FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 66/Lloyd Expressway/ Vanderburgh County
Designation Number(s):	1900292 and 1900317
Project Description/Termini:	SR 66/Lloyd Expressway Intersections Improvement Project at Burkhardt Road (Des. 1900292) and Cross Pointe Boulevard (Des. 1900317), from approximately 85 feet west of Brentwood Drive to the west side of the Interstate 69 (I-69) and SR 66/Lloyd Expressway interchange

	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

N/A
INDOT DE Signature and Date

Drew Passmore July 7, 2023
INDOT ESD Signature and Date

PATRICK ALLEN CARPENTER
Digitally signed by PATRICK ALLEN CARPENTER
Date: 2023.07.18 08:24:38 -04'00'
FHWA Signature and Date

Release for Public Involvement

N/A
INDOT DE Initials and Date

ADWP February 2, 2023
INDOT ESD Initials and Date

Certification of Public Involvement

4/27/2023
INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer: Jennifer Graf/Parsons

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.**

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

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on June 10, 2021, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is provided in Appendix G-2 to G-3.

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. A copy of the current PIP is provided in Appendix G-5 to G-45. The PIP and most of the related public involvement activities include the proposed intersection improvements 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 the TheLloyd4U projects, the project development process, and the purpose of the proposed improvements. The proposed corridor improvements were discussed, as well as the factors impacting the need for the improvements. A summary of the meeting including the list of attendees, handout, and presentation are provided in Appendix G-47 to G-58. Comments received regarding the intersection improvements focused on incorporating pedestrian accommodations into the project and potential stormwater flooding due to increased pavement.

A virtual local officials briefing was held on March 4, 2021. The purpose of the meeting was to provide an overview of the TheLloyd4U projects, an update of the projects' activities, and the projects' schedule. The preliminary designs and traffic operations of the proposed intersection improvements were presented. A summary of the meeting including a list of attendees is provided in Appendix G-59 to G-61. Comments received regarding the intersection improvements at Burkhardt Road and Cross Pointe Boulevard focused on traffic movements from I-69 to South Cross Pointe Boulevard; potential impacts to Division Street; traffic volumes on North Cross Pointe Boulevard; and consideration of additional improvements at the intersections for the East Lloyd Commons Shopping Center or Virginia Street.

A virtual stakeholder meeting occurred on March 10, 2021. 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-62 to G-71. Comments received regarding the intersection improvements at Burkhardt Road and Cross Pointe Boulevard focused on the design and traffic movements at the Cross Pointe Boulevard and Indiana Street intersection and access to businesses.

A hybrid in-person and virtual Transportation Management Plan (TMP) meeting with local stakeholders was held on October 14, 2021. The purpose of the meeting was to discuss the proposed transportation plan for the TheLloyd4U intersection improvements. A summary of the meeting including a list of attendees is provided in Appendix G-72 to G-73. Comments received regarding the intersection improvements at Burkhardt Road and Cross Pointe Boulevard focused on impacts to Kimber Lane, and maintaining the existing streetscape on Cross Pointe Boulevard. The Evansville Fire Department inquired how the improvements would align with the ongoing signal pre-emption project for the city.

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 intersection improvements, explain the functionality of the intersection designs, and the proposed maintenance of traffic (MOT) plan during construction. A summary of the meeting including a list of attendees and the presentation slides are provided in Appendix G-74 to G-81. Comments received regarding the intersection improvements at Burkhardt Road and Cross Pointe Boulevard focused on traffic movements, traffic volumes, and traffic signals at the I-69 southbound

(SB) off-ramp.

Public Information Meetings (PIMs): The first TheLloyd4U PIMs were held on April 20 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 87 people. A list of meeting attendees is presented in Appendix G-82 to G-84. The presentation covered the draft purpose, an overview of the project, discussion of various alternatives, and the next steps (Appendix G-108 to G-114). Comments received during the April 20, 2021 PIM focused on eliminating traffic signals along SR 66/Lloyd Expressway; and adding a second northbound (NB) through lane on South Cross Pointe Boulevard. Comments from the virtual meeting held on April 20, 2022 are provided in Appendix G-85 to G-87.

The PIM on April 22, 2021 was held at the Crescent Room at Milestones located at 621 South Cullen Avenue in Evansville. It was an open house meeting 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 20th PIM. A total of 19 people attended the in-person meeting. Sign in sheets from the meeting are provided in Appendix G-88 to G-91. At the meeting, a presentation, display boards, information handout, and comment cards were available, which are provided in Appendix G-103 to G-113. Comments from the April 22, 2021 meeting are provided in Appendix G-92 to G-102. None of the comments specifically addressed the intersection improvements at Burkhardt Road and Cross Pointe Boulevard; or the I-69 ramps.

The second 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-154 to G-160.

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 meeting format held from 5:00 to 6:30 p.m., with a presentation at 5:30 p.m. A total of 57 people attended the in-person meeting. Sign in sheets from the meeting are provided in Appendix G-114 to G-121. Presentation slides, display boards and the handout from the meeting are provided in Appendix G-141 to G-151. Comments received at the meeting are provided in Appendix G-122 to G-133. The public comments suggested that the two lanes for Ramp F (SB I-69 exit to westbound (WB) SR 66/Lloyd Expressway) should be one non-stop merging lane and one lane with a traffic signal for left turns on to Cross Pointe Boulevard; NB and SB Cross Pointe Boulevard and Burkhardt Road right turns should be merge lanes onto SR 66/Lloyd Expressway; and expressed a preference for design improvements that include interchanges and overpasses similar to those in Carmel, Indiana.

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-138 to G-140. The presentation was the same as the one given at the March 29, 2022 PIM. A summary of the meeting and comments are provided in Appendix G-134 to G-137. None of the comments specifically addressed the intersection improvements at Burkhardt Road and Cross Pointe Boulevard; or the I-69 ramps.

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-3 to G-49) 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-158 to G-173. 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-152 to G-156.

The project meets the minimum requirements described in the current *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. Following release of the draft environmental document for public involvement, copies were posted online and placed at the McCollough Library, Lochmueller Group Evansville Office, INDOT Vincennes District Office and online at: https://thelloyd4u.com. A Legal Notice of Public Hearing (Notice) was sent along with project maps to project stakeholders, including adjacent landowners, elected officials, regulatory agencies, schools, religious institutions, and civic organizations on February 22, 2023 (Appendix G-175 to G-182). The Notice was published in the *Evansville Courier & Press* on February 21 and 28, 2023 (Appendix G-183 to G-185). As advertised, the comment period ended on March 22, 2023.

Public Hearing: A public hearing was held on March 7, 2023, at the Crescent Room at Milestones. Thirty-two people attended the public hearing, consisting of project team members and members of the community (Appendix G-186 to G-189). At the hearing, attendees were provided a welcome letter and handouts (Appendix G-190 to G-193), project

display boards were presented (Appendix G-194), 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 eastside improvements, INDOT's project development process, the project's purpose and need, details about the preferred alternative, maintenance of traffic, project impacts, and how to submit public comments (Appendix G-195 to G-199).

A total of 18 comments were received during the hearing and comment period, which ended on March 22, 2023. The comments are provided in Appendix G-200 to G-232. The comments focused on the following topics: safety, bicyclist and pedestrian connectivity, traffic signals, maintenance of traffic (MOT), and the local road network. Responses to each comment are provided in Appendix G-200 to G-203.

Several comments expressed concern that the proposed displaced left turn (DLT) intersections will result in driver confusion and increased accidents. Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. INDOT works every day to reduce the frequency and severity of crash-related injuries and fatalities, make the roads more efficient and reduce travel time and congestion. INDOT has been installing innovative intersections for more than a decade with measurable safety and mobility benefits. Some of the first innovative intersections in the state were installed east of Evansville on US 231 in Spencer County several years ago, to reduce crashes involving crossing movements. Other states, namely Michigan, have had boulevard left intersection treatments and corridors for decades with good safety and traffic operational performance.

Concern for the lack of bicycle and pedestrian facilities and lack of planning for future sidewalks or bike lanes within the project area was expressed in one of the comments. During the project development process, INDOT coordinated with local officials from the City of Evansville and Vanderburgh County about impacts to pedestrian facilities. The existing sidewalk and curb ramps along the south approach of Vann Avenue will remain in- place and undisturbed, as well as the curb ramp at the southeast corner of Vann Avenue and Division Street. A pedestrian refuge is proposed for the southern splitter island. It will be reconstructed to current design standards including Americans with Disabilities Act (ADA) accessible standards. The legacy northeast and southeast curb ramps and northeast sidewalk will be removed because the existing pedestrian overpass is now utilized for this movement. There will be no impacts to the adjoining park, trails, and pedestrian overpass. The current Evansville Bicycle and Pedestrian Connectivity Master Plan shows proposed shared paths going through both the Burkhardt Road and Cross Pointe Boulevard intersections with the Lloyd Expressway. However, since that time, the pedestrian overpasses that were designed to replace and eliminate SR 66/Lloyd Expressway at-grade pedestrian crossings have been constructed. A meeting was held with local officials from the City of Evansville and Vanderburgh County on February 25, 2021, regarding the preferred alternative's proposed impacts to pedestrian facilities. The existing sidewalk along the west side of Cross Pointe Boulevard, north of SR 66/Lloyd Expressway will be shortened by approximately 50 feet to accommodate the widened intersection. There were no concerns expressed regarding this impact during the meeting. During the meeting it was decided that since there are currently no crosswalks within the project area, pedestrian facilities will not be constructed by this project.

Residents commented about the installation of new traffic signals along the Lloyd Expressway. These signals will be interconnected and coordinated for maximum efficiency and traffic throughput and monitored on a regular basis by Vincennes District Traffic and Traffic Management.

Other comments addressed MOT during the anticipated two-year construction period. The proposed MOT plan includes phased construction that will allow at least two lanes of eastbound (EB) and westbound (WB) traffic along the Lloyd Expressway to remain open at all times during construction.

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Vincennes

Local Name of the Facility: SR 66/Lloyd Expressway

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

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

PURPOSE AND NEED:

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

Need: The need for this project stems from congestion issues and a high rate of crashes at the intersections of SR 66/Lloyd Expressway and Burkhardt Road and Cross Pointe Boulevard. 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. Per the INDOT Roadway Application for the SR 66/Lloyd Expressway and Burkhardt intersection, for the years 2014 to 2016, the ICF and ICC were 2.28 and 3.05, respectively (Appendix I-33). Per the INDOT Roadway Application for the SR 66/Lloyd Expressway and Cross Pointe Boulevard intersection, for the years 2014 to 2016, the ICF and ICC were 2.37 and 3.05, respectively (Appendix I-39).

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 area is within an urban area, therefore the minimum criteria during peak travel hours (i.e., rush hour) is LOS D. Per the 2019 INDOT Roadway Project Applications, both the Burkhardt Road and Cross Pointe Boulevard intersections along SR 66/Lloyd Expressway are currently LOS E in the PM peak hour (Appendix I-29 and I-35). The *Lloyd Expressway (SR62/66) Corridor Study*, October 1, 2018 (*Corridor Study*), estimated Future 2045 No Build levels of service to be LOS E for the Burkhardt intersection in the AM and PM peak hours and LOS E and LOS C for the Cross Pointe intersection in the AM and PM peak hours, respectively (Appendix I-9 and I-11).

Purpose: The purpose of this intersection improvement project is to reduce the rate of crashes at both intersections and to improve the LOS to a minimum of LOS D in the design year, 2045.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Vanderburgh Municipality: City of Evansville

Limits of Proposed Work:

Along SR 66/Lloyd Expressway from approximately 85 feet west of Brentwood Drive to 1,800 feet east of Burkhardt Road (Des. 1900292)

Along Burkhardt Road, from approximately 215 feet south to 140 feet north of SR 66/Lloyd Expressway (Des. 1900292)

Along SR 66/Lloyd Expressway from approximately 1,430 feet west of Cross Pointe Boulevard to the west side of the I-69 interchange (Des. 1900317)

Along I-69 Ramp F (SB I-69 to WB SR 66/Lloyd Expressway), from SR 66/Lloyd Expressway to approximately 330 feet north of SR 66/Lloyd Expressway (Des. 1900317)

Along I-69 Ramp H (Eastbound (EB) SR 66/Lloyd Expressway to SB I-69), from SR 66/Lloyd Expressway to approximately 160 feet south of SR 66/Lloyd Expressway (Des. 1900317)

Along Cross Pointe Boulevard from approximately 390 feet north of SR 66/Lloyd Expressway to the intersection of Eagle Crest Boulevard (Des. 1900317)

Total Work Length: 1.31 Miles Total Work Area: 32.6 Acres

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		X
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date:	

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

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

Location: INDOT, with funding from the Federal Highway Administration (FHWA), intends to proceed with an intersections improvement project involving a 1.31 mile section of SR 66/Lloyd Expressway in the City of Evansville, Vanderburgh County, Indiana (Appendix B-1). Specifically, the project is located approximately 85 feet west of Brentwood Drive to the west side of the I-69 interchange as shown on the Newburgh, Indiana United States Geological Survey (USGS) topographical 7.5 minute quadrangle map. It is located in Sections 24 and 25 of Township 6 South, Range 10 West, and Sections 19 and 30 of Township 6 South, Range 9 West (Appendix B-2).

The project setting is urban. Surrounding area land uses are primarily commercial and multi-family residential. Shopping plazas, restaurants, automobile dealerships, banks, and hotels are adjacent to the project area. Apartment complexes are located in the west side of the project area. The project area includes Ramp F, SB I-69 to WB SR 66/Lloyd Expressway, and Ramp H, EB SR 66/Lloyd Expressway to SB I-69, as well as portions of Burkhardt Road and Cross Pointe Boulevard. Additionally, the following local roads and private drives intersect the project area: Kimber Lane, Williamsburg Drive, Kohl's private drive, Target private drive, Regions Bank private drive, and Eagle Crest Boulevard.

Existing Conditions: SR 66/Lloyd Expressway is a divided highway, consisting of 10 to 12 foot wide travel lanes in each direction, with variable auxiliary and turn lanes at intersections. It has 11 foot wide outside shoulders with 2 foot wide inside shoulders and is divided by a sloping 4 inch concrete center curb. Burkhardt Road has two 12 foot wide travel lanes in each direction, with variable turn lanes at the intersection, a raised concrete center median, curb and gutter, and no sidewalk. Cross Pointe Boulevard north of SR 66/Lloyd Expressway has at least two 12 foot wide travel lanes in each direction, plus turn lanes at intersections, with a divided landscaped median, curb and gutter, and sidewalk. South of Lloyd Expressway/SR 66, Cross Pointe Boulevard has one SB lane, four NB lanes, curb and gutter, and no sidewalk. I-69 Ramp F, SB I-69 to WB SR 66/Lloyd Expressway, has one 12 foot wide lane with 12 foot shoulders. I-69 Ramp H, EB SR 66/Lloyd Expressway to SB I-69, has one 12 foot wide lane with 12 foot shoulders. Existing conditions are shown on the aerial photograph in Appendix B-3, and the site photographs in Appendix B-5 to B-7.

SR 66/Lloyd Expressway is classified as a Principal Arterial (Non-Freeway), and Burkhardt Road is classified as a Minor Arterial. Cross Pointe Boulevard, which terminates at the t-intersection with Eagle Crest Boulevard at the southern end of the project area, is classified as a Major Collector north of SR 66/Lloyd Expressway and as a Local Road south of SR 66/Lloyd Expressway. The I-69 on- and off-ramps are classified as Interstates. Kimber Lane, Williamsburg Drive, and Eagle Crest Drive are classified as Local Roads.

As discussed further in the Purpose and Need section, there are existing safety and capacity issues at the current SR 66/Lloyd Expressway intersections with both Burkhardt Road and Cross Pointe Boulevard. For the years 2014 to 2016, the ICF and ICC were 2.28 and 3.05, respectively at the Burkhardt Road intersection (Appendix I-33) and 2.37 and 3.05, respectively at the Cross Pointe Boulevard intersection (Appendix I-39). Both intersections currently operate at LOS E in the PM peak hour (Appendix I-29 and I-35).

The SR 66/Lloyd Expressway and Burkhardt Road intersection is signalized. At this intersection, SR 66/Lloyd Expressway has three through lanes, one right-turn and two left-turn lanes in both the EB and WB directions. Burkhardt Road has two through lanes, two left-turn lanes, a painted median, and one right-turn lane in each direction. There are no pedestrian facilities at this intersection (Appendix B-9 to B-12).

The SR 66/Lloyd Expressway and Cross Pointe Boulevard intersection is signalized. At this intersection, SR 66/Lloyd Expressway has three through lanes, one right-turn and one left-turn lane in each direction. Cross Pointe Boulevard is a five-lane road with through, left-turn, and right-turn lanes, with curb and gutter. North of SR 66/Lloyd Expressway, it has a landscaped median and substandard sidewalks that begin at the INDOT ROW on the west side and at Division Street on the east side. South of SR 66/Lloyd Expressway, Cross Pointe Boulevard has a raised concrete median and no sidewalk (Appendix B-30 to B-38).

I-69 Ramp F merges with WB SR 66/Lloyd Expressway as a free-flowing auxiliary lane that becomes the right-turn slip lane for Cross Pointe Boulevard. I-69 Ramp H begins approximately 835 feet east of Cross Pointe Boulevard and diverts traffic from EB SR 66/Lloyd Expressway to SB I-69. There are no signals or pedestrian facilities associated with these ramps.

Existing overhead lighting is present throughout the project corridor. Guardrail is present south of SR 66/Lloyd Expressway at the west end of the project limits, between the exit drive from Target and Cross Pointe Boulevard, and there is a small segment on the north side as well (from approximately the Outback Steakhouse to Drury Inn Hotel).

There is a sidewalk along the eastside of Kimber Lane. Williamsburg Drive and the private entrances that intersect the project area do not have sidewalks. Based on information from the Metropolitan Evansville Transit System, there are several fixed transit routes that currently operate within the study area including routes along Burkhardt Road, Cross Pointe Boulevard, and SR 66/Lloyd Expressway. See the Community Impacts section for further discussion.

Stormwater is currently managed by a closed storm sewer system, as well as drainage ditches located on the north and south sides of SR 66/Lloyd Expressway. There are five small structures that cross the project area and are 36 inches or greater in diameter, which are summarized below.

- Structure with no number* is a concrete box culvert that is 60 inches wide and 135 feet long. This structure is near the western project limit and carries SR 66/Lloyd Expressway over Stockfleith Ditch (Appendix B-16).
- Structure CV 066-082-31.43 ADJ is a 52 inch diameter round concrete pipe (RCP) that is 98 feet long. This structure is located beneath Cross Pointe Boulevard south of SR 66/Lloyd Expressway, between Wetlands 16 and 20 (Appendix B-44).
- Structure CV 066-082-31.60 carries SR 66/Lloyd Expressway over Nurenbern Ditch between Cross Pointe Boulevard and the I-69 ramps. It is an elliptical corrugated metal pipe (CMP) that is 84 by 120 inches in diameter, and 212 feet long (Appendix B-46).
- Structure CV F-1 is a 36 inch diameter CMP that is 187 feet long. This structure is located beneath Ramp F, between Wetlands 19 and 22 (Appendix B-52).
- Structure CV H-1 is a 36 inch diameter CMP that is 227 feet long. This structure is located beneath Ramp H, between Wetlands 21 and 23 (Appendix B-54).

*An INDOT Structure Number could not be identified. See the Bridge and/or Small Structure(s) and Ecological Resources sections of this CE document for further details.

Preferred Alternative- Displaced Left-Turn (DLT) with Bypass Right-Turn Lanes: The preferred alternative will reconfigure both intersections to modify the existing left-turns. The preferred alternative at the intersection of SR 66/Lloyd Expressway and Burkhardt Road (Des. 1900292) will convert the traditional signalized intersection to a DLT intersection with bypass right-turn lanes. A graphic of the DLT intersection is provided in Appendix B-4. This design will maintain all existing movements through the intersection. In a DLT intersection, left turning traffic moves to the other side of the road in exclusive left turn lanes before the intersection guided by pavement markings. Synchronized traffic signals control the turning traffic.

The proposed work will include: a crossover in advance of the intersection in both directions to displace the left-turn lanes along SR 66/Lloyd Expressway to be on the opposite side of the through traffic, bypass right-turn lanes for movements from Burkhardt Road to SR 66/Lloyd Expressway, two proposed signals at each crossover to control the left-turn movements, the SR 66/Lloyd Expressway through movements and the bypass right-turn lanes, modification of the existing signals at the existing intersection to accommodate updated traffic movements, and proposed concrete splitter islands to separate opposing directions of traffic. No pedestrian facilities will be constructed at this intersection (Appendix B-16 to B-23).

The preferred alternative for SR 66/Lloyd Expressway and Cross Pointe Boulevard (Des. 1900317) will convert the traditional signalized intersection to a DLT intersection with bypass right-turn lanes (Appendix B-4). There will also be modifications to the I-69 interchange ramps. The proposed work will include: a crossover in advance of the intersection in both directions to displace the left-turn lanes along SR 66/Lloyd Expressway to be on the opposite side of the through traffic; bypass right-turn lanes for movements from Cross Pointe Boulevard to SR 66/Lloyd Expressway; two proposed signals at the crossovers to control the left-turn movements, the SR 66/Lloyd Expressway through movements and the bypass right-turn lanes; modification of the existing signals at the existing intersection to accommodate updated traffic movements; and proposed concrete splitter islands to separate opposing directions of traffic (Appendix B-42 to B-55).

The existing sidewalk along the west side of Cross Pointe Boulevard, north of SR 66/Lloyd Expressway will be shortened by approximately 50 feet to accommodate the bypass right-turn lane. No change to the sidewalk on the east side is proposed, and no additional pedestrian facilities will be constructed at this intersection (Appendix B-44). See the Community Impacts section for further discussion.

The preferred alternative will also modify Ramp F (SB I-69 to WB SR 66/Lloyd Expressway) from a free-flowing intersection to a signalized intersection. A stop light will be added to control WB SR 66/Lloyd Expressway traffic and the off-ramp traffic. The existing ramp will be removed and reconstructed approximately 600 feet east. The ramp will be tapered to become a two-lane ramp at the SR 66/Lloyd Expressway intersection. This will eliminate conflicting weaving movements that would be exacerbated by the proposed DLT intersection at Cross Pointe Boulevard. Additionally, Ramp H, EB SR 66/Lloyd Expressway to SB I-69, will be removed and reconstructed approximately 700 feet east to provide 1,000 feet of distance between the bypass right-turn lane and ramp gore (Appendix B-37, B-47 to B-48, B-51 to B-55).

Portions of the Target and Regions Bank private drives will be reconstructed to match the new roadway grades. No work is proposed to Kimber Lane, Williamsburg Drive, Eagle Crest Boulevard, and the Kohl's private drive.

The proposed work will also upgrade existing guardrail where needed. In addition to the proposed added signals and changes to signal heads, existing streetlights will be moved and/or upgraded.

The stormwater drainage system will be improved throughout the project area. The drainage features include a closed storm sewer system, underdrains, curb turnouts, roadside ditches, and detention, which will be a combination of roadside ditch detention and in-line detention. Structure CV 066-082-31.43 ADJ will be replaced with a 48 inch, 130 foot long CMP. Structure CV F-1 will be replaced with a 36 inch diameter, 187 foot long CMP, and Structure CV H-1 will be replaced with a 36 inch diameter, 227 foot long CMP. No work to the box culvert that carries SR 66/Lloyd Expressway over Stockfleith Ditch, nor Structure CV-066-0.82-31.60 (SR 66/Lloyd Expressway over Nurenbern Ditch), will occur; therefore, they are labeled Do Not Disturb on the project plans (Appendix B-16 and B-46). See the Bridge and/or Small Structure(s) and Ecological Resources sections of this CE document for further details.

The existing and proposed conditions for this project are shown on the project plans in Appendix B-8 to B-59.

The proposed MOT for the intersection and interchange improvements includes phased construction to allow at least two lanes of EB and WB traffic along SR 66/Lloyd Expressway to remain open at all times. Likewise, the I-69 interchange ramps will remain open at all times, except temporary, nighttime closures may be permitted. Detours may be needed for portions of Burkhardt Road and Cross Pointe Boulevard, as well as other local roads. Access to all properties will be maintained. Please refer to the MOT section of this CE document for further discussion.

This project will require approximately 0.77 acre of permanent ROW and approximately 0.05 acre of temporary ROW. This project will impact approximately 3 linear feet of unnamed tributary (UNT) to Stockfleith Ditch and approximately 0.65 acre of wetlands. Additionally, approximately 8.5 acres of terrestrial habitat will be disturbed by this project; less than 0.5 acre of this area will involve tree clearing. The project will not impact historical or other cultural resources.

The preferred alternative will meet the purpose and need of the project by reducing the rate of crashes at both intersections and improving the LOS to a minimum of LOS D in the design year, 2045.

Logical Termini/Independent Utility: TheLloyd4U initiative stems from the 2018 *Corridor Study*, which was conducted by INDOT and the Evansville Metropolitan Planning Organization (EMPO) (Appendix I-1 to I-11). The *Corridor Study* recommended that the Vann Avenue and Stockwell Road intersections be grouped together and the Burkhardt Road and Cross Pointe Boulevard intersections be grouped together for implementation for the following reasons: their close geographic proximity; to maximize the

traffic flow benefit from the new traffic movements; and coordinating maintenance of traffic (MOT) during construction. The independent utility and logical termini of the two projects was evaluated in a memorandum dated June 27, 2022, which is provided in Appendix A-2 to A-3. The memorandum concluded that since the Lloyd Expressway Intersections Improvement Projects at Vann Avenue/Stockwell Road and Burkhardt Road/Cross Pointe Boulevard are separated by 1.5 miles of the Lloyd Expressway, they have their own logical termini and will not restrict the consideration of alternatives for other reasonably foreseeable transportation improvements, either connecting or nearby.

A traffic analysis was conducted on the two Lloyd Expressway Intersections Improvement Projects to assess their independent utility in regard to traffic operations. The traffic analysis evaluated the future 2040 Build and No Build scenarios for each project in the AM and PM peak periods. To assess the independent utility of the two intersection projects, the analysis evaluated the combined 2040 Build scenario of each project (i.e., Vann Avenue/Stockwell Road) and the 2040 No Build scenario of the other project (i.e., Burkhardt Road/ Cross Pointe Boulevard). The following summarizes the results:

- Burkhardt Road WB average number of vehicles exiting the traffic model towards Vann Avenue and Stockwell Road:
    - AM Peak Period: 2040 No Build=3,022 vehicles; 2040 Build=3,024 vehicles; Total difference=2 vehicles
    - PM Peak Period: 2040 No Build=2,364 vehicles; 2040 Build=2,431 vehicles; Total difference=67 vehicles
    - Summary: *More* vehicles depart Burkhardt Road and travel WB towards Stockwell Road in the Build scenario than in the No Build scenario.
- Stockwell Road EB average number of vehicles exiting the traffic model towards Burkhardt Road and Cross Pointe Boulevard:
    - AM Peak Period: 2040 No Build=2,512 vehicles; 2040 Build=2,470 vehicles; Total difference=42 vehicles
    - PM Peak Period: 2040 No Build=3,347 vehicles; 2040 Build=3,316 vehicles; Total difference=31 vehicles
    - Summary: *Less* vehicles depart Stockwell Road and travel EB towards Burkhardt Road in the Build scenario than in the No Build scenario.

The traffic analysis determined that if the Burkhardt Road/Cross Pointe Boulevard Intersections Improvement Project is constructed and no improvements are made are to Vann Avenue and Stockwell Road, there would be a maximum of 67 additional vehicles traveling WB towards Stockwell Road. It is anticipated that some of these additional vehicles would disperse to one of the four access points along the 1.5 miles between the two Intersections Improvement Projects. If all additional 67 vehicles were added to the traffic at Stockwell Road in the PM peak period, they would be insignificant to the traffic operations and would not exacerbate any current operational issues at either Stockwell Road or Vann Avenue. If the Vann Avenue/Stockwell Road Intersections Improvements Project is constructed and no improvements are made to Burkhardt Road and Cross Pointe Boulevard, there would be a decrease in the number of vehicles traveling EB towards Burkhardt Road. These vehicles would be insignificant to the traffic operations and would not exacerbate any current operational issues at either Burkhardt Road or Cross Pointe Avenue. Therefore, the two Intersections Improvement Projects have independent utility and are not dependent on each other for efficient traffic operations.

The study area for this SR 66/Lloyd Expressway Intersections Improvement Project at Burkhardt Road and Cross Pointe Boulevard is located along a 1.31 miles section of Lloyd Expressway between Brentwood Drive and the I-69 interchange. These are rational endpoints that are of sufficient length to address broad environmental concerns associated with design and construction of the project. The project setting is urban. Surrounding properties are a mixture of commercial and multi-family residential. The proposed improvements will be constructed within the existing ROW except for 0.77 acre of additional permanent ROW from previously disturbed areas of commercial properties and 0.05 acre of temporary ROW. Because the project will be constructed in an existing transportation corridor and will require a total of 0.82 acre of ROW, the impacts are expected to be minor. Therefore, the study area is of sufficient length to address the environmental concerns associated with design and construction of the project.

The *Corridor Study* evaluated conceptual alternatives for the Burkhardt Road and Cross Pointe Boulevard intersections and proposed feasible and reasonable solutions. The proposed improvements will meet the purpose and need of the project by reducing the rate of crashes and improving the levels of service at both intersections. Therefore, the intersection improvements have independent utility and are not dependent on any additional transportation improvements along the corridor. The Lloyd Expressway Intersections Improvement Project at Burkhardt Road and Cross Pointe Boulevard is a reasonable expenditure even if no additional transportation improvements in the area are made. This project will not restrict consideration of alternatives for other reasonably foreseeable local and state transportation improvements since it is a reconfiguration of existing intersections within INDOT ROW.

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 I-1 to I-11). This *Corridor Study* evaluated conceptual alternatives for the Burkhardt Road and Cross Pointe Boulevard intersections and proposed feasible and reasonable solutions. The *Final Engineer's Report SR 66 Lloyd Expressway Intersection Improvements @ Vann Avenue, Burkhardt Road, Cross Pointe Boulevard, and Stockwell Road*, July 5, 2022, prepared by Parsons continued the evaluation of conceptual alternatives from the *Corridor Study* and recommended preferred alternatives for the Burkhardt Road and Cross Pointe Boulevard intersections. These alternatives are summarized below, and further details are provided in the referenced appendix.

No Build Alternative (Des. 1900292 and 1900317): This alternative would leave the Burkhardt Road and Cross Pointe Boulevard intersections in their current condition. This alternative would incur no costs, and it would not impact any environmental resources, including wetlands. However, the rate of crashes at both intersections would not be reduced and the LOS at both intersections would not improve. The safety and capacity issues would remain and potentially increase. Since this alternative does not meet the purpose and need of the project, it was dismissed from further consideration.

Burkhardt Road Intersection

Boulevard Left Alternative (Des. 1900292): The Boulevard Left Alternative would add left-turn storage length to SR 66/Lloyd Expressway and the left-turn phase at the traffic signal would be eliminated (Alternative I-7 to I-9). This alternative would meet the purpose and need of the project by improving the 2045 peak LOS to LOS C and LOS D, and it was predicted to reduce crashes by 24 percent. Comparatively, the preferred alternative would provide higher 2045 peak LOS, LOS B and C, and it would also provide a higher crash reduction rate, 36 percent, compared to this alternative. Therefore, this alternative was eliminated from further consideration.

Cross Pointe Boulevard Intersection

Boulevard Left Alternative (Des. 1900317): This alternative would add left-turn storage length to SR 66/Lloyd Expressway and the left-turn phase at the traffic signal would be eliminated (Appendix I-7, I-10 to I-11). This alternative would meet the purpose and need of the project by improving the LOS in the peak hours to LOS C, and it was predicted to reduce crashes by 51 percent. However, comparatively, the preferred alternative will provide higher 2045 peak LOS, LOS A, and it will move the WB left-turn movement further from the I-69 interchange, which requires less weaving to make the left turn. Therefore, this alternative was eliminated from further consideration.

WB Dual Left-Turn Lanes (Des. 1900317): This alternative would add left-turn storage length to SR 66/Lloyd Expressway and the left-turn phase at the traffic signal would be eliminated (Appendix I-7, I-10 to I-11). Although this alternative was predicted to reduce crashes by 25.2 percent, it would not provide sufficient LOS in the 2045 AM and PM peak hours. Therefore, it would not meet the purpose and need of the project and was eliminated from further consideration.

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

It would not correct existing capacity deficiencies;	X
It would not correct existing safety hazards;	X
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):	

ROADWAY CHARACTER:

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

Name of Roadway	SR 66/Lloyd Expressway at Burkhardt Road				
Functional Classification:	Principal Arterial				
Current ADT:	50,495	VPD (2023)	Design Year ADT:	60,113	VPD (2043)
Design Hour Volume (DHV):	5,228	Truck Percentage (%)	3		
Designed Speed (mph):	50	Legal Speed (mph):	50		

Indiana Department of Transportation

County: Vanderburgh | Route: SR 66/Lloyd Expressway | Des. No.: 1900292 and 1900317

	Existing		Proposed	
Number of Lanes:	9-10		10	
Type of Lanes:	Through, Left-turn, Right-turn, and Auxiliary		Through, Right-turn, Crossover, and Bypass	
Pavement Width:	120-140	ft.	122-188	ft.
Shoulder Width:	2-10	ft.	2	ft.
Median Width:	2-25	ft.	3-50	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Name of Roadway: SR 66/Lloyd Expressway at Cross Pointe Boulevard
Functional Classification: Principal Arterial
Current ADT: 48,543 VPD (2023) Design Year ADT: 57,789 VPD (2043)
Design Hour Volume (DHV): 5,197 Truck Percentage (%) 3
Designed Speed (mph): 50 Legal Speed (mph): 50

	Existing		Proposed	
Number of Lanes:	8		9-10	
Type of Lanes:	Through, Left-turn, Right-turn,		Through, Right-turn, Crossover, and Bypass	
Pavement Width:	100-130	ft.	150-160	ft.
Shoulder Width:	2-10	ft.	2	ft.
Median Width:	3-15	ft.	3-45	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Name of Roadway: Burkhardt Road
Functional Classification: Minor Arterial
Current ADT: 29,877 VPD (2023) Design Year ADT: 35,568 VPD (2043)
Design Hour Volume (DHV): 3,092 Truck Percentage (%) 2
Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing		Proposed	
Number of Lanes:	7		7	
Type of Lanes:	Through, Left-turn, and Right-turn		Through, Left-turn, and Right-turn	
Pavement Width:	95-100	ft.	111-118	ft.
Shoulder Width:	2	ft.	2	ft.
Median Width:	3-4	ft.	3-4	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Name of Roadway: Cross Pointe Boulevard
Functional Classification: Urban Major Collector
Current ADT: 18, 198 VPD (2023) Design Year ADT: 21,664 VPD (2043)
Design Hour Volume (DHV): 2,123 Truck Percentage (%) 1
Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing		Proposed	
Number of Lanes:	5		6	
Type of Lanes:	Through, Left-turn, and Right-turn		Through, Left-turn, and Right-turn	
Pavement Width:	74-85	ft.	78-110	ft.
Shoulder Width:	2	ft.	2	ft.
Median Width:	4-22	ft.	4-8	ft.
Sidewalk Width:	4	ft.	N/A	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Name of Roadway: Ramp F
Functional Classification: Ramp
Current ADT: 3,911 VPD (2023) Design Year ADT: 4,663 VPD (2043)
Design Hour Volume (DHV): 447 Truck Percentage (%): 6
Designed Speed (mph): 45 Legal Speed (mph): 45

	Existing		Proposed	
Number of Lanes:	1		2	
Type of Lanes:	Exit Ramp		Exit Ramp	
Pavement Width:	28	ft.	28	ft.
Shoulder Width:	12	ft.	12	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Name of Roadway: Ramp H
Functional Classification: Ramp
Current ADT: 2,905 VPD (2023) Design Year ADT: 3,464 VPD (2043)
Design Hour Volume (DHV): 427 Truck Percentage (%): 2
Designed Speed (mph): 35/45 Legal Speed (mph): 35/45

	Existing		Proposed	
Number of Lanes:	1		1	
Type of Lanes:	On Ramp		On Ramp	
Pavement Width:	28	ft.	28	ft.
Shoulder Width:	12	ft.	12	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Additionally, the following local roads and private drives intersect the project area:

- Kimber Lane
- Williamsburg Drive
- Kohl's private drive
- Target private drive
- Regions Bank private drive
- Eagle Crest Boulevard.

These two-way streets have two 10 to 12 foot wide lanes, with curb and gutter. Kimber Lane is the only one that has a sidewalk, which is located along the east side. The legal speed limit is 25 mph for these roads. They are classified as Local Roads and traffic data such as average daily traffic (ADT) counts are not available. Portions of the Target and Regions Bank private drives will be reconstructed to match the new roadway grades. No work will occur to Kimber Lane, Williamsburg Drive, Eagle Crest Boulevard, and the Kohl's private drive.

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.

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

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

	Existing		Proposed	
Bridge/Structure Type:				
Number of Spans:				
Weight Restrictions:		ton		ton
Height Restrictions:		ft.		ft.
Curb to Curb Width:		ft.		ft.
Outside to Outside Width:		ft.		ft.
Shoulder Width:		ft.		ft.

There are no bridges within the project area. This project includes numerous storm sewer system upgrades, most of which are curbs, gutter, inlets, manholes, and subgrade storm piping. There are several existing small drainage structures, including culverts, that will be replaced and upgraded as needed. There are two structures associated with legal drains, Stockfleith Ditch and Nurenbern Ditch; however, no work is proposed.

The proposed drainage work will connect to the existing roadside ditches and subgrade storm sewer system. Lists of the structures in the project area are provided in Appendix B-24 to B-28 and B-56 to B-59. The structures that will result in water resource impacts are listed in the table below. Proposed impacts include approximately 10 to 15 linear feet of Class 2 riprap at the outlet of the specified pipes and/or culverts. Note, specific impacts to each wetland per structure is not quantified in the table below, because the impacted wetlands are associated with roadside ditches that extend beyond the listed structures. These ditches will be relocated and/or piped as part of this project to accommodate the wider intersections, see the Wetlands section for further discussion.

Structure Numbers / Type [A]	Scope	Length (ft)	Diameter (inches)	Summary of Impacted Water Resources
Box Culvert carrying Stockfleith Ditch[B]	No work / labeled Do Not Disturb	135	60 (wide)	No impacts to Stockfleith Ditch
IN-320 Inlet and pipe	New structure	61	12	Wetland 9, includes Class 2 riprap
IN-303 and MH-530 Inlet, pipe and manhole	New structures, connect to existing subgrade storm sewer	61	15	3 linear feet, UNT to Stockfleith Ditch
IN-647 Inlet and pipe	New structure	63	15	Wetland 16, includes Class 2 riprap
IN-677 Inlet and pipe	New structure	25	18	Wetland 15
IN-686 Inlet and pipe	New structure	34	12	Wetland 16, includes Class 2 riprap
IN-701 Inlet and pipe	New structure	23	24	Wetland 20, includes Class 2 riprap
IN-707 Inlet and pipe	New structure	40	12	Wetland 20, includes Class 2 riprap
IN-718 Inlet and pipe	New structure	54	12	Wetland 17, includes Class 2 riprap
IN-727 Inlet and pipe	New structure	51	12	Wetland 17, includes Class 2 riprap
IN-743 Inlet and pipe	New structure	40	12	Wetland 20, includes Class 2 riprap

Structure Numbers / Type [A]	Scope	Length (ft)	Diameter (inches)	Summary of Impacted Water Resources
IN-749 Inlet and pipe	New structure	41	12	Wetland 20, includes Class 2 riprap
MH-764 Inlet and pipe	New structure	57	12	Wetland 20, includes Class 2 riprap
IN-772 Inlet and pipe	New structure	109	12	Wetland 18, includes Class 2 riprap
IN-774 Inlet and pipe	New structure	110	12	Wetland 19, includes Class 2 riprap
IN-782 Inlet and pipe	New structure	106	12	Wetland 19, includes Class 2 riprap
CV 066-082-31.43 ADJ RCP	Remove existing RCP and replace with RCP	98 (existing) 130 (proposed)	60 (existing) 48 (proposed)	Wetland 16 and 20, includes Class 2 riprap
CV-066-0.82-31.60 CMP (elliptical)	No work / labeled Do Not Disturb	212	84 by 120	No Impacts to Nurenbern Ditch
CV F-1 CMP	Remove existing CMP and replace with CMP	105 (existing) 187 (proposed)	36 (existing) 36 (proposed)	Wetland 19 and 22, includes Class 2 riprap
CV H-1 CMP	Remove existing CMP and replace with CMP	80 (existing) 227 (proposed)	36 (existing) 36 (proposed)	Wetland 21 and 23, includes Class 2 riprap

[A] Pipe types (e.g., round concrete, corrugated plastic, etc.) will be determined by the contractor in accordance with the project plans and specifications.
[B] An INDOT Structure Number could not be identified

The project structures are not historical and are not listed in the National Bridge Inventory (see the Cultural Resources section for further discussion). No other work to small structures is proposed.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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.

Improvements to Burkhardt Road and Cross Pointe Boulevard will be constructed together due to the proximity of the intersections in relation to one another. The proposed MOT plan includes phased construction that will allow at least two lanes of EB and WB traffic along SR 66/Lloyd Expressway to remain open at all times. The first phase of MOT will close the outside through lane in the EB direction on the SR 66/Lloyd Expressway. SR 66/Lloyd Expressway EB will have left-turn lanes and through lanes. The right-turn lane to Burkhardt Road will be closed. The existing project ramps, Ramps F and H, will remain open while the proposed, realigned ramps are constructed. The second phase of MOT will close the inside through lanes in the EB and WB directions on SR 66/Lloyd Expressway and shift traffic to the outside lanes. Ramps F and H will be closed in the second phase as they are removed and modified to tie in the roadways to the new ramps. These ramp closures will require detours that utilize the I-69 and SR 66/Lloyd Expressway cloverleaf interchange ramps in order to access WB SR 66/Lloyd Expressway from SB I-69 and SB I-69 from EB SR 66/Lloyd Expressway.

Construction zone design speeds will be reduced 10 mph from the posted speed limits. Due to the lack of sidewalks throughout the project area, the MOT will not impact pedestrian access. The existing sidewalk along the west side of Cross Pointe Boulevard will be shortened by less than 50 feet to accommodate the bypass right-turn lane; however, it will not inhibit pedestrian mobility, as this is

the end of this segment of substandard sidewalk. Access for all residences and businesses will be maintained throughout construction. The MOT plan will include input obtained from meetings with stakeholders to ensure impacts to the public transit, schools, and community events are minimized.

The Metropolitan Evansville Transit System operates their SS Shuttle and East Connection routes within the study area Appendix I-27). There are no transit stops along SR 66/Lloyd Expressway or at the Burkhardt Road and Cross Pointe Boulevard intersections. The SS Shuttle and East Connection use SR 66/Lloyd Expressway as a connection to the stops on Burkhardt Road, Cross Pointe Boulevard, and Eagle Crest Boulevard. Since the proposed MOT plan includes phased construction that will allow at least two lanes of EB and WB traffic along SR 66/Lloyd Expressway to remain open at all times, impacts to transit operations are not anticipated. There will be ongoing coordination with the City of Evansville and the Metropolitan Evansville Transit System throughout the project development process to minimize any disruption to transit service. This is included in the Environmental Commitments section.

Early coordination letters were sent to stakeholders on March 2, 2022 (see the Early Coordination section for a list) (Appendix C-1 to C-5). No responses regarding the proposed MOT were received. A summary of TMP meetings conducted to-date is provided in the Public Involvement section and the records are provided in Appendix G-73 to G-74.

The lane restrictions, ramp closures, and local road 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.

ESTIMATED PROJECT COST AND SCHEDULE:

	$ 5,131,806	(2022)	Right-of-Way:	$ 612,000	(2023)	Construction:	$ 63,407,586	(2024)
Engineering:	$ 2,572,685	(2023)		$ 500,000	(2024)		$ 46,172,190	(2025)

Anticipated Start Date of Construction: March 2024

The project is part of the Fiscal Year (FY) 2022-2026 Evansville MPO Transportation Improvement Program (TIP), which has been directly incorporated into the FY 2022-2026 Statewide Transportation Improvement Program (STIP). The lead DES number for this contract is 1900308 and includes DES numbers 1900292 and 1900317 by reference with the contract number R-42287 (Appendix H-1 and H-2). These estimated costs for engineering, ROW, and construction include the entire bundled contract R-42287.

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.0	0.03
Commercial	0.77	0.02
Agricultural	0.0	0.0
Forest	0.0	0.0
Wetlands	0.0	0.0
Other:	0.0	0.0
Other:	0.0	0.0
TOTAL	0.77	0.05

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 consists of paved surfaces, maintained grass areas, wetlands, and roadside ditches. In the vicinity of the SR 66/Lloyd Expressway and Burkhardt Road intersection, the existing ROW widths along SR 66/Lloyd Expressway vary from approximately 80 to 150 feet north and from 80 to 110 feet south of the median centerline. The existing ROW width along North Burkhardt Road varies from approximately 65 to 150 feet west and 75 feet east of the median centerline. The existing ROW width along South Burkhardt Road is approximately 30 feet west and 110 feet east of the median centerline. The existing ROW width along North Cross Pointe Boulevard is approximately 50 feet on each side of the median centerline. The existing ROW width along South Cross Pointe Boulevard varies from approximately 30 to 60 feet west and 25 to 40 feet east of the median centerline. The ROW along Ramp H varies from approximately 75 to 85 feet north/northwest of the ramp centerline. The ROW along Ramp F varies from

approximately 70 to 110 feet south/southwest of the ramp centerline. The ROW at the ramps extends into the interchange infields.

Most of this project will occur within existing, previously disturbed ROW. Both permanent and temporary ROW will be required for this project (Appendix B-13 to B-15 and B-39 to B-41). Approximately 0.77 acre of permanent ROW is required from 10 commercial properties. These areas are strips of undeveloped maintained grass areas along SR 66/Lloyd Expressway, North Burkhardt Road, South Cross Pointe Boulevard, and Eagle Crest Boulevard and a portion of the sidewalk along the east side of North Cross Pointe Boulevard. Approximately 0.05 acre of temporary ROW is required from the Pavilion Lakes Apartments complex and one commercial property, Regions Bank, in order to widen the roadways, make drainage improvements, and reconstruct the private drives to each property.

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 March 2, 2022, (Appendix C1 to C-5) the listed agencies are summarized below.

Agency	Date Sent	Date Response Received	Appendix
FHWA	3/2/2022	No response received	N/A
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW)	3/2/2022	3/31/2022	C-6 to C-7
Indiana Geological and Water Survey (IGWS)*	3/2/2022	4/21/2022	C-41 to C-43
National Park Service	3/2/2022	No response received	N/A
US Department of Housing and Urban Development (HUD)	3/2/2022	No response received	N/A
US Army Corps of Engineers (USACE)	3/2/2022	No response received	N/A
INDOT Vincennes District Office	3/2/2022	No response received	N/A
INDOT Office of Aviation	3/2/2022	3/8/2022	C-44
INDOT Utilities and Rail Office	3/2/2022	No response received	N/A
Evansville MPO	3/2/2022	No response received	N/A
Metropolitan Evansville Transit System	3/2/2022	No response received	N/A
Vanderburgh County Commission President	3/2/2022	No response received	N/A
Vanderburgh County Council President	3/2/2022	No response received	N/A
Vanderburgh County Council Personnel Chair	3/2/2022	No response received	N/A
Vanderburgh County Health Department	3/2/2022	No response received	N/A
Evansville Vanderburgh School Corporation, Superintendent	3/2/2022	No response received	N/A
Evansville Vanderburgh School Corporation Bus Transportation	3/2/2022	No response received	N/A
Evansville Fire Department Administration	3/2/2022	No response received	N/A
Evansville Police Department	3/2/2022	No response received	N/A
City of Evansville Mayor	3/2/2022	No response received	N/A
Vanderburgh County Surveyor	3/2/2022	3/7/2022	C-8
Vanderburgh County Highway Superintendent	3/2/2022	No response received	N/A
Vanderburgh County Building Commissioner, Local Floodplain Administrator	3/2/2022	No response received	N/A
City of Evansville Stormwater Coordinator/MS4	3/2/2022	No response received	N/A
City of Evansville Engineer	3/2/2022	No response received	N/A
City of Evansville Parks and Recreation	3/2/2022	No response received	N/A
City of Evansville Transportation Executive Director	3/2/2022	No response received	N/A
City of Evansville City Councilor, Ward 1	3/2/2022	No response received	N/A
City of Evansville City Councilor, Ward 3	3/2/2022	No response received	N/A
Evansville Convention and Visitors Bureau Commission	3/2/2022	3/25/2022 4/19/2022	C-9 to C-10
Evansville State Hospital	3/2/2022	No response received	N/A
Harper Elementary School	3/2/2022	No response received	N/A
Harrison High School	3/2/2022	No response received	N/A
University of Evansville	3/2/2022	No response received	N/A
Ascension St. Vincent Evansville	3/2/2022	No response received	N/A
Deaconess Gateway Hospital	3/2/2022	No response received	N/A
Catholic Diocese of Evansville	3/2/2022	No response received	N/A

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

*Electronic Coordination

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	X	X	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Total stream(s) in project area: 890 Linear feet Total impacted stream(s): 3.0 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)
Stockfleith Ditch	Intermittent	181	0.0	Located between North Brentwood Drive and Kimber Lane on the north side of SR 66/Lloyd Expressway, Stockfleith Ditch flows south to north under SR 66/Lloyd Expressway, and is likely a water of the US (Appendix F-29).
UNT to Stockfleith Ditch	Ephemeral	411	3.0	Located north of SR 66/Lloyd Expressway and west of Kimber Lane, flows north to west, and is likely a water of the US (Appendix F-29 and to F-30).
Nurenbern Ditch	Intermittent	298	0.0	Located approximately 870 feet east of Cross Pointe Boulevard on the south side of SR 66/Lloyd Expressway, Nurenbern Ditch, flows south to north under the SR 66/Lloyd Expressway, and is likely a water of the US (Appendix F-36).

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 map of the project area (Appendix B-3), and the Red Flag Investigation (RFI) report (Appendix E-1 to E-10), there are seven National Wetland Inventory (NWI) lines and six streams, rivers, watercourses or other jurisdictional features within the 0.5 mile search radius. That number was updated by the site visits on June 15 to 18, 2021, by Parsons. There are three streams, rivers, watercourse, or other jurisdictional features present within or adjacent to the project area.

A Waters of the US (WOTUS) Report was completed for this project and the INDOT Ecology and Waterway Permitting Office (EWPO) approved it on June 28, 2022. Please refer to Appendix F-3 to F-45 for the WOTUS Report. It was determined that three likely jurisdictional streams are within or adjacent to the project area. USACE makes all final determinations regarding jurisdiction. The streams are shown on the project plans in Appendix B-16, B-17, and B-46 and on the Field Identified Resources maps in Appendix F-29, F-30, and F-36.

Stockfleith Ditch: This stream originates south of SR 66/Lloyd Expressway and flows north as an open-channel stream before the box culvert under SR 66/Lloyd Expressway. On the north side of SR 66/Lloyd Expressway, Stockfleith Ditch becomes an open-channel stream. It exhibited a 4 foot wide and 6 inch deep ordinary high-water mark (OHWM). Approximately 181 linear feet (0.017 acre) of this stream lies within the study area. Stockfleith Ditch is a poor-quality stream and likely a water of the US.

UNT to Stockfleith Ditch: UNT to Stockfleith Ditch is located within the roadside ditch north of SR 66/Lloyd Expressway and west of Kimber Lane. The stream captures surface water from the upstream drainage area and eventually outfalls into Stockfleith Ditch via an existing subgrade storm pipe. UNT to Stockfleith Ditch exhibited a 1.5 foot wide and 4 inch deep OHWM. Approximately 411 linear feet (0.014 acre) of this stream lies within the study area. UNT to Stockfleith Ditch is a poor-quality stream and likely a water of the US.

Nurenbern Ditch: This stream originates south of SR 66/Lloyd Expressway and flows north as an open-channel stream before entering a CMP (Structure No. CV-066-0.82-31.60) under SR 66/Lloyd Expressway. On the north side of SR 66/Lloyd Expressway, Nurenbern Ditch again becomes an open-channel stream. It exhibited a 6.5 foot wide and 12 inch deep OHWM. Approximately 298

linear feet (0.044 acre) of this stream lies within the study area. Nurenbern Ditch is a poor-quality stream and likely a water of the US.

Non-Jurisdictional Features: There are 16 roadside ditches (RSD) totaling approximately 4,689 linear feet and one erosion feature totaling approximately 328 linear feet within the project area (Appendix F-29 to F-33, F-35 to F-36, and F-39 to F-41). These features do not have either an OHWM or wetland characteristics therefore, they are considered to be likely non-jurisdictional features.

None of the streams are classified as a *Federal Wild and Scenic River*, a *State Natural, Scenic and Recreational River*, or on the *Indiana Register's list of Outstanding Rivers and Streams*, or on the *National Rivers Inventory*, nor are they located within two miles of any such resources. None of the streams are navigable waterways.

The three streams are each located within the construction limits for the project. Stockfleith and Nurenbern Ditches and the structures that carry them are labeled "Do Not Disturb" on the project plans (Appendix B-16 and B-46). Additionally, Crawford Brandeis Ditch parallels Burkhardt Road and is a north-south piped/culverted ditch from its point of beginning south of the Target Pavillion north to Morgan Avenue. This subgrade structure completely encapsulates Crawford Brandeis Ditch within the project limits and was not observable during field investigations. No work is proposed to the structure; therefore, no impacts will occur. Crawford Brandeis Ditch and the structure that carries it are labeled "Do Not Disturb" on the project plans. These are included as Firm Commitments in the Environmental Commitments section of this CE document.

Approximately 3.0 linear feet of UNT to Stockfleith Ditch will be permanently impacted by the installation of drainage Structures IN-303 and MH-530. Impacts to UNT to Stockfleith Ditch cannot be avoided because it is partially encapsulated by an existing subgrade storm pipe, which will be replaced, and as described in the Purpose and Need section, the project is needed to address safety and capacity concerns. The project will require a USACE Section 404 permit and an IDEM Section 401 Water Quality Certification before impacting this resource. Mitigation for stream impacts is not anticipated.

The IDNR-DFW responded to early coordination on March 31, 2022, with recommendations to implement erosion and sediment control measures to prevent sediment from entering streams or leaving construction areas (Appendix C-6 and C-7).

The Vanderburgh County Surveyor responded to the early coordination letter on March 7, 2022, stating that within the project area, there are three legal drains maintained by the Vanderburgh County Surveyor's Office; Stockfleith Ditch, Crawford Brandeis Ditch (encapsulated underground throughout the project area), and Nurenbern Ditch (Appendix C-8). These ditches are important to stormwater management in the area. Any work occurring in the right-of-entry for any of these ditches will need to be reviewed and approved by the Vanderburgh County Drainage Board. The Vanderburgh County Surveyor's Office will need to be consulted if any changes are made to the culverts that these ditches rely on.

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

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**No**
Reservoirs			
Lakes			
Farm Ponds			
Retention/Detention Basin	**X**		**X**
Storm Water Management Facilities			
Other:			

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 map of the project area (Appendix B-3), and the RFI report (Appendix E-1 to E-10), there are 16 open water features within the 0.5 mile search radius. There are two open water features adjacent to the project area, which were confirmed by the site visits on June 15-18, 2021, by Parsons. They are stormwater retention/detention basins located outside of the project area and will not be impacted (Appendix F-31 and F-34).

A WOTUS report was approved for the project on June 28, 2022. Please refer to Appendix F-3 to F-45 for the WOTUS report. The WOTUS did not identify any open water features within the project area. The USACE makes all final determinations regarding jurisdiction.

Responses to early coordination did not include any recommendations regarding open water features.

County Vanderburgh Route SR 66/Lloyd Expressway Des. No. 1900292 and 1900317

	Presence	Impacts Yes	Impacts No
Wetlands	X	X	

Total wetland area: 1.64 Acres Total wetland area impacted: 0.65 Acre

(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 8	Emergent	0.012	0.000	Located within the roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 75 feet east of Brentwood Drive. Likely a water of the State; however, INDOT is requesting USACE take jurisdiction over it (Appendix F-29).
Wetland 9	Emergent	0.053	0.034	Located within the roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 25 feet east of Kimber Lane. Likely a water of the US (Appendix F-30).
Wetland 10	Emergent	0.029	0.000	Located within the roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 10 feet west of Burkhardt Road. Likely a water of the State; however, INDOT is requesting USACE take jurisdiction over it (Appendix F-31).
Wetland 11	Emergent	0.002	0.002	Located within the roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 285 feet east of Burkhardt Road (Appendix F). Likely a water of the US (Appendix F-32).
Wetland 12	Emergent	0.049	0.000	Located within the roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 380 feet east of Burkhardt Road. Likely a water of the US (Appendix F-32).
Wetland 13	Emergent	0.034	0.000	Located within the roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 1,100 feet east of Burkhardt Road. Likely a water of the US (Appendix F-32).
Wetland 14	Emergent	0.097	0.013	Located within the roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 740 feet west of Cross Pointe Boulevard. Likely a water of the US (Appendix F-33).
Wetland 15	Emergent	0.015	0.015	Located within the roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 20 feet west of Cross Pointe Boulevard. Likely a water of the US (Appendix F-34).
Wetland 16	Emergent	0.114	0.114	Located within the roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 20 feet west of Cross Pointe Boulevard. Likely a water of the State; however, INDOT is requesting USACE take jurisdiction over it (Appendix F-35).
Wetland 17	Emergent	0.069	0.000	Located within the roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 30 feet east of Cross Pointe Boulevard. Likely a water of the US (Appendix F-36).
Wetland 18	Emergent	0.027	0.000	Located within the roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 740 feet east of Cross Pointe Boulevard. Likely a water of the US (Appendix F-36).
Wetland 19	Emergent	0.309	0.000	Located within the roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 890 feet east of Cross Pointe Boulevard (Appendix F). Likely a water of the US (Appendix F-36, F-38, F-39, and F-40).
Wetland 20	Emergent	0.390	0.340	Located within the roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 20 feet east of Cross Pointe Boulevard. Likely a water of the US (Appendix F-37).
Wetland 21	Emergent	0.255	0.000	Located within the roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 900 feet east of Cross Pointe Boulevard. Likely a water of the US (Appendix F-37, F-38, and F-40).
Wetland 22	Emergent	0.062	0.052	Located within the roadside ditch along the northside of SR 66/Lloyd

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
				Expressway within the infield of the I-69 interchange. Likely a water of the US (Appendix F-40).
Wetland 23	Emergent	0.120	0.075	Located within the roadside ditch along the southside of SR 66/Lloyd Expressway within the infield of the I-69 interchange. Likely a water of the US (Appendix F-40).

Wetlands (*Mark all that apply*)	**Documentation**	**ESD Approval Dates**
Wetland Determination	X	July 28, 2022
Wetland Delineation	X	July 28, 2022
USACE Isolated Waters Determination		

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;	X
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 map of the project area (Appendix B-3), the USFWS NWI (Appendix F-1), and the RFI report (Appendix E-1 to E-10) there are 27 wetlands within the 0.5 mile search radius. There are three wetlands within or adjacent to the project area. That number was updated to 16 during the site visits on June 15 to 18, 2021 by Parsons.

A WOTUS Report was approved by INDOT EWPO on July 28, 2022. Please refer to Appendix F-3 to F-45 for the WOTUS Report. It was determined that 16 wetlands are within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction. The wetlands are shown on the project plans in Appendix B-17, B-19 to B-21, B-23, and B-42 to B-54, and on the Field Identified Resources map in Appendix F-29 to F-40.

Wetland 8 is an emergent wetland that is approximately 0.012 acre in size. It is located within INDOT's maintained ROW in the roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 75 feet east of Brentwood Drive. There will be no temporary or permanent impacts to Wetland 8 because it is outside of the construction area for the project. Therefore, no impacts are expected.

Wetland 9 is an emergent wetland that is approximately 0.053 acre in size. It is located within INDOT's maintained ROW in the roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 25 feet east of Kimber Lane. It was classified as a poor-quality wetland that is likely a water of the US. There will be approximately 0.034 acre of permanent impact to Wetland 9 due to construction of a slip-lane and a splitter island. There will be no temporary impacts to wetland 9.

Wetland 10 is an emergent wetland that is approximately 0.029 acre in size. It is located within City of Evansville's maintained ROW in a roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 10 feet west of Burkhardt Road. It was classified as a poor-quality wetland that is likely a water of the State. There will be no temporary or permanent impacts to Wetland 10 because it is outside of the construction area for the project. Therefore, no impacts are expected.

Wetland 11 is an emergent wetland that is approximately 0.002 acre in size. It is located within the roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 285 feet east of Burkhardt Road. It was classified as a poor-quality wetland that is likely a water of the State. There will be permanent impacts to all 0.002 acre of Wetland 11 due to construction of a slip-lane and a splitter island. There will be no temporary impacts to Wetland 11.

Wetland 12 is an emergent wetland that is approximately 0.049 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 380 feet east of Burkhardt Road. It was classified as a poor-quality wetland that is likely a water of the State. There will be no temporary or permanent impacts to Wetland 12 because it is outside of the construction area for the project. Therefore, no impacts are expected.

Wetland 13 is an emergent wetland that is approximately 0.034 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the northside of SR/ Lloyd Expressway and approximately 1,100 feet east of Burkhardt Road. It was classified as a poor-quality wetland that is likely a water of the State. There will be no temporary or permanent impacts to Wetland 13 because it is outside of the construction area for the project. Therefore, no impacts are expected.

Wetland 14 is an emergent wetland that is approximately 0.097 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 740 feet west of Cross Pointe Boulevard. It was classified as a poor-quality wetland that is likely a water of the State. There will be permanent impacts to 0.013 acre of Wetland 14 due to construction of a ditch slope. There will be no temporary impacts to Wetland 14.

Wetland 15 is an emergent wetland that is approximately 0.015 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 20 feet west of Cross Pointe Boulevard. It was classified as a poor-quality wetland that is likely a water of the State. There will be permanent impacts to all 0.015 acre of Wetland 15 due to construction of a slip-lane and a side slope. There will be no temporary impacts to Wetland 15.

Wetland 16 is an emergent wetland that is approximately 0.114 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 20 feet west of Cross Pointe Boulevard. It was classified as a poor-quality wetland that is likely a water of the State. There will be permanent impacts to all 0.114 acre of Wetland 16 due to construction of a ditch slope and a corner of SB Burkhardt Road. There will be no temporary impacts to Wetland 16.

Wetland 17 is an emergent wetland that is approximately 0.069 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the north side of SR 66/Lloyd Expressway and approximately 30 feet east of Cross Pointe Boulevard. It was classified as a poor-quality wetland that is likely a water of the State. There will be no temporary or permanent impacts to Wetland 17 because it is outside of the construction area for the project. Therefore, no impacts are expected.

Wetland 18 is an emergent wetland that is approximately 0.027 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the northside of SR 66/Lloyd Expressway and approximately 740 feet east of Cross Pointe Boulevard. It was classified as a poor-quality wetland that is likely a water of the US. There will be no temporary or permanent impacts to Wetland 18 because it is outside of the construction area for the project. Therefore, no impacts are expected.

Wetland 19 is an emergent wetland that is approximately 0.309 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the north side of SR 66/Lloyd Expressway and approximately 890 feet east of Cross Pointe Boulevard. It was classified as a poor-quality wetland that is likely a water of the US. There will be no temporary or permanent impacts to Wetland 19 because it is outside of the construction area for the project. Therefore, no impacts are expected.

Wetland 20 is an emergent wetland that is approximately 0.390 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 20 feet east of Cross Pointe Boulevard. It was classified as a poor-quality wetland that is likely a water of the US. There will be permanent impacts to approximately 0.34 acre of Wetland 20 due to construction of a slip lane. There will be no temporary impacts to Wetland 20.

Wetland 21 is an emergent wetland that is approximately 0.255 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the southside of SR 66/Lloyd Expressway and approximately 900 feet east of Cross Pointe Boulevard. It was classified as a poor-quality wetland that is likely a water of the US. There will be no temporary or permanent impacts to Wetland 21 because it is outside of the construction area for the project. Therefore, no impacts are expected.

Wetland 22 is an emergent wetland that is approximately 0.062 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the northside of SR 66/Lloyd Expressway within the infield of the I-69 interchange. It was classified as a poor-quality wetland that is likely a water of the US. There will be permanent impacts to 0.052 acre of Wetland 22 due to construction of a SB exit ramp to SR 66/Lloyd Expressway. There will be no temporary impacts to wetland 22.

Wetland 23 is an emergent wetland that is approximately 0.120 acre in size. It is located within INDOT's maintained ROW in a roadside ditch along the southside of SR 66/Lloyd Expressway within the infield of the I-69 interchange. It was classified as a poor-quality wetland that is likely a water of the US. There will be permanent impacts to 0.075 acre of Wetland 23 due to construction of a SR 66/Lloyd Expressway EB ramp to I-69 SB. There will be no temporary impacts to Wetland 23.

Approximately 0.65 acre of wetland impacts are proposed as a result of this project. Impacts to Wetlands 9, 11, 14, 15, 16, 20, 22, and 23 cannot be avoided because they are present within existing previously disturbed ROW where widened intersections, drainage improvements, and ramps will be constructed. The project will require a USACE Section 404 permit and an IDEM Section 401 Water Quality Certification before impacting these resources. Mitigation for wetlands impacts will likely be required. It is anticipated that the project will utilize credits from IDNR's Indiana Stream and Wetland Mitigation Program (in-lieu fee) to mitigate project impacts. There is no practicable alternative to the proposed new construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. FHWA approval of this document will

constitute approval of the adverse impacts to wetlands.

Wetlands 8, 10, 12, 13, 17, 18, 19, and 21 and the portions of Wetlands 9, 14, 20, 22, and 23 that will not be impacted shall be labeled on the plans as "Do Not Disturb." This is included as a firm commitment in the Environmental Commitments section of this CE document.

IDNR-DFW responded to early coordination on March 31, 2022, with standard recommendations to avoid and minimize impacts to resources, such as revegetating disturbed areas and implementing erosion control measures (Appendix C-6 and C-7).

	Presence	Impacts Yes	Impacts NO
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 8.5 Acres Total tree clearing: < 0.5 Acre

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 on June 15 to 18, 2021 by Parsons, and the aerial map of the project area (Appendix B-3), habitats within the project area mainly consist of maintained grassy roadsides and clusters of coniferous and deciduous trees. The maintained grassy roadsides are dominated by tall false rye grass (*Schedonorus asundinaceus*), English plantain (*Plantago lanceolata*), red clover (*Trifolium pretense*), yellow sweet-clover (*Melilotus officinalis*), Kentucky blue grass (*Poa pratensis*), Callery pear (*Pyrus calleryana*), and Johnson grass (*Sorghum halepense*). The clusters of trees are dominated by red mulberry (*Morus rubra*) and crabapple (*Malus sp.*).

Approximately 8.5 acres of terrestrial habitat will be disturbed by this project. Less than 0.5 acre of this area will involve tree clearing. All tree clearing/trimming will take place within 100 feet of paved surfaces. Avoiding impacts to terrestrial habitat is not feasible because it is present within the construction limits of the project, and INDOT needs to improve the intersections (see Purpose and Need section). All tree trimming and clearing activities will be done in the bats' inactive season. Mitigation is not anticipated.

IDNR-DFW responded to early coordination on March 31, 2022 with standard recommendations to avoid and minimize impacts to resources, such as revegetating disturbed areas and implementing erosion control measures (Appendix C-6 and C-7). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Protected Species

Federally Listed Bats	Yes	No
Information for Planning and Consultation (IPaC) determination key completed	X	
Section 7 informal consultation completed (IPaC cannot be completed)		X
Section 7 formal consultation Biological Assessment (BA) required		X

Determination Received for Listed Bats from USFWS: NE X NLAA LAA

Other Species not included in IPaC	Yes	No
Additional federal species found in project area (based on IPaC species list)		X
State species (not bird) found in project area (based upon consultation with IDNR)	X	

Migratory Birds	Yes	No
Known usage or presence of birds (i.e. nests)		X
State bird species based upon coordination with IDNR		X

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-1 to E-10), completed by Parsons on June 27, 2022, the IDNR Vanderburgh County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated March 31, 2022 (Appendix C-6 and C-7), the Natural Heritage Program's Database has been checked, and there are three plant species listed as state or federally threatened, endangered, or rare that have been reported to occur within 0.5 mile of the project area. The land of gold sedge (*Carex aureolensis*) and blue scorpionweed (*Phacelia ranunculacea*)

are listed as state endangered, and the social sedge (*Carex socialis*) is listed as state threatened. IDNR-DFW stated that to date, none of these species have been reported to occur in the vicinity of the Burkhardt Road and Cross Pointe Boulevard intersections. The Division of Nature Preserve does not anticipate any impacts to the natural community or plants as a result of this project (Appendix C-6). An INDOT 0.5 mile bat review occurred on December 3, 2021, which did not indicate the presence of endangered bat species.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-11 to C-26). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). The Monarch butterfly (*Danaus plexippus*) was listed in IPaC as a candidate species and at this time there is no guidance. The project is not anticipated to impact the Monarch butterfly or its habitat. No additional species were generated in the IPaC species list other than the Indiana bat and NLEB.

The project qualifies for the *Rangewide Programmatic Informal Consultation for the Indiana bat and 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 July 14, 2022, and based on the responses provided, the project was found to have "No Effect" on the Indiana bat and/or the NLEB (Appendix C-27 to C-35). INDOT reviewed and concurred with the effect finding on July 14, 2022. The applicable USFWS Bridge/Structure Bat Assessment Forms are included in Appendix C-36 to C-40.

IDNR-DFW responded on March 31, 2022, with recommendations to revegetate all bare areas with a mixture of grasses and legumes as soon as possible; and implement erosion and sediment control measures (Appendix C-6 and C-7). All applicable recommendations are included in the Environmental Commitments section of this CE 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	**Yes**	**No**
Project located within the Indiana Karst Region		X
Karst features identified within or adjacent to the project area		X
Oil/gas or exploration/abandoned wells identified in the project area		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 outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B-2), the RFI report (Appendix E-1 to E-10), and the *IndianaMap* (*http://www.indianamap.org/*), there are no karst features identified within or adjacent to the project area. In the early coordination response dated April 21, 2022, IGWS did not indicate that karst features exist in the project area. Their response noted that the project area has a high liquefaction potential, a high potential for bedrock resources, a 1% annual chance flood hazard, abandoned mineral resources extraction sites, and that there are no documented sand and gravel resources in the area (Appendix C-41 to C-43). Response from IGWS has been communicated with the designer on May 5, 2022. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts Yes	Impacts No
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)			
Urbanized Area Boundary	X		X
Public Water System(s)	X		X

	Yes	No
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		X
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

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.

IDEM's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on March 12, 2022, by Parsons. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on March 12, 2022, by Parsons. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT Municipal Separate Storm Sewer Systems (MS4) website (https://entapps.indot.in.gov/MS4/) by Parsons on March 12, 2022, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on March 2, 2022, to the City of Evansville Stormwater Coordinator/MS4. The MS4 coordinator did not respond within the 30-day time frame. No impacts are expected.

Based on a desktop review, site visits on June 15 to 18, 2021 by Parsons, the aerial map of the project area (Appendix B-3), and coordination with Evansville Water and Sewer Utility (EWSU), this project is located where there is a public water system. The public water system will not be affected because utility coordination is ongoing (Appendix I-13 to I-16) and there will be no disruption to service. An early coordination letter was sent on March 2, 2022, to the City of Evansville Engineer (Appendix C-1 to C-5). No response was received within the 30-day time frame. No impacts are expected.

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

If applicable, indicate the Floodplain Level?
Level 1 [ ] Level 2 [ ] Level 3 [X] 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 Floodplain Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) by Parsons on March 12, 2022, and the RFI report (Appendix E-1 to E-10), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F-2). An early coordination letter was sent on March 2, 2022, to the

local Floodplain Administrator. The Floodplain Administrator did not respond within the 30-day time frame.

This project qualifies as a Category 3 per the current INDOT CE Manual, which states that the modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

According to the IDNR-DFW early coordination response on March 2, 2022, this project would require their formal approval pursuant to the Flood Control Act (IC 14-28-1) if it constructs, excavates, or fills in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. According to the approved WOTUS Report, Stockfleith Ditch has an upstream drainage of approximately 0.18 square mile and Nurenbern Ditch has an upstream drainage of approximately 0.32 square mile. USGS StreamStats does not identify the upstream drainage area of UNT to Stockfleith Ditch, so it is presumed to be less than one square mile. Therefore, a Construction in a Floodway Permit is not anticipated to be required for this project.

	Presence	Impacts	
Farmland		**Yes**	**No**
Agricultural Lands			
Prime Farmland (per NRCS)			

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, site visits on June 15 to 18, 2021 by Parsons, and the aerial map of the project area (Appendix B-3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	Category B, Types 1, 2, and 3	June 3, 2022	

Full 106 Effect Finding

No Historic Properties Affected ☐ No Adverse Effect ☐ Adverse Effect ☐

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) ☐ Archaeology ☐ NRHP Bridge(s) ☐

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination			
800.11 Documentation			
Historic Properties Report or Short Report			
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	June 3, 2022	N/A
Archaeological Phase Ic Survey Report			
Other:			

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

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

On June 3, 2022, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Types 1, 2, and 3 under the Minor Projects Programmatic Agreement, (Appendix D-1 to D-5).

- Category B-1 is the replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, under the specified conditions; Condition A.ii and Condition B.i.
- Category B-2 is the installation of new lighting, signals, signage and other traffic control devices under the specific conditions; Condition A.ii and Condition B.
- Category B-3 is the construction of added travel, turning, or auxiliary lanes, and shoulder widening under the specific conditions; Condition A.ii and Condition B.

An archaeological Phase Ia reconnaissance survey of the project area was conducted by Cultural Resources Analysts, Inc. (Appendix D-6 to D-7), which was approved by INDOT CRO on June 3, 2022. Three previously recorded sites were identified within or adjacent to the project area (Appendix D-6 to D-7). All three sites were found to be extensively disturbed and not eligible for listing on the National Register of Historic Places. Based on the scope of the preferred alternative, it was determined there are no archaeological concerns and the project be allowed to proceed as planned.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled. If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction in the immediate area of the find will be stopped, and the INDOT CRO and the Division of Historic Preservation and Archaeology will be notified immediately.

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

	Presence	Use	
Parks and Other Recreational Land		**Yes**	**No**
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)	**X**		**X**
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP			

	Evaluations Prepared
Programmatic Section 4(f)	
"De minimis" Impact	
Individual Section 4(f)	
Any exception included in 23 CFR 774.13	

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

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

regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B-3), Section 106 documentation (Appendix D-1 to D-5), and the RFI report (Appendix E-1 to E-10), there are two potential Section 4(f) resources located within the 0.5 mile search radius. According to additional research, the Evansville Trails Coalition map (https://www.walkbikeevv.org/map), and by the site visits between June 15-18, 2021, by Parsons, there are two Section 4(f) resources located within or adjacent to the project area. Based on the RFI (Appendix E-1 to E-10), the north and east outer loop of a proposed trail segment, the Pigeon Creek Greenway Passage, would run parallel to the east side of I-69 at the SR 66/Lloyd Expressway interchange. The existing Pigeon Creek Greenway Passage consists of 9.75 miles of separated and protected shared use urban trails. Additionally, the existing sidewalk along the east side of North Burkhardt Road is a trail, which is approximately 0.5 mile long, from the Walmart Supercenter entrance to East Columbia Street. This potential trail segment and sidewalk are part of the City of Evansville's trails system network. Both trails are outside of the project area and will not be either directly or indirectly impacted by the project.

The project will not use these resources 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 Section 4(f) use is expected.

Early coordination letters were sent to City of Evansville and Evansville Department of Parks and Recreation on March 2, 2022 (Appendix C-1 to C-5). No responses were received.

Section 6(f) Involvement	Presence	Use	
		Yes	No
Section 6(f) Property			

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

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

A review of Section 6(f) properties on the INDOT ESD website revealed a total of 16 projects (at 13 properties) in Vanderburgh County (Appendix I-12). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources.

SECTION F – Air Quality

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

Location in STIP: Initial

Name of MPO (if applicable): EMPO

Location in TIP (if applicable): 2022-2026 TIP Program of Projects Page 35

Level of MSAT Analysis required?

Level 1a [X] 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.

The project is part of the FY 2022-2026 Evansville MPO TIP, which has been directly incorporated into the FY 2022-2026 STIP (Appendix H-1 and H-2). The lead DES number for this contract is 1900308 and includes DES numbers 1900292 and 1900317 by reference with the contract number R-42287.

This project is located in Vanderburgh County, which is currently a maintenance area for the 1997 Ozone 8-hour standard, according to IDEM (https://www3.epa.gov/airquality/greenbook/anayo_in.html). The 1997 Ozone 8-hour standard 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*. This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

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

SECTION G - NOISE

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

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

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

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

SECTION H – COMMUNITY IMPACTS

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

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

This project complies with local and regional development plans including the *City of Evansville-Vanderburgh County Comprehensive Plan 2015-2035* (https://dev.evansvilleapc.com/assets/docs/Planning/comp-plan/Evansville-Vanderburgh%20County%20Comprehensive%20Plan%202015-2035.pdf), the Evansville MPO *Bicycle and Pedestrian Connectivity Master Plan* (https://www.walkbikeevv.org/s/EvansvilleMPO_BPCMP_Final_Plan.pdf), and the Evansville MPO 2022-2026 TIP (Appendix H-1).

The existing sidewalk along the west side of Cross Pointe Boulevard, north of SR 66/Lloyd Expressway will be shortened by approximately 50 feet to accommodate the widened intersection. There are no crosswalks within the project area. No change to the sidewalk on the east side is proposed, and no additional pedestrian facilities will be constructed at this intersection (Appendix B-44). A meeting was held with local officials from the City of Evansville and Vanderburgh County on February 25, 2021 regarding the preferred alternative's proposed impacts to pedestrian facilities and no concerns were raised (Appendix I-41 to I-44).

The preferred alternative will not result in substantial impacts to community cohesion because it involves the reconstruction of existing intersections and roads, primarily within the existing ROW. No substantial economic or community impacts are expected to develop as a result of the project. This project is necessary to address the safety and capacity issues at the SR 66/Lloyd Expressway

intersections with Burkhardt Road and Cross Pointe Boulevard (see the Purpose and Need section for further discussion). To-date, public involvement activities have not identified substantial community concerns regarding the proposed changes in access. Following the public hearing, public and stakeholder comments will be evaluated, and applicable recommendations will be incorporated into this document.

The project will be designed in accordance with the City of Evansville's *Americans with Disabilities Act (ADA) Transition Plan for Local Sidewalk Accessibility* (https://www.evansvillegov.org/egov/apps/document/center.egov?view=item&id=98). The existing sidewalk along the west side of Cross Pointe Boulevard will be shortened by approximately 50 feet to accommodate the bypass right-turn lane (Appendix B-44). No change to the sidewalk on the east side is proposed, and no additional pedestrian facilities will be constructed at this intersection. The proposed project is not anticipated to impact pedestrian access.

The current Evansville MPO *Bicycle and Pedestrian Connectivity Master Plan* (https://www.walkbikeevv.org/s/EvansvilleMPO_BPCMP_Final_Plan.pdf) shows proposed shared paths going through both the Burkhardt Road and Cross Pointe Boulevard intersections with SR 66/Lloyd Expressway. However, since that time, the pedestrian overpasses that were designed to replace and eliminate SR 66/Lloyd Expressway at-grade pedestrian crossings have been constructed. A meeting was held with local officials from the City of Evansville and Vanderburgh County on February 25, 2021 regarding the preferred alternative's proposed impacts to pedestrian facilities (Appendix I-41 to I-44). The existing sidewalk along the west side of Cross Pointe Boulevard, north of SR 66/Lloyd Expressway will be shortened by approximately 50 feet to accommodate the widened intersection. There were no concerns expressed regarding this impact during the meeting. During the meeting it was decided that since there are currently no crosswalks within the project area, pedestrian facilities will not be constructed by this project (Appendix B-41 to B-44).

The SR 66/Lloyd Expressway intersections improvements at Burkhardt Road and Cross Pointe Boulevard involve minimal strips of ROW and no relocations; therefore, the project should not impact the local tax base. Based on the discussion above, no significant economic or community impacts are expected to develop as a result of the project.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B-3), and the RFI report (Appendix E-1 to E-10), there are five religious facilities, two hospitals, two schools, two recreational facilities, 15 gas pipeline segments, and two trails located within 0.5 mile of the project. Those numbers were confirmed by site visits on June 15-18, 2021 by Parsons and additional research.

The Deaconess Gateway Hospital is adjacent to the southeast of the SR 66/I-69 Interchange, which is outside of the project area. No impacts are expected. An early coordination letter was sent to the Deaconess Gateway Hospital on March 2, 2022 and no response was received.

Two pipeline segments, Southern Indiana Gas & Electric Company and Texas Gas Transmission Corporation cross the project area. Coordination with INDOT Utilities and Railroads will occur. The project team is conducting ongoing utility coordination for this project. A copy of the Utilities Coordination Log is provided in Appendix I-13 to I-16. There will be no disruption in service; therefore, no impacts are expected. Early coordination letters were sent to City of Evansville and Vanderburgh County Engineer (Appendix C-1 to C-5), and no responses regarding utilities were received. Refer to the Drinking Water section for further discussion of public water supplies.

Two trail segments are located within the 0.5 mile search radius. The north and east outer loop of the Pigeon Creek Greenway Passage parallels I-69 north and south of the SR 66/SR 66/Lloyd Expressway interchange. The sidewalk along the east side of North Burkhardt Road between the Walmart Supercenter entrance and East Columbia Street is part of the of the Evansville Trails Coalition network. Both trails are outside of the project area, therefore no impacts are expected. An early coordination letter was sent to the Evansville Department of Parks and Recreation on March 2, 2022 and no response was received.

The Metropolitan Evansville Transit System operate the SS Shuttle and East Connection routes within the study area (Appendix I-27). There are no transit stops along SR 66/Lloyd Expressway or at the Burkhardt Road and Cross Pointe Boulevard intersections. The SS Shuttle and East Connection use SR 66/Lloyd Expressway as a connection to the stops on Burkhardt Road, Cross Pointe Boulevard, and Eagle Crest Boulevard. An early coordination letter was sent to the Metropolitan Evansville Transit System on March 2, 2022 and no response was received. There will be ongoing coordination with the City of Evansville and the Metropolitan Evansville Transit System throughout the project development process to minimize any disruption to transit service.

The proposed MOT will include phased construction to allow at least two lanes of EB and WB traffic along SR 66/Lloyd Expressway to remain open at all times. Detours may be needed for portions of Burkhardt Road and Cross Pointe Boulevard, the I-69 and SR

66/Lloyd Expressway interchange ramps, as well as other local roads. Design of the MOT is ongoing. Access for all residences and businesses will be maintained throughout construction. The TMP will include input obtained from meetings with stakeholders to ensure impacts to the public transit, schools, and community events are minimized.

Evansville Regional Airport is located approximately 5 miles northwest of the project area. An early coordination letter was sent to the INDOT Office of Aviation on March 2, 2022. The Office of Aviation responded on March 8, 2022, stating that the project meets the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace (Appendix C-44). If any object will exceed 200 feet in height regardless of location, the object will need to be airspaced with the Federal Aviation Administration (FAA) 45 days prior to construction.

The Vanderburgh County Surveyor responded to the early coordination letter on March 7, 2022 (Appendix C-8). The Surveyor stated that within the project area, there are three legal drains maintained by the Vanderburgh County Surveyor's Office; Stockfleith Ditch, Crawford Brandeis Ditch, and Nurenbern Ditch. These ditches are important to stormwater management in the area. Any work occurring in the right-of-entry for any of these ditches will need to be reviewed and approved by the Vanderburgh County Drainage Board. The Vanderburgh County Surveyor's Office will need to be consulted if any changes are made to the culverts that these ditches rely on.

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

Environmental Justice (EJ) (Presidential EO 12898)	**Yes**	**No**
During the development of the project were EJ issues identified?	X	
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?	X	
Will the project result in adversely high and disproportionate impacts to EJ populations?		X

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 a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT *Categorical Exclusion Manual*, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. The project will require 0.77 acre of additional permanent new ROW and approximately 0.05 acre of temporary ROW. Therefore, an EJ Analysis is required. The complete EJ Analysis is provided in Appendix I-17 to I-27.

Identification of Populations: 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 (Appendix I-21). The community that overlaps the project area is called the affected community (AC). In this project, the ACs are the following Census Track (CT) Block Groups: Block 4, CT 101 (AC-A), Block 5, CT 101 (AC-B), Block 2, CT 38.01 (AC-C), Block 1, CT 38.03 (AC-D), and Block 4, CT 38.03 (AC-E) (Appendix I-22).

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 Census.gov 2019 American Community Survey (ACS) 5-year Estimates was obtained from the census.gov website on February 24, 2022. The data collected for minority and low-income populations within the ACs are summarized in the following table.

Minority and Low-Income Data (2019 ACS 5-Year Estimates)						
	COC Vanderburgh County	AC-A	AC-B	AC-C	AC-D	AC-E
Percent Minority	15.0	32.0	6.9	30.3	10.3	20.4
125% of COC	**18.7**	AC > 125% COC	AC < 125% COC	AC > 125% COC	AC < 125% COC	AC > 125% COC
EJ Population of Concern?		**Yes**	**No**	**Yes**	**No**	**Yes**
Percent Low-Income	16.7	41.4	17.1	3.5	0.8	22.7
125% of COC	**20.8**	AC > 125% COC	AC < 125% COC	AC < 125% COC	AC < 125% COC	AC > 125% COC
EJ Population of Concern?		**Yes**	**No**	**No**	**No**	**Yes**

Source: census.gov

Based on the data presented in the Table above, AC-A, AC-C and AC-E contain populations of EJ concern. The census data sheets, map, and calculations can be found in Appendix I-22 to I-24.

AC-A has a percent minority of 32.0, which is below 50% but is above the 125% COC threshold. Therefore, AC-A does contain a minority population of EJ concern. AC-A has a percent low-income of 41.4, which is below 50% but is above the 125% COC threshold. Therefore, AC-A does contain a low-income population of EJ concern.

AC-B has a percent minority of 6.9, which is below 50% and is below the 125% COC threshold. Therefore, AC-B does not contain a minority population of EJ concern. AC-B has a percent low-income of 17.1, which is below 50% and is below the 125% COC threshold. Therefore, AC-B does not contain a low-income population of EJ concern.

AC-C has a percent minority of 30.3, which is below 50% but is above the 125% COC threshold. Therefore, AC-C does contain a minority population of EJ concern. AC-C has a percent low-income of 3.5, which is below 50% and below the 125% COC threshold. Therefore, AC-C does not contain a low-income population of EJ concern.

AC-D has a percent minority of 10.3, which is below 50% and is below the 125% COC threshold. Therefore, AC-D does not contain a minority population of EJ concern. AC-D has a percent low-income of 0.8, which is below 50% and is below the 125% COC threshold. Therefore, AC-D does not contain a low-income population of EJ concern.

AC-E has a percent minority of 20.4, which is below 50% but is above the 125% COC threshold. Therefore, AC-E does contain a minority population of EJ concern. AC-E has a percent low-income of 22.7, which is below 50% and is above the 125% COC threshold. Therefore, AC-E does contain a low-income population of EJ concern.

The HUD Resource Locator (https://resources.hud.gov/) was researched to identify potential EJ resources and/or populations (Appendix I-25). Two HUD resources were identified within 0.5 mile of the project area, Shannon Glen Apartments and Canterbury House Apartments.

Analysis:

ROW and Relocations: The project will require 0.77 acre of additional permanent new ROW and approximately 0.05 acre of temporary ROW. The impacts within the five ACs are limited to strips of ROW (Appendix I-26). There will be no relocations resulting from the project.

Pedestrian Facilities: As previously discussed in the Community Impacts and Public Facilities and Services sections, the proposed project will not impact pedestrian access.

Transit Service: The Metropolitan Evansville Transit System, SS Shuttle and East Connection routes operate within the study area (Appendix I-27). There are no transit stops along Lloyd Expressway or at the Burkhardt Road and Cross Pointe Boulevard intersections. The SS Shuttle and East Connection use Lloyd Expressway as a connection to the stops on Burkhardt Road, Cross Pointe Boulevard, and Eagle Crest Boulevard. There will be ongoing coordination with the City of Evansville and the Metropolitan Evansville Transit System throughout the TMP process to minimize any disruption to transit service. Therefore, the proposed project is not anticipated to impact transit service.

MOT: The proposed MOT will include phased construction to allow at least two lanes of EB and WB traffic along Lloyd Expressway to remain open at all times. Detours may be needed for portions of Burkhardt Road and Cross Pointe Boulevard, as well as other

local roads. Design of the MOT is ongoing. Access for all residences and businesses will be maintained throughout construction. The TMP will include input obtained from meetings with stakeholders to ensure impacts to the public transit, schools, and community events are minimized.

Outreach: Prior to the public hearing for the Lloyd4U east side projects, outreach efforts were targeted at informing apartment building residents in and adjacent to the project area of the upcoming hearing and comment period. Some of these facilities were identified during EJ evaluations at the beginning of the project, others were targeted to inform and include property dwellers who might not have received the legal notice due to lack of ownership of their property. The public outreach coordinator communicated with several apartment managers to provide maps and other project materials for use in electronic communications with residents such as newsletters or social media pages. Printed materials and copies of the press release/public notice were also provided to hang in public spaces like on bulletin boards or in laundry rooms. The apartment complexes included in the outreach were Ashley Court, Ashley Pointe, Fairmont, Fielding Court, Kimber Green, Pavilion Lakes, Regency Club, and Shannon Glenn.

The project's public hearing was held at a nearby accessible location, the Crescent Room at Milestones, and stakeholders who represent EJ populations such as elected officials, transit, local housing authorities, adjoining landowners, public schools, religious institutions, and civic organizations were invited (Appendix G-175 to G-180). Further details about the hearing are provided in the Public Involvement section.

Conclusions: The project area contains EJ populations of concern. The purpose of this intersection improvement project is to reduce the rate of crashes at both intersections and to improve the LOS to a minimum of LOS D in the design year, 2045. Therefore, the project should provide benefits to the community. The proposed ROW impacts are limited to acquisitions from commercial properties (Appendix I-26). Potential impacts to public transit during construction will be minimized through coordination with transit authorities and local governmental officials (firm commitment). Based on this analysis, there does not appear to be disproportionately high and adverse impacts to EJ populations in or near the project area.

On July 7, 2022, INDOT ESD stated, "INDOT-Environmental Services Division (ESD) has reviewed the project information along with the EJ Analysis for the above referenced project. With the information provided, the project may require minimal ROW, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this 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 of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required" (Appendix I-28).

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a BIS or CSRS required?		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)	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): June 28, 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 27, 2022, by Parsons and INDOT Site

Assessment and Management (SAM) provided their concurrence on June 28, 2022 (Appendix E-1 to E-10). One Resource Conservation and Recovery Act (RCRA) Generator/TSD site, one State Cleanup Site, nine underground storage tank (UST) sites, two leaking underground storage tank (LUST) sites, and 16 National Pollutant Discharge Elimination System (NPDES) facilities are located within the 0.5 mile search radius. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Other	
IN Department of Environmental Management (401/Rule 5)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Isolated Wetlands	
Rule 5*	X
Other	
IN Department of Natural Resources	
Construction in a Floodway	
Navigable Waterway Permit	
Other	
Mitigation Required	X
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the discussion below)	

*Per updated rule changes this is now called “IDEM Construction Stormwater General Permit”.

List the permits likely required for the project and summarize why the permits are needed, including permits designated as “Other.”
More than 1-acre of land will be disturbed; therefore, an IDEM Construction Stormwater General Permit is anticipated.

According to the IDNR-DFW early coordination response on March 2, 2022, this project would require their formal approval pursuant to the Flood Control Act (IC 14-28-1) if it constructs, excavates, or fills in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. According to the approved WOTUS Report, Stockfleith Ditch has an upstream drainage of approximately 0.18 square mile and Nurenbern Ditch has an upstream drainage of approximately 0.32 square mile. USGS StreamStats does not identify the upstream drainage area of UNT to Stockfleith Ditch, so it is presumed to be less than 1.0 square mile. Therefore, a Construction in a Floodway Permit is not anticipated to be required for this project.

A USACE Section 404 Nationwide Permit and an IDEM Section 401 Water Quality Certification are likely required. Mitigation via the IDNR Stream and Wetland Mitigation Program (in-lieu fee) is anticipated for the proposed 0.65 acre of wetland impacts.

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 and further coordination will be required with INDOT Aviation (Appendix C-44).

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 right-of-way amounts change, the INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3) The contractor will coordinate the TMP with local stakeholders including but not limited to the City of Evansville, Evansville Vanderburgh Schools, Deaconess Gateway Hospital, University of Evansville, and the Metropolitan Evansville Transit System. (INDOT ESD)
4) Access to all properties will be maintained during construction. (INDOT ESD)
5) There will be ongoing coordination with the City of Evansville and the Metropolitan Evansville Transit System throughout the project development process to minimize any disruption to transit service. (INDOT ESD)
6) Stockfleith Ditch and Nurenbern Ditch are on the project plans and labeled as “Do Not Disturb”, and they will be signed and clearly demarcated in the field. (INDOT ESD)
7) Wetlands 8, 10, 12, 13, 17, 18, 19, and 21 and the portions of Wetlands 9, 14, 20, 22, and 23 that will not be impacted are on the project plans and labeled as “Do Not Disturb”, and they will be signed and clearly demarcated in the field. (INDOT ESD)
8) 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 and further coordination will be required with INDOT Office of Aviation. (INDOT Office of Aviation)
9) Stockfleith Ditch, Crawford Brandeis Ditch, and Nurenbern Ditch are legal drains maintained by the Vanderburgh County Surveyor’s Office. Any work occurring in the right-of-entry for any of these ditches will need to be reviewed and approved by the Vanderburgh County Drainage Board. The Vanderburgh County Surveyor’s Office will need to be consulted if any changes are made to the culverts that these ditches rely on. (Vanderburgh County Surveyor’s Office)

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Table of Contents

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Appendix G: Public Involvement

Appendix H: Air Quality

Appendix I: Other Documents

PARSONS

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 Impacts[3]	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 Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations[6]	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 • **District Env. (DE)** • **Env. Serv. Div. (ESD)** • **FHWA**	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and 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.

Since this project is a component of the Lloyd4U initiative, it was determined that a CE level 4 is the appropriate environmental document.

Excerpts

Attachments were intentionally omitted to avoid duplication

June 27, 2022

Logical Termini and Independent Utility
Lloyd Expressway Intersections Improvement Project at Vann Avenue and Stockwell Road
Des. Nos. 1900268 and 2000217
Lloyd Expressway Intersections Improvement Project at Burkhardt Road and Cross Pointe Boulevard
Des. Nos. 1900292 and 1900317
Vanderburgh County

Introduction

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with two intersections improvement projects within an approximately 3.5 mile section of the Lloyd Expressway (State Route [SR] 66) between South Boeke Road and Interstate 69 (I-69) in the City of Evansville, Vanderburgh County (Attachments, page 1).

- Lloyd Expressway Intersections Improvement Project at Vann Avenue and Stockwell Road
- Lloyd Expressway Intersections Improvement Project at Burkhardt Road and Cross Pointe Boulevard

These proposed projects are part of INDOT's "TheLloyd4U" initiative https://thelloyd4u.com, which includes several improvement projects along the Lloyd Expressway (SR 66).

Background

TheLloyd4U initiative stems from the *Lloyd Expressway (SR62/66) Corridor Study*, October 1, 2018 (corridor study), which was conducted by INDOT and the Evansville Metropolitan Planning Organization (EMPO). The corridor study focused on the area between St. Phillips Road in Posey County and the SR 261 intersection in Warrick County (Attachments, page 2). The purpose of the study was to develop a plan to address current and projected traffic demands as well as safety concerns for both motorists and pedestrians to ensure future mobility along and around the Lloyd Expressway corridor.

The corridor study recommended several conceptual improvement alternatives along the Lloyd Expressway. The conceptual alternatives focused on areas with existing safety concerns and other transportation deficiencies. Conceptual alternatives were developed for the Vann Avenue, Stockwell Road, Burkhardt Road, and Cross Pointe Boulevard intersections. The study recommended that the Vann Avenue and Stockwell Road intersections and Burkhardt Road and Cross Pointe Boulevard intersections be grouped together for implementation for the following reasons:

- Their close geographic proximity
- To maximize the traffic flow benefit from the new traffic movements
- Coordinating maintenance of traffic (MOT) during construction.

Location and Project Limits

Lloyd Expressway Intersections Improvement Project at Vann Avenue and Stockwell Road (Des. Nos. 1900268 & 2000217)

The study area begins along Lloyd Expressway at Villa Drive and extends east to Congress Avenue. Study area limits also include Vann Avenue from Sycamore Street to Division Street; Stockwell Road from John Street to approximately 100 feet north of Division Street; and Division Street from approximately 1,110 feet west of Stockwell Road to Stockwell Road (Attachments, page 3).

Lloyd Expressway Intersections at Burkhardt Road and Cross Pointe Boulevard (Des. Nos. 1900292 & 1900317)

The study area begins along Lloyd Expressway approximately 85 feet west of Brentwood Drive and it terminates at the west side of the Lloyd Expressway/I-69 interchange. The study area also includes the entrance to Kimber Lane; Williamsburg Drive from Jamestown Court to Lloyd Expressway; Burkhardt Road from 265 feet north of Williamsburg Drive to Lloyd Crossing (Walmart entrance); Frontage Road (aka Division Street) from Lloyd Expressway to 150 feet north of Lloyd Expressway (Kohl's entrance); Eagle Crest Boulevard from approximately 140 feet west to 180 feet east of Cross Pointe Boulevard; Cross Pointe Boulevard from Eagle Crest Boulevard to Indiana Street; the southbound (SB) I-69 off-ramp to west bound (WB) Lloyd Expressway; and the eastbound (EB) Lloyd Expressway on-ramp to SB I-69 (Attachments, page 4).

Existing Conditions, Proposed Projects, and Purpose and Needs

Refer to the attached Sample Early Coordination Letters for the projects' existing conditions, proposed projects, and purpose and needs (Attachments, pages 5 to 12).

Logical Termini and Independent Utility

The Federal Highway Administration's (FHWA) regulations present three criteria of logical termini in 23 CFR 771.111(f):

- Connect logical termini and ensure they are of sufficient length to address environmental matters on a broad scope;
- Have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made); and
- Do not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The Lloyd Expressway Intersections Improvement Projects at Vann Avenue/Stockwell Road and Burkhardt Road/Cross Pointe Boulevard are separated by 1.5 miles of the Lloyd Expressway. They have their own logical termini and independent utility as presented below. These projects would not restrict the consideration of alternatives for other reasonably foreseeable transportation improvements, either connecting or nearby.

Improvements at each of the four intersections could be evaluated and constructed as individual projects. However, INDOT made the decision to follow the recommendations of the corridor study and group the Vann Avenue and Stockwell Road intersections and Burkhardt Road and Cross Pointe Boulevard intersections together. In addition to the three reasons listed in the Background section, grouping these intersections reduces impacts to the community and traffic operations due to construction. Two construction projects will be less disruptive to the community than four separate construction projects, which would take place over a longer period of time.

Lloyd Expressway Intersections Improvement Project at Vann Avenue and Stockwell Road

The study area for this project is located along a 0.8 mile section of Lloyd Expressway between Villa Drive and Congress Avenue. These are rational endpoints that are of sufficient length to address broad environmental concerns associated with the design and construction of the project. The project setting is urban. Surrounding properties are a mixture of residential, commercial, and institutional properties. The proposed improvements will connect to the existing network of streets and will be constructed within existing right of way (ROW) except for 0.6 acre of additional permanent new ROW from previously disturbed areas of commercial properties. Because the project will be constructed in an existing transportation corridor and will require 0.6 acre of additional ROW, the impacts are expected to be minor. Therefore, the study area is of sufficient length to address the environmental concerns associated with design and construction of the project.

The corridor study evaluated conceptual alternatives for the Vann Avenue and Stockwell Road intersections and proposed feasible and reasonable solutions. A description of the proposed project and a summary of the purpose and need are provided in the Attachments, pages 5 to 8. The proposed improvements will meet the purpose and need of the project by reducing the rate of crashes and improving the levels of service at both intersections. Therefore, the intersection improvements have independent utility and are not dependent on any additional transportation improvements along the corridor. The Lloyd Expressway Intersections Improvement Project at Vann Avenue and Stockwell Road is a reasonable expenditure even if no additional transportation improvements in the area are made. This project will not restrict consideration of alternatives for other reasonably foreseeable local and state transportation improvements since it is a reconfiguration of existing intersections within INDOT ROW.

Lloyd Expressway Intersections Improvement Project at Burkhardt Road and Cross Pointe Boulevard

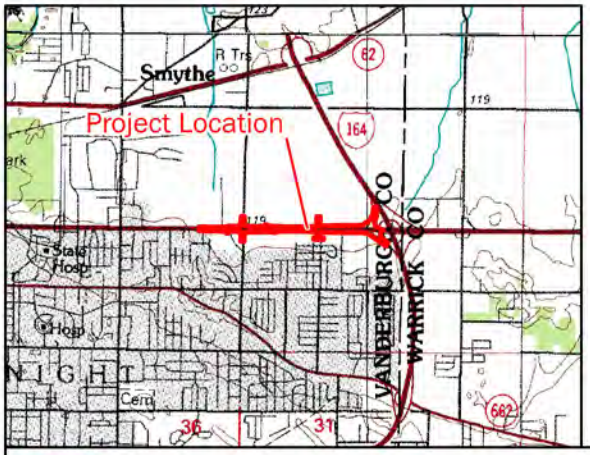
The study area for this project is located along a 1.5 mile section of Lloyd Expressway between Brentwood Drive and the I-69 interchange. These are rational endpoints that are of sufficient length to address broad environmental concerns associated with design and construction of the project. The project setting is urban. Surrounding properties are a mixture of commercial and multi-family residential. The proposed improvements will be constructed within the existing ROW except for 0.77 acre of additional permanent ROW from previously disturbed areas of commercial properties and 0.05 acre of temporary ROW. Because the project will be constructed in an existing transportation corridor and will require a total of 0.82 acre of ROW, the impacts are expected to be minor. Therefore, the study area is of sufficient length to address the environmental concerns associated with design and construction of the project.

The corridor study evaluated conceptual alternatives for the Burkhardt Road and Cross Pointe Boulevard intersections and proposed feasible and reasonable solutions. A description of the proposed project and a summary of the purpose and need are provided in the Attachments, pages 9 to 12. The proposed improvements will meet the purpose and need of the project by reducing the rate of crashes and improving the levels of service at both intersections. Therefore, the intersection improvements have independent utility and are not dependent on any additional transportation improvements along the corridor. The Lloyd Expressway Intersections Improvement Project at Burkhardt Road and Cross Pointe Boulevard is a reasonable expenditure even if no additional transportation improvements in the area are made. This project will not restrict consideration of alternatives for other reasonably foreseeable local and state transportation improvements since it is a reconfiguration of existing intersections within INDOT ROW.

PARSONS

Appendix B

Graphics



Study Area
Streams and Rivers
Incorporated Areas
Interstate
State Road
Local Road

0 0.15 0.3
Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

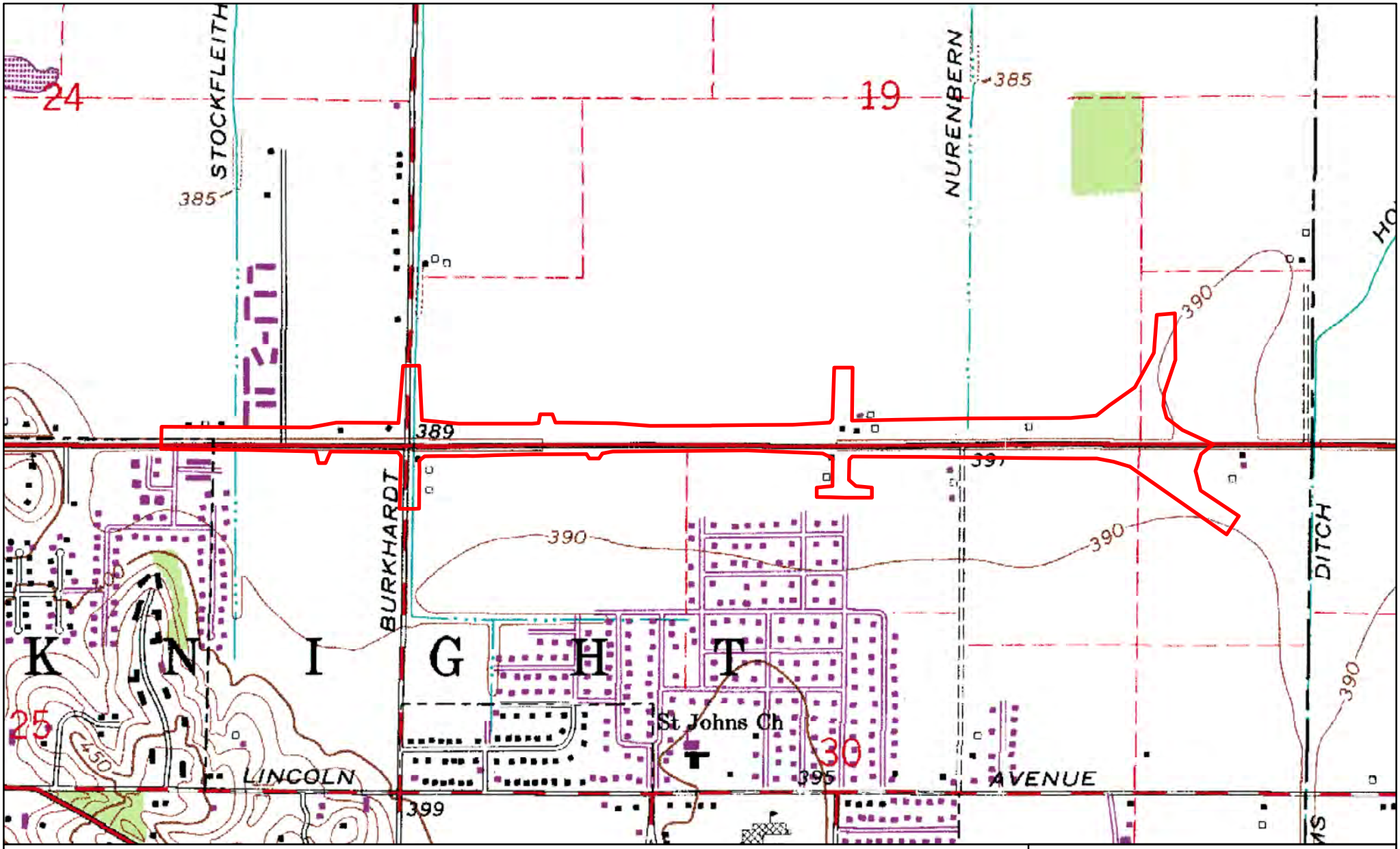
SR 66/Lloyd Expressway at Burkhardt Road and Cross Pointe Boulevard
Vanderburgh County, Indiana
Project Location

Des. 1900292/1900317

Date: 5/11/2022

PARSONS

Created by: KDV



Study Area

0 500 1,000
Feet

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

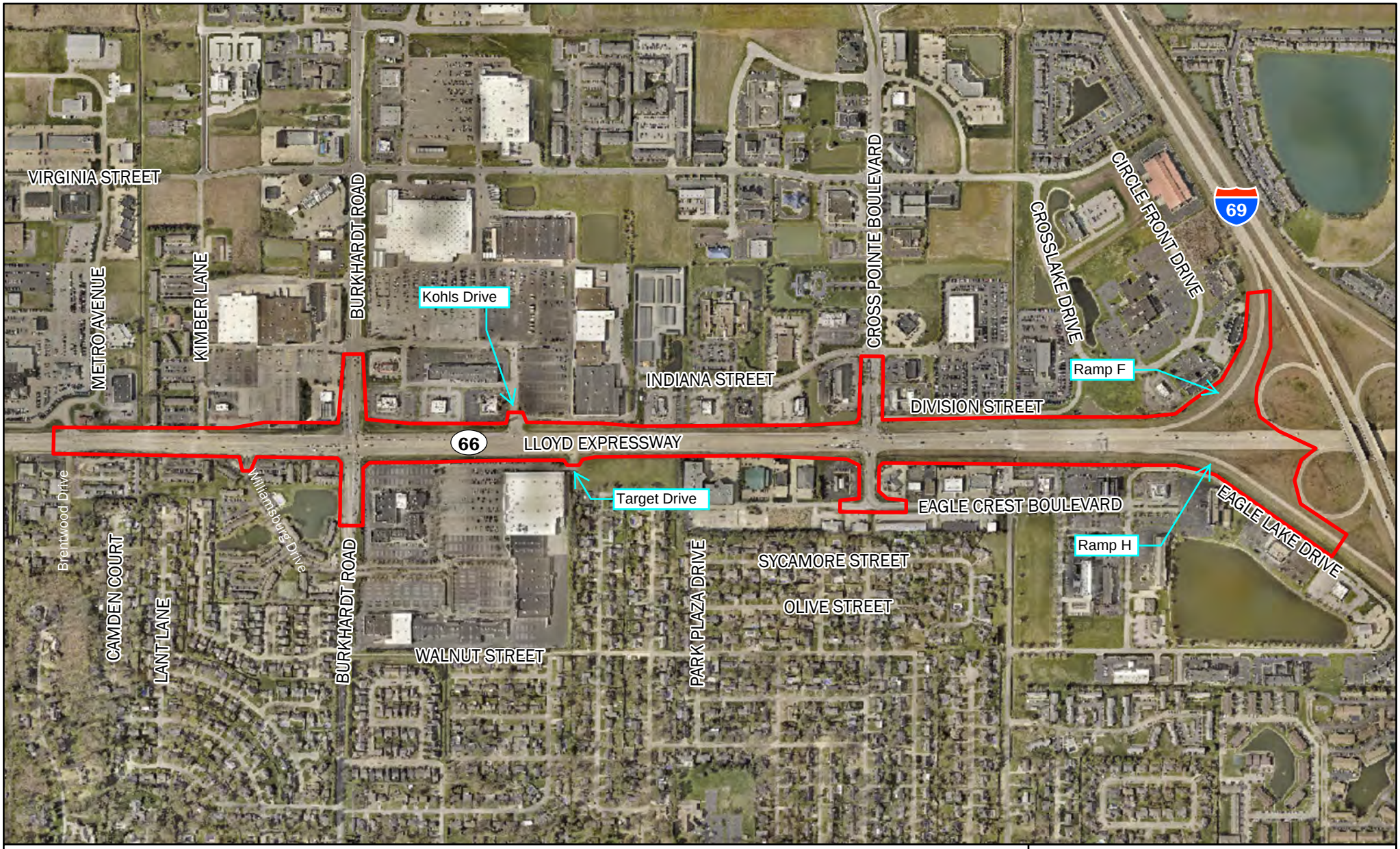
SR 66/ Lloyd Expressway at
Burkhardt Road and Cross Pointe Boulevard
Vanderburgh County, Indiana
USGS Topographic

Des. 1900308 (Lead)

Date: 6/21/2022

PARSONS

Created by: KDV



Study Area

0 0.07 0.15

Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

SR 66/Lloyd Expressway at Burkhardt Road and Cross Pointe Boulevard
Vanderburgh County, Indiana
2020 Aerial

Des. 1900292/1900317

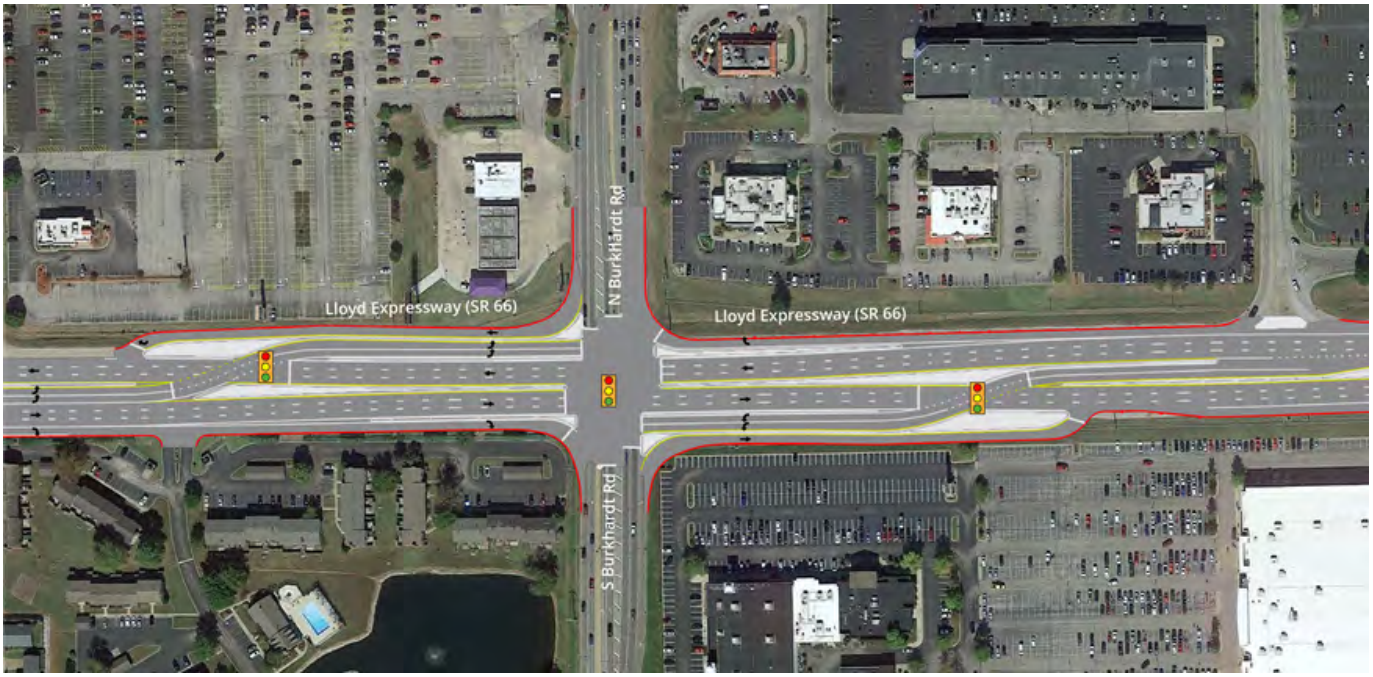
Date: 5/11/2022

PARSONS

Created by: KDV

PROPOSED CONDITIONS

BURKHARDT ROAD INTERSECTION



Dual displaced left turns

CROSS POINTE BOULEVARD INTERSECTION

Dual displaced left turns with I-69 ramp modifications

Photo 1 — View along westbound Lloyd Expressway, facing east (6/16/2021).

Photo 2 — View along North Burkhardt Road, facing south (6/16/2021).

Photo 3 — View along South Burkhardt Road from the Lloyd Expressway and Burkhardt Road intersection, facing south (6/18/2021).

Photo 4 — View along westbound Lloyd Expressway, facing west (6/16/2021).

Photo 5 — View along North Cross Pointe Boulevard from the Lloyd Expressway and Cross Pointe Boulevard intersection, facing north (6/16/2021).

Photo 6 — View along westbound Lloyd Expressway and the westbound on-ramp from I-69 southbound, facing west (6/17/2021).

Photo 7 — View along the westbound Lloyd Expressway on-ramp from I-69, facing southwest (6/17/2021).

Photo 8 — View along Lloyd Expressway, facing east (6/17/2021).

Photo 9 — View along eastbound Lloyd Expressway and the off-ramp to I-69 southbound, facing southeast (6/17/2021).

Photo 10 — View along the Lloyd Expressway off-ramp to I-69 southbound, facing northwest (6/17/2021).

PROJECT	DESIGNATION
1900308	1900292
CONTRACT	
R-42287	

Excerpts

INDIANA DEPARTMENT OF TRANSPORTATION

KIN PROJECT INFORMATION		
DESIGNATION	PROJECT DESCRIPTION	TYPE
1900308 (LEAD)	Road Reconstruction along SR 62 from Rosenberger Ave. to 2.72 mi W of S Jct. US-41	Roadway
1900317	SR 66 (Lloyd) at 0.58 miles W. of I-69 (Cross Pointe Blvd.) - Intersection Improvements	Roadway
1900292	SR 66 (Lloyd) at 1.20 miles W. of I-69 (Burkhardt Rd.) - Intersection Improvements	Roadway
1900263	SR 62 (Lloyd) at 3.09 miles W. of US 41 (St. Joseph Ave.) - Intersection Improvements	Roadway
1900264	SR 62 (Lloyd) at 4.58 miles W. of US 41 (Rosenberger Ave.) - Intersection Improvements	Roadway
1500041	SR 62 (Lloyd) over CSX Railroad & Evansville Western Railroad - Bridge Replacement	Bridge
1600060	SR 62 (Lloyd) over Tekoppel Ave. - Bridge Replacement	Bridge
1602258	SR 62 (Lloyd) over Carpentier Creek - Bridge Replacement	Bridge

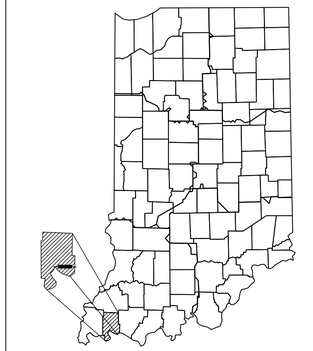
Traffic Data	SR66 (Lloyd Expressway)	Burkhardt Road
A.A.D.T. (2023)	50,495 V.P.D.	29,877 V.P.D.
A.A.D.T. (2043)	60,113 V.P.D.	35,568 V.P.D.
D.H.V (2043)	5,228 V.P.H.	3,092 V.P.H.
DIRECTIONAL DISTRIBUTION	57%	50%
TRUCKS	3% A.A.D.T.	2% A.A.D.T.
	3% D.H.V.	2% D.H.V.
Design Data		
DESIGN SPEED	50 M.P.H.	40 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL (OTHER)	MINOR ARTERIAL
RURAL/URBAN	URBAN (BUILT-UP)	URBAN (BUILT-UP)
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE

ROAD PLANS

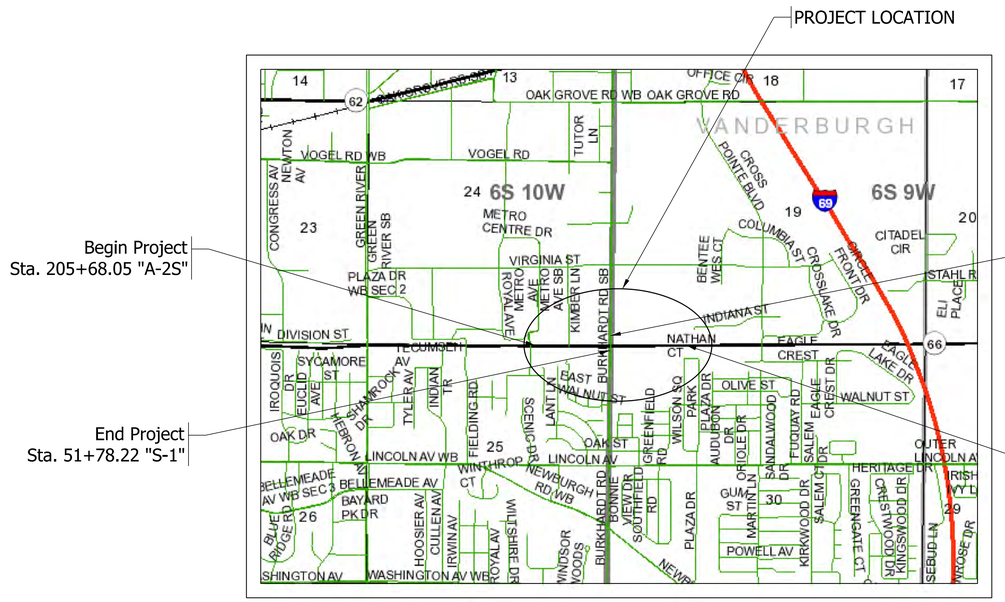
ROUTE: SR66 - Lloyd Expressway - Burkhardt Road AT: RP 30+0.9

PROJECT NO. 1900308 P.E.
1900308 R/W
1900308 CONST.

Burkhardt Road Intersection Improvement at Lloyd Expressway
Sections 24, and 25 of T-6-S, R-10-W, and Sections 19, and 30 of T-6-S, R-9-W, Knight Township, Vanderburgh County.



PROJECT LOCATION SHOWN BY
VANDERBURGH COUNTY



LATITUDE: 37° 58' 36" N LONGITUDE: 87° 28' 27" W

HUC: 05140202040010

GROSS LENGTH: .58 MI.
NET LENGTH: .58 MI.
MAX. GRADE: Exist, %

Stage 2 Plans

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

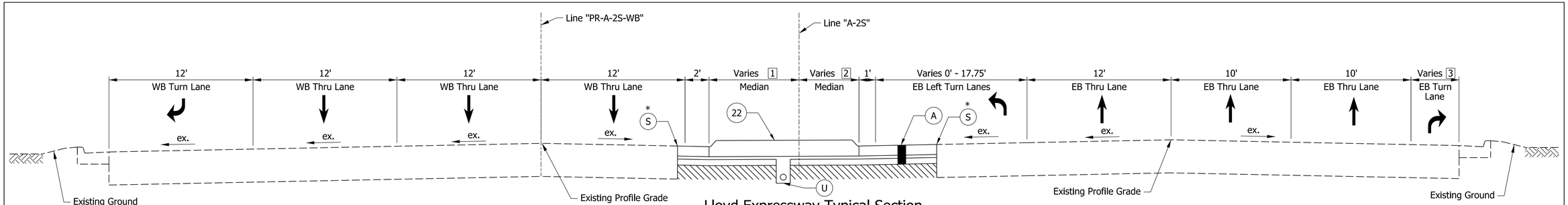
PARSONS
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204
Bus (317) 616-1000
Fax (317) 616-1033

PLANS PREPARED BY: PARSONS 317-616-1000 (PHONE NUMBER)
CERTIFIED BY: _____ (DATE)
RECOMMENDED FOR LETTING: _____ (INDIANA DEPARTMENT OF TRANSPORTATION) (DATE)

DESIGNATION
1900292

SURVEY BOOK	SHEETS
ELECTRONIC	1 of 145
N/A	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_RD_Title Sheet.dgn
$DATE$



Lloyd Expressway Typical Section

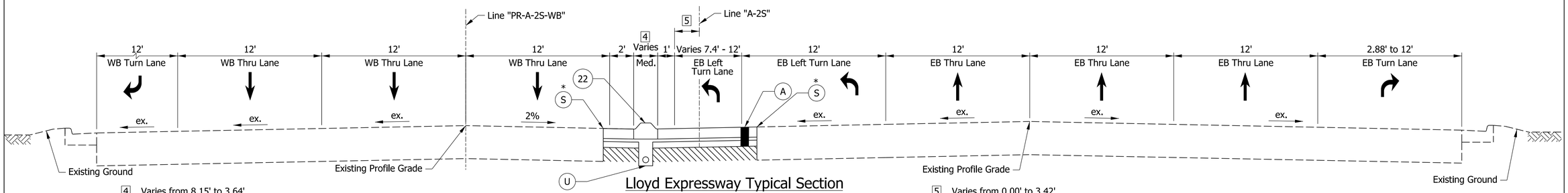
Sta. 205+68.05 to Sta. 207+50.86 "A-2S"

* - Sawcut follows existing edge of travelway

1 Varies from 8.03' to 8.15'
From Sta. 205+68.05 to Sta. 207+50.86

2 Varies from 14.13' to 14.82'
From Sta. 205+68.05 to Sta. 205+96.84
Varies from 14.82' to 0
From Sta. 205+96.84 to 207+50.86

3 Varies from 0' to 2.88'
From Sta. 207+22.52 to Sta. 207+50.86



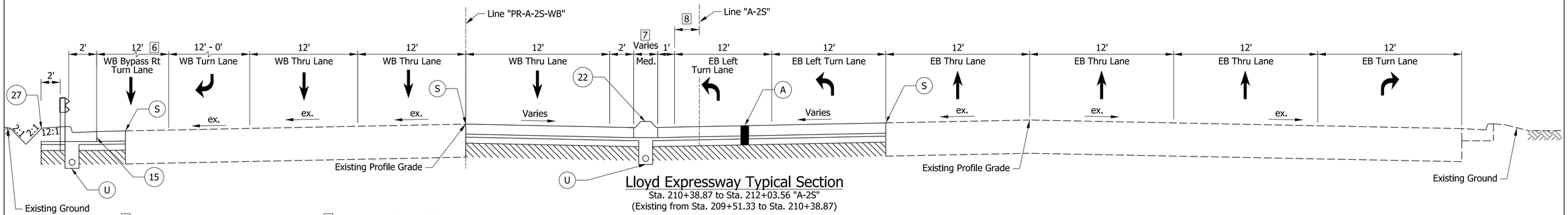
Lloyd Expressway Typical Section

Sta. 207+49.25 to Sta. 209+51.33 "A-2S"

* - Sawcut follows existing edge of travelway

4 Varies from 8.15' to 3.64'
From Sta. 207+50.86 to Sta. 207+96.84
Varies from 3.64' to 3.36'
From Sta. 207+96.84 to Sta. 209+51.33

5 Varies from 0.00' to 3.42'
From Sta. 207+50.86 to Sta. 207+96.84
Varies from 3.42' to 3.79'
From Sta. 207+96.84 to Sta. 209+51.33



Lloyd Expressway Typical Section

Sta. 210+38.87 to Sta. 212+03.56 "A-2S"
(Existing from Sta. 209+51.33 to Sta. 210+38.87)

6 0'
From Sta. 210+38.87 to Sta. 211+73.04
Varies from 0' to 14.69'
From Sta. 211+73.04 to Sta. 212+03.56

7 Varies from 3.58' to 3.38'
From Sta. 210+38.87 to Sta. 212+03.56

8 Varies from 3.64' to 3.80'
From Sta. 210+38.87 to Sta. 212+03.56

See Legend Sheet For Legend Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CAS DRAWN: CAS

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	4 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_RD_Sht_Typ_01.dgn
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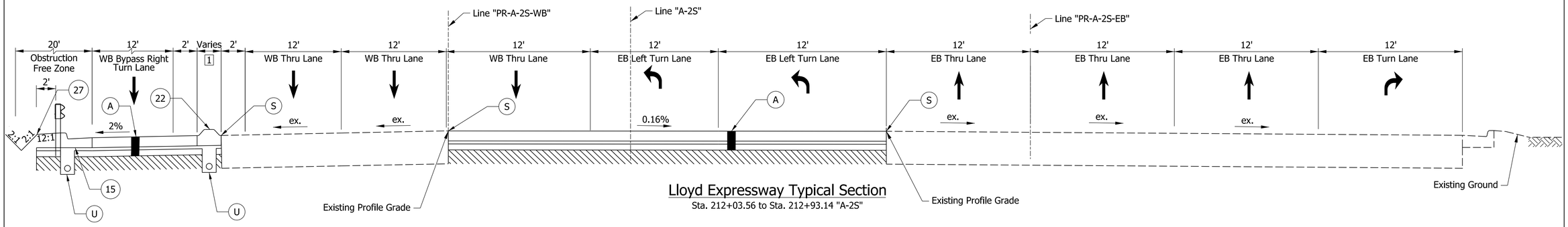
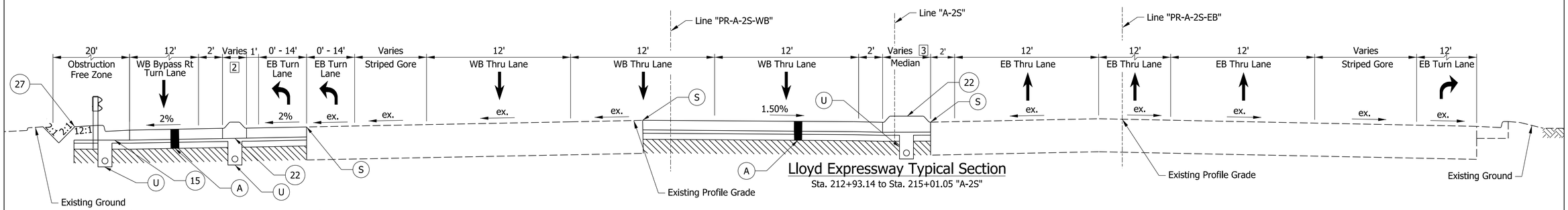


Lloyd Expressway Typical Section

Sta. 212+03.56 to Sta. 212+93.14 "A-2S"

1 0'
From Sta. 212+03.56 to Sta. 212+15.19
Varies from 0' to 24.00'
From Sta. 212+15.19 to Sta. 212+93.14

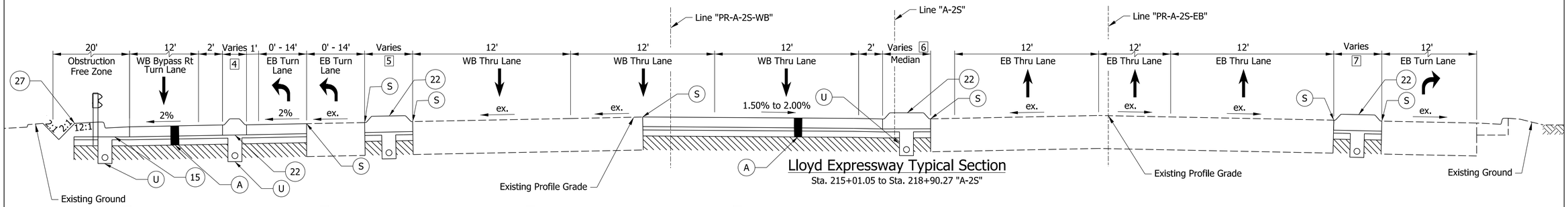


Lloyd Expressway Typical Section

Sta. 212+93.14 to Sta. 215+01.05 "A-2S"

2 Varies from 24.00' to 26.70'
From Sta. 212+93.14 to Sta. 213+58.68
Varies from 26.70' to 3.00'
From Sta. 213+58.68 to Sta. 215+01.05

3 Varies from 6' to 22.63'
From Sta. 212+93.14 to Sta. 213+58.07
Varies from 22.63' to 14.59'
From Sta. 213+58.07 to Sta. 215+01.05



Lloyd Expressway Typical Section

Sta. 215+01.05 to Sta. 218+90.27 "A-2S"

4 Varies from 24.00' to 26.70'
From Sta. 212+93.14 to Sta. 213+58.68
Varies from 26.70' to 3.00'
From Sta. 213+58.68 to Sta. 215+01.05

5 Varies from 3' to 3.95'
From Sta. 215+01.05 to Sta. 217+66.06
Varies from 3.95' to 3'
From Sta. 217+66.06 to Sta. 218+90.27

6 Varies from 14.59' to 6'
From Sta. 215+01.05 to Sta. 218+65.64
0'
From Sta. 217+65.64 to Sta. 218+90.27

7 0' (Gore Area)
From Sta. 215+01.05 to Sta. 215+93.82
Varies from 4' to 6.50'
From Sta. 215+93.82 to Sta. 218+58.56
0'
From Sta. 218+58.56 to Sta. 218+90.27

See Legend Sheet for Legend Item

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: CAS DRAWN: CAS
CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	5 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_RD_Sht_Typ_02.dgn
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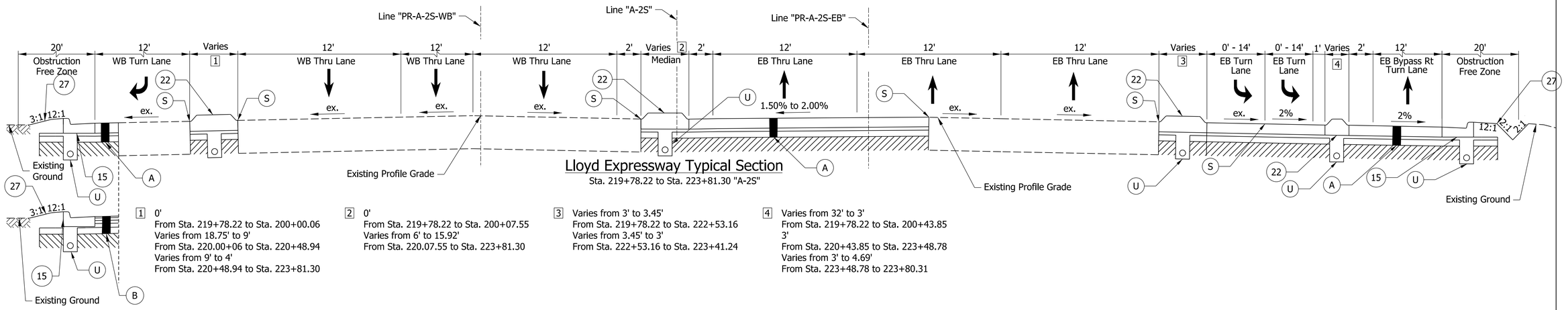


Lloyd Expressway Typical Section

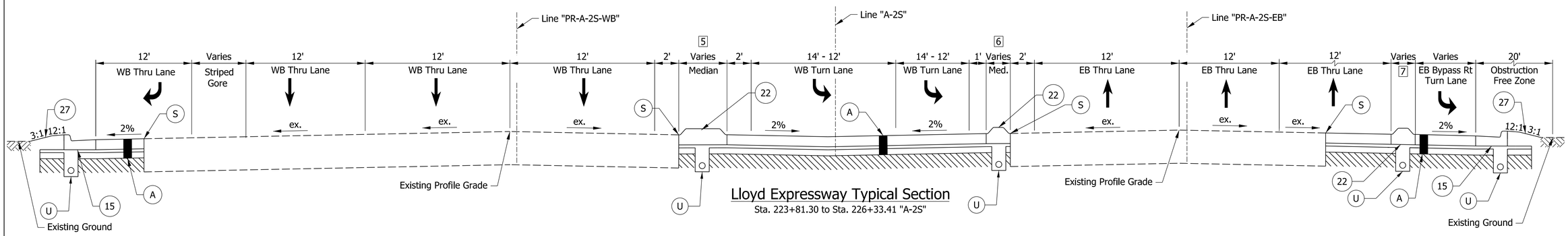
Sta. 219+78.22 to Sta. 223+81.30 "A-2S"

1 0'
From Sta. 219+78.22 to Sta. 200+00.06
Varies from 18.75' to 9'
From Sta. 220.00+06 to Sta. 220+48.94
Varies from 9' to 4'
From Sta. 220+48.94 to Sta. 223+81.30

2 0'
From Sta. 219+78.22 to Sta. 200+07.55
Varies from 6' to 15.92'
From Sta. 220.07.55 to Sta. 223+81.30

3 Varies from 3' to 3.45'
From Sta. 219+78.22 to Sta. 222+53.16
Varies from 3.45' to 3'
From Sta. 222+53.16 to Sta. 223+41.24

4 Varies from 32' to 3'
From Sta. 219+78.22 to Sta. 200+43.85
3'
From Sta. 220+43.85 to Sta. 223+48.78
Varies from 3' to 4.69'
From Sta. 223+48.78 to 223+80.31



Lloyd Expressway Typical Section

Sta. 223+81.30 to Sta. 226+33.41 "A-2S"

5 Varies from 15.92' to 23.81'
From Sta. 223+81.30 to Sta. 224+92.17
Varies from 23.81' to 3'
From Sta. 224+92.17 to Sta. 226+33.41

6 0'
From Sta. 223+81.30 to Sta. 226+26.81
Varies from 2.5' to 2.72'
From Sta. 226+26.81 to Sta. 226+31.41

7 Varies from 4.69' to 29.65'
From Sta. 223+81.30 to Sta. 224+86.48
Varies from 29.65' to 10'
From Sta. 224+86.48 to Sta. 226+33.41

See Legend Sheet For Legend Item

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: CAS DRAWN: CAS
CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	6 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_RD_Sht_Typ_03.dgn
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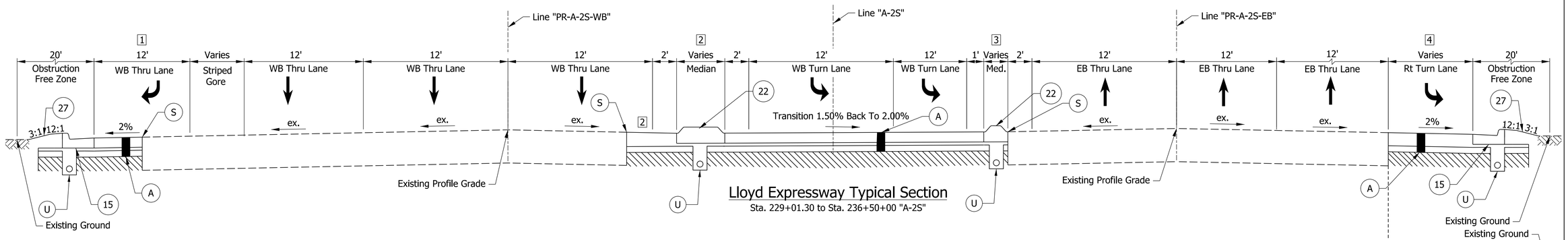
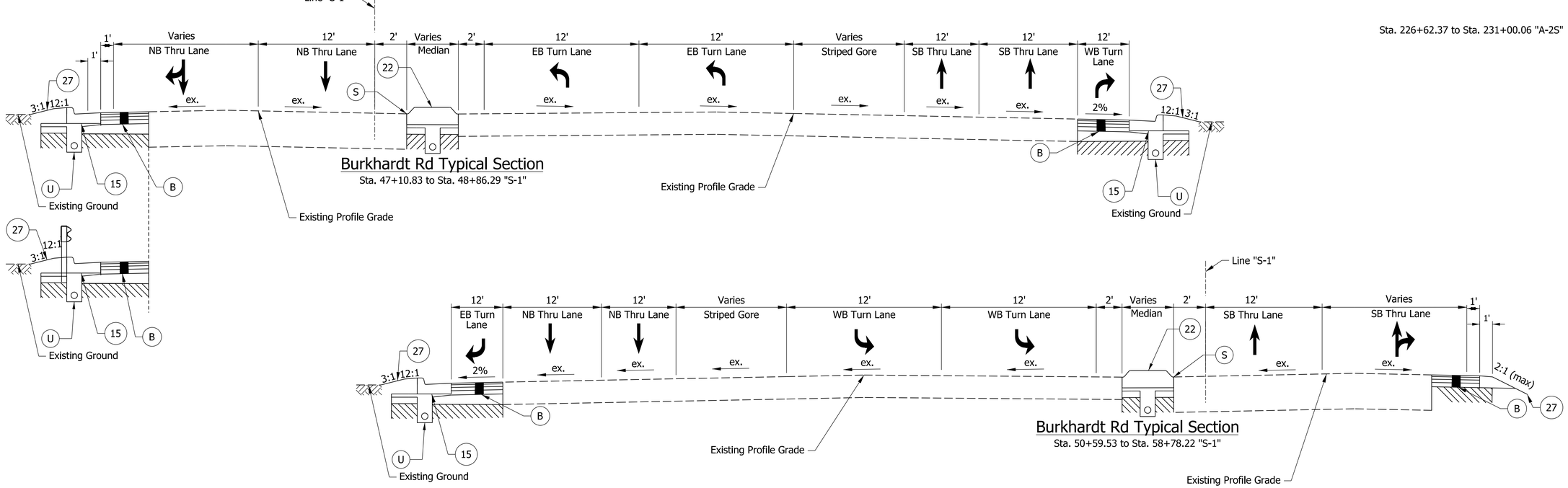


1 0'
From Sta. 229+01.30 to Sta. 230+53.48

2 3'
From Sta. 229+01.30 to Sta. 228+64.21
Striped Gore
From Sta. 228+64.21 to Sta. 230+06.10
0'
From Sta. 230+06.10 to Sta. 236+49.62

3 Varies from 2.71' to 4.92'
From Sta. 229+01.30 to Sta. 230+25.96
Varies from 4.92' to 28.44'
From Sta. 230+25.96 to Sta. 232+35.29
Varies from 28.44' to 18.31'
From Sta. 232+35.29 to Sta. 236+49.62

4 0'
From Sta. 233+20.97 to Sta. 233+57.80



See Legend Sheet For Legend Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CAS DRAWN: CAS

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	7 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_RD_Sht_Typ_04.dgn
$DATE$

Sec. 24, T-6-S, R-10-W
Knight Twp.
Vanderburgh Co.

Metro Centre East Sect. 1
Plat Bk. 0, p. 065

Regency Consolidated Residential
LLC
Inst. 2009R00008930

East Lloyd Commons Minor Sub.
Plat Bk. R, p. 165

Lloyd Commons East LLC
Inst. 2018R00017902

Moto, Inc.
D.R. 683, P. 33
(Inst. 1979R-0013708)

Moto, Inc.
(Deed Not Found)

Ashley Court Properties, LLC
Inst. 2017R00011922

Williamsburg Partners, LLC
Inst. 2007R00038287

Kimber Lane

Williamsburg Dr.

205+61

SR66-Lloyd Expressway (Westbound)

SR66-Lloyd Expressway (Eastbound)

Line "PR-A-2S-WB"

Line "A-2S"

Line "PR-A-2S-EB"

N89°59'31.20"E

Matchline Sta. 219+00.00 "A-2S"

App. P/L

App. Exist. R/W

Prop. R/W

Temp. R/W

1 Williamsburg Partners, LLC
Inst. 2007R00038287

2 East Lloyd Commons Minor Sub.
Plat Bk. R, p. 165

3 LLoyd Commons East, LLC
Inst. 2018R00017902

4 Metro Inc.
(No Deed Found)

Sec. 24, T-6-S, R-10-W
Knight Twp.
Vanderburgh Co.

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT SHEET N0.1

DESIGNED: SRB	DRAWN: DH
CHECKED: CWB	CHECKED: CWB

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	8 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://$USER$@PWINA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_Plat_06.dgn
$DATE$

Sec. 24, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Lloyd Crossing Minor Sub. Lots 3-4
Plat Bk. P, p. 070

Lloyd Commons East LLC
Inst. 2018R00017902

Lloyd Crossing Shopping
Center LLC
Inst. 2013R00032688

N. BURKHARDT RD.

S. BURKHARDT RD.

Matchline Sta. 219+00.00 "A-2S"

Matchline Sta. 234+00.00 "A-2S"

Line "S-1"

Line "PR-A-2S-WB"

Line "A-2S"

SR66-Lloyd Expressway (Westbound)

SR66-Lloyd Expressway (Eastbound)

N89°20'02.45"E

Section Line

Line "PR-A-2S-EB"

Prop. R/W

App. P/L

App. Exist. R/W

Auto Outlet of Evansville,
LLC et al.
Inst. 2005R00027423

Target Corporation
Inst. 2001R00030575

1 Auto Outlet of Evansville, LLC et al. Inst. 2005R00027423

2 Target Corporation Inst. 2001R00030575

Sec. 24, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT SHEET N0.1

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	9 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://PWINA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_Plat_07.dgn
$DATE$

Sec. 24, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Lloyd Crossing Shopping
Center LLC
Inst. 2013R00032688

App. P/L

Cross Pointe Sec. E
Plat Bk. R, p. 046

App. P/L

App. Exist. R/W

App. Exist. R/W

SR66-Lloyd Expressway (Westbound)

Line "PR-A-2S-WB"

Line "A-2S"

234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00 245+00 246+00 247+00 248+00 249+00

Section Line

234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00 245+00 246+00 247+00 248+00 249+00

SR66-Lloyd Expressway (Eastbound)

Line "PR-A-2S-EB"

Matchline Sta. 234+00.00 "A-2S"

App. Exist. R/W

App. P/L

Plaza Court
Plat Bk. M, p.170

App. P/L

Sec. 24, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1" = 50'	BRIDGE FILE: N/A
		VERTICAL SCALE: N/A	DESIGNATION: 1900292
DESIGNED: SRB DRAWN: DH	PLAT SHEET N0.1	SURVEY BOOK: N/A	SHEETS: 10 of 145
CHECKED: CWB CHECKED: CWB		CONTRACT: R-42287	PROJECT: 1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_Plat_08.dgn
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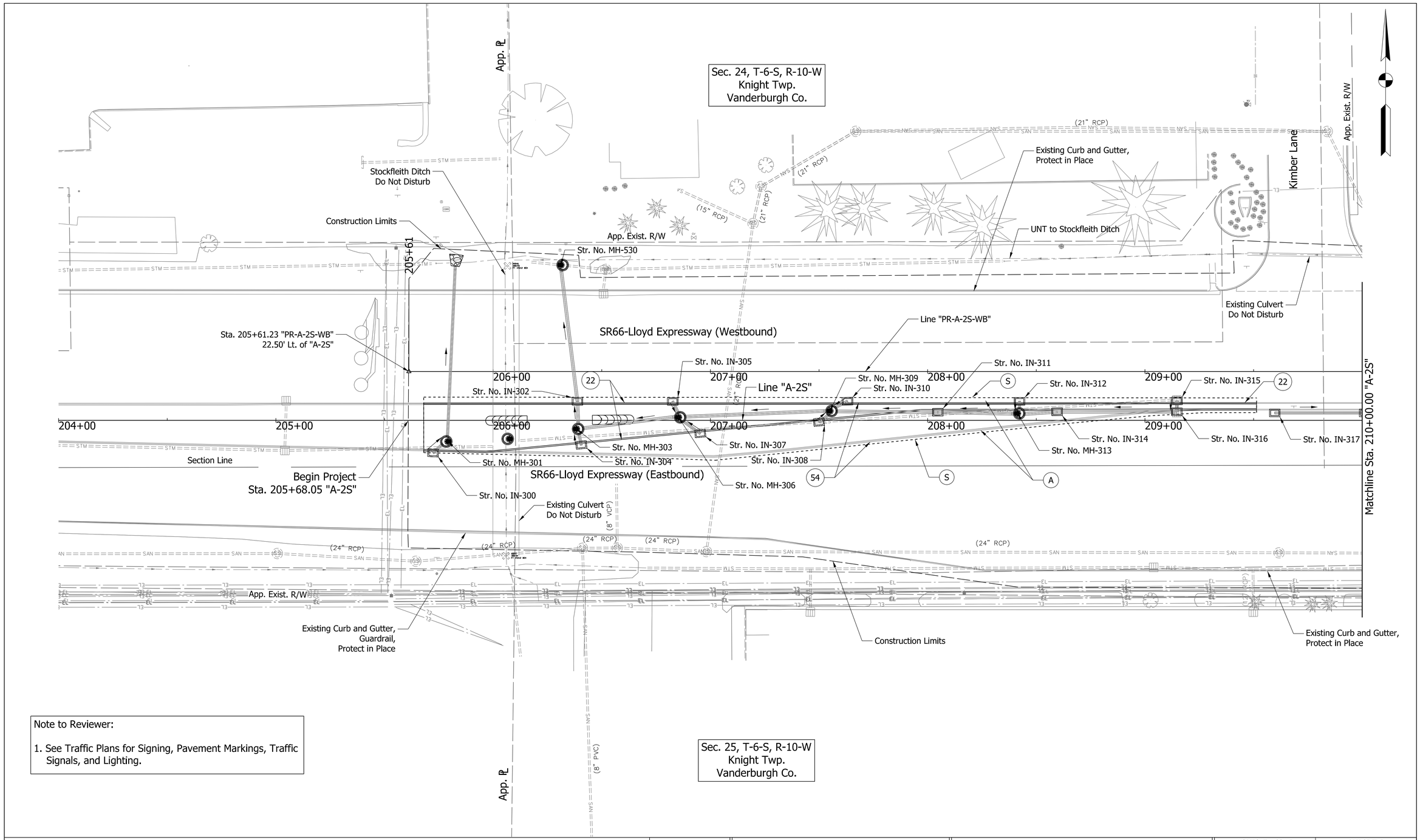


Note to Reviewer:

1. See Traffic Plans for Signing, Pavement Markings, Traffic Signals, and Lighting.

See Legend Sheet for Legend Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: SRB | DRAWN: DH

CHECKED: CWB | CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 204+00.00 TO STA. 210+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	88 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_Plan_01.dgn
$DATE$

Sec. 24, T-6-S, R-10-W
Knight Twp.
Vanderburgh Co.

App. ℄

UNT to Stockfleith Ditch

+75.00 "A-2S"
94.95' Lt.

Wetland 9
Emergent

+98.07 "A-2S"
Begin Guardrail, MGS, W-Beam

Str. No. IN-327

DND Outside of
Construction Limits

+75.00 "A-2S"
PL 81.65' Lt.

Str. No. IN-328

Construction Limits

+03.08 "A-2S"
97.69' Lt.

Str. No. IN-331

Str. No. IN-330

Str. No. IN-346

Str. No. IN-332

Str. No. IN-347

Str. No. IN-333

+03.08 "A-2S"
97.69' Lt.

Str. No. IN-348

Prop. R/W

App. Exist. R/W

+73.07 "A-2S"
Begin Guardrail, MGS, W-Beam,
Cable Terminal Anchor

Str. No. IN-329

+51.90 "A-2S"
Begin Proposed Concrete
Center Curb

Str. No. IN-342

Str. No. IN-344

Str. No. IN-345

Existing Curb and Gutter,
Protect in Place

Str. No. IN-341

SR66-Lloyd Expressway (Westbound)

Str. No. IN-340

Str. No. IN-343

Begin Proposed Concrete
Center Curb

Str. No. IN-319

Str. No. IN-320

Str. No. IN-324

Line "PR-A-2S-WB"

Str. No. IN-364

Str. No. IN-382

Str. No. IN-367

Str. No. IN-383

Matchline Sta. 210+00.00 "A-2S"

210+00

211+00

212+00

213+00

214+00

215+00

Str. No. IN-322

End Proposed Concrete
Center Curb

Line "A-2S"

Str. No. MH-362

Str. No. IN-363

Str. No. IN-371

Str. No. IN-374

Str. No. IN-321

Str. No. IN-360

Str. No. MH-368

Str. No. IN-323

Str. No. IN-325

Str. No. IN-326

Begin Proposed Concrete
Center Curb

Str. No. MH-370

Section Line

Str. No. MH-373

Str. No. IN-369

Str. No. IN-372

Str. No. IN-318

Str. No. IN-361

Str. No. MH-365

Str. No. IN-391

Sta. 205+61.23 "PR-A=2S-WB"
22.50' Lt. of "A-2S"

SR66-Lloyd Expressway (Eastbound)

Line "PR-A-2S-EB"

Str. No. IN-366

Begin Proposed Concrete
Center Curb

Str. No. IN-390

(24" RCP)

(24" RCP)

App. Exist. R/W

App. Exist. R/W

Existing Curb and Gutter,
Protect in Place

Construction Limits

Existing Curb and Gutter,
Protect in Place

Str. No. IN-392

(24" RCP)

Williamsburg Drive

Sec. 25, T-6-S, R-10-W
Knight Twp.
Vanderburgh Co.

See Sheet Legend for Sheet Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

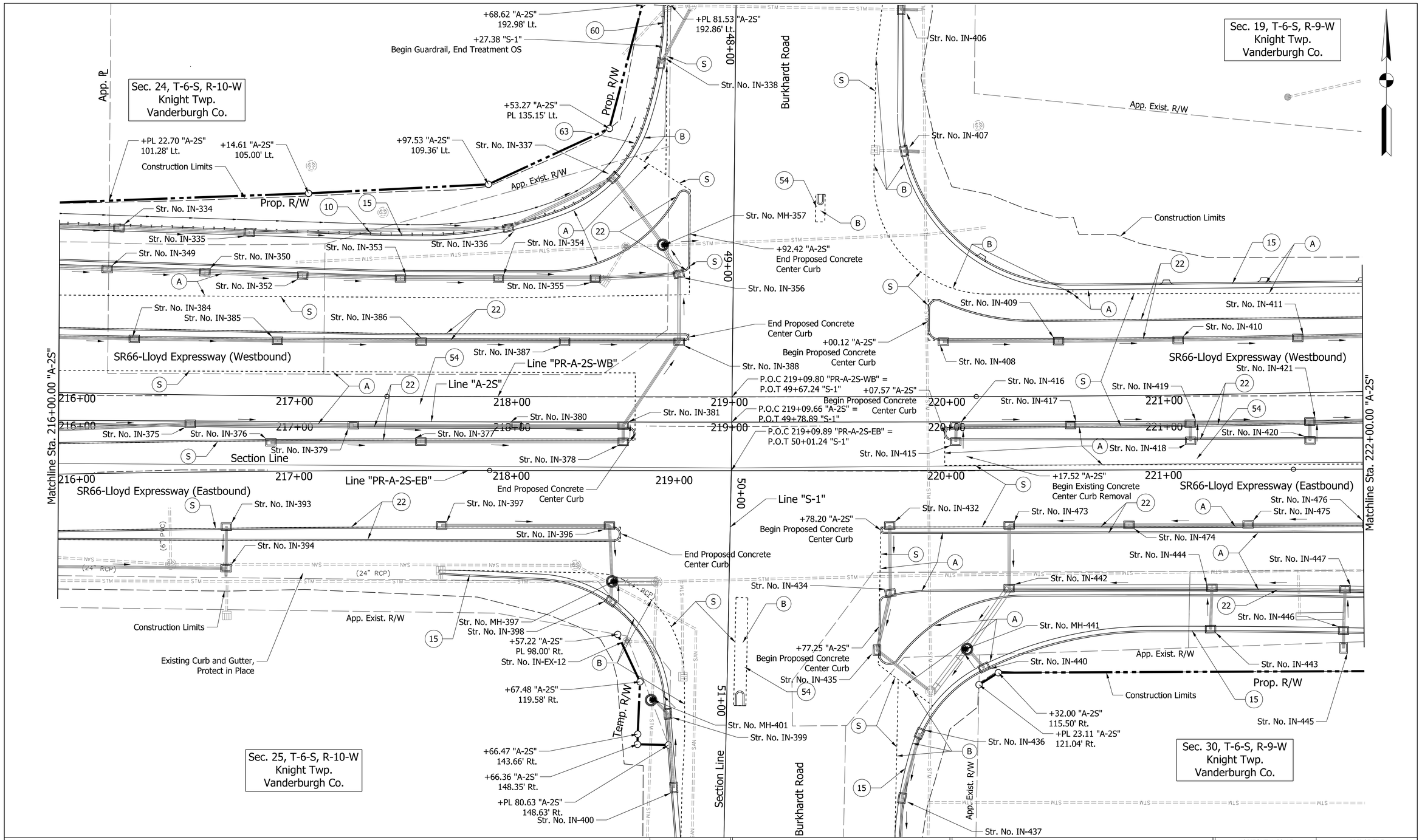
DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 210+00.00 TO STA. 216+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	90 of 145
CONTRACT	PROJECT
R-42287	1900308



See Sheet Legend For Sheet Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 216+00.00 TO STA. 222+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	92 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_Plan_03.dgn
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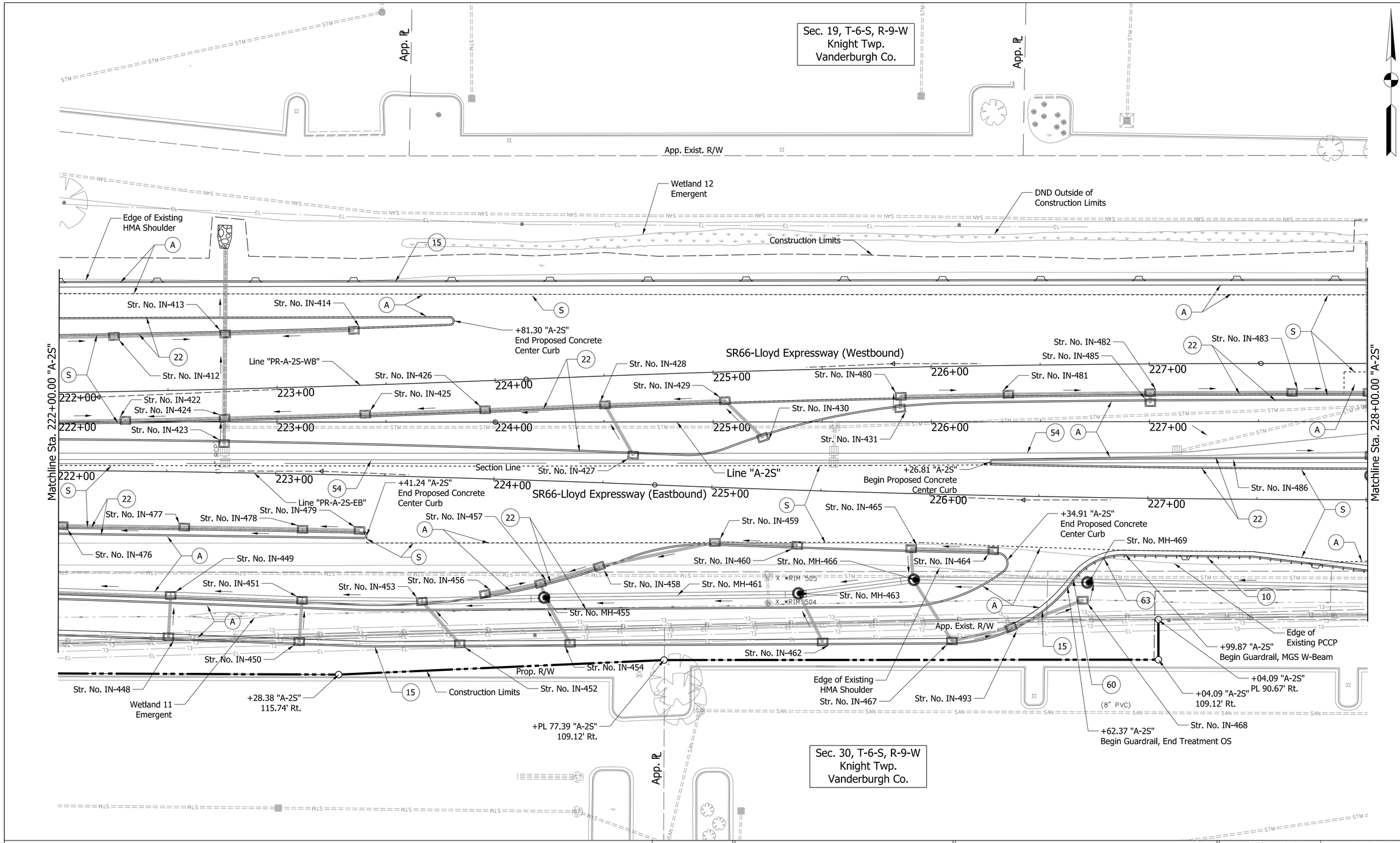


See Sheet Legend For Sheet Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 222+00.00 TO STA. 228+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	94 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_Plan_04.dgn
$DATE$

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

E. Indiana Street

App. Exist. R/W

Wetland 12
Emergent

Edge of Existing
HMA Shoulder

Existing Curb and Gutter
and Island, Protect in Place

DND Outside of
Construction Limits

Wetland 13
Emergent

DND Outside of
Construction Limits

Edge of Existing
HMA Shoulder

Construction Limits

End Proposed Concrete
Center Curb

Line "PR-A-2S-WB"

SR66-Lloyd Expressway (Westbound)

Matchline Sta. 228+00.00 "A-2S"

Matchline Sta. 234+00.00 "A-2S"

228+00
229+00
230+00
231+00
232+00
233+00

Str. No. IN-484
Str. No. IN-487
Str. No. IN-488
Str. No. IN-489
Str. No. MH-490
Str. No. IN-491
Str. No. IN-494
Str. No. MH-492
Str. No. MH-495
Str. No. IN-496
Str. No. MH-497
Str. No. IN-498
Str. No. MH-499
Line "A-2S"
Str. No. IN-500
Str. No. MH-501
Str. No. IN-502
Str. No. IN-503
Str. No. MH-504
Str. No. IN-505
Str. No. MH-506
Str. No. MH-507
Str. No. IN-508
Str. No. IN-509
Str. No. MH-510
Str. No. IN-511
Str. No. IN-512
Str. No. MH-513
Str. No. IN-514
Str. No. MH-517
Str. No. IN-516
Str. No. IN-518

Section Line

SR66-Lloyd Expressway (Eastbound)

Line "PR-A-2S-EB"

+75.06 "A-2S"
Begin Guardrail, MGS W-Beam
Cable Terminal Anchor

Str. No. MH-471

Str. No. MH-472

Edge of Existing
HMA Shoulder

Str. No. IN-470

Edge of
Existing PCCP

Construction Limits

App. Exist. R/W

Utilize Existing PCCP
Driveway Joints

Construction Limits

App. Exist. R/W

(10" PVC)

X *RIM 501
X *RIM 502
X *RIM 503

App. ℄

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

See Sheet Legend For Sheet Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 228+00.00 TO STA. 234+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	96 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_Plan_05.dgn
$DATE$

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

E. Indiana Street

App. P/L

App. Exist. R/W

(10" PVC)

Wetland 13
Emergent

DND Outside of
Construction Limits

Edge of Existing
HMA Shoulder

Construction Limits

15

A

S

SR66-Lloyd Expressway (Westbound)

Str. No. MH-529

+50.00 "A-2S"
End Existing Concrete Center
Curb Removal/ End Proposed
Concrete Center Curb

Line "PR-A-2S-WB"

Line "A-2S"

Matchline Sta. 234+00.00 "A-2S"

234+00 235+00 236+00 237+00 238+00 239+00

Str. No. IN-519
Str. No. IN-525
Str. No. IN-528
Str. No. IN-516
Str. No. IN-522
22
Str. No. MH-517
Str. No. MH-520
Str. No. MH-526
Str. No. MH-523
Str. No. IN-530
Str. No. IN-518
Str. No. IN-521

End Project
Sta. 236+49.92 "A-2S"

Section Line

Str. No. IN-527

54

Str. No. IN-524

Str. No. xx

Line "PR-A-2S-EB"

SR66-Lloyd Expressway (Eastbound)

DND Outside of
Construction Limits

Wetland 14
Emergent

Construction Limits

App. Exist. R/W

Edge of
Existing PCCP

Edge of Existing
HMA Shoulder

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

See Sheet Legend For Sheet Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 234+00.00 TO STA. 240+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	98 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Lloyd_Plan_06.dgn
$DATE$

Sec. 25, T-6-S, R-10-W
Knight Twp.
Vanderburgh Co.

Sec. 24, T-6-S, R-10-W
Knight Twp.
Vanderburgh Co.

App. Exist. R/W

Construction Limits

Str. No. IN-405

Burkhardt Road (Northbound)

Burkhardt Road (Southbound)

+76.61 "S-1"
Begin Concrete Center
Curb Removal/Proposed
Concrete Center Curb

P.O.T 49+78.89 "S-1"=
P.O.C 219+09.66 "A-2S"

+86.31 "S-1"
End Concrete Center
Curb Removal

+78.37 "S-1"
End, Proposed Concrete
Center Curb

Line "A-2S"

App. Sec. Line

Prop. R/W

Begin Project
Sta. 47+10.83 "S-1"

45+00 46+00 Section Line 47+00 48+00 49+00 50+00

Line "S-1"

Matchline Sta. 51+00.00 "S-1"

+59.52 "S-1"
Begin Concrete Center
Curb Removal

App. Exist. R/W

+86.32 "S-1"
PL 30.02' Rt.

+86.32 "S-1"
42.89' Rt.

Construction Limits

Prop. R/W

App. Exist. R/W

App. ℄

219+00 220+00

218+00 219+00

SR66-Lloyd Expressway (Westbound)

SR66-Lloyd Expressway (Eastbound)

Construction Limits

App.
Exist. R/W

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

See Sheet Legend For Sheet Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

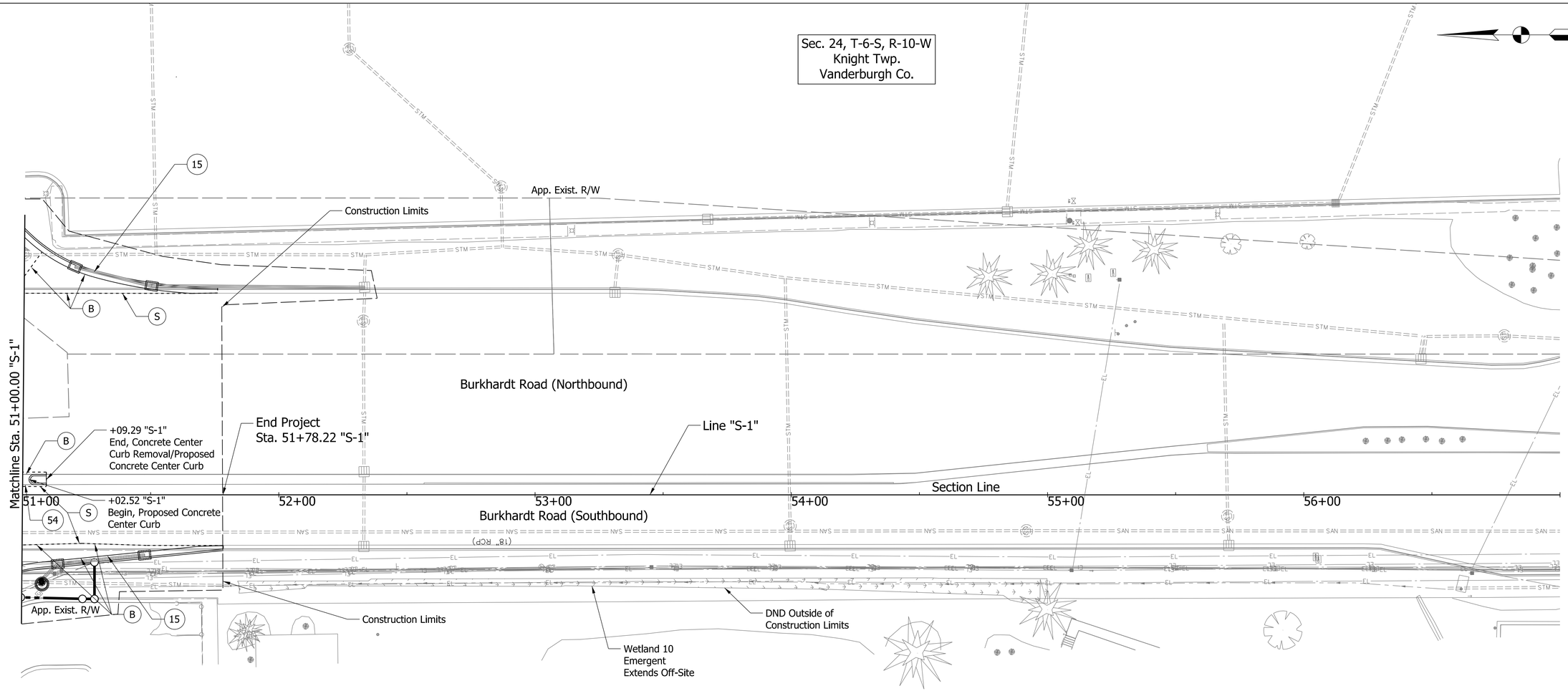
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 45+00.00 TO STA. 51+00.00
LINE "S-1"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	100 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Plan_01.dgn
$DATE$

Sec. 24, T-6-S, R-10-W
Knight Twp.
Vanderburgh Co.



Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

See Sheet Legend For Sheet Item

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB | DRAWN: DH

CHECKED: CWB | CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 51+00.00 TO STA. 57+00.00
LINE "S-1"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
N/A	102 of 145
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900292/BURKHARDT_Plan_02.dgn
$DATE$

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	FLOW LINE			SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STR.	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE				COVER	UP STREAM	DOWN STREAM											GEOTEXTILE FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CLASS 2 RIPRAP				TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
					FT	IN			LFT	LFT		FT	ELEV.	ELEV.	YRS				CYS		CYS		SYS	TON	SYS	TONS	TONS	TONS	CYS	LFT	EA.								
Line "A-2S"																																							
IN-300	205+73		X		14.0	12	2	INLET, TYPE B-15	6	6		1.71	387.40	387.00	75	NA	7																						MH-301	
MH-301	205+79		X		9.7	12	2	MANHOLE, TYPE C-4	79	79		4.04	387.00	382.72	75	NA	7																							
IN-302	206+39	X			8.8	15	2	INLET, TYPE B-15	61	61		1.79	386.72	385.65	75	NA	7																						IN-302	
MH-303	206+38		X		3.9	15	2	MANHOLE, TYPE C-4	11	11		4.13	385.65	382.72	75	NA	7																						MH-303	
IN-304	206+41		X		11.3	12	2	INLET, TYPE B-15	6	6		2.05	386.75	385.65	75	NA	7																						MH-306	
IN-305	206+83	X			8.7	12	2	INLET, TYPE B-15	6	6		1.79	386.84	385.80	75	NA	7																						MH-303	
MH-306	206+85	X			1.4	15	2	MANHOLE, TYPE C-4	45	45		2.44	385.80	385.65	75	NA	7																						MH-306	
IN-307	206+95		X		6.0	12	2	INLET, TYPE B-15	10	10		1.75	386.76	385.80	75	NA	7																						MH-309	
IN-308	207+50		X		0.8	12	2	INLET, TYPE B-15	6	6		1.50	386.53	386.05	75	NA	7																						MH-306	
MH-309	207+55	X			4.3	15	2	MANHOLE, TYPE C-4	66	66		1.97	386.05	385.80	75	NA	7																						MH-309	
IN-310	207+63	X			8.8	12	2	INLET, TYPE B-15	7	7		1.54	386.61	386.05	75	NA	7																						MH-309	
IN-311	208+05	X			0.7	15	2	MANHOLE, TYPE C-15	47	47		1.20	386.25	386.05	75	NA	7																						MH-309	
IN-312	208+42	X			8.8	12	2	INLET, TYPE B-15	12	12		1.30	386.47	386.40	75	NA	7																						MH-313	
MH-313	208+41	X			3.2	15	2	MANHOLE, TYPE C-4	35	35		0.94	386.40	386.25	75	NA	7																						IN-311	
IN-314	208+59	X			3.9	15	2	INLET, TYPE B-15	15	15		0.77	386.50	386.40	75	NA	7																						MH-313	
IN-315	209+15	X			9.0	15	2	INLET, TYPE B-15	5	5		0.25	387.14	387.00	75	NA	7																						IN-316	
IN-316	209+15	X			4.0	15	2	INLET, TYPE B-15	55	55		0.28	387.00	386.50	75	NA	7																						IN-314	
IN-317	209+60	X			3.4	12	2	INLET, TYPE B-15	41	41		1.76	387.50	387.35	75	NA	7																						IN-318	
IN-318	210+01	X			3.4	12	2	INLET, TYPE C-15	53	53		1.89	387.35	387.15	75	NA	7																						IN-321	
IN-319	210+15	X			9.2	12	2	INLET, TYPE B-15	39	39		1.01	386.56	386.25	75	NA	7																						IN-320	
IN-320	210+54	X			9.0	12	2	INLET, TYPE C-15	61	61		1.19	386.27	386.07	75	NA	7																							
IN-321	210+54	X			3.9	12	2	INLET, TYPE C-15	5	5		0.86	386.29	386.27	75	NA	7																						IN-320	
IN-322	211+14	X			8.8	12	2	INLET, TYPE B-15	5	5		0.55	387.38	386.50	75	NA	7																						IN-323	
IN-323	211+14	X			4.2	12	2	INLET, TYPE C-15	60	60		0.93	386.50	386.29	75	NA	7																						IN-321	
IN-324	211+74	X			8.9	12	2	INLET, TYPE B-15	5	5		0.70	387.55	386.39	75	NA	7																						IN-325	
IN-325	211+74	X			4.1	12	2	INLET, TYPE C-15	60	60		1.05	386.70	386.50	75	NA	7																						IN-323	
IN-326	211+99	X			4.1	12	2	INLET, TYPE B-15	25	25		0.94	386.97	386.70	75	NA	7																						IN-325	
IN-327	212+16	X			80.0	12	2	INLET, TYPE C-15	52	52		1.63	385.50	385.25	75	NA	7																						IN-328	
IN-328	212+67	X			85.4	12	2	INLET, TYPE C-15	60	60		2.17	385.25	385.05	75	NA	7																						IN-329	
IN-329	213+27	X			87.3	12	2	INLET, TYPE C-15	68	68		2.52	385.05	384.82	75	NA	7																						IN-330	
IN-330	213+95	X			89.4	12	2	INLET, TYPE C-15	51	51		2.63	384.82	384.65	75	NA	7																						IN-331	
IN-331	214+47	X			91.0	12	2	INLET, TYPE C-15	60	60		2.71	384.65	384.45	75	NA	7																						IN-332	
IN-332	215+07	X			92.1	12	2	INLET, TYPE C-15	60	60		2.92	384.45	384.25	75	NA	7																						IN-333	
IN-333	215+67	X			90.4	12	2	INLET, TYPE C-15	60	60		3.28	384.25	384.05	75	NA	7																						IN-334	
IN-334	216+27	X			88.7	15	2	INLET, TYPE C-15	60	60		3.39	384.05	383.83	75	NA	7																						IN-335	
IN-335	216+87	X			86.9	15	2	INLET, TYPE C-15	119	119		3.82	383.83	383.45	75	NA	7																						IN-336	
IN-336	218+07	X			89.3	15	2	INLET, TYPE C-15	54	54		3.96	383.45	383.28	75	NA	7																						IN-337	
IN-337	218+55	X			112.5	15	2	INLET, TYPE C-15	36	36		3.74	383.28	383.15	75	NA	7																						MH-357	
IN-340	212+23	X			47.3	12	2	INLET, TYPE B-15	42	42		1.95	385.57	385.40	75	NA	7																						IN-341	
IN-341	212+65	X			46.7	12	2	INLET, TYPE C-15	45	45		2.13	385.40	385.25	75	NA	7																						IN-342	
IN-342	213+10	X			45.8	12	2	INLET, TYPE C-15	45	45		2.32	385.25	385.10	75	NA	7																						IN-343	
IN-343	213+55	X			45.5	18	2	INLET, TYPE C-15	45	45		2.05	385.10	384.90	75	NA	7																						IN-344	
IN-344	213+98	X			58.0	18	2	INLET, TYPE C-15	30	30		2.30	384.90	384.74	75	NA	7																						IN-345	
IN-345	214+28	X			65.9	18	2	INLET, TYPE C-15	60	60		2.40	384.74	384.55	75	NA	7																						IN-346	
IN-346	214+87	X			73.2	18	2	INLET, TYPE C-15	42	42		2.58	384.55	384.40	75	NA	7																						IN-347	
IN-347	215+29	X			72.4	18	2	INLET, TYPE C-15	48	48		2.82	384.40	384.25	75	NA	7																						IN-348	
IN-348	215+77	X			71.1	18	2	INLET, TYPE C-15	45	45		3.09	384.25	384.10	75	NA	7																						IN-349	
IN-349	216+22	X			69.8	18	2	INLET, TYPE C-15	45	45		3.35	384.10	383.96	75	NA	7																						IN-350	
IN-350	216+67	X			68.5	18	2	INLET, TYPE C-15	45	45		3.59	383.96	383.82	75	NA	7																						IN-352	
IN-352	217+12	X			67.1	18	2	INLET, TYPE C-15	45	45		3.80	383.82	383.67	75	NA	7																						IN-353	
IN-353	217+57	X			66.0	18	2	INLET, TYPE C-15	45	45		3.97	383.67	383.53	75	NA	7																						IN-354	
IN-354	218+02	X			65.9	18	2	INLET, TYPE C-15	45	45		4.03	383.53	383.38	75	NA	7																						IN-355	
IN-355	218+47	X			65.9	18	2	INLET, TYPE C-15	38	38		4.02	383.38	383.25	76	NA	7																						IN-356	
IN-356	218+85	X			68.1	18	2	INLET, TYPE C-15	13	13		3.83	383.25	383.15	75	NA	7																						MH-357	
MH-357	218+79	X			81.6		2	MANHOLE, TYPE H-4																															
IN-360	212+97		X		11.1	15	2	INLET, TYPE B-15	8	8		0.79	386.95	386.90	75	NA	7																						IN-361	
IN-361	212+98		X		18.8	12	2	INLET, TYPE C-15	50	50		1.46	386.90	386.10	75	NA	7																						MH-362	
MH-362	213+49		X		5.0	12	2	MANHOLE, TYPE C-4	45	45		2.75	386.00	385.20	75	NA	7																						MH-365	

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: TYW

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

SCALE	BRIDGE FILE
N/A	N/A
	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
	121 of 145
CONTRACT	PROJECT
R-42287	1900308

$FILE$

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	FLOW LINE			SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STR.	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE				COVER	UP STREAM	DOWN STREAM											GEOTEXTILE FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CLASS 2 RIPRAP				TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
					FT	IN			LFT	LFT		FT	ELEV.	ELEV.	YRS				CYS		CYS		SYS	TON	SYS	TONS	TONS	TONS	CYS	LFT	EA.								
Line "A-2S"																																							
IN-363	213+64	X			5.9	12	2	INLET, TYPE B-15	34	34		1.24	386.90	386.60	75	NA	7																						IN-364	
IN-364	213+98	X			4.8	12	2	INLET, TYPE C-15	8	8		1.54	386.60	386.30	75	NA	7																						MH-365	
MH-365	213+98		X		5.0	12	2	MANHOLE, TYPE C-4	34	34		3.34	385.20	384.95	75	NA	7																						MH-368	
IN-366	213+98		X		17.3	12	2	INLET, TYPE B-15	10	10		0.00	388.33	388.29	75	NA	7																						MH-365	
IN-367	214+36	X			3.5	12	2	INLET, TYPE B-15	8	8		1.36	388.44	384.95	75	NA	7																						MH-368	
MH-368	214+36		X		4.2	12	2	MANHOLE, TYPE C-4	64	64		3.65	384.95	384.70	75	NA	7																						MH-370	
IN-369	214+98		X		14.5	12	2	INLET, TYPE B-15	10	10		1.77	388.62	384.70	75	NA	7																						MH-370	
MH-370	215+04		X		4.1	12	2	MANHOLE, TYPE C-4	80	80		4.03	384.70	384.40	75	NA	7																						MH-373	
IN-371	215+11	X			1.3	12	2	INLET, TYPE B-15	7	7		2.25	387.18	384.70	75	NA	7																						MH-370	
IN-372	215+98		X		11.5	12	2	INLET, TYPE B-15	10	10		1.13	387.85	387.00	75	NA	7																						MH-373	
MH-373	215+88		X		5.6	12	2	MANHOLE, TYPE C-4	71	71		4.49	384.40	384.15	75	NA	7																						IN-375	
IN-374	215+86		X		0.2	12	2	INLET, TYPE B-15	4	4		1.12	387.34	387.10	75	NA	7																						MH-373	
IN-375	216+61		X		1.2	12	2	INLET, TYPE C-15	75	75		4.43	384.15	383.90	75	NA	7																						IN-379	
IN-376	216+98		X		9.7	12	2	INLET, TYPE B-15	69	69		4.11	384.70	384.45	75	NA	7																						IN-377	
IN-377	217+67		X		9.1	12	2	INLET, TYPE C-15	93	93		4.32	384.45	384.15	75	NA	7																						IN-378	
IN-378	218+60		X		9.1	12	2	INLET, TYPE B-15	7	7		4.72	384.15	383.50	75	NA	7																						IN-381	
IN-379	217+36		X		1.7	12	2	INLET, TYPE C-15	75	75		4.73	383.90	383.65	75	NA	7																						IN-380	
IN-380	218+11		X		1.7	12	2	INLET, TYPE C-15	49	49		4.84	383.65	383.50	75	NA	7																						IN-381	
IN-381	218+60		X		1.7	12	2	INLET, TYPE C-15	46	46		4.94	383.50	383.35	75	NA	7																						IN-388	
IN-382	215+05	X			40.1	12	2	INLET, TYPE B-15	63	63		3.08	385.25	385.00	75	NA	7																						IN-383	
IN-383	215+69	X			38.7	12	2	INLET, TYPE C-15	66	66		3.48	385.00	384.80	75	NA	7																						IN-384	
IN-384	216+35	X			37.6	12	2	INLET, TYPE C-15	66	66		3.85	384.80	384.55	75	NA	7																						IN-385	
IN-385	217+01	X			37.1	12	2	INLET, TYPE C-15	66	66		4.20	384.55	384.33	75	NA	7																						IN-386	
IN-386	217+67	X			36.9	12	2	INLET, TYPE C-15	66	66		4.38	384.33	384.12	75	NA	7																						IN-387	
IN-387	218+33	X			36.9	12	2	INLET, TYPE C-15	53	53		4.78	384.12	383.35	75	NA	7																						IN-388	
IN-388	218+85	X			36.9	15	2	INLET, TYPE C-15	30	30		4.88	383.35	383.25	75	NA	7																						IN-356	
IN-390	215+62		X		67.3	12	2	INLET, TYPE B-15	35	35		1.38	386.97	386.68	75	NA	7																						IN-392	
IN-391	215+97		X		50.1	12	2	INLET, TYPE B-15	17	17		1.43	386.80	386.68	75	NA	7																						IN-392	
IN-392	215+97		X		67.3	12	2	INLET, TYPE C-15	80	80		1.24	386.68	386.39	75	NA	7																						IN-394	
IN-393	216+77		X		48.6	12	2	INLET, TYPE B-15	19	19		1.50	387.36	386.39	75	NA	7																						IN-394	
IN-394	216+77		X		67.7	12	2	INLET, TYPE C-15	4	4		2.87	386.39	383.68	75	NA	7																							Connect to Exist Storm
IN-397	217+76		X		47.7	12	2	INLET, TYPE B-15	77	77		3.07	386.80	383.67	75	NA	7																						IN-396	
IN-396	218+53		X		47.7	12	2	INLET, TYPE C-15	24	24		3.07	386.73	383.60	75	NA	7																						MH-397	
MH-397	218+55		X		73.4	36	2	MANHOLE, TYPE H-4	20	20		2.07	383.60	383.18	75	NA	7																							Connect to Exist Storm
IN-398	218+54		X		82.5	12	2	INLET, TYPE B-15	7	7		2.74	385.40	383.60	75	NA	7																						MH-397	
IN-408	220+07	X			36.9	12	2	INLET, TYPE B-15	53	53		1.84	386.55	386.00	75	NA	7																						IN-409	
IN-409	220+60	X			37.0	12	2	INLET, TYPE C-15	55	55		2.22	386.00	385.60	75	NA	7																						IN-410	
IN-410	221+15	X			37.4	12	2	INLET, TYPE C-15	55	55		2.42	385.60	385.30	75	NA	7																						IN-411	
IN-411	221+70	X			38.1	12	2	INLET, TYPE C-15	55	55		2.58	385.30	385.00	75	NA	7																						IN-412	
IN-412	222+25	X			39.1	12	2	INLET, TYPE C-15	51	51		2.75	385.00	384.62	75	NA	7																						IN-413	
IN-413	222+76	X			40.3	18	2	INLET, TYPE C-15	39	39		2.32	384.65	384.53	75	NA	7																							
IN-414	223+35	X			42.1	12	2	INLET, TYPE B-15	59	59		2.39	384.93	384.62	75	NA	7																						IN-413	
IN-415	220+13		X		9.1	12	2	INLET, TYPE B-15	7	7		1.82	386.35	386.27	75	NA	7																						IN-416	
IN-416	220+13		X		1.6	12	2	INLET, TYPE C-15	53	53		1.82	386.27	386.00	75	NA	7																						IN-417	
IN-417	220+66		X		1.6	12	2	INLET, TYPE C-15	55	55		1.92	386.00	385.70	75	NA	7																						IN-419	
IN-418	221+21		X		9.0	12	2	INLET, TYPE B-15	8	8		1.61	386.87	385.70	75	NA	7																						IN-419	
IN-419	221+21		X		1.1	12	2	INLET, TYPE C-15	55	55		2.06	385.70	385.40	75	NA	7																						IN-421	
IN-420	221+76		X		9.1	12	2	INLET, TYPE B-15	9	9		1.67	386.72	385.40	75	NA	7																						IN-421	
IN-421	221+76		X		0.4	12	2	INLET, TYPE C-15	55	55		2.26	385.40	385.10	75	NA	7																						IN-422	
IN-422	222+31	X			0.6	12	2	INLET, TYPE C-15	45	45		2.48	385.10	384.82	75	NA	7																						IN-424	
IN-423	222+76		X		9.9	12	2	INLET, TYPE B-15	12	12		2.57	385.00	384.82	75	NA	7																						IN-424	
IN-424	222+76	X			1.7	18	2	MANHOLE, TYPE C-15	39	39		2.15	384.82	384.62	75	NA	7																						IN-413	
IN-425	223+41	X			3.6	12	2	INLET, TYPE C-15	65	65		2.32	385.15	384.82	75	NA	7																						IN-424	
IN-426	223+95	X			5.6	12	2	INLET, TYPE C-15	55	55		1.93	385.43	385.15	75	NA	7																						IN-425	
IN-427	224+63		X		15.2	12	2	INLET, TYPE B-15	26	26		1.23	386.00	385.71	75	NA	7																						IN-428	
IN-428	224+50	X			7.9	12	2	INLET, TYPE B-15	55	55		1.47	385.71	385.43	75	NA	7																						IN-426	
IN-429	225+05	X			9.7	12	2	INLET, TYPE C-15	55	55		1.10	385.88	385.71	75	NA	7																						IN-428	
IN-430	225+23		X		7.2	12	2	INLET, TYPE C-15	24	24		0.84	386.00	385.88	75	NA	7																						IN-429	
IN-431	225+86	X			6.1	12	2	INLET, TYPE B-15	6	6		0.44	386.20	385.96	75	NA	7																						IN-480	

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: TYW

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

SCALE	BRIDGE FILE
N/A	N/A
	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
	122 of 145
CONTRACT	PROJECT
R-42287	1900308

$FILE$

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	FLOW LINE			SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STR.	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE				COVER	UP STREAM	DOWN STREAM									GEOTEXTILE FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CLASS 2 RIPRAP												
					FT	IN			LFT	LFT		FT	ELEV.	ELEV.	YRS				CYS		CYS		SYS	TON	SYS	TONS	TONS	TONS	CYS	LFT	EA.	TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
Line "A-2S"																																							
IN-432	219+82		X		47.6	12	2	INLET, TYPE B-15	31	31		1.49	386.88	385.93	75	NA	7																					IN-434	
IN-434	219+83		X		78.8	12	2	INLET, TYPE C-15	27	27		1.60	385.93	384.72	75	NA	7																					IN-435	
IN-440	220+25		X		113.1	12	2	INLET, TYPE B-15	10	10		5.76	380.85	380.63	75	NA	7																					MH-441	
MH-441	220+17		X		104.6	36	2	MANHOLE, TYPE H-4	22	22		4.06	380.63	380.57	75	NA	7																						Connect to Exist Storm
IN-442	220+37		X		76.7	36	2	MANHOLE, TYPE H-15	32	32		4.57	380.75	380.63	75	NA	7																					MH-441	
IN-443	221+30		X		95.7	12	2	INLET, TYPE B-15	19	19		3.53	385.12	381.05	75	NA	7																					IN-444	
IN-444	221+30		X		76.8	36	2	MANHOLE, TYPE H-15	93	93		4.03	381.05	380.75	75	NA	7																					IN-442	
IN-445	221+91		X		104.7	12	2	INLET, TYPE P-12	8	8		4.40	381.55	381.50	75	NA	7																					IN-446	
IN-446	221+91		X		96.7	12	2	MANHOLE, TYPE C-15	19	19		5.13	381.50	381.11	75	NA	7																					IN-447	
IN-447	221+91		X		77.7	36	2	MANHOLE, TYPE H-15	61	61		3.67	381.11	381.05	75	NA	7																					IN-444	
IN-448	222+50		X		98.5	12	2	INLET, TYPE B-15	19	19		3.30	384.74	381.15	75	NA	7																					IN-449	
IN-449	222+51		X		79.5	36	2	MANHOLE, TYPE H-15	60	60		3.42	381.15	381.11	75	NA	7																					IN-447	
IN-450	223+10		X		100.7	12	2	INLET, TYPE B-15	19	19		3.18	384.55	381.19	75	NA	7																					IN-451	
IN-451	223+12		X		81.7	36	2	MANHOLE, TYPE H-15	60	60		3.19	381.19	381.15	75	NA	7																					IN-449	
IN-452	223+84		X		101.6	12	2	INLET, TYPE B-15	26	26		3.09	384.41	381.23	75	NA	7																					IN-453	
IN-453	223+67		X		82.2	36	2	MANHOLE, TYPE H-15	54	54		3.02	381.23	381.19	75	NA	7																					IN-451	
IN-454	224+34		X		101.4	12	2	INLET, TYPE B-15	22	22		3.11	384.49	381.27	75	NA	7																					MH-455	
MH-455	224+23		X		80.4	36	2	MANHOLE, TYPE H-4	54	54		3.34	381.27	381.23	75	NA	7																					IN-453	
IN-456	223+95		X		78.8	12	2	INLET, TYPE B-15	26	26		1.61	384.72	384.50	75	NA	7																					IN-457	
IN-457	224+21		X		74.0	12	2	INLET, TYPE C-15	5	5		3.37	384.50	381.27	75	NA	7																					MH-455	
IN-458	224+48		X		66.1	12	2	INLET, TYPE C-15	28	28		1.71	384.70	384.50	75	NA	7																					IN-457	
IN-459	225+01		X		55.2	12	2	INLET, TYPE C-15	54	54		1.51	385.00	384.70	75	NA	7																					IN-458	
IN-460	225+39		X		56.6	12	2	INLET, TYPE B-15	38	38		1.13	385.27	385.00	75	NA	7																					IN-459	
IN-462	225+50		X		100.9	12	2	INLET, TYPE B-15	23	23		2.82	384.98	381.35	75	NA	7																					MH-463	
MH-463	225+40		X		78.6	36	2	MANHOLE, TYPE H-4	109	109		3.32	381.35	381.31	75	NA	7																					MH-455	
IN-464	226+28		X		59.1	12	2	INLET, TYPE B-15	38	38		1.23	385.05	384.59	75	NA	7																					IN-465	
IN-465	225+91		X		58.2	12	2	INLET, TYPE C-15	12	12		3.10	384.59	381.39	75	NA	7																					IN-466	
MH-466	225+93		X		72.4	36	2	MANHOLE, TYPE H-4	49	49		3.07	381.39	381.35	75	NA	7																					MH-463	
IN-467	226+09		X		100.4	12	2	INLET, TYPE C-15	31	31		4.05	382.00	381.39	75	NA	7																					MH-466	
IN-468	226+69		X		81.8	12	2	INLET, TYPE P-12	35	35		1.80	383.10	382.50	75	NA	7																					IN-493	
MH-469	226+72		X		73.7	36	2	MANHOLE, TYPE H-4	80	80		1.70	381.44	381.39	75	NA	7																					MH-466	
IN-470	229+28		X		82.1	18	2	INLET, TYPE P-12	5	5		0.96	381.75	381.65	75	NA	7																					MH-471	
MH-471	229+25		X		78.4	36	2	MANHOLE, TYPE H-4	262	262		1.50	381.62	381.44	75	NA	7																					MH-469	
MH-472	232+64		X		82.1	24	2	MANHOLE, TYPE C-4	326	326		1.33	381.90	381.62	75	NA	7																					MH-471	
IN-473	220+37		X		47.7	12	2	INLET, TYPE C-15	29	29		5.63	383.50	380.75	75	NA	7																					IN-442	
IN-474	220+92		X		47.7	12	2	INLET, TYPE C-15	55	55		3.81	384.00	383.50	75	NA	7																					IN-473	
IN-475	221+47		X		47.7	12	2	INLET, TYPE C-15	55	55		3.24	384.40	384.00	75	NA	7																					IN-474	
IN-476	222+02		X		47.7	12	2	INLET, TYPE C-15	55	55		2.70	384.80	384.40	75	NA	7																					IN-475	
IN-477	222+58		X		48.2	12	2	INLET, TYPE C-15	56	56		1.99	385.50	384.80	75	NA	7																					IN-476	
IN-478	223+12		X		49.1	12	2	INLET, TYPE C-15	54	54		1.38	385.75	385.50	75	NA	7																					IN-477	
IN-479	223+38		X		49.7	12	2	INLET, TYPE B-15	26	26		1.09	385.92	385.75	75	NA	7																					IN-478	
IN-480	225+86	X			11.7	12	2	INLET, TYPE C-15	49	49		0.99	385.96	385.63	75	NA	7																					IN-481	
IN-481	226+35	X			12.6	12	2	INLET, TYPE C-15	65	65		1.15	385.63	385.30	75	NA	7																					IN-482	
IN-482	227+00	X			13.3	12	2	INLET, TYPE C-15	65	65		1.32	385.30	384.97	75	NA	7																					IN-483	
IN-483	227+65	X			13.4	12	2	INLET, TYPE C-15	35	35		1.51	384.97	384.65	75	NA	7																					IN-484	
IN-484	228+00	X			13.4	18	2	MANHOLE, TYPE C-15	69	69		1.31	384.65	384.44	75	NA	7																						
IN-485	227+00	X			8.7	12	2	INLET, TYPE B-15	4	4		0.94	385.55	385.27	75	NA	7																					IN-482	
IN-487	228+01		X		15.7	18	2	INLET, TYPE C-15	29	29		1.04	384.75	384.65	75	NA	7																					IN-484	
MH-488	228+02		X		24.7	18	2	MANHOLE, TYPE C-4	7	7		1.19	384.78	384.75	75	NA	7																					IN-487	
IN-489	228+53		X		15.7	12	2	INLET, TYPE B-15	7	7		1.12	385.19	384.95	75	NA	7																					MH-490	
MH-490	228+53		X		24.7	18	2	MANHOLE, TYPE C-4	47	47		1.05	384.95	384.78	75	NA	7																					MH-488	
IN-491	229+03		X		15.7	12	2	INLET, TYPE B-15	7	7		0.87	385.30	385.12	75	NA	7																					MH-492	
MH-492	229+04		X		24.7	18	2	MANHOLE, TYPE C-4	47	47		1.04	385.12	384.95	75	NA	7																					MH-490	
IN-493	226+37		X		94.3	12	2	INLET, TYPE C-15	35	35		3.10	382.50	382.00	75	NA	7																					IN-467	

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: TYW

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

SCALE	BRIDGE FILE
N/A	N/A
	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
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CONTRACT	PROJECT
R-42287	1900308

$FILE$

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	FLOW LINE			SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STR.	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET	SIZE	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE				COVER	UP STREAM	DOWN STREAM											GEOTEXTILE FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CLASS 2 RIPRAP				TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
					FT	IN			LFT	LFT		FT	ELEV.	ELEV.	YRS				CYS		CYS		SYS	TON	SYS	TONS	TONS	TONS	CYS	LFT	EA.								
Line "PR-A-2S"																																							
IN-494	229+58		X		15.7	12	2	INLET, TYPE B-15	7	7		0.81	385.60	385.30	75	NA	7																						MH-495	
MH-495	229+59		X		24.6	18	2	MANHOLE, TYPE C-4	51	51		1.02	385.30	385.12	75	NA	7																						MH-492	
IN-496	230+13		X		15.7	12	2	INLET, TYPE B-15	7	7		0.79	385.73	385.48	75	NA	7																						MH-497	
MH-497	230+14		X		24.3	15	2	MANHOLE, TYPE C-4	51	51		1.20	385.48	385.30	75	NA	7																						MH-495	
IN-498	230+67		X		9.8	12	2	INLET, TYPE B-15	4	4		0.85	385.72	385.68	75	NA	7																						MH-499	
MH-499	230+69		X		16.2	15	2	MANHOLE, TYPE C-4	52	52		1.30	385.68	385.48	75	NA	7																						MH-497	
IN-500	231+22		X		2.2	12	2	INLET, TYPE B-15	13	13		0.79	386.12	385.82	75	NA	7																						MH-501	
MH-501	231+12		X		12.1	15	2	MANHOLE, TYPE C-4	39	39		1.26	385.82	385.68	75	NA	7																						MH-499	
IN-502	231+08		X		20.6	12	2	INLET, TYPE B-15	7	7		1.12	386.08	385.82	75	NA	7																						MH-501	
IN-503	231+76	X			5.5	12	2	INLET, TYPE B-15	7	7		0.80	386.35	386.05	75	NA	7																						MH-504	
MH-504	231+78		X		5.7	12	2	MANHOLE, TYPE C-4	62	62		1.48	386.05	385.82	75	NA	7																						MH-501	
IN-505	231+78		X		18.7	12	2	INLET, TYPE B-15	11	11		1.00	386.35	386.05	75	NA	7																						MH-504	
IN-506	232+32	X			12.8	12	2	INLET, TYPE B-15	12	12		0.87	386.53	386.22	75	NA	7																						MH-507	
MH-507	232+33		X		0.9	12	2	MANHOLE, TYPE C-4	51	51		1.45	386.22	386.05	75	NA	7																						MH-504	
IN-508	232+33		X		16.9	12	2	INLET, TYPE B-15	14	14		0.93	386.55	386.22	75	NA	7																						MH-507	
IN-509	232+87	X			13.4	12	2	INLET, TYPE B-15	11	11		0.96	386.45	386.40	75	NA	7																						MH-510	
MH-510	232+88	X			0.4	12	2	MANHOLE, TYPE C-4	51	51		1.39	386.40	386.22	75	NA	7																						MH-507	
IN-511	232+88		X		14.6	12	2	INLET, TYPE B-15	13	13		0.97	386.45	386.40	75	NA	7																						MH-510	
IN-512	233+42	X			13.4	12	2	INLET, TYPE B-15	10	10		0.89	386.70	386.60	75	NA	7																						MH-513	
MH-513	233+42	X			0.9	12	2	MANHOLE, TYPE C-4	51	51		1.31	386.60	386.40	75	NA	7																						MH-510	
IN-514	233+43		X		12.4	12	2	INLET, TYPE B-15	11	11		0.81	386.70	386.60	75	NA	7																						MH-513	
IN-516	234+00	X			13.4	12	2	INLET, TYPE C-15	68	68		1.53	386.34	386.00	75	NA	7																							
MH-517	234+00	X			1.7	12	2	MANHOLE, TYPE C-4	10	10		1.57	386.39	386.34	75	NA	7																						IN-516	
IN-518	234+00		X		10.4	12	2	INLET, TYPE B-15	10	10		1.16	386.44	386.39	75	NA	7																						MH-517	
IN-519	234+52	X			13.4	12	2	INLET, TYPE B-15	9	9		1.19	386.68	386.63	75	NA	7																						MH-520	
MH-520	234+53	X			2.2	12	2	MANHOLE, TYPE C-4	49	49		1.57	386.63	386.39	75	NA	7																						MH-517	
IN-521	234+52		X		8.9	12	2	INLET, TYPE B-15	9	9		1.05	386.68	386.63	75	NA	7																						MH-520	
IN-522	235+07	X			13.4	12	2	INLET, TYPE B-15	8	8		1.05	386.92	386.88	75	NA	7																						MH-523	
MH-523	235+07	X			3.2	12	2	MANHOLE, TYPE C-4	50	50		1.43	386.88	386.63	75	NA	7																						MH-520	
IN-524	235+07		X		7.7	12	2	INLET, TYPE B-15	9	9		0.90	386.92	386.88	75	NA	7																						MH-523	
IN-525	235+62	X			13.4	12	2	INLET, TYPE B-15	8	8		0.89	387.17	387.13	75	NA	7																						MH-526	
MH-526	235+62	X			3.2	12	2	MANHOLE, TYPE C-4	51	51		1.27	387.13	386.88	75	NA	7																						MH-523	
IN-527	235+62		X		6.9	12	2	INLET, TYPE B-15	8	8		0.77	387.17	387.13	75	NA	7																						MH-526	
IN-528	236+17	X			13.4	12	2	INLET, TYPE B-15	8	8		0.77	387.43	387.40	75	NA	7																						MH-529	
MH-529	236+17	X			3.3	12	2	MANHOLE, TYPE C-4	51	51		1.15	387.40	387.13	75	NA	7																						MH-526	
IN-530	236+17		X		6.4	12	2	INLET, TYPE B-15	8	8		0.64	387.43	387.40	75	NA	7																						MH-529	
MH-530	206+31	X			71.0		2	MANHOLE, TYPE C-4																															Connect to Exist Storm
CT-540	220+24	X			75.6			CURB TURNOUT																															
CT-542	221+10	X			63.6			CURB TURNOUT																															
CT-543	221+55	X			64.0			CURB TURNOUT																															
CT-544	222+00	X			64.2			CURB TURNOUT																															
CT-545	222+45	X			64.5			CURB TURNOUT																															
CT-546	222+90	X			64.7			CURB TURNOUT																															
CT-547	223+35	X			64.8			CURB TURNOUT																															
CT-548	223+80	X			64.9			CURB TURNOUT																															
CT-549	224+25	X			65.0			CURB TURNOUT																															
CT-550	224+70	X			65.0			CURB TURNOUT																															
CT-551	225+15	X			65.1			CURB TURNOUT																															
CT-552	225+60	X			65.1			CURB TURNOUT																															
CT-553	226+05	X			65.2			CURB TURNOUT																															
CT-554	226+50	X			65.2			CURB TURNOUT																															
CT-555	226+95	X			65.2			CURB TURNOUT																															
CT-556	227+40	X			65.2			CURB TURNOUT																															
CT-557	227+85	X			65.2			CURB TURNOUT																															
CT-558	228+30	X			65.2			CURB TURNOUT																															
CT-559	228+75	X			66.0			CURB TURNOUT																															
CT-560	230+66	X			67.0			CURB TURNOUT																															
CT-561	231+10	X			65.2			CURB TURNOUT																															
CT-562	231+55	X			65.2			CURB TURNOUT																															
CT-563	232+00	X			65.2			CURB TURNOUT																															

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: TYW

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

SCALE	BRIDGE FILE
N/A	N/A
	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
	124 of 145
CONTRACT	PROJECT
R-42287	1900308

$FILE$

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	FLOW LINE			SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STR.	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET	SIZE	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE				COVER	UP STREAM	DOWN STREAM											GEOTEXTILE FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CLASS 2 RIPRAP				TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
					FT	IN			LFT	LFT		FT	ELEV.	ELEV.	YRS				CYS		CYS		SYS	TON	SYS	TONS	TONS	TONS	CYS	LFT	EA.								
Line "PR-A-2S"																																							
CT-564	232+45	X			65.2			CURB TURNOUT																															
CT-565	232+90	X			65.2			CURB TURNOUT																															
CT-566	233+35	X			65.2			CURB TURNOUT																															
CT-567	233+80	X			65.2			CURB TURNOUT																															
CT-568	234+32	X			65.2			CURB TURNOUT																															
CT-569	234+70	X			65.2			CURB TURNOUT																															
CT-570	235+15	X			65.2			CURB TURNOUT																															
CT-571	235+60	X			65.2			CURB TURNOUT																															
CT-572	236+05	X			65.2			CURB TURNOUT																															
CT-575	227+17		X		61.3			CURB TURNOUT																															
CT-576	227+76		X		65.1			CURB TURNOUT																															
CT-577	228+47		X		73.6			CURB TURNOUT																															
CT-579	229+54		X		73.8			CURB TURNOUT																															
CT-580	230+15		X		73.4			CURB TURNOUT																															
CT-584	228+93		X		73.8			CURB TURNOUT																															
CT-581	230+76		X		72.5			CURB TURNOUT																															
CT-582	231+40		X		71.1			CURB TURNOUT																															
CT-583	231+95		X		69.5			CURB TURNOUT																															
CT-585	234+16		X		57.1			CURB TURNOUT																															
CT-586	234+76		X		53.2			CURB TURNOUT																															
CT-587	235+36		X		49.6			CURB TURNOUT																															
CT-588	235+96		X		46.5			CURB TURNOUT																															
Line "S-1"																																							
IN-405	47+13	X			75.7	12	2	INLET, TYPE B-15	75	75		2.72	384.07	380.64	75	NA	7																					IN-406	
IN-406	47+88	X			76.2	12	2	INLET, TYPE C-15	7	7		4.90	380.64	380.27	75	NA	7																						Connect to Exist Storm
IN-338	48+14		X		34.2	12	2	INLET, TYPE B-15	28	28		0.58	385.80	384.49	75	NA	7																						Connect to Exist Storm
IN-407	48+53	X			78.0	12	2	INLET, TYPE C-15	7	7		2.94	385.29	380.32	75	NA	7																					IN-406	
IN-399	51+14		X		27.0	12	2	INLET, TYPE C-15	8	8		1.25	384.80	384.50	75	NA	7																					MH-401	
IN-400	51+48		X		23.5	12	2	INLET, TYPE B-15	34	34		1.26	384.50	384.40	75	NA	7																					IN-399	
IN-436	51+20	X			89.0	12	2	INLET, TYPE B-15	31	31		1.03	384.26	384.20	75	NA	7																					IN-437	
IN-437	51+50	X			81.6	12	2	INLET, TYPE C-15	83	83		2.80	384.20	380.61	75	NA	7																						Connect to Exist Storm
IN-435	50+82	X			68.7	12	2	INLET, TYPE C-15	29	29		3.34	385.20	380.57	75	NA	7																						Connect to Exist Storm

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: SRB DRAWN: TYW

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

SCALE	BRIDGE FILE
N/A	N/A
	DESIGNATION
N/A	1900292
SURVEY BOOK	SHEETS
	125 of 145
CONTRACT	PROJECT
R-42287	1900308

$FILE$

PROJECT	DESIGNATION
1900308	1900317
CONTRACT	
R-42287	

Excerpts

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

KIN PROJECT INFORMATION

DESIGNATION	PROJECT DESCRIPTION	TYPE
1900308 (LEAD)	Road Reconstruction along SR 62 from Rosenberger Ave. to 2.72 mi W of S Jct. US-41	Roadway
2000217	SR 66 (Lloyd) at 2.25 miles E. of US-41 (Stockwell Rd.) - Intersection Improvements	Roadway
1900268	SR 66 (Lloyd) at 1.79 miles E. of US-41 (Vann Ave.) - Intersection Improvements	Roadway
1900292	SR 66 (Lloyd) at 1.20 miles W. of I-69 (Burkhardt Rd.) - Intersection Improvements	Roadway
1900263	SR 62 (Lloyd) at 3.09 miles W. of US 41 (St. Joseph Ave.) - Intersection Improvements	Roadway
1900264	SR 62 (Lloyd) at 4.58 miles W. of US 41 (Rosenberger Ave.) - Intersection Improvements	Roadway
1500041	SR 62 (Lloyd) over CSX Railroad & Evansville Western Railroad - Bridge Replacement	Bridge
1600060	SR 62 (Lloyd) over Tekoppel Ave. - Bridge Replacement	Bridge
1602258	SR 62 (Lloyd) over Carpentier Creek - Bridge Replacement	Bridge

Traffic Data	SR66 (Lloyd Expressway)	Cross Pointe Blvd.	Ramp F	Ramp H
A.A.D.T. (2023)	48,543 V.P.D.	18,198 V.P.D.	3,911 V.P.D.	2,905 V.P.D.
A.A.D.T. (2043)	57,789 V.P.D.	21,664 V.P.D.	4,663 V.P.D.	3,464 V.P.D.
D.H.V (2043)	5,197 V.P.H.	2,123 V.P.H.	447 V.P.H.	427 V.P.H.
DIRECTIONAL DISTRIBUTION	58%	51%	100%	100%
TRUCKS	3% A.A.D.T.	1% A.A.D.T.	6% A.A.D.T.	2% A.A.D.T.
	3% D.H.V.	1% D.H.V.	6% D.H.V.	2% D.H.V.
Design Data				
DESIGN SPEED	50 M.P.H.	40 M.P.H.	45 M.P.H.	35/45 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	3R (NON-FREEWAY)	RECONSTRUCTION (FREEWAY)	RECONSTRUCTION (FREEWAY)
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL (OTHER)	MINOR ARTERIAL	RAMP	RAMP
RURAL/URBAN	URBAN (BUILT-UP)	URBAN (BUILT-UP)	URBAN (BUILT-UP)	URBAN (BUILT-UP)
TERRAIN	LEVEL	LEVEL	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE	NONE	NONE

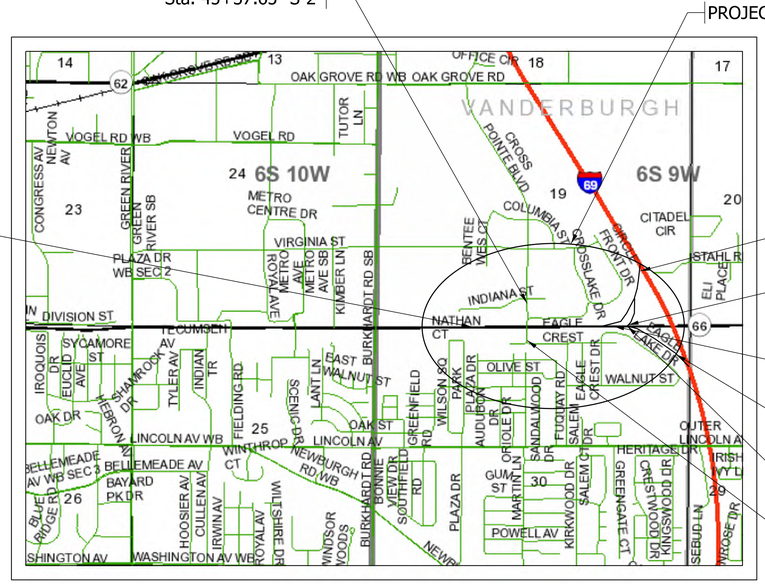
ROUTE: SR66 - Lloyd Expressway - Cross Pointe Boulevard AT: RP 31+0.58

PROJECT NO. 1900308 P.E.
1900308 R/W
1900308 CONST.

Cross Pointe Boulevard Intersection Improvement at Lloyd Expressway
Sections 19, and 30 of T-6-S, R-9-W, Knight Township, Vanderburgh County.

Begin Construction
Sta. 45+37.65 "S-2"

PROJECT LOCATION



Begin Project
Sta. 236+50.00 "A-2S"

Scale: 1" = 8000'

Begin Construction
Sta. 19+55.00 "PR-Ramp F"

End Construction
Sta. 25+93.70 "PR-Ramp F"

Begin Construction
Sta. 43+99.79 "PR-Ramp H"

End Construction
Sta. 57+13.79 "PR-Ramp H"

End Project
Sta. 274+85.64 "A-2S"

End Construction
Sta. 53+91.69 "S-2"

PROJECT LOCATION SHOWN BY
VANDERBURGH COUNTY

LATITUDE: 37° 58' 36" N LONGITUDE: 87° 27' 46" W

HUC: 05140202040010

GROSS LENGTH: 0.73 MI.
NET LENGTH: 0.73 MI.
MAX. GRADE: Exist. %

Stage 2 Plans

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

PARSONS
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204
Bus (317) 616-1000
Fax (317) 616-1033

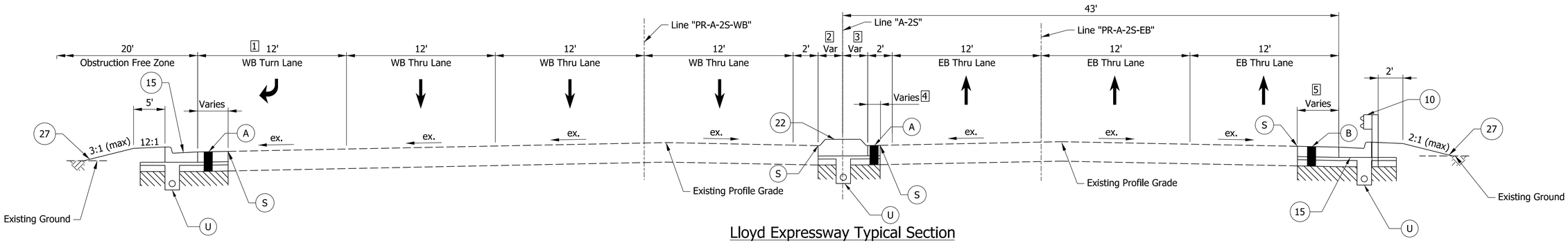
PLANS PREPARED BY: PARSONS 317-616-1000 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

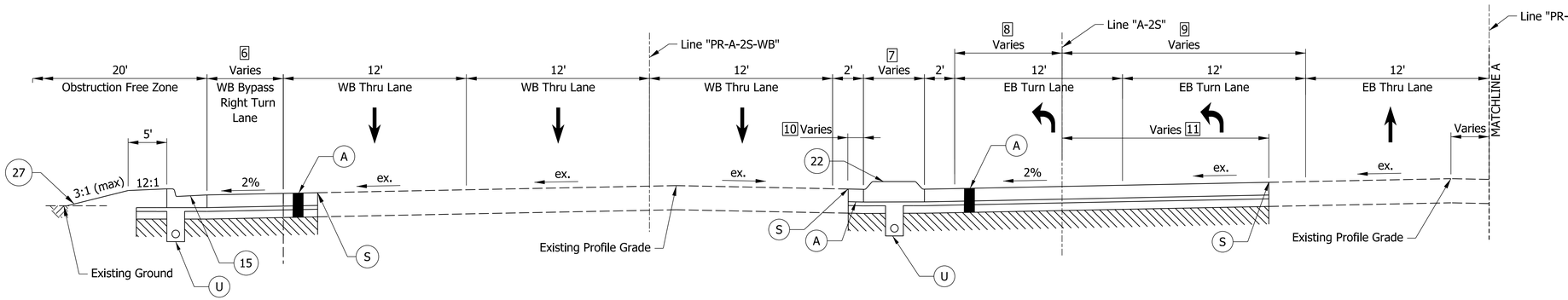
DESIGNATION	
1900317	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 192
CONTRACT	PROJECT
R-42287	1900308

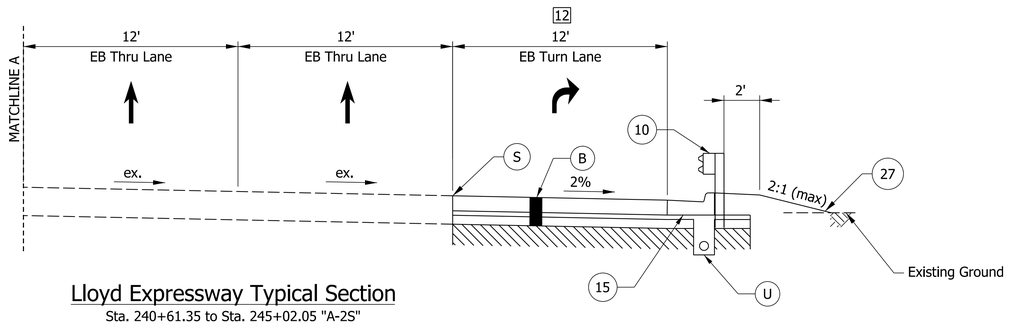
$FILE$
$DATE$



Lloyd Expressway Typical Section

Sta. 236+50.00 to Sta. 240+61.35 "A-2S"





Lloyd Expressway Typical Section

Sta. 240+61.35 to Sta. 245+02.05 "A-2S"

11 8'
From Sta. 240+61.35 to Sta. 241+59.21
Varies 8' to 0'
From Sta. 241+59.21 to Sta. 242+33.54
Varies 0' to -4'
From Sta. 242+33.54 to Sta. 243+36.73
20'
From Sta. 243+36.73 to Sta. 245+10.63

12 0'
From Sta. 240+61.35 to Sta. 241+54.79
Varies 0' to 12'
From Sta. 241+54.79 to Sta. 242+54.04
12'
From Sta. 242+54.04 to Sta. 245+10.63

1 12'
From Sta. 236+50.00 to Sta. 238+18.67
Varies from 12' to 0'
From Sta. 238+18.67 to Sta. 239+53.17
0'
From Sta. 239+53.17 to Sta. 240+61.35

2 Varies 3'-8 9/16" to 12'-7 13/16"
From Sta. 236+50.00 to Sta. 240+61.35

3 Varies 7'-10 1/8" to 0'
From Sta. 236+50.00 to Sta. 239+61.00
0'
From Sta. 239+61.00 to Sta. 240+61.35

4 Varies 2'-4 1/8" to 0'
From Sta. 236+50.00 to Sta. 238+52.92
Varies 0' to 16'-11 3/16"
From Sta. 238+52.92 to Sta. 240+61.35

5 Varies 0'-7 13/16" to 10'-9/16"
From Sta. 236+50.00 to Sta. 240+61.35

6 0'
From Sta. 240+61.35 to Sta. 244+59.55
Varies 0' to 31'-11 1/16"
From Sta. 244+59.55 to Sta. 245+10.63

7 Varies 3'-8 7/16" to 7'-4 13/16"
From Sta. 240+61.35 to Sta. 242+55.45
Varies 7'-4 13/16" to 0'
From Sta. 242+55.45 to Sta. 245+00.42
0'
From Sta. 245+00.42 to Sta. 245+10.63

8 Varies 3'-4 7/8" to 2'-7 13/16"
From Sta. 240+61.35 to Sta. 243+25.67
2'-7 13/16"
From Sta. 243+25.67 to Sta. 244+94.75
Varies 2'-7 13/16" to 3'-1 3/16"
From Sta. 244+94.75 to Sta. 245+10.63

9 Varies 17'-9/16" to 21'-4 1/8"
From Sta. 240+61.35 to Sta. 243+25.67
21'-4 1/8"
From Sta. 243+25.67 to Sta. 245+10.63

10 0'
From Sta. 240+61.35 to Sta. 243+36.73
11'-8 11/16" to 16'-9 7/16"
From Sta. 243+36.73 to Sta. 245+10.63

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	4 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_RD_Sht_Typ_01.dgn
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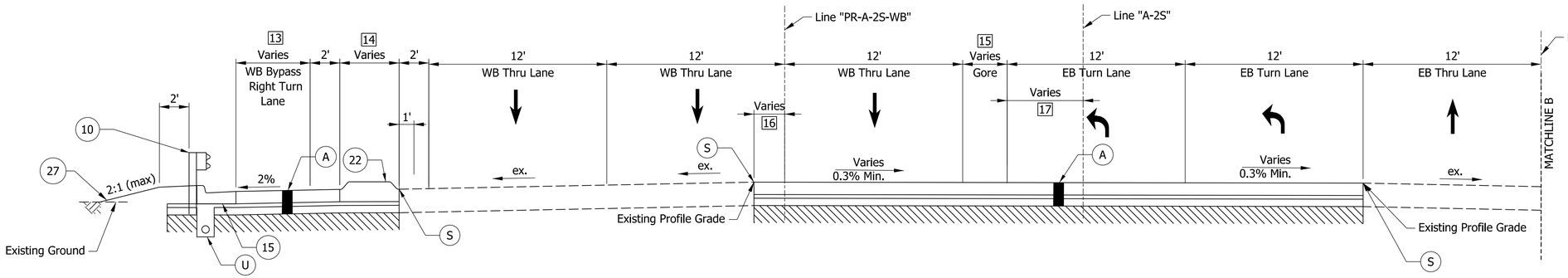


13 Varies 31'-11 1/16" to 12'
From Sta. 245+02.05 to Sta. 245+66.04
12'
From Sta. 245+66.04 to Sta. 245+81.85

14 Varies 0' to 24'-9 3/4"
From Sta. 245+02.05 to Sta. 245+81.85

15 Varies 5-1 3/8" to 0'
From Sta. 245+02.05 to Sta. 245+43.52
0'
From Sta. 245+43.52 to Sta. 245+81.85

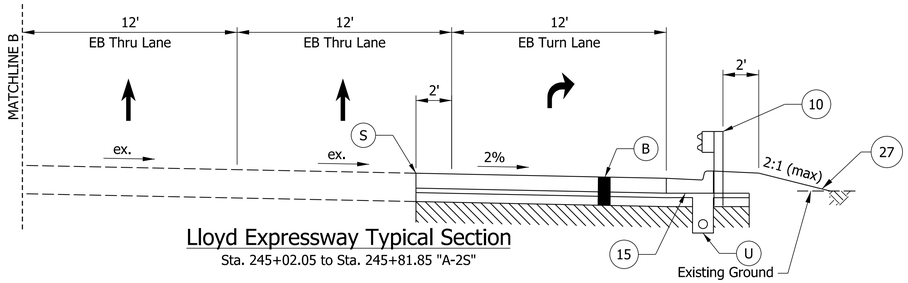
16 Varies 2'-9 3/8" to 5'-11 3/16"
From Sta. 245+02.05 to Sta. 245+81.85

17 Varies 3'-1 3/16" to 6'-10 1/8"
From Sta. 245+02.05 to Sta. 245+43.52
Varies 6'-10 1/8" to 5'-1/16"
From Sta. 245+43.52 to Sta. 245+81.85

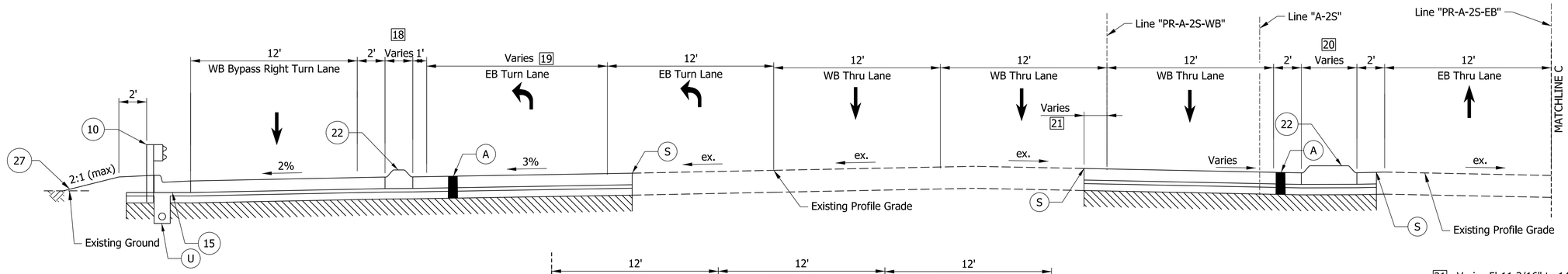
18 Varies 24'-9 3/4" to 27'-11 1/8"
From Sta. 245+81.85 to Sta. 246+22.57
Varies 27'-11 1/8" to 3'
From Sta. 246+22.57 to Sta. 247+70.49
3'
From Sta. 247+70.49 to Sta. 247+81.71

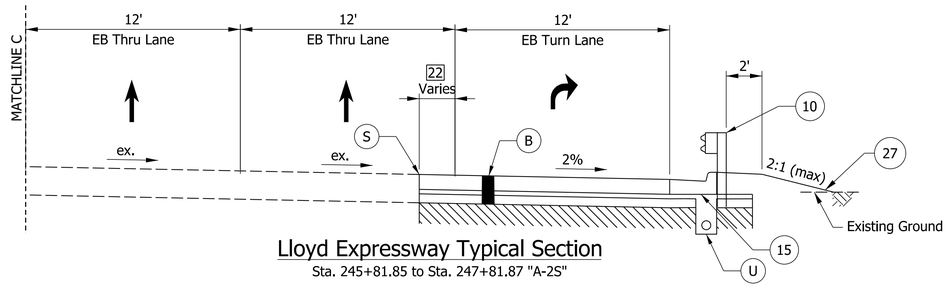
19 0'
From Sta. 245+81.85 to Sta. 246+41.09
14'
From Sta. 246+41.09 to Sta. 247+81.71

20 Varies 0' to 19'-9 1/8"
From Sta. 245+81.85 to Sta. 246+35.00
Varies 19'-9 1/8" to 13'-1/8"
Sta. 246+35.00 to Sta. 247+81.87



Lloyd Expressway Typical Section
Sta. 245+02.05 to Sta. 245+81.85 "A-2S"





Lloyd Expressway Typical Section
Sta. 245+81.85 to Sta. 247+81.87 "A-2S"

21 Varies 5'-11 3/16" to 14'-5/16"
From Sta. 245+81.85 to Sta. 247+81.87

22 Varies 2'-4 1/8" to 1'-7 9/16"
From Sta. 245+81.85 to Sta. 247+81.87

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	5 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_RD_Sht_Typ_02.dgn
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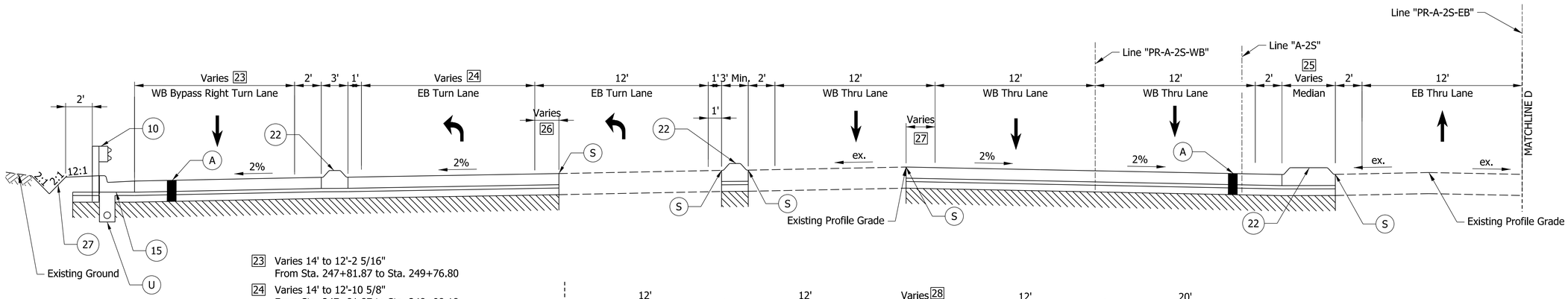


23 Varies 14' to 12'-2 5/16"
From Sta. 247+81.87 to Sta. 249+76.80

24 Varies 14' to 12'-10 5/8"
From Sta. 247+81.87 to Sta. 248+98.18

25 Varies 13'-7 3/16" to 6'-8 7/16"
From Sta. 247+81.87 to Sta. 249+76.80

26 Varies 6'-11 5/8" to 2'-1 1/4"
From Sta. 247+81.87 to Sta. 249+76.80

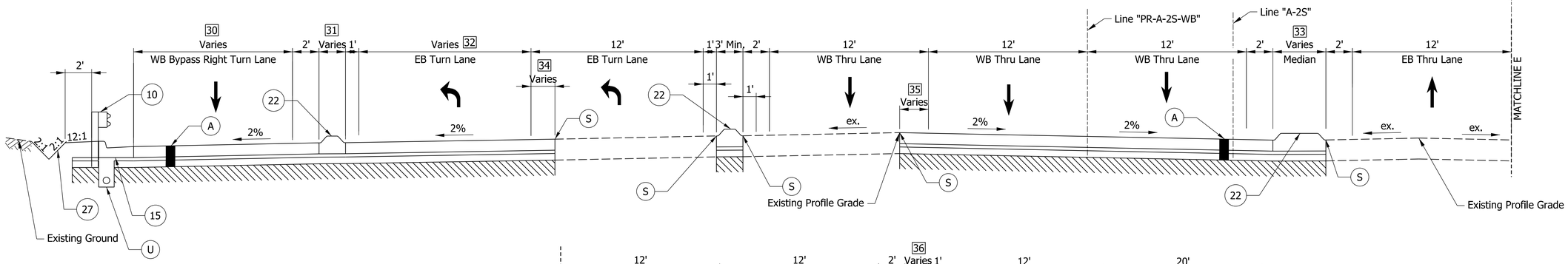
27 Varies 2'-1/4" to 5'-3 3/16"
From Sta. 247+81.87 to Sta. 249+76.80

28 Varies 0'-11 11/16" to 5'-1 3/8"
From Sta. 247+81.87 to 249+76.80

29 Varies 1'-7 9/16" to 0'
From Sta. 247+81.87 to 249+69.28
Varies 0' to -2'-5/16"
From Sta. 249+69.28 to Sta. 249+76.80

Lloyd Expressway Typical Section

Sta. 247+81.87 to Sta. 249+76.80 "A-2S"



30 Varies 12'-2 5/16" to 12'
From Sta. 249+76.80 to Sta. 251+82.16

31 3'
From Sta. 249+76.80 to Sta. 251+24.27
Varies 3' to 32'-7 3/16"
From Sta. 251+24.27 to Sta. 251+82.16

32 Varies 12'-10 5/8" to 12'
From Sta. 249+76.80 to Sta. 251+82.16

33 Varies 6'-8 7/16" to 0'
From Sta. 249+76.80 to Sta. 251+48.69
0'
From Sta. 251+48.69 to Sta. 251+82.16

34 Varies 2'-1 1/4" to 1'-7 13/16"
From Sta. 249+76.80 to Sta. 250+63.01
1'-7 13/16"
From Sta. 250+63.01 to Sta. 251+82.16

35 Varies 5'-3 3/16" to 5'-4 3/16"
From Sta. 249+76.80 to Sta. 250+14.86
5'-4 3/16"
From Sta. 250+14.86 to Sta. 251+82.16

36 Varies 0' to 3'-2 7/16"
From Sta. 249+76.80 to Sta. 251+51.58
0'
From Sta. 251+51.58 to Sta. 251+82.16

Lloyd Expressway Typical Section

Sta. 249+76.80 to Sta. 251+82.16 "A-2S"

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	6 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_RD_Sht_Typ_03.dgn
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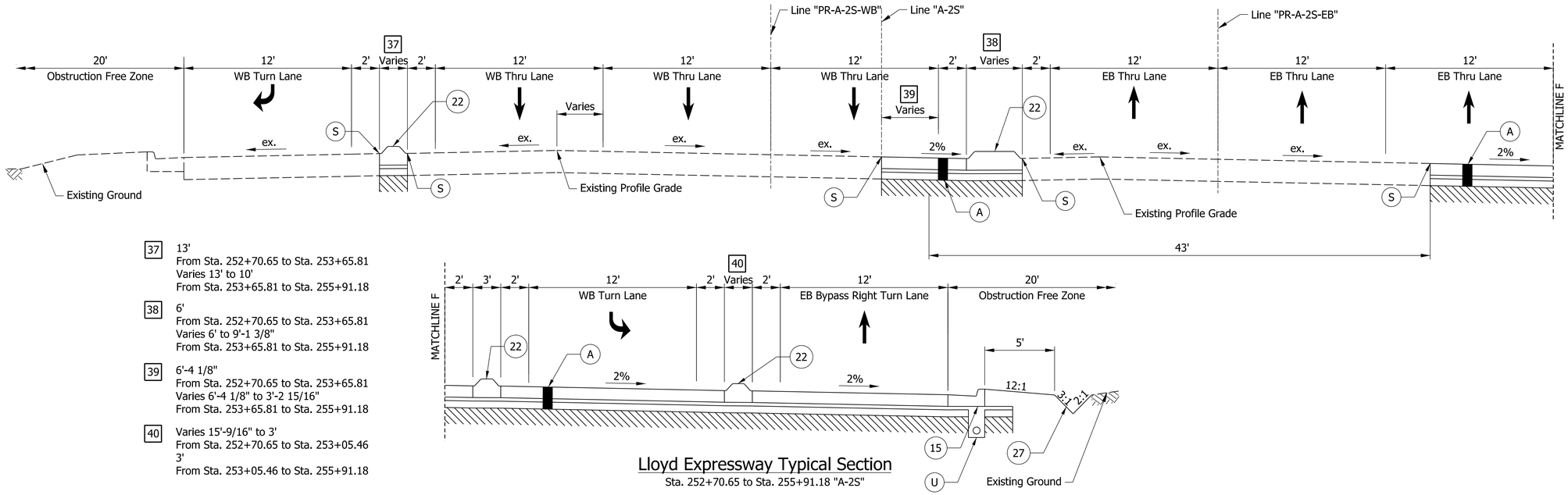


37 13'
From Sta. 252+70.65 to Sta. 253+65.81
Varies 13' to 10'
From Sta. 253+65.81 to Sta. 255+91.18

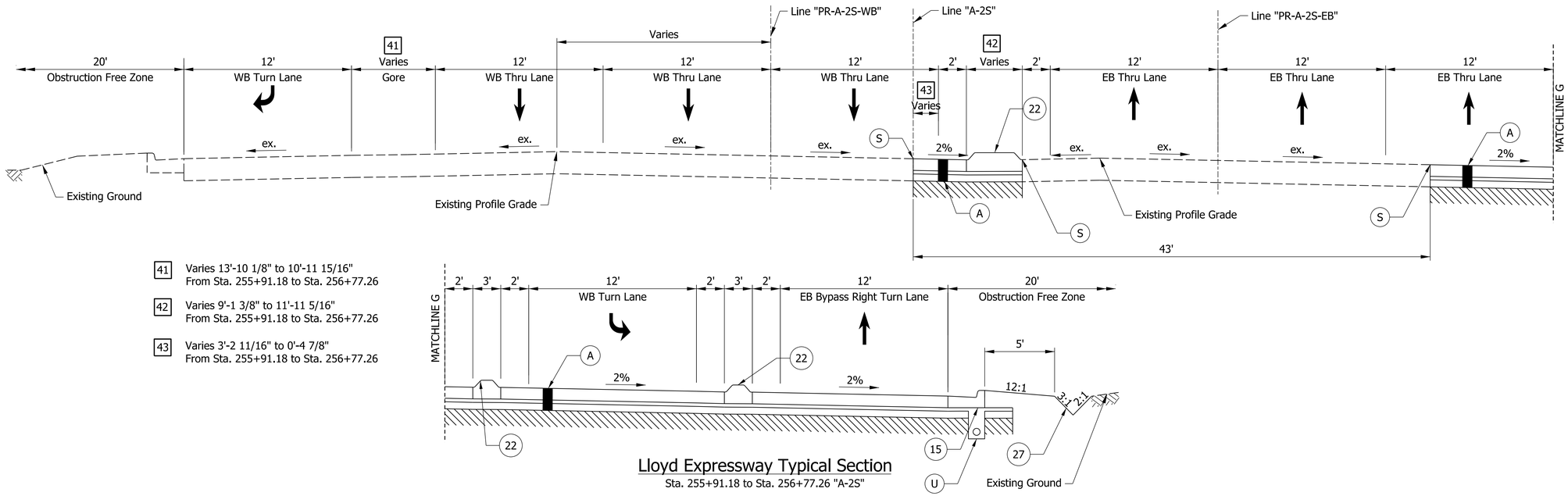
38 6'
From Sta. 252+70.65 to Sta. 253+65.81
Varies 6' to 9'-1 3/8"
From Sta. 253+65.81 to Sta. 255+91.18

39 6'-4 1/8"
From Sta. 252+70.65 to Sta. 253+65.81
Varies 6'-4 1/8" to 3'-2 15/16"
From Sta. 253+65.81 to Sta. 255+91.18

40 Varies 15'-9/16" to 3'
From Sta. 252+70.65 to Sta. 253+05.46
3'
From Sta. 253+05.46 to Sta. 255+91.18

Lloyd Expressway Typical Section

Sta. 252+70.65 to Sta. 255+91.18 "A-2S"



41 Varies 13'-10 1/8" to 10'-11 15/16"
From Sta. 255+91.18 to Sta. 256+77.26

42 Varies 9'-1 3/8" to 11'-11 5/16"
From Sta. 255+91.18 to Sta. 256+77.26

43 Varies 3'-2 11/16" to 0'-4 7/8"
From Sta. 255+91.18 to Sta. 256+77.26

Lloyd Expressway Typical Section

Sta. 255+91.18 to Sta. 256+77.26 "A-2S"

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	7 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_RD_Sht_Typ_04.dgn
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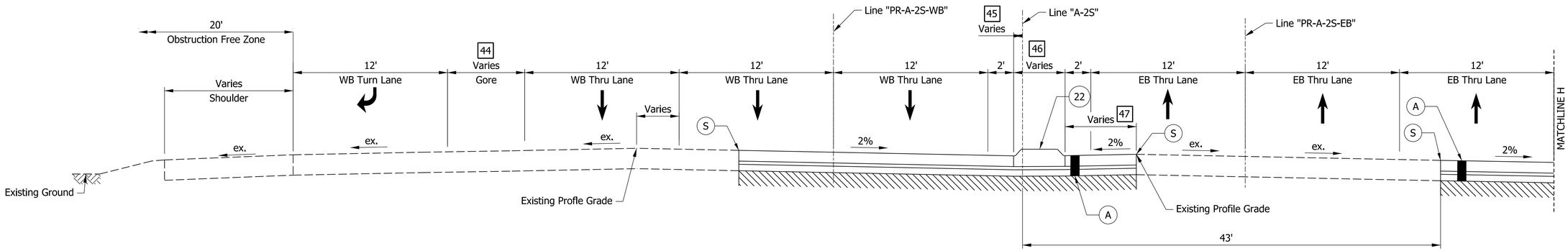

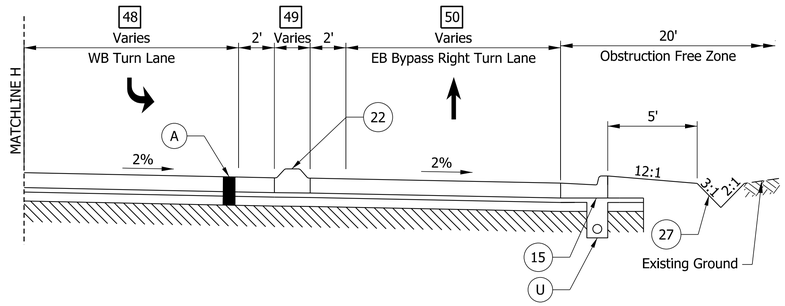

Lloyd Expressway Typical Section

Sta. 256+77.26 to Sta. 259+30.56 "A-2S"

44 Varies 10'-11 15/16" to 1'-11"
From Sta. 256+77.26 to Sta. 259+30.56

45 Varies -0'-4 7/8" to 0'
From Sta. 256+77.26 to Sta. 256+87.68
Varies 0' to 9'-3/8"
From Sta. 256+87.68 to Sta. 259+30.56

46 Varies 11'-11 5/16" to 0'
From Sta. 256+77.26 to Sta. 258+94.23
0'
From Sta. 258+94.23 to Sta. 259+19.27
Varies 0' to 3'-7/8"
From Sta. 259+19.27 to Sta. 259+30.56

47 0'
From Sta. 256+77+26 to Sta. 257+38.61
Varies 5'-9 1/2" to 9'-1/4"
From Sta. 257+38.61 to Sta. 259+30.56

48 Varies 12' to 14'
From Sta. 256+77.26 to Sta. 257+80.26
0'
From Sta. 257+80.26 to Sta. 259+30.56

49 Varies 3' to 21'-11 11/16"
From Sta. 256+77.26 to Sta. 257+99.03
21'-11 11/16"
From Sta. 257+99.03 to Sta. 258+80.84
Varies 21'-11 11/16" to 0'
From Sta. 258+80.84 to Sta. 259+30.56

50 12'
From Sta. 257+77.26 to Sta. 258+80.89
Varies 12' to 28'-1 11/16"
From Sta. 258+80.89 to Sta. 259+30.56

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	8 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_RD_Sht_Typ_05.dgn
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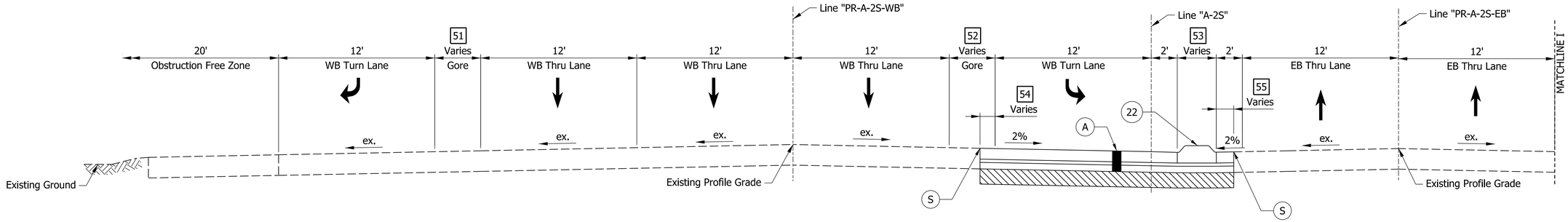


51 Varies 1'-11" to 0'
From Sta. 259+30.56 to Sta. 261+44.22
0'
From Sta. 261+44.22 to Sta. 263+82.42

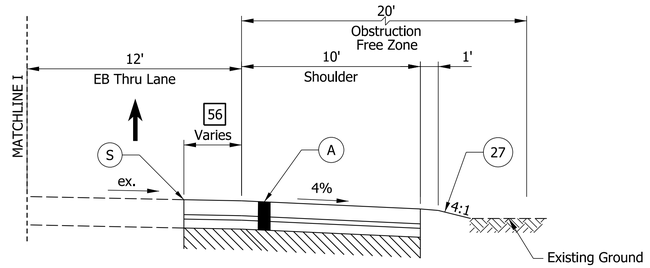
52 Varies 2'-6 3/16" to 0'
From Sta. 259+30.56 to Sta. 259+73.77
0'
From Sta. 259+73.77 to Sta. 263+82.42

53 Varies 3'-7/8" to 5'-3 9/16"
From Sta. 259+30.56 to Sta. 259+84.41
Varies 5'-3 9/16" to 2'-7 1/4"
From Sta. 259+84.14 to Sta. 263+82.42

54 Varies 13'-10" to 11'-3 3/16"
From Sta. 259+30.56 to Sta. 260+77.82
0'
From Sta. 260+77.82 to Sta. 263+82.42

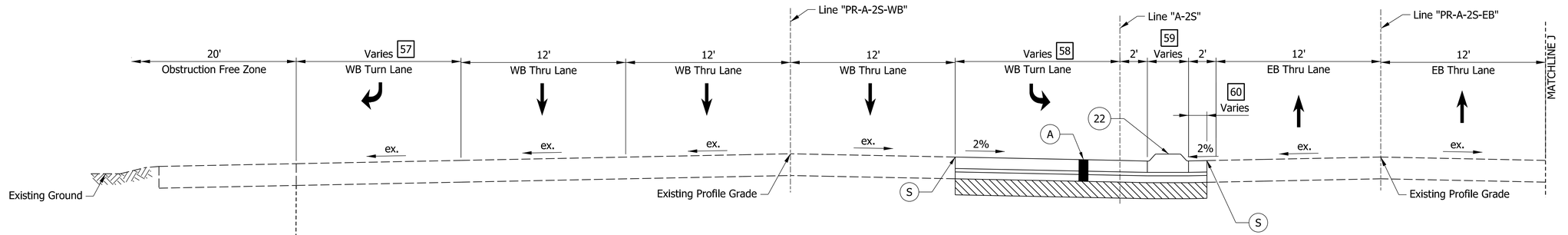
55 Varies 9'-3 3/8" to 13'-15/16"
From Sta. 259+30.56 to Sta. 260+58.56
Varies 1'-1" to 3'-9/16"
Sta. 260+58.56 to Sta. 263+82.42

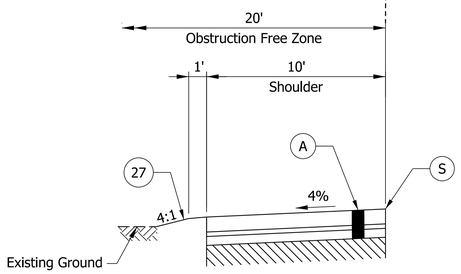
56 Varies 0'-1" to 1'-1 3/4"
From Sta. 259+30.56 to Sta. 261+17.11
Varies 1'-1 3/4" to 0'
From Sta. 261+17.11 to Sta. 263+82.42



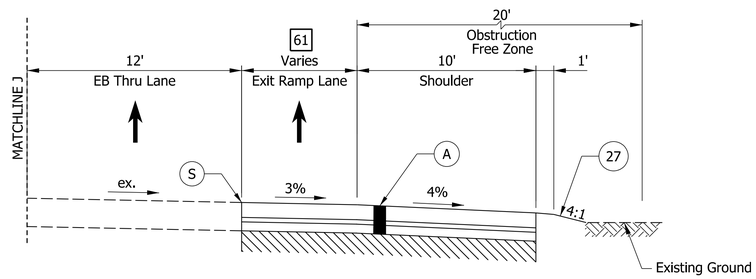
Lloyd Expressway Typical Section

Sta. 259+30.56 to Sta. 263+82.42 "A-2S"





Sta. 265+03.66 to Sta. 266+53.68 "A-2S"



Lloyd Expressway Typical Section

Sta. 263+82.42 to Sta. 266+53.68 "A-2S"

57 12'
From Sta. 263+82.42 to Sta. 265+43.68
Varies 12'-0'
From Sta. 265+43.68 to Sta. 266+38.25

58 12'
From Sta. 263+82.42 to Sta. 265+31.48
Varies 12'-0'
From Sta. 265+31.48 to Sta. 266+38.25
0'
From Sta. 266+38.25 to Sta. 266+53.68

59 Varies 2'-7 1/4" to 2'-6 3/8"
From Sta. 263+82.42 to Sta. 265+41.53
Varies 2'-6 3/8" to 14'
From Sta. 265+41.53 to Sta. 266+53.68

60 Varies 3'-9/16" to 0'-7/8"
From Sta. 263+82.42 to Sta. 266+53.68

61 Varies 0' to 10'-11 1/4"
From Sta. 263+82.42 to Sta. 266+53.68

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	9 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_RD_Sht_Typ_06.dgn
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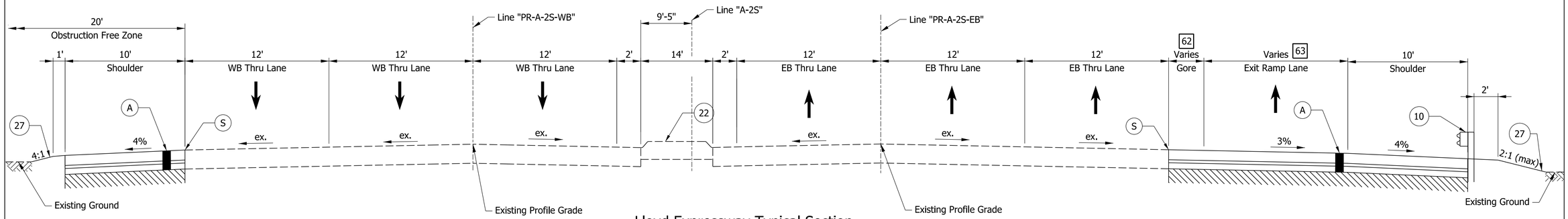
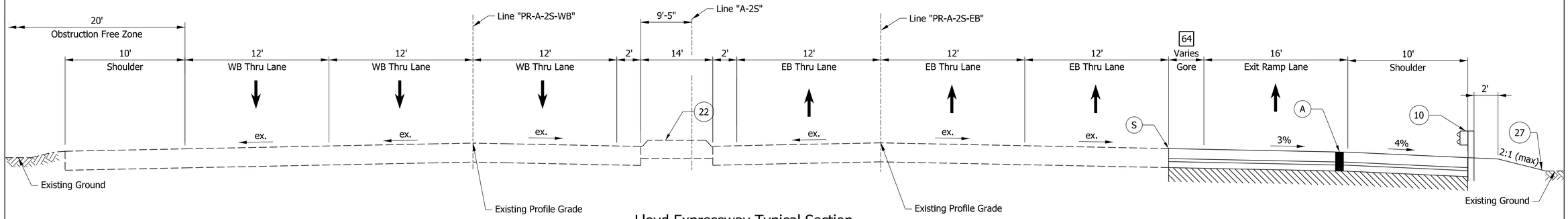


Lloyd Expressway Typical Section

Sta. 266+53.68 to Sta. 270+82.47 "A-2S"



Lloyd Expressway Typical Section

Sta. 270+82.47 to Sta. 274+71.68 "A-2S"

62 0'
From Sta. 266+53.68 to Sta. 269+77.84
Varies 0' to 4'-4 1/4"
From Sta. 269+77.84 to Sta. 270+82.47

63 10'-11 1/4" to 16'
From Sta. 266+53.68 to Sta. 270+82.47

64 4'-4 1/4" to 19'-6 3/4"
Sta. 270+82.47 to Sta. 274+71.68

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH
CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	10 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_RD_Sht_Typ_07.dgn
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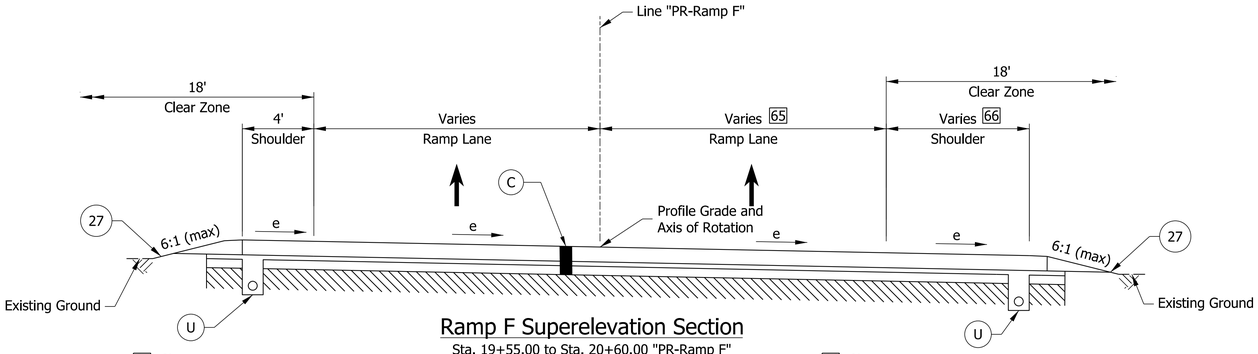
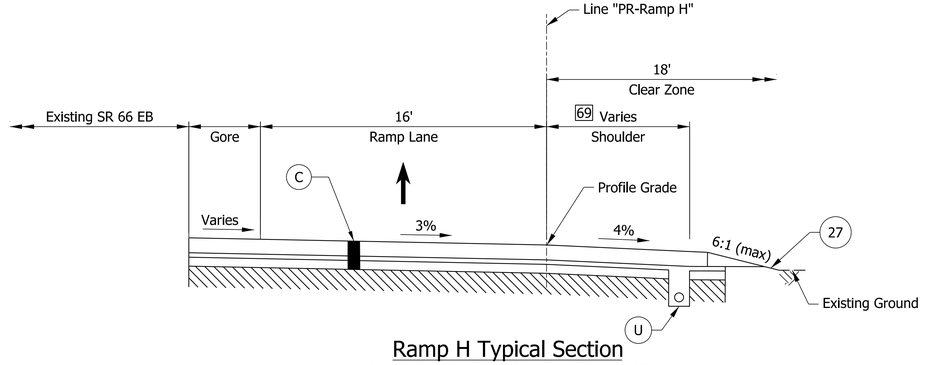


Ramp F Superelevation Section

Sta. 19+55.00 to Sta. 20+60.00 "PR-Ramp F"

65 0'
From Sta. 19+55.00 to Sta. 20+00.00
Varies from 0' to 3'
From Sta. 20+00.00 to Sta. 20+60.00

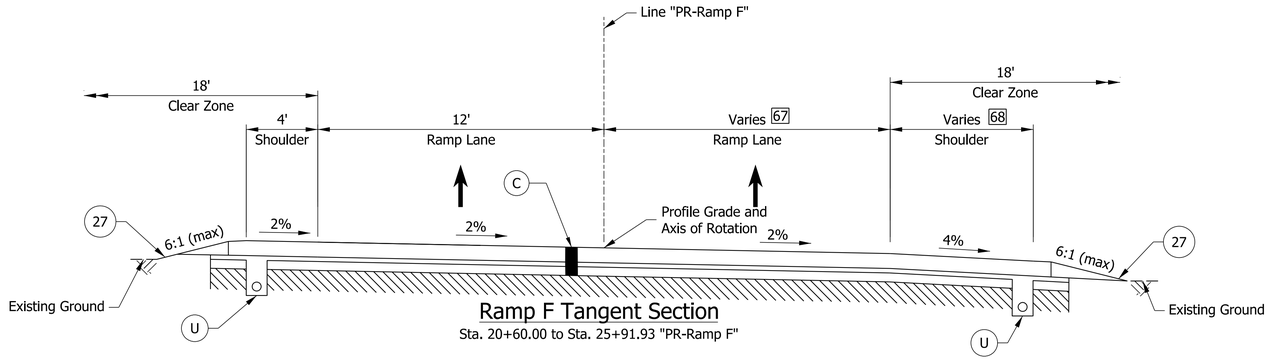
66 8'
From Sta. 19+55.00 to Sta. 20+00.00
Varies from 8' to 8'-6"
From Sta. 20+00.00 to Sta. 20+60.00



Ramp H Typical Section

Sta. 43+99.79 to Sta. 47+66.00 "PR-Ramp H"

69 10'
From Sta. 43+99.79 to Sta. 47+00.43
Varies from 10' to 8'
From Sta. 47+00.43 to Sta. 47+90.00

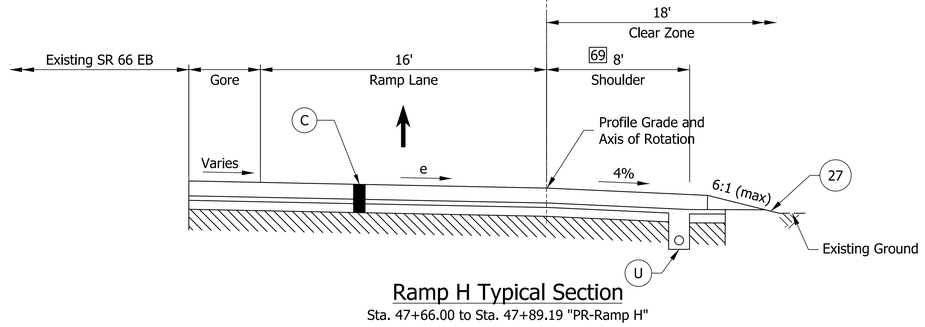


Ramp F Tangent Section

Sta. 20+60.00 to Sta. 25+91.93 "PR-Ramp F"

67 Varies from 3' to 12'
From Sta. 20+60.00 to Sta. 22+40.00
12'
From Sta. 22+40.00 to Sta. 25+91.93

68 Varies from 8'-6" to 10'
From Sta. 20+60.00 to Sta. 22+40.00
10'
From Sta. 22+40.00 to Sta. 25+91.93

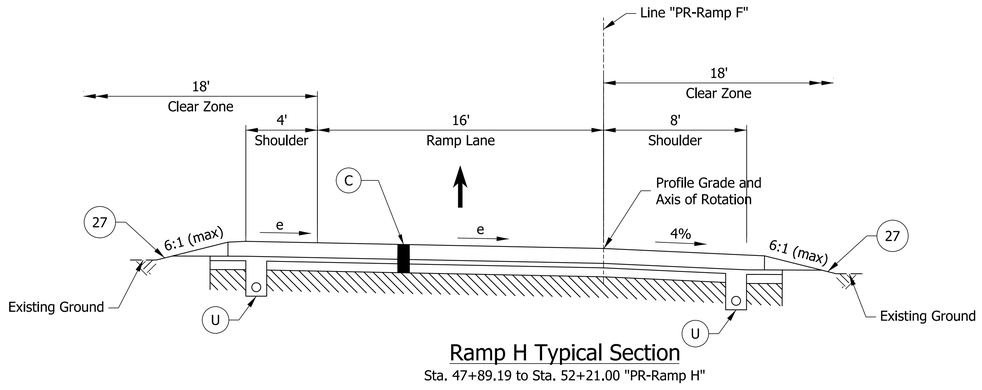


Ramp H Typical Section

Sta. 47+66.00 to Sta. 47+89.19 "PR-Ramp H"

Ramp H Typical Section

Sta. 52+21.00 to Sta. 57+13.87 "PR-Ramp H"



Ramp H Typical Section

Sta. 47+89.19 to Sta. 52+21.00 "PR-Ramp H"

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	11 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_RD_Sht_Typ_08.dgn
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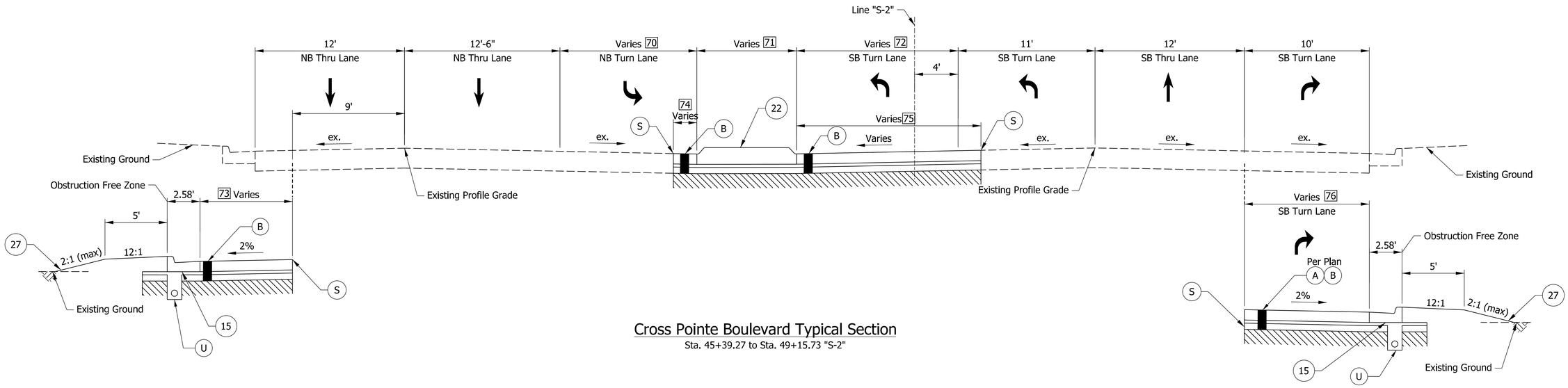


70 12'
From Sta. 45+39.27 to Sta. 45+46.58
Varies 12' to 0'
From Sta. 45+46.58 to Sta. 46+27.44
0'
From Sta. 46+27.44 to Sta. 49+15.73

71 8'
From Sta. 45+39.27 to Sta. 48+49.33
Varies 8' to 0'
From Sta. 48+49.33 to Sta. 48+92.77
0'
From Sta. 48+92.77 to Sta. 49+15.73

72 0'
From Sta. 45+39.27 to Sta. 45+45.73
Varies 0' to 12'
From Sta. 45+45.73 to Sta. 46+28.02
12'
From Sta. 46+28.02 to Sta. 49+15.73

73 Varies 10' to 31'
From Sta. 48+16.83 to Sta. 49+15.73

74 Varies 1'-5 5/16" to 0'
From Sta. 45+39.27 to Sta. 45+56.13
0'
From Sta. 45+56.13 to Sta. 49+15.73

75 Varies 1'-3" to 13'-4 1/4"
From Sta. 45+39.27 to Sta. 49+15.73

76 Varies 52'-3 1/8" to 14'-4 1/2"
From Sta. 48+62.64 to Sta. 48+92.40

77 Varies 24' to 11'
From Sta. 50+80.27 to Sta. 51+65.50
11'
From Sta. 51+65.50 to Sta. 53+93.14

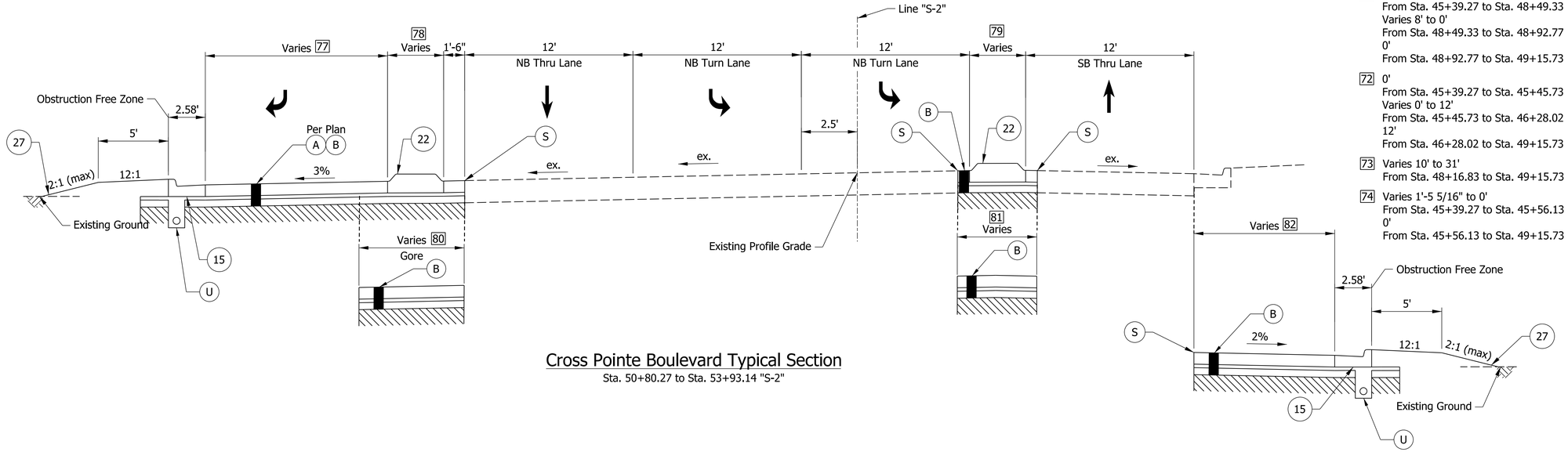
78 Varies 23'-8 11/16" to 0'
From Sta. 50+80.27 to Sta. 51+07.65
0'
From Sta. 51+07.65 to Sta. 53+93.14

79 0'
From Sta. 50+80.27 to Sta. 51+18.19
Varies 0' to 4'
From Sta. 51+18.19 to Sta. 51+21.37
4'
From Sta. 51+21.37 to Sta. 51+26.1
4' (Existing)
From Sta. 51+26.14 to Sta. 53+93.14

80 Varies 11'-7" to 0'
From Sta. 50+80.27 to Sta. 51+57.99
0'
From Sta. 51+57.99 to Sta. 53+93.14

81 5'-8 3/4"
From Sta. 50+80.27 to Sta. 51+18.19

82 Varies 33'-1 3/8" to 2'-5 3/8"
From Sta. 50+80.27 to Sta. 51+68.61
Varies 2'-5 3/8" to 23'-9 7/16"
From Sta. 51+68.61 to Sta. 51+90.64



See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	12 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_RD_Sht_Typ_09.dgn
$DATE$

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Lloyd Crossing Shopping Center LLC

Cross Pointe Sec. E

Cross Pointe Sec. 1

Cross Pointe Sec. 1

App. ℄

App. Exist. R/W

Prop. R/W

Line "PR-A-2S-WB"

Line "A-2S"

SR66-Lloyd Expressway (Westbound)

5+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00 245+00 246+00 247+00 248+00 249+00 250+00

Section Line

SR66-Lloyd Expressway (Eastbound)

Line "PR-A-2S-EB"

Matchline Sta. 250+50.00 "A-2S"

Plaza Court

Lloyd Office Park

Lloyd Office Park

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

1 Lloyd Office Park

2 Cross Pointe Sec. 1

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 50' / BRIDGE FILE N/A
DESIGNED: SRB	DRAWN: DH	PLAT NO. 1	VERTICAL SCALE N/A / DESIGNATION 1900317
CHECKED: CWB	CHECKED: CWB		SURVEY BOOK N/A / SHEETS 13 of 192
			CONTRACT R-42287 / PROJECT 1900308

pw://$USER$@PWINA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plat_10.dgn
$DATE$

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Cross Pointe Sec. 1

Dersch Energies, Inc.

Green River Plaza LLC

Crossroads Commercial Center

CROSS POINTE BLVD.

App. ℄

App. Exist. R/W

Prop. R/W

SR66-Lloyd Expressway (Westbound)

Line "PR-A-2S-WB"

Line "A-2S"

Section Line

Matchline Sta. 250+50.00 "A-2S"

Matchline Sta. 266+00.00 "A-2S"

251+00 252+00 253+00 254+00 255+00 256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00

46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00

Line "S-2"

Line "PR-A-2S-EB"

SR66-Lloyd Expressway (Eastbound)

EAGLE CREST BLVD.

Temp. R/W

Lloyd Office Park

Eagle Crest Sub. Sec. 1

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

54+05 13+00 12+00 11+00 10+00

Line "Eagle Crest Blvd"

1 Lloyd Office Park

2 Cross Pointe, Sec. 1w

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 50'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION 1900317
DESIGNED: SRB DRAWN: DH	PLAT NO. 1	SURVEY BOOK N/A	SHEETS 14 of 192
CHECKED: CWB CHECKED: CWB		CONTRACT R-42287	PROJECT 1900308

pw://INDBA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plat_11.dgn
$DATE$

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

App. ℄

App. ℄

App. Exist. R/W

App. Exist. R/W

SR66-Lloyd Expressway (Westbound)

Line "Ramp F"

Line "PR-Ramp F"

Line "PR-A-2S-WB"

Line "A-2S"

Matchline Sta. 266+00.00 "A-2S"

Section Line

26+43

Line "PR-A-2S-EB"

SR66-Lloyd Expressway (Eastbound)

26+83

Line "Ramp H"

Line "PR-Ramp H"

App. Exist. R/W

App. Exist. R/W

App. ℄

App. Exist. R/W

Eagle Crest Sub. Sec. 1

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

App. ℄

App. ℄

App. ℄

App. ℄

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 50'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION 1900317
DESIGNED: SRB DRAWN: DH	PLAT NO. 1	SURVEY BOOK N/A	SHEETS 15 of 192
CHECKED: CWB CHECKED: CWB		CONTRACT R-42287	PROJECT 1900308

pw://INDBA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plat_12.dgn
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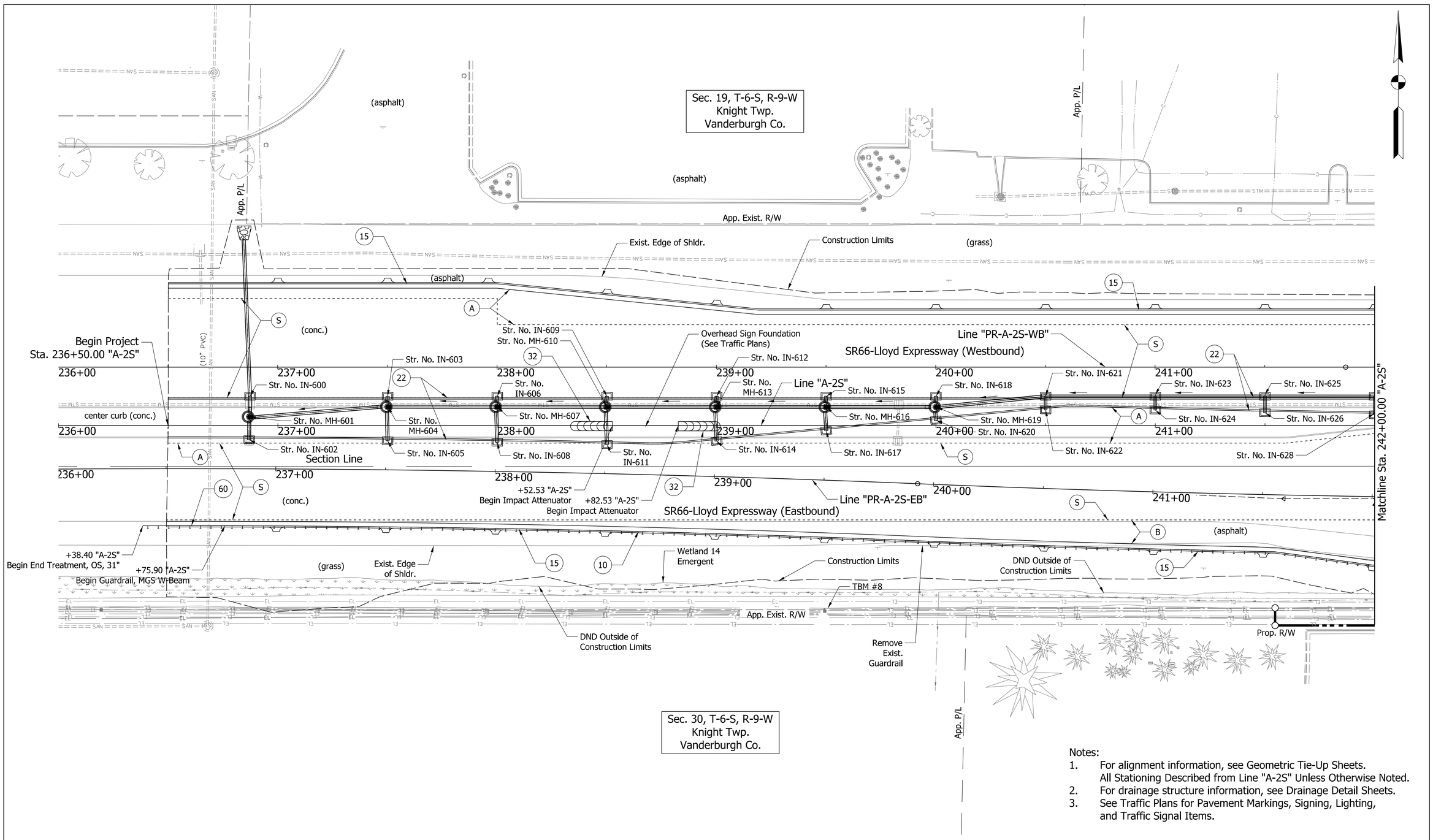


Notes:

1. For alignment information, see Geometric Tie-Up Sheets. All Stationing Described from Line "A-2S" Unless Otherwise Noted.
2. For drainage structure information, see Drainage Detail Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal Items.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

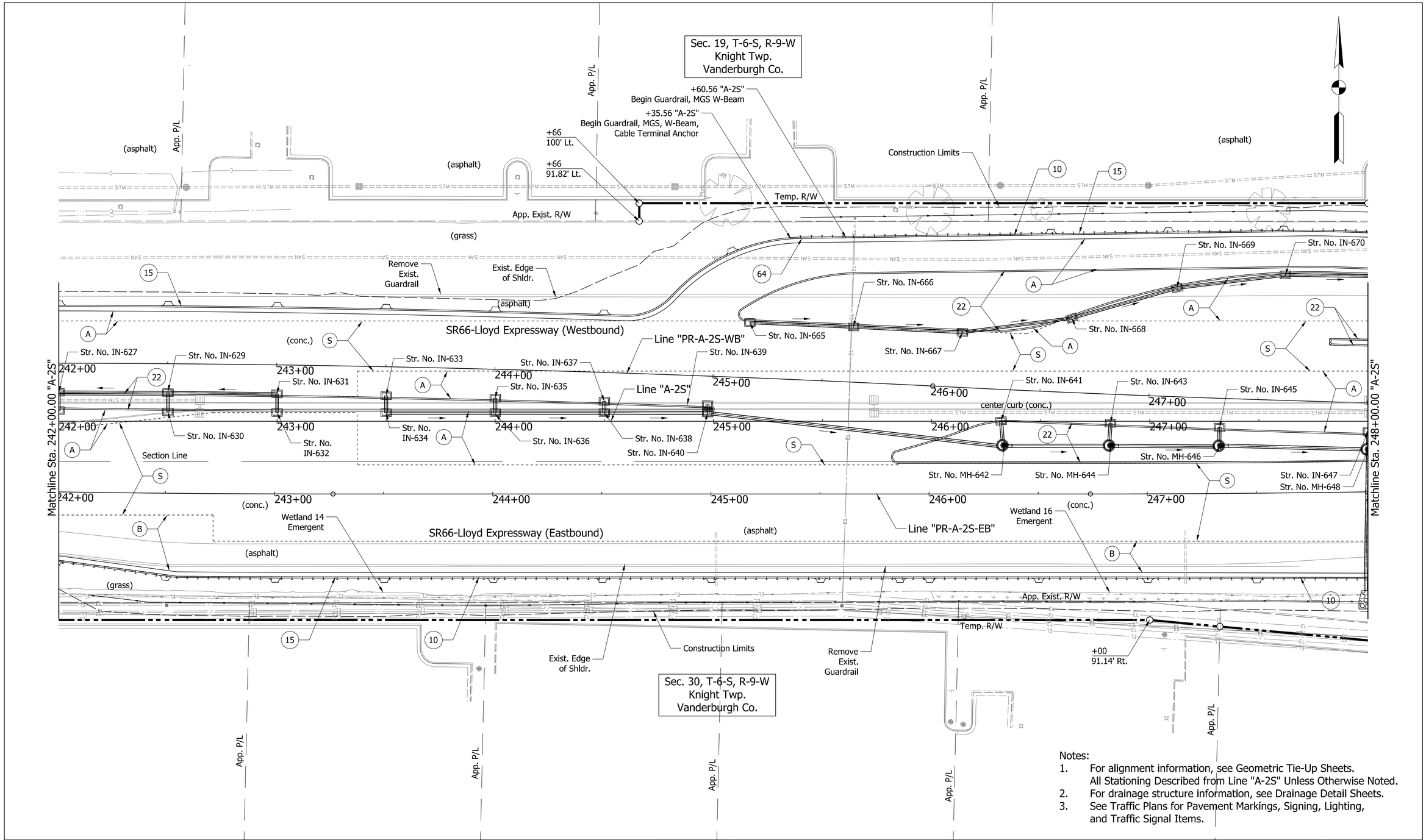
CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 236+00.00 TO STA. 242+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	96 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_01.dgn
$DATE$



Notes:

1. For alignment information, see Geometric Tie-Up Sheets. All Stationing Described from Line "A-2S" Unless Otherwise Noted.
2. For drainage structure information, see Drainage Detail Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal Items.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 242+00.00 TO STA. 248+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	98 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_02.dgn
$DATE$

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Matchline Sta. 248+00.00 "A-2S"

Matchline Sta. 254+00.00 "A-2S"

Line "A-2S"

Line "PR-A-2S-WB"

Line "PR-A-2S-EB"

Line "S-2"

Cross Pointe Boulevard

Division Street

SR66-Lloyd Expressway (Westbound)

SR66-Lloyd Expressway (Eastbound)

App. P/L

Prop. R/W

App. Exist. R/W

Temp. R/W

Construction Limits

DND Outside of Construction Limits

Wetland 15 Emergent

Wetland 16 Emergent

Wetland 17 Emergent

Wetland 20 Emergent

Remove Exist. Curb and Gutter

Remove Exist. Curb and Gutter

App. Construction Limits (Typical)

Exist. Curb and Gutter to Remain

Exist. Edge of Shldr.

Exist. 48" RCP (To Be Removed)

Section Line

P.O.T. Sta. 252+15.77 "PR-A-2S-WB" = P.O.T. Sta. 49+94.35 "S-2"

P.O.T. Sta. 252+15.21 "A-2S" = P.O.T. Sta. 50+00.00 "S-2"

P.O.T. Sta. 252+15.96 "PR-A-2S-EB" = P.O.T. Sta. 50+28.36 "S-2"

+50 "S-2" 50' Rt.

+61 "A-2S" 112.39' Lt.

+36 "A-2S" 108.80' Lt.

+72 "A-2S" 99.21' Rt.

+71.81 "A-2S" 107.23' Rt.

+68 "PR-A-2S-EB" 95.55' Rt.

+27.86 "S-2" Begin Guardrail, MGS W-Beam, Cable Terminal Anchor

TBM #9

Str. No. CV 066-082-31.43 ADJ

Str. No. IN-671
Str. No. IN-672
Str. No. IN-673
Str. No. IN-674
Str. No. IN-675
Str. No. IN-676
Str. No. IN-677
Str. No. IN-678
Str. No. IN-681
Str. No. IN-682
Str. No. IN-683
Str. No. IN-684
Str. No. IN-686
Str. No. IN-687
Str. No. IN-688
Str. No. IN-649
Str. No. IN-650
Str. No. IN-651
Str. No. IN-652
Str. No. IN-653
Str. No. IN-654
Str. No. IN-655
Str. No. IN-656
Str. No. IN-657
Str. No. IN-658
Str. No. IN-659
Str. No. IN-660
Str. No. IN-661
Str. No. IN-662
Str. No. IN-663
Str. No. IN-664
Str. No. IN-701
Str. No. IN-702
Str. No. IN-703
Str. No. IN-704
Str. No. IN-705
Str. No. IN-706
Str. No. IN-707
Str. No. IN-708
Str. No. IN-709
Str. No. IN-710
Str. No. IN-711
Str. No. IN-712
Str. No. IN-713
Str. No. IN-716
Str. No. IN-717
Str. No. IN-741
Str. No. IN-742
Str. No. IN-743

88°53'56.76"
91°6'3.24"
91°5'56.2"

Notes:
1. For alignment information, see Geometric Tie-Up Sheets.
   All Stationing Described from Line "A-2S" Unless Otherwise Noted.
2. For drainage structure information, see Drainage Detail Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal items.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION
DESIGNED: SRB DRAWN: DH	PLAN SHEET STA. 248+00.00 TO STA. 254+00.00 LINE "A-2S"
CHECKED: CWB CHECKED: CWB	

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	100 of 192
CONTRACT	PROJECT
R-42287	1900308

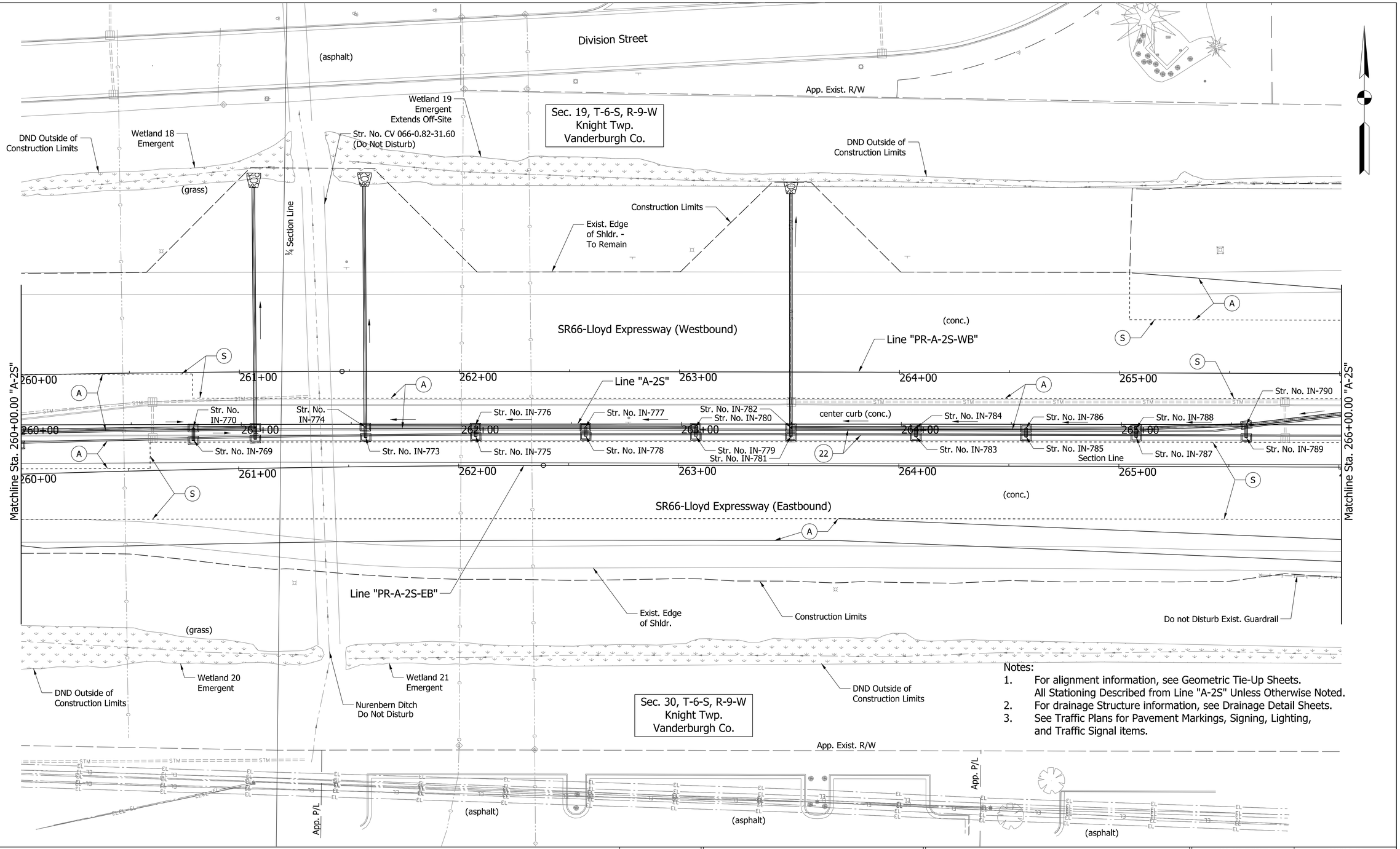
pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_03.dgn
$DATE$

Notes:
1. For alignment information, see Geometric Tie-Up Sheets. All Stationing Described from Line "A-2S" Unless Otherwise Noted.
2. For drainage structure information, see Drainage Detail Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal items.
4. See Legend Sheet for Legend Items

App. Exist. R/W
(grass)
Division Street
(asphalt)
(grass)
Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.
DND Outside of Construction Limits
Wetland 17 Emergent
Construction Limits
Exist. Edge of Shldr. to Remain
Exist. Curb and Gutter to Remain
(asphalt)
SR66-Lloyd Expressway (Westbound)
(conc.)
Line "PR-A-2S-WB"
Line "A-2S"
Matchline Sta. 254+00.00 "A-2S"
Matchline Sta. 260+00.00 "A-2S"
Str. No. IN-718
Str. No. IN-724
Str. No. IN-727
Str. No. IN-740
Str. No. IN-715
Str. No. IN-722
Str. No. IN-725
Str. No. IN-729
Str. No. IN-731
Str. No. IN-720
Str. No. IN-719
Str. No. IN-726
Str. No. IN-721
Str. No. IN-728
Str. No. IN-730
Str. No. IN-733
Str. No. IN-732
Str. No. IN-735
Str. No. IN-736
Str. No. IN-714
Str. No. IN-734
Str. No. IN-737
Str. No. IN-738
254+00
255+00
256+00
257+00
258+00
259+00
center curb (conc.)
Section Line
SR66-Lloyd Expressway (Eastbound)
(conc.)
Str. No. IN-744
Str. No. IN-746
Str. No. IN-745
Str. No. IN-748
Str. No. IN-747
Str. No. IN-749
Line "PR-A-2S-EB"
Str. No. IN-752
Str. No. IN-754
Str. No. IN-750
Str. No. IN-751
Str. No. IN-753
Str. No. IN-755
Str. No. IN-758
Str. No. IN-760
Str. No. IN-762
Str. No. IN-764
Str. No. MH-758
Str. No. MH-760
Str. No. MH-765
Str. No. MH-764
Str. No. IN-756
Wetland 20 Emergent
Exist. Edge of Shldr.
Construction Limits
(grass)
DND Outside of Construction Limits
App. Exist. R/W
(asphalt)
(asphalt)
(asphalt)
(asphalt)
(asphalt)
App. P/L
Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION 1900317
DESIGNED: SRB DRAWN: DH	PLAN SHEET STA. 254+00.00 TO STA. 260+00.00 LINE "A-2S"	SURVEY BOOK N/A	SHEETS 102 of 192
CHECKED: CWB CHECKED: CWB		CONTRACT R-42287	PROJECT 1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_04.dgn
$DATE$



Notes:

1. For alignment information, see Geometric Tie-Up Sheets. All Stationing Described from Line "A-2S" Unless Otherwise Noted.
2. For drainage Structure information, see Drainage Detail Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal items.

See Legend Sheet for Legend Items

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 260+00.00 TO STA. 266+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	104 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_05.dgn
$DATE$

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

App. P/L

App. Exist. R/W

DND Outside of Construction Limits

Wetland 19 Emergent Extends Off-Site

Construction Limits

+14.66 "A-2S" Begin Guardrail, End Treatment OS

+88.31 "A-2S" Begin Guardrail, MGS W-Beam, Cable Terminal Anchor

+13.31 "A-2S" Begin Guardrail, MGS W-Beam

P.O.E./P.T. Sta. 26+82.31 "Ramp F" = O.P.O.T. Sta. 268+43.10 "A-2S" Offset = 65.72' Lt.

Exist. Edge of Shldr.

Existing Ramp (To Be Removed)

Line "Ramp F"

(grass)

(conc.)

Exist. Edge of Shldr. To Remain

SR66-Lloyd Expressway (Westbound)

Line "PR-A-2S-WB"

+74.12 "A-2S" Begin Impact Attenuator

Overhead Sign Foundation (See Traffic Plans)

Str. No. IN-792

Str. No. IN-793

Str. No. IN-791

Str. No. IN-794

Line "A-2S"

center curb (conc.)

+34.12 "A-2S" Begin Impact Attenuator

Section Line

Matchline Sta. 266+00.00 "A-2S"

Matchline Sta. 272+00.00 "A-2S"

SR66-Lloyd Expressway (Eastbound)

Line "PR-A-2S-EB"

Line "PR-Ramp H"

Do not Disturb Exist. Guardrail

TBM #10

Wetland 21 Emergent

Construction Limits

Exist. Edge of Shldr.

P.O.B. Sta. 40+00.00 "PR-Ramp H" = O.P.O.T. Sta. 266+81.75 "A-2S" Offset = 55.36' Rt.

DND Outside of Construction Limits

App. Exist. R/W

App. P/L

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Notes:
1. For alignment information, see Geometric Tie-Up Sheets. All Stationing Described from Line "A-2S" Unless Otherwise Noted.
2. For drainage structure information, see Drainage Detail Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal Items.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 266+00.00 TO STA. 272+00.00
LINE "A-2S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	106 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_06.dgn
$DATE$

DND Outside of Construction Limits

Wetland 19 Emergent Extends Off-Site

22+00

(conc.)

Line "Ramp F"

Wetland 22 Emergent

Construction Limits

DND Outside of Construction Limits

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

23+00

Existing Ramp (To Be Removed)

25+00

Construction Limits

Notes:

1. For alignment information, see Geometric Tie-Up Sheets. All Stationing Described from Line "A-2S" Unless Otherwise Noted.
2. For draiange structure information, see Drainage Detail Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal Items.

Construction Limits

(grass)

(grass)

Line "PR-Ramp F"

Exist. Edge of Shldr. - To Remain

Exist. Edge of Shldr. To Remain

Line "PR-A-2S-WB"

SR66-Lloyd Expressway (Westbound)

S

26+00

(conc.)

272+00

273+00

274+00

Line "A-2S"

P.O.T. Sta. 274+85.64 "A-2S" =
P.O.T. Sta. 26+42.85 "PR-Ramp F"

center curb (conc.)

Matchline Sta. 272+00.00 "A-2S"

272+00

273+00

274+00

275+00

276+00

277+00

26+43 Section Line

End Project
Sta. 274+85.64 "A-2S"

(conc.)

SR66-Lloyd Expressway (Eastbound)

S

Line "PR-A-2S-EB"

S

A

46+00

47+00

48+00

Construction Limits

Exist. Edge of Shldr. To Remain

DND Outside of Construction Limits

(grass)

Wetland 23 Emergent

46+00

(conc.)

Existing Ramp (To Be Removed)

Wetland 21 Emergent

47+00

49+00

Line "PR-Ramp H"

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Existing 36" CMP (To Be Removed)

50+00

(grass)

48+00

Construction Limits

App. Exist. R/W

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1" = 20' / BRIDGE FILE: N/A
DESIGNED: SRB DRAWN: DH	PLAN SHEET STA. 272+00.00 TO STA. 278+00.00 LINE "A-2S"	VERTICAL SCALE: N/A / DESIGNATION: 1900317
CHECKED: CWB CHECKED: CWB		SURVEY BOOK: N/A / SHEETS: 108 of 192
		CONTRACT: R-42287 / PROJECT: 1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_07.dgn
$DATE$

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

App.P/L
App.P/L
App. Ex. R/W
App. Exist. R/W
Construction Limits
Remove Exist. Curb, Island and Landscaping
Begin Construction
Sta. 45+37.65 Line "S-2"
P.O.B. Sta. 45+00.00 "S-2"
Line "S-2"
Line "PR-A-2S-WB"
Cross Pointe Boulevard
P.O.T. Sta. 49+94.35 "S-2" =
P.O.T. Sta. 252+15.77 "PR-A-2S-WB"
Matchline Sta. 50+00.00 "S-2"
Matchline Sta. 252+00
Matchline Sta. 253+00
Matchline Sta. 254
SR66-Lloyd Expressway (Westbound)
PRC = 253+66.26
+01.52 "S-2"
Begin Guardrail MGS W-Beam, Shop Curved
+64.02 "S-2"
Begin Guardrail End Treatment, OS
+50
50.00' Rt.
+89 "A-2S"
56.11 Lt.
+36 "A-2S"
108.80' Lt.
Prop. R/W
Prop. R/W
88°53'57"
Wetland 17
Emergent
Wetland 15
Emergent
DND Outside of
Construction Limits
Str. No.
IN-717
Str. No.
IN-716
Str. No. MH-683
Str. No. MH-682
Str. No. MH-684
Str. No.
MH-681
Str. No.
IN-678
Str. No.
IN-664
Str. No.
IN-663
Str. No.
IN-677
Str. No.
IN-662
Str. No.
IN-676
Str. No.
IN-661
(asphalt)
(grass)
sidewalk (conc)
(pond)
45+00
46+00
47+00
48+00
49+00
00+00
(12" PVC)
(10" PVC)
(8" PVC)
(24" PVC)

Notes:
1. For Alignment Information, See Geometric Tie-Up Sheets.
2. All Stationing Described from Line "S-2" Unless Otherwise noted.
3. For drainage structure information, see Drainage Detail Sheets.
4. See Traffic Plans for pavement markings, Signing, Lighting, and Traffic Signal Items.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH
CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 44+00.00 TO STA. 50+00.00
LINE "S-2"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	110 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Plan_01.dgn
$DATE$

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Str. No. IN-743
Str. No. IN-742
Str. No. IN-712
Str. No. IN-713
Str. No. IN-706
Str. No. IN-711
Str. No. IN-710
Str. No. IN-707
Construction Limits
Wetland 20 Emergent
(grass)
Class III Drive (Mod.) +55.70 Line "S-2" W=24'
Sta. 51+25 "S-2", 52.38 Rt.
+33 63.97' Lt.
+33 50' Lt.
+33 45' Lt.
+82.83 50.08' Lt.
App. Exist. R/W
Str. No. IN-705
Str. No. IN-704
Str. No. IN-708
Str. No. IN-709
Str. No. IN-702
Str. No. IN-703
Str. No. IN-701
Str. No. IN-741
Str. No. IN-699
Str. No. IN-698
Prop. R/W
Temp. R/W
+81 64' Lt.
+81 45' Lt.
Remove Exist. Curb & Gutter
(asphalt)
+21.21 45' Lt.
+09.52 "Eagle Crest Blvd" 35.60' Rt.
+45.87 "Eagle Crest Blvd" 26.68' Rt.
+46.04 "Eagle Crest Blvd" 36.67' Rt.
Prop. R/W
(asphalt)
Str. No. IN-691
Str. No. IN-692
(12" PVC)
Line "Eagle Crest Blvd"
Str. No. IN-693
Str. No. IN-694
Str. No. IN-695
Str. No. IN-696
Str. No. IN-697
Cross Pointe Boulevard
Line "S-2"
P.O.T. Sta. 50+28.01 "S-2" =
P.O.T. Sta. 252+15.96 "PR-A-2S-EB"
Str. No. CV 066-082-31.43 ADJ
center curb (conc)
End Construction
Sta. 53+93.14 Line "S-2"
90°00'00"
88°54'04"
Matchline Sta. 50+00.00 "S-2"
Section Line
P.O.E. Sta. 54+05.14 "S-2" =
P.O.E. Sta. 13+00.00 "Eagle Crest Blvd" =
O.P.O.T. Sta. 252+07.42 "A-2S"
Offset = 405.07' Rt.
App. Exist. R/W
(grass)
(asphalt)
Str. No. IN-655
Str. No. IN-688
Sta. 51+00 "S-2", 44.45 Rt.
+27.86 "S-2" Begin Guardrail, MGS W-Beam, Cable Terminal Anchor
Construction Limits
Exist. 48" RCP To Be Removed
App. P/L
Str. No. IN-654
Wetland 16 Emergent
SR66-Lloyd Expressway (Eastbound)
Line "PR-A-2S-WB"
DND Outside of Construction Limits
Str. No. IN-653
Str. No. IN-687

Notes:
1. For Alignment Information, See Geometric Tie-Up Sheets.
2. All Stationing Described from Line "S-2" Unless Otherwise noted.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH
CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

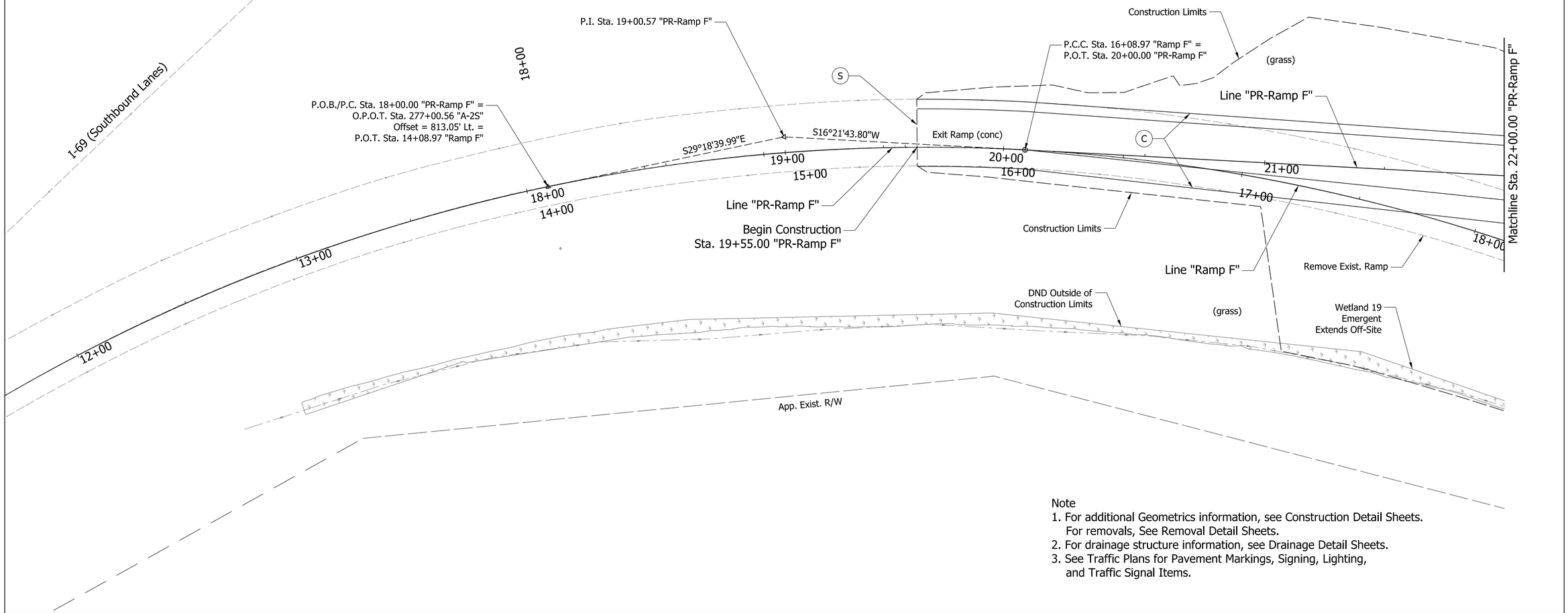
PLAN SHEET
STA. 50+00.00 TO STA. 56+00.00
LINE "S-2"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	112 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Plan_02.dgn
$DATE$

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Curve Data 1
P.I. = 19+00.57 "PR-Ramp F"
Delta = 15°00'00.00" RT
D = 07°30'00.00"
R = 763.94'
T=100.58'
L = 200.00'
E = 6.59'
SE = 4.4%
DS = 45 mph



Note
1. For additional Geometrics information, see Construction Detail Sheets.
   For removals, See Removal Detail Sheets.
2. For drainage structure information, see Drainage Detail Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting,
   and Traffic Signal Items.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: SRB | DRAWN: DH
CHECKED: CWB | CHECKED: CWB

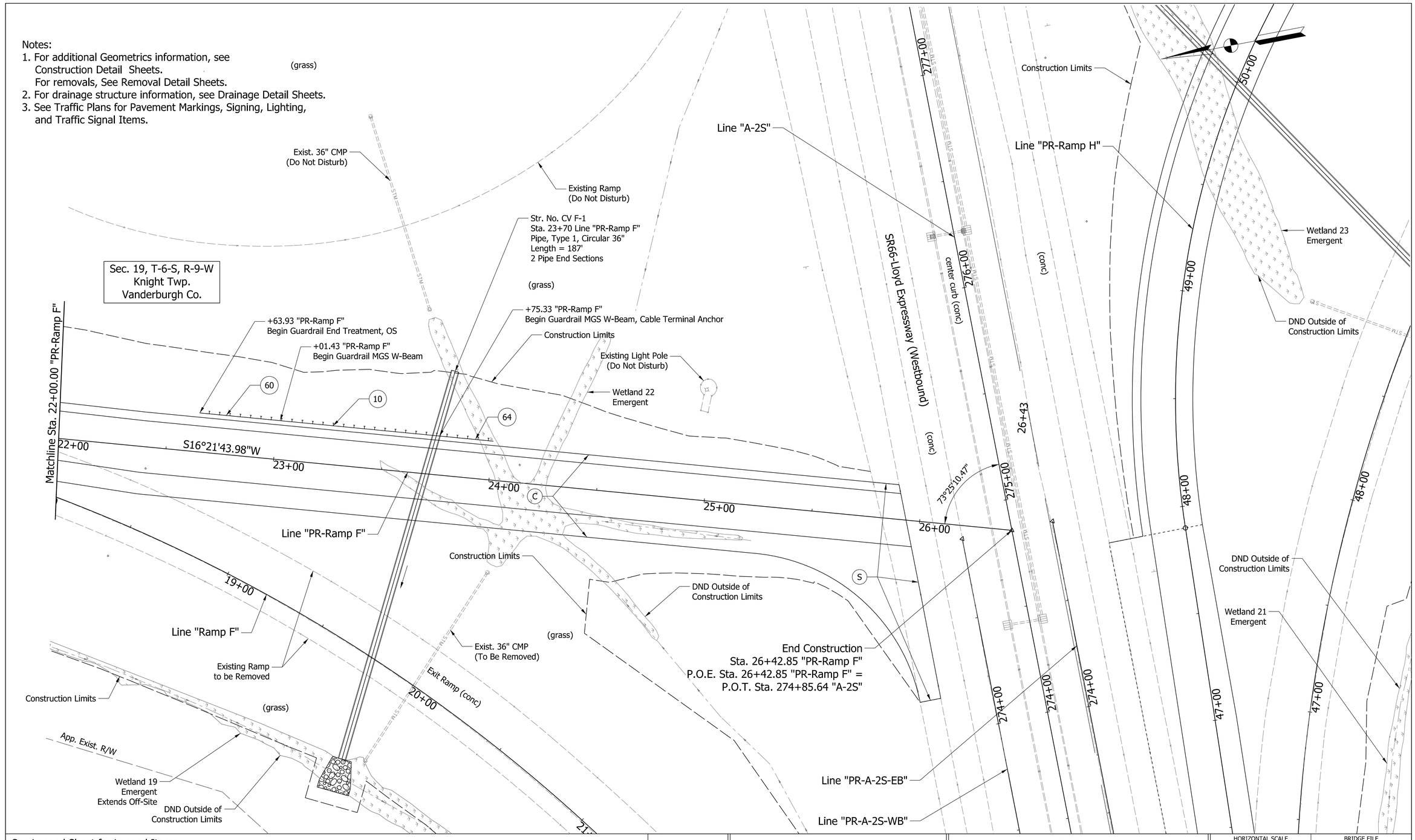
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 18+00.00 TO STA. 22+00.00
LINE "PR-RAMP F"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	114 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_PR-RAMP F_01.dgn
$DATE$

Notes:
1. For additional Geometrics information, see Construction Detail Sheets.
   For removals, See Removal Detail Sheets.
2. For drainage structure information, see Drainage Detail Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal Items.



See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1" = 20' / BRIDGE FILE: N/A
		VERTICAL SCALE: N/A / DESIGNATION: 1900317
DESIGNED: SRB / DRAWN: DH	PLAN SHEET STA. 22+00.00 TO STA. 26+42.85 LINE "PR-RAMP F"	SURVEY BOOK: N/A / SHEETS: 116 of 192
CHECKED: CWB / CHECKED: CWB		CONTRACT: R-42287 / PROJECT: 1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_PR-RAMP F_02.dgn
$DATE$

DND Outside of Construction Limits

Construction Limits

Sec. 19, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

Wetland 19
Emergent
Extends Off-Site

24+00

25+00

26+00

Line "PR-A-2S-WB"

Line "A-2S"

(conc)

SR66-Lloyd Expressway (Westbound)

266+00

267+00

268+00

26+83

269+00

270+00

271+00

Str. No. IN-792

Str. No. IN-793

center curb (conc)

266+00

40+00

267+00

268+00

269+00

270+00

271+00

Str. No. IN-791

Str. No. IN-794

Section Line

266+00

267+00

268+00

269+00

270+00

271+00

Line "PR-A-2S-EB"

SR66-Lloyd Expressway (Eastbound)

(conc)

S

P.T. Sta. 43+90.85 "PR-Ramp H"

Line "PR-Ramp H"

P.C. Sta. 40+09.09 "PR-Ramp H"

P.I. Sta. 42+00.00 "PR-Ramp H"

N89°46'54.45"E

S87°55'39.55"E

A

S87°55'39.55"E

40+00

41+00

42+00

43+00

44+00

40+00

41+00

42+00

43+00

44+00

Matchline Sta. 45+00.00 "PR-Ramp H"

Exist. Light Pole
(Do Not Disturb)

Existing Guardrail
(Do Not Disturb)

Line "PR-A-2S-EB"

Remove Existing Overhead Sign

Exist. Light Pole
(Do Not Disturb)

Construction Limits

Begin Construction
Sta. 43+99.79 "PR-Ramp H"

Line "Ramp H"

Exist. Light Pole
(Do Not Disturb)

P.O.B. Sta. 40+00.00 "PR-Ramp H" =
O.P.O.T. Sta. 266+83.38 "A-2S"
Offset = 55.00' Rt.

Exist. Edge of Shldr.

(grass)

Wetland 21
Emergent

DND Outside of
Construction Limits

Remove Exist. Ramp

App. Exist. R/W

Curve Data 1
P.I. = 42+00.00 "PR-Ramp H"
Delta = 02°17'26.00" RT
D = 00°36'00.00"
R = 9549.30'
T = 190.91'
L=381.76'
E = 1.91'
SE = N.C.
DS = 50 mph

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

App. P/L

App. ℄

App. ℄

Notes:
1. For additional Geometrics information, see Construction Detail Sheets. For removals, See Removal Detail Sheets.
2. For drainage structure information, see Drainage Details.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal Items.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

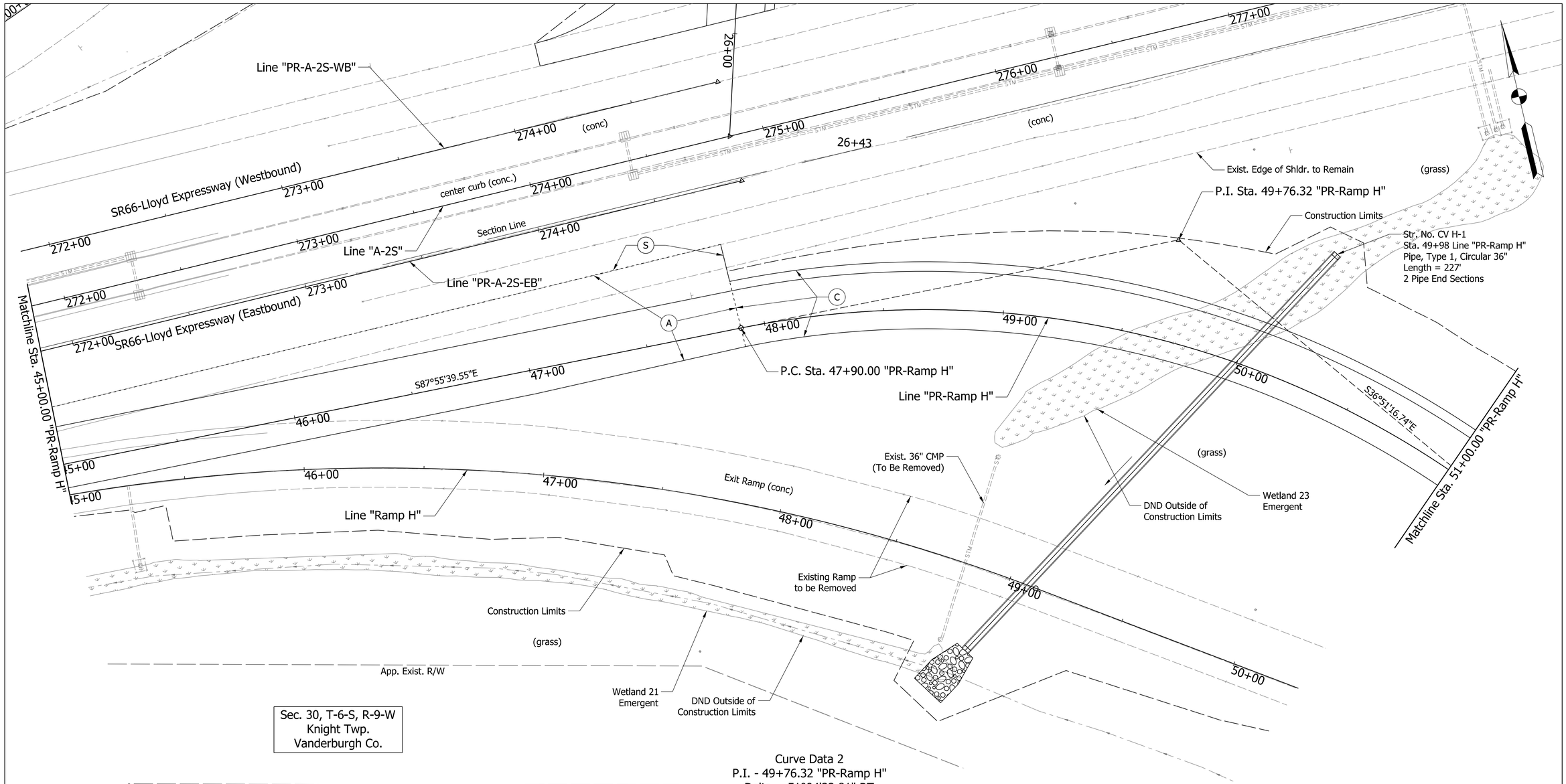
CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 40+00.00 TO STA. 45+00.00
LINE "PR-RAMP H"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	118 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_PR-RAMP H_01.dgn
$DATE$



Curve Data 2
P.I. - 49+76.32 "PR-Ramp H"
Delta = 51°04'22.81" RT
D = 14°41'28.41"
R = 390.00'
T = 186.33'
L = 347.64'
E = 42.22'
SE = 4%
DS = 35 mph

Notes:
1. For additional Geometrics information, see Construction Sheets For removals, See Removal Detail Sheets.
2. For drainage structure information, see Drainage Detail Sheets.
3. SeeTraffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal Items.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 45+00.00 TO STA. 51+00.00
LINE "PR-RAMP H"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	120 of 192
CONTRACT	PROJECT
R-42287	1900308

pw:/VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Lloyd_Plan_PR-RAMP H_02.dgn
$DATE$

Curve Data 2
P.I. = 49+76.32 "PR-Ramp H"
Delta = 51°04'22.81" RT
D=14°41'28.41"
R = 390.00'
T = 186.33'
L = 347.64'
E = 42.22'
SE = 4%
DS = 35 mph

Sec. 30, T-6-S, R-9-W
Knight Twp.
Vanderburgh Co.

(grass)

Curve Data 3
P.I. = 54+38.84 "PR-Ramp H"
Delta = 18°48'25.42" RT
D=07°47'05.11"
R = 736.00'
T = 121.89'
L = 241.59'
E = 10.03'
SE = 4%
DS = 45 mph

(grass)

(36" CMP)

Matchline Sta. 51+00.00 "PR-Ramp H"

P.C. Sta. 53+16.95 "PR-Ramp H"

P.T. Sta. 51+37.64 "PR-Ramp H"

Existing Ramp
(Do Not Disturb)

Construction Limits

51+00 52+00 53+00 54+00 55+00 56+00 57+00

S36°51'16.74"E

S55°39'42.16"E

C

S

End Construction
Sta. 57+14.00 "PR-Ramp H"

(grass)

Line "PR-Ramp H"

P.T. Sta. 55+58.54 "PR-Ramp H"

Exit Ramp (conc)

Line "Ramp H"

P.I. Sta. 54+38.84 "PR-Ramp H"

Existing Ramp
to be Removed

Construction Limits

(grass)

App. Exist. R/W

Notes:
1. For additional Geometrics information, see Construction Detail Sheets. For removals, See Removal Detail Sheets.
2. For drainage structure information, see Drainage Detial Sheets.
3. See Traffic Plans for Pavement Markings, Signing, Lighting, and Traffic Signal Items.

See Legend Sheet for Legend Items.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: DH

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 51+00.00 TO STA. 57+14.00
LINE "PR-RAMP H"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	122 of 192
CONTRACT	PROJECT
R-42287	1900308

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$DATE$

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION				OFFSET	SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER	FLOW LINE		SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STR.	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET	SIZE	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE	LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER	UP STREAM	DOWN STREAM	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	GEOTEXTILE FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CLASS 2 RIPRAP				GRATED BOX END SECTION			SAFETY METAL END SECTION				
					FT	IN.			LFT	LFT		LFT	ELEV.	ELEV.	YRS				CYS		CYS		SYS	TON	SYS	TONS	TONS	TONS	CYS	LFT	EA.	TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
	Line "A-2S"																																						
IN-600	236+87	x			13.35	15	2	INLET, TYPE C-15	71.0	71.0		3.60	387.25	387.00	75	N/A	7																							
MH-601	236+87	x			4.03	15	2	MANHOLE, C-4	7.0	7.0		3.50	387.30	387.25	75	N/A	7																						IN-600	
IN-602	236+87		x		6.39	15	2	INLET, TYPE B-15	9.0	9.0		3.00	387.43	387.30	75	N/A	7																						MH-601	
IN-603	237+50	x			13.35	15	2	INLET, TYPE B-15	3.0	3.0		3.20	387.51	387.50	75	N/A	7																						MH-604	
MH-604	237+50	x			8.58	15	2	MANHOLE, C-4	59.0	59.0		3.50	387.50	387.30	75	N/A	7																						MH-601	
IN-605	237+50		x		6.88	15	2	INLET, TYPE B-15	14.0	14.0		3.00	387.60	387.50	75	N/A	7																						MH-604	
IN-606	238+00	x			13.35	15	2	INLET, TYPE B-15	3.0	3.0		3.10	387.70	387.62	75	N/A	7																						MH-607	
MH-607	238+00	x			8.56	15	2	MANHOLE, C-4	50.0	50.0		3.50	387.62	387.50	75	N/A	7																						MH-604	
IN-608	238+00		x		7.60	15	2	INLET, TYPE B-15	14.0	14.0		3.10	387.68	387.62	75	N/A	7																						MH-607	
IN-609	238+50	x			13.35	15	2	INLET, TYPE B-15	3.0	3.0		3.20	387.80	387.75	75	N/A	7																						MH-610	
MH-610	238+50	x			8.53	15	2	MANHOLE, C-4	50.0	50.0		3.50	387.75	387.62	75	N/A	7																						MH-607	
IN-611	238+50		x		8.62	15	2	INLET, TYPE B-15	15.0	15.0		3.10	387.82	387.75	75	N/A	7																						MH-610	
IN-612	239+00	x			13.35	15	2	INLET, TYPE B-15	3.0	3.0		3.10	388.06	387.92	75	N/A	7																						MH-613	
MH-613	239+00	x			8.52	15	2	MANHOLE, C-4	50.0	50.0		3.50	387.92	387.75	75	N/A	7																						MH-610	
IN-614	239+00		x		7.06	15	2	INLET, TYPE B-15	14.0	14.0		3.00	388.00	387.92	75	N/A	7																						MH-613	
IN-615	239+50	x			13.35	15	2	INLET, TYPE B-15	3.0	3.0		3.10	388.13	388.07	75	N/A	7																						MH-616	
MH-616	239+50	x			8.49	15	2	MANHOLE, C-4	50.0	50.0		3.40	388.07	387.92	75	N/A	7																						MH-613	
IN-617	239+50		x		2.32	15	2	INLET, TYPE B-15	9.0	9.0		2.80	388.14	388.07	75	N/A	7																						MH-616	
IN-618	240+00	x			13.35	15	2	INLET, TYPE B-15	3.0	3.0		3.00	388.30	388.19	75	N/A	7																						MH-619	
MH-619	240+00	x			8.49	15	2	MANHOLE, C-4	46.0	46.0		3.00	388.19	388.07	75	N/A	7																						MH-616	
IN-620	240+00	x			82.41	15	2	INLET, TYPE B-15	4.0	4.0		2.70	388.30	388.19	75	N/A	7																						MH-619	
IN-621	240+50	x			13.35	15	2	INLET, TYPE C-15	49.0	49.0		3.10	388.35	388.19	75	N/A	7																						MH-619	
IN-622	240+50	x			7.15	12	2	INLET, TYPE B-15	6.0	6.0		2.40	388.40	388.35	75	N/A	7																						IN-621	
IN-623	241+00	x			13.35	12	2	INLET, TYPE C-15	50.0	50.0		2.80	388.50	388.35	75	N/A	7																						IN-621	
IN-624	241+00	x			7.09	12	2	INLET, TYPE B-15	6.0	6.0		2.30	388.55	388.50	75	N/A	7																						IN-623	
IN-625	241+50	x			13.35	12	2	INLET, TYPE C-15	50.0	50.0		2.80	388.65	388.50	75	N/A	7																						IN-623	
IN-626	241+50	x			5.86	12	2	INLET, TYPE B-15	8.0	8.0		2.30	388.68	388.65	75	N/A	7																						IN-625	
IN-627	242+00	x			13.35	12	2	INLET, TYPE C-15	50.0	50.0		2.80	388.80	388.65	75	N/A	7																						IN-625	
IN-628	242+00	x			4.93	12	2	INLET, TYPE B-15	8.0	8.0		2.30	388.83	388.80	75	N/A	7																						IN-627	
IN-629	242+50	x			13.11	12	2	INLET, TYPE C-15	50.0	50.0		2.70	388.95	388.80	75	N/A	7																						IN-627	
IN-630	242+50	x			4.31	12	2	INLET, TYPE B-15	9.0	9.0		2.30	388.98	388.95	75	N/A	7																						IN-629	
IN-631	243+00	x			12.57	12	2	INLET, TYPE B-15	50.0	50.0		2.70	389.10	388.95	75	N/A	7																						IN-629	
IN-632	243+00	x			4.00	12	2	INLET, TYPE B-15	9.0	9.0		2.20	389.13	389.10	75	N/A	7																						IN-631	
IN-633	243+50	x			11.72	15	2	INLET, TYPE B-15	8.0	8.0		3.60	388.50	388.30	75	N/A	7																						IN-634	
IN-634	243+50	x			3.96	15	2	INLET, TYPE C-15	50.0	50.0		3.30	388.30	388.10	75	N/A	7																						IN-636	
IN-635	244+00	x			10.55	15	2	INLET, TYPE B-15	7.0	7.0		3.90	388.20	388.10	75	N/A	7																						IN-636	
IN-636	244+00	x			3.95	15	2	INLET, TYPE C-15	50.0	50.0		3.50	388.10	387.90	75	N/A	7																						IN-638	
IN-637	244+50	x			9.10	15	2	INLET, TYPE B-15	5.0	5.0		3.80	388.20	387.90	75	N/A	7																						IN-638	
IN-638	244+50	x			3.95	15	2	INLET, TYPE C-15	47.0	47.0		3.80	387.90	387.75	75	N/A	7																						IN-640	
IN-639	244+97	x			7.59	15	2	INLET, TYPE B-15	10.0	10.0		4.00	388.00	387.75	75	N/A	7																						IN-640	
IN-640	244+97	x			3.80	15	2	INLET, TYPE C-15	134.0	134.0		3.90	387.75	387.30	75	N/A	7																						MH-642	
IN-641	246+32	x			0.13	15	2	INLET, TYPE B-15	9.0	9.0		3.80	387.77	387.30	75	N/A	7																						MH-642	
MH-642	246+33		x		11.00	15	2	MANHOLE, C-4	45.0	45.0		4.60	387.30	387.10	75	N/A	7																						MH-644	
IN-643	246+82		x		0.88	15	2	INLET, TYPE B-15	8.0	8.0		3.90	387.30	387.10	75	N/A	7																						MH-644	
MH-644	246+82		x		11.09	15	2	MANHOLE, C-4	46.0	46.0		4.60	387.10	386.85	75	N/A	7																						MH-646	
IN-645	247+32		x		2.73	15	2	INLET, TYPE B-15	6.0	6.0		3.90	387.15	386.85	75	N/A	7																						MH-646	
MH-646	247+32		x		11.22	15	2	MANHOLE, C-4	64.0	64.0		4.70	386.85	386.60	75	N/A	7																						MH-648	
IN-647	248+00		x		4.75	15	2	INLET, TYPE B-15	6.0	6.0		4.00	386.88	386.60	75	N/A	7																						MH-648	
MH-648	248+00		x		12.85	15	2	MANHOLE, C-4	63.0	63.0		4.80	386.60	383.38	75	N/A	7																							
IN-649	248+32		x		5.60	12	2	INLET, TYPE B-15	50.0	50.0		2.80	387.75	387.55	75	N/A	7																						IN-650	
IN-650	248+82		x		6.57	12	2	INLET, TYPE C-15	50.0	50.0		2.90	387.55	387.36	75	N/A	7																						IN-651	
IN-651	249+32		x		7.23	12	2	INLET, TYPE C-15	35.0	35.0		3.00	387.36	387.25	75	N/A	7																						IN-652	
IN-652	249+67		x		7.33	15	2	INLET, TYPE C-15	38.0	38.0		3.30	387.25	387.12	75	N/A	7																						IN-659	
IN-653	250+32		x		7.64	12	2	INLET, TYPE C-15	65.0	65.0		2.90	387.45	387.25	75	N/A	7																						IN-652	
IN-654	250+82		x		7.65	12	2	INLET, TYPE C-15	50.0	50.0		2.80	387.60	387.45	75	N/A	7																						IN-653	
IN-655	251+43		x		7.65	12	2	INLET, TYPE B-15	61.0	61.0		2.70	387.79	387.60	75	N/A	7																						IN-654	
IN-656	248+11	x			33.50	12	2	INLET, TYPE B-15	50.0	50.0		3.30	387.65	387.47	75	N/A	7																						IN-657	
IN-657	248+61	x			32.40	12	2	INLET, TYPE C-15	50.0	50.0		3.40	387.47	387.30	75	N/A	7																						IN-658	
IN-658	249+12	x			31.61	12	2	INLET, TYPE C-15	55.0	55.0		3.50	387.30	387.12	75	N/A	7																						IN-659	
IN-659	249+67	x			31.10	15	2	INLET, TYPE C-15	30.0	30.0		3.90	387.12	387.02	75	N/A	7																						IN-674	
IN-660	250+12	x			31.00	12	2	INLET, TYPE C-15	45.0	45.0		3.50	387.30	387.12	75	N/A	7																						IN-659	
IN-661	250+62	x			31.00	12	2	INLET, TYPE C-15	50.0	50.0		3.30	387.48	387.30	75	N/A	7																						IN-660	
IN-662	251+12	x			31.00	12	2	INLET, TYPE C-15	50.0	50.0		3.20	387.65	387.48	75	N/A	7																						IN-661	
IN-663	251+47	x			30.95	12	2	INLET, TYPE C-15	35.0	35.0		3.10	387.80	387.65	75	N/A	7																						IN-662	
IN-664	251+78	x			30.96	12	2	INLET, TYPE B-15	32.0	32.0		2.90	387.95	387.80	75	N/A	7																						IN-663	

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: TYW

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	148 of 192
CONTRACT	PROJECT
R-42287	1900308

pw:/VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Sht_Structure Data Table01
$DATE$

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER	FLOW LINE		SERVICE LIFE	SITE DESIGNATION	pH	METHOD BACKFILL	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STR.	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE					UP STREAM	DOWN STREAM											GEOTEXTILE FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CLASS 2 RIPRAP				TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
					FT	IN.			LFT	LFT		LFT	ELEV.	ELEV.	YRS				CYS		CYS		SYS	TON	SYS	TONS	TONS	TONS	CYS	LFT	EA.								
IN-665	245+17	×			45.30	12	2	INLET, TYPE B-15	48.0	48.0		2.90	388.45	388.30	75	N/A	7																					IN-666	
IN-666	245+64	×			43.25	12	2	INLET, TYPE C-15	50.0	50.0		3.00	388.30	388.12	75	N/A	7																					IN-667	
IN-667	246+14	×			40.81	12	2	INLET, TYPE C-15	51.0	51.0		3.10	388.12	387.95	75	N/A	7																					IN-668	
IN-668	246+64	×			47.31	12	2	INLET, TYPE C-15	50.0	50.0		3.00	387.95	387.80	75	N/A	7																					IN-669	
IN-669	247+12	×			61.13	12	2	INLET, TYPE C-15	50.0	50.0		2.80	387.80	387.65	75	N/A	7																					IN-670	
IN-670	247+62	×			67.12	12	2	INLET, TYPE C-15	50.0	50.0		2.70	387.65	387.50	75	N/A	7																					IN-671	
IN-671	248+12	×			66.35	15	2	INLET, TYPE C-15	50.0	50.0		3.00	387.50	387.35	75	N/A	7																					IN-672	
IN-672	248+62	×			64.78	18	2	INLET, TYPE C-15	50.0	50.0		3.30	387.35	387.20	75	N/A	7																					IN-673	
IN-673	249+12	×			63.20	18	2	INLET, TYPE C-15	55.0	55.0		3.40	387.20	387.02	75	N/A	7																					IN-674	
IN-674	249+67	×			61.47	18	2	INLET, TYPE C-15	45.0	45.0		3.60	387.02	386.88	75	N/A	7																					IN-675	
IN-675	250+12	×			60.38	18	2	INLET, TYPE C-15	50.0	50.0		3.80	386.88	386.71	75	N/A	7																					IN-676	
IN-676	250+62	×			59.95	18	2	INLET, TYPE C-15	50.0	50.0		4.10	386.71	386.56	75	N/A	7																					IN-677	
IN-677	251+12	×			59.95	18	2	INLET, TYPE C-15	25.0	25.0		4.20	386.56	386.48	75	N/A	7																					IN-684	
IN-678	251+82	×			61.10	12	2	INLET, TYPE B-15	70.0	70.0		3.40	386.85	386.56	75	N/A	7																					IN-677	
IN-684	251+09	×			84.83	18	2	INLET, TYPE C-15	30.0	30.0		3.80	386.48	386.38	75	N/A	7																					IN-681	
IN-681	251+37	×			94.95	18	2	INLET, TYPE C-15	50.0	50.0		3.80	386.38	386.23	75	N/A	7																					IN-682	
IN-682	251+71	×			132.45	18	2	INLET, TYPE C-15	60.0	60.0		4.00	386.23	386.04	75	N/A	7																					MH-683	
MH-683	251+30	×			150.60			MANHOLE, C-4																															Connect to Existing Pipe
Line "Eagle Crest Blvd"																																							
IN-691	11+78		×		24.84	12	2	INLET, TYPE B-15	31.0	31.0		1.80	386.37	386.00	75	N/A	7																					IN-692	
IN-692	12+09		×		26.00	12	2	INLET, TYPE C-15	29.0	29.0		2.40	386.00	385.82	75	N/A	7																					IN-693	
IN-693	12+36	×			38.31	12	2	INLET, TYPE C-15	29.0	29.0		2.50	385.82	385.65	75	N/A	7																					IN-694	
	Line "S-2"																																						
IN-694	53+44	×			45.42	12	2	INLET, TYPE C-15	16.0	16.0		3.10	385.65	385.57	75	N/A	7																					IN-695	
IN-695	53+29	×			40.14	12	2	INLET, TYPE C-15	14.0	14.0		3.30	385.57	385.50	75	N/A	7																					IN-696	
IN-696	53+15	×			38.62	12	2	INLET, TYPE C-15	44.0	44.0		3.40	385.50	385.28	75	N/A	7																					IN-697	
IN-697	52+71	×			42.59	15	2	INLET, TYPE C-15	51.0	51.0		4.00	385.28	385.02	75	N/A	7																					IN-698	
IN-698	52+20	×			38.68	15	2	INLET, TYPE C-15	28.0	28.0		4.30	385.02	384.88	75	N/A	7																					IN-699	
IN-699	51+92	×			38.71	15	2	INLET, TYPE C-15	16.0	16.0		4.50	384.88	384.80	75	N/A	7																					IN-741	
IN-701	51+42	×			43.49	24	2	MANHOLE, TYPE C-15	23.0	23.0		5.50	384.70	384.63	75	N/A	7																						
IN-741	52+77	x			38.37	15	2	INLET, TYPE C-15	35.0	35.0		4.60	384.80	384.70	75	N/A	7																					IN-701	
	Line "A-2S"																																						
IN-702	252+47		×		53.65	12	2	INLET, TYPE B-15	20.0	20.0		3.00	387.52	387.45	75	N/A	7																					IN-703	
IN-703	252+47		×		73.66	12	2	INLET, TYPE C-15	48.0	48.0		2.70	387.45	387.30	75	N/A	7																					IN-705	
IN-704	252+95		×		53.65	12	2	INLET, TYPE B-15	19.0	19.0		3.20	387.38	387.30	75	N/A	7																					IN-705	
IN-705	252+95		×		72.65	12	2	INLET, TYPE C-15	50.0	50.0		3.00	387.30	387.15	75	N/A	7																					IN-707	
IN-706	253+45		×		53.65	12	2	INLET, TYPE B-15	19.0	19.0		3.50	387.25	387.15	75	N/A	7																					IN-707	
IN-707	253+45		×		72.65	12	2	INLET, TYPE C-15	40.0	40.0		3.30	387.15	384.00	75	N/A	7																						
IN-708	252+77		×		15.05	12	2	INLET, TYPE B-15	7.0	7.0		3.10	388.13	388.10	75	N/A	7																					IN-709	
IN-709	252+77		×		7.64	12	2	INLET, TYPE C-15	47.0	47.0		2.90	388.10	387.95	75	N/A	7																					IN-711	
IN-710	253+24		×		15.05	12	2	INLET, TYPE B-15	7.0	7.0		3.40	387.99	387.95	75	N/A	7																					IN-711	
IN-711	253+24		×		7.64	12	2	INLET, TYPE C-15	50.0	50.0		3.10	387.95	387.80	75	N/A	7																					IN-713	
IN-712	253+74		×		15.05	12	2	INLET, TYPE B-15	7.0	7.0		3.70	387.83	387.80	75	N/A	7																					IN-713	
IN-713	253+74		×		7.64	12	2	INLET, TYPE C-15	50.0	50.0		3.20	387.80	387.63	75	N/A	7																					IN-715	
IN-714	254+24		×		15.05	12	2	INLET, TYPE B-15	8.0	8.0		3.90	387.67	387.63	75	N/A	7																					IN-715	
IN-715	254+24		x		7.43	15	2	INLET, TYPE C-15	39.0	39.0		3.50	387.63	387.50	75	N/A	7																					IN-718	
IN-716	253+28	×			30.95	12	2	INLET, TYPE B-15	50.0	50.0		3.30	388.10	387.85	75	N/A	7																					IN-717	
IN-717	253+78	×			30.96	12	2	INLET, TYPE C-15	50.0	50.0		3.70	387.85	387.50	75	N/A	7																					IN-718	
IN-718	254+28	×			31.19	12	2	INLET, TYPE C-15	54.0	54.0		4.10	387.50	387.29	75	N/A	7																						
IN-719	254+74		×		15.06	12	2	INLET, TYPE B-15	8.0	8.0		3.40	388.28	388.25	75	N/A	7																					IN-720	
IN-720	254+74		×		6.93	12	2	INLET, TYPE C-15	50.0	50.0		2.90	388.25	388.10	75	N/A	7																					IN-722	
IN-721	255+24		×		15.06	12	2	INLET, TYPE B-15	9.0	9.0		3.60	388.13	388.10	75	N/A	7																					IN-722	
IN-722	255+24		×		6.11	12	2	INLET, TYPE C-15	50.0	50.0		3.10	388.10	387.95	75	N/A	7																					IN-725	
IN-724	254+78	×			31.72	12	2	INLET, TYPE B-15	50.0	50.0		3.30	388.30	388.05	75	N/A	7																					IN-740	
IN-725	255+74		x		4.99	12	2	INLET, TYPE C-15	40.0	40.0		3.20	387.95	387.80	75	N/A	7																					IN-727	
IN-726	255+74		×		15.06	12	2	INLET, TYPE B-15	10.0	10.0		3.80	387.98	387.95	75	N/A	7																					IN-725	
IN-727	255+85	×			33.92	12	2	INLET, TYPE C-15	51.0	51.0		3.80	387.80	387.64	75	N/A	7																						
IN-728	256+24		×		15.06	12	2	INLET, TYPE B-15	11.0	11.0		3.20	388.60	388.54	75	N/A	7																					IN-729	
IN-729	256+24		×		3.57	12	2	INLET, TYPE C-15	50.0	50.0		2.70	388.54	388.30	75	N/A	7																					IN-731	
IN-730	256+74		×		15.07	12	2	INLET, TYPE B-15	13.0	13.0		3.10	388.70	388.30	75	N/A	7																					IN-731	
IN-731	256+74		×		1.81	12	2	INLET, TYPE C-15	50.0	50.0		3.00	388.30	388.00	75	N/A	7																					IN-733	
IN-732	257+24		x		14.98	12	2	INLET, TYPE B-15	15.0	15.0		3.10	388.60	388.00	75	N/A	7																					IN-733	
IN-733	257+24	×			0.24	12	2	INLET, TYPE C-15	50.0	50.0		3.30	388.00	387.80	75	N/A	7																					IN-735	
IN-734	257+74		x		14.57	12	2	INLET, TYPE B-15	17.0	17.0		3.40	388.35	387.80	75	N/A	7																					IN-735	
IN-735	257+74	×			2.52	15	2	INLET, TYPE C-15	50.0	50.0		3.90	387.80	387.50	75	N/A	7																					IN-736	
IN-736	258+24	×			4.55	15	2	INLET, TYPE C-15	91.0	91.0		4.10	387.50	387.00	75	N/A	7																						
IN-737	258+24		×		13.91	12	2	INLET, TYPE C-15	18.0	18.0		3.70	388.05	387.50	75	N/A	7																					IN-736	

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: TYW

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	149 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Sht_Structure Data Table02
$DATE$

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER	FLOW LINE		SERVICE LIFE	SITE DESIGNATION	pH	METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STR.	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE					UP STREAM	DOWN STREAM				BACKFILL							GEOTEXTILE FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CLASS 2 RIPRAP				TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
					FT	IN.			LFT	LFT		LFT	ELEV.	ELEV.	YRS				CYS		CYS		SYS	TON	SYS	TONS	TONS	TONS	CYS	LFT	EA.								
IN-738	258+59		×		7.43	12	2	INLET, TYPE B-15	35.0	35.0		3.40	388.32	388.05	75	N/A	7																				IN-737	
IN-740	255+28	×			32.56	12	2	INLET, TYPE C-15	57.0	57.0		3.60	388.05	387.80	75	N/A	7																				IN-727	
IN-742	253+95		×		53.65	12	2	INLET, TYPE B-15	19.0	19.0		3.60	387.25	387.15	75	N/A	7																				IN-743	
IN-743	253+95		×		72.65	12	2	INLET, TYPE C-15	40.0	40.0		3.40	387.15	384.00	75	N/A	7																					
IN-744	254+45		×		53.65	12	2	INLET, TYPE B-15	19.0	19.0		3.50	387.45	387.35	75	N/A	7																				IN-745	
IN-745	254+45		×		72.65	12	2	INLET, TYPE C-15	50.0	50.0		3.30	387.35	387.15	75	N/A	7																				IN-743	
IN-746	254+95		×		53.65	12	2	INLET, TYPE B-15	19.0	19.0		3.40	387.7	387.60	75	N/A	7																				IN-747	
IN-747	254+95		×		72.65	12	2	INLET, TYPE C-15	50.0	50.0		3.20	387.6	387.35	75	N/A	7																				IN-745	
IN-748	255+45		×		53.65	12	2	INLET, TYPE B-15	19.0	19.0		3.80	387.2	387.03	75	N/A	7																				IN-749	
IN-749	255+45		×		72.65	12	2	INLET, TYPE C-15	41.0	41.0		3.70	387.03	386.89	75	N/A	7																					
IN-750	255+95		×		53.65	12	2	INLET, TYPE B-15	19.0	19.0		3.70	387.35	387.20	75	N/A	7																				IN-751	
IN-751	255+95		×		72.65	12	2	INLET, TYPE C-15	50.0	50.0		3.50	387.2	387.03	75	N/A	7																				IN-749	
IN-752	256+45		×		53.65	12	2	INLET, TYPE B-15	19.0	19.0		3.50	387.5	387.40	75	N/A	7																				IN-753	
IN-753	256+45		×		72.64	12	2	INLET, TYPE C-15	50.0	50.0		3.30	387.4	387.20	75	N/A	7																				IN-751	
IN-754	256+72		×		53.64	12	2	INLET, TYPE B-15	19.0	19.0		3.50	387.6	387.50	75	N/A	7																				IN-755	
IN-755	256+72		×		72.64	12	2	INLET, TYPE C-15	27.0	27.0		3.30	387.5	387.40	75	N/A	7																				IN-753	
IN-756	257+21		×		69.26	12	2	INLET, TYPE B-15	47.0	47.0		2.90	387.9	387.75	75	N/A	7																				MH-757	
MH-757	257+71		×		67.76	12	2	MANHOLE, C-4	45.0	45.0		3.60	387.75	387.60	75	N/A	7																				MH-759	
IN-758	257+70		×		57.45	12	2	INLET, TYPE B-15	8.0	8.0		2.90	388.05	387.75	75	N/A	7																				MH-757	
MH-759	258+20		×		65.76	12	2	MANHOLE, C-4	47.0	47.0		3.80	387.6	387.45	75	N/A	7																				MH-761	
IN-760	258+20		×		52.59	12	2	INLET, TYPE B-15	11.0	11.0		3.10	387.9	387.60	75	N/A	7																				MH-759	
MH-761	258+71		×		64.12	12	2	MANHOLE, C-4	38.0	38.0		4.00	387.45	387.30	75	N/A	7																				MH-763	
IN-762	258+70		×		51.60	12	2	INLET, TYPE B-15	11.0	11.0		3.30	387.75	387.45	75	N/A	7																				MH-761	
MH-763	259+13		×		62.64	12	2	MANHOLE, C-4	57.0	57.0		4.10	387.30	387.00	75	N/A	7																					
IN-764	259+24		×		50.17	12	2	INLET, TYPE B-15	15.0	15.0		3.50	387.60	387.30	75	N/A	7																				MH-763	
IN-767	259+99		×		9.16	12	2	INLET, TYPE B-15	7.0	7.0		3.60	388.00	387.50	75	N/A	7																				IN-768	
IN-768	259+99		×		2.56	12	2	INLET, TYPE C-15	79.0	79.0		4.00	387.50	385.90	75	N/A	7																				IN-770	
IN-769	260+78		×		7.23	12	2	INLET, TYPE B-15	6.0	6.0		4.40	387.13	385.90	75	N/A	7																				IN-770	
IN-770	260+78		×		1.61	12	2	INLET, TYPE C-15	28.0	28.0		5.30	385.90	385.70	75	N/A	7																				IN-772	
IN-771	261+06		×		6.68	12	2	INLET, TYPE B-15	5.0	5.0		4.40	387.16	385.70	75	N/A	7																				IN-772	
IN-772	261+06		x		1.37	12	2	INLET, TYPE C-15	109.0	109.0		5.60	385.70	385.33	75	N/A	7																					
IN-773	261+57		×		5.99	12	2	INLET, TYPE B-15	5.0	5.0		4.40	387.14	386.00	75	N/A	7																				IN-774	
IN-774	261+56		x		1.28	12	2	INLET, TYPE C-15	110.0	110.0		5.40	386.00	384.77	75	N/A	7																					
IN-775	262+07		×		5.58	12	2	INLET, TYPE B-15	4.0	4.0		4.40	387.15	386.30	75	N/A	7																				IN-776	
IN-776	262+06		×		1.37	12	2	INLET, TYPE C-15	50.0	50.0		5.10	386.30	386.00	75	N/A	7																				IN-774	
IN-777	262+56		×		1.44	12	2	INLET, TYPE C-15	50.0	50.0		4.90	386.60	386.30	75	N/A	7																				IN-776	
IN-778	262+57		×		5.50	12	2	INLET, TYPE B-15	4.0	4.0		4.40	387.10	386.60	75	N/A	7																				IN-777	
IN-779	263+07		×		5.57	12	2	INLET, TYPE B-15	4.0	4.0		4.40	387.06	386.97	75	N/A	7																				IN-780	
IN-780	263+06		×		1.51	12	2	INLET, TYPE C-15	50.0	50.0		4.40	386.97	386.60	75	N/A	7																				IN-777	
IN-781	263+50		×		5.61	12	2	INLET, TYPE B-15	4.0	4.0		4.40	387.08	385.00	75	N/A	7																				IN-782	
IN-782	263+50		x		1.61	12	2	INLET, TYPE C-15	106.0	106.0		6.40	385.00	383.45	75	N/A	7																					
IN-783	264+07		×		5.68	12	2	INLET, TYPE B-15	4.0	4.0		4.40	387.14	386.00	75	N/A	7																				IN-784	
IN-784	264+07		×		1.69	12	2	INLET, TYPE C-15	57.0	57.0		5.40	386.00	385.00	75	N/A	7																				IN-782	
IN-785	264+57		×		5.75	12	2	INLET, TYPE B-15	4.0	4.0		4.40	387.19	386.25	75	N/A	7																				IN-786	
IN-786	264+57		×		1.78	12	2	INLET, TYPE C-15	50.0	50.0		5.20	386.25	386.00	75	N/A	7																				IN-784	
IN-787	265+07		×		5.81	12	2	INLET, TYPE B-15	4.0	4.0		4.40	387.14	386.50	75	N/A	7																				IN-788	
IN-788	265+07		×		1.86	12	2	INLET, TYPE C-15	50.0	50.0		4.90	386.50	386.25	75	N/A	7																				IN-786	
IN-789	265+57		×		5.87	12	2	INLET, TYPE B-15	6.0	6.0		4.40	387.09	386.70	75	N/A	7																				IN-790	
IN-790	265+57		x		0.10	12	2	INLET, TYPE C-15	50.0	50.0		4.70	386.70	386.50	75	N/A	7																				IN-788	
IN-791	266+07		x		5.93	12	2	INLET, TYPE B-15	12.0	12.0		3.60	387.95	386.90	75	N/A	7																				IN-792	
IN-792	266+07	×			5.89	12	2	INLET, TYPE C-15	50.0	50.0		4.70	386.90	386.70	75	N/A	7																				IN-790	
IN-793	266+51	x			9.95	12	2	INLET, TYPE C-15	45.0	45.0		4.40	387.23	386.90	75	N/A	7																				IN-792	
IN-794	266+51		x		6.00	12	2	INLET, TYPE B-15	16.0	16.0		4.30	387.30	387.23	75	N/A	7																				IN-793	
CT-800	237+00	×			65.23			CURB TURNOUT																														
CT-802	237+50	×			65.24			CURB TURNOUT																														
CT-803	237+96	×			65.24			CURB TURNOUT																														
CT-804	238+50	×			60.20			CURB TURNOUT																														
CT-805	239+00	×			55.83			CURB TURNOUT																														
CT-806	239+50	×			53.24			CURB TURNOUT																														
CT-807	240+00	×			53.24			CURB TURNOUT																														
CT-808	240+50	×			54.24			CURB TURNOUT																														
CT-809	241+00	×			53.24			CURB TURNOUT																														
CT-810	241+50	×			53.24			CURB TURNOUT																														
CT-811	242+00	×			53.23			CURB TURNOUT																														
CT-812	242+50	×			53.00			CURB TURNOUT																														
CT-813	243+00	×			52.45			CURB TURNOUT																														

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: TYW

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	150 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Sht_Structure Data Table03
$DATE$

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER	FLOW LINE		SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STR.	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE					UP STREAM	DOWN STREAM											GEOTEXTILE FOR RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CLASS 2 RIPRAP				TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
					FT	IN.			LFT	LFT		LFT	ELEV.	ELEV.	YRS				CYS		CYS		SYS	TON	SYS	TONS	TONS	TONS	CYS	LFT	EA.	TYPE	SLOPE	EA.	TYPE	SLOPE	EA.		
CT-814	243+50	×			51.61			CURB TURNOUT																														
CT-815	244+00	×			50.46			CURB TURNOUT																														
CT-816	244+50	×			40.00			CURB TURNOUT																														
CT-817	245+08	×			77.63			CURB TURNOUT																														
CT-818	246+55	×			86.05			CURB TURNOUT																														
CT-819	247+09	×			86.78			CURB TURNOUT																														
CT-820	247+62	×			87.50			CURB TURNOUT																														
CT-821	248+13	×			86.63			CURB TURNOUT																														
CT-822	248+62	×			85.07			CURB TURNOUT																														
CT-823	249+40	×			82.62			CURB TURNOUT																														
CT-824	250+12	×			80.66			CURB TURNOUT																														
CT-825	250+62	×			80.24			CURB TURNOUT																														
CT-830	236+99		×		46.34			CURB TURNOUT																														
CT-831	237+49		×		46.76			CURB TURNOUT																														
CT-832	237+99		×		47.48			CURB TURNOUT																														
CT-833	238+49		×		48.51			CURB TURNOUT																														
CT-834	238+99		×		49.84			CURB TURNOUT																														
CT-835	239+49		×		51.48			CURB TURNOUT																														
CT-836	239+99		×		53.42			CURB TURNOUT																														
CT-837	240+49		×		55.26			CURB TURNOUT																														
CT-838	240+99		×		56.80			CURB TURNOUT																														
CT-839	241+49		×		58.03			CURB TURNOUT																														
CT-840	241+99		×		64.17			CURB TURNOUT																														
CT-841	242+49		×		70.95			CURB TURNOUT																														
CT-842	242+99		×		71.89			CURB TURNOUT																														
CT-843	243+49		×		71.93			CURB TURNOUT																														
CT-844	243+99		×		71.93			CURB TURNOUT																														
CT-845	244+49		×		71.93			CURB TURNOUT																														
CT-846	244+99		×		71.93			CURB TURNOUT																														
CT-847	245+49		×		71.93			CURB TURNOUT																														
CT-848	245+86		×		71.93			CURB TURNOUT																														
CT-849	245+99		×		71.93			CURB TURNOUT																														
CT-850	246+49		×		71.93			CURB TURNOUT																														
CT-851	246+99		×		71.99			CURB TURNOUT																														
CT-852	247+49		×		72.12			CURB TURNOUT																														
CT-853	248+18		×		71.70			CURB TURNOUT																														
CT-854	248+49		×		72.36			CURB TURNOUT																														
CT-855	248+99		×		72.48			CURB TURNOUT																														
CT-856	249+49		×		72.61			CURB TURNOUT																														
CT-857	249+99		×		72.73			CURB TURNOUT																														
CT-858	250+49		×		72.85			CURB TURNOUT																														
CT-859	250+99		×		72.98			CURB TURNOUT																														
CT-860	251+42		×		79.08			CURB TURNOUT																														
CT-870	253+25		×		97.14			CURB TURNOUT																														
CT-871	259+24		×		89.33			CURB TURNOUT																														
CT-872	259+67		×		60.37			CURB TURNOUT																														
CT-873	258+74		×		90.76			CURB TURNOUT																														
CT-874	258+24		×		91.78			CURB TURNOUT																														
CT-875	257+74		×		92.47			CURB TURNOUT																														
CT-876	257+24		×		92.84			CURB TURNOUT																														
CT-877	256+74		×		92.92			CURB TURNOUT																														
CT-878	256+24		×		92.93			CURB TURNOUT																														
CT-879	255+74		×		92.93			CURB TURNOUT																														
CT-880	255+24		×		92.93			CURB TURNOUT																														
CT-881	254+74		×		92.93			CURB TURNOUT																														
CT-882	254+24		×		92.93			CURB TURNOUT																														
CT-883	253+74		×		92.93			CURB TURNOUT																														
	Line "S-2"																																						
CT-861	51+50		×		34.31			CURB TURNOUT																														
CT-865	48+77	x			63.16			CURB TURNOUT																														
CT-866	49+16	x			56.95			CURB TURNOUT																														

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRB DRAWN: TYW

CHECKED: CWB CHECKED: CWB

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1900317
SURVEY BOOK	SHEETS
N/A	151 of 192
CONTRACT	PROJECT
R-42287	1900308

pw://VANVA01PWINT01.Parsons.com:Indiana State/Documents/SR66 Lloyd Expwy Corridor/CADD/Roadway/Sheets/Des. 1900317/CROSS POINTE_Sht_Structure Data Table04
$DATE$

PARSONS

Appendix C

Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

March 2, 2022

«First_Name» «Last_Name»
«Organization»
«Department»
«Street_Address»
«City_State_Zip»

Sample early coordination letter

Re: Early Coordination Letter, Des. Nos.: **1900292** and **1900317**, **Lloyd Expressway Intersections Improvement Project** at **Burkhardt Road** 3.8 miles east of US 41 and 1.2 miles west of Interstate 69 (I-69) and **Cross Pointe Boulevard** 4.5 miles east of US 41 and 0.6 mile west of I-69, Vanderburgh County, Indiana

Dear Stakeholder,

The Indiana Department of Transportation (INDOT), with federal funding intends to proceed with an intersections improvement project involving an approximately 2-mile section of the Lloyd Expressway (State Route [SR] 66), which includes the Burkhardt Road and Cross Pointe Boulevard intersections in the City of Evansville, in Vanderburgh County (Attachments: Page 1). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

Existing Conditions: The proposed project is part of INDOT's "TheLloyd4U" initiative https://thelloyd4u.com, which includes several improvement projects along the Lloyd Expressway (SR 66). This project is located in Sections 24 and 25 of Township 6 South, Range 10 West, and Sections 19 and 30 of Township 6 South, Range 9 West, in the City of Evansville, Vanderburgh County. It is shown on the Newburgh, Indiana USGS topographical 7.5 minute quadrangle map. The study area begins along Lloyd Expressway approximately 85 feet west of Brentwood Drive and terminates at the west side of the Lloyd Expressway/I-69 interchange. The study area also includes portions of the following Local Roads: Kimber Lane, Williamsburg Drive, Frontage Road, and Eagle Crest Boulevard. Surrounding area land uses are primarily commercial and multi-family residential. Based on information from the Metropolitan Evansville Transit System, there are several fixed transit routes that currently operate within the study area including routes along Burkhardt Road, Cross Pointe Boulevard, and Lloyd Expressway.

This approximately 2-mile section of Lloyd Expressway is a six-lane divided highway with three 12-foot wide travel lanes in each direction, 11-foot outside shoulders, 2-foot inside shoulders, and divided by a sloping 4-inch concrete center curb. The roadways are illuminated by overhead lighting. Guardrail is present south of Lloyd Expressway at the west end of the project limits.

The Lloyd Expressway and Burkhardt Road intersection is signalized. At this intersection, Lloyd Expressway has three through lanes, one right-turn and two left-turn lanes in both the eastbound (EB) and westbound (WB) directions. Burkhardt Road is an undivided road with two through lanes, two left-turn lanes, a painted splitter, and one right-turn lane in each direction. There are no pedestrian facilities at this intersection.

The Lloyd Expressway and Cross Pointe Boulevard intersection is also signalized. At this intersection, Lloyd Expressway has three through lanes, one right-turn and one left-turn lane in each direction. Cross Pointe Boulevard is a five-lane road with through, left-turn, and right-turn lanes, with curb and gutter. North of Lloyd Expressway, it has a landscaped median and sidewalks that begin at the INDOT right-of-way (ROW) on the west side and at Division Street on the east side. South of Lloyd Expressway, Cross Pointe Boulevard has a raised concrete median and no sidewalk.

Purpose and Need: The need for this project stems from a high rate of crashes and congestion issues at both intersections. Safety is evaluated using RoadHAT software. RoadHAT provides results as an ICF and 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. Per the INDOT Roadway Application for the Lloyd Expressway /Burkhardt intersection, for the years 2014 to 2016, the ICF and ICC were 2.28 and 3.05, respectively. Per the INDOT Roadway Application for the Lloyd Expressway /Cross Pointe Boulevard intersection, for the years 2014 to 2016 the ICF and ICC were 2.37 and 3.05, respectively.

Traffic capacity is evaluated in terms of 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 area is within an urban area, therefore the minimum criteria during peak travel hours (i.e., rush hour) is LOS D. Per the 2019 INDOT Roadway Project Applications, both the Lloyd Expressway /Burkhardt Road and Lloyd Expressway /Cross Pointe Boulevard intersections are currently LOS E.

The purpose of this intersection improvement project is to reduce the rate of crashes at both intersections and to improve the LOS to a minimum of LOS D in the design year, 2045.

Proposed Project: The proposed project would reconfigure both intersections to remove left turns. The preliminary recommended alternative at the intersection of Lloyd Expressway and Burkhardt Road would convert the traditional signalized intersection to a Displaced Left-Turn (DLT) intersection with bypass right-turn lanes (Attachments: Page 3). This would maintain all existing movements through the intersection. The proposed work would include: a crossover in advance of the intersection in both directions to displace the left turn lanes along Lloyd Expressway to be on the opposite side of the through traffic, bypass right turn lanes for movements from Burkhardt Road to Lloyd Expressway, two proposed signals at each crossover to control the left turn movements, the Lloyd Expressway through movements and the bypass right turn lanes, modification of the existing signals at the existing intersection to accommodate updated traffic movements, and proposed concrete splitter islands to separate opposing directions of traffic.

The recommended preferred alternative for Lloyd Expressway and Cross Pointe Boulevard would convert the traditional signalized intersection to a DLT intersection with bypass right-turn lanes (Attachments: Page 3). There would also be modifications to the I-69 interchange ramps. The proposed work would include: a crossover in advance of the intersection in both directions to displace the left turn lanes along Lloyd Expressway to be on the opposite side of the through traffic, bypass right turn lanes for movements from Cross Pointe Boulevard to Lloyd Expressway, two proposed signals at the crossovers to control the left turn movements, the Lloyd Expressway through movements, and the bypass right turn lanes, modification of the existing signals at the existing intersection to accommodate updated traffic movements, and proposed concrete splitter islands to separate opposing directions of traffic. The ramp from southbound (SB) I-69 to WB Lloyd Expressway would be changed from free-flowing to a signalized at-grade intersection with the ramp terminal moved 600 feet to the east to provide a longer weaving distance; and the ramp from EB Lloyd Expressway to SB I-69 would be modified to provide 1000 feet of distance between the bypass right turn lane and ramp gore.

The proposed maintenance of traffic (MOT) for the intersection and interchange improvements would include phased construction to allow at least two lanes of EB and WB traffic along Lloyd Expressway to remain open at all times. Detours may be needed for portions of Burkhardt Road and Cross Pointe Boulevard, as well as other local roads. Access to all properties would be maintained. The proposed work would primarily occur within existing, previously disturbed ROW. Up to one acre of temporary and/or permanent ROW, consisting of strips from commercial properties, may be needed for the project. Construction is anticipated to start the spring of 2024 and last two to three years.

The project is in an urban area. The USGS 7.5-minute quadrangle topographical map depicts water resources, Stockfleith Ditch and Nurenbern Ditch, within the project area (Attachments, page 2). A water investigation will be conducted to determine the presence of jurisdictional streams and wetlands, and all applicable permits will be prepared.

This project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern long-eared bat (*Myotis septentrionalis*). The Indiana Bat and Northern Long-eared Bat Range-Wide Standard Informal Programmatic Consultation is anticipated to be applied to this project. Project information was uploaded to the United States Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) website to identify if any species listed or proposed to be listed may be present in the area of the proposed action. An Official Species List was generated, and there were no other species listed in addition to the aforementioned bats. Tree clearing is anticipated to be less than 0.5 acre.

Coordination will occur with INDOT's Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance.

Please provide your response within **thirty (30) calendar days from the date of this letter.** However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me at (317) 616-1000 or via email at angela.mamukuyomi@parsons.com, or the INDOT Project Manager, Brian Malone, at (812) 836-2112 or via email at bmalone@indot.in.gov. Thank you in advance for your input.

Sincerely,

Angela Mamukuyomi
Parsons

Attachments –
Maps (Project Location, USGS Topographic, Proposed Conditions Handout)
Project Area Photographs

Attachments intentionally omitted, refer to Appendix B.

Lloyd4U website: https://thelloyd4u.com

The following agencies received Early Coordination Letters:

Sent on March 2, 2022 unless otherwise noted.

Federal Highway Administration
Federal Office Building
575 N Pennsylvania St., Rm. 254
Indianapolis, IN 46204

Field Environmental Officer
Chicago Regional Office
US Department of Housing & Urban Development
Metcalf Fed. Bldg.
77 W Jackson Blvd. Rm. 2401
Chicago, IL 60604

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
601 Riverfront Dr.
Omaha, Nebraska 68102

Indiana Department of Natural Resources
Division of Fish and Wildlife
Rm. W264, IGC South
402 W Washington St.
Indianapolis, IN 46204

Indiana Department of Environmental Management
100 N Senate Ave.
Indianapolis, IN 46204

Indiana Geological and Water Survey
611 N Walnut Grove
Bloomington, IN 47405
(Electronic Coordination)

Evansville Fire Department Administration
Fire Chief
550 SE 8th St.
Evansville, IN 47713

Evansville Police Department
Police Chief
15 NW Martin Luther King Blvd.
Evansville, IN 47708

City of Evansville
Mayor
Civic Center Complex, Rm. 302
1 NW Martin Luther King Blvd.
Evansville, IN 47708

Vanderburgh County
Surveyor
Civic Center Complex, Rm. 325
1 NW Martin Luther King Blvd.
Evansville, IN 47708

Indiana Department of Transportation
Vincennes District Office
3650 S US Hwy. 41
Vincennes, IN 47591

Evansville Metropolitan Planning Organization (MPO)
Executive Director
Civic Center Complex, Rm. 316
1 NW Martin Luther King Blvd.
Evansville, IN 47708

Indiana Department of Transportation
Office of Aviation
100 N Senate Ave., Rm. 955
Indianapolis, IN 46204

Indiana Department of Transportation
Utilities and Rail Office ICGN 758- UT/RR
100 N Senate Ave.,
Indianapolis, IN 46204

Metropolitan Evansville Transit System
Director
601 John St.
Evansville, IN 47713

Vanderburgh County
County Commission President
Civic Center Complex, Rm. 305
1 NW Martin Luther King Blvd.
Evansville, IN 47708

Vanderburgh County
County Council President
Civic Center Complex, Rm. 303
1 NW Martin Luther King Blvd.
Evansville, IN 47708

Vanderburgh County
County Council Personnel Chair
Civic Center Complex, Rm. 303
1 NW Martin Luther King Blvd.
Evansville, IN 47708

Evansville Vanderburgh School Corporation
Superintendent
951 Walnut St.
Evansville, IN 47713

Evansville Vanderburgh School Corporation
Bus Transportation
951 Walnut St.
Evansville, IN 47713

Vanderburgh County
Highway Superintendent
5105 N Saint Joseph Ave.
Evansville, IN 47720

Vanderburgh County
Building Commissioner, Local Floodplain Administrator
Civic Center Complex, Rm. 310
1 NW Martin Luther King Blvd.
Evansville, IN 47708

City of Evansville
City Engineer, Storm Water Coordinator/MS4
Civic Center Complex, Rm. 321
1 NW Martin Luther King Blvd.
Evansville, IN 47708

City of Evansville
City Engineer
Civic Center Complex, Rm. 321
1 NW Martin Luther King Blvd.
Evansville, IN 47708

City of Evansville
Parks and Recreation
1 NW Martin Luther King Blvd.
Evansville, IN 47708

City of Evansville
Transportation Executive Director
Civic Center Complex, Rm. 321
1 NW Martin Luther King Blvd.
Evansville, IN 47708

United States Army Corps of Engineers (USACE)
Louisville District Indianapolis Regulatory Office
Indianapolis, IN 46216

City of Evansville
City Councilor, Ward 1
639 Plaza Drive
Evansville, IN 47714

City of Evansville
City Councilor, Ward 3
521 S Villa Dr.
Evansville, IN 47714

Evansville Convention and Visitors Bureau Commission
Board President
401 SE Riverside Drive
Evansville, IN 47714

Evansville State Hospital
Hospital Administrator
3400 Lincoln Avenue
Evansville, IN 47714

Harper Elementary School
Superintendent
21 South Alvord Boulevard
Evansville, IN 47714

Harrison High School
Superintendent
211 Fielding Road
Evansville, IN 47715

University of Evansville
Administrator
1800 Lincoln Avenue
Evansville, IN 47722

Vanderburgh County Health Department
Administrator
420 Mulberry Street
Evansville, IN 47713

Ascension St. Vincent Evansville
Administrator
3700 Washington Avenue
Evansville, IN 47714

Deaconess Gateway Hospital
Administrator
4011 Gateway Boulevard
Newburgh, IN 47630

Catholic Diocese of Evansville
Superintendent
P.O. Box 4169
Evansville, IN 47724-0169

THIS IS NOT A PERMIT

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

DNR #: ER-24533 **Request Received:** March 2, 2022

Requestor:
Parsons
Angela Mamukuyomi
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Project: Lloyd Expressway intersection improvements at Vann Avenue, Stockwell Road, Burkhard Road, and Cross Pointe Boulevard, Evansville; Des #1900268, 2000219, 1900292 & 1900317

County/Site info: Vanderburgh

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

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

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with the permit application, if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the vicinity of the Burkhardt and Cross Pointe intersections. However, the managed lands, community, and species below have been documented within 1/2 mile of the Vann and Stockwell intersections. The Division of Nature Preserves does not anticipate any impacts to the community or plants as a result of this project.

A) MANAGED LANDS (Evansville Parks & Rec):
1. State Hospital Grounds Park
2. Wesselman Park
3. Wesselman Park Woods Nature Preserve

B) NATURAL COMMUNITY: Wet-mesic Floodplain Forest

C) PLANTS:
1. Land Of Gold Sedge (Carex aureolensis); state endangered
2. Blue Scorpionweed (Phacelia ranunculacea); state endangered
3. Social Sedge (Carex socialis); state threatened

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
3. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty,

biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

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

JoAnne D. Cummings **Date:** March 31, 2022

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

Linda Freeman
VANDERBURGH COUNTY SURVEYOR

Room 325 Civic Center Complex
1 NW Martin Luther King Jr Blvd
Evansville, IN 47708-1880
Phone (812) 435-5210
Fax (812) 435-5023

Ms. Angela Mamukuyomi
Parsons Corporation

March 7, 2022

Regarding: Early Coordination Letter
Des. No. 1900292 & 1900317
Lloyd Expressway Intersections Improvement Project
Evansville, Vanderburgh County, Indiana

Dear Ms. Mamukuyomi,

The Vanderburgh County Surveyor has reviewed the Early Coordination Letter, dated March 2, 2022, regarding the proposed Lloyd Expressway Intersections Improvement Project. The project extents appear to include three separate legal drains maintained by the Vanderburgh County Surveyor's Office. These legal drains include Stockfleth Ditch, Crawford Brandeis Ditch, and Nurrenbern Ditch.

Stockfleth Ditch is a north-south open ditch that is located approximately 1,320' west of the Lloyd/Burkhardt Intersection. The County Surveyor's jurisdiction over Stockfleth Ditch is on the north side of the Lloyd right-of-way only. Crawford Brandeis Ditch which is not shown on the included exhibit parallels Burkhardt Road and is a north-south piped/culverted ditch from its point of beginning south of the Target Pavillion north to Morgan Avenue. This drain is vitally important to stormwater management in this area. Nurrenbern Ditch is a north-south open ditch that is approximately 900' east of the Lloyd/Cross Pointe intersection. The County Surveyor has jurisdiction over this ditch both north and south of the INDOT right-of-way for the Lloyd Expressway.

Any work occurring in the right-of-entry for any of these ditches would need to be reviewed by and approved by the Vanderburgh County Drainage Board. All work within the INDOT right-of-way does not need approval from this Board, but the County Surveyor's Office would appreciate being consulted if any changes are made to the culverts that these ditches rely on.

Should you have any questions regarding this please feel free to contact me at the letterhead address or phone number.

Respectfully yours,

Linda Freeman
Vanderburgh County Surveyor

From: Alexis Berggren
To: Mamukuyomi, Angela [US-US]
Cc: Julia Pillow
Subject: [EXTERNAL] Des. Nos.: 1900292 and 1900317
Date: Friday, March 25, 2022 4:37:16 PM

Hello Angela,

We are in receipt of your Early Coordination Letter for Des. Nos: 1900292 and 1900317. Unfortunately, I am new to my position, and due to the transition in staff we did not process your mailing until this past week. I am sharing with our board members, but I am requesting an additional 10 business days to offer feedback, so that they may have the time to review and respond if necessary. May I respectfully ask that we be able to submit responses until April 15, 2022?

Thank you so much for your consideration,

Alexis

Visit Evansville INDIANA

Alexis Berggren (she/her)
President & CEO
20 NW 3rd St, Suite 410
Evansville, IN 47708
O: 812-421-2205
C: 812-893-8232

From: Alexis Berggren
To: Diefenbaugh, Cedric [NN-US]
Subject: [EXTERNAL] RE: Lloyd4U Early Coordination Letters (Des. Nos.: 1900268/2000217 and 1900292/1900317)
Date: Tuesday, April 19, 2022 12:31:40 PM
Attachments: image001.png

Hi Cedric! Thanks for the follow up – I think we are actually ok. Appreciate the response.

Alexis

Alexis Berggren
President & CEO
Visit Evansville

From: Cedric.Diefenbaugh@parsons.com <Cedric.Diefenbaugh@parsons.com>
Sent: Tuesday, April 19, 2022 9:35 AM
To: Alexis Berggren <aberggren@visitevansville.com>
Subject: Lloyd4U Early Coordination Letters (Des. Nos.: 1900268/2000217 and 1900292/1900317)

Good morning Alexis Berggren,

I apologize for not getting back to you sooner. We have also been in the process of transitioning positions for our early coordination responses. I wanted to follow up with you on whether Visit Evansville had any additional responses from our Lloyd4U Early Coordination Letters sent on March 2, 2022? Please let me know if you have any questions or concerns.

Thank you,

Cedric Diefenbaugh
Environmental Planner
101 West Ohio Street, Suite 2121 - Indianapolis, IN 46204
cedric.diefenbaugh@parsons.com
Mobile: 260.578.2797
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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To: July 14, 2022
Project Code: 2022-0002833
Project Name: Des. Nos. 1900292 & 1900317 (Lead Des 1900308) Lloyd Expressway (SR 66) Corridor Improvement Project

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/

s7process/index.html. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Project Code: 2022-0002833
Event Code: None
Project Name: Des. Nos. 1900292 & 1900317 (Lead Des 1900308) Lloyd Expressway (SR 66) Corridor Improvement Project
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The Indiana Department of Transportation (INDOT) propose a corridor improvement project along SR 66/Lloyd Expressway (Lloyd Expy) in the City of Evansville, Vanderburgh County, Indiana. The SR 66 and Burkhardt Road intersection is located approximately 1.20 miles west of I-69, and the SR 66 and Cross Pointe Boulevard intersection is located approximately 0.58 mile west of I-69. The study area begins along Lloyd Expy approximately 85 feet west of Brentwood Drive and terminates at the west side of the Lloyd Expy/I-69 interchange. The study area also includes portions of the following Local Roads: Kimber Lane, Williamsburg Drive, Frontage Road, and Eagle Crest Boulevard. The project area is urban and surrounding area land use is primarily commercial and multi-family residential.

This section of Lloyd Expy is a six-lane highway with three 12-foot wide travel lanes in each direction, 11-foot outside shoulders, 2-foot inside shoulders, and divided by a sloping 4-inch concrete center curb. The roadways are illuminated by overhead lighting. Guardrail is present south of Lloyd Expy at the west end of the project limits, between the exit drive from Target and Cross Pointe Boulevard. There is a relatively small segment on the north side as well (from Outback to Drury Inn).

The proposed project would reconfigure both intersections to remove left turns. The preliminary recommended alternative at the intersections of Lloyd Expy/Burkhardt Road and Lloyd Expy/Cross Pointe Boulevard would convert the traditional signalized intersections to Displaced Left-Turn (DLT) intersections with bypass right-turn lanes. The proposed work would include: a crossover in advance of the intersections in both directions to displace the left turn lanes along Lloyd Expy to be on the opposite side of the through traffic, bypass right turn lanes for movements from Burkhardt Road and Cross Pointe Boulevard to Lloyd Expy, two proposed signals at each crossover to control the left turn movements, the Lloyd Expy through movements and the bypass right turn lanes, modification of the existing signals at the existing intersections to accommodate updated traffic movements, and proposed concrete splitter islands to separate opposing directions of traffic. The ramp from SB I-69 to WB Lloyd Expy would be changed from free-flowing to a signalized at-grade intersection with the ramp terminal moved 600 feet to the east to provide a longer weaving distance; and the ramp from EB Lloyd Expy to

SB I-69 would be modified to provide 1000 feet of distance between the bypass right turn lane and ramp gore.

The trees within the project action area are urban street trees; therefore, there is no suitable summer habitat within the project action area, nor within 1,000 feet of it. Less than 0.5 acre of tree clearing/trimming is anticipated. All tree clearing will occur within 100 feet of existing pavement. Because the trees within the project area are unsuitable habitat, time of year restrictions do not apply. The primary tree species observed within the project area were crabapple (Malus sp.) and red mulberry (Morus rubra).

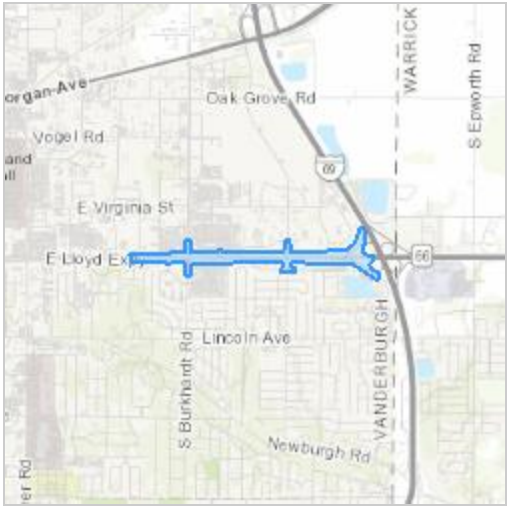
Several small structures were identified within the project area. Because the project area is more than 1,000 feet from suitable summer habitat, inspections were not required. The applicable pages from the USFWS Bridge/Structure Bat Assessment Forms are uploaded.

Approximately 0.77 acre of permanent and 0.05 acre of temporary ROW would be needed. Construction is anticipated to start in the spring of 2024 and is expected to last two to three years. The contractor will likely use temporary lighting during construction. No permanent lighting exists within the project area.

A review of the USFWS GIS database for Indiana bat and northern long-eared bat roosting, hibernacula, and capture sites was conducted for Des. Nos. 1900292 and 1900317 on December 3, 2021. There are no documented sites within a half mile of the project area.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@37.977059749999995,-87.46511705539834,14z



Counties: Vanderburgh County, Indiana

Endangered Species Act Species

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

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

Critical habitats

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

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Cerulean Warbler *Dendroica cerulea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 23 to Jul 20
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere
Henslow's Sparrow *Ammodramus henslowii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
Kentucky Warbler *Oporornis formosus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Prairie Warbler *Dendroica discolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

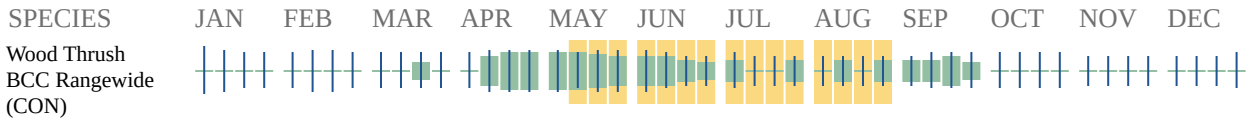
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER POND

- Palustrine

RIVERINE

- Riverine

IPaC User Contact Information

Agency:	Indiana Department of Transportation
Name:	Eric Jagger
Address:	101 W Ohio St
Address Line 2:	Suite 2121
City:	Indianapolis
State:	IN
Zip:	46204
Email	eric.jagger@parsons.com
Phone:	3176161016

Lead Agency Contact Information

Lead Agency: Indiana Department of Transportation

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To: July 14, 2022
Project code: 2022-0002833
Project Name: Des. Nos. 1900292 & 1900317 (Lead Des 1900308) Lloyd Expressway (SR 66) Corridor Improvement Project

Subject: Consistency letter for the 'Des. Nos. 1900292 & 1900317 (Lead Des 1900308) Lloyd Expressway (SR 66) Corridor Improvement Project' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated July 14, 2022 to verify that the **Des. Nos. 1900292 & 1900317 (Lead Des 1900308) Lloyd Expressway (SR 66) Corridor Improvement Project** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.** If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessments failed to detect Indiana bats, but you later detect bats prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

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

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

Des. Nos. 1900292 & 1900317 (Lead Des 1900308) Lloyd Expressway (SR 66) Corridor Improvement Project

Description

The Indiana Department of Transportation (INDOT) propose a corridor improvement project along SR 66/Lloyd Expressway (Lloyd Expy) in the City of Evansville, Vanderburgh County, Indiana. The SR 66 and Burkhardt Road intersection is located approximately 1.20 miles west of I-69, and the SR 66 and Cross Pointe Boulevard intersection is located approximately 0.58 mile west of I-69. The study area begins along Lloyd Expy approximately 85 feet west of Brentwood Drive and terminates at the west side of the Lloyd Expy/I-69 interchange. The study area also includes portions of the following Local Roads: Kimber Lane, Williamsburg Drive, Frontage Road, and Eagle Crest Boulevard. The project area is urban and surrounding area land use is primarily commercial and multi-family residential.

This section of Lloyd Expy is a six-lane highway with three 12-foot wide travel lanes in each direction, 11-foot outside shoulders, 2-foot inside shoulders, and divided by a sloping 4-inch concrete center curb. The roadways are illuminated by overhead lighting. Guardrail is present south of Lloyd Expy at the west end of the project limits, between the exit drive from Target and Cross Pointe Boulevard. There is a relatively small segment on the north side as well (from Outback to Drury Inn).

The proposed project would reconfigure both intersections to remove left turns. The preliminary recommended alternative at the intersections of Lloyd Expy/Burkhardt Road and Lloyd Expy/Cross Pointe Boulevard would convert the traditional signalized intersections to Displaced Left-Turn (DLT) intersections with bypass right-turn lanes. The proposed work would include: a crossover in advance of the intersections in both directions to displace the left turn lanes along Lloyd Expy to be on the opposite side of the through traffic, bypass right turn lanes for movements from Burkhardt Road and Cross Pointe Boulevard to Lloyd Expy, two proposed signals at each crossover to control the left turn movements, the Lloyd Expy through movements and the bypass right turn lanes, modification of the existing signals at the existing intersections to accommodate updated traffic movements, and proposed concrete splitter islands to separate opposing directions of traffic. The ramp from SB I-69 to WB Lloyd Expy would be changed from free-flowing to a signalized at-grade intersection with the ramp terminal moved 600 feet to the east to provide a longer weaving distance; and the ramp from EB Lloyd Expy to SB I-69 would be modified to provide 1000 feet of distance between the bypass right turn lane and ramp gore.

The trees within the project action area are urban street trees; therefore, there is no suitable summer habitat within the project action area, nor within 1,000 feet of it. Less than 0.5 acre

of tree clearing/trimming is anticipated. All tree clearing will occur within 100 feet of existing pavement. Because the trees within the project area are unsuitable habitat, time of year restrictions do not apply. The primary tree species observed within the project area were crabapple (Malus sp.) and red mulberry (Morus rubra).

Several small structures were identified within the project area. Because the project area is more than 1,000 feet from suitable summer habitat, inspections were not required. The applicable pages from the USFWS Bridge/Structure Bat Assessment Forms are uploaded.

Approximately 0.77 acre of permanent and 0.05 acre of temporary ROW would be needed. Construction is anticipated to start in the spring of 2024 and is expected to last two to three years. The contractor will likely use temporary lighting during construction. No permanent lighting exists within the project area.

A review of the USFWS GIS database for Indiana bat and northern long-eared bat roosting, hibernacula, and capture sites was conducted for Des. Nos. 1900292 and 1900317 on December 3, 2021. There are no documented sites within a half mile of the project area.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

Qualification Interview

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

   [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat.

   No

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

   No

10. Does the project include slash pile burning?

    No

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

    Yes

12. Is there *any* suitable habitat[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

    No

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

    No

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

    Yes

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

    No

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

    Yes

17. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

    No

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

    No

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

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

    Yes

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

    No

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

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

22. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the bridge is more than 1,000 feet from the nearest suitable habitat and is therefore considered unsuitable for use by bats

23. Is the temporary lighting portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

24. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

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

This key was last updated in IPaC on March 22, 2022. Keys are subject to periodic revision.

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

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

IPaC User Contact Information

Agency:	Indiana Department of Transportation
Name:	Eric Jagger
Address:	101 W Ohio St
Address Line 2:	Suite 2121
City:	Indianapolis
State:	IN
Zip:	46204
Email	eric.jagger@parsons.com
Phone:	3176161016

Lead Agency Contact Information

Lead Agency: Indiana Department of Transportation

APPENDIX D: Bridge/Structure Bat Assessment Form

Bridge/Structure Bat Assessment Form Instructions

- This form will be completed to document bat occupancy or bat use of bridges, culverts, and other structures. This form shall be submitted to the appropriate personnel within the DOT and USFWS for recordkeeping (or uploaded into the Information, Planning, and Consultation (IPaC) Determination Key for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat) prior to conducting: any activities below the deck surface either from the underside or from above the deck surface that bore down to the underside; any activities that could impact expansion joints; any activities involving deck removal on bridges; or any activities involving structure demolition for bridges, culverts, and/or other structures.
- Assessments must be completed within two (2) years of conducting any work (see the above bullet), regardless of whether assessments have been conducted in the past. Assessments must be completed in appropriate weather conditions, suitable for the assessor to observe common signs of bat use.
- Evidence of bat use may include visual observation (live and/or dead), presence of guano, presence of staining, audible observation, and/or odor observation. Presence of one or more indicators is sufficient evidence that bats may be using the bridge, culvert, and/or other structure.
- If bat use of a bridge, culvert, and/or other structure is noted, additional studies may be undertaken during bat active season to identify the specific bat species utilizing the structure, or protected bat species presence can be assumed, in order to comply with threatened and endangered species regulations. Bat active season dates, typically between April and November, vary regionally and by species, so assessors should consult with their local USFWS Field Office for more specific active season dates.
- For use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat – If the bridge/structure is 1,000 feet or more from suitable bat habitat[1] (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check the appropriate box and fill out the table below. **No further assessment is required.**

Date & Time of Assessment	**DOT Project #**	**Route/Facility Carried**	**County**
6/18/21 10:00AM	Des Nos 1900292 & 1900317	SR 66 (Lloyd Expressway)	Vanderburgh
Federal Structure ID N/A (Box culvert carrying Stockfleith Ditch)	**Structure Coordinates** (latitude and longitude) 37.976681, 87.478664	☒ This bridge/structure is 1,000 feet or more from suitable bat habitat[2] Name: Eric Jagger Signature: Eric Jagger	

- Any questions pertaining to assessments or this form should be directed to the local USFWS Field Office.

[1] Refer to the USFWS's summer survey guidance for the definition of suitable habitat (http://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html).

[2] This condition is only for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat

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Date & Time of Assessment	**DOT Project #**	**Route/Facility Carried**	**County**
6/17/21	Des Nos 1900292 & 1900317	SR 66 (Lloyd Expressway)	Vanderburgh
Federal Structure ID CV 066-082-31.43 ADJ	**Structure Coordinates** (latitude and longitude) 37.976475, 87.462678	☒ This bridge/structure is 1,000 feet or more from suitable bat habitat[2] Name: Eric Jagger Signature: Eric Jagger	

- Any questions pertaining to assessments or this form should be directed to the local USFWS Field Office.

[1] Refer to the USFWS's summer survey guidance for the definition of suitable habitat (http://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html).

[2] This condition is only for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat

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- For use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat – If the bridge/structure is 1,000 feet or more from suitable bat habitat[1] (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check the appropriate box and fill out the table below. **No further assessment is required.**

Date & Time of Assessment	**DOT Project #**	**Route/Facility Carried**	**County**
6/17/2022 9:00AM	Des Nos 1900292 & 1900317	SR 66 (Lloyd Expressway)	Vanderburgh
Federal Structure ID CV 066-082-31.60	**Structure Coordinates** (latitude and longitude) 37.977292, 87.460306	☒ This bridge/structure is 1,000 feet or more from suitable bat habitat[2] Name: Eric Jagger Signature: Eric Jagger	

- Any questions pertaining to assessments or this form should be directed to the local USFWS Field Office.

[1] Refer to the USFWS's summer survey guidance for the definition of suitable habitat (http://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html).

[2] This condition is only for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat

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- For use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat – If the bridge/structure is 1,000 feet or more from suitable bat habitat[1] (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check the appropriate box and fill out the table below. **No further assessment is required.**

Date & Time of Assessment June 15-18, 2021 9:00AM-5:00PM	**DOT Project #** Des Nos 1900292 & 1900317	**Route/Facility Carried** SR 66 (Lloyd Expressway)	**County** Vanderburgh
Federal Structure ID N/A (Various small structures - see attached)	**Structure Coordinates** (latitude and longitude) Approximate locations discussed on attached list of small structures	☒ This bridge/structure is 1,000 feet or more from suitable bat habitat[2] Name: Eric Jagger Signature: Eric Jagger	

- Any questions pertaining to assessments or this form should be directed to the local USFWS Field Office.

[1] Refer to the USFWS's summer survey guidance for the definition of suitable habitat (http://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html).

[2] This condition is only for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat

Structure Descriptions/Locations:

The following small pipes are located along within the proposed project limits and are listed in order from west to east:

- 24 to 36-inch round concrete pipe (RCP); located in Wetland 8 on the southside of SR 66/Lloyd Expressway, approximately 100 feet east of Brentwood Drive: Photo ATT 510
- 12 to 18-inch corrugated metal pipe (CMP); located along the southside of SR 66/Lloyd Expressway approximately 500 feet east of Brentwood Drive, carrying roadside ditch (RSD) 7: Photo ATT498
- 12 to 18-inch CMP; located along the northside of SR 66/Lloyd Expressway, carrying UNT to Stockfleith Ditch under Kimber Lane: Photo ATT189 or 194
- 24 to 36-inch RCP; located under Burkhardt Road along the northside of SR 66/Lloyd Expressway: Photos ATT217
- 24 to 36-inch RCP; located along the westside of Burkhardt Road and the southside of SR 66/Lloyd Expressway: Photo ATT481
- 12 to 18-inch RCP; located under the drive to Kohls along the northside of SR 66/Lloyd Expressway: Photo ATT226
- 18 to 24-inch RCP; located under Cross Pointe Boulevard along the northside of SR 66/Lloyd Expressway: Photo ATT263
- 12 to 18-inch RCP; located under the drive into Indiana Members Credit Union, along the westside of Cross Pointe Boulevard and the southside of SR 66/Lloyd Expressway: Photo ATT433
- CV F-1; 36-inch CMP; located under Ramp F in the I-69 and SR 66/Lloyd Expressway interchange Photos ATT321 or 336
- CV H-1; 36-inch CMP; located under Ramp H in the I-69 and SR 66/Lloyd Expressway interchange: Photos 380

INDIANA
GEOLOGICAL SURVEY

Organization and Project Information

Project ID:	
Des. ID:	1900292 and 1900317
Project Title:	Lloyd Expressway Corridor Improvement Project at Burkhardt Road and Cross Pointe Boulevard
Name of Organization:	Parsons
Requested by:	Cedric Diefenbaugh

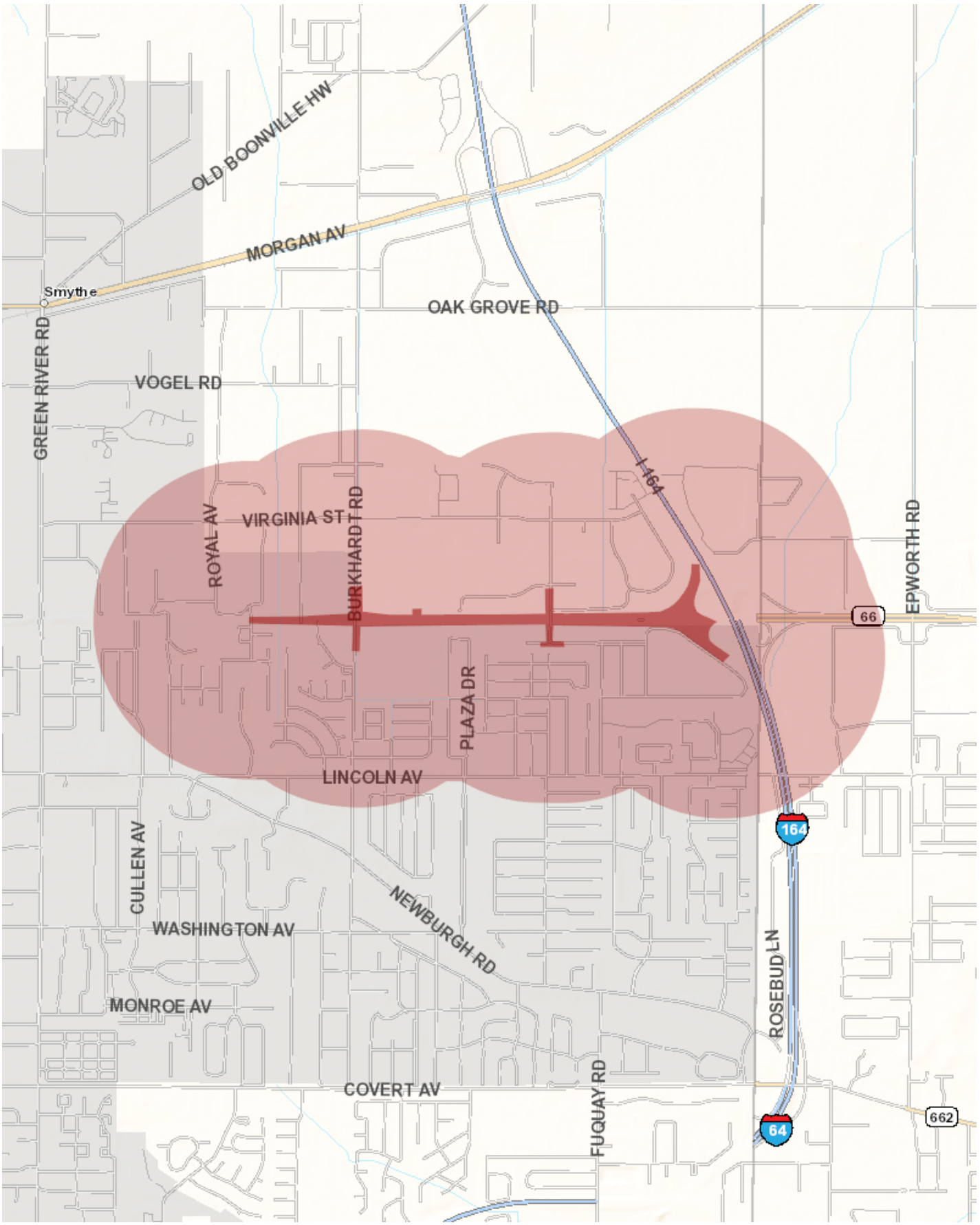
Environmental Assessment Report

1. Geological Hazards:
   - High liquefaction potential
   - 1% Annual Chance Flood Hazard
2. Mineral Resources:
   - Bedrock Resource: High Potential
   - Sand and Gravel Resource: None documented in the area
3. Active or abandoned mineral resources extraction sites:
   - Abandoned Industrial Minerals Sand Gravel Pits

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

This information was furnished by Indiana Geological Survey
Address: 420 N. Walnut St., Bloomington, IN 47404
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: April 21, 2022


OLD BOONVILLE HW
MORGAN AV
Smythe
OAK GROVE RD
GREEN RIVER RD
VOGEL RD
ROYAL AV
VIRGINIA ST
BURKHARDT RD
I-164
EPWORTH RD
66
PLAZA DR
LINCOLN AV
164
CULLEN AV
NEWBURGH RD
WASHINGTON AV
ROSEBUD LN
MONROE AV
COVERT AV
FUQUAY RD
64
662

Metadata:

- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Pits_Abandoned.html
- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

From: Courtade, Julian
To: Diefenbaugh, Cedric [NN-US]
Subject: [EXTERNAL] RE: Early Coordination, Des. Nos. 1900292 (SR 66/Burkhardt Rd) and 1900317 (SR 66/Cross Pointe Blvd), Lloyd Expressway Intersections Improvement, Vanderburgh County, Indiana
Date: Tuesday, March 8, 2022 9:08:31 AM
Attachments: image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png

Cedric –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp [oeaaa.faa.gov]

Please let me know if you have any questions!

Thanks,

Julian L. Courtade
Chief Airport Inspector
100 North Senate Ave, N758-MM
Indianapolis, IN 46204
Cell: (317) 954-7385
Email: jcourtade@indot.in.gov

[facebook.com] [twitter.com] [youtube.com] [in.gov] Indiana [in.gov]

[in.gov]

From: Cedric.Diefenbaugh@parsons.com <Cedric.Diefenbaugh@parsons.com>
Sent: Wednesday, March 2, 2022 5:52 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Subject: Early Coordination, Des. Nos. 1900292 (SR 66/Burkhardt Rd) and 1900317 (SR 66/Cross Pointe Blvd), Lloyd Expressway Intersections Improvement, Vanderburgh County, Indiana

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or

PARSONS

Appendix D

Section 106 of the National Historic Preservation Act

Date: 6/3/2022

Project Designation Number: 1900292

Route Number: State Road (SR) 66/locally known as Lloyd Expressway

Project Description: Intersection Improvement, 1.20 miles west of I-69 (Burkhardt Road)

The Indiana Department of Transportation (INDOT) Vincennes District and Federal Highway Administration (FHWA) propose to proceed with an intersection improvement project on SR 66, 1.20 miles west of I-69 (Burkhardt Road) in the City of Evansville, Vanderburgh County, Indiana.

The need for this project stems from a high rate of crashes and congestion issues at two intersections: SR 66 (Lloyd Expressway) at Burkhardt Road and SR 66 (Lloyd Expressway) at Cross Pointe Boulevard. Safety is evaluated using RoadHAT software. RoadHAT provides results as an ICF and 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. Per the INDOT Roadway Application for the Lloyd Expressway /Burkhardt Road intersection, for the years 2014 to 2016, the ICF and ICC were 2.28 and 3.05, respectively. Per the INDOT Roadway Application for the Lloyd Expressway /Cross Pointe Boulevard intersection, for the years 2014 to 2016 the ICF and ICC were 2.37 and 3.05, respectively.

Traffic capacity is evaluated in terms of 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 areas are within an urban area, therefore the minimum criteria during peak travel hours (i.e., rush hour) is LOS D. Per the 2019 INDOT Roadway Project Applications, both the Lloyd Expressway /Burkhardt Road and Lloyd Expressway /Cross Pointe Boulevard intersections are currently LOS E.

The purpose of this intersection improvement project is to reduce the rate of crashes at both intersections and to improve the LOS to a minimum of LOS D in the design year, 2045.

The proposed project would reconfigure the left and right turning movements. The preliminary recommended alternative at the intersection of Lloyd Expressway and Burkhardt Road (Des. No. 1900292) would convert the traditional signalized intersection to a Displaced Left-Turn (DLT) intersection with bypass right-turn lanes. This would maintain all existing traffic movements through the intersection. The proposed work would include: a crossover in advance of the intersection in both directions to displace the left turn lanes along Lloyd Expressway to be on the opposite side of the through traffic, bypass right turn lanes for movements from Burkhardt Road to Lloyd Expressway, two proposed signals at each crossover to control the left turn movements, the Lloyd Expressway through movements and the bypass right turn lanes, modification of the existing signals at the existing intersection to accommodate updated traffic movements, an additional dedicated left turn lane along Burkhardt SB to EB Lloyd Expressway by the means of median reduction, and proposed concrete splitter islands to separate opposing directions of traffic. In addition, new lighting will be added to this intersection. It is anticipated that the depth of excavation will be up to 10 feet below grade.

The recommended preferred alternative for Lloyd Expressway and Cross Pointe Boulevard (Des. No. 1900317) would convert the traditional signalized intersection to a DLT intersection with bypass right-turn lanes. There would also be modifications to the I-69 interchange ramps. The proposed work would include: a crossover in advance of the intersection in both directions to displace the left turn lanes along Lloyd Expressway to be on the opposite side of the through traffic; bypass right turn lanes for movements from Cross Pointe Boulevard to Lloyd Expressway; two proposed signals at the crossovers to control the left turn movements, the Lloyd Expressway through movements, and the bypass right turn lanes; modification of the existing signals at the existing intersection to accommodate updated traffic movements; and, proposed

concrete splitter islands to separate opposing directions of traffic. The ramp from southbound (SB) I-69 to westbound (WB) Lloyd Expressway would be changed from free-flowing to a signalized at-grade intersection with the ramp terminal moved 600 feet to the east to provide a longer weaving distance; and the ramp from eastbound (EB) Lloyd Expressway to (SB) I-69 would be modified to provide 1000 feet of distance between the bypass right turn lane and ramp gore. In addition, new lighting will be added to this intersection. It is anticipated that the depth of excavation will be up to 10 feet below grade.

The proposed maintenance of traffic (MOT) for the intersection and interchange improvements would include phased construction to allow at least two lanes of EB and WB traffic along Lloyd Expressway to remain open at all times. Detours may be needed for portions of Burkhardt Road and Cross Pointe Boulevard, as well as other local roads. Access to all properties would be maintained.

The proposed work would primarily occur within existing, previously disturbed right-of-way (ROW). However, it is anticipated that 0.77 acre of permanent ROW (0.45 acre from Burkhardt Road intersection and 0.32 acre from Cross Pointe Boulevard intersection) and 0.047 acre of temporary ROW (0.026 acre from Burkhardt Road intersection and 0.021 acre from Cross Pointe Boulevard intersection) will be acquired. Construction is anticipated to start the spring of 2024 and to last two to three years.

Feature crossed (if applicable):

City/Township: Knight Township/Evansville **County:** Vanderburgh

Information reviewed (please check all that apply):

☑ General project location map ☑ USGS map ☑ Aerial photograph ☑ Interim Report
☐ Written description of project area ☑ General project area photos ☐ Soil survey data
☐ Previously completed historic property reports ☑ Previously completed archaeology reports
☐ Bridge Inspection Information ☑ SHAARD ☑ SHAARD GIS ☑ Streetview Imagery

Other (please specify): Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM); Vanderburgh County GIS/property records data (accessed via https://www.evansvillegov.org/county/topic/index.php?topicid=547&structureid=27); Multiple Property Documentation Form (MPDF) *Residential Planning and Development in Indiana, 1940-1973;* Project information provided by Lochmueller Group on March 29, 2022 and on file at INDOT-CRO;

Harth, Aaron A.
2022 A Phase Ia Archaeological Reconnaissance for Two Proposed Intersection Improvement Projects on SR 66, at 1.20 mi W of I-69 (Burkhardt Rd) and at 0.58 mi W of I-69 (Cross Pointe Blvd), in Evansville, Vanderburgh County, Indiana (INDOT Des.Nos. 1900292 and 1900317). Project I20L009, Cultural Resource Analysts, Evansville.

Please specify all applicable categories and condition(s) (applicable conditions are highlighted):

B-1. Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:
Condition A (Archaeological Resources)
One of the two conditions listed below must be satisfied *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work occurs in previously disturbed soils; *OR*

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the Division of Historic Preservation and Archaeology (DHPA) and any archaeological site form information will be entered directly into the State Historic Architectural and Archaeological Database (SHAARD) by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

One of the two conditions listed below must be satisfied *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*

ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below *(EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below)*:

   a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*

   b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions *(1, 2, or 3)* listed below must be fulfilled:

      1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
      2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
      3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

B-2. Installation of new lighting, signals, signage and other traffic control devices under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work occurs in previously disturbed soils; *OR*

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)
Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)
One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied):*

i. Work occurs in previously disturbed soils; *OR*
ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)
Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes ☐ no ☒

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes ☐ no ☒

Additional comments:

Above-ground Resources

An INDOT-Cultural Resources Office (CRO) historian, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Vanderburgh County. No listed resources are present adjacent to the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The *Vanderburgh County Interim Report* (1993; Knight Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the interim report hard-copy maps. No surveyed IHSSI resources are recorded as adjacent to the project location.

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "notable" might possess the necessary level of significance after further research. Properties rated "outstanding" usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

An INDOT-CRO historian performed a desktop review of the project area. The project is located along a busy state highway; the area around the project location is predominantly comprised of modern (late 20th-early 21st centuries) commercial constructions. A c. 1981 apartment complex is located at the southwest corner of the intersection of SR 66/Lloyd Expressway and Burkhardt Road. The resource will not be 50 years of age by the project's proposed 2023 letting. No other resources that are or will be 50 years by the 2023 project letting were recorded. near the project location.

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia field reconnaissance survey report completed for the project by Weintraut & Associates (Harth 2022). No archaeological sites were previously recorded within or adjacent to the project area.

A 35.2-acre survey area encompassing all proposed project activities was examined through a combination of systematic shovel probing (n=30) and visual inspection of disturbed areas. No archaeological sites were documented as a result of the survey and no further investigation is recommended (Harth 2022).

Therefore, there are no archaeological concerns provided the project scope does not change.

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

INDOT Cultural Resources staff reviewer(s): Susan Branigin and Matt Coon

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Excerpts

INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R2 / 11-20)

INDIANA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY
402 West Washington Street, Room W274
Indianapolis, Indiana 46204-2739
Telephone Number: (317) 232-1646
Fax Number: (317) 232-0693
E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology (DHPA).

Name(s) of author(s)	Date *(month, day, year)*
Aaron L. Harth	March 24, 2022

Title of project
A Phase Ia Archaeological Reconnaissance for Two Proposed Intersection Improvement Projects on SR 66, at 1.20 mi W of I-69 (Burkhardt Rd) and at 0.58 mi W of I-69 (Cross Pointe Blvd), in Evansville, Vanderburgh County, Indiana (INDOT Des. Nos. 1900292 and 1900317)

This document is being used to report on the results of:
☐ Records check only ☒ Records check and Phase Ia archaeological reconnaissance
☐ An addendum to a previous archaeological report. *For an addendum, provide the following information.*

Name(s) of author(s) of previous report

Title of previous report

Date of previous report *(month, day, year)*	DHPA number

PROJECT OVERVIEW

Description of project
The plan for the proposed project is to improve the intersections at Burkhardt Road (Indiana Department of Transportation [INDOT]) Des. No. 1900292) and Cross Pointe Boulevard (INDOT Des. No. 1900317) in Evansville, Vanderburgh County, Indiana (Figure 1). At both intersection projects there is proposed work, such as concrete median removal and modification, pavement replacement and reconstruction, adding right- and left-turn lanes, updating signage, markings, and traffic signals, and drainage improvements including inlets, pipes, and manholes. Any pavement reconstruction or widening for turn-lanes will be minimal. There also will be additional modifications to the ramps at I-69/SR 66 as part of the Cross Pointe project that include ramp realignment involving new pavement, grading, culverts, and traffic signals.

The archaeological survey area covers approximately 14.2 ha (35.2 acres) and includes all of the proposed ground disturbances associated with each project (Figures 2 and 3). The survey area measures approximately 2.3 km (1.4 mi) east–west along SR 66 (Lloyd Expressway). The width of the survey area ranges from the edges of the existing pavement along much of the proposed project to as much as 20 m from the road edge inside the cloverleaf interchange at I-69. The green space within the survey area consists of mowed grass within, and just beyond, the road right-of-way (ROW) (Figures 4–9).

INDOT designation number(s)	Project number	DHPA number	DHPA plan number
1900292 and 1900317	I20L009		

Prepared for: *(Company / Institution / Agency)*
Lochmueller Group, Inc.

Name of contact
Gary Quigg

Address *(number and street, city, state, and ZIP code)*
3502 Woodview Trace, Suite 150

Telephone number	E-mail address
(317)334-6803	GQuigg@lochgroup.com

Name of principal investigator
Lisa J. Kelley

Name of company / institution
Cultural Resource Analysts, Inc.

Address *(number and street, city, state, and ZIP code)*
201 NW 4th Street, Suite 204

Telephone number	E-mail address
(812) 253-3009	AMartin@crai-ky.com

Signature of principal investigator *(Required)*	Date *(month, day, year)*
Lisa Kelley	March 24, 2022

PROJECT LOCATION

County	USGS 7.5' series topographic quadrangle	Civil township
Vanderburgh	Newburgh	Knight

Legal Location

RECOMMENDATIONS
Records check *(Check all that apply.)* ☐ No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources. ☐ A Phase Ia archaeological reconnaissance is recommended. ☐ A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.
Phase Ia archaeological reconnaissance *(Check all that apply.)* ☒ It is recommended that the project be allowed to proceed as planned because the Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation. ☐ It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.
Other recommendations / commitments None

Pursuant to IC-14-21-1, if any archaeological 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 Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

REQUIRED ATTACHMENTS
☒ Figure showing project location within Indiana ☒ USGS topographic map showing the project area *(1:24,000 scale)* ☒ Aerial photograph showing the project area, land use and survey methods ☒ Photographs of the project area, including, if applicable, photographs documenting disturbances ☐ Project plans *(if available)*
Other attachments Tables 1 and 2; References Cited
References cited *(See short report instructions for required references to be consulted.)* See Attachments
Comments

CURATION

PARSONS

Appendix E

Red Flag Investigation and Hazardous Materials

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: June 27, 2022

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Cedric Diefenbaugh
Parsons
101 W Ohio Street, Suite 2121
Indianapolis, IN 46204
cedric.diefenbaugh@parsons.com

Re: RED FLAG INVESTIGATION
DES #1900292 and 1900317, State Project
Corridor Improvement Project
State Road (SR) 66 from 3.8 Miles East of US 41 to the SR 66/I-69 Interchange
Vanderburgh County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), propose a corridor improvement project along SR 66/Lloyd Expressway (Lloyd Expy) in the City of Evansville, Vanderburgh County, Indiana. This project is located in the Newburgh Quadrangle, in Sections 24 and 25 of Township 6 South, Range 10 West, and Sections 19 and 30 of Township 6 South, Range 9 West. The project area begins along Lloyd Expy approximately 85 feet west of Brentwood Drive and it terminates at the west side of the Lloyd Expy/I-69 interchange. The project area also includes the intersection of Kimber Lane; Burkhardt Road (Walmart entrance); Frontage Road (aka Division Street); Eagle Crest Boulevard; Cross Pointe Boulevard; the southbound (SB) I-69 off-ramp to westbound (WB) Lloyd Expy; and, the eastbound (EB) Lloyd Expy on-ramp to SB I-69. Surrounding area land use is primarily commercial and multi-family residential.

The recommended alternative for Lloyd Expy and Cross Pointe Boulevard would convert the traditional signalized intersection to a displaced left turn (DLT) intersection with bypass right-turn lanes. The existing sidewalk along the west side of Cross Pointe Boulevard would be shortened by less than 50 feet to accommodate the bypass right-turn lane. No change to the sidewalk on the east side is proposed. The recommended alternative would also modify the off-ramp from SB I-69 to WB Lloyd Expy from a free-flowing intersection to a signalized intersection in order to allow exiting traffic the opportunity to get to SB Cross Pointe Boulevard. A stop light would be added to control WB Lloyd Expy traffic and the off-ramp traffic. The existing ramp would be removed and reconstructed approximately 600 feet east. Additionally, the EB Lloyd Expy to SB I-69 on-ramp would be removed and reconstructed approximately 700 feet east to provide sufficient acceleration distance. The proposed work would also upgrade existing guardrail where needed. In addition to the proposed added signals and changes to signal heads, existing streetlights would be moved and/or upgraded. Likewise,

improvements to the existing storm water system would be needed, which would likely include piping of existing roadside ditches/tributaries where pavement widening is proposed. No work to the larger structures (i.e. 36-inches or greater included in BIAS) is proposed.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

If this is a bridge project, is the bridge Historical? Yes ☐ No ☒ , Select ☐ Non-Select ☐

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

Proposed right of way: Temporary ☒ # Acres <1.0 Permanent ☒ # Acres <1.0, Not Applicable ☐

Type and proposed depth of excavation: Up to 10 feet below grade for grading and drainage work that may include upgrading existing storm sewers.

Maintenance of traffic (MOT): The proposed MOT includes phased construction to allow at least two lanes of EB and WB traffic along Lloyd Expy to remain open at all times. Likewise, the I-69 interchange ramps would remain open at all times, except temporary, nighttime closures may be permitted. Detours may be needed for portions of Burkhardt Road and Cross Pointe Boulevard, as well as other local roads. Access to all properties would be maintained.

Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	**5**	Recreational Facilities	**2**
Airports[1]	**N/A**	Pipelines	**15**
Cemeteries	**N/A**	Railroads	**N/A**
Hospitals	**2***	Trails	**2**
Schools	**2**	Managed Lands	**N/A**

[1]In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.
*Includes sites not mapped in GIS.

Religious Facilities: Five (5) religious facilities are located within the 0.5 mile search radius. The nearest church is St. John's, located 0.4 mile south of the project area at the northeast corner of Lincoln Avenue and Plaza Drive. No impact is expected.

Hospitals*: Two (2) hospitals, one (1) mapped and one (1) unmapped, are located within the 0.5 mile search radius. The nearest hospital is adjacent to the southeast of the SR 66/I-69 Interchange. Coordination with the Deaconess Gateway Hospital will occur.

Schools: Two (2) schools are located within the 0.5 mile search radius. The nearest school, William Henry Harrison High School, is located approximately 0.29 mile to the southwest of the project area near the Fielding Road and Lloyd Expy intersection. No impact is expected.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest facility, William Henry Harrison High School, is 0.29 mile to the southwest of the project area near the Fielding Road and Lloyd Expy intersection. No impact is expected.

Pipelines: Fifteen (15) pipeline segments are located within the 0.5 mile search radius. Two (2) pipeline segments, Southern Indiana Gas & Electric Co. and Texas Gas Transmission Corp., cross the project area. Coordination with INDOT Utilities and Railroads should occur.

Trails: Two (2) trail segments are located within the 0.5 mile search radius. One (1) potential trail segment, Pigeon Creek Greenway Passage, is located in the project area. Coordination with the Evansville Department of Parks and Recreation will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**N/A**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**27**
Canal Structures – Historic	**N/A**	Lakes	**16**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**34**
NWI-Lines	**7**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**N/A**	Sinkhole Areas	**N/A**
Rivers and Streams	**6**	Sinking-Stream Basins	**N/A**

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

NWI-Lines: Seven (7) NWI – Lines are located within the 0.5 mile search radius. Five (5) NWI-Line segments are located approximately 0.10 mile to the east of the project area. No impact is expected.

Rivers and Streams: Six (6) stream segments are located within the 0.5 mile search radius. Three (3) stream segments, Stockfleith Ditch, an unnamed perennial stream under Burkhardt Road, and Nurenbern Ditch, are located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

NWI – Wetlands: Twenty-seven (27) NWI - Wetlands are located within the 0.5 mile search radius. Three (3) wetlands are located adjacent to the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Lakes: Sixteen (16) lakes are located within the 0.5 mile search radius. Two (2) lakes are located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Floodplain – DFIRM: Thirty-four (34) floodplain polygons are located within the 0.5 mile search radius. The project area is located within five (5) of the floodplain polygons. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	**N/A**	Mineral Resources	**N/A**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Explanation: No mining and mineral exploration resources were identified within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	**N/A**	Manufactured Gas Plant Sites	**N/A**
RCRA Generator/ TSD	**1**	Open Dump Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Restricted Waste Sites	**N/A**
State Cleanup Sites	**1**	Waste Transfer Stations	**N/A**
Septage Waste Sites	**N/A**	Tire Waste Sites	**N/A**
Underground Storage Tank (UST) Sites	**9***	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**N/A**
Construction Demolition Waste	**N/A**	Institutional Controls	**N/A**
Solid Waste Landfill	**N/A**	NPDES Facilities	**16**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**N/A**
Leaking Underground Storage (LUST) Sites	**2**	Notice of Contamination Sites	**N/A**

*Includes sites not mapped in GIS.

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

RCRA Generator/TSD: One (1) RCRA Generator/TSD site is located within the 0.5 mile search radius. Sears Central Service Department, 333 North Plaza East Boulevard, Agency Interest Identification (AID) 40635. This facility is located 0.40 mile to the northwest of the project area near the East Division Street and Tennis Lane intersection. Based on the May 2002 Hazardous Waste Handler Identification Form this former small quantity generator of hazardous waste is now a non-handler. No impact is expected.

State Cleanup Sites: One (1) State Cleanup Site is located within the 0.5 mile search radius. Bassemiers Fireplace, 4220 East Morgan Avenue, AID 41145, is incorrectly mapped in GIS. The facility is located approximately 1.4 mile to the northwest of the project area. No impact is expected.

Underground Storage Tank (UST) Sites: Nine (9) UST sites are located within the 0.5 mile search radius, eight (8) mapped and one (1) unmapped. Evansville Motomart, 6328 East Lloyd Expy, AID 11317, is located adjacent to the west of project area near the Burkhardt Road and Lloyd Expy intersection. IDEM conducted an Underground Storage Tank Inspection on February 15, 2022, and the facility was found to be out of compliance with equipment, operating, and maintenance

requirements set forth in Indiana's UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred. No impact is expected.

Cross Pointe Shell, 101 Cross Pointe Boulevard, AID 44119, is located adjacent to the east of the project area at the Cross Pointe Boulevard and Division Street intersection. IDEM conducted an Underground Storage Tank Inspection on December 13, 2021, and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred. No impact is expected.

Leaking Underground Storage (LUST) Sites: Two (2) LUST sites are located within the 0.5 mile search radius. Kenny Kent Toyota Mitsubishi, 5600 Division Street, AID 40480, is located adjacent to the west of the project area near the northwest corner of Brentwood Avenue and Division Street. A UST was removed from the facility in November 1998 and contaminated soil was encountered. Approximately 700 cubic yards of contaminated soil was removed from the tank area and sent to a land treatment cell on-site. All confirmatory soil samples were less than 100 parts per million Total Petroleum Hydrocarbons, which was the closure level in effect at that tie. IDEM issued a No Further Action letter on February 10, 2000. No impact expected.

NPDES Facilities: Sixteen (16) National Pollutant Discharge Elimination System (NPDES) facilities are located within the 0.5 mile search radius. The nearest site, Holiday Inn, is located 0.1 mile south of the project area near the Kirkwood Drive and Eagle Crest Boulevard intersection. The permit expired on October 27, 2020. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Vanderburgh County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_vanderburgh.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Hospitals*: One (1) hospital is adjacent to the southeast of the SR 66/I-69 Interchange. Coordination with the Deaconess Gateway Hospital will occur.

Pipelines: Two (2) pipeline segments, Southern Indiana Gas & Electric Co. and Texas Gas Transmission Corp., cross the project area. Coordination with INDOT Utilities and Railroads should occur.

Trails: One (1) potential trail segment, Pigeon Creek Greenway Passage, crosses the project area. Coordination with the Evansville Department of Parks and Recreation will occur.

WATER RESOURCES: A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur for the following features:

- Three (3) stream segments, Stockfleith Ditch, an unnamed perennial stream under Burkhardt Road, and Nurenbern Ditch, are located within the project area.
- Three (3) wetlands are located adjacent to the project area.
- Two (2) lakes are located within the project area.
- The project area is located within five (5) floodplain polygons (coordination only).

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT ESD concurrence: Nicole Fohey-Breting Digitally signed by Nicole Fohey-Breting Date: 2022.06.28 04:02:30 -04'00' (Signature)

Prepared by:

Cedric Diefenbaugh

Cedric Diefenbaugh
Environmental Planner
Parsons

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

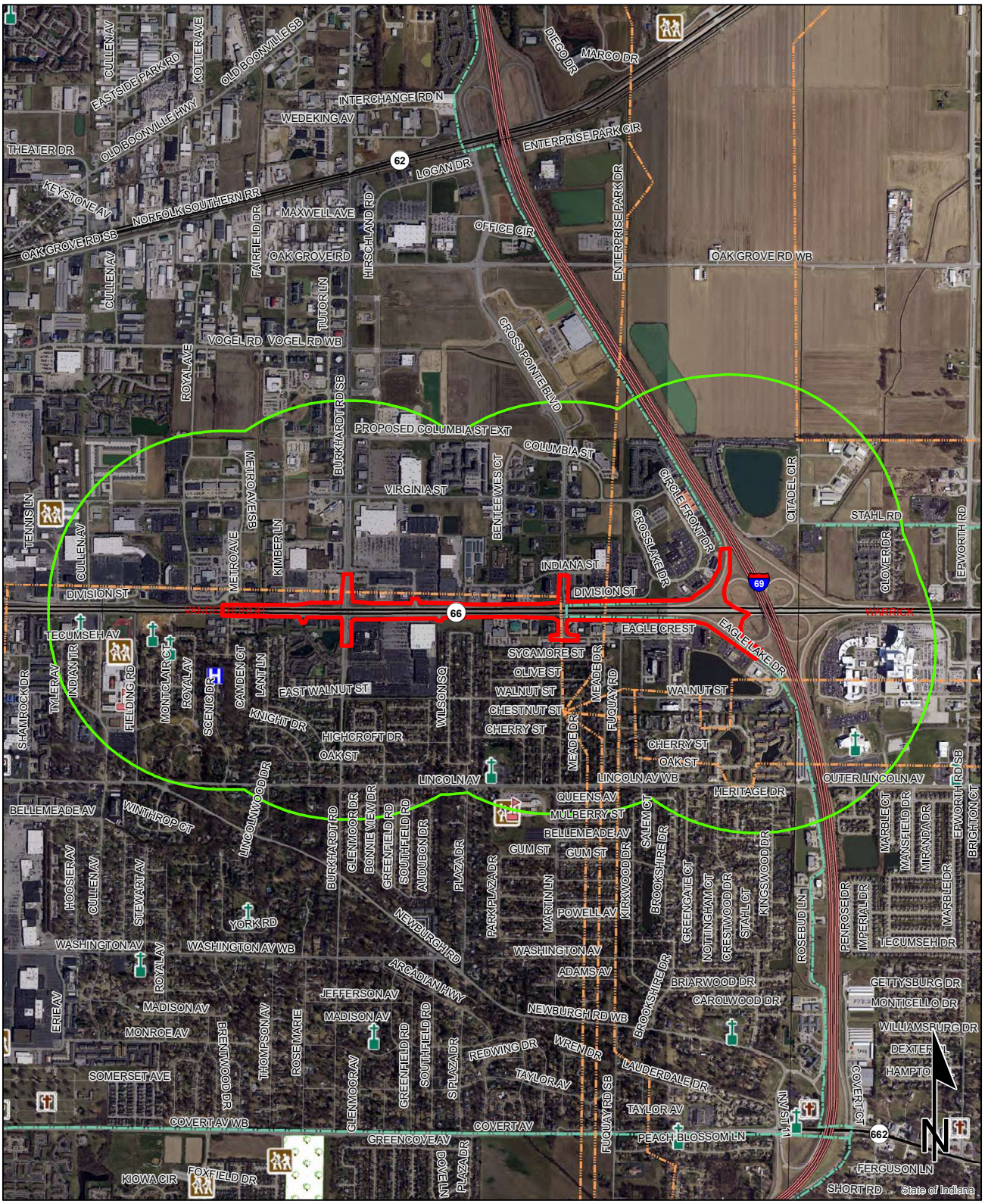
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Infrastructure
SR 66, From 3.8 Miles East of US 41 to the SR 66/I-69 Interchange
Des. No. 1900292 and 1900317, Corridor Improvement
Vanderburgh County, Indiana



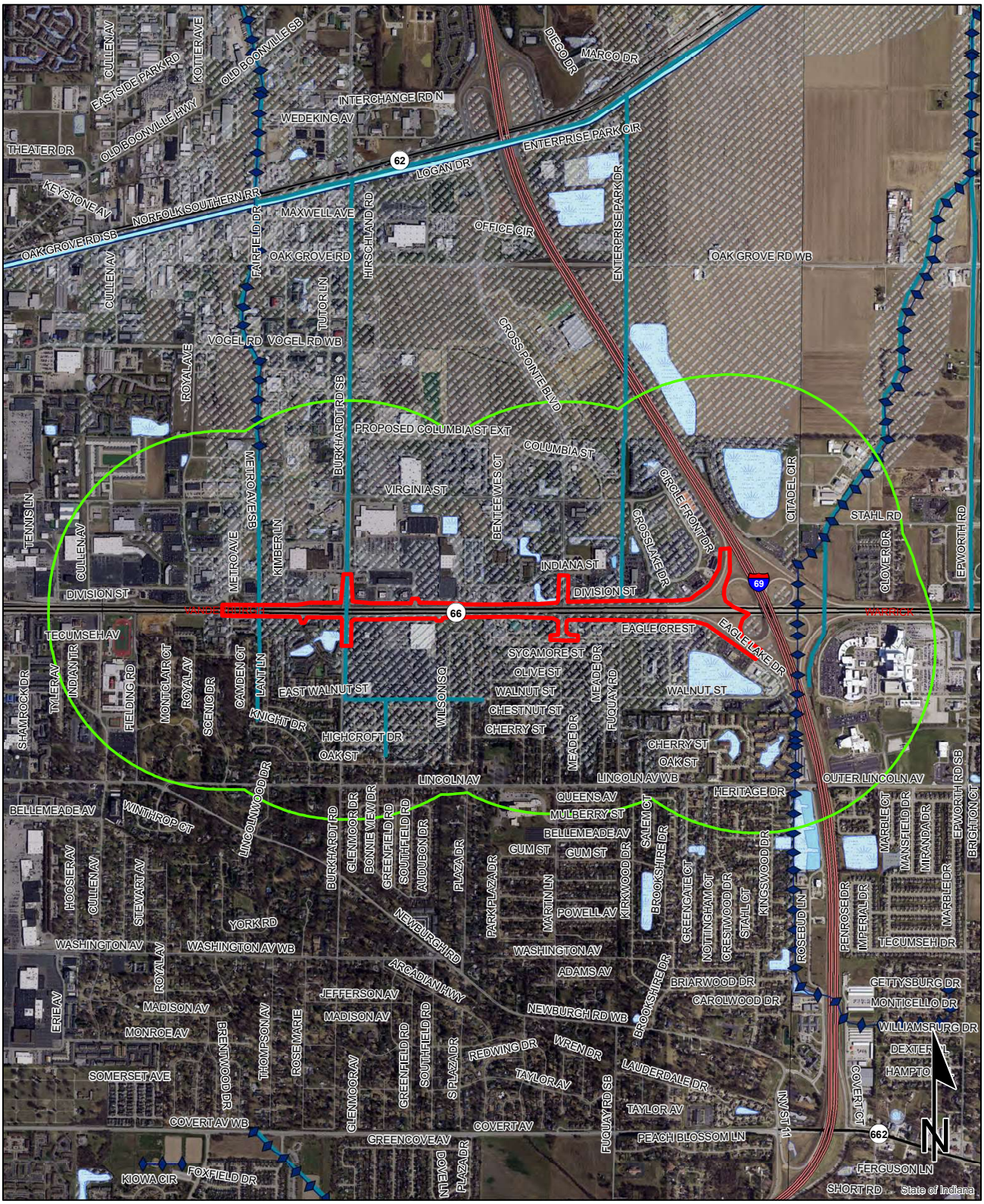
0.35 0.175 0 0.35 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- Religious Facility
- Airport
- Cemeteries
- Hospital
- School
- Recreation Facility
- Pipeline
- Railroad
- Trails
- Managed Lands
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Water Resources
SR 66, From 3.8 Miles East of US 41 to the SR 66/I-69 Interchange
Des. No. 1900292 and 1900317, Corridor Improvement
Vanderburgh County, Indiana



0.35 0.175 0 0.35 Miles

Sources:

Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

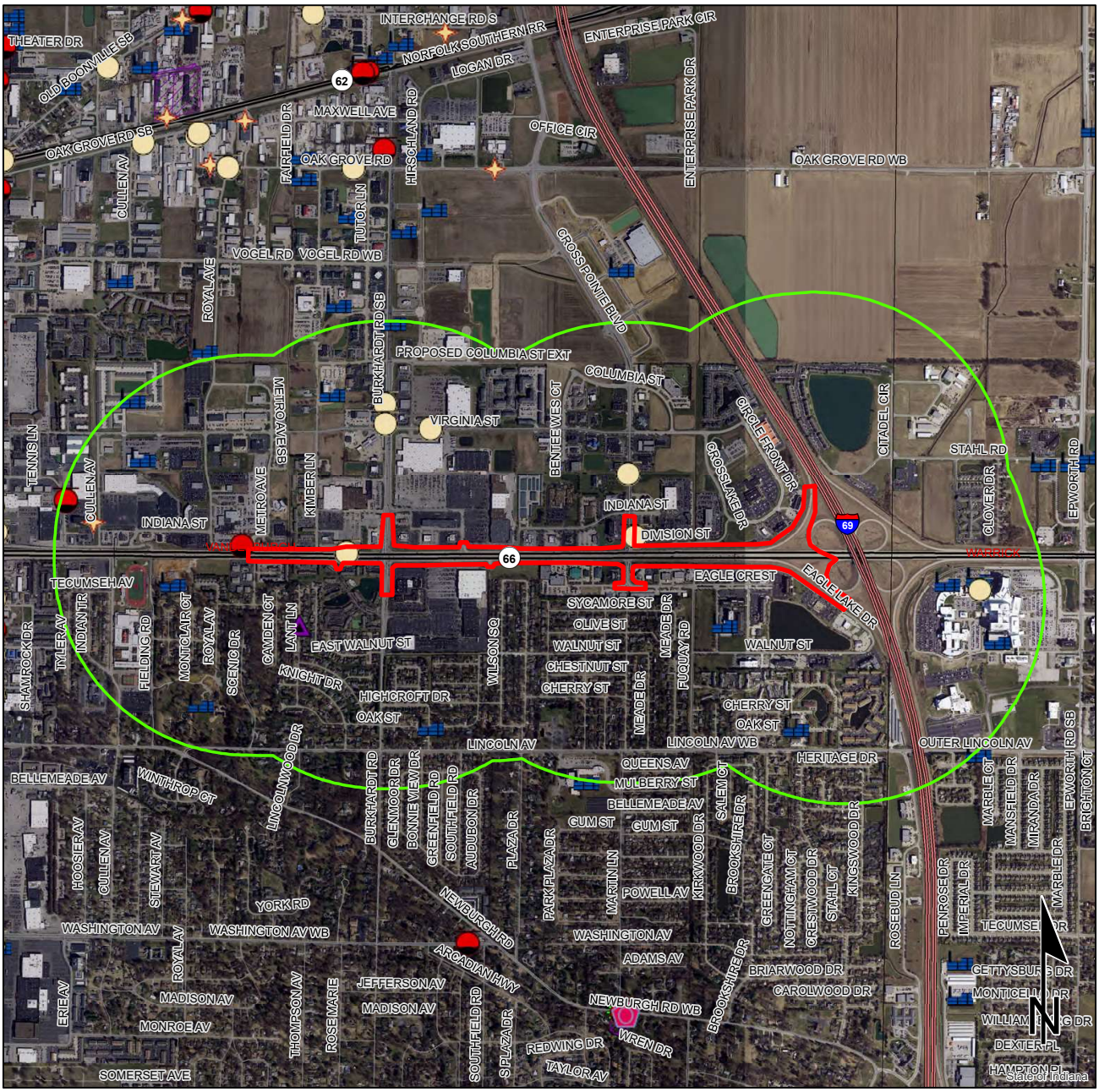
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- NWI - Point
- Karst Spring
- NWI- Line
- Impaired_Stream_Lake
- NPS NRI listed
- River
- Canal Structure - Historic
- Canal Route - Historic
- Wetlands
- Lake
- Floodplain - DFIRM
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Hazardous Material Concerns
SR 66, From 3.8 Miles East of US 41 to the SR 66/I-69 Interchange
Des. No. 1900292 and 1900317, Corridor Improvement
Vanderburgh County, Indiana



- Brownfield
- RCRA Corrective Action Sites
- Confined Feeding Operation
- Notice_Of_Contamination
- Construction/Demolition Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- NPDES Facilites
- NPDES Pipe Locations
- Open Dump Waste Site
- RCRA Generator/TSD
- Restricted Waste Site
- Septage Waste Site
- Solid Waste Landfill
- State Cleanup Site
- Superfund
- Tire Waste Site
- Underground Storage Tank
- Voluntary Remediation Program
- Waste Transfer Station
- Institutional Controls
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

0.35 0.175 0 0.35 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

PARSONS

Appendix F

Water Resources

U.S. Fish and Wildlife Service

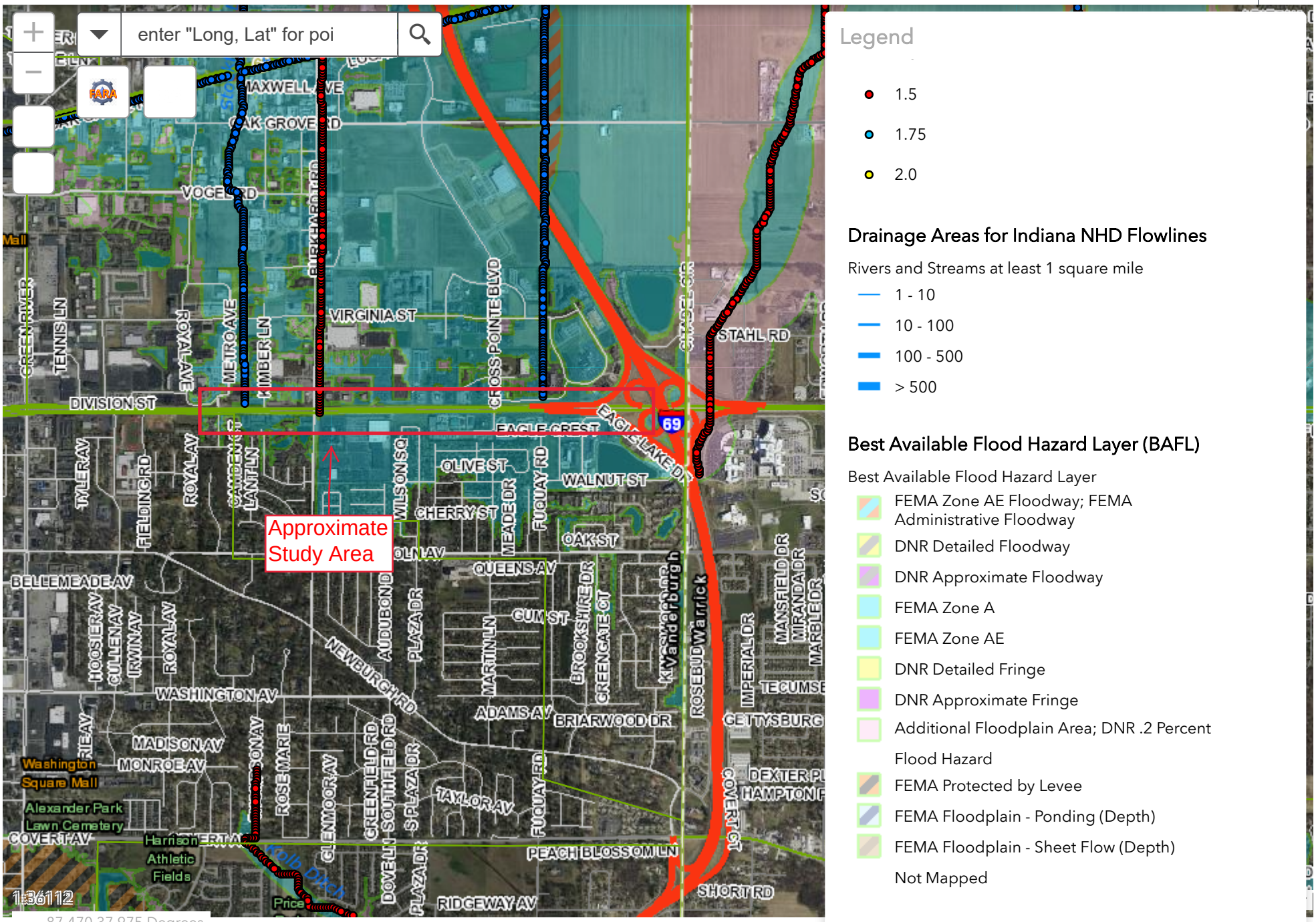
National Wetlands Inventory

Burkhardt Road and Cross Pointe Boulevard

April 7, 2022

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine


enter "Long, Lat" for poi
Approximate Study Area
Legend
1.5
1.75
2.0
Drainage Areas for Indiana NHD Flowlines
Rivers and Streams at least 1 square mile
1 - 10
10 - 100
100 - 500
> 500
Best Available Flood Hazard Layer (BAFL)
Best Available Flood Hazard Layer
FEMA Zone AE Floodway; FEMA Administrative Floodway
DNR Detailed Floodway
DNR Approximate Floodway
FEMA Zone A
FEMA Zone AE
DNR Detailed Fringe
DNR Approximate Fringe
Additional Floodplain Area; DNR .2 Percent Flood Hazard
FEMA Protected by Levee
FEMA Floodplain - Ponding (Depth)
FEMA Floodplain - Sheet Flow (Depth)
Not Mapped
136112
-87.470 37.975 Degrees

Excerpts

Waters of the U.S. Report

Lloyd Expressway Corridor Improvement Project

Des. 1900308 (Lead)

Vanderburgh County, Indiana

Vincennes District

This report includes areas that are outside of the project study area and covered under a separate environmental document. Pertinent information has been highlighted.

Prepared for:
Indiana Department of Transportation and Federal Highway Administration

June 22, 2022

Parsons • 101 West Ohio Street, Suite 2121 • Indianapolis, Indiana 46204 • (317) 616-1000

WATERS OF THE U.S. REPORT

LLOYD EXPRESSWAY CORRIDOR IMPROVEMENT PROJECT

Vanderburgh County, Indiana

INDOT Designation (Des.) Number 1900308 (Lead)

Prepared By: Gregory R. Moushon, Principal Environmental Planner, PWS

June 22, 2022

I. PROJECT INFORMATION

FIELDWORK DATE:

Fieldwork for this report was conducted on June 15-18, 2021.

CONTRIBUTORS:

Greg Moushon, Principal Environmental Planner
Keaton Veldkamp, Environmental Planner
Isaac Kitchel, Engineering Intern

PROJECT LOCATION:

Evansville South and Newburgh Quadrangles
Sections 19 and 30, Township 6 South, Range 9 West
Sections 22, 23, 24, 25, and 26, Township 6 South, Range 10 West
Vanderburgh County, Indiana
Latitude/Longitude: 37.97673 North and 87.46430 West (east portion)
Latitude/Longitude: 37.97674 North and 87.50664 West (west portion)

PROJECT DESCRIPTION:

INDOT, in cooperation with the Federal Highway Administration (FHWA), proposes a corridor improvement project along SR 66/Lloyd Expressway (Lloyd Expressway) in the City of Evansville, Vanderburgh County, Indiana, also known as the "Lloyd 4 U" project. The bundled corridor improvement project includes a road reconstruction project (Lead Des. No. 1900308), seven intersection improvement projects (Des. Nos. 2000187, 1900263, 1900264, 1900268, 2000217, 1900292, and 1900317), and three bridge replacements (Des. Nos. 1600060, 1602258, 1500041).

This document covers the following intersection improvement projects on Lloyd Expressway:

DES. NOS. SUMMARY TABLE

Des. No.	Intersection	Location (Approximate)
1900268	Lloyd Expressway & Vann Avenue	1.8 miles east of US 41 and 3.2 miles west of I-69
2000217	Lloyd Expressway & Stockwell Road	2.3 miles east of US 41 and 2.7 miles west of I-69
1900292	Lloyd Expressway & Burkhardt Road	3.8 miles east of US 41 and 1.2 miles west of I-69
1900317	Lloyd Expressway & Cross Pointe Boulevard	4.7 miles east of US 41 and 0.3 mile west of I-69

Lloyd Expressway Intersections at Vann Avenue and Stockwell Road (Des. Nos. 1900268 & 2000217)

This project is located in Sections 22, 23, 26 and 27 of Township 6 South, Range 10 West, in the City of Evansville, Vanderburgh County. It is shown on the Evansville South and Newburgh, Indiana United States Geological Survey (USGS) topographical 7.5 minute quadrangle maps. The study area begins along Lloyd Expressway at Villa Drive and extends east to Congress Avenue. Study area limits also include Vann Avenue, from Sycamore Street to Division Street; Stockwell Road from John Street to approximately 100 feet north of Division Street; and Division Street from approximately 1,110 feet west of Stockwell Road to Stockwell Road.

The intersection with Vann Avenue is signalized. There are dedicated left-turn and right-turn lanes onto Vann Avenue in both the eastbound (EB) and westbound (WB) directions. Vann Avenue has five lanes at the intersection, consisting of northbound (NB) and southbound (SB) through, left-turn, and right-turn lanes, with discontinuous sidewalk, curb and gutter.

The Stockwell Road intersection is also signalized. Lloyd Expressway has dedicated right-turn slip lanes onto Stockwell Road in both the EB and WB directions, as well as left-turn lanes in each direction (two NB and one SB). Stockwell Road has six lanes at the intersection, consisting of two through lanes in each direction, two left-turn lanes, and a right-turn lane, with curb and gutter. There are no pedestrian facilities at the Stockwell Road intersection, including Division Street.

The recommended alternative at Lloyd Expressway and Vann Avenue would convert the existing signalized intersection to a right-in/right-out (RIRO) intersection. This would eliminate left-turns and NB/SB through traffic through this intersection.

The recommended alternative for Lloyd Expressway and Stockwell Road would convert the traditional signalized intersection to a hybrid Displaced Left-Turn (DLT) intersection that includes both a displaced left-turn and a boulevard left-turn. This would maintain all existing movements through the intersection.

Lloyd Expressway Intersections at Burkhardt Road and Cross Pointe Boulevard (Des. No. 1900292 & 1900317)

This project is located in Sections 24 and 25 of Township 6 South, Range 10 West, and Sections 19 and 30 of Township 6 South, Range 9 West, in the City of Evansville, Vanderburgh County. It is shown on the Newburgh, Indiana USGS topographical 7.5 minute quadrangle map. The study area begins along Lloyd Expressway approximately 85 feet west of Brentwood Drive and it terminates at the west side of the Lloyd Expressway/I-69 interchange. The study area also includes the entrance to Kimber Lane, Williamsburg Drive from Jamestown Court to Lloyd Expressway; Burkhardt Road from 265 feet north of Williamsburg Drive to Lloyd Crossing (Walmart entrance); Frontage Road (aka Division Street) from Lloyd Expressway to 150 feet north of Lloyd Expressway (Kohl's entrance); Eagle Crest Boulevard from approximately 140 feet west to 180 feet east of Cross Pointe Boulevard; Cross Pointe Boulevard from Eagle Crest Boulevard to Indiana Street; the SB I-69 off-ramp to WB Lloyd Expressway; and, the EB Lloyd Expressway on-ramp to SB I-69.

The intersection with Burkhardt Road is signalized. In addition to the through lanes, Lloyd Expressway has one right-turn and two left-turn lanes in both the EB and WB directions. Burkhardt Road is an undivided road with two through lanes, two left-turn lanes, a painted splitter, and one right-turn lane in each direction. There are no pedestrian facilities at this intersection.

The Lloyd Expressway and Cross Pointe Boulevard intersection is also signalized. In addition to the through lanes, Lloyd Expressway has one right-turn and one left-turn lane in each direction. Cross Pointe Boulevard is a five-lane road with through, left-turn, and right-turn lanes, with curb and gutter. North of Lloyd Expressway, it has a landscaped median and sidewalks that begin at the INDOT right-of-way (ROW) on the west side and at Division Street on the east side. South of Lloyd Expressway, it has a raised concrete median and no sidewalk.

The recommended alternative at the intersection of Lloyd Expressway and Burkhardt Road would convert the traditional signalized intersection to a DLT intersection with bypass right-turn lanes. This would maintain all existing movements through the intersection.

The recommended alternative for Lloyd Expressway and Cross Pointe Boulevard would convert the traditional signalized intersection to a DLT intersection with bypass right-turn lanes. This would maintain all existing movements through the intersection.

The recommended alternative would also modify the off-ramp from SB I-69 to WB Lloyd Expressway from a free-flowing intersection to a signalized intersection in order to allow exiting traffic the opportunity to get to SB Cross Pointe Boulevard.

II. OFFICE EVALUATION

METHODOLOGY:

The study area was based on the design alternatives evaluated for the National Environmental Policy Act (NEPA) document. The study area was approximately 81.4 acres in total size. The west study area was approximately 23.1 acres in size and the east study area was approximately 58.3 acres in size.

A desktop review of the study area was conducted to identify potential waterways (streams, wetlands, ponds, etc.). This included a review of historic and recent aerial photography for any areas with a water signature or a sharp change in vegetation. United States Geological Survey (USGS) topographic mapping, National Wetlands Inventory (NWI) mapping, National Hydrography Dataset (NHD) mapping, floodplain mapping, Natural Resources Conservation Service (NRCS) mapped soil units, and historic drainage mapping were also reviewed. Any noted items were flagged for follow-up field reconnaissance.

AERIAL PHOTOGRAPHY:

During review of current and historical aerial photography, several areas were identified within the study area that displayed potential wetland signatures associated with water ponding, darkened soils, and/or shifts in vegetation. Additional areas were noted adjacent to the study area. Each flagged area was investigated during field reconnaissance.

USGS MAPPING:

During review of USGS 7.5-minute series topographic mapping (Appendix B, pages 3 to 5), one perennial (solid blue-line) stream and two intermittent (dashed blue-line) streams were noted within the study area. The solid blue-line corresponds to a drainage along Burkhardt Road. This feature was not observed during the field investigation. The dashed blue-line streams correspond to Stockfleith Ditch and Nurenbern Ditch, both flowing to the north through the study area.

NWI AND FLOODPLAIN MAPPING:

During review of NWI and floodplain mapping (Appendix B, pages 7 to 26), no wetland polygon or wetland lines were noted within the study area. Four stormwater basins were located adjacent to the study area. The first stormwater basin was located south of the Lloyd Expressway and west of Stockwell Road (Appendix B, page 12). A second stormwater basin was located south of the Lloyd Expressway and west of Burkhardt Road (Appendix B, page 16). A third stormwater basin was located north of the Lloyd Expressway and west of Cross Pointe Boulevard (Appendix B, page 19). The fourth stormwater basin was located north of the Lloyd Expressway and east of Division Street near the I-69 interchange (Appendix B, page 23). Three NWI-mapped streams that correspond with Stockfleith Ditch, Nurenbern Ditch, and the drainage along Burkhardt Road were noted within the study area. The 100-year floodplain associated with Stockfleith Ditch and Nurenbern Ditch are mapped within a majority of the study area.

MAPPED SOIL UNITS AND NHD MAPPING:

The NRCS classifies soil types as follows: hydric (100%), predominantly hydric (66-99%), partially hydric (33-65%), predominantly non-hydric (1-32%), and not-hydric (0%). According to the Soil Survey Geographic (SSURGO) Database for Vanderburgh County, Indiana, the study area is comprised of hydric, predominantly hydric, predominantly not hydric, and

not hydric soil types (Appendix B, pages 27 to 46). The mapped soil units within the study area are summarized in Table 1 (Appendix A, page 1).

NHD was mapped on the soils background (Appendix B, pages 27 to 46). Two potential drainage features were identified within the study area. Roadside ditches were also noted within the study area. These areas were investigated during the field reconnaissance and described as follows:

- The mapped NHD drainage south of the Lloyd Expressway and west of Stockwell Road captures surface water while draining north and outfalls into the roadside ditch.
- The mapped NHD drainage south of the Lloyd Expressway and east of Stockwell Road captures surface water while draining west and outfalls into detention basins located on either side of Stockwell Road.

HISTORIC DRAINAGE:

The Vanderburgh County Soil Survey (USDA, 1976) was reviewed for historic drainage features within the study area. Three intermittent features were identified within the study area (Appendix B, pages 47 and 48). This stream is described as follows:

- The mapped intermittent historic drainage that crosses through the south leg of Vann Avenue within the west portion of the study was not observed during the field investigation. Residential neighborhoods and recreational ball fields are located there now.
- The mapped intermittent historic drainage that crosses the Lloyd Expressway at Burkhardt Road within the east portion of the study area was not observed during the field investigation.
- The mapped intermittent historic drainage that crosses the Lloyd Expressway at Cross Pointe Boulevard within the east portion of the study area was not observed during the field investigation.

WATERSHED:

The study area is located within one hydrologic unit code 12-digit (HUC 12) watershed: Kleymeyer Park-Pigeon Creek (051402020306).

III. FIELD RECONNAISSANCE

METHODOLOGY:

Parsons conducted a field investigation on June 15-18, 2021 to determine the presence of waterways, including streams, wetlands, lakes, and ponds, within the study area. The entire study area was reviewed for resources via a walking survey. All areas flagged during desktop review were investigated and documented. Resource maps showing all identified features are attached for reference (Appendix B, pages 49 to 68).

The OHWM of each stream was determined using a measuring tape. The OHWM was recorded outside of any structures. A hand-held GPS unit (Trimble Geo 7 Series) was used to collect the location of each identified stream. Qualitative assessments of stream quality were done within the study area.

The upstream drainage area for each stream was calculated using *StreamStats Version 4.6.2* (USGS, 2021), if available. Streamstats identified six potential streams with the study area (Appendix B, pages 69 to 74). Two of these streams correlated with Stockfleith Ditch and Nurenbern Ditch (Appendix B, pages 70 and 73). However, the other four streams were investigated during field reconnaissance but did not identify any features with OHWM or wetland characteristics

(Appendix B, pages 69, 71, 72, and 74). These streams have most likely been disturbed by development including, but not limited to, piping the streams underground.

Vegetation, soil, and hydrology data were collected using the methods described in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)* (USACE, 2010). Wetland indicator statuses for plants were obtained from the National Wetland Plant List, Version 3.5 (USACE, 2020). A hand-held GPS unit (Trimble Geo 7 Series) was used to collect the boundary of each identified wetland, as well as all data points. Data forms for each data point are included in this report for reference (Appendix D). The area for each wetland was calculated. A qualitative assessment of each wetland's quality was conducted, which included grading them (poor, average, or excellent) based on ecological function, size, species diversity, invasive species prevalence, and amount of disturbance.

Photographs were taken throughout the study area. This included photographs of each feature identified within the study area (Appendix C, pages 21 to 121). Photograph orientation maps are included for additional reference (Appendix C, pages 1 to 20).

All culverts, if safely able to be inspected, were visually inspected for the presence of bats, e.g., guano piles, staining, and any bat noises. No indication of bats were identified during the field reconnaissance.

STREAMS:

Field investigations resulted in the identification of three likely jurisdictional streams (890 linear feet over 0.075 acre) within the study area. These features are summarized in the Stream Summary Table (Table 2, Appendix A, page 1). No other features exhibiting OHWM were observed within the study area. None of the documented streams were listed as a Federal *Wild and Scenic River*, a *State Natural, Scenic, and Recreational River*, or on the Indiana Register's listing of *Outstanding Rivers and Streams*, nor were they located within two miles of any such resources.

Stockfleith Ditch

The Lloyd Expressway crosses over Stockfleith Ditch within the study area (Appendix B, page 56). This stream originates south of the Lloyd Expressway and flows north as an open-channel stream before entering a concrete culvert under the Lloyd Expressway. On the north side of the Lloyd Expressway, it then again becomes an open-channel stream. It exhibited a 4-foot wide and 6-inch deep OHWM outside of the influence of the structure. Approximately 181 linear feet of this stream lies within the study area. USGS StreamStats lists its upstream drainage area as approximately 0.18 square mile.

Stockfleith Ditch has a narrow riparian corridor along both of its banks consisting of a mixture of herbaceous and scrub-shrub vegetation. The substrate consisted of clay, silt, and cobble. Minor, intermittent flow with shallow pools was observed. No riffles were present. The stream exhibited sparse overhead canopy cover and minor bank erosion. The stream appeared to have been previously relocated and channelized but was very stable, running perpendicular to the Lloyd Expressway. Based on these observations, Stockfleith Ditch was classified as a poor-quality stream.

Stockfleith Ditch is shown on USGS 7.5-minute topographic mapping as an intermittent stream (Appendix B, page 3 to 5). This was confirmed based on mapping, historic aerials, and field observations. Stockfleith Ditch contributes intermittent flow to Crawford Brandeis Ditch. Crawford Brandeis Ditch flows north eventually outfalling into Pigeon Creek. Pigeon Creek is a traditional navigable waterway and tributary to the Ohio River (a traditionally navigable waterway). Because of this connectivity and the presence of an OHWM, this stream is likely a water of the U.S.

Unnamed Tributary (UNT) to Stockfleith Ditch

UNT to Stockfleith Ditch is located within the roadside ditch north of the Lloyd Expressway and west of Kimber Lane. The stream captures surface water from the upstream drainage area, the Lloyd Expressway, and the adjacent residential parking lot located to the north and flows west, eventually outfalling into Stockfleith Ditch (Appendix B, page 56). UNT to Stockfleith Ditch exhibited a 1.5-foot wide and 4-inch deep OHWM outside of the influence of any structures. Approximately

411 linear feet of this stream lies within the study area. USGS StreamStats does not identify its upstream drainage area. Therefore, it is presumed to be less than 1.0 square mile.

UNT to Stockfleith Ditch has a narrow riparian area comprised of herbaceous vegetation along both banks. Its substrate consisted of clay, muck, and riprap. Minimal flow and ponding were observed. No riffles were present. Based on these observations, UNT to Stockfleith Ditch was classified as a poor-quality stream.

UNT to Stockfleith Ditch is not shown on USGS 7.5-minute topographic mapping (Appendix B, pages 3 to 5). Based on mapping, historic aerials, and field observations, it is presumed that the stream does not have consistent flow year-round and is ephemeral. UNT to Stockfleith Ditch contributes ephemeral flow to Stockfleith Ditch, which is a tributary to Pigeon Creek (a traditionally navigable waterway). Because of this connectivity and the presence of an OHWM, this stream is likely a water of the U.S.

Nurenbern Ditch

The Lloyd Expressway crosses over Nurenbern Ditch within the study area (Appendix B, pages 63 and 64). This stream originates south of the Lloyd Expressway and flows north as an open-channel stream before entering a metal culvert under the Lloyd Expressway. On the north side of the Lloyd Expressway, it once again becomes an open-channel stream. It exhibited a 6.5-foot wide and 12-inch deep OHWM outside of the influence of the structure. Approximately 298 linear feet of this stream lies within the study area. USGS StreamStats lists its upstream drainage area as approximately 0.32 square mile.

Nurenbern Ditch has a narrow riparian corridor along both of its banks consisting of herbaceous vegetation. The substrate consisted of silt, gravel, and cobble. Minor, intermittent flow with shallow pools and riffles was observed. The stream exhibited sparse overhead canopy cover and minor bank erosion. The stream appeared to have been previously relocated and channelized but was very stable, running perpendicular to the Lloyd Expressway. Based on these observations, Nurebern Ditch was classified as a poor-quality stream.

Nurenbern Ditch is shown on USGS 7.5-minute topographic mapping as an intermittent stream (Appendix B, pages 3 to 5). This was confirmed based on mapping, historic aerials, and field observations. Nurenbern Ditch contributes intermittent flow to Lockwood Ditch. Lockwood Ditch flows west into Crawford Brandeis Ditch. Crawford Brandeis Ditch flows north eventually outfalling into Pigeon Creek. Pigeon Creek is a traditional navigable waterway and tributary to the Ohio River (a traditionally navigable waterway). Because of this connectivity and the presence of an OHWM, this stream is likely a water of the U.S.

WETLANDS:

Sampling locations were determined by the presence or absence of hydrophytic vegetation and hydrology indicators. A total of twenty-three likely jurisdictional wetlands, totaling 2.042 acres, were identified within the study area. All of the identified wetlands were located within deep roadside ditches along the Lloyd Expressway or adjacent roadways. Sixteen of the identified wetlands are likely waters of the U.S. The remaining seven wetlands are likely waters of the State. However, INDOT will request USACE take jurisdiction over them. The Wetland Summary Table (Table 3, Appendix A, page 2) and Data Point Summary Table (Table 4, Appendix A, pages 4 and 5) summarize the data collected on these features. INDOT will seek concurrence on the jurisdiction of all wetlands from USACE and IDEM. A pre-jurisdictional determination form is attached for reference (Appendix E, pages 1 to 4).

Wetland 1 Wetland 1 is not within the project study area. It is covered under a separate environmental document.

Wetland 1 is an emergent wetland that is approximately 0.099 acre in size. It is located within the roadside ditch along the northside of the Lloyd Expressway and approximately 650 feet west of Stockwell Road (Appendix B, pages 52 and 53). Wetland 1 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 1 is entirely contained within the roadside ditch. It does not directly abut, nor is it

Wetland 7

Wetland 7 is not within the project study area. It is covered under a separate environmental document.

Wetland 7 is an emergent wetland that is approximately 0.155 acre in size. It is located within the roadside ditch along the southside of the Lloyd Expressway and approximately 35 feet east of Stockwell Road (Appendix B, pages 54 and 55). Wetland 7 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 7 is entirely contained within the roadside ditch. It does not directly abut, nor is it hydrologically connected to a water of the U.S. Therefore, Wetland 7 is likely a water of the State. However, INDOT is requesting USACE take jurisdiction over it.

The area associated with Data Point 7A IN (DP-7A-IN) was evaluated because it exhibited hydrophytic vegetation. The sapling/shrub stratum was dominated by *Acer saccharinum* (silver maple, FACW, 10%), *Acer rubrum* (red maple, FAC 5%), *Fraxinus pensylvanica* (green ash, FACW, 5%), and *Morus rubra* (red mulberry, FACU, 5%). The herbaceous stratum was dominated by *Leersia oryzoides* (rice cut grass, OBL, 90%). This point met the hydrophytic vegetation criterion because it passed the dominance test and the prevalence index. No soil sample was taken due to the presence of riprap substrate in this depressional wetland. The indicator for problematic soils was checked due to the presence of hydrophytic vegetation and wetland hydrology indicators. One primary indicator (Drift Deposits [B3]) and three secondary indicators (Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of hydrology were observed. Since all three wetland criteria were met at DP-7A-IN, this area was identified as Wetland 7.

Data Point 7A OUT (DP-7A-OUT) was taken up-slope and southeast from DP-7A-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 40%) and *Trifolium pratense* (red clover, FACU, 30%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-7A-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 7, which was determined based on changes in vegetation and topography.

The area associated with Data Point 7B IN (DP-7B-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Juncus effusus* (lamp rush, OBL, 20%) and *Leersia virginica* (white grass, FACW, 20%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. One primary indicator (Algal Mat or Crust [B4]) and four secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of hydrology were observed. Since all three wetland criteria were met at DP-7B-IN, this area was identified as Wetland 7.

Data Point 7B OUT (DP-7B-OUT) was taken up-slope and east from DP-7B-IN. The herbaceous stratum was dominated by *Leersia virginica* (white grass, FACW, 30%). This point met the hydrophytic vegetation criterion because it passed the rapid test and dominance test. The soil profile did not meet the hydric soil criterion. One primary indicator (Algal Mat or Crust [B4]) and three secondary indicators (Surface Soil Cracks [B6], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of hydrology were observed. Since only two of the three wetland criteria were met at DP-7B-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 7, which was determined based on changes in vegetation and topography.

Wetland 8

Wetland 8 is an emergent wetland that is approximately 0.012 acre in size. It is located within the roadside ditch along the southside of the Lloyd Expressway and approximately 75 feet east of Brentwood Drive (Appendix B, page 56). Wetland 8 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 8 is entirely contained within the roadside ditch and is likely hydrologically connected to Stockfleith Ditch by surface flow through roadside ditch 5. Therefore, Wetland 8 is likely a water of the U.S.

The area associated with Data Point 8 IN (DP-8-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Persicaria maculosa* (spotted lady's-thumb, FACW, 100%). This point met the

hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. One primary indicator (Oxidized Rhizospheres on Living Roots [C3]) and three secondary indicators (Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-8-IN, this area was identified as Wetland 8.

Data Point 8 OUT (DP-8-OUT) was taken up-slope and north from DP-8-IN. The herbaceous stratum was dominated by *Sorghum halepense* (Johnson grass, FACU, 50%), *Poa pratensis* (Kentucky blue grass, FAC, 20%), and *Schedonorus arundinaceus* (tall false rye grass, FAC, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-8-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 8, which was determined based on changes in vegetation and topography.

Wetland 9

Wetland 9 is an emergent wetland that is approximately 0.053 acre in size. It is located within the roadside ditch along the northside of the Lloyd Expressway and approximately 25 feet east of Kimber Lane (Appendix B, page 57). Wetland 9 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 9 is entirely contained within the roadside ditch and is likely hydrologically connected to UNT to Stockfleith Ditch. Therefore, Wetland 9 is likely a water of the U.S.

The area associated with Data Point 9 IN (DP-9-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Carex lurida* (shallow sedge, OBL, 70%) and *Poa pratensis* (Kentucky blue grass, FAC, 20%). This point met the hydrophytic vegetation criterion because it passed the dominance test and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. One primary indicator (Oxidized Rhizospheres on Living Roots [C3]) and four secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-9-IN, this area was identified as Wetland 9.

Data Point 9 OUT (DP-9-OUT) was taken up-slope and south from DP-9-IN. The herbaceous stratum was dominated by *Schedonorus arundinaceus* (tall false rye grass, FAC, 60%) and *Poa pratensis* (Kentucky blue grass, FAC, 40%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-9-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 9, which was determined based on changes in vegetation and topography.

Wetland 10

Wetland 10 is an emergent wetland that is approximately 0.029 acre in size. It is located within the roadside ditch along the southside of the Lloyd Expressway and approximately 10 feet west of Burkhardt Road (Appendix B, page 58). Wetland 10 had low species diversity and is located within City of Evansville's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 10 is entirely contained within the roadside ditch and is likely hydrologically connected to Wetland 9 and UNT to Stockfleith Ditch via surface flow through a culvert under Lloyd Expressway, west of Burkhardt Road. Therefore, Wetland 10 is likely a water of the U.S.

The area associated with Data Point 10 IN (DP-10-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Phyla lanceolata* (northern frogfruit, OBL, 90%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. One primary indicator (Oxidized Rhizospheres on Living Roots [C3]) and three secondary indicators (Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-10-IN, this area was identified as Wetland 10.

Data Point 10 OUT (DP-10-OUT) was taken up-slope and west from DP-10-IN. The herbaceous stratum was dominated by *Phyla lanceolata* (northern frogfruit, OBL, 90%), *Glechoma hederacea* (groundivy, FACU, 20%), and *Poa pratensis* (Kentucky blue grass, FAC, 20%). This point met the hydrophytic vegetation criterion because it passed the dominance test. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since only one of the three wetland criteria were met at DP-10-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 10, which was determined based on changes in vegetation and topography.

Wetland 11

Wetland 11 is an emergent wetland that is approximately 0.002 acre in size. It is located within the roadside ditch along the southside of the Lloyd Expressway and approximately 285 feet east of Burkhardt Road (Appendix B, page 59). Wetland 11 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 11 is entirely contained within the roadside ditch and is likely hydrologically connected to Wetlands 14, 16, 20, and Nurenbern Ditch via surface flow through roadside ditches 11 and 12 and a culvert under Cross Pointe Boulevard. Therefore, Wetland 11 is likely a water of the U.S.

The area associated with Data Point 11 IN (DP-11-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Cyperus acuminatus* (taper-tip flat sedge, OBL, 50%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. One primary indicator (Algal Mat or Crust [B4]) and two secondary indicators (Geomorphic Position [D2] and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-11-IN, this area was identified as Wetland 11.

Data Point 11 OUT (DP-11-OUT) was taken up-slope and south from DP-11-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 40%) and *Schedonorus arundinaceus* (tall false rye grass, FACU, 35%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-11-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 11, which was determined based on changes in vegetation and topography.

Wetland 12

Wetland 12 is an emergent wetland that is approximately 0.049 acre in size. It is located within the roadside ditch along the northside of the Lloyd Expressway and approximately 380 feet east of Burkhardt Road (Appendix B, page 59). Wetland 12 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 12 is entirely contained within the roadside ditch and is likely hydrologically connected to Wetland 9 and UNT to Stockfleith Ditch via surface flow through roadside ditch 8, a culvert under Burkhardt Road, and erosional feature 1. Therefore, Wetland 12 is likely a water of the U.S.

The area associated with Data Point 12 IN (DP-12-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Eleocharis palustris* (common spike-rush, OBL, 100%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Depleted Below Dark Surface (A11), Depleted Matrix (F3), and Redox Dark Surface (F6) indicators. Two primary indicators (Algal Mat or Crust [B4] and Oxidized Rhizospheres on Living Roots [C3]) and three secondary indicators (Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-12-IN, this area was identified as Wetland 12.

Data Point 12 OUT (DP-12-OUT) was taken up-slope and south from DP-12-IN. The herbaceous stratum was dominated by *Schedonorus arundinaceus* (tall false rye grass, FACU, 60%) and *Poa pratensis* (Kentucky blue grass, FAC, 40%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of

wetland hydrology were observed. Since none of the three wetland criteria were met at DP-12-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 12, which was determined based on changes in vegetation and topography.

Wetland 13

Wetland 13 is an emergent wetland that is approximately 0.034 acre in size. It is located within the roadside ditch along the northside of the Lloyd Expressway and approximately 1,100 feet east of Burkhardt Road (Appendix B, pages 59 to 60). Wetland 13 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 13 is entirely contained within the roadside ditch and is likely hydrologically connected to Wetland 9 and UNT to Stockfleith Ditch via surface flow through roadside ditch 8, a culvert under Burkhardt Road, and erosional feature 1. Therefore, Wetland 13 is likely a water of the U.S.

The area associated with Data Point 13 IN (DP-13-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 20%). This point met the hydrophytic vegetation criterion because it passed the dominance test and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. One primary indicator (Oxidized Rhizospheres on Living Roots [C3]) and three secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], and Geomorphic Position [D2]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-13-IN, this area was identified as Wetland 13.

Data Point 13 OUT (DP-13-OUT) was taken up-slope and north from DP-13-IN. The herbaceous stratum was dominated by *Schedonorus arundinaceus* (tall false rye grass, FACU, 70%) and *Poa pratensis* (Kentucky blue grass, FAC, 30%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-13-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 13, which was determined based on changes in vegetation and topography.

Wetland 14

Wetland 14 is an emergent wetland that is approximately 0.097 acre in size. It is located within the roadside ditch along the southside of the Lloyd Expressway and approximately 740 feet west of Cross Pointe Boulevard (Appendix B, pages 60 and 62). Wetland 14 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 14 is entirely contained within the roadside ditch and is likely hydrologically connected to Wetlands 16, 20, and Nurenbern Ditch via surface flow through and a culvert under Cross Pointe Boulevard. Therefore, Wetland 14 is likely a water of the U.S.

The area associated with Data Point 14 IN (DP-14-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Carex lurida* (shallow sedge, OBL, 70%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Depleted Matrix (F3) indicator. Two primary indicators (Saturation [A3] and Oxidized Rhizospheres on Living Roots [C3]), and four secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-14-IN, this area was identified as Wetland 14.

Data Point 14 OUT (DP-14-OUT) was taken up-slope and north from DP-14-IN. The herbaceous stratum was dominated by *Schedonorus arundinaceus* (tall false rye grass, FACU, 60%) and *Poa pratensis* (Kentucky blue grass, FAC, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-14-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 14, which was determined based on changes in vegetation and topography.

Wetland 15

Wetland 15 is an emergent wetland that is approximately 0.015 acre in size. It is located within the roadside ditch along the northside of the Lloyd Expressway and approximately 20 feet west of Cross Pointe Boulevard (Appendix B, page 61). Wetland 15 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 15 is entirely contained within the roadside ditch and is likely hydrologically connected to Wetlands 17, 18, and Nurenbern Ditch via surface flow through roadside ditch 15 and a culvert under Cross Pointe Boulevard. Therefore, Wetland 15 is likely a water of the U.S.

The area associated with Data Point 15 IN (DP-15-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 50%), *Cyperus acuminatus* (taper-tip flat sedge, OBL, 30%), and *Juncus tenuis* (lesser poverty rush, FAC, 20%). This point met the hydrophytic vegetation criterion because it passed the dominance test and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. Three secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-15-IN, this area was identified as Wetland 15.

Data Point 15 OUT (DP-15-OUT) was taken up-slope and northeast from DP-15-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 50%), *Carex vulpinoidea* (common fox sedge, FACW, 20%), and *Plantago lanceolata* (English plantain, FACU, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-15-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 15, which was determined based on changes in vegetation and topography.

Wetland 16

Wetland 16 is an emergent wetland that is approximately 0.114 acre in size. It is located within the roadside ditch along the southside of the Lloyd Expressway and approximately 20 feet west of Cross Pointe Boulevard (Appendix B, page 62). Wetland 16 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 16 is entirely contained within the roadside ditch and is likely hydrologically connected to Wetland 20 and Nurenbern Ditch via surface flow through and a culvert under Cross Pointe Boulevard. Therefore, Wetland 16 is likely a water of the U.S.

The area associated with Data Point 16 IN (DP-16-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Schoenoplectus tabernaemontani* (soft-stem club-rush, OBL, 80%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Depleted Below Dark Surface (A11), Depleted Matrix (F3), and Redox Dark Surface (F6) indicators. Three primary indicators (Saturation [A3], Algal Mat or Crust [B4], and Oxidized Rhizospheres on Living Roots [C3]), and four secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-16-IN, this area was identified as Wetland 16.

Data Point 16 OUT (DP-16-OUT) was taken up-slope and south from DP-16-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 50%), *Schedonorus arundinaceus* (tall false rye grass, FACU, 25%), *Trifolium pratense* (red clover, FACU, 20%), and *Glechoma hederacea* (groundivy, FACU, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-16-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 16, which was determined based on changes in vegetation and topography.

Wetland 17

Wetland 17 is an emergent wetland that is approximately 0.069 acre in size. It is located within the roadside ditch along the northside of the Lloyd Expressway and approximately 30 feet east of Cross Pointe Boulevard (Appendix B, page 63). Wetland 17 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 17 is entirely contained within the roadside ditch and is likely hydrologically connected to Wetland 18 and Nurenbern Ditch via surface flow through roadside ditch 15. Therefore, Wetland 17 is likely a water of the U.S.

The area associated with Data Point 17 IN (DP-17-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Juncus tenuis* (lesser poverty rush, FAC, 25%), *Poa pratensis* (Kentucky blue grass, FAC, 25%), *Schedonorus arundinaceus* (tall false rye grass, FAC, 25%), and *Carex vulpinoidea* (common fox sedge, FACW, 20%). This point met the hydrophytic vegetation criterion because it passed the dominance test. The soil profile met the hydric soil criterion because it exhibited the Depleted Matrix (F3) indicator. Two secondary indicators (Crayfish Burrows [C8] and Geomorphic Position [D2]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-17-IN, this area was identified as Wetland 17.

Data Point 17 OUT (DP-17-OUT) was taken up-slope and north from DP-17-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 30%), *Schedonorus arundinaceus* (tall false rye grass, FACU 20%), *Plantago lanceolata* (English plantain, FACU 20%), and *Trifolium pratense* (red clover, FACU, 10%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-17-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 17, which was determined based on changes in vegetation and topography.

Wetland 18

Wetland 18 is an emergent wetland that is approximately 0.027 acre in size. It is located within the roadside ditch along the northside of the Lloyd Expressway and approximately 740 feet east of Cross Pointe Boulevard (Appendix B, page 63). Wetland 18 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 18 is entirely contained within the roadside ditch, but directly abuts Nurenbern Ditch, a likely water of the U.S. Therefore, Wetland 18 is likely a water of the U.S.

The area associated with Data Point 18 IN (DP-18-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Apocynum cannabinum* (Indian-hemp, FAC, 25%) and *Rumex crispus* (curly dock, FAC, 25%). This point met the hydrophytic vegetation criterion because it passed the dominance test and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. One primary indicator (Oxidized Rhizospheres on Living Roots [C3]), and four secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-18-IN, this area was identified as Wetland 18.

Data Point 18 OUT (DP-18-OUT) was taken up-slope and north from DP-18-IN. The herbaceous stratum was dominated by *Sorghum halepense* (Johnson grass, FACU, 55%) and *Trifolium pratense* (red clover, FACU, 25%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-18-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 18, which was determined based on changes in vegetation and topography.

Wetland 19

Wetland 19 is an emergent wetland that is approximately 0.309 acre in size. It is located within the roadside ditch along the northside of the Lloyd Expressway and approximately 890 feet east of Cross Pointe Boulevard (Appendix B, pages 63, 66, and 66). Wetland 19 had low species diversity and is located within INDOT's maintained right-of-way. Because of this,

it was classified as a poor-quality wetland. Wetland 19 is entirely contained within the roadside ditch, but directly abuts Nurenbern Ditch, a likely water of the U.S. Therefore, Wetland 19 is likely a water of the U.S.

The area associated with Data Point 19A IN (DP-19A-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Schoenoplectus tabernaemontani* (soft-stem club-rush, OBL, 60%) and *Carex vulpinoidea* (common fox sedge, FACW, 20%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Depleted Matrix (F3) indicator. Two primary indicators (Surface Water [A1] and Oxidized Rhizospheres on Living Roots [C3]), and three secondary indicators (Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-19A-IN, this area was identified as Wetland 19.

Data Point 19A OUT (DP-19A-OUT) was taken up-slope and north from DP-19A-IN. The herbaceous stratum was dominated by *Sorghum halepense* (Johnson grass, FACU, 30%), *Plantago lanceolata* (English plantain, FACU, 20%), and *Schedonorus arundinaceus* (tall false rye grass, FACU, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-19A-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 19, which was determined based on changes in vegetation and topography.

The area associated with Data Point 19B IN (DP-19B-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Carex lurida* (shallow sedge, OBL, 60%) and *Carex vulpinoidea* (common fox sedge, FACW, 20%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Depleted Below Dark Surface (A11), Depleted Matrix (F3), and Redox Dark Surface (F6) indicators. Two primary indicators (Algal Mat or Crust [B4] and Oxidized Rhizospheres on Living Roots [C3]), and three secondary indicators (Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-19B-IN, this area was identified as Wetland 19.

Data Point 19B OUT (DP-19B-OUT) was taken up-slope and north from DP-19B-IN. The tree stratum was dominated by *Malus sp.* (crabapple, UPL, 10%) and *Morus rubra* (red mulberry, FACU, 10%). The herbaceous stratum was dominated by *Schedonorus arundinaceus* (tall false rye grass, FACU, 30%), *Poa pratensis* (Kentucky blue grass, FAC, 25%), *Trifolium pratense* (red clover, FACU, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-19B-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 19, which was determined based on changes in vegetation and topography.

The area associated with Data Point 19C IN (DP-19C-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Carex vulpinoidea* (common fox sedge, FACW, 30%) and *Schedonorus arundinaceus* (tall false rye grass, FACU, 25%). This point met the hydrophytic vegetation criterion because it passed the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Depleted Matrix (F3) indicator. One primary indicator (Oxidized Rhizospheres on Living Roots [C3]), and two secondary indicators (Crayfish Burrows [C8] and Geomorphic Position [D2]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-19C-IN, this area was identified as Wetland 19.

Data Point 19C OUT (DP-19C-OUT) was taken up-slope and west from DP-19C-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 40%) and *Schedonorus arundinaceus* (tall false rye grass, FACU, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-19C-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 19, which was determined based on changes in vegetation and topography.

Wetland 20

Wetland 20 is an emergent wetland that is approximately 0.390 acre in size. It is located within the roadside ditch along the southside of the Lloyd Expressway and approximately 20 feet east of Cross Pointe Boulevard (Appendix B, page 64). Wetland 20 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 20 is entirely contained within the roadside ditch, but directly abuts Nurenbern Ditch, a likely water of the U.S. Therefore, Wetland 20 is likely a water of the U.S.

The area associated with Data Point 20 IN (DP-20-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Persicaria maculosa* (spotted-lady's thumb, FACW, 35%), *Leersia oryzoides* (rice cut grass, OBL, 30%), and *Schoenoplectus tabernaemontani* (soft-stem club-rush, OBL, 25%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Hydrogen Sulfide (A4), Depleted Below Dark Surface (A11), Depleted Matrix (F3), and Redox Dark Surface (F6) indicators. Four primary indicators (Surface Water (A1), Saturation (A3), Hydrogen Sulfide Odor (C1), and Oxidized Rhizospheres on Living Roots [C3]), and three secondary indicators (Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-20-IN, this area was identified as Wetland 20.

Data Point 20 OUT (DP-20-OUT) was taken up-slope and south from DP-20-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 35%), *Plantago lanceolata* (English plantain, FACU, 25%), and *Trifolium pratense* (red clover, FACU, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-20-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 20, which was determined based on changes in vegetation and topography.

Wetland 21

Wetland 21 is an emergent wetland that is approximately 0.255 acre in size. It is located within the roadside ditch along the southside of the Lloyd Expressway and approximately 900 feet east of Cross Pointe Boulevard (Appendix B, pages 64, 65, and 67). Wetland 21 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 21 is entirely contained within the roadside ditch, but directly abuts Nurenbern Ditch, a likely water of the U.S. Therefore, Wetland 21 is likely a water of the U.S.

The area associated with Data Point 21A IN (DP-21A-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Carex lurida* (shallow sedge, OBL, 45%) and *Shoenoplectus tabernaemontani* (soft-stem club-rush, OBL, 25%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. Two primary indicators (Saturation [A3] and Oxidized Rhizospheres on Living Roots [C3]), and four secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-21A-IN, this area was identified as Wetland 21.

Data Point 21A OUT (DP-21A-OUT) was taken up-slope and south from DP-21A-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 30%), *Pyrus calleryana* (Callery pear, UPL, 20%), *Melilotus officinalis* (yellow sweet-clover, FACU, 20%), and *Schedonorus arundinaceus* (tall false rye grass, FACU, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-21A-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 21, which was determined based on changes in vegetation and topography.

The area associated with Data Point 21B IN (DP-21B-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Cyperus echinatus* (globe flat sedge, FAC, 40%) and *Poa pratensis* (Kentucky blue

grass, FAC, 15%). This point met the hydrophytic vegetation criterion because it passed the dominance test and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. One primary indicator (Oxidized Rhizospheres on Living Roots [C3]) and three secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], and Geomorphic Position [D2]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-21B-IN, this area was identified as Wetland 21.

Data Point 21B OUT (DP-21B-OUT) was taken up-slope and south from DP-21B-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 45%) and *Schedonorus arundinaceus* (tall false rye grass, FACU, 30%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-21B-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 21, which was determined based on changes in vegetation and topography.

Wetland 22

Wetland 22 is an emergent wetland that is approximately 0.062 acre in size. It is located within the roadside ditch along the northside of the Lloyd Expressway within the infield of the I-69 interchange (Appendix B, page 67). Wetland 22 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 22 is entirely contained within the roadside ditch and is hydrologically connected to Wetland 19 and Nurenbern Ditch via a culvert under the southbound I-69 to westbound Lloyd Expressway access ramp. Therefore, Wetland 22 is likely a water of the U.S.

The area associated with Data Point 22 IN (DP-22-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Typha sp.* (cattail, OBL, 50%) and *Cyperus echinatus* (globe flat sedge, FAC, 20%). This point met the hydrophytic vegetation criterion because it passed the dominance test and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Depleted Matrix (F3) indicator. Two primary indicators (Algal Mat or Crust [B4] and Oxidized Rhizospheres on Living Roots [C3]), and four secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-22-IN, this area was identified as Wetland 22.

Data Point 22 OUT (DP-22-OUT) was taken up-slope and south from DP-22-IN. The herbaceous stratum was dominated by *Plantago lanceolata* (English plantain, FACU, 40%) and *Melilotus officinalis* (yellow sweet-clover, FACU, 30%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-22-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 22, which was determined based on changes in vegetation and topography.

Wetland 23

Wetland 23 is an emergent wetland that is approximately 0.120 acre in size. It is located within the roadside ditch along the southside of the Lloyd Expressway within the infield of the I-69 interchange (Appendix B, page 67). Wetland 23 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 23 is entirely contained within the roadside ditch and is hydrologically connected to Wetland 21 and Nurenbern Ditch via a culvert under the eastbound Lloyd Expressway to southbound I-69 access ramp. Therefore, Wetland 23 is likely a water of the U.S.

The area associated with Data Point 23 IN (DP-23-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Cyperus esculentus* (chufa, FACW, 65%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Depleted Matrix (F3) indicator. One primary indicator (Algal Mat or Crust [B4]), and four secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test

[D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-23-IN, this area was identified as Wetland 23.

Data Point 23 OUT (DP-23-OUT) was taken up-slope and northwest from DP-23-IN. The herbaceous stratum was dominated by *Agrostis gigantea* (black bent, FACW, 50%) and *Juncus tenuis* (lesser poverty rush, FAC, 25%). This point met the hydrophytic vegetation criterion because it passed the dominance test. The soil profile did not meet the hydric soil criterion. Three secondary indicators (Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5] of wetland hydrology were observed. Since only two of the three wetland criteria were met at DP-23-OUT, this point was determined to be non-wetland. This data point helped establish the boundary of Wetland 23, which was determined based on changes in vegetation and topography.

NON-JURISDICTIONAL FEATURES:

Drainage Features

Nineteen roadside ditches (RSDs), totaling approximately 6,868 linear feet and one erosion feature (EF) totaling 328 linear feet within the study area, were investigated for potential water resources. The lengths of RSDs do not include the wetland lengths contained within the RSDs. Those that contained wetlands or UNTs were discussed earlier in this report. The remaining sections of the RSDs and the EF lacked either an OHWM or wetland characteristics. Therefore, they were considered to be non-jurisdictional features.

RSD-1 is located along the northside of the Lloyd Expressway between Vann Avenue and Stockwell Road. It captures surface water between the Lloyd Expressway and Division Street. It runs west to east for approximately 1,224 linear feet. Wetland 1 is located in the central portion of RSD-1.

RSD-2 is located along the northside of Division Street and west of Stockwell Road. It runs west to east for approximately 565 linear feet. Wetland 2 and Wetland 5 are located at the upstream end of RSD-2.

RSD-3 is located along the southside of the Lloyd Expressway and east of Stockwell Road. It captures surface water between the Lloyd Expressway and John Street. It runs east to west for approximately 390 linear feet. Wetland 7 is located at the downstream end of RSD-3.

RSD-4 is located along the northside of the Lloyd Expressway and west of Brentwood Drive. It captures surface water between the Lloyd Expressway and Division Street. It runs east to west for approximately 51 linear feet.

RSD-5 is located along the southside of the Lloyd Expressway and east of Brentwood Drive. It runs east to west for approximately 325 linear feet. Wetland 8 is located at the downstream end of RSD-5.

RSD-6 is located along the northside of the Lloyd Expressway and east of Brentwood Drive. It runs west to east for approximately 53 linear feet. Stockfleith Ditch is located at the downstream end of RSD-6.

RSD-7 is located along the southside of the Lloyd Expressway and east of Brentwood Drive. It runs east to west for approximately 59 linear feet. Stockfleith Ditch is located at the downstream end of RSD-7.

RSD-8 is located along the northside of the Lloyd Expressway and west of Burkhardt Road. It runs east to west for approximately 261 linear feet. Wetland 9 is located at the downstream end of RSD-8.

RSD-9 is located along the southside of the Lloyd Expressway and west of Williamsburg Drive. It captures surface water between the Lloyd Expressway and the adjacent parking lot. It runs south to north for approximately 57 linear feet.

RSD-10 is located along the southside of the Lloyd Expressway and east of Williamsburg Drive. It captures surface water between the Lloyd Expressway and the adjacent parking lot. It runs south to north for approximately 73 linear feet.

RSD-11 is located along the southside of the Lloyd Expressway and east of Burkhardt Drive. It captures surface water between the Lloyd Expressway and the adjacent parking lot. It runs west to east for approximately 1,081 linear feet. Wetland 11 is located near the west end of RSD-11.

RSD-12 is located along the southside of the Lloyd Expressway and east of Burkhardt Drive. It captures surface water between the Lloyd Expressway and the adjacent undeveloped lot. It runs west to east for approximately 139 linear feet. Wetland 14 is located at the downstream end of RSD-12.

RSD-13 located along the northside of the Lloyd Expressway and east of Burkhardt Drive. It captures surface water between the Lloyd Expressway and Indiana Street. It runs west to east for approximately 525 linear feet. Wetland 13 is located at the upstream end of RSD-13.

RSD-14 is located along the westside of Cross Pointe Boulevard between the Lloyd Expressway and Eagle Crest Boulevard. It captures surface water between Cross Pointe Boulevard and the adjacent parking lot. It runs south to north for approximately 116 linear feet.

RSD-15 is located along the northside of the Lloyd Expressway and east of Cross Pointe Boulevard. It captures surface water from the Lloyd Expressway and runs west to east for approximately 253 linear feet. Wetland 17 is located at the upstream end of RSD-15, while Wetland 18 is located at the downstream end of RSD-15.

RSD-16 is located along the eastside of the southbound I-69 to westbound Lloyd Expressway access ramp. It captures surface water from the access ramp and runs northeast to southwest and southwest to northeast for approximately 544 linear feet. Wetland 22 is located within the central portion of RSD-16.

RSD-17 is located along the eastside of the eastbound Lloyd Expressway to southbound I-69 access ramp. It captures surface water from the access ramp and runs northwest to southeast for approximately 227 linear feet. Wetland 23 is located at the downstream end of RSD-17.

RSD-18 is located along the southside of the Lloyd Expressway within the infield of the I-69 interchange. It captures surface water from the Lloyd Expressway and runs east to west for approximately 125 linear feet. Wetland 23 is located at the downstream end of RSD-18.

RSD-19 is located along the westside of the eastbound Lloyd Expressway to southbound I-69 access ramp. It captures surface water between the access ramp and Eagle Lake Drive and runs northwest to southeast for approximately 799 linear feet. Wetland 21 is located at the upstream end of RSD-19.

Erosion Feature (EF-1) is located along the northside of the Lloyd Expressway and east of Burkhardt Drive. It captures surface water between the Lloyd Expressway and the adjacent parking lot. It runs west to east for approximately 328 linear feet. Wetland 12 is located at the downstream end of EF-1.

Additional Data Points

Three additional data points were investigated within the study area due to their location within the roadside ditch or depression and the presence of hydrophytic vegetation or hydrology indicators. The sample area surrounding these data points was further investigated to confirm or deny the presence of hydrophytic vegetation, hydric soils, and/or wetland hydrology.

Upland Data Point 1 (UPL-1) was taken within the roadside ditch along the northside of the Lloyd Expressway and west of Wetland 12 (Appendix B, page 59). The herbaceous stratum was dominated by *Cyperus esculentus* (chufa, FACW, 50%). This point met the hydrophytic vegetation criterion because it passed the rapid test and dominance test. The soil profile did not meet the hydric soil criterion. Four secondary indicators (Surface Soil Cracks [B6], Crayfish Burrows [C8],

Geomorphic Position [D2], and FAC-Neutral Test [D5] of wetland hydrology were observed. Since only two of the three wetland criteria were met at UPL-1, this point was determined to be non-wetland.

Upland Data Point 2 (UPL-2) was taken within the flat roadside along the northside of the Lloyd Expressway and west of Crosspointe Boulevard (Appendix B, page 61). The herbaceous stratum was dominated by *Echinochloa crus-galli* (large barnyard grass, FACW, 60%) and *Persicaria maculosa* (spotted lady's thumb, FACW, 25%). This point met the hydrophytic vegetation criterion because it passed the rapid test and dominance test. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. Only one secondary indicator (FAC-Neutral Test [D5] of wetland hydrology was observed. Since only two of the three wetland criteria were met at UPL-2, this point was determined to be non-wetland.

Upland Data Point 3 (UPL-3) was taken within a depresson along the northside of the Lloyd Expressway and west of Crosspointe Boulevard (Appendix B, page 61). No vegetation was obeserved within this dried mud depression. *Schedonorus arundinaceus* (tall false rye grass, 96%), *Cyperus acuminatus* (taper-tip sedge, 2%), and *Cyperus esculentus* (chufa, 2%) were observed around the boundary of the depression. This point did not meet the meet the hydrophytic vegetation criterion. No hydric soil indicators were observed. Two primary indicators (Algal Mat or Crust [B4] and Sparsely Vegetated Concave Surface [B8]) and two secondary indicators (Surface Soil Cracks [B6] and Crayfish Burrows [C8]) of hydrology was observed. Since only one of the three wetland criteria was met at UPL-3, this point was determined to be non-wetland.

IV. CONCLUSIONS

Based on the field investigations, the study area has features that are likely waters of the U.S. and waters of the State. Three likely jurisdictional streams (890 linear feet over 0.075 acre) were identified within the study area. A total of 23 likely jurisdictional wetlands totaling 2.042 acre were identified within the study area. Sixteen of the identified wetlands are likely waters of the U.S. totaling 1.637 acre, while seven of the identified wetlands is likely a water of the State totaling 0.405 acre. INDOT acknowledges that these seven wetlands are likely a water of the State. However, INDOT is requesting USACE take jurisdiction over it.

All jurisdictional waters of the U.S. are under the regulatory authority of USACE under Section 404 of the Clean Water Act. Every effort should be taken to avoid and minimize impacts to the resources outlined in this report. If impacts are necessary, then mitigation may be required. Impacts must be minimized before mitigation can be considered. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by USACE and IDEM. This report is our best judgement based on the guidelines set forth by USACE.

A Preliminary Jurisdictional Determination Form is attached to the end of this report (Appendix E, pages 1 to 4).

V. REFERENCES

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VI. ACKNOWLEDGEMENTS

This report has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgement in conformance with the 1987 Corps of Engineers Wetlands Delineation Manual, the appropriate regional supplement, the USACE Jurisdictional Determination Form Instructional Guidebook, and other appropriate agency guidelines.

6/22/2022

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Table 1: Mapped Soil Units within the Study Area

Nationally Listed Soils	Map Abbreviations	Hydric Range
Alford silt loam, 2 to 6 percent slopes, eroded	AlB2	Not Hydric (0%)
Alford silt loam, 6 to 12 percent slopes, severely eroded	AlC3	Not Hydric (0%)
Evansville silt loam	Ev	Hydric (100%)
Ginat silt loam	Gn	Predominantly Hydric (66-99%)
Henshaw silt loam	He	Predominantly Non-hydric (1-32%)
Iona silt loam, 0 to 2 percent slopes	IoA	Not Hydric (0%)
Muren silt loam, 0 to 2 percent slopes	MuA	Not Hydric (0%)
Patton silty clay loam	Pa	Hydric (100%)
Ragsdale silt loam	Ra	Hydric (100%)
Wheeling loam, 2 to 6 percent slopes, eroded	WhB2	Not Hydric (0%)

Table 2: Stream Summary Table

Water Feature Name	Photograph Number	Latitude/ Longitude	OHWM Width (feet)	OHWM Depth (inches)	Area (acre)	USGS Blue-Line (Y/N)	Riffles/ Pools (Y/N)	Substrate	Quality*	Likely Water of the US (Y/N)
Stockfleith Ditch	136, 137, 139, 153, 154	37.97691/ -87.47866	4	6	0.017	Y (Intermittent)	N/Y	Clay, Silt, Cobble	Poor	Y
UNT to Stockfleith Ditch	138, 140-142, 158	37.97684/ -87.47772	1.5	4	0.014	N (Ephemeral)	N/Y	Clay, Muck, Riprap	Poor	Y
Nurenbern Ditch	285, 287-289, 308-310	37.97634/ -87.45950	6.5	12	0.044	Y (Intermittent)	Y/Y	Silt, Gravel, Cobble	Poor	Y
Totals					0.075 acre					

*Quality was based on qualitative observations within and immediately adjacent to the study area.
** QHEI/HHEI scores were not provided because mitigation is not anticipated during permitting.

Table 3: Wetland Summary Table

Name	Photograph Number	Latitude/ Longitude	Wetland Type (Palustrine)	Area (acre)	Quality	Likely Water of the U.S. (Y/N)	Isolated (Y/N) and Class I, II or III
Wetland 1	31, 33-36, 39, 40	37.97692/ -87.50628	Emergent	0.099	Poor	N*	N
Wetland 2	38, 54, 56-59	37.97705/ -87.50529	Emergent	0.006	Poor	N*	N
Wetland 3	43-46, 48, 49	37.97654/ -87.50665	Emergent	0.026	Poor	N*	N
Wetland 4	52, 53, 92, 94-100, 103	37.97647/ -87.50430	Emergent	0.097	Poor	N*	N
Wetland 5	59-62, 64	37.97705/ -87.50480	Emergent	0.010	Poor	N*	N
Wetland 6	82-87	37.97742/ -87.50197	Emergent	0.012	Poor	N*	N
Wetland 7	106, 108-114, 118-125	37.97638/ -87.50179	Emergent	0.155	Poor	N*	N
Wetland 8	145-150	37.97646/ -87.47989	Emergent	0.012	Poor	Y	N
Wetland 9	158-160, 162-165, 167	37.97685/ -87.47625	Emergent	0.053	Poor	Y	N
Wetland 10	183-186, 188, 189	37.97556/ -87.47429	Emergent	0.029	Poor	Y	N
Wetland 11	214-216, 218-220	37.97640/ -87.47285	Emergent	0.002	Poor	Y	N
Wetland 12	198, 199, 201-206	37.97688/ -87.47173	Emergent	0.049	Poor	Y	N
Wetland 13	209, 210, 212, 213, 224-226	37.97690/ -87.46950	Emergent	0.034	Poor	Y	N
Wetland 14	233-236, 238-240	37.97648/ -87.46735	Emergent	0.097	Poor	Y	N

Table 3: Wetland Summary Table (continued)

Name	Photograph Number	Latitude/ Longitude	Wetland Type (Palustrine)	Area (acre)	Quality	Likely Water of the U.S. (Y/N)	Isolated (Y/N) and Class I, II or III
Wetland 15	246, 248-251, 253	37.97695/ -87.46318	Emergent	0.015	Poor	Y	N
Wetland 16	257-261, 263-265	37.97646/ -87.46347	Emergent	0.114	Poor	Y	N
Wetland 17	275, 276, 278-280	37.97699/ -87.46165	Emergent	0.069	Poor	Y	N
Wetland 18	282, 283, 285, 286, 289	37.97706/ -87.45972	Emergent	0.027	Poor	Y	N
Wetland 19	290, 311-315, 317-323, 325, 326, 347-349, 351-353, 361-363	37.97743/ -87.45661	Emergent	0.309	Poor	Y	N
Wetland 20	295-302, 304-308, 310	37.97647/ -87.46102	Emergent	0.390	Poor	Y	N
Wetland 21	308, 329-333, 335-342, 344, 378-380	37.97643/ -87.45720	Emergent	0.255	Poor	Y	N
Wetland 22	366-371, 373-375	37.97735/ -87.45458	Emergent	0.062	Poor	Y	N
Wetland 23	381, 383-389	37.97644/ -87.45409	Emergent	0.120	Poor	Y	N
Totals				**2.042 ac.**			

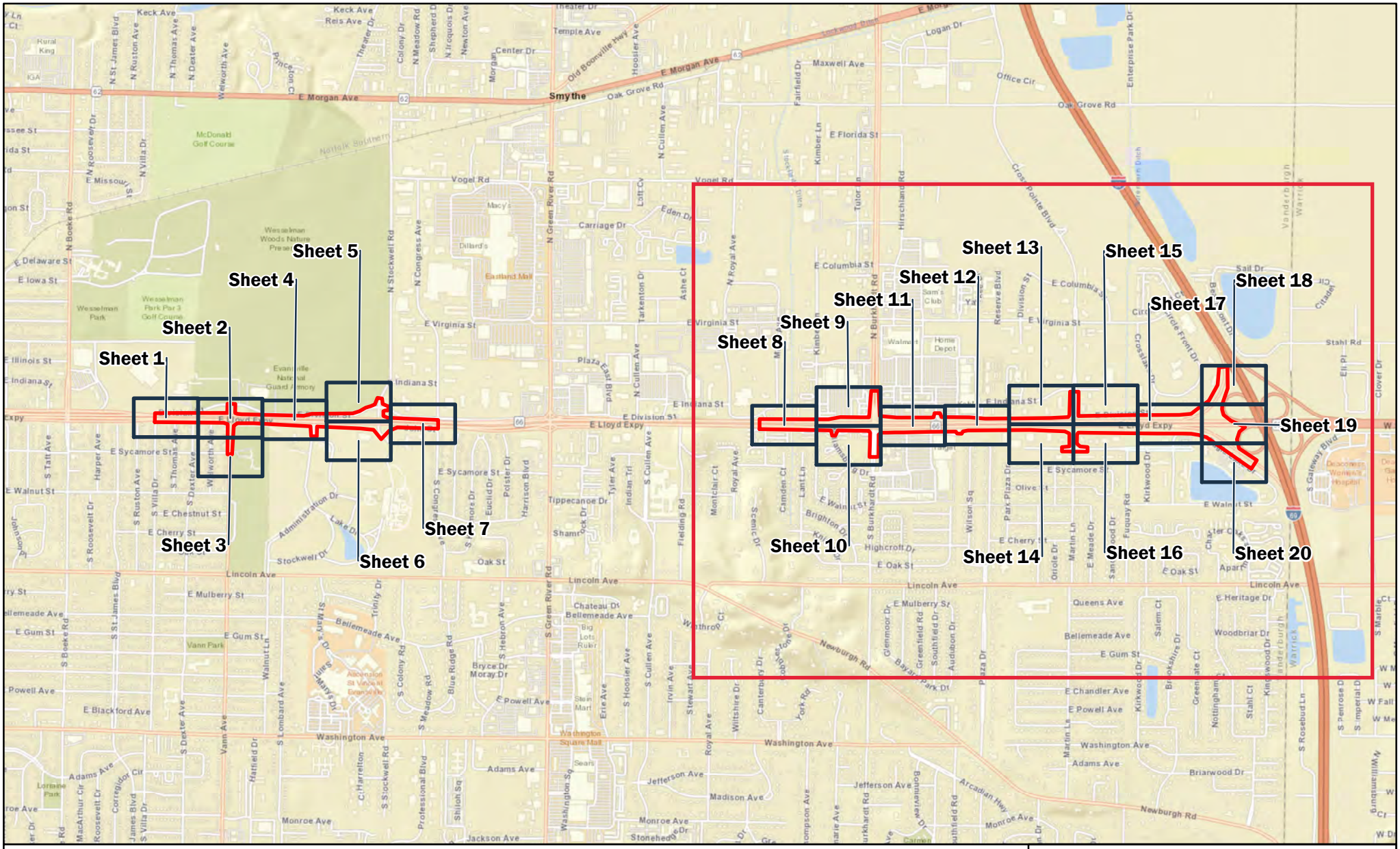
*This wetland is likely not a water of the U.S. per field observations. However, INDOT requests that the USACE takes jurisdiction over this wetland.

Table 4: Data Point Summary Table

Data Point Name	Hydrophytic Vegetation (Y/N)	Hydric Soils (Y/N)	Wetland Hydrology (Y/N)	Wetland (Y/N)
DP-1-IN	Y	Y	Y	Y, Wetland 1
DP-1-OUT	N	N	Y	N
DP-2-IN	Y	Y	Y	Y, Wetland 2
DP-2-OUT	N	N	N	N
DP-3-IN	Y	Y	Y	Y, Wetland 3
DP-3-OUT	N	N	N	N
DP-4A-IN	Y	Y	Y	Y, Wetland 4
DP-4A-OUT	N	N	N	N
DP-4B-IN	Y	Y	Y	Y, Wetland 4
DP-4B-OUT	N	N	N	N
DP-5-IN	Y	Y	Y	Y, Wetland 5
DP-5-OUT	N	N	N	N
DP-6-IN	Y	Y	Y	Y, Wetland 6
DP-6-OUT	N	N	N	N
DP-7A-IN	Y	Y	Y	Y, Wetland 7
DP-7A-OUT	N	N	N	N
DP-7B-IN	Y	Y	Y	Y, Wetland 7
DP-7B-OUT	Y	N	Y	N
DP-8-IN	Y	Y	Y	Y, Wetland 8
DP-8-OUT	N	N	N	N
DP-9-IN	Y	Y	Y	Y, Wetland 9
DP-9-OUT	N	N	N	N
DP-10-IN	Y	Y	Y	Y, Wetland 10
DP-10-OUT	Y	N	N	N
DP-11-IN	Y	Y	Y	Y, Wetland 11
DP-11-OUT	N	N	N	N
DP-12-IN	Y	Y	Y	Y, Wetland 12
DP-12-OUT	N	N	N	N
DP-13-IN	Y	Y	Y	Y, Wetland 13
DP-13-OUT	N	N	N	N
DP-14-IN	Y	Y	Y	Y, Wetland 14
DP-14-OUT	N	N	N	N
DP-15-IN	Y	Y	Y	Y, Wetland 15
DP-15-OUT	Y	N	N	N
DP-16-IN	Y	Y	Y	Y, Wetland 16
DP-16-OUT	N	N	N	N
DP-17-IN	Y	Y	Y	Y, Wetland 17

Table 4: Data Point Summary Table (continued)

Data Point Name	Hydrophytic Vegetation (Y/N)	Hydric Soils (Y/N)	Wetland Hydrology (Y/N)	Wetland (Y/N)
DP-17-OUT	N	N	N	N
DP-18-IN	Y	Y	Y	Y, Wetland 18
DP-18-OUT	N	N	N	N
DP-19A-IN	Y	Y	Y	Y, Wetland 19
DP-19A-OUT	N	N	N	N
DP-19B-IN	Y	Y	Y	Y, Wetland 19
DP-19B-OUT	N	N	N	N
DP-19C-IN	Y	Y	Y	Y, Wetland 19
DP-19C-OUT	N	N	N	N
DP-20-IN	Y	Y	Y	Y, Wetland 20
DP-20-OUT	N	N	N	N
DP-21A-IN	Y	Y	Y	Y, Wetland 21
DP-21A-OUT	N	N	N	N
DP-21B-IN	Y	Y	Y	Y, Wetland 21
DP-21B-OUT	N	N	N	N
DP-22-IN	Y	Y	Y	Y, Wetland 22
DP-22-OUT	N	N	N	N
DP-23-IN	Y	Y	Y	Y, Wetland 23
DP-23-OUT	Y	N	Y	N
UPL-1	Y	N	Y	N
UPL-2	Y	Y	N	N
UPL-3	N	N	Y	N


Sheet 1
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Sheet 18
Sheet 19
Sheet 20
Smythe
E Morgan Ave
E Lloyd Expy
E Indiana St
E Virginia St
E Columbia St
E Division St
E Sycamore St
E Walnut St
E Cherry St
E Oak St
Lincoln Ave
E Mulberry St
E Gum St
E Powell Ave
Washington Ave
Adams Ave
Monroe Ave
Jefferson Ave
Madison Ave
Jackson Ave
Newburgh Rd
Oak Grove Rd
Vogel Rd
Eastland Mall
Washington Square Mall
Study Area
Index Sheet
0 1,000 2,000
Feet
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Lloyd Expressway
Corridor Improvement Project
Vanderburgh County, Indiana
Index
Des. 1900308 (Lead)
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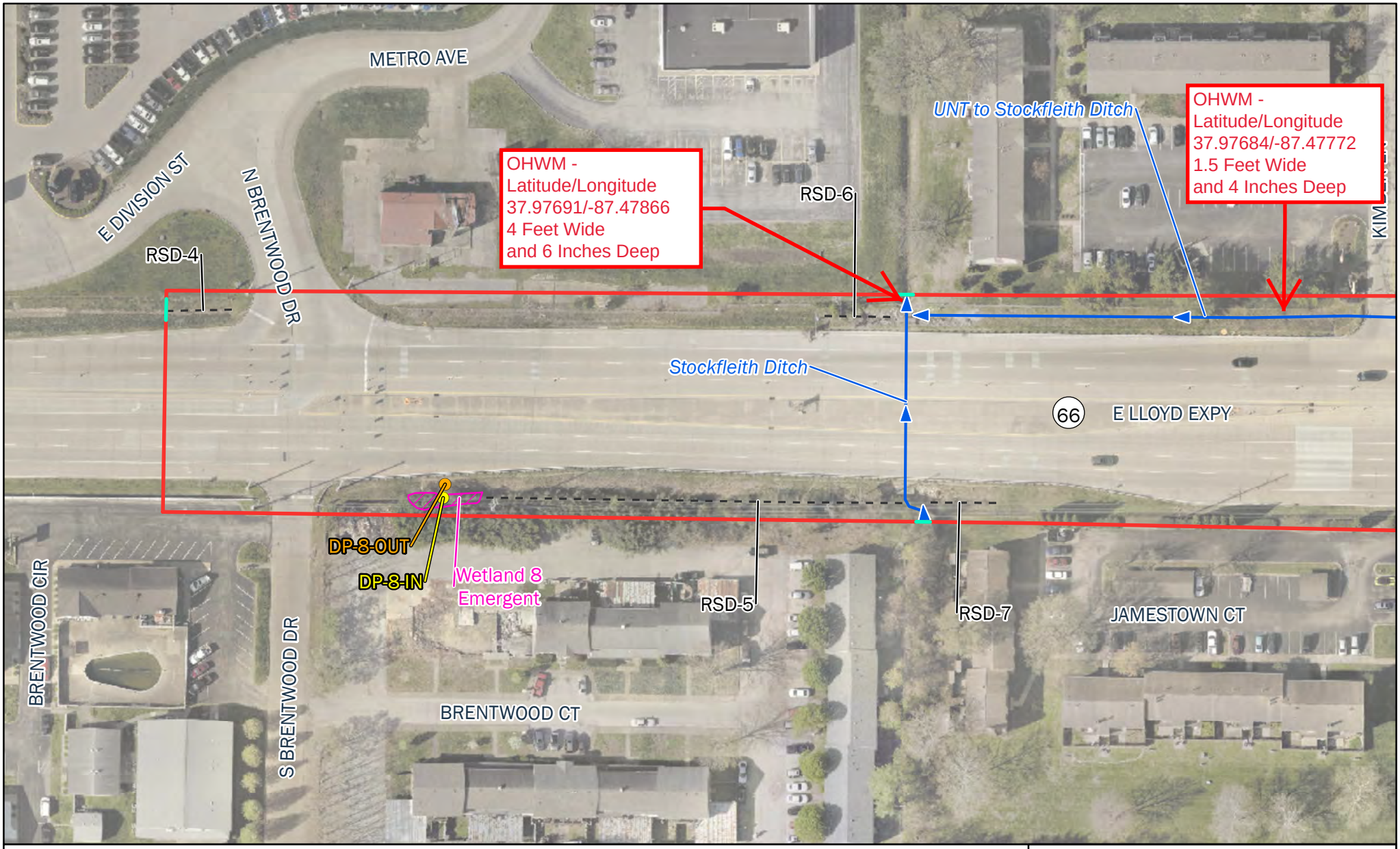
PARSONS
Created by: KDV



Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch (RSD)
Erosion Feature (EF)
Feature Extends Off-Site

0 50 100
Feet

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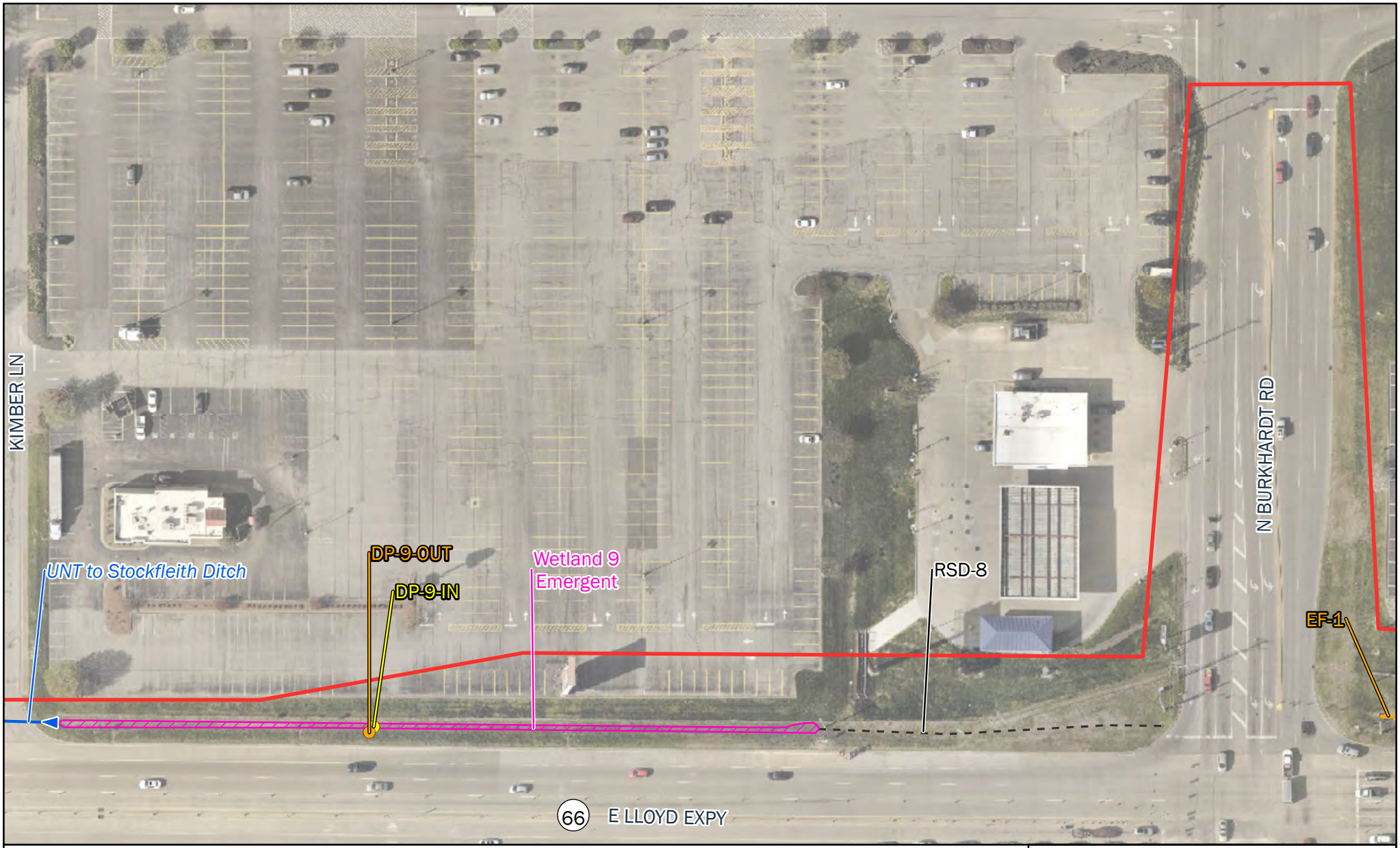

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0 50 100
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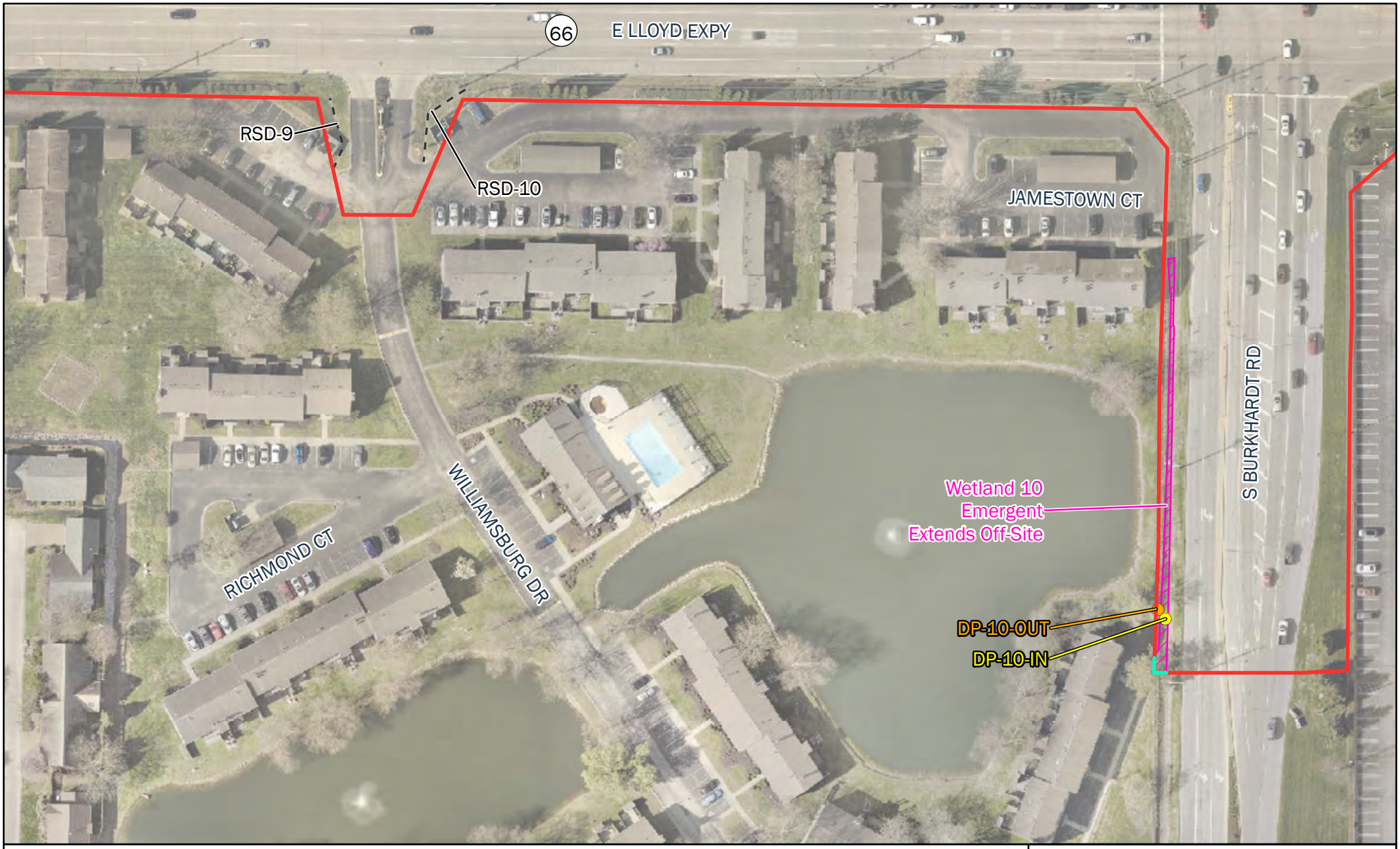

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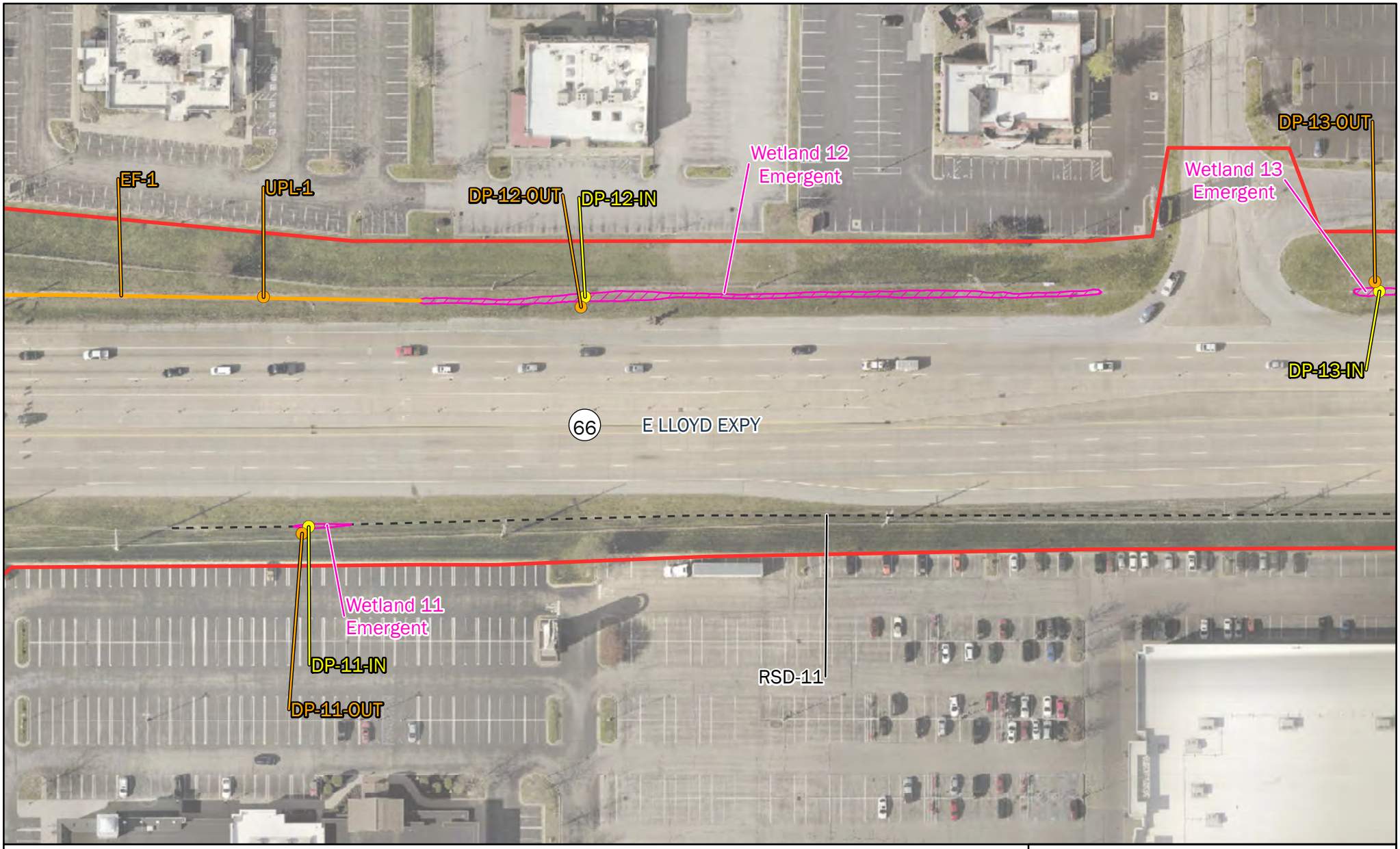

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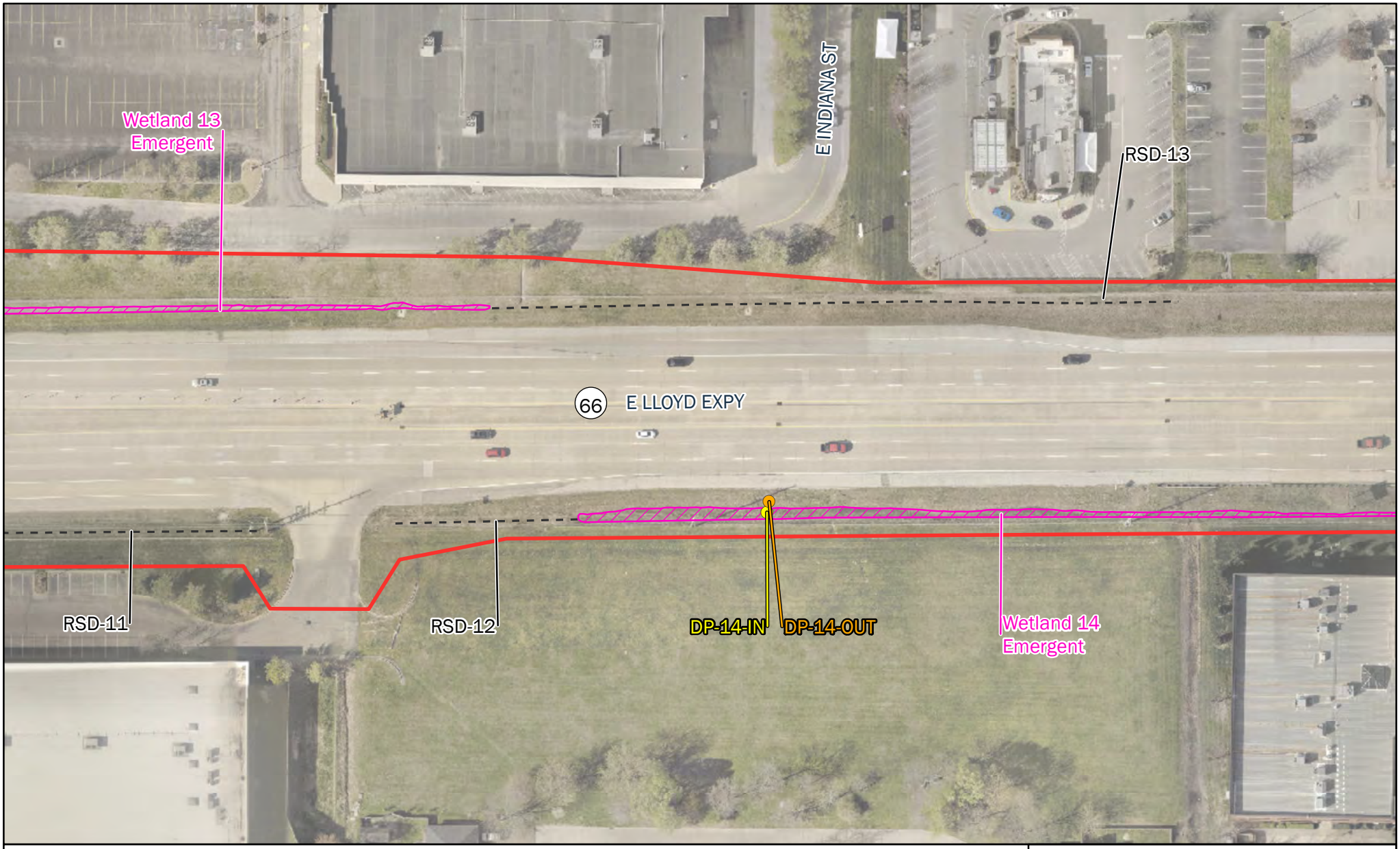

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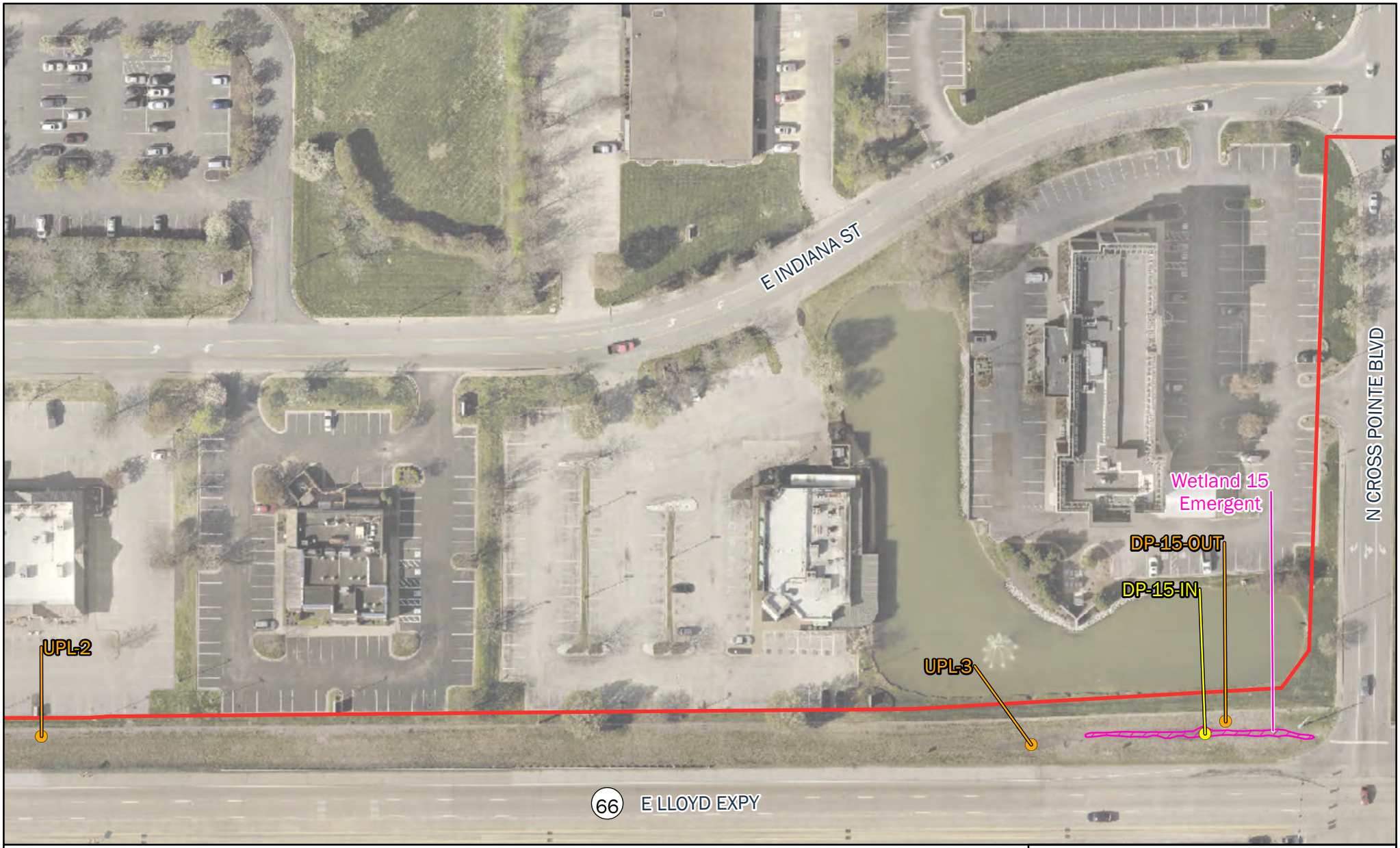

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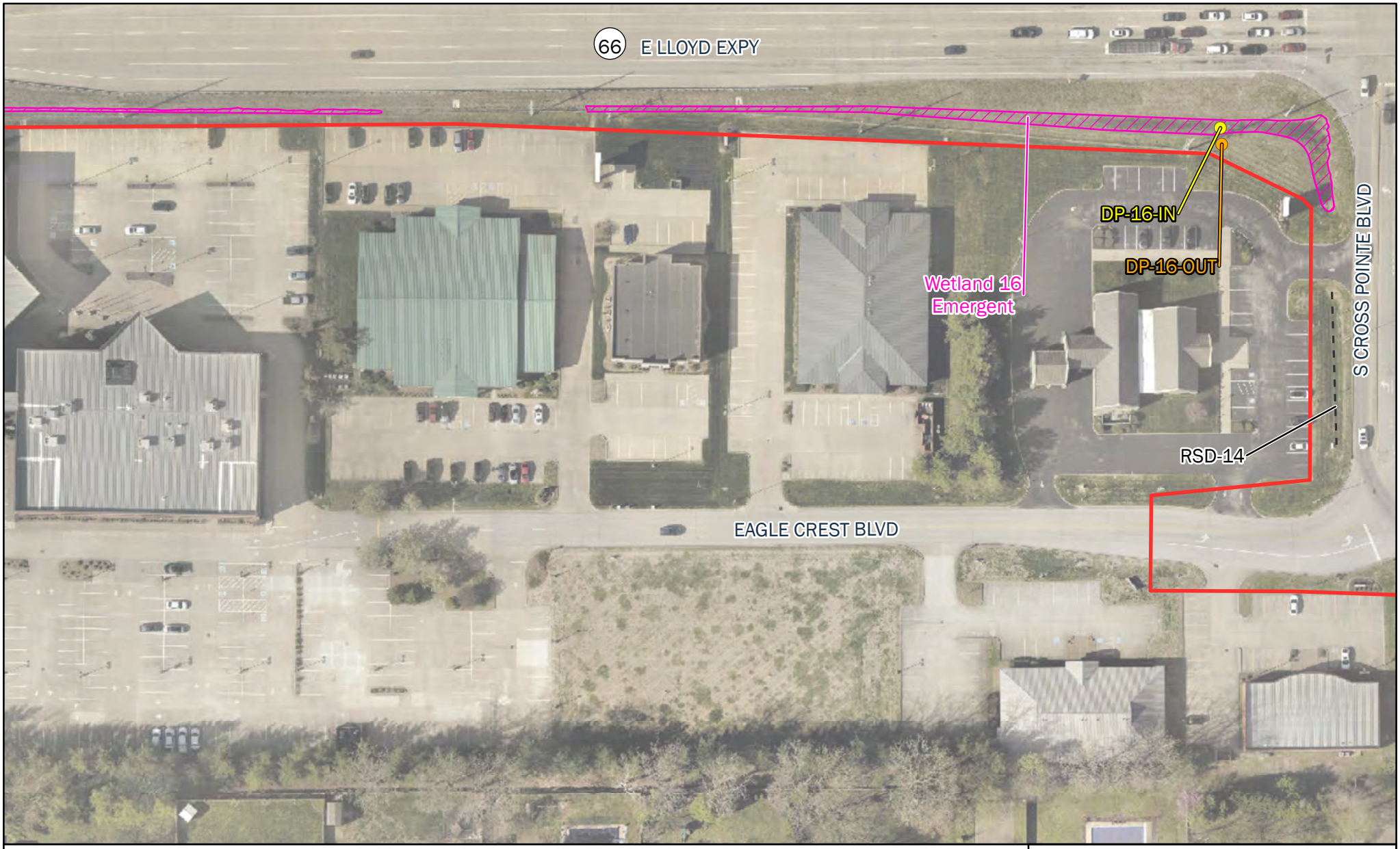

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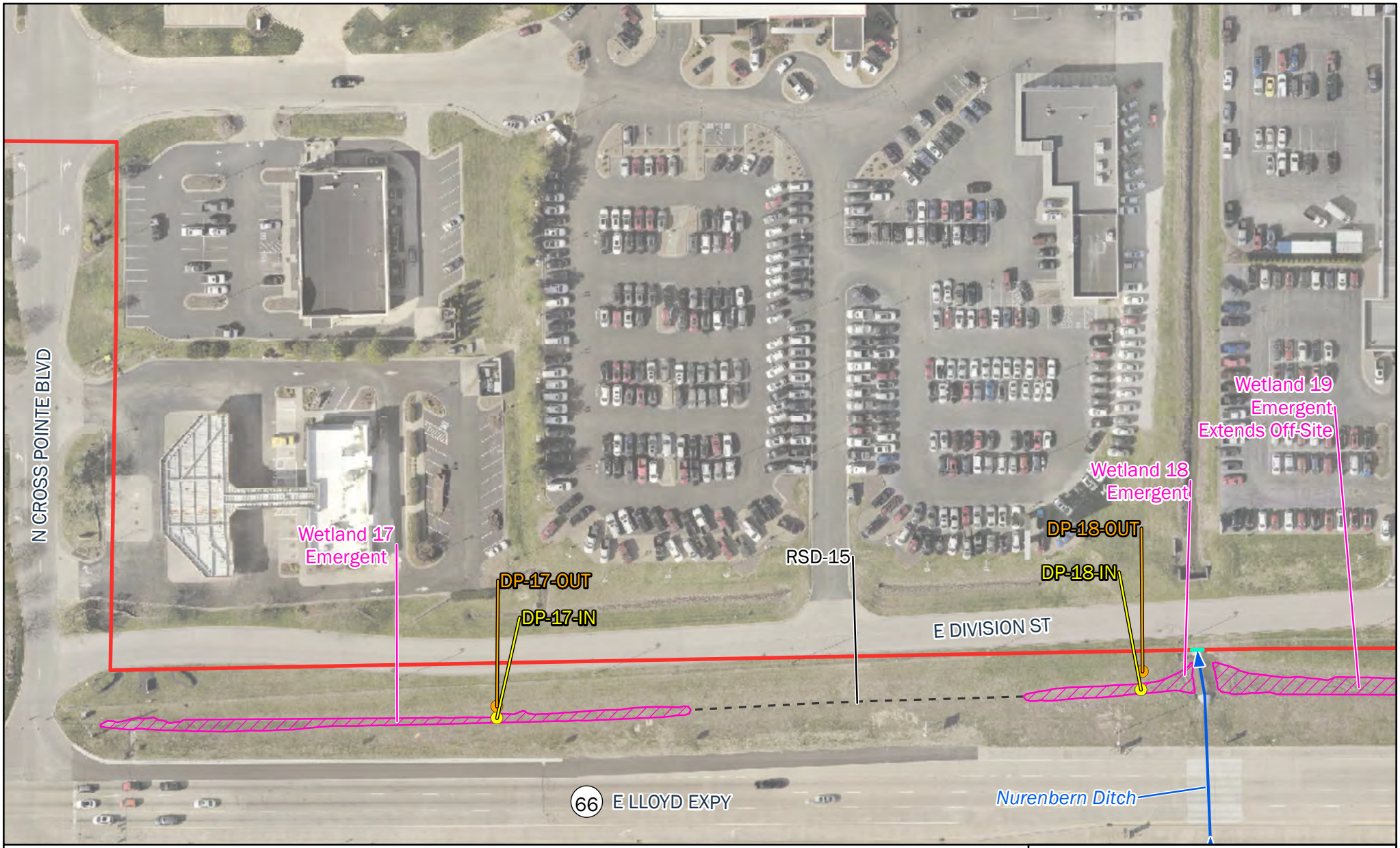

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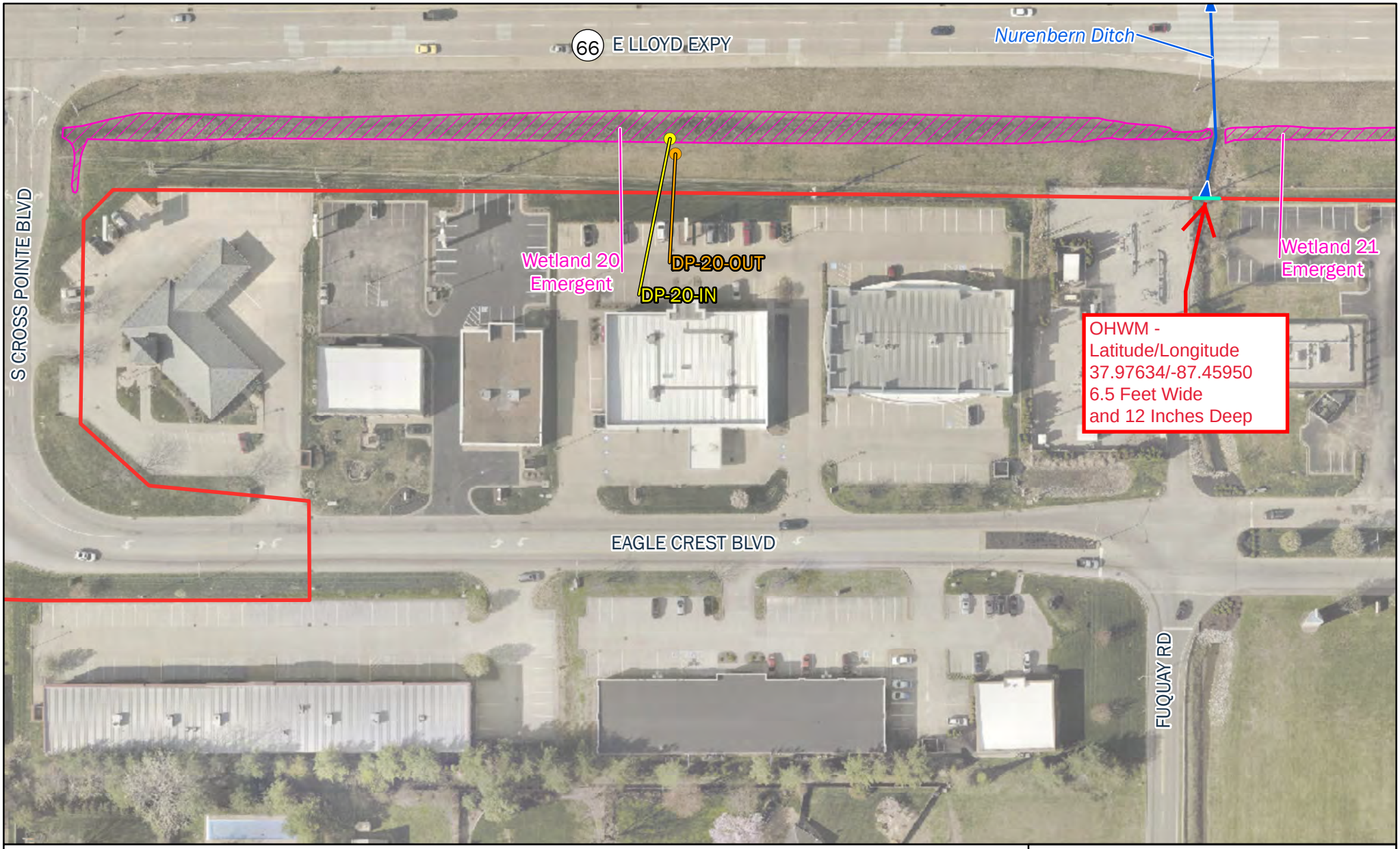

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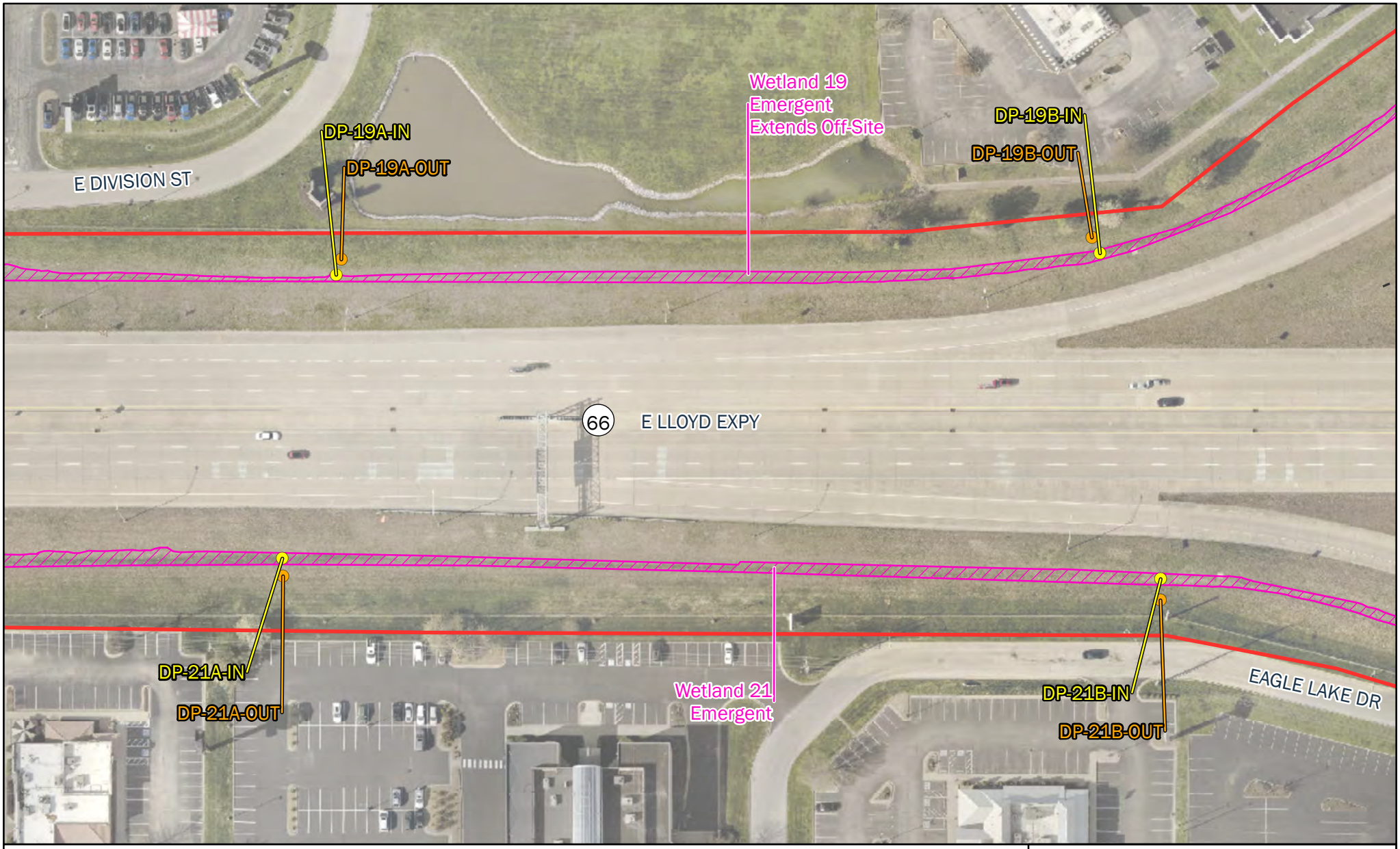

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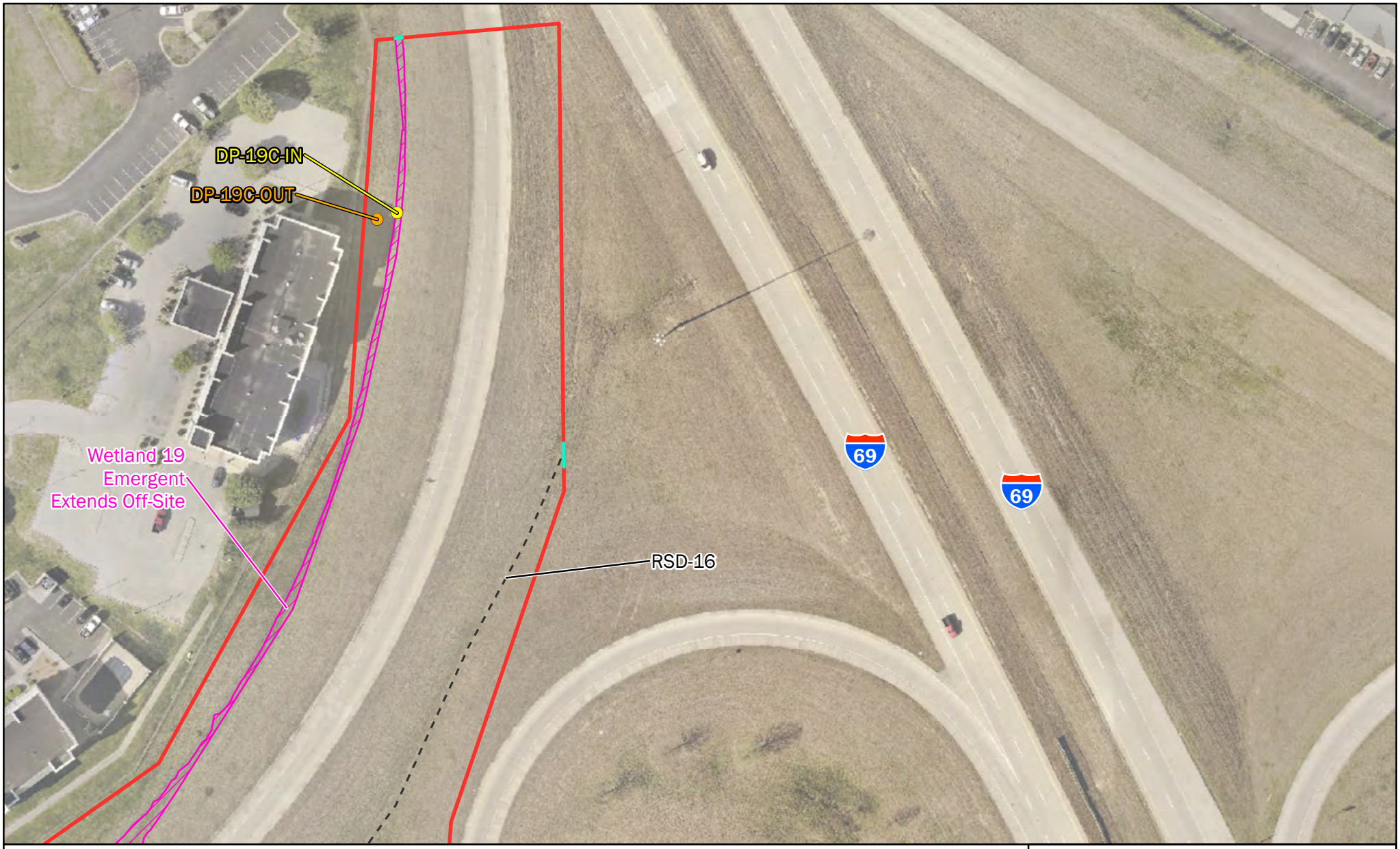

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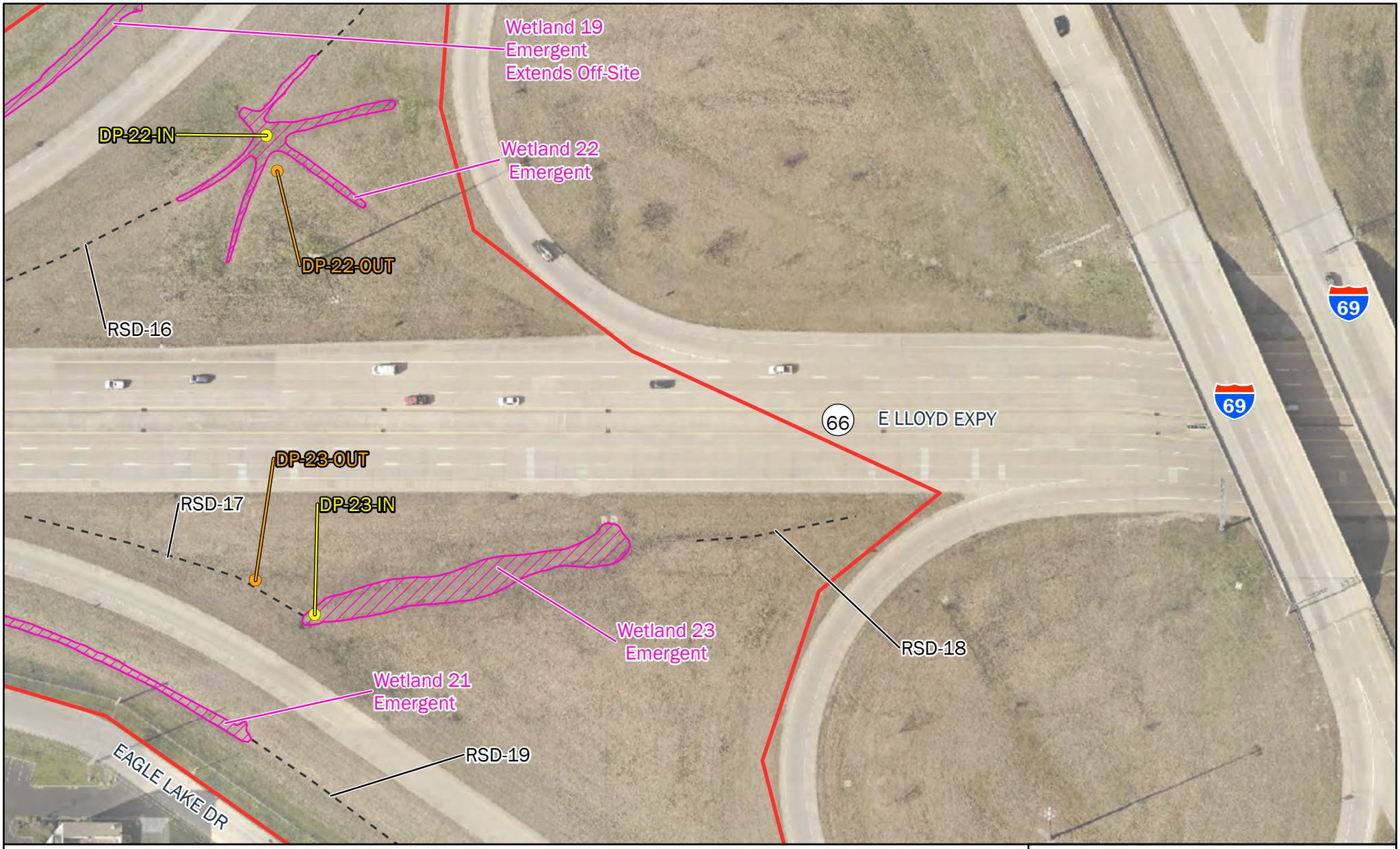

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Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: February 1, 2022

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Gregory R. Moushon (Parsons), 101 West Ohio Street, Suite 2121, Indianapolis, IN 46204

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

INDOT, in cooperation with the Federal Highway Administration (FHWA), proposes a corridor improvement project along SR 66/Lloyd Expressway (Lloyd Expressway) in the City of Evansville, Vanderburgh County, Indiana, also known as the "Lloyd 4 U" project. The bundled corridor improvement project includes a road reconstruction project (Lead Des. No. 1900308), seven intersection improvement projects (Des. Nos. 2000187, 1900263, 1900264, 1900268, 2000217, 1900292, and 1900317), and three bridge replacements (Des. Nos. 1600060, 1602258, 1500041). This document includes improvements at Lloyd Expressway at Vann Avenue (Des.1900268), Stockwell Road (Des. 2000217), Burkhardt Road (Des. 1900292), and Cross Pointe Boulevard (Des.1900317). This project is located in Sections 22, 23, 26, and 27 of Township 6 South, Range 10 West, in the City of Evansville, Vanderburgh County. It is shown on the Evansville South and Newburgh, Indiana United States Geological Survey (USGS) topographical 7.5 minute quadrangle maps.

The recommended alternative at Lloyd Expressway and Vann Avenue would convert the existing signalized intersection to a right-in/right-out (RIRO) intersection. This would eliminate left-turns and NB/SB through traffic through this intersection. The recommended alternative for Lloyd Expressway and Stockwell Road would convert the traditional signalized intersection to a hybrid Displaced Left-Turn (DLT) intersection that includes both a displaced left-turn and a boulevard left-turn. This would maintain all existing movements through the intersection. The recommended alternative at the intersection of Lloyd Expressway and Burkhardt Road would convert the traditional signalized intersection to a DLT intersection with bypass right-turn lanes. This would maintain all existing movements through the intersection. The recommended alternative for Lloyd Expressway and Cross Pointe Boulevard would convert the traditional signalized intersection to a DLT intersection with bypass right-turn lanes. This would maintain all existing movements through the intersection.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: IN County/parish/borough: Vanderburgh City: Evansville

Center coordinates of site (lat/long in degree decimal format):

Lat.: 37.97673 (east portion); 37.97674 (west portion) Long.: -87.46430 (east portion); -87.50664 (west portion)

Universal Transverse Mercator: NAD 1983 16S, 455509.96 E, 4203366.72 N

Name of nearest waterbody: Stockfleith Ditch

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Wetland 1	37.97692 N	87.50628 W	0.099 ac.	Wetland	Section 404
Wetland 2	37.97705 N	87.50529 W	0.006 ac.	Wetland	Section 404
Wetland 3	37.97654 N	87.50665 W	0.026 ac.	Wetland	Section 404
Wetland 4	37.97647 N	87.50430 W	0.097 ac.	Wetland	Section 404
Wetland 5	37.97705 N	87.50480 W	0.010 ac.	Wetland	Section 404
Wetland 6	37.97742 N	87.50197 W	0.012 ac.	Wetland	Section 404
Wetland 7	37.97638 N	87.50179 W	0.155 ac.	Wetland	Section 404
Wetland 8	37.97646 N	87.47989 W	0.012 ac.	Wetland	Section 404
Wetland 9	37.97685 N	87.47625 W	0.053 ac.	Wetland	Section 404
Wetland 10	37.97556 N	87.47429 W	0.029 ac.	Wetland	Section 404
Wetland 11	37.97640 N	87.47285 W	0.002 ac.	Wetland	Section 404
Wetland 12	37.97688 N	87.47173 W	0.049 ac.	Wetland	Section 404
Wetland 13	37.97690 N	87.46950 W	0.034 ac.	Wetland	Section 404
Wetland 14	37.97648 N	87.46735 W	0.097 ac.	Wetland	Section 404
Wetland 15	37.97695 N	87.46318 W	0.015 ac.	Wetland	Section 404
Wetland 16	37.97646 N	87.46347 W	0.114 ac.	Wetland	Section 404
Wetland 17	37.97699 N	87.46165 W	0.069 ac.	Wetland	Section 404
Wetland 18	37.97706 N	87.45972 W	0.027 ac.	Wetland	Section 404
Wetland 19	37.97743 N	87.45661 W	0.309 ac.	Wetland	Section 404
Wetland 20	37.97647 N	87.46102 W	0.390 ac.	Wetland	Section 404
Wetland 21	37.97643 N	87.45720 W	0.255 ac.	Wetland	Section 404
Wetland 22	37.97735 N	87.45458 W	0.062 ac.	Wetland	Section 404
Wetland 23	37.97644 N	87.45409 W	0.120 ac.	Wetland	Section 404
Stockfleith Ditch	37.97691 N	87.47866 W	181 l.f. (0.017 ac.)	Non-Wetland	Section 404
UNT to Stockfleith Ditch	37.97684 N	87.47772 W	411 l.f. (0.014 ac.)	Non-Wetland	Section 404
Nurenbern Ditch	37.97634 N	87.45950 W	298 l.f. (0.044 ac.)	Non-Wetland	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there *"may be"* waters of the U.S. and/or that there *"may be"* navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: All attached mapping prepared by Parsons.
- [ ] Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - [ ] Office concurs with data sheets/delineation report.
  - [ ] Office does not concur with data sheets/delineation report. Rationale: _____.
- [ ] Data sheets prepared by the Corps: _____.
- [ ] Corps navigable waters' study: _____.
- [x] U.S. Geological Survey Hydrologic Atlas: GIS Database, Indiana Map.
  - [x] USGS NHD data.
  - [x] USGS 8 and 12 digit HUC maps.
- [x] U.S. Geological Survey map(s). Cite scale & quad name: 7.5-min., Evansville South and Newburgh Quadrangle.
- [x] Natural Resources Conservation Service Soil Survey. Citation: Vanderburgh County, 1976.
- [x] National wetlands inventory map(s). Cite name: USFWS NWI GIS Database.
- [ ] State/local wetland inventory map(s): _____.
- [ ] FEMA/FIRM maps: _____.
- [ ] 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- [x] Photographs: [x] Aerial (Name & Date): Orthos 2020.
  or [x] Other (Name & Date): Site Photos (June 15-18, 2021).
- [ ] Previous determination(s). File no. and date of response letter: _____.
- [ ] Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

_____	Cayleigh Monahan 2/1/2022
Signature and date of Regulatory staff member completing PJD	Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

[1] Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.