

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
General Project Information

Road No./County:	State Road (SR) 62 (Lloyd Expressway) / Vanderburgh County
Designation Number(s):	1900308 (Lead), 1900263, 1900264, 1500041, 1600060, 1602258, and 2000187
Project Description/Termini:	Road Reconstruction, Intersection Improvements, and Bridge Replacements / SR 62, from Rosenberger Avenue (4.59 Miles West of S Jct US 41) to 2.72 Miles West of S Jct US 41

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

Approval

<p>N/A</p> <p>_____ INDOT DE Signature and Date</p>		<p><i>Drew Peumore</i></p> <p>_____ INDOT ESD Signature and Date</p>
<p>_____ FHWA Signature and Date</p>		

Release for Public Involvement

<p>N/A</p> <p>_____ INDOT DE Initials and Date</p>		<p><i>ADWP</i></p> <p>_____ INDOT ESD Initials and Date</p>
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Certification of Public Involvement

<p><i>Brian Malone</i></p> <p>_____ INDOT Consultant Services Signature and Date</p>		<p>10/17/2023</p>
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INDOT DE/ESD Reviewer Signature and Date:

<p><i>Cindy Mauro</i></p> <p>_____ INDOT DE/ESD Reviewer Signature and Date</p>		<p>November 29, 2023</p>
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Name and Organization of CE/EA Preparer: Payton Parke & Holly Hume - Lochmueller Group

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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*?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*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 Survey letters were mailed to potentially affected property owners near the project area on July 2, 2020, 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 Survey letter is included in Appendix G, page 1.

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the *Evansville Courier and Press* on May 22, 2023 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on June 21, 2023. The text of the public notice and the affidavit of publication appear in Appendix D, pages 171-174. No comments were received within the prescribed timeframe.

An initial draft Public Involvement Plan (PIP) was prepared by the project team on December 6, 2021. The draft PIP was updated to reflect changes in the project and Indiana Department of Transportation's (INDOT's) public involvement guidance in June 2022, and again in September 2022. A copy of the updated draft PIP is provided in Appendix G, pages 2-47. The PIP and most of the related public involvement include the road reconstruction, intersection improvements, and bridge replacements covered by this environmental document, as well as related projects that are being completed as a combined group of projects called "TheLloyd4U". The related projects are being completed under separate environmental documents.

Stakeholder Meetings:

Public involvement activities were initiated early in the project development process with a meeting with local officials held on October 14, 2020. The purpose of the meeting was to present an overview of TheLloyd4U projects, the project development process, and the purpose of the proposed improvements. The proposed corridor improvements were discussed, as well as factors impacting the need for the improvements. A summary of the meeting, including the list of attendees, meeting handout, and presentation slides are provided in Appendix G, pages 48-59. Comments received regarding the Wabash Avenue and St. Joseph Avenue intersection improvements expressed concerns with limiting left turn movements from westbound SR 62 to Wabash Avenue due to the large number of employees at Koch industries and other big employers along Ohio Street and further south of SR 62. Other comments received were in regards to whether or not Felstead Road would be maintained after all improvements are completed.

A virtual local officials briefing was held on March 4, 2021. The purpose of the meeting was to provide an overview of TheLloyd4U projects, an update of the projects' activities, and the projects' schedules. The preliminary designs and traffic operations of the proposed intersection improvements were presented. A summary of the meeting, including a list of attendees, and the presentation slides are provided in Appendix G, pages 60-70. Comments received regarding the intersection improvements at Ingle Avenue and Pennsylvania Street focused on traffic operations.

A virtual stakeholder meeting was held on March 11, 2021, regarding Wabash Avenue to Rosenberger Avenue intersection improvements. The purpose of the meeting was to present the preliminary design and traffic operations of the proposed TheLloyd4U intersection improvements. A summary of the meeting, including a list of attendees, and the presentation slides are provided in Appendix G, pages 71-78. Comments received regarding the intersection improvements between Wabash Avenue and Rosenberger Avenue focused on project schedule, scope of work, and timing of work.

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An individual Stakeholder Meeting was held with IMI Concrete on July 9, 2021 at the Lochmueller Group office located at 6200 Vogel Road, Evansville. The purpose of the meeting was to provide an update of the proposed TheLloyd4U improvements and discuss traffic operations in the Wabash Avenue and St. Joseph Avenue vicinity. A total of four people attended the meeting. A summary of the meeting, including a list of attendees, is provided in Appendix G, page 87. Comments received regarding the intersection improvements of Wabash Avenue and St. Joseph Avenue and potential closing of access points along SR 62 focused on traffic operations, business access, and construction schedule.

An individual Stakeholder Meeting was held with George Koch Sons on July 23, 2021 at Koch Training Center located at 10 S 11th Avenue, Evansville. The purpose of the meeting was to provide an update of the proposed TheLloyd4U improvements and discuss traffic operations in the Wabash Avenue and St. Joseph Avenue vicinity. A total of 10 people attended the meeting. A summary of the meeting, including a list of attendees, is provided in Appendix G, pages 88-89. Comments received regarding the intersection improvements of Wabash Avenue and St. Joseph Avenue and potential closing of access points along SR 62 focused on traffic operations and business access.

An individual Stakeholder Meeting was held with Control Specialists, Inc. on October 15, 2021 at Control Specialists, Inc located at 2021 W Lloyd Expressway, Evansville. The purpose of the meeting was to provide an update of the proposed TheLloyd4U improvements and discuss traffic operations in the Wabash Avenue and St. Joseph Avenue vicinity. A total of three people attended the meeting. A summary of the meeting, including a list of attendees, is provided in Appendix G, pages 90-91. Comments received regarding the intersection improvements of Wabash Avenue and St. Joseph Avenue and potential closing of access points along SR 62 focused on traffic operations, construction schedule, and business access.

A hybrid in-person and virtual Transportation Management Plan (TMP) meeting with local stakeholders was held on October 21, 2021. The purpose of the meeting was to discuss the proposed transportation plan and MOT plan for TheLloyd4U project. A summary of the meeting, including a list of attendees, and the presentation slides are provided in Appendix G, pages 96-106. The Evansville Metropolitan Planning Organization (EMPO) suggested placing cameras throughout the project area to monitor traffic delays and accidents during construction, similar to what was done during the US 41 improvements. EMPO also suggested the project team coordinate all construction traffic information with the Communications Director at Mayor Winnecke's Office (Appendix G, page 97). These measures are included as firm commitments in the Environmental Commitments section of this CE document.

An individual Stakeholder Meeting was held with David Enterprises, Inc. on November 11, 2021 at the Lochmueller Group office located at 6200 Vogel Road, Evansville. The purpose of the meeting was to provide an update of the proposed TheLloyd4U improvements and discuss traffic operations in the Wabash Avenue and St. Joseph Avenue vicinity. A total of five people attended the meeting. A summary of the meeting, including a list of attendees, is provided in Appendix G, page 92. Comments received regarding the intersection improvements of Wabash Avenue and St. Joseph Avenue and potential closing of access points along SR 62 focused on business access and traffic operations.

A hybrid in-person and virtual meeting with local stakeholders was held on March 24, 2022. The purpose of the meeting was to provide an update of the proposed TheLloyd4U improvements, explain the functionality of the intersection designs, and the proposed maintenance of traffic (MOT) plans during construction. A summary of the meeting, including a list of attendees, and the presentation slides are provided in Appendix G, pages 79-86. Comments received regarding the intersection improvements at Rosenberger Avenue, St. Joseph Avenue, and Wabash Avenue focused on access to businesses and construction.

An in-person stakeholder meeting was held with Corbierre Avenue residents on August 10, 2022 at the Evansville Public Library located at 120 S Red Bank Road, Evansville. The purpose of the meeting was to discuss the proposed improvements and maintenance of traffic plan for TheLloyd4U project at Corbierre Avenue and Barker Avenue. A total of five people attended the meeting. A summary of the meeting, including a list of attendees, invitation letter, and the presentation slides are provided in Appendix G, pages 114-119. Comments received regarding the proposed improvements to Corbierre Avenue and Barker Avenue focused on access to residential property and traffic operations.

A follow-up hybrid in-person and virtual TMP meeting with local stakeholders was held on August 18, 2022. The purpose of the meeting was to provide an update of the proposed TheLloyd4U improvements, explain the functionality of the intersection designs, and maintenance of traffic plan during construction. A summary of the meeting including a list of attendees and the presentation slides are provided in Appendix G, pages 107-113. Comments received regarding the intersection improvements at Wabash Avenue, St. Joseph Avenue, and Rosenberger Avenue focused on traffic movements and construction.

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An in-person stakeholder meeting was held with the West Side Improvement Association (WSIA) on September 15, 2022 at the Howell Park Shelter house located at 1400 S Tekoppel Avenue, Evansville. The purpose of the meeting was to provide an update of the proposed TheLloyd4U improvements and discuss traffic operations in the Wabash Avenue, St. Joseph Avenue, and Rosenberger Avenue vicinity. Approximately 47 people attended the meeting. A summary of the meeting, including a list of attendees included in Appendix G, pages 120-121. Comments received regarding the intersection improvements of Wabash Avenue and St. Joseph Avenue and potential closing of access points along SR 62 focused on business access, traffic operations, and incorporating decorative design features into the project scope to enhance the sense of community.

An individual Stakeholder Meeting was held with the Cross-Eyed Cricket Restaurant (Tudela Family) on December 5, 2022 at the Cross-Eyed Cricket Restaurant located at 2101 W Lloyd Expressway, Evansville. The purpose of the meeting was to provide an update of the proposed TheLloyd4U improvements and discuss traffic operations in the Wabash Avenue and St. Joseph Avenue vicinity. A total of nine people attended the meeting. A summary of the meeting, including a list of attendees, is provided in Appendix G, pages 93-95. Comments received regarding the intersection improvements of Wabash Avenue and St. Joseph Avenue and potential closing of access points along SR 62 focused on construction, business access and traffic operations.

Public Information Meetings (PIMs):

The first TheLloyd4U PIMs were held on April 20, 21, and 22, 2021. The PIMs were advertised via Evansville local television stations, press releases in the *Evansville Courier & Press*, project website, e-blasts, direct mailings, and advertisements on Facebook and Twitter. The April 20, 2021 meeting was held virtually and was attended by 95 members of the public. A list of meeting attendees is presented in Appendix G, page 122. The presentation covered the draft purpose, an overview of the project, discussion of various alternatives, and the next steps (Appendix G, pages 126-132). Comments received for this project focused on eliminating traffic signals along SR 62/Lloyd Expressway, traffic operations at Corbierre Avenue and Rosenberger Avenue, access to property, and homeowner impacts. Comments from the virtual meeting on April 20, 2021 are provided in Appendix G, pages 122-125.

The PIM on April 21, 2021 was held at the City View at Sterling Square located at 210 North Fulton Avenue, Evansville. It was an open house format held from 4:30 to 7:00 p.m. with presentations at 5:00 and 6:00 p.m. The presentation was the same as the one given at the April 20, 2021 PIM. A total of 32 people attended the in-person meeting. Sign-in sheets from the meeting are provided in Appendix G, pages 133-137. A presentation was given at the meeting, and display boards as well as handouts and comment cards were provided (Appendix G, pages 126-132 and pages 142-155). A total of two comments were received regarding the Rosenberger Avenue to Wabash Avenue portion of the project. These comments focused on property access and traffic operations at Barker Avenue and eliminating stoplights. Comments from the April 21, 2021 meeting are provided in Appendix G, pages 160-161.

The PIM on April 22, 2021 was held at the Crescent Room at Milestones located at 621 South Cullen Avenue, Evansville. It was an open house format held from 4:30 to 7:00 p.m. with presentations at 5:00 and 6:00 p.m. The presentation was the same as the one given at the April 20, 2021 PIM. A total of 15 people attended the in-person meeting. Sign-in sheets from the meeting are provided in Appendix G, pages 138-141. A presentation was given at the meeting, and display boards as well as handouts and comment cards were provided (Appendix G, pages 126-132 and pages 142-155). A total of two comments were received regarding the Rosenberger Avenue to Wabash Avenue portion of the project. The comments focused on traffic operations at Corbierre Avenue and general concern that the project will overload traffic and cause congestion on the side streets. Comments from the April 22, 2021 meeting are provided in Appendix G, pages 162-164.

A second round of TheLloyd4U PIMs were held on March 29 and 31, 2022. The PIMs were advertised via Evansville local television stations, press releases in the *Evansville Courier & Press*, project website, e-blasts, direct mailings, and advertisements on Facebook and Twitter. The goal of the meetings was to share preliminary design concepts for the intersections, answer questions, and gather feedback. The same presentation was given at both meetings, which provided a project overview, project activities update, proposed intersection improvements, right-of-way (ROW) impacts, and next steps. Presentation slides are provided in Appendix G, pages 165-171.

The March 29, 2022 PIM was an in-person meeting held at the City View at Sterling Square located at 210 North Fulton Avenue, Evansville. It was an open house format held from 5:00 to 6:30 p.m. with a presentation at 5:30 p.m. A total of 51 people attended the in-person meeting. Sign-in sheets from the meeting are provided in Appendix G, pages 172-179. Comments from the March 29, 2022 meeting are provided in Appendix G, pages 187-193.

The March 31, 2022 meeting was held virtually and was attended by 87 members of the public. A list of meeting attendees is presented in Appendix G, page 184. A meeting summary, including public comments, is provided in Appendix G, pages 185-186. The comments for this project focused on the modifications at Barker Avenue, Corbierre Avenue, and Inglehart Avenue, the need for acceleration lanes to merge onto SR 62/Lloyd Expressway, eliminating stoplights, general safety and traffic mobility, sound barriers

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and concerns for flooding at Tekoppel Avenue as a result of the proposed improvements.

Forest Avenue Noise Barrier Stakeholder Meeting:

An in-person stakeholder meeting was held with the Forest Avenue residents on February 15, 2023 at the Evansville Public Library located at 120 S Red Bank Road, Evansville. The purpose of the meeting was to discuss the proposed noise barrier along SR 62 for the Forest Avenue properties. A total of three people attended the meeting. A summary of the meeting can be found in Appendix J, pages 36-37. The coordination packet (invitation letter, noise barrier survey, map of benefited receptors, and INDOT noise barrier brochure) and presentation slides are provided in Appendix G, pages 194-205. No public comments regarding the proposed noise barrier at Forest Avenue were made during the meeting. However, the results of the noise barrier survey indicated that 84% of respondents were in favor of the noise barrier.

Outreach:

Several outreach tools have been implemented for the project including a website (www.TheLloyd4U.com), Facebook and Twitter profiles, emails and text alerts, and media coverage. The draft PIP (Appendix G, pages 2-47) describes these outreach tools in detail. This project has been covered by local media such as television stations and the *Evansville Courier & Press*. A summary of project media coverage is provided in Appendix G, pages 206-225, and 266. INDOT's public service website www.INDOT4U.com also provides a means for the public to receive information about the project and provide their comments. Public comments received through INDOT4U are provided in Appendix G, pages 226-233.

The project met the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Due to the changes proposed for several intersections, removal of parking and other features of the projects, a public hearing was held for this project. Following the release of the draft environmental document for public involvement, copies were posted online and placed at the Evansville Vanderburgh Public Library (EVPL) Red Bank, Lochmueller Group Office, INDOT Vincennes District Office and online at: <https://thelloyd4u.com>. A Legal Notice of Public Hearing (Notice) was published in *The Courier & Press* on September 11, 2023 and September 18, 2023 (Appendix G, pages 234-242). A copy of the Notice was mailed to project stakeholders, including adjacent landowners, elected officials, regulatory agencies, schools, religious institutions, and civic organizations (Appendix G, pages 243-265). As advertised, the comment period ended on October 11, 2023.

Public Hearing:

A public hearing was held on September 26, 2023, at the City View at Sterling Square. Seventy-nine people signed the sign in sheet at the public hearing, including project team members and members of the community (Appendix G, pages 283-292). At the hearing, attendees were provided a welcome letter and handouts (Appendix G, pages 300-303), project display boards and tabletop displays (Appendix G, pages 304-311) were presented, an intersection improvements demonstration video, which can be found on the project website (<https://thelloyd4u.com>), was playing on loop, and project team members were available before and after the hearing to answer questions. Before the formal hearing procedures, team members discussed the project with attendees. During the hearing, the project team gave a presentation that covered an overview of the Lloyd4U program of projects, overview of the westside improvements, INDOT's project development process, the project's purpose and need, details about the preferred alternative, maintenance of traffic, and how to submit public comments (Appendix G, pages 293-299, and 313). There was no new information presented to the public at the hearing based on environmental concerns.

A total of thirty-four comments were received during the hearing and comment period, which ended on October 11, 2023, including five formal verbal comments made at the public hearing. Comments received during the hearing and comment period are provided in Appendix G, pages 340-385. Seven comments were received following the close of the comment period. Comments received following the close of the comment period are provided in Appendix G, page 386. Of the comments received, twenty-four were relevant to this project and focused on the following topics: access at Ingle Avenue, noise barrier at Corbierre Avenue, traffic flow at St. Joseph Avenue, visibility on Barker Avenue, street parking on Igleheart Avenue, speeding, bus transportation and parent drop off, timing of pedestrian bridge project, local road network, ROW, business impacts, and project awareness. Responses to each comment received during the entirety of the comment period and the comments received after the closing of the comment period are provided in Appendix G, pages 314-339 and are summarized below.

Several comments expressed concern about eliminating access to the Lloyd from Ingle Avenue and how it might affect residential access to surrounding neighborhoods. One of the goals of the project was to improve safety. A good way to improve safety is to eliminate access where possible. The existing right-in/right-out at this location has a small traffic count with other access available. Another reason to close this access was because of the revisions to the westbound exit ramp at Barker Avenue. The exit ramp was

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designed to meet current design standards and thereby requiring the ramp length to be increased. The intersection and the proposed ramp are now too close together which will cause confusion with drivers turning at Ingle or onto the ramp. Closing off the intersection also allows for a Sound Barrier to be installed along the south side of the Lloyd from Tekoppel bridge to Barker Avenue. A sound barrier would not be feasible if the intersection were to remain open.

Several comments expressed concern regarding noise impacts on Corbierre Avenue as a result of the project and questioned why the residents of Corbierre Avenue were not receiving a noise barrier wall when Forrest Avenue residents south of the Lloyd are receiving a noise barrier wall. A. The noise analysis included the residences north of the Lloyd Expressway between Tekoppel Avenue and Barker Avenue and concluded that many of the properties along Corbierre Avenue would experience noise impacts as defined by FHWA and INDOT noise policy. Subsequently, noise abatement barriers were given consideration for this area. However, unlike the south side of the Lloyd Expressway, placement of a continuous barrier with no breaches along the portion of the highway would not be feasible since the westbound traffic exit ramp to Tekoppel Avenue via Corbierre Avenue would require a large gap in the barrier. Two shorter length barriers east and west of the exit ramp gap were modeled to a height of 18 feet to evaluate noise reduction effectiveness for the Corbierre Avenue residents. The length and position of the barriers was limited by the need to maintain clear zone design standards. While these barriers were predicted to provide 5 to 7 dBA noise reduction for a few residences along Corbierre Avenue, the magnitude of the benefits do not meet the INDOT policy criteria for feasible and reasonableness. Based on this analysis, a feasible and reasonable barrier is not possible for this location. Construction of an effective noise barrier between the Lloyd Expressway and Corbierre Avenue residences would require eliminating the westbound exit ramp to Corbierre Avenue that provides access to Tekoppel Avenue. Closing the westbound exit ramp to Corbierre Avenue would result in drivers utilizing the westbound exit ramp to Barker Avenue then continue along Igleheart Avenue to access Tekoppel Avenue. Igleheart Avenue is a 28 ft wide residential street with street parking on both sides of the road that prohibits continuous two-way traffic. Additionally, Tekoppel Elementary School is located at the corner of Tekoppel Avenue and Igleheart Avenue. Closing the Corbierre Avenue exit would create additional traffic delays and congestion at the Barker Avenue intersection; create additional safety hazards along Iglehart Avenue; and create additional traffic in a school zone. For these reasons closing the Corbierre Avenue exit ramp is not considered a prudent option.

A few comments expressed concern regarding traffic flow and extended wait times at the St. Joseph Avenue intersection. All traffic signals across all intersections in this project are being replaced to have better signal timing to clear more traffic with shorter wait times. The eastbound Lloyd to northbound St. Joseph Avenue turn lane is also being extended. To accommodate southbound cars on St. Joseph, the project will extend the left turn lanes and add an additional right turn lane, and will keep two lanes for through movement.

Concern regarding the current lack of visibility at the northbound Barker Avenue exit was expressed in one of the comments. Another comment recommended adding or maintaining street parking on Igleheart Avenue in front of Barker Brevhouse. Igleheart will be reconstructed basically as it exists today (travel lane widths on Igleheart from the reconfigured ramp entrance to Barker Avenue will be reduced and shifted south slightly, and a 12-foot wide right turn lane at Barker Avenue will be added). The project will not change the existing parking along Barker Avenue or Igleheart Avenue. Changes to the existing roadway would have to come from the city, since this is a city street. Illegal parking concerns would be the responsibility of the Evansville Police Department.

One comment recommended rumble strips be installed at Corbierre Avenue to reduce speeding coming off the exit ramp from the Lloyd. Rumble strips make a loud noise when vehicles run over them and therefore are not recommended in a residential area. A merge lane will be constructed between the Igleheart entrance ramp and the Tekoppel Exit Ramps for drivers to slow down before exiting onto Corbierre. Another comment expressed concern about how the project will affect speed limits on the Lloyd, noting that most of the general public drive on the Lloyd above the posted speed limit. The project will not change the current posted speed limits.

Concern regarding project progress and how that might affect bus transportation and parent drop off was expressed in one comment. The project includes an education campaign to keep the public informed as construction approaches. Coordination with stakeholders, like the Evansville Vanderburgh School Corporation (EVSC), will be a priority.

One comment inquired whether work on the pedestrian walk project was going to be concurrent with construction on the Lloyd. The pedestrian bridge project will be concurrent with the Lloyd project.

One comment expressed concern regarding the surrounding network of roads being able to handle the additional detour traffic during construction. The Maintenance of Traffic Plan was developed through traffic analysis and measured impacts to traffic during construction. Furthermore, SR 62 will not be closed during construction, therefore no official detour route is needed. Side streets will be closed for short durations during construction ranging from 5-30 days. The side streets will function with expected congestion and

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delays during peak times of the day.

One comment expressed concern for how the project will affect their property and for the timing of ROW acquisition. Temporary ROW will be required for minimal grading on the property for the intersection reconstruction at the northeast corner of the property.

Concern regarding how the project might impact a personal business on Rosenberger Avenue was expressed in one comment. The Rosenberger intersection improvements will significantly extend the turn lanes for people turning off the Lloyd to head south on Rosenberger. The changes will make the intersection more efficient. There are access changes to a local drive between Red Bank and Rosenberger near Donut Bank. Changes to the drive nearest the business in front of Schnucks will continue to be right-in/right-out.

One comment expressed concern that with decreased subscriptions in print media and decreased viewership in network television, important project information does not reach the public until it is too late. The comment also recommended sending flyers to all the addresses in the immediate area that would be affected by the project. Notice of the public hearing was sent to all property owners within the study area. A legal notice was placed in the local paper twice. A press release was shared with local news outlets and ran on radio, television, and print. The notice was sent to the project e-mail distribution list, and via text to project subscribers. Meeting notices and reminders were posted on social media channels, and the legal notice and press release were available on the project website.

Stakeholder Meeting:

A virtual stakeholder meeting was held on September 21, 2023. Fifteen people, including stakeholders and project team members, attended the meeting. During the meeting a 17-minute pre-recorded public hearing presentation that included schedule updates, project status within the environmental process, planned improvements and ways to communicate was screened. There was an opportunity after the presentation for business stakeholders to share comments or questions. There were no comments or questions. The business stakeholder meeting invitation, distribution list, and meeting summary are included in Appendix G, pages 267-275.

Public Officials Meeting:

A virtual public officials meeting was held on September 21, 2023. Eighteen people, including stakeholders and project team members, attended the meeting. During the meeting a 17-minute pre-recorded public hearing presentation that included schedule updates, project status within the environmental process, planned improvements, and ways to communicate was screened. After introductory comments a 17-minute long pre-recorded public hearing presentation that included schedule updates, project status within the environmental process, planned improvements, and ways to communicate was screened. After the presentation there was an opportunity to comment or ask questions. Cheryl Musgrave pointed out that a photo in one of the slides was outdated and suggested that it be replaced. No other comments were received. The public officials meeting invitation, distribution list, and meeting summary are included in Appendix G, pages 276-282.

The INDOT Vincennes District certified the public involvement activities for this project on October 17, 2023. The public involvement activities under the National Environmental Policy Act (NEPA) have been satisfied for this project.

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 natural resources.

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

Sponsor of the Project: INDOT INDOT District: Vincennes

Local Name of the Facility: SR 62/Lloyd Expressway

Funding Source (mark all that apply): Federal State 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.

The proposed project is located on SR 62 (locally known as the Lloyd Expressway), from Rosenberger Avenue (4.59 Miles West of S Jct US 41) to 2.72 Miles West of S Jct US 41 in Evansville, Vanderburgh County. The need for the project stems from existing high traffic volumes experienced by this section of SR 62 which have resulted in significant queueing, delays, and congestion issues causing safety concerns, such as above normal number of crashes, and from the deteriorated condition of the existing bridges along this section of SR 62/Lloyd Expressway.

Traffic capacity is evaluated in terms of Level of Service (LOS). LOS is a performance measure that represents quality of service, measured on an A – F scale, with LOS A representing a free flow of traffic and LOS F representing a breakdown in flow (e.g., start-and-stop congestion). The project is located within a “built-up” urban area and Lloyd Expressway is functionally classified as a Principal Arterial. According to Figure 53-6 of the *Indiana Design Manual*, the minimum LOS during peak travel hours (i.e., rush hour) is D; however, the desired LOS for such facilities is C.

Per the 2018 *Lloyd Expressway (SR 62/66) Corridor Study*, at the SR 62 and Rosenberger Avenue intersection the current delay is 31.5 seconds per vehicle at PM peak, which equates to a LOS C. At the SR 62 and St. Joseph Avenue intersection the current delay is 47.8 seconds per vehicle in the AM peak and 40.8 seconds per vehicle in the PM peak, which equates to a LOS D at both the AM and PM peak hours. While at the SR 62 and Wabash Avenue intersection the current delay is 19.8 seconds per vehicle in the AM peak and 22 seconds per vehicle in the PM peak, which equates to a LOS B and C in the AM and PM peak hours, respectively (Appendix K, pages 62-68). If unaddressed, delays at the intersection will increase as illustrated in the below table.

Intersection Operating Conditions*						
Intersection	Existing			2040 No-Build		
	AM Peak (delay in sec / vehicle)	PM Peak (delay in sec / vehicle)	LOS Equivalent (AM/PM)	AM Peak (delay in sec / vehicle)	PM Peak (delay in sec / vehicle)	LOS Equivalent (AM/PM)
SR 62 / Rosenberger Ave.	22.8	31.5	C/C	25.4	43.3	C/D
SR 62 / St. Joseph Ave.	47.8	40.8	D/D	58.7	44.6	E/D
SR 62 / Wabash Ave.	19.8	22.0	B/C	30.2	29.4	C/C

* Delay results based on VISSIM analysis.

Safety is evaluated using Road Hazard Analysis Tool (RoadHAT) software. RoadHAT provides results as an Index of Crash Frequency (ICF) and Index of Crash Cost (ICC), which illustrate how the facility is performing. Per the *Indiana Design Manual*, an ICF and ICC of zero or less represents average or below-average crash frequency. RoadHAT establishes a threshold of 2 for high or severe crash rates. All four major intersection/interchange locations along the corridor are experiencing high to extremely high accident rates (Appendix L, pages 21-26). Rosenberger Avenue has an ICF and ICC of 5.72 and 4.47 respectively. The Barker/Igleheart/Corbierre segment experiences an ICF and ICC of 1.95 and 2.20 respectively. St. Joseph Avenue is slightly lower than the previous two with an ICF and ICC of 1.70 and 1.29 respectively. Wabash Avenue has an ICF of 1.82 and an ICC of 1.82. The large majority of the accidents at these intersections are rear end collisions which is common with a facility that is experiencing the congestion issues that SR 62 has. However, the intersections at Rosenberger Avenue and St. Joseph Avenue, along with the ramps at Barker, Igleheart, and Corbierre Avenues, are also showing a significant number of same direction/sideswipe accidents that may indicate that there may be some sight distance issues at some locations contributing to the cause of the accidents.

Bridge conditions are described using INDOT Bridge Inspection Application System (BIAS) ratings and sufficiency ratings. BIAS ratings range from 0 to 9, with a rating of 0 applied to structures in failed condition and a rating of 9 applied to structures in excellent condition. Sufficiency ratings range from 0 (poor) to 100 (very good). SR 62 over Tekoppel Avenue (Structure No. 062-82-03965 B) is a concrete continuous stringer/multibeam or girder bridge originally built in 1956 and rehabilitated in 1978 and 2001. According to the April 28, 2022 INDOT Bridge Inspection Report (Appendix I, pages 17-48), the main bridge components (deck, superstructure, and substructure) have current BIAS ratings of 5 (fair condition), with the deck bordering on 4 (poor condition). The deck underside surfaces are exhibiting impending spalls and large areas of spalling with exposed reinforcing. Some of the full depth patching is exhibiting cracking with efflorescence, suggesting ongoing underlying deterioration. The sufficiency rating for the bridge is 58.1.

The SR 62 bridge over CSX Railroad (leased by Evansville Western Railroad) (Structure No. 062-82-02195 B) is a steel continuous stringer/multibeam or girder bridge originally built in 1956 and rehabilitated in 1978 and 2000. According to the April 20, 2022 INDOT

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Bridge Inspection Report (Appendix I, pages 49-88), the current BIAS ratings are as follows: deck - 5 (fair condition), superstructure - 5 (fair condition), substructure - 4 (poor condition). The current sufficiency rating is 52.7. The deck is exhibiting widespread deterioration consisting of cracking with moderate to severe efflorescence and impending spalls. The wearing surface is exhibiting moderate width transverse cracking. The reinforced concrete girders are exhibiting minor to moderate cracking, some with efflorescence and spot rust stains. Pier caps have significant map cracking with heavy efflorescence, with exposed reinforcement and crumbling in some locations.

The SR 62 bridge over Carpentier Creek (Structure No. 062-82-03957 B) is a concrete continuous stringer/multibeam or girder bridge originally built in 1956 and rehabilitated in 1978 and 2001. According to the April 20, 2022 Bridge Inspection Report (Appendix I, pages 89-123), the current BIAS ratings are 5 (fair condition) for the deck and superstructure and 6 (satisfactory condition) for the substructure. The current sufficiency rating is 71.0. The bridge deck components appear generally sound but do exhibit numerous areas of moderate to severe concrete deterioration that consist primarily of impending spalls and spalls with exposed reinforcing on the deck underside, as well as longitudinal cracking with a few impending spalls and spalls with exposed reinforcing on the reinforced concrete beams.

The primary purpose for improvements along this section of SR 62 is to reduce the total number of crashes and improve the traffic capacity to a desired LOS C at the SR 62/Rosenberger Avenue, SR 62/St. Joseph Avenue, and SR 62/Wabash Avenue intersections. Additionally, the purpose is to improve the condition of the bridges between Rosenberger Avenue and Wabash Avenue to a condition rating of at least 7 (good) or better.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Vanderburgh Municipality: City of Evansville

Limits of Proposed Work: SR 62, from Rosenberger Avenue to Wabash Avenue

Total Work Length: 2.05 Mile(s) Total Work Area: 43.4 Acre(s)

Is an Interstate Access Document (IAD)¹ required?
 If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

Yes¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input style="width: 100%;" type="text"/>	

¹If 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.

Location: INDOT, with funding from the Federal Highway Administration (FHWA), intends to proceed with a road reconstruction, intersection improvements, and bridge replacements project on SR 66/Lloyd Expressway in the City of Evansville, Vanderburgh County, Indiana (Appendix B, page 1). The proposed project is located on SR 62, from Rosenberger Avenue (4.59 Miles West of S Jct US 41) to 2.72 Miles West of S Jct US 41 in Evansville, Vanderburgh County. Specifically, the project is located in Sections 23, 24, 25, 26, and 27, Township 6S, Range 11W in Pigeon and Perry Townships as depicted on the Evansville South and West Franklin U.S. Geological Survey 1:24,000 scale quadrangles (Appendix B, pages 2-3). Surrounding land use is urban and primarily consists of industrial, commercial, and residential areas along with a wooded riparian buffer associated with Carpentier Creek.

Existing Conditions: Within the project area, the SR 62 corridor is comprised of at-grade intersections and a grade-separated interchange. Specifically, SR 62 is classified as an Other Urban Principal Arterial in the project area and is on the National Highway System and National Truck Network. The westbound lanes include left and right turn lanes at the signalized intersections with Rosenberger Avenue, St. Joseph Avenue, and Wabash Avenue. The eastbound lanes also include left turn lanes at the Rosenberger Avenue, St. Joseph Avenue, and Wabash Avenue intersections but only include a right turn lane at the Rosenberger Avenue intersection. A grade separated interchange exists with North Barker Avenue in the central portion of the project. The

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existing configuration of SR 62 begins as a four-lane typical section at Rosenberger Avenue with a depressed, grass median and paved 10-foot outside shoulders before transitioning to a flush, paved median with paved variable width outside shoulders east of the intersection. The four-lane typical section is carried up and over the CSX Railroad as well as Tekoppel Avenue. As the corridor approaches the interchange at North Barker Avenue the typical section becomes an urban six-lane section, replacing the outside shoulders with curb and gutters. A raised median begins near Lemcke Avenue, just west of St. Joseph Avenue and remains as a raised median through the remainder of the project length to Wabash Avenue. Sidewalks are also present from Lemcke Avenue to Wabash Avenue on both sides of the roadway. These sidewalks vary in width with a typical minimum width of six feet.

Rosenberger Avenue is a two-lane roadway with left and right turn lanes on both the north and south approaches and is classified as a Major Collector.

Tekoppel Avenue is a two-lane urban roadway as it passes under the SR 62 mainline and is classified as a Local Agency Collector.

Ingle Avenue is an urban, two lane, local roadway that has right-in/right-out access only on each side of the SR 62 mainline.

Corbierre Avenue is an urban, one-lane, one-way, local roadway that functions as an exit ramp from the westbound SR 62 mainline.

Igleheart Avenue is an urban, two lane, local roadway that functions as part of the interchange ramp configuration on the west side of North Barker Avenue.

Barker Avenue is an urban two-lane roadway classified as an Urban Minor Arterial south of the SR 62 mainline and a local roadway north of the SR 62 mainline.

Pennsylvania Street is an urban, one lane, one-way, local roadway functioning as the eastbound entrance ramp for the SR 62 mainline.

South Lemcke Avenue is an urban, two lane, local roadway with access to and from Pennsylvania Street. North Lemcke Avenue is an urban, two lane, local roadway with right-in/right-out access from the westbound lanes of the SR 62 mainline.

St. Joseph Avenue is classified as an Urban Principal Arterial north of the mainline. It is a four-lane roadway with dual left turn lanes and a single right turn lane. South of the mainline it is a four-lane roadway with a single left turn lane and is classified as an Urban Minor Arterial.

Wabash Avenue is an urban collector, four lane roadway with a single left turn lane south of SR 62. North of SR 62, Wabash Avenue is an urban collector, two lane, local roadway with a divided median and a single left turn lane.

North 12th Street is an urban, two lane, local roadway with right-in/right-out access along the westbound lanes of SR 62 only.

North 10th Street is an urban, two lane, local roadway with right-in/right-out access along the westbound lanes of SR 62 only.

There are three vehicular bridges on this section of SR 62 which carry SR 62 over Tekoppel Avenue (Structure No. 062-82-03965 B), CSX Railroad (Structure No. 062-82-02195 B), and Carpentier Creek (Structure No. 062-82-03957 B). The SR 62 bridge over Tekoppel Avenue is a concrete continuous stringer/multibeam or girder bridge originally built in 1956 and rehabilitated in 1978 and 2001. According to the April 28, 2022 Bridge Inspection Report, the deck topside is predominantly sound; however, the underside surfaces are exhibiting widespread full depth patching along with both impending spalls and large areas of spalling with exposed reinforcing. Some of the full depth patching is exhibiting cracking with efflorescence, suggesting ongoing underlying deterioration. The reinforced concrete girders appear mostly sound with only a few areas of shallow depth spalls with exposed reinforcing. The substructure also appears mainly sound with shallow spalls and cracking with efflorescence and rust stains.

The SR 62 bridge over CSX Railroad (Structure No. 062-82-02195 B) is a steel continuous stringer/multibeam or girder bridge originally built in 1956 and rehabilitated in 1978 and 2000. According to the April 20, 2022 Bridge Inspection Report, all of the main bridge components are in fair to poor condition. The deck is exhibiting widespread deterioration consisting of cracking with moderate to severe efflorescence and impending spalls. The wearing surface is exhibiting moderate width transverse cracking. The reinforced concrete girders are exhibiting minor to moderate cracking, some with efflorescence and spot rust stains. The pier caps have significant map cracking with heavy efflorescence, with exposed reinforcement and crumbling in some locations.

The SR 62 bridge over Carpentier Creek (Structure No. 062-82-03957 B) is a concrete continuous stringer/multibeam or girder

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bridge originally built in 1956 and rehabilitated in 1978 and 2001. According to the April 20, 2022 Bridge Inspection Report, the bridge deck components appeared generally sound but are exhibiting numerous areas of moderate to severe concrete deterioration that consist primarily of impending spalls and spalls with exposed reinforcing on the deck underside, as well as longitudinal cracking with a few impending spalls and spalls with exposed reinforcing on the reinforced concrete beams.

Field work for this project was conducted on August 25, 26, 27, and 30, 2021, September 2, 3, 6, 24, and 28, 2021, and October 7-8, 2021. For the remainder of this document, these dates will be referred to as site visits.

Preferred Alternative: Following the release of this document for Public Involvement, the project was split into two contract numbers to reflect the splitting of construction up into two phases (Appendix H, page 3). The following Des. Nos. are included in this project: 1900308, 1500041, 1600060, 1602258, 1702066, 1900258, 1900260, 1900262, 1900264, 2001917, and 2100041 under contract R-42287; and 230254, 1900263, and 2000187 under contract R-45152.

This document discusses Des. Nos. 1900308, 1900264, 1900263, 2000187, 1602258, 1500041, and 1600060.

SR 62 (Des. No. 1900308):

Des. No. 1900308 will include pavement replacement from west of Rosenberger Avenue to Wabash Avenue. The travel lane configuration of SR 62 will consist of a four lane roadway from the beginning of the project to Rosenberger Avenue. In the eastbound lanes, an additional travel lane will be added just east of Rosenberger Avenue and will tie into the existing three lane section at the Barker Avenue area. The three lane section will continue to Wabash Avenue.

SR 62 westbound lanes will consist of two lanes from Rosenberger Avenue to the bridge over CSX railroad where the two-lane section will transition to a three-lane section and tie into the existing three lane section at the Barker Avenue area. The three-lane section will continue to Wabash Avenue.

From Rosenberger Avenue to Lemcke Avenue the lane widths will vary between 11-12 feet. Adjacent to the outside travel lane the outside shoulders will vary with a combination of: 8-foot shoulders with a concrete barrier or guardrail; 4-foot shoulders with curb and gutter with/without guardrail; and 2-foot shoulder with curb and gutter with/without guardrail. Adjacent to the right turn lane the outside shoulder will be 2-foot.

From Lemcke Avenue to Wabash Avenue the shoulder will consist of curb and gutter with an adjacent 6-foot wide sidewalk.

MSE walls, T-walls, concrete barrier, and guardrail will be used from the Rosenberger Avenue to Barker Avenue interchange to reduce the amount of ROW that will be required in this built-up urban section.

The center median width varies: from west of Rosenberger Avenue to just east of the Carpentier Creek bridge, the center median will be a 4-inch raised concrete median (varying 3 feet to 17 feet); from east of the Carpentier Creek bridge to Lemcke Avenue, it will be a concrete median barrier with paved shoulders (varying 12 feet to 19 feet); from Lemcke Avenue to Wabash Avenue it will be a 6-inch raised concrete median (varying 3 feet to 14 feet).

Vertical Alignment: Beginning at the Carpentier Creek Bridge and ending just west of the Ingle Avenue intersection, the profile grade of SR 62 will be raised to provide the correct railroad vertical clearances and the vertical curve will be lengthened to improve the sight distance. The profile grade adjustments will be required at the bridge over Carpentier Creek, the CSX Railroad, and Tekoppel Avenue. The proposed profile grade for the rest of the project will be close to the existing profile grade. The flat profile grade from St. Joseph Avenue to Wabash Avenue will be adjusted slightly to improve the drainage.

Horizontal Alignment: The horizontal alignment of SR 62 will shift to the north from west of Rosenberger Avenue to the Tekoppel Avenue/Barker Avenue area for the widening of the roadway. The alignment will then shift back onto the original alignment under the Barker Avenue bridge. The horizontal curve at Rosenberger Avenue will be lengthened so that a superelevation roadway section would not be required.

The interchange at Barker Avenue will be reconfigured on the northside. The SR 62 westbound Exit Loop Ramp to southbound Barker Avenue will be removed and this traffic will be shifted to SR 62 westbound Exit Ramp to northbound Barker Avenue. The SR 62 westbound Exit Ramp to northbound Barker Avenue will be reconfigured to allow for through, left turn, and right turn movements. The Exit Ramp will be a single 16-foot wide lane with curb and gutter on the outside, then taper into two lanes to provide a dedicated left turn lane and combined through/right turn lane. The two-lane section will consist of two 12-foot lanes with curb and gutter on the inside shoulder, the outside shoulder will be a combination of a 2-foot shoulder, curb and gutter, and concrete barrier wall. A

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mechanically stabilized earth (MSE) wall will be required on a portion of the outside ramp.

The westbound entrance ramp to SR 62 and the westbound exit ramp/Corbierre Avenue to Tekoppel Avenue will be reconfigured to improve merging on and off SR 62. The westbound entrance ramp to SR 62 from Igleheart Avenue will be realigned with improved curves. The ramp typical section will consist of a 16-foot wide lane with curb and gutter shoulders. The entrance ramp will enter onto the merging lane.

The westbound Exit Ramp/Corbierre Avenue to Tekoppel Avenue will be realigned and shifted to the west. This will allow for a 660-foot merging lane between the entrance and exit ramps. The exit lane will be 11 feet wide with gore areas on both sides and will then tie into Corbierre Avenue. The typical section for the merging lane will consist of an 11-foot wide lane and 4-foot wide outside shoulders with concrete barrier.

Corbierre Avenue:

The westbound SR 62 Exit Ramp to Corbierre Avenue will be shifted from its current location approximately 200 feet east of Addison Avenue to approximately 100 feet west of Ingle Avenue. The current Exit Ramp will be removed and Corbierre Avenue will end in a dead end approximately 285 feet east of Addison Avenue. Corbierre Avenue will be reconfigured because of the relocation of the ramps, addition of the merge lane, and the addition of the westbound through lane. On-street parking will be removed because of the additional roadway widening and to keep property impacts to a minimum. Property owners in this area will either have drive access on Corbierre Avenue or will have parking available in the back of their property off the alleys.

The section of Corbierre Avenue from Addison Avenue to the new dead end will consist of two 10-foot lanes with curb and gutter on the northside and a concrete barrier on the southside. Corbierre Avenue from Addison Avenue west to where the westbound Exit Ramp enters Corbierre Avenue will be a westbound one-way roadway consisting of one 10-foot lane with curb and gutter on both sides and a 5-foot wide sidewalk on the northside.

The SR 62 westbound Exit Ramp will enter Corbierre Avenue forming an additional lane to Tekoppel Avenue. In this area Corbierre Avenue will be a westbound one-way two-lane roadway. The typical section in this section will consist of two 10-foot lanes with curb and gutter on both sides and a 5-foot wide sidewalk on the northside.

Driveways, walks, and steps will be reconstructed along Corbierre Avenue. Sidewalks, curbs, and curb ramps will be new additions along the street. The approaches for Walker Avenue, Ingle Avenue, and Addison Avenue will be reconstructed to match into the new grade of Corbierre Avenue.

Storm sewer drainage in this area is being coordinated with the city to keep additional flow to a minimum. The city will be providing an upgraded storm sewer at Walker Avenue on the south side of SR 62 to divert some of the storm water from Corbierre Avenue going to the Tekoppel Avenue storm sewer. All inlets and storm sewers are being replaced in this area.

Igleheart Avenue:

Igleheart Avenue will be reconstructed from the Barker Avenue intersection west 500 feet. The westbound Entrance Ramp to SR 62 is in this section. The northside of the road is very hilly with existing retaining walls adjacent to the back of the sidewalk. To reduce impacts to the adjacent properties and be able to comply with the ADA sidewalk and drive entrance requirements, the roadway will be shifted to the south 5.5 feet and the lane and sidewalk widths will be reduced from the ramp entrance to Barker Avenue. The narrowed typical section will include a 10-foot wide westbound travel lane, a 10-foot wide eastbound travel lane that becomes a left turn lane at Barker Avenue, and a 12-foot wide right turn lane at Barker Avenue. The southside will consist of curb and gutter with a short section of 5-foot wide sidewalk adjacent to the curb near Barker Avenue. The northside will consist of a 4-inch rolled curb with a 4.5-foot wide sidewalk. Driveways, walks, curb ramps, storm inlets, and pipes will be reconstructed. No work will occur on the existing retaining walls as part of this project.

Eastbound Exit Ramp:

The eastbound exit Ramp to Barker Avenue will be reconstructed and slightly realigned. The ramp typical section will consist of a 16-foot wide lane with inside curb and gutter shoulders and outside 4-foot shoulder, curb, and guardrail.

Barker Avenue:

Work at Barker Avenue will consist of minor improvements at the ramp intersections which include: improved turning radii, replacing curb and gutter, sidewalk, curb ramps, driveways; a small section of pavement mill and overlay; and drainage improvements.

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Eastbound Entrance Ramp:

The eastbound Barker Avenue entrance ramp/Pennsylvania Street will be reconstructed for 450 feet. The ramp typical section will consist of a 12-foot wide lane and a 9.5-foot wide parking lane. The reconstruction of the ramp will include pavement, curb and gutter, sidewalks, curb ramps, guardrail, driveways, inlets and storm sewers, and pavement markings.

South Lemcke Avenue:

South Lemcke Avenue at the Pennsylvania Street approach will be reconstructed for 74 feet. The reconstruction of this approach will include pavement, curb and gutter, sidewalks, curb ramps, inlets and storm sewers, and pavement markings.

10th Street

The westbound 10th Street approach will be reconstructed for 78 feet. The reconstruction of this approach will include pavement, curb and gutter, sidewalks, curb ramps, inlets and storm sewers, and pavement markings.

Access:

Reducing minor street access to SR 62 to improve safety was reviewed and the following streets were recommended to be closed: Westbound access Lemcke Avenue, Westbound access 12th Avenue, Pennsylvania Street from Wabash Avenue to 9th Avenue. Driveway accesses were reviewed and will be closed where applicable. Westbound access to Ingle Avenue will be closed because of the merge lane for Barker/Corbierre/Tekoppel Avenue realignment. Eastbound access to Ingle Avenue will be closed because of the westbound exit ramp to Barker Avenue realignment.

The eastbound access drive west of Rosenberger Avenue and the westbound access to 10th Avenue will remain open and will be reconstructed.

Drainage:

The existing storm water system from Rosenberger Avenue to the CSX bridge is collected through a means of inlets, storm sewers, and ditches and outlets to Carpentier Creek. The existing storm water system from CSX bridge to Barker Avenue bridge is collected through a means of inlets, storm sewers, and ditches and outs at different locations (Tekoppel Avenue, Walker Avenue, Ingle Avenue, Addison Avenue, and Tunis Avenue) into the city storm water drainage system. The drainage systems in these areas will be upgraded and replaced.

The existing storm water system from Barker Avenue bridge to Wabash Avenue is collected and enters the city's combination sewer system at several locations. Working with the Evansville Water and Sewer Utility (EWSU), a storm water trunkline will be installed beneath SR 62 and then the storm water will be diverted off the combination sewer into an existing storm water piping system routed to the Ohio River. The storm water from the Barker Avenue Bridge to 10th Avenue will be collected by means of inlets and a storm sewer and routed to St. Joseph Avenue. A section of storm sewer on St. Joseph Avenue from SR 62 north to Illinois Street will be replaced and diverted off the combination sewer. A city storm sewer trunkline will be installed in St. Joseph Avenue from SR 62 south to the Ohio Street intersection and connect into a diversion chamber where the storm water is routed to the Ohio River. The storm water from 10th Avenue to Wabash Avenue will be collected by means of inlets and storm sewers and routed to Wabash Avenue and Pennsylvania Street. From this point the city will install a storm sewer trunkline down Pennsylvania Street, to 9th Avenue, to Ohio Street and connect into a diversion chamber where the storm water is routed to the Ohio River.

Streetlights/Signage/Pavement Markings:

All signage and pavement markings will be replaced as part of this project. The existing streetlights along the SR 62 corridor and side streets will be replaced by the City through the CenterPoint Electric Utility contract.

Rosenberger Avenue (Des. No. 1900264):

Des. No. 1900264 will include intersection improvements at SR 62 and Rosenberger Avenue. The proposed improvements at this intersection include: lengthening the turn lanes on SR 62, and lengthening the right turn lane on the Rosenberger Avenue north approach. The Rosenberger Avenue south approach will match the existing typical section. The existing traffic signal will be replaced.

The SR 62 west approach will include: two 12-foot through lanes in each direction, 5-foot concrete raised median, one 12-foot left turn lane (825 feet), one 12-foot right turn Lane (475 feet), and 2-foot and 8-foot paved shoulder. The SR 62 east approach will include: two 12-foot westbound lanes and three 12-foot eastbound through lanes, a 3-foot concrete raised median, one 12-foot left turn lane (940 feet), one 12-foot right turn lane (940 feet), and 8-foot paved shoulders.

The Rosenberger Avenue north approach will include 370 feet of pavement reconstruction and will include the following typical

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section: Northbound one 12-foot through lane, and one 12-foot left turn lane; Southbound one 12-foot through lane, one 11-foot left turn lane, and one 11-foot right turn lane. The right turn lane will be lengthened to a point to reduce impacts to adjacent properties and streets. The reconstruction of this approach will include pavement, curb and gutter, driveways, University Drive approach, inlets and storm sewers, and pavement markings.

The Rosenberger Avenue south approach will include 190 feet of pavement reconstruction to match into the existing typical section: Northbound one 11-foot through lane, one 11-foot right turn lane, and one 11 foot left turn lane; Southbound two 11-foot through lanes. The reconstruction of this approach will include pavement, curb and gutter, inlets and storm sewers, and pavement markings.

St. Joseph Avenue (Des. No. 1900263):

Des. No. 1900263 will include intersection improvements at SR 62 and St. Joseph Avenue. The proposed improvements at this intersection will include: lengthening the turn lanes on SR 62; reconfiguring and lengthening the existing dual left turn lanes, and adding an additional right turn lane on the St Joseph Avenue north approach. The St. Joseph Avenue south approach will match the existing typical section. The existing traffic signal and pedestrian signal will be replaced.

The SR 62 west approach will include: two 11-foot and one 12-foot through lane in each direction, 3-foot concrete raised median, and one 11-foot left turn lane (710 feet). The SR 62 east approach will include: two 11-foot and one 12-foot through lanes in each direction, 3-foot concrete raised median, one 11-foot left turn lane (790 feet), one 12-foot right turn lane (415 feet). The right turn lane will be lengthened to a point to reduce impacts to adjacent properties.

The St. Joseph Avenue north approach will include 350 feet of pavement reconstruction and will include the following typical section: Northbound two 10-foot through lanes, and 4-foot raised median; Southbound two 10-foot through lanes, two 10-foot left turn lanes (246 feet), and two 10-foot right turn lanes (230 feet). The right turn and left turn lanes will be lengthened to a point to reduce impacts to adjacent properties and streets. The reconstruction of this approach will include pavement, curb and gutter, sidewalk, curb ramps, driveways, Indiana Street approach, inlets and storm sewers, and pavement markings.

The St. Joseph Avenue south approach will include 84 feet of pavement reconstruction to match into the existing typical section: Northbound one 10-foot through lane, one 10-foot combined through and right turn, one 10-foot left turn lane, and a 4-foot raised median; Southbound two 10-foot through lanes. The reconstruction of this approach will include pavement, curb and gutter, sidewalk, curb ramps, inlets and storm sewers, and pavement markings.

Wabash Avenue (Des. No. 2000187):

Des. No. 2000187 will include intersection improvements at SR 62 and Wabash Avenue. The proposed improvements at this intersection include lengthening the eastbound SR 62 left turn Lane. The Wabash Ave north approach, south approach and the SR 62 east approach will match the existing typical sections. The existing traffic signal and pedestrian signal will be replaced.

The SR 62 west approach will include: two 11-foot and one 12-foot through lanes in each direction, a 3-foot concrete raised median, one 11-foot left turn lane (600 feet). The SR 62 east approach will include: three 12-foot through lanes in each direction, a 4-foot concrete raised median, one 11-foot left turn lane and one 11-foot right turn lane.

The north approach will include 87 feet of pavement reconstruction to match into the existing roadway: Northbound one 12-foot through lane, 9-foot parking lane, and a 10-foot raised median; Southbound one 11-foot right turn lane, one 11-foot through lane, and one 11-foot left turn lane. The reconstruction of this approach will include pavement, curb and gutter, sidewalk, curb ramps, driveways, inlets and storm sewers, and pavement markings.

The south approach will include 103 feet of pavement reconstruction to match into the existing roadway: Northbound one 11-foot right turn lane, one 11-foot through lane, one 11-foot left turn lane, and an 11-foot flush median; Southbound two 11-foot through lanes. The reconstruction of this approach will include pavement, curb and gutter, sidewalk, curb ramps, driveways, inlets and storm sewers, and pavement markings.

SR 62 bridge over Carpentier Creek (Des. No. 1602258):

Des. No. 1602258 is proposed to replace the existing SR 62 bridge over Carpentier Creek with a single-span prestressed concrete bulb-tee beam bridge. The proposed work will include widening roadway widths from the existing 28.75 feet to 58 feet for westbound traffic and 48 feet for eastbound traffic with type FT concrete barriers and a 3-foot-wide raised median. The proposed bridge will be supported by integral end bents on a single row of steel piles. A skew of 15° is proposed for the bridge. Proprietary T-WALL retaining wall systems will be provided in front and will wrap around the proposed end bents until they meet the abutting MSE retaining walls which continue along SR 62 on the north side of the bridge and simply ending on the south side of the bridge. Please see Appendix

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B, pages 105-110 for the SR 62 over Carpentier Creek bridge preliminary design plans.

SR 62 bridge over CSX Railroad (Des. No. 1500041):

Des. No. 1500041 is proposed to replace the existing SR 62 bridge over CSX Railroad with a single-span prestressed concrete bulb-tee beam bridge. The proposed work will include widening roadway widths from the existing 29 feet to 49 feet for eastbound and westbound traffic and adding type FT concrete barriers for the dual superstructures separated by a 1-inch open joint. The proposed bridge superstructures will be supported by integral end bents on a single row of steel piles. A skew of 45° is proposed for the bridge. Proprietary T-WALL retaining wall systems will be provided in front and will wrap around the proposed end bents until they meet the abutting MSE retaining walls which continue along SR 62. Please see Appendix B, pages 111-116 for the SR 62 over CSX Railroad bridge preliminary design plans.

SR 62 bridge over Tekoppel Avenue (Des. No. 1600060):

Des. No. 1600060 is proposed to replace the existing SR 62 bridge over Tekoppel Avenue with a single-span prestressed concrete bulb-tee beam bridge. The proposed work will include widening roadway widths from the existing 29 feet to 49 feet for eastbound and westbound traffic and adding type FT concrete barriers for the dual superstructures separated by a 1-inch open joint. The proposed bridge superstructures will be supported by integral end bents on a single row of steel piles. No skew is proposed for the bridge. An MSE retaining wall will be provided in front and will wrap around the proposed end bents. Please see Appendix B, pages 117-122 for the SR 62 over Tekoppel Avenue bridge preliminary design plans.

Approximately 0.51 acre of permanent ROW will be required for this project. Approximately 0.62 acre of temporary ROW will be required for this project. Impacts associated with this project include 3.1 acres of tree clearing and work below the ordinary high water mark for Carpentier Creek. Stream impacts associated with this project include 173 linear feet of impacts to Carpentier Creek, 705 linear feet of impacts to unnamed tributary (UNT) 1 to Carpentier Creek, 110 linear feet of impacts to UNT 3 to Carpentier Creek, and 55 linear feet of impacts to UNT1 to Evansville Sewer System. There are approximately 0.08 acre of permanent wetland impacts associated with this project. Due to noise impacts associated with this project, a sound barrier will likely be placed along the southside of eastbound SR 62 and the Barker Avenue exit ramp from Tekoppel Avenue to Barker Avenue. Every effort to avoid, minimize, and/or mitigate project impacts will be made. Please refer to Appendix B for maps depicting the project area (pages 1-7), photographs of the project area (pages 8-18), and the preliminary design plans (pages 19-122).

The proposed maintenance of traffic (MOT) plan includes a four-phase lane closure with temporary portable signals throughout the duration of construction (Appendix B, pages 36-54 and Appendix I, pages 10-14). The proposed pedestrian MOT includes sidewalk closures with an official detour (Appendix B, pages 55-67). Please refer to the Maintenance of Traffic (MOT) During Construction section of this document for full details. The MOT will be implemented per the *Indiana Design Manual* guidelines.

The project will meet the objectives of the purpose and need by improving safety and traffic operations through intersection improvements, entrance and exit ramp reconfiguration, relocations, as well as closure of select local cross streets to improve traffic flow, and replacing three bridges in deteriorated condition.

Logical Termini/Independent Utility: Previous projects have replaced the original pavement and widened SR 62 east of Wabash Avenue; therefore, Wabash Avenue is a logical terminus for this project, which includes pavement replacement and widening of the SR 62 roadway. Rosenberger Avenue was planned as the breakpoint between the two projects due to the pavement section inventory Pavement Key (PK). PK is the segment of roadway that defines the pavement asset inventory. PK limits generally follow prior construction contracts, particularly structural contracts. This allows for consistent condition analysis and treatment planning along the section, as well as accurate tracking of pavement history and future condition analysis. Originally, the Des. No. 2001917 project, a separate PK, was submitted as a candidate for structural treatment – rubblization and overlay, while this project, Des. No. 1900308 was submitted as a candidate for full pavement replacement. Based on the different proposed treatment types, Rosenberger Avenue was chosen as the logical terminus. Additionally, this project will tie into an adjacent planned project, Des. No. 2001917, at Rosenberger Avenue. Therefore, Rosenberger Avenue is a logical terminus.

No major improvements are planned at the SR 62/Rosenberger Avenue intersection. The proposed improvements at this intersection are limited to lengthening the turn lanes on SR 62, lengthening the right turn lane on the Rosenberger Avenue north approach, and replacing the existing traffic signal. The proposed improvements will meet the purpose and need of the project by improving safety and traffic operations, as well as addressing the deteriorated condition of the existing SR 62 pavement and three bridges within the project area. These improvements will not shift traffic from the existing pattern or negatively impact adjacent intersections. The project is not dependent on any additional transportation improvements along the corridor to meet the objectives of its purpose and need and this project will not restrict consideration of alternatives for other reasonably foreseeable local and state transportation improvements. Therefore, the project exhibits independent utility.

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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.

Alternatives considered for the project were initially evaluated in the *Corridor Study* (Appendix K, pages 62-67). This *Corridor Study* evaluated conceptual alternatives for the intersection improvements associated with this project and proposed feasible and reasonable solutions. The *Draft Engineer's Report SR 62 – Lloyd Expressway Improvements Rosenberger Avenue to Wabash Avenue*, July 26, 2021, prepared by Lochmueller Group, Inc. continued the evaluation of conceptual alternatives from the *Corridor Study* and recommended preferred alternatives for Rosenberger Avenue, St. Joseph Avenue, and Wabash Avenue intersections. These alternatives are summarized below and further details are provided in Appendix K, pages 62-67.

No Build:

This alternative would not have improved the roadway widths throughout this project area. While this alternative would have eliminated cost and any environmental impacts, it would not have met the objective of the purpose and need of the project. Therefore, this alternative was discarded from further consideration.

Auxiliary Right Turn Lane at Ingle Avenue:

This alternative would have improved the weaving distance at the Barker Avenue interchange by closing the westbound exit ramp to Corbierre Avenue and creating an auxiliary right turn lane for the Ingle Avenue and SR 62 intersection. While this alternative would have met the purpose and need of the project it would not have created a sufficient weaving distance between the on-ramp coming from Barker Avenue and the start of the auxiliary right turn lane at Ingle Avenue; therefore, this alternative was discarded from further discussion.

Northwest Quadrant Road at St. Joseph Avenue:

This alternative would have addressed the existing high traffic volumes by reconfiguring the intersection of SR 62 and St. Joseph Avenue by installing a quadrant road intersection at the existing INDOT owned parking lot. This alternative would have created two new sub-intersections and eliminated left turn movements from the main intersection and would have resulted in greater impacts to adjacent properties; therefore, this alternative was discarded from further discussion.

Left Turn Elimination at Wabash Avenue:

This alternative would have addressed the traffic congestion on SR 62 by eliminating eastbound and westbound left turn lanes onto Wabash Avenue from SR 62. While this alternative would have met the purpose and need of the project, it would have negatively impacted traffic flow at other intersections to the west; therefore, this alternative was discarded from further discussion.

Right-In Right-Out at Wabash Avenue:

This alternative would have addressed the traffic congestion on SR 62 by removing the existing traffic signal and making the intersection a right-in/right-out. This would eliminate Wabash Avenue through movement and all left turning movement on SR 62 and Wabash Avenue. While this alternative would have met the purpose and need of the project, it would have negatively impacted traffic flow at other intersections to the west; therefore, this alternative was discarded from further discussion.

Bridge Deck Overlay at SR 62 over Tekoppel Avenue:

This alternative would have addressed the LOS for the project by replacing the existing bridge deck with a new bridge deck overlay. While this alternative would have met the purpose and need of the project, it is in close proximity to SR 62 over CSX Railroad and would not tie in with the proposed grade changes at that bridge; therefore, this alternative was discarded from further discussion.

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
X
X

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ROADWAY CHARACTER:

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

Name of Roadway SR 62
 Functional Classification: Other Urban Principal Arterial
 Current ADT: 43,200 VPD (2024) Design Year ADT: 47,750 VPD (2044)
 Design Hour Volume (DHV): 4,150 Truck Percentage (%) 2.6
 Designed Speed (mph): 50/40 Legal Speed (mph): 50/40

	Existing		Proposed	
Number of Lanes:	6-8		6-8	
Type of Lanes:	4-6 Through lanes, 1 left turn and 1 right turn lane		4-6 Through lanes, 1 left turn and 1 right turn lane	
Pavement Width:	44-72	ft.	44-72	ft.
Shoulder Width:	0-10	ft.	4-8	ft.
Median Width:	4-12	ft.	3-17	ft.
Sidewalk Width:	0-6	ft.	0-6	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Rosenberger Avenue - South
 Functional Classification: Local Street
 Current ADT: 8,550 VPD (2024) Design Year ADT: 9,450 VPD (2044)
 Design Hour Volume (DHV): 0.0 Truck Percentage (%) 0.2
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed	
Number of Lanes:	5		5	
Type of Lanes:	2 Through, 2 left turn lanes, and 1 right turn lane		2 Through, 2 left turn lanes, and 1 right turn lane	
Pavement Width:	55	ft.	55	ft.
Shoulder Width:	0	ft.	0	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	0	ft.	0	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Rosenberger Avenue - North
 Functional Classification: Local Agency Collector
 Current ADT: 10,850 VPD (2024) Design Year ADT: 12,000 VPD (2044)
 Design Hour Volume (DHV): 0.2 Truck Percentage (%) 0.3
 Designed Speed (mph): 30 Legal Speed (mph): 30

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	Existing	Proposed
Number of Lanes:	5	5
Type of Lanes:	2 Through, 1 left turn lane, and 2 right turn lanes	2 Through, 1 left turn lane, and 2 right turn lanes
Pavement Width:	58 ft.	58 ft.
Shoulder Width:	0 ft.	0 ft.
Median Width:	0 ft.	0 ft.
Sidewalk Width:	0 ft.	0 ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Tekoppel Avenue – North
 Functional Classification: Local Agency Collector
 Current ADT: 4,400 VPD (2024) Design Year ADT: 4,850 VPD (2044)
 Design Hour Volume (DHV): 500 Truck Percentage (%) 0.7
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	2 through lanes, one in each direction	2 through lanes, one in each direction
Pavement Width:	34 ft.	34 ft.
Shoulder Width:	0 ft.	0 ft.
Median Width:	0 ft.	0 ft.
Sidewalk Width:	5-6 ft.	5-6 ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Corbierre Avenue
 Functional Classification: Local Street
 Current ADT: 1,600 VPD (2024) Design Year ADT: 1,750 VPD (2044)
 Design Hour Volume (DHV): 0.0 Truck Percentage (%) 0.3
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	2 Through lanes	2 Through lanes
Pavement Width:	18 ft.	20 ft.
Shoulder Width:	0 ft.	0 ft.
Median Width:	0 ft.	0 ft.
Sidewalk Width:	0 ft.	5 ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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Name of Roadway Igleheart Avenue
 Functional Classification: Local Street
 Current ADT: 2,150 VPD (2024) Design Year ADT: 2,350 VPD (2044)
 Design Hour Volume (DHV): 0.0 Truck Percentage (%) 0.2
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed
Number of Lanes:	3		3
Type of Lanes:	1 Through, 1 left turn lane, and 1 right turn lane		1 Through, 1 left turn lane, and 1 right turn lane
Pavement Width:	36.5	ft.	32
Shoulder Width:	0	ft.	0
Median Width:	0	ft.	0
Sidewalk Width:	10	ft.	9.5

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway St. Joseph Avenue - South
 Functional Classification: Minor Arterial
 Current ADT: 8,250 VPD (2024) Design Year ADT: 9,150 VPD (2044)
 Design Hour Volume (DHV): 2.7 Truck Percentage (%) 4.3
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed
Number of Lanes:	5		5
Type of Lanes:	4 Through, 1 left turn lane		4 Through, 1 left turn lane
Pavement Width:	57	ft.	56
Shoulder Width:	0	ft.	0
Median Width:	4	ft.	0
Sidewalk Width:	19	ft.	19

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway St. Joseph Avenue – North
 Functional Classification: Principal Arterial
 Current ADT: 19,900 VPD (2024) Design Year ADT: 22,000 VPD (2044)
 Design Hour Volume (DHV): 1.0 Truck Percentage (%) 1.4
 Designed Speed (mph): 30 Legal Speed (mph): 30

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	Existing		Proposed	
Number of Lanes:	7		8	
Type of Lanes:	4 Through, 2 left turn lanes, and 1 right turn lane		4 Through, 2 left turn lanes, and 2 right tun lanes	
Pavement Width:	76	ft.	84	ft.
Shoulder Width:	0	ft.	0	ft.
Median Width:	0	ft.	4	ft.
Sidewalk Width:	16	ft.	12	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Wabash Avenue - South
 Functional Classification: Local Agency Collector
 Current ADT: 3,950 VPD (2024) Design Year ADT: 4,350 VPD (2044)
 Design Hour Volume (DHV): 0.8 Truck Percentage (%) 2.2
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed	
Number of Lanes:	5		5	
Type of Lanes:	3 Through, 1 combined through and left turn lane, and 1 right turn lane		3 Through, 1 combined through and left turn lane, and 1 right turn lane	
Pavement Width:	66	ft.	66	ft.
Shoulder Width:	0	ft.	0	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	10	ft.	10	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Wabash Avenue - North
 Functional Classification: Local Street
 Current ADT: 5,200 VPD (2024) Design Year ADT: 5,750 VPD (2044)
 Design Hour Volume (DHV): 0.2 Truck Percentage (%) 0.2
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed	
Number of Lanes:	5		5	
Type of Lanes:	3 Through, 1 combined through and left turn lane, and 1 right turn lane		3 Through, 1 combined through and left turn lane, and 1 right turn lane	
Pavement Width:	66	ft.	66	ft.
Shoulder Width:	0	ft.	0	ft.
Median Width:	8.5	ft.	8.5	ft.
Sidewalk Width:	12	ft.	11	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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Name of Roadway Pennsylvania Street
 Functional Classification: Local Street
 Current ADT: 1,700 VPD (2024) Design Year ADT: 1,850 VPD (2044)
 Design Hour Volume (DHV): 0.0 Truck Percentage (%) 0.0
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed	
Number of Lanes:	1		1	
Type of Lanes:	1 Through lane		1 Through lane	
Pavement Width:	20	ft.	20.5	ft.
Shoulder Width:	0	ft.	0	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	5	ft.	5	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Additionally, the following local roads intersect the project area:

- Walker Avenue
- Ingle Avenue
- Addison Avenue
- Barker Avenue
- Lemcke Avenue
- 10th Avenue

These two-way streets have 9 to 12 foot wide lanes, and are classified as Local Roads and traffic data such as average daily traffic (ADT) counts are not available. The legal speed limit is 25 mph for these roads. Only Barker Avenue, Lemcke Avenue, and 10th Avenue have curb and gutter. Barker Avenue and 10th Avenue have sidewalks along both sides of the road. Lemcke Avenue has a sidewalk along the east side. The right-in/right-out access at North Lemcke Avenue and Ingle Avenue will be closed. The exit and entrance ramps to Barker Avenue will be reconfigured to allow for full turning options. 10th Avenue, located just west of SR 62 and Wabash Avenue will receive improved pavement marking and signage. No work will occur on Walker Avenue and Addison Avenue.

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.

Structure/NBI Number(s): 062-82-03957 B/ 021930 Sufficiency Rating: 71.0, April 20, 2022 Bridge Inspection Report
 (Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete continuous		Prestressed concrete bulb-tee bridge	
Number of Spans:	3		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	61.5	ft.	109	ft.
Outside to Outside Width:	64.5	ft.	112	ft.
Shoulder Width:	4.75	ft.	8	ft.

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Structure/NBI Number(s): 062-82-02195 B/ 021940 Sufficiency Rating: 52.7, April 20, 2022 Bridge Inspection Report
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Steel stringer/multibeam or girder		Prestressed concrete bulb-tee bridge	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	62.0	ft.	100	ft.
Outside to Outside Width:	65.0	ft.	103	ft.
Shoulder Width:	4.75	ft.	8	ft.

Structure/NBI Number(s): 062-82-03965 B/ 021950 Sufficiency Rating: 58.1, April 28, 2022 Bridge Inspection Report
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete continuous		Prestressed concrete bulb-tee bridge	
Number of Spans:	3		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	58.0	ft.	100	ft.
Outside to Outside Width:	65.0	ft.	103	ft.
Shoulder Width:	4.75	ft.	8	ft.

Structure/NBI Number(s): 062-82-03958 B/ 021960 Sufficiency Rating: 77.8, February 1, 2023 Bridge Inspection Report
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete continuous		Concrete continuous	
Number of Spans:	2		2	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	48.0	ft.	48.0	ft.
Outside to Outside Width:	60.7	ft.	60.7	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

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Structure/NBI Number(s): P062-82-04214 A/ 021930 Sufficiency Rating: Not Rated, April 28, 2022 Bridge Inspection Report
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Steel girder and floorbeam system		Steel girder and floorbeam system	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

Structure/NBI Number(s): 062-82-07870 A/ 021971 Sufficiency Rating: 76.5, April 28, 2022 Bridge Inspection Report
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Prestressed concrete		Prestressed concrete	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	78.6	ft.	78.6	ft.
Outside to Outside Width:	97.4	ft.	97.4	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

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.

There are six bridges present within the project area:

- SR 62 over Carpentier Creek (Structure No. 062-82-03957 B/ NBI No. 021930)
- SR 62 over CSX Railroad (Structure No. 062-82-02195 B/ NBI No. 021940)
- SR 62 over Tekoppel Avenue (Structure No. 062-82-03965 B/ NBI No. 021950)
- Barker Avenue over SR 62 (Structure No. 062-82-03958 B/ NBI No. 021960)
- Pedestrian Walk over SR 62 (Structure No. P062-82-04214 A/ NBI No. 021930)
- SR 62 over 9th Avenue (Structure No. 062-82-07870 A/ NBI No. 021971)

The proposed project will involve work on three of the six bridges [see Project Description (Preferred Alternative) section above for additional details]. Des. No. 1602258 will involve the replacement of Structure No. 062-82-03957 B (NBI No. 021930), which carries SR 62 over Carpentier Creek. Des. No. 1500041 will involve the replacement of Structure No. 062-82-02195 B (NBI No. 021940), which carries SR 62 over CSX/Evansville Western Railroad. Des. No. 1600060 will involve the replacement of Structure No. 062-82-03965 B (NBI No. 021950), which carries SR 62 over Tekoppel Avenue. All three of these bridges were built in 1956. According to the Indiana Historic Bridge Inventory, they have been determined “not eligible” for the National Register and are included in INDOT’s Listing of Non-Historic Bridges.

This project includes numerous storm water sewer system upgrades, most of which are curbs, gutter, inlets, manholes, and subgrade storm piping [see Project Description (Preferred Alternative) section above for additional details]. A total of 22 small structures, ranging in size from 8-inches to 36-inches in diameter, are present within the project area. These culverts are either corrugated metal pipes (CMP), plastic, reinforced concrete, or steel pipes that extend beneath existing access drives and side streets on SR 62 or assist in draining runoff water from north to south under SR 62. The 36-inch concrete culvert carrying UNT 1 to Evansville Sewer System will be extended. All other existing culverts will be removed and replaced with a sewer system. Additional structure details for each culvert are included on the table below and the design plans (Appendix B, pages 19-122).

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Structure	Description	Length (feet)
16" concrete in RSD1	culvert inlet south of SR 62 west of shopping center entrance	Unknown
18" CMP	culvert inlet within SR 62 median	Unknown
18" CMP in RSD2	culvert under shopping center entrance	81
18" CMP in RSD3	culvert under shopping center entrance	124
16" plastic in RSD5	culvert under Rosenberger Avenue south of SR 62	192
12" CMP in RSD4	culvert under Rosenberger Avenue north of SR 62	98
24" Concrete at RSD5	culvert at end of roadside ditch south of SR62 and west of Carpentier Creek	Unknown
12" CMP at RSD7	culvert outlet at roadside ditch north of SR62 and east of Carpentier Creek	Unknown
18" concrete in RSD9	culvert inlet under Dorothy Drive	Unknown
12" concrete in RSD9	culvert outlet under SR62 into RSD9 east of Dorothy Drive	Unknown
18" concrete in RSD9	culvert under old access road	22
18" concrete in RSD8	culvert under old Woods Avenue	21
18" concrete in RSD12	culvert inlet north of SR62 and east of Tekoppel Avenue	Unknown
12" CMP	culvert outlet north of SR62 and east of Tekoppel Avenue	Unknown
18" concrete	culvert under SR62 at Walker Avenue	118
18" concrete	culvert under SR62 at Walker Avenue	115
18" concrete in RSD13	culvert under residence driveway along Walker Avenue	49
18" concrete in RSD13	culvert under Forest Avenue	78
12" CMP in RSD14	culvert outlet between SR62 and Corbierre Avenue east of Walker Avenue	Unknown
8" CMP in RSD15	culvert outlet under alley along Ingle Avenue	Unknown
12" steel in RSD16	culvert inlet for stormwater south of SR62 and east of Ingle Avenue	Unknown
36" concrete in UNT1 to Evansville Sewer System	Culvert inlet for stormwater north of SR 62 east of Addison Avenue	213

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 vehicular MOT for the project will require lane restrictions/closures and official detours (Appendix B, pages 36-54 and Appendix I, pages 10-14). The MOT for this project is being coordinated with the remainder of TheLloyd4U suite of projects. The MOT for this

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project is split into two construction sections. The MOT begins with Section IB, which extends from Rosenberger Avenue to Ingle Avenue, while Section 2 extends from Ingle Avenue to Wabash Avenue. Within each Section, the MOT is broken down into four phases with various sub-phases. A brief description of each phase is included below.

Section IB: Rosenberger Avenue to Ingle Avenue

The Section IB MOT will be in place from approximately April 2024 to October 2025.

- Phase 1A will consist of removing the existing median and installing temporary pavement for MOT phases. Phase 1A will restrict eastbound and westbound through lanes. East of Rosenberger Avenue to Addison Avenue one 11-foot westbound through lane and one 11-foot eastbound through lane will be maintained. From Addison Avenue to Barker Avenue two westbound through lanes (one 11-foot and one 10-foot) and one 11-foot eastbound through lane will be maintained.
- Phase 1B will consist of strengthening the existing eastbound outside shoulder for MOT phases. Phase 1B will restrict the eastbound through lanes on SR 62 and shift traffic to the westbound lanes. One westbound through lane and one eastbound through lane will be maintained.
- Phase 2 will consist of construction of the SR 62 westbound lanes. Phase 2 will restrict the westbound through lanes on SR 62 and shift traffic to the eastbound lanes. West of Rosenberger Avenue, one westbound through lane and one eastbound through lane will be maintained. East of Rosenberger Avenue, two westbound through lanes (one 11-foot and one 10-foot) and one 11-foot eastbound through lane will be maintained.
 - Phase 2a will close Rosenberger Avenue from the SR 62 intersection north to University Drive and will include a detour utilizing SR 62, Red Bank Road, and Hogue Road for a total length of 1.72 miles. Phase 2a will be a short-term closure (approximately 7-21 days).
 - Phase 2b will utilize lane shifts and/or intermediate closures of Tekoppel Avenue for replacement of the westbound portion of the SR 62 bridge over Tekoppel Avenue. The detour route will utilize Franklin Street, Barker Avenue, and Claremont Avenue for a total length of 2.20 miles.
- Phase 3 will consist of construction of the SR 62 eastbound lanes. Phase 3 will restrict the eastbound through lanes on SR 62 and shift traffic to the westbound lanes. West of Rosenberger, one westbound through lane and one eastbound through lane will be maintained. East of Rosenberger Avenue, one 11-foot eastbound through lane and two westbound through lanes (one 10-foot and one 11-foot) will be maintained.
 - Phase 3a will close Rosenberger Avenue from the SR 62 intersection south to north of Cox Avenue and the detour will utilize SR 62, Red Bank Road, Claremont Avenue, Bosse Avenue, and Cox Avenue for a total length of 1.24 miles. Phase 3a is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 3b will utilize lane shifts and/or intermediate closures of Tekoppel Avenue for replacement of the eastbound portion of the SR 62 bridge over Tekoppel Avenue. The detour route will utilize Franklin Street, Barker Avenue, and Claremont Avenue for a total length of 2.20 miles.
- Phase 4 will consist of construction of the median, turn lanes, and crossover from west of Rosenberger Avenue to Tekoppel Avenue. Phase 4 will restrict eastbound and westbound through lanes. East of Rosenberger Avenue, one 11-foot eastbound and westbound through lanes will be maintained. West of Rosenberger Avenue to Addison Avenue one 11-foot westbound through lane and two 11-foot eastbound through lanes will be maintained.
 - Phase 4a will restrict the SR 62 eastbound left turn lane to north Rosenberger Avenue. The detour route will utilize SR 62, Red Bank Road, and Hogue Road for a total length of 1.72 miles. Phase 4a is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 4b will restrict the SR 62 westbound left turn lane to south Rosenberger Avenue. The detour will utilize SR 62, Red Bank Road, Claremont Avenue, Bosse Avenue, and Cox Avenue for a total length of 1.24 miles. Phase 4b is anticipated to be a short-term closure (approximately 7-21 days).

Section 2: Ingle Avenue to Wabash Avenue

The Section 2 MOT will last approximately from October 2025 to October 2027.

- Phase 1 will consist of removing the existing median and installing temporary pavement for MOT phases. Phase 1 will restrict eastbound and westbound through lanes. Two westbound through lanes (one 11-foot and one 10-foot) and two westbound through lanes (one 11-foot and one 10-foot) will be maintained.
 - Phase 1a will restrict the westbound SR 62 left turn lane to south St. Joseph Avenue, and the eastbound SR 62 left turn lane to north Wabash Avenue and the detour will utilize SR 62, Wabash Avenue, and Franklin Street for a total length of 0.97 mile. Phase 1a is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 1b will restrict the eastbound SR 62 left turn lane to north Wabash Avenue. and the detour will utilize SR 62, Wabash Avenue, and Franklin Street for a total length of 0.97 mile. Phase 1b is anticipated to be a short-term

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closure (approximately 7-21 days).

- Phase 2 will consist of construction of the westbound lanes. Phase 2 will restrict the westbound through lanes on SR 62 and shift traffic to the eastbound lanes. Two westbound through lanes (one 11-foot and one 10-foot) and one 11-foot eastbound through lane will be maintained.
 - Phase 2a will close the northeast ramp to Barker Avenue. The detour will utilize SR 62, the SR 62 to Igleheart exit ramp, and Igleheart Avenue for a total length of 0.33 mile. Phase 2a is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 2b will close Igleheart Avenue from the northwest ramp to Barker Avenue and permanently close the northwest ramp to Igleheart Avenue. The detour will utilize SR 62, Corbierre Avenue, Ingle Avenue, Ruper Avenue, and Franklin Street for a total length of 0.32 mile. Phase 2b is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 2c will close Corbierre Avenue from Tekoppel Avenue to SR 62 and close Ingle Avenue access to SR 62. The detour will utilize the northeast ramp to Barker Avenue, Igleheart Avenue, and Tekoppel Avenue for a total length of 0.70 mile. Phase 2c is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 2d will close access from SR 62 to north Lemcke Avenue permanently. No detour will be posted.
 - Phase 2e will close St. Joseph Avenue from the SR 62 intersection north to Illinois Street and restrict the SR 62 eastbound left turn lane as well as the SR 62 westbound right turn lane onto north St. Joseph Avenue. The detour will utilize SR 62, Wabash Avenue, and Franklin Street for a total length of 0.97 mile. Phase 2e is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 2f will close access from SR 62 to north 12th Street permanently. No detour will be posted.
 - Phase 2g will close north 10th Street north of SR 62 and the detour will utilize SR 62, Wabash Avenue, and Indiana Street for a total length of 0.43 mile. Phase 2g is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 2h will close Wabash Avenue north of the SR 62 intersection and will restrict the SR 62 eastbound left turn and SR 62 westbound right turn lane onto Wabash Avenue. The detour will utilize SR 62, St. Joseph Avenue, and Franklin Street for a total length of 1.1 miles. Phase 2h is anticipated to be a short-term closure (approximately 7-21 days).
- Phase 3 will consist of construction of the eastbound lanes. Phase 3 will restrict the eastbound through lanes on SR 62 and shift traffic to the westbound lanes. One 11-foot eastbound through lane and two westbound through lanes (one 10-foot and one 11-foot) will be maintained.
 - Phase 3a will close the southwest ramp to Barker Avenue from SR 62. The detour will utilize Ingle Avenue, Claremont Avenue, and Barker Avenue for a total length of 1.2 miles. The truck detour for Phase 3a will utilize SR 62, St. Joseph Avenue, Ray Becker Parkway, and Barker Avenue for a total length of 1.7 miles. Phase 3a is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 3b involves the permanent closure of south Ingle Avenue access to SR 62. No detour will be posted.
 - Phase 3c will close the Pennsylvania Street ramp to SR 62 and the detour will utilize Barker Avenue, Ray Becker Parkway, and St. Joseph Avenue for a total length of 1.40 miles. Trucks exiting Mead Johnson will be allowed to exit onto south Lemcke Avenue onto eastbound SR 62. Phase 3c is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 3d will close St. Joseph Avenue south of SR 62 to Ohio Street, as well as the SR 62 westbound left turn lane and SR 62 eastbound right turn lane onto south St. Joseph Avenue. The detour will utilize SR 62, Wabash Avenue, and Ohio Street for a total length of 0.78 mile. Phase 3d is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 3e will close Wabash Avenue south of SR 62, SR 62 westbound left turn lane and the SR 62 eastbound right turn lane onto south Wabash Avenue. The detour will utilize SR 62, St. Joseph Avenue, and Ohio Street for a total length of 0.80 mile. Phase 3e is anticipated to be a short-term closure (approximately 7-21 days).
- Phase 4 will consist of construction of the median, turn lanes, and crossover. Phase 4 will restrict the inner eastbound and westbound lanes on SR 62 and shift traffic to the outside of the SR 62 roadway and close the westbound SR 62 left turn lane to south St. Joseph Avenue and the eastbound SR 62 left turn lane to north Wabash Avenue. Two westbound and two eastbound lanes along SR 62 will be maintained.
 - Phase 4a will close the SR 62 eastbound left turn lane to north St. Joseph Avenue and the detour will utilize SR 62, Wabash Avenue, and Franklin Street for a total length of 0.98 mile. Phase 4a is anticipated to be a short-term closure (approximately 7-21 days).
 - Phase 4b will close the SR 62 westbound left turn lane to south St. Joseph Avenue and the detour will utilize SR

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62, Wabash Avenue, and Ohio Street for a total length of 0.78 mile. Phase 4b is anticipated to be a short-term closure (approximately 7-21 days).

- Phase 4c will close the SR 62 eastbound left turn lane to north Wabash Avenue and the detour will utilize SR 62, St. Joseph Avenue, and Franklin Street for a total length of 1.1 miles. Phase 4c is anticipated to be a short-term closure (approximately 7-21 days).
- Phase 4d will close the SR 62 westbound left turn lane to south Wabash Avenue and the detour will utilize SR 62, St. Joseph Avenue, and Ohio Street for a total length of 0.80 mile. Phase 4d is anticipated to be a short-term closure (approximately 7-21 days).

The vehicular MOT for the project will also require an official wide load detour. The wide load detour will utilize I-69, I-64, and SR 69 for a total length of 59.9 miles (Appendix B, page 54). The detour is anticipated to be in place for approximately four years. The road will re-open to wide load vehicles immediately upon project completion to minimize traffic disruption to the maximum extent possible.

The Westside Nut Club Fall Festival takes place the first full week in October; limited construction will occur during this time. There are no known through-traffic dependent businesses requiring provisions as a result of the detour. Access will be available to all local properties.

Pedestrian MOT for the project will involve sidewalk closures at the following locations: Barker Avenue, Igleheart Avenue, Corbierre Avenue, Tekoppel Avenue, Lemcke Avenue, St. Joseph Avenue, Wabash Avenue, and Pennsylvania Street (Appendix B, pages 55-67).

During the closure of Barker Avenue bridge, a pedestrian detour will be in place utilizing a portion of the roadway adjacent to the existing sidewalk which will be allocated for a pedestrian path via placement of a physical barrier. The diversion is anticipated to remain for the duration of this roadway closure.

During the closure of Igleheart Avenue, pedestrians will be detoured using Barker Avenue, Franklin Street, and Rupper Avenue. The diversion is anticipated to remain for the duration of this roadway closure.

During the closure of Corbierre Avenue from Tekoppel Avenue to Ingle Avenue, pedestrians will be diverted from the eastern half of the intersection of Corbierre Avenue and Tekoppel Avenue to the western sidewalk utilizing mid-block crossings south of Igleheart Avenue and north of Forest Avenue. The diversion is anticipated to remain for the duration of this roadway closure.

During the partial closure of Tekoppel Avenue under the SR 62 bridge, pedestrians will be diverted from the western half of Tekoppel Avenue to the eastern sidewalk utilizing mid-block crossings south of Igleheart Avenue and north of Forest Avenue. The diversion is anticipated to remain for the duration of this partial closure.

During the full closure of Tekoppel Avenue, pedestrians will be detoured utilizing Claremont Avenue, Igleheart Avenue and Barker Avenue. The full closure of Tekoppel Avenue will be limited to 3 days in duration at one time. This closure will be in place for safety purposes while construction/demolition efforts are conducted overhead on the Tekoppel Avenue bridge on SR 62.

During the closure of Lemcke Avenue, a pedestrian detour utilizing the INDOT-owned parking lot on the south side of Indiana Street and the newly constructed pedestrian bridge. The detour is anticipated to remain in place for the duration of this roadway closure.

During the closure of St. Joseph Avenue, a pedestrian detour utilizing Illinois Street and Lemcke Avenue. The detour is anticipated to remain in place for the duration of this roadway closure.

During the closure of Wabash Avenue, a pedestrian detour utilizing Indiana Street and St. Joseph Avenue. The detour is anticipated to remain for the duration of this roadway closure.

The lane restrictions and closures 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:

					74,900,000	(2024)
					23,300,000	(2025)
Engineering*:	\$ 1,041,000	(2024)	Right-of-		23,670,000	(2026)
	\$ 40,000	(2025)	Way*:	\$ 1,041,000	(2024)	Construction*:
					\$ 34,411,000	(2027)

*This is the total cost for all projects bundled under lead Des. No. 1900308, including ones not covered by this CE document. This project is included in the FY 2022-2026 Evansville Metropolitan Planning Organization (EMPO) Transportation Improvement Program (TIP) (Appendix H, page 3) which has been directly incorporated into the FY 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1-2).

Anticipated Start Date of Construction: Spring 2024

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.07	0.15
Commercial	0.32	0.41
Agricultural	0.0	0.0
Forest	0.12	0.06
Wetlands	0.0	0.0
Other:	0.0	0.0
Other:	0.0	0.0
TOTAL	0.51	0.62

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.

The existing ROW on SR 62 extends a maximum of 270 feet north and a maximum of 230 feet south of the SR 62 median and consists of maintained roadside, forested riparian corridor, residential lawns, and urbanized areas. Additional areas outside of the existing ROW will be required along both the eastbound and westbound lanes. Following acquisition, the ROW will maintain a maximum of 270 feet north and a maximum of 230 feet south of the SR 62 median.

The apparent existing ROW on Igleheart Avenue extends a maximum of 30 feet north and a maximum of 30 feet south of the Igleheart Avenue centerline and consists of residential lawns and maintained roadside. Additional areas outside of the existing ROW will be required along the westbound lane. Following acquisition, the ROW will maintain a maximum of 30 feet north and a maximum of 30 feet south of the Igleheart Avenue centerline.

The apparent existing ROW on Barker Avenue extends a maximum of 75 feet west and a maximum of 60 feet east of the Barker Avenue centerline and consists of residential lawns, maintained roadside, and commercial areas. Additional areas outside of the existing ROW will be required along the northbound and southbound lanes. Following acquisition, the ROW will maintain a maximum of 75 feet west and extend a maximum of 84 feet east of the Barker Avenue centerline.

The apparent existing ROW in St. Joseph Avenue extends a maximum of 78 feet west and a maximum of 61 feet east of the St. Joseph Avenue centerline and consists of maintained roadside and commercial areas. Additional areas outside of the existing ROW will be required along the northbound and southbound lanes. Following acquisition, the ROW will extend a maximum of 110 feet west and maintain a maximum of 61 feet east of the St. Joseph Avenue centerline.

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The project requires approximately 0.51 acre of permanent ROW for road widening, sidewalk construction, and drainage. The proposed permanent ROW consists of residential lawns, commercial areas, and forested land which will be acquired from both the north and south sides of SR 62, as well as areas along Igleheart Avenue, Barker Avenue, and St. Joseph Avenue. Approximately 0.62 acre of temporary ROW will be required for grading, drive construction, and parking lot reconstruction. The proposed temporary ROW consists of residential lawns, commercial areas, and forested land.

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

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

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 on February 1, 2022 (Appendix C, pages 1-5).

Agency	Date Sent	Date Response Received	Appendix
Federal Highway Administration (FHWA) - Indiana Division	February 1, 2022	No response	
Indiana Geological and Water Survey (IGWS)	February 1, 2022	February 1, 2022 (automated)	Appendix C, pages 63-65
Indiana Department of Natural Resources - Division of Fish and Wildlife (IDNR DFW)	February 1, 2022	March 3, 2022	Appendix C, pages 83-85
Indiana Department of Environmental Management (IDEM) - Wetlands and Stormwater Programs	February 1, 2022	No response	
National Park Service	February 1, 2022	No response	
IDEM - Office of Water Quality	February 1, 2022	February 11, 2022	Appendix C, page 69
U.S. Housing and Urban Development	February 1, 2022	No response	
INDOT, Vincennes District	February 1, 2022	February 2, 2022	Appendix C, page 66
INDOT, Office of Aviation	February 1, 2022	February 2, 2022	Appendix C, page 67
Natural Resources Conservation Service (NRCS)	February 1, 2022	March 3, 2022	Appendix C, page 86
Environmental Protection Agency (EPA), NEPA Implementation Section	February 1, 2022	February 14, 2022	Appendix C, pages 74-81
U.S. Army Corps of Engineers (USACE)	February 1, 2022	No response	
IDEM - Office of Land Quality	February 1, 2022	February 18, 2022 July 12, 2022	Appendix C, pages 70-71 Appendix C, page 72
Evansville Metropolitan Planning Organization (EMPO)	February 1, 2022	No response	
Vanderburgh County Highway Department	February 1, 2022	No response	
Vanderburgh County Commissioners	February 1, 2022	No response	
Vanderburgh County Council	February 1, 2022	No response	
Vanderburgh County Surveyor's Office	February 1, 2022	February 10, 2022	Appendix C, page 68
Evansville/ Vanderburgh County Emergency Management Agency	February 1, 2022	No response	
Evansville/ Vanderburgh County Joint Department of Central Dispatch	February 1, 2022	March 1, 2022	Appendix C, page 82
Vanderburgh County Sheriff's Department	February 1, 2022	No response	
Evansville Street Maintenance Department	February 1, 2022	No response	
Evansville Fire Department	February 1, 2022	No response	

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Evansville Police Department	February 1, 2022	No response	
Metropolitan Evansville Transportation Systems (METS)	February 1, 2022	No response	
Evansville Vanderburgh School Corporation	February 1, 2022	No response	
Vanderburgh County MS4 Coordinator	February 1, 2022	No response	
City of Evansville Storm Water Coordinator	February 1, 2022	No response	
Evansville Mayor's Office	February 1, 2022	No response	
Evansville City Council	February 1, 2022	No response	
Vanderburgh County Floodplain Administrator	February 1, 2022	No response	
Evansville Department of Parks & Recreation	February 1, 2022	No response	
West Side Nut Club Park	February 1, 2022	No response	
INDOT, Division of Utilities and Railroad	February 1, 2022	No response	
IDNR - Division of Reclamation	February 1, 2022	No response	
Chick-fil-A West Evansville	February 1, 2022	No response	
Irving Materials Incorporated	February 1, 2022	No response	
Mount Vernon Water Works	February 14, 2022	February 14, 2022	Appendix C, page 73

This project lies within the Ohio River Scenic Byway. A coordination email was sent to the INDOT Scenic Byways Coordinator on July 9, 2023. No response has been received to date.

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: 1,395 Linear feet Total impacted stream(s): 1,043 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Carpentier Creek	perennial	358	173	This stream flows north to south beneath SR 62 and is likely subject to USACE jurisdiction under Section 404 of the Clean Water Act (Appendix F, pages 76-77).
UNT 1 to Carpentier Creek	ephemeral	775	705	This stream flows west to east along SR 62 and is likely subject to USACE jurisdiction under Section 404 of the Clean Water Act (Appendix F, page 76).
UNT 2 to Carpentier Creek	ephemeral	69	0	This stream flows west to east along SR 62 and is likely subject to USACE jurisdiction under Section 404 of the Clean Water Act (Appendix F, page 76).
UNT 3 to Carpentier Creek	ephemeral	110	110	This stream flows east to west along SR 62 and is likely subject to USACE jurisdiction under Section 404 of the Clean Water Act (Appendix F, page 76-77).
UNT 1 to Evansville Sewer System	ephemeral	83	55	This stream flows north to south beneath SR 62 and is likely not subject to USACE jurisdiction under Section 404 of the Clean Water Act, but jurisdiction is being requested (Appendix F, pages 80-82).

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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.

Based on the desktop review, the aerial maps of the project area (Appendix B, pages 4-5), and the RFI report (Appendix E, page 15) there are 12 streams, rivers, watercourses, or other jurisdictional features within the 0.5 mile search radius. There are five streams, rivers, watercourses, or other jurisdictional features present within or adjacent to the project area. That number was confirmed by the site visits completed by Lochmueller Group, Inc. in 2021.

A *Waters of the U.S. Delineation / Wetland Determination Report* was approved by INDOT Ecology and Waterway Permitting Office (EWPO) on February 25, 2022. The report was later updated to reflect project area changes and EWPO approved the revised report on February 14, 2023. Please refer to Appendix F, pages 2-107 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that five likely jurisdictional streams, Carpentier Creek, UNT 1 to Carpentier Creek, UNT 2 to Carpentier Creek, UNT 3 to Carpentier Creek, and UNT 1 to Evansville Sewer System, are located within the survey area. The USACE makes all final determinations regarding jurisdiction.

Carpentier Creek

Carpentier Creek is a perennial stream feature that flows from north to south under SR 62 through a three-span cast-in-place deck with concrete beams (Structure No. 062-82-03957 B) (Appendix B, page 4). The drainage area of Carpentier Creek was determined to be 5.55 square miles. This reach of Carpentier Creek is considered to be of average quality due to moderate variation in available stream habitat, an intact riparian corridor, and minimal erosion. The ordinary high water mark (OHWM) of Carpentier Creek within the project area is 25.4 feet wide and 4.0 feet deep. The project is anticipated to permanently impact approximately 173 linear feet of this stream as a result of complete bridge replacement of Structure No. 062-82-03957 B.

UNT 1 to Carpentier Creek

UNT 1 to Carpentier Creek is an ephemeral stream feature that flows from west to east on the north side of SR 62, west of Carpentier Creek and east of N Rosenberger Avenue (Appendix B, page 4). The drainage area for UNT 1 to Carpentier Creek was estimated to be 0.005 square mile. This reach of UNT 1 to Carpentier Creek is considered to be of poor quality due to a lack of pool/riffle habitat structure, heavy disturbance within the riparian zone throughout the majority of its length, and ephemeral flow regime of infrequent and very little duration following precipitation events. The OHWM of UNT 1 to Carpentier Creek within the project area is 3.1 feet wide and 0.4 feet deep. The project is anticipated to permanently impact approximately 705 linear feet of this stream as a result of intersection improvements and road widening.

UNT 2 to Carpentier Creek

UNT 2 to Carpentier Creek is an ephemeral stream feature that flows from west to east, north of UNT 1 to Carpentier Creek (Appendix B, page 4). The drainage area for UNT 2 to Carpentier Creek could not be determined due to extensive modifications made to the historical drainage pattern through land development resulting in a realignment of the majority of the drainage into an artificial channel that discharges into Carpentier Creek upstream of the current UNT 2 and Carpentier Creek confluence. This reach of UNT 2 to Carpentier Creek is considered to be of poor quality due to a lack of stream habitat, heavy encroachment of Japanese hop, and limited length. The OHWM of UNT 2 to Carpentier Creek within the project area is 3.3 feet wide and 0.5 feet deep. While located within the project area, the entirety of UNT 2 to Carpentier Creek is located outside the construction limits of the project; therefore, no impacts are expected. UNT 2 to Carpentier Creek will be labeled on the plans as "Do Not Disturb". This is included as a firm commitment in the Environmental Commitments section of this document.

UNT 3 to Carpentier Creek

UNT 3 to Carpentier Creek is an ephemeral stream feature that flows from east to west on the north side of SR 62, east of Carpentier Creek (Appendix B, page 4). The drainage area for UNT 3 to Carpentier Creek was estimated to be 0.015 square mile. This reach of UNT 3 to Carpentier Creek is considered to be of poor quality due to lack of instream habitat, drainage area disturbance, and limited length. The project is anticipated to permanently impact approximately 110 linear feet of this stream as a result of complete bridge replacement of Structure No. 062-82-03957 B and road widening.

UNT 1 to Evansville Sewer System

UNT 1 to Evansville Sewer System is an ephemeral stream feature that flows from north to south on the north side of SR 62 just east of Corbierre Avenue (Appendix B, page 4). The drainage area for UNT 1 to Evansville Sewer System was estimated to be 0.016 square mile. This reach of UNT 1 to Evansville Sewer System is considered to be of poor quality due to lack of instream habitat, infrequent ephemeral flow, extensive watershed disturbance, and limited length. The project is anticipated to permanently impact 55 linear feet of this stream as a result of lane reconfiguration and lengthening.

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

A total of approximately 1,043 linear feet of permanent stream impacts are anticipated as a result of the project. Final alignment of the preferred alternative was adjusted to minimize impacts to streams. IDNR Construction in a Floodway (CIF), IDEM 401 and USACE 404 permits will likely be necessary. Mitigation will likely be required and will be determined during permitting.

The IDNR DFW responded on March 3, 2022 with recommendations to avoid or minimize impacts to fish, botanical, and wildlife resources (Appendix C, pages 83-85). IDNR DFW recommendations included restricting work in the waterway from April 1 to June 30, minimizing and containing within the project limits inchannel disturbance, implementing appropriately designed measures for controlling erosion and sediment, and seeding and protecting all disturbed stream banks and slopes. All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)	Presence	Impacts	
		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 4-5), and the RFI report (Appendix E, page 15) there are no 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 completed by Lochmueller Group, Inc. in 2021. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed by Lochmueller Group, Inc. on February 11, 2023. Please refer to Appendix F, pages 2-107 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no open water features are present within the project area.

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

Total wetland area: 0.57 Acre(s) Total wetland area impacted: 0.08 Acre(s)
 (If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland A	PEM1	0.1	0.02	This wetland is located south of SR 62 between Rosenberger Avenue and Carpentier Creek and would likely not be considered a Waters of the U.S. but USACE jurisdiction is being requested (Appendix F, page 76).
Wetland B	PFO1	0.04	0.001	This wetland is located south of SR 62 between Carpentier Creek and a private property entrance off SR 62 and would likely be considered a Waters of the U.S. (Appendix F, pages 76-77).
Wetland C	PSS1	0.12	0	This wetland is located north of SR 62 and immediately east of the St. Vincent medical clinic and would likely be considered a Waters of the U.S. (Appendix F, page 76).
Wetland D	PEM1	0.07	0.06	This wetland is located north of SR 62 between Dorothy Drive and Carpentier Creek and would likely be considered a Waters of the U.S. (Appendix F, pages 76-77).

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Wetland E	PFO1	0.12	0	This wetland is located north of SR 62 and UNT 4 to Carpentier Creek, and west of the CSX Railroad/Evansville Western Railway and would likely not be considered a Waters of the U.S. but USACE jurisdiction is being requested (Appendix F, pages 77-78).
Wetland F	PFO1	0.12	0	This wetland is located south of SR 62 to the west of an abandoned section of Woods Avenue and would likely not be considered a Waters of the U.S. but USACE jurisdiction is being requested (Appendix F, page 77).

Wetlands (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

Documentation

X
X

ESD Approval Dates

February 11, 2023
February 11, 2023

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.

Based on the desktop review, the aerial maps of the project area (Appendix B, pages 4-5), and the RFI report (Appendix E, page 15) there are 17 wetlands within the 0.5 mile search radius. There are six wetlands present within or adjacent to the project area. That number was confirmed by the site visits completed by Lochmueller Group, Inc. in 2021

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed by Lochmueller Group, Inc. on February 11, 2023. Please refer to Appendix F, pages 2-107 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that six wetlands are present within the project area. The USACE makes all final determinations regarding jurisdiction.

Wetland A

Wetland A is a palustrine emergent wetland located in the roadside ditch on the south side of SR 62 between Rosenberger Avenue and Carpentier Creek. The total size of Wetland A was determined to be 0.1 acre and is located entirely within the project area. Wetland A is considered to be of poor quality due to dominant presence of common reed (*Phragmites australis*), heavily disturbed adjacent land use, and ephemeral hydrology conditions. Wetland A would not likely meet the definition of a Waters of the U.S. because it does not abut a jurisdictional water nor is it inundated by flooding from a jurisdictional water. However, INDOT is requesting that the USACE take jurisdiction of Wetland A. Approximately 0.02 acre of Wetland A is located within the construction limits and will be permanently impacted by the project.

Wetland B

Wetland B is a palustrine forest wetland located in a shallow depression of woodland habitat on the south side of SR 62 between Carpentier Creek and a private property entrance off SR 62 to the east. The total size of Wetland B was determined to be 0.04 acre in size and is located entirely within the project area. Wetland B is considered to be of poor quality due to a lack of an herb stratum vegetation component, ephemeral hydrology conditions, and limited wildlife habitat potential. Wetland B would likely meet the definition of a Waters of the U.S. as an adjacent wetland because it is it inundated by flooding from Carpentier Creek in a typical year. INDOT is therefore requesting that the USACE take jurisdiction of Wetland B. Approximately 0.001 acre is located within the construction limits. Therefore, impacts are expected.

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Wetland C

Wetland C is a palustrine scrub/shrub wetland located at the western edge of the Carpentier Creek floodplain north of SR 62 and immediately east of the St. Vincent medical building. Wetland C was determined to be 0.12 acre in size and is partially located within the project area. Wetland C is considered to be of average quality due to a moderate diversity of herb stratum components, position within the Carpentier Creek floodplain, and moderate potential to support wetland dependent wildlife. Wetland C would likely meet the definition of a Waters of the U.S. because it abuts a jurisdictional Waters of the U.S. (UNT 2 to Carpentier Creek) and is inundated by flooding from Carpentier Creek in a typical year. INDOT is therefore requesting that the USACE take jurisdiction of Wetland C. Though a portion of Wetland C is located within the project area, it is located entirely outside of the construction limits. Therefore, no impacts are expected.

Wetland D

Wetland D is a palustrine emergent wetland located in the roadside ditch on the north side of SR 62 between Dorothy Drive and Carpentier Creek. Wetland D was determined to be 0.07 acre in size and is located entirely within the project area. Wetland D is considered to be of poor quality due to dominant presence of common reed (*Phragmites australis*), heavily disturbed adjacent land use, and infrequent ephemeral hydrology conditions. Wetland D would likely meet the definition of a Waters of the U.S. because of its connection to Carpentier Creek via UNT 3 to Carpentier Creek. INDOT is therefore requesting that the USACE take jurisdiction of Wetland D. Approximately 0.06 acre of Wetland D is located within the construction limits. Therefore, impacts are expected.

Wetland E

Wetland E is a palustrine forest wetland located in a shallow depression of woodland habitat north of SR 62 and west of the CSX Railroad/Evansville Western Railway. Wetland E was determined to be 0.12 acre in size and is partially located within the project area. Wetland E is considered to be of average quality due to the presence of three strata of vegetation, moderate potential for wetland dependent wildlife, but lacks a definitive connection with Carpentier Creek. Wetland E would not likely meet the definition of a Waters of the U.S. as an adjacent wetland because it does not abut a jurisdictional water nor is it inundated by flooding from a jurisdictional water. However, INDOT is requesting that the USACE take jurisdiction of Wetland E. Though a portion of Wetland E is located within the project area, it is located entirely outside of the construction limits. Therefore, no impacts are expected.

Wetland F

Wetland F is a palustrine forest wetland located in a depression of woodland habitat south of SR 62 and to the west of an abandoned section of Woods Avenue. Wetland F was determined to be 0.12 acre and is located entirely within the project area. Wetland F is considered to be of poor quality due to a lack of vegetation diversity and herb stratum, its location within the ROW, and is isolated from a connection with Carpentier Creek. Wetland F would not likely meet the definition of a Waters of the U.S. because it does not abut a jurisdictional water nor is it inundated by flooding from a jurisdictional water. However, INDOT is requesting that the USACE take jurisdiction of Wetland F. Though Wetland F is located within the project area, it is located entirely outside of the construction limits. Therefore, no impacts are expected.

A total of approximately 0.08 acre of permanent wetland impacts are anticipated as a result of the project. Construction limits were minimized to the greatest extent possible to minimize impacts to wetlands. Total cumulative stream impacts of the project are anticipated to be more than 300 linear feet; therefore, mitigation for impacts to Wetland A, Wetland B, and Wetland D will likely be required. Wetlands C, E, and F will be labeled on the plans as "Do Not Disturb". This will be included as a firm commitment in the Environmental Commitments section of this document.

The IDNR DFW responded on March 3, 2022 with recommendations to avoid or minimize impacts to fish, botanical, and wildlife resources (Appendix C, pages 83-85). IDNR DFW recommendations included implementing appropriately designed measures for controlling erosion and sediment. All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.

	Presence	Impacts	
Terrestrial Habitat	<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Total terrestrial habitat in project area: 35.8 Acre(s) Total tree clearing: 3.1 Acre(s)

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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 a desktop review, site visits completed in 2021 by Lochmueller Group, Inc., and the aerial maps of the project area (Appendix B, pages 4-5), there are maintained grass, forested riparian habitat, and commercial/urban areas present. Dominant tree species within the forested riparian habitat consist of green ash (*Fraxinus pennsylvanica*), black walnut (*Juglans nigra*), hackberry (*Celtis occidentalis*), ash-leaf maple (*Acer negundo*), sycamore (*Platanus occidentalis*), eastern cottonwood (*Populus deltoides*), black willow (*Salix nigra*), pignut hickory (*Carya glabra*), sweet gum (*Liquidambar styraciflua*), redbud (*Cercis sp.*) and silver maple (*Acer saccharinum*). The dominant herbaceous species within the maintained grass habitat consist of Johnson grass (*Sorghum halpense*), Canadian goldenrod (*Solidago canadensis*), winter creeper (*Parthenocissus quinquefolia*), ground nut (*Apois americana*), blue mistflower (*Conoclinium coelestinum*), Virginia water horehound (*Lycpous virginicus*), ground ivy (*Glechoma hederacea*), common reed (*Phragmites australis*), Japanese honeysuckle (*Lonicera japonica*), poison ivy (*Toxicodendron radicans*), spotted touch-me-not (*Impatiens capensis*), and English ivy (*Hedera helix*). A total of 12.1 acres of terrestrial disturbance will occur, including 9.0 acres of impacts to maintained grasses and 3.1 acres of impacts to forested areas, as a result of tree clearing. Avoidance alternatives would not be practical because they would not allow the project to meet its purpose as stated above in this CE document. Mitigation is not currently anticipated but will be determined during permitting.

The IDNR DFW responded on March 3, 2022 with recommendations to avoid or minimize impacts to fish, botanical, and wildlife resources (Appendix C, pages 83-85). IDNR DFW recommendations included mitigating for impacts to non-wetland forests, revegetating all bare and disturbed areas, implementing appropriately designed measures for controlling erosion and sediment, and seeding and protecting all disturbed streambanks and slopes. All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this document.

Protected Species

Federally Listed Bats

	Yes	No
Information for Planning and Consultation (IPaC) determination key completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

	Yes	No
Additional federal species found in project area (based on IPaC species list)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
State species (not bird) found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Migratory Birds

	Yes	No
Known usage or presence of birds (i.e. nests)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
State bird species based upon coordination with IDNR	<input type="checkbox"/>	<input checked="" 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, page 9), concurred by INDOT Site Assessment and Management (SAM) on June 2, 2022, the IDNR Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR DFW early coordination response letter dated March 3, 2022 (Appendix C, pages 83-85), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. No critical habitat is present within the project area. An INDOT 0.5-mile bat review occurred on August 25, 2021. The review 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 6-23). The project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were identified in the IPaC species list other than the Indiana bat and northern long-eared bat. Refer to paragraph below.

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This 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. An effect determination key was completed on May 13, 2022 and based on the responses provided, it was found that the project “may affect, but is not likely to adversely affect (NLAA)” the Indiana bat and/or the NLEB (Appendix C, pages 24-38). INDOT reviewed and verified the effect finding on May 13, 2022 and requested USFWS’s review of the finding (Appendix C, page 62). 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) required for the project include General AMM 1, Tree Removal AMM 1, Tree Removal AMM 2, Tree Removal AMM 3, Tree Removal AMM 4, Lighting AMM 1, and Lighting AMM 2. AMMs are included as firm commitments in the Environmental Commitments Section of this document.

Bridge and culvert inspections occurred on August 25-27 and September 2-3, 2021. On September 2, 2021, a bridge inspection occurred on Structure No. 062-82-02195 B, NBI No. 021940 which found bats and signs of bats. Guano, staining, and approximately 52 live bats were present beneath the bridge carrying SR 62 over CSX/Evansville Western RR (Structure No. 062-82-02195 B, NBI No. 021940) (Appendix C, page 51). Guano was collected on the same day and sent to Northern Arizona University for analysis. Guano analysis results were received from Northern Arizona University in March 2022 and resulted in detection of the big brown bat (*Eptesicus fuscus*), a non-federally listed species, making up the entirety of DNA sequences among all five guano samples (Appendix C, pages 58-61). The guano collection plan along with the guano analysis results were uploaded and reviewed by INDOT during the IPaC coordination. No additional bat investigations are required at this time. No bats or indicators of bats were identified at any of the other structures (Appendix C, pages 39-50 and 52-57). Additional bridge and culvert inspections occurred on September 1, 2023. This bridge inspection for Structure No. 62-82-02195 B, NBI No. 021940 found bats and signs of bats. Guano, staining, and one live bat was present beneath the bridge carrying SR 62 over CSX/Evansville Western RR (Structure No. 062-82-02195 B, NBI No. 021940) (Appendix I, page 125). According to the INDOT Protected Species Document, guano sampling is not required until four years after the original guano-tested sampling date. Therefore, no guano samples were collected. The September 1, 2023 bridge inspection on Structure No. 062-82-07870 A, NBI No. 21971 also found signs of bats. Guano was present beneath the bridge carrying SR 62 over 9th Avenue (Structure No. 062-82-07870 A, NBI No. 21971) (Appendix I, page 129). Guano samples are not required at this time due to no work below the bridge deck occurring on Structure No. 062-82-07870 A, NBI No. 21971. Therefore, no guano samples were collected. USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after September 1, 2025, 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 sign of bats or birds. If bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the Environmental Commitments section of this document.

To minimize bat disturbance, the removal of the structure shall be completed after September 30 and before April 1. If the structure removal cannot be completed before April 1, the crevices shall temporarily be filled, for the entire length of the structure, with an expandable material. The structure shall also be inspected for bats prior to demolition, exclusion, or any construction activities. If signs of bats are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. Coordination occurred on September 23, 2021 with the project designer about exclusionary measure needed for the project. Details of the required procedures are outlined in the “Bat Inspection and Coordination” Unique Special Provision (USP). A for consideration commitment is included in the *Environmental Commitments* of this document.

The official species list generated from IPaC indicated three other species present within the project area. The project is within the range of the federally endangered fat pocketbook (*Potamilus capax*), pink mucket (*Lampsilis abrupta*), sheepnose mussel (*Plethobasus cyphus*). The project does not qualify for the USFWS Interim Policy due to the project impacting more than 0.5 acre of forested ROW within 75 feet of the edge of the existing roadway or pavement and greater than 300 feet of streams. However, Carpentier Creek does not provide suitable habitat for the listed species above; therefore, no further coordination is necessary. The official species list also identified the monarch butterfly (*Danaus plexippus*) within the project area. The monarch is a candidate species and no coordination is required.

Structure 062-82-03957 B has shown evidence of use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1), the structures must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection, avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the “Potential Migratory Bird on Structure” Recurring Special Provision (RSP). This is included as a firm commitment in the Environmental Commitments section of this document.

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Structures 062-82-03965 B and 062-82-02195 B, and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" RSP. This is included as a firm commitment in the Environmental Commitments section of this document.

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

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
X	
	X
	X

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 in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, pages 2-3), the RFI report (Appendix E, page 15), there are no karst features identified within or adjacent to the project area. In the early coordination response on February 1, 2022, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages 63-65). The response did indicate a high liquefaction potential, high potential for encountering bedrock, sand, and gravel resources, potential mine subsidence, and the presence of petroleum exploration wells, underground coal mines, and abandoned industrial mineral pits in the vicinity. The response from IGWS was communicated with the designer on March 22, 2023. No impacts are expected.

The RFI report identified one underground mine within the project area (Appendix E, page 16). An early coordination letter was sent to IDNR Division of Reclamation on February 1, 2022 and to date, no response has been received. The underground mine lies within the construction limits near Addison Street south of SR 62. However, due to the proposed construction and the age of the mine, no impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

	Impacts	
	Yes	No
X		X
X		X
X	X	

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Is the project located in the St. Joseph Sole Source Aquifer (SSA):
 If Yes, is the FHWA/EPA SSA MOU Applicable?
 If Yes, is a Groundwater Assessment Required?

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

The project is located in Vanderburgh 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/INDOT 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.

The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on April 27, 2023 by Lochmueller Group, Inc. This project is not located within a Wellhead Protection Area but is located within a Source Water Area. In an email dated February 11, 2022, IDEM stated that the project is located within the Mount Vernon Water Works Source Water Assessment Area (Appendix C, page 69). A coordination email was sent to Mount Vernon Water Works on February 14, 2022 and a response from the water superintendent was received the same day, indicating that the project will not result in impacts to the Mount Vernon Water Works Source Water Assessment Area (Appendix C, page 73).

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on March 22, 2023 by Lochmueller Group, Inc. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Lochmueller Group, Inc., on March 22, 2023, this project is located in an Urban Area Boundary (UAB). Early coordination letters were sent on February 1, 2022 to the Vanderburgh County MS4 Coordinator and City of Evansville Storm Water Coordinator. The MS4 coordinator and Stormwater Coordinator did not respond within the 30-day time frame.

Based on a desktop review, site visits completed in 2021 by Lochmueller Group, Inc., and the aerial maps of the project area (Appendix B, pages 4-5), this project is located where there is a public water system. Evansville Water and Sewer Utility will be affected by the project. Several lines throughout the project will need to be replaced. Coordination with Evansville Water and Sewer Utility is ongoing as part of the design process. Avoidance alternatives would not be practical because they would not allow for the project to meet its purpose and need as discussed above in this CE document.

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

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 (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) by Lochmueller Group, Inc. on March 22, 2023, and the RFI report (Appendix E, page 15), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 1). An early coordination response letter was sent on February 1, 2022 to the local floodplain administrator. The floodplain administrator did not respond within the 30-day timeframe. 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 seven homes are located within the base floodplain 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no

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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 services or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives will be completed during the preliminary design phase.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Farmland			
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*) _____			
*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 a desktop review, the site visits completed in 2021 by Lochmueller Group, Inc., and the aerial maps of the project area (Appendix B, pages 4-5), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on February 1, 2022, to NRCS. On March 4, 2022 NRCS responded stating that the project will not cause a conversion of prime farmland (Appendix C, page 86).

SECTION D – CULTURAL RESOURCES

Minor Projects PA	<u>Category(ies) and Type(s)</u>	<u>INDOT Approval Date(s)</u>	<u>N/A</u>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Full 106 Effect Finding

No Historic Properties Affected	<input type="checkbox"/>	No Adverse Effect	<input checked="" type="checkbox"/>	Adverse Effect	<input type="checkbox"/>
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Eligible and/or Listed Resources Present

NRHP Building/Site/District(s)	<input checked="" type="checkbox"/>	Archaeology	<input type="checkbox"/>	NRHP Bridge(s)	<input type="checkbox"/>
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Documentation Prepared (mark all that apply)	<u>ESD Approval Date(s)</u>	<u>SHPO Approval Date(s)</u>
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic Properties Report or Short Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check and Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>

Memorandum of Agreement (MOA)	<u>MOA Signature Dates</u> (List all signatories)
<input type="checkbox"/>	

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

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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.

As this is a federal aid highway project, a Section 106 evaluation is required as mandated by the National Historic Preservation Act of 1966, as amended (54 USC § 306108) and as governed by the process established by 36 CFR Part 800. This process mandates the evaluation of the effects of the undertaking on properties that are listed on or eligible for listing on the National Register of Historic Places.

Area of Potential Effect (APE):

The Area of Potential Effect (APE) for this project encompasses all resources immediately adjacent to the project area and those that may not be immediately adjacent but that have a proximate viewshed for the project area. The project area encompasses the area required to support the purpose and need of the project. The APE for the project extends approximately 800 feet west of the western end project limits and approximately 560 feet east of the eastern end project limits on SR 62/Lloyd Expressway. Depending on structural and vegetation density the APE extends between approximately 80 feet and 540 feet south of the project limits and between approximately 80 feet and 500 feet north of the project limit (Appendix D, pages 19-24). The archaeological APE is defined as the 21.57 ha (53.30 acre) area that encompassed permanent, temporary, and existing ROW investigated for the presence of archaeological resources.

Coordination with Consulting Parties:

Early coordination was initiated with potential consulting parties on August 25, 2021 with an email to consulting parties. The email asked consulting parties to review the early coordination letter attached to the email and via IN SCOPE, which is INDOT's Section 106 document website (<https://erms12c.indot.in.gov/Section106Documents>). A hard copy of these materials was mailed to the SHPO. Those who were invited to become consulting parties at that time are shown below, with those who accepted consulting party status at that time are shown in bold below. Please note, SHPO is considered an automatic consulting party.

Section 106 Invited Consulting Parties	Date of Response
State Historic Preservation Officer (SHPO)	August 31, 2021
Indiana Landmarks, Southwest Field Office	No response received
Historic Southern Indiana	No response received
Vanderburgh County Historian	No response received
Vanderburgh County Historical Society	No response received
Evansville Metropolitan Planning Organization	No response received
Economic Development Coalition of Southwest Indiana	No response received
Vanderburgh County Commissioners	No response received
Evansville City Engineer	No response received
Vanderburgh County Highway Engineer	No response received
Mayor of Evansville	No response received
Old Evansville Historic Association	No response received
Preservation Alliance of Evansville	No response received
Evansville Historic Preservation Commission	No response received
Historic Evansville	No response received
Westside Improvement Association	No response received
City of Evansville, Historic Preservation Officer	No response received
Evansville Western Railway	No response received
Andrew Mayes	No response received
Ritz Hill Neighborhood Association	No response received
Absentee Shawnee Tribe of Oklahoma	No response received
Delaware Tribe of Indians	No response received
Eastern Shawnee Tribe of Oklahoma	October 25, 2021
Miami Trobe of Oklahoma	August 31, 2021
Peoria Tribe of Indians of Oklahoma	August 26, 2021
Pokagon Band of Potawatomi Indians	No response received
Shawnee tribe	No response received
United Keetoowah Band of Cherokee Indians	No response received

In a letter dated August 31, 2021, the SHPO staff responded to the early coordination letter and asked that property owners be

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invited if ROW is planned to be taken from adjacent historic properties. The following property owners were invited to become consulting parties with the distribution of the Historic Property Report. Those who accepted consulting party status are shown in **bold** below.

Section 106 Invited Consulting Parties	Date of Response
State Historic Preservation Officer	No response received
Vanderburgh County Commissioners (property owners Hillcrest Youth Services Campus)	No response received
Andrew Mayes	No response received
Reitz Hill Neighborhood Association	No response received
Miami Tribe of Oklahoma	No response received
Eastern Shawnee Tribe	May 5, 2022
Peoria Tribe of Indians of Oklahoma	April 18, 2022

Archaeology:

An Indiana Archeology report, which included an archaeological records review check and Phase 1a archaeological reconnaissance, was completed by qualified professionals at Cultural Resource Analysts, Inc. (CRA) on January 25, 2022. The field reconnaissance resulted in the documentation of six previously unrecorded archeological sites (12Vg2096 – 12Vg2101). The newly documented sites are historic artifact scatters that range from the late nineteenth through the twentieth centuries. The portions of Sites 12Vg2096, 12Vg2097, and 12Vg2099-12Vg2101 that were investigated within the survey area are not recommended eligible for inclusion in the National Register of Historic Places. No further work is recommended for these five archeological sites within the survey area. Based on the results of the shovel testing, the National Register of Historic Places eligibility of Site 12Vg2098 could not be determined. It is recommended that the site be avoided or be subjected to further work to assess its eligibility for inclusion in the National Register of Historic Places (Appendix D, page 164). The site will be avoided and will be marked on the plans as “Environmentally Sensitive Area - Do Not Disturb”. This is included as a firm commitment in the Environmental Commitments section of this CE document. The report of these findings was submitted to INDOT CRO on January 26, 2022. Following INDOT CRO concurrence on March 9, 2022, the report was sent to the IDNR DHPA who concurred with the findings of the report on May 16, 2022. The report was sent to the tribes (listed above) utilizing IN SCOPE on April 14, 2022. The Eastern Shawnee Tribe of Oklahoma and the Peoria Tribe of Indians of Oklahoma responded to the archaeology report and accepted the findings within noting no cultural sites associated with their tribes will be disturbed by this undertaking.

Due to a change in the project limits, the Phase 1a archaeological reconnaissance survey was revised to encompass the expanded area. CRA completed additional fieldwork on June 15, 2022. No new sites were found, but the boundary of one site was enlarged. The report of these findings was submitted to INDOT CRO on June 30, 2022. Following INDOT CRO concurrence on July 27, 2022, the report was sent to IDNR DHPA who concurred with the findings of the report on August 29, 2022.

No further archeological investigations were determined necessary provided site 12Vg2098 be avoided within the project area (Appendix D, page 166). The report of these findings was submitted to INDOT CRO on June 30, 2022. Following INDOT CRO concurrence on July 27, 2022, the report was sent to the IDNR DHPA who concurred with the findings of the report on August 29, 2022. The report was sent to the tribes (listed above) utilizing IN SCOPE on July 28, 2022. No comments regarding the report were received from the tribe.

If any prehistoric or historic archeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery must be reported to the Indiana SHPO within two business days.

Historic Properties:

The National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures, the Indiana Historic Sites and Structures Inventory (IHSSI), the State Historic Architectural and Archaeological Research Database (SHAARD), and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM) were consulted. No resources already listed in the NRHP are located within the APE.

The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. No bridges eligible for listing in the NRHP are located within the project area.

A Qualified Professional with Lochmueller Group conducted a site inspection of the project area on May 19, 21, 25, and 26, 2021, and documented above-ground resources that will be at least 50 years of age at the time of the project letting within the APE. The

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APE was investigated for the existence of any historic properties, structures, objects, or districts listed in or eligible for listing in the NRHP. The historian walked over the APE, taking photographs of all resources meriting a Contributing or higher rating. Non-Contributing resources or those that did not meet the age requirements were noted but not documented other than in general view photographs. One (1) Outstanding, two (2) Notable, thirty-seven (37) Contributing, and one (1) Non-Contributing previously surveyed resource were documented within the APE. In addition, seventy-four (74) newly identified above-ground resources with a recommended rating of Contributing or higher were recorded within the AAPE. Two (2) previously surveyed IHSSI properties that are no longer extant were located within the APE: #163-196-53884 and #163-196-53881.

As a result of identification and evaluation efforts for this project, three properties are recommended eligible for listing in the NHRP:

- Neighborhood (IHSSI #163-196-47001-47230) at Forest Hills Historic District; Evansville, IN
- Campus (Lochmueller #78) at Hillcrest Youth Services Campus Center; Evansville, IN
- House (IHSSI #163-196-54008) at 106 N. Baker Avenue; Evansville, IN

Forest Hills Historic District: The Forest Hills Historic District is an early-twentieth century neighborhood on Evansville west side. The boundary for the district is described as S. Barker Avenue at the western edge, W. Pennsylvania Street at the northern edge, Forest Park Avenue/Dreier Boulevard at the eastern edge, and Claremont Avenue at the southern edge. The dominant architectural style within the district is the Bungalow, but other styles include the Colonial Revival, Contemporary, English Cottage, Ranch, American Foursquare, Gable-front, and Neoclassical. The district also includes the Francis Joseph Reitz High School (Reitz High School) and associated athletic fields. The residences within the district reflect housing trends for the middle and upper-middle classes from c. 1910 through c. 1960 and include 225 residential properties. The district's period of significance may most appropriately be considered c. 1910 through c. 1960, encompassing the recording of the first plat and the construction of the last homes on the remaining lots within the district boundaries. The Forest Hills Historic District demonstrates a level of significance through its association with events that have made a significant local "contribution to the broad patterns of our history," specifically community planning and development. As such, the district is recommended eligible for the NRHP under Criterion C for architectural merit.

Hillcrest Youth Services Campus Center: The Hillcrest Youth Services Center Campus is located on the west side of Evansville, north of SR 62/W. Lloyd Expressway between N. Barker Avenue and N. Marine Avenue. The campus is dominated by two large, separate orphanage buildings (once segregated): Hillcrest Home built in 1952, designed by Edwin Berendes, and Washington Home built in 1954 designed by Jack Kinkel. In addition to the two main Contemporary style structures, the complex has three other mid-century support buildings, a recreation center, a superintendent's house, and an administration center. The period of significance is c. 1952 to c. 1975 which covers the construction of all the buildings on the current campus and extends from its era of segregation through the period of integration as well as its transition from a orphanage to a youth services center. For its significance to the local social and cultural history, this property is recommended eligible for the NRHP under Criterion A. For its architectural merit, this property is recommended eligible for the NRHP under Criterion C.

House at 106 N. Barker Avenue: The house at 106 N. Barker Avenue is located on the gently sloping hills along N. Barker Avenue and was constructed in 1938 as a Dutch Colonial style residence. Typical of the Dutch Colonial style, the house has a gambrel roof, with a shed roof dormer. The house is symmetrical with a centrally located front entrance on the façade featuring a low-pitched front gable porch portico supported by two brackets on each side. The Dutch Colonial style is not overly abundant in a large city such as Evansville, and other Notable properties of similar design in the area retain a comparable degree of architectural merit at or above the significance the House at 106 N. Barker Avenue conveys. As such, the house is recommended eligible for the NRHP under Criterion C.

Documentation Findings:

An effects report was prepared that presented the project's anticipated impacts to the identified historic properties. This report was submitted to INDOT CRO on June 13, 2022 and was subsequently approved on September 15, 2022. The effects report was sent to consulting parties on September 22, 2022. In a letter dated October 27, 2022, the SHPO staff responded to the preliminary effects report. The SHPO staff concurred with the No Adverse Findings for the overall undertaking and for each NRHP-eligible property. In a letter dated October 28, 2022, the Eastern Shawnee Tribe of Oklahoma responded to the preliminary effects report noting that, "... the project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe."

The Section 106 "No Adverse Effect" finding was sent to INDOT CRO on January 17, 2023 and was subsequently signed by INDOT CRO, on behalf of FHWA, on May 16, 2023 (Appendix D, pages 3-4). The effects finding and supporting 800.11e documentation were sent to consulting parties, including the IDNR DHPA, on May 16, 2023. The IDNR DHPA concurred with the "No Adverse Effect" finding on June 28, 2023 (Appendix D, pages 175-176). There were no additional comments regarding the finding from the other consulting parties.

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not use this resource by taking permanent ROW 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 4(f) use is expected.

Hillcrest Youth Services Campus Center (Lochmueller #78)

The Hillcrest Youth Services Center Campus is located on the west side of Evansville, north of SR 62 between N. Barker Avenue and N. Marine Avenue. The campus is dominated by two large, separate orphanage buildings (once segregated): Hillcrest Home built in 1952, designed by Edwin Berendes, and Washington Home built in 1954 designed by Jack Kinkel. In addition to the two main Contemporary style structures, the complex has three other mid-century support buildings, a recreation center, a superintendent's house, and an administration center. For its significance to the local social and cultural history, this property is eligible for listing in the NRHP under Criterion A. For its architectural merit, this property is eligible for listing in the NRHP under Criterion C. The project will encroach upon the southern portion of the recommended NRHP boundary. The westbound off-ramp from SR 62 south of the property will be realigned which results in the need to acquire additional ROW from the property. The proposed realignment of the off-ramp will shift the road alignment approximately 27 feet closer to the historic property. It is anticipated that 0.05 acre of permanent ROW and 0.01 acre of temporary ROW will be acquired from the historic property for the construction and realignment of the off-ramp and in-kind reconstruction of sidewalks and a driveway associated with the 1955 administration building. Though not within the NRHP boundary for this property, one retaining wall will be constructed on the north side of the new westbound off-ramp to SR 62. The retaining wall will be approximately 225 feet long and will vary in height from 0 feet to 10 feet. The retaining wall will be visible from the NRHP boundary but not located within the NRHP boundary. Approximately 0.29 acre of tree clearing will take place south of the Superintendent's House on the Hillcrest Youth Services Campus. Approximately 0.019 acre of the 0.29 acre of tree clearing will take place within the recommended NRHP boundary. The project will have "No Adverse Effect" to this resource because the proposed changes will not alter the Hillcrest Youth Services Center Campus in a manner that would diminish its historic integrity.

According to the June 2020 Memorandum of Understanding (MOU) between the FHWA, the Indiana SHPO, and the INDOT, a *de minimis* use of a property applies for all projects that the SHPO has concurred with a "No Adverse Effect" finding. INDOT CRO, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect". As such, a *de minimis* finding was determined to be appropriate and it was determined that no further analysis was required (Appendix D, pages 3-4). It should be noted that FHWA's approval of the environmental document is also FHWA's approval of the Section 4(f) *de minimis* finding.

House (IHSSI #163-196-54008) at 106 N. Baker Avenue

The house at 106 N. Barker Avenue is located on the gently sloping hills along N. Barker Avenue and was constructed in 1938 as a Dutch Colonial style residence. Typical of the Dutch Colonial style, the house has a gambrel roof, with a shed roof dormer. The house is symmetrical with a centrally located front entrance on the façade featuring a low-pitched front gable porch portico supported by two brackets on each side. The house is eligible for listing in the NRHP under Criterion C for its architectural merit. The project will not use this resource by taking permanent ROW 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 4(f) use is expected.

West Side Nut Club Park

West Side Nut Club Park is a publicly owned park managed by the City of Evansville and therefore is eligible for protection under Section 4(f). The scope of work near the West Side Nut Club is minor. No work is planned within the West Side Nut Club Park, work is only planned on the adjacent sidewalk. Several of the sidewalk and drive approaches leading from the sidewalk into the park are no longer in use and will be removed; however, the fencing and existing gates will remain in place. The sidewalk and drive approaches to be removed are not ADA compliant and do not connect to established pedestrian facilities in the park. The closure of the sidewalk is required for removal of the sidewalk and drive approaches and reconstruction of the sidewalk. This closure is a temporary occupancy of West Side Nut Club Park. A temporary occupancy does not constitute a Section 4(f) use as described in the FHWA's Section 4(f) Policy Paper (dated July 20, 2012), so long as the following conditions are met:

- The length of time that the sidewalk adjacent to West Side Nut Club Park will be closed will be less than the time needed for construction. The sidewalk will remain open a minimum of one day after the start of construction on the Lloyd Expressway and will reopen at least one day prior to the completion of construction. This is included as a firm commitment in this CE document. Ownership and management of the West Side Nut Club Park will be retained by the Evansville Department of Parks and Recreation.
- The scope of work near the West Side Nut Club Park is minor. No work is planned within West Side Nut Club Park, only on the adjacent sidewalk. Several of the sidewalk and drive approaches leading from the sidewalk into the park are no longer in use and will be removed; the fencing and existing gates will remain in-place. The sidewalk and drive approaches to be removed are not ADA compliant and do not connect to established pedestrian facilities in the park. The closure of the

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sidewalk is required for removal of the sidewalk and drive approaches and reconstruction of the sidewalk.

- The West Side Nut Club Park will remain accessible via the sidewalk along Indiana Street on the north side of the park. Additionally, a pedestrian detour utilizing St. Joseph Avenue, Indiana Street, and Wabash Avenue will be in place for the sidewalk adjacent to the southern boundary of the West Side Nut Club Park (along SR 62). Therefore, there are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.
- Upon completion of the project, the West Side Nut Club Park and the sidewalk adjacent to its southern boundary (along SR 62) will be returned to a condition that is at least as good as that which existed prior to the project.
- There is documented agreement of the official(s) with jurisdiction over the West Side Nut Club Park regarding the above conditions.

Addressing the first condition of this exemption, the sidewalk adjacent to the West Side Nut Club Park will remain open a minimum of one day after the start of construction on the Lloyd Expressway and will reopen at least one day prior to the completion of construction. This is included as a firm commitment in this CE document. The closure of the sidewalk is required for reconstruction of sidewalk and removal of the drive approaches that are no longer in use. Ownership and management of the West Side Nut Club Park will be retained by the Evansville Department of Parks and Recreation and no permanent ROW will be acquired from the park. The second condition is met as the scope of work adjacent to the West Side Nut Club Park consists only of the reconstruction of sidewalk and removal of drive approaches. The third condition is met as access to the West Side Nut Club Park via the sidewalk along Indiana Street will not be affected by the project. Additionally, a pedestrian detour utilizing St. Joseph Avenue, Indiana Street, and Wabash Avenue will be in place for the sidewalk adjacent to the southern boundary of the West Side Nut Club Park. This access will allow for the continued use of West Side Nut Club Park without affecting the associated recreational activities. The fourth condition will be met because the West Side Nut Club Park will be in the same or better condition upon reopening than it was before the project began; this has been included as a firm commitment in the Environmental Commitments section of this CE document. The final condition supporting temporary occupancy was met on August 4, 2022, after receiving written communication from the acting Director of the Evansville Department of Parks and Recreation, the Deputy Mayor of Evansville, agreeing that the temporary occupancy does not impair the qualities, characteristics, or attributes that qualify the West Side Nut Club Park for protection under Section 4(f) (Appendix I, pages 15-16). As all conditions for a temporary occupancy exception are met, no use of this resource is expected.

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 the 6(f) properties on the INDOT ESD website revealed a total of 16 properties in Vanderburgh County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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

Included in the State Transportation Improvement Plan (STIP) by reference (Appendix H, pages 1-2)

Location in STIP:

Name of MPO (if applicable):

Location in TIP (if applicable):

EMPO
2024-2028 EMPO TIP: Page 35

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 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 (Lead Des. No. 1900308) is part of the Fiscal Year (FY) 2024-2028 EMPO TIP which has been directly incorporated into the FY 2024-2028 STIP (Appendix H, pages 1-3). The FY 2024-2028 TIP includes Des. Nos. 1900258, 1900260, 1900262, 1900264, 1500041, 1600060, 1602258, 1702066, 2001917 and 2100041 by reference with the contract number R-42287. Since the project will occur in two phases, the FY 2024-2028 TIP also includes Des. Nos. 1900263, 1900308, 2000187, and 2301254 by reference with the contract number R-45152.

This project is located in Vanderburgh County, which is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, *South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision* according to the EPA's Green Book website (<https://www.epa.gov/green-book>). The project's design concept and scope are accurately reflected in both the EMPO Transportation Plan (TP) and the TIP and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR Part 93 have been met.

This project is not anticipated to add new vehicular traffic to this section of SR 62 but will instead accommodate the existing high traffic volume by improving traffic flow through intersection improvements. The project will reduce idling time by improving traffic flow; thereby reducing greenhouse gas emissions. Additionally, vehicular fuel efficiency is anticipated to improve, which will also improve greenhouse gas emissions.

The primary purpose for improvements along this section of SR 62 is to reduce the total number of crashes at the SR 62/Rosenberger Avenue, SR 62/St. Joseph Avenue, and SR 62/Wabash Avenue intersections and improve the condition of the bridges to a condition rating of 7 (good) or better. This will be achieved through road reconstruction, entrance and exit ramp reconfiguration, relocations, and closures, as well as closure of select local cross streets to improve traffic flow along SR 62 within the project area. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

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Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle-miles of travel are projected to increase by 31 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 18, 2023). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

SECTION G - NOISE

Noise

Yes **No**

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

Date Noise Analysis was approved/technically sufficient by INDOT ESD: April 14, 2023

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 qualifies as a Type I project due to added travel lanes and changes to the Barker Avenue interchange ramp configuration. The project area was divided into nine noise sensitive areas. A total of 358 receptor points were included in the existing condition model to represent 298 Category B residential dwellings, various 21 Category C locations, one Category D facility, and 40 Category E and F properties. Using 2019 base condition traffic data from the Lloyd Expressway (SR 62) Corridor Traffic Analysis, the existing condition Traffic Noise Model program (TNM 2.5) model results indicated that roadway traffic noise impacts are currently being experienced at 78 single-family residential dwellings, Stop Light City Playground, and seven commercial/industrial properties. Analysis of the future build model predicted that Category B impacts (approaching or greater than the 67 dB(A) Noise Abatement Criteria (NAC) threshold) will be expected at 69 single-family residential dwellings. Additionally, the Stop Light City Playground (also known as West Side Nut Club Park) along the north side of SR 62 between 12th Avenue and 10th Avenue would continue to be impacted. Category E/F impacts (approaching or greater than the 72 dB(A) NAC threshold) to commercial and industrial facilities between St. Joseph Avenue and Wabash Avenue would remain unchanged.

Based on the studies completed to date, Lochmueller Group, Inc. has identified 79 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at one location, Forest Avenue between Tekoppel Avenue and Barker Avenue (Appendix J, pages 1-88). Noise barrier analyses were conducted to determine if abatement measures would be feasible and reasonable in accordance with INDOT criteria. From this analysis, a proposed design barrier that meets the feasibility criteria of 5dB(A) insertion loss for 50 percent of impacted receptors, the reasonableness design goal insertion loss of 7dB(A) for 50 percent of the benefited receptors, and the barrier area threshold of 1,250 square feet per benefited receptor was developed and is recommended for residential receptors along Forest Avenue on the south side of SR 62 between Tekoppel Avenue and Barker Avenue. The proposed barrier is 2,006 feet long, would range from 8- to 14-foot tall, and would benefit all 18 impacted receptors, plus 18 additional non-impacted receptors. The 7dB(A) design goal insertion loss would be achieved at approximately 50 percent of the benefited receptors. Noise abatement at this location is based upon preliminary design costs and design criteria. Noise abatement in this location at this time has been estimated to cost between \$598,000 and \$680,000 and will reduce the noise level by a minimum of 7 dB(A) at a majority of the identified impacted receptors. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure will be made upon the completion of the project's final design and the public involvement processes.

On January 30, 2023, coordination packets were mailed to 50 of the Forest Avenue owner/tenants. An additional packet was provided to the resident at 3105 Forest Avenue in the field. The packets included a cover letter, a survey form, map showing Noise Sensitive Area (NSA) 5 benefited receptors, the INDOT noise barrier brochure, and a self-addressed stamped envelope for returning the survey form. The cover letter explained the intent and importance of the public outreach to solicit the opinions of the benefited receptors concerning their support or lack of support for the proposed noise barrier along SR 62 for the Forest Avenue properties. February 23, 2023 was the deadline for return of the surveys.

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In an effort to confirm receipt of the coordination packets, encourage residents to return the survey forms, and answer any questions concerning the proposed noise barrier, an attempt to contact benefited receptor residents door-to-door was conducted on February 4, 13, and 27, 2023. A total of 20 owners/tenants were contacted in person from this effort.

On February 15, 2023 from 5:30pm to 7:30pm (CST), Forest Avenue benefited receptor residents were invited to an informational meeting on the proposed noise barrier at the Red Bank Library. One of the Forest Avenue residents attended the meeting along with two other non-Forest Avenue local residents.

Of the 51 survey forms distributed, a total of 31 survey forms (61%) were returned: 26 (84%) responded in favor of the noise barrier, 4 (13%) responses had no opinion, and 1 (3%) responded opposed to the noise barrier.

Since more than 50 percent of the benefited receptor owners/tenants responded and more than 50 percent of the respondents are in favor of implementation of the noise barrier, the public involvement component of the reasonableness criteria for the Forest Avenue proposed noise barrier has been satisfied.

The viewpoints of the benefited residents and property owners were sought and were considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

Several comments were received during the public involvement process regarding noise impacts on Corbierre Avenue as a result of the project and questioned why the residents of Corbierre Avenue were not receiving a noise barrier wall. The noise analysis concluded that many of the properties along Corbierre Avenue would experience noise impacts as defined by FHWA and INDOT noise policy. Subsequently, noise abatement barriers were given consideration for this area. However, unlike the south side of the Lloyd Expressway, placement of a continuous noise barrier with no breaches along this portion of the highway would not be feasible since the westbound traffic exit ramp to Tekoppel Avenue via Corbierre Avenue would require a large gap in the barrier. Two shorter length barriers east and west of the exit ramp gap were modeled to a height of 18 feet to evaluate noise reduction effectiveness for the Corbierre Avenue residents. The length and position of the barriers was limited by the need to maintain clear zone design standards. While these noise barriers were predicted to provide 5 to 7 dBA noise reduction for a few residences along Corbierre Avenue, the magnitude of the benefits do not meet the INDOT policy criteria for feasible and reasonableness. Based on this analysis, a feasible and reasonable noise barrier is not possible along Corbierre Avenue at this location; therefore, no additional noise investigations on Corbierre Avenue occurred.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
- 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)

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

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.

The project will ultimately be beneficial to local businesses and properties due to improved traffic flow along the corridor, intersection improvements, and upgrade of pedestrian facilities. Access to properties within the project area will not substantially change. Overall, the negative impacts to property owners and local businesses within the project area will be minimal and will consist primarily of short-term construction impacts due to the road closure and resulting detour. No relocations are expected. Property owners will be provided access throughout the duration of the project to reduce impacts as much as possible. The project is not anticipated to result in substantial impact to community cohesion because the proposed project involves improvements to an existing facility and will not further divide or isolate properties within the area. The proposed project is not expected to impact the surrounding community or cause economic impacts to the surrounding area. Therefore, this project will have minimal or no negative impacts to the community or local economy.

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According to the Fairs and Festivals website (www.fairsandfestivals.net) accessed March 24, 2023 by Lochmueller Group, Inc., there are four fairs or festivals scheduled within 10 miles of the project. However, the Visit Evansville website (<https://www.visitevansville.com/events>) lists numerous other events planned in and around the project area. The West Side Nut Club Fall Festival takes place the first full week in October; limited construction will occur during this time to minimize impacts to the festival. Access to all properties will be maintained during construction. The MOT may pose delays and temporary inconveniences to traveling motorists (including school buses and emergency vehicles); however, all inconveniences will cease upon project completion. The MOT for the project is not anticipated to impact access to community events.

The project will be designed in accordance with the City of Evansville's ADA Transition Plan for Local Sidewalk Accessibility (<https://www.evansvillegov.org/egov/apps/document/center.egov?view=item&id=98>). The existing sidewalks along SR 62 will be reconstructed and will meet all current ADA standards upon project completion. All new and existing curb ramps within the project area will meet ADA standards as well.

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 maps of the project area (Appendix B, pages 4-5), and the RFI report (Appendix E, page 14), there are nine religious facilities, one airport, three schools, one pipeline segment, and nine railroad segments located within 0.5 mile of the project. One religious facility, one pipeline segment, and one railroad segment are located within or adjacent to the project area. First Church of God, one pipeline segment associated with Southern Indiana Gas and Electric Co., and one railroad segment owned by CSX Transportation and operated by Evansville Western Railroad are within the project area. Although a portion of First Church of God lies within the project area, no work is proposed at that location; therefore, no impacts are expected. Access to all properties will be maintained during construction. An early coordination letter was sent to INDOT Utilities and Railroad Division on February 1, 2022. No response was received. However, coordination with the railroad, as well as Southern Indiana Gas and Electric Co., is ongoing as part of the design process. Though not located within 0.5 mile of the project area, one public-use airport is located within 3.8 miles (20,000 feet) of the project area. The INDOT Office of Aviation responded to early coordination on February 2, 2022, stating that no issues with any surrounding airspace or public-use airports were identified. The INDOT Office of Aviation also stated that if any object will exceed 200 feet in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the Obstruction Evaluation / Airport Airspace Analysis (OEAAA) portal. This is included as firm commitment in the Environmental Commitments section in this document.

There are 11 public utilities within or adjacent to the project area. Centerpoint (electric distribution and transmission), Centerpoint (gas), Ameresco Evansville, Evansville Water and Sewer Utility (Sewer and water), AT&T Distribution, Spectrum, Wow Inc., MCI, and Crown Castle have facilities within the project area. Utility coordination is ongoing as part of the design process.

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.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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.

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 disproportionately high and adverse effects on minority or low-income

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populations. Per the current INDOT Categorical Exclusion Manual, and Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. No relocations are required for the project; however, the project will require 0.51 acre of additional permanent ROW. 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 exist 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 Vanderburgh County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tracts 30, 31, 32, and 108. 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 2021 American Community Survey 5-Year Estimates was obtained from the US Census Bureau website <https://data.census.gov/cedsci/> on March 27, 2023 by Lochmueller Group, Inc. The data collected for minority and low-income populations within the AC are summarized below.

	COC Vanderburgh County, Indiana	AC-1 Census Tract 30 Vanderburgh County, Indiana	AC-2 Census Tract 31 Vanderburgh County, Indiana	AC-3 Census Tract 32 Vanderburgh County, Indiana	AC-4 Census Tract 108 Vanderburgh County, Indiana
Percent Minority	17.49%	4.62%	5.15%	7.58%	11.18%
125% of COC	21.86%	AC<125% COC	AC<125% COC	AC<125% COC	AC<125% COC
EJ Population of Concern		No	No	No	No
Percent Low-Income	15.25%	13.04%	10.21%	15.96%	21.64%
125% of COC	19.06%	AC<125% COC	AC<125% COC	AC<125% COC	AC>125% COC
EJ Population of Concern		No	No	No	Yes

AC-1, Census Tract 30, has a percent minority of 4.62% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 31, has a percent minority of 5.15%, which is below 50% and is below the 125% COC threshold. AC-3, Census Tract 32, has a percent minority of 7.58%, which is below 50% and is below the 125% COC threshold. AC-4, Census Tract 108, has a percent minority of 11.18% which is below 50% and is below the 125% COC threshold. Therefore, none of the ACs contain a minority population of EJ concern.

AC-1, Census Tract 30, has a percent low-income of 13.04% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 31, has a percent low-income of 10.21% which is below 50% and is below the 125% COC threshold. AC-3, Census Tract 32, has a percent low-income of 15.96% which is below 50% and is below the 125% COC threshold. AC-4, Census Tract 108, has a percent low-income of 21.64% which is below 50% but is above the 125% COC threshold. Therefore, AC-4 contains a low-income population of EJ concern.

The project will require the acquisition of approximately 0.51 acre of permanent ROW (strip ROW and corner cuts at intersecting roads). Of the approximate 0.51 acre of permanent ROW, approximately 0.05 acre will be acquired from the low-income census tract. Land use within the proposed permanent ROW consists of residential, urban, forested, and maintained roadside areas.

Overall, the negative impacts to property owners within the project area will be minimal and consist primarily of short-term construction impacts and the loss of strip ROW. No relocations will be required. The ROW to be acquired will not substantially diminish the existing land use of the affected property owners. The maintenance of traffic during construction will be phased and will utilize lane closures. Property owners will be provided access throughout the duration of the project to reduce impacts as much as possible. No permanent impacts to community cohesion are anticipated.

Impacts from the project to any EJ community in this area will be beneficial due to improvements to SR 62 to better accommodate existing high traffic volumes, thereby reducing congestion in the area. It is expected that the project will not have a disproportionately high and adverse environmental or health impact to low-income or minority populations of EJ concern when compared to non-EJ populations.

The census data sheets, maps, and calculations for the EJ analysis can be found in Appendix I, pages 2-8. INDOT Environmental Services Division reviewed the EJ analysis on April 12, 2023 and stated that it would not consider the impacts associated with this

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project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations in accordance with the provisions in Executive Order 12898 and FHWA Order 6640.23a (Appendix I, page 9).

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
	X
	X

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.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Documentation

- 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?

X

Date RFI concurrence by INDOT SAM (if applicable): July 20, 2022

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, the RFI was completed on June 2, 2022 and INDOT Site Assessment and Management (SAM) provided their concurrence on July 20, 2022 (Appendix E, pages 1-17). One superfund site, 13 Resource Conservation and Recovery Act (RCRA) Generator/Treatment, Storage, and Disposal (TSD) facilities, 3 state cleanup sites, 30 underground storage tanks (UST) sites, 2 Voluntary Remediation Program sites, 2 solid waste landfill sites, 26 leaking underground storage tank (LUST) sites, 1 manufactured gas plant site, 7 Brownfields, 21 institutional control sites, 13 National Pollutant Discharge Elimination System (NPDES) facilities, 8 NPDES pipe locations, and 4 notice of contamination sites are located within 0.5 mile of the project. One superfund site, one solid waste landfill site, 4 LUST sites, three institutional control sites, three notice of contamination sites, one Brownfield, and one NPDES facility could affect the project area.

Jacobsville Neighborhood Soil Contamination Site:

Although the Superfund site icon is mapped approximately 1.27 miles northeast of the eastern terminus of the project area, the project area is still located within the sampling boundary of the active Superfund site, Jacobsville Neighborhood Soil Contamination (AI ID # 44853). Lead has contaminated a wide area of soil. Some soil is also contaminated with arsenic, and site cleanup is ongoing. Coordination with IDEM and EPA was recommended. IDEM responded to early coordination on February 18, 2022 with various recommendations regarding lead and arsenic contaminated soils; however, upon further coordination, IDEM determined on July 12, 2022 that while it is good for contractors to be aware of potential contamination, the project is not inside the cleanup area for the Jacobsville Neighborhood Superfund Site and as such their previous concerns do not apply. Contractors will be notified of the potential for lead and arsenic contaminated soils in the area. This is included as firm commitment in the Environmental Commitments section in this document.

EPA responded to early coordination on February 14, 2022 with recommendations for contamination; air quality; transportation conformity; community, EJ, and sensitive receptors; children’s health and safety; wetlands and streams; climate and stormwater; native and invasive plant species; tree clearing; mobile and stationary source diesel controls; fugitive dust controls; and occupational health. All applicable recommendations are included in the Environmental Commitments section of this document.

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Evansville Dump:

One (1) solid waste landfill site, Evansville Dump (AI ID # 47573), is adjacent to the eastern terminus of the project area. The site was an active city landfill with unrestricted dumping from at least as early as the 1930s through the 1950s. According to a Screening/Assessment document dated March 29, 1992, analytical results obtained from soil and water sampling indicated that contamination from metals, including cadmium, chromium, lead, and possibly mercury is present in the subsurface materials. Another Screening/Assessment document dated September 1, 1992 stated that groundwater flow from the site is divided with a portion of the site's groundwater flowing south toward the Ohio River and a portion flowing east toward Pigeon Creek, away from the project area. It was recommended that if excavation occurs within or near the mapped landfill boundaries, coordination with INDOT SAM should occur. Excavation will not occur within or near the mapped landfill boundary; therefore, no impacts are expected.

Thornton Oil Corporation #85:

Thornton Oil Corporation #85 (114 S Rosenberger Ave, Evansville; AI ID # 41646), an active gas station, was the site of a petroleum release in January 2007. According to the No Further Action (NFA) Determination Pursuant to Remediation Closure Guide issued by IDEM on April 30, 2019, soil and groundwater contamination remain at the site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Amoco Ss 20031:

Amoco Ss 20031 (2329 West Lloyd Expressway, Evansville; AI ID # 42642), located on the northeast corner of SR 62 and St. Joseph Ave, is the site of a former gas station that reported a petroleum release in 1990 (LUST Incident # 199004536) with impacts to both soil and groundwater. According to the NFA Determination Pursuant to Risk Integrated System of Closure issued by IDEM on July 8, 2015 contamination remains at the site and exists in the ROW. According to a Notice of Contamination letter sent to INDOT on behalf of BP Products North America, Inc. on May 8, 2015, petroleum hydrocarbon contamination is present in soil and groundwater under the east ROW of North Saint Joseph Ave at a depth of 13 feet and deeper, adjacent to the subject property located at 2329 W Lloyd Expressway. An ERC was placed on the property on April 1, 2015. The ERC prohibits excavation greater than 13 feet within Restricted Area 1. IDEM must be notified 15 days prior to any soil disturbance activities. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. Coordination occurred with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) on September 27, 2023. IDEM Institutional Controls responded on September 28, 2023, and stated that IDEM has no concerns, provided that proper handling, removal, and disposal of soil and/or groundwater is conducted in accordance with applicable laws, when and where appropriate (Appendix E, page 18). This is included as firm commitment in the Environmental Commitments section in this document.

Don's West Side Sunoco:

Don's West Side Sunoco (2000 Lloyd Expressway, Evansville; AI ID # 42607), located at the southwest corner of the intersection of SR 62 and Wabash Ave, is the site of a former gas station that is now the location of George Kock Sons, LLC manufacturing facility. A release occurred on June 1, 1998 when two 8,000-gallon gasoline USTs were removed from the site. According to the NFA Determination Pursuant to Remediation Closure Guide issued by IDEM on January 20, 2017, contamination remains at the site. Notices of Contamination were sent to the City of Evansville and INDOT on November 10, 2016 stating that contamination is present in the ROW of the Lloyd Expressway (SR 62) near its intersection with Wabash Avenue. Two (2) separate ERCs were recorded for the site on November 8, 2016. The ERCs mandate that contaminated soils and groundwater in the Affected Area (northwest corner of the property located on the southwest corner of the intersection SR 62 and Wabash Ave) that are excavated must be managed and disposed of in accordance with all applicable federal and state laws. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. Coordination occurred with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) on September 27, 2023. IDEM Institutional Controls responded on September 28, 2023, and stated that IDEM has no concerns, provided that proper handling, removal, and disposal of soil and/or groundwater is conducted in accordance with applicable laws, when and where appropriate (Appendix E, page 18). This is included as firm commitment in the Environmental Commitments section in this document.

Busler Enterprises Inc:

Busler Enterprises Inc (2001 W Pennsylvania St, Evansville; AI ID # 43580), located on the northeast corner of the intersection of SR 62 and Wabash Ave, is the site of a former gas station. Five USTs were removed from the site in 1995. Petroleum impacted soil was identified during removal (LUST Incident # 1995-10-535). The impacted soil was excavated and removed from the site. NFA status was granted in an IDEM letter dated March 5, 2003. Three additional USTs were removed from the site in 2009 and additional soil and groundwater contamination was identified (LUST Incident # 2009-08-502). According to the NFA Determination Pursuant to

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Remediation Closure Guide issued by IDEM on December 8, 2017, residual contamination at the site is at a depth greater than 15 feet. An ERC was recorded for the site on October 18, 2017 restricting the use or extraction of groundwater at the site. A Notice of Contamination dated April 20, 2017, was sent to the City of Evansville and INDOT stating that petroleum impacts in soil and groundwater extend beneath the ROW of SR 62/Lloyd Expressway and the ROW of Wabash Avenue. If excavation greater than 15 feet occurs in the vicinity, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. Coordination occurred with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) on September 27, 2023. IDEM Institutional Controls responded on September 28, 2023, and stated that IDEM has no concerns, provided that proper handling, removal, and disposal of soil and/or groundwater is conducted in accordance with applicable laws, when and where appropriate (Appendix E, page 18). This is included as firm commitment in the Environmental Commitments section in this document.

Saint Mary's Ambulatory Services West 4150208:

Saint Mary's Ambulatory Services West 4150208 (100 N Rosenberger Ave, Evansville; Master AI ID # 109821) is located adjacent to the project area. This site was designated a Brownfield due to a gasoline spill that occurred on the adjacent Thornton's gas station property on or around January 3, 2007. According to the No Further Action (NFA) Determination Pursuant to Remediation Closure Guide issued by IDEM on April 30, 2019, soil and groundwater contamination remain at the site. A comfort letter was requested in February 2015 and St. Mary's (now St. Vincent) purchased the property in June 2015; however, no record of a letter from the Brownfields Programs was found in the VFC. The property has since been developed and is now the site of St. Vincent Evansville - Urgent Care Westside. If excavation occurs in the area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. This is included as a firm commitment in the Environmental Commitments section of this document.

Chick Fil A 4323:

Chick Fil A 4323 (4400 West Lloyd Expressway, Evansville; Permit # INRA04524) is located on the southwest corner intersection of SR 62 and Rosenberger Avenue. The site has an active permit that will expire October 31, 2024. Coordination with Chick Fil A 4323 was recommended. An early coordination letter was sent to Chick Fil A 4323 on February 1, 2022. No response has been received from Chick Fil A.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section 10 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 type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input checked="" type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input type="checkbox"/>
Other (Construction Stormwater General Permit)	<input checked="" type="checkbox"/>

IN Department of Natural Resources

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

Mitigation Required

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

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

A total of 1,043 linear feet of streams and 0.08 acre of wetland impacts are anticipated as a result of the project. Impacts will be limited to the portion of the streams within the construction limits of the project. A CIF will likely be required due to impacts to Carpentier Creek. A USACE Section 404 Nationwide Permit (NWP) and IDEM 401 Water Quality Certification Individual Permit (IP) will likely be required due to impacts to Carpentier Creek, UNT 1 to Carpentier Creek, UNT 3 to Carpentier Creek, and UNT 1 to Evansville Sewer System. Mitigation will likely be required and will be determined during permitting.

The IDNR DFW early coordination response dated March 3, 2022 stated that the project may require their formal approval pursuant to the Flood Control Act (Appendix C, pages 83-85). The project is anticipated to disturb more than one acre of land; therefore, an IDEM Construction Stormwater General Permit may be necessary. The Construction Stormwater General Permit has replaced IDEM's Rule 5 permit.

All 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.

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 ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Vincennes 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. The project team will consider coordination with stakeholders, such as EVSC to be a top priority as construction approaches. (INDOT)
4. UNT 2 to Carpentier Creek will be labeled on the plans as "Do Not Disturb". (INDOT)
5. Wetlands C, E, and F will be labeled on the plans as "Do Not Disturb". (INDOT)
6. Regarding the Jacobsville Neighborhood superfund site, contractors will be notified of the potential for lead and arsenic contaminated soils in the area. (IDEM)
7. 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)
8. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
9. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
10. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
11. Tree Removal AMM 2: Apply time of year restrictions (October 1 - March 31) for tree removal when bats are not likely to be present, 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 surveys must be conducted with no bats observed. (USFWS and IDNR DFW)
12. 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).
13. 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)

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14. Site12Vg2098 will be avoided and will be marked on the plans as "Environmentally Sensitive Area - Do Not Disturb". (INDOT CRO)
15. Bridge/structure inspections occurred on September 1, 2023. USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after September 1, 2025, an inspection of the structures 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 sign of bats or birds. If bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT)
16. Structure 062-82-03957 B, located on SR 62 over Carpentier Creek, has shown evidence of use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the August 2021 inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" Recurring Special Provision (RSP). (INDOT)
17. Structures 062-82-03965 B, 062-82-02195 B, and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" RSP. (INDOT)
18. The length of time that the sidewalk adjacent to West Side Nut Club Park will be closed will be less than the time needed for construction. The sidewalk will remain open a minimum of one day after the start of construction on the Lloyd Expressway and will reopen at least one day prior to the completion of construction. (INDOT)
19. The West Side Nut Club Park will be in the same or better condition upon reopening than it was before the project began. (INDOT)
20. If any object will exceed 200 feet in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal. (INDOT Office of Aviation)
21. Thornton Oil Corporation #85 (114 S Rosenberger Ave, Evansville; AI ID # 41646): If excavation occurs in the area of Thornton Oil Corporation #85, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
22. Amoco Ss 20031 (2329 West Lloyd Expressway, Evansville; AI ID # 42642): An ERC was placed on the property on April 1, 2015. The ERC prohibits excavation greater than 13 feet within Restricted Area 1. IDEM must be notified 15 days prior to any soil disturbance activities. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater is to be conducted in accordance with applicable laws when and where appropriate. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM and IDEM)
23. Don's West Side Sunoco (2000 Lloyd Expressway, Evansville; AI ID # 42607): Two (2) separate ERCs were recorded for the site on November 8, 2016. The ERCs mandate that contaminated soils and groundwater in the Affected Area (northwest corner of the property located on the southwest corner of the intersection SR 62 and Wabash Ave) that are excavated must be managed and disposed of in accordance with all applicable federal and state laws. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater is to be conducted in accordance with applicable laws when and where appropriate. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM and IDEM)
24. Busler Enterprises Inc (2001 W Pennsylvania St, Evansville; AI ID # 43580): An ERC was recorded for the site on October 18, 2017 restricting the use or extraction of groundwater at the site. A Notice of Contamination dated April 20, 2017, was sent to the City of Evansville and INDOT stating that petroleum impacts in soil and groundwater extend beneath the ROW of SR 62/Lloyd Expressway and the ROW of Wabash Avenue. If excavation greater than 15 feet occurs in the vicinity, proper handling, removal, and disposal of soil and/or groundwater is to be conducted in accordance with applicable laws when and where appropriate. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM and IDEM)
25. Saint Mary's Ambulatory Services West 4150208 (100 N Rosenberger Ave, Evansville; Master AI ID # 109821): If excavation occurs in the area of Saint Mary's Ambulatory Services West 4150208, proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
26. Permanent and temporary traffic cameras will be placed throughout the project area to monitor traffic delays and accidents during construction. (EMPO)

This is page 55 of 57 Project name: SR 62/Lloyd Expressway Road Reconstruction, Intersection Improvements, and Bridge Replacements Date: October 18, 2023

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27. The project team will coordinate all construction traffic information with the Communications Director at the Evansville Mayor's Office. (EMPO)

For Further Consideration:

1. The contractor will be required to implement dust suppressant strategies, such as use of tarps and watering soils, to reduce construction emissions. (EPA)
2. The contractor will be required to limit idling time for construction trucks and heavy equipment to reduce construction emissions. (EPA)
3. Identify and commit to specific measures to reduce construction emissions. Options include: (1) requiring dust suppressant strategies, such as use of tarps and watering soils, (2) limiting idling time limits for construction trucks and heavy equipment, and (3) soliciting bids that require zero-emission technologies or advanced emission control systems. (EPA)
4. Identify mitigation measures, such as noise walls, and planting native trees / shrubs, between residences and the roadway, the use of noise-reducing roadway pavements, turning off construction equipment when not in use, and performing construction work only during daylight hours. (EPA)
5. Require construction contractors to establish material hauling routes away from places where children live, learn, and play, the extent feasible. Consider homes, schools, daycare centers, and playgrounds. (EPA)
6. Maintaining or improving fish and wildlife passage at existing or proposed crossing locations is a priority for the Division of Fish & Wildlife (DFW) to reduce wildlife mortality along roadways. For brand new crossings in areas that currently do not have a crossing, the new structure must accommodate white-tailed deer passage where appropriate. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety. (IDNR DFW)
7. For the purposes of maintaining fish and wildlife passage through a crossing structure, bridges rather than culverts and bottomless culverts rather than box or pipe culverts are recommended. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried 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 OHWM width); maintain the natural stream substrate within the structure; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the OHWM. (IDNR DFW)
8. 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 non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, 1 inch to 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR DFW)
9. Monitor the bridges for bird nesting activity prior to construction. If any bird nests with eggs or young are found on the existing structures, do not work on the bridges from March 15 through September 7. If construction is planned during this time and active nests are present, prior approval from the USDA must be secured by contacting: Wildlife Services State Director, USDA Wildlife Services, 901 W. State Street, W. Lafayette, IN 47907; (765) 494 6229; request Form 37 and any other required documentation and follow the USDA's instructions. (IDNR DFW)
10. 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)

This is page 56 of 57 Project name: SR 62/Lloyd Expressway Road Reconstruction, Intersection Improvements, and Bridge Replacements Date: October 18, 2023

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County Vanderburgh Route SR 62 (Lloyd Expressway) Des. No. Lead Des. No. 1900308

11. Do not construct any temporary runarounds, access, bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
12. 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)
13. To minimize bat disturbance, the removal of Structure No. 062-82-02195 B, NBI No. 021940 and Structure No. 062-82-07870 A, NBI No. 21971 shall be completed after September 30 and before April 1. If the structure removal cannot be completed before April 1, the crevices shall temporarily be filled, for the entire length of the structure, with an expandable material. (INDOT)
14. Structure No. 062-82-02195 B, NBI No. 021940 and Structure No. 062-82-07870 A, NBI No. 21971 shall also be inspected for bats prior to demolition, exclusion, or any construction activities. If signs of bats are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT)

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Categorical Exclusion

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁷)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 					

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

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

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

⁴ US Army Corps of Engineers Individual 404 Permit

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

⁶ 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.

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

⁸ 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.

⁹ Potential for causing a disproportionately high and adverse impact.

¹⁰ 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.

¹¹ 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



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

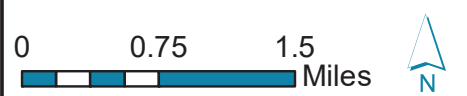
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Project Area

LOCHMUELLER GROUP

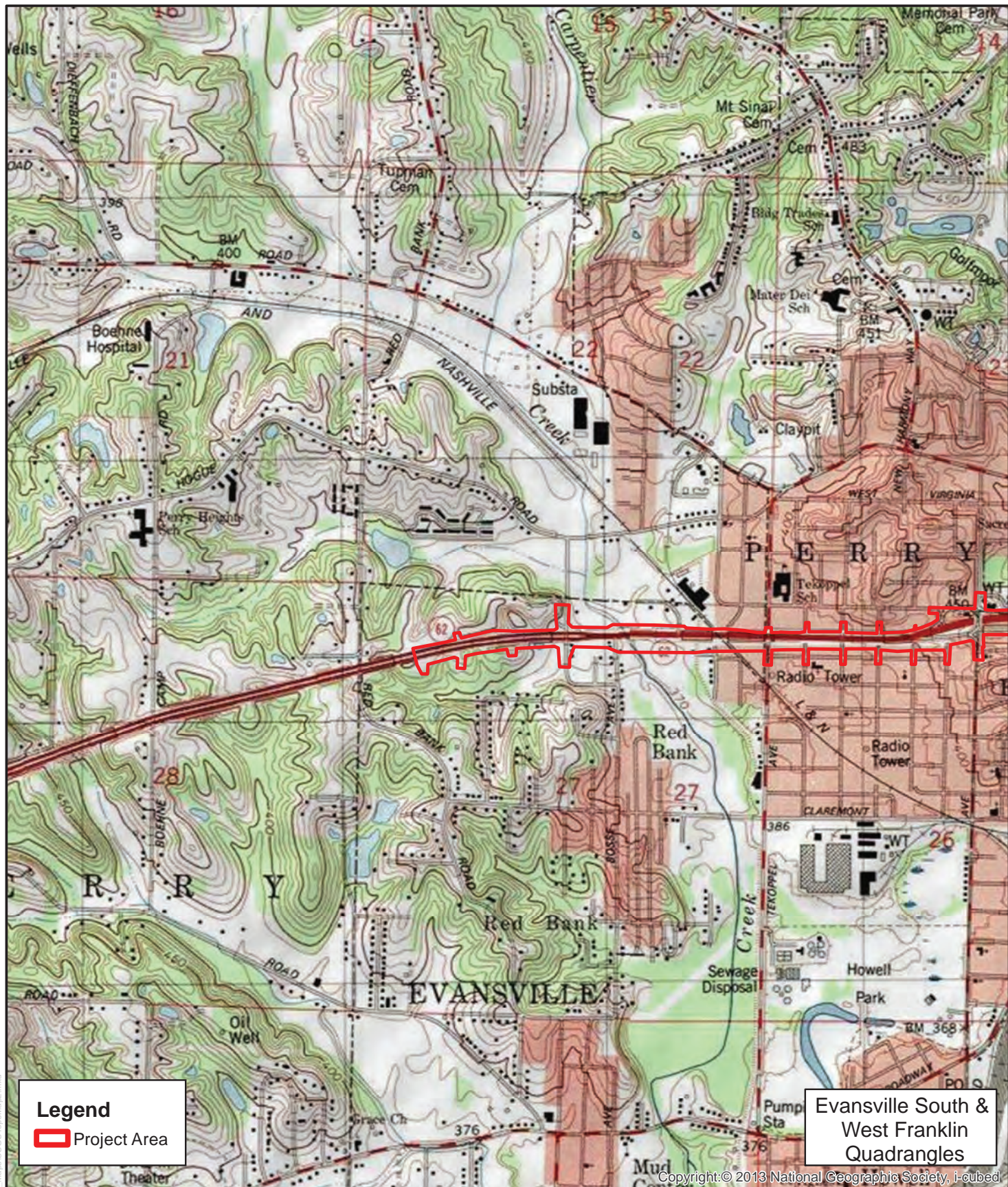
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 Evansville, IN 47715
 Phone: (812) 479-6200
 Fax: (812) 479-6262

General Location Map
 Lead Des. No. 1900308



City: Evansville
 County: Vanderburgh
 Townships: Perry & Pigeon

SR 62, Rosenberger Ave to 2.72 Mi W of S Jct US 41
 Road Reconstruction, Intersection Improvements, &
 Bridge Replacements Project
 Created: 11/1/2022, H. Hume



Legend
 Project Area

Evansville South & West Franklin Quadrangles

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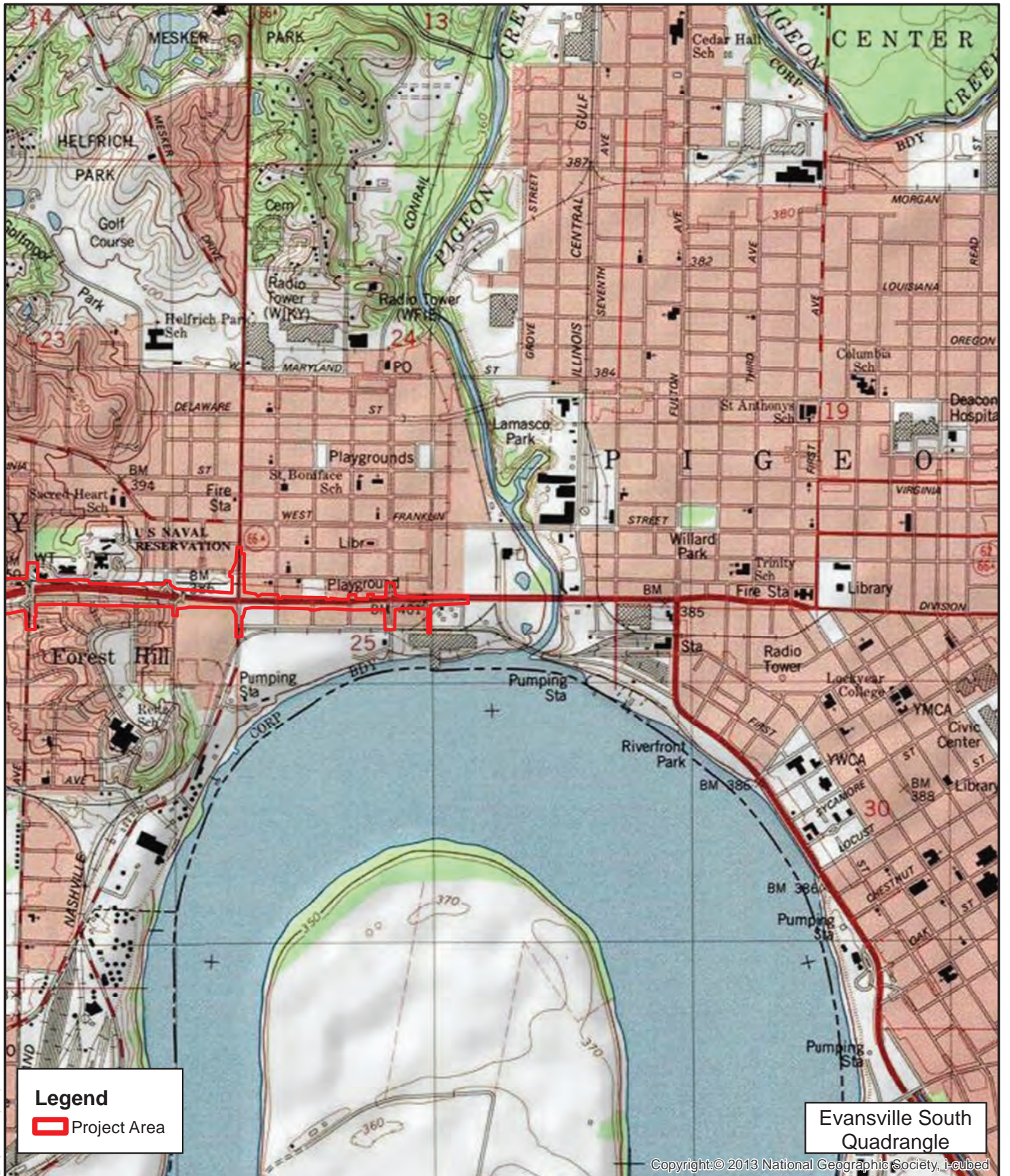
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USGS Topographic Map - 1 of 2
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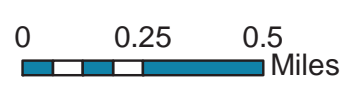


Legend
 Project Area

Evansville South
 Quadrangle

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USGS Topographic Map - 2 of 2
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Legend

Layer

- Stream
- Culvert
- Wetlands
- Temporary ROW
- Permanent ROW
- Construction Limits
- Project Area

Aerial: 2020 NAIP - Vanderburgh County

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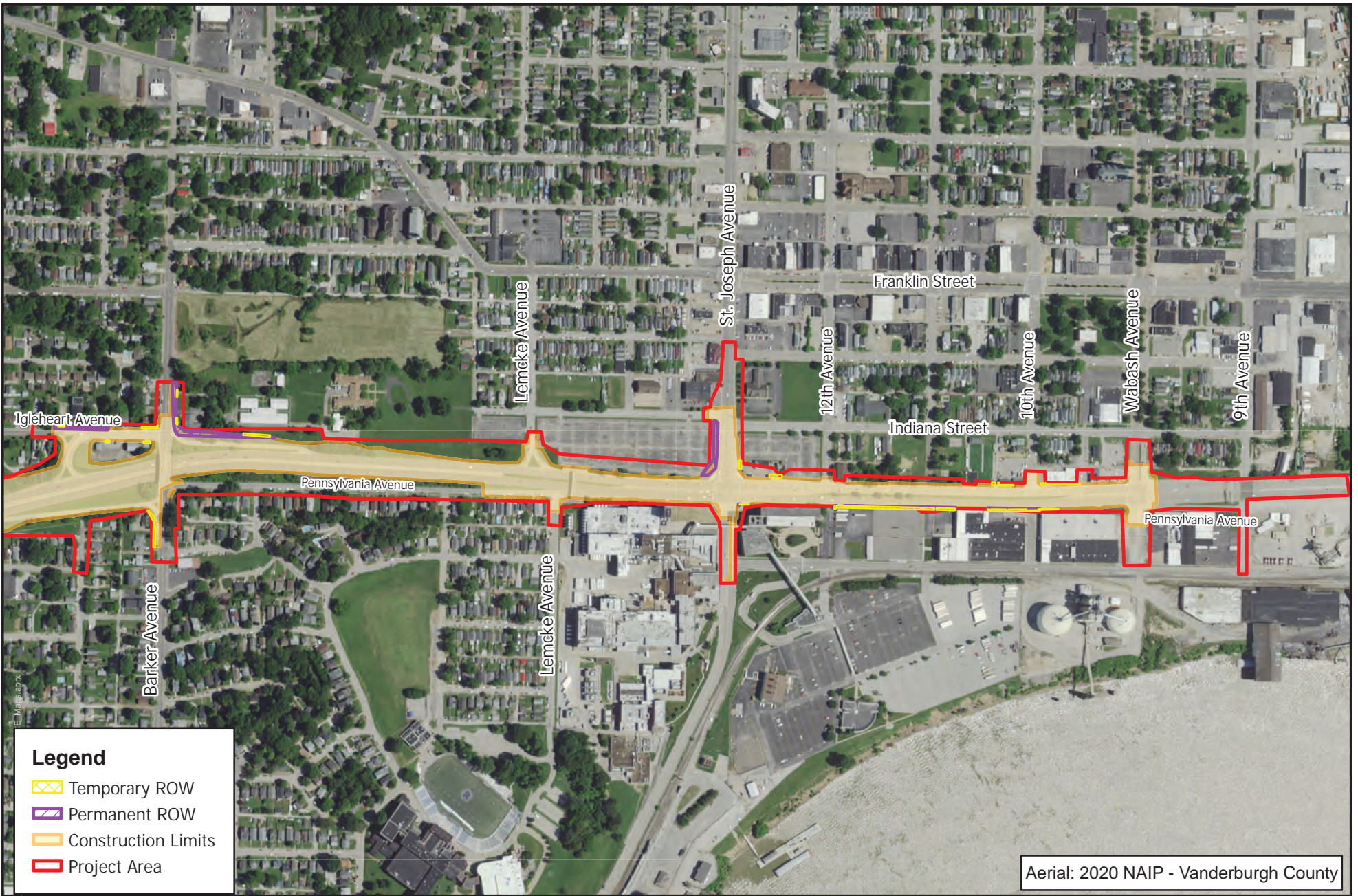
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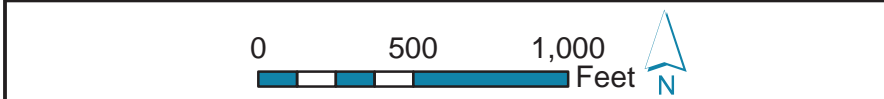
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-  Construction Limits
-  Project Area

Aerial: 2020 NAIP - Vanderburgh County



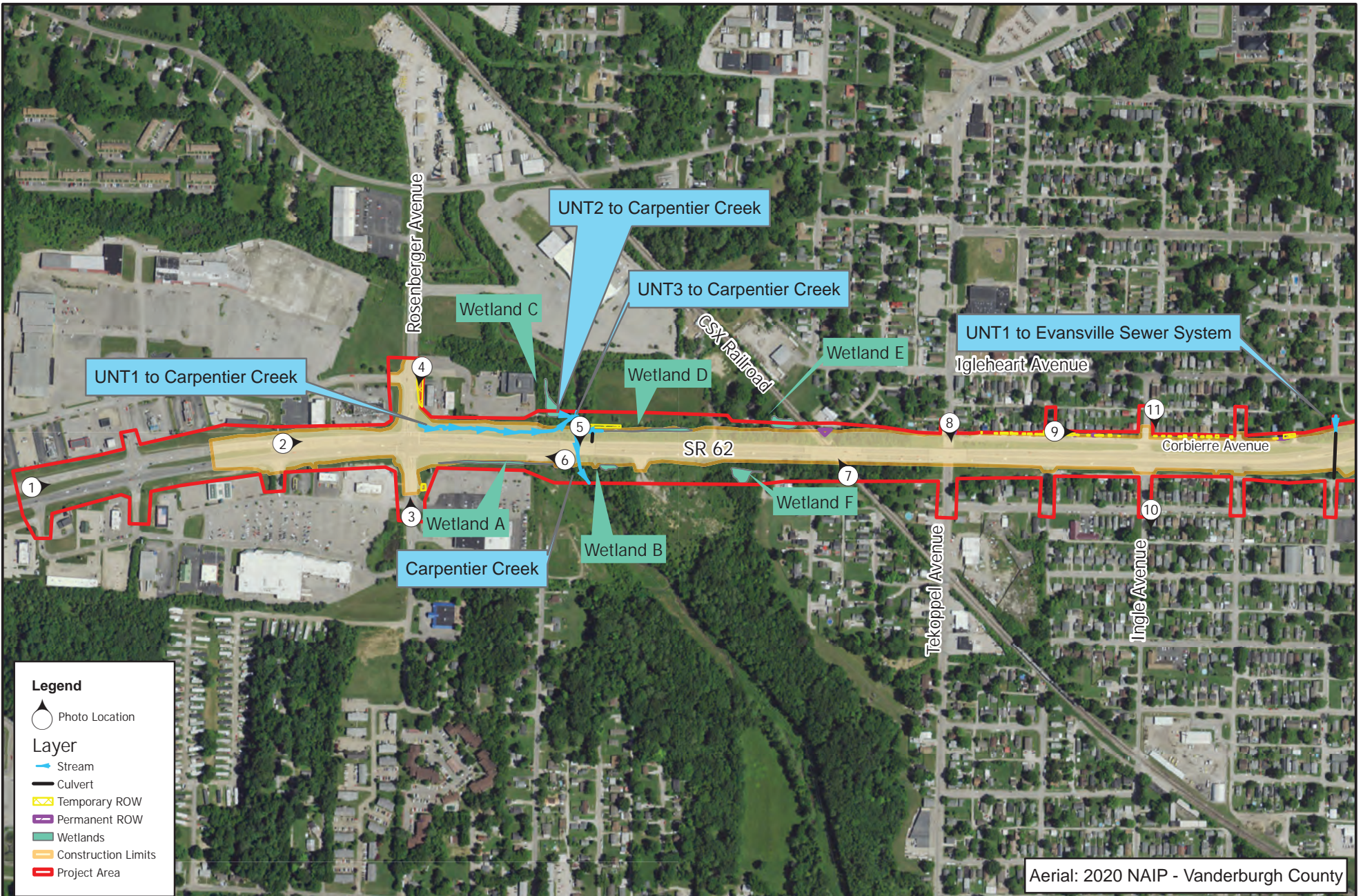
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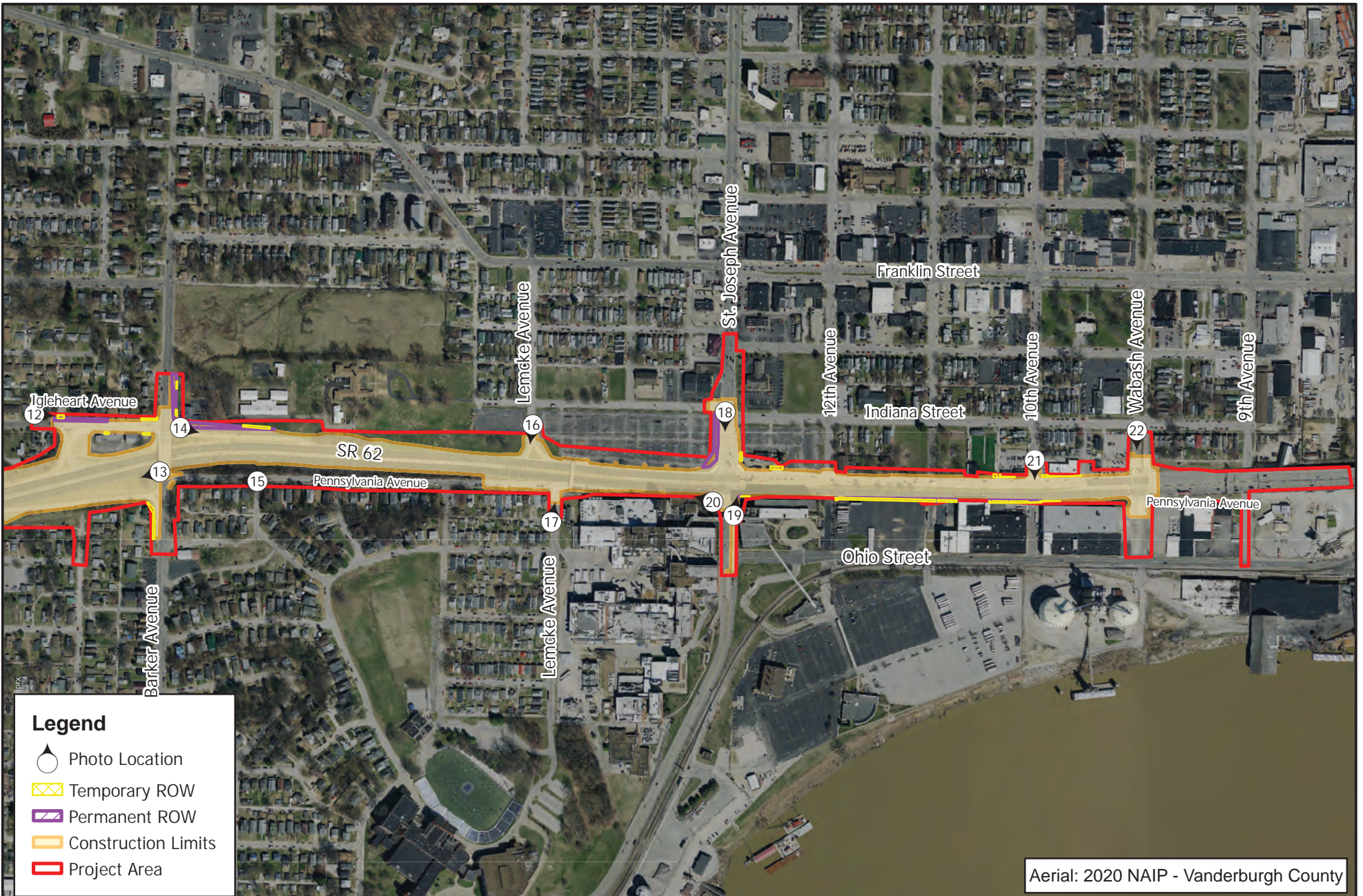
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Photo Location Map - 1 of 2
Lead Des. No. 1900308

0 500 1,000
 Feet

City: Evansville
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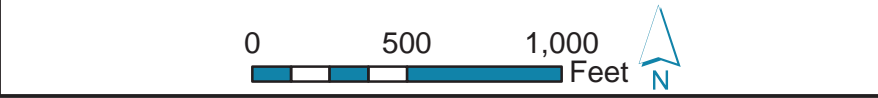
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- Photo Location
- Temporary ROW
- Permanent ROW
- Construction Limits
- Project Area

Aerial: 2020 NAIP - Vanderburgh County

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 Townships: Perry & Pigeon

SR 62, Road Reconstruction, Intersection Improvements, & Bridge Replacement Project
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1. View of SR 62 facing east, west of Rosenberger Avenue.



2. Facing east along SR 62 toward Rosenberger Avenue intersection.



3. Facing north along Rosenberger Avenue towards SR 62 intersection.



4. Facing south along Rosenberger Avenue towards SR 62 intersection.



5. Looking downstream (south) along Carpentier Creek north of SR 62.



6. Facing west along south side of SR 62.



7. View of SR 62 over CSX Railroad facing northwest



8. View of SR 62 over Tekoppel Avenue facing south.



9. Facing east along Corbierre Avenue toward Ingle Avenue intersection.



10. Facing south along Ingle Avenue from Forest Avenue intersection, south of SR 62.



11. Facing south along Ingle Avenue towards Corbierre Avenue intersection, north of SR 62.



12. Facing east along Igleheart Avenue toward Barker Avenue intersection.



13. West facing view of SR 62 from Barker Avenue bridge.



14. Facing east along SR 62 exit ramp to Barker Avenue.



15. Facing west along Pennsylvania Avenue, north of SR 62.



16. Facing south along Lemcke Avenue toward SR 62 intersection, north of SR 62.



17. Facing north along Lemcke Avenue toward SR 62 intersection, south of SR 62.



18. Facing south along St. Joseph Avenue toward SR 62 intersection, north of SR 62.



19. Facing north along St. Joseph Avenue toward SR 62 intersection, south of SR 62.



20. Facing west along SR 62 from St. Joseph Avenue intersection.



21. Facing south along 10th Avenue toward SR 62 intersection, north of SR 62.



22. Facing south along Wabash Avenue toward SR 62 intersection, north of SR 62.