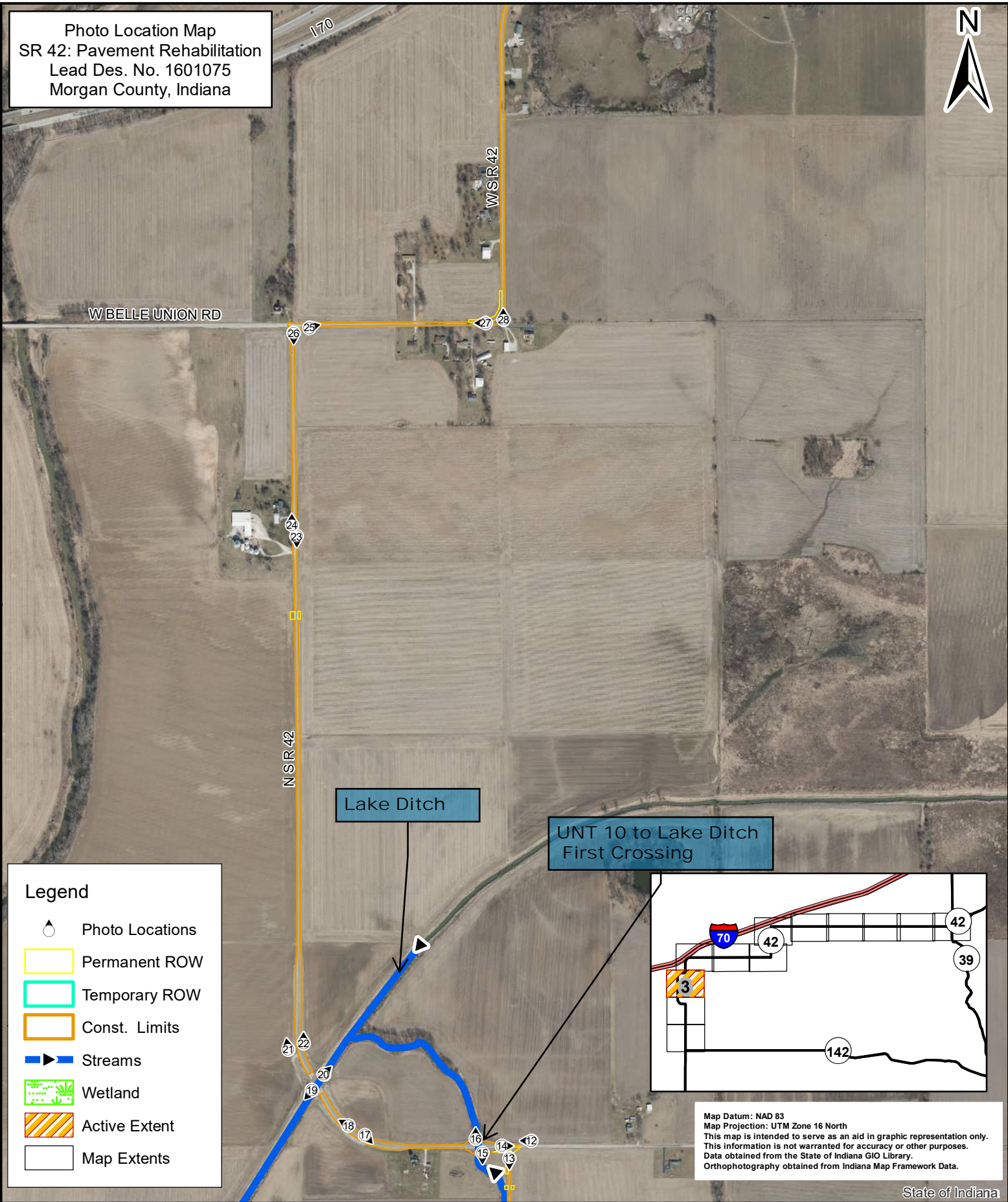
**Photo Location Map 2 of 12**

0      650      1,300      2,600 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

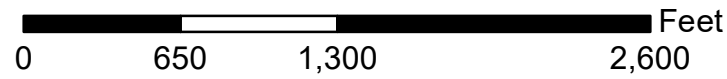
- Photo Locations
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Extent
- Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



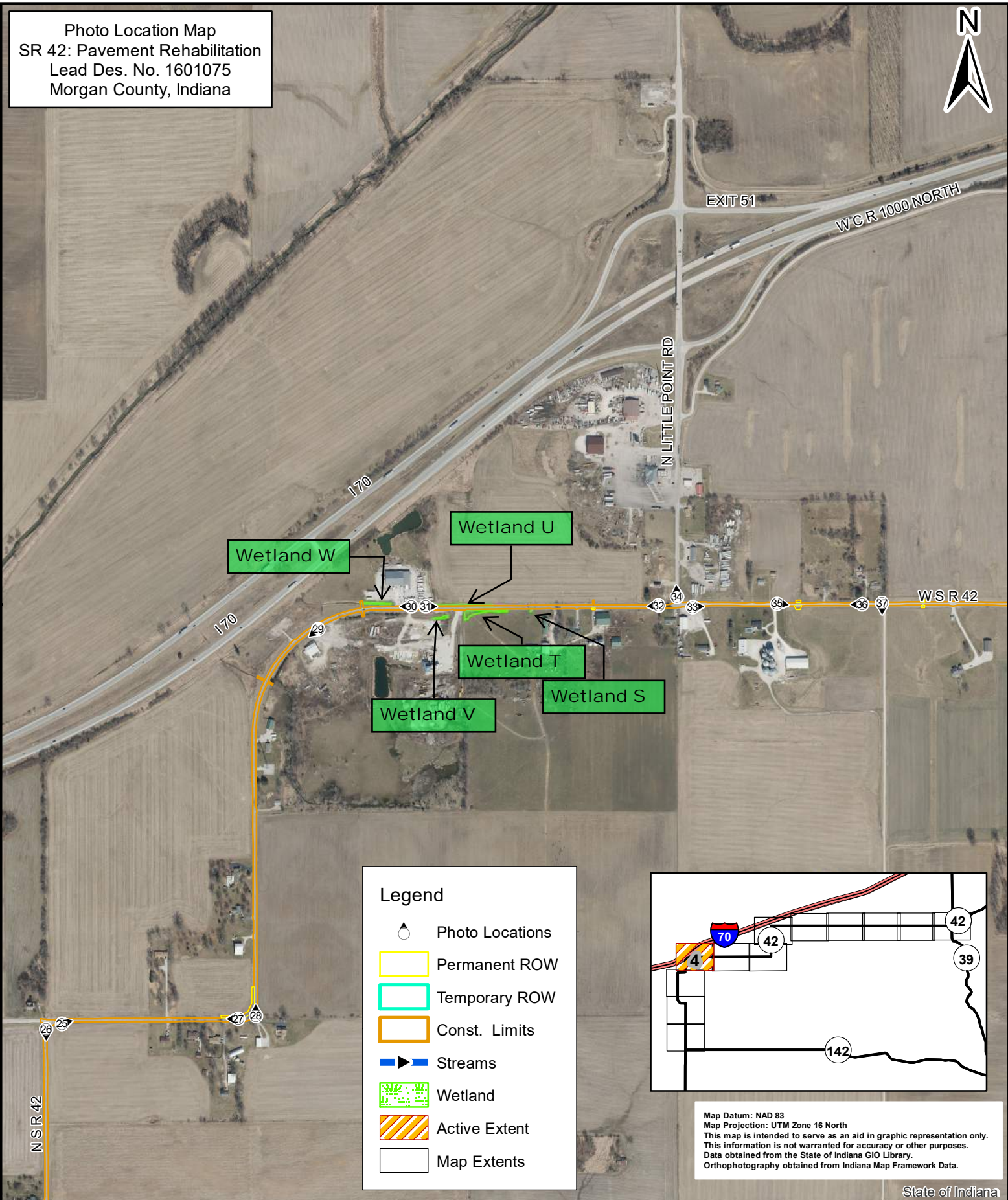
**Photo Location Map 3 of 12**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

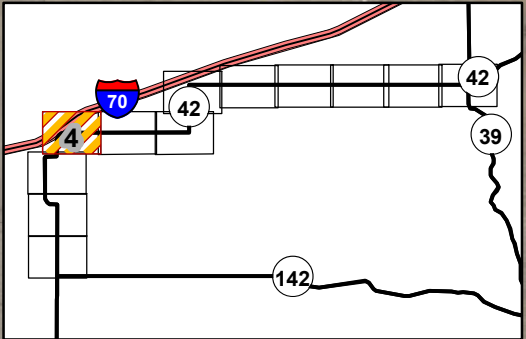


Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Photo Locations
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



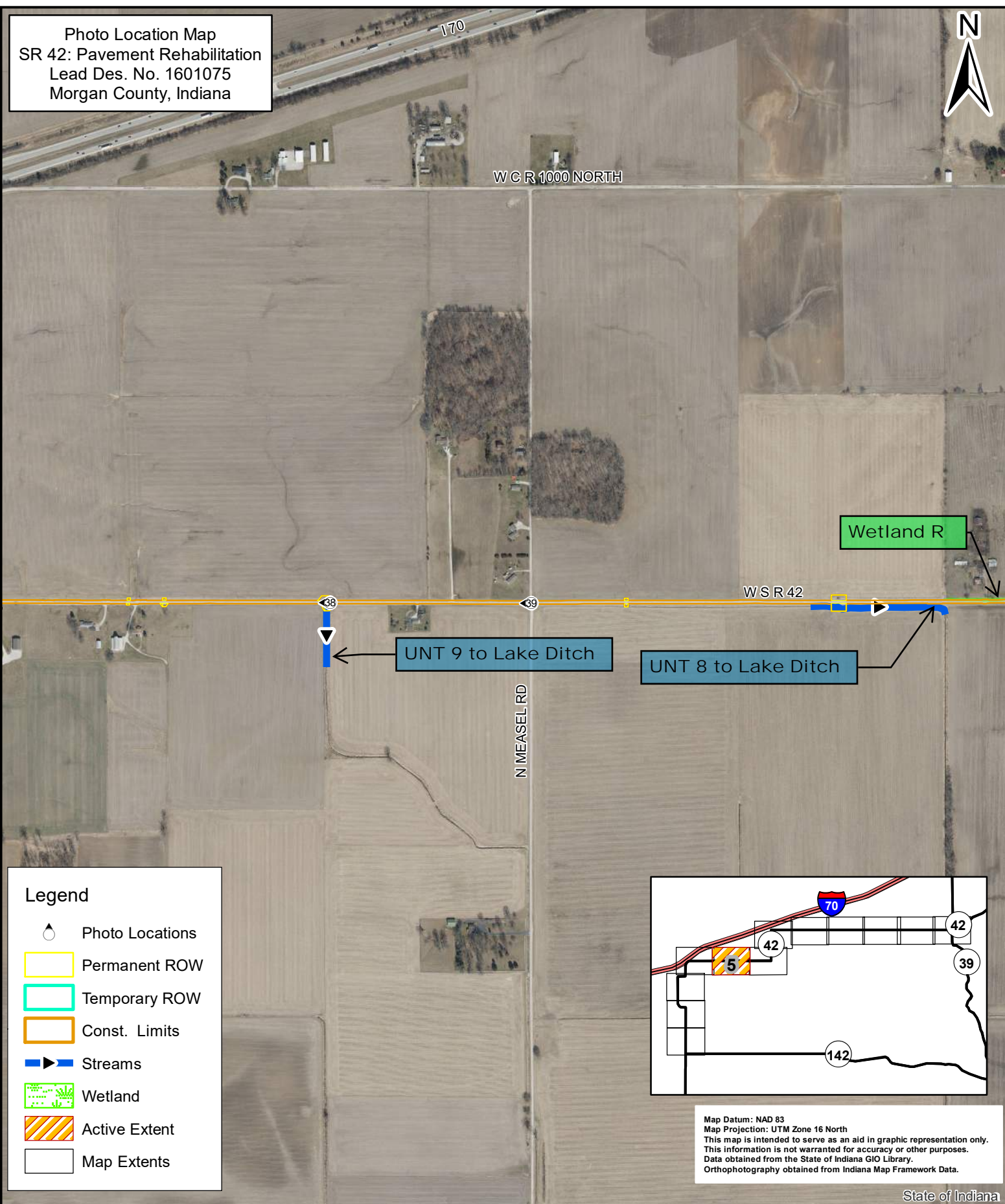
**Photo Location Map 4 of 12**

0      650      1,300      2,600 Feet

Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

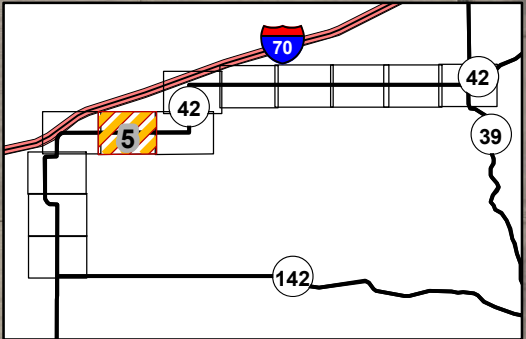


Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



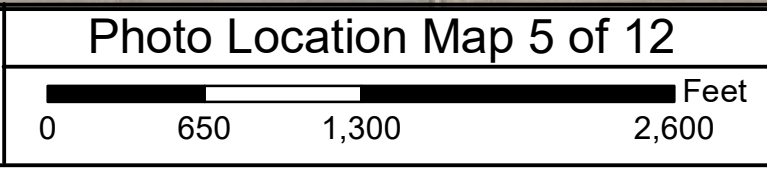
**Legend**

-  Photo Locations
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Extent
-  Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

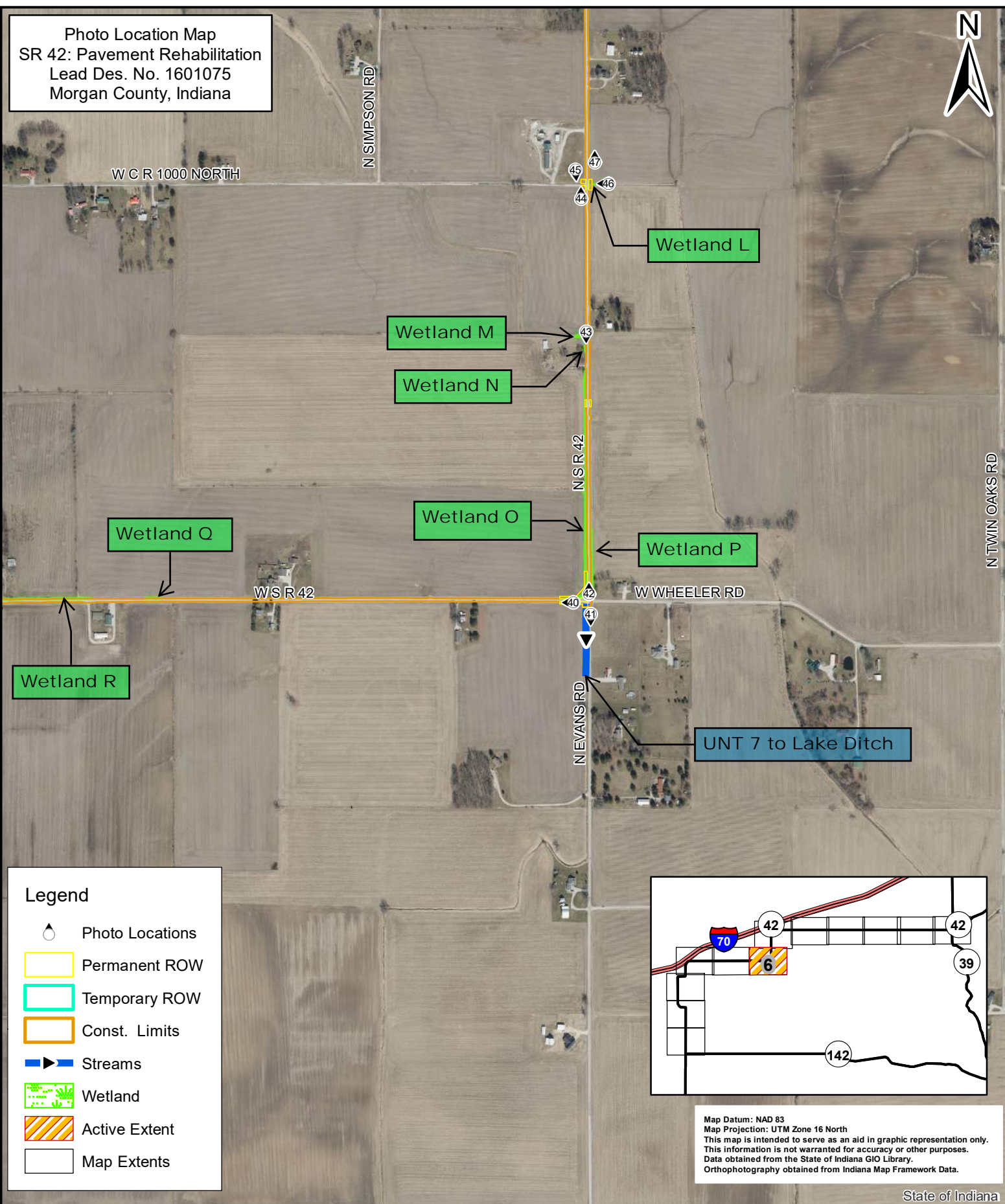
State of Indiana



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

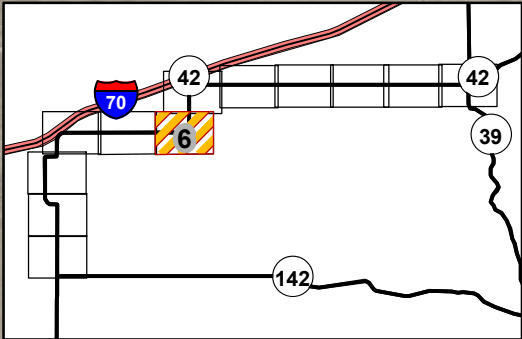


Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

-  Photo Locations
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Extent
-  Map Extents

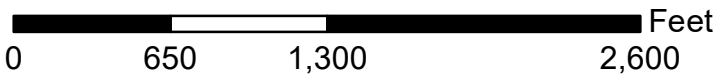


Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Photo Location Map 6 of 12**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



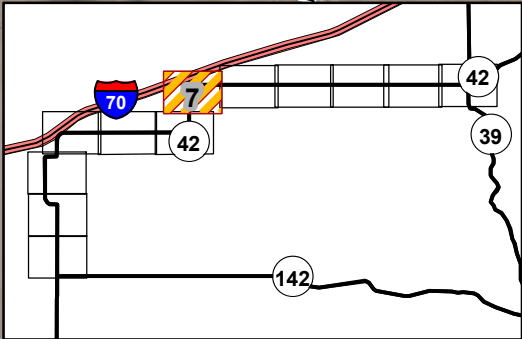
**Legend**

- Photo Locations
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Extent
- Map Extents

Wetland M

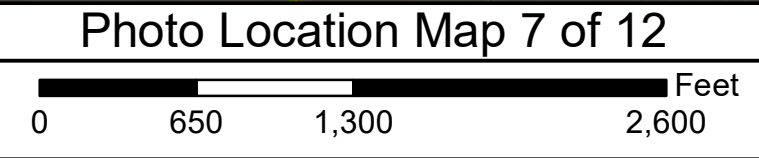
Wetland N

Wetland O



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

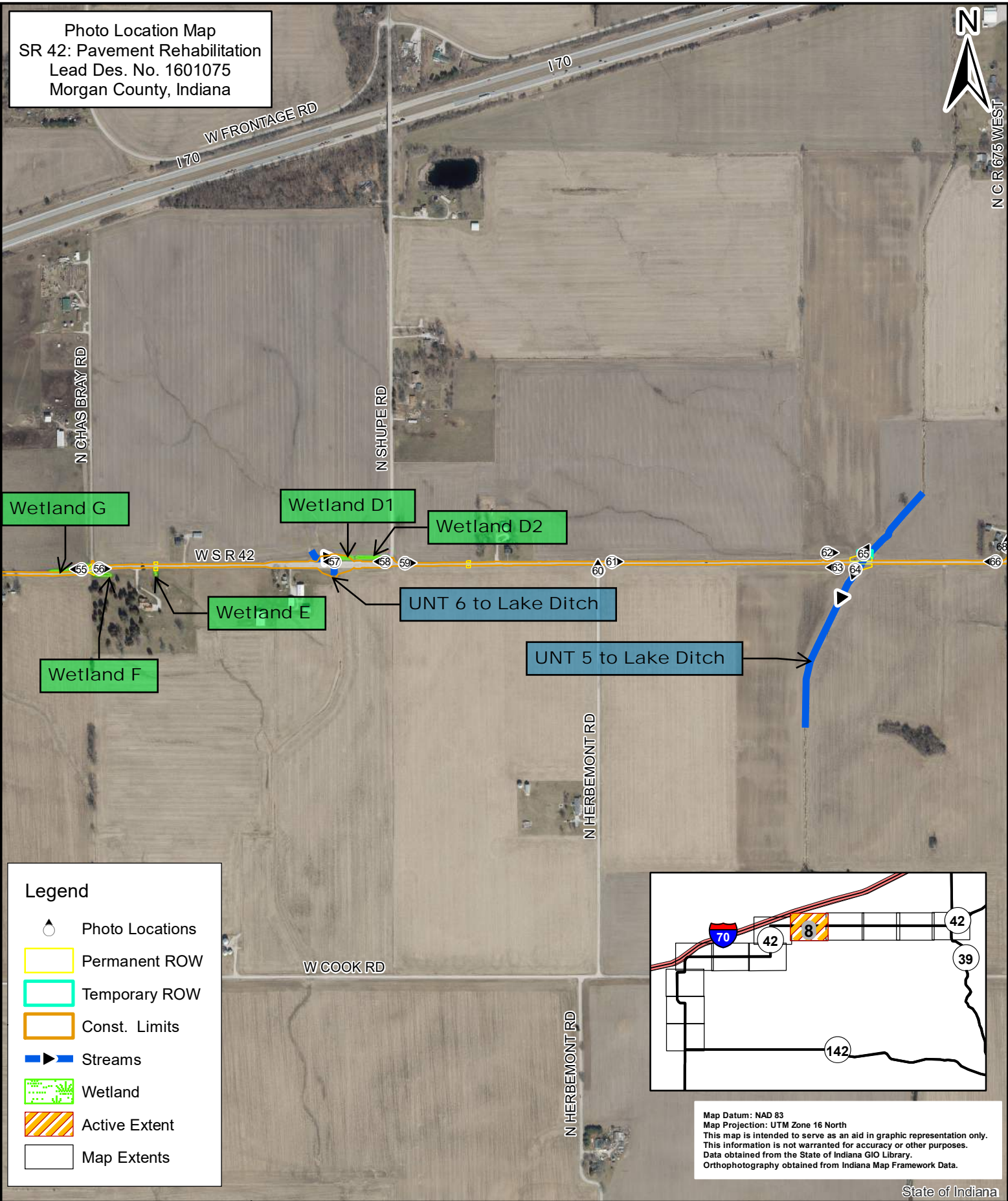
State of Indiana



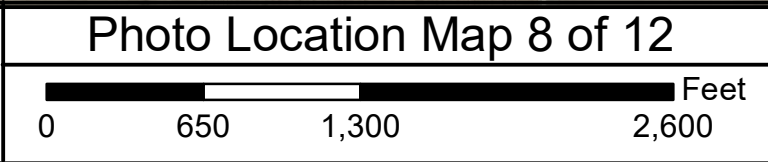
Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana

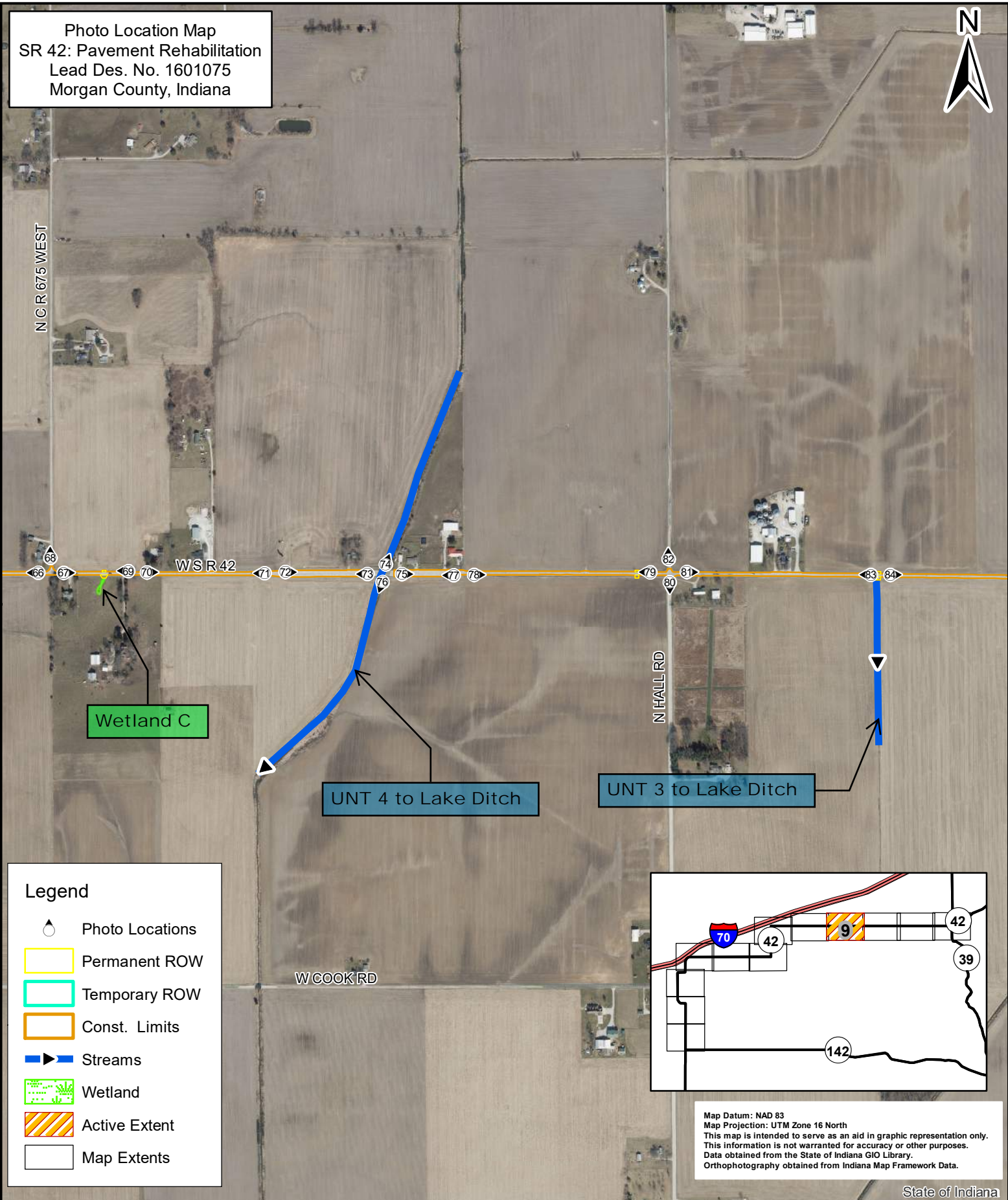


State of Indiana











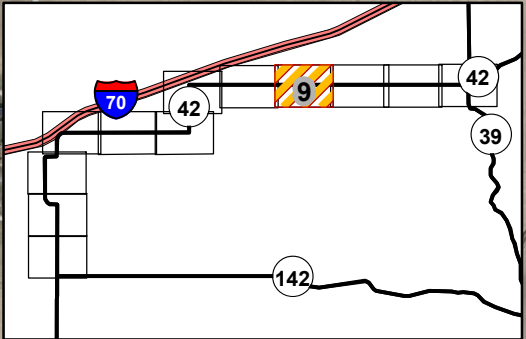
Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

-  Photo Locations
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Extent
-  Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



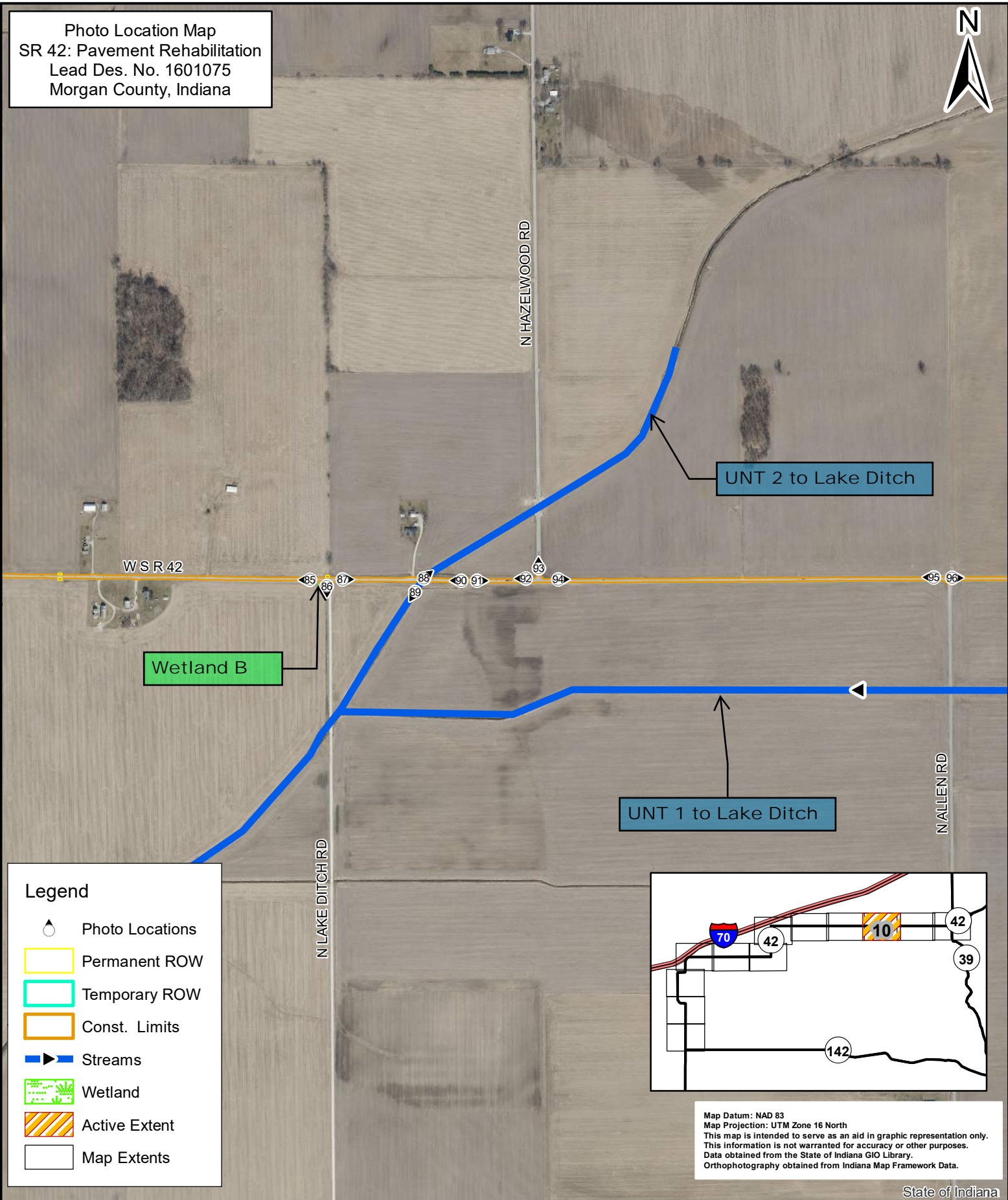
**Photo Location Map 9 of 12**

0      650      1,300      2,600 Feet








Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

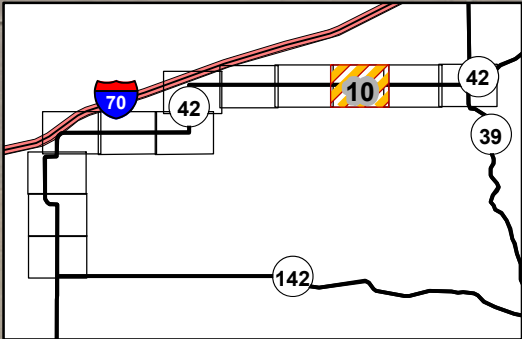


Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

-  Photo Locations
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Extent
-  Map Extents

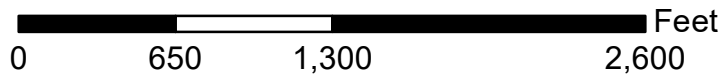


Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana

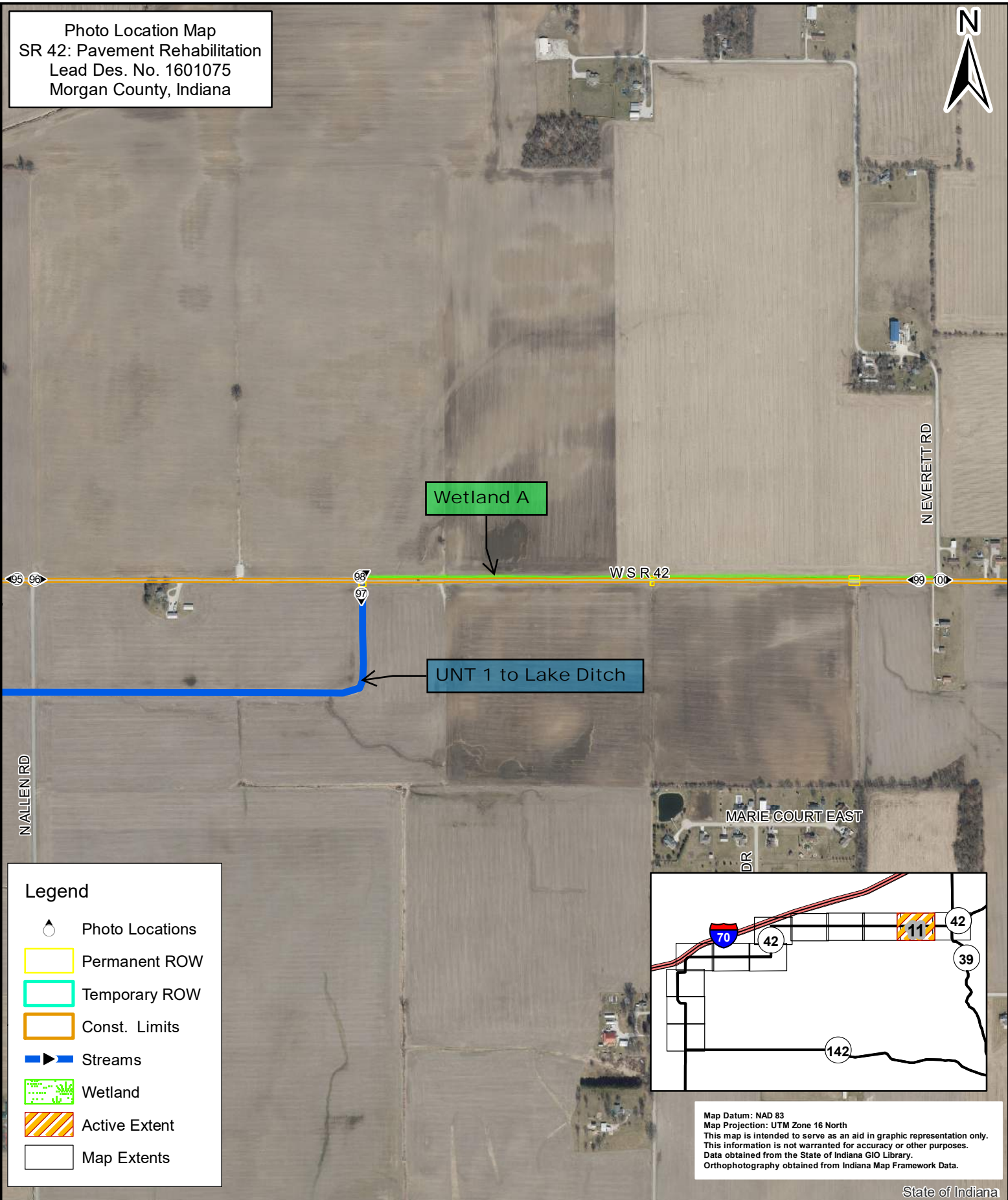


**Photo Location Map 10 of 12**



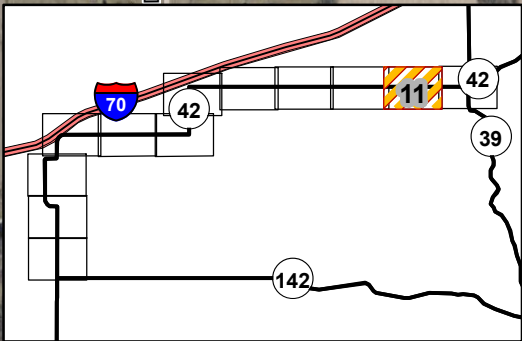
Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan

Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

- Photo Locations
- Permanent ROW
- Temporary ROW
- Const. Limits
- Streams
- Wetland
- Active Extent
- Map Extents



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



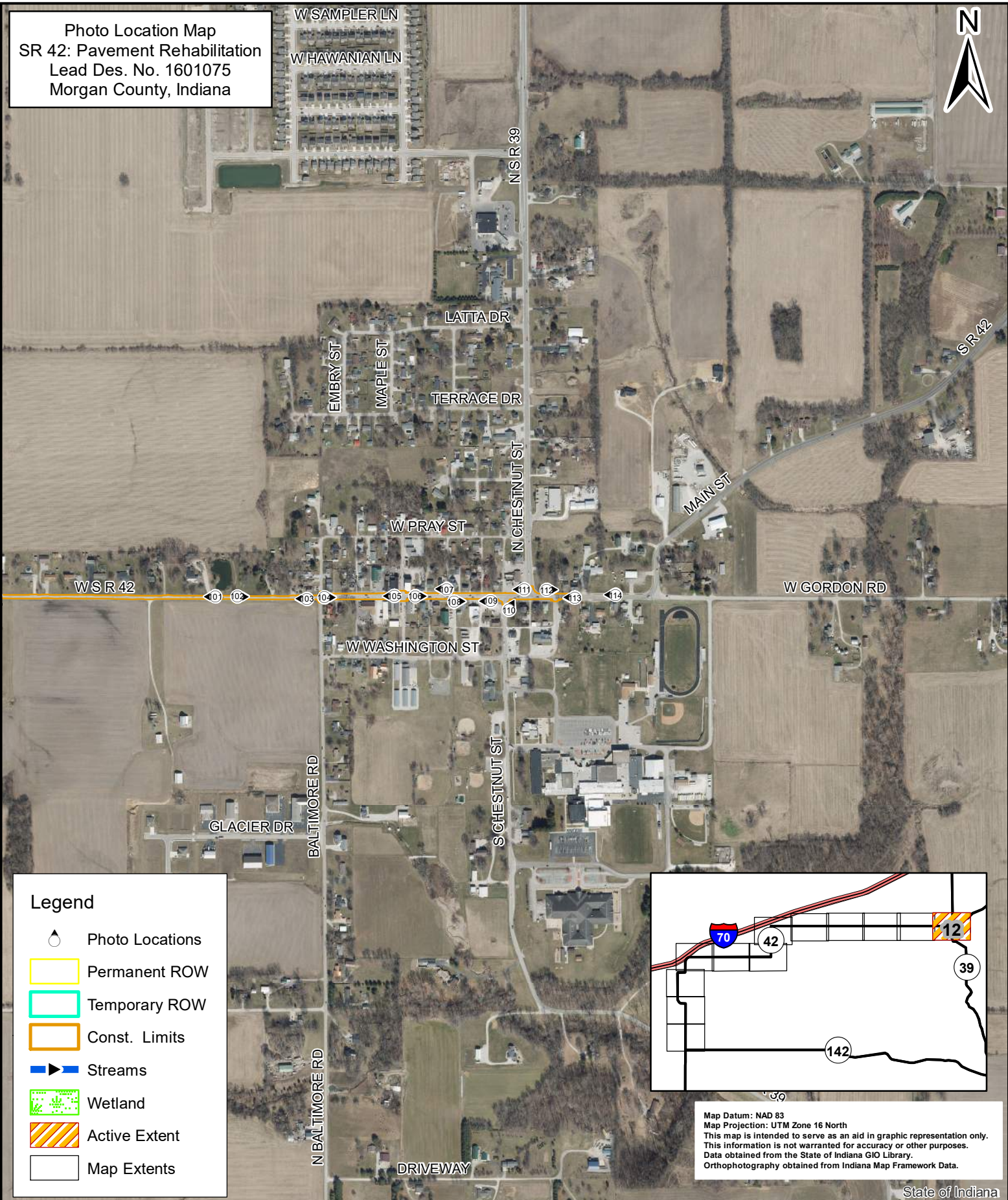
**Photo Location Map 11 of 12**

0      650      1,300      2,600 Feet









Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan



Photo Location Map  
 SR 42: Pavement Rehabilitation  
 Lead Des. No. 1601075  
 Morgan County, Indiana



**Legend**

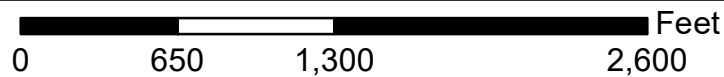
-  Photo Locations
-  Permanent ROW
-  Temporary ROW
-  Const. Limits
-  Streams
-  Wetland
-  Active Extent
-  Map Extents

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
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 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

State of Indiana



**Photo Location Map 12 of 12**



Location: SR 42  
 Township: Adams & Monroe  
 County: Morgan





1. From SR 42 looking south at roadway just south of SR 42 and SR 142 intersection in Eminence. Photo taken 6/12/19.



2. Looking north up SR 42 from SR 42 and SR 142 intersection in Eminence . Photo taken 6/12/19.





3. From west side of SR 42 looking south down the roadway in Eminence. Photo taken 6/12/19.



4. From the west side of SR 42 looking north up the roadway in Eminence. Photo taken 6/12/19.



5. From west side of SR 42 looking south down the roadway in Eminence . Photo taken 6/12/19.



6. From west side of SR 42 looking north up the roadway in Eminence. Photo taken 6/12/19.