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

Road	No./County:	Goyer Road /	Howard	
Desig	nation Number(s):	2201070		
Project Descr	ct ription/Termini:	Road Improve	ement Project/ Goyer Road f	rom Boulevard Street to Markland Avenue
	I			
X	Categorical Exclusion	, Level 2 – Red	quired Signatories: INDOT D	E and/or INDOT ESD
	Categorical Exclusion	, Level 3 – Red	quired Signatories: INDOT E	SD
	Categorical Exclusion	, Level 4 – Red	quired Signatories: INDOT E	SD and FHWA
	Environmental Assess	sment (EA) - R	Required Signatories: INDOT	ESD and FHWA
	Additional Investigation environmental documer authority	on (AI) – The pr nt. Required Sig	roposed action included a degratories must include the a	esign change from the original approved ppropriate environmental approval
Approv		Γ DE Signature ar	nd Date	INDOT ESD Signature and Date
	FHV	VA Signature and	Date	
Releas	se for Public Involven	nent	N/A	
			INDOT DE Initials and Date	INDOT ESD Initials and Date
Certific	cation of Public Invol	vement	INDOT Consu	Itant Services Signature and Date
INDOT F	DE/ESD Reviewer Signature	and Date:	INDOT COISE	mant outrious olynature and bate
INDOIL	PELEOD REVIEWEI SIGNALUR	anu Dale.		
Name ar	nd Organization of CE/EA F	Preparer:	Josh Iddings, American Struc	eturepoint, Inc.

		In	aiana Depai	tment of Tran	sportation		
County	Howard		Route	Goyer Road	Des	. No.	2201070
	to the most of of this form.	current INDOT CE	Manual, guidan	ce language, and o	ther ESD resources	for furt	her guidance regarding
			Part I – P	<u>ublic Involv</u>	<u>ement</u>		
					rly and continuous o		nities throughout the losed action.
					Ye	es	No
	oes the projec No, then:	t have a historic b	ridge processed	under the Historic E	Bridges PA*?		X
	Opportunity for	or a Public Hearin	g Required?		<u> </u>	(
	aring is require O, and the A0		oridges processe	d under the Historic	Bridges Programma	atic Ag	reement between INDOT,
				ers to affected prop .) have occurred fo	erty owners and resi	idents	(i.e. notice of entry),
notifying the sample converse was received. G. G-3). It widening Natural Natur	hem about the py of the Notived on Augus Natural Nails Goyer Road rails was adde of the Notives from the G-11). The purite presentatives from the presentativer posted on the comments	the project and that ce of Survey letter to 11, 2023 by Ame expressed concernext to their busing to the project's reting was held or okomo, Indiana 48), and mailed to the project team we project team we prose of the public mat of the meeting ion to view project line at https://www.swere received in	t individuals response are included in crican Structure point with the road dess, however, the mailing list and are many 22, 2024 and 16901. A notice of the adjacent propere present at the crinformation meets information meets and for the graphics and to comment per the	Appendix G, G-1 and su Appendix G, G-1 and point, Inc. in response widening and the late business drivewattended the public in at 6pm Eastern State of public meeting words, include meeting, and 10 meeting was to offer all it in at short present to interact with the public.com/goyer and tiod from May 14, 20 index from May 14, 20 in the public of the may 14, 20 in the following was to offer all its interact with the public.com/goyer and the following was to offer all its interact with the public.com/goyer and the following was to offer and the following was to offer all its interact with the public.com/goyer and the following was to offer all its interact with the public com/goyer and the following was to offer all its interact with the public com/goyer and the following was to offer all its interact with the public in the following was to offer all its interact with the public in the following was to offer all its interact with the public in the following was to offer all its interact with the public in the following was to offer all its interact with the public in the following was to offer all its interact with the public in the following was to offer all its interact with the public in the following was to offer all its interact with the public in the following was to offer all its interact with the public in the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was to offer all its interaction was the following was the following was the following	arveying and field ac and G-2. A phone call the to the Notice of Sur- pusiness losing park ay will be reconstruc- information meeting. Indard Time (EST) at was published in the ling local emergency embers of the public interested persons at ation and an informa- project team. Addition comments could als	ctivities from a rvey le king speted utile the Ce Koko service signer noppo al operanally, so be signered. Publi	I 17, 2023 and August 7, 2025 may be seen in the area. I local business, Natural Nail tters being sent out (Appendiaces. The project will not business at City Hamo Tribune on May 9, 2025 doin for the meeting (Appendiation of the meeting (Appendiation) to review and comment house session immediate the meeting presentation are ubmitted through that websitic comments received focuseersonal property maintenance.
and impar private pro- responsib (cityofkok) sidewalk of and he will project. Co	cts, where peoperty is the role of the common orgen commons or the common orgen or the common organization or the common organization or the common organization or the common organization or the common or t	destrian crosswal esponsibility of the aining the right-cavid Brinkley (a pad djacent to his propone week prior to e considered and	ks should be loce property owner of-way, including roperty owner at perty and impact any work commincorporated into	ated, and drainage Under City of Kok areas between 1441 Stafford Driv s to his trees and in encing adjacent to the project as appro	concerns (Appendix tomo Ordinance 95.0 the roadway and re) had several que- rigation system. Coo his property. A firm opriate. Information p	x G, G O1 (G) the s stions ordination commission	-25 to G-38). Maintenance adjacent property owners a idewalk (Code Enforceme and concerns about the neon occurred with Mr. Brinkle tment has been added to thing to the May 22, 2024 published in Appendix G, G-4 to 0
Developm comments	e <i>nt Public Inv</i> and/or reque	<i>volvement Proced</i> est a public hearin	<i>lures Manual</i> whi ng. Therefore, a l	ch requires the pro egal notice will app	ject sponsor to offer	r the partion c	ansportation (INDOT) Proje ublic an opportunity to submontingent upon the release ments are fulfilled.
Duklia 4)	F		- · · · · · · · · · · · · · · · · · · ·			
iscuss publ	ic controversy	sy on Enviro / concerning comi			cts, including what is	s being	done during the project to
At this tim		substantial public	controversy con	cerning impacts to	the community or to	natura	l resources.
This is	page 2 of 26	Project name:	Goyer Road	Improvement Proje	ct	Date:	December 13, 2024

County	Howard	Route	Goyer Road	Des. No.	2201070	
<u>Part</u>	<u>: II - General Pro</u>	<u>ject Identificat</u>	tion, Descripti	on, and Desi	gn Infor	<u>mation</u>
Sponsor of	of the Project:	City of Kokomo		INDO	OT District:	Greenfield
Local Nar	ne of the Facility:	Goyer Road				
Fu	unding Source (<i>mark all th</i>	nat apply): Feder	al X State	Local X Other	er*	
*If	other is selected, please	identify the funding sou	rce: N/A			
PURPO	SE AND NEED:					
	ould describe the specific bjective of the project. Ti					should describe
Need The need	for this project is evidence	ed by the number of rea	ır-end crashes resultinç			empting to turn lef
	oyer Road, and the lack o	•	, ,			
southbou business two apar	oject area from Boulevard nd. Currently, there are and drives, residential drivewa tment complexes (appro	oproximately 65 access pays, and parking lots. Of ximately 24 buildings),	points along this portion the 65 access points in four housing addition	of Goyer Road at inte this section of Goyer	ersecting roa Road, there	dways, churches are two churches
	houses, and approximate	•				
a comme corridor, rin opposition adjacent Road resifial to wait Goyer Road resimilaries. E (50%) we failure to	e access points (Saratoga rcial drive/South Foster Dresulting in relatively freeng traffic, which is free flow roadways, businesses, and ults in increased risk of rest for an adequate gap in soad from Boulevard Strees assed on the crash data is the reported to be right and yield (to oncoming traffic of the contraction).	rive) have dedicated left flowing traffic. This resul wing, before they attemped residences. The vehicar-end collisions. There traffic or fail to yield to the to Markland Avenue, at can be assumed, four engle or left turn crashes or vehicles with the right.	turn lanes. Additionally ts in traffic queue as very left turn movements followed at left turn movements followed at left turn is also an increased risplant at left turn and total of 16 crashes had crashes resulted in readurable. These types of crash-of-way) and disregard	A, there are no stop-or chicles must block the rom the northbound a s and the subsequent k in right angle accide right-of-way. Based o ave occurred which ir r-end accidents (25% es correspond to rep signal/regulatory sign	ontrolled acc travel lane and southbouvehicles que ents for turni n 2016 to 20 acludes four b). An additional orted priman (stop signs)	teess points on this and wait for a gap and travel lanes to be using along Goyeng vehicles if they 20 crash data for crashes involving and eight crashes by factors such as (Appendix I, I-9)
waiting to	he type of reported crashe turn left, failing to wait for ppropriate right-of-way be	r adequate gaps in oppo	sing traffic to make turr			
roadway anticipate	dential development (curi traffic. According to the ed in the projected design een in the top right-hand c	current traffic data (20) year (2046) approximate	26), approximately 6,7 ly 8,200 vehicles per da	00 vehicles per day	are using (Goyer Road. It is
dead end Morh Driv pedestria increased City of k employment	n, no sidewalks are present at Goyer Road. Existing are west of Goyer Road, and a facilities results in pederal potential for vehicle and Kokomo's transportation ent, education, shopping, eived from the City of Kok	sidewalks are present al nd are continuous along strians utilizing the roady pedestrian conflict. Addi planning to increase precreational facilities, ar	ong both sides of Quail both sides of Markland way or an area immediationally, improving pedoublic transportation so other public facilities	Run Drive east of Go I Avenue west and eastely adjacent to the re estrian facilities in the ervices and increas as can be seen in the	oyer Road, a list of Goyer padway. The project area e pedestrial	long both sides o Road. The lack o refore, there is ar a is in line with the n accessibility to
This is	page 3 of 26 Project na	ame: Goyer Road Ir	mprovement Project	Date	Decemb	er 13, 2024

County	Howard		Route	Goyer F	Road	С	es. No.	2201070)	
	ose of the proje n facilities along	ct is to improve left t Goyer Road.	urn mobil	lity for vel	nicles, reduce	the likelihoo	od of rea	r-end collis	ions, and	improve
PROJEC	T DESCRIPTI	ON (PREFERRED /	ALTERN	ATIVE):						
County:	Howard		Mun	icipality:	Kokomo					
Limits of F	Proposed Work:	Boulevard Street t	o Marklar	nd Avenue						
Total Worl	k Length:	0.97 Mile(s))		Total Work A	Area:	16.10	_ Acre(s)		
If y Ac	yes, when did the cceptability?	cess Document (IAD) ¹ FHWA provide a Det uired; a copy of the ap the IAD.	terminatio	n of Engin				Yes ¹ Date: WA with a re	No X equest for	
current defici impacts, and The City of Road from Location The project 23 North,	iencies, roadway I how the project of Kokomo and to n Boulevard Stre ct is located on G Range 4 East, c	ncluding township, ranger description, surround will meet the Purpose the Federal Highway A et to Markland Avenue Goyer Road from Boule of Center Township in additional information	and Nee Administra e. vard Stre Kokomo,	es, etc. Pi d. Logical ation (FHV et to Markl	referred alternatermini and income vA) intend to present and Avenue. S	ative should dependent u proceed with Specifically, t	include ti tility also a road i	the scope of need discu- mprovemen the stis within S	work, ant ssed. t project of ection 5, 7	on Goyer Fownship
In the proj the Purpo outside th Goyer Ros east of Go per hour (The existin Cannon-G	se and Need disternment of the project limits to ad, along both so byer Road. This imph). The existing drainage alor boyer Ditch cross	Road consists of two scussion above. No signat dead end at Goyer des of Morh Drive westection of Goyer Roading pavement of Goyer ag Goyer Road in the pases the project area agreeven-foot corrugated	dewalks a er Road. I st of Goye I is function Road is i project are oproximat	are presen Existing sider Road, a pnally clast in fair conder ea consists ely 980 fe	It in the project dewalks are produced are continusified as a <i>Min</i> dition with some sof roadside doet north of Mo	et area, howe resent along lous along be nor Arterial and the fatigue cra litches, limite ohr Drive. Ca	ever, ther y both sides nd has a acking an ed curb an innon-Go	e are scatteres of Quail of Markland posted sped joint distres of gutters, a yer Ditch is	ered sidev Run Driv I Avenue ed limit of esses. and limited conveyed	valks just e east of west and 35 miles d sewers.
pipes with lot (approx drive (app	nin the project are ximately 0.25 mi proximately 0.06	ea. One is a 24-inch co le north of Boulevard S mile south of Marklan red small structures ur	oncrete pi Street), an id Avenue	ressure pi ld one is a e). Outside	pe (ĆPP) locat 36-inch reinfo the project a	ted just soutl prced concret rea, downstr	h of the T te pipe (F ream alor	emple Bapt RCP) located ng Cannon-	ist Churc d at the W	h parking /algreens
approxima driveways (approxima approxima this stretc	ately 65 access s, and parking lot nately 24 buildin ately 10 commer	rea consists of mostly points along this port s. Of the 65 access pongs), four housing a cial businesses. New d, increasing roadway	ion of Go pints in thi dditions residentia	yer Road s section o (approxim il developi	at intersecting of Goyer Road ately 435 ho ment (currently	g roadways, l, there are to uses), appr y with only fiv	churche wo church oximately ve house	s, business nes, two apa / 39 indivions s built) is al	drives, re artment co dual hous so occurr	esidential omplexes ses, and ing along
The proje		oad reconstruction alo es of Goyer Road. The								

Date: December 13, 2024

This is page 4 of 26 Project name: Goyer Road Improvement Project

County	Howard	Route	Goyer Road	Des. No.	2201070	_
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direction) and a center 14-foot-wide two-way left turn lane. Five-foot-wide sidewalks will be constructed on both sides of Goyer Road with three-foot-wide grass buffers separating the sidewalk from the travel lanes. All driveways and roadway intersections throughout the project area will be reconstructed to tie into the Goyer Road widening. The existing storm sewers in the project area will be replaced in-kind and curb and gutters will be constructed on both sides of Goyer Road.

The existing CMPA over Cannon-Goyer Ditch will be replaced with an 80-foot-long, 18-foot-wide reinforced concrete box (RCB) culvert, with an opening measuring 18-foot-wide by seven-foot-tall, and the RCB concrete walls measuring approximately one-foot thick. Cannon-Goyer Ditch will be realigned and the new culvert will be skewed 20 degrees. Riprap will be added to both sides of the culvert and work will occur in the floodway and below the ordinary high water mark (OHWM). In order to meet INDOT's hydraulic criteria, the replaced structure for this project (conveying Cannon-Goyer Ditch under Goyer Road) will be increased in size from what currently exists. The remaining undersized structures down stream of this structure will not be replaced as part of this project and will be replaced and upgraded in size in the future. In order to not overwhelm the downstream undersized culverts, and flood properties downstream, a nine-foot-wide, nine-foot-tall, half-inch-wide steel restrictor plate will be installed on the upstream side of this project's RCB culvert to control the flow (match the current existing flow capacity) of Cannon-Goyer Ditch until the downstream structures can be upgraded and replaced. Once the structures are replaced and upgraded downstream, the restrictor plate will be removed. This allows an appropriately sized structure to be installed now while taking into account downstream flooding concerns due to the currently undersized structures downstream. Refer to the project plan sheet on Appendix B, B-6 to B-44 for additional information.

New permanent and temporary right-of-way will be required for this project. The maintenance of traffic (MOT) for the project will include phased construction with lane shifts maintaining at least one travel lane direction for a portion of construction and a posted detour for the other travel lane direction. Additionally, the MOT for the project will require a full closure of Goyer Road with a posted detour for a portion of construction (Appendix B, B-12 to B-26). Access will be maintained to all residences and businesses throughout construction. Refer to the *MOT During Construction* discussion for additional information. Construction is anticipated to occur between spring 2026 to summer 2027. The proposed action includes all practical measures to minimize harm to environmental resources and terrestrial habitats which may occur as a result of the project. For further details concerning environmental impacts, please see the appropriate resource section below.

Purpose and Need Fulfillment and Logical Termini and Independent Termini

This project alternative will meet the purpose and need by improving left turn mobility for vehicles, reducing the likelihood of rear-end collisions, and improving pedestrian facilities along Goyer Road. The project has independent utility because it does not depend on any other project to be completed to fully function. Therefore, it is a single and complete project.

The project limits are logical, Boulevard Street to Markland Avenue, which are areas with existing wider roadways and some recent roadway improvements that have been completed. Goyer Road to the south of the project area is wider consisting of four travel lanes (two northbound and two southbound). Boulevard Street is also wider, consisting of four travel lanes (two eastbound and two westbound). To the north of the project area, the intersection of Markland Avenue and Goyer Road has recently been reconstructed and widened to include four travel lanes on Markland Avenue (two eastbound and two westbound) with dedicated turn lanes and sidewalks and curb ramps on both sides of the road. The project limits are also logical for pedestrian facilities because they will fill the missing gap and connect the existing scattered sidewalks surrounding the project area (along both sides of Quail Run Drive east of Goyer Road, along both sides of Morh Drive west of Goyer Road, and continuous along both sides of Markland Avenue west and east of Goyer Road).

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.

No Build Alternative

The No Build Alternative would make no improvements to Goyer Road. This alternative has no costs and no environmental impacts; however, it does not address the identified purpose and need. This would result in continued vehicles queuing, increased risk of rearend collisions, and lack of pedestrian facilities; therefore, this alternative was dismissed from further consideration.

Roundabout at Mohr Drive Alternative

This alternative was submitted by the public as part of the public involvement process. The alternative would construct a roundabout at the intersection of Goyer Road and Mohr Drive. Compared to the preferred alternative, this alternative would require more right-of-way from residential property owners at this intersection, increase environmental impacts, and increase the project costs significantly. Additionally, this alternative would not address the identified purpose and need because it would only improve left turn vehicular mobility at the intersection of Goyer Road and Mohr Drive and not the entire project area from Boulevard Street to Markland Avenue. Therefore, this alternative was dismissed from further consideration.

This is page 5 of 26	Project name:	Gover Road Improvement Project	Date: December 13, 2024

County <u>I</u>	Howard		Route	Goyer Road	_	Des. No.	2201070	
It wou It wou It wou It wou It wou	ald not correct ald not correct ald not correct ald not correct ald result in se	existing capacity de existing safety haza the existing roadwa existing deteriorate	eficiencies; ards; y geometric d conditions motoring p	s and maintenance p ublic and general we	roblems; or		X	
ROADWAY	CHARACTE	R:						
If the proposed	action includes	s multiple roadways	, complete a	and duplicate for eac	ch roadway.			
Name of Roa Functional C Current ADT Design Hour Designed Sp	lassification: : Volume (DHV		VPD (202 ruck Percen egal Speed	tage (%)1	ADT:	8,200 V	PD (2046)	
Niconal	per of Lanes:	Existing	Two	Propos				
	of Lanes:		Two travel	Two	Three travel, one c	enter turn		
Pave Shou Media	ment Width: Ider Width: an Width: valk Width:	22 0 0 0	ft. ft. ft. ft.	36 0 0 5	ft. ft. ft. ft.			
	graphy:	X Urban Level	=(9):	Suburban Rolling		Rural Hilly		
			. ,	and duplicate for eac	ch hridge an	d/or small stru	cture Include hot	rh
		s) and/or small struct			on bhage an	aror sman stra	otare. morade bot	,,
Structure/NB	l Number(s)	Unnumbered		Suffici	iency Rating	: N/A		
Oli dotal o/11D	111011001(0).	<u> </u>			ionoy raang		g, Source of Inforr	nation)
			Existing		Proposed	ı		
	Bridge/St	ructure Type:	LAISTING	CMPA	Порозец	RCB		
	Number			One		One		
		estrictions:	N/A	ton	N/A	ton		
		estrictions:	N/A	∫ ft.	N/A	ft.		
		Curb Width: o Outside Width:	N/A N/A	ft. ft.	N/A N/A	ft. ft.		
	Shoulder		N/A	ft.	N/A	ft.		
structure number large. If the tabe	ts and work inver, type, size (le exceeds a certoitch crossered 57-foot-lon	volving bridge(s), cuength and dia.), local complete page, put it is the project areal g, 10-foot by seven-	ulvert(s), pip ation and im t in the appo approximate foot CMPA	ne(s), and small struct opacts to water. Use endix and summariz ely 980 feet north of In addition to the stress project area. One	eture(s). Pro e a table if the e the information of the Mohr Drive.	vide details for e number of si ation below wit Cannon-Goye nnon-Goyer D	mall structures bed th a citation to the er Ditch is convey itch in the project	table. ed through area, there
This is pag	e 6 of 26 Pr	roject name: <u>G</u>	oyer Road l	Improvement Project	t	Date:	December 13, 2	2024

Goyer Road

Des. No.

2201070

Route

County

Howard

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

The MOT for the project will include phased construction with lane shifts and lane closures. The MOT for the project will also include a short-term full closure of Goyer Road with a posted detour to replace the CMPA at Cannon-Goyer Ditch.

- Phase 1 and 1A of the MOT will require a full closure of Goyer Road utilizing a posted detour to replace the CMPA at Cannon-Goyer Ditch. The detour will utilize Boulevard Street, State Road (SR) 931/Reed Road, and Markland Avenue for a total distance of approximately two miles. Phase 1A of the MOT will last approximately 2-3 months.
- Phase 2 of the MOT will shift traffic to the west side of the road and maintain one southbound through travel lane on Goyer Road. Northbound vehicular traffic will follow the posted detour discussed above. During Phase 2 of the MOT, Goyer Road will be widened on the east side of the road. Phase 2 of the MOT will last approximately six months.
- Phase 3 of the MOT will shift traffic to the east side of the road and maintain two through lanes of traffic (one lane each direction) on Goyer Road. During Phase 3 of the MOT, remaining incidental and drainage construction will occur on the west side of Goyer Road. Phase 3 of the MOT will last approximately six months.

Pedestrian detours are not anticipated as there are no facilities within the project area. Existing sidewalks on intersecting roadways which dead-end at Goyer Road will remain open and function in their current capacity during construction. No other pedestrian MOT will be required for the project due to no existing pedestrian facilities currently being present in the project area. Refer to the MOT project plan sheets on Appendix B, B-12 to B-26 for additional information.

Construction is anticipated to occur between spring 2026 to summer 2027. Access to residences and businesses will be maintained during construction. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

This is page 7 of 26	Project name:	Goyer Road Improvement Project	Date:	December 13, 2024

County	Howard		Route _	Goyer Road		Des. No). <u>2201070</u>		
ESTIMAT	ED PROJECT CO	ST AND	SCHEDULE:						
Engineerir	g: \$ <u>533,750</u>	(2026)	_ Right-of-Way:	\$ <u>50,000</u>	(2025)	Construction:	\$ <u>3,778,698</u>	(2026)	
Anticipated	Start Date of Const	ruction:	Spring 2026			=			

RIGHT OF WAY:

	Amount (acres)					
Land Use Impacts	Permanent	Temporary				
			0.40			
Residential		0.41	0.13			
Commercial		1.07	0.62			
Agricultural		0.22	0.03			
Forest		-	•			
Wetlands		-	•			
Other:	•	-	-			
	TOTAL	1.70	0.78			

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 apparent right-of-way along Goyer Road ranges from 40 to 80 feet from the centerline of the roadway. The project will require approximately 1.70 acres of new permanent right-of-way from residential parcels (0.41 acre), commercial parcels (1.07 acres), and agricultural parcels (0.22 acre). Additionally, the project will also require 0.78 acre of temporary right-of-way from residential parcels (0.13 acre), commercial parcels (0.62 acre), and agricultural parcels (0.03 acre). Refer to right-of-way information on the project plan sheets on Appendix B, B-10 to B-11.

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

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

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 August 8, 2023 (Appendix C, C-1 to C-3). Additional early coordination letters were sent out on August 13, 2024 to resource agencies that were missed in the previous mailing (Appendix C, C-4 to C-6).

		Date Response	
<u>Agency</u>	Date Sent	Received	<u>Appendix</u>
National Park Service	August 8, 2023	No response received	N/A
Indiana Department of Natural Resources – Department		September 7, 2023	
of Fish and Wildlife (IDNR-DFW)	August 8, 2023	and February 2, 2024	Appendix C, C-7 to C-13
Indiana Department of Natural Resources – Oil and Gas			
Division	August 13, 2024	No response received	N/A
US Department of Housing and Urban Development	August 8, 2023	No response received	N/A
INDOT Environmental Policy Office	August 8, 2023	No response received	N/A

This is page 8 of 26 Project name: Goyer Road Improvement Project Date: December 13, 2024

County Howard Route Goyer Road Des. No. 2201070

	1	T	1
		Date Response	_
<u>Agency</u>	Date Sent	<u>Received</u>	<u>Appendix</u>
INDOT Greenfield District	August 8, 2023	No response received	N/A
INDOT Aviation	August 13, 2024	August 15, 2024	Appendix C, C-30 to C-31
US Natural Resources Conservation Service (NRCS)	August 8, 2023	August 21, 2023	Appendix C, C-17 to C-18
Indiana Geological and Water Survey (IGWS)	April 11, 2024	April 11, 2024	Appendix C, C-14 to C-16
Indiana Department of Environmental Management			
(IDEM) – Office of Water Quality	June 2, 2023	June 8, 2023	Appendix C, C-19 to C-20
Indiana American Water	August 8, 2023	August 9, 2023	Appendix C, C-21 to C-22
Kokomo-Howard County Governmental Coordinating			
Council	August 8, 2023	No response received	N/A
City of Kokomo Engineering	August 8, 2023	No response received	N/A
City of Kokomo Public Transportation	August 8, 2023	August 11, 2023	Appendix C, C-29
City of Kokomo Wastewater	August 8, 2023	No response received	N/A
City of Kokomo Mayor	August 8, 2023	No response received	N/A
City of Kokomo Fire Department	August 8, 2023	August 9, 2023	Appendix C, C-28
City of Kokomo Police Department	August 8, 2023	No response received	N/A
Howard County Stormwater District	August 8, 2023	No response received	N/A
		August 24, 2023 and	
Howard County Surveyor	August 8, 2023	January 4, 2024	Appendix C, C-23 to C-27
Kokomo School Corporation	August 8, 2023	No response received	N/A
Temple Baptist Church and Christian School	August 8, 2023	No response received	N/A
Grace Community Foursquare Church	August 8, 2023	No response received	N/A
Howard County Plan Commission	August 8, 2023	No response received	N/A

The Howard County Surveyor responded on August 24, 2023 with concerns about the size and alignment of the structure with Cannon-Goyer Ditch. Additionally, the Howard County Surveyor response identified two regulated drain locations, identified tile locations and replacement requests, and identified sanitary and storm sewer locations (Appendix C, C-23 to C-24). On January 4, 2024 American Structurepoint, Inc. held a meeting with the Howard County Surveyor and the City of Kokomo to discuss their concerns regarding the structure replacement at Cannon-Goyer Ditch, and the impacts to the drainage tiles (Appendix C, C-25 to C-27).

Based on the January 4, 2024 meeting regarding the Howard County Surveyor's response to the early coordination letter, the existing CMPA over Cannon-Goyer Ditch will be replaced with a structure increased in size from what currently exists and a restrictor plate will be installed to control the flow of Cannon-Goyer Ditch. Refer to the project plan sheets on Appendix B, B-40 to B-41 and the *Project Description* discussion above for additional information. Additional coordination occurred with IDNR-DFW regarding the conclusion of the January 4, 2023 meeting with the Howard County Surveyor. IDNR-DFW responded on February 2, 2024 stating the proposed structure is more accommodating for wildlife passage, the restrictor plate should accommodate wildlife passage during flooding events, and the restrictor plate will mitigate downstream flooding (Appendix C, C-11 to C-13).

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

SECTION B - ECOLOGICAL RESOURCES:

This is page 9 of 26

Streams, Rivers, Watercourses & Other Jurisdictional Features

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

Project name:

<u>Presence</u>	<u>Impacts</u>				
	Yes	No			
Χ	X				

December 13, 2024

Гotal stream(s) in project area:	393	Linear feet	Total impacted stream(s):	158	Linear feet

Goyer Road Improvement Project

County	Howard	Route	Goyer Road	Des. No.	2201070
o o a ,		110410	, · · · · · · · · · · · · · · · · · ·	200.110.	

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)
Cannon-Goyer Ditch	R5UBFx*	393	158	Flows west to northwest under Goyer Road and likely a Waters of the US (Appendix F, F-9 to F-10)

^{*}R5UBFx - Riverine, Lower Perennial, Unconsolidated Bottom, Semipermanently Flooded, Excavated

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, and the RFI report (Appendix E, E-1 to E-13), there are four streams, rivers, watercourses or other jurisdictional features within the 0.5 mile search radius. There is one steam, Cannon-Goyer Ditch within or adjacent to the project area. That number was confirmed by the site visit on September 28, 2023 by American Structurepoint, Inc. No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways are present in the project area.

A Wetland Delineation and Waters Report was completed for the project on December 7, 2023. Please refer to Appendix F, F-1 to F-46 for the Wetland Delineation and Waters Report. It was determined that one stream, Cannon-Goyer Ditch was located within the project area. The USACE makes all final determinations regarding jurisdiction.

Cannon-Goyer Ditch flows west to northwest for approximately 393 linear feet. Cannon-Goyer Ditch is considered a poor-quality perennial stream and has an OHWM of 17.4 feet wide and 3.5 feet deep. Cannon-Goyer Ditch is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. It is anticipated that 158 linear feet of permanent impacts will occur to Cannon-Goyer Ditch due to replacing the CMPA and the placement of riprap. It is anticipated that 8 linear feet of temporary impacts will occur to Cannon-Goyer Ditch due to dewatering.

The project includes all practical measures to minimize harm to streams; however, stream impacts could not be avoided. A No Build alternative was considered which would eliminate stream impacts but would not meet the purpose and need of this project. Due to impacts to Cannon-Goyer Ditch, the increased structure size, and the realignment of the new structure, an IDEM 401 Individual Permit (IP) and a USACE 404 Nation Wide Permit (NWP) will likely be required for this project. Mitigation will likely be required but will be determined during permitting.

IDNR-DFW responded on September 7, 2023 with general recommendations to control road runoff, maintain fish and wildlife passage, have bank stabilization, minimize in-channel disturbance, not work in waterway during fish spanning season, not construct temporary dewatering measures, not allow construction or demolition materials fall into the water way, and recommendation regarding the use of riprap (Appendix C, C-7 to C-10). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

	<u>Presence</u>	<u>ım</u> p	oacts .
Open Water Feature(s)	·	Yes	No
Reservoirs			
Lakes	X		Χ
Farm Ponds			
Retention/Detention Basin			
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, and the RFI report (Appendix E, E-1 to E-13), there is one unmapped open water feature (lake) within the 0.5 mile search radius. One lake is located within and adjacent to the project area, which was confirmed by the site visit on September 28, 2023 by American Structurepoint, Inc. No impacts are expected due to the lake being located outside the construction limits for the project.

This is page 10 of 26	Project name:	Goyer Road Improvement Project	Date:	December 13, 2024

County	Howard	Ro	oute _	Goyer Roa	<u>d</u>	Des. No.	2201070	
46 for the	Delineation and Wate Wetland Delineation a E makes all final dete	and Waters Report.	It was de	etermined				
We	etlands				Prese		Impacts es No	
		NI/A	A (-)	T-4-1.				(-)
Total wetla		N/A	_ Acre(s)		vetland area impac			.cre(s)
(ii a detern	nination has not been		eu/isoiai	eu welland		•	•	
Wetland	No. Classification	n Total Size (Acres)	Impact	ed Acres	Comments (i.e. le reference)	ocation, likely \	Vater of the US,	appendix
N/A	N/A	N/A	1	N/A		N/A	\	
14/-			ļ	<u>Document</u>	ation_	ESD A	pproval Dates	
VVE	tlands (<i>Mark all that</i> Wetland Determinatio							\neg
	Wetland Delineation USACE Isolated Water	ers Determination		Х		N/A		
					l			
	provements that will uld result in (Mark a	ll that apply and exp	lain):	•	•		n avoidance	
	Substantial adverse Substantially increase		t nomes,	business o	or otner improved p	properties;		
	Unique engineering, Substantial adverse							_
	The project not mee	ting the identified n	eeds.	·				
will occur to t	vetlands identified adj he features identified. I mitigate if impacts w	Include if features						
Based on t	the desktop review, th	e aerial map of the						
	0.5 mile search radius r 28, 2023 by America						confirmed by the	e site visit on
46 for the	Delineation and Wate Wetland Delineation a	nd Waters Report. I	t was det					
makes all	final determinations re	egarding jurisdiction	•					
					<u>Presence</u>	Impa		
Te	rrestrial Habitat				X	Yes	No	
			_					
Total terres	strial habitat in project	area: 7.2	22	_ Acre(s)	Total tree cle	earing:	0.17	Acre(s)
or not impact	es of terrestrial habitat s will occur to habitat void, minimize, and m	identified. Include t	otal terre					
	a desktop review, a sit B, B-3), the project							
Dominant	vegetation in the proje igra), and silver maple	ect area includes gi	een ash	(Fraxinus	pennsylvanica), bo	xelder maple (Acer negundo),	black walnut
(a.g.a.io ii	<u> </u>	,	,		,	,		د ج

Date: December 13, 2024

This is page 11 of 26 Project name: Goyer Road Improvement Project

County	Howard	Route	Goyer Road	Des. No.	2201070
boneset (E	nd reed canary grass (Phalaris arund Eupatorium serotinum), morning glory d white clover (<i>Trifolium repens</i>) withi	(Ilpomoea	purpurea), narrowleaf plantain (F		
impact, ap during bat of disturbe	ct will impact a total of approximately proximately 7.05 acres is residential la inactive season (between October 1s ed areas will promote re-establishme itigation for terrestrial habitat impacts	awns (mair st and Marc nt of simila	ntained grass) and approximately th 31st). Implementation of standa ar ground cover in areas tempor	0.17 acre is t ard INDOT sp	rees. Tree removal will occur pecifications for re-vegetation
to the grea	V responded on September 7, 2023 valuest extent possible, revegetate with reseason, and to seed and protect distributed in the Environmental Commitments seed.	native plan turbed stre	ts and trees, to revegetate all bare ambanks (Appendix C, C-7 to C	e and disturbe	ed areas, not cut trees during
Fee	otected Species derally Listed Bats Information for Planning and Consult Section 7 informal consultation comp Section 7 formal consultation Biologic	leted (IPa0	C cannot be completed)	Yes X	No X X
De	termination Received for Listed Bats	from USFV	VS: NE NI	LAA X	LAA
	her Species not included in IPaC Additional federal species found in pr State species (not bird) found in proje			Yes	No X X
	gratory Birds Known usage or presence of birds (i. State bird species based upon coord		n IDNR	Yes	No X X
Based on a 2024, the DFW early	R coordination and species identified. ern long-eared bat impacts. Discuss the determination that was received. a desktop review and the RFI report IDNR Howard County Endangered, Tocordination response letter dated Sechecked and to date, no plant or an	if other fed <u>Discuss if</u> (Appendix Threatened eptember 7	lerally listed species were identific migratory birds have been observed. E, E-1 to E-13), completed by Ar I and Rare (ETR) Species List ha T, 2023 (Appendix C, C-7 to C-10),	ed. If so, incloved and any in merican Structus as been checo the Natural H	ude consultation that has mpacts. Eturepoint, Inc. on January 9. Eked. According to the IDNR-Heritage Program's Database
reported to	o occur in the project vicinity. An INDO				
list was ge and northe subflavus) plexippus)	ormation was submitted through the Usenerated (Appendix C, C-32 to C-44). ern long-eared bat (NLEB) (<i>Myotis</i> , the proposed endangered salama, and the experimental population wheed, candidate, and experimental species.	The proje septentrio ander mus ooping cra	ect is within range of the federally nalis). Additionally, the propose sel (Simpsonaias ambigua), the ne (Grus americana) were gener	endangered d endangere e candidate rated on the li	Indiana bat (<i>Myotis sodalis</i>) d tricolored bat (<i>Perimyotis</i> monarch butterfly (<i>Danaus</i>
February 2 inspection key was c Adversely	et qualifies for the <i>Range-wide Progra</i> 2018), between FHWA, Federal Railro occurred on September 28, 2023 and ompleted on June 25, 2024, and ba Affect" the Indiana bat and/or the NLE and requested USFWS's review of the	ad Adminis d no bats v sed on the B (Append	stration (FRA), Federal Transit Advere found using the structure (A eresponses provided, the projection C, C-45 to C-58). INDOT revie	Iministration (ppendix C, C ct was found wed and verif	FTA), and USFWS. A culvert -59). An effect determination to "May Affect-Not Likely to ied the effect finding on June

This is page 12 of 26 Project name: Goyer Road Improvement Project

Date: December 13, 2024

	County	Howard		Route	Goyer Road	_ De	es. No.	2201070	
	include Ge	neral AMM 1, l	ed they concur with the Lighting AMM 1, and The Immitments section of the	ree AMMs	1 through 4. AMMs				
	Bridge/Stru structure b and/or pres during this	ucture Assessn by a qualified in sence of birds. inspection, the	urred on September 2 nents are only valid fo ndividual, must be per The results of the insp e INDOT District Enviro nmitments of this docu	r two years formed. Insection mus onmental N	s. If construction will spection of the struct st indicate no signs o	begin after Sept cture should che f bats or birds. If	tember 2 ck for pre signs of	7, 2025, an esence of b bats or birds	inspection of the ats/bat indicators are documented
	bird specie inspected the must be im- construction Nests with should be	es protected un for birds or sign aplemented prion during the no eggs or young	e conveying Cannon-Oder the Migratory Bird his of birds. If birds or or to the start of and con-nesting season (Secannot be removed or uffered from active con	Treaty Act signs of biduring the ptember 8 disturbed 6	(MBTA). Prior to the rds are found during nesting season. New April 30) and during the nesting se	e start of nesting the inspection a sts without eggs ng the nesting se ason (May 1 – Se	season (avoidance or young ason if n eptember	May 1) the se and minimg should be o eggs or yo	structure must be ization measures removed prior to bung are present. ith eggs or young
	amended.		for further consultation on endangered sp						
		Project located Karst features	lineral Resources within the Indiana Karidentified within or adjaction/abandoned we	acent to the			Yes		No X X
	Dat	te Karst Evalua	tion reviewed by INDC	OT EWPO	(if applicable):				
D ai	iscuss respo nd if impacts	onse received t will occur. Inc	in the Indiana Karst Re from IGWS coordinatio clude discussion of kar st Features during Pla	n. Discuss st study/re	s if any mines, oil/ga port was completed	s, or exploration/ and results. (Ka	abandon rst invest	ed wells wer igation must	re identified comply with
	Based on a outlined in the project to the projec area (Appe potential, p sand and g	a desktop revie the most curre area (Appendi ect area. In the endix C, C-14 petroleum explo	w and the Indiana Kar nt <i>Protection of Karst</i> x B, B-2) and the RFI re early coordination res to C-16). The respon- oration wells may be pr s to be present. The re	rst Region Features deport (Apperponse Aprise also states also sta	map, the project is louring Project Develo endix E, E-1 to E-13) I 11, 2024, the IGWS ated the project area a high potential for b	ocated outside the pament and Cons there are no kar did not indicated is located in a pedrock resource	e designative designative that kars floodways to be propertied to be prope	ated Indiana According to as identified of st features e y, has mode resent, and a	Karst Region as the topo map of within or adjacent xist in the project erate liquefaction a low potential for
	and the RF well is adja	FI report (Apper scent to the proj sent on August	riew, a site visit on Sep ndix E, E-1 to E-13), th ect area and likely loca 13, 2024 to IDNR Oil a	ere are nin ated in a pa	ie petroleum wells lo arking lot outside the	cated within the construction limit	0.5 mile s ts for the	search radiu project. An e	s. One petroleum early coordination
	This is p	age 13 of 26	Project name: Go	yer Road I	mprovement Project	:	Date:	Decembe	er 13, 2024

Indiana Department of Transportation						
County Howard	Route Goyer F	Road	Des. No. 2201070			
SECTION C - OTHER RESC	URCES					
Drinking Water Resourd Wellhead Protection A Source Water Protect Water Well(s) Urbanized Area Boun Public Water System(Area(s) ion Area(s) dary	Presence X X X X X X	Yes No X X X X X X X			
If Yes, is the FHWA/E	ne St. Joseph Sole Source Aquifer of PA SSA MOU Applicable? ter Assessment Required?	(SSA):	Yes No X			
designated sole source aquifer Understanding (MOU) is not applied. The IDEM's Wellhead Proximity 2023 by American Structurepoint		esponses in the Appon in the area of the St. in the FHWA/EPA/IN undwater assessmen in gov/idem/cleanwater wellhead Protection	endix. Joseph Sole Source Aquifer, to DOT Sole Source Aquifer Metals not needed, and no impacted to the solution of the solut	the only legally emorandum of s are expected. sed on June 2, essment Area.		

The IDEM's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on June 2, 2023 by American Structurepoint, Inc. This project is located within a Wellhead Protection Area and a Source Water Assessment Area. In an early coordination response dated June 8, 2024, IDEM stated the project is located within a Wellhead Protection Area and a Source Water Assessment Area and coordination will need to occur with Indiana American Water-Kokomo (Appendix C, C-19 to C-20). An early coordination letter was sent to Indiana American Water-Kokomo on August 8, 2023. Indiana American Water-Kokomo responded stating the project has the potential to impact a wellhead protection area and source waters (Appendix C, C-21 to C-22). The letter also included project commitments to coordinate for emergency spills, properly storing and contain hazardous materials, inspect chemical storage equipment daily, prohibit washout areas within 200 feet of waterways, and follow label instructions for applying fertilizer, pesticides, or herbicides. All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed by American Structurepoint, Inc. on April 30, 2024. One well is located adjacent to the project area, and it is currently unknown if impacts will occur. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the IDEM MS4 Boundary Areas website (https://www.in.gov/idem/stormwater/municipal-separate-storm-sewer-systems-ms4/ms4-boundary-areas/) by American Structurepoint, Inc. on April 30, 2024, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on August 8, 2023, to Howard County Stormwater District. The MS4 coordinator did not respond within the 30-day time frame.

Based on a desktop review, a site visit on September 28, 2023 by American Structurepoint, Inc., and the aerial map of the project area (Appendix B, B-3), this project is located where there is a public water system. The public water system will likely be impacted and require relocation due to the project. Early coordination letters were sent on August 8, 2023 to City of Kokomo Engineering, City of Kokomo Wastewater, and Howard County Stormwater District. No responses were received within the 30-day time frame. Utility coordination to date has confirmed the location of utilities within project limits. Due to the location of the existing facilities, avoidance alternatives would not be practicable to complete the project and meet the Purpose and Need. Utility coordination will continue as design progresses.

This is page 14 of 26 Project name: Gover Road Improvement Project Date: December 13, 2024

County	Howard	Route	Goyer Road	Des. No.	2201070
F	loodplains Project located within a r Longitudinal encroachme Transverse encroachmel Homes located in floodpl	nt nt	vnstream from project	X X X	
If a	pplicable, indicate the Floo	odplain Level?			
Use the IDN according to during desig	the classification system. In to insure consistency with	ortal to help determine If encroachment on a th the local flood plain	potential impacts. In flood plain will occur, planning.	clude floodplain map in a coordinate with the Loca	appendix. Discuss impacts I Flood Plain Administrator ww.in.gov/dnr/water/surface-
water/ind the RFI re maps (Ap administr which sta carry floo in any su risks or d	iana-floodplain-mapping/in eport (Appendix E, E-1 to E pendix F, F-26). An early c ator did not respond withir ites the modifications to dr d water. This change could bstantial adverse impacts	diana-floodplain-inforn -13), this project is loca- coordination letter was the 30 day time frame- ainage structures inclu- I cause a minimal incre- on the natural and be- tive substantial potentia	nation-portal/) by Ame ated in a regulatory flo sent on August 8, 202 a. This project qualified aded in this project will ase in flood heights a neficial floodplain valual for interruption or te	rican Structurepoint, Inc. odplain as determined fro 4, to the local Floodplain s as a Category 3 per the I result in an insubstanti nd flood limits. These mines; they will not result in	on September 26, 2023, and om approved IDNR floodplain Administrator. The floodplain e current INDOT CE Manual, all change in their capacity to nimal increases will not result a substantial change in flood service or emergency routes;
F:	armland		<u>P</u> :	resence Y	<u>Impacts</u> ′es No
•	Agricultural Lands Prime Farmland (per NR	CS)		X	X X
/	Total Points (from Section f 160 or greater, see CE Man		06) 118	-	
Discuss exis	sting farmland resources in	the project area, impa	cts that will occur to fa	armland, and mitigation a	and minimization measures
(Appendi letter was C-17 to C this proje	x B, B-3), the project will co s sent on August 8, 2023, c-18). NRCS's threshold so ct score is less than the th ct. No alternatives other th	nvert two acres of farm to NRCS. Coordination ore for significant impareshold, no significant	land as defined by the with NRCS resulted acts to farmland that r loss of prime, unique,	Farmland Protection Poin a score of 118 on the esult in the consideration statewide, or local impo	aerial map of the project area licy Act. An early coordination AD 1006 Form (Appendix C, of alternatives is 160. Since rtant farmland will result from without reevaluating impacts
SECTIO	N D – CULTURAL RES	OURCES			
М		ategory(ies) and Typo 1, B-3	e(s)	INDOT Approva December 4, 202	
Ful	II 106 Effect Finding No Historic Properties Af	fected No	o Adverse Effect	Adverse Effect	
This is	page 15 of 26 Project n	ame: Goyer Road	mprovement Project	Date:	December 13, 2024

Version: December 2021

County	Howard	Route	Goyer Road	Des	s. No	2201070
Eli	gible and/or Listed Res NRHP Building/Site/Dis		chaeology	NRHP I	Bridge(s))
	cumentation Prepared APE, Eligibility and Effect 800.11 Documentation Historic Properties Repot Archaeological Records Archaeological Phase In Archaeological Phase Ic Other:	rt or Short Report Check and Assessment Survey Report	ESD	Approval Date(s)	SHPO	Approval Date(s)
	Memorandum of Agreen	ent (MOA)	MOA	Signature Dates (l	_ist all si	gnatories)
full Section local newsp Section 106 On Dece B, Types Weintrau D, D-8 to three of t the Natio	106, use the headings prapers. Please indicate the work which must be commber 4, 2024 the INDOT 1 and 3 under the Minor Category B, Type 1 including overlays, shoul Category B, Type 3 included the Associates completed D-9). Based on the repetition of the projects are associated with the projects are associated with the completed by D-9. Based on the repetition of the projects are the projects are associated with the projects	ovided. The completion of e publication date, name apleted at a later date, sure cultural Resource Office. Projects Programmatic Active replacement, repair vith roadway work such as der treatments, pavemendes construction of adder and shoulder widening. The death of the previously unides sary eligibility criteria for laces (NRHP). No further	of the Section 106 of the paper(s) are uch as mitigation five (CRO) determin Agreement, (Apper, or installation of some surface replacement repair, seal coated travel, turning, or entified archaeological Field Reconcentified archaeological risting in the Indigreen consultation is reconsultation is researched.	process requires that the comment perion a MOA or avoidated that this project fandix D, D-1 to D-7). If curbs, curb ramps then, reconstruction, range, pavement grinding, pavement grinding auxiliary lanes (e.g. maissance report for gical sites (12Ho399) and Register of History auxiliary.	at a Lega od deadlance con alls within , or side rehabilita ng, and p , bicycle, the propo	ine. Include any further nmitments. In the guidelines of Category walks, including when such ation, or resurfacing projects,
Parks an Public Public Other Wildlife a Natior Natior State State Historic	d Other Recreational Lady owned park ly owned recreation area (school, state/national for and Waterfowl Refuges and Wildlife Refuge and Natural Landmark Wildlife Area Nature Preserve Properties ligible and/or listed on the	and rest, bikeway, etc.)	Yesence Yes	<u>Use</u>		

Date: December 13, 2024

This is page 16 of 26 Project name: Goyer Road Improvement Project

County	Howard	Route	Goyer Road	Des. No.	2201070
			aluations repared		
"De mi Individ	mmatic Section 4(f) nimis" Impact ual Section 4(f) ception included in 23 CFR 774.13				
FHWA has id Section 4 funded tra recreation	grammatic Section 4(f) and "de minir uded in the appendix and summarize dentified various exceptions to the re (f) of the US Department of Transp ansportation facilities unless there is a areas, wildlife / waterfowl refuges, a re considered Section 4(f) resources	ed below. <i>E</i> equirement to ortation Act no feasible and NRHP e	iscuss proposed alt for Section 4(f) appro of 1966 prohibits t and prudent alterna	ernatives that satisfy the re oval. Refer to 23 CFR § 77 he use of certain public a tive. The law applies to sig	equirements of Section 4(f). 4.13 - Exceptions. and historic lands for federally nificant publicly owned parks,
Based on are five (th According 4(f) resou One com Transport	a desktop review, the aerial map of nree recreational facilities, one trail, at to additional research, and by the strees within or adjacent to the project ment from the public (Appendix Cation Director (Appendix C, C-29)	the project and one man site visit on area. There G, G-25 an referenced	naged land) potentia September 28, 202: efore, no use is expo d G-38) and the e a recreational park	I 4(f) resources located wit 3 by American Structurepo ected. early coordination respons close to this project area.	hin the 0.5 mile search radius. int, Inc., there are no Section te from the City of Kokomo Mohr Park is located at the
	on of Saratoga Avenue and Cadillac ad. This park is located outside the p				
	ection 6(f) Involvement			<u>Presence</u>	<u>Use</u> Yes No
Discuss Sec	ection 6(f) Property tion 6(f) resources present or not prescuss the conversion approval.	esent. Discu	ss if any conversion	would occur as a result of	this project. If conversion
The US L	and and Water Conservation Fund preserve, develop, and assure acceptased with LWCF monies to a non-	essibility to	outdoor recreation r		
	of 6(f) properties on the INDOT ESD perties are located within or adjacent				
SECTIO	N F – Air Quality				
S1 s s s	TIP/TIP and Conformity Status of the project in the most current STIP/the project located in an MPO Area? the project in an air quality non-attaiyes, then: Is the project in the most current MI is the project exempt from conformit If No, then: Is the project in the Transportation is a hot spot analysis required (0)	TIP? nment or m PO TIP? ity? on Plan (TP		Yes No X X X X	
This is p	page 17 of 26 Project name: <u> </u>	Goyer Road	Improvement Proje	ct Date:	December 13, 2024

County Howard	Route	Goyer Road	Des. No.	2201070
Location in STIP: Name of MPO (if applicable): Location in TIP (if applicable)			By reference to Kokomo-Hov Governmental Coordinating Kokomo-Howard County Go Coordinating Council Page 20, 2024-2028 TIP	Council TIP
Level of MSAT Analysis requ	ired?			
Level 1a X Level 1b	Level 2	Level 3	Level 4 Level 5	
Describe if the project is listed in the ST located. Indicate whether the project is the TP and TIP. Describe if a hot spot a	exempt from a confor malysis is required an	rmity determinati nd the MSAT Lev	ion. If the project is not exemp	t, include information about
This project is included in the Fiscal Transportation Improvement Program Program (STIP) on January 18, 2024	n (TIP) and has been I (Appendix H, H-1 to	incorporated int H-4).	o the FY 2024-2028 Statewide	e Transportation Improvement
This project is located in Howard Cou Areas for Criteria Pollutants (Green E Part 93 do not apply.				
This project is of a type qualifying as conformity rule under 40 CFR 93.126				empt under the Clean Air Act
SECTION G - NOISE				
Noise Is a noise analysis required in Date Noise Analysis was app		-	and INDOT's traffic noise poli	Yes No
Is a noise analysis required in Date Noise Analysis was app Describe if the project is a Type I or Type were identified. If noise impacts were identified.	oroved/technically suff oe III project. If it is a lentified, describe if a	ficient by INDOT Type I project, d batement is feas	ESD: N/A escribe the studies completed sible and reasonable and inclu	to date and if noise impacts de a statement of likelihood.
ls a noise analysis required in	proved/technically suffice of the sufficient of the suffice of the	ficient by INDOT Type I project, d batement is feas	ESD: N/A escribe the studies completed sible and reasonable and inclu	to date and if noise impacts de a statement of likelihood.
Is a noise analysis required in Date Noise Analysis was app Describe if the project is a Type I or Type were identified. If noise impacts were identified. If noise Impacts were identified. In a	proved/technically suffice III project. If it is a entified, describe if an accordance with 23 Coysis.	ficient by INDOT Type I project, d batement is feas	ESD: N/A escribe the studies completed sible and reasonable and inclu	to date and if noise impacts de a statement of likelihood.
Is a noise analysis required in Date Noise Analysis was apposed in the project is a Type I or Type were identified. If noise impacts were identified in a Type III project. In a does not require a formal noise analysis.	proved/technically suffice III project. If it is a sentified, describe if a accordance with 23 Caysis. PACTS ighborhood Factors ply with the local/regilt in substantial impact community even approved transition approved transition approved to advance the co	ficient by INDOT Type I project, d batement is fease FR 772 and the conal development of the community cts to local tax because (festivals, fair- plan?	rescribe the studies completed sible and reasonable and include current INDOT Traffic Noise A content in patterns for the area? It cohesion? The cohesion content in patterns for the area? It cohesion? The cohesion content in patterns for the area? It cohesion? The cohesion content in patterns for the area? It cohesion? The cohesion content in patterns for the area? It cohesion?	to date and if noise impacts de a statement of likelihood.

Date: December 13, 2024

This is page 18 of 26 Project name: Goyer Road Improvement Project

County	Howard	Route	Goyer Road	Des. No.	2201070
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which will increase non-motorized accessibility. Therefore, this project will be a net benefit for the community. The proposed project will not result in the relocation of businesses, residences, or farms along the project corridor.

No pedestrian facilities are currently present in the project area, therefore, no impacts will occur during construction. Access to all residences and businesses will be maintained during construction. According to the City of Kokomo website (https://www.cityofkokomo.org/) there are currently no planned town events during construction.

Though this project may cause minor delays for the motoring public during construction, the work will not result in permanent community or economic impacts to the surrounding area. It is anticipated that MOT would involve a road closure. Access to properties within the project area will be maintained at all times during project construction.

Approximately 1.70 acres of permanent right-of-way and 0.78 acre of temporary right-of-way is required for the completion of the project. While the amount of permanent right-of-way results in a loss of property tax base, such impacts should be offset by a safer roadway for the betterment of the community. The contractor will be responsible for following INDOT Design Manual and Standard Specifications and the Uniform Traffic Control Manual to implement the MOT.

In order for a municipality to be eligible to receive federal funds they must have in place, or at least under development, an Americans with Disabilities Act (ADA) Transition Plan. The Transition Plan inventories the municipality's infrastructure identifying those areas with features (i.e., sidewalks, crosswalks, curb ramps, building access, etc.) that are not in compliance with the ADA and establishes a plan to program funding for improvements intended to bring the facilities into compliance.

The 2017 Kokomo Comprehensive Plan

(https://cms4files1.revize.com/kokomoin/document_center/City%20of%20Kokomo%20Comprehensive%20Plan%20March%202017.pdf) and the 2019 Kokomo Howard County Governmental Coordinating Council Metropolitan Transportation Plan (adopted April 9, 2019 and amended March 28, 2023 https://www.kokomompo.com/wp-content/uploads/MTP-2020-2045-Adopted-AMENDED-3-28-2023-1-4.pdf) serves as the City of Kokomo's ADA Transition Plans. This project will meet the various needs and action items included in the plans such as land use, transportation, connectivity, and accessibility.

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, B-3), and the RFI report (Appendix E, E-1 to E-13), there are 14 public facilities (six religious facilities, three schools, three recreational facilities, one trail, and one managed land) located within 0.5 mile of the project. There are two religious facilities and one school adjacent to the project area. That number was confirmed by the site visit on September 28, 2023 by American Structurepoint, Inc.

The project will widen Goyer Road adding a two-way left turn lane in the center and sidewalks along both sides. New permanent right-of-way will be required for the project and will predominantly be taken from the east side of Goyer Road to avoid residential relocations. Grace Community Foursquare Church and Temple Baptist Church, that includes Temple Christian School, are located on the east side of Goyer Road. New permanent strip right-of-way will be required from Grace Community Foursquare Church along Goyer Road for widening and constructing a sidewalk, and temporary right-of-way will be required for driveway reconstruction. Additionally, it is anticipated new permanent right-of-way will be required from Temple Baptist Church to widen Goyer Road and construct a sidewalk that will remove parking spaces from the church parking lot. The driveways will also be reconstructed at Temple Baptist Church. Early coordination letters were sent to both churches on August 8, 2023. No response was received from Grace Community Foursquare Church, but Temple Baptist Church called American Structurepoint, Inc. on May 16, 2024 asking questions regarding utility relocations and their church sign being relocated. They are aware the parking lot will have parking spaces removed and their sign will be relocated. No other impacts are expected to Temple Baptist Church (Appendix G, G-25 and G-34). As design progresses, utility impacts to existing water lines, fire hydrants (fire systems), and lift stations will be further evaluated. Please see the *Drinking Water Resources* section above for more information regarding anticipated water utility impacts. Impacts to the facilities signage and parking will be further evaluated and assessed financially during the right-of-way acquisition process.

Early coordination letters were also sent to the City of Kokomo Engineering, the City of Kokomo Public Transportation, the City of Kokomo Wastewater, the City of Kokomo Mayor, the City of Kokomo Fire Department, the City of Kokomo Police Department, and the Kokomo School Corporation on August 8, 2023. The Kokomo Fire Department responded on August 9, 2023 stating they do not anticipate any concerns but need access to be maintained to fire apparatus in the project area during construction (Appendix C, C-28). The City of Kokomo Public Transportation responded on August 11, 2023 stating they are currently assessing the existing public

	This is page 19 of 26 P	roject name: G	Boyer Road Improvement Project	Date:	December 13, 2024
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County How	rard	Route	Goyer Road	Des. I	No	2201070	
sidewalks being decided upon in early coordination (https://www.citystops within the The nearest bus Goyer Road and Street and Goyer would be added	utes and they plan to implement constructed will be beneficial a timely manner allowing for the confliction letter responses were responsed with the confliction of t	I to their fut hem to be conceived. Base transportal is routed not give the project. As particularly throughout the second of the project.	ure plans and hoped onsidered during considered during considered on review of that ton city line trolley. Fed for the Goyer Road ted outside the project area; and the project area. These the project area. These	that the location of struction on Goyer F e City of Kokomo ohp) on October 14 d corridor from Mark t area within the shale northwest quadra ndertaking for DES se new sidewalks w	f the bu Road (A 's Pub , 2024, kland A opping ant of th 22010	us routes and ppendix C, C lic Transport there are no venue to Bou plaza at the intersection 70, five-foot-w	I stops will be -29). No other ation website bus routes or alevard Street. intersection of nof Boulevard vide sidewalks
and the busines Public Involveme concerned the p right-of-way and same location as new sidewalk w reconstruct the b impacts are tem	local business, called Americal solosing parking spaces (Appent Meeting on May 22, 2024, roject would eliminate their pathe front of their building. The currently exists. However, all be completely within existing usiness driveway and sidewal porary in nature. Post construy park in front of Natural Nails I laws.	endix G, G- they explain rking (Apper e project will new sidewa ing right-of-v lk. This temp action, there	3). In subsequent one ed that customer park ndix G, G-25). Current not be widening Goyalk will be constructed vay. Temporary rightorary right-orary right-orary in the will be no change in	e on one conversating is currently in frictly, there is approxing a Road next to the along the existing of-way will be required parking duthe distance from the	ions wi ont of the mately of busine curb lin uired a uring co he build	ith Natural Na neir building, 15.5-ft betwee ess and it will e and be 6-ft djacent to the postruction. H	ails during the and they were en the existing remain in the in width. This e business to owever, these isting right-of-
impacts could no acquire more pe	des all practical measures to a t be avoided due to the need rmanent right-of-way on the A No Build alternative was c	to widen Go east side of	yer Road and constructions of the Goyer Road to avoid	ct sidewalks on both d residential relocat	n sides tions ar	of the road. T nd minimize t	he project will the number of
project area. An no tall structure p occurred with the	ated within the 0.5 mile seard early coordination letter was s permit will be required if all equ e design team and all equipm will be required for the project	sent to INDC uipment bein nent that will	OT Aviation on August g used is under 180 fe	13, 2024 who respect in height (Appen	onded idix C, (on August 15 C-30 to C-31)	5, 2024 stating . Coordination
Kokomo and Ind Network, LLC, Z report (Appendix and the Nationa coordination has	attilities located within and adjana American Water (sewer, sayo, and Metro Fibernet (Fib E, E-1 to E-13), there is one Pipeline Mapping System the been initiated for the project out the project's design.	storm, and w er Optic), ar pipeline, Ko nis pipeline	ater), Windstream, Ev nd Comcast (Cable). A komo Gas & Fuel Co. is now owned by NIF	rerstream, and AT& Additionally, based , that crosses the p PSCO gas and not	T (Com on a de roject a located	munications) esktop review area. Based o I in the proje	, Indiana Fiber v, and the RFI on Indiana 811 ct area. Utility
	ibility of the project sponsor would block or limit access.	to notify sch	ool corporations and	emergency service	es at le	ast two week	s prior to any
						.,	
During th	nental Justice (EJ) (Preside e development of the project project require an EJ analysi len:	were EJ issu				Yes N	X X
	any EJ populations located v the project result in adversel			ts to EJ populations	s?		X
was required, desc	s were identified during projectibe how the EJ population was explain your reasoning. If yes	s identified.	Include if the project	has a disproportion	ately h	igh or advers	
This is page 2	of 26 Project name: <u>C</u>	Soyer Road∃	mprovement Project		Date:	December 1	3, 2024

County	Howard	Route	Goyer Road	Des.	No. 2201070)
	VA Order 6640.23A, FHW					
Per the cur or more rel	rrent INDOT Categorical E ocations or 0.5 acre of add an EJ Analysis is required	xclusion Manual, an itional permanent rig	Environmental Just	ice (EJ) Analysis is r	equired for any p	roject that has two
population population	EJ impacts are detected by sof EJ concern exist and may be a county, city or the community that overlap	whether there could be sown and is called the	d be disproportionate community of co	tely high and advers mparison (COC). In	se impacts to the this project, the (em. The reference COC is the City of
13. An AC population	has a population of concerning that overlaphas a population of concerning that 125% of the COC. Data from 15, 2024. The data coll	n for EJ if the population from the US Census	tion is more than 50 website (<u>https://data</u>	% minority or low-inc census.gov/) was o	ome or if the low- btained by Americ	income or minority can Structurepoint,
					T	
				COC City of Kokomo	AC 1 Census Tract 1	
		MIN	ORITY POPULATION		Census Tract	13
	Total Population	10111	TOTAL TO OLATIO	59,534	2,508	
	Not Hispanic or Latino:	White Alone		47,377	2,127	
	Minority Population			12,157	381	
	Percent Minority			20.42%	15.19%	
	125 Percent of COC			25.53%		
	AC Percent Minority Gre	ater Than 125 Percen	t of COC?		No	
	AC Percent Minority Gre				No	
	Population of EJ Concer	n?			No	
		LOW	INCOME POPULATI	ON		
I	Total Population for Who		Determined	58,308	2,496	
	Total Population Below	Poverty Level		8,602	152	
I	Percent Low-Income			14.75%	6.09%	
	125 Percent of COC			18.44%		
	AC Percent Low-Income				No	
	AC Percent Low-Income		ent?		No	
	Population of EJ Concer	n?			No	
% Minority = (Total population - Not Hispanic or Latino: White Alone)/Total Population % Low Income = (Total population Below Poverty Level/Total Population for Whom Poverty Status is Determined) 125 Percent of COC = Percent Minority (or Percent Low-Income) * 1.25						
AC-1, Census Tract 13 has a percent minority of 15.19% which is below 50% and is below the 125% COC threshold. Therefore, AC-1, Census Tract 13 does not contain a minority population of EJ concern. AC-1, Census Tract 13 has a percent low-income of 6.09% which is below 50% and is below the 125% COC threshold. Therefore, AC-1, Census Tract 13 does not contain a low-income population of EJ concern. The census data sheets, map, and calculations can be found in Appendix I, I-2 to I-5. No further environmental justice						
analysis is	warranted.					

Relocation of People, B	usinesses or Farms			Yes No
Will the proposed action r	X			
Number of relocations:	Residences: N/A	Businesses: N/A	Farms: N/A	Other: N/A
Discuss any relocations that will occ	cur due to the project. If a Bi	S or CSRS is required,	discuss the results i	n the discussion below.
No relocations of people, busines	sses, or farms will take place	e as a result of this proje	ect.	
	•			

This is page 21 of 26 Project name: Goyer Road Improvement Project Date: December 13, 2024

County	Howard	Indiana Depar	Goyer Road	Des. No.	2201070
SECTIO	N I – HAZARDOUS	MATERIALS & REGUI	LATED SUBSTAN	ICES	
Re Ph Ph De	ed Flag Investigation (nase I Environmental s nase II Environmental esign/Specifications fo	Regulated Substances (RFI) Site Assessment (Phase II) Site Assessment (Phase II) r Remediation required? y INDOT SAM (if applicable	ESA) ESA)	Documen X	tation
Based on by Americ undergrou pollutant o	ay quantities, etc.) will a review of Geograph can Structurepoint, Industrial and storage tanks (UN	c. and INDOT SAM provid Ts), six leaking undergrou system (NPDES) sites are	cussion. Include app S) and available pub ed their concurrence nd storage tanks (LU	olicable commitments. lic records, the RFI was c e on January 9, 2024 (Ap JSTs), ten institutional cor	ompleted on January 9, 2024 opendix E, E-1 to E-13). Nine ntrol sites, and seven national ess discussed below, none o
to the nor March 4, recorded of basement handling, Institution	thern terminus of the 2008 with soil and gron the property deed on the property deed on the excavation. If expenses and excavation in the property and dispossal Controls section (in the exception)	project area. IDEM issue- bundwater petroleum impa n November 2, 2007, which excavation occurs in this a al of soil and/or groundw	d a no further action acts remaining on singles of placed restriction or rea, it is possible that the rater may be necestory, before ready	n (NFA) determination for te. An Environmental Res n land use, groundwater u at petroleum contaminatio ssary. Coordination will b for contracts (RFC). Ref	Markland Avenue is adjacen LUST Incident #9206539 or strictive Covenant (ERC) was se, construction of subsurfacen will be encountered. Prope conducted with the IDEM er to Appendix G of the SAM
adjacent tindicated petroleum contamina excavatio of soil ar (institution	to the west of the nor non-default residential contamination on si ation in soil and groun n occurs in this area, ind/or groundwater m	thern terminus of the project closure for subsurface te. An ERC was recorded dwater on the property. The tis possible that petroleum ay be necessary. Coord	ect area. IDEM issue soil and industrial of on the property do ne ERC places restriction will be contamination will be contamination be contamination will be contamination will be con	ed a NFA for the site on default closure for ground eed on December 30, 2 ctions on land use, ground eencountered. Proper had ducted with the IDEM	2345 East Markland Avenue December 7, 2004. The NFA dwater due to the remaining 004 for remaining petroleum dwater use and excavation. I undling, removal, and disposa Institutional Controls section nended procedure to manage
GM Comp	onents Holding an in	stitutional control site ALIF) 11697, is located at	2100 Lincoln Road 0 05 n	nile southwest of the southerr

This is page 22 of 26 Project name: Goyer Road Improvement Project Date: December 13, 2024

terminus of the project area. An ERC was recorded on the entire property on June 19, 2018, which places restrictions on land and groundwater uses due to the presence of volatile organic compounds (VOC), semi-volatile organic compounds (SVOC), Metals, and polychlorinated biphenyls (PCB). General groundwater flow is to the northwest, away from the project area. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC.

County	/ Howard	Route	Gover Road	Des. No.	2201070	
County	riowaiu	Roule	Goyer Road	Des. No.	2201070	

Part IV - Permits and Commitments

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

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

Due to impacts to Cannon-Goyer Ditch, the increased structure size, and realignment of new structure the project will likely require an IDEM 401 IP and a USACE 404 NWP. Mitigation will likely be required and will be determined during permitting. The project will also require a construction stormwater general permit (CSGP) (formerly called Rule 5) due to ground disturbance of more than one acre. Additionally, the project will also require an IDNR Construction in a Floodway (CIF) and a County Regulated Legal Drain permit.

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 Environmental Services Division (ESD) and the INDOT Greenfield District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the USACE permit. (INDOT ESD)
- 4) When replacing the culvert at the Cannon-Goyer open ditch, the Howard County Surveyor's Office is concerned with the size of opening, as well as the alignment of this crossing with the ditch. (Howard County Surveyor)
- 5) The Howard County Surveyor's Office has 2 Regulated drains crossing Goyer Road in three separate locations. The A. Thompson Regulated drain crosses in the North end of section 6. The Cannon Goyer Regulated drain crosses in the South end of section 6 and the middle of section 2. (Howard County Surveyor)

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County	Howard	Route	Goyer Road	Des. No.	2201070	
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- 6) As for the tile in section 2, the Howard County Surveyor's Office would request the tile be increased one size from the existing with structures placed on each side of the road. The tile in section 6 we are not sure what your plan would be due to this tile has 2 flumes currently inline under the roadway. (Howard County Surveyor)
- 7) The Howard County Surveyor's Office requests to be involved during the entire design phase of this project to help elevate challenges in the future. (Howard County Surveyor)
- 8) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 9) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 10) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
- 11) Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present (October 1 to March 31), or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR-DFW)
- 12) Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
- 13) Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or tree within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
- 14) USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after September 27, 2025, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (USFWS)
- 15) The unnumbered structure conveying Cannon-Goyer Ditch and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the RSP "107-C-273 Migratory Bird Protection." (INDOT ESD)
- 16) Chemical leaks or spills on the ground or into a waterway must be notified immediately. In addition to traditional first responders and hazmat contacts, also contact Indiana American Water Supervisor of Water Quality, Alexander Indrutz at (765) 513-5186. (Indiana American Water)
- 17) Include an Emergency Spill Response Section in the Emergency Response Plan. Include Alexander Indrutz, Indiana American Water Supervisor of Water Quality at (765) 513-5186 as a contact for emergency spills, in addition to traditional first responder and hazmat contacts. (Indiana American Water)
- 18) Inspect chemical storage and equipment for leaks before and after daily operations. (Indiana American Water)
- 19) Hazardous materials must be properly contained and stored to prevent accidental release. (Indiana American Water)
- 20) Petroleum products should be stored within secondary containment. (Indiana American Water)
- 21) Prohibit concrete truck or other wash out areas within 200 ft. of waterways. (Indiana American Water)
- 22) Fertilizer, pesticide, or herbicide application must follow labeled instructions. (Indiana American Water)
- 23) The Kokomo Fire Department will need access to be maintained to fire apparatus in the project area during construction. (Kokomo Fire Department)
- 24) Ongoing coordination with the City of Kokomo's Transportation Director will occur regarding potential bus stop and shelter locations. (Kokomo Transportation Department)
- 25) Cannon-Goyer Ditch is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
- 26) The Speedway Store 5162, a LUST and institutional control site, AI ID # 12444, is located at 2401 East Markland Avenue adjacent to the northern terminus of the project area. IDEM issued a no further action (NFA) determination for LUST Incident #9206539 on March 4, 2008 with soil and groundwater petroleum impacts remaining on site. An Environmental Restrictive Covenant (ERC) was recorded on the property deed on November 2, 2007, which placed restriction on land use, groundwater use, construction of subsurface basements, and excavation. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before ready

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County	Howard	Route	Goyer Road	Des. No.	2201070
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for contracts (RFC). Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)

- 27) A former Village Pantry, an unmapped LUST and institutional control site, AI ID # 49047, is located at 2345 East Markland Avenue adjacent to the west of the northern terminus of the project area. IDEM issued a NFA for the site on December 7, 2004. The NFA indicated non-default residential closure for subsurface soil and industrial default closure for groundwater due to the remaining petroleum contamination on site. An ERC was recorded on the property deed on December 30, 2004 for remaining petroleum contamination in soil and groundwater on the property. The ERC places restrictions on land use, groundwater use and excavation. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
- 28) GM Components Holding, an institutional control site, AI ID 11697, is located at 2100 Lincoln Road 0.05 mile southwest of the southern terminus of the project area. An ERC was recorded on the entire property on June 19, 2018, which places restrictions on land and groundwater uses due to the presence of volatile organic compounds (VOC), semi-volatile organic compounds (SVOC), Metals, and polychlorinated biphenyls (PCB). General groundwater flow is to the northwest, away from the project area. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. (INDOT SAM)

For Consideration

- 29) Best management practices (BMPs) must be in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate. (IDNR-DFW)
- 30) The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). (IDNR-DFW)
- 31) Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2") below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel. (IDNR-DFW)
- 32) The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway a minimum of 1-3 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area. (IDNR-DFW)
- 33) For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). (IDNR-DFW)
- 34) Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources such as geotextiles (erosion control blankets and/or turf reinforcement mats 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); or Vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. (IDNR-DFW)
- 35) Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the OHWM with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)

This is page 25 of 26 Project name: Goyer Road Improvement Project	ect Date: December 13, 2024
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County	Howard	Route	Goyer Road	Des. No.	2201070	
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- 36) The Division of Fish and Wildlife recommends a mitigation plan be developed. Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10" diameter-at-breast height (dbh) or greater by planting five trees, 1" to 2" in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed. (IDNR-DFW)
- 37) The Division of Fish and Wildlife recommends avoiding removing trees along roadways and trails to the greatest extent possible and replacing trees that must be removed. (IDNR-DFW)
- 38) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
- 39) Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)
- 40) Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height. (IDNR-DFW)
- 41) Post construction, there will be no change in the distance from the front of the Natural Nails, LLC building to the existing right-of-way and cars may park in front of Natural Nails, LLC as they currently do as long as they do not block the new pedestrian facilities and comply with local laws. (City of Kokomo)
- 42) David Brinkley (a property owner at 1441 Stafford Drive) will be notified one week prior to construction adjacent to his property. (City of Kokomo)

This is page 26 of 26 Project name: Goyer Road Improvement Project Date: December 13, 2024

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Appendix A: INDOT Supporting Documents

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement ²
Stream 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	-	-	1	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

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

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

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

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

⁴US Army Corps of Engineers Individual 404 Permit

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

⁶If 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.

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

⁸Projects 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.

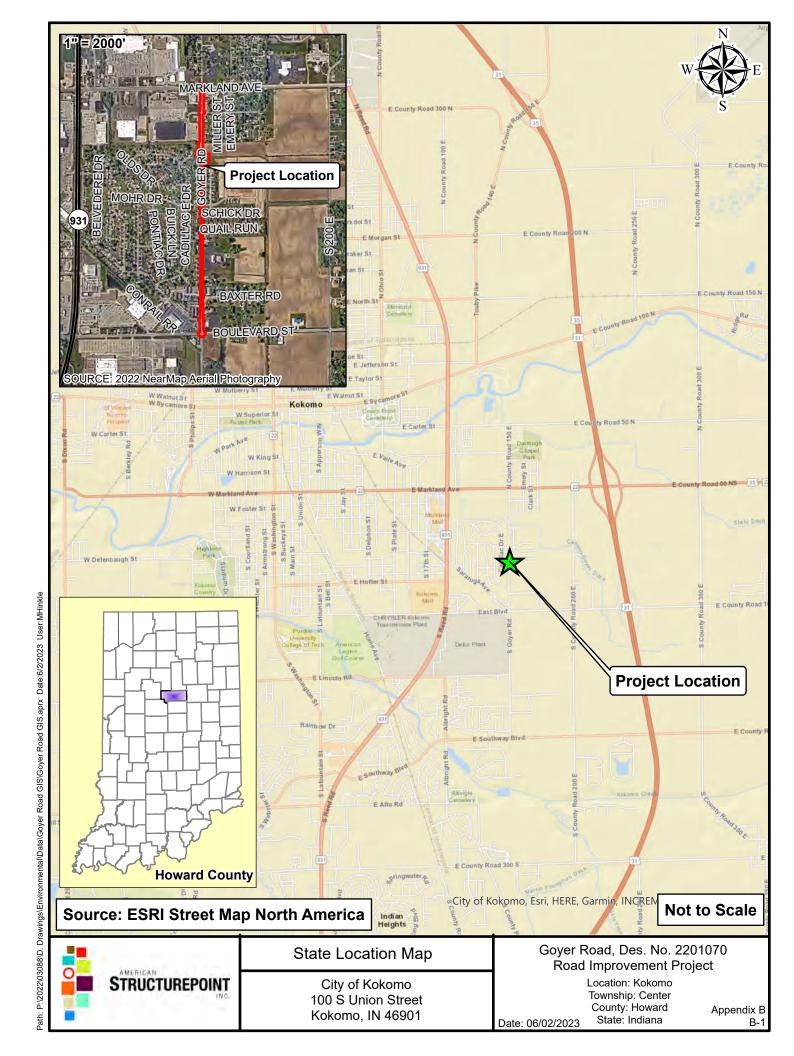
⁹Potential for causing a disproportionately high and adverse impact.

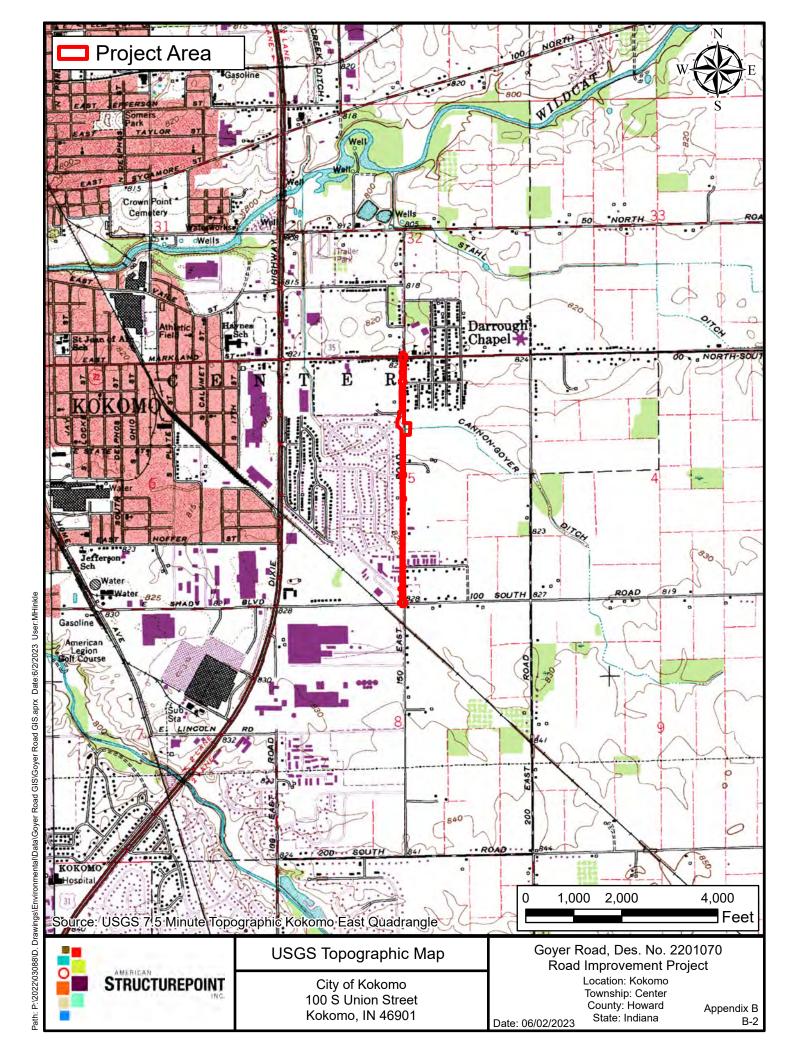
¹⁰Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective

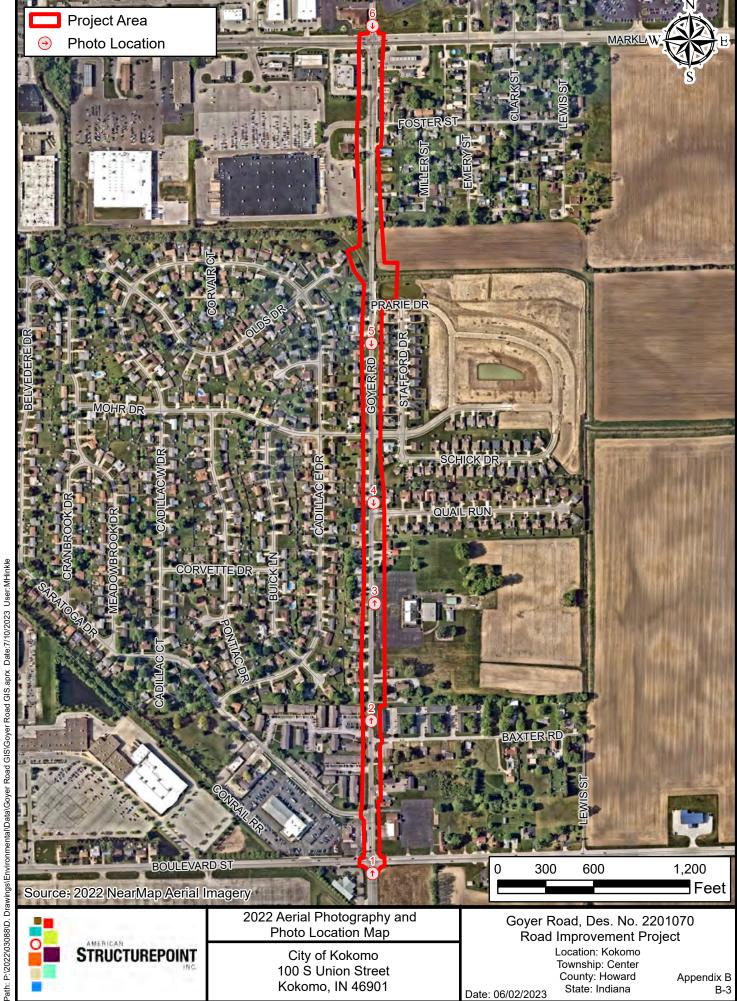
January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column. ¹¹Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

^{*}Includes the threatened/endangered species critical habitat.

Appendix B: Graphics







100 S Union Street

Kokomo, IN 46901

Date: 06/02/2023

Appendix B

B-3



Photo 1. Goyer Road looking north at Boulevard Street intersection.

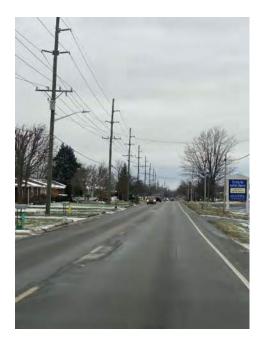


Photo 3. Goyer Road looking north.



Photo 2. Goyer Road looking north.

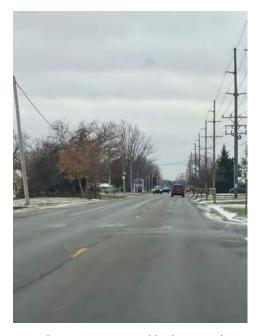


Photo 4. Goyer Road looking south.



Photo 5. Goyer Road looking south.



Photo 6. Goyer Road looking south at Markland Avenue intersection.

PROJECT DESIGNATION
2201070 2201070
CONTRACT BRIDGE FILE
R-44374 N/A

INDIANA DEPARTMENT OF TRANSPORTATION



ROAD PLANS

GOYER ROAD RECONSTRUCTION FROM BOULEVARD ST. TO MARKLAND AVE.

PROJECT NO.

Gross Length: 0.683 MI.

2201070 P.E. 2201070 R/W 2201070 CONST.

BOARD OF PUBLIC WORKS

APPROVED:

Date

Weston Reed

President

T.J. Rethlake

Member

Sarah Spencer

Member

ATTEST:

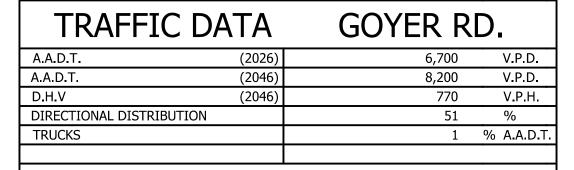
Sarah White

Clerk

CITY OF KOKOMO, INDIANA

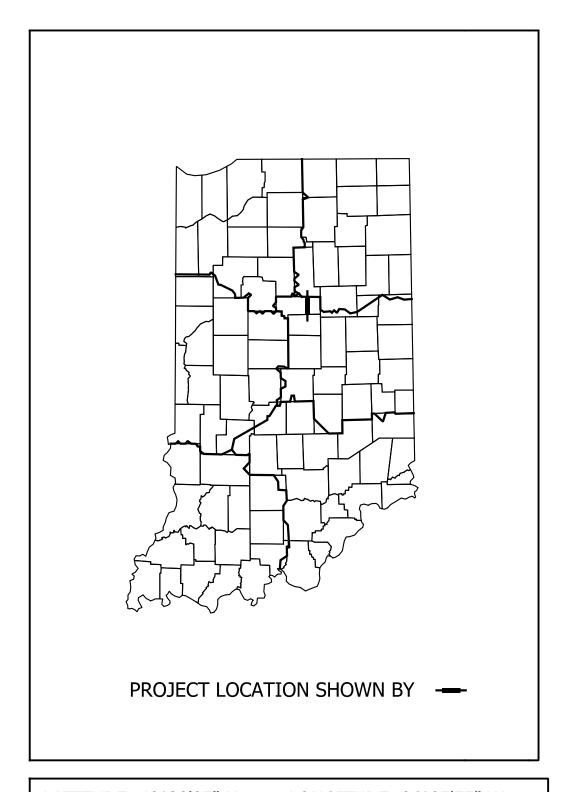
Kokomo City Engineer

Net Length:	0.683 MI.		
Maximum Grade:	-0.700 %		
in a			rd St. and Goyer Rd. continuing approximately 3,606 feet oyer Rd. All in Section 5, T-23-N, R-4-E in Center Township,
CENTER TOWNSHIP	E Carter St State of the state	Water Works Road 32 Arnold St Shape of the state of th	34 Scale : 1"= 2000'
T 24 N T 23 N Kekomo City S S S S S S S S S S S S S	E Foster St Seventeenth St Mohr Dr Seventeenth St S	Foster St. Gamon Gover Aitch Deady Javon St.	END INCIDENTAL CONSTRUCTION 151+00.31 "PR-S-1-G" 3 END PROJECT 139+44.19 "PR-S-1-G"
12 Tobologic Cicle	E Boulevard St 8 Lincoln Road HOWARD COUNTY	9 Silvent Contract C	BEGIN PROJECT 102+54.59 "PR-S-1-G" 10 BEGIN INCIDENTAL CONSTRUCTION 100+20.25 "PR-S-1-G"



DESIGN DATA

1	
DESIGN SPEED	35 M.P.H.
PROJECT DESIGN CRITERIA	(4R) RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE



LATITUDE: 40°28'07" N LONGITUDE: 86°05'55" W

INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED 2024 TO BE USED WITH THESE PLANS.

	BRIDGE FILE		FILE
		N/A	
	DES:	IGNA	ΓΙΟΝ
	2	20107	70
	SHEETS		
SURVEY BOOK	S	HEET	S
SURVEY BOOK N/A	S 1	HEET	S 125
	1	ROJEC	125



9025 RIVER ROAD, SUITE 200 INDIANAPOLIS, IN 46240 TEL 317.547.5580 FAX 317.543.0270 www.structurepoint.com

NOT FOR CONSTRUCTION

PLANS
PREPARED BY:

American Structurepoint, Inc.

CERTIFIED BY:

DATE

APPROVED
FOR LETTING:

INDIANA DEPARTMENT OF TRANSPORTATION

DATE

UTILITIES

CABLE Comcast 720 Taylor Street Fort Wayne, IN, 46802 (260) 410-3504 Doug Fishburn

ELECTRIC Duke Energy - Distribution 100 South Mill Creek Road Noblesville, IN, 46062 (317) 776-5320 Don McDuffy

ELECTRIC Duke Energy - Transmissions 100 South Mill Creek Road Noblesville, IN, 46062 (317) 703-0681 Duke General FIBER OPTIC Indiana Fiber Network, LLC 5520 W. 76th St.

Indianapolis, IN 46268

(317) 280-4636

Ìim Ŕoyer

FIBER OPTIC

733 North High School Indianapolis, IN 46256 (765) 314-1199 Waylon Higgins **COMMUNICATIONS**

Windstream 5020 Smythe Drive Evansville, IN 47715 (812) 461-7450 Shawn Riley

Everstream 240 North 5th Street, Suite 168 Columbus, OH 43215 (614) 357-1038 Nick Merchant

COMMUNICATIONS AT&T 116 East Taylor Street Kokomo, IN 46901 (765) 760-4786 **David Smith**

FIBER OPTIC Metro Fibernet

3701 Communications Way Evansville, IN 47715 (812) 213-1050 Lori Kemper

<u>GAS</u> NIPSCO Gas 900 East Boulevard Street

Kokomo, IN 46902 (765) 431-0994 Bridger White

COMMUNICATIONS, FIBER OPTIC SEWER, STORM, & STREETLIGHTS City of Kokomo 100 S. Union Street

Kokomo, IN 46901 (765) 456-7402 Ĵon Pyke **SEWER & WATER** Indiana American Water 153 North Emerson Avenue Greenwood, IN 46143 (317) 209-5837

Jonny Norris

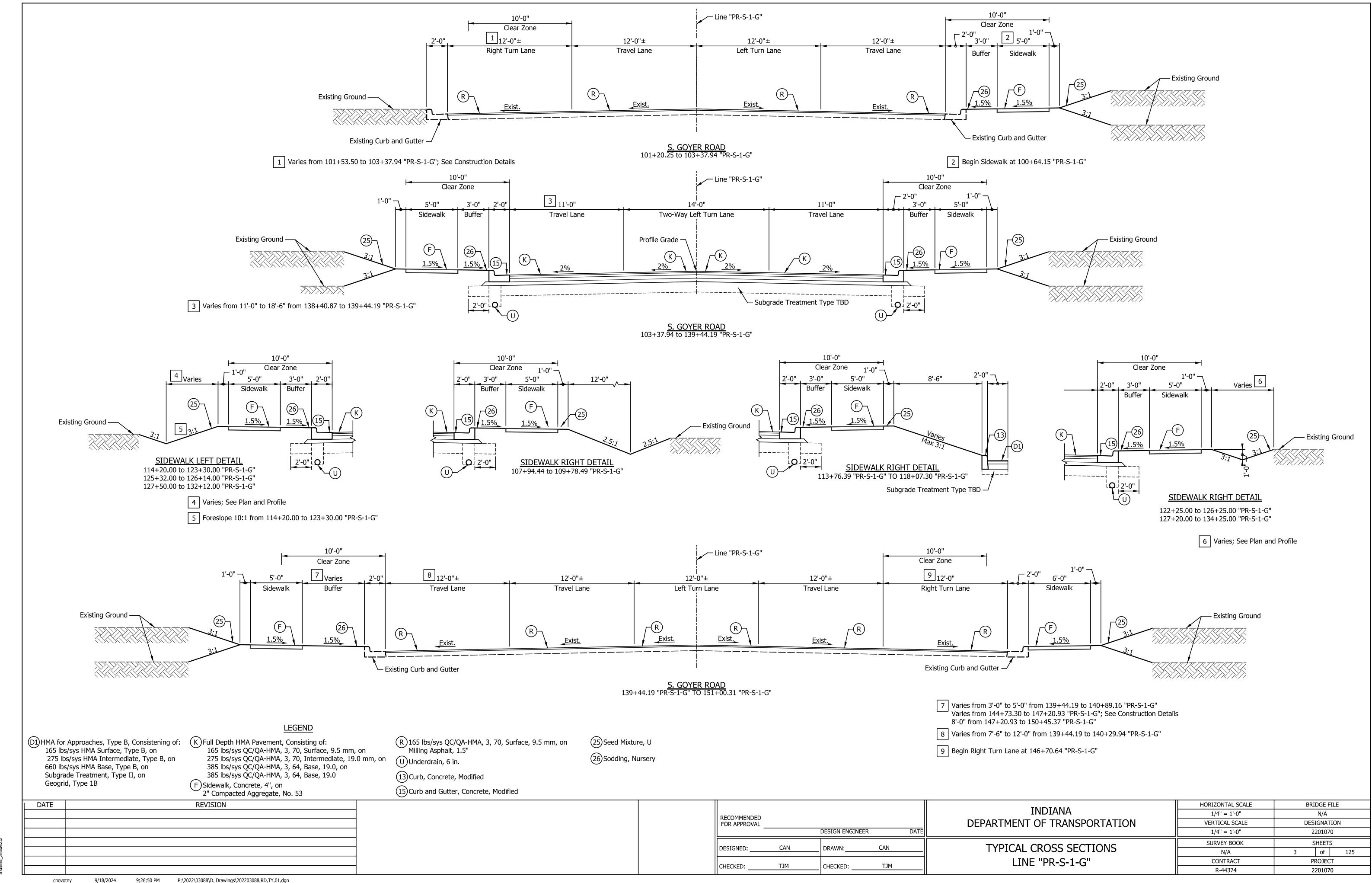
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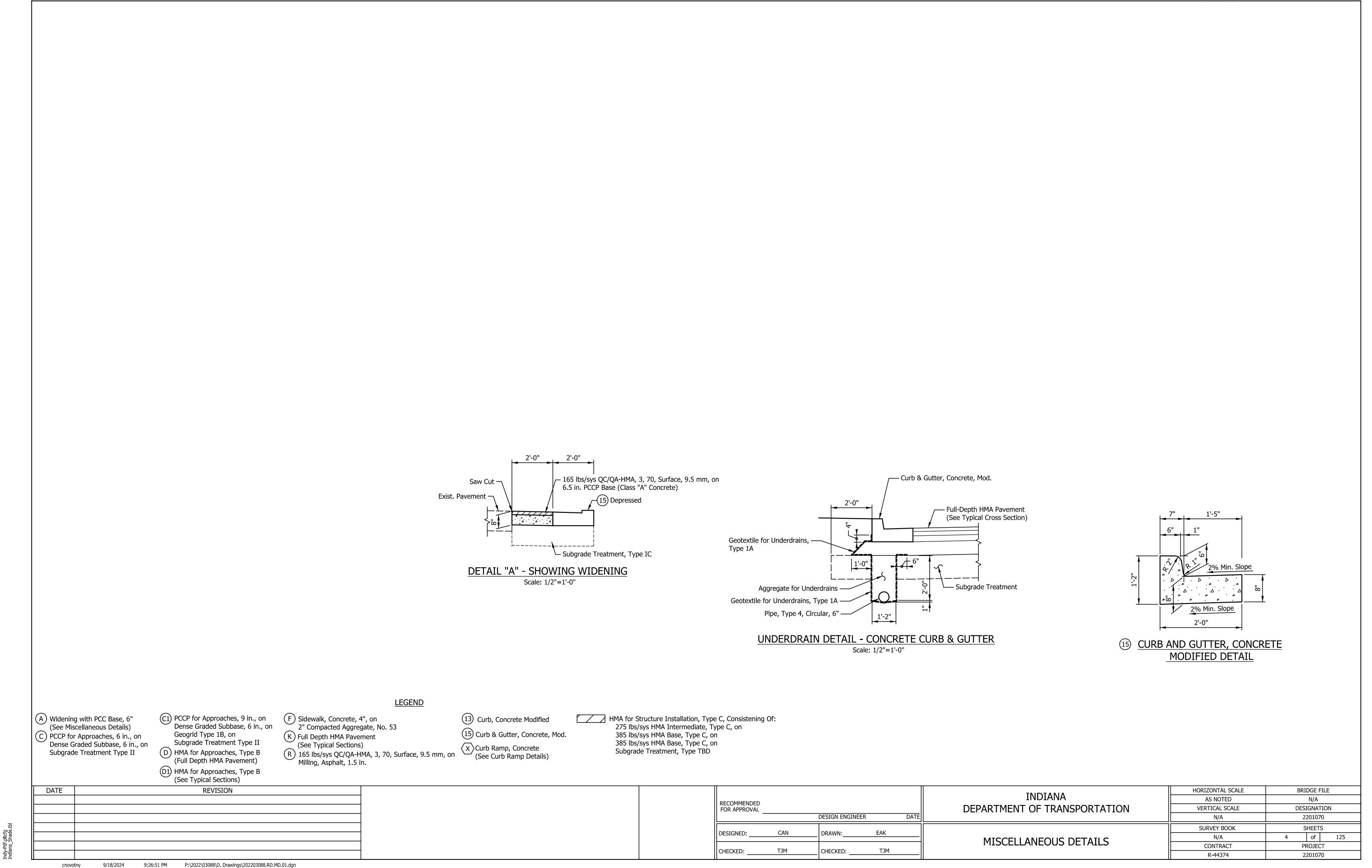
*	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta and Sta, shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.
	All limited access right-of-way (L.A. R/W) is to be fenced with chain link type fence (CLTF) or farm field type fence (FFTF) where specified in the plans.
	Contractor shall verify existing flowline elevations to set the appropriate sump depth.

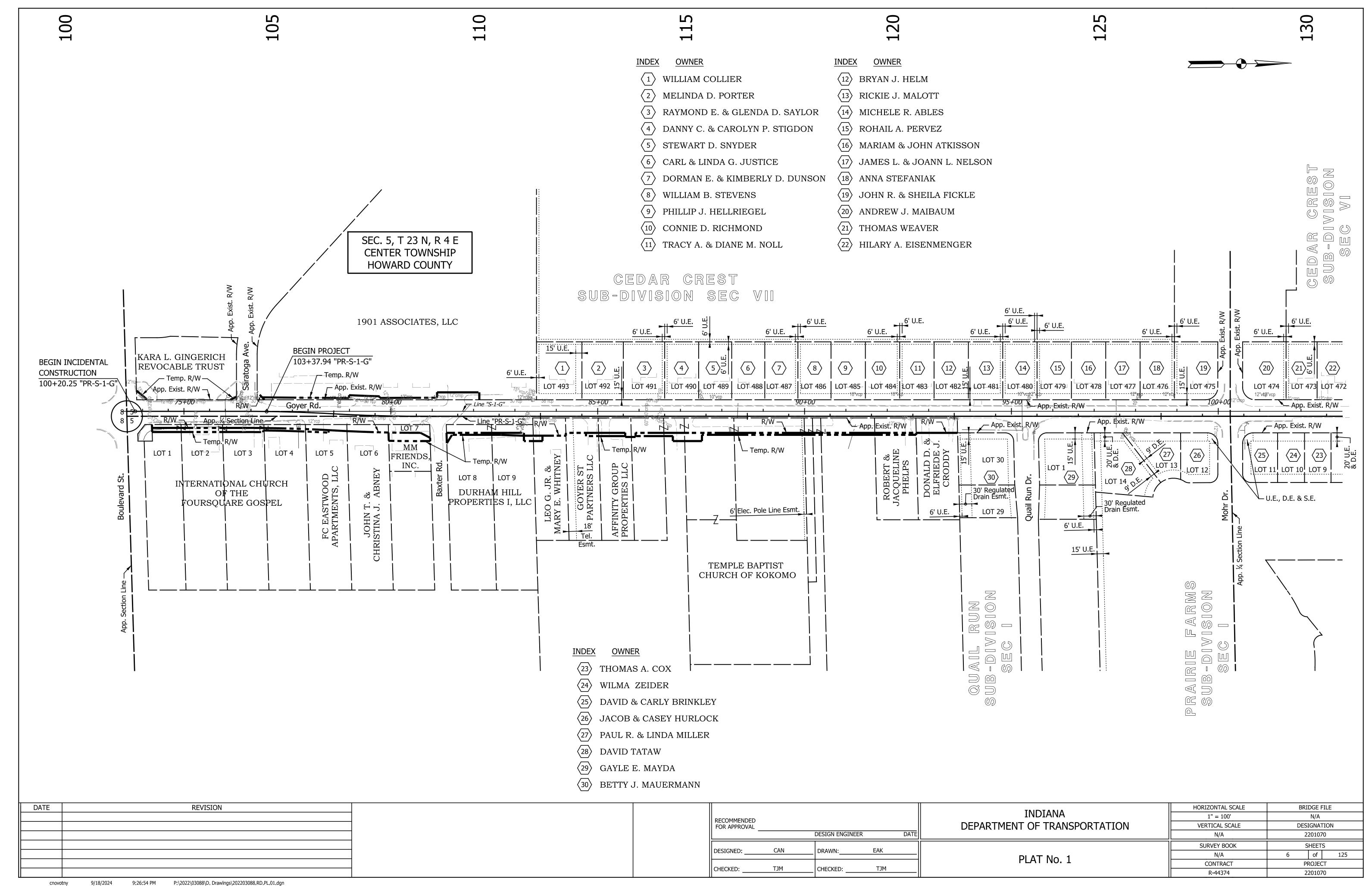
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SHEET NO.	DATE	REVISED					

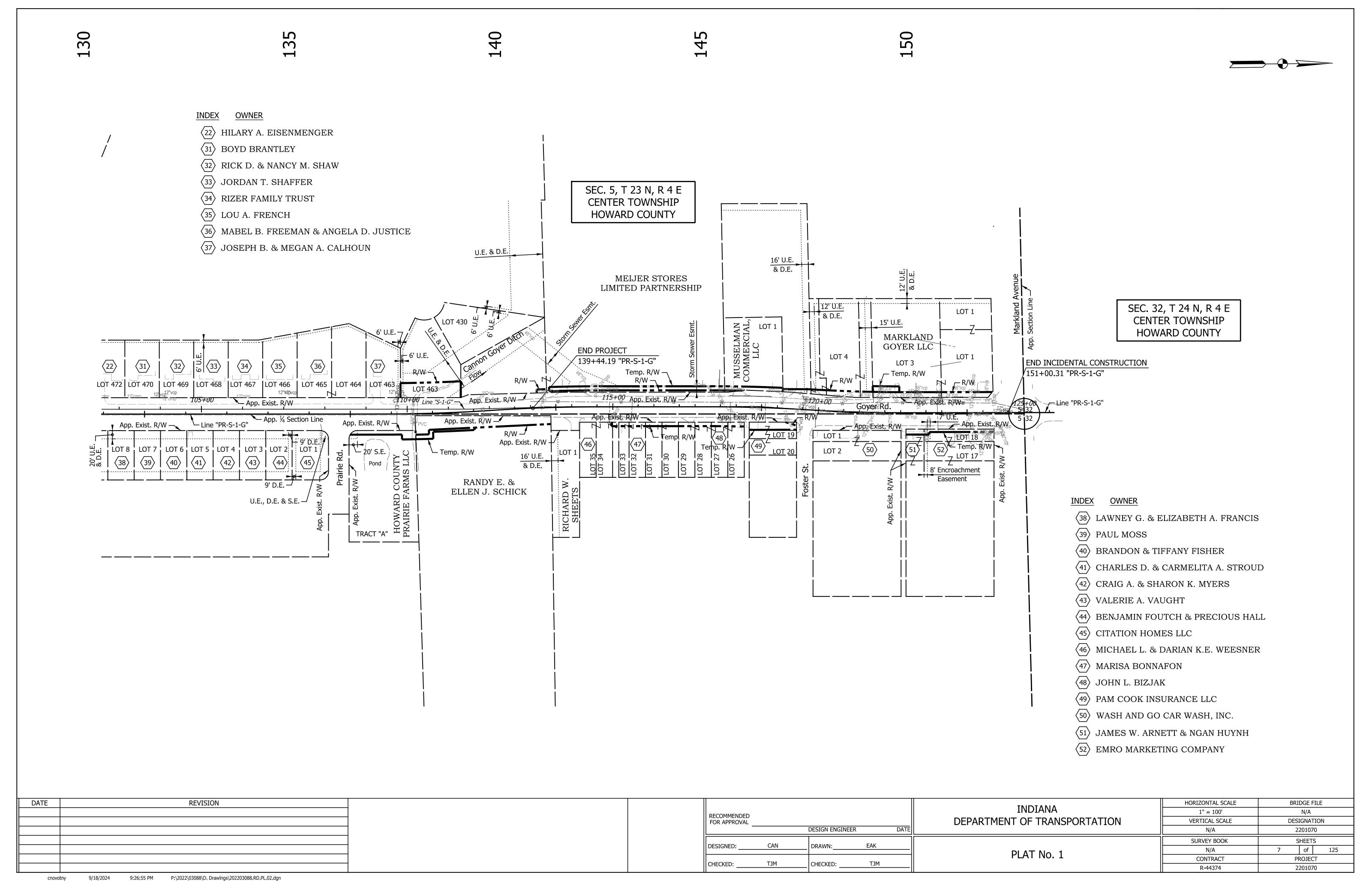
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SHEET NO.	DRAWING INDEX									
1	TITLE SHEET									
2	INDEX & GENERAL NOTES									
3	TYPICAL CROSS SECTIONS									
4	MISCELLANEOUS DETAILS									
5	GEOMETRIC TIE-IN									
6-7	PLAT NO. 1									
8	8 DETOUR PLAN									
9-22	TRAFFIC MAINTENANCE DETAILS									
23-25	REMOVAL DETAILS									
26-32	PLAN & PROFILES									
33-41	CONSTRUCTION DETAILS									
42-45	SPOT ELEVATION DETAILS									
46-47	CULVERT DETAILS									
48-51	EROSION CONTROL DETAILS									
52-55	PAVEMENT MARKINGS AND SIGNING DETAILS									
56	SUMMARY OF QUANTITIES AND APPROACH TABLE									
57	UNDERDRAIN TABLE									
58-66	STRUCTURE DATA TABLE									
67	PIPE MATERIAL SHEET									
68-125	CROSS SECTIONS									

RECOMMENDED FOR APPROVAL					INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE N/A VERTICAL SCALE	BRIDGE FILE N/A DESIGNATION		
FOR APPROVAL _		DESIGN ENGINEER I		DATE		N/A	2201070		
DESIGNED:	CAN	DRAWN:	EAK		INDEX AND GENERAL NOTES	SURVEY BOOK N/A	2	SHEETS of	125
CHECKED:	TJM CHECKED:	MCT		INDEX AND GENERAL NOTES	CONTRACT R-44374	PROJECT 2201070			

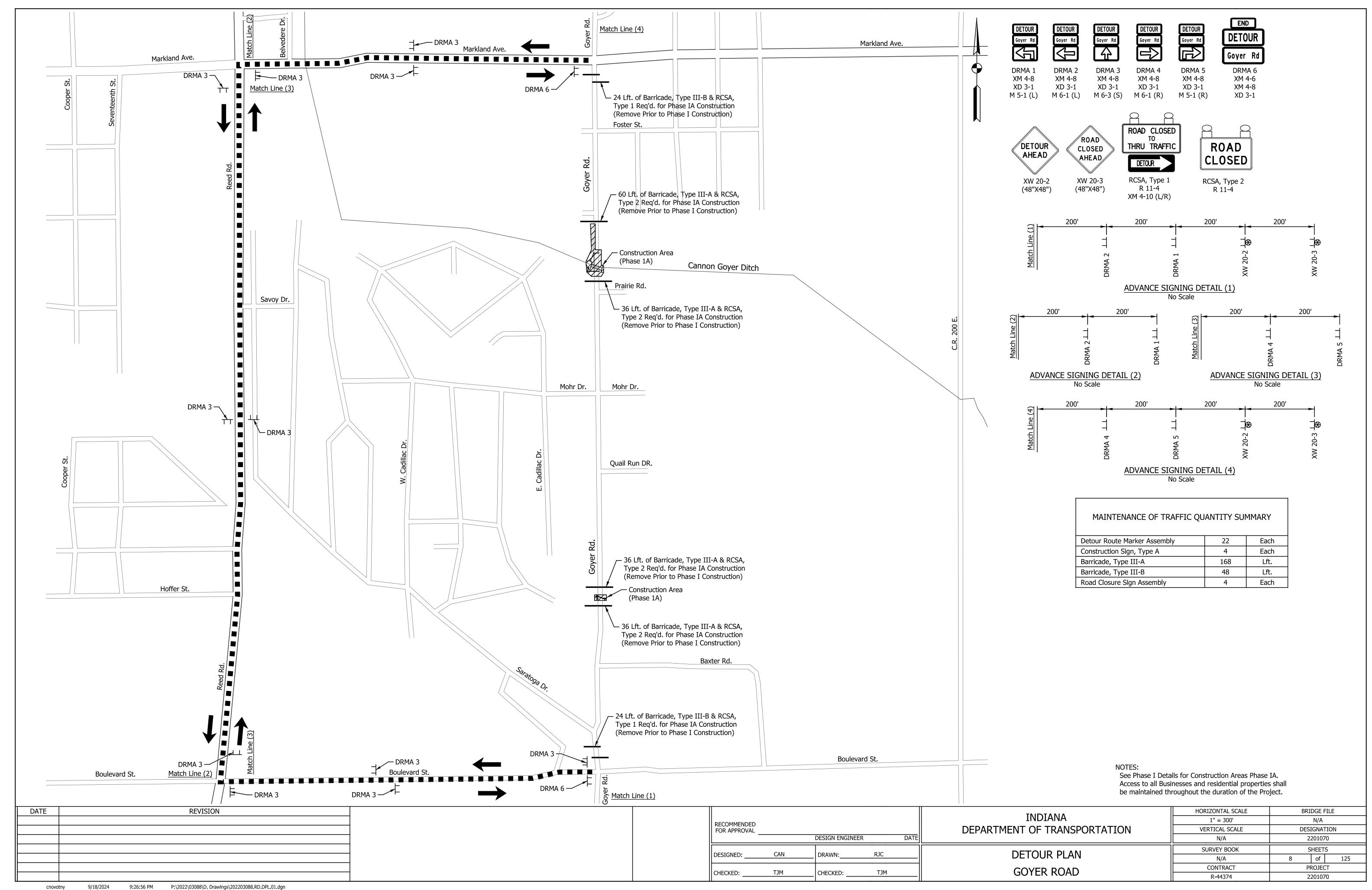


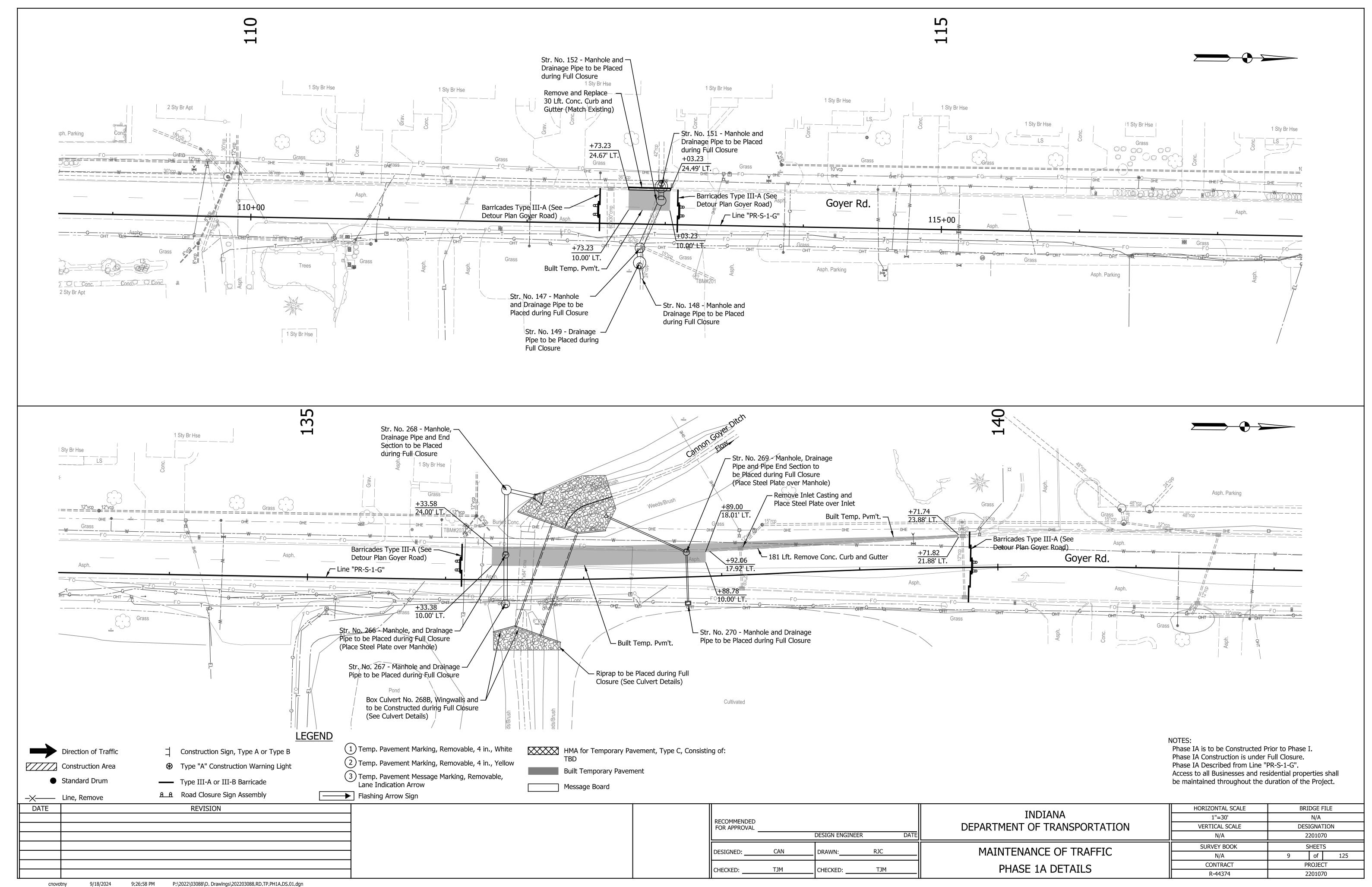


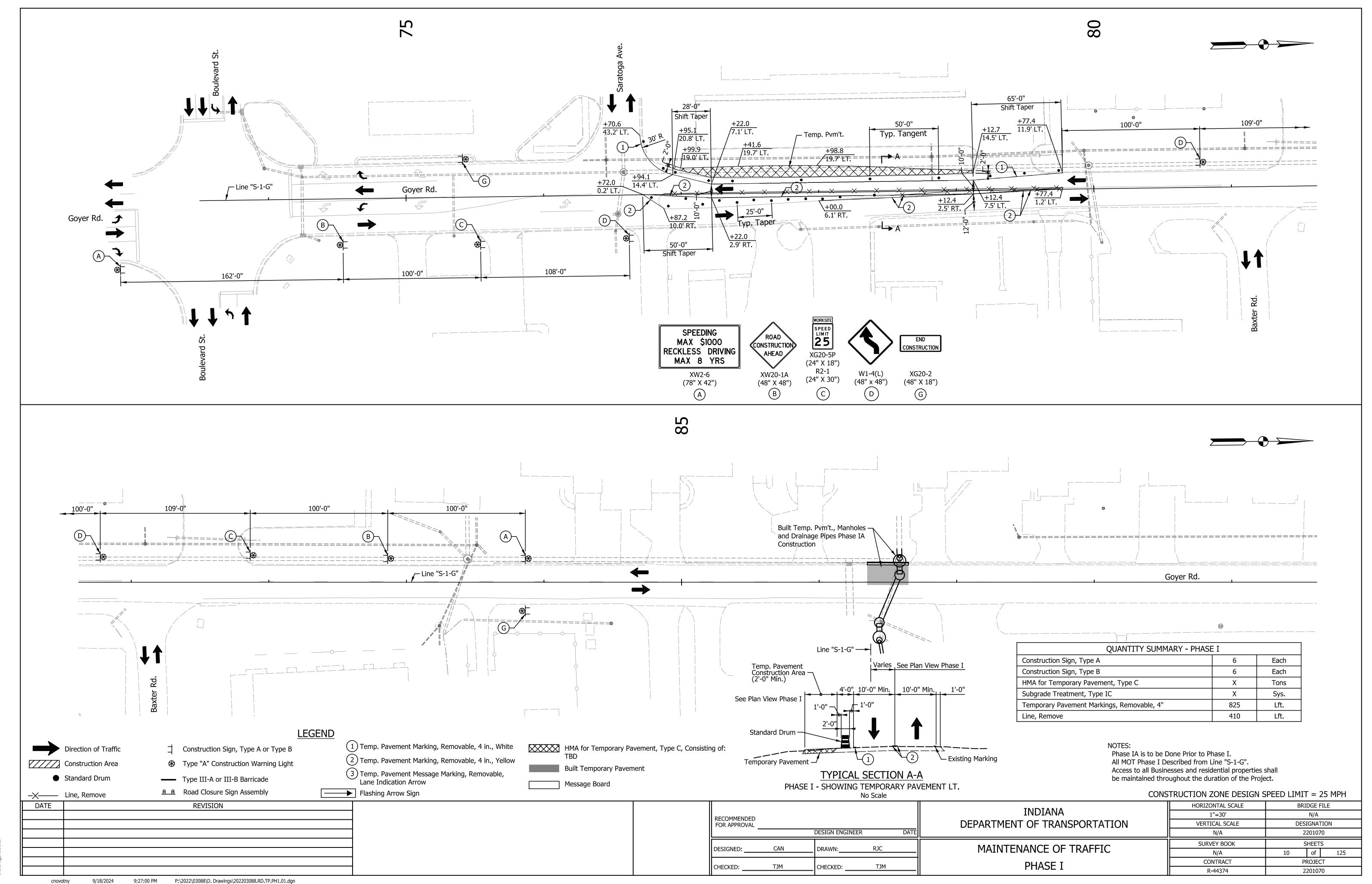


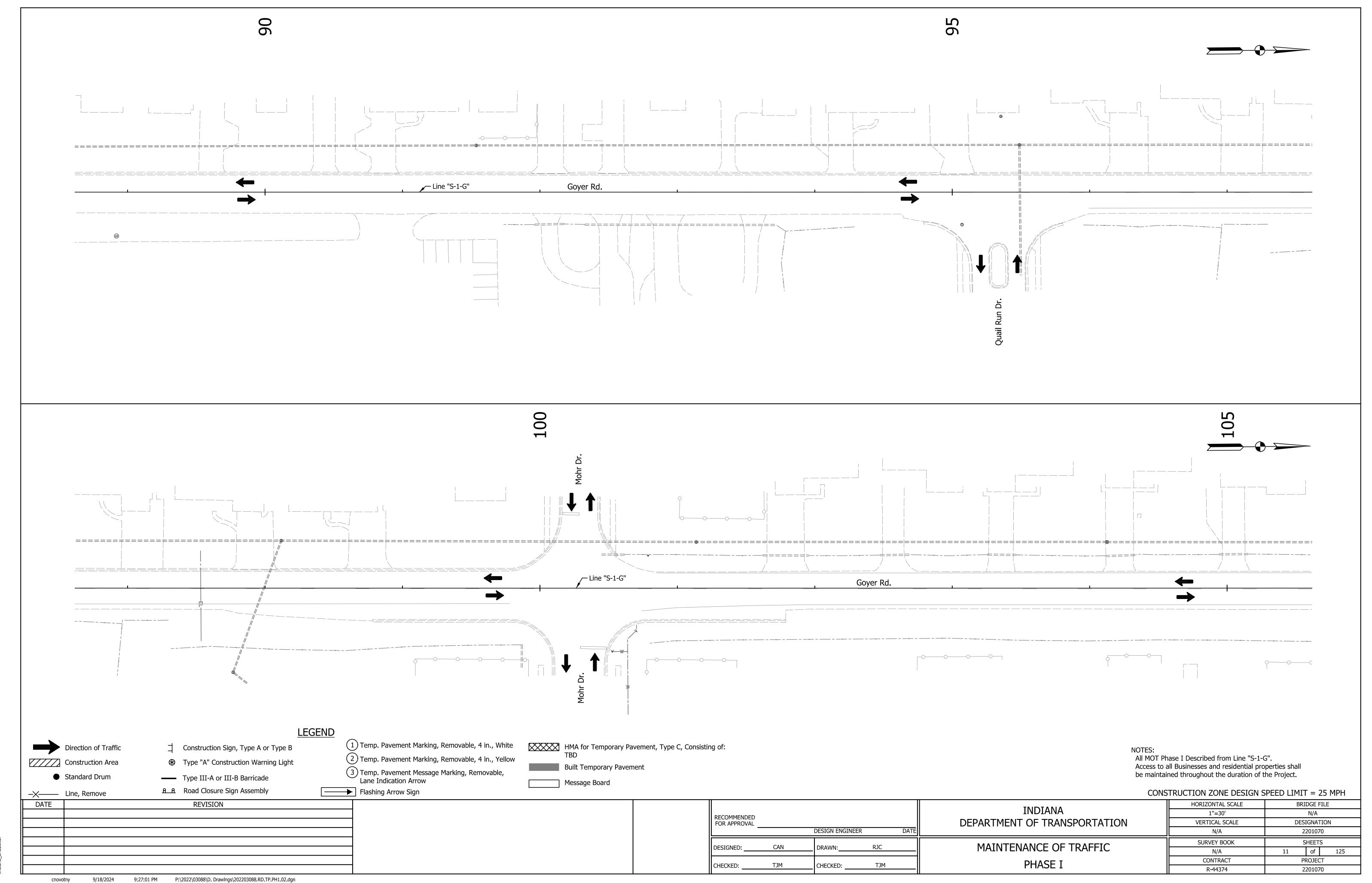


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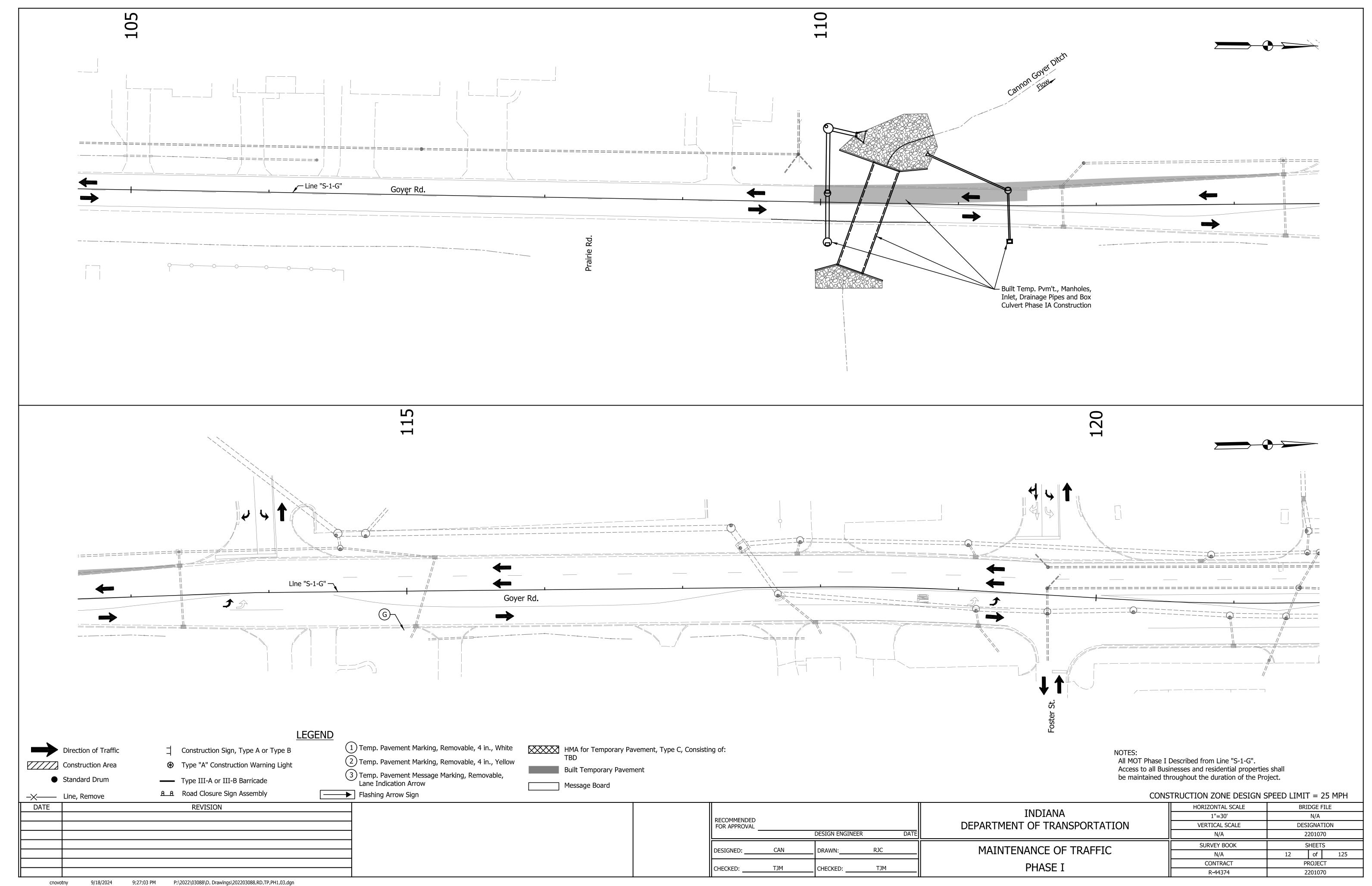


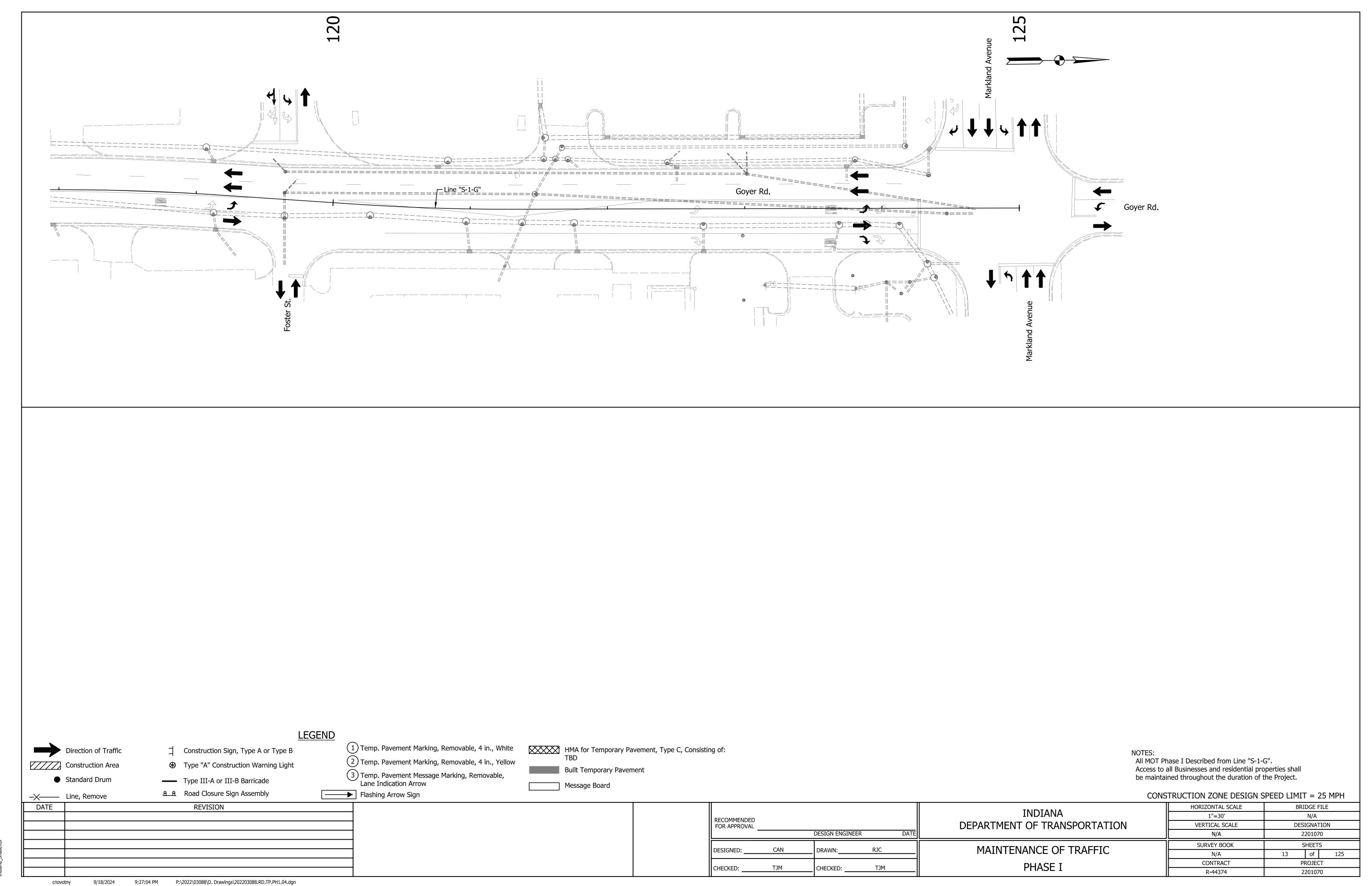


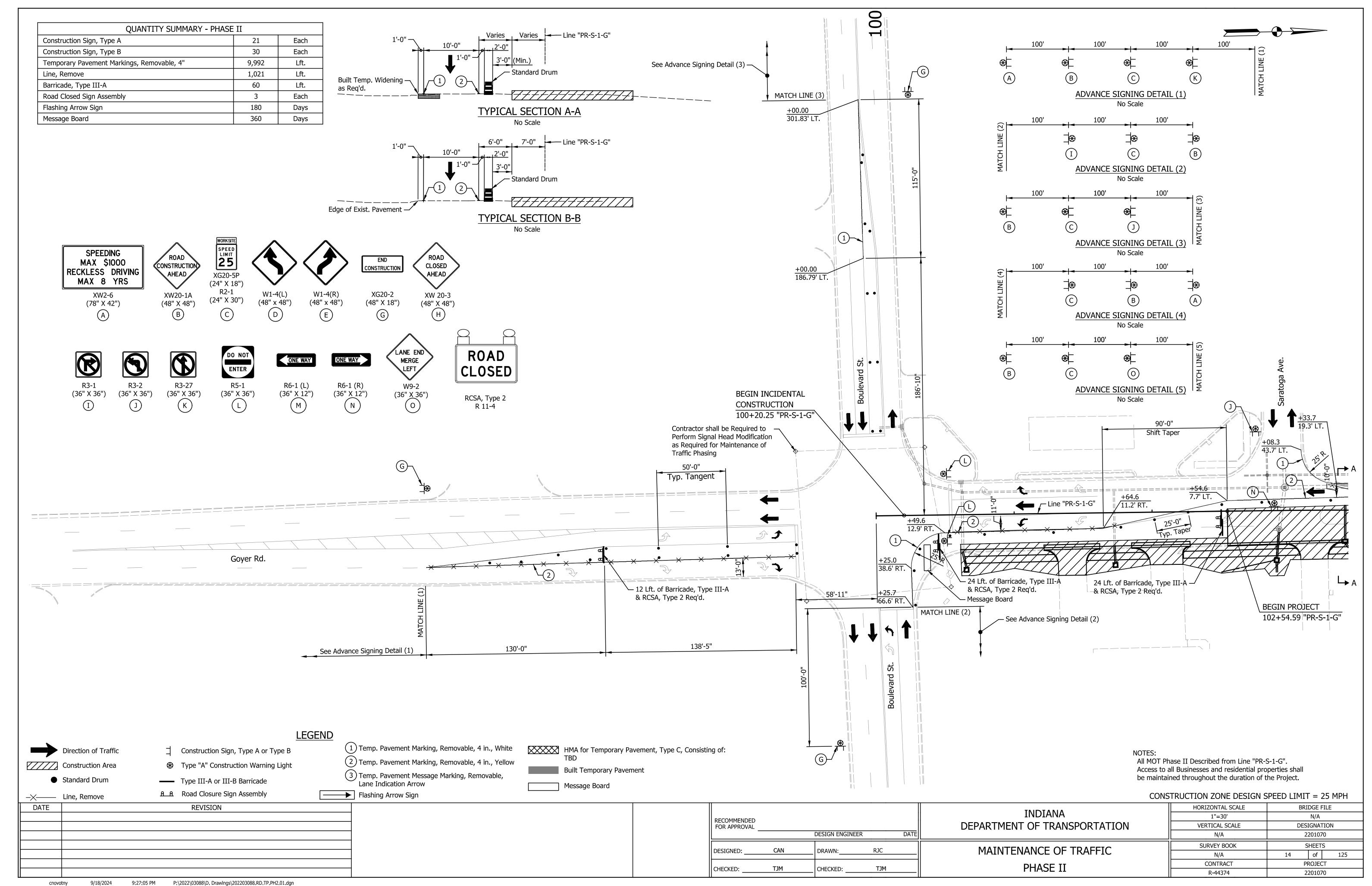


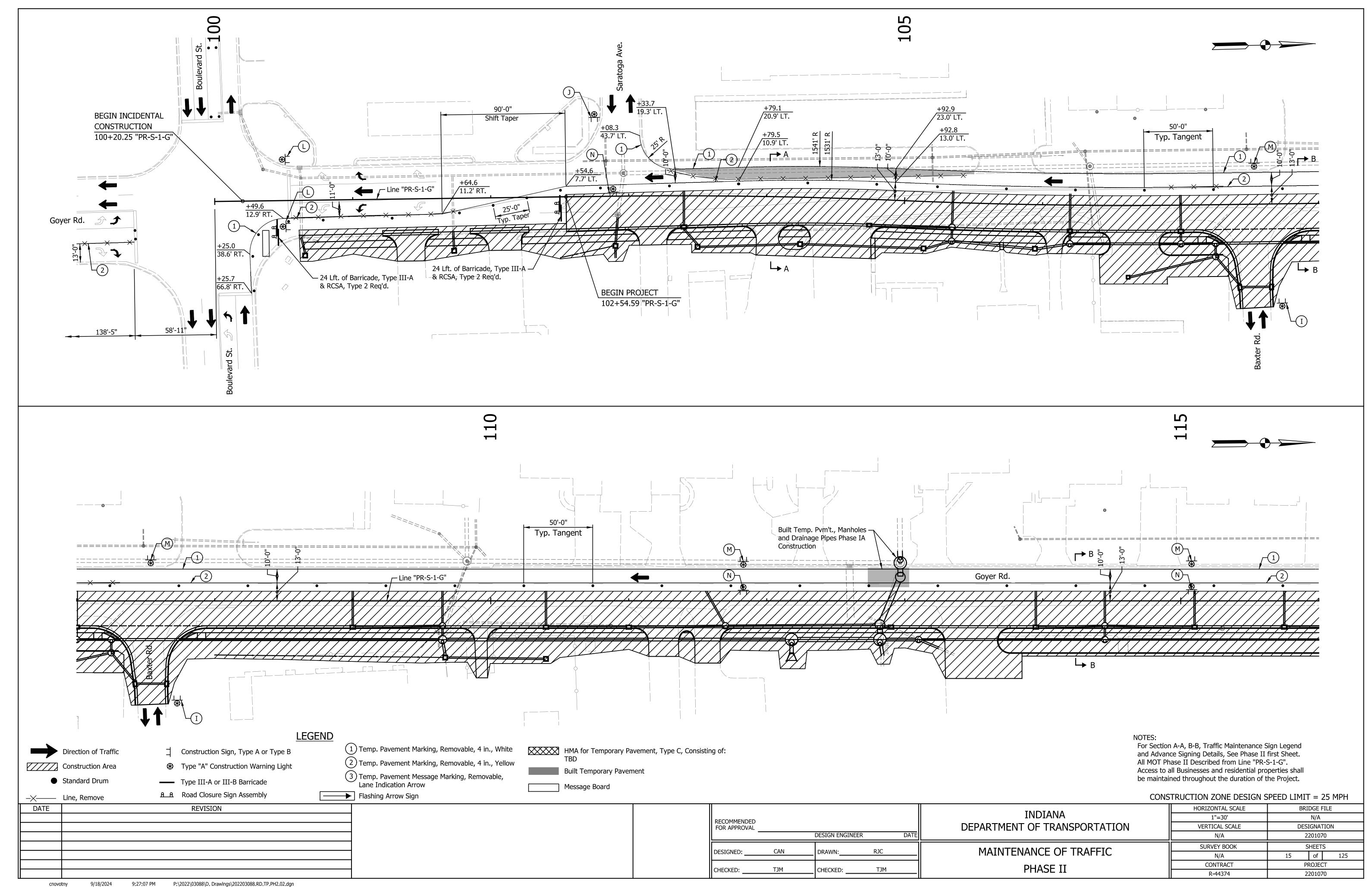


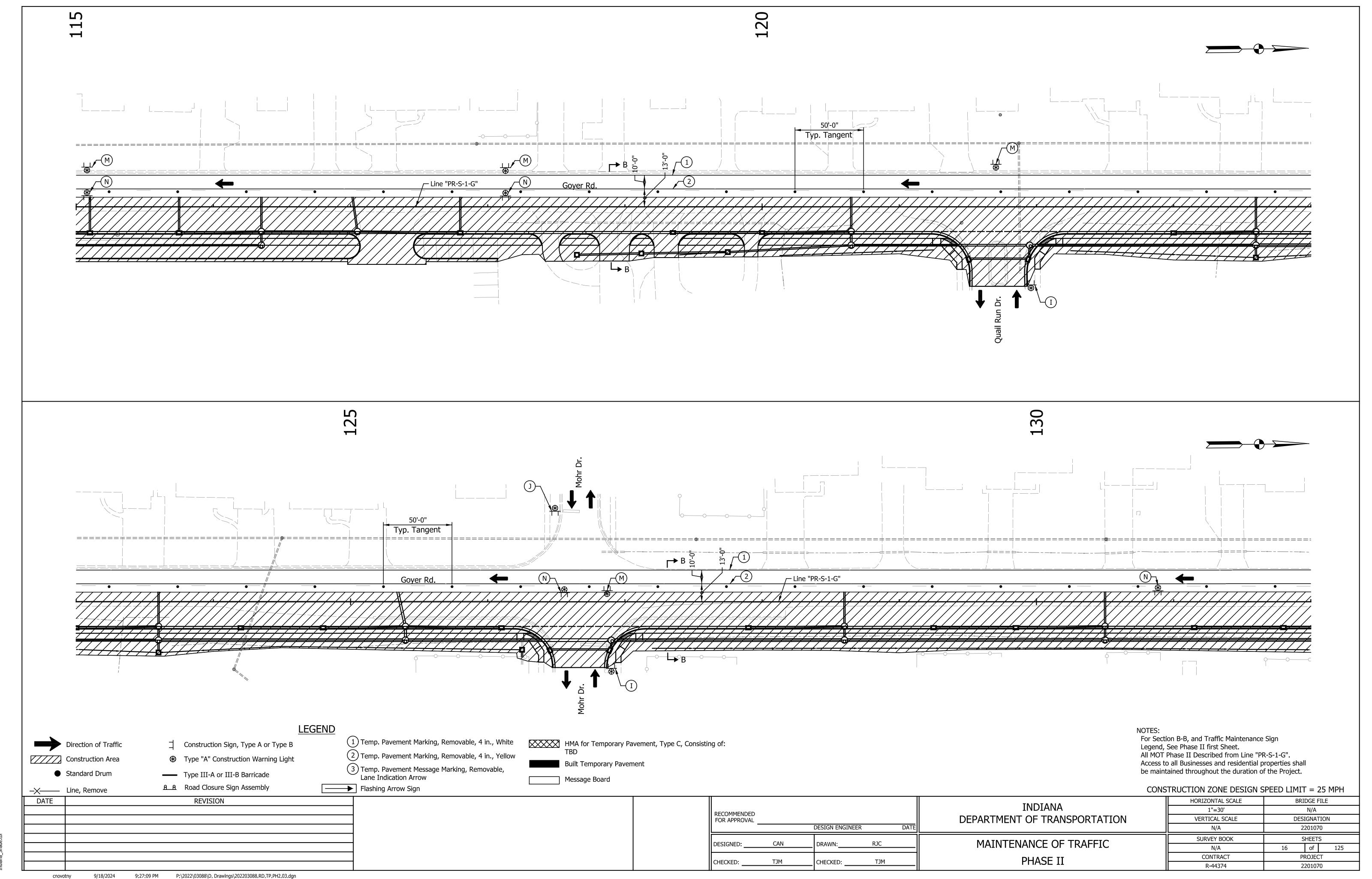
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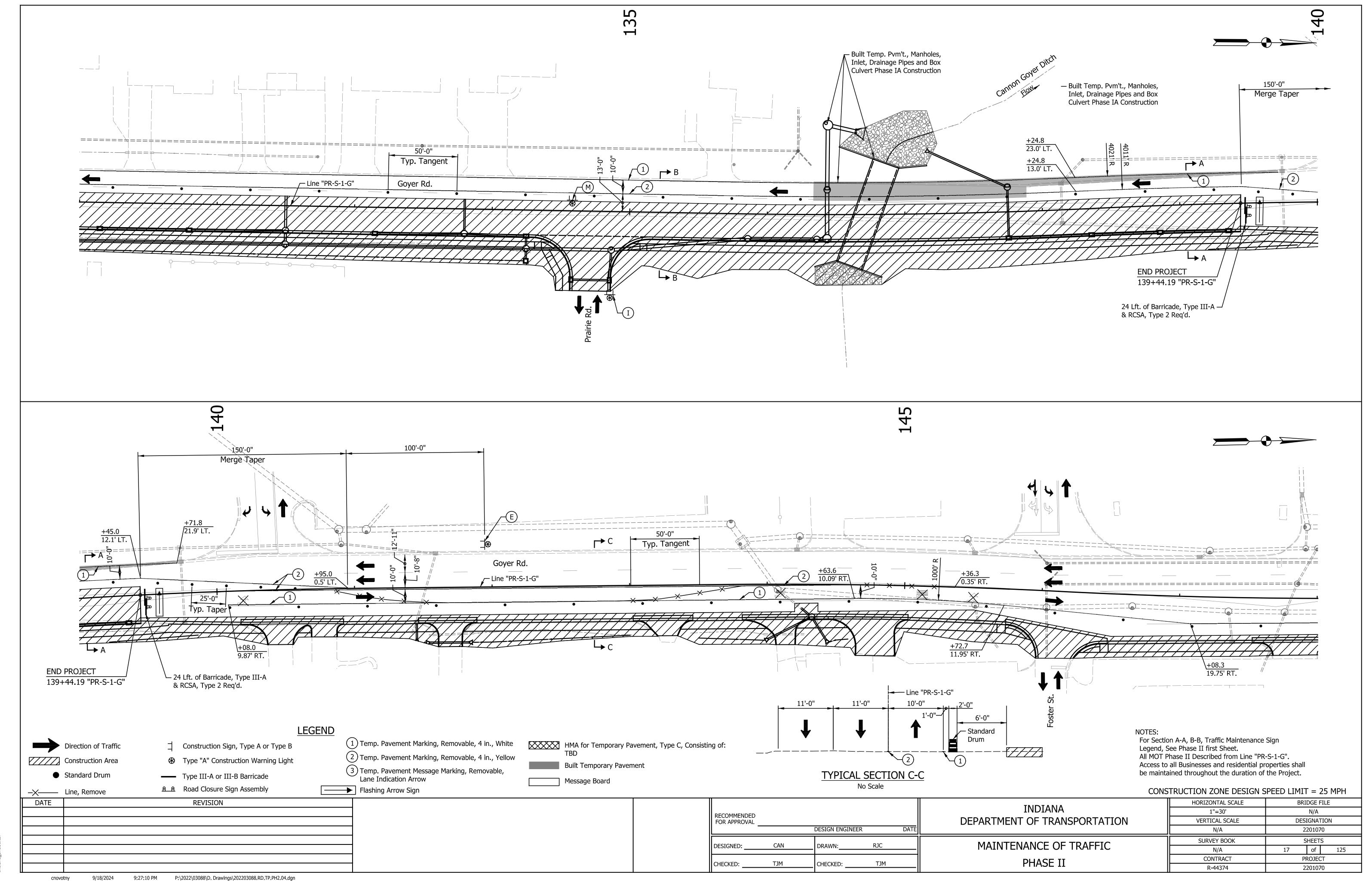


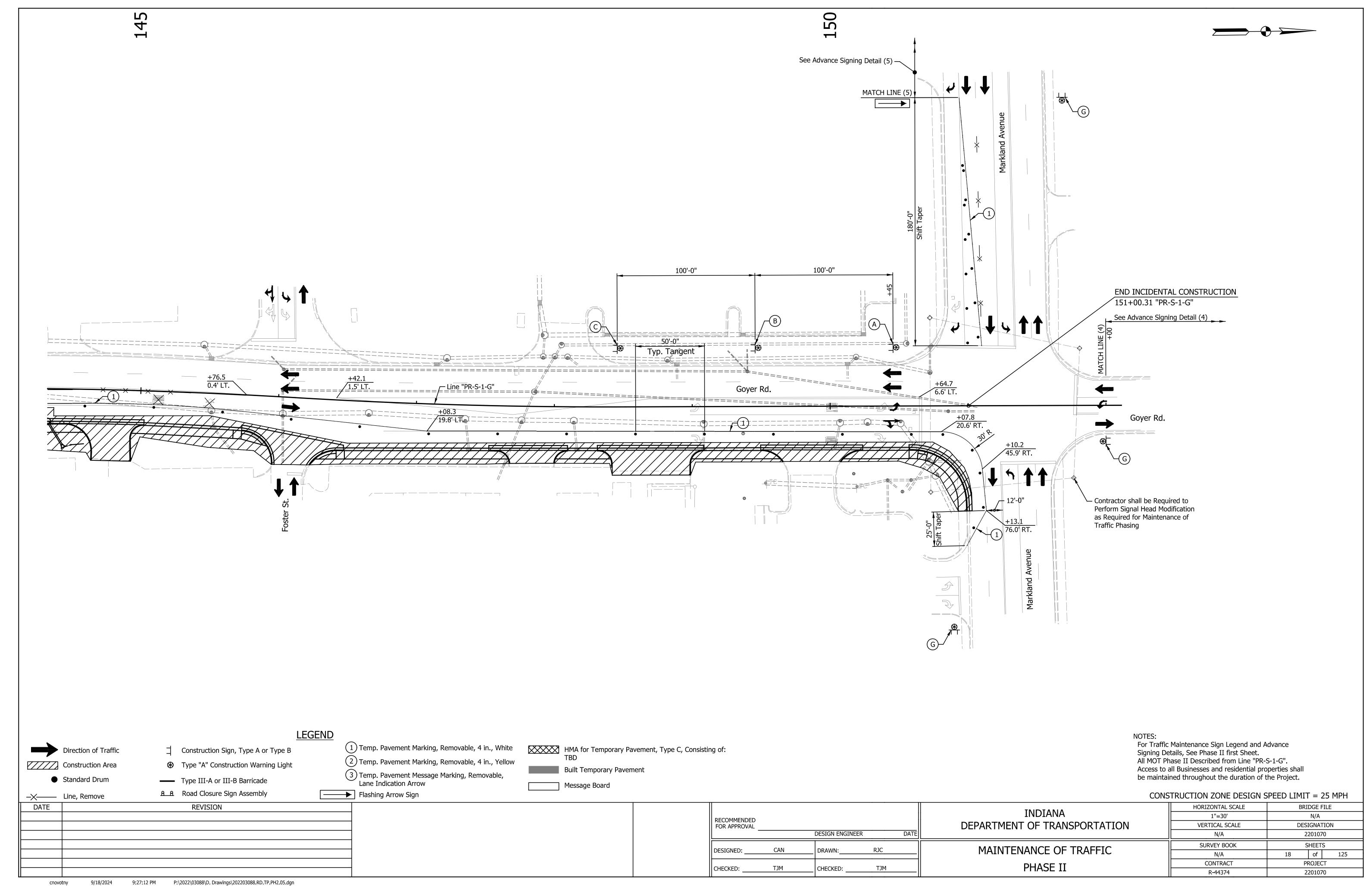


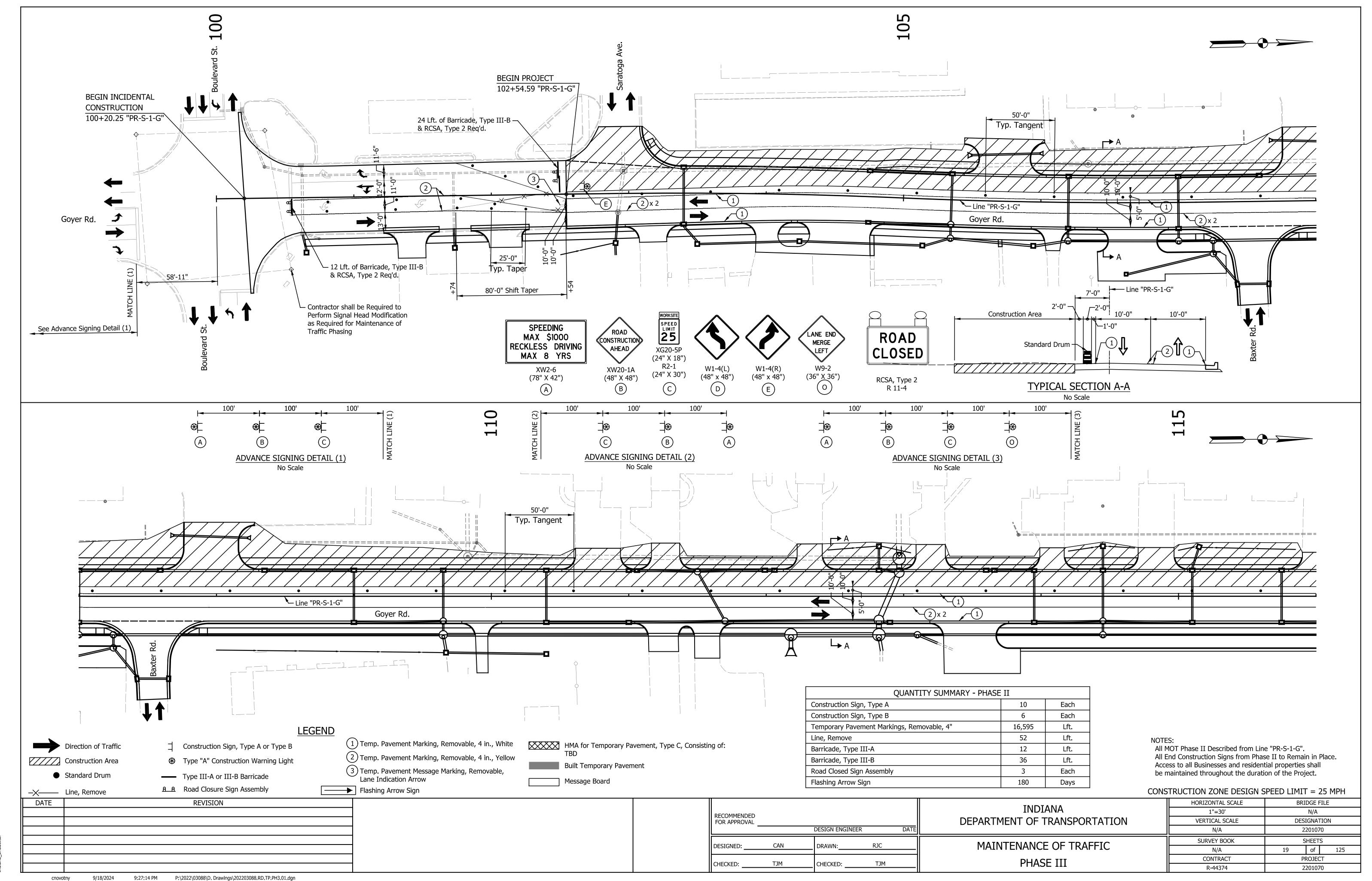


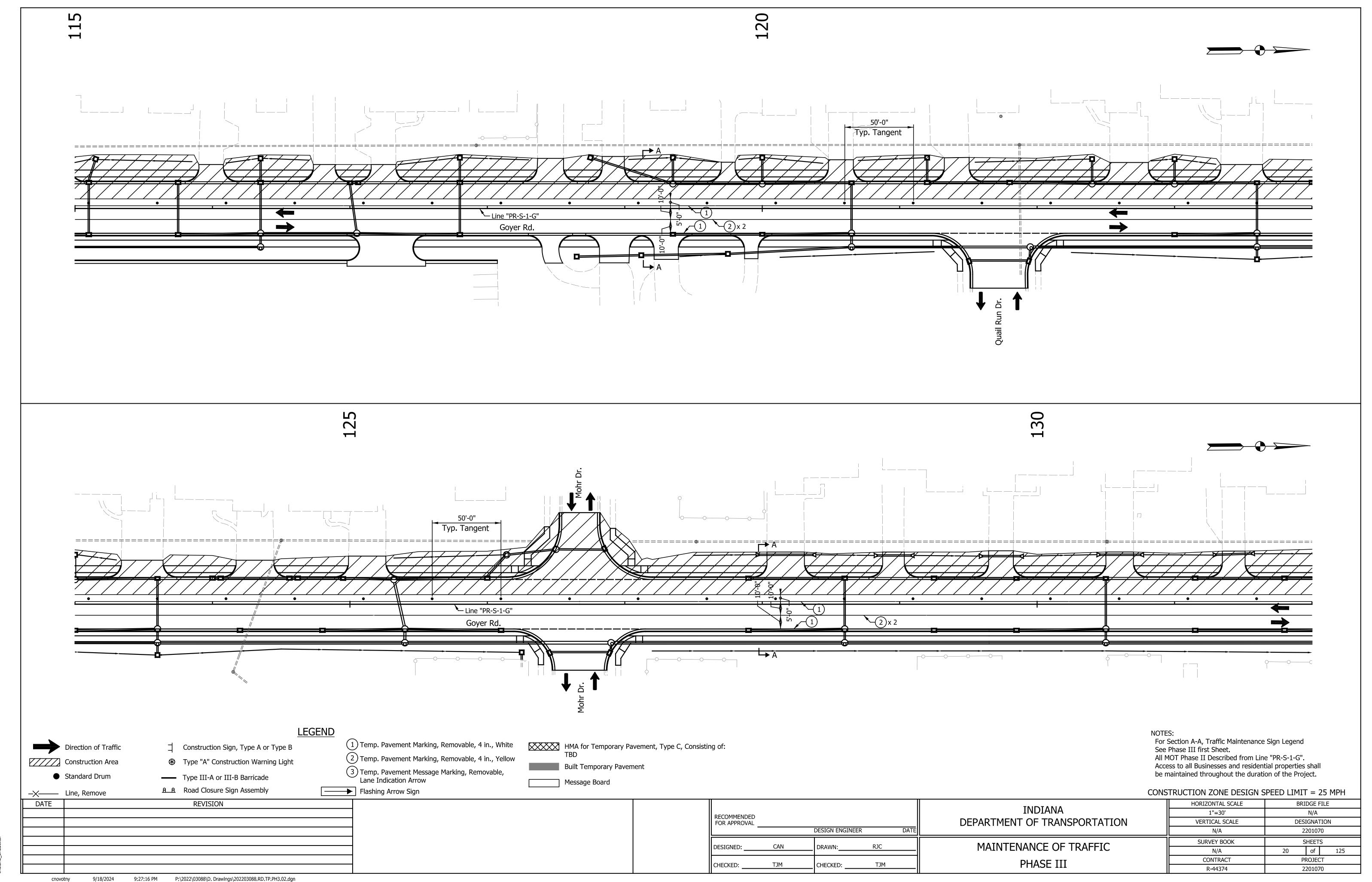


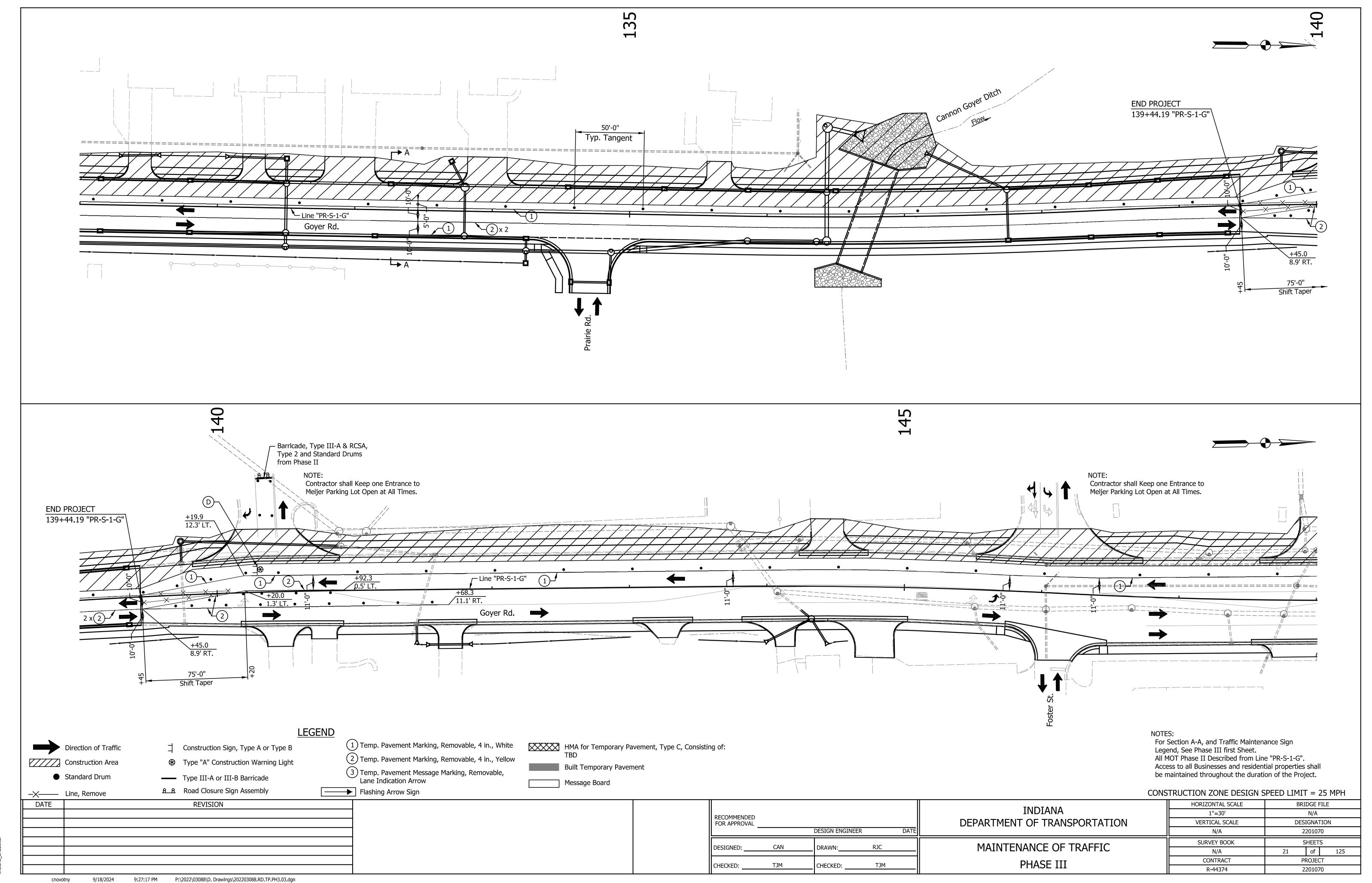


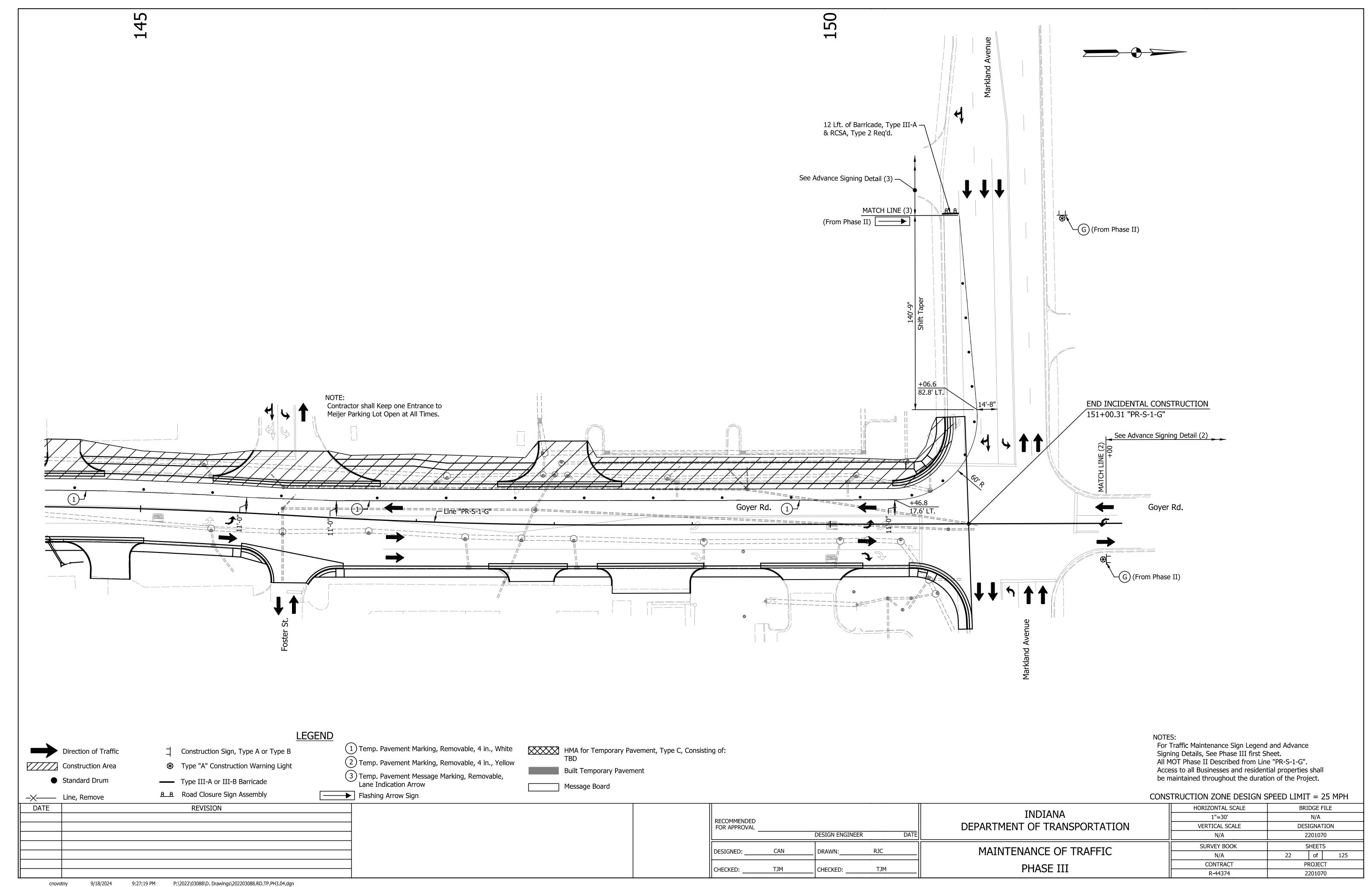


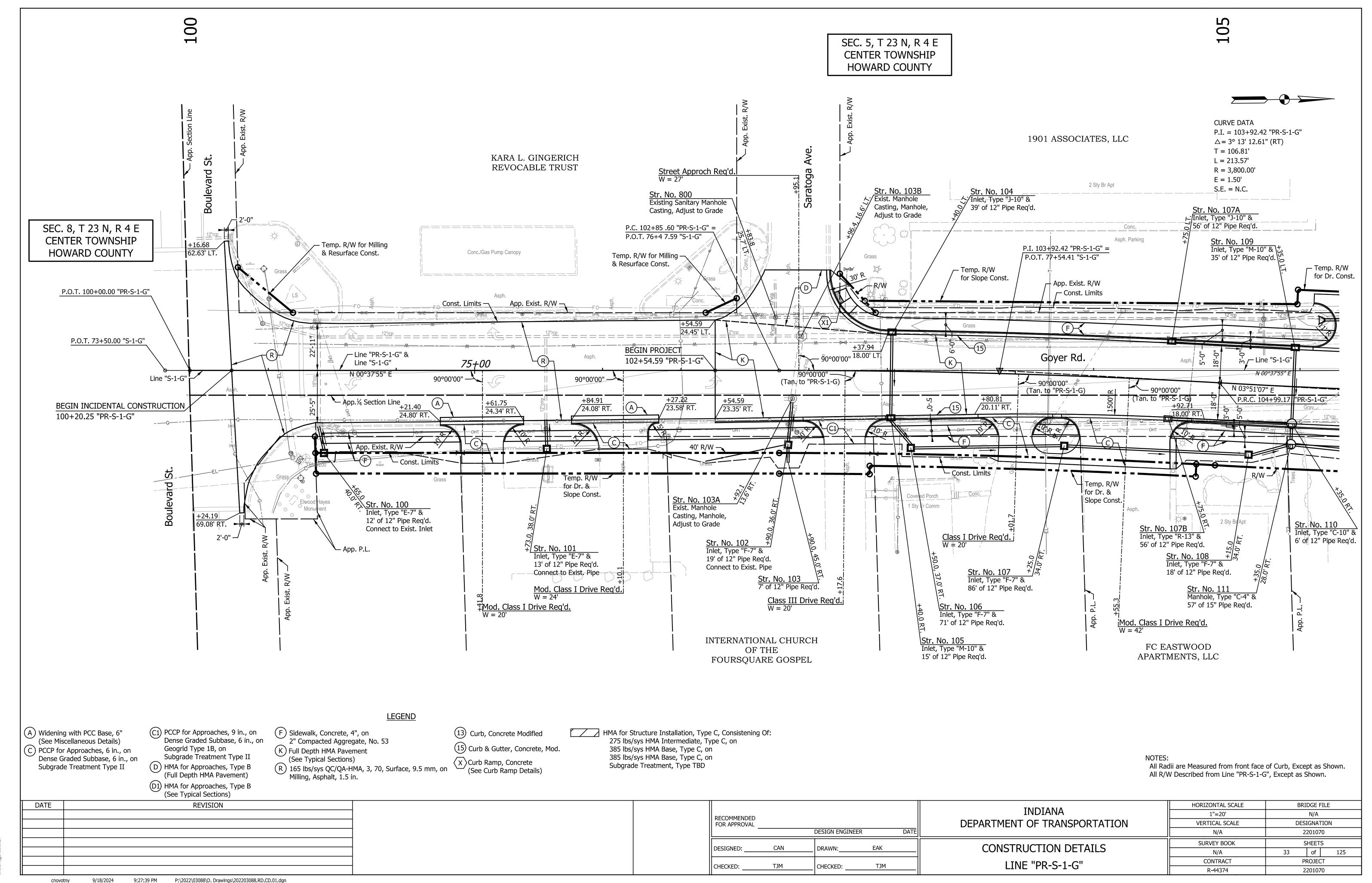


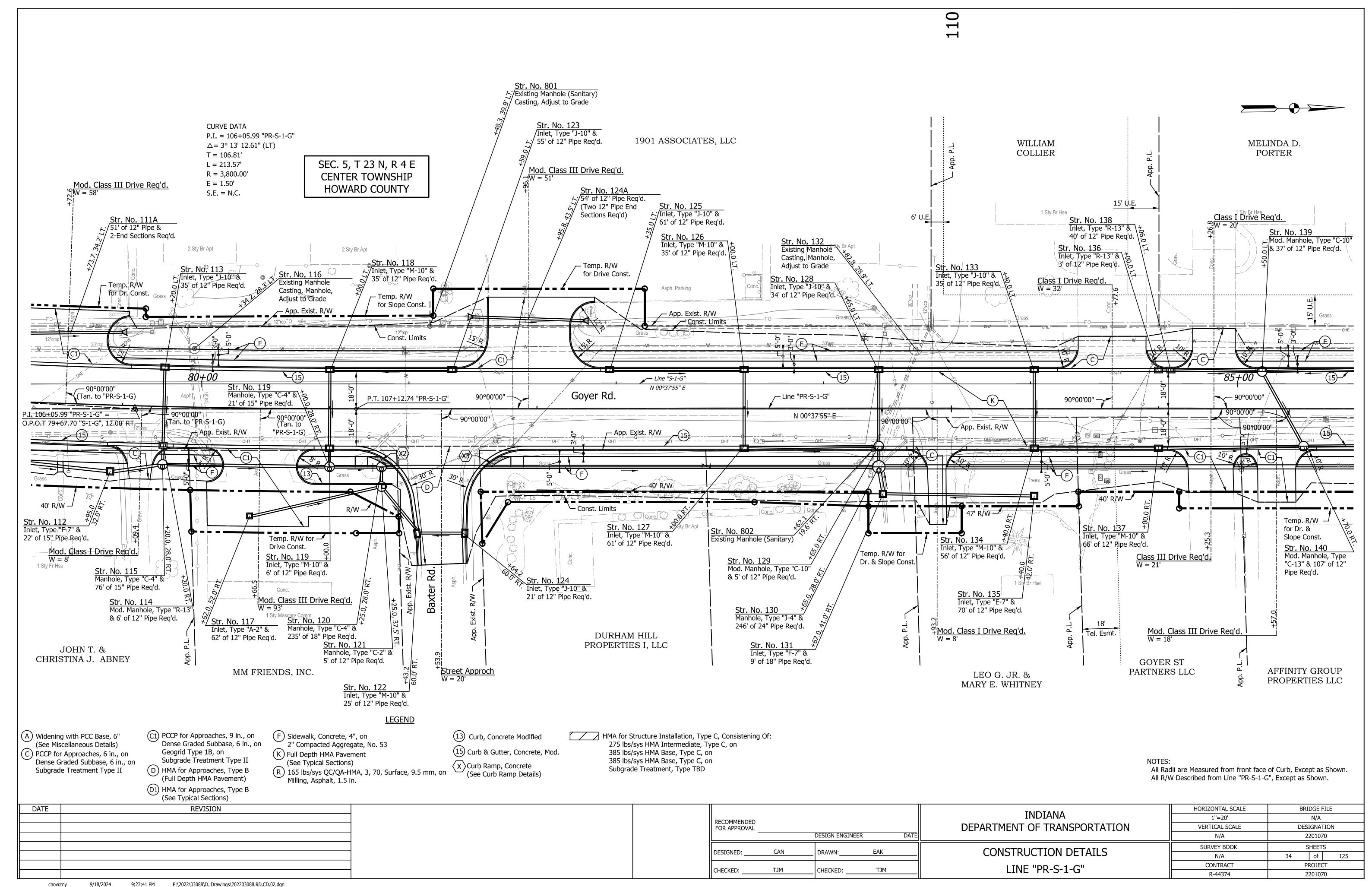


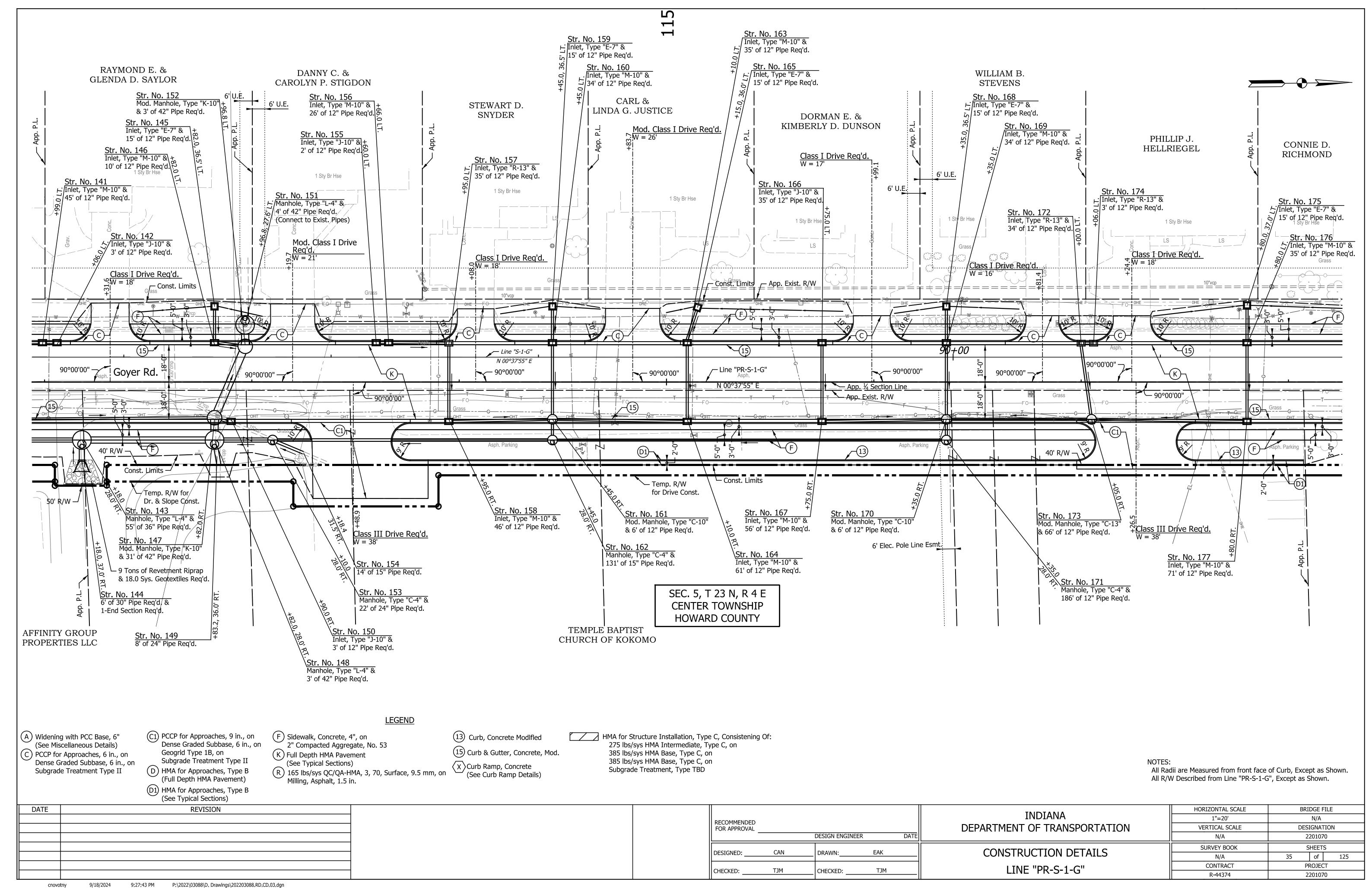


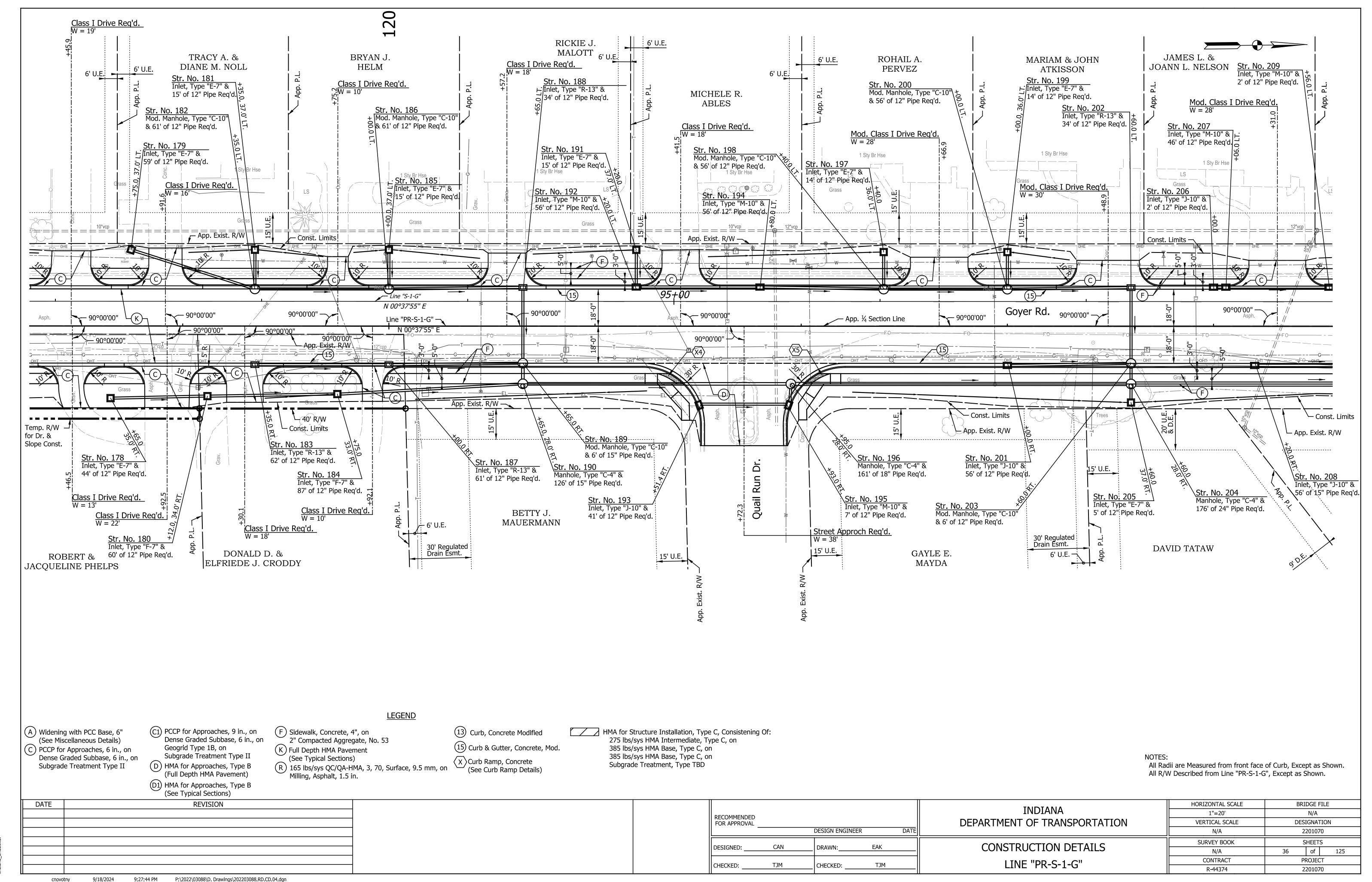


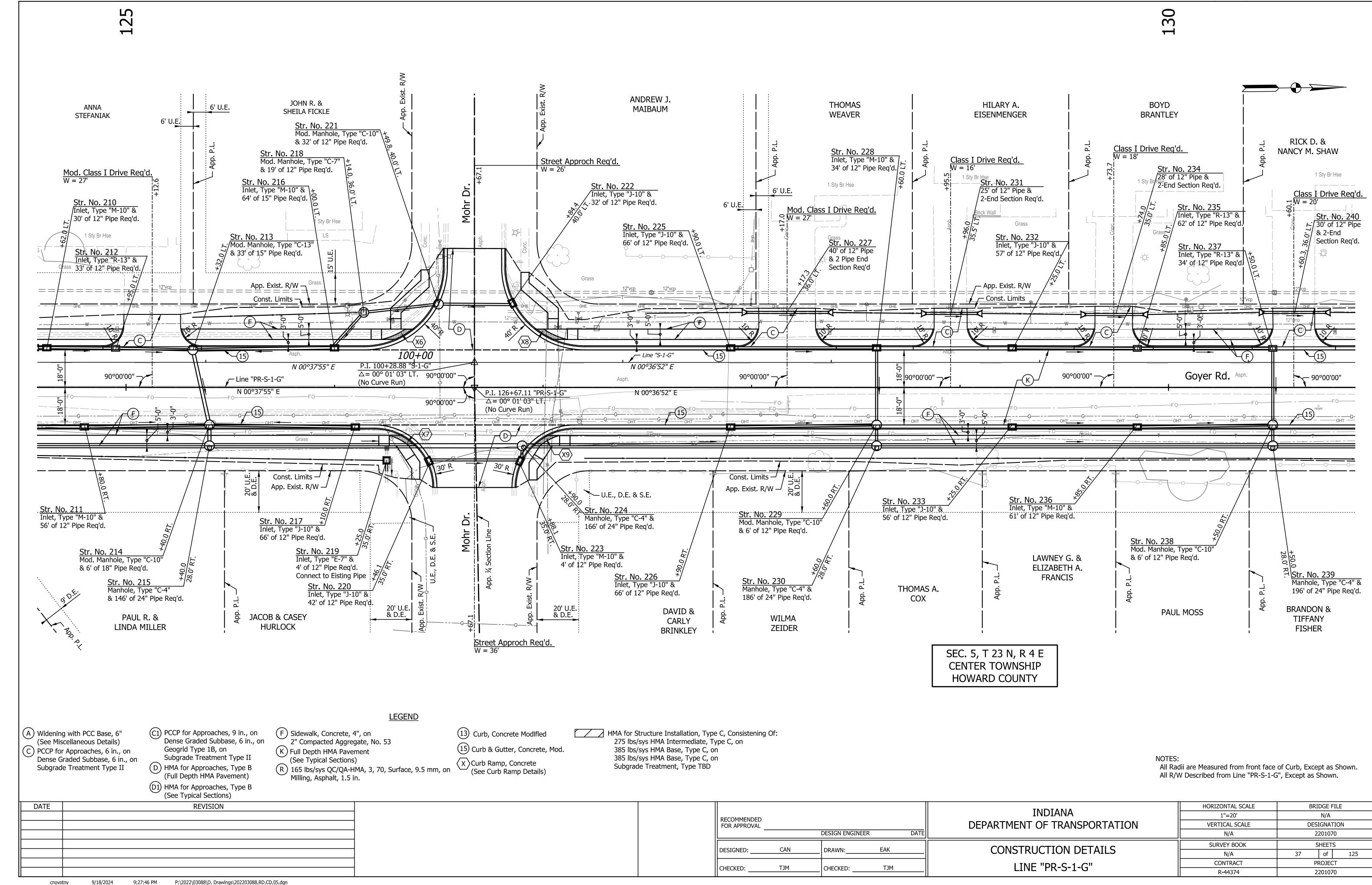


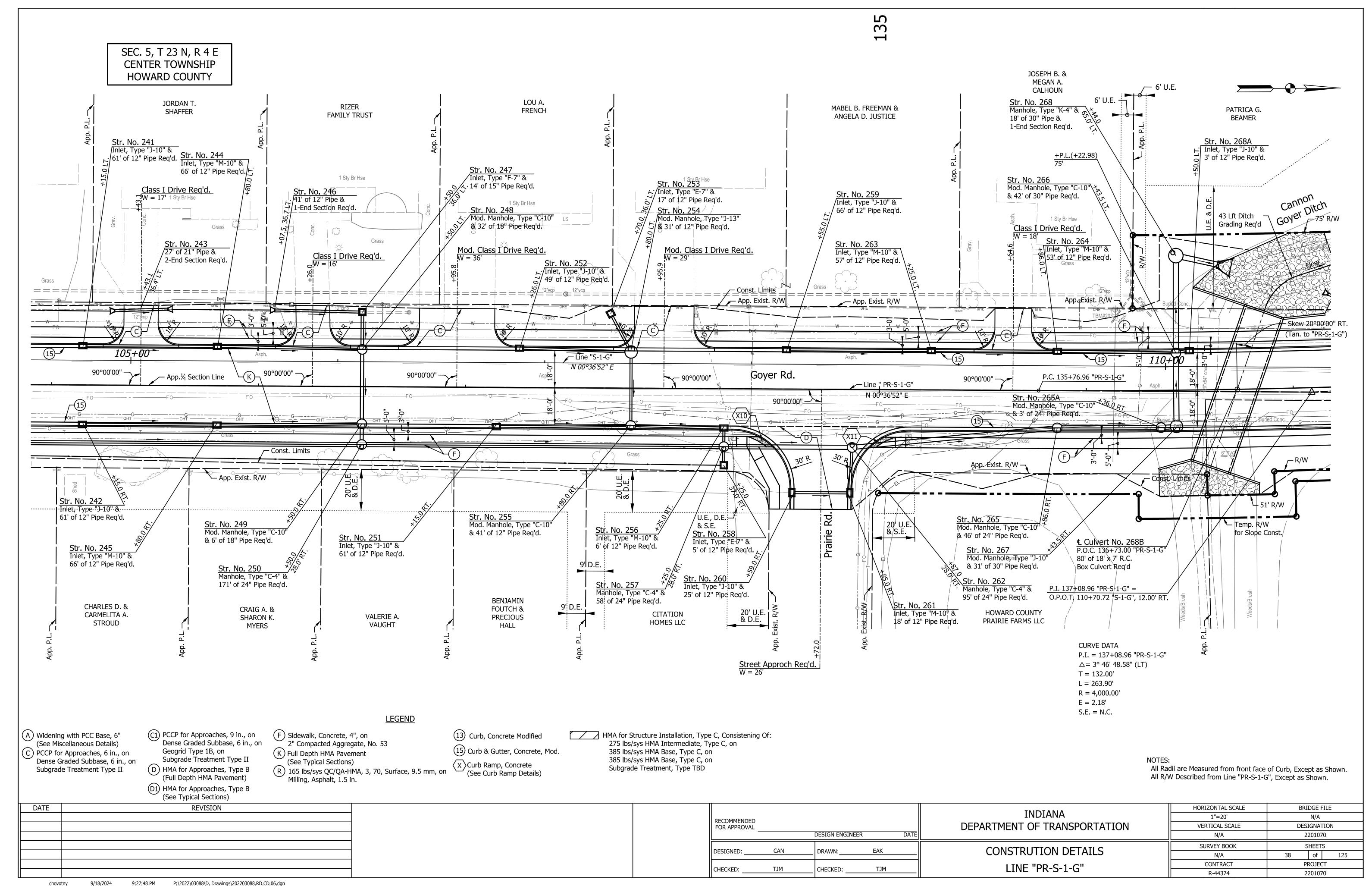








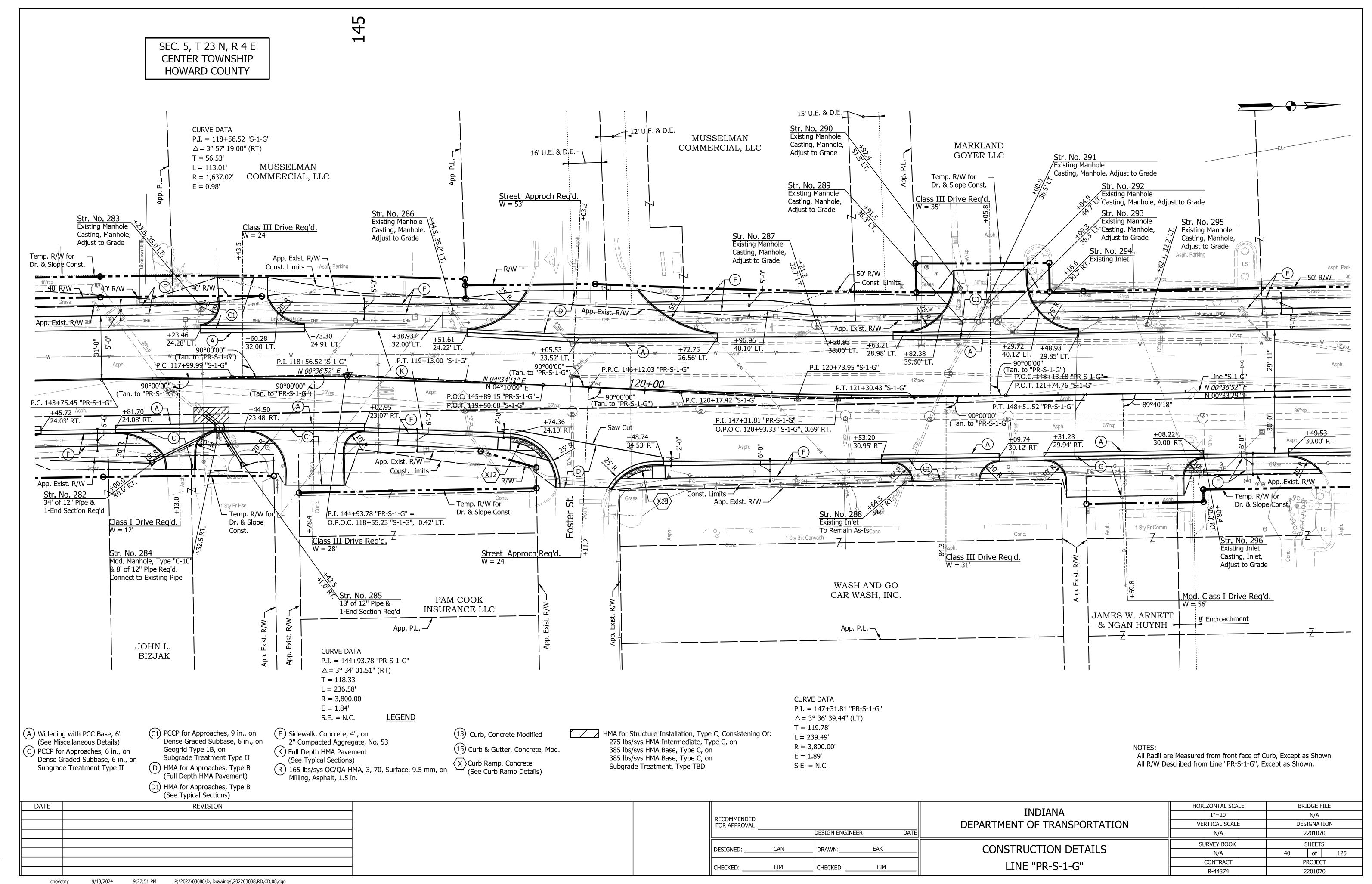


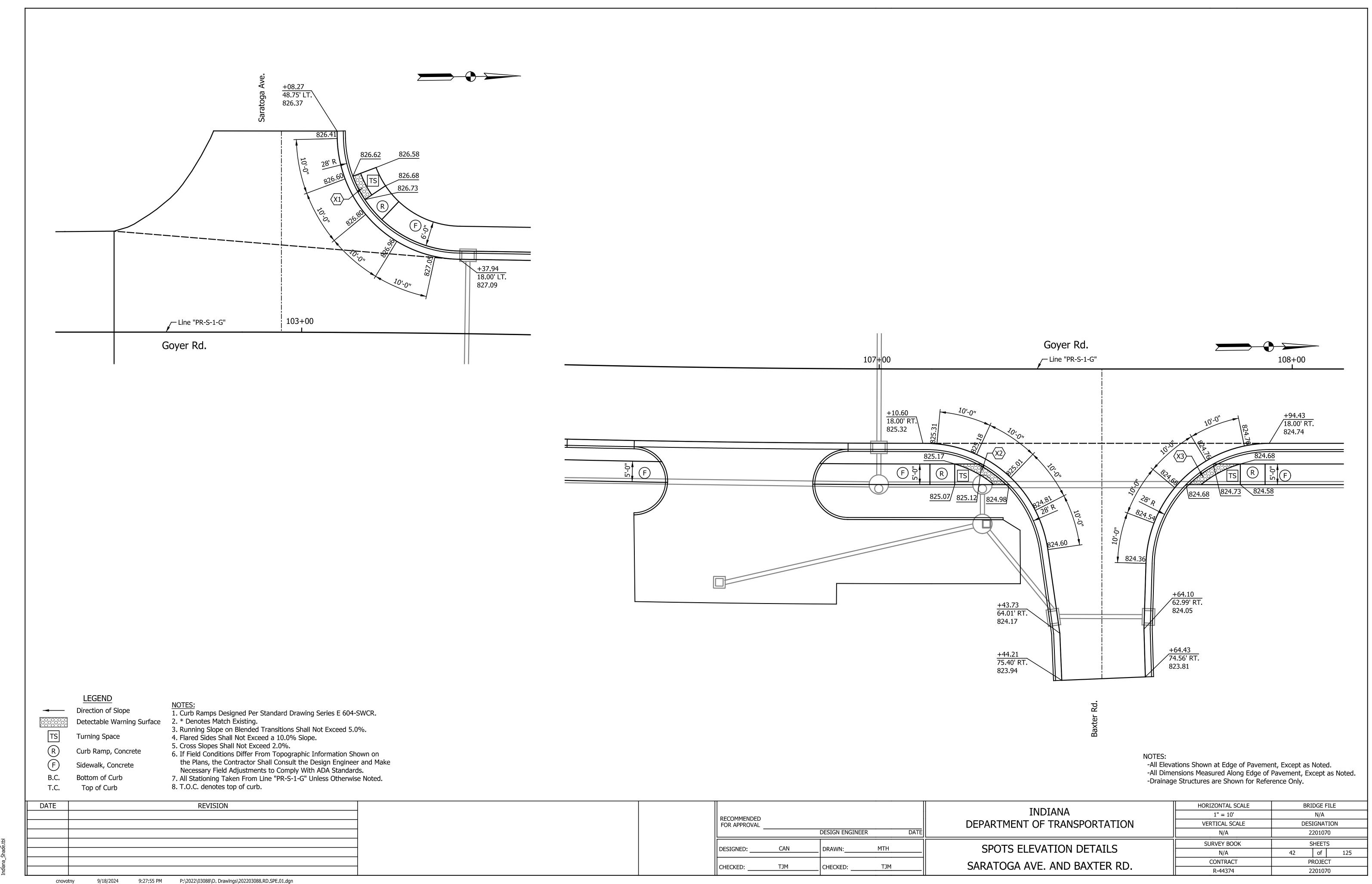


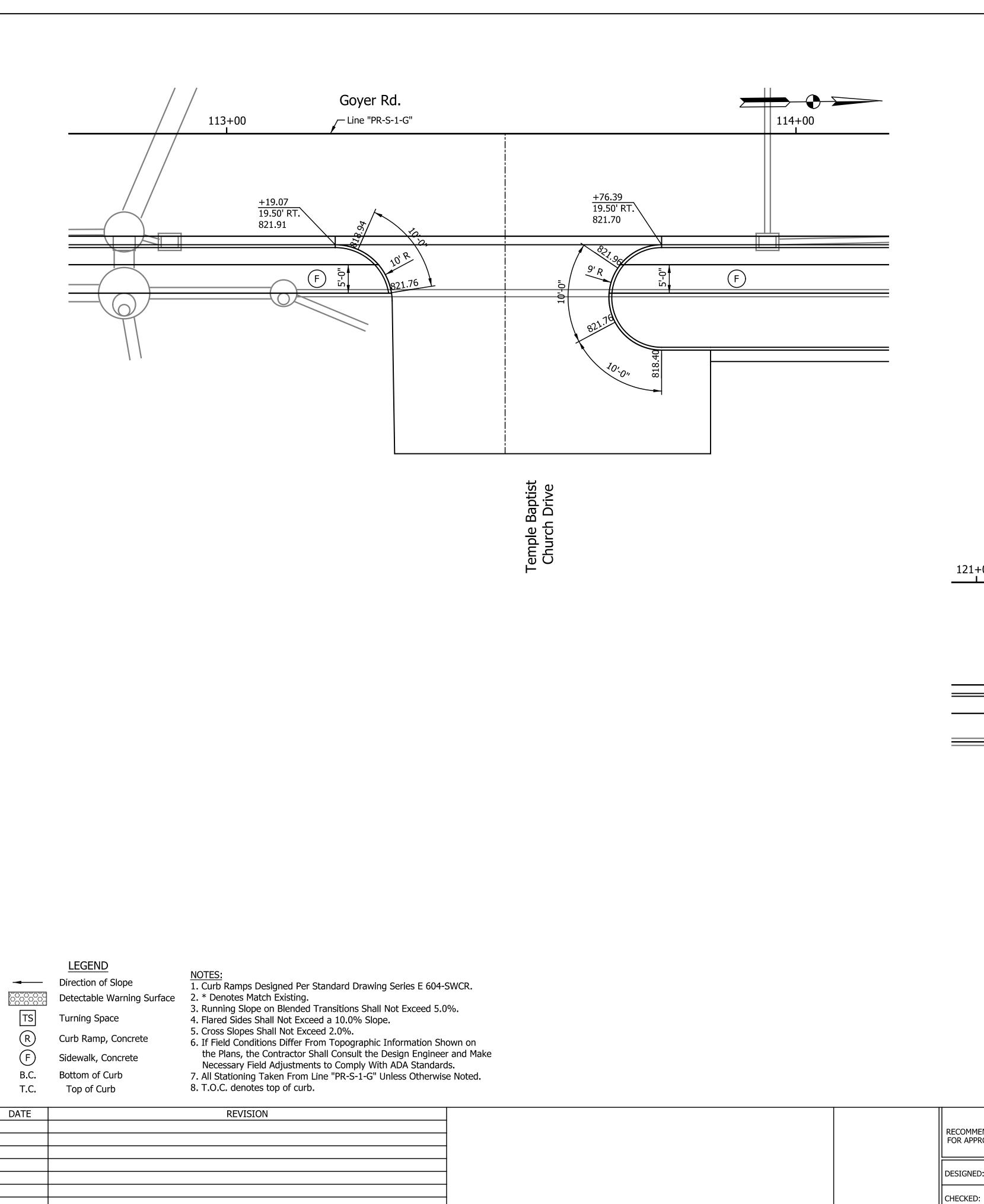
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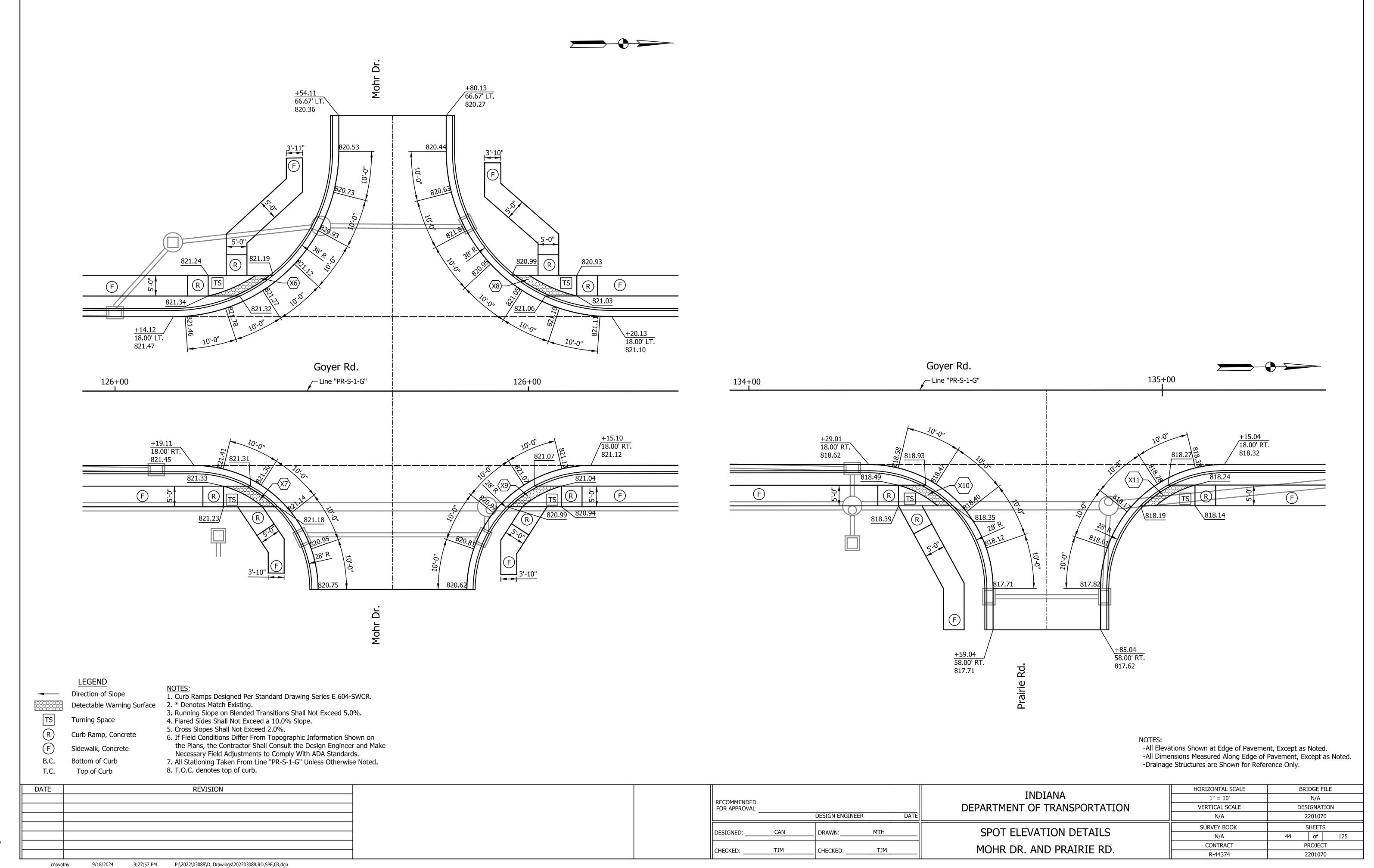


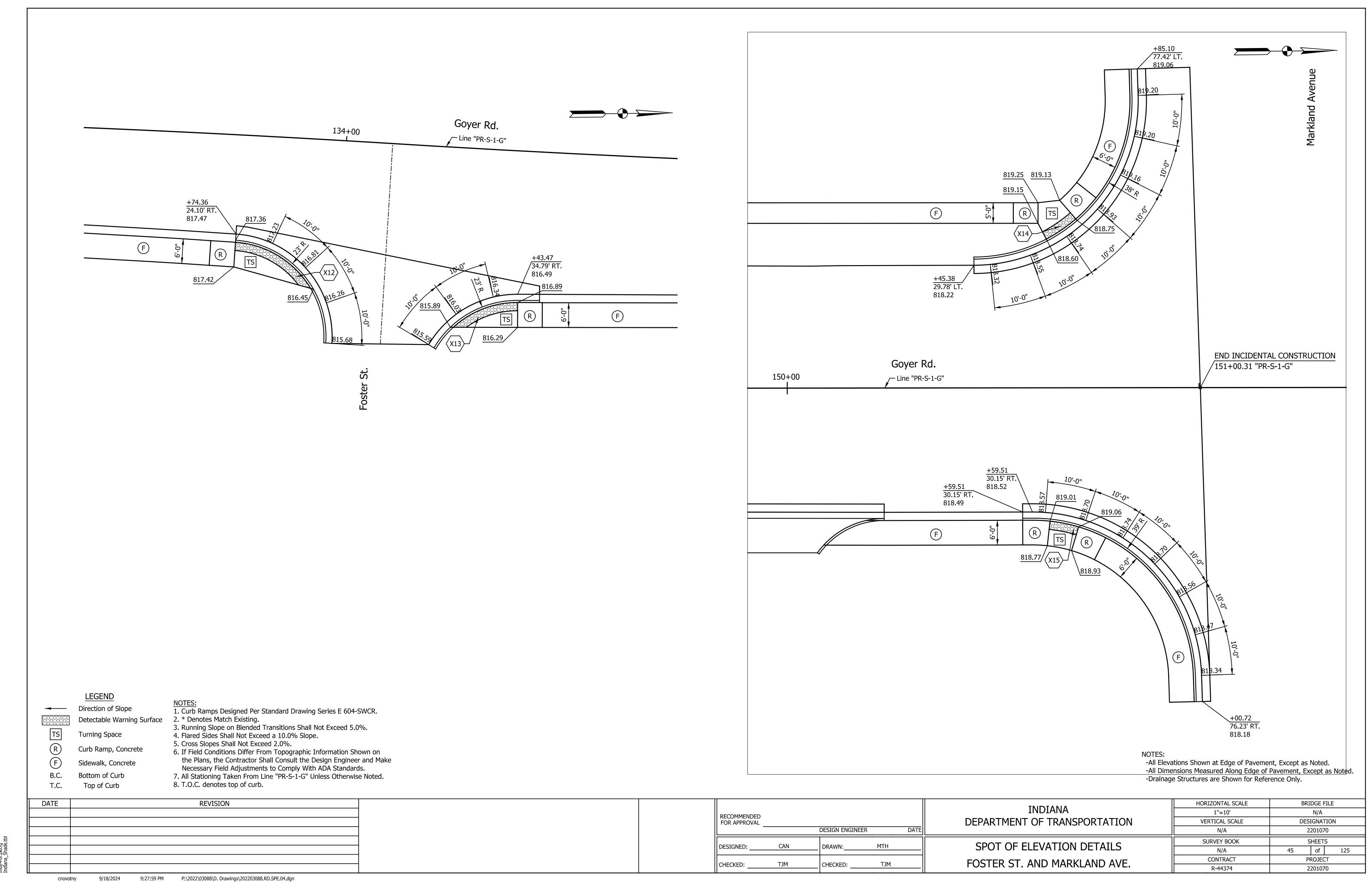
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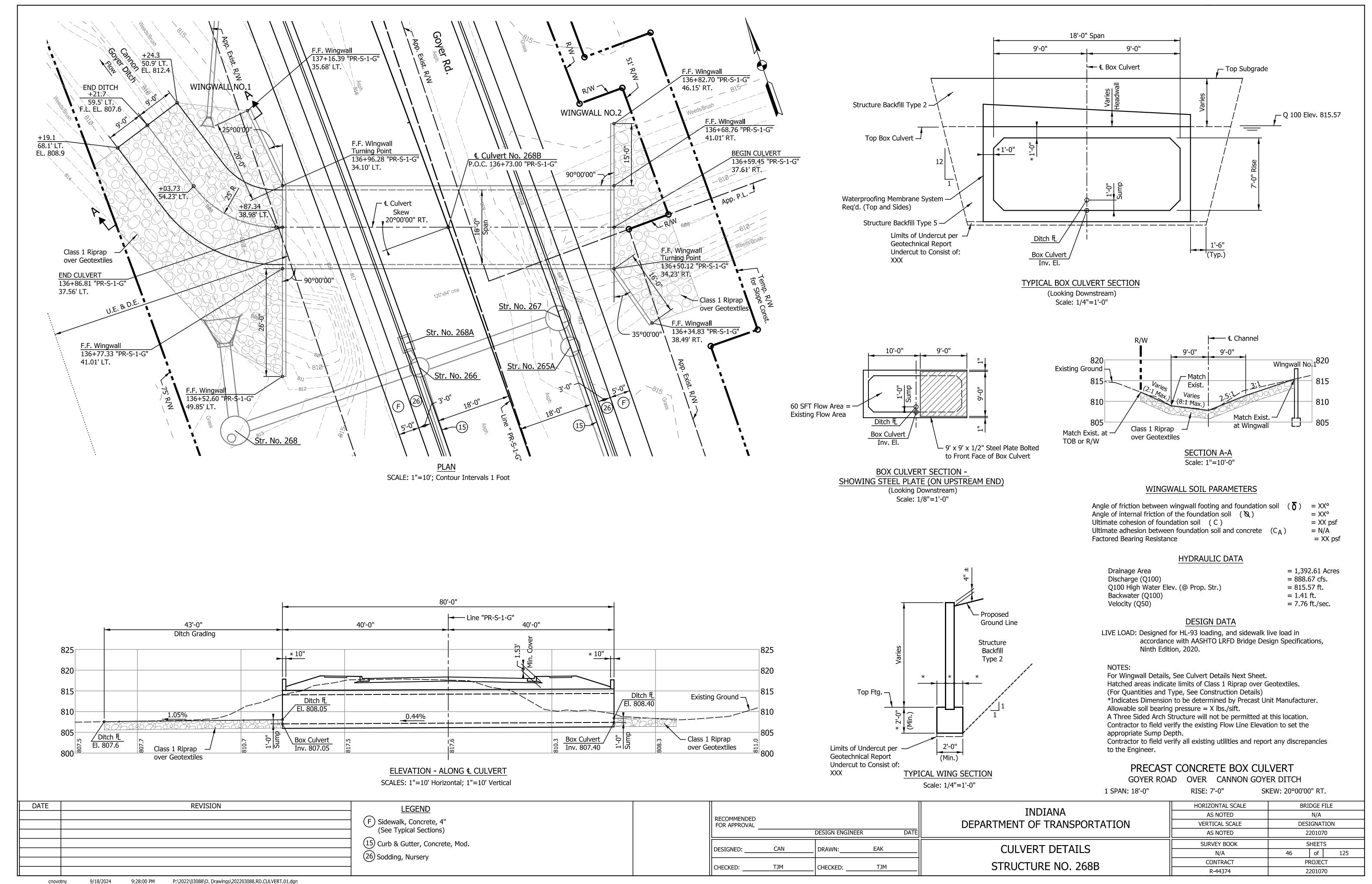
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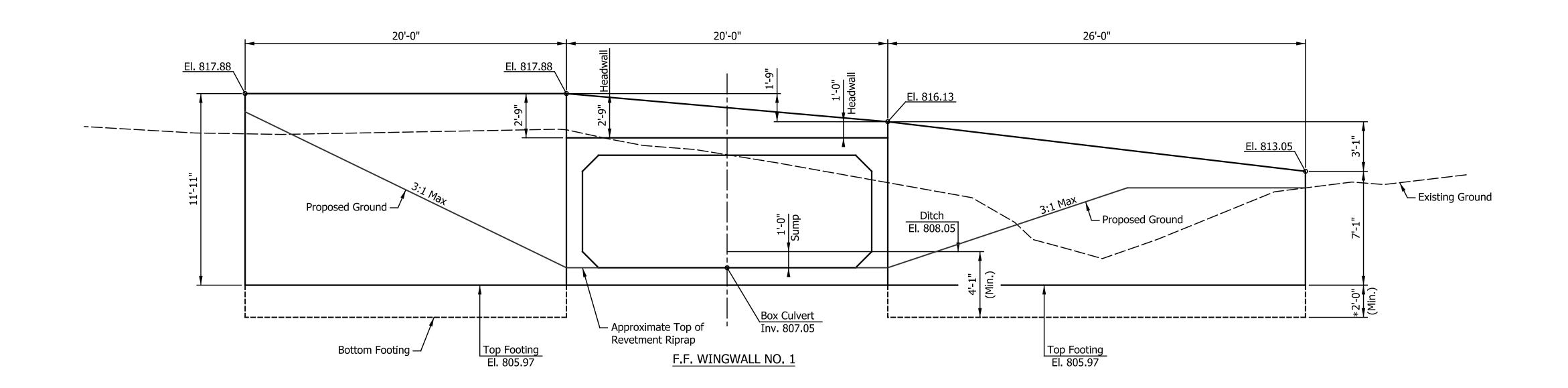
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-All Dimensions Measured Along Edge of Pavement, Except as Noted.
-Drainage Structures are Shown for Reference Only.

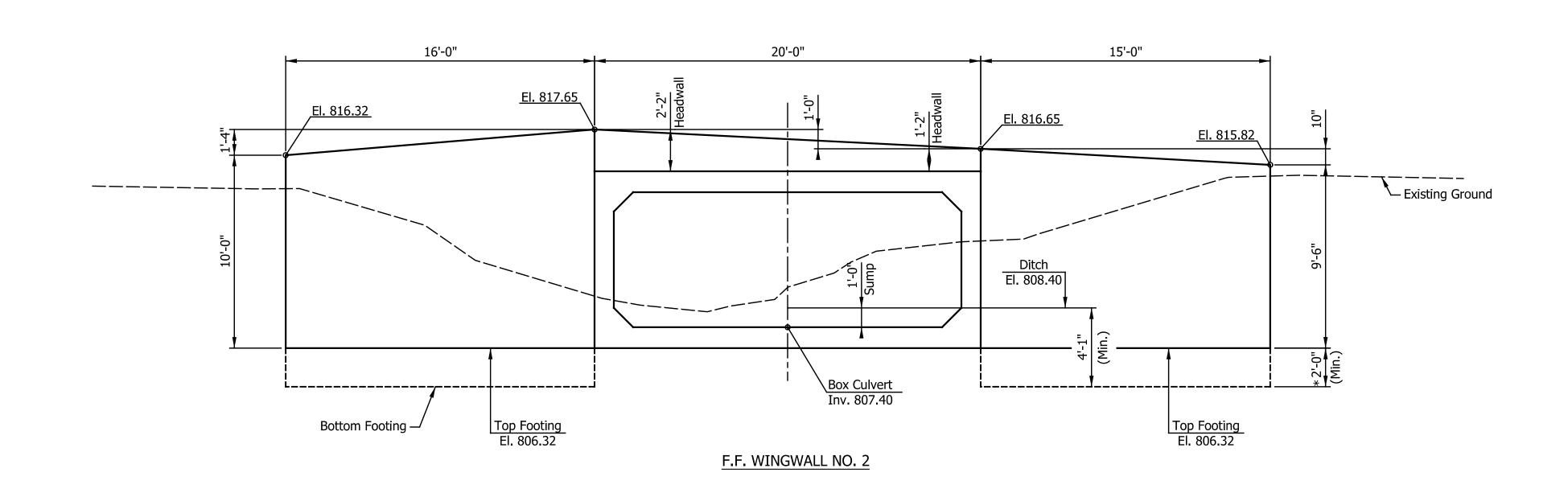
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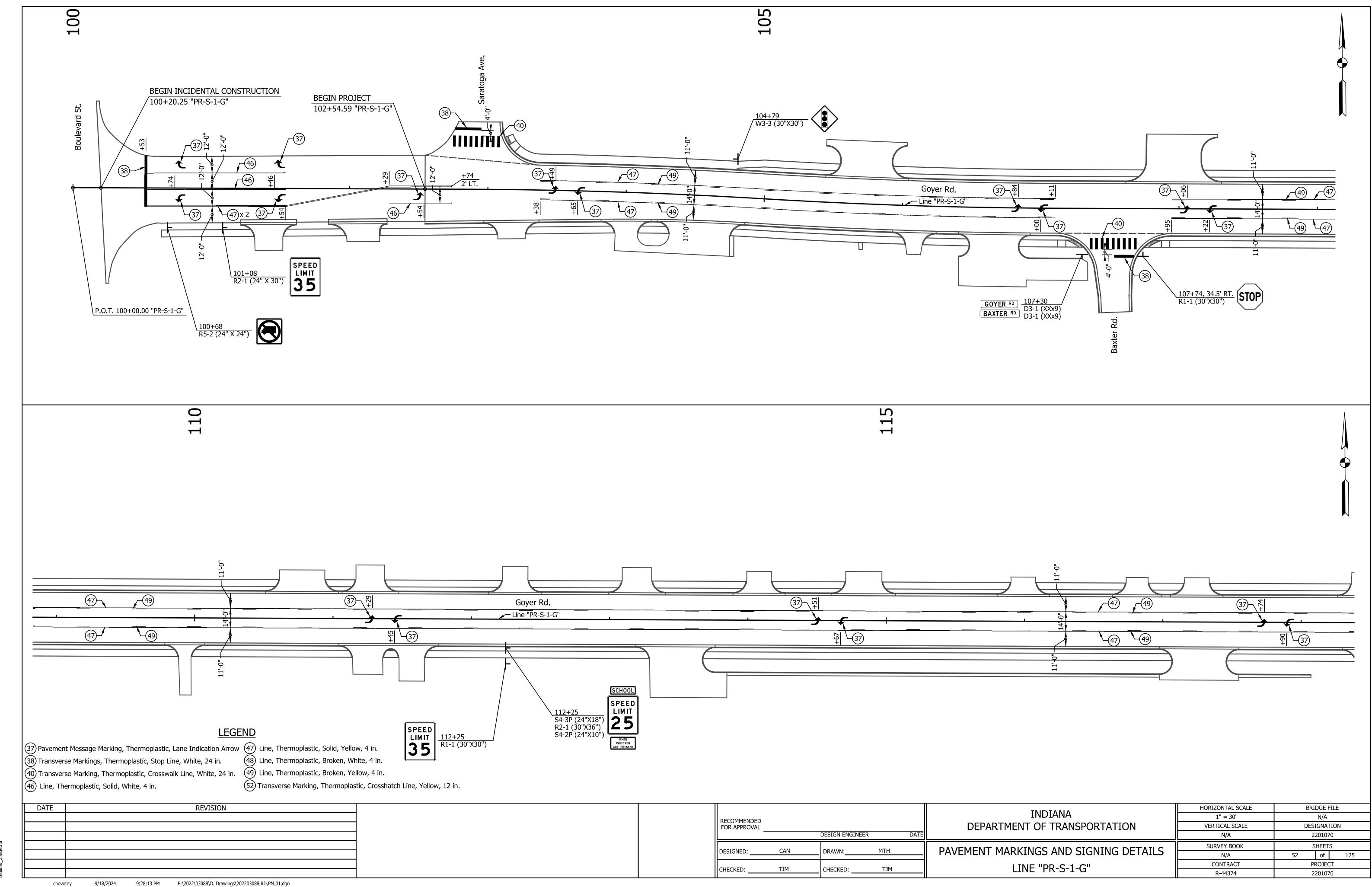
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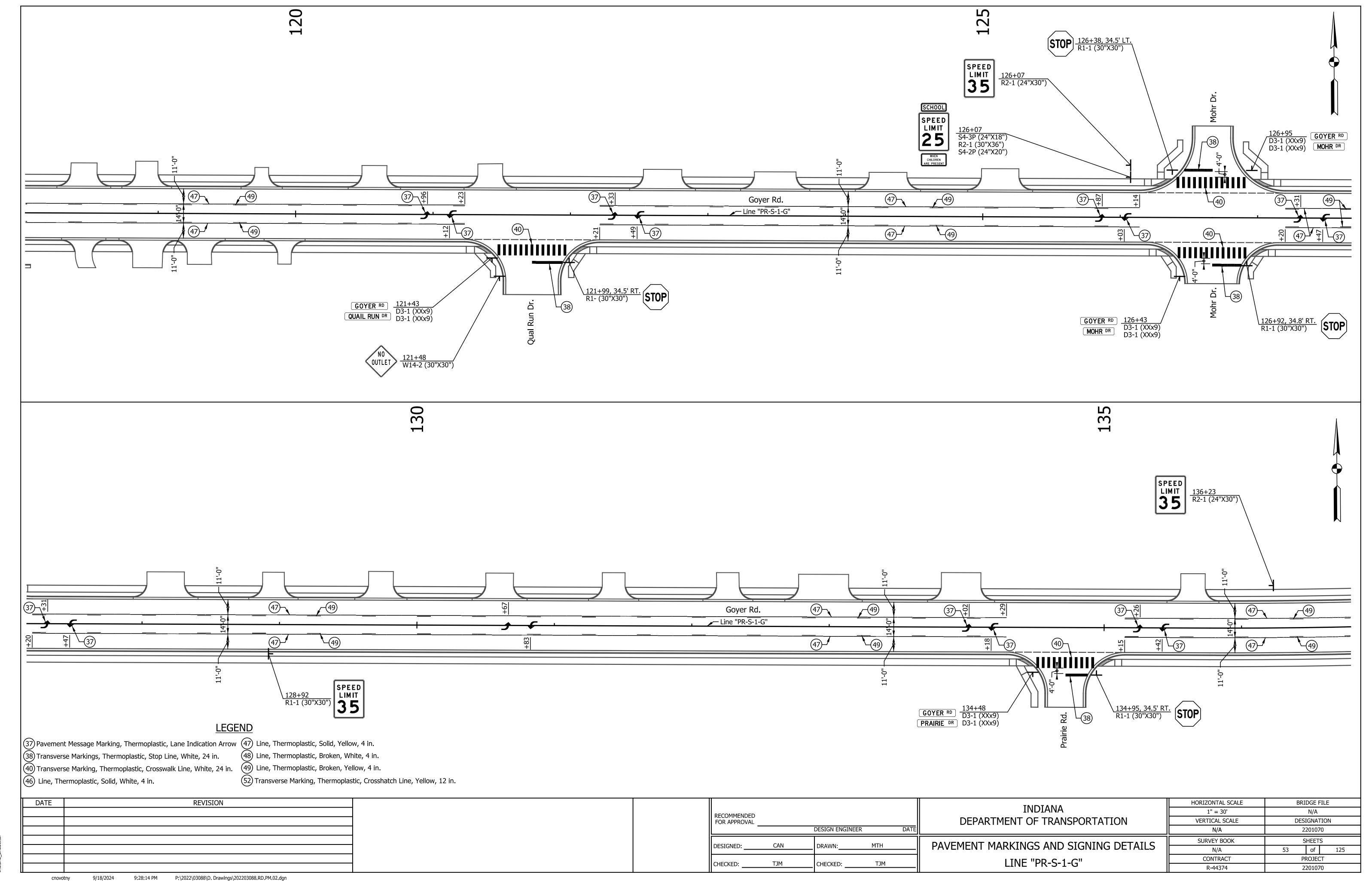
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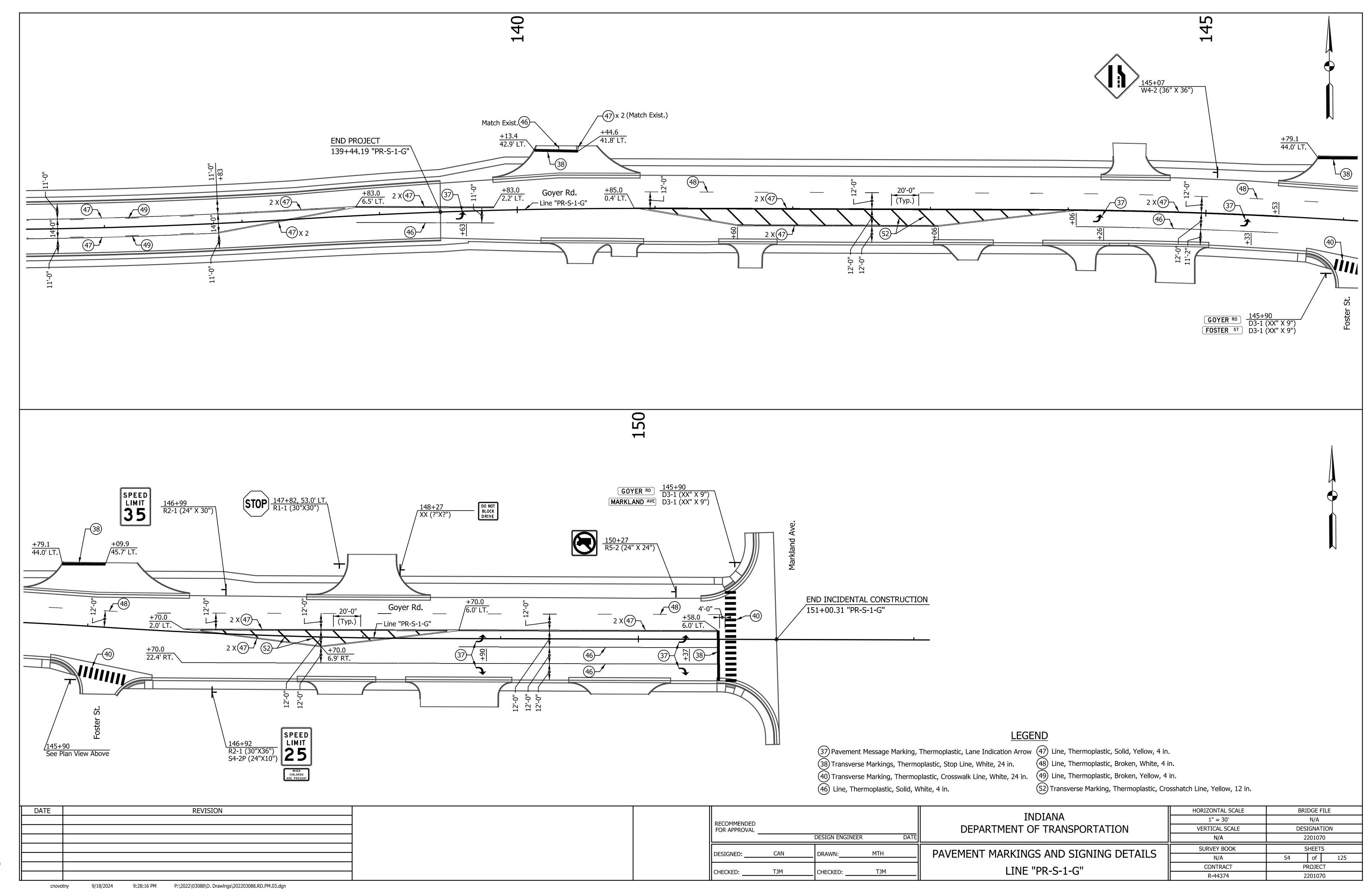
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Appendix C: Early Coordination





August 8, 2023

Sample Letter

Mr. Ron Bales Environmental Scoping Manager INDOT Greenfield District Office 32 South Broadway Street Greenfield, Indiana 46140

Re: Des. No. 2201070

Goyer Road Improvement Project Boulevard Street to Markland Avenue Kokomo, Howard County, Indiana

Dear Mr. Bales:

The City of Kokomo, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), intends to proceed with the Goyer Road Improvement Project (Des. No. 2201070) located in Kokomo, Howard County, Indiana. This letter is part of the early coordination phase of the environmental review process. American Structurepoint, on behalf of the City of Kokomo, is requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The proposed project area is located on Goyer Road in Kokomo, Howard County, Indiana. The proposed project limits extend from Boulevard Street to Markland Avenue. This section of Goyer Road is functionally classified as a *Minor Arterial* and has a posted speed limit of 35 miles per hour (mph). The existing typical roadway section of Goyer Road consists of two 11-foot-wide travel lanes (one in each direction). The existing apparent right-of-way along Goyer Road ranges from 40 to 80 feet from the centerline of the roadway. There are no pedestrian facilities along Goyer Road; however, there are pedestrian facilities on some surrounding roadways: Markland Avenue, Mohr Drive, Quail Run Drive, Saratoga Avenue, and scattered facilities on Boulevard Street. These sidewalks dead end at Goyer Road. The existing pavement of Goyer Road is in fair condition with some fatigue cracking and joint distresses. The existing drainage along Goyer Road consists of roadside ditches and driveway pipes.

The need for the project is evident by the backing up of traffic as a result of vehicles stopping while attempting to turn left across the roadway. Additionally, the need for the project is evident by the lack of pedestrian facilities along this stretch of Goyer Road. The purpose of the project is to reduce the potential for conflict between pedestrians and motor vehicles as well as improve left-turn mobility for vehicles along this stretch of Goyer Road.

Mr. Ron Bales August 8, 2023 Page 2

The current proposed project would include widening Goyer Road to include a two-way left-turn lane and sidewalks along both sides of the road. The typical roadway section would consist of two 12-foot-wide travel lanes (one in each direction), a center 14-foot-wide two-way left-turn lane, and six-foot-wide sidewalks with a 3- to 5-foot-wide grass buffer on both sides of Goyer Road. Additionally, the storm sewers in the project area would be replaced and curb and gutters would be constructed on both sides of Goyer Road. Cannon-Goyer Ditch runs through the project area, and the existing culvert would likely be replaced as part of this project. It is anticipated that tree clearing would be required as part of this project. Construction is anticipated to occur from Spring 2026 to Summer of 2027. The proposed project would require the acquisition of greater than 0.5 acre of new permanent and temporary right-of-way. No relocations are anticipated as a result of the proposed project. Maintenance of traffic for the project would include phased lane shifts and temporary lane closures with flaggers.

Land use in the vicinity of the project is primarily residential and commercial properties. A wetland delineation and waters investigation will be performed to identify ecological resources that may be present. Coordination for the Indiana bat and northern long-eared bat will be completed using the US Fish and Wildlife Service (USFWS) Information for Planning and Consulting (IPaC) system, and the results of the IPaC determination will be reviewed by the USFWS. The project area will be evaluated in regards to archaeological and historic resources for Section 106 compliance. The result of any cultural resource evaluations/investigations will be forwarded to the State Historic Preservation Officer for review and concurrence as required.

American Structurepoint, on behalf of the City of Kokomo, is requesting comments regarding any possible environmental effects associated with this project. Please provide your responses 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 Meghan Hinkle, American Structurepoint, Inc. by phone at (317) 547-5580 or e-mail at MHinkle@structurepoint.com, or Jon Pyke, City of Kokomo Director of Engineering at (765) 456-7400 or e-mail at jpyke@cityofkokomo.org. Thank you in advance for your input.

Sincerely,

MMM HMML

Meghan Hinkle, Senior Environmental Specialist, American Structurepoint, Inc.

Consultant soliciting comments on behalf of the City of Kokomo

MAH:mgn

Enclosures

State Location Map
USGS Topographic Map – Kokomo East Quadrangle
2022 Aerial Photography and Photo Location Map
General Project Photos

Enclosures removed to reduce file size. Refer to Appendix B for project graphics and photos.

Distribution List

National Park Service, Midwest Regional Office
Indiana Department of Natural Resources – Department of Fish and Wildlife
US Department of Housing and Urban Development
INDOT, Environmental Policy Office
INDOT Greenfield District Environmental
INDOT Project Manager
US Natural Resources Conservation Service
Indiana Geological and Water Survey

Mr. Ron Bales August 8, 2023 Page 3

Indiana Department of Environmental Management – Office of Water Quality, Drinking Water Branch

Indiana American Water (Source Water and Wellhead Protection Contact)

Kokomo-Howard County Governmental Coordinating Council

City of Kokomo Engineering

City of Kokomo Public Transportation

City of Kokomo Wastewater

City of Kokomo Mayor

City of Kokomo Fire Department

City of Kokomo Police Department

Howard County Stormwater District

Howard County Surveyor

Kokomo School Corporation

Temple Baptist Church and Christian School

Grace Community Foursquare Church

Howard County Plan Commission (Floodplain Administrator)





August 13, 2024

Sample Letter

Mr. Tyler Lewandowski INDOT Aviation

Re: Des. No. 2201070

Goyer Road Improvement Project Boulevard Street to Markland Avenue Kokomo, Howard County, Indiana

Dear Mr. Lewandowski:

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Mr. Tyler Lewandowski August 13, 2024 Page 2

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Sincerely,

Meghan Hinkle, Senior Environmental Specialist, American Structurepoint, Inc.

Consultant soliciting comments on behalf of the City of Kokomo

Magran Arnhe

MAH:mgn

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INDOT Project Manager
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Indiana Geological and Water Survey

Mr. Tyler Lewandowski August 13, 2023 Page 3

Indiana Department of Environmental Management – Office of Water Quality, Drinking Water Branch

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City of Kokomo Mayor

City of Kokomo Fire Department

City of Kokomo Police Department

Howard County Stormwater District

Howard County Surveyor

Kokomo School Corporation

Temple Baptist Church and Christian School

Grace Community Foursquare Church

Howard County Plan Commission (Floodplain Administrator)

INDOT Aviation

Indiana Department of Natural Resources - Oil and Gas Division

THIS IS NOT A PERMIT

State of Indiana DEPARTMENT OF NATURAL RESOURCES Division of Fish and Wildlife

Early Coordination/Environmental Assessment

DNR#: ER-25855

Request Received: August 8, 2023

Requestor:

Meghan Hinkle American Structurepoint 9025 North River Road, Suite 200 Indianapolis, IN 46240

Project:

Goyer Road road widening and culvert replacement over Canon-Goyer Ditch, from Boulevard Street to Markland Avenue, City of Kokomo; Des #2201070

County/Site Info: Howard County

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 will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

Natural Heritage Database:

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

Fish and Wildlife Comments:

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

A) Pavement Rehabilitation

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.

B) Drainage and Stormwater Management

The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. The traditional model of stormwater management aims to drain runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers drainage problems from one section of a basin to another. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: https://www.epa.gov/greeningepa/epa-facility-stormwater-management; https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities

C) Stream Crossing Design

Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended for approval. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures where no structure previously existed. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the ordinary highwater mark (OHWM). Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway a minimum of 1-3 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area.

There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure if maintaining or restoring banklines is not possible. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems

https://www.fs.usda.gov/wildlifecrossings/library/index.php

https://www.fhwa.dot.gov/clas/ctip/wildlife crossing structures/

https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf

D) Streambank Stabilization

Some form of bank stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.).

Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources:

- Geotextiles (erosion control blankets and/or turf reinforcement mats 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)
- Vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the OHWM with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: https://efotg.sc.egov.usda.gov/references/public/IA/Chapter-16_Streambank_and_Shoreline_Protection.pdf

E) Riparian Habitat

The Division of Fish and Wildlife recommends a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: https://www.in.gov/nrc/files/IB-17.pdf.

Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10" diameter-at-breast height (dbh) or greater by planting five trees, 1" to 2" in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.

F) Tree Removal Outside a Floodway

The Division of Fish and Wildlife recommends avoiding removing trees along roadways and trails to the greatest extent possible and replacing trees that must be removed. Trees along roadways and trails are important to fish and wildlife resources in urban and rural areas. Trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban and rural environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban and rural environment. Proactively managing and maintaining a tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a tree replacement program and how to select the right species to avoid the negative impacts of non-native invasive species such as Bradford pear: https://www.in.gov/dnr/forestry/forestry-publications-and-presentations/ (scroll down to the Community & Urban Forestry section).

G) Landscaping

Consider using native plants for any proposed on-site landscaping and revegetation. The following is a link to information on landscaping with native plants on the Indiana Native Plant Society (INPS) website: https://indiananativeplants.org/landscaping/

H) Lighting

The need for new lighting was not mentioned in the submitted information but could potentially be needed in certain areas. Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety.

The Division of Fish and Wildlife strongly encourages visiting the International Dark-Sky Association's website to learn more about the potential negative impacts of improperly selected LED lighting systems, if required: https://www.darksky.org/our-work/lighting/lighting-for-citizens/led-guide/

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

- 1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
- 2. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush.
- 3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
- 4. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
- 5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
- 6. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
- 7. Do not use broken concrete as riprap.
- 8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
- 9. Minimize the movement of resuspended bottom sediment from the immediate project area.
- 10. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
- 11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
- 12. 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.
- 13. Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Date: September 7, 2023

Rachel Van Voorhis
Rachel Van Voorhis
Environmental Coordinator

Division of Fish and Wildlife

Appendix C

Hinkle, Meghan

From: Van Voorhis, Rachel <RVanVoorhis@dnr.IN.gov>

Sent: Friday, February 2, 2024 8:58 AM **To:** Day, Derrek; Water Inquiry

Cc: Hinkle, Meghan; Iddings, Joshua; McKinney, Tanner; Boszor, Brian

Subject: RE: Goyer Road Reconstruction Project in Kokomo, IN (Early Coord. # ER-25855)

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Hi Derrek,

Happy Friday! In terms of fish and wildlife passage, the proposed box structure is a better alternative than the existing CMP. Larger structures are more accommodating for wildlife passage, especially for deer movement. The restrictor plate should accommodate aquatic wildlife passage during flooding events while also mitigating downstream flooding without redirecting waterflow, which is a positive. Another benefit of the proposed alternative is that it allows flexibility for reconstruction of the other downstream structures at a later point in time. If possible, a Teams meeting may be helpful once the final proposal is drafted. I've included regional biologist Brian Boszor in this reply as well, and he can weigh in on additional questions or concerns as the project progresses.

Please ensure that coordination with Division of Water is secured to address modeling and FEMA considerations.

Kindly,

Rachel Van Voorhis (she/her)

Environmental Coordinator
Division of Fish and Wildlife
Indiana Department of Natural Resources

E: RVanVoorhis@dnr.IN.gov

P: 317-232-8163

From: Day, Derrek < DwDay@structurepoint.com>

Sent: Friday, January 26, 2024 12:49 PM

To: Van Voorhis, Rachel <RVanVoorhis@dnr.IN.gov>; Water Inquiry <water inquiry@dnr.IN.gov>

Cc: Hinkle, Meghan <mhinkle@structurepoint.com>; Iddings, Joshua <JIddings@structurepoint.com>; McKinney, Tanner

<TMcKinney@structurepoint.com>

Subject: Goyer Road Reconstruction Project in Kokomo, IN (Early Coord. # ER-25855)

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

Rachel & Div. of Water,

For the proposed Goyer Road Reconstruction project in Kokomo, IN (INDOT DES No. 2201070) we received the attached Early Coordination letter. As we have been developing this project and the proposed stream crossing at Cannon-Goyer

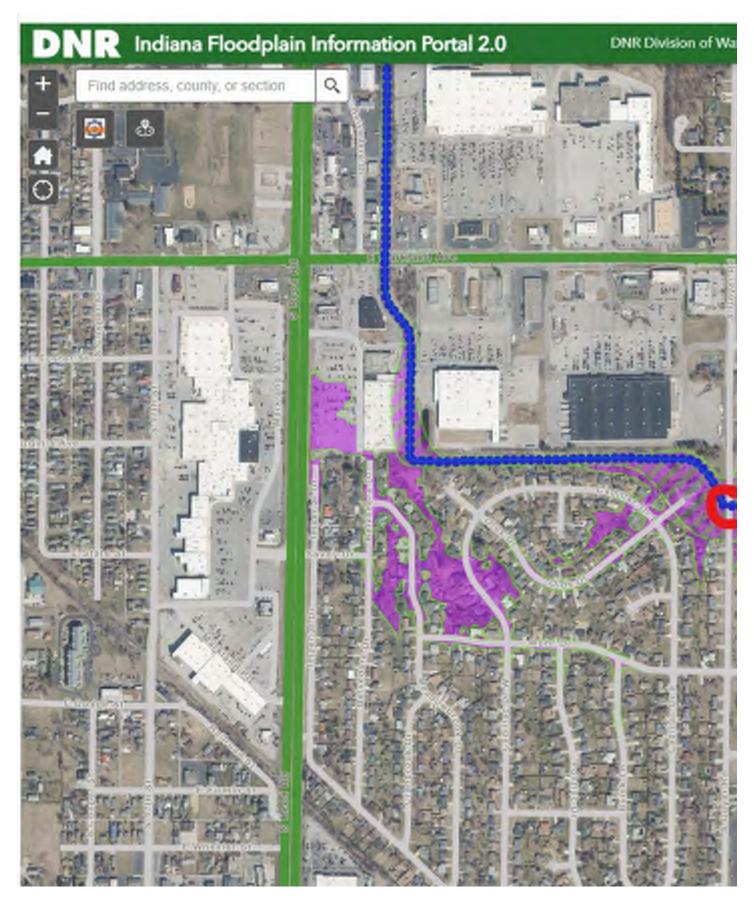
Ditch, coordination with the County Surveyor and Drainage Board have identified a potential flooding concern. We are recommending a 18' x7' box structure to replace the existing 10'x7' CMP structure based on typical INDOT structure sizing guidance. That is, the existing structure is inadequately sized. The project sponsors (City of Kokomo and INDOT LPA Fed. Grant Program) would like to go ahead with installation of an adequate structure size for future use. Below is a summary of the County's concerns and our proposed solutions. Can DNR weigh in on this solution to help guide project development?

County Surveyor and the City of Kokomo noted that the culvert under Goyer Road conveying the Cannon Goyer Ditch should not have the flow opening size increased due to downstream constraints along this ditch.

- a. Downstream of this Goyer Road culvert are three other structures that are all similarly undersized at Markland Ave, Vaile Ave, and Carter Street.
- b. If the culvert size at Goyer Road were increased this would cause additional downstream home inundation and flooding concerns. The bottleneck of the floodplain at Goyer Road can be seen in the below map. Replacement with the upgraded structure opening is thought to potential just push the problem further downstream (West).
- c. Due to high cost implications the replacement/upgrading of the downstream structures is not included in the near term planning of the City/County.

The proposed approach the County Surveyor and City of Kokomo would like to pursue is to install the adequately sized culvert (18'x7' with 1' sump, ~ 108 SFT opening) with the Goyer Road Reconstruction Project for the future utilization. This project would also install some sort of restrictor plate on the upstream end in order to limit the flow to the existing conditions (~60 SFT). This would maintain the same flow area as existing so as not to increase existing headwater but also to not create downstream flooding issues.

A CIF application utilizing the Non-modeling Replacement in Kind Worksheet is anticipated to be submitted for this stream crossing at a later date. However, we would like for DNR to advise on this situation at this early design stage due to the unique situation.



Thank you,



Organization and Project Information

Organization Name: American Structurepoint

Last Name: Hinkle

Email: MHinkle@structurepoint.com

Address Line 2: Suite 200

State: IN

Destination Id: 2201070

Project Description: The proposed project area is located on Goyer Road in Kokomo, Howard County, Indiana. The proposed project limits extend from Boulevard Street to Markland Avenue.

First Name: Meghan

Phone: (317) 547-5560

Address Line 1: 9025 River Road

City: Indianapolis

Zip: 46240

Project Title: Gover Road Improvement Project,

Kokomo, Howard County, Des. 2201070

The current proposed project would i

Environmental Assessment Report

Geological Hazards:

- 1. Floodway
- 2. Moderate liquefaction potential

Mineral Resources:

Bedrock Resource: High Potential

2. Sand and Gravel Resource: Low Potential

Active or abandoned mineral resources extraction sites:

1. Petroleum Exploration Wells

Disclaimer:

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

This information was furnished by Indiana Geological Survey

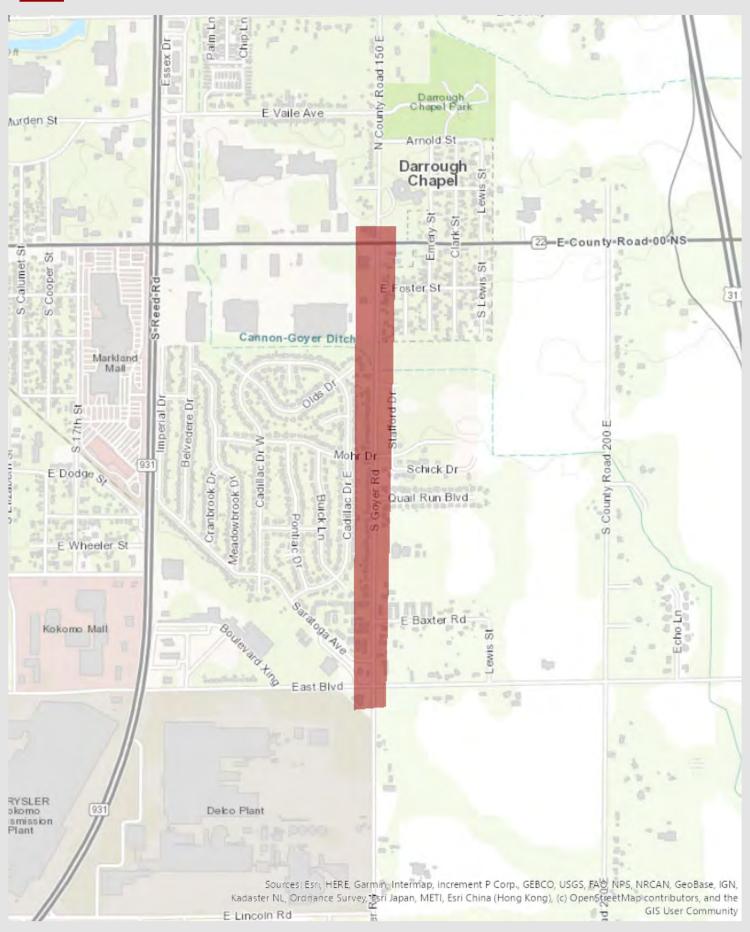
Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428









Metadata:

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https://igws.indiana.edu/pdms/



Farm Production and Conservation Natural Resources Conservation Service Indiana State Office 6013 Lakeside Boulevard Indianapolis, Indiana 46278 317-295-5800

August 21, 2023

Meghan Hinkle American Structurepoint, Inc. 9025 River Road, Suite 200 Indianapolis, Indiana 46240

Dear Ms. Hinkle:

The proposed Goyer Road Project in Howard County, Indiana (Des. No. 2201070), as referred to your letter received August 8, 2023, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN Date: 2023.08.21 14:40:11 -04'00'

JOHN ALLEN State Soil Scientist

Enclosers

F/	U.S. Department			ATING				
PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request August 8, 2023						
Name of Project DES2201070_Goyer Road Project		Federal Agency Involved Federal Highway Administration						
Proposed Land Use Transportation			County and State Howard County, Indiana					
PART II (To be completed by NRCS)			Date Request Received By NRCS		Person Completing Form:			
Does the site contain Prime, Unique, Statewide or Local Important Farmland (If no, the FPPA does not apply - do not complete additional parts of this form					rrigated Average Farm Size 345 ac			
Major Crop(s)	Farmable Land In Govt.	Farmable Land In Govt. Jurisdiction			Amount of Farmland As Defined in FPPA			
Corn	Acres:184044 % 98	Acres:184044 % 98			Acres: 17844¢% 95			
Name of Land Evaluation System Used LESA	Name of State or Local S	Name of State or Local Site Assessment System			Date Land Evaluation Returned by NRCS 8/21/2023			
PART III (To be completed by Federal Agency)				Alternative Site Rating				
A. Total Acres To Be Converted Directly				Site A	Site B	Site C	Site D	
B. Total Acres To Be Converted Indirectly				0				
C. Total Acres In Site				2				
PART IV (To be completed by NRCS) Land Evaluation Information								
A. Total Acres Prime And Unique Farmland				0.20				
B. Total Acres Statewide Important or Local Important Farmland				0.20				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				0.00 <0.001				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value			10					
PART V (To be completed by NRCS) Land Evaluation Criterion								
Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)			93					
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA			Maximum Points	Site A	Site B	Site C	Site D	
Area In Non-urban Use			(15)	7				
2. Perimeter In Non-urban Use			(10)	3				
3. Percent Of Site Being Farmed			(20)	5				
Protection Provided By State and Local Government			(20)	0				
5. Distance From Urban Built-up Area			(15)	0				
6. Distance To Urban Support Services			(15)	0				
7. Size Of Present Farm Unit Compared To Average			(10)	5				
8. Creation Of Non-farmable Farmland			(10)	0				
9. Availability Of Farm Support Services			(5)	5				
10. On-Farm Investments			(20)	0				
11. Effects Of Conversion On Farm Support Services			(10)	0				
12. Compatibility With Existing Agricultural Use			(10)	0				
TOTAL SITE ASSESSMENT POINTS			160	25	0	0	0	
PART VII (To be completed by Federal Agency)								
Relative Value Of Farmland (From Part V)			100	93	0	0	0	
Total Site Assessment (From Part VI above or local site assessment)			160	25	0	0	0	
TOTAL POINTS (Total of above 2 lines)			260	118	0	0	0	
Site Selected:	Date Of Selection August 2	te Of Selection August 22, 2023			Was A Local Site Assessment Used? YES NO NO			
Reason For Selection:								
Transportation road project								
Name of Federal agency representative completing this form: Meghan Hinkle				Date: 8/22/2023				

From: Turnbow, Alisha Hinkle, Meghan To: Iddings, Joshua Cc:

Subject: RE: Early Coordination, Goyer Road, Road Improvement Project - Des. No. 2201070

Date: Thursday, June 8, 2023 7:06:22 PM

Attachments:

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Hi Meghan,

Des No 2201070 is located in both Indiana American Water – Kokomo's Source Water Assessment Area and Wellhead Protection Area. The contact for Indiana American Water – Kokomo is Christina Gosnell she can be reached at christina.gosnell@amwater.com and 317-885-2408.

Let me know what questions you have.

Sincerely,



Alisha Turnbow

Environmental Manager Office of Water Quality Drinking Water Branch, Groundwater Section (317) 233-9158 • aturnbow@idem.IN.gov

Indiana Department of Environmental Management











IDEM values your feedback.

Please take two minutes and complete this brief survey.



From: Hinkle, Meghan <mhinkle@structurepoint.com>

Sent: Friday, June 02, 2023 11:44 AM

To: Turnbow, Alisha <ATurnbow@idem.IN.gov> Cc: Iddings, Joshua < Jlddings@structurepoint.com>

Subject: Early Coordination, Goyer Road, Road Improvement Project - Des. No. 2201070

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Dear Ms. Turnbow,

Please find attached the draft Early Coordination Letter, and two draft maps prepared for the Goyer Road, Road Improvement Project, located in Kokomo, in Howard County, Indiana. The GPS coordinates in the project area are 40.468309, -86.098608 and the project area is from Boulevard Street to Markland Avenue. This project is located in a Source Water Area. Please review the attached information and supply our office with any comments your office may have regarding the proposed project or additional contacts we will need to include in the distribution of this letter.

Thank you,

Meghan Hinkle

Senior Environmental Specialist

9025 N River Road, Suite 200 Indianapolis, IN 46240 317.547.5580 OFFICE 317.716.8446 CELL structurepoint.com WEB





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From: Alexander Indrutz
To: Hinkle, Meghan
Cc: Christina L Gosnell

Subject: Des. No. 2201070 - Goyer Road Improvement Project

Date: Wednesday, August 9, 2023 9:02:02 AM

Attachments: <u>image001.png</u>

Kokomo 8.8.2023 - Des. No. 2201070 - Goyer Road Improvement Project.pdf

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Ms. Hinkle,

I have reviewed the planned project and have attached Indiana American Water – Kokomo's standard response for construction projects that have the potential to impact source waters.

Sincerely,

Alexander Indrutz

Supervisor of Water Quality and Environmental Compliance

<u>Indiana American Water</u> 1700 East Superior, Kokomo, IN 46901

Cell: 765.513.5186



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Indiana American Water Company

Clean Water for Life

August 8, 2023

Meghan Hinkle, Senior Environmental Specialist American Structurepoint, Inc. mhinkle@structurepoint.com 317-547-5580

Re: Des. No. 2201070 – Goyer Road Improvement Project, Boulevard Street to Markland Avenue, Kokomo, Howard County, Indiana

Dear Ms. Hinkle,

On behalf of Indiana American Water – Kokomo Operations, I have reviewed the project plans. A majority of the planned project exists within INAW's 10-mile Zone of Concern (Red Line) and Upstream Drainage Area (Yellow Line). Also, the intersection of Markland Avenue and Goyer Road falls within the 10-year time of travel boundary for the existing wellhead protection area. In addition, the Cannon Goyer Ditch (Blue Line) is a direct tributary to the Wildcat Creek, terminating before the surface water intake for the water treatment plant that supplies drinking water to the City of Kokomo. Any significant impact in this area will cause a water quality concern.

Due to both immediate and long-term potential source water concerns, Indiana American Water requests the following:

- Include an Emergency Spill Response Section in the Emergency Response Plan. Include my name and phone number as a contact for emergency spills, in addition to traditional first responder and hazmat contacts.
 - o Alexander Indrutz Indiana American Water Supervisor of Water Quality
 - o (765) 513-5186
- Inspect chemical storage and equipment for leaks before and after daily operations.
- Immediate notification of a chemical spill or leak onto the ground or into a waterway.
- Hazardous materials must be properly contained and stored to prevent accidental release.
 - o Petroleum products should be stored within secondary containment.
- Prohibit concrete truck or other wash out areas within 200 ft. of waterways.
- Fertilizer, pesticide, or herbicide application must follow labeled instructions.

Sincerely,

Alexander Indrutz, Water Quality Supervisor

IAWC - Kokomo District, 1700 East Superior, Kokomo, IN 46901

From: **Greg Lake** Hinkle, Meghan To:

Subject: FW: Des. No. 2201070 Goyer Road Date: Thursday, August 24, 2023 9:09:05 AM Attachments: DES2201070 Gover Road.cpg

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Greg Lake

Deputy Surveyor Stormwater District Administrator http://www.howardcountvin.gov/ 220 North Main St. Suite 332 Kokomo, IN 46901 (P) 765-456-2217 (F) 765-456-2058 gregory.lake@howardcountvin.gov



A Please consider the environment before printing this e-mail.

From: Greg Lake

Sent: Thursday, August 24, 2023 9:03 AM

To: mhinkel@structurepoint.com

Cc: Jon Pyke (jpyke@cityofkokomo.org) <jpyke@cityofkokomo.org>; Surveyor <surveyor@howardcountyin.gov>; '(gregory.lake@howardcountyin.gov)'

<gregory.lake@howardcountyin.gov> Subject: Des. No. 2201070 Goyer Road

Meghan,

The Howard County Surveyor's Office has 2 Regulated drain crossing Goyer Road in 3 separate locations. The A. Thompson Regulated drain crosses in the North end of section 6. The Cannon Goyer Regulated drain crosses in the South end of section 6 and the middle of section 2. We have attached a shape file for you convince. When replacing the culvert at the Cannon Goyer open ditch, we are concerned with the size of opening, as well as the alinement of this crossing with the ditch. As for the tile in section 2, we would request the tile be increased one size from the existing with structures placed on each side of the road. The tile in section 6 we are not sure what your plan would be due to this tile has 2 flumes currently inline under the roadway. One is in the sanitary

sewer and the other is the state storm drain. This office would request being involved during the entire design phase of this project to help elevate challenges in the future.

Respectfully,

Greg Lake

Deputy Surveyor Stormwater District Administrator http://www.howardcountyin.gov/ 220 North Main St. Suite 332 Kokomo, IN 46901 (P) 765-456-2217 (F) 765-456-2058 gregory.lake@howardcountyin.gov

A Please consider the environment before printing this e-mail.



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MEETING AGENDA

DATE: January 4th, 2024

RE: City of Kokomo – Goyer Road Drainage Meeting with County Surveyor

Des. No. 2201070

Meeting Minutes Shown in Blue Action Items Shown in Red

Attendees: Greg Lake (Howard Co.), Paul Van Horn (Howard Co.), Jon Pyke (City of Kokomo), Tanner McKinney (ASI), Courtney Novotny (ASI),

Discussion Items:

1. Overall Project Discussion

- a. Local and Federal Funded Roadway Project
- b. Anticipated Bid Letting in the spring of 2026

2. Cannon Goyer Open Ditch Culvert

- a. Proposed Sizing and Layout Review
 - i. Existing Structure: 120" x 84" Corrugated Metal Arch
 - 1. Complaints regarding bank erosion received from property owner at downstream end of culvert
 - ii. Proposed Structure: 18' x 7' Reinforced Concrete Box
 - 1. County suggests utilizing specialty structure (angle point within box) to mitigate bank erosion and contain bend in ditch flow line within structure.
 - 2. The proposed structure's skew to better align with the downstream channel as well as adding riprap to the channel and banks on the downstream end could also be an option to sufficiently eliminate the erosion. Riprap could also be sized up a class as added protection.
 - 3. ASI to evaluate existing vs. proposed outlet velocity & scour protection and share concepts with the group.
 - 4. It was noted that DNR may require an animal passage through the structure. To be determined through the construction in a floodway permit.

- b. Roadway Serviceability Exhibit Review
 - i. It was noted that a previously complete Burke Study concluded that downstream structures between Goyer Rd. and Wildcat Creek (Markland Ave., Vaile Ave., Carter St.) are currently undersized.
 - ii. Greg noted that a flow restrictor plate of some fashion is need on proposed Cannon Goyer ditch culvert to maintain existing flow volumes through the structure in order to not create flooding issues at downstream homes since the downstream structures are undersized. Increasing the structure size at Goyer Road larger than the existing culvert would have the potential to cause flooding downstream (The channel can handle the tailwater, but the undersized downstream structures cannot).
 - iii. ASI noted potential concerns with DNR permitting and wildlife passage requirements with a restrictor plate.
 - iv. ASI to analyze flow restrictor alternatives for proposed structure and share with the group.
 - v. Jon to share Burke Hydraulic report with ASI.
- c. Additional County Requirements for the culvert design or requirements for overall roadway project?
 - Paul asked if additional channel clearing downstream of the Goyer Road Structure was going to be performed as part of this project.
 - ii. Jon noted that the roadway project cannot perform work outside of the project right-of-way (i.e. cannot use the County Drainage Easement).
 - iii. County noted they could likely perform a channel clearing project separately prior to the roadway construction project.
- d. Review the required County Permits and process
 - i. Greg noted that the only permit needed would be a crossing permit and that the fee would be waived.

3. Cannon Goyer Regulated Drain Tile in Section 2

- a. Prior email correspondence noted "request the tile be increased one size from the existing with structures placed on each side of the road"
- b. Greg noted that the basin south of the church parking lot likely drains east, away from Goyer Rd. and discharges to the Cannon Goyer Open Ditch.
- c. Survey shows two crossings, with one likely being storm (60"x30" CMPA) and one likely being the drain tile (24" CPP).
- d. UPDATE: ASI performed a site visit after the meeting and observed that the 24" CPP heading east under the existing basin does not daylight and appears to be the existing tile. The contours also show this drainage basin draining to the east. All of these items together lead to the conclusion that the 24" CPP shown on the survey is the existing regulated drain tile. This will be perpetuated with the project drainage.



4. A. Thompson Regulated Drain in the North End of Section 6

- a. This appears to be in the mill and resurface portion of the project where only proposed sidewalks are being constructed on each side of the roadway and sewer reconstruction is not anticipated.
- b. It was noted that there is a sewer flume that is at the same elevation as the drain where it crosses.
- c. City and County agree that no improvements are necessary if no storm sewer work is being performed in this area. Maintain existing conditions.



5. Additional Items

From: Christopher Frazier
To: Hinkle, Meghan
Cc: Iddings, Joshua

Subject: RE: Early Coordination Request Des. No. 2201070 Goyer Road Project

Date: Wednesday, August 9, 2023 11:24:57 AM

Attachments: <u>image001.png</u>

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Meghan,

The Kokomo Fire Department does not anticipate any concerns with the Goyer Road Improvement Project (Des. No. 2201070). The access of fire apparatus to the affected areas would be our only need. Feel free to reach out to me with any concerns Thank you,

Chris Frazier

Fire Chief Kokomo Fire Department



215 W. Superior Kokomo, IN. 46902 <u>cfrazier@cityofkokomo.org</u> 765-457-2636 office 765-432-6891 cell

From: Hinkle, Meghan <mhinkle@structurepoint.com>

Sent: Tuesday, August 8, 2023 4:12 PM

To: Christopher Frazier <cfrazier@cityofkokomo.org> **Cc:** Iddings, Joshua <JIddings@structurepoint.com>

Subject: Early Coordination Request Des. No. 2201070 Goyer Road Project

Dear Chief Frazier,

Please find attached the Early Coordination Letter prepared for the Goyer Road Project (Des. No. 2201070) in Howard County, Indiana. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

From: <u>Jan Basil</u>
To: <u>Hinkle, Meghan</u>

Subject: RE: Early Coordination Request Des. No. 2201070 Goyer Road Project

Date: Friday, August 11, 2023 5:45:45 AM

Attachments: image003.png

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August 10, 2023

Ms. Meghan Hinkle
Senior Environmental Specialist, American Structurepoint
9025 River Road, Suite 200
Indianapolis, IN 46240
Re: Des. No. 2201070

Goyer Road Improvement Project Boulevard Street to Markland Avenue Kokomo, Howard County, Indiana

Dear Ms. Hinkle:

Thank you for your letter of solicitation of comments regarding the above-referenced project. The City of Kokomo is currently assessing the existing fixed route public transportation (City-Line Trolley) to better address the underserved areas to provide as much of our community with accessibility to employment, education and shopping. A significant employer is currently constructing facilities in the vicinity of the Goyer Road Improvement Project. There is also an existing recreational park and shopping in the area. It is our intent to implement service to these areas which may involve the section of Goyer Road being addressed in this project. In reading the description of the project, the inclusion of sidewalks along this stretch of road will be so beneficial to any public transportation services we are able to provide. It is my hope routes and stops will be decided upon in a timely manner allowing for them to be considered during the construction on Goyer. This may alleviate duplicate spending for the city if stops and shelters can be addressed during the construction. If there is any assistance I can provide during this process, please feel free to contact me.

Sincerely,

Jan Basil

Transportation Director, City of Kokomo

From: Hinkle, Meghan <mhinkle@structurepoint.com>

Hinkle, Meghan

From: McKinney, Tanner

Sent: Tuesday, August 20, 2024 7:30 AM **To:** Hinkle, Meghan; Novotny, Courtney

Subject: RE: Early Coordination Request Des. No. 2201070 Goyer Road Project

Follow Up Flag: Follow up Flag Status: Flagged

Yes equipment will be shorter than 180'.

Thanks, Tanner

From: Hinkle, Meghan <mhinkle@structurepoint.com>

Sent: Thursday, August 15, 2024 9:18 AM

To: McKinney, Tanner < TMcKinney@structurepoint.com >; Novotny, Courtney < cnovotny@structurepoint.com >

Subject: FW: Early Coordination Request Des. No. 2201070 Goyer Road Project

Good Morning Tanner and Courtney,

See the response below from INDOT Aviation. Will all equipment that will be used for construction be 180 feet tall or less for the project?

Thanks,

Meghan Hinkle

Senior Environmental Specialist

9025 River Road, Suite 200, Indianapolis, IN 46240 OFFICE 317.547.5580 CELL 317.716.8446

EMAIL MHinkle@structurepoint.com **WEB** www.structurepoint.com



FULL-SERVICE ARCHITECTURE + ENGINEERING FIRM

11 DISCIPLINES | 16 DESIGN CENTERS | 7 STATES 6 @ 0 6 0

From: Lewandowski, Tyler <TLewandowski@indot.IN.gov>

Sent: Thursday, August 15, 2024 9:00 AM

To: Hinkle, Meghan < mhinkle@structurepoint.com Cc: Iddings, Joshua < Jiddings@structurepoint.com Cc: Iddings, Joshua < Jiddings@structurepoint.com Cc: Iddings, Joshua < Jiddings@structurepoint.com Double Jiddings@structurepoint.com Jiddings@structurepoint.com Double Jiddings@structurepoint.com Mailto:Cc: Jiddings@structurepoint.com Jiddings@structurepoint.com Jiddings@structurepoint.com Jiddings@structurepoint.com Jiddings@structurepoint.com Jiddings@structurepoint.com Jiddings.com Jiddings.com Jidd

Subject: RE: Early Coordination Request Des. No. 2201070 Goyer Road Project

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 180 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski
Project Manager
INDOT Office of Aviation
(317) 495-4875
tlewandowski@indot.in.gov
www.aviation.indot.in.gov



From: Hinkle, Meghan < mhinkle@structurepoint.com >

Sent: Tuesday, August 13, 2024 10:49 AM

To: Lewandowski, Tyler < <u>TLewandowski@indot.IN.gov</u>> **Cc:** Iddings, Joshua < <u>JIddings@structurepoint.com</u>>

Subject: Early Coordination Request Des. No. 2201070 Goyer Road Project

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

Dear Mr. Lewandowski,

Please find attached the Early Coordination Letter prepared for the Goyer Road Project (Des. No. 2201070) in Howard County, Indiana. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Thank you,

Meghan Hinkle

Senior Environmental Specialist

9025 River Road, Suite 200, Indianapolis, IN 46240
OFFICE 317.547.5580
CELL 317.716.8446
EMAIL MHinkle@structurepoint.com
WEB www.structurepoint.com





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: 06/25/2024 11:58:56 UTC

Project Code: 2024-0097859

Project Name: Goyer Road Improvement Project, Des No 2201070, Howard County, Indiana

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 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 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:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.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/program/migratory-bird-permit/what-we-do.

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/library/collections/threats-birds.

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/partner/council-conservation-migratory-birds.

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
- Bald & Golden Eagles
- 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: 2024-0097859

Project Name: Gover Road Improvement Project, Des No 2201070, Howard County,

Indiana

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The project is located on Goyer Road from Boulevard Street to Markland

Avenue. Specifically, the project is within Section 5, Township 23 North, Range 4 East, of Center Township in Kokomo, Howard County, Indiana. In the project area, Goyer Road consists of two 12-foot-wide travel lanes (one in each direction), four-foot-wide paved shoulder, and turn lanes at Boulevard Street and Markland Avenue. No sidewalks are present in the project area. Land use in the project area consists of mostly residential properties, with scattered businesses, and agricultural fields. In addition, Cannon-Goyer Ditch crosses the project area approximately 980 feet north of Mohr Drive. Cannon-Goyer Ditch is conveyed through an unnumbered 57-foot-long, 10-foot by seven-foot corrugated metal pipe arch (CMPA). The existing drainage along Goyer Road consists of roadside ditches, limited curb and gutters, and limited sewers.

The proposed project (Des. No. 2201070) will include a road reconstruction along Goyer Road adding a two-way left turn lane in the center of Goyer Road and sidewalks along both sides of Goyer Road. The typical roadway section will consist of two 11-foot-wide travel lanes (one in each direction) and a center 14-foot-wide two-way left turn lane. Fivefoot-wide sidewalks will be constructed on both sides of Goyer Road with three-foot-wide grass buffers. The existing CMPA over Cannon-Goyer Ditch will be replaced with an 80-foot-long, 18-foot by seven-foot reinforced concrete box (RCB) culvert. The culvert will be skewed 20 degrees and riprap will be added to the outlet side (west). The existing storm sewers in the project area will be replaced in-kind and curb and gutters will be constructed on both sides of Goyer Road. The maintenance of traffic (MOT) for the project will include phased construction with lane shifts maintaining one travel lane in each direction for a portion of construction, and a full closure of Gover Road with a posted detour to replace the CMPA for a portion of construction. Construction is anticipated to occur between spring 2026 to summer 2027.

The project is located in suitable summer bat habitat. An INDOT 0.5 mile bat review occurred on June 2, 2023 and no documented sites within a half mile of this project were found. A culvert inspection occurred on September 28, 2023 and no bats were found using the structure. The project will require approximately 0.17 acre of tree clearing all within 100 feet of the roadway. Dominant tree species in the project area includes green ash (Fraxinus pennsylvanica), boxelder maple (Acer negundo),

black walnut (Juglans nigra), and silver maple (Acer saccharinum). Tree clearing will occur during inactive bat season (October 1st to March 31st). Temporary lighting may be used for the construction of the project.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.469695900000005,-86.09858818767498,14z



Counties: Howard County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 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 2 of these species should be considered only under certain conditions.

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

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

1. <u>NOAA Fisheries</u>, 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

Indiana Bat Myotis sodalis

Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949

Northern Long-eared Bat *Myotis septentrionalis*

Endangered

No critical habitat has been designated for this species.

This species only needs to be considered under the following conditions:

• This species only needs to be considered if the project includes wind turbine operations.

Species profile: https://ecos.fws.gov/ecp/species/9045

Tricolored Bat Perimyotis subflavus

Proposed Endangered

No critical habitat has been designated for this species.

This species only needs to be considered under the following conditions:

• This species only needs to be considered if the project includes wind turbine operations.

Species profile: https://ecos.fws.gov/ecp/species/10515

BIRDS

NAME STATUS

Whooping Crane *Grus americana*

Experimental

Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY)

No critical habitat has been designated for this species.

Population, Non-

Species profile: https://ecos.fws.gov/ecp/species/758

Essential

CLAMS

NAME STATUS

Salamander Mussel Simpsonaias ambigua

Proposed

There is ${\bf proposed}$ critical habitat for this species. Your location does not overlap the critical

ıl J

habitat.

Species profile: https://ecos.fws.gov/ecp/species/6208

Endangered

INSECTS

NAME STATUS

Monarch Butterfly *Danaus plexippus*

Candidate

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

- 1. The Bald and Golden Eagle Protection Act of 1940.
- 2. The Migratory Birds Treaty Act of 1918.
- 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME BREEDING SEASON

Bald Eagle Haliaeetus leucocephalus

Breeds Oct 15 to

Aug 31

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

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 "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■**)**

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (**•**)

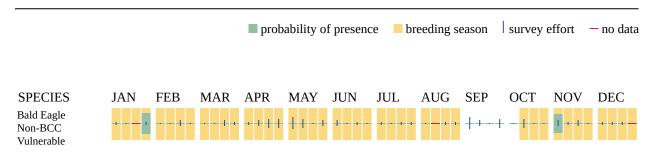
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (-)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- 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
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

- 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)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10561	Breeds elsewhere
Bald Eagle <i>Haliaeetus leucocephalus</i> 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 Oct 15 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythropthalmus</i> 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
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Semipalmated Sandpiper <i>Calidris pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	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 "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■**)**

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (

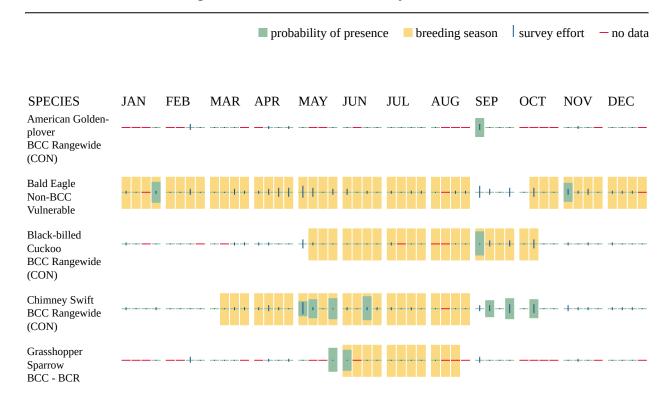
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

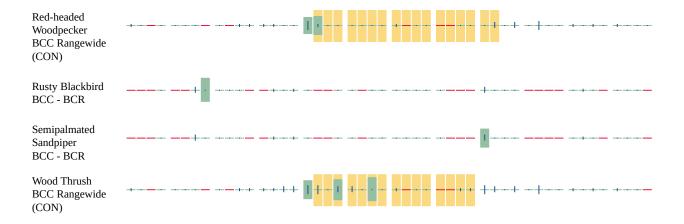
Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (-)

A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- 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
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to <u>NWI wetlands</u> 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>U.S. Army Corps of Engineers District</u>.

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.

RIVERINE

• R5UBFx

IPAC USER CONTACT INFORMATION

Agency: Federal Highway Administration

Name: Meghan Hinkle Address: 9025 River Road

Address Line 2: Suite 200 City: Indianapolis

State: IN Zip: 46240

Email mhinkle@structurepoint.com

Phone: 3175475580



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: 06/25/2024 12:32:47 UTC

Project code: 2024-0097859

Project Name: Goyer Road Improvement Project, Des No 2201070, Howard County, Indiana

Subject: Concurrence verification letter for the 'Goyer Road Improvement Project, Des No

2201070, Howard County, Indiana' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared

Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated June 25, 2024 to verify that the **Goyer Road Improvement Project, Des No 2201070, Howard County, Indiana** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures. At least one of the qualification interview questions indicated an activity or portion of your project is consistent with a not likely to adversely affect determination therefore, the overall determination for your project is, may affect, and is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to section 7(a)(2) of ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do <u>not</u> notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period

allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected 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 any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (provided that the take is reported to the Service).

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

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 and/or NLEB use or occupancy, yet bats are later detected 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 and/or NLEBs 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 any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

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

- Monarch Butterfly Danaus plexippus Candidate
- Salamander Mussel Simpsonaias ambigua Proposed Endangered
- Tricolored Bat Perimyotis subflavus Proposed Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Goyer Road Improvement Project, Des No 2201070, Howard County, Indiana

DESCRIPTION

The project is located on Goyer Road from Boulevard Street to Markland Avenue. Specifically, the project is within Section 5, Township 23 North, Range 4 East, of Center Township in Kokomo, Howard County, Indiana. In the project area, Goyer Road consists of two 12-foot-wide travel lanes (one in each direction), four-foot-wide paved shoulder, and turn lanes at Boulevard Street and Markland Avenue. No sidewalks are present in the project area. Land use in the project area consists of mostly residential properties, with scattered businesses, and agricultural fields. In addition, Cannon-Goyer Ditch crosses the project area approximately 980 feet north of Mohr Drive. Cannon-Goyer Ditch is conveyed through an unnumbered 57-foot-long, 10-foot by seven-foot corrugated metal pipe arch (CMPA). The existing drainage along Goyer Road consists of roadside ditches, limited curb and gutters, and limited sewers.

The proposed project (Des. No. 2201070) will include a road reconstruction along Goyer Road adding a two-way left turn lane in the center of Goyer Road and sidewalks along both sides of Goyer Road. The typical roadway section will consist of two 11-foot-wide travel lanes (one in each direction) and a center 14-foot-wide two-way left turn lane. Five-foot-wide sidewalks will be constructed on both sides of Goyer Road with three-foot-wide grass buffers. The existing CMPA over Cannon-Goyer Ditch will be replaced with an 80-foot-long, 18-foot by seven-foot reinforced concrete box (RCB) culvert. The culvert will be skewed 20 degrees and riprap will be added to the outlet side (west). The existing storm sewers in the project area will be replaced in-kind and curb and gutters will be constructed on both sides of Goyer Road. The maintenance of traffic (MOT) for the project will include phased construction with lane shifts maintaining one travel lane in each direction for a portion of construction, and a full closure of Goyer Road with a posted detour to replace the CMPA for a portion of construction. Construction is anticipated to occur between spring 2026 to summer 2027.

The project is located in suitable summer bat habitat. An INDOT 0.5 mile bat review occurred on June 2, 2023 and no documented sites within a half mile of this project were found. A culvert inspection occurred on September 28, 2023 and no bats were found using the structure. The project will require approximately 0.17 acre of tree clearing all within 100 feet of the roadway. Dominant tree species in the project area includes green ash (Fraxinus pennsylvanica), boxelder maple (Acer negundo), black walnut (Juglans nigra), and silver maple (Acer saccharinum). Tree clearing will occur during inactive bat season (October 1st to March 31st). Temporary lighting may be used for the construction of the project.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.469695900000005,-86.09858818767498,14z



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

QUALIFICATION INTERVIEW

- 1. Is the project within the range of the Indiana bat^[1]?
 - [1] See Indiana bat species profile

Automatically answered

Yes

- 2. Is the project within the range of the northern long-eared bat^[1]?
 - [1] See northern long-eared bat species profile

Automatically answered

Yes

- 3. Which Federal Agency is the lead for the action?
 - A) Federal Highway Administration (FHWA)
- 4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)
 - [1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting. *No*
- 5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?
 - [1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

- 6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?
 - [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

- 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 <u>summer survey guidance</u> 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 <u>User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat</u>.

Yes

- 9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?
 - [1] See the Service's <u>summer survey guidance</u> for our current definitions of suitable habitat. *Yes*
- 10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail? *No*
- 11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?
 - [1] See the Service's <u>summer survey guidance</u> for our current definitions of suitable habitat.
 - [2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.
 - [3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.
 - [4] Negative presence/probable absence survey results obtained using the <u>summer survey guidance</u> are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

- 12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?
 - [1] Documented roosting or foraging habitat for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)
 - [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

- 14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?
 - [1] Coordinate with the local Service Field Office for appropriate dates.
 - *B) During the inactive season*
- 15. Does the project include activities within documented NLEB habitat^{[1][2]}?
 - [1] Documented roosting or foraging habitat for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)
 - [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

- 17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?
 - *B)* During the inactive season
- 18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces? *Yes*
- 19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

20. Are *all* trees that are being removed clearly demarcated?

Yes

21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

No

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

No

23. Does the project include slash pile burning?

No

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

 Yes
- 25. 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 <u>summer survey guidance</u> for our current definitions of suitable habitat. *Yes*
- 26. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?
 - [1] See <u>User Guide Appendix D</u> for bridge/structure assessment guidance
 - [2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

Bridge Culvert Bat Assessment Form 9-28-23 signed.pdf https://ipac.ecosphere.fws.gov/project/SFOCHU22LZF7RCZZQQDBZ7KWCA/projectDocuments/145391220

- 27. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)^[1]?
 - [1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

28. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

29. 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

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

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

Yes

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

No

33. 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

34. 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

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

36. Are the 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 consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

39. 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 has been assessed using the criteria documented in the BA and no signs of bats were detected

40. General AMM 1

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

Yes

41. Tree Removal AMM 1

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word "trees" as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS' current summer survey guidance for our latest definitions of suitable habitat.

Yes

42. Tree Removal AMM 3

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

43. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

- [1] The word documented means habitat where bats have actually been captured and/or tracked.
- [2] Documented roosting or foraging habitat for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

44. Lighting AMM 1

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

Yes

PROJECT QUESTIONNAIRE

1. Please describe the proposed bridge work:

The existing CMPA over Cannon-Goyer Ditch will be replaced with an 80-foot-long, 18-foot by seven-foot reinforced concrete box (RCB) culvert. The culvert will be skewed 20 degrees and riprap will be added to the outlet side (west).

2. Please state the timing of all proposed bridge work: *spring 2026*

3. Please enter the date of the bridge assessment:

9/28/23

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

N/A

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

N/A

6. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.17

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with <u>no bats observed</u>.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or

documented foraging habitat any time of year.

GENERAL AMM 1

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

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on October 30, 2023. 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 endangered **northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should <u>only</u> be used to verify project applicability with the Service's <u>amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects</u>. 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 <u>not</u> 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: Delaney Weston Address: 32 S Broadway City: Greenfield

State: IN Zip: 46140

Email dweston@indot.in.gov

Phone: 3174673901

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Bridge/Structure Bat Assessment Form

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	<u>deral</u> ructure I <u>D</u>	Structure Coordinates (latitude and longitude)	Structure Height (approximate) 10 foot x 7 foot		t <u>Length</u> 57 foot						
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Appendix D: Section 106 Documentation

SECTION 1

Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B-1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B-9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.

Part I: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)*

*A qualified professional historian (QP) is not required to complete Part I. INDOT-CRO staff will be responsible for completion of Part II.

Original Submission Date: May 2, 2024

Amended Submission Date*:

*Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below. **Please use red font to distinguish the revisions/updates.**

Submitted By (Provide Name and Firm/Organization):

Linda Weintraut, Ph.D. Weintraut & Associates, Inc. PO Box 5034 Zionsville, IN 46077 Linda@weintrautinc.com 317-733-9770

Project Designation Number: 2201070

Route Number: None (Goyer Road)

Feature crossed (if applicable): N/A

City/Township: Kokomo / Center Township County: Howard County

Project Description:*

*Provide a full project description—include the same level of specificity and detail as expected in the NEPA document—in order to ensure a timely review by INDOT-CRO staff. For bridge and culvert projects, include specific details on the rehab or replacement including potential changes to width, height, and materials. Be sure to include the specific elements listed below as applicable.

The City of Kokomo, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), intends to proceed with the Goyer Road Improvement Project (Des. No. 2201070) located in Kokomo, Howard County, Indiana.

The proposed project area is located on Goyer Road in Kokomo, Howard County, Indiana. The proposed project limits extend from Boulevard Street to Markland Avenue. This section of Goyer Road is functionally classified as a *Minor Arterial* and has a posted speed limit of 35 miles per hour (mph). The existing typical roadway section of Goyer Road consists of two, 11-foot-wide travel lanes (one in each direction). The existing apparent right-of-way along Goyer Road ranges from 40 to 80 feet from the centerline of the roadway. There are no pedestrian facilities along Goyer Road; however, there are pedestrian facilities on some surrounding roadways: Markland Avenue, Mohr Drive, Quail Run Drive, Saratoga Avenue, and scattered facilities on Boulevard Street. These sidewalks dead end at Goyer Road. The existing pavement of Goyer Road is in fair condition with some fatigue cracking and joint distresses. The existing drainage along Goyer Road consists of roadside ditches and driveway pipes.

The need for the project is evident by the backing up of traffic as a result of vehicles stopping while attempting to turn left across the roadway. Additionally, the need for the project is evident by the lack of pedestrian facilities along this stretch of Goyer Road. The purpose of the project is to reduce the potential for conflict between pedestrians and motor vehicles as well as improve left turns mobility for vehicles along this stretch of Goyer Road.

The current proposed project would include widening Goyer Road to include a two-way left turn lane and sidewalks along both sides of the road. The typical roadway section would consist of two, 12-foot-wide travel lanes (one in each direction), a center 14-foot-wide two-way left turn lane, and six-foot-wide sidewalks with a 3-to 5-foot-wide grass buffer and ADA-compliant curb ramps on both sides of Goyer Road. Additionally, the storm sewers in the project area would be replaced and curb and gutters would be constructed on both sides of Goyer Road. Cannon-Goyer Ditch runs through the project area, and the existing culvert would likely be replaced as part of this project. It is anticipated that tree clearing would be required as part of this project. Construction is anticipated to occur from Spring 2026 to Summer of 2027. No relocations are anticipated as a result of the proposed project. Maintenance of traffic for the project would include phased lane shifts and temporary lane closures with flaggers.

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:

The current proposed project would include constructing sidewalks and curb ramps along both sides of Goyer Road in the project area (see attached plans for locations).

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:

Feature Crossed	Structure Number	NBI Number	Structure Type
Cannon-Goyer Ditch	Unknown	Unknown	CMP

For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (https://www.in.gov/indot/2531.htm)?							
(<u>nttps://www.in.go</u>	<u>v/indot/2531.ntm</u>)?						
☐ Yes	⊠ No						
If yes, did	the inventory determin	e the bridge eligible for or listed in the National Register of					
Historic Pl	aces? Please provide p	age # of entry in Historic Bridge Inventory.					
□ Yes	□No						
Inventory	Page #						
Will there be right	-of-way acquisition as p	part of this project?					
ĭ Yes □ I							
If yes was checked	above, please check all	that apply:					
⊠ Permanent	⊠ Temporary	☐ Reacquisition					
• •		sition locations in text below and in attached mapping. Please					

specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way:

The proposed project would require 1.70 acres of permanent right-of-way for the widening of Goyer Road and the installation of the left-hand two-way turn lane, curb and gutter, sidewalks, curb ramps, and the culvert at Cannon-

Goyer Ditch. The project would also need 0.78 acre of temporary right-of-way for the installation of sidewalks, intersection approach work, and grading.

Is there <u>any</u> potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?					
□ Yes	\boxtimes No				
Archaeo	logy (check one):				
	All proposed activities are presumed to occur in previously disturbed soils.* *INDOT-CRO will notify you if project area incudes undisturbed soils and requires an archaeological reconnaissance.				
	Project takes place in undisturbed soils and the archaeology report is included with the submission.* * If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO Archaeology Team Lead. See CRM Pt. 1 Ch. 3 for current contact information.				

Please specify all applicable categories and condition(s) (INDOT will highlight applicable conditions in yellow):

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.
 - 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-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.

Check □ if SECTION 2:	Minor Projects PA Category	B-1, Condition B-ii Sub	mission is included.
Check ☐ if SECTION 3:	Minor Projects PA Category	B-9, Condition B-i-c-2 of	or B-ii-b-3 Submission is

Part II: Completed by INDOT-CRO Information reviewed (please check all that apply): USGS map ☒ General project area photos Historic Property Reports Bridge inspection information/iTAMS □ Historic Bridge Inventory Database □ SHAARD 🖾 SHAARD GIS ⋈ Other (please specify): Simpson, Jessica and Craig R. Arnold Phase Ia Archaeological Field Reconnaissance for the Gover Road Improvement Project from Boulevard

Street to Markland Avenue in the City of Kokomo, Center Township, Howard County, Indiana (Des. No. 2201070). Archaeological report prepared by Weintraut & Associates, Zionsville, for American Structurepoint, Indianapolis. Document on file at INDOT-CRO.

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 \square No 🛛

Additional Comments: N/A

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 Howard County. No listed resources are present within 0.15 mile of 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 Howard County Interim Report (2003; Center Township Scattered Sites) 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. Two (2) IHSSI resources are recorded within 0.15 mile of the project:

IHSSI No. 067-322-40016 (House; 1400 S Gover Road; c. 1928; "contributing")—demolished 2005 IHSSI No. 067-322-40018 (Elwood Haynes Pumpkinvine Monument; intersection of Goyer Road and Boulevard Street; 1922; "contributing")

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.

The area surrounding the project is suburban with residential housing, some religious buildings, and agricultural fields present along with some concentrations of commercial buildings at either termini. Given the density of the buildings present along the project area and the vertical nature of the proposed scope of work, only those properties within 300 feet of the project area have the potential to be impacted by the project.

The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial, street-view photography, and the Howard County GIS website. There are approximately 47 resources within 300 feet of the project area ranging in construction date from the early twentieth century to the twenty-first century. Sixteen (16) of these properties will not be 50 years old or older by project letting in 2025. This number includes two residential developments with multiple individual properties.

Another development (Cedar Crest) dates from the mid to late twentieth century with construction beginning in the late 1950s and largely ending in the late 1970s. The INDOT-CRO historian used guidance from the "Residential Planning and Development in Indiana, 1940-1973" Multiple Property Documentation Form (MPDF) to determine if this subdivision is a potential post-war residential historic district. The MPDF states that a high number of non-contributing resources, particularly in large concentrations, will diminish a potential district's integrity and its ability to convey its historical associations. The portion of this subdivision adjacent to the project appears to be a later section of development, and the majority of properties within 300 feet of the project area were constructed after 1973, the cutoff date for properties to be considered eligible under the MPDF. While properties constructed a few years after 1973 may still be considered contributing to a district, the area adjacent to the project has a preponderance of resources that fall outside that period. Therefore, for the purposes of this determination, this mid to late twentieth century subdivision (Cedar Crest) is not considered to be a historic district.

Another 18 properties date to the mid-twentieth century. These properties include a school, individual residences, apartment complexes, religious structures, and commercial buildings. The individual residences do not appear to meet the MPDF's requirements to be considered individually eligible to the National Register. None of the other properties are excellent examples of a particular style, form, or type. As a result, the resources are not considered to be architecturally significant, and there is no evidence that they possess any cultural significance.

The remaining 12 properties date to the early twentieth century. Of these, only one appears to retain the material integrity to be considered eligible to the National Register, but it is shielded from the project area by mature deciduous and coniferous trees as well as another building. It is not considered adjacent to the project for the purposes of this determination. The other 11 early twentieth-century properties appear to be highly altered by replacement siding and windows. There is no evidence they possess the cultural significance or material integrity necessary to be eligible for the purposes of this determination.

This project falls under Condition B-i of Category B-1 and Category B-3 of the MPPA due to the scope of work being limited to construction activities outside and not adjacent to a National Register listed or eligible bridge, property, or historic district.

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 report completed for the project by Weintraut & Associates (Simpson and Arnold 2024). No archaeological sites were previously recorded within or adjacent to the project area.

A 6.52-hectares (16.1-acres) survey area was examined via a combination of systematic shovel probing, bucket augering, and visual inspection of obviously disturbed areas. Three new archaeological sites dated to the historical period were recorded as a result of this survey (12HO399 to 12HO401). No artifact patterns, activity loci, or intact features were identified in the area surveyed.

Sites 12HO399 and 12HO401 are isolated finds dated to the historic period that are ineligible for listing in the IRHSS or NRHP. Site 12HO400 is a historic artifact scatter dated to the historic period. The survey area limits define the eastern boundary of site 12HO400 and, therefore, the site potentially extends beyond the surveyed area; an assessment can be made regarding eligibility or potential eligibility for listing in the IRHSS or NRHP. The portion of the site within the project area does not appear to contain significant, intact archaeological deposits. No further archeological investigations are necessary within the project area (Simpson and Arnold 2024). We concur with the evaluations and recommendations made by Weintraut & Associates (Simpson and Arnold 2024).

Therefore, there are no archaeological concerns provided that the project scope and footprint do not change.

<u>Accidental Discovery</u>: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (IDNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Kelyn Alexander and Dawn Alexander

INDOT Approval Date: December 4, 2024

Amendment Approval Date (if applicable):

***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.



Phase Ia Archaeological Field Reconnaissance for the Goyer Road Improvement Project from Boulevard Street to Markland Avenue in the City of Kokomo, Center Township, Howard County, Indiana Des. No. 2201070

Prepared for

The City of Kokomo, American Structurepoint & Indiana Department of Transportation/Federal Highway Administration

Prepared by

Weintraut & Associates, inc.

Author: Jessica Simpson, B.S.

Principal Investigator: Craig R. Arnold, M.A.

P.O. Box 5034 | Zionsville, Indiana | (317)733-9770 | (carnold@weintrautinc.com)

May 2024

Management Summary

Weintraut & Associates, Inc. (W&A) archaeologists conducted an archaeological records check and a Phase Ia investigation for the Goyer Road Improvement Project in Howard County, Indiana. The City of Kokomo, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Goyer Road Improvement Project (Des. No. 2201070). American Structurepoint, Inc. has been retained by the City of Kokomo to advance the environmental documentation for the referenced project. The archaeological "survey area" totaled approximately 6.52 hectares (ha) (16.1 acres [ac]).

This investigation was conducted in accordance with Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA) guidelines (2022). The goals of the W&A archaeological records check and Phase Ia reconnaissance were to: 1) identify and verify the presence or absence of cultural deposits within the project area; 2) assess the potential of any sites identified for inclusion in the Indiana Register of Historic Sites and Structures (IRHSS) or the National Register of Historic Places (NRHP); 3) collect sufficient information to determine the cultural affiliation of any sites located and their possible function(s); and 4) provide assessment and any additional work recommendations.

Three previously unidentified archaeological sites (12Ho399 to 12Ho401) were encountered during the Phase Ia archaeological field reconnaissance. All three are historic sites. Site 12Ho399 is an isolated find comprised of one opaque white glass canning jar lid liner. Site 12Ho400 is a historic artifact scatter. 12Ho401 is a historic cast iron fence. All of these sites lack the necessary eligibility criteria for listing in the IRHSS or NRHP, and no further archaeological work is recommended.

Based on the results of the Phase Ia archaeological fieldwork, W&A offers the following recommendations:

Project clearance and no further archaeological investigations appear necessary for sites
 12Ho399 to 12Ho401 prior to the commencement of construction.

However, these recommendations are made with the understanding that if any previously unidentified intact archaeological deposits or human remains are uncovered during construction, demolition, or earthmoving activities, work within the area will stop and the IDNR/DHPA will be notified of the discovery within two (2) business days as required by Indiana Code 14-21-1-27 and 29.

Appendix E: Red Flag and Hazardous Materials



9025 River Road, Suite 200, Indianapolis, Indiana 46240 TEL 317.547.5580 FAX 317.543.0270

www.structurepoint.com

RED FLAG INVESTIGATION

Date: January 9, 2024

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: Meghan Hinkle

American Structurepoint, Inc.

9025 River Road Indianapolis, IN 46240

MHinkle@structurepoint.com

Re: RED FLAG INVESTIGATION

DES # 2201070, Local Project

Road Improvement

Goyer Road, Boulevard Street to Markland Avenue

Howard County, Indiana

PROJECT DESCRIPTION

The proposed project is located along Goyer Road from Boulevard Street to Markland Avenue, in Kokomo, Howard County, Indiana. The proposed project would include a road reconstruction along Goyer Road adding a two-way left turn lane in the center of Goyer Road and sidewalks along both sides of Goyer Road. Additionally, the storm sewers in the project area would be replaced and curb and gutters will be constructed on both sides of Goyer Road. The existing culvert of Goyer Road over Cannon-Goyer Ditch will likely be replaced as part of this project.

Culvert Work Included in Project: Yes \boxtimes No \square Structure #(s) N/A Proposed right of way: Temporary \boxtimes # Acres 1 Permanent \boxtimes # Acres 2 Not Applicable \square Type and proposed depth of excavation: Excavation is anticipated to a maximum depth of 12 feet for the replacement	ent of
	ent of
the storm sewer. Maintenance of traffic (MOT): MOT is anticipated to include phased lane shifts and lane closures with flaggers.	

Work in waterway:	Yes 🗵	No \square	Below ordinary high water mark:	Yes \boxtimes No	
State Project: 🗌	LPA: \boxtimes				
Any other factors in	nfluencin	g recon	nmendations: 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 6* Recreational Facilities 3							
Airports ¹ 1 Pipelines 1							
Cemeteries N/A Railroads 1							
Hospitals N/A Trails 1							
Schools	3*	Managed Lands	1				

¹In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Religious Facilities*: Although not mapped on the GIS layer, six (6) religious facilities were identified within the 0.5 mile search radius. The nearest two (2) religious facilities, Temple Baptist Church and Grace Community Foursquare Church, are located adjacent to the project area. Coordination with Temple Baptist Church and Grace Community Foursquare Church will occur.

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Kokomo Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located approximately 3.36 miles northeast of the project area; therefore, early coordination with INDOT Aviation will occur.

Schools*: Although not mapped on the GIS layer, three (3) schools were identified within the 0.5 mile search radius. The nearest school, Temple Christian School, is located adjacent to the project area. Coordination with Temple Christian School will occur.

Recreational Facilities: Three (3) recreational facilities are located within the 0.5 mile search radius. The nearest facility, Darrough Chapel Elementary School, is located approximately 0.08 mile northeast of the project area. No impact is expected.

Pipelines: One (1) pipeline segment is located within the 0.5 mile search radius. The pipeline segment, Kokomo Gas & Fuel Co., crosses the project area. Coordination with Kokomo Gas & Fuel Co. will occur.

Railroads: One (1) railroad segment is located within the 0.5 mile search radius. The railroad segment, Conrail Railroad, is located approximately 0.05 mile southwest of the project area. No impact is expected.

Trails: One (1) trail segment is located within the 0.5 mile search radius. The trail segment, Darrough-Chapel Park, is located approximately 0.25 mile northeast of the project area. No impact is expected.

Managed Lands: One (1) managed land is located within the 0.5 mile search radius. The managed land, Darrough-Chapel Park, is located approximately 0.25 mile northeast of the project area. No impact is expected.

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 5							
Canal Structures – Historic N/A Lakes 1*							
NPS NRI Listed N/A Floodplain – DFIRM 1							
NWI-Lines N/A Cave Entrance Density N/A							
IDEM 303d Listed Streams and Lakes (Impaired) 2 Sinkhole Areas N/A							
Rivers and Streams	4	Sinking-Stream Basins	N/A				

Explanation:

IDEM 303d Listed Rivers and Streams: Two (2) 303d Listed Rivers and Streams are located within the 0.5 mile search radius. The Cannon-Goyer Ditch, also referred to as UNT to Wildcat Creek, is located within the project area and is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Rivers and Streams: Four (4) stream segments are located within the 0.5 mile search radius. One (1) stream segment, Cannon-Goyer Ditch, is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, will occur.

Wetlands: Five (5) wetland polygons are located within the 0.5 mile search radius. The nearest wetland polygon is located approximately 0.08 mile south of the project area. No impact is expected.

Lakes*: One (1) unmapped lake is located within the 0.5 mile search radius. The lake is located within the project area south of where Cannon-Goyer Ditch crosses the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, will occur.

Floodplain: One (1) floodplain polygon is located within the 0.5 mile search radius. The floodplain polygon is located approximately 0.45 mile north of the project area. No impact is expected.

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 9 Mineral Resources N/A							
Mines – Surface	N/A	Mines – Underground	N/A				

Explanation:

Petroleum Wells: Nine (9) petroleum wells are located within the 0.5 mile search radius. One (1) petroleum well is located adjacent to the project area. Coordination with IDNR Oil and Gas Division will occur.

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	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	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	N/A Institutional Controls	
Solid Waste Landfill	N/A	NPDES Facilities	7
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	6*	6* Notice of Contamination Sites	

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).

Explanation:

Underground Storage Tank (UST) Sites: Nine (9) UST sites are located within the 0.5 mile search radius. Two UST sites are located adjacent to the project area.

- Village Pantry 561, AI ID # 41504, 2021 South Goyer Road, is located adjacent to the west of the southern terminus of the project area. IDEM conducted and Underground Storage Tank Inspection on January 21, 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; However, documentation reviewed does not indicate that a release occurred. This site is further described below in the LUST section. No impact is expected.
- Former Village Pantry (now Walgreens), AI ID # 49047, 2345 East Markland Avenue, is located adjacent to the west of the northern terminus of the project area. According to the IDEM UST database, all USTs registered for this site are listed as permanently out of service. This site is further discussed in the LUST and Institutional Controls sections below. No impact is expected.

Leaking Underground Storage Tank (LUST) Sites*: Six (6) LUST sites (five mapped and one unmapped) are located within the 0.5 mile search radius. Two (2) mapped LUST sites and one (1) unmapped LUST site are located adjacent to the project area.

- Village Pantry 561, AI ID # 41504, 2021 South Goyer Road, is located adjacent to the west of the southern terminus of the project area. An Initial Incident Report was filed on June 12, 1992 after total petroleum hydrocarbons (TPHs) and benzene, toluene, ethyl-benzene, and xylene (BTEX) were detected in the soil following the removal of USTs at the site. Contaminated soil was excavated and removed from the site and groundwater was not encountered. The site received a No Further Action (NFA) Approval Determination Pursuant to Risk Integrated System of Closure from the IDEM on July 12, 2016. No impact is expected.
- Speedway Store 5162, AI ID # 12444, 2401 East Markland Avenue is located adjacent to the east of the northern terminus of the project area. IDEM issued a NFA determination for LUST Incident #9206539 on March 4, 2008

with soil and groundwater petroleum impacts remaining on site. An ERC was recorded on the property deed on November 2, 2007, which placed restriction on land use, groundwater use, construction of subsurface basements, and excavation. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

• Former Village Pantry, AI ID # 49047, 2345 East Markland Avenue, is not mapped as a LUST site but is located adjacent to the west of the northern terminus of the project area. IDEM issued a NFA for the site on December 7, 2004. The NFA indicated non-default residential closure for subsurface soil and industrial default closure for groundwater due to the remaining petroleum contamination on site. An Environmental Restrictive Covenant (ERC) was recorded on the property deed on December 30, 2004 for remaining petroleum contamination in soil and groundwater on the property. The ERC places restrictions on land use, groundwater use and excavation. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Institutional Controls Sites*: Ten (10) Institutional Control sites are located within the 0.5 mile search radius. One (1) mapped Institutional Control site and one (1) unmapped Institutional Control site are located adjacent to the project area.

- Speedway Store 5162, Al ID # 12444, 2401 East Markland Avenue is located adjacent to the east of the northern terminus of the project area. An ERC was recorded on the property deed on November 2, 2007 due to the remaining soil and groundwater contamination at the site. For more information, please see the LUST section above. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- Former Village Pantry, AI ID # 49047, 2345 East Markland Avenue, is not mapped as an Institutional Controls site but is located adjacent to the west of the northern terminus of the project area. An ERC was recorded on the property deed on December 30, 2004 for remaining petroleum contamination in soil and groundwater on the property. For more information, please see the LUST section above. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- GM Components Holding, 2100 Lincoln Road, AI ID 11697, is located 0.05 mile southwest of the southern terminus of the project area. An ERC was recorded on the entire property on June 19, 2018, which places restrictions on land and groundwater uses due to the presence of VOCs, SVOCs, Metals, and PCBs. General groundwater flow is to the northwest, away from the project area. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC.

NPDES Facilities: Seven (7) NPDES Facilities are located within the 0.5 mile search radius. Two (2) NPDES Facilities are located within the project area.

- Speedway #5612, Permit # ING080321, 2401 Markland Avenue is located adjacent to the project area. The permit was for discharge from the remediation system on site and was terminated on January 15, 2015. No impact is expected.
- Speedway #5612, Permit # ING080061, 2401 Markland Avenue is located adjacent to the project area. The permit was for discharge from the remediation system on site and was terminated on January 18, 2005. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Howard 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 howard.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 project area is located in an area with residential and commercial properties. The existing culvert of Goyer Road over Cannon-Goyer Ditch is a City of Kokomo culvert that does not have an assigned structure ID and no inspection report is available. Additional investigation to confirm the presence or absence of bats in the culvert will be necessary. 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:

Religious Facilities: Two (2) religious facilities, Temple Baptist Church and Grace Community Foursquare Church, are located adjacent to the project area. Coordination with Temple Baptist Church and Grace Community Foursquare Church will occur.

Schools: One (1) school, Temple Christian School, is located adjacent to the project area. Coordination with Temple Christian School will occur.

Airports: One (1) public-use airport, Kokomo Municipal Airport, is located approximately 3.36 miles northeast of the project area; therefore, early coordination with INDOT Aviation will occur.

Pipelines: One (1) pipeline segment, Kokomo Gas & Fuel Co., crosses the project area. Coordination with Kokomo Gas & Fuel Co. will occur.

WATER RESOURCES:

A Waters of the US Report is recommended based on mapped features and coordination with the appropriate agency, if applicable, will occur for the following features:

- One (1) stream segment, Cannon-Goyer Ditch, flows through the project area.
- One (1) lake is located within the project area south of where Cannon-Goyer Ditch crosses the project area.

IDEM 303d Listed Rivers and Streams: The Cannon-Goyer Ditch is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

MINING/MINERAL EXPLORATION:

Petroleum Wells: One (1) petroleum well is located adjacent to the project area. Coordination with IDNR Oil and Gas Division will occur.

HAZARDOUS MATERIAL CONCERNS:

Leaking Underground Storage Tank (LUST) Sites/Institutional Controls:

- Speedway Store 5162, AI ID # 12444, 2401 East Markland Avenue is located adjacent to the northern terminus of the project area. IDEM issued a NFA determination for LUST Incident #9206539 on March 4, 2008 with soil and groundwater petroleum impacts remaining on site. An ERC was recorded on the property deed on November 2, 2007, which placed restriction on land use, groundwater use, construction of subsurface basements, and excavation. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- Former Village Pantry, AI ID # 49047, 2345 East Markland Avenue, is not mapped as a LUST site but is located adjacent to the west of the northern terminus of the project area. IDEM issued a NFA for the site on December 7, 2004. The NFA indicated non-default residential closure for subsurface soil and industrial default closure for groundwater due to the remaining petroleum contamination on site. An Environmental Restrictive Covenant (ERC) was recorded on the property deed on December 30, 2004 for remaining petroleum contamination in soil and groundwater on the property. The ERC places restrictions on land use, groundwater use and excavation. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Institutional Controls:

• GM Components Holding, 2100 Lincoln Road, AI ID 11697, is located 0.05 mile southwest of the southern terminus of the project area. An ERC was recorded on the entire property on June 19, 2018, which places restrictions on land and groundwater uses due to the presence of VOCs, SVOCs, Metals, and PCBs. General groundwater flow is to the northwest, away from the project area. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. Additional investigation to confirm the presence or absence of bats in the culvert will be necessary. 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 INDOT Projects."

Tracy Barnes	Digitally signed by Tracy Barnes Date: 2024.01.09 11:24:08 -05'00'	
		(Signature)

INDOT ESD concurrence:

Prepared by:

Meghan Hinkle Senior Environmental Specialist American Structurepoint, Inc.

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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

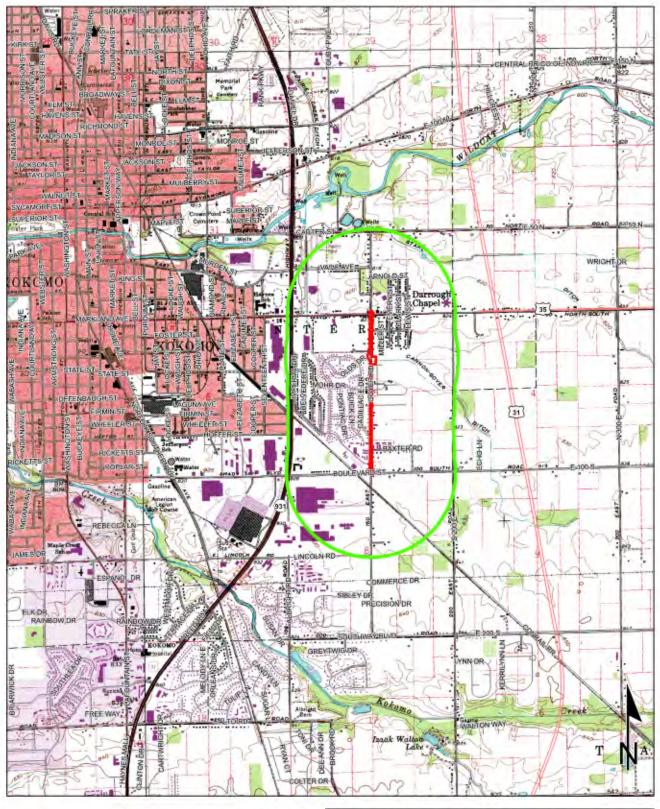
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location Goyer Road, Boulevard Street to Markland Avenue Des. No. 2201070, Road Improvement Howard County, Indiana

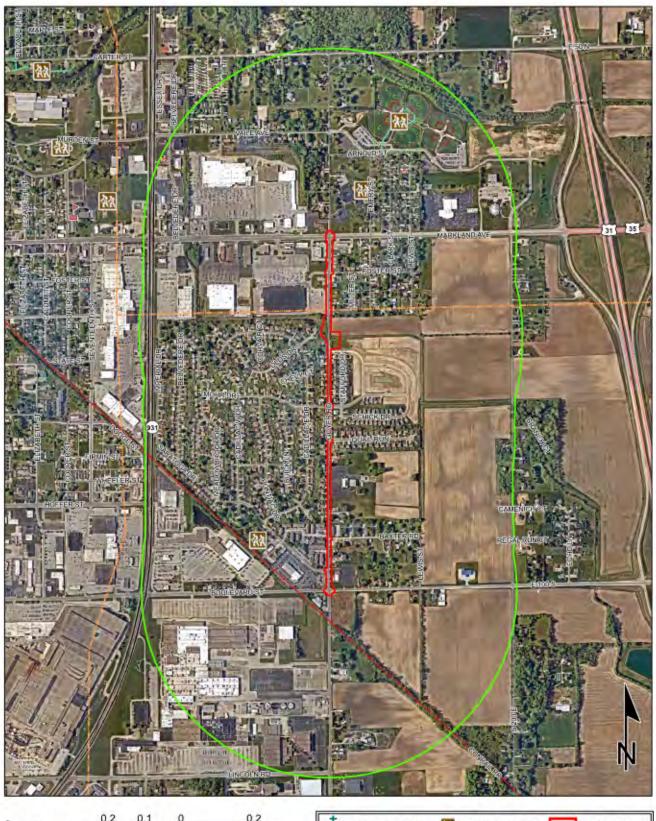


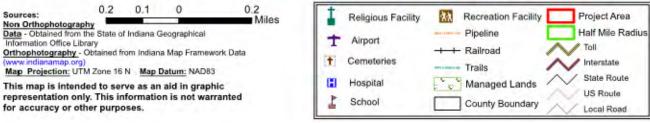
Sources: 0.45 0.23 0 0.45

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

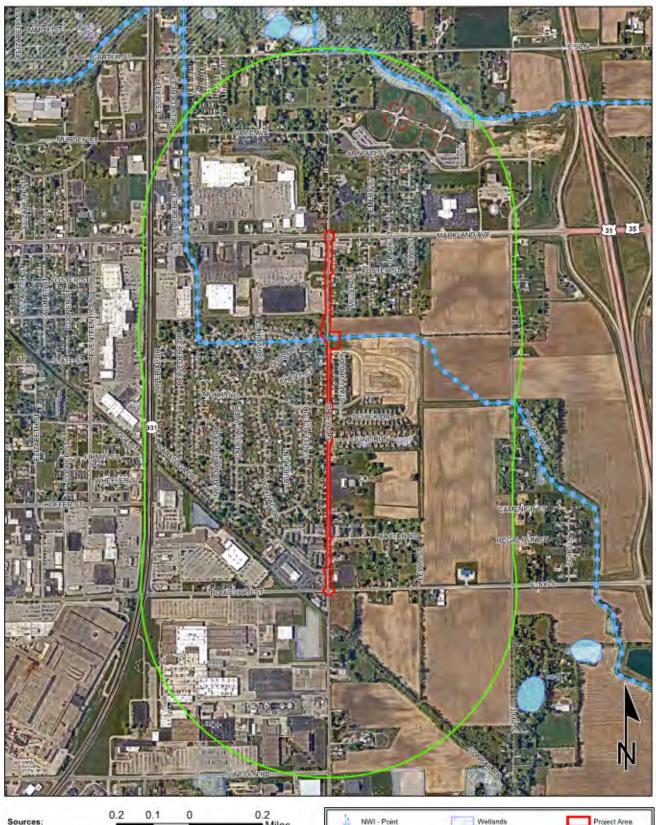
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes. KOKOMO EAST QUADRANGLE INDIANA 7.5 MINUTE SERIES (TOPOGRAPHIC)

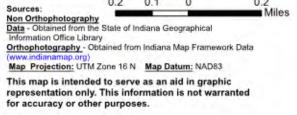
Red Flag Investigation - Infrastructure Goyer Road, Boulevard Street to Markland Avenue Des. No. 2201070, Road Improvement Howard County, Indiana





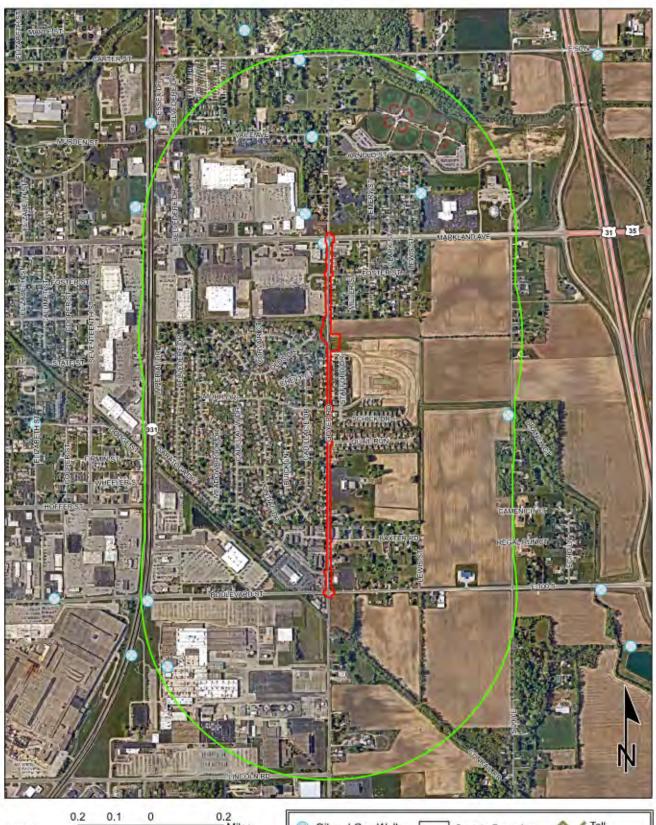
Red Flag Investigation - Water Resources Goyer Road, Boulevard Street to Markland Avenue Des. No. 2201070, Road Improvement Howard County, Indiana



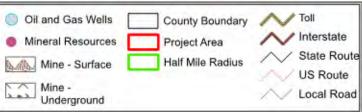




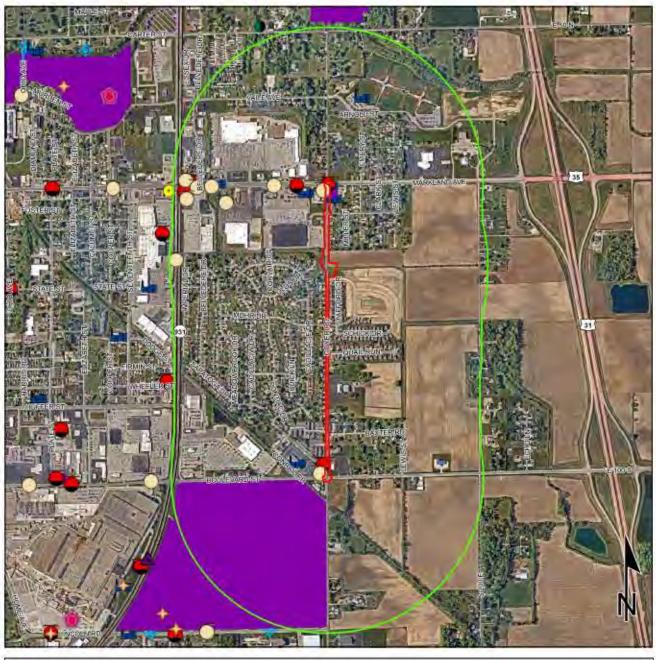
Red Flag Investigation - Mining/Mineral Exploration Goyer Road, Boulevard Street to Markland Avenue Des. No. 2201070, Road Improvement Howard County, Indiana



Sources: Milles
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.



Red Flag Investigation - Hazardous Material Concerns Goyer Road, Boulevard Street to Markland Avenue Des. No. 2201070, Road Improvement Howard County, Indiana





0.25 0.13 0 0.25 Miles

Appendix F: Water Resources and Ecological Information



WETLAND DELINEATION AND WATERS REPORT

GOYER ROAD IMPROVEMENTS DES. NO. 2201070 KOKOMO, INDIANA 40.470080 / -86.098569



Prepared for:

CITY OF KOKOMO 100 S. UNION ST. KOKOMO, IN 46901

Prepared by:

AMERICAN STRUCTUREPOINT, INC. 9025 RIVER ROAD INDIANAPOLIS, INDIANA 46240 (317) 547-5580

December 7, 2023



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1.0 Introduction

American Structurepoint, Inc. was contracted by the City of Kokomo to perform a wetland delineation and waters investigation on Goyer Road from Boulevard St. to Markland Ave.

Date of Field Reconnaissance: September 28, 2023

Project Location:

Latitude/Longitude		40.470080 / -86.098569		
Kokomo East, Indiana 7.5 Minute Quadrangle				
Section(s) Towr		ship	Range	
32	24N		4E	
5, 8	23N		4E	

Project Description:

The investigated area begins at the intersection of Goyer Rd. and Markland Ave. and occupies approximately 16.09 acres. It extends 1 mile south to the intersection of Goyer Rd. and Boulevard St. The proposed project seeks to improve the existing roadway along Goyer Road by adding pedestrian facilities and reducing traffic congestion. The investigated area for the undertaking was set based on preliminary coordination with the project designers and the City of Kokomo, and the project scope as understood prior to field investigation and set to encompass all proposed work and areas needed for access. The location and approximate boundaries of the investigated area can be seen in the attached maps and aerial photographs (Appendix D).

The proposed project is located in Land Resource Region (LRR) M, as recognized by the US Department of Agriculture. As such, this wetland delineation was conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region* (U.S. Army Corps of Engineers, 2010).

One stream (Cannon-Goyer Ditch) totaling 393 linear feet was identified within the investigated area. The delineated stream appears to drain to Wildcat Creek, a tributary of the Wabash River, a Traditionally Navigable Water (TNW). Therefore, this stream is anticipated to be jurisdictional waters of the U.S.



2.0 Definitions

2.1 "Waters of the US"

"Waters of the US" are within the jurisdiction of the US Department of the Army Corps of Engineers (USACE) under the Clean Water Act of 1972, Section 404. "Waters of the US" is a broad term that describes all interstate waters and any water that affects interstate traffic or commerce. Included are wetlands and tributaries adjacent to navigable "waters of the US" and other waters where degradation or destruction could affect interstate or foreign commerce. This includes rivers, streams, wetlands, and many ditches where permits are required for the discharge of dredged or fill material pursuant to Section 404 of the Clean Water Act.

2.2 "Waters of the State" and Isolated Wetlands

"Waters of the State" include all intrastate waters and wetlands that are not hydrologically connected or adjacent to interstate waters. "Waters of the State" include isolated wetlands determined not to be "waters of the US" or jurisdictional wetlands under the January 9, 2001, US Supreme Court ruling [see Solid Waste Agency of Northern Cook County (SWANCC) v. US Army Corps of Engineers]. Isolated wetlands refer to those non-tidal "waters of the US" that are not part of a surface tributary in interstate/navigable waters and are not adjacent to such tributary water bodies.

2.3 Wetlands

Wetlands are "waters of the US" or "waters of the State". Section 404 of the Clean Water Act defines wetlands as those areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal conditions do support a prevalence of vegetation typically adapted for life in saturated soil conditions.

2.4 Regulatory Authority and Requirements

The USACE regulates the nation's waters for navigation and the full public interest for both the protection and utilization of water resources. The regulatory authorities and responsibilities of the USACE are based on the following laws:

- <u>Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)</u> prohibits the obstruction or alteration of navigable waters of the United States without a permit from the USACE.
- <u>Section 404 of the Clean Water Act (33 U.S.C. 1344).</u> Section 301 of this Act prohibits the discharge of dredged or fill material into "waters of the US" without a permit from the USACE.
- Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972, as amended (33 U.S.C. 1413) authorizes the USACE to issue permits for the transportation of dredged material for the purpose of dumping it into ocean waters.

If filling or dredging operations are proposed to occur with the boundary of a "waters of the US" a Section 404 permit must be obtained from USACE before those activities are conducted. Three types of permits are issued by USACE within the State of Indiana: nationwide permits, the Regional General Permit for Indiana, and Individual Permits. Nationwide permits have been developed for projects meeting specific criteria and have a minimal impact to the regulated resources. Minimal impacts are generally classified as less than 0.5 acre of permanent impacts or temporary impacts depending on the activity to be undertaken. The Regional General Permit (RGP) for Indiana has been developed for projects meeting specific criteria and has



a minimal impact to the regulated resources within the State of Indiana. The RGP authorizes activities associated with any construction activities impacting less than one acre of wetlands or less than 1,500 linear feet of regulated waterway. Individual Section 404 Permits (site specific permits) are required for any construction activities impacting greater than one acre of regulated resources.

All activities that require a Section 404 Permit from USACE will also require a Section 401 Water Quality Certification (or a waiver) from the Indiana Department of Environmental Management (IDEM). On December 12, 2014, IDEM issued a Water Quality Certification for projects meeting specific criteria and conditions for the Indiana RGP and on March 15, 2017 IDEM issued a Water Quality Certification for projects meeting specific criteria and conditions for multiple Nationwide Permits. The specific conditions limit these Water Quality Certifications to projects with less than 0.1 acre and 300 linear feet of impacts to wetlands and waterways. An Individual Section 401 Water Quality Certification is required for projects impacting greater than 0.1 acre or 300 linear feet of wetlands or waterways.

Under the 2001 US Supreme Court Ruling (SWANCC), filling or dredging of isolated wetlands does not require notification of USACE. However, it is necessary to notify the IDEM for such projects and obtain a permit from the agency under State Wetland Law. All activities affecting "waters of the State" that are not considered to be "waters of the US" will require a State Wetland Permit under IC 13-18.

3.0 Methodology

The study area was analyzed using methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region* (U.S. Army Corps of Engineers, 2010). The 1987 USACE Manual and the Regional Supplemental Documents require wetland boundaries to be delineated using a 3-parameter approach: hydrophytic vegetation, hydric soils, and wetland hydrology.

3.1 Hydrophytic Vegetation

Hydrophytic vegetation criteria are met by the rapid test for hydrophytic vegetation, the dominance test, the prevalence index, or morphological adoptions.

The rapid test for hydrophytic vegetation is met if all dominated species across all strata are rated as obligate (OBL), or facultative wetland (FACW), or a combination based on a visual assessment.

The indicator status of plant species is based on the estimated probabilities of that species occurring in wetland conditions. The indicator status categories are defined as follows.



PLANT INDICATOR STATUS CATEGORIES (Environmental Laboratory, 1987)

INDICATOR CATEGORY	INDICATOR SYMBOL	DEFINITION
Obligate Wetland Plants	OBL	Plants that occur almost always (probability >99 percent) in wetland under natural conditions. Species rarely occur in non-wetland (probability <1 percent).
Facultative Wetlands Plants	FACW	Plants that usually occur in wetland (probability 67 to 99 percent) may also occur in non-wetland (probability 1 to 33 percent).
Facultative Plants	FAC	Plants that are equally likely to occur in wetland or non-wetland (probability 33 to 67 percent).
Facultative Upland Plants	FACU	Plants that sometimes occur in wetland (probability 1 to 33 percent) but occur more often in non-wetland (probability 67 to 99 percent).
Upland Plants	UPL	Plants that occur almost always (probability >99 percent) in non-wetland under natural conditions. Species rarely occur in wetland (probability <1 percent).

The dominance test for hydrophytic vegetation is met if more than 50 percent of the dominant plants species across all strata are rated OBL, FACW, or FAC.

If a community fails the Rapid Test and the Dominance Test, and both hydric soils and hydrology are present, then two additional wetland vegetation indicators should be assessed. These are the prevalence index and morphological adaptations. If either a prevalence of species noted in the sampling plot are hydrophytic or if morphological indicators are present, then the area is considered to have hydrophytic vegetation.

3.2 Hydric Soils

Hydric soils criteria are met with the presence of soils flooded for a long duration or very long duration during the growing season. Hydric soil indicators are formed predominately by the accumulation or loss of iron, manganese, sulfur, or carbon compounds in saturated and anaerobic conditions. Anaerobic conditions created by repeated or prolonged saturation or flooding result in permanent changes in soil color and chemistry, which are used to determine the presence of hydric soils.

Soils on a particular site are analyzed to determine whether they meet the hydric criteria. In the absence of groundwater, this analysis is performed by looking for acceptable indicators that suggest the soil is saturated, flooded, or ponded for a duration long enough to support anaerobic conditions near the surface. Field indicators of hydric soils, such as gleyed matrix, depleted matrix, redox dark surface or depressions, or depleted dark surface, are common hydric soil indicators in Indiana.

3.3 Wetland Hydrology

Wetland hydrology criteria are met or assumed by the presence of soils inundated or saturated under normal circumstances for periods long enough to support a prevalence of wetland vegetation. Hydrology is



controlled by such factors as rainfall patterns, local geology and topography, soil type, local water table, and Primary indicators of wetland hydrology include inundation, soil saturation, watermarks, sediment deposits, sparse vegetation, and inundation visible on the aerial photography. Secondary indicators include cracked soils, drainage patterns, and FAC-neutral vegetation. A single primary indicator or two secondary indicators are necessary to determine the presence of wetland hydrology.

All three parameters must be present for a site to be considered "waters of the State" or "waters of the US."

3.4 Stream Habitat

The Qualitative Habitat Evaluation Index (QHEI) is used to determine existing stream impairments and aid in mitigating future impacts. The QHEI is composed of six metrics; substrate, in-stream cover, channel morphology, riparian zone and bank erosion, pool/glide and riffle/run quality, and map gradient. Each metric is scored individually and then summed, resulting in a total QHEI score for the targeted reach of stream.

Methodology described in the Methods for Assessing Habitat in Flowing Waters: Using the Qualitative Habitat Evaluation Index (QHEI) manual (OhioEPA, Division of Surface Water, 2006) was used for assessing streams. Additional methodology described in the Field Evaluation Manual for Ohio's Primary Headwater Habitat Streams (Ohio EPA, Division of Surface Water, 2012) was used in assessing primary headwaters.

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4.0 Site Characterization – Records Review

4.1 USGS Topographic Mapping

The topographic map depicts the investigated area as level land surrounded by primarily residential areas. The topographic map shows one field-verified intermittent stream, Cannon-Goyer Ditch, running through the investigated area, flowing from east to west.

4.2 County Soil Survey

The NRCS Soil Survey Geographic Database (SSURGO) was reviewed to determine soil classification within the investigated area. Soil types mapped within the investigated area include:

Soil Map Unit Summary						
Map Unit Name	Map Unit Symbol	SSURGO Hydric Rating by Map Unit				
Brookston silty clay loam, 0 to 2 percent slopes	Bs	95				
Crosby silt loam, fine- loamy subsoil, 0 to 2 percent slopes	CsA	2				
Kokomo silty clay loam, 0 to 2 percent slopes	Kk	90				
Treaty silty loam, 0 to 1 percent slopes	ThrA	95				

4.3 National Wetlands Inventory (NWI) Mapping

The NWI Mapping was reviewed for the proposed project corridor. One NWI Wetland associated with Cannon-Goyer Ditch runs through the investigated area for approximately 237 linear feet. This wetland is classified as Riverine, Lower Perennial, Unconsolidated Bottom, Semipermanently Flooded, Excavated (R5UBFx) under the Cowardin Classification System.

4.4 National Hydrography Dataset Flow Lines

One USGS National Hydrography Dataset (NHD) flow lines are present in the investigated area. This NHD flowline is classified as a canal/ditch and flows approximately 0.28 miles south of the intersection of Markland Ave and Goyer Rd. from east to west. This NHD flowline is field verified as Cannon-Goyer Ditch.

4.5 Floodways and Floodplains

A portion of the investigated area lies within a DNR-classified "Approximate Floodway" that is associated with the Cannon-Goyer Ditch. An additional portion of the investigated area lies within a DNR-classified "Approximate Fringe".

4.6 Legal Drains

The Howard County Surveyors Office Geographic Information System (https://beacon.schneidercorp.com/Application.aspx?AppID=94&LayerID=952&PageTypeID=1&PageID=93



7) was accessed on October 2, 2023 by American Structurepoint, Inc. staff. Three legal drains cross the investigated area. One regulated tile drain lies 0.07 miles south of the intersection of Goyer Rd. and Markland Ave. One field verified legal drain associated with Cannon-Goyer Ditch lies 0.28 miles south of the Goyer Rd./Markland Ave. intersection. Another regulated tile drain, also associated with Cannon-Goyer Ditch, is located 0.13 miles north of the intersection of Goyer Rd. and Boulevard St. All legal drains flow east to west across the investigated area.

4.7 12-Digit Hydrologic Unit Code

The USGS 12-Digit Hydrologic Unit Code (HUC) mapping was reviewed for the investigated area. The project is located within the Cannon-Goyer Ditch-Wildcat Creek (051201070109) 12-Digit HUC watershed.

4.8 Aerial Photography

The 2018, 2019, and 2021 Nearmap aerial photography all depict Cannon-Goyer Ditch as flowing in the same location as 2023 Nearmap aerial photography. QHEI 1 was performed on Cannon-Goyer Ditch.

5.0 Field Reconnaissance

Goyer Road was examined for the presence of wetlands and waters of the U.S. on the site on September 28, 2023. Data points were strategically placed to identify appropriate boundaries of potential wetlands and to determine the presence or absence of jurisdictional wetlands and waters of the U.S. One stream (Cannon-Goyer Ditch) totaling 393 linear feet was identified within the investigated area. Data sheets and a map indicating the location of data points documenting the field investigation are included in the appendix.

5.1 Wetlands

No wetlands were delineated within the investigated area. The investigated area was thoroughly reviewed for areas of hydrophytic vegetation and wetland hydrology. No evidence of wetland hydrology was documented.

One data point (DP 1) was collected to document the floodplain associated with Cannon-Goyer ditch. The dominant vegetation consisted of *Lonicera maackii* (UPL) within the sapling/shrub stratum; and *Phalaris arundinacea* (FACW), *Schedonorus arundinaceus* (FACU), and *Cirsium arvense* (FACU) within the herbaceous stratum. This did not meet the criteria for hydrophytic vegetation. No hydrologic indicators were present. No hydric soil indicators were observed. DP 1 did not meet the qualifications to be determined a wetland.

The majority of the project area was residential and consisted of *Schedonorus arundinaceus* and *Trifolium repens* (FACU). The banks alongside Cannon-Goyer ditch are steep and eroded, discouraging wetland development outside of Cannon-Goyer ditch.

5.2 Drainage Features, Streams, and Other Potential "Waters of the U.S."

5.2.1 Cannon-Gover Ditch

Cannon-Goyer Ditch enters the investigated area 0.07 miles northwest of the intersection of Goyer Rd. and Prairie Dr. The stream flows southeast for 393 linear feet before exiting the investigated area. The stream is depicted on the USGS Topographic Quadrangle Map. Stream Stats (https://water.usgs.gov/osw/streamstats/) reports the upstream drainage area of Cannon-Goyer Ditch is



approximately 2.38 square miles. The stream is a County Legal Drain. Cannon-Goyer ditch was flowing during field investigation on 9/28/23 and stream flow appears to be perennial as indicated by the National Wetlands Inventory. Cannon-Goyer Ditch flows west into Wildcat Creek, which flows into Wabash River, a TNW. Therefore, Cannon-Goyer Ditch should be considered a jurisdictional Waters of the U.S.

Cannon-Goyer ditch is conveyed through an unnamed corrugated metal pipe culvert beneath Goyer Road. The ordinary high water mark (OHWM) of Cannon-Goyer Ditch at the assessment location was 17.4 feet wide by 3.5 feet deep. Cannon-Goyer Ditch would be considered a poor stream due to it being a legal drain with high erosion. Cannon-Goyer Ditch is classified as Riverine, Lower Perennial, Unconsolidated Bottom, Semipermanently Flooded, Excavated (R5UBFx) habitat using the Cowardin Classification System.

The overall QHEI score for the 200-foot sampled creek segment was 17.5. This is considered very poor quality. This stream exhibited poor development, low stability, and no sinuosity. The riparian width was very narrow, and each bank had heavy erosion. The poor substrate (1/20), instream cover (3/20), and channel morphology (4/20) may be limiting factors to the macrohabitat of the stream.

5.2.2 Open Water Feature 1

Open Water Feature 1 is located on the eastern side of the investigated area, approximately 0.02 miles north of the intersection of Goyer Rd. and Prairie Dr. Approximately half of the water feature, or 0.12 acre, is included in the investigated area. The pond was constructed for stormwater purposes and is associated with the residential development along Stafford Dr. The feature does not directly abut an intermittent or perennial stream and therefore is anticipated to be a water of the State. This open water feature would be classified as Palustrine, Unconsolidated Bottom, Intermittently Flooded, Excavated (PUBGx), under the Cowardin Classification System.

6.0 Conclusions

One stream (Cannon-Goyer Ditch) totaling 393 linear feet was identified within the investigated area. The delineated stream appears to drain to Wildcat Creek, a tributary of the Wabash River, a Traditionally Navigable Water (TNW). Therefore, this stream and wetlands are anticipated to be jurisdictional waters of the U.S. Open Water Feature 1 does not abut an intermittent or perennial stream and therefore is anticipated to be a waters of the State.

All jurisdictional waters of the U.S. are under the regulatory authority of the USACE under Section 404 of the Clean Water Act. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, then mitigation may be required. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by the USACE.



7.0 Acknowledgement

This waters determination 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.

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Appendix A - Aquatic Resource Summary Tables



Table 1 – Data Points Summary

	Data Points Summary							
Data Point	Photos Lat/Long		Water Resource	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland	
1	11, 12, 13	40.472634 / -86.098222	Upland Data Point	No	No	No	No	

Table 2 – Aquatic Resources Summary

Aquatic Resources Summary: Streams											
Delineated Resource	Photos	Lat/ Long	USGS Blue Line & Type	OHWM Width	OHWM Depth	Quality	Riffle/Run Presence	Substrate	Jurisdiction	Total Linear Feet	Total Acres
Cannon- Goyer Ditch	7, 8, 9	40.472714 / -86.098317	Yes, Perennial	17.4'	3.5′	Very Poor	No Riffle	Silt	"Waters of the US"	393	0.157
Total 39										393	0.157

Table 3 – Open Water Summary Table

Data Points Summary								
Open Water Name Photos		Lat/ Long	Total Area (acres)	Likely Water of U.S.?				
Open Water Feature 1	14	40.472417 / -86.098162	0.12 acres	No				



Appendix B - Routine Wetland Determination Data Forms

U.S. Army Corps of Engineers WETLAND DETERMINATION DATA SHEET - Midwest Region

See ERDC/EL TR-10-16; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp:11/30/2024 Requirement Control Symbol EXEMPT: (Authority: AR 335-15, paragraph 5-2a)

Project/Site: Goyer Road (DES No. 2201070)		City/Cour	nty: Kokomo	o, Howard County	Sampling Da	ite: <u>9-28</u>	3-23	
Applicant/Owner: City of Kokomo			State: IN	Sampling Poi	int:ſ	DP 1		
Investigator(s): A. Pape, G. Olsen	Section, T	Section, Township, Range: Section 8 & 32, T 23N R 4E; S 5, T 24N, R 4E						
Landform (hillside, terrace, etc.): Floodplain		ı	Local relief (concave, convex, none	e): Convex			
Slope (%): 0 Lat: 40.470080		Long: -{	86.098569		Datum: NAD83	3		
Soil Map Unit Name: Treaty silty clay loam (ThrA)		<u> </u>	<u> </u>		sification: n/a			
Are climatic / hydrologic conditions on the site typic	al for this time c	of vear?	Yes X	No (If no, e		e)		
Are Vegetation, Soil, or Hydrology		•						
Are Vegetation, Soil, or Hydrology					' <u></u>		_	
SUMMARY OF FINDINGS – Attach site						feature	s. etc.	
	<u> </u>	1		·				
Hydrophytic Vegetation Present? Yes Hydric Soil Present? Yes	No X No X		e Sampled A n a Wetland		No X			
Wetland Hydrology Present? Yes	No X	*******	14 11000000					
Remarks:	<u> </u>							
DP 1 is representative of a non-wetland point taker	n within the floo	dplain of Canr	non-Goyer D	itch.				
VEGETATION – Use scientific names of	plants							
Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test w	orksheet:			
1.				Number of Dominar				
2.				Are OBL, FACW, or	•	1	(A)	
3.				Total Number of Do	minant Species		_	
4				Across All Strata:	_	3	_(B)	
5				Percent of Dominan	•		· · · (D)	
C. Paradolarita Otratura (Distoire) 45	·	=Total Cover		Are OBL, FACW, or	rFAC:	33.3%	_ (A/B)	
Sapling/Shrub Stratum (Plot size: 15 1. Lonicera maackii) 10	Yes	UPL	Prevalence Index v	workshoot			
2.		1 69	UFL	Total % Cover		Itiply by:		
3.			-	OBL species	0 x 1 =	0	_	
4.				FACW species	40 x 2 =	80	-	
5.				FAC species	5 x 3 =	15	_	
	10	=Total Cover		FACU species	50 x 4 =	200	_	
Herb Stratum (Plot size: 5)				UPL species	15 x 5 =	75	_	
Phalaris arundinacea	40	Yes	FACW	Column Totals:	110 (A)	370	(B)	
2. Schedonorus arundinaceus	25	Yes	FACU	Prevalence Index	< = B/A =	3.36	_	
3. Cirsium arvense	15	No	FACU					
4. Eupatorium serotinum	5	No	FAC	Hydrophytic Veget				
5. Ipomoea purpurea	5	No	FACU		for Hydrophytic Ve	egetation		
6. Plantago lanceolata	5	No	FACU	2 - Dominance				
7. Setaria viridis	5	No	UPL	3 - Prevalence				
8					cal Adaptations ¹ (F arks or on a separ			
10				Problematic Hy	drophytic Vegetat	tion ¹ (Expl	lain)	
Woody Vine Stratum (Plot size: 30	100	=Total Cover		¹ Indicators of hydric be present, unless of			/ must	
1.	- '			Hydrophytic	-			
2.				Vegetation				
		=Total Cover		Present? Ye	s No_	X		
Remarks: (Include photo numbers here or on a se	narate sheet)					Δ	anadiu F	

SOIL Sampling Point: DP 1

Profile Desc	ription: (Describe to the o	epth needed to doc	ument t	he indica	tor or c	onfirm the	absence o	f indicators.))	
Depth Matrix Redox Features										
(inches)	Color (moist) %	Color (moist)	%	Type ¹	Loc ²	Text	ure		Remarks	
0-18	10YR 4/2 95	10YR 5/3	5	C	M	Loamy/0	Clayey	Faint re	edox concen	trations
<u> </u>										
1										
	oncentration, D=Depletion, R	M=Reduced Matrix, N	/IS=Mas	ked Sand	l Grains.			PL=Pore Lin		_
Hydric Soil I		Canaly Cla	1 1 1 - 4	-in (C.4)				for Problem	-	Solis :
Histosol	ipedon (A2)	Sandy Gle Sandy Red						Prairie Redo	. ,	
Black His		Stripped M				Iron-Manganese Masses (F12) Red Parent Material (F21)				
	n Sulfide (A4)	Dark Surfa	•	3)				Shallow Dark	, ,	2)
	Layers (A5)	Loamy Mu	` '	eral (F1)				(Explain in R	•	-,
2 cm Mu	• • •	Loamy Gle	-				_	(,	
l ——	Below Dark Surface (A11)	Depleted N	-							
Thick Da	rk Surface (A12)	Redox Dar	k Surfac	e (F6)			³ Indicators	of hydrophyt	tic vegetation	n and
Sandy M	ucky Mineral (S1)	Depleted [Dark Sur	face (F7)		wetland hydrology must be present,				
5 cm Mu	cky Peat or Peat (S3)	Redox Dep	Redox Depressions (F8)				unless disturbed or problematic.			
Restrictive L	_ayer (if observed):									
Type:										
Depth (in	iches):					Hydric So	il Present?	?	Yes	No_X
Remarks:										
No hydric soi	il indicators present.									
HYDROLO	GY									
_	drology Indicators:									
-	cators (minimum of one is re							/ Indicators (n		wo required)
	Water (A1)	Water-Sta						ce Soil Cracks		
	ter Table (A2)	Aquatic Fa						age Patterns (
Saturatio	,	True Aqua Hydrogen						eason Water		
	arks (B1) t Deposits (B2)	Oxidized F		, ,		note (C3)		sh Burrows (0 ation Visible o	•	gery (CQ)
	osits (B3)				_	5013 (03)		ed or Stressed		
	t or Crust (B4)		Presence of Reduced Iron (C4) Recent Iron Reduction in Tilled Soils					orphic Positio	•	•
	osits (B5)	Thin Muck				()		' Neutral Test (l	` '	
I —	on Visible on Aerial Imagery							,	,	
	Vegetated Concave Surface									
Field Observ	vations:									
Surface Wate	er Present? Yes	No_X_	Depth (i	nches):						
Water Table	Present? Yes	No X	Depth (i	nches):						
Saturation Present? Yes No X Depth (inches):						Wetland	d Hydrolog	y Present?	Yes	No_X
(includes cap	oillary fringe)								· · ·	
Describe Red	corded Data (stream gauge,	monitoring well, aeria	l photos	, previous	s inspec	tions), if ava	ilable:			
Remarks:	indicators present									
ino riyurology	indicators present.									Appendix F
										F-17

ENG FORM 6116 7, JUL 2018



Appendix C – Stream Quality Assessment Forms QHEI



Qualitative Habitat Evaluation Index and Use Assessment Field Sheet



Stream & Location: Cannon-Goyer Ditch, Kokomo, IN	RM: Date:09 28 / 23
	on:American Structurepoint, Inc.
River Code: = = STORET #: Lat./Long.: 40 . 47	008C /8 6.098569 Office verified location
11 S//RSTRATE Check ONLYTwo substrate TYPE BOXES:	QUALITY HEAVY [-2] MODERATE [-1] SILT
2] ///STREAM COVER Indicate presence 0 to 3: 0-Absent; 1-Very small amounts or if more conquality; 2-Moderate amounts, but not of highest quality or in small amounts; 3-Highest quality in moderate or greater amounts (e.g., very large boulders in deep or fast with diameter log that is stable, well developed rootwad in deep / fast water, or deep, well-defined, function 0 UNDERCUT BANKS [1] 0 POOLS > 70cm [2] 0 OXBOWS, BACKWAD OVERHANGING VEGETATION [1] 0 ROOTWADS [1] 0 AQUATIC MACROP BOULDERS [1] 0 LOGS OR WOODY COmments	nnts of highest ater, large Check ONE (<i>Or 2 & average</i>) onal pools. ☐ EXTENSIVE >75% [11] ☐ MODERATE 25-75% [7] ☐ SPARSE 5-<25% [3]
3] CHANNEL MORPHOLOGY Check ONE in each category (Or 2 & average) SINUOSITY DEVELOPMENT CHANNELIZATION STABILITY HIGH [4]	[2] Channel Maximum 20
4] BANK EROSION AND RIPARIAN ZONE Check ONE in each category for EACH BANK River right looking downstream RIPARIAN WIDTH FLOOD PLAIN QUAD FROM STREET	ALITY R CONSERVATION TILLAGE [1] URBAN OR INDUSTRIAL [0] ELD [1] Indicate predominant land use(s)
	Primary Contact Secondary Contact (circle one and comment on back) S [1] Pool
Indicate for functional riffles; Best areas must be large enough to support of riffle-obligate species: RIFFLE DEPTH RUN DEPTH BEST AREAS > 10cm [2] MAXIMUM > 50cm [2] MAXIMUM < 50cm [1] BEST AREAS < 5cm [metric=0] Comments Check ONE (Or 2 & average). RIFFLE / RUN SUBSTRATE R RIFFLE / RUN SUBSTRATE R STABLE (e.g., Cobble, Boulder) [2] MAXIMUM < 50cm [1] MOD. STABLE (e.g., Large Gravel) [1] UNSTABLE (e.g., Fine Gravel, Sand) [0]	IFFLE / RUN EMBEDDEDNESS NONE [2] LOW [1]
6] GRADIENT (9.37 ft/mi) □ VERY LOW - LOW [2-4]	%GLIDE: 100 Gradient 6 %RIFFLE: Maximum 10

	ED REACH ALL that apply	Comment RE: Reach consistency/ OHWM: 17.4' x 3.5'	Is reach typical of steam?, Recreation	n/Observed - Inferred, Other	r/Sampling observations, Concerns, Acc	ess directions, etc.
METHOD BOAT WADE L. LINE OTHER DISTANCE	STAGE 1st -sample pass- 2nd HIGH UP NORMAL LOW	Observed excessive turbidity.				
□ 0.5 Km □ 0.2 Km □ 0.15 Km □ 0.12 Km □ 0.12 Km □ OTHER 60 meters	CLARITY 1stsample pass 2n < 20 cm 20-<40 cm 40-70 cm > 70 cm/ CTB SECCHI DEPTH	☐ INVASIVE MACROPHYTES ☐ EXCESS TURBIDITY ☐ DISCOLORATION ☐ FOAM / SCUM	DJ MAINTENANCE PUBLIC / PRIVATE / BOTH / NA ACTIVE / HISTORIC / BOTH / NA YOUNG-SUCCESSION-OLD SPRAY / SNAG / REMOVED MODIFIED / DIPPED OUT / NA LEVEED / ONE SIDED	Circle some & COMMENT	EJ ISSUES WWTP / CSO / NPDES / INDUSTRY HARDENED / URBAN / DIRT&GRIME CONTAMINATED / LANDFILL BMPs-CONSTRUCTION-SEDIMENT LOGGING / IRRIGATION / COOLING BANK / EROSION / SURFACE	FI MEASUREMENTS \overline{x} width \overline{x} depth max. depth \overline{x} bankfull width bankfull \overline{x} depth
CANOP	EN g cn cn cn Cl RECR	TRASH / LITTER NUISANCE ODOR SLUDGE DEPOSITS CSOs/SSOs/OUTFALLS	RELOCATED / CUTOFFS MOVING-BEDLOAD-STABLE ARMOURED / SLUMPS ISLANDS / SCOURED IMPOUNDED / DESICCATED FLOOD CONTROL / DRAINAGE		FALSE BANK / MANURE / LAGOON WASH H ₂ 0 / TILE / H ₂ 0 TABLE ACID / MINE / QUARRY / FLOW NATURAL / WETLAND / STAGNANT PARK / GOLF / LAWN / HOME ATMOSPHERE / DATA PAUCITY	W/D ratio bankfull max. depth floodprone x ² width entrench. ratio Legacy Tree:

Stream Drawing:

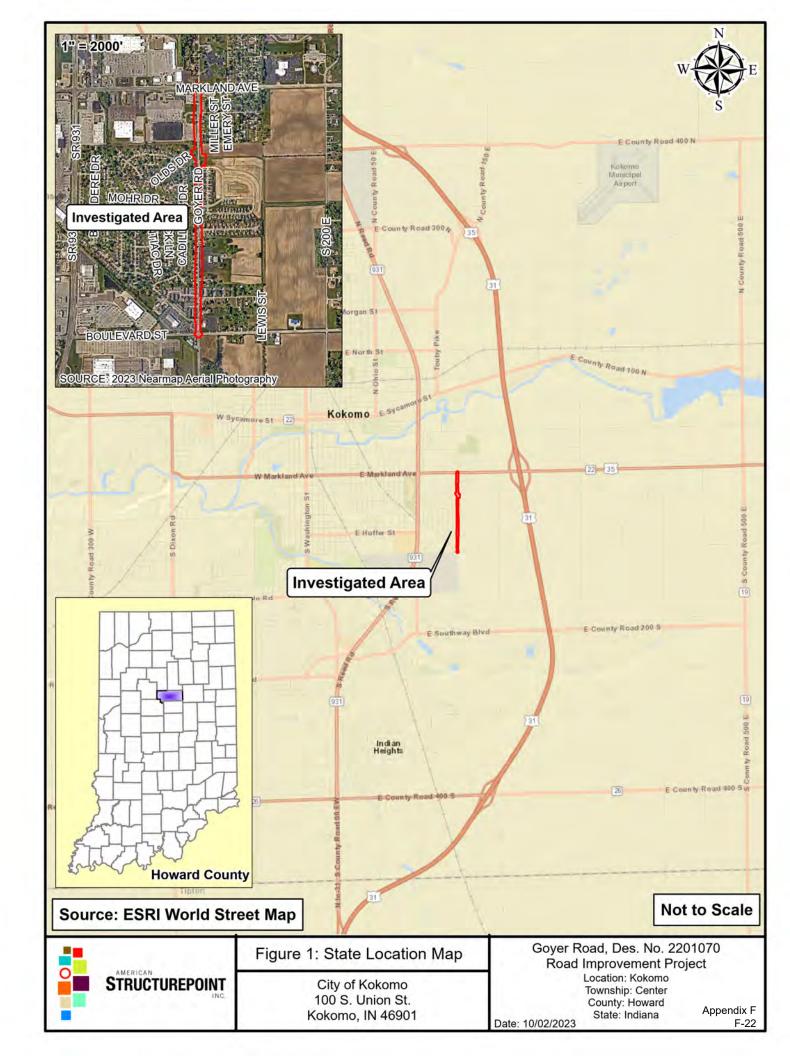


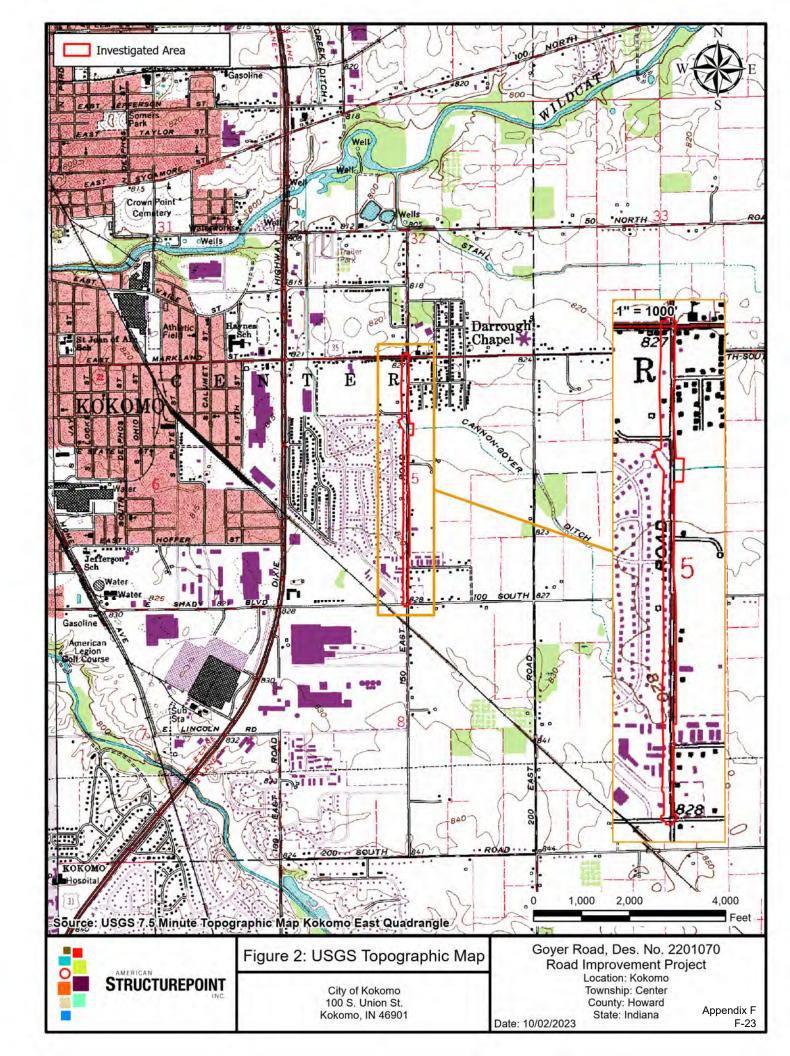
OHWM: 17.4 ft. by 3.5 ft.



Appendix D - Mapping

Figure 1 – State Location Map
Figure 2 – USGS Topographic Mapping
Figure 3 – Howard County Mapped Soils - SSURGO
Figure 4 –NWI and NHD Mapping
Figure 5 – Floodplain Analysis & Regulatory Assessment (FARA)
Figure 6 – StreamStats Report - Cannon-Goyer Ditch
Figure 7 – Beacon Legal Drain Report
Figure 8 – 12-Digit HUC Map
Figure 9 – Aquatic Resource Map
Figure 10 – Photo Location Map





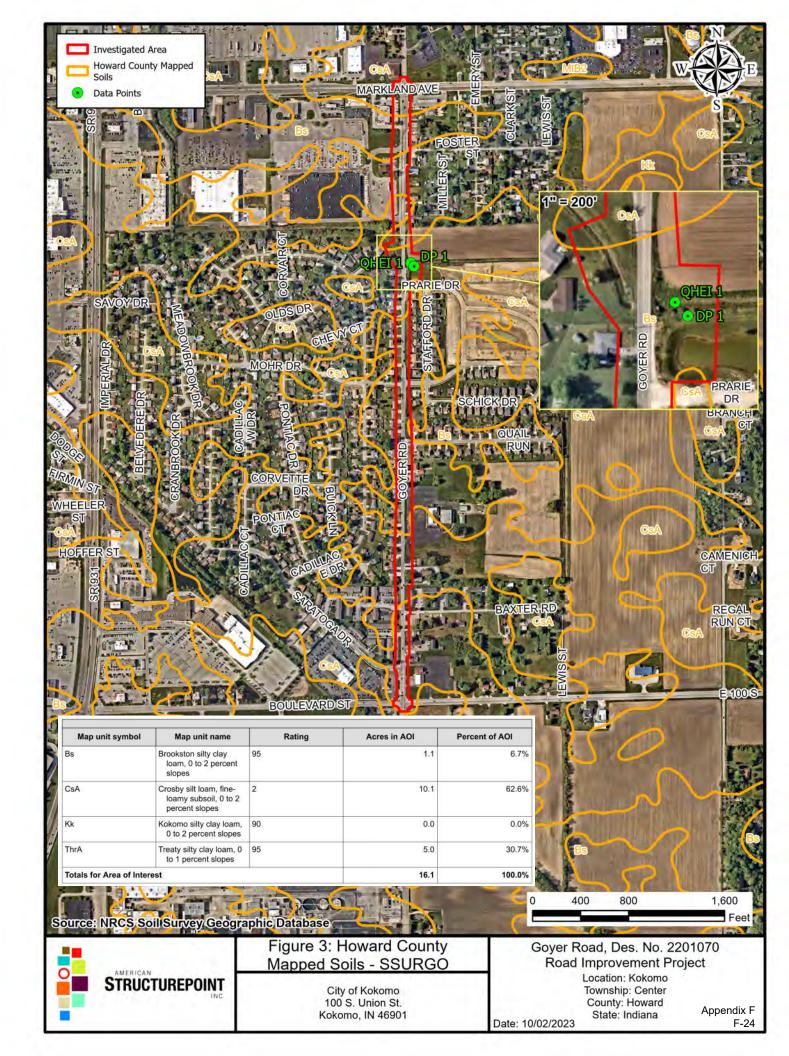
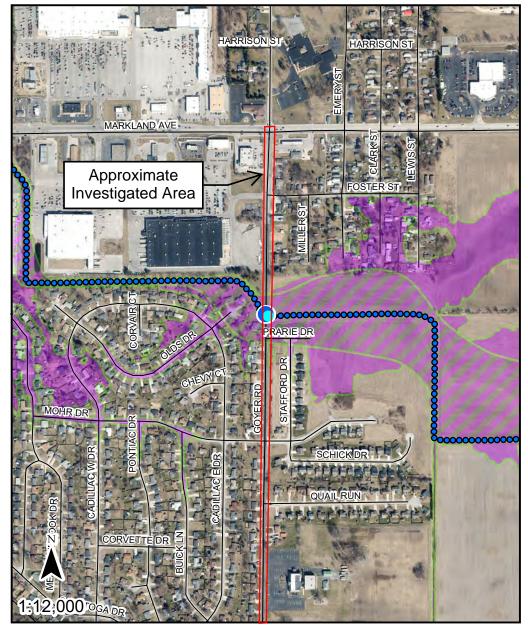






Figure 5: Floodplain Analysis & Regulatory Assessment (FARA)



Point of Interest

Base Flood Elevation Point

Flood Elevation Points

STUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

--- 1 - 10

DNR Approximate Floodway

DNR Approximate Fringe

Point of Interest Coordinates (WGS84)

Long: -86.0985615914

Lat: 40.472733849

The information provided below is based on the point of interest shown in the map above.

County: **Howard**

Approximate Ground Elevation: 817.8 feet (NAVD88)

Stream Name:

Base Flood Elevation: 817.5 feet (NAVD88)

Drain

Drainage Area: **Not available**

Cannon Goyer Ditch

Best Available Flood Hazard Zone: **DNR Approximate Floodway**

National Flood Hazard Zone: Not Mapped

Is a Flood Control Act permit from the DNR needed for this location? yes

Is a local floodplain permit needed for this location? yes-

Floodplain Administrator: Greg Sheline, Director, Howard County Plan Commission

Community Jurisdiction: City Of Kokomo, City proper

Phone: (765) 456-2330

Email: gsheline@cityofkokomo.org

US Army Corps of Engineers District: Louisville

Appendix F F-26 9/26/23, 2:56 PM StreamStats

Figure 6:

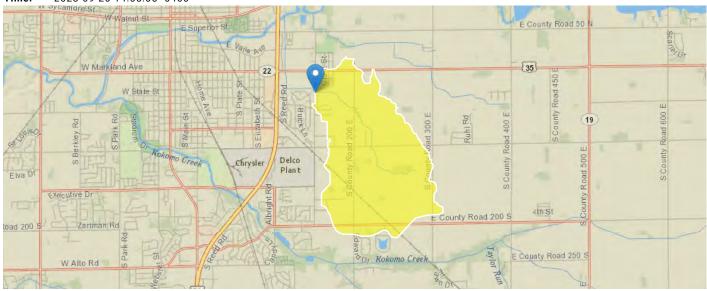
StreamStats Report - Cannon-Goyer Ditch

Region ID:

Workspace ID: IN20230926185431809000

Clicked Point (Latitude, Longitude): 40.47269, -86.09848

Time: 2023-09-26 14:55:05 -0400



Collapse All

Parameter Code Parameter Description Value Unit CSL10_85 Change in elevation divided by length between points 10 and 85 percent of distance along main channel to basin divide - main channel method not known 9.37 feet per mi DRNAREA Area that drains to a point on a stream 2.382 square miles

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological Survey (USGS), no warranty expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems, nor shall the act of distribution constitute any such warranty.

USGS Software Disclaimer: This software has been approved for release by the U.S. Geological Survey (USGS). Although the software has been subjected to rigorous review, the USGS reserves the right to update the software as needed pursuant to further analysis and review. No warranty, expressed or implied, is made by the USGS or the U.S. Government as to the functionality of the software and related material nor shall the fact of release constitute any such warranty. Furthermore, the software is released on condition that neither the USGS nor the U.S. Government shall be held liable for any damages resulting from its authorized or unauthorized use.

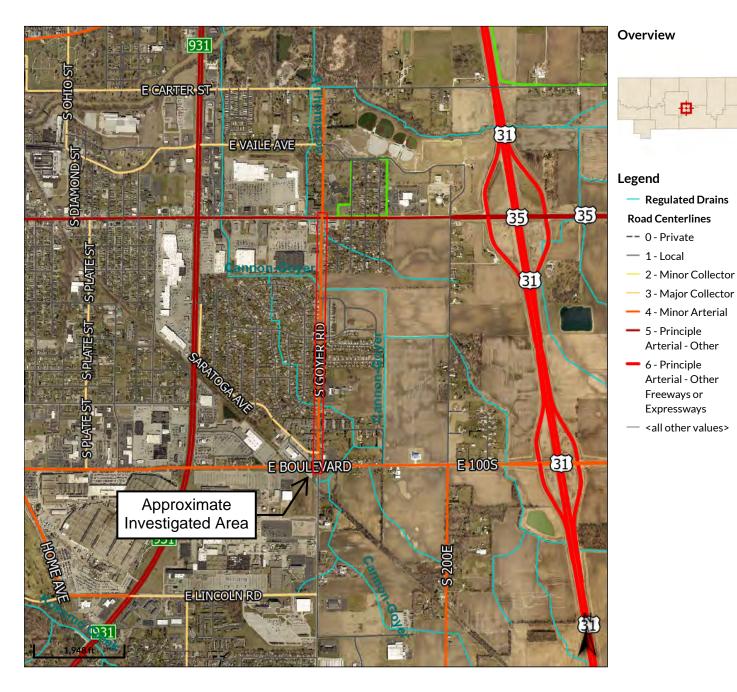
USGS Product Names Disclaimer: Any use of trade, firm, or product names is for descriptive purposes only and does not imply endorsement by the U.S. Government.

Application Version: 4.17.0 StreamStats Services Version: 1.2.22

NSS Services Version: 2.2.1

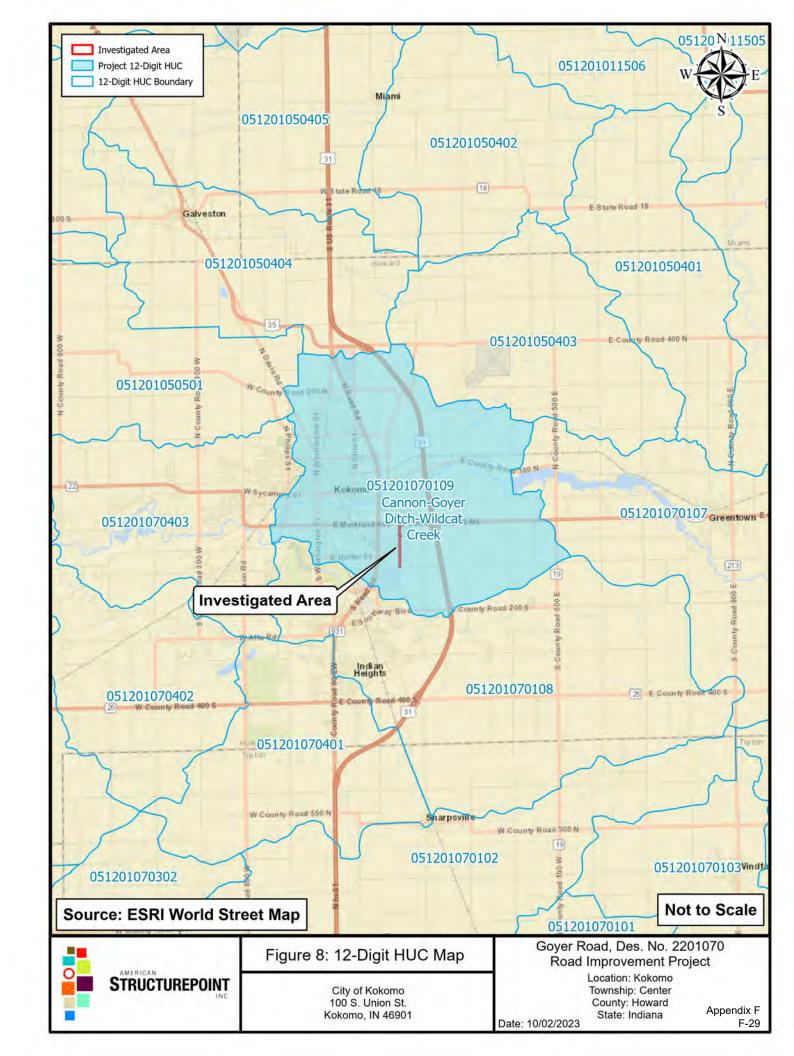
Figure 7: Beacon Legal Drain Report

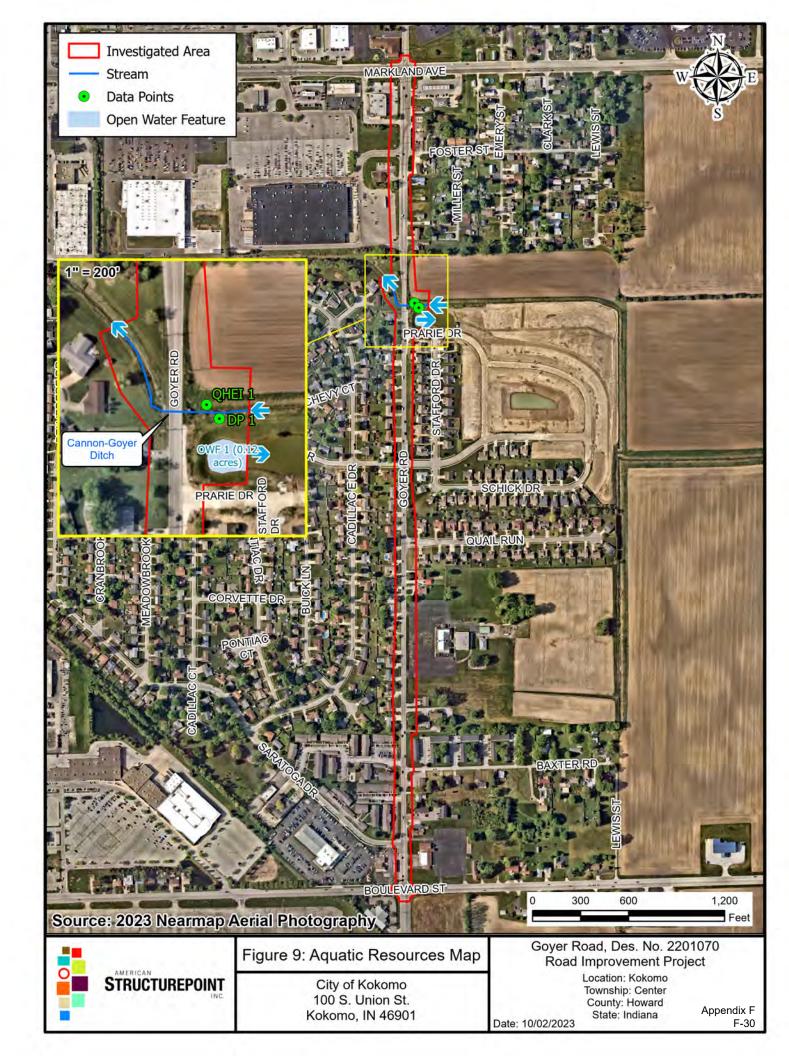




Date created: 12/7/2023 Last Data Uploaded: 12/7/2023 3:20:37 AM











Appendix E - Photographs



Photo 1. Looking south in Investigated Area.



Photo 3. Looking south in Investigated Area.



Photo 2. Looking south at upland area within Goyer Rd. ROW.



Photo 4. Looking south at two unnumbered corrugated metal pipe culverts in upland area of Investigated Area.



Photo 5. Looking north at two unnumbered corrugated metal pipe culverts in Investigated Area.



Photo 7. Looking east (upstream) at QHEI 1 site.



Photo 6. Looking north in Investigated Area, near QHEI 1 site.



Photo 8. Looking west (downstream) at Cannon-Goyer Ditch and CV 1 near site of QHEI 1.



Photo 9. Looking at south bank of Cannon-Goyer Ditch at site of QHEI 1.



Photo 11. Looking at soil profile of DP 1, upland data point in floodplain of Cannon-Goyer Ditch.



Photo 10. Looking east (upstream) at Cannon-Goyer Ditch.



Photo 12. Looking east at DP 1, upland of Cannon-Goyer Ditch.



Photo 13. Looking west at DP 1.



Photo 15. Looking north at Goyer Rd. ROW in Investigated Area.



Photo 14. Looking east at Open Water Feature 1.



Photo 16. Looking south at a storm drain within the Goyer Rd. ROW.



Photo 17. Looking north in Goyer Rd. ROW within Investigated Area.



Photo 19. Looking south in Investigated Area.



Photo 18. Looking north in Goyer Rd. ROW within Investigated Area.



Photo 20. Looking south in roadside ditch within Goyer Rd. ROW.



Photo 21. Looking west at corrugated metal pipe.



Photo 23. Looking south at storm drains within the Investigated Area.



Photo 22. Looking south in Investigated Area.



Photo 24. Looking south out of Investigated Area.



Photo 25. Looking north in Goyer Rd. ROW within Investigated Area.



Photo 27. Looking south in Goyer Rd. ROW.



Photo 26. Looking south in Investigated Area.



Photo 28. Looking south in Investigated Area.



Photo 29. Looking south in ROW of Investigated Area.



Photo 31. Looking south in Investigated Area ROW.



Photo 30. Looking north in Investigated Area ROW.



Photo 32. Looking north towards Cannon-Goyer Ditch.



Photo 33. Looking west (downstream) at Cannon-Goyer Ditch.



Photo 35. Looking north at Goyer Rd. ROW within Investigated Area.



Photo 34. Looking south at Cannon-Goyer Ditch.



Photo 36. Looking north at ROW within Investigated Area.



Appendix F - Preliminary Jurisdictional Determination

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: December 7, 2023

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Grace Olsen, American Structurepoint, Inc.

9025 River Road, Suite 200 Indianapolis, IN 46240

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

American Structurepoint, Inc. was contracted by the City of Kokomo to proceed with the Goyer Road Improvement project Wetland Delineation, located in Kokomo, Center Township, Howard County, Indiana. More specifically, the investigated area is located on the Kokomo East, IN USGS 7.5 Minute Quadrangle Map in Section 32, Township 24 North, Range 4 East; Sections 5 and 8, Township 23 North, Range 4 East. The investigated area begins at the intersection of Goyer Rd. and Markland Ave. and occupies approximately 16.09 acres. It extends 1 mile south to the intersection of Goyer Rd. and Boulevard St. The proposed project seeks to improve the existing roadway along Goyer Road by adding pedestrian facilities and reducing traffic congestion. One stream, Cannon-Goyer Ditch, (393 linear feet), and one open water feature (0.12 acre) were delineated on the September 28, 2023 site visit.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

	State: Indiana	County/parish/bo	rough: Howard	City: Kokomo
	Center coordinates of	f site (lat/long in de	gree decimal format):	
	Lat.: 40.470080°N	Lon	g.: 86.098569°W	
	Universal Transverse	Mercator: 16 T 5	76416.15 E 4480323.80	N
	Name of nearest water	erbody: Cannon-G	oyer Ditch	
E.			LUATION (CHECK ALL T	HAT APPLY):
	Office (Desk) Dete	ermination. Date:		
	Field Determination	on. Date(s):		

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

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)
Cannon- Goyer Ditch	40.472714	-86.098317	393 lft. (0.157 acres)	Non-Wetland Waters	Section 404
Open Water Feature 1	40.472417	-86.098162	0.12 acres	Non-Wetland Waters	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 "preconstruction 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	d items:
Maps, plans, plots or plat submitted Map:	ed by or on behalf of the PJD requestor:
Office concurs with data sheet	by or on behalf of the PJD requestor. s/delineation report. ata sheets/delineation report. Rationale:
Data sheets prepared by the Corp	ps:
Corps navigable waters' study:	
U.S. Geological Survey Hydrolog	ic Atlas: <u>HUC-12; 051201070109</u>
USGS NHD data.	no.
USGS 8 and 12 digit HUC ma	ps. Cite scale & quad name: <u>Kokomo East, IN 7.5 Min Quadrang</u> l
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■ Natural Resources Conservation	SSURGO - Howard County Service Soil Survey. Citation:
National wetlands inventory map(s). Cite name: 2023 National Wetlands Inventory
☐ State/local wetland inventory map	o(s):
FEMA/FIRM maps: FEMA 100-	Year Floodplain Mapping
100-year Floodplain Elevation is:	
Photographs: Aerial (Name	& Date): See Wetland Delineation Report; (2023 Nearmap Aerial Photography) Aerial
or 🔳 Other (Name 8	& Date): Field Photos (September 28, 2023)
 -	o. and date of response letter:
):
	ecorded on this form has not necessarily not be relied upon for later jurisdictional
	Frace M. Olsen 12-7-2023
ignature and date of Regulatory staff member ompleting 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.

Appendix G: Public Involvement



Sample Letter

April 17, 2023

Notice of Survey

RE: Goyer Road, Des. No. 2201070 in Howard County

Dear Property Owner,

Certified Engineering, Inc. has been selected by the City of Kokomo for field survey of the above referenced project. Our information indicates that you own property near the above proposed project. Certified Engineering, Inc. will be performing a survey of the project area in the near future. It may be necessary for representatives from Certified Engineering, Inc. to enter your property to complete this work. This is permitted by law per Indiana Code (IC) 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

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

The survey is needed for this project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey.

If any problems do occur, please contact Jason Hesler of Certified Engineering, Inc. at (317) 546-1599 or at 3939 Millersville Road, Indianapolis, Indiana 46205. Thank you in advance for your cooperation.

Sincerely,

Certified Engineering, Inc.

Jason R. Hesler, PE, PLS





August 7, 2023

Example Notice of Survey Letter

Re: Notice of Survey and Environmental Work

Goyer Road Improvement Project – from Boulevard Street to Markland Avenue

Kokomo, Indiana

Dear Property Owner:

American Structurepoint has been retained by the City of Kokomo to perform survey and environmental work for a road improvement project that is located on Goyer Road in Center Township, Howard County, Indiana. The limits of the project begin at Boulevard Street and extend north to Markland Avenue.

Our information indicates you either own or occupy property near this proposed improvement project. Our employees will begin conducting an environmental survey of the project area in the near future and may continue for several months. It may be necessary for us to enter onto your property (exterior only) to complete this work. This is permitted under Indiana Code 32-24-1-3. Our employees have been instructed to identify themselves to you, if you are available, before they enter onto your property. If you no longer own this property, or it is currently occupied by someone other than yourself, please let us know the name and/or address of the new owner or occupant so we may contact them about the survey.

The work may include, but is not limited to, archaeological investigation, identification and characterization of drainage features, including streams, ponds, and wetlands. The information we obtain from the above-mentioned work is necessary for the development of this transportation project.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If you have any questions or concerns, please contact me at (317) 547-5580.

Sincerely,

American Structurepoint, Inc.

Joshua Iddings

Environmental Project Manager

MAH/JDI:mgn

Comment in response to Notice of Survey letters.

From: <u>Iddings, Joshua</u>
To: <u>Hinkle, Meghan</u>

Subject: FW: Jim Arnett KOKOMO NATURAL NAILS, +17658603943 for mailbox 2291

Date: Friday, August 11, 2023 9:25:37 AM

Attachments: <u>IMRK9LAKY.wav</u>

Meghan,

I received a voicemail from Jim Arnett (spelling) who owns Natural Nails on the north end of the Goyer Rd project and east side of the roadway just south of Speedway. He had gotten our letter and previously spoken to the surveyors who told them new sidewalks were being added. He was concerned about potential widening of the road or new sidewalks impacting parking. He indicated that the City has previously purchased 10-12-ft of his parking lot and there is barely enough space for his patrons to park now.

I told him we would be completing additional public involvement and contacting him via mail once more info is available. He indicated he would likely not go to any meeting but would be checking things out online if we have a posting.

Thanks, JOSH IDDINGS Environmental Project Manager

----Original Message----

From: Mitel Voice Mail <voicemail sender@IndyPhDir1>

Sent: Thursday, August 10, 2023 3:56 PM

To: Iddings, Joshua <JIddings@structurepoint.com>

Subject: Mitel voice message from KOKOMO NATURAL, +17658603943 for mailbox 2291

You have received a voice mail message from KOKOMO NATURAL, +17658603943 for mailbox 2291. Message length is 00:00:39. Message size is 308 KB.

Public Information Meeting Mailing List

Name	Attention	Address 1
Board of Commissioners of the County of Howard		
Goyer Blvd Holdings LLC		
R&D Tech Solutions Corp		
International Church of the Four Square Gospel		
Gingerich, Kara L Rev Trust		
Fc Eastwood Apartments LLC		
Abney, John T & Christina J H&W		
Mm Friends Inc.		
1901 Associates LLC	Ashbury Apartments	
Durham Hill Properties LLC	First Flats Apartments	
Whitney, Leo G Jr & Mary Ellen		
Goyer St Partners LLC		
Affinity Group Properties LLC		
William Collier		
Melinda D Porter		
Temple Baptist Church of Kokomo Indiana Inc.		
Raymond E & Glenda D Saylor		
Danny Charles & Carolyn P Stigdon		
Stewart D Sydney		
Carl & Linda G Justice		
Dorman E & Kimberly D Dunson		
William B Stevens		
Philip J Hellriegel		
Connie D Richmond		
Tracy A & Diane M Noll		
Bryan J Helm		
Rickie J Malott		
Robert & Jacqueline Phelps		
Donald D & Elfriede J Croddy		
Betty J Mauermann		
Gayle E Mayda		
Michele Renee Ables		
Rohil Andrew & J F Pervez		
Mariam & John Atkisson		
James L & Joann L Nelson		
Anna Stefaniak		
John R & Sheila Fickle		
David Tataw		
Paul R & Linda Miller		
Jacob & Casey Hurlock		
Andrew J Maibaum		
Thomas Weaver		
Frank Jorgensen		

Doord December		
Boyd Brantley		
David & Carly Brinkley		
Wilma Zeider		
Garnet Cripe		
Lawney G & Elizabeth A Francis		
Paul Moss		
Rick D & Nancy M Shaw		
Jordan T Shaffer		
Rizer Family Trust	Trustees	
Lou A French		
Brandon & Tiffany Fisher		
Charles D & Carmelita A Stroud		
Craig A & Sharon K Myers		
Valerie A Vaught		
Benjamin & Hall Foutch		
Citation Homes LLC		
Howard County Prairie Farms LLC		
Mabel B Freeman		
Joseph B & Megan A Calhoun		
Patricia G Beamer		
Elen J Schick		
Meijer Stores Limited Partnership		
Meijer	Store Manager	
Richard W Sheets		
Michael L & Darian K E Weesner		
Marisa Bonnafon		
John L Bizjak		
Pam Cook Insurance LLC		
Musselman Commercial LLC		
Wash & Go Car Wash Inc		
Natural Nails	James W Arnette	
Emro Marketing Company		
Markland Goyer LLC		
Kokomo Center Twp Consolidated School Corp		
Faith Temple Inc		
City of Kokomo Engineering	Mr. Jon Pyke	
City of Kokomo Public Transportation	Ms. Jan Basil	
City of Kokomo Wastewater	Mr. Chris Cooper	
City of Kokomo		
City of Honorio	Mr. Tyler Moore	
Kokomo Fire Department	Mr. Tyler Moore Chief Chris Frazier	

NOTICE OF PUBLIC MEETING

The City of Kokomo will host a public information meeting regarding the Goyer Road Improvement Project (Des. No. 2201070), from East Boulevard Street to Markland Avenue, in Kokomo, Howard County, Indiana. The information meeting will occur on May 22, 2024 at 6:00 p.m. EST at the Council Chambers at City Hall, 100 S Union Street, Kokomo, Indiana 46901.

The format of the meeting will feature a formal short presentation to begin at 6:00 p.m. with an informal open house session immediately following. The open house session will provide the public an opportunity to view project exhibits and displays, as well as interact with the project team. Additionally, the public will be afforded the opportunity to provide comments on the information presented at the meeting through the submission of comments to the project team. You can also view the public information presentation by going to this website https://www.structurepointpublic.com/goyer or calling Meghan Hinkle at (317) 547-5580 if you do not have internet access.

The need of the project is due to a large amount of access points, and new housing additions being constructed along this stretch of Goyer Road causing traffic to back up and stop while vehicles attempt to turn left. Additionally, the need of the project is due to the lack of pedestrian facilities along this stretch of Goyer Road. As proposed, the project would include widening Goyer Road to include a two-way left turn lane and sidewalks along both sides of the road. The typical roadway section would consist of two 11-foot-wide travel lanes (one in each direction), a center 14-foot-wide two-way left turn lane, and five-foot-wide sidewalks with a grass buffer on both sides of Goyer Road. Additionally, the storm sewers in the project area would be replaced and curb and gutters would be constructed on both sides of Goyer Road. The culvert which conveys Cannon-Goyer Ditch beneath the roadway would be replaced as part of this project.

The proposed project would require the acquisition of greater than 0.5 acre of new permanent and temporary right-of-way. No relocations are anticipated as a result of the proposed project. Maintenance of traffic for the project is still being determined. Access to all properties will be maintained throughout construction.

For more information and to view the meeting presentation, exhibits, and provide comments on the proposed project at your convenience, you can also visit the following webpage https://www.structurepointpublic.com/goyer. All comments are requested by June 21, 2024.

With advance notice, the City of Kokomo can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodations be needed please contact Meghan Hinkle, Senior Environmental Specialist, American Structurepoint, Inc., at (317) 547-5580, or email mhinkle@structurepoint.com by May 15, 2024.

For any questions or comments, please contact Meghan Hinkle, American Structurepoint, Inc., at (317) 547-5580, or email mhinkle@structurepoint.com.

Date: May 9, 2024

General Form No 99P (Revise)

Tax LD. 82-2664009 To: Kokomo Tribune P.O. Box 9014, Kokomo, In

NOTICE OF PUBLIC MEETING
The City of Kokomo will host a public information meeting regarding the Goyer Road Improvement Project (Des. No. 2201070), from East Boulevard Street to Markland Avenue, in Kokomo, Howard County, Indiana. The information meeting will occur on May 22, 2024 at 6:00 n.m. EST at the Council Chambers at City Hall, 100 S Union Street, Kykomo, Indiana 46901. The format of the meeting will leature a format of the public an opportunity to view project exhibits and displays, as well as interact with the project team. Additionally, the public will be afforded the opportunity to provide comments on the information presented at the meeting through the submission of comments to the project team. You can also view the public information presentation by going to this website https://www.structurepointpublic.com/goyer or calling Meghan Hinkle at (317) 547-5580 ft you do not have internet access. The need of the project is due to a large amount of access points, and new housing additions being constructed along this stretch of Goyer Road causing traffic to back up and stop while vehicles attempt to turn left. Additionally, the need of the project is due to the lack of pedestrian facilities along this stretch of Goyer Road to include a two-way left turn lane and sidewalks along both sides of the road. The typical roadway section would consist of two 11 foot-wide travel lanes (one in each direction), a center 14-foot-wide two-way left turn lane and sidewalks with a grass buffer on both sides of Goyer Road. Additionally, the storm sewers in the project area would be replaced as par of this project. The proposed project would require the acquisition of continued part column.

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Title: Legal Advertising Clerk

greater than 0.5 acre of new permanent and temporary right-of-way. No relocations are anticipated as a result of the proposed project. Maintenance of traffic for the project is still being determined. Access to all properties will be maintained throughout construction. For more information and to view the meeting presentation, exhibits, and provide comments on the proposed project at your convenience, you can also visit the following webpage https://www.structurepointpublic.com/goyer. All comments are requested by June 21, 2024. With advance notice, the City of Kokomo can provide special accommodation for persons with differing ability, and/or persons needing auxiliary side or services such as interpreters, signers, readers, or large print. Should special accommodations be needed please contact. Meghan Hinkle, Senior Environmental Specialist, American Structurepoint, Inc., at (317) 547-5580, or email mhinkle estructurepoint. Com. May 15, 2024. For any questions or comments, please contact Meghan Hinkle, American Structurepoint, Inc., at (317) 547-5580, or email mhinkle estructurepoint com. If you believe you received this message in error, or to report abuse, please contact support at notices. kokomotribune.com.

K-408 5/9 hspaxip 1882283

LEGAL ADVERTISING

See table of legal rates in the applicable State Board of Accounts Bulletin

Claim	No Warrant No		
		certify as follows:	he within claim and hereby
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		That it is duly authentica	ted as required by law.
•		That it is based upon sta	tutory authority.
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	\$	That it is apparently	incorrect
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Attest



SIGN-IN / MAILING LIST

PUBLIC INFORMATION MEETING

Goyer Road Improvement Project (Des. No. 2201070) Wednesday, May 22, 2024 / 6:00 p.m. EST Council Chambers at City Hall, 100 S Union Street, Kokomo, Indiana 46901

Before including your address, phone number, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that your comment - including your personal identifying information - may be publicly available at any time. While you can ask us to withhold personal identifying information from public review, we cannot guarantee that we will be able to do so.

information from public review, we cannot guarantee that we will be able to do so.				
Name	Mailing Address	Email		
Jennifer Hughes				
ANDREW MAIDANN				
Eller Boles				
Ah Out				
Tyler Juranovich				
Windy Zeider				
Keith Woods				



SIGN-IN / MAILING LIST

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Name	Ma	iling Address		Email
Garnet Cripe				
Tara Galles				
	Address:			
	City:	State:	Zip:	
	Address:			
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	Address:			
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	Address:			
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SIGN-IN / MAILING LIST

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Name	Ma	iling Address		Email
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	Address:			
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	Address:			
	City:	State:	Zip:	
	Address:			
	City:	State:	Zip:	



Project Team

TANNER

COURTNEY

MEGHAN

JOSH

City of Kokomo

Jon Pyke, Director of Engineering

American Structurepoint, Inc.

Tanner McKinney, Roadway Project Manager

Courtney Novotny, Roadway Design Engineer

Meghan Hinkle, Senior Environmental Specialist

Josh Iddings, Environmental Project Manager



Public Information Meeting Intent

Provide an informal setting to learn about the project

Present and receive feedback on project information



STRUCTUREPOINT



5



Purpose & Need

Need for the Project:

- Traffic backups and potential rear end collisions while vehicles attempt to turn left
- Approximately 65 access points along Goyer Road in this project area
 - $\bullet\,$ Including residential driveways, roadways, business drives, and parking lots
- New residential development adjacent to the roadway increasing traffic







STRUCTUREPOINT

7

Purpose & Need

Need for the Project:

• Lack of existing pedestrian facilities in the project area





STRUCTUREPOINT

Purpose & Need

Purpose of the Project:

- To improve left turn mobility for vehicles along Goyer Road
- To reduce the potential for rear-end collisions along Goyer Road
- To improve pedestrian mobility and reduce the potential for conflict between pedestrians and motor vehicles along Goyer Road



STRUCTUREPOINT

9

Preferred Alternative

- Reconstruction of Goyer Road to include a two-way left turn lane from Boulevard Street to Markland Avenue
- Construction of sidewalks along both sides of Goyer
- Replacement of the existing culvert which conveys the Cannon-Goyer Ditch under Goyer Road
- Construction of an enclosed storm sewer system along Goyer Road

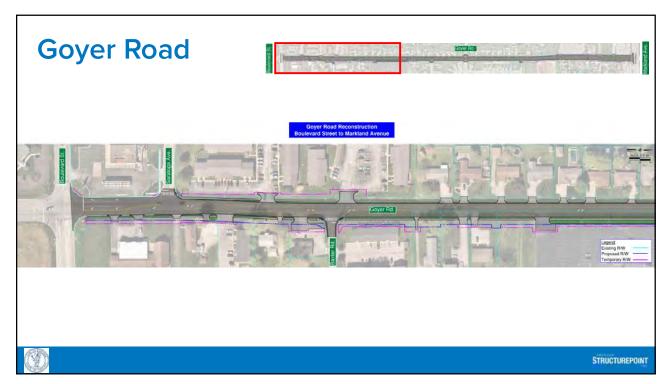


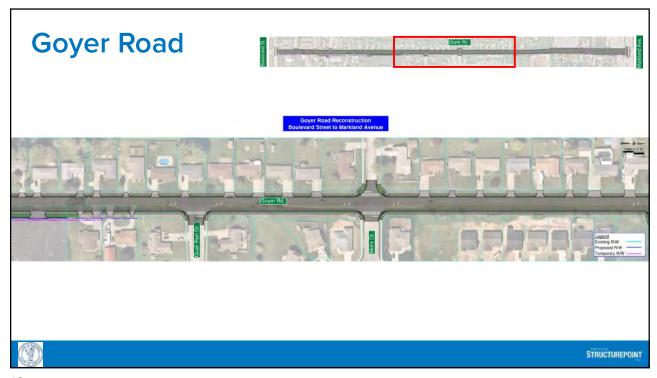
STRUCTUREPOINT



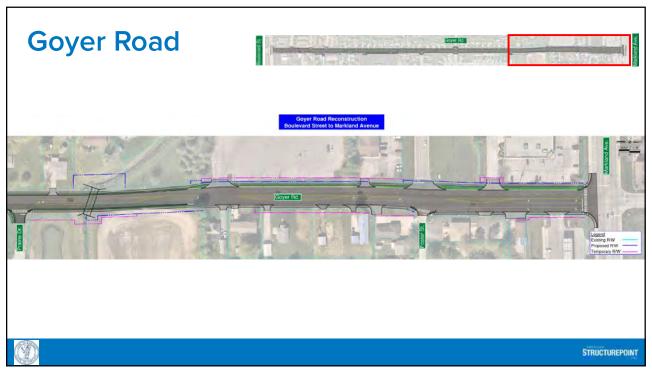


11





13



Maintenance of Traffic

- Maintenance of traffic options are still being evaluated for this project.
- Access to all properties will be maintained during construction.









STRUCTUREPOINT

15

Land Acquisition Process

- New permanent right-of-way acquisition is anticipated
- No relocations are anticipated
- Land acquisition process must follow the Uniform Act of 1970
- The brochure that explains this process can be found at https://www.in.gov/indot/projects/files/FHWA-Acquisition-Brochure-BLUE.pdf.





Environmental Process

Requirement of the National Environmental Policy Act (NEPA)

- Requires evaluation of environmental impacts of the project on the natural and social environment
 - Waterways, wetlands, endangered species, etc.
 - Historic Resources
 - Social and economic factors





STRUCTUREPOINT

17

Environmental Process

- Categorical Exclusion (CE)
 - Prepared in accordance with state and federal guidelines
 - Evaluates impacts of the proposed project
- Evaluates a number of possible alternatives including a "Do Nothing" alternative as a baseline for comparison

The goal is to avoid, minimize, and then mitigate impacts





Environmental Status

NEPA Status

- Coordinated with local, state, and federal agencies
- Evaluating impacts
- Seeking public input

STATE AGENCIES

EMERGENCY SERVICES IDEM INDOT

LOCAL AGENCIES ELECTED OFFICIALS

SCHOOL DISTRICTS NPS USACE HUD

USFWS FEDERAL AGENCIES IGS

FHWA DNR NRCS



STRUCTUREPOINT

19

Environmental Status

- Historic Properties
 - Archaeological reconnaissance conducted
 - The proposed project will likely fall under Category B of the Minor Projects Programmatic Agreement.
 - No impacts to historic properties are anticipated.



Environmental Status

- Environmental Justice (EJ)
 - No population of EJ concern identified due to percent low income & percent minority when compared to Howard County.
- No disproportionally high and adverse impacts are anticipated.
 - Project is not anticipated to disrupt community cohesion or create a physical barrier and will create pedestrian facilities for both EJ and non EJ populations.







STRUCTUREPOINT

21

Environmental Status

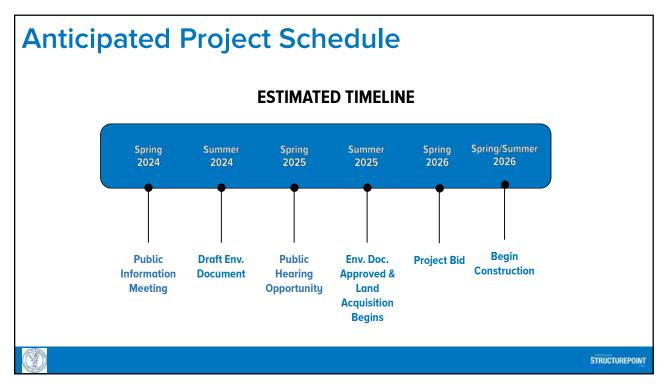
- Wetland Delineation completed
 - One stream, Cannon-Goyer Ditch, and one open water feature (lake) have been identified
- Cannon-Goyer Ditch will likely be impacted
 - Section 401/404 Permit Required
 - Indiana DNR Construction in a Floodway Permit Required







23



Submitting A Comment



The team is interested in hearing your feedback on the project

- Comment forms are available to be completed.
- Project info and comment form will also be posted at: www.structurepointpublic.com/goyer
- Verbal comments accepted after this presentation or by fax or e-mail to Meghan Hinkle
 - Fax: 317.543.0270
 - Email: mhinkle@structurepoint.com
- Please submit comments by June 21, 2024



STRUCTUREPOINT

25

THANK YOU!

Please be sure to view the visuals and project layout posted on the project website

www.structurepointpublic.com/goyer

For questions, please contact Meghan Hinkle at:

mhinkle@structurepoint.com

317.547.5580



	Name	Date	Comment
1	Sherry Roe	5/14/2024	I was wondering what addresses on Goyer Rd. would you be looking at to purchase for the project?
2	David	5/14/2024	I live on a corner lot along Goyer going into Prairie Farms subdivision. I just wanted to make someone aware that I have irrigation sprinkler
	Brinkley		lines that run around the sidewalk you will be adding to and along by back fence line. I would like to point these out to someone if someone
			can contact me. Thank you.
	David	5/20/2024	I have attached my own drawing of where my irrigation is. I'm definitely an artist as you can tell. The lines in red are the irrigation lines. It
	Brinkley		runs directly behind my fence along goyer (I don't think you'll be that close so I'm not worried about that one) and then in the ground right
			where my sidewalk ends by the entrance to the neighborhood on goyer (you'll see my finger pointing at the area). From pictures I seen
			online, they will be hooking my sidewalk up with the new walking path they are installing on goyer. So I just want to make sure they don't hit
			my irrigation line when they dig out the sidewalk to pour concrete. Let me know if you have questions.
	David	5/24/2024	Thanks for the update. The irrigation was installed 16-24" deep. Any chance you can let me know when you're ripping out the curbing near
	Brinkley		the irrigation and I can get my irrigation person to come relocate if need be?
	David	6/20/2024	I'm waiting to plant two more trees behind my fence along goyer. Is there a way for anyone to tell me where this sidewalk will be so I don't
	Brinkley		plant a tree, it grow for a year or two, and then it gets chopped down? I'm pretty sure where my other two small trees are are out of the way,
			but just want to confirm.
	David	6/24/2024	Thanks - my trees are 5 foot from the fence line. Think I'm ok?
	Brinkley	E /4 E /2 0 2 4	
3	Pastor Jim	5/15/2024	Temple Baptist Church called and had some questions about the Goyer Road project. They are concerned about impacts and disruptions to
	Willoughby		the church.
			• There is a lift station, fire system, and other various utilities along Goyer Road in front of the church. They were asking how that process works, if or how they will be notified of any impacts or relocations to those utilities, and if the church will be responsible for
			any costs associated with impacts or relocations to those utilities?
			 They asked what impacts will occur to the parking lot, and if any parking will be replaced if it is removed?
			They also asked about the church sign along the roadway and if it will be moved, and how that would work?
			The church expressed a lot of concern because he doesn't want the church to be impacted financially or have impacts occur to their property
			that they will be responsible for addressing without knowing now or being notified prior to the impacts.
4	Jennifer	5/22/24	I am happy about the sidewalks on both sides. I'd like to know how many crashes have occurred on this stretch in the past year since Stafford
	Hughes	3,22,21	Drive was completed.
5	Wendy	5/22/24	My privacy fence will be next to the sidewalk and grass between. Will the city mow/maintain/trim up against my privacy fence? If so, if my
	Zeider	,	fence is damaged by mowers or trimmers can I ask for coverage or reimbursement should my fence get chipped, scratched, broken in any
			way?
			Did you consider a roundabout for Mohr Drive and Goyer?
6	Keith	5/22/2024	When Prairie Drive was put in there was no culvert under the street so the ditch fills up with water when it rains much. South of Prairie Drive
L	Woods	_	on the east side of Goyer Road.
7	Tara Galles	5/22/2024	Need a pedestrian crosswalk at Mohr Road to accommodate access. Need a crosswalk on Saratoga into Mohr Park to safely accommodate
			children and families to go to the park safely. Will be increased traffic.
8	Natural	5/22/24	Verbal comment – Natural Nails expressed concern regarding right of way and work in front of their business. Based on conversations during
	Nail		the Public Information Meeting, they explained that customer parking is currently in front of their building, and they were concerned the project would
			eliminate their parking.

 From:
 Sherry Roe

 To:
 Hinkle, Meghan

 Subject:
 Goyer Rd

Date: Tuesday, May 14, 2024 11:21:41 AM

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

I was wondering what addresses on Goyer Rd. would you be looking at to purchase for the project?

Sherry Roe Environmental Consultant SafeEnvironmentSafeCommunities From: <u>David Brinkley</u>
To: <u>McKinney, Tanner</u>

Cc: Hinkle, Meghan; Iddings, Joshua; Novotny, Courtney

Subject: Re: Goyer Road Improvement Project - new submission

Date: Monday, June 24, 2024 12:00:43 PM

Attachments: image001.png

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Ok, thank you.

David Brinkley

On Mon, Jun 24, 2024 at 11:58 AM McKinney, Tanner < TMcKinney@structurepoint.com > wrote:

Sounds like they will be close and likely within construction limits. There will need to be some excavation for the swale/storm sewer so it could potentially impact the roots as well.

Tanner McKinney, PE

Roadway Project Manager



9025 River Road, Suite 200

Indianapolis, IN 46240

OFFICE 317-547-5580

EMAIL tmckinney@structurepoint.com

WEB www.structurepoint.com



From: David Brinkley < dabrinkley4@gmail.com>

Sent: Monday, June 24, 2024 11:49 AM

To: McKinney, Tanner < <u>TMcKinney@structurepoint.com</u>>

Cc: Hinkle, Meghan mhinkle@structurepoint.com; Iddings, Joshua Jlddings@structurepoint.com;

Novotny, Courtney < cnovotny@structurepoint.com>

Subject: Re: Goyer Road Improvement Project - new submission

Thanks - my trees are 5 foot from the fence line. Think I'm ok?

David Brinkley

On Mon, Jun 24, 2024 at 11:44 AM McKinney, Tanner < TMcKinney@structurepoint.com > wrote:

David,

The existing roadway right-of-way in this area appears to be right in line with the existing fence you have on your property. There is proposed grading in this area that will be approximately 3'-4' from the existing fence. This grading is to tie in the sidewalk and also to cut a small swale for drainage purposes. The proposed sidewalk itself is \sim 12' from the existing fence however the tie down grading and proposed underground storm sewer pipe is what results in the need for grading to be \sim 3'-4' from the fence.

Thanks,

Tanner

Tanner McKinney, PE

Roadway Project Manager



9025 River Road, Suite 200

Indianapolis, IN 46240

OFFICE 317-547-5580

EMAIL tmckinney@structurepoint.com

WEB www.structurepoint.com



From: David Brinkley < dabrinkley4@gmail.com>

Sent: Thursday, June 20, 2024 5:43 PM

To: McKinney, Tanner <u>TMcKinney@structurepoint.com</u>>

Cc: Hinkle, Meghan <mhinkle@structurepoint.com>; Iddings, Joshua <JIddings@structurepoint.com>;

Novotny, Courtney < <u>cnovotny@structurepoint.com</u>>

Subject: Re: Goyer Road Improvement Project - new submission

Hello,

I'm waiting to plant two more trees behind my fence along goyer. Is there a way for anyone to tell me where this side walk will be so I don't plant a tree, it grow for a year or two, and then it gets chopped down? I'm pretty sure where my other two small trees are are out of the way, but just want to confirm. Thanks.

David Brinkley

David,

We can add a specification to the contract to have the contractor notify you 1-week prior to work commencing in this area so you can prepare if this needs to be relocated. We are not anticipating construction beginning until Spring/Summer of 2026 so we are still a little ways out.

Thanks,

Tanner

Tanner McKinney, PE

Roadway Project Manager



9025 River Road, Suite 200

Indianapolis, IN 46240

From: David Brinkley < dabrinkley4@gmail.com>

Sent: Friday, May 24, 2024 12:55 PM

To: McKinney, Tanner < TMcKinney@structurepoint.com>

Cc: Hinkle, Meghan <mhinkle@structurepoint.com>; Iddings, Joshua <JIddings@structurepoint.com>;

Novotny, Courtney < cnovotny@structurepoint.com>

Subject: Re: Goyer Road Improvement Project - new submission

Thanks for the update. The irrigation was installed 16-24" deep. Any chance you can let me know when you're ripping out the curbing near the irrigation and I can get my irrigation person to come relocate if need be?

David Brinkley

On Fri, May 24, 2024 at 11:58 AM McKinney, Tanner < TMcKinney@structurepoint.com > wrote:

David,

Thank you for providing us with this information and the below sketch. Based on the markups you have shown, it appears the irrigation line will potentially be impacted by the roadway construction project. Where the new sidewalk will connect to the existing sidewalk, there will be \sim 8"+ of excavation to place the stone and proposed concrete for the sidewalk which may impact the irrigation depending on the depth it was installed. There is also new curb and gutter and a new storm inlet being installed along the roadway near this location that may impact the irrigation when the area is excavated to place the stone and curb and gutter.

Thanks,

Tanner

Tanner McKinney, PE

Roadway Project Manager



9025 River Road, Suite 200

Indianapolis, IN 46240

OFFICE 317-547-5580

EMAIL tmckinney@structurepoint.com

WEB www.structurepoint.com

FULL-SERVICE ARCHITECTURE + ENGINEERING FIRM

From: David Brinkley <abrinkley4@gmail.com>

Sent: Monday, May 20, 2024 9:39 PM

To: Hinkle, Meghan <mhinkle@structurepoint.com>

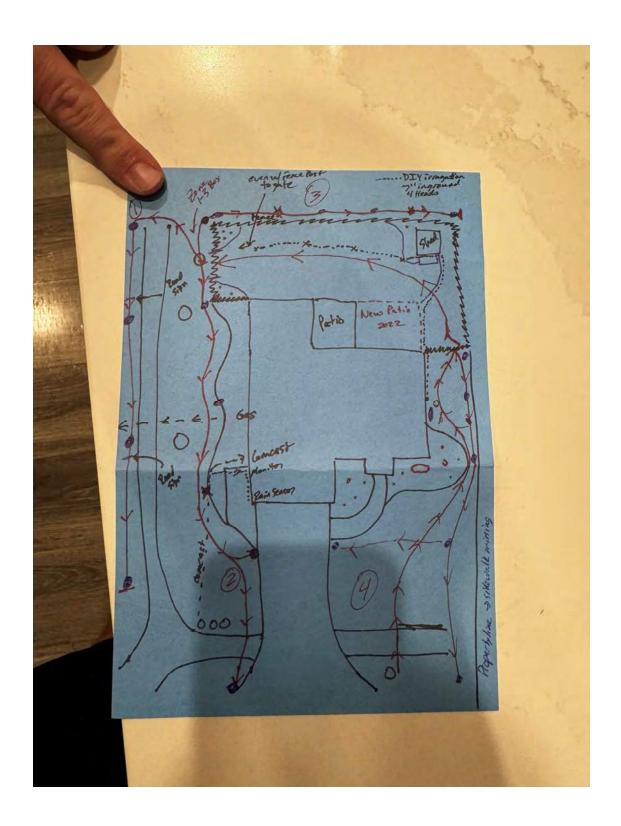
Cc: Iddings, Joshua < Jlddings@structurepoint.com>; McKinney, Tanner

<TMcKinney@structurepoint.com>

Subject: Re: FW: [Environmental PI] Gover Road Improvement Project - new submission

Meghan,

I have attached my own drawing of where my irrigation is. I'm definitely an artist as you can tell. The lines in red are the irrigation lines. It runs directly behind my fence along goyer (I don't think you'll be that close so I'm not worried about that one) and then in the ground right where my sidewalk ends by the entrance to the neighborhood on goyer (you'll see my finger pointing at the area). From pictures I seen online, they will be hooking my sidewalk up with the new walking path they are installing on goyer. So I just want to make sure they don't hit my irrigation line when they dig out the sidewalk to pour concrete.



David Brinkley

On Thu, May 16, 2024 at 8:16 AM Hinkle, Meghan < mhinkle@structurepoint.com > wrote:

Good Morning,

Thank you for your interest in the Goyer Road Improvement Project. Do you have a map or something you can send us showing us this sprinkler line location? It will not be detected during the utility location since it is not a public utility.

We will have the project team available to answer any and all questions at the public information meeting. The meeting will be held on May 22nd at 6pm at the Council Chambers at City Hall, 100 S Union Street in Kokomo. We look forward to meeting you at this meeting.

Sincerely,

Meghan Hinkle

Senior Environmental Specialist



9025 River Road, Suite 200, Indianapolis, IN 46240

OFFICE 317.547.5580 **CELL** 317.716.8446

EMAIL MHinkle@structurepoint.com

WEB www.structurepoint.com

FULL-SERVICE ARCHITECTURE + ENGINEERING FIRM

From: David Brinkley < reply-to+97f54756a8ca@wixforms.com>

Sent: Tuesday, May 14, 2024 11:11 AM

To: Marketing < marketing@structurepoint.com >; Hinkle, Meghan

<mhinkle@structurepoint.com>

Subject: [Environmental PI] Goyer Road Improvement Project - new submission

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

David Brinkley just submitted your form: Goyer Road Improvement Project on Environmental PI

Message Details:

First Name: David Last Name: Brinkley

Email: dabrinkley4@gmail.com

Phone: 765-480-9677

Address: 1441 Stafford Drive

Leave us a comment:: I live on a corner lot along Goyer going into Prairie Farms subdivision. I just wanted to make someone aware that I have irrigation sprinkler lines that run around the sidewalk you will be adding to and along by back fence line. I would like to point these out to someone if someone can contact me. Thank you.

Reply to this email directly or via your site's Inbox: Reply directly or go to your site's Inbox:

Respond Now

If you think this submission is spam, report it as spam.

To edit your email settings, go to your Inbox on desktop.

DISCLAIMER: This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute, utilize, or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake, and delete this e-mail from your system. No design changes or decisions made by e-mail shall be considered part of the contract documents unless otherwise specified, and all design changes and/or decisions made by e-mail must be submitted as an RFI or a





PHONE CALL RECORD

Date:	5/16/2024	Time:	1:00 pm
Person Called:	Pastor Jim Willoughby	of	Temple Baptist Church
Person Calling:	Meghan Hinkle	of	American Structurepoint, Inc.
cc:			
Project Name:	Goyer Road Improvement		
Project Number:			
Subject:	Questions regarding propert	ty impacts	5
Summary of Co	nversation		
Pastor Jim \	Willoughby had some question	s and co	ncerns about the project and how
impacts will	disrupt the church.		
There is a li	ft station, fire system, and othe	er various	utilities along Goyer Road in front of
the church.	How does the process work if	these wil	l be impacted, and will the church
be notified a	and responsible for any costs t	o relocate	e these services?
What impac	ts will occur to the parking lot,	and will p	parking spaces be replaced if they
are remove	d?		
Will any imp	pacts occur to the church sign	and how	will that work?
The church	expressed a lot of concern be	cause the	ey don't want the church to be
impacted fir	nancially or have impacts to the	eir proper	ty that they will be responsible for
addressing	without knowing now or being	notified p	prior to the impact.

Thank you for your participation in this project. Please submit comments, concerns, and suggestions for the Goyer Road Improvement Project by using the space provided below.

PROJECT: Goyer Road Improvement Project (Des. No. 2201070)

PUBLIC MEETING DATE: May 22, 2024
PUBLIC COMMENT PERIOD: May 22 to June 21, 2024
SUBMISSION: E-mail or mail comments to Meghan Hinkle of American Structurepoint, Inc. at mhinkle@structurepoint.com, 9025 River Road, Suite 200, Indianapolis, Indiana 46240
Please submit comments by June 21, 2024: I am happy about the sidewalks on both sides
Ill like to know how many crossings have provided on this stretch in the past year since Stafford Drive was completed.
1 12 11 1
SIGNATURE: Janifer Hughes DATE: 5/22/24

Thank you for your participation in this project. Please submit comments, concerns, and suggestions for the Goyer Road Improvement Project by using the space provided below.

PROJECT: Goyer Road Improvement Project (Des. No. 2201070)

PUBLIC MEETING DATE: May 22, 2024

PUBLIC COMMENT PERIOD: May 22 to June 21, 2024

SUBMISSION: E-mail or mail comments to Meghan Hinkle of American Structurepoint, Inc. at mhinkle@structurepoint.com, 9025 River Road, Suite 200, Indianapolis, Indiana 46240

Please	submit	comments	by	June	21,	2024:

The sidewalk and grass between -	
Will the city now newstain trim	
If so, and my fine is damaged by	
Morriers or trimmers - Can Jask for	
in any way?	
Did you consider a Pound-about for Mohr drive and Gogov?	James James
	To Table
NAME (PLEASE PRINT): Wilma (Wendy) Zeider SIGNATURE: Wendy Zeider DATE: 5/22/24	

Thank you for your participation in this project. Please submit comments, concerns, and suggestions for the Goyer Road Improvement Project by using the space provided below.
PROJECT: Goyer Road Improvement Project (Des. No. 2201070)
PUBLIC MEETING DATE: May 22, 2024
PUBLIC COMMENT PERIOD: May 22 to June 21, 2024
SUBMISSION: E-mail or mail comments to Meghan Hinkle of American Structurepoint, Inc. at mhinkle@structurepoint.com, 9025 River Road, Suite 200, Indianapolis, Indiana 46240
Please submit comments by June 21, 2024:
When Prairie In was part it in there was no culvert under the street so the dischy fills up with water when it rains much.
South of Prairie Dr. on the East side of Gover
South of Trainie Dr. on the East side of Clopes

NAME (PLEASE PRINT): Keith Woods

SIGNATURE:_

Keith Hoods

DATE: 5/22/2024

Thank you for your participation in this project. Please submit comments, concerns, and suggestions for the Goyer Road Improvement Project by using the space provided below.

PROJECT: Goyer Road Improvement Project (Des. No. 2201070)

PUBLIC MEETING DATE: May 22, 2024

PUBLIC COMMENT PERIOD: May 22 to June 21, 2024

SUBMISSION: E-mail or mail comments to Meghan Hinkle of American Structurepoint, Inc. at mhinkle@structurepoint.com, 9025 River Road, Suite 200, Indianapolis, Indiana 46240

Please submit comments by June 21, 2024:

Weed a pace	edestian	Crossi	valle oc	+ Moh	r Pd	to
Needa Cr + Safely 1 + Roffice 1	osswalk accompac xrk sat	on San	a toga iladem v.l. k	into M	lohr of	Pork
	4	<i>-</i>	0 11	aC		
NAME (PLEASE SIGNATURE:(PRINT):	ara	Gall'	_ DATE:_S	22	24

Appendix H: Air Quality



Indiana Division

575 N. Pennsylvania St, Room 254 Indianapolis, IN 46204 317-226-7475 317-226-7341

In Reply Refer To: HDA-IN

January 18, 2024

Ms. Lyndsay Quist Deputy Commissioner Capital Program Management Indiana Department of Transportation 100 North Senate Avenue Indianapolis, IN 46204

Dear Ms. Quist:

We have completed our review of INDOT's MPO Amendment 8 to the FY 2024-2028 Indiana Statewide Transportation Improvement Program (STIP) dated December 4, 2023, and revised on January 10, 2023, due to FHWA's comments. This amendment is for the inclusion of the following documents by reference:

• <u>Kokomo and Howard County Governmental Coordinating Council</u> (KHCGCC) 2024-2028 TIP

INDOT and KHCGCC have re-demonstrated fiscal constraint, air quality conformity, and provided opportunity for public comment and involvement, where applicable, regarding the documents identified above. FHWA considers this amendment to be in substantial compliance with the applicable requirements as sufficient to support a consistency finding for the STIP.

FHWA and the Federal Transit Administration (FTA) take formal action, through the development of the Federal Planning Finding (FPF), to evaluate and ensure that the STIP and MPO TIPs are developed according to statewide and metropolitan planning processes consistent with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303 and 5304, as well as 23 CFR part 450, 500, and 49 CFR part 613. FHWA and FTA are required under 23 CFR 450.220 (b) to document and issue an FPF in conjunction with the approval of the STIP, or amended STIP. Based on the recently conducted FPF (dated August 31, 2023), FHWA and FTA find that the amended Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and is approving the amended STIP (as recorded in MPO Amendment 8) subject to the corrective actions outlined in the FPF. FHWA and FTA will continue to partner with the INDOT to ensure the previously developed action plan is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2024-2028 STIP, or adoption of the FY2026-2030 STIP, may not be approved by USDOT.

FHWA only recognizes years 2024-2027 in the STIP. Any projects and/or phases of projects added in years outside of 2024-2027 are considered illustrative, and thus ineligible for federal funding at this time.

Should you have any questions regarding this approval please contact Erica Tait at 317-226-7481 or e-mail at erica.tait@dot.gov.

Sincerely,

Erica Tait Digitally signed by Erica Tait Date: 2024.01.18 11:21:48 -05'00'

For: Jermaine R. Hannon Division Administrator

Enclosure

cc: Michael McNeil, INDOT April Leckie, INDOT La'Kesha Stewart, FHWA



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue Room N758 Indianapolis, Indiana 46204 PHONE: (855) 463-6848

Eric Holcomb, Governor Michael Smith, Commissioner

January 10, 2024

Mr. Jermaine R. Hannon, Division Administrator FHWA Indiana Division 575 North Pennsylvania St., Room 254 Indianapolis, IN 46204

Dear Mr. Hannon:

The Indiana Department of Transportation requests the projects listed in STIP Amendment 24-MPO-08 to be incorporated into the 2024-2028 Statewide Transportation Improvement Program (STIP). Any projects and/or phases of projects added in years outside of 2024-2027 are considered illustrative, and thus ineligible for federal funding at this time.

The required Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) documents have been included in this request and duly noted in the Amendment. We have determined that the proposed amendments are: 1) consistent with the transportation plan; 2) the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects; and 3) conform to state and national air quality standards.

KHCGCC Amendment 1 https://www.in.gov/indot/files/STIP_A24-MPO-08-draft.pdf

The total dollar amount of this amendment is \$949,000 (for fiscal years 2024-2027), has been verified with FHWA.

We request your review and approval of the subject amendment. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at (317) 232-0223 or at mmcneil@indot.in.gov.

Sincerely,
Michael McNell

April Leckie, Planning Manager

Intermediate Range Planning Division

5 1 10	,	or Kokomo and I					Courle 2	G 152	D	MPO Annual Allo	1	7.	Evo.	
							Carbon Red	Sect 164	Protect	STBG	HSIP	TA	FY24	
							\$194,341.00	\$76,280.00	\$71,931.00	\$1,784,895.00	\$320,091.00	\$222,736.00	\$2,670,274	
					Funding		Funding	Source L	ocal	Р	Project Phase: Year of Funding Total		tal	INFO ONLY
		Project Name (limits/ITS)	Project Description	phase	Type & Total Cost	Federal	State							
Des#	LPA		Road	Ψ.	Cost			К	НС	2024	2025	2026	2027	2028
		Berkley Rd;	reconstruction		4									
1900778	K	Markland Ave to	with added curb	Total	\$4,571,800									
		Sycamore St	and gutter											
				RW	STBG	\$100,000		\$25,000		\$125,000				
				CN	STBG	\$2,640,415		\$1,259,585			\$3,900,000			
		/		CE				\$487,500			\$487,500			
2002563	K	Smith Rd (300N) CR50E to Touby	Road	Total	\$6,813,580									
2002363	K	Pike	Reconstruction	TOTAL	\$6,613,360									
		T INC		CN		\$0		\$5,426,158				\$5,426,158		
				CN	Relinquishme			\$60,263				\$60,263		
					nt	50								
		0 01		CE				\$600,000				\$600,000		
2201070	К	Goyer Rd; Markland to Boulevard	Road Reconstruction	Total	\$5,210,548									
				5147	STBG / HSIP /	£40.000		ć40.000			ć=0.000			
				RW	protect	\$40,000		\$10,000			\$50,000			
				CN		\$2,350,459		\$1,428,239				\$3,778,698		
				CE		\$427,000		\$106,750				\$533,750		
2202522	.,	Alto Road - from			d4 200 000									
2300583	K	Cartwright to Albright	Recontruction / sidewalks	Total	\$4,200,000									
		Albright	sidewalks	PE	STBG / HSIP	\$420,000		\$105,000		\$525,000				
				RW	3186 / 11311	\$360,000		\$90,000		\$323,000			\$450,000	
				CN		\$2,280,000		\$570,000					\$ 150,000	\$2,850,00
				CE		\$300,000		\$75,000						\$375,000
		Center Road -	Road											
2300584	K	from Kimberly D		Total	\$2,800,000									
		to Albright	/ sidewalks		erra e /	4000 000		470.000					4050.000	
				PE	STBG / HSIP	\$280,000		\$70,000					\$350,000	
		Zartman - from S	c I	RW		\$160,000		\$40,000						
2300588	K	Berkley Rd to S.	Road	Total	\$2,310,000									
		Park Rd	Reconstruction		, _, ,									
				PE	STBG / TA	\$240,000		\$60,000						\$300,000
			·											
1902780	HC	CR 300 East; 0.7 miles N of CR 50 N over Wildcat Creek		RW	State STBG, \$2,446,300		\$92,000		\$23,000	\$115,000				
	1	156		CN	State STBG		\$1,593,600		\$398,400		\$1,992,000			·
					State STBG	- 1	\$336,000		\$84,000		\$420,000			
2300006	HC	CR550N Over S Fork Deer Creek near Cassville – 46	Bridge Replacement		State STBG \$2,514650		\$390,120		\$97,530	\$487,650				
	1			BW			\$45,600		\$11,400			\$57,000		-
				UT			\$20,800		\$5,200			491,000		\$26,000
				CN			\$1,352,000		\$338,000					\$1,690,00
			mitigation	CE in lieu			\$203,200 \$0		\$50,800 \$47,500					\$254,000 \$47,500
		Izaak Walton Road		mineu			*0		**1,000					\$41,00C
00000	HC	over Kokomo	Bridge Replacement	Total	\$1,600,000									
2300585		Creek - 71		PE	STBG	\$200,000		8	\$50,000	\$250,000				3
				CN	***************************************	\$960,000			\$240,000	+200,000			\$1,200,000	
		Inches &		CE		\$120,000			\$30,000			(0)	\$150,000	
2300587	HC	Webster St over Kokomo Creek -	Bridge	Total	\$1,060,000				1					
	W. 1885	129	Rehabilitation	Na G		201		3	8 9			9	38 3	5
	1	Longrap		PE	STBG	\$128,000			\$32,000			4	\$160,000	
2300586	HC	CR250S over little Wilcat Creek - 30	Bridge Rehabilitation		\$850,000									
			Terrapilitation	PE	STBG	\$96,000		ĝ.	\$24,000	\$		ĝ.	\$120,000	ŝ

Fiscal Constraint for LPA projects

Fiscal constraint remains a key component of program development and this transportation plan. Fiscally constrained means the region can only propose projects for which revenues are reasonably expected to be available through federal, state, or local resources. The following funds are anticipated to be available throughout the four year span of the TIP.

Appendix I: Additional Information

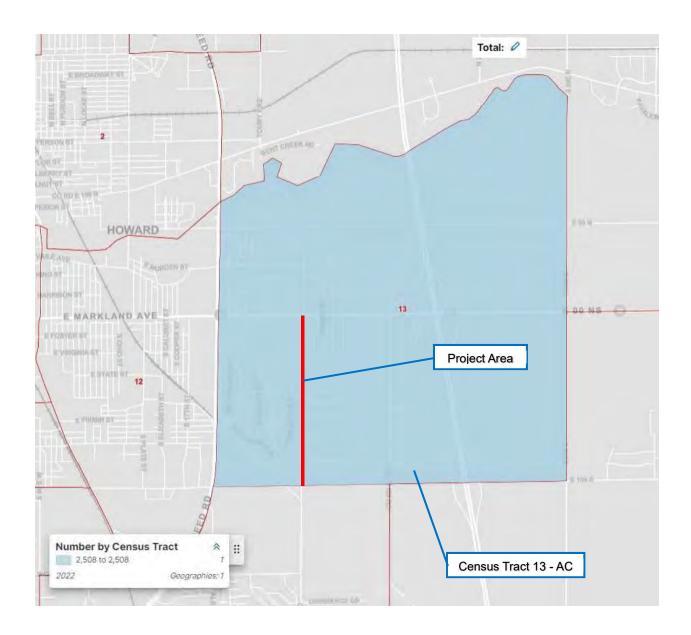
Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800045	1800045	Howard	Northwest Park, Wilson Park
1800318	1800318	Howard	Darrough Chapel Park
1800367	1800367	Howard	Darrough Chapel Park
1800437	1800437	Howard	Jackson Morrow Park
1800530	1800530	Howard	Jackson Morrow Park

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

EJ Analysis





American Community Survey Universe Total population 2022 ACS 5-Year Estimates Detailed	Tables Notes	Geos Topics Codes	Dataset Year	Hide Transpose	Mary
	Census Tract 13; How	ard County; Indiana	Kokomo city, Indian	a	1
Label	Estimate	Margin of Error	Estimate	■ Margin of Error	-
▼ Totals	2,508	±462	59,534	±663	4
➤ Not Hispanic or Latino:	2,437	±474	56,991	±675	j
White alone	2,127	±455	47,377	±647	ţ
Black or African American alone	266	±176	6,131	±425	į
American Indian and Alaska Native alone	24	±39	82	±65	į
Asian alone	0	±13	981	±154	
Native Hawaiian and Other Pacific Islander alone	0	±13	6	±10	1
Some other race alone	13	±21	741	±94	E
➤ Two or more races:	7	±11	2,273	±468	ş-1
Two races including Some other race	0	±13	203	±133	L
Two races excluding Some other race, and three or more races	7	±11	2,070	±435	i
➤ Hispanic or Latino:	71	±87	2,543	±288	1
White alone	15	±23	1,446	±405	į
Black or African American alone	38	±62	108	±92	į
American Indian and Alaska Native alone	0	±13	75	±87	
Asian alone	0	≥13	ō	±30)
Native Hawalian and Other Pacific Islander alone	0	≜13	Ò	±30	1
Some other race alone	18	±28	381	±274	
▼ Two or more races:	Ö	±13	533	1228	ı
Two races including Some other race	0	±13	486	±221	į
Two races excluding Some other race, and three or more races	0	±13	47	±56	3

American Community Survey Universe: Population for whom poverty status is	determined 2022: ACS	Notes Geos	Topics Codes	Dataset Year Hide
	Census Tract 13; Howard	d County; Indiana	Kokomo city, India	na
Label	Estimate	Margin of Error	Estimate	☐ Margin of Error
➤ Total:	2,496	±463	58,308	±683
➤ Income in the past 12 months below poverty level:	152	±100	8,602	±998
> Male:	8	214	3,736	±498
> Female:	144	±99	4,866	±699
➤ Income in the past 12 months at or above poverty level:	2,344	±475	49,706	±1,134
> Male:	1,257	±233	23,659	±698
> Female:	1,087	±281	26,047	±855

	coc	AC 1				
	City of Kokomo	Census Tract 13				
MINORITY POPULATION	MINORITY POPULATION					
Total Population	59,534 2,508					
Not Hispanic or Latino: White Alone	47,377	2,127				
Minority Population	12,157	381				
Percent Minority	20.42%	15.19%				
125 Percent of COC	25.53%					
AC Percent Minority Greater Than 125 Percent of COC?		No				
AC Percent Minority Greater Than 50 Percent?		No				
Population of EJ Concern?		No				
LOW-INCOME POPULATION						
Total Population for Whom Poverty Status is Determined	58,308	2,496				
Total Population Below Poverty Level	8,602	152				
Percent Low-Income	14.75%	6.09%				
125 Percent of COC	18.44%					
AC Percent Low-Income Greater Than 125 Percent of COC?		No				
AC Percent Low-Income Greater Than 50 Percent?		No				
Population of EJ Concern?		No				

[%] Minority = (Total population - Not Hispanic or Latino: White Alone)/Total Population % Low Income = (Total population Below Poverty Level/Total Population for Whom Poverty Status is Determined) 125 Percent of COC = Percent Minority (or Percent Low-Income) * 1.25

Abbreviated Engineer's Assessment

Des. No: 2201070

Type of Work: 4R Reconstruction (Non-Freeway)

Route: S Goyer Road Reconstruction from East Boulevard to Markland

Avenue

Functional Classification: Urban Minor Arterial City/County: City of Kokomo/Howard

Posted Speed Limit: 35 mph

PROJECT LOCATION

The project involves roadway reconstruction on S Goyer Road beginning at the intersection with East Boulevard and extending north to the intersection at Markland Avenue. The project involves reconstructing one lane in each direction (2 total) and adding a 14' Two-Way-Left-Turn-Lane (TWLTL). The project is located in Howard County, in the City limits of Kokomo, Center Township, Indiana. See Appendix A for location map.

PROJECT NEED AND PURPOSE

The primary purpose of the S Goyer Road Reconstruction project is to improve safety and increase pedestrian connectivity by adding a TWLTL and adding sidewalks for the length of the project. This project will also include a new enclosed storm sewer system, new sidewalks on the east and west side of S Goyer Road, and ADA compliant curb ramps along the corridor.

EXISTING FACILITY

Along the proposed route, between East Boulevard and Markland Avenue, the existing conditions of the project site include residential and commercial properties. The existing S Goyer Roadway consists primarily of 2-12' travel lanes with approximately 4' paved shoulders. Currently, there is limited curb and gutter and storm sewer, located primarily near the intersections of East Boulevard and Markland Avenue.

TRAFFIC DATA

Previous traffic counts and forecasted values indicate the following annual average daily traffic (A.A.D.T.) for the construction year (2026) and the design year (2046):

Roadway	AADT (2026)	AADT (2046)
Goyer Road	6,700 VPD	8,200 VPD

IDENTIFICATION OF PROPOSAL

The proposed S Goyer Road will follow a new alignment that centers the widened roadway in the existing public right-of-way. The proposed vertical profile will be developed to offer optimum sight distance while also providing adequate drainage of stormwater. The project will consist of 11' travel lanes along with curb and gutter and an enclosed storm sewer system throughout the entire corridor. A 5' sidewalk and 3' buffer will run along both sides of the roadway for the length of the corridor. All pedestrian facilities will be in accordance with ADA Standards and curb ramps will be added at all intersections.

The proposed lane configuration an 11' northbound and a 11' southbound travel lane separated by a 14' TWLTL separating southbound and northbound traffic. See Appendix B for the proposed typical sections. All signage and pavement markings will be in accordance with the latest version of the MUTCD.

No Level One or Level Two design exceptions are anticipated for this project.

• <u>Design Standards</u>

Goyer Road

Geometrics: 4R Reconstruction, IDM Figure 53-6 Functional Classification: Minor Arterial, Urban (Suburban)

Design / Posted Speed: 35 mph / 35 mph

Terrain: Level

Clear Zone 10'-0" from edge of travel lane (vertical curb

section)

ESTIMATED COSTS

Construction Items (2026)	Estimated Costs			
Roadway Construction (2026)	\$ 8,038,925			
Construction Engineering(2026)	\$ 533,750			
Construction Items Total	\$ 8,572,675			

Non-Construction Items	l Costs		
Prelim. Engineering (2023)	\$	636,509	
Right of Way (2025)	\$	50,000	
Non Construction Total	\$	686,509	
Total Cost	\$	9,259,184	

Note: Costs based on the Programmed Funding and will be updated further in project development.

ENVIRONMENTAL ISSUES

No significant environmental impacts are expected as a result of this project. A CE-2 Document is anticipated for this project. A 401/404, CSGP, Construction in a Floodway, and a County Regulated Drain permit are anticipated to be required for the completion of this project.

RIGHT OF WAY IMPACTS

The land use within the project limits consists of both developed lands consisting of residential properties, as well as commercial and agricultural properties. It is anticipated that additional permanent and temporary right-of-way will be required for the completion of this project. Right-of way impacts will be assessed further as the design of the project continues.

TRAFFIC MAINTENANCE DURING CONSTRUCTION

Access will be maintained at all times to all commercial and residential properties. The maintenance of traffic scheme has yet to be fully developed / coordinated with the local agencies and will be further developed with the next submittal. It is anticipated that a phased construction approach will be implemented.

This Abbreviated Engineer's Assessment has been prepared by:

Tanner McKinney, PE

11/27/2023

Taimer Meximicy, 1 L

Date

American Structurepoint, Inc.

CONCURRENCE

Joh Pyke

Vote:

Director of Engineering

City of Kokomo, Indiana

Goyer Road Traffic Data 2021 to 2023

Master Record #	Collision Date	Agency	Primary Factor	Street	Cross Street / Address	No. Dead	<u>No.</u> Injured	
indute: necestari	<u> </u>	1.50.07			Green Green / Madress	2000	,	
903738034	2/8/2021	КОКОМО PD	OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	Goyer Rd.	BOULEVARD	0	0	Rear End Crash
903745760	2/20/2021	KOKOMO PD	UNSAFE BACKING		Foster St.	0	0	Backing up Crash
903848810	8/4/2021	КОКОМО PD	FOLLOWING TOO CLOSELY	Goyer Rd.	BAXTER	0	0	Rear End Crash
903864138	8/30/2021	KOKOMO PD	FAILURE TO YIELD RIGHT OF WAY	Goyer Rd.	Qual Run	0	1	Right Angle Crash
903927533	12/1/2021	KOKOMO PD	FAILURE TO YIELD RIGHT OF WAY	Goyer Rd.	SARATOGA	0	0	Left Turn Crash
903980854	2/15/2022	KOKOMO PD	FOLLOWING TOO CLOSELY	Goyer Rd.	Boulevard St.	0	0	Rear End Crash
904101577	8/29/2022	KOKOMO PD	DISREGARD SIGNAL/REG SIGN	Goyer Rd.	MARKLAND AVE	0	1	Right Angle Crash
904108855	9/11/2022	KOKOMO PD	DISREGARD SIGNAL/REG SIGN	Goyer Rd.	Boulevard St.	0	0	Right Angle Crash
904132334	10/7/2022	KOKOMO PD	DISREGARD SIGNAL/REG SIGN	Goyer Rd.	Boulevard St.	0	0	Right Angle Crash
904199361	1/10/2023	КОКОМО PD	OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	Goyer Rd.	Foster St.	0	0	Crash into Object
904221464	2/3/2023	KOKOMO PD	FAILURE TO MAINTAIN LANE	Goyer Rd.	SARATOGA	0	0	Left Turn Crash
904243682	3/16/2023	ISP PERU 16	FOLLOWING TOO CLOSELY	Goyer Rd.	Boulevard St.	0	0	Rear End Crash
904302036	6/28/2023	KOKOMO PD	FOLLOWING TOO CLOSELY	Goyer Rd.	Boulevard St.	0	0	Rear End Crash
904366296	10/3/2023	KOKOMO PD	FAILURE TO YIELD RIGHT OF WAY	Goyer Rd.	MARKLAND AVE	0	2	Left Turn Crash
904366296	10/3/2023	KOKOMO PD	FAILURE TO YIELD RIGHT OF WAY	Goyer Rd.	MARKLAND AVE	0	2	Unknown
904370288	10/10/2023	КОКОМО PD	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	Goyer Rd.	MARKLAND	0	0	Right Turn Crash