

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

Road No./County:	Interstate (I)-65 / Clark and Scott Counties
Designation Number(s):	Lead Des 1700135 (I-65 Mainline Improvements and ITS) 1600744 & 1600750 (I-65 Bridge over Blue Lick Creek) 1600729 & 1600733 (I-65 Bridge over Caney Fork) 2001600 & 2001601 (I-65 Bridge over Brownstown Road) 2001604 & 2001605 (I-65 Bridge over Pigeon Roost Creek) 2001603 County Line Road Bridge over I-65 2001607 Lake Road Bridge over I-65 2001593 Small Structure Replacement 2001594 Small Structure Replacement 2001595 Small Structure Replacement 2001596 Small Structure Replacement 2001597 Small Structure Replacement 2001598 Small Structure Replacement 2001599 Small Structure Replacement
Project Description/Termini:	Added Travel Lanes and Road Reconstruction on I-65 from 0.5 Mile North of Blue Lick Road to 0.5 Mile South of State Road (SR) 56

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

Approval

 INDOT DE Signature and Date INDOT ESD Signature and Date

 FHWA Signature and Date

Release for Public Involvement

 INDOT DE Initials and Date ATR 8/31/2022
 INDOT ESD Initials and Date

Certification of Public Involvement

 INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: _____

Name and Organization of CE/EA Preparer: Brian C. Shaw, Beam, Longest and Neff LLC.

Indiana Department of Transportation

County Clark and Scott Route I-65 Des. No. Lead Des 1700135

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

Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Notice of Entry letters were not mailed since the project was scoped to stay within the existing Indiana Department of Transportation (INDOT) right-of-way along I-65.

Project Does Meet

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Public Involvement Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Seymour

Local Name of the Facility: Interstate 65

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

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

PURPOSE AND NEED:

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

Need: The project need is due to deteriorating pavement conditions, current and future capacity deficiencies, safety issues and compliance with 4R Freeway design criteria.

The section of I-65 proposed for improvement was originally constructed as thick-jointed, reinforced concrete pavement between 1958 and 1960. Existing pavement includes inventoried wet spots on travel lanes with stripping occurring in the Hot Mix Asphalt (HMA) layers beneath the pavement surface. HMA stripping leads to decreased structural support, rutting, cracking (fatigue and longitudinal) and impacting the strength of the roadway and occurs when there is loss of bonding between aggregates and the asphalt binder because of moisture in the pavement. Typically this begins at the bottom of the HMA layer and progresses upward.

This is page 2 of 32 Project name: I-65 Road Reconstruction & Added Travel Lanes Date: August 17, 2022

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The original underdrain system for I-65 was installed between 1958 and 1960. The underdrain construction was not continuous along all edges of pavement edge. The current underdrain system which includes a geocomposite edge drain retrofit installed in the late 1980s is not performing as intended. These geocomposite edge drains installed to supplement the original underdrain systems are being removed when encountered as they do not drain water from the pavement as intended.

Bridges carrying I-65 over county roads and waterways were also originally constructed between 1958 and 1960. The INDOT bridge inspection reports dated April 14, 2021 and August 3, 2021 (Appendix H, Page 114), revealed a combination of cracking and delamination in the approach pavements, bridge decks, barriers.

In January 2019, Crawford, Murphy and Tilly, Inc. prepared a Program Analysis and Engineering Assessment Report for INDOT (Appendix H, page 412) along the I-65 Corridor between Memphis Road in Clark County and SR 56 in Scott County. The report included capacity analyses for existing and future projected traffic volumes utilizing the existing roadway configuration of two travel lanes, both northbound and southbound. The baseline for the analysis utilized traffic volumes obtained in 2018 from count stations located one mile north of Memphis Road and one mile north of SR 160. The report separates I-65 into two distinct freeway segments for the analysis. The first segment is from the Memphis Road interchange to the SR 160 interchange, and the second segment is from SR 160 north to the SR 56 interchange at Scottsburg, Indiana. Both segments are rural in nature. The current level of service (LOS) results for existing conditions is shown below:

I-65 Segment	Travel Direction	Level of Service (LOS)
Memphis Road to SR 160 (South Segment)	Northbound	C
	Southbound	D
SR 160 to SR 56 (North Segment)	Northbound	C
	Southbound	B

The Highway Capacity Manual was used to analyze projected traffic volumes to determine approximate years where LOS would fall below minimum criteria. The minimum acceptable LOS for a rural freeway is LOS C. Southbound I-65 between Memphis Road and SR 160 is already operating below the minimum LOS at LOS D.

Standard practice for the evaluation of future capacity of roadway segments requires the analysis of roadway segments in the present year and 20 years in the future with an applied growth rate for projected traffic volumes. A growth rate is selected based on recorded historic traffic growth. Historical traffic counts from the two count stations within the project limits and discussion with INDOT's Modeling Team were used to develop an appropriate traffic growth rate to analyze future capacity for the sections of I-65 involved in the project. Using known traffic count data for Average Annual Daily Traffic from existing count stations, growth rates varying between 3.1% and 5.8% per year were identified, with an average annual growth rate of 4.8% from 2011 to 2022. Due to these high growth rates, INDOT chose to complete two analyses to evaluate the future capacity of the project corridor using 1% and 1.5% annual growth rates. Growth rates of 1% and 1.5% were used for annual traffic growth in the project corridor for future traffic volumes. A 1% annual growth rate is typical for an average growth rate used for projects Statewide. A 1.5% growth rate is used to represent the higher-than-average growth noted historically in the project corridor.

The table below is taken from the Engineering Assessment Report prepared for INDOT. As previously stated, the segment of I-65 from Memphis Road to SR 160 is presently operating at LOS D, which is less than the minimum standard LOS C. At a growth rate of 1.5%, it is expected that the LOS in the southern segment will degrade to LOS E in 2029. At 1.5% growth, the existing northern segment will operate at LOS D by 2038, which is sooner than the horizon year of 2045 for the project. Based on this information, it is anticipated that if the additional third travel lane is not added as part of this project, the segment will fail to operate at the minimum LOS C for the project prior to reaching its design life expectancy in 2045. The LOS presented in the table below for each growth rate is followed by the projected year it is reached based on traffic growth projections. In summary, any LOS below LOS C reached by the year 2045 is unacceptable per minimum design standards.

It should be noted that use of the 1.5% growth rate for traffic projects, which is significantly less than the actual historic growth rates identified, results in unacceptable LOS for the facility within the next 20 years.

I 65 Segment	Level of Service and Year for 1% Growth Rate	Level of Service and Year for 1.5% Growth Rate
Memphis Road to SR 160 (Southern Segment)	LOS D in 2018	LOS D in 2018
	LOS E in 2033	LOS E in 2029
SR 160 to SR 56 (Northern Segment)	LOS D in 2047	LOS D in 2038
	LOS E in >2050	LOS E in 2050

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The Engineering Assessment Report also contains a safety analysis to evaluate crash history along I-65 within the project limits. INDOT provided crash data along I-65 between Mile Markers 16.5 and 29.0 in Clark and Scott Counties. The analysis period used is between January 2015 and October 2018. The crash data for the study corridor was input into INDOT's Road Hazard Analysis Tool (Road HAT) crash analysis program to compare the crash factors for segments within the project with those for similar facilities statewide. Indices of Crash Frequency (ICF) and Indices of Crash Cost (ICC) are calculated by the Road HAT to determine how a segment's crash history and severity compare to other similar roadway segments across Indiana. The Index of Crash Frequency (ICF) measures the difference between the expected and reported number of crashes divided by the standard deviation of the difference in the estimate. For example, ICF=2 indicates that the number of crashes exceeds the expected number of crashes for that type of roadway by two standard deviations. An ICF of 0 indicates that a roadway is performing as expected. It is recommended that any ICF over 0 be discussed with INDOT Traffic Safety. The Index of Crash Cost (ICC) measures the difference between expected and reported crash costs. The ICC is used to consider the severity of crashes. For example, a road segment or intersection has an ICF = 0.3 but the calculated ICC = 1.8. These results mean that the number of crashes over the analysis period is close to expected for that facility but the severity of those same crashes is much higher than normal; therefore, design solutions should be sought to reduce the severity of future crashes.

The project was analyzed in Road Hat for the southern segment from Memphis Road to SR 160 (Mile Marker 16.5 to Mile Marker 19) and the northern segment from SR 160 to SR 56 (Mile Marker 19 to Mile Marker 29). The southern segment of the project from Memphis Road to SR 160 had an ICF of 2.70 and an ICC of 3.30. The expected number of crashes computed by Road HAT 3.0 for the southern segment is 10.34 crashes per year with the recorded values averaging 26 crashes per year from 2015 through 2018. The northern segment of the project from SR 160 to SR 56 had an ICF of 1.37 and ICC of 6.02. The expected crash frequency computed by Road HAT for the Northern Segment is 35.62 crashes per year, with the number of recorded crashes averaging 72 per year from 2015 through 2018. Based on the results of the crash analysis completed for the project segments, the ICF in the southern segment exceeds the average number of crashes for a similar facility by 2 standard deviations and is not performing as expected for a similar facility. Based on the Engineer Assessment Report and the results from Road HAT it may be beneficial to supplement I-65 with additional guardrail or additional clear zone improvements along this segment. The wider inside and outside shoulders that will be designed in all scenarios will also provide safety benefits.

A significant percentage (36%) of all crashes in the northern segment from Mile Marker 26 to Mile Marker 29 resulted in injury or fatality (26 crashes out of 73 total over a 4-year period). Out of a total of 498 crashes during the study period, it should be noted that 96 of these crashes occurred during construction activities in the area and 60 out of the 498 crashes were weather related. Three head on collision crashes occurred between Mile Makers 27.0 and 29.0, where cable-railing had not been installed. The primary types of collisions of the 498 total crashes were 39% "ran off road" crashes, 17% "same direction sideswipe" crashes, 16% "collision with objects in the roadway or deer" crashes, 15% "rear-end" crashes, and the remaining 13% were an assortment of other types of collisions.

Summary of Index of Crash Frequency (ICF) and Index of Crash Cost (ICC)

Segment	ICF	ICC
Southern	2.70	3.30
Northern	1.37	6.02

As documented in the INDOT 2018-2045 Long Range Transportation Plan INDOT has identified roadway corridors critical to mobility and economic activity in Indiana. I-65 has been identified as a Statewide Mobility Corridor and INDOT plans to continue to expand segments of the I-65 corridor from four to six lanes. Portions of I-65 between Indianapolis and Louisville have already been expanded from a four-lane cross-section to a six-lane cross-section. As a Statewide Mobility Corridor, the roadway is meant to provide mobility across the state by providing safe, free flowing, high-speed connections between the metropolitan areas of Indiana and surrounding states. Statewide Mobility Corridors also serve as the freight arteries and are important for economic development. Interstate Highway 65 is identified as a U.S. Department of Transportation (U.S. DOT) primary freight network with a large volume of heavy trucks. The improvements made under 4R Design criteria will also provide improved LOS and added capacity for expected traffic growth, widened shoulders, clear zone improvements, and upgraded signage and pavement markings.

Purpose: The project purpose is to extend the remaining service life to a minimum of 20 years, by addressing underlying subgrade and drainage issues, address the projected transportation demand in design year 2043 by improving the level of service to a LOS of C or higher, and ensuring compliance with 4R Freeway design criteria, all of which impact the mobility and safety of the traveling public.

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Route I-65

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PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Clark and Scott

Municipality: N/A

Limits of Proposed Work: From 0.5 mile north of Blue Lick Road to 0.5 mile south of SR 56

Total Work Length: 12.8 Mile(s)

Total Work Area: 410 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

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

Yes ¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input style="width: 100%;" type="text"/>	

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

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

Location:

The project is on I-65, from 0.5 mile north of Blue Lick Road to 0.5 mile south of SR 56 in Clark and Scott Counties, Indiana. Specifically, the project is located in Parts 220, 237, 238, 253, 254, 269, 270, and 283 of the Plat of Clark's Grant and Section 19, 30, and 31, Township 2 North, Range 7 East, in Clark County, Section 6, 7, and 18, Township 2 North, Range 7 East and Section 19, 30, and 31, Township 3 North, Range 7 East in Scott County as illustrated on the Scottsburg and Henryville, Indiana 7.5-minute USGS Topographic Quadrangle map. Project maps and ground level photographs are provided in Appendix B.

Existing Conditions:

I-65 is limited-access divided highway, classified as an Interstate and designated as part of Indiana's interstate system. The roadway is also part of the National Highway System, and National Truck Network. The existing I-65 northbound and southbound cross sections have similar layout with a paved width that is approximately 38 feet that consist of two 12-foot-wide travel lanes (two northbound lanes and two southbound lanes) divided by a 60-foot-wide depressed median (52 feet of grass). Paved 10-foot-wide shoulders are provided along the outside travel lanes with guardrail. Paved 4-foot-wide shoulders are located adjacent to the inside travel lanes. The posted speed limit is 70 miles per hour (mph). I-65 includes 45,669 vehicles per day (VPD) for projected year 2023 and is anticipated to include 49,452 VPD for design year 2043. Approximately 32% of the current average annual daily traffic is attributed to heavy truck traffic.

Preferred Alternative:

The preferred alternative consists of full mainline roadway replacement for the entire project limits from 0.5 miles north of the I-65 Blue Lick Creek Interchange (RP 16+27) north to a point 0.5 miles south of the I-65 / SR 56 Interchange (RP 29+10). An additional added travel lane will be included to a portion of northbound and southbound I-65 by widening toward the median. The added travel lane cross-section will start from 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27) north to approximately 2.24 miles south of the I-65 / SR 56 Interchange (RP 27+12). From 1.56 miles south of SR 56 to 0.5 mile south of SR 56, the preferred alternative will consist of full mainline replacement, but without the northbound and southbound added travel lane to the median. Total project length is 12.8 miles. Design plans are included in Appendix B, page 12.

The I-65 northbound (NB) and southbound (SB) cross sections will have a similar layout with a paved width that is approximately 62 feet. The cross-section will consist of three 12-foot-wide travel lanes, separated by a two-foot six-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-foot-wide shoulders are located adjacent to the inside travel lanes.

The proposed I-65 NB and SB cross-section from 2.3 miles south of SR 56 to 0.5 mile south of SR 56 will have a similar layout with a paved width that is approximately 44 feet that consists of two 12-foot-wide travel lanes (two NB, two SB) separated by a 60-foot depressed median and 4-foot paved shoulders and grass. Paved 12-foot shoulders are provided along the outside travel lanes and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail will be provided as necessary along the corridor as required. Work at the SR 160 / I-65 interchange will include shoulder replacement and resurfacing of access ramps. The interchange will remain open during construction.

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The Henryville Rest Area and Tourist Information Center is on I-65 approximately 1.3 miles south of CR 600 South. The rest area includes facilities on the east side of northbound I-65 and on the west side of southbound I-65. The southbound rest area will include milling and resurfacing of approximately 760 feet on the exit ramp from I-65 to the rest area and milling and resurfacing of approximately 365 feet on the entry ramp from the rest area to I-65. The northbound rest area will also include milling and resurfacing of approximately 890 feet on the exit ramp from I-65 to the rest area and milling and resurfacing of approximately 335 feet on the entry ramp from the rest area to I-65. The rest areas are anticipated to be partially closed during the phase of construction occurring on that side of I-65.

As part of the improvement efforts, six sets of twin bridges carrying I-65 northbound and southbound over three waterways, Blue Lick Creek, Caney Fork, and Pigeon Roost Creek, will be rehabilitated, and widened towards the interior to facilitate the additional improvements. Rehabilitation efforts will include deck overlays and joint repairs, substructure repairs, guardrail upgrades and approach slab replacement. Two bridges carrying County Line Road and Lake Road over I-65 will also be rehabilitated. The I-65 bridge over Brownstown Road will be rehabilitated and widened. The County Line Road and Lake Road bridges over I-65 will be closed during construction activities. Brownstown Road will be closed during construction. All three bridges will incorporate a detour route for local traffic. A description of the detour routes for each bridge are included as part of the Maintenance of Traffic (MOT) During Construction section in this document. There are 25 existing pipe culverts including corrugated metal pipes, reinforced concrete pipes and high-density polyethylene pipes along the preferred alternative corridor. The preferred alternative will include replacement of 14 of the 25 pipes. The remaining 11 pipes will not include any work.

Three additional bridges within the preferred alternative limits will not include any construction activities as part of the preferred alternative scope. Those bridges include Biggs Road over I-65, which is approximately 0.60 miles north of Blue Lick Road, Winding Road bridge over I-65, which is approximately 1.3 miles north of SR 160 and Leota Road over I-65, which is approximately 2.6 miles south of SR 56.

The preferred alternative will include replacement of an Automatic Traffic Recorder (ATR) at RP 19.8. The project also currently includes a noise abatement wall approximately 1,400 feet along the east of the northbound I-65 lanes, approximately 0.5 mile south of SR 160. Based on the studies thus far accomplished, the State of Indiana has identified that noise abatement is likely, but not guaranteed at this location. A re-evaluation of the noise analysis will occur during final design. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement process. The preferred alternative will meet the purpose and need for the project by providing an acceptable level of service, LOS C, in the design year, 2043, improve the overall safety by improving clear zone and widening shoulders for the roadway and be in compliance with 4R Freeway design criteria.

Logical Termini/Independent Utility:

The project has demonstrated independent utility through function improvement of the existing roadway, bridges, and small structures. The project is independent and usable even if no additional transportation improvements in the area are incorporated. The project would not require other improvements to meet its purpose and need and can be constructed without dependence on construction of other projects in the area. The project would not restrict the consideration of alternatives for other reasonably foreseeable transportation improvements or require a need for improvements beyond its termini or on intersecting routes. The logical terminus to the south ties the existing six-lane cross section 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27). The logical terminus to the north is approximately 0.5 miles south of the I-65 / SR 56 Interchange (RP 27+12). The northern terminus will end short of the influence of the SR 56 interchange to reduce the turbulence i.e. reduce the lane weaving in the traffic flow by providing separation distance. The terminus at the northern end of the project varies as the additional right lane for the off ramp at the SR 56 interchange and the additional median side travel lane are tapered and transition in different locations. The different transition locations help to avoid congestion associated with simultaneous merges occurring on different lanes on both sides of the roadway. These rational endpoints are near interchange locations as these are points where traffic volumes will change, due to the access provided to the roadway.

OTHER ALTERNATIVES CONSIDERED:

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

The Do Nothing Alternative

The "Do Nothing" alternative was considered for the proposed project. The "Do Nothing" alternative would not address the overall purpose and need of the project which is to address the deteriorated features of the roadway and bridges throughout the project corridor and improve mobility, reduce potential delays and improve safety along the project corridor. For the stated reasons, the "Do Nothing" alternative was not considered further.

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Roadway Reconstruction Without Widening

This alternative would rehabilitate the pavement along the I-65 corridor without shoulder bridge widening or additional travel lanes. This alternative would address the overall deteriorated features of the roadway and bridges throughout the project corridor but would not meet the purpose and need for the project. In addition this alternative would not meet the INDOT goal to continue expanding segments of I-65 from four to six lanes along the project corridor, as documented in the INDOT 2018-2045 Long Range Transportation Plan. For these reasons, this alternative was dismissed from further consideration.

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

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

ROADWAY CHARACTER:

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

I-65 Road Reconstruction and Added Travel Lane – From 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27) north to approximately 2.24 miles south of the I-65 / SR 56 Interchange (RP 27+12).

Name of Roadway I-65
 Functional Classification: Principal Arterial
 Current ADT: 45,669 VPD (2023) Design Year ADT: 49,452 VPD (2043)
 Design Hour Volume (DHV): 3,398 Truck Percentage (%) 32
 Designed Speed (mph): 70 Legal Speed (mph): 70

	Existing		Proposed	
Number of Lanes:	2		3	
Type of Lanes:	12- foot travel lanes		12- foot travel lanes	
Pavement Width:	38 per half	ft.	62 per half	ft.
Shoulder Width:	10 outside 4 median	ft.	12 ft outside 14ft median	ft.
Median Width:	60	ft.	30.6	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

I-65 Road Reconstruction – From 1.56 miles south of the I-65 / SR 56 Interchange (RP 27+80) to 0.5 miles south of the I-65 / SR 56 Interchange (RP. 29+10)

Name of Roadway I-65
 Functional Classification: Principal Arterial
 Current ADT: 45,669 VPD (2023) Design Year ADT: 49,452 VPD (2043)
 Design Hour Volume (DHV): 3,398 Truck Percentage (%) 32
 Designed Speed (mph): 70 Legal Speed (mph): 70

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	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	12- foot travel lanes	12- foot travel lanes
Pavement Width:	38 per half	38 per half
Shoulder Width:	10 outside 4 median	10 outside 4 median
Median Width:	60	60
Sidewalk Width:	N/A	N/A

Setting:	<input type="checkbox"/> Urban	<input type="checkbox"/> Suburban	<input checked="" type="checkbox"/> Rural
Topography:	<input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling	<input type="checkbox"/> Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

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

I-65 Over Blue Lick Creek – Des. No. 1600744 & 1600750

Structure/NBI Number(s):	<u>165-016-04220E NBL & SBL / 034850 & 034860</u>	Sufficiency Rating:	<u>84.8 out of 100 (NBL & SBL), INDOT Bridge Inspection Report (Rating, Source of Information)</u>
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	Existing	Proposed
Bridge/Structure Type:	Reinforced Concrete Girder	Prestress Spread Box Beams
Number of Spans:	3	3
Weight Restrictions:	None	None
Height Restrictions:	N/A	N/A
Curb to Curb Width:	2@39.5	2@ 62.58
Outside to Outside Width:	2 @42.75	2 @65.41
Shoulder Width:	10 & 5.5	12.71 & 13.88

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

The existing I-65 bridges over Blue Lick Creek, northbound and southbound, are twin reinforced concrete girder bridges with a width of 79.09 feet and length of 120.5 feet. The twin bridges are approximately 2.68 miles south of SR 160 in Clark County, Indiana. The bridges will be widened in kind to include an additional northbound and southbound inside travel lane and the superstructures replaced with prestressed spread concrete box beams. The existing substructure units will be widened by approximately 25.88 feet, each to the interior of the I-65 median along the 27-degree skew of Blue Lick Creek. Permanent stream impacts will include 66.4 feet for pier construction and riprap placement and the temporary stream impacts will include 175 feet for access to piers and temporary cofferdams.

I-65 Over Caney Fork – Des. No. 1600729 & 1600733

Structure/NBI Number(s):	<u>165-017-04220E NBL & SBL / 034850 & 034860</u>	Sufficiency Rating:	<u>83.7 out of 100 (NBL & SBL), INDOT Bridge Inspection Report (Rating, Source of Information)</u>
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	Existing		Proposed	
Bridge/Structure Type:	Reinforced Concrete Girder		Prestress Spread Box Beams	
Number of Spans:	3		3	
Weight Restrictions:	None	ton	None	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	2 @ 39.5	ft.	2@62.58	ft.
Outside to Outside Width:	42.75	ft.	2 @65.41	ft.
Shoulder Width:	10 & 5.5	ft.	12.71 & 13.88	ft.

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

Existing I-65 over Caney Fork northbound and southbound structures are twin reinforced concrete girder bridges with a clear roadway width of 39.5 feet and structure length of 135.56 feet, approximately 1.81 miles south of SR 160 located in Clark County, Indiana. The existing bridge will be widened in kind to include an additional northbound and southbound inside travel lane and the superstructures will be replaced with prestressed spread concrete beams. The existing substructure units will be widened by approximately 23.15 ft. each to the interior of the I65 median. Permanent stream impacts will include 69.5 feet for pier construction and riprap placement. The temporary stream impacts will include 162 feet for access to piers and temporary cofferdams.

I-65 Over Brownstown Road – Des. No. 2001600 & 2001601

Structure/NBI Number(s): I65-021-09940 NBL & SBL / 034921 & 034911

Sufficiency Rating: 96.3 out of 100 (NBL & SBL),
INDOT Bridge Inspection Report
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Steel Beam		Steel Beam	
Number of Spans:	1		1	
Weight Restrictions:	None	ton	None	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	39.5	ft.	63.29	ft.
Outside to Outside Width:	42.33	ft.	66.13	ft.
Shoulder Width:	10.67 & 4.67	ft.	13.42 & 13.88	ft.

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

The existing I-65 bridges over Brownstown Road northbound and southbound are twin steel beam bridges with a width of 39.5 feet and structure length of 75 feet, are approximately 2.03 miles north of SR 160 in Clark County, Indiana. The existing twin steel beam bridges will be rehabilitated and widened “in-kind” to the median of I65. The existing substructure units will be widened by approximately 27.75 ft. each to the interior of the I65 median. No permanent or temporary impacts to any waterways or channel are anticipated for this structure. Brownstown Road will be closed during construction and the MOT will incorporate the use of a detour route using local roads.

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County Line Road Bridge over I-65 – Des. No. 2001603

Structure/NBI Number(s): 165-023-04227A / 034930 Sufficiency Rating: 88.4 out of 100 (NBL & SBL),
INDOT Bridge Inspection Report
(Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	Reinforced Concrete Girder	Steel Beam
Number of Spans:	4	4
Weight Restrictions:	None	None ton
Height Restrictions:	N/A	N/A ft.
Curb to Curb Width:	24	28.0 ft.
Outside to Outside Width:	29.4	31.0 ft.
Shoulder Width:	NA	4.0 & 4.0 ft.

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

The existing County Line Road bridge over I-65 is a single span steel beam bridge with a width of 39.5 feet and structure length of 211.4 feet and is approximately 4.46 miles north of SR 160 in Clark and Scott County, Indiana. The existing bridge will be widened in kind and the superstructures will be replaced with prestressed spread concrete beams. There are no permanent or temporary impacts to any waterways or channel anticipated for this structure. County Line Road will be closed during construction and the MOT will incorporate the use of a local detour route using local roads.

I-65 Bridge Over Pigeon Roost Creek – Des. No. 2001604 & 2001605

Structure/NBI Number(s): 165-024-04229 NBL & SBL / 034940 & 034950 Sufficiency Rating: 84.7 out of 100 (NBL & SBL),
INDOT Bridge Inspection Report
(Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	Prestressed Spread Box Beam	Prestressed Spread Box Beams
Number of Spans:	3	3
Weight Restrictions:	None	None ton
Height Restrictions:	N/A	N/A ft.
Curb to Curb Width:	2@ 39.50	2@ 63.54 ft.
Outside to Outside Width:	2 @ 42.50	2 @ 66.40 ft.
Shoulder Width:	10.0 & 5.50	13.70 & 13.90 ft.

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

The existing I-65 bridge over Pigeon Roost Creek northbound and southbound twin reinforced concrete girder bridges have a width of 85 feet and structure length of 97.75 feet. The bridge is located approximately 4.58 miles south of SR 56 in Clark County, IN. The existing bridges be widened in kind to include an additional northbound and southbound inside travel lane and the superstructures will be replaced with prestressed spread concrete beams. The existing substructure units will be widened by approximately 47.8 ft. to the interior of the I65 median. The permanent stream impacts will include 80 feet for pier construction and riprap placement and the temporary stream impacts will include 4 feet for access to piers and temporary cofferdams.

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Lake Road Bridge over I-65 – Des 2001607

Structure/NBI Number(s): I65-028-04232A / 034970

Sufficiency Rating: 77.5 out of 100 (NBL & SBL),
INDOT Bridge Inspection Report
(Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	Reinforced Concrete Girder	Composite Steel Beam
Number of Spans:	4	4
Weight Restrictions:	None	None
Height Restrictions:	N/A	N/A
Curb to Curb Width:	24	28
Outside to Outside Width:	29.33	31.0
Shoulder Width:	N/A	4 & 4

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

The existing Lake Road bridge over I-65 northbound and southbound is a Reinforced Concrete Girder with a width of 29.33 feet and structure length of 223.5 feet. The bridge is located approximately 1.06 miles south of SR 56 located in Scott County, Indiana. The existing twin steel beam bridges will be widened "in-kind" to the median of I65. There are no permanent or temporary impacts to any waterways or channel anticipated for this structure. Lake Road will be closed during construction and the MOT will incorporate the use of a I detour route using local roads.

Small Structures

Des. No	Structure ID	Station	Waterbody	Stream Impact (Linear Feet)	Structure Type	Structure Diameter (Inches)	Structure Length (Feet)	Proposed Work
2001599	CV-I65-010-18.35	501+27	Henry Brook	242	CMP	66	189	Replace
2001598	CV-I65-010-19.90	582+14	Wolf Run	241	CMP	102	270	Replace
2001597	CV-I65-010-22.65	725+67	West Fork Silver Creek	298	CMP	72	255	Replace
2001595	CV-I65-010-22.77	732.56	UNT West Fork Silver Creek	234	CMP	72	306	Replace
2001594	CV-I65-072-25.05	903+92	UNT to Underwood Run	251	CMP	60	188	Replace
2001596	CV-I65-072-25.83	944+19	UNT Tree Creek	245	RCP	48	173	Replace
2001593	CV-I65-072-26.20	965+56	Sycamore Run	283	CMP	72	305	Replace

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Structure ID	Station	Waterbody	Stream Impact (Linear Feet)	Structure Type	Structure Diameter (Inches)	Structure Length (Feet)	Proposed Work
CLV-I65-010-16.67	412+21	UNT to Blue Lick Creek	224	HDPE	24	193	Replace
CLV-I65-010-77582	466+23	Henry Brook	No Impact	HDPE	68 x 43	173	Do Not Disturb
CV-I65-010.19.60	566+47	Ville Run	No Impact	CMP	54	307	Do Not Disturb
CLV-I65-010-20.63	621+56	UNT to Miller Fork	12*	CMP	30	195	Replace
CLV-I65-010-59789	630+97	UNT to Miller Fork	No Impact	HDPE	66	154	Do Not Disturb
CV-I65-010-21.10	644+84	Miller Fork	No Impact	CMP	36	170	Do Not Disturb
CV-I65-010-21.80	681+61	UNT 1 to Meal Run	No Impact	CMP	36	160	Do Not Disturb
CV-I65-010-22.10	697+72	Meal Run	No Impact	CMP	Unknown	Unknown	Do Not Disturb
CLV-I65-010-22.23	704+82	Unnamed Ditch	268	CMP	36	236	Replace
CV-I65-010-22.77	729+40	UNT Silver Creek	No Impact	CMP	36 x 54	296	Do Not Disturb
CV-I65-072-25.72	937+44	Tree Creek	No Impact	HDPE	84		Do Not Disturb
CLV-I65-072-26.41	974+55	UNT 1 to Sycamore Run	198	RCP	18	183	Replace
CLV-I65-072-26.54	981+40	UNT 2 to Sycamore Run	190	RCP	24	163	Replace
CLV-I65-072-26.84	997+56	UNT to Nest Run	12*	CMPA	28x18	214	Replace *
CV-I65-072-26.95	1005+5	UNT 2 to Nest Run	No Impact	RCP	54	278	Do Not Disturb
CV-I65-072-27.15	1017+31	Nest Run	No Impact	CMP with PVC liner	96 72	224	Do Not Disturb
CV-I65-072-27.45	1033+22	UNT 4 to Nest Run	No Impact	CMP with PVC liner	28 X 48	169	Do Not Disturb
CLV-I65-072-27.81	1050+32	ELM Branch	247	CMP	30	163	Replace

UNT: Unnamed Tributary CMP: Corrugated Metal Pipe RCP: Reinforced Concrete Pipe HDPE: High Density Polyethylene Pipe
PVC: Polyvinyl chloride

*Downstream impacts only

The existing pipe culverts include corrugated metal pipes, reinforced concrete pipes and high-density polyethylene pipe within the project corridor. The fourteen small structures will be replaced. Eleven hundred fifty-one linear feet of waterway impacts are anticipated as a result of the proposed small structure replacements.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

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The preferred method of traffic maintenance for the I-65 roadway is anticipated to be in three phases. A minimum of two travel lanes in each direction will be maintained at all times except for short duration pre-phrase construction activities when a single lane closure is required; single-lane closures will only be implemented during nighttime hours, in accordance with pre-approved times as listed in the INDOT Interstate Highway Congestion Policy. All ramps that access I-65 will remain open during construction.

Within the added travel lanes section of the corridor during Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. Crossovers will be installed within the median to accommodate the traffic shift. During Phase 3, all northbound and southbound traffic will be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Upon completion of Phase 3, all lanes will be open to traffic and unrestricted.

Within the reconstruction-only (no added travel lanes) section of the corridor, traffic will be maintained in a similar fashion as the remainder of the project, including the use of traffic shifts to the opposite side of the roadway. However, during Phase 1 temporary pavement will be constructed within the median, for purposes of maintaining traffic in subsequent phases. Upon completion of Phase 3, Phase 4 includes the removal of the temporary pavement within the median and the restoration of the median to a depressed non-paved section.

Bridges

- I-65 Over Brownstown Road: Brownstown Road will be closed to traffic during construction on the I-65 bridge. A detour route will be incorporated for local traffic. The detour route will include US 31, County Line Road and Salem Road for a distance of approximately 6.3 miles. This detour route includes County Line Road so Brownstown Road and County Line Road will not be closed at the same time. Anticipated length of closure will be maximum of four months.
- County Line Road over I-65: The existing bridge will be closed to traffic during construction with a detour route for local traffic. The detour route will include US 31, SR 356, Leota Road and CR 200 West for a distance of approximately 7.9 miles. Anticipated length of closure is four to six months. Short-term shoulder/lane closures and rolling shutdowns will occur on I-65 for demolition of the existing RC girder bridges and installation of new beams.
- Lake Road over I-65: The existing bridge will be closed to traffic during construction with a detour route for local traffic. The detour route will include US 31, SR 56, and CR 100 West for a distance of approximately 2.85 miles. Anticipated length of closure will be a maximum of four to six months. Short-term shoulder/lane closures and rolling shutdowns will occur on I-65 for demolition of the existing reinforced concrete girder bridges and installation of new beams.

ESTIMATED PROJECT COST AND SCHEDULE:Engineering: \$ 4,446,000.00 (2020) Right-of-Way: \$ 50,000.00* (2021) Construction: \$ 103,341,088.00 (2023)Anticipated Start Date of Construction: Summer 2023

*Note: Right-of-way funding was included in STIP as new Right-of-way acquisition was anticipated. However, design has determined that no new right-of-way acquisition is required for the preferred alternative.

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RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.00	0.00
Commercial	0.00	0.00
Agricultural	0.00	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
Other:	0.00	0.00
TOTAL	0.00	0.00

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 I-65 right-of-way width varies from approximately 200 feet to 300 feet in width. The existing right-of-way width at the SR 160 interchange widens out to approximately 700 feet. No permanent or temporary right-of-way will be required to complete the improvements. The rehabilitation of the bridges over I-65 will take place within the limits of the existing right-of-way of the individual bridge and approach roadway.

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

SECTION A - EARLY COORDINATION:

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

Early Coordination letters were sent on March 2, 2021, See Appendix S, page 1.

Agency	Date Sent	Date Response Received	Appendix
Clark County Commissioners	March 2, 2021	No Response Received	NA
Clark County Council	March 2, 2021	No Response Received	NA
Clark County EMA	March 2, 2021	No Response Received	NA
Clark County Highway Engineer	March 2, 2021	No Response Received	NA
Clark County Surveyor	March 2, 2021	No Response Received	NA
FHWA	March 2, 2021	No Response Received	NA
IDNR Division of State Parks	March 2, 2021	No Response Received	NA
IDNR Division of Forestry y	March 2, 2021	No Response Received	NA
Indiana Department of Environmental Management (IDEM)	March 2, 2021	March 2, 2021	Page C-4
Indiana Department of Natural Resources (IDNR Division of Fish and Wildlife	March 2, 2021	April 1, 2021	Page C-13
Indiana Department of Transportation (INDOT) Ecology and Waterway Permitting	March 2, 2021	No Response Received	NA
Indiana Geological Water Survey (IGWS)	March 2, 2021	March 2, 2021	Page C-17
INDOT Seymour District	March 2, 2021	No Response Received	NA
INDOT Utilities and Railroad	March 2, 2021	No Response Received	NA
INDOT Aviation	March 2, 2021	No Response Received	NA
Kentuckiana Regional Planning and Development Agency	March 2, 2021	No Response Received	NA
National Parks Service: Midwest Regional Office	March 2, 2021	No Response Received	NA
Ninth Coast Guard District	March 2, 2021	March 10, 2021	Page C-20

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Natural Resources Conservation Service	March 2, 2021	March 22, 2021	Page C-21
USFWS – IPaC Species list	September 13, 2021	September 13, 2021	Page C-22
USFWS- IPaC Concurrence Letter	September 13, 2021	September 28, 2021	Page C-29
River Hills Economic Development District	March 2, 2021	No Response Received	NA
Scott County Commissioners	March 2, 2021	No Response Received	NA
Scott County Council	March 2, 2021	No Response Received	NA
Scott County EMA	March 2, 2021	No Response Received	NA
Scott County Highway Department	March 2, 2021	No Response Received	NA
Scottsburg Airport	March 2, 2021	No Response Received	NA
Scottsburg Parks and Recreation Department	March 2, 2021	No Response Received	NA
Scotty County Surveyor	March 2, 2021	No Response Received	NA
United States Fish and Wildlife Service (USFWS)	March 2, 2021	March 29, 2021 April 15, 2021	Page C-42 Page C-44
US Army Corps of Engineers	March 2, 2021	No Response Received	NA
US Department of Housing & Urban Development	March 2, 2021	No Response Received	NA
Scottsburg United Methodist Church	March 2, 2021	No Response Received	NA
Kingdom Hall of Jehovah's Witnesses	March 2, 2021	No Response Received	NA
IDEM- Lynette Schrowe	November 19, 2021	No Response Received	NA

Note: Follow up coordination with Lynette Schrowe, IDEM Institutional Controls on November 19, 2021.

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

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

Presence

X

Impacts

Yes	No
X	
	X
	X
	X
	X
	X
	X

Total stream(s) in project area: 73 11,703 Linear feet Total impacted stream(s): 3,305 Linear feet

Note: Due the amount of stream corridors evaluated within the project corridor the specific information on stream name, classification, total size, impacted linear feet and Water of the US determination can be found in Table 2- Aquatic Resources Summary of the Waters of the US report (See Appendix F, page 138)

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. **Presence, with impacts**

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 1) there are 99 streams, rivers, watercourses or other jurisdictional features within the 0.5 mile search radius. That number was confirmed by the site visit on May 27, 2020 by BLN and field investigation by American Structurepoint as part of the Waters Report from August 31, 2020 to September 3, 2020 . There are 73 streams, rivers, watercourses, or other jurisdictional features present within or adjacent to the project area. The number was confirmed by the site visit and field delineation by American Structurepoint as part of the Waters Report from August 31, 2020 to September 3, 2020. The stream name, depth, flow regime, quality and linear feet can be found in Aquatic Resources Summary: Streams of the Waters of the US report (See Appendix F, Page 138). There are 11,703 linear feet of streams within the project area with 1,384 linear feet of perennial streams, 7,524 linear feet of intermittent streams and 2,795 linear feet of ephemeral streams. There are 2,767 linear feet of permanent stream impacts and 538 feet of temporary stream impacts.

There are no waterways present in the project area that are identified as a Federal, Wild and Scenic Rivers, State Natural, Scenic, and Recreational River, Outstanding River for Indiana, navigable waterways, or National Rivers Inventory Waterways. Waterway impacts related to the existing culvert and pipe structures will include either full replacement of the structures or slip lining of the

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pipes with polyvinyl chloride material to repair deteriorated areas. The bridge rehabilitations will include widening of the superstructures and substructures (piers and end bents). The existing piers and end bents will be widened to support the widened superstructure components and will result in permanent and temporary waterway impacts. Temporary impacts will likely include cofferdams for dewatering purposes during construction.

Mitigation for stream impacts will likely be required and will be determined during permitting. Mitigation will be through the IDNR Indiana Stream and Wetland Mitigation Program (INSWMP) and will be coordinated with INDOT Ecology and Waterway Permitting Office. Section 401 /404 permits were submitted to IDEM and the Corps on April, 1, 2022. No Construction in a Floodway permits are anticipated. The bridges over Blue Lick Creek, Caney Fork, and Pigeon Roost Creek fall under the bridge exemption as they are on a state highway, in a rural area with an upstream drainage areas less than 50 square miles, all permanent and temporary impacts will be permitted prior to construction.

Waters Report

A Waters of the U.S. Determination / Wetland Delineation Report was concurred by the INDOT Ecology and Waterway Permitting Office on January 12, 2022. Please refer to Appendix F, page 1 for the Waters of the U.S. Determination / Wetland Delineation Report. The USACE makes all final determinations regarding jurisdiction.

Early Coordination

The IDNR-DFW responded on April 1, 2020 with recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible (Appendix C, page 13). Other recommendations included the revegetation of disturbed areas, minimizing brush clearing, and usage of sediment and erosion control measures. All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)

- Reservoirs
- Lakes
- Farm Ponds
- Retention/Detention Basin
- Storm Water Management Facilities
- Other: _____

Presence

X
X
X

Impacts

Yes	No
	X
	X
	X

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.

Presence, no impact

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 1) there are 73 open water feature(s) within the 0.5 mile search radius. That number was confirmed by the site visit on May 27, 2020 by BLN. There are 20 open water feature(s) present adjacent to the project area. There will be no impact to open water features as the I-65 construction limits are within the existing right-of-way of the roadway. Discharge from the right-of-way is limited to pre-construction discharge through in-line detention pipes and detention ditches.

Waters Report

A Waters of the U.S. Determination / Wetland Delineation Report was concurred by the INDOT Ecology and Waterway Permitting Office on January 21, 2021. Please refer to Appendix F, page 1 for the Waters of the U.S. Determination / Wetland Delineation Report. The USACE makes all final determinations regarding jurisdiction.

Early Coordination

The IDNR-DFW responded on April 1, 2021 with recommendations including to avoid or minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible and compensate for impacts (Appendix C, page C-16). IDNR-DFW recommendations included the implementation and maintenance of appropriately designed erosion control measures to prevent sediment from entering any streams or leaving the site. All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

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Presence	Impacts	
	Yes	No
X	X	

Wetlands

Total wetland area: 7.69 Acre(s) Total wetland area impacted: 1.35 Acre(s)

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

Note: Due to the amount of wetland areas delineated within the project corridor the specific information on classification size, impacted acres and Water of the US determination can be found in Table 2- Aquatic Resources Summary of the Waters of the US report (See Appendix F, Page 132).

Wetlands (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

Documentation

X

ESD Approval Dates

March 5, 2021

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

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

X

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

Presence, with impacts more than one acre

Based on a review the aerial map of the project area, and the RFI report, Appendix E, page 1, , there are 227 wetland areas within the 0.5 mile area. There are 87 wetlands within or adjacent to the project area. The number was confirmed by the site visit and field delineation by American Structurepoint as part of the Waters Report from August 31, 2020 to September 3, 2020. The wetland areas, type, size, location, quality classification, and impacted acres can be found in Table 2- Aquatic Resources Summary of the Waters of the US report (See Appendix F, Page 132). There are 7.690 acres of wetlands within the project area. with 6.859 acres of emergent wetland, 0.821 acre of forested wetland, and 0.01 acre of scrub-shrub wetland. There are with 1.33 acres of permanent impacts and 0.011 acre of temporary impacts.

Mitigation for wetland impacts will be through the IDNR Indiana Stream and Wetland Mitigation Program (INSWMP) and will be coordinated with INDOT Ecology and Waterway Permitting Office. Section 401 /404 permits were submitted to IDEM and the Corps on April, 1, 2002. .

Waters Report

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on January 21, 2021. Please refer to Appendix F, page 1 for the Waters of the U.S. Determination / Wetland Delineation Report the USACE makes all final determinations regarding jurisdiction.

Early Coordination

The IDNR-DFW responded on April 1, 2021 with recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible (Appendix C, page C-16). Other recommendations included the revegetation of disturbed areas, minimizing brush clearing, and usage of sediment and erosion control measures. Due to the presence or potential presence of wetland habitat on site, IDNR recommended contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding. All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document. No early coordination response from USACE was received.

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Terrestrial Habitat

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

Total terrestrial habitat in project area: 260 Acre(s) Total tree clearing: 6.0 Acre(s)

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

Presence with impacts

Based on a desktop review, a site visit on July 24, 2021 by BLN, the aerial map of the project area (Appendix B, page B-3) there is farmland, grassland, residential lawns and forest within the project area.

The I-65 corridor within the project area is located within a combination of agricultural fields in row crop production, residential and commercial parcels and undeveloped forest. The undeveloped, isolated forested areas are interspersed between the agricultural fields and residential parcels. The Clark State Forest, located north of Henryville, Indiana is bisected by the I-65 corridor. The predominant vegetation present in the project area consists of cultivated crops (corn and soybeans), roadside grasses tall fescue, (*Festuca arundinacea*) red fescue (*Festuca arundinacea*), Kentucky bluegrass(*Poa pratensis*) and common weeds including mat sandbur (*Cenchrus longispinus*), white clover (*Trifolium repens*), and velvetleaf (*Abutilon theophrasti*). Typical tree species include white oak (*Quercus alba*), black oak (*Quercus velutina*), black walnut (*Juglans nigra*), pignut hickory (*Carya glabra*), sugar maple (*Acer saccharum*) and tulip trees (*Liriodendron tulipifera*).

The I-65 construction limits are within the existing right-of way with a grassed median, side slopes and ditches. There are some trees within the existing right-of-way in ditches and stream crossings. Tree clearing related to the project area will include 6.0 acres. The added travel lane will impact the grassed median for that portion of the project area with portions of tree clearing within the corridor. Of the total terrestrial acreage (260 acres), approximately 68.3 acres of grassed median will be impacted for the roadway reconstruction, added travel lane and bridge improvements. Mitigation or additional plantings beyond seeding and stabilizing disturbed areas are not anticipated. Any disturbed areas will be graded to match existing contours and restored following completion of construction activities.

Early Coordination

Early coordination letters were sent on March 2, 2021. The IDNR-DFW responded on April 1, 2021 with recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible (Appendix C, page 13). IDNR-DFW recommendations included the minimization and containment all tree and brush clearing to within the project limits, revegetation of disturbed areas, restriction of clearing suitable bat habitat from April 1 through September 30, implementation and maintenance of appropriately designed erosion control measures and revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

Protected Species

Federally Listed Bats

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

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

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

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

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

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Migratory Birds

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

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

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

Presence, no impact

Based on a desktop review and the RFI report (Appendix E, page E-1), completed by BLN on September 15, 2021, the IDNR Clark and Scott Counties Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated April 1, 2021 (Appendix C, page 4), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. However, Clark State Forest and White Oak Nature Preserve, are located within 0.5 mile of the southern portion of the project area. The Division of Nature Preserves does not anticipate any impacts to the preserve as a result of the project. No critical habitats are present within the project area.

Indiana Bat and Northern Long-Eared Bat

Bats, Programmatic Informal Consultation (i.e. IPaC) – Not Likely to Adversely Affect

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page C-24). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to paragraph below.

The official species list generated from IPaC indicated other species present within the project area. The species found in the project area include the federally endangered Gray Bat (*Myotis grisescens*) and the candidate Monarch Butterfly (*Danaus plexippus*). Consultation with USFWS would be anticipated if the Monarch Butterfly (*Danaus plexippus*) is listed prior to the start of construction. The protections in place for the Indiana Bat and NLEB will also benefit the Gray Bat. See below for additional information. The project qualifies for the most current INDOT/USFWS Interim Policy. No further coordination is needed with USFWS.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. The structure inspections for all structures were conducted by BLN teams on July 27, 2021, and no bats or signs of bats found using the structure (Appendix C, page C-43). An effect determination key was completed on August 10, 2021, and based on the responses provided, the project was found to "may affect, but not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, page C-30). INDOT reviewed and verified the effect finding on September 28, 2021 and requested USFWS's review of the finding. The Avoidance and Minimization Measures (AMM) include the following: tree removal AMM 1, lighting AMM 1, tree removal AMM 2, tree removal AMM 3, tree removal AMM 4, and general AMM 1. The designated AMMs will also provide benefits for the federally endangered Gray Bat (*Myotis grisescens*). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

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

Geological and Mineral Resources

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

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

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

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

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Inside karst area: no presence

Based on a desktop review, and the Indiana Karst Region map, the project is located in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, page E-1), there are no karst features identified within or adjacent to the project area. In the early coordination response March 2, 2021, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, page C-18). IGWS indicated that the area has a high liquefaction potential, and petroleum exploration wells. Response from IGWS has been communicated with the designer on November 8, 2021. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

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

Presence

X

Impacts

Yes	No
	X

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

Yes	No
	X

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

Outside of Sole Source Aquifer (SSA)

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

Not located in a Wellhead Protection Area or Source Water Area

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on September 28, 2021, by BLN. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

No wells present, no impacts

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on September 28, 2021, by BLN. No wells are located near this project. Therefore, no impacts are expected.

In an Urban Area Boundary Location

Based on a desktop review of GIS by BLN on March 1, 2021, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on March 2, 2021 to the City of Scottsburg MS4 coordinator. The MS4 Coordinator did not respond within the 30-day time frame.

In a Public Water System Location

Based on a desktop review, a site visit on July 24, 2021, by BLN, the aerial map of the project area (Appendix B, page B-3), This project is located where there is a public water system. The project area is serviced by various drinking water suppliers including Scottsburg Water Department, Rural Membership Water Corporation of Clark County and Stucker Fork Water Utility. These public water systems will not be affected as the work for the proposed roadway improvements will take place within the existing I-65 right-of-way limits. Utility coordination was initiated with Rural Membership Water Corporation of Clark County on May 11, 2020 and the Scottsburg Water Department and Stucker Fork Water Utility on June 17, 2020. No relocations of existing water utility lines or disruption of service is anticipated. Therefore, no impacts are expected.

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Floodplains

Project located within a regulated floodplain
 Longitudinal encroachment
 Transverse encroachment
 Homes located in floodplain within 1000' up/downstream from project

Presence

X
X
X
X

Impacts

Yes	No
X	
X	
X	
	X

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

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

In floodplain

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmaps.dnr.in.gov/appsphp/fdms>) by BLN on March 21, 2021 and the RFI report, this project is located in a regulatory floodplain as determined from approved FEMA / IDNR floodplain maps (Appendix F, pages 724-743). An early coordination letter was sent on March 21, 2021 to the local Floodplain Administrators for Clark and Scott County. The Floodplain Administrators did not respond within the 30-day time frame.

This project qualifies as a Category 4 per the current INDOT CE Manual. A Category 4 designation includes projects involving replacement of existing drainage structures on essentially the same alignment. One home is located within the base floodplain within 1,000 feet upstream and two homes are located within the base floodplain within 1,000 feet downstream. The proposed structures will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives was completed for the pipe replacements during the preliminary design phase. A summary of this study was included with the Field Check Plans. A Scour analysis was conducted during preliminary design phase to determine if countermeasures were required for the bridges. Stormwater discharge from the right-of-way is limited to pre-construction discharge rates through in-line detention pipes and detention ditches. An IDNR Construction in a Floodway Permit is not anticipated as the bridges over Blue Lick Creek, Caney Fork and Pigeon Roost Creek fall under the bridge exemption as they are in a rural area with drainage areas less than 50 square miles,

Farmland

Agricultural Lands
 Prime Farmland (per NRCS)

Presence

X

Impacts

Yes	No
	X

Total Points (from Section VII of CPA-106/AD-1006*)

N/A

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

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

Presence, no impact

Based on a desktop review, a site visit on July 24, 2021, by BLN, the aerial map of the project area (Appendix B, page 3), there is farmland as defined by the Farmland Protection Policy Act adjacent to the project. The project will not convert any farmland as no additional right-of-way is required and all work will be within the existing I-65 right-of-way. An early coordination letter was sent on March 2, 2021, to Natural Resources Conservation Service (NRCS). The NRCS response dated March 22, 2021 (Appendix C, page 23), indicated the project will not cause a conversion of prime farmland. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

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SECTION D – CULTURAL RESOURCES

Minor Projects PA **Category(ies) and Type(s)** **INDOT Approval Date(s)** **N/A**

Full 106 Effect Finding
 No Historic Properties Affected No Adverse Effect Adverse Effect

Eligible and/or Listed Resources Present
 NRHP Building/Site/District(s) Archaeology NRHP Bridge(s)

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

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

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

Minor Project PA Category B projects
 On September 27, 2021, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B, Type 2, 3, 4, 9 and 12 under the Minor Project Programmatic Agreement, (Appendix D, page 1). Category B-2 covers the installation of new lighting, signals, signage, and other traffic control devices. Category B-3 covers construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration, and deceleration lanes) and shoulder widening. Category B-4 covers installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators, and that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. As a result, a Phase Ia reconnaissance survey of the project area was not required. Category B-9 covers installation, replacement, repair, lining, or extension of culverts and other drainage structures. Category B-12 covers replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects. The roadway and bridges are part of the Interstate system, which was determined not eligible for the National Register of Historic Places under the Section 106 Exemption Regarding Effects to the Interstate Highway adopted by the Advisory Council on Historic Preservation March 10, 2005. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled. No further consultation is required.

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

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

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

Presence, no impact, no use

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3) and the RFI report (Appendix E, page 3), there are five potential 4(f) resources located within or adjacent to the project area. According to additional research, Section 106 evaluation and a site visit on July 24, 2021, by BLN, there are five 4(f) resources located within or adjacent to the project area. Owen Street Walk, Scottsburg Lake Trail, and Lake Road Walk are all public trails mapped within or adjacent to the project area. White Oak Nature Preserve and Clark State Forest are recreation areas and wildlife refuges open to the public located adjacent to the project area. There will be no direct or indirect impacts to these facilities since the project will take place fully within I-65 right-of-way, and these facilities will remain accessible to the public during project completion. The project will not use this resource by taking permanent right of way and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

Section 6(f) Involvement

Section 6(f) Property

Presence

Use

Yes

No

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

No presence or presence, no impact

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 20 properties located in Scott County and 5 properties located in Clark County (Appendix H, page -1-2). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

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

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

Location in STIP: 2022-2026 Appendix C KIPA Part 2
Kentuckiana Regional Planning & Development Agency (KIPDA) - Clark County

Name of MPO (if applicable): 2020-2025 Page 118 -119

Location in TIP (if applicable): 2020-2025 Page 118 -119

Level of MSAT Analysis required?

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

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

STIP/TIP

Standalone Project or Lead DES number

This project is part of the Fiscal Year (FY) 2020-2025 Kentuckiana Regional Planning & Development Agency (KIPDA) Transportation Improvement Program (TIP) (Appendix G, page 1), which has been directly incorporated into the FY 2022-2026 Statewide Transportation Improvement Program (STIP). (Appendix G, page 3).

Attainment Status

Nonattainment area/maintenance area, not exempt

- Ozone: This project is in Scott County, which is currently an attainment area for Ozone and Clark County which is a nonattainment area for Ozone under the 2015 8-Hour Standard, based on the EPA Green Book <https://www.epa.gov>. The 1997 Ozone 8-hour standard was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The projects design concept and scope are accurately reflected in the Kentuckiana Regional Planning & Development Agency Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.
- PM2.5: This project is in Scott and Clark Counties, which are both currently in attainment for PM 2.5 based on the EPA Green Book <https://www.epa.gov>. Under 40 CFR 93.123, this is not a project of air quality concern. Therefore, a hot spot analysis for PM2.5 is not required.
- CO: This project is located in Scott and Clark Counties, which are both currently in attainment for CO, based on the EPA Green Book <https://www.epa.gov>. Therefore, a hot spot analysis for CO is not required.

MSAT

MSAT Level 1b Analysis

The purpose of this project is to improve roadway pavement quality, reduce present and or impending congestion and to address projected transportation demand over a 12.8-mile portion of the I-65 corridor. This project has been determined to generate minimal

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air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative. Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

SECTION G - NOISE

Noise

Yes No

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

Date Noise Analysis was approved/technically sufficient by INDOT ESD: July 7, 2021

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

Type I Project, with abatement

The proposed project is considered a Type I Project as it involves the addition of through travel lanes to an existing interstate facility. The noise analysis was prepared in accordance with the Federal Highway Administration's (FHWA's) Highway Traffic Noise: Analysis and Abatement Guidance (December 2011), and the Indiana Department of Transportation's (INDOT's) Traffic Noise Analysis Procedure (July 1, 2017).

The existing year (2021) noise levels, as well as the design year (2043) noise levels were predicted using FHWA'S approved noise predicting program, Traffic Noise Model, Version 2.5 (TNM 2.5). To validate the model, short-term (15 minute) field measurements were taken at 10 sites within the analysis area; all applicable sites were validated.

A total of 216 receptors were identified within the noise analysis area, representing three different noise abatement criteria (NAC) land use activity categories, Activity Categories B, C, and D. Of the 216 receptors analyzed, 206 are classified as single-family residential units (Activity Category B), 8 are are classified as Activity Category C that include active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings and two are places of worship (church), Activity Category D. The analysis area also includes agricultural, industrial, and undeveloped land that, at the time of this analysis, was not permitted for future development (i.e., new subdivision or commercial building that has been platted). These areas are considered Activity Category F and Activity Category G land use types for which there is no NAC criteria. While receptors were not placed in these areas, an approximate contour representing the area likely to experience noise exposure levels of 66 dBA was defined. The modeled noise level ranged from 59.5 dBA to 71.4 dBA.

The results of this analysis identified 109 receptors as approaching/exceeding the NAC in the design year (2043). No receptors were identified as having predicted levels substantially exceeding the existing ambient levels. The noise level at the 109 impacted receptors ranges from 66.0 dBA to 75.8 dBA. There were twenty-two noise barrier locations modeled within the analysis area.

Noise abatement incorporated in Type 1 Added Capacity Projects must be both feasible and reasonable. INDOT considers noise abatement feasible if a majority (greater than 50%) of impacted receptors achieve at least five (5) dBA noise reductions in the design year and if it has engineering feasibility. The criteria for noise abatement reasonableness is based on the cost effectiveness per benefited receptor of constructing the prescribed noise barrier, with a design goal of a seven (7) dBA noise reduction for a majority (greater than 50%) of the impacted first row receptors. INDOT considers noise abatement reasonable if the cost of noise barrier construction is \$25,000 or less per benefited receptor. In the case that the majority of the receptors were in place before the existing roadway, the cost allowed per benefited receptor is \$30,000 or less. Public feedback is also required, either by public meeting or mailed survey, to determine abatement reasonableness.

Based on the studies completed to date, INDOT has identified 109 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at one location, Noise Barrier 3. Noise abatement at this location is based upon preliminary design costs and design criteria. Noise abatement in this location at this time has been estimated to cost \$ \$648,890.00 and will reduce the noise

This is page 25 of 32 Project name: I-65 Road Reconstruction & Added Travel Lanes Date: August 17, 2022

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level by a minimum of 7 dB(A) at a majority of the identified impacted receptors. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

The viewpoints of the benefited residents and property owners were sought and were considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. American Structurepoint will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program. A copy of the noise analysis report is included in Appendix H, page 3.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

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

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

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

There may be temporary inconveniences associated with construction such as increased travel times, construction noise and fugitive dust. There will be no substantial impacts on community cohesion or property values as a result of the project. Furthermore, no permanent or temporary economic effects are expected to result from the proposed project.

There is no acquisition of additional right-of-way that would remove land from the Scott County or Clark County property tax base resulting in a decrease in taxable property. A review of <https://www.fairsandfestivals.net/> an online resource for local fairs and festivals, there are no scheduled festivals or other public events that will be impacted as a result of the project.

As required by the Americans with Disabilities Act (ADA) Scott County has developed an ADA Transition Plan. Currently, Clark County is developing an ADA Transition Plan. The Clark County ADA Transition Plan is anticipated to be finalized and adopted in November 2022. I-65 in the project area is an interstate roadway that does not include any ADA components. There are no existing sidewalks or other pedestrian facilities within or adjacent to the project or within the project limits. There are no sidewalks or other pedestrian facilities included in the design due to the scope of work. The project complies with local development patterns for the area. No sidewalks or pedestrian facilities for the project area are included in the Scott County ADA transition plan.

The I-65 corridor is an existing roadway corridor, and all improvements are within existing right-of-way. The project is not anticipated to lead to changes in land use or tax base or contribute to or stimulate an increase in commercial or residential development in the project area.

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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.

Presence, no impact

Based on a desktop review, the aerial map of the project area (Appendix E, page12), and the RFI report (Appendix E, page 1), there are two religious' facilities within the 0.5 mile search radius. The Scottsburg United Methodist Church and the Kingdom Hall of Jehovah's Witnesses and Scottsburg Airport are adjacent to the project area. Based on the scope of work for the project, all construction activity will remain within the existing right of way, no impact is expected.

There is an existing gas pipeline owned by Midwest Natural Gas Corporation that crosses the middle portion of the project area. Coordination with Midwest Natural Gas Corporation is ongoing as part of project development. Based on the scope of work for the project, no impact to the pipeline is anticipated.

The project includes a phased maintenance of traffic plan that allows for traffic to be maintained on I-65 for the duration of the construction period by sequencing of individual lane closures. Access to all interchanges will be maintained, but typical delays in construction zones with reduced speeds and potential restrictions can be expected during the project duration. Detours will be established on local county roads for construction activity related the Brownstown Road, County Line Road and Lake Road bridges. Detour routes will be established to maintain local traffic. Road closure is anticipated from 4-6 months. With the detour routing on the county roads, minimal impacts on school bus routes and emergency services will be mitigated by advance notice of the closures.

No impacts to health facilities, public utilities, religious institutions, or pedestrian facilities are anticipated. Delays will occur during the construction on I-65 but will cease with project completion. INDOT, or the contractor on behalf of INDOT, will coordinate with the local authorities prior to the start of construction, and access will be continuously maintained during construction.

Early Coordination

Early coordination letters were sent to Scottsburg United Methodist Church, the Kingdom Hall of Jehovah's Witnesses and INDOT Aviation. The Scottsburg United Methodist Church, the Kingdom Hall of Jehovah's Witnesses and INDOT Aviation did not respond to the early coordination letter. Utility coordination has begun, no relocations or disruption of service is currently anticipated. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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

No EJ analysis required

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

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?

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

Is a BIS or CSRS required?

Number of relocations: Residences: N/A Businesses: N/A Farms: N/A Other: N/A

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

No Relocations

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation (RFI)

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

Documentation

X

Date RFI concurrence by INDOT SAM (if applicable): September 30, 2021

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

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Presence, with potential impact

Based on a review of GIS and available public records, an RFI was completed by BLN on September 15, 2021 and INDOT SAM provided their concurrence on September 30, 2021. (Appendix E, page 1).

RCRA Generator/TSD facilities: There are two RCRA Generator/TSD facilities located within the 0.5 mile search radius. The nearest facility, Mid-America Science Park formerly known as Freudenberg-NOK Scottsburg Plant I (821 S Lake Rd South Scottsburg, IN 47170, AI #12100), is located 0.36 mile west of the project area; however, the icon is not mapped correctly, and the site is actually 0.32 mile west of the project area's northern terminus. No impact is expected.

State Cleanup Sites: There are three (3) State Cleanup Sites located within the 0.5 mile search radius. The nearest facility, Mid-America Science Park formerly known as Freudenberg-NOK Scottsburg Plant I (821 S Lake Rd South Scottsburg, IN 47170, AI #12100), is located 0.32 mile west of the project area's northern terminus. A hydraulic oil release was discovered at the site in 2001. A total of 368 tons of petroleum contaminated soil was excavated from the site and transported for disposal at a permitted facility. IDEM stated in a letter dated October 29, 2003 that No Further Action (NFA) is necessary for this site. It appears that the NFA for the site was revoked in 2008, but further information regarding the status release was not found in the IDEM VFC. No impact is expected.

Underground Storage Tank (UST) Sites: There are two UST Sites located within the 0.5 mile search radius. The nearest facility, Casey's General Store 2294 (705 W Lake Rd, Scottsburg, IN 47170 AI #52045) is located 0.34 mile east of the project area, near the northern terminus. IDEM conducted an Underground Storage Tank Inspection on January 26, 2017, and the facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No impact is expected.

Brownfields: There are two Brownfields sites located within the 0.5 mile search radius. The nearest facility, JPD West, LLC, formerly named Mariann Travel Inn and Restaurant (1250 W McClain Ave, Henryville, IN, AI #50318), is located 0.44 mile north of the project area, near the northern terminus. A Contaminated Aquifer Comfort Letter and Environmental Restrictive Covenants (ERCs) was issued to the previous site owner in November 2009. An ERC was recorded on the deed for the restaurant and inn in May 2010 and modified in August 2015. The modified ERC retains site and groundwater use restrictions for the property. No impact is expected.

NPDES Facilities: Twenty-eight (28) NPDES Facilities are located within the 0.5 mile search radius. The nearest facility, Bridge Replacement on I-65 over Brownstown Road, I-65 over Brownstown Road, Henryville, IN 47126, Object ID #3723, is located within the project area. According to the GIS layer, the NPDES Facility requested permits on December 14, 2013 for a bridge replacement. The permit expired on December 14, 2018. No impact is expected.

NPDES Pipe Locations: One (1) NPDES Pipe Location is located within the 0.5 mile search radius. The nearest pipe, IN0059056001A, 631 W Lake Rd, Scottsburg, IN 47170, NPDES ID #IN0059056, is located 0.19 mile west of the project area. According to the OWQ Wastewater report on November 30, 2019 the NPDES pipe is permitted by Scottsburg Water Department. No impact is expected.

Institutional Controls: There are eight Institutional Controls located within the 0.5 mile search radius. The nearest facility, Circle K 0130 (414 SR 160 W, Scottsburg, IN 47170, AI #7878), is adjacent to the project area in the southeast quadrant of the intersection with SR 160. An ERC was recorded on the deed of the property on December 2, 2013 for a release reported in 1993. The ERC includes a groundwater use restriction. Due to the ERC and proximity of the site to the project area, coordination with Lynette Schrowe, LSchrowe@idem.in.gov, with IDEM is recommended.

IDEM 303d Listed Streams and Lakes: There are eight Listed Streams located within the 0.5 mile search radius. Blue Lick Creek, Lodge Creek and Miller Fork cross the project area at three locations. Blue Lick Creek is located in the southern terminus and is listed as impaired for Impaired Biotic Communities (IBC) and E. coli. Lodge Creek is located in the southern terminus and is listed for IBC and E. coli. Miller Fork is listed for E. coli, Dissolved Oxygen (DO), and IBC. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation of the stream. 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, limit personal exposure.

Leaking Underground Storage Tanks (LUST): There are eleven Leaking Underground Storage Tank (LUST) sites located within the 0.5 mile search radius. The nearest facility, Circle K 0130 (414 SR 160 W, Scottsburg, IN 47170, AI #7878), is adjacent to the project area in the southeast quadrant of the intersection with SR 160. IDEM issued a No Further Action Approval Determination Pursuant to the Remediation Closure Guide dated January 8, 2014, following the recording of an Environmental Restrictive Covenant (ERC) on the deed of the property for a release reported in 1993. The ERC includes a groundwater use restriction. A second release was reported to IDEM on January 10, 2017. The release was a surface spill that occurred during product delivery, and contaminated soil was subsequently removed from the spill area. IDEM issued a No Further Action Approval Determination Pursuant to Spill Response

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and Limited Subsurface Investigation Report, dated June 23, 2017. Due to the ERC and proximity of the site to the project area, coordination with Lynette Schrowe, LSchrowe@idem.in.gov, with IDEM is recommended.

The second facility, Stuckey's (I-65 & Highway 160, Henryville, IN, 47126, AI #1802), is adjacent to the project area in the southeast quadrant of the intersection with SR 160. The site had five USTs removed on November 21, 2000, and soil and groundwater impacts were detected. The site received a No Further Action on February 11, 2004, and since some contamination remains, on-site activities should be restricted to prevent further migration of the contamination. The site contaminates are located outside of the project area. No impact is expected.

For the Leaking Underground Storage Tank (LUST) /Institutional Control Site near the Circle K 0130 in Henryville, BLN provided project information to Lynette Schrowe at IDEM Institutional Controls on November 19, 2021 and no response was received. BLN followed up on the project again with IDEM on January 14, 2022 and no response was received. BLN then coordinated with INDOT – SAM on January 31, 2022. BLN indicated that construction activities in the vicinity of this site includes excavation to approximately 2 ft below the ground surface for subgrade treatment and full depth shoulder construction along the eastern ramp. Although the reported depth to groundwater in the vicinity of the former on-site monitoring well MW-8 was 2.83 ft-bgs (August 2011), the location where excavation will occur is elevated and unlikely to encounter groundwater during the construction activities. In addition, there are no dewatering activities proposed along this portion of the ramps outside shoulder. If impacted groundwater is encountered, it will be properly handled, transported, and disposed (if warranted). Also, there would be a two-week notification to IDEM in advance of the construction activities which is included as a firm commitment in the document.

On February 3, 2022 INDOT-SAM agreed that at this stage of the project and draft environmental document, that including the details about groundwater and coordination with IDEM two weeks in advance of construction activities, would be an appropriate addition. If a response is received from IDEM prior to the final environmental document, then BLN will incorporate their response in the document. BLN added that if impacted groundwater is encountered near the LUST site at the Circle K 0130 (414 SR 160 W, Henryville, Indiana 47170, AI #7878), it will be properly handled, transported, and disposed of, if warranted. The contractor will also provide a two-week notification to IDEM in advance of the construction activities to the Hazardous Materials & Regulated Substances Section. This was added as a firm commitment.

None of the other hazmat sites identified are anticipated to impact the project. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section 10 Permit)

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

IN Department of Environmental Management (401/Rule 5)

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

IN Department of Natural Resources

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

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

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

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

Permits

An IDEM Section 401 Individual Permit and a USACE Section 404 Individual Permit (IP) will be required due to project impacts to streams greater than 300 linear feet and impacts to wetlands greater than 0.10 acre.

An IDNR Construction in a Floodway Permit is not anticipated as the bridges over Blue Lick Creek, Caney Fork and Pigeon Roost Creek fall under the bridge exemption as they are located in a rural area with drainage areas less than 50 square miles,

An IDEM Rule 5 Notice of Intent and erosion control plan will be necessary since soil disturbance of one acre or more will occur.

The Clark and Scott County Surveyors Offices were contacted on October 30, 2020 by American Structurepoint, Inc. staff as part of the development of the Waters of the US Report. In a response dated October 30, 2020, the Clark County Surveyor indicated there are no legal drains in Clark County. In a response dated November 19, 2020, the Scott County Surveyor indicated that he is unaware of any regulated drains in the corridor. A County Regulated Drain Permit will not be required since the project is not impacting a Clark County or Scott County regulated drain.

Applicable recommendations 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 District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Seymour District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after July 27, 2023, an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for the presence of bats/bat indicators and/or the presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately (INDOT ESD).
- 4) If impacted groundwater is encountered near the LUST site at the Circle K 0130 (414 SR 160 W, Henryville, Indiana 47170, AI #7878), it will be properly handled, transported, and disposed of, if warranted. The contractor will also provide a two-week notification to IDEM in advance of the construction activities. (INDOT SAM)
- 5) Blue Lick Creek is listed as impaired for IBC and E. coli. Lodge Creek is listed for IBC and E. coli. Concerning IBC, Best Management Practices (BMP) will be used to avoid further degradation of the stream. 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. (INDOT-SAM)
- 6) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA environmental commitments, including all applicable AMMs. (USFWS)
- 7) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

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- 8) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal (USFWS).
- 9) Tree Removal AMM 2: Apply time of year restrictions, April 1 through September 30, 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 no bats observed (USFWS, IDNR-DFW).
- 10) 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).
- 11) Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable from roosting, or trees within 0.25 miles of roosts or documented foraging habitat any time of year (USFWS).

FOR FURTHER CONSIDERTION:

- 12) If box or pipe culverts are used, the bottoms should be buried to a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankfull width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions (IDNR DFW).
- 13) The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions (IDNR DFW).
- 14) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees) (IDNR DFW).
- 15) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure (IDNR DFW).
- 16) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds (IDNR DFW).
- 17) 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).

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Appendix A:

**INDOT Supporting
Documents**

Categorical Exclusion Level Thresholds

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

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

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

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

⁴ US Army Corps of Engineers Individual 404 Permit

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

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

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

⁸ Potential for causing a disproportionately high and adverse impact.

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

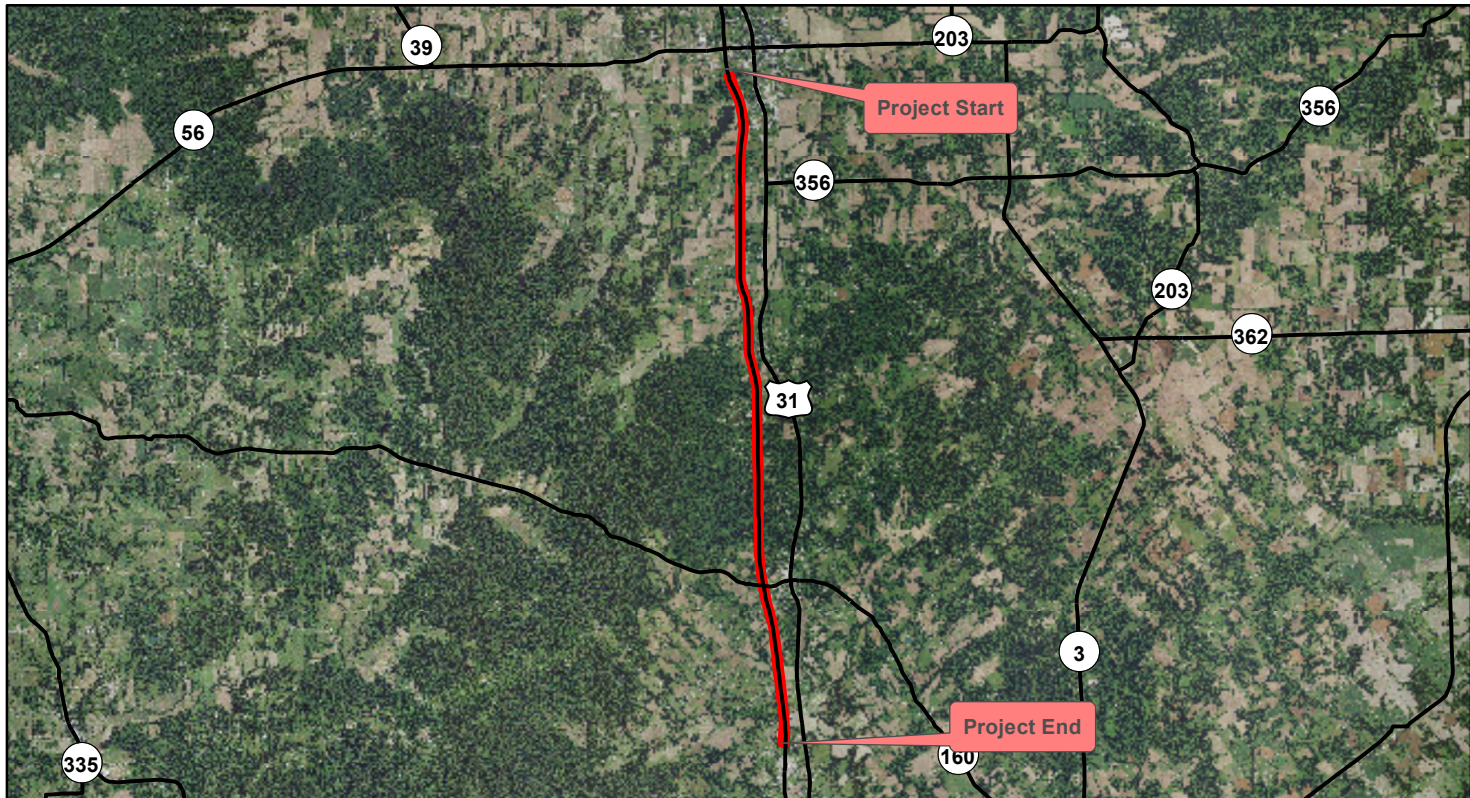
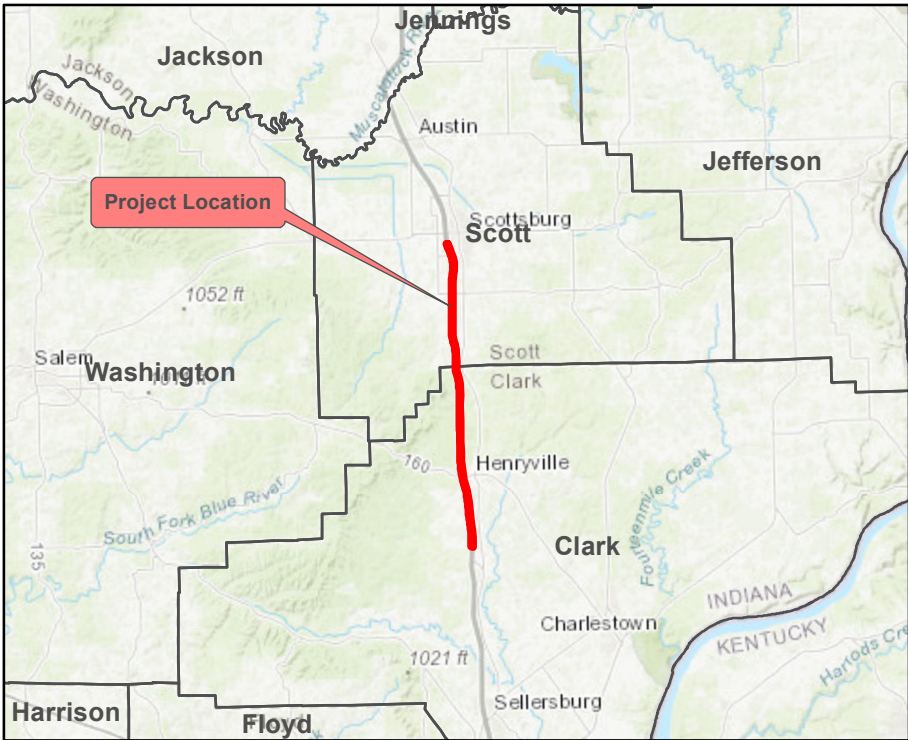
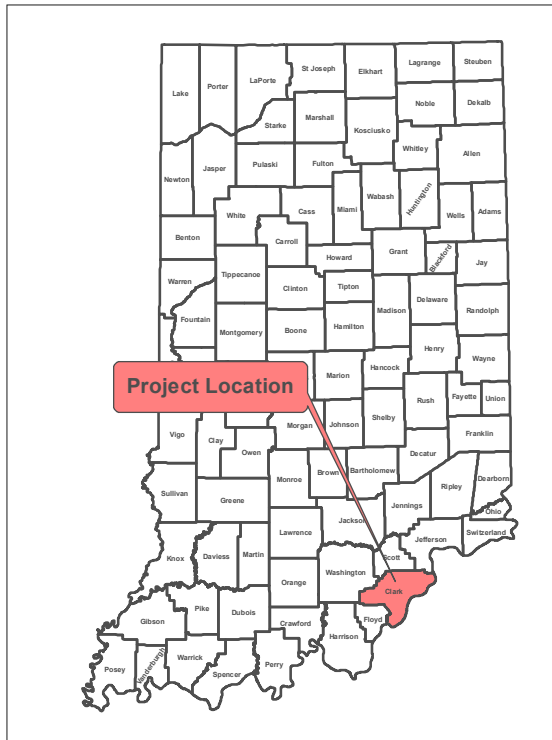
¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

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

Appendix B:

Graphics



Source: Indiana MAP



Legend

- Project County
- County Boundary
- Project Area

Project Location Map

Author: Brook Earl

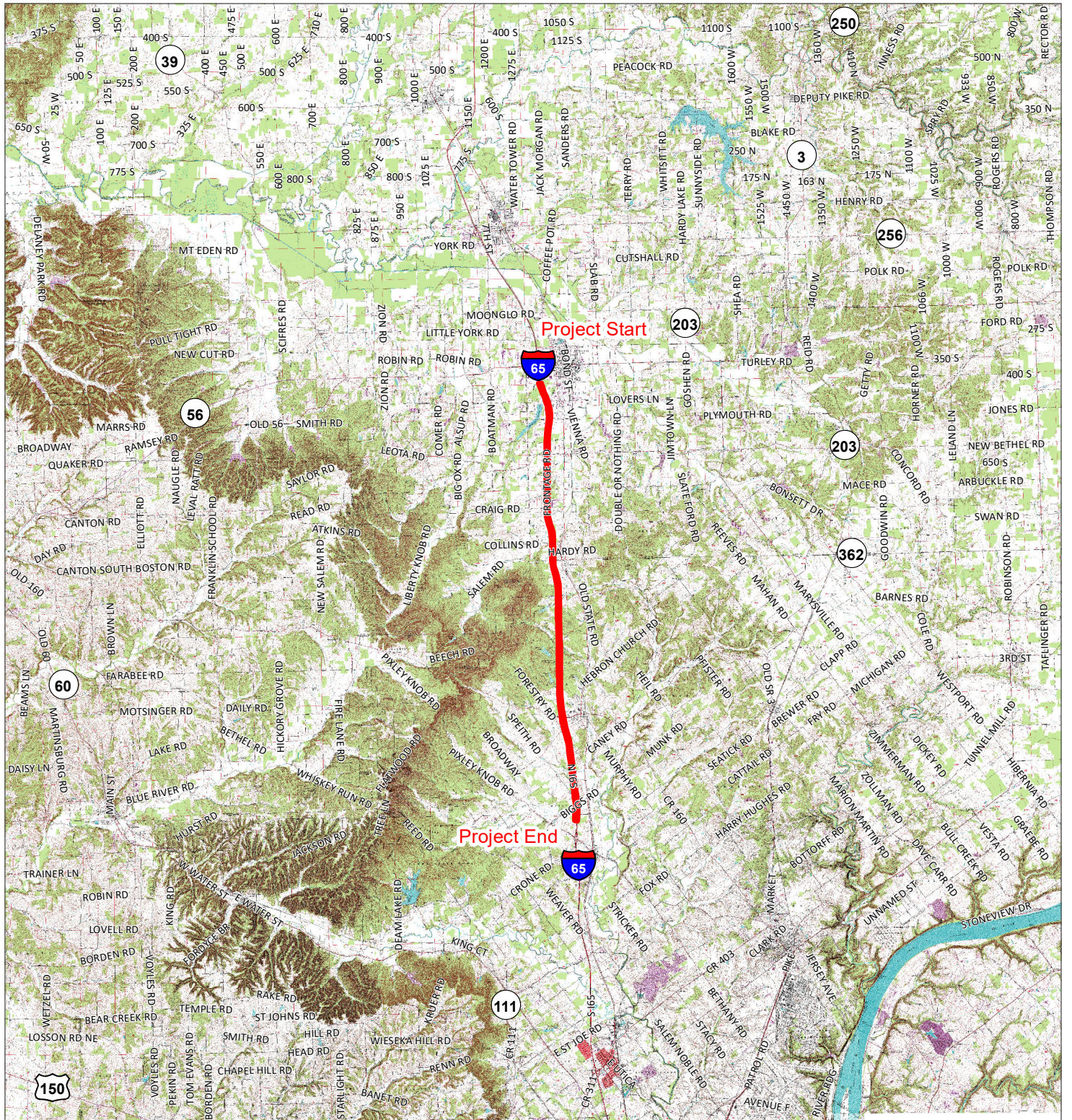
Added Travel Lanes

I-65, From 0.5 Miles N of Blue Lick Creek and 1.5 Miles S of SR 56

Clark and Scott Counties, Indiana

Des. No. 1700135

July 01, 2022



Source: U.S. Geological Survey
 1:250,000
 1 in = 20,833 ft

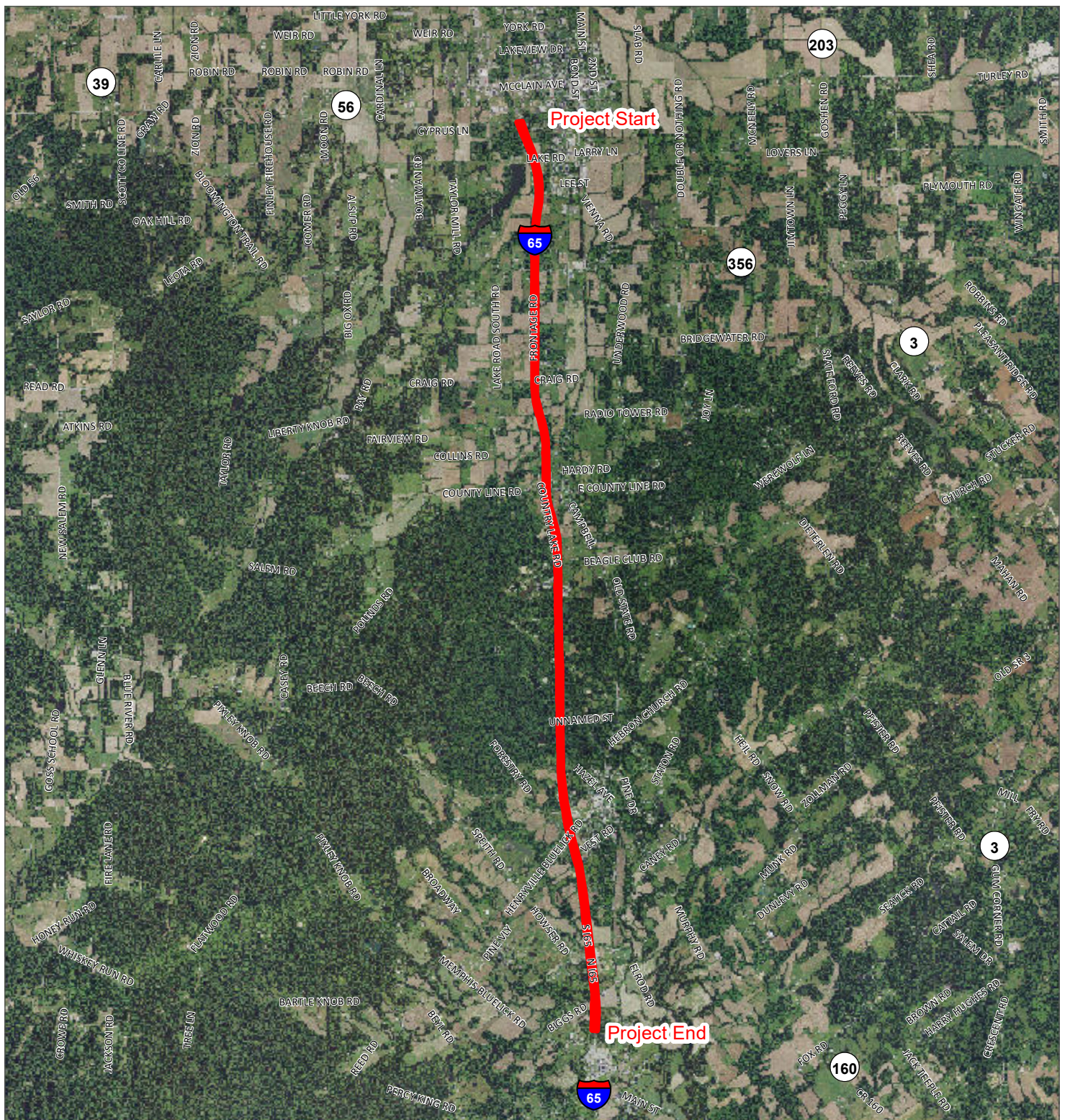


Legend

Project Area

USGS Topographic Map
 Author: Brook Earl
 Scottsburg/Henryville Quadrangle - 7.5 Minute Series
 Added Travel Lanes
 I-65, From 0.5 Miles N of Blue Lick Creek and 1.5 Miles S of SR 56
 Clark and Scott Counties, Indiana
 Des. No. 1700135

July 01, 2022



Source: U.S. Geological Survey
 1:120,000
 1 in = 10,000 ft



Legend

Project Area

Aerial Map
 Author: Brook Earl
 Added Travel Lanes
 I-65, From 0.5 Miles N of Blue Lick Creek and 1.5 Miles S of SR 56
 Clark and Scott Counties, Indiana
 Des. No. 1700135

July 01, 2022



Photo 1: Looking north on I-65 and Memphis Road ramp.



Photo 2: Looking south on I-65 towards Memphis Road from Biggs Road overpass.



Photo 3: Looking north on I-65 towards Memphis Road from Biggs Road overpass.



Photo 4: Looking south on I-65 from SR 160 Henryville interchange overpass.



Photo 5: Looking north on I-65 from SR 160 Henryville interchange overpass.



Photo 6: Looking south on I-65 from Winding Road overpass.



Photo 7: Looking north on I-65 from Winding Road overpass.



Photo 8: Looking south on I-65 from East County Line Road overpass.



Photo 9: Looking north on I-65 from East County Line Road overpass.



Photo 10: Looking south on I-65 from County Road 300 S overpass.



Photo 11: Looking north on I-65 from County Road 300 S overpass.



Photo 12: Looking south on I-65 from West Lake Road/ Lovers Lane overpass.



Photo 13: Looking north on I-65 from West Lake Road/ Lovers Lane overpass.



Photo 14: Looking north on I-65 from SR 56 Interchange overpass.



Photo 15: Looking south on I-65 from SR 56 Interchange overpass.



Photo 16: I-65 Bridges over Blue Lick Creek.



Photo 17: I-65 Bridges over Blue Lick Creek



Photo 18: I-65 Bridges over Caney Fork.



Photo 17: I-65 Bridges over Caney Fork.



Photo 18: I-65 Bridges over Pigeon Roost Creek.



Photo 17: I-65 Bridges over Pigeon Roost Creek.

PROJECT	DESIGNATION
1700135	1700135
CONTRACT	BRIDGE FILE
R-41529	See Below

INDIANA DEPARTMENT OF TRANSPORTATION



Due to file size, plans have been placed in separate files

TRAFFIC DATA		
A.A.D.T. (PROJ. 2023)		45,669 V.P.D.
A.A.D.T. (PROJ. 2043)		49,452 V.P.D.
D.H.V (PROJ. 2043)		3,398 V.P.H.
DIRECTIONAL DISTRIBUTION		50 / 50 %
TRUCKS		32 % A.A.D.T. 23 % D.H.V.
DESIGN DATA		
DESIGN SPEED		70 M.P.H.
PROJECT DESIGN CRITERIA		4R(FREEWAY)
FUNCTIONAL CLASSIFICATION		PRINCIPAL ARTERIAL (FREEWAY)
RURAL/URBAN		RURAL
TERRAIN		LEVEL
ACCESS CONTROL		FULL

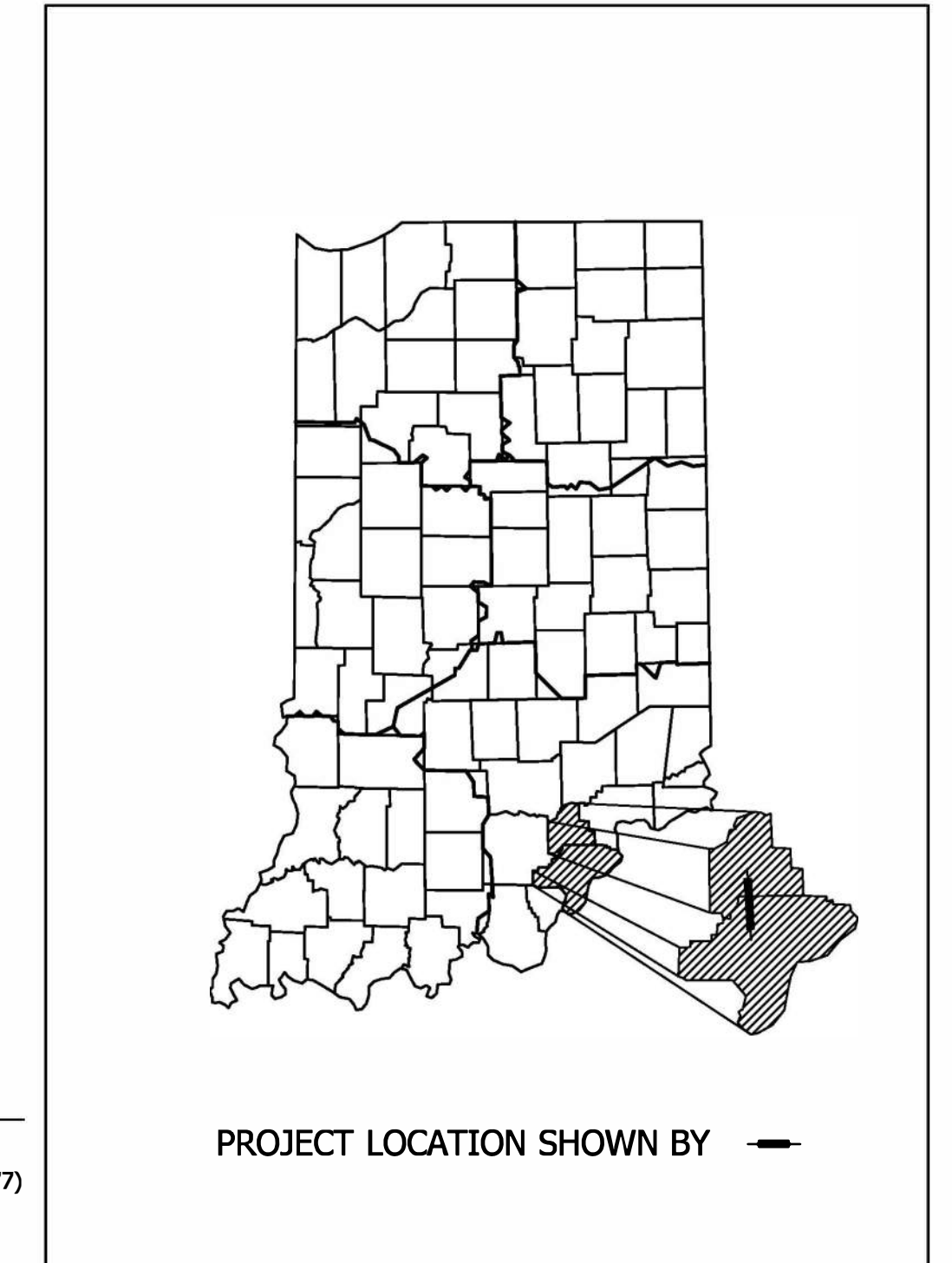
KIN DESIGNATION NUMBERS		
DESIGNATION	DESCRIPTION	BRIDGE FILE
1600729	I-65 NB over Caney Fork	165-017-04222 ENBL
1600733	I-65 SB over Caney Fork	165-017-04222 ESBL
1600744	I-65 NB over Blue Lick Creek	165-016-04220 ENBL
1600750	I-65 SB over Blue Lick Creek	165-016-04220 ESBL
2001600	I-65 SB over Brownstown Road	165-021-09939 ASBL
2001601	I-65 NB over Brownstown Road	165-021-09940 ANBL
2001603	County Line Road over I-65	165-023-04227
2001604	I-65 NB over Pigeon Roost Creek	165-024-04229 BNBL
2001605	I-65 SB over Pigeon Roost Creek	165-024-04229 BSBL
2001607	Lake Road over I-65	165-028-04232A

ROAD PLANS

ROUTE: I-65 From: R.P. 16+27 TO: R.P. 29+10
 PROJECT NO. 1700135 P.E. 1700135 CONST.

PROJECT DESCRIPTION: Complete Freeway Reconstruction and Additional Travel Lane Construction along I-65, Beginning Approximately 0.5 miles North of the I-65 Blue Lick Road Interchange (RP 16+27), Thence Northerly 12.7 miles to a Point 0.5 miles South of the I-65 / S.R. 56 Interchange. All in Parts 220, 237, 238, 253, 254, 269, 270, and 283 of the Plat of Clark's Grant and In Sections 19, 30, and 31, Township 2 North, Range 7 East, Monroe and Union Townships, Clark County; and in Sections 6, 7, and 18, Township 2 North, Range 7 East, and Sections 19, 30, and 31, Township 3 North, Range 7 East, Vienna Township, Scott County, Indiana.

CULVERT ASSETS		
DESIGNATION	CULVERT ASSET ID	WORK TYPE
2001593	CV 165-072-26.20	Small Structure Replacement
2001594	CV 165-072-25.05	Small Structure Replacement
2001595	CV 165-010-22.77	Small Structure Replacement
2001596	CV 165-072-25.83	Small Structure Replacement
2001597	CV 165-010-22.65	Small Structure Replacement
2001598	CV 165-010-19.90	Small Structure Replacement
2001599	CV 165-010-18.35	Small Structure Replacement

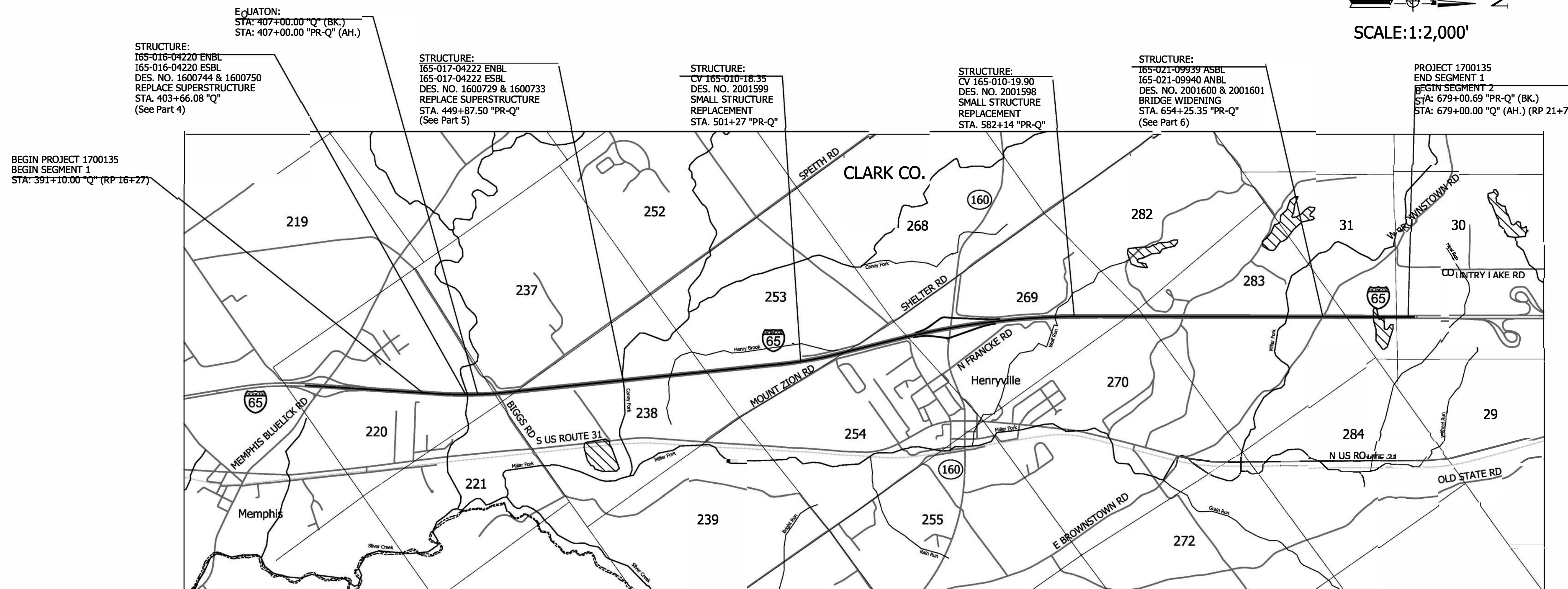


LATITUDE: 38° 35' 23" N LONGITUDE: 85° 46' 43" N

Gross Length: 12.8 MI.
 Net Length: 12.5 MI.
 Segment 1 Length: 5.45 MI.
 Maximum Grade: 3.00 %

HUC NUMBER: 05140101140040, 15140101140050, 05140101140010, 15120207040090, 15120207040100

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



R-41529 - PART 1 OF 15

ddjason 1/21/2022 9:13:48 AM I:\200035-165 ATTL\09Road\04 Design files\02 DGN\Plans\200035_01_S1K_Title.dgn

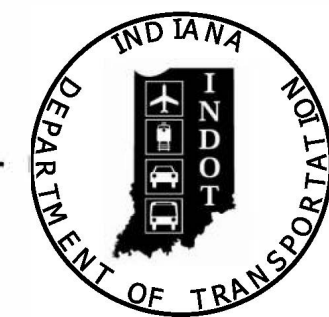


PLANS PREPARED BY:	Beam, Longest & Neff, L.L.C.	(317) 849-5832 PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:		DATE

INDIANA DEPARTMENT OF TRANSPORTATION

	BRIDGE FILE	
	N/A	
	DESIGNATION	
	1700135	
	SHEETS	
	1 of 190	
	PROJECT	
	1700135	
	SURVEY BOOK	
	R-41529	

INDIANA DEPARTMENT OF TRANSPORTATION



Due to file size, plans have been placed in separate files

ROAD PLANS

ROUTE: I-65 FROM: RP 16+27 TO: RP 29+10
 PROJECT NO. 1700135 P.E. 1700135 CONST.

Project Description: Complete Freeway Reconstruction and Additional Travel Lane Construction along I-65, Beginning Approximately 0.5 miles North of the I-65 / Blue Lick Road Interchange (RP 16+27), Thence Northerly 12.7 miles to a Point 0.5 miles South of the I-65 / S.R. 56 Interchange. All in Parts 220, 237, 238, 253, 254, 269, 270, and 283 of the Plat of Clark's Grant and In Sections 19, 30, and 31, Township 2 North, Range 7 East, Monroe and Union Townships, Clark County; and in Sections 6, 7, and 18, Township 2 North, Range 7 East, and Sections 19, 30, and 31, Township 3 North, Range 7 East, Vienna Township, Scott County, Indiana.

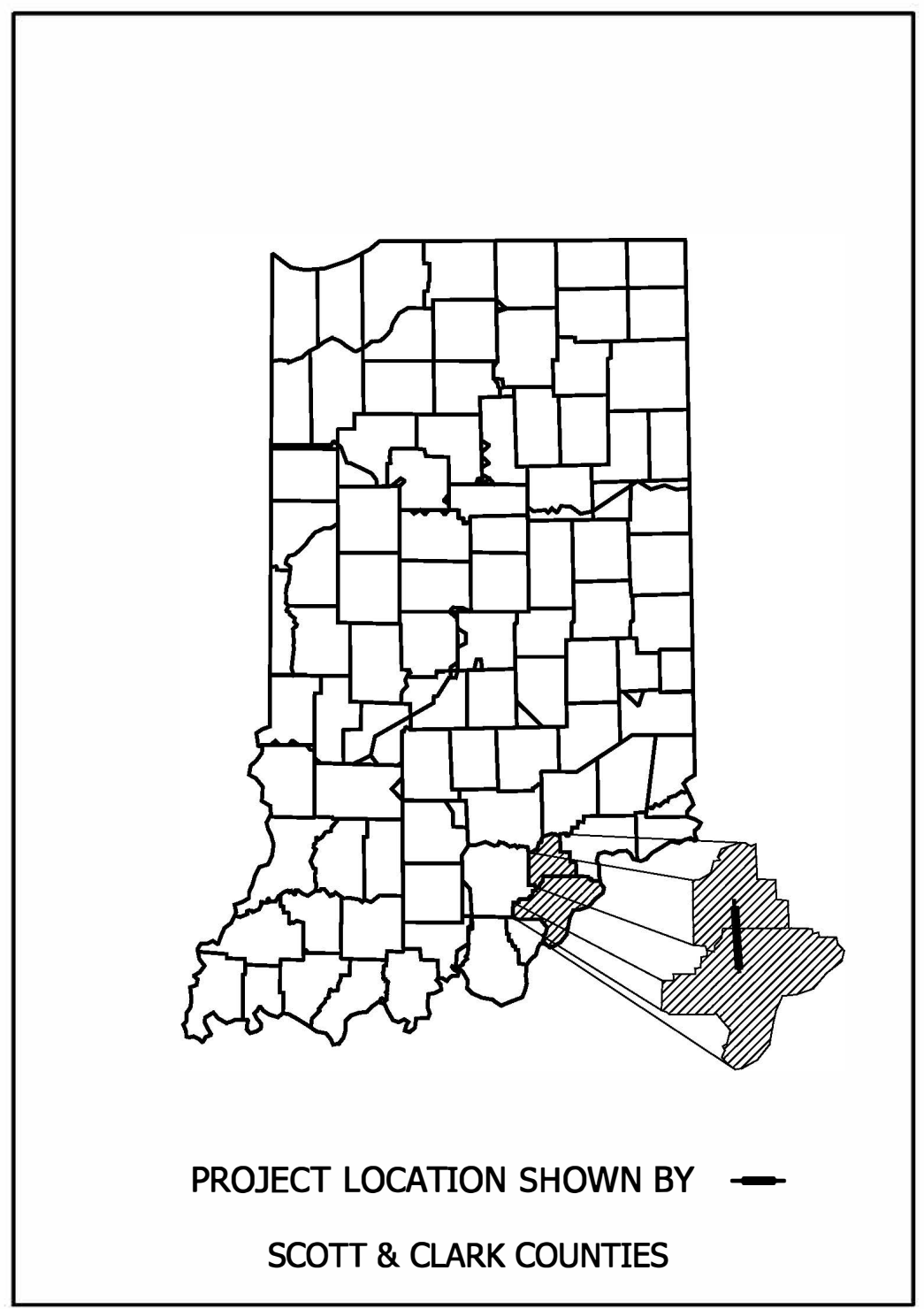
PROJECT	DESIGNATION
1700135	1700135
CONTRACT	BRIDGE FILE
R-41529	See Below

KIN DESIGNATION NUMBERS		
DESIGNATION	DESCRIPTION	BRIDGE FILE
1600729	I-65 NB over Caney Fork	I65-017-04222 ENBL
1600733	I-65 SB over Caney Fork	I65-017-04222 ESBL
1600744	I-65 NB over Blue Lick Creek	I65-016-04220 ENBL
1600750	I-65 SB over Blue Lick Creek	I65-016-04220 ESBL
2001600	I-65 SB over Brownstown Road	I65-021-09939 ANBL
2001601	I-65 NB over Brownstown Road	I65-021-09939 ASBL
2001603	County Line Road over I-65	I65-023-04227B
2001604	I-65 NB over Pigeon Roost Creek	I65-024-04229 CNBL
2001605	I-65 SB over Pigeon Roost Creek	I65-024-04229 CSBL
2001607	Lake Road over I-65	I65-028-04232B

CULVERT ASSETS		
DES. NO.	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	Small Structure Replacement
2001594	CV I65-072-25.05	Small Structure Replacement
2001595	CV I65-010-22.77	Small Structure Replacement
2001596	CV I65-072-25.83	Small Structure Replacement
2001597	CV I65-010-22.65	Small Structure Replacement
2001598	CV I65-010-19.90	Small Structure Replacement
2001599	CV I65-010-18.35	Small Structure Replacement

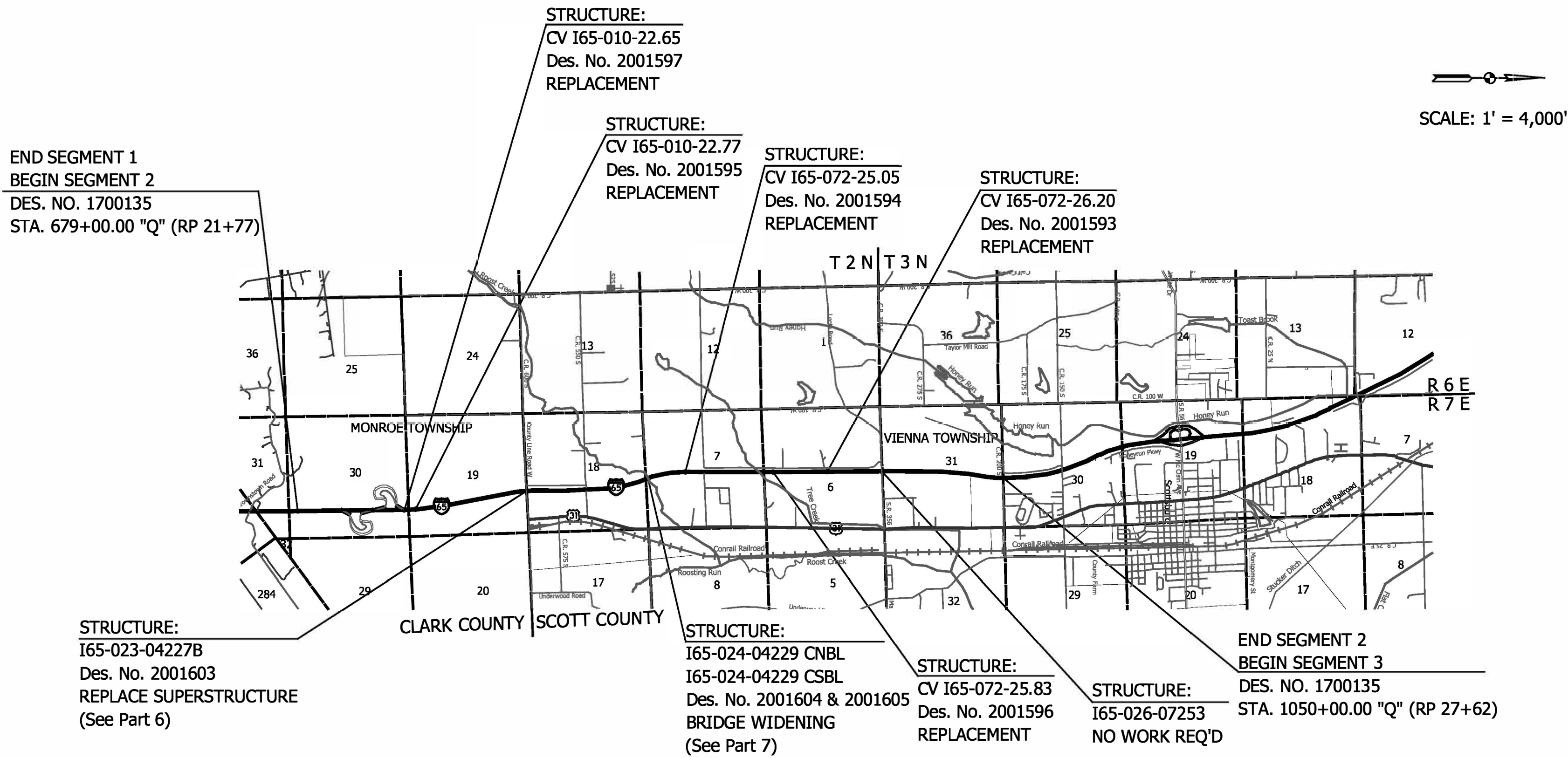
TRAFFIC DATA		I-65	
A.A.D.T.	(PROJ. 2023)	45,669	V.P.D.
A.A.D.T.	(PROJ. 2043)	49,452	V.P.D.
D.H.V.	(PROJ. 2043)	3,398	V.P.H.
DIRECTIONAL DISTRIBUTION		50 / 50	%
TRUCKS		32 %	A.A.D.T.
		23 %	D.H.V.

DESIGN DATA	
DESIGN SPEED	70 M.P.H.
PROJECT DESIGN CRITERIA	4R (FREEWAY)
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL (FREEWAY)
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	FULL



LATITUDE: 38° 35' 23" W LONGITUDE: 85° 46' 43" N

Gross Length: 12.8 MI.
 Net Length: 12.5 MI.
 Maximum Grade: 2.92 %



R-41529 - PART 2 OF 15

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

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: _____ DATE _____

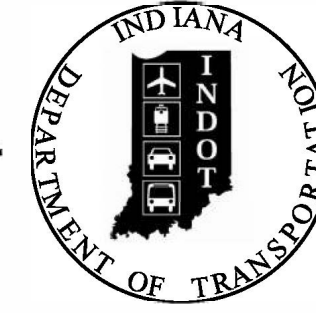
APPROVED FOR LETTING: _____ DATE _____

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE	
SEE BRIDGE PLANS	
DESIGNATION	
1700135	
SURVEY BOOK	SHEETS
N/A	1 of 181
CONTRACT	PROJECT
R-41529	1700135

PROJECT	DESIGNATION
1700135	1700135
CONTRACT	
R-41529	

INDIANA DEPARTMENT OF TRANSPORTATION



Due to file size, plans have been placed in separate files

KIN PROJECT INFORMATION		
DESIGNATION	DESCRIPTION	BRIDGE FILE
1600729	I-65 NB over Caney Fork	I65-017-04222 ENBL
1600733	I-65 SB over Caney Fork	I65-017-04222 ESBL
1600744	I-65 NB over Blue Lick Creek	I65-016-04220 ENBL
1600750	I-65 SB over Blue Lick Creek	I65-016-04220 ESBL
2001600	I-65 NB over Brownstown Road	I65-021-09939 ANBL
2001601	I-65 SB over Brownstown Road	I65-021-09939 ASBL
2001603	Country Line Road over I-65	I65-023-04227B
2001604	I-65 NB over Pigeon Roost Creek	I65-024-04229 CNBL
2001605	I-65 SB over Pigeon Roost Creek	I65-024-04229 CSBL
2001607	Lake Road over I-65	I65-028-04232B

CULVERT ASSETS		
DESIGNATION	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	SMALL STRUCTURE REPLACEMENT
2001594	CV I65-072-25.05	SMALL STRUCTURE REPLACEMENT
2001595	CV I65-010-22.77	SMALL STRUCTURE REPLACEMENT
2001596	CV I65-072-25.83	SMALL STRUCTURE REPLACEMENT
2001597	CV I65-010-22.65	SMALL STRUCTURE REPLACEMENT
2001598	CV I65-010-19.90	SMALL STRUCTURE REPLACEMENT
2001599	CV I65-010-18.35	SMALL STRUCTURE REPLACEMENT

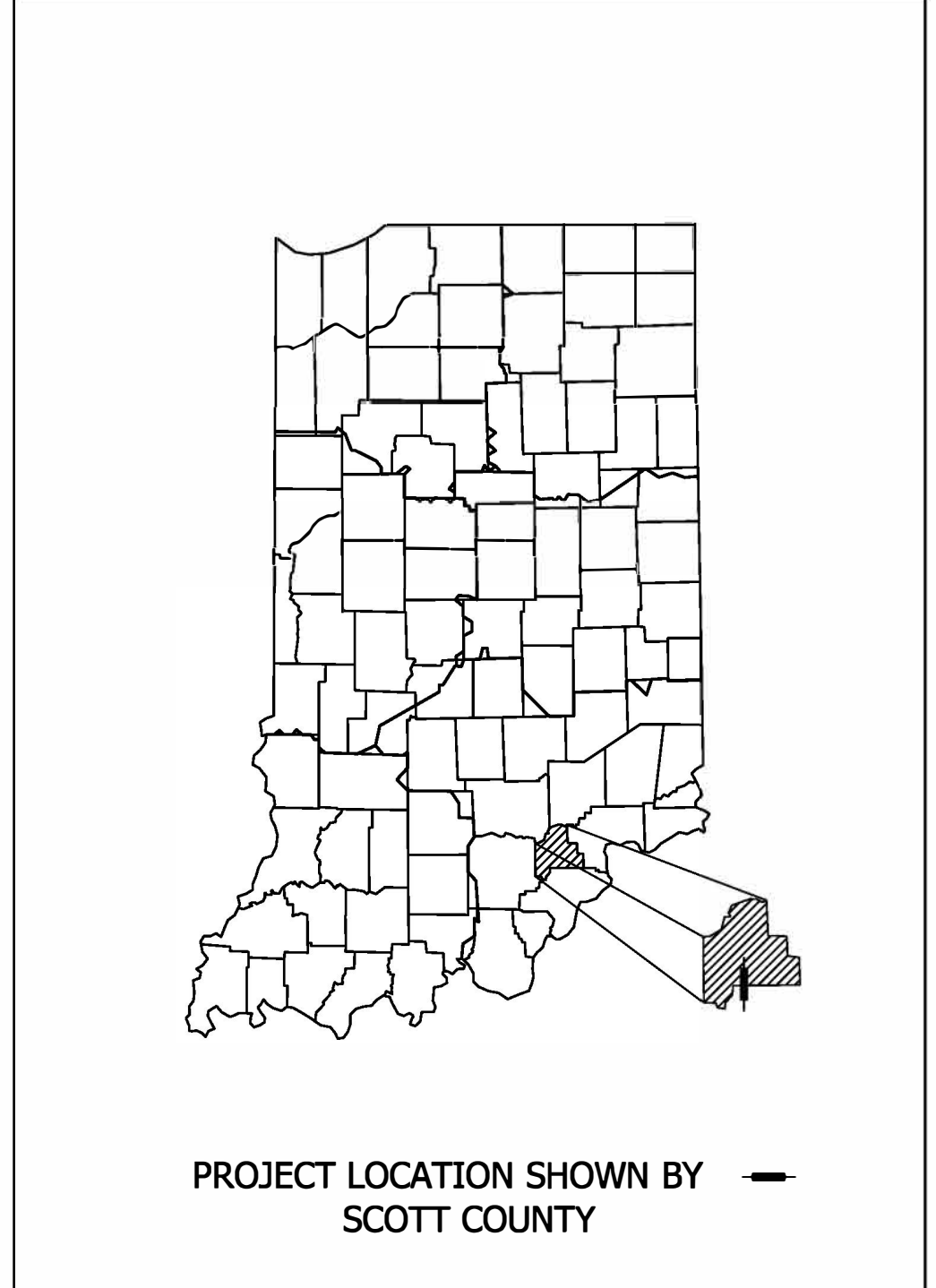
ROAD PLANS

ROUTE: I-65 FROM: RP 27+80 TO: RP 29+10
 PROJECT NO. 1700135 P.E. 1700135 CONST.

Project Description:
 Segment 3: Complete Freeway Reconstruction along I-65, Beginning Approximately 1.56 miles South of the I-65 / S.R 56 Interchange (RP 27+80), Thence Northerly 1.06 miles to a Point 0.5 miles South of the I-65 / S.R. 56 Interchange. All in Sections 19, 30, Township 3 North, Range 7 East, Vienna Township, Scott County, Indiana.

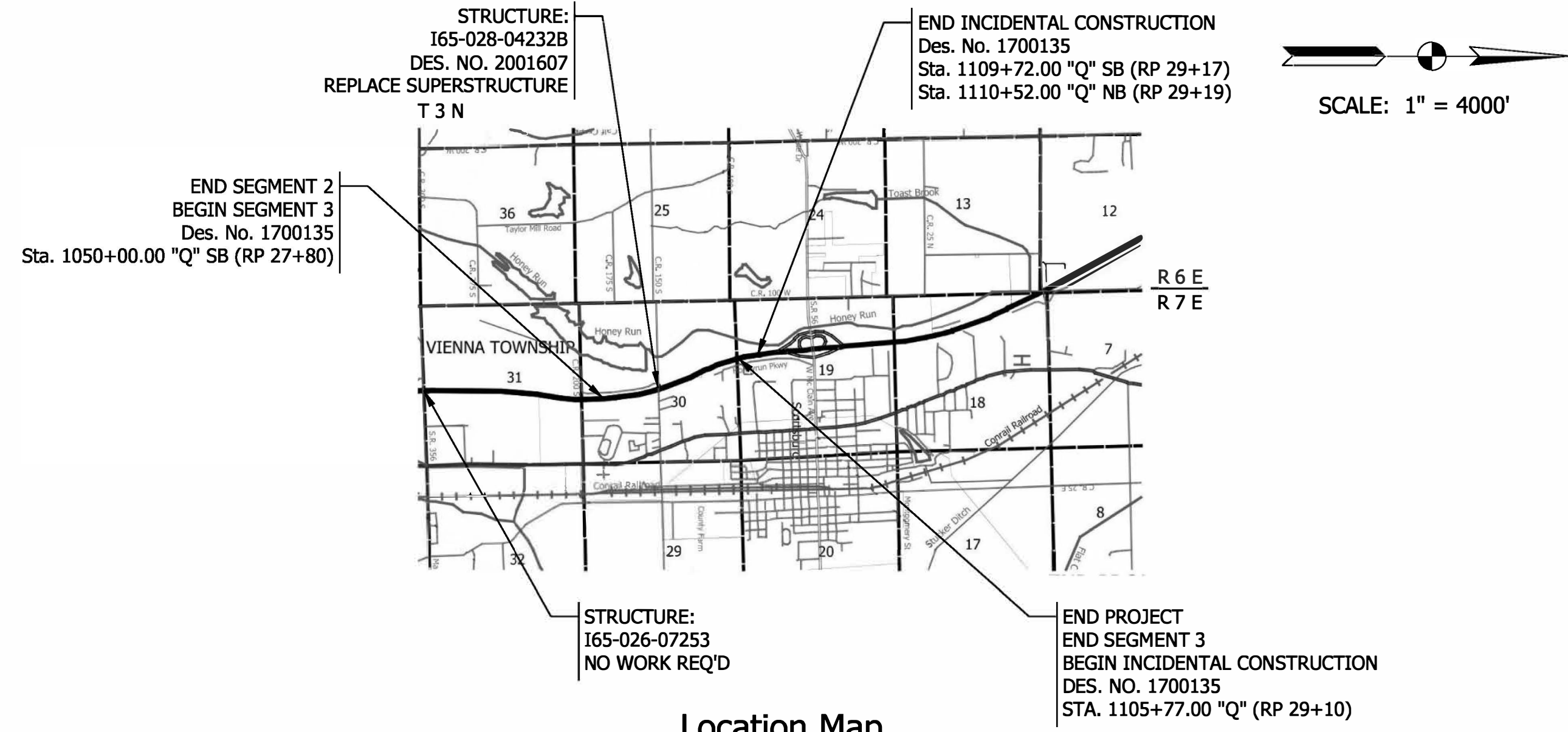
TRAFFIC DATA		I-65
A.A.D.T.	(PROJ. 2023)	45,669 V.P.D.
A.A.D.T.	(PROJ. 2043)	49,452 V.P.D.
D.H.V	(PROJ. 2043)	3,398 V.P.H.
DIRECTIONAL DISTRIBUTION		50/50 %
TRUCKS		32 % A.A.D.T. 23 % D.H.V.

DESIGN DATA	
DESIGN SPEED	70 M.P.H.
PROJECT DESIGN CRITERIA	4R (FREEWAY)
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL (FREEWAY)
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	FULL



LATITUDE: 38° 35' 23" N LONGITUDE: 85° 46' 43" W

Gross Length: 1.06 MI.
 Net Length: 1.06 MI.
 Maximum Grade: 1.03 %



Location Map
 Scott County

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

<p>201 South Capitol Avenue, Suite 1220 Indianapolis, IN 46225 Tel: (317) 829-9600</p>	FEDERAL HIGHWAY ADMINISTRATION U.S. DEPT. OF TRANSPORTATION APPROVED: _____ DATE _____ DIVISION ADMINISTRATOR	PLANS PREPARED BY: CDM SMITH, INC. 317-829-9600 PHONE NUMBER CERTIFIED BY: _____ \$SIG DATE\$ DATE _____ APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE _____	<table border="1"> <tr> <td colspan="2">DESIGNATION</td> </tr> <tr> <td colspan="2">1700135</td> </tr> <tr> <td>SURVEY BOOK</td> <td>SHEETS</td> </tr> <tr> <td>ELECTRONIC</td> <td>1 of 49</td> </tr> <tr> <td>CONTRACT</td> <td>PROJECT</td> </tr> <tr> <td>R-41529</td> <td>1700135</td> </tr> </table>	DESIGNATION		1700135		SURVEY BOOK	SHEETS	ELECTRONIC	1 of 49	CONTRACT	PROJECT	R-41529	1700135
	DESIGNATION														
1700135															
SURVEY BOOK	SHEETS														
ELECTRONIC	1 of 49														
CONTRACT	PROJECT														
R-41529	1700135														
pw:\cdmsmith-az02-pw.bentley.com:PW_PL1\Documents\90581\258950\10 Transportation\02 Engineering Services NM_50pct\01 Roadway Design\10 CADD\02 Details\ShT Title_CDMS.dgn															

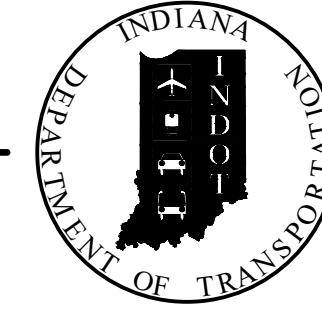
PROJECT	DESIGNATION
1700135	1600729 (NB) & 1600733 (SB)
CONTRACT	BRIDGE FILE
R-41529	I65-017-04222 ENBL & ESBL

INDIANA DEPARTMENT OF TRANSPORTATION

Due to file size, plans have been placed in separate files

TRAFFIC DATA		
A.A.D.T. (2023)		45,669 V.P.D.
A.A.D.T. (2043)		49,452 V.P.D.
D.H.V (2043)		3,398 V.P.H.
DIRECTIONAL DISTRIBUTION		49.7 %
TRUCKS		32.1 % A.A.D.T. 22.5 % D.H.V.

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-017-04222 ENBL & ESBL	TWIN COMPOSITE PRESTRESSED CONCRETE BOX BEAM BRIDGES	3 SPANS: 45'-0", 45'-0", 45'-0" SKEW: 0°	CANEY FORK	± STRUCTURE STA.449+87.50 "PR-Q"



BRIDGE PLANS

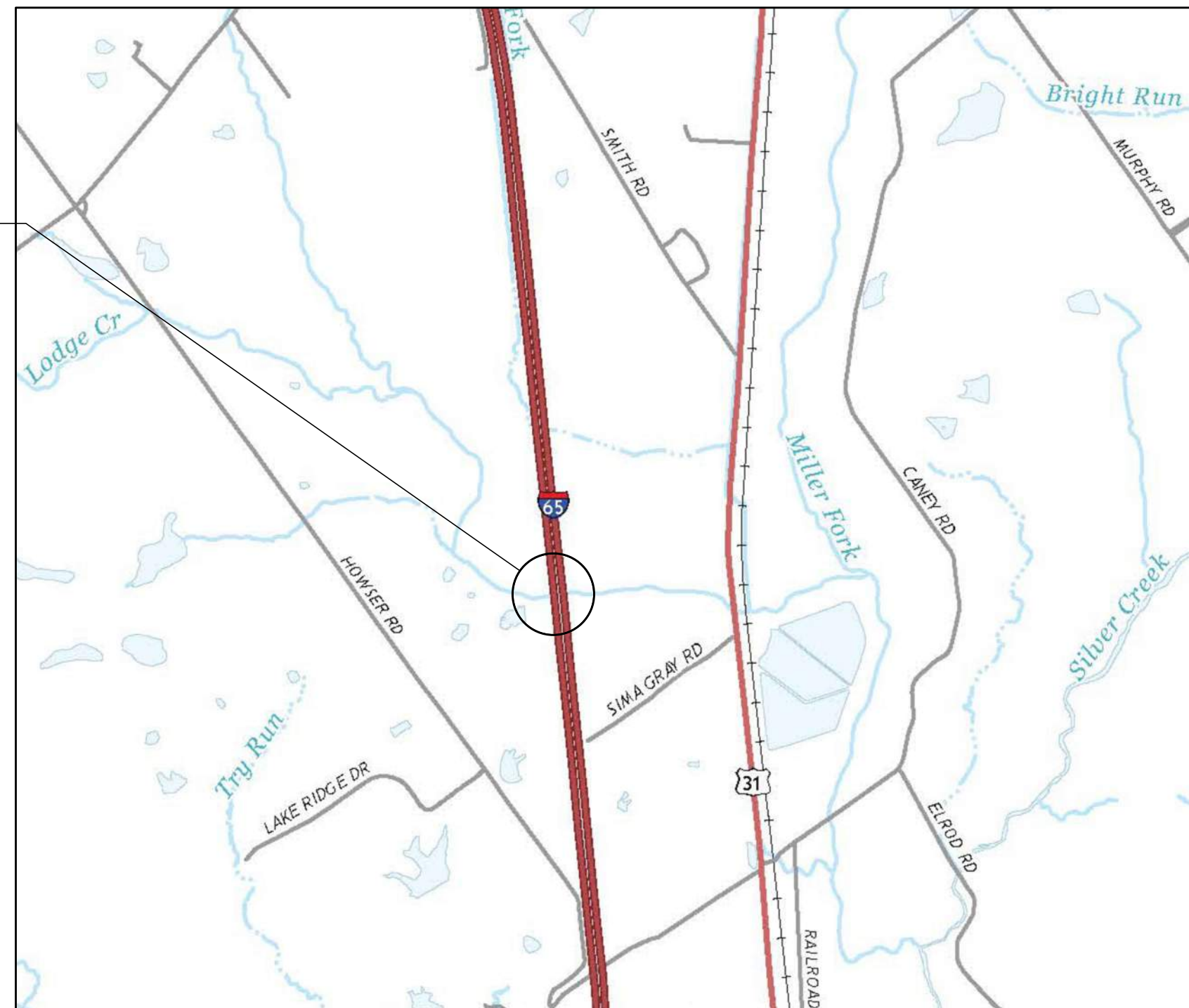
FOR SPANS OVER 20 FEET
ROUTE: I-65 AT: RP 17+44

PROJECT NO. 1700135 P.E. R/W
1700135 CONST.

NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

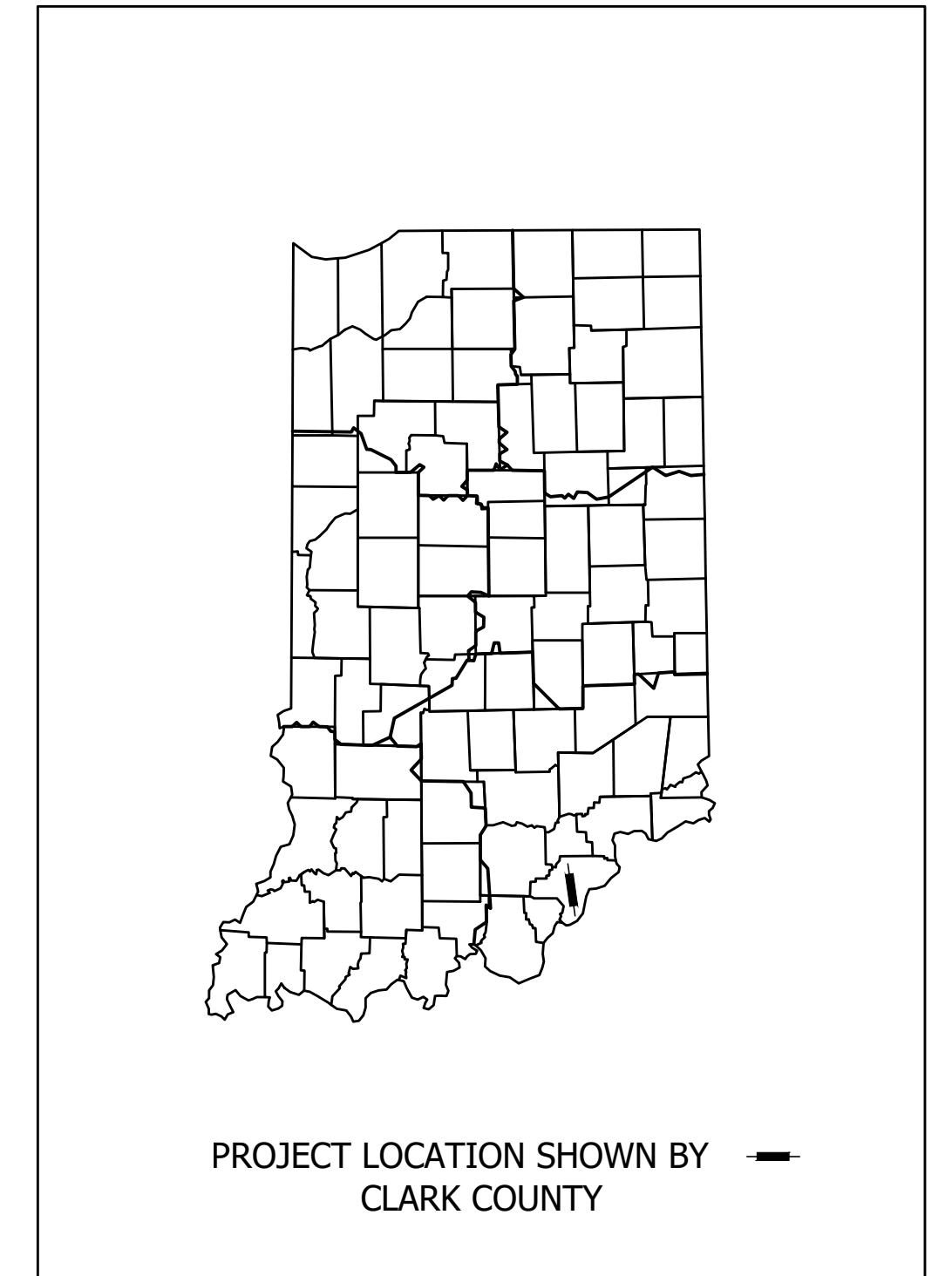
KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
1600729	Bridge Rehabilitation for Structure I65-017-04222 ENBL
1600733	Bridge Rehabilitation for Structure I65-017-04222 ESBL
1600744	Bridge Rehabilitation for Structure I65-016-04220 ENBL
1600750	Bridge Rehabilitation for Structure I65-016-04220 ESBL
1700135	I65 Roadway Reconstruction (Lead)
2001593	Small Structure Pipe Lining for Structure CV I65-072-26.20
2001594	Small Structure Pipe Lining for Structure CV I65-072-25.05
2001595	Small Structure Pipe Lining for Structure CV I65-010-22.77
2001596	Small Structure Replacement for Structure CV I65-072-25.83
2001597	Small Structure Repair for Structure CV I65-010-22.65
2001598	Small Structure Repair for Structure CV I65-010-19.90
2001599	Small Structure Pipe Lining for Structure CV I65-010-18.35
2001600	Bridge Rehabilitation for Structure I65-021-09939 ASBL
2001601	Bridge Rehabilitation for Structure I65-021-09940 ANBL
2001603	Bridge Rehabilitation for Structure I65-023-04227
2001604	Bridge Rehabilitation for Structure I65-024-04229 BNBL
2001605	Bridge Rehabilitation for Structure I65-024-04229 BSBL
2001607	Bridge Rehabilitation for Structure I65-028-04232 A

Bridge Rehabilitation on I-65 over Caney Fork
Located 1.81 Miles South of SR 160 in
Military Land, Grant No.238, Monroe Township, Clark County, Indiana



PROJECT LOCATION
Begin Project-Sta.391+00.00 "PR-Q"
End Project-Sta.679+00.00 "Q"
End Project-Sta.679+00.69 "PR-Q"

LOCATION MAP
SCALE: 1:24000



LATITUDE: 38°30'51.77" N LONGITUDE: 85°46'20.28" W

BRIDGE LENGTH: 0.026 MI.
ROADWAY LENGTH: 12.5 MI.
TOTAL LENGTH: 12.8 MI.
MAX. GRADE: 2.92 %

PART 5 OF 15

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020
TO BE USED WITH THESE PLANS.

PLANS PREPARED BY:

8320 CRAIG STREET | INDIANAPOLIS, IN 46250
317.849.5832 | F: 317.841.4280 | WWW.B-L-N.COM

PLANS PREPARED BY: BEAM, LONGEST & NEFF, LLC (317)849-5832 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

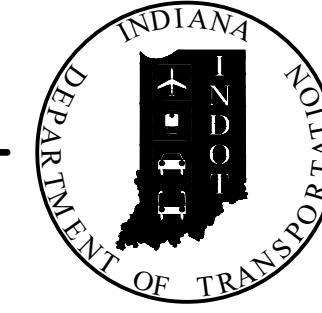
BRIDGE FILE	
I65-017-04222 ENBL & ESBL	
DESIGNATION	
1600729 (NB) & 1600733 (SB)	
DRAWING NO.	SHEETS
1	of 28
CONTRACT	PROJECT
R-41529	1700135

PROJECT	DESIGNATION
1700135	2001600 (SB) & 2001601 (NB)
CONTRACT	BRIDGE FILE
R-41529	I65-021-09939ASBL & I65-021-09940ANBL

INDIANA DEPARTMENT OF TRANSPORTATION

Due to file size, plans have been placed in separate files

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-021-09939ASBL & I65-021-09940ANBL	TWIN COMPOSITE STEEL BEAM BRIDGES	1 SPAN: 75'-0" SKEW: 31° RT.	BROWNSTOWN ROAD	G STRUCTURE STA.654+25.34 "PR-Q"



BRIDGE REHABILITATION PLANS

FOR SPANS OVER 20 FEET
ROUTE: I-65 AT: RP 21+24

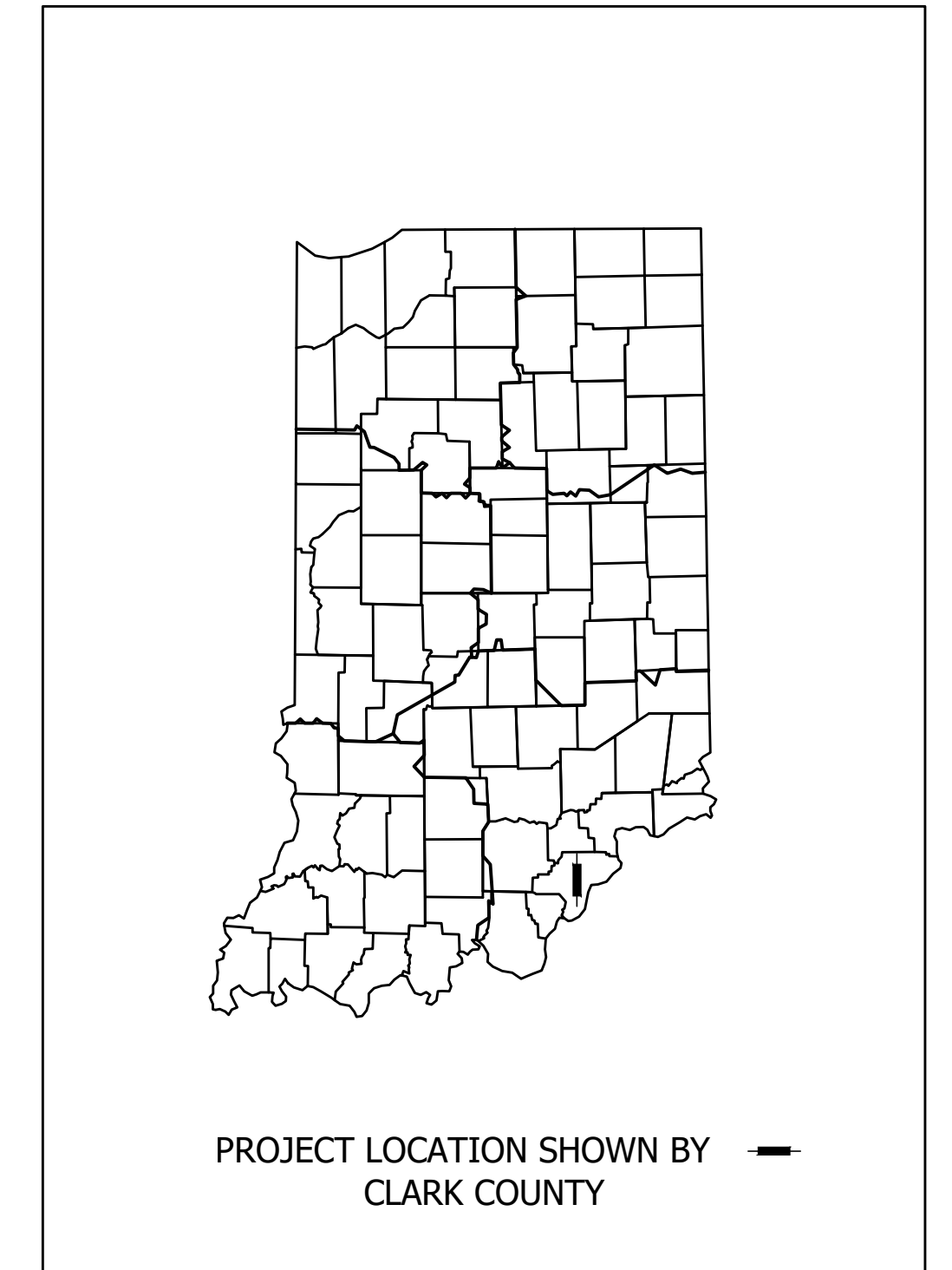
PROJECT NO. 1700135 P.E.
R/W
1700135 CONST.

NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

Bridge Rehabilitation on I-65 over Brownstown Road
Located 2.03 Miles North of SR 160 in
Monroe Township, Clark County (Illinois Grant), Indiana

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
1600729	Bridge Rehabilitation for Structure I65-017-04222 ENBL
1600733	Bridge Rehabilitation for Structure I65-017-04222 ESBL
1600744	Bridge Rehabilitation for Structure I65-016-04220 ENBL
1600750	Bridge Rehabilitation for Structure I65-016-04220 ESBL
1700135	I65 Roadway Reconstruction (Lead)
2001593	Small Structure Pipe Lining for Structure CV I65-072-26.20
2001594	Small Structure Pipe Lining for Structure CV I65-072-25.05
2001595	Small Structure Pipe Lining for Structure CV I65-010-22.77
2001596	Small Structure Replacement for Structure CV I65-072-25.83
2001597	Small Structure Repair for Structure CV I65-010-22.65
2001598	Small Structure Repair for Structure CV I65-010-19.90
2001599	Small Structure Pipe Lining for Structure CV I65-010-18.35
2001600	Bridge Rehabilitation for Structure I65-021-09939 ASBL
2001601	Bridge Rehabilitation for Structure I65-021-09940 ANBL
2001603	Bridge Rehabilitation for Structure I65-023-04227
2001604	Bridge Rehabilitation for Structure I65-024-04229 BNBL
2001605	Bridge Rehabilitation for Structure I65-024-04229 BSBL
2001607	Bridge Rehabilitation for Structure I65-028-04232 A

TRAFFIC DATA		
A.A.D.T. (2023)		45,669 V.P.D.
A.A.D.T. (2043)		49,452 V.P.D.
D.H.V (2043)		3,398 V.P.H.
DIRECTIONAL DISTRIBUTION		49.7 %
TRUCKS		32.1 % A.A.D.T. 22.5 % D.H.V.
DESIGN DATA		
DESIGN SPEED		70 M.P.H.
PROJECT DESIGN CRITERIA		COMPLETE RECONSTRUCTION (FREEWAY)
FUNCTIONAL CLASSIFICATION		INTERSTATE
RURAL/URBAN		RURAL
TERRAIN		LEVEL
ACCESS CONTROL		FULL

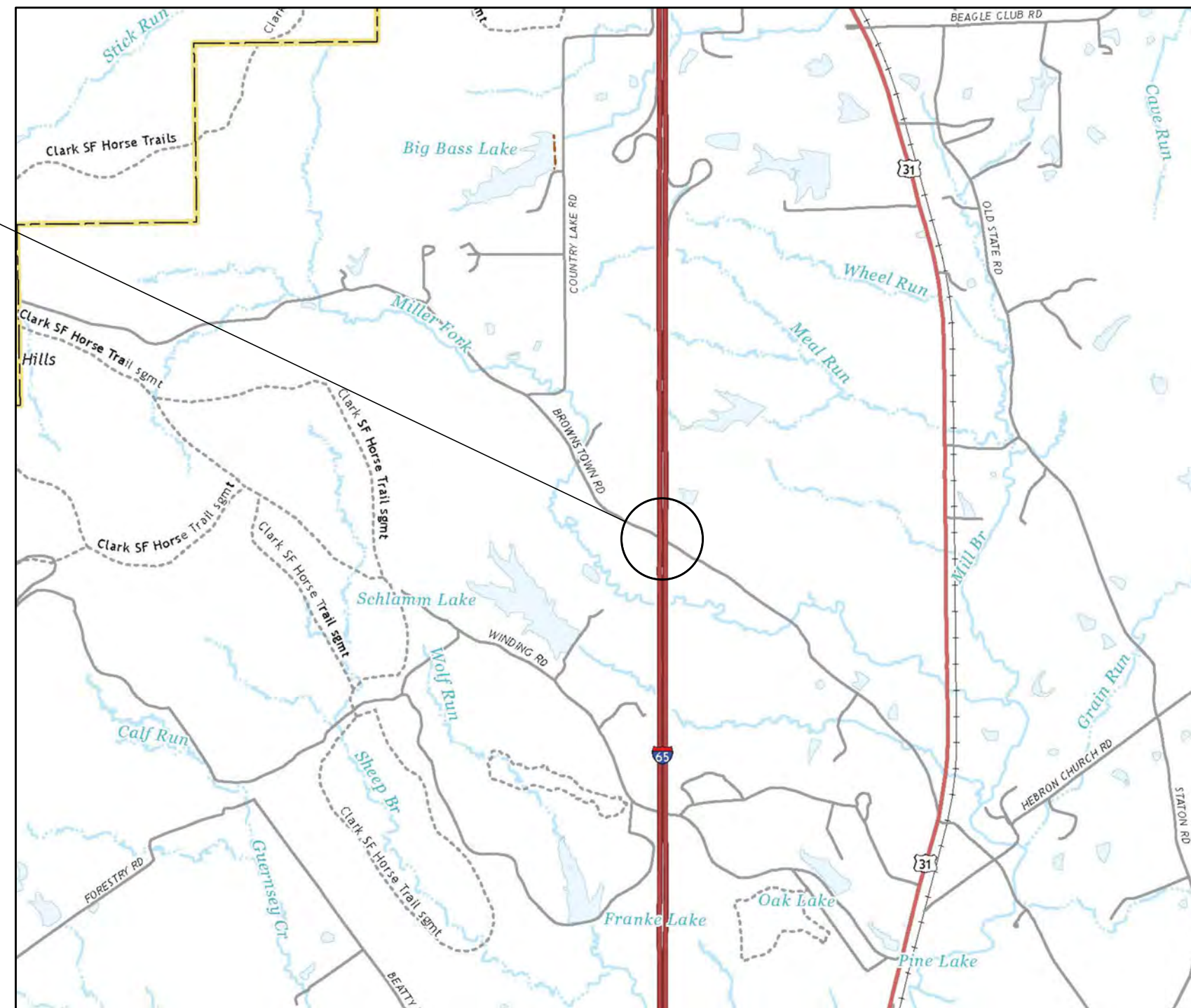


LATITUDE: 38°34'12" N LONGITUDE: 85°46'44" W

BRIDGE LENGTH:	0.014	MI.
ROADWAY LENGTH:	12.5	MI.
TOTAL LENGTH:	12.8	MI.
MAX. GRADE:	2.92	%

PART 6 OF 15

PROJECT LOCATION
Begin Project-Sta.391+00.00 "PR-Q"
End Project-Sta.679+00.00 "Q"
End Project-Sta.679+00.69 "PR-Q"



LOCATION MAP
SCALE: 1:24000

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020
TO BE USED WITH THESE PLANS.

PLANS PREPARED BY: 8320 CRAIG STREET INDIANAPOLIS, IN 46250 317.849.5832 F: 317.841.4280 WWW.B-L-N.COM	PLANS PREPARED BY: BEAM, LONGEST & NEFF, LLC (317)849-5832 PHONE NUMBER	BRIDGE FILE I65-021-09939ASBL & I65-021-09940ANBL DESIGNATION 2001600 (SB) & 2001601 (NB)												
	CERTIFIED BY: _____ DATE _____ APPROVED FOR LETTING: _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION	<table border="1"> <tr> <th>DRAWING NO.</th> <th colspan="2">SHEETS</th> </tr> <tr> <td></td> <td>1</td> <td>of 24</td> </tr> <tr> <th>CONTRACT</th> <th colspan="2">PROJECT</th> </tr> <tr> <td>R-41529</td> <td colspan="2">1700135</td> </tr> </table>	DRAWING NO.	SHEETS			1	of 24	CONTRACT	PROJECT		R-41529	1700135
DRAWING NO.	SHEETS													
	1	of 24												
CONTRACT	PROJECT													
R-41529	1700135													

INDIANA DEPARTMENT OF TRANSPORTATION

Due to file size, plans have been placed in separate files



BRIDGE REHABILITATION PLANS

FOR SPANS OVER 20 FEET

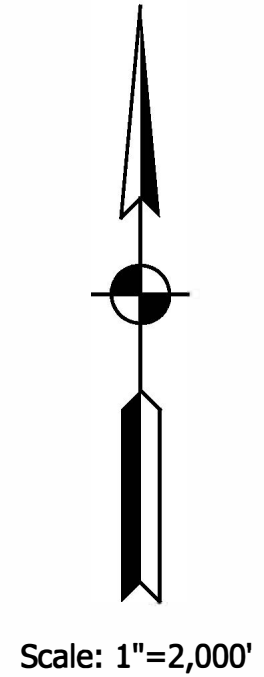
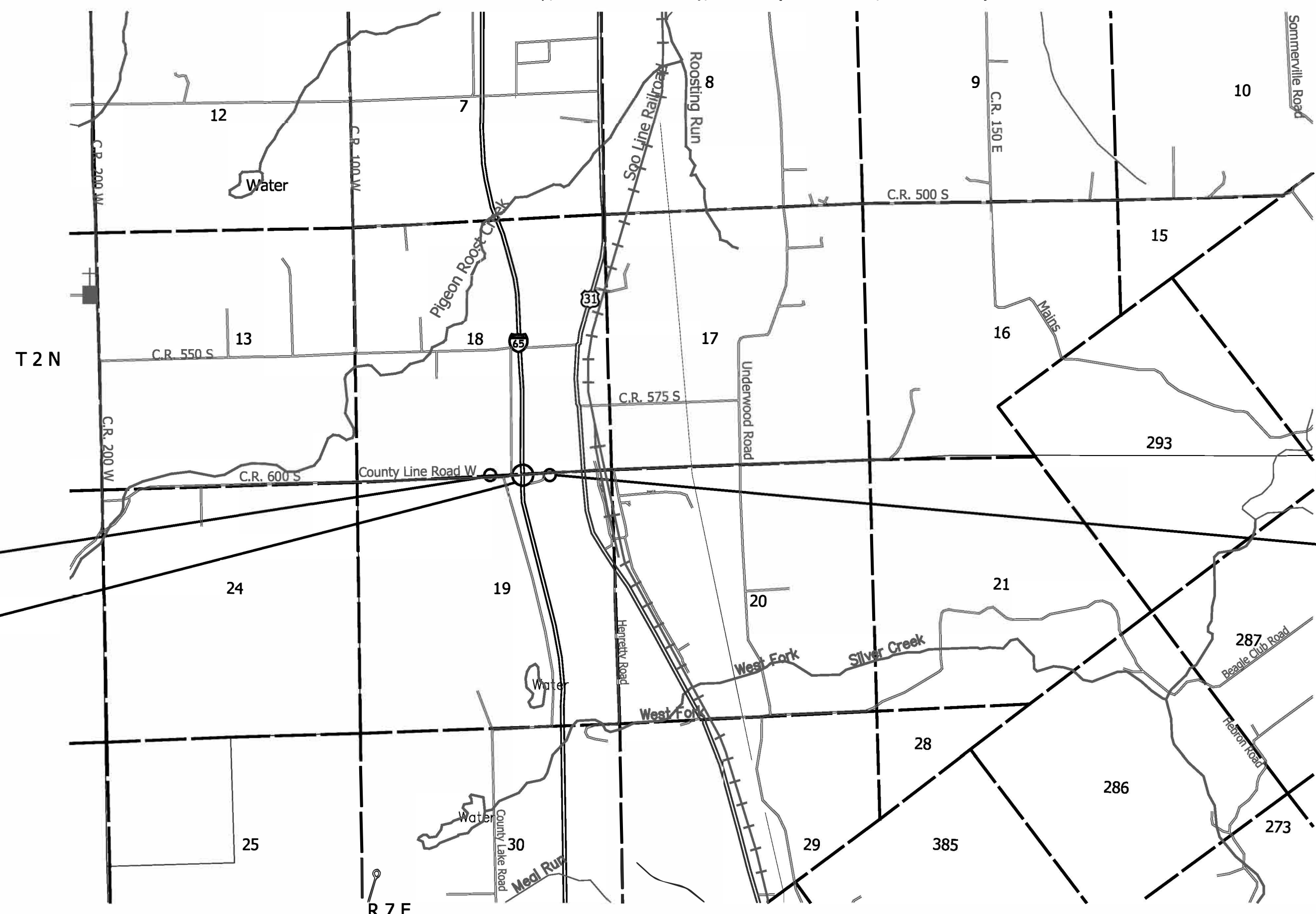
ROUTE: COUNTY LINE ROAD AT: RP 23+69

PROJECT NO. 2001603 P.E.

NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT R/W

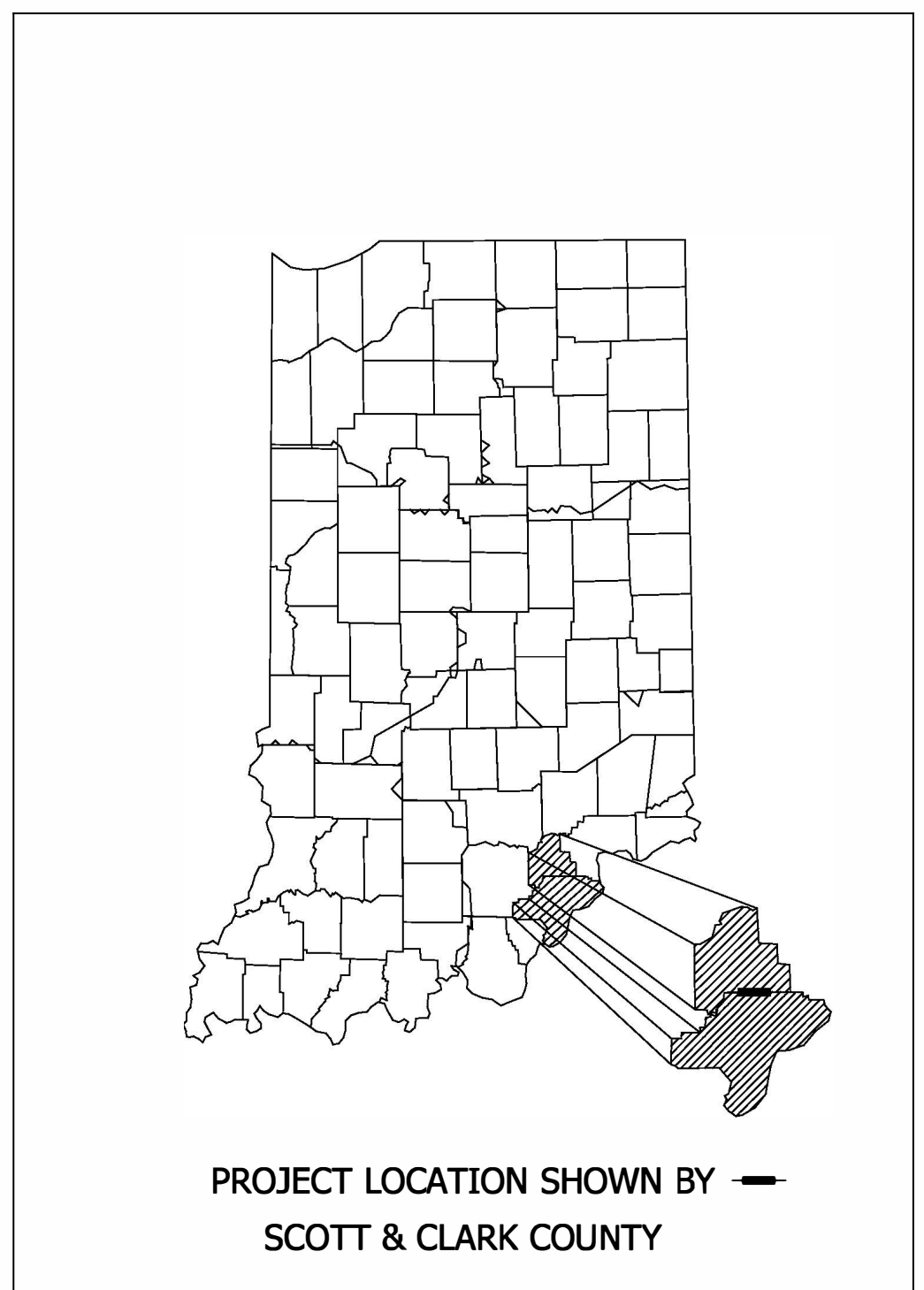
1700135 CONST.

This Bridge Superstructure Replacement is on County Line Road Over I-65 Located Approximately 4.46 Miles North of State Road 160 on Section Line Between Section 18, T 2 N, R 7 E and Section 19, T 2 N, R 7 E, Vienna & Monroe Township, Scott & Clark County, Indiana. (38° 36' 18" N, 85° 46' 53" W)



A.A.D.T.	2023	855	V.P.D.
A.A.D.T.	2043	1040	V.P.D.
D.H.V		108	V.P.H.
DIRECTIONAL DISTRIBUTION		51	%
TRUCKS		3.2	% A.A.D.T.
		12	% D.H.V.

DESIGN SPEED	45	M.P.H.
PROJECT DESIGN CRITERIA	3R NON-FREEWAY	
FUNCTIONAL CLASSIFICATION	MINOR COLLECTOR	
RURAL/URBAN	RURAL	
TERRAIN	LEVEL	
ACCESS CONTROL	NONE	



LATITUDE: 38°36'18" N LONGITUDE: 85°46'53" W

BRIDGE LENGTH:	0.040	MI.
ROADWAY LENGTH:	0.061	MI.
TOTAL LENGTH:	0.101	MI.
MAX. GRADE:	3.715	%

PROJECT	DESIGNATION
1700135	2001603
CONTRACT	BRIDGE FILE
R-41529	165-023-04227B

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-023-04227B	CONTINUOUS COMPOSITE STEEL BEAM BRIDGE	4 Spans: 38'-8" 66'-0", 66'-0", 38'-8" SKEW: SQUARE	I-65	9+99.06 "S-9-Q"

DESIGNATION	DESCRIPTION
1600729	Bridge Rehabilitation for Structure 165-017-04222 ENBL
1600733	Bridge Rehabilitation for Structure 165-017-04222 ESBL
1600744	Bridge Rehabilitation for Structure 165-016-04220 ENBL
1600750	Bridge Rehabilitation for Structure 165-016-04220 ESBL
1700135 (LEAD)	I65 Roadway Reconstruction
2001600	Bridge Rehabilitation for Structure 165-021-09939 ASBL
2001601	Bridge Rehabilitation for Structure 165-021-09940 ANBL
2001603	Bridge Rehabilitation for Structure 165-023-04227
2001604	Bridge Rehabilitation for Structure 165-024-04229 BNBL
2001605	Bridge Rehabilitation for Structure 165-024-04229 BSBL
2001607	Bridge Rehabilitation for Structure 165-024-04232 A

DES. NO.	CULVERT ASSET ID	WORK TYPE
2001593	CV 165-072-26.20	Small Structure Pipe Lining
2001594	CV 165-072-25.05	Small Structure Pipe Lining
2001595	CV 165-010-22.77	Small Structure Pipe Lining
2001596	CV 165-072-25.83	Small Structure Replacement
2001597	CV 165-010-22.65	Small Structure Paved Invert
2001598	CV 165-010-19.90	Small Structure Paved Invert
2001599	CV 165-010-18.35	Small Structure Pipe Lining

R-41529 - PART 7 OF 15

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



FEDERAL HIGHWAY ADMINISTRATION U.S. DEPT. OF TRANSPORTATION

APPROVED: _____ DATE _____

DIVISION ADMINISTRATOR

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: _____ DATE _____

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE _____

BRIDGE FILE	
I65-023-04227B	
DESIGNATION	
2001603	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 18
CONTRACT	PROJECT
R-41529	1700135

INDIANA DEPARTMENT OF TRANSPORTATION

Due to file size, plans have been placed in separate files

TRAFFIC DATA		I-65	
A.A.D.T.	2023	44,140	V.P.D.
A.A.D.T.	2043	48,810	V.P.D.
D.H.V.		3070	V.P.H.
DIRECTIONAL DISTRIBUTION		51.5	%
TRUCKS		23.3	% A.A.D.T.
		26.9	% D.H.V.

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-024-04229 (CNBL/CSBL)	TWIN CONTINUOUS COMPOSITE PRESTRESSED CONCRETE BOX BEAM BRIDGE	3 Spans: 31'-9" 32'-0", 31'-9" Skew: NO SKEW	PIGEON ROOST CREEK	887+72.29 "PR-Q"

KIN DESIGNATION NUMBERS	
DESIGNATION	DESCRIPTION
1600729	Bridge Rehabilitation for Structure I65-017-04222 ENBL
1600733	Bridge Rehabilitation for Structure I65-017-04222 ESBL
1600744	Bridge Rehabilitation for Structure I65-016-04220 ENBL
1600750	Bridge Rehabilitation for Structure I65-016-04220 ESBL
1700135 (LEAD)	I65 Roadway Reconstruction
2001600	Bridge Rehabilitation for Structure I65-021-09939 ASBL
2001601	Bridge Rehabilitation for Structure I65-021-09940 ANBL
2001603	Bridge Rehabilitation for Structure I65-023-04227
2001604	Bridge Rehabilitation for Structure I65-024-04229 BNBL
2001605	Bridge Rehabilitation for Structure I65-024-04229 BSBL
2001607	Bridge Rehabilitation for Structure I65-024-04232 A

CULVERT ASSETS		
DES. NO.	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	Small Structure Pipe Lining
2001594	CV I65-072-25.05	Small Structure Pipe Lining
2001595	CV I65-010-22.77	Small Structure Pipe Lining
2001596	CV I65-072-25.83	Small Structure Replacement
2001597	CV I65-010-22.65	Small Structure Paved Invert
2001598	CV I65-010-19.90	Small Structure Paved Invert
2001599	CV I65-010-18.35	Small Structure Pipe Lining

BRIDGE REHABILITATION PLANS

FOR SPANS OVER 20 FEET

ROUTE: I-65 AT: RP 24+73 (NBL) 24+74 (SBL)

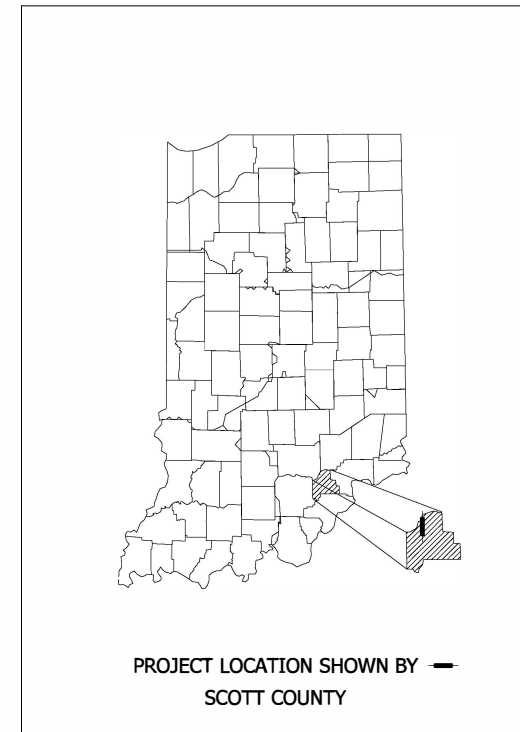
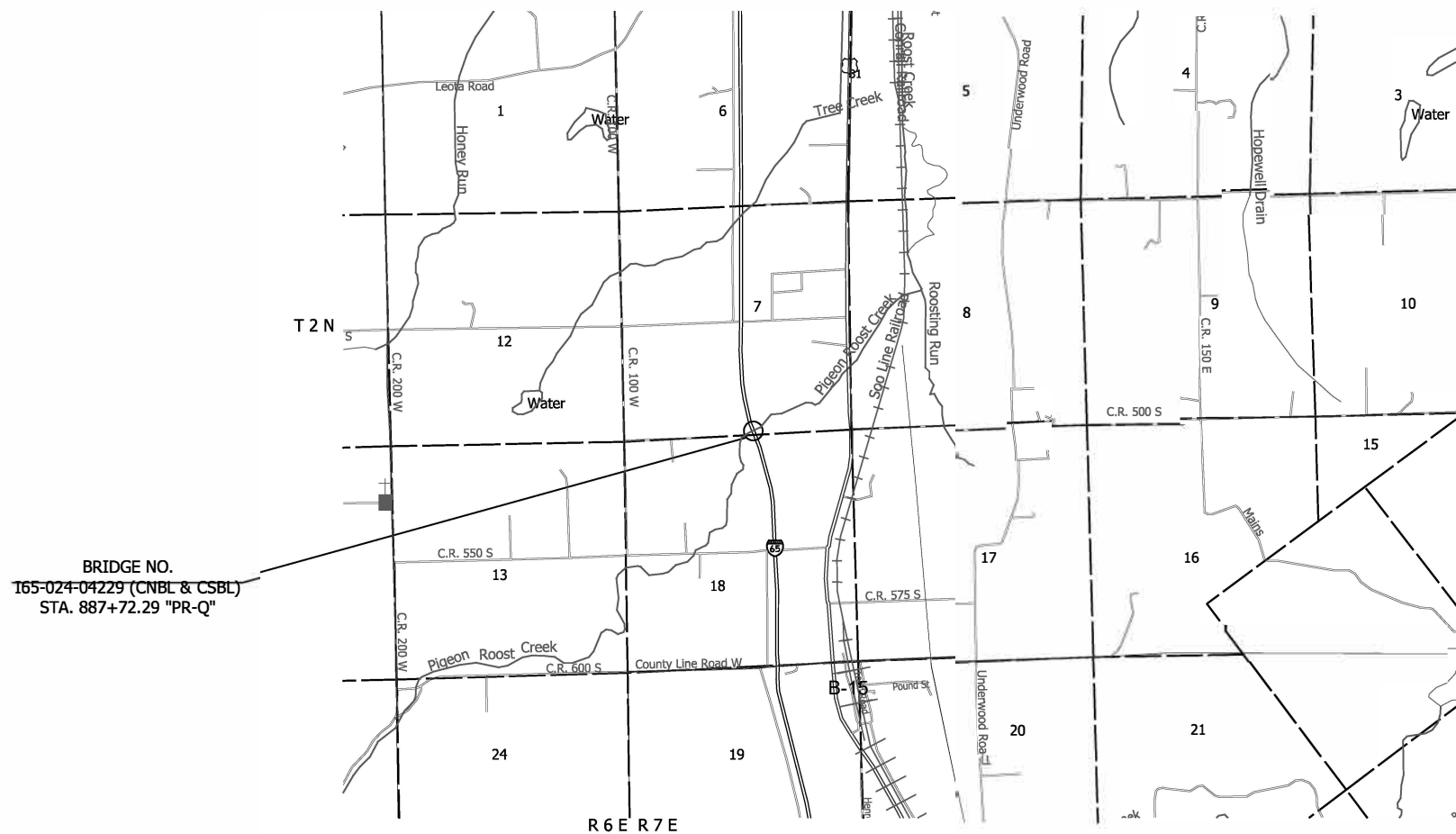
PROJECT NO. 2001604 & 2001605 P.E.

NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

R/W

1700135 CONST.

This Bridge Superstructure replacement of the North and South Bound Bridges is on I-65 over Pigeon Roost Creek located approximately 4.58 miles South of State Road 56 in Section 7, T 2 N, R 7 E Vienna Township, Scott County, Indiana. (38° 37' 12" N, 85° 46' 58" W)



LATITUDE: 38°37'12" N LONGITUDE: 85°46'58" W

BRIDGE LENGTH:	0.019	MI.
ROADWAY LENGTH:	12.800	MI.
TOTAL LENGTH:	12.819	MI.
MAX. GRADE:	+0.300	%

HUC: 05120207040090

INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED 2020 TO BE USED WITH THESE PLANS.

R-41529 - PART 8 OF 15



9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, IN 46240
TEL 317.547.5680 FAX 317.543.0270
www.structurepoint.com

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPT. OF TRANSPORTATION

APPROVED: _____ DATE _____

DIVISION ADMINISTRATOR

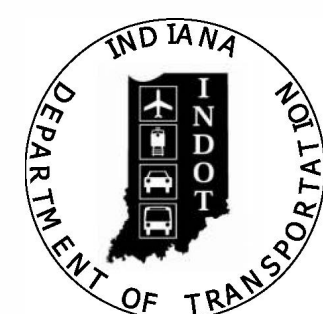
PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: _____ DATE _____

APPROVED FOR LETTING: _____ DATE _____
INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE	
I65-024-04229 CNBL & CSBL	
DESIGNATION	
2001604 & 2001605	
SURVEY BOOK	
ELECTRONIC	1 of 17
CONTRACT	
R-41529	PROJECT
	1700135

INDIANA DEPARTMENT OF TRANSPORTATION



Due to file size, plans have been placed in separate files

PROJECT	DESIGNATION
1700135	2001607
CONTRACT	BRIDGE FILE
R-41529	I65-028-04232 A

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-028-04232 A	CONTINUOUS COMPOSITE STEEL BEAM BRIDGE	4 Spans: 42'-8 1/2", 68'-0", 68'-0", 42'-8 1/2" Skew: 16°00'00" Lt.	I-65	12+35.8 "S-12-Q"

KIN DESIGNATION NUMBERS	
DESIGNATION	DESCRIPTION
1600729	Bridge Rehabilitation for Structure I65-017-04222 ENBL
1600733	Bridge Rehabilitation for Structure I65-017-04222 ESBL
1600744	Bridge Rehabilitation for Structure I65-016-04220 ENBL
1600750	Bridge Rehabilitation for Structure I65-016-04220 ESBL
1700135 (LEAD)	I65 Roadway Reconstruction
2001600	Bridge Rehabilitation for Structure I65-021-09939 ASBL
2001601	Bridge Rehabilitation for Structure I65-021-09940 ANBL
2001603	Bridge Rehabilitation for Structure I65-023-04227
2001604	Bridge Rehabilitation for Structure I65-024-04229 BNBL
2001605	Bridge Rehabilitation for Structure I65-024-04229 BSBL
2001607	Bridge Rehabilitation for Structure I65-024-04232 A

CULVERT ASSETS		
DES. NO.	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	Small Structure Pipe Lining
2001594	CV I65-072-25.05	Small Structure Pipe Lining
2001595	CV I65-010-22.77	Small Structure Pipe Lining
2001596	CV I65-072-25.83	Small Structure Replacement
2001597	CV I65-010-22.65	Small Structure Paved Invert
2001598	CV I65-010-19.90	Small Structure Paved Invert
2001599	CV I65-010-18.35	Small Structure Pipe Lining

BRIDGE REHABILITATION PLANS

FOR SPANS OVER 20 FEET

ROUTE: LAKE ROAD AT: RP 28+27

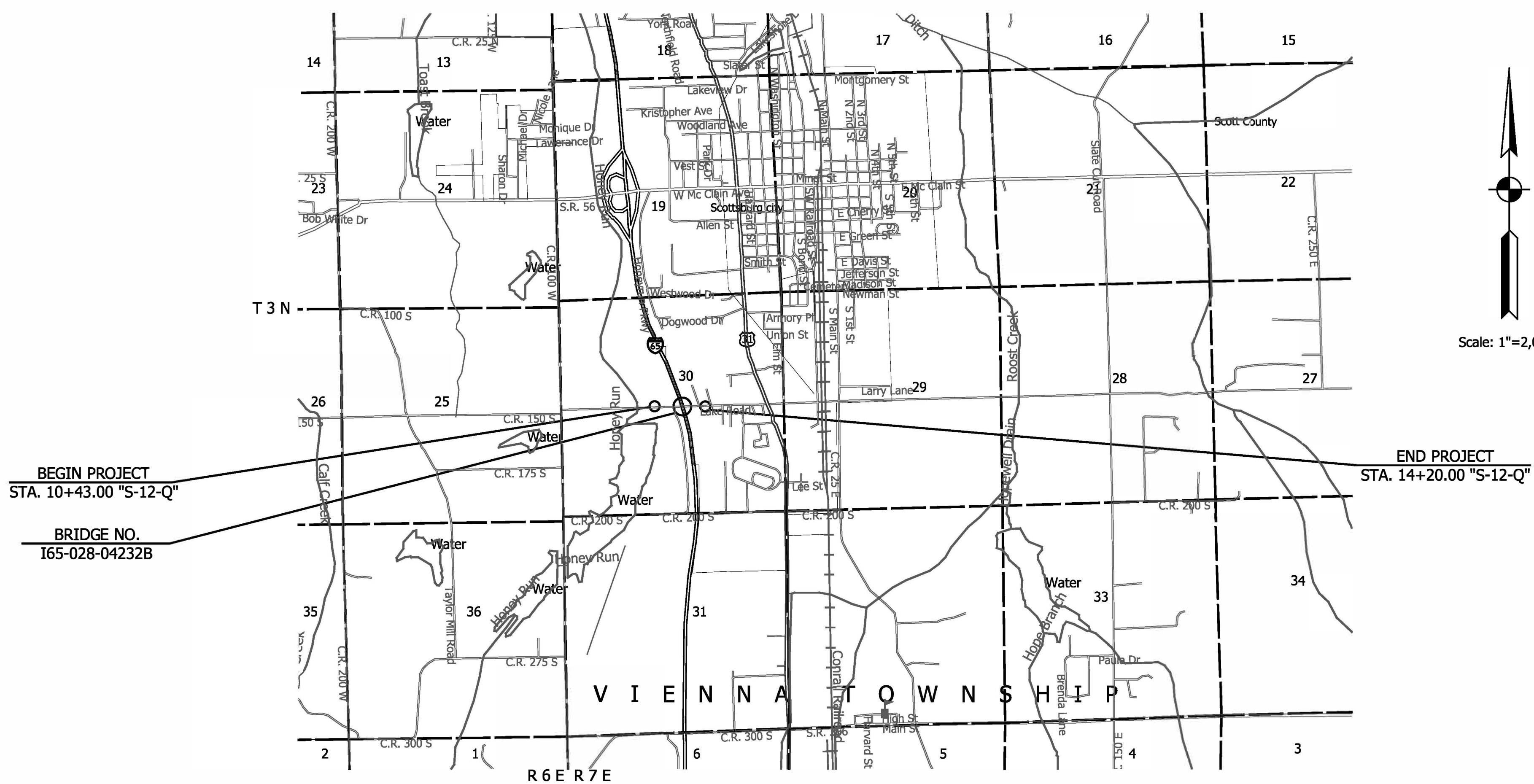
PROJECT NO. 2001607 P.E.

NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

R/W

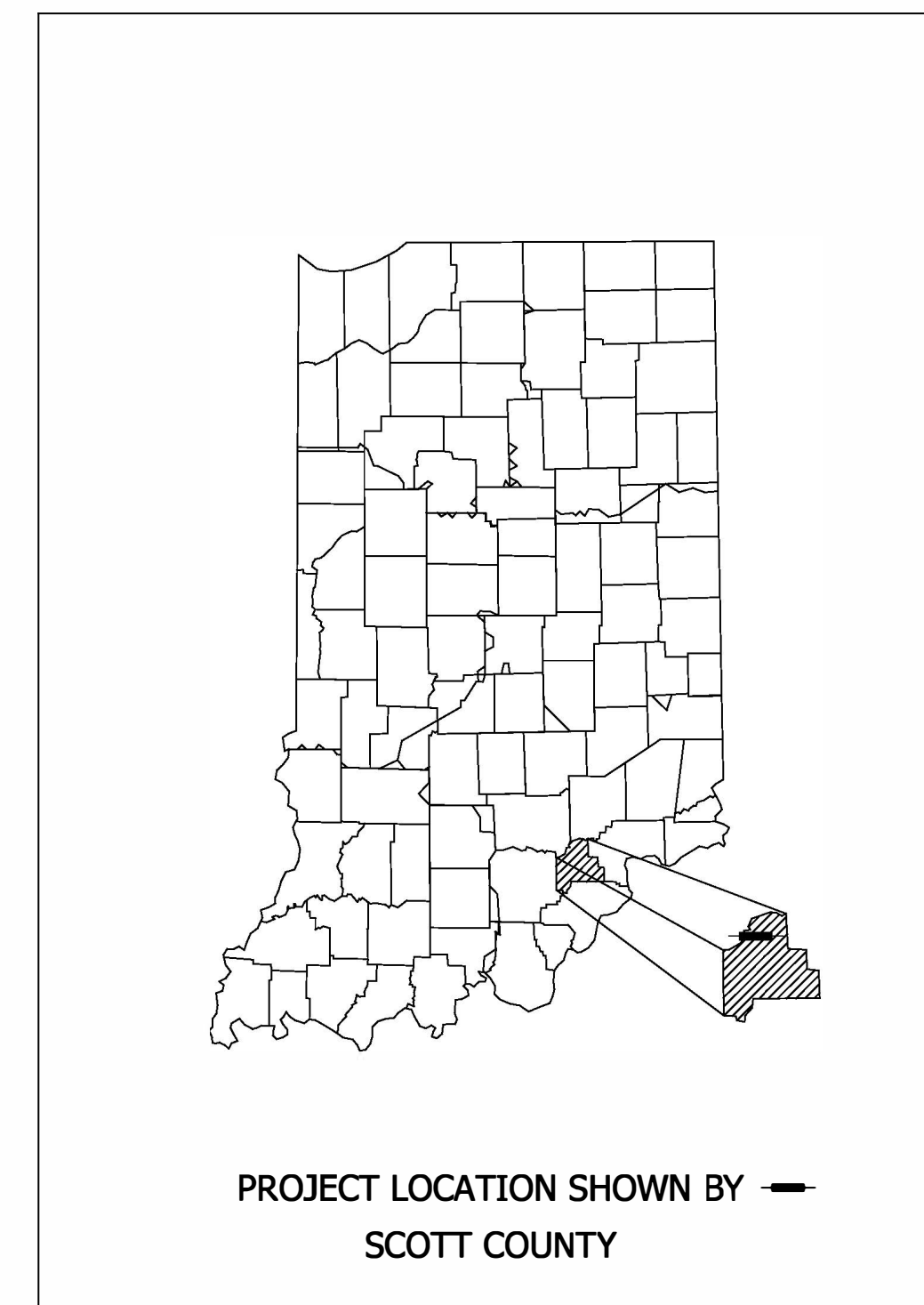
1700135 CONST.

This Bridge Superstructure replacement is on Lake Road over I-65 located approximately 1.06 miles South of State Road 56 in Section 30, T 3 N, R 7 E Vienna Township, Scott County, Indiana. (38° 40' 15" N, 85° 47' 01" W)



TRAFFIC DATA		LAKE ROAD	
A.A.D.T.	2023	2400	V.P.D.
A.A.D.T.	2043	2480	V.P.D.
D.H.V		304	V.P.H.
DIRECTIONAL DISTRIBUTION		53	%
TRUCKS		1.0	% A.A.D.T.
		1.2	% D.H.V.

DESIGN DATA	
DESIGN SPEED	45 M.P.H.
PROJECT DESIGN CRITERIA	3R NON-FREEWAY
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR
RURAL/URBAN	URBAN (SUBURBAN)
TERRAIN	LEVEL
ACCESS CONTROL	NONE

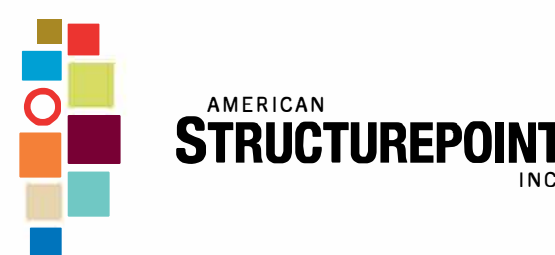


LATITUDE: 38°40'15" N LONGITUDE: 85°47'01" W

BRIDGE LENGTH:	0.042	MI.
ROADWAY LENGTH:	0.029	MI.
TOTAL LENGTH:	0.071	MI.
MAX. GRADE:	2.95	%

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

R-41529 - PART 9 OF 15



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

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPT. OF TRANSPORTATION

APPROVED: _____ DATE _____

DIVISION ADMINISTRATOR

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580
PHONE NUMBER

CERTIFIED BY: _____ DATE _____

APPROVED FOR LETTING: _____ DATE _____
INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE	
I65-028-04232 A	
DESIGNATION	
2001607	
SHEETS	
SURVEY BOOK	1 of 15
ELECTRONIC	1 of 15
CONTRACT	PROJECT
R-41529	1700135

Appendix C:

Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 233-6795

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

March 2, 2021

Clark County Commissioners
501 East Court Avenue
Jeffersonville, IN 47130

Sample Early Coordination Letter

Re: Contract R-41529, Lead Des 1700135, I-65 Added Travel Lanes, in Clark and Scott Counties, Indiana.

Dear Clark County Commissioners:

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the I-65 Added Travel Lanes in Clark and Scott Counties, Indiana. This letter is part of the early coordination phase of the environmental review process. As the agent for INDOT, Beam, Longest, and Neff (BLN), we request you review the enclosed information and provide a written evaluation of potential impacts upon those resources under your jurisdiction. **Please use the referenced designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located on I-65, from 0.5 miles north of Blue Lick Road to 0.5 mile south of State Road (SR) 56 in Clark and Scott Counties, Indiana. The existing I-65 roadway facility is designated as part of Indiana's Interstate system and is part of the National Highway System and the National Truck Network. This project is located within urban and rural areas in level terrain.

I-65 is a limited-access divided freeway with a design speed of 70 miles per hour (mph). The existing I-65 northbound and southbound cross sections have similar layout with a paved width that is approximately 38 feet that consist of two 12-foot-wide travel lanes (two northbound lanes and two southbound lanes) divided by a 60-foot-wide grass median. Paved 10-foot-wide shoulders are provided along the outside travel lanes with guardrail. Paved 4-foot-wide shoulders are located adjacent to the inside travel lanes.

The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. The proposed I-65 northbound and southbound cross sections will have a similar layout with a paved width that is approximately 62 feet that consists of three 12-foot-wide travel lanes separated by a 2-foot 6-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-foot-wide shoulders are located adjacent to the inside travel lanes.

From 2.3 miles south of SR 56 to 0.5 mile south of SR 56, the proposed project consists of full mainline replacement, but without the added travel lane. The proposed I-65 NB and SB cross-section will have a similar layout with a paved width that is approximately 44 feet that

consists of two 12-foot-wide travel lanes (2 NB, 2 SB) separated by a 54-ft 6-in wide grass median. Paved 12-foot shoulders are provided along the outside travel lanes and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail will be provided as necessary along the corridor as required.

The project is approximately 12.7 miles long and located on I-65 from 0.5 mile north of Blue Lick Road to 0.5 miles south of SR 56. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. All bridge structures and small drainage structures are included below in Tables 1 and 2. Several small structures that are under 30-inches will be replaced throughout the project area.

Table 1. Small Structure

Des No.	Culvert No.	Termini	Work Type
2001593	I65-072-26.20	I-65 6.97 miles N of SR 160	Small Structure Pipe Lining
2001594	I65-072-25.05	I-65 5.82 miles N of SR 160	Small Structure Pipe Lining
2001595	I65-010-22.77	I-65 3.54 miles N of SR 160	Small Structure Replacement
2001596	I65-072-25.83	I-65 6.60 miles N of SR 160	Small Structure Replacement
2001597	I65-010-22.65	I-65 3.42 miles N of SR 160	Small Structure Pipe Lining
2001598	I65-010-19.90	I-65 0.67 miles N of SR 160	Small Structure Pipe Lining
2001599	I65-010-18.35	I-65 9.21 miles N of SR 160	Small Structure Pipe Lining

Table 2. Bridge Structures

Des No.	Bridge No.	Termini	Work Type
2001604, 2001605	I65-24-4229A	I-65 NB and SB over Pigeon Roost Creek	Widening and Bridge Deck Overlay
1600729, 1600733	I65-17-4222D	I-65 NB and SB over Caney Fork Creek	Widening and Superstructure Replacement
2001600, 2001601	I65-21-4225D	I-65 at Brownstown Road (NB and SB)	Widening
2001603	I65-23-4227A	County Line Road over I-65	Superstructure Replacement
2001607	I65-28-4232A	Lake Road Bridge over I-65	Superstructure Replacement
1600744, 1600750	I65-16-4220D	I-65 NB and SB over Blue Lick Creek	Superstructure Replacement

The preferred method of traffic maintenance is anticipated to consist of three distinct phases. A minimum of two travel lanes in each direction will be maintained except for short duration pr-phrased construction activities when a single lane closure is required; single-lane closures will only be implemented during nighttime hours, in accordance with pre-approved times as listed in the INDOT Interstate Highway Congestion Policy. During Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. During Phase 3, all northbound and southbound traffic will be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Open completion of Phase 3, all lanes will be open to traffic and unrestricted. All work

will take place within the existing INDOT owned right-of-way. No temporary or permanent right-of-way is anticipated for the project. The anticipated letting date of the project is Summer 2023.

Land use in the vicinity of the project is primarily undeveloped wooded land and agricultural fields. There are residential homes and businesses throughout the project area. A Waters of the US Report (WOUSR) will be prepared including wetland determinations as appropriate. The Waters of the US Report will be reviewed by the INDOT Ecology and Waterway Permitting Office. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. In addition, BLN will have Qualified Professionals (QPs) to investigate the right-of-way for archaeological and historic resources for compliance with Section 106 of the National Historic Preservation Act (NHPA). The results of this investigation will be forwarded to the Indiana State Historic Preservation Officer (IN SHPO) for review and concurrence.

Should we not receive your response **within 30 calendar days** of the date of this letter, it will be assumed that your agency has no comment on potential adverse effects as a result of the proposed project. However, if an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions, or if we can be of any further assistance, please contact either Karlei Metcalf, INDOT Project Manager at kmetcalf@indot.in.gov or telephone 812-524-3792 or Brook Earl at bearl@b-l-n.com or telephone 317-806-3028. Thank you in advance for your input.

Sincerely,

Brook Earl

Brook Earl
Environmental Analyst
Beam, Longest, and Neff

Attachments:
Mailing List
Maps (Location, Topographic, and Aerial)
Ground Level Photos

Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

Indiana Department of Transportation
Brad Williamson
100 N Senate Ave
Indianapolis , IN 46204
Date

Beam, Longest and Neff
Brook Earl
8320 Craig St
Indianapolis , IN 46250

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: This project is located on I-65, from 0.5 miles north of Blue Lick Road to 0.5 mile south of State Road (SR) 56 in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. The proposed I-65 northbound and southbound cross sections will have a similar layout with a paved width that is approximately 62 feet that consists of three 12-foot-wide travel lanes separated by a 2-foot 6-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-footwide shoulders are located adjacent to the inside travel lanes. From 2.3 miles south of SR 56 to 0.5 mile south of SR 56, the proposed project consists of full mainline replacement, but without the added travel lane. The proposed I-65 NB and SB cross-section will have a similar layout with a paved width that is approximately 44 feet that consists of two 12-foot-wide travel lanes (2 NB, 2 SB) separated by a 54-ft 6-in wide grass median. Paved 12-foot shoulders are provided along the outside travel lanes and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail will be provided as necessary along the corridor as required. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. The preferred method of traffic maintenance is anticipated to consist of three distinct phases. A minimum of two travel lanes in each direction will be maintained except for short duration pr-phrase construction activities when a single lane closure is required; single-lane closures will only be implemented during nighttime hours, in accordance with pre-approved times as listed in the INDOT Interstate Highway Congestion Policy. During Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. During Phase 3, all northbound and southbound traffic while be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Open completion of Phase 3, all lanes will be open to traffic and unrestricted. All work will take place within the existing INDOT owned right-of-way. No temporary or permanent right-of-way is anticipated for the project. The anticipated letting date of the project is Summer 2023.

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

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

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

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is

served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

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

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

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

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

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

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

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

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

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

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

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.

8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

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

Consideration should be given to the following:

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

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

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

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

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

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

http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf

(http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>

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

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

(<http://www.epa.gov/radon/index.html>).

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978 , or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

This project is located on I-65, from 0.5 miles north of Blue Lick Road to 0.5 mile south of State Road (SR) 56 in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. The proposed I-65 northbound and southbound cross sections will have a similar layout with a paved width that is approximately 62 feet that consists of three 12-foot-wide travel lanes separated by a 2-foot 6-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-footwide shoulders are located adjacent to the inside travel lanes. From 2.3 miles south of SR 56 to 0.5 mile south of SR 56, the proposed project consists of full mainline replacement, but without the added travel lane. The proposed I-65 NB and SB cross-section will have a similar layout with a paved width that is approximately 44 feet that consists of two 12-foot-wide travel lanes (2 NB, 2 SB) separated by a 54-ft 6-in wide grass median. Paved 12-foot shoulders are provided along the outside travel lanes

and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail will be provided as necessary along the corridor as required. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. The preferred method of traffic maintenance is anticipated to consist of three distinct phases. A minimum of two travel lanes in each direction will be maintained except for short duration pre-phrase construction activities when a single lane closure is required; single-lane closures will only be implemented during nighttime hours, in accordance with pre-approved times as listed in the INDOT Interstate Highway Congestion Policy. During Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. During Phase 3, all northbound and southbound traffic will be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Open completion of Phase 3, all lanes will be open to traffic and unrestricted. All work will take place within the existing INDOT owned right-of-way. No temporary or permanent right-of-way is anticipated for the project. The anticipated letting date of the project is Summer 2023.

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

Date: 11/4/2021

Signature of the INDOT
Project Engineer or Other Responsible Agent

Brad Williamson

Brad Williamson

Date: 11/4/21

Signature of the
For Hire Consultant

Brook Earl

Brook Earl

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

DNR #: ER-23506

Request Received: March 2, 2021

Requestor: Beam, Longest and Neff, LLC
Brook Earl
8320 Craig Street
Indianapolis, IN 46250

Project: I-65 added travel lanes from 0.5 mile north of Blue Lick Road to 0.5 mile south of SR 56, several small structure replacements, and various bridge work; Lead Des #1700135, Contract R-41529

County/Site info: Clark - Scott

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

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

Regulatory Assessment: This proposal may require the formal approval(s) of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure) or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application(s), if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. However, Clark State Forest and White Oak Nature Preserve, both DNR properties, are located within 1/2 mile of the southern portion of the project area. The Division of Nature Preserves does not anticipate any impacts to the preserve as a result of this project.

Fish & 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:

1) Crossing Structures:

For purposes of maintaining fish passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankfull width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel.

Attachments: A - Bridge Exemption Criteria

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Sump depth for a pipe or box culvert should be increased/adjusted to match the structure's design life according to the background rate of bed degradation/downcutting so that the culvert does not become perched long before the culvert requires replacement. Culvert width and gradient should be appropriate for the site conditions so that flows do not scour out material from the culvert. Stream simulation design should be applied with any crossing structure. Additional information is available in Publication No. FHWA-HIF-11-008, Federal Highway Administration, Culvert Design for Aquatic Organism Passage, October 2010 (<http://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>).

Any riprap placed at a culvert's outlet should match the outlet/invert elevation at the upstream edge of the riprap apron. Smaller stone and fines should be mixed in to match the existing stream substrate particle distribution and provide impermeability of the riprap apron/substrate so the flow does not percolate through the voids below the riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the lip of the culvert pipe to the streambed. Riprap on the inlet side should have a slope no steeper than 5:1. Natural streambed material should be backfilled within the structure where possible as it can provide refuge for species using the culvert. Natural bed materials such as large cobble and boulders should be placed within the structure (anchored if necessary) to provide flow diversity and roughness/energy dissipation.

Any riprap placed within a 3-sided culvert, single span bridge, or other structure type having no floor, should not extend from the edge of the structure more than 3 feet on each side to protect the footings. Where a crossing structure does not have any dry land suitable for wildlife passage at the edges, (for example water extending to both side-walls edges of a box or 3-sided culvert), the structure's edges should have a wedge of smooth-surfaced material suitable for wildlife use.

2) Wildlife Passage:

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. A level area of natural ground under the structure is ideal for wildlife passage. If channel clearing will result in a flat bench area above the normal water level under the structure, this area should allow wildlife passage and should remain free of riprap and other similar materials that can impair wildlife passage.

Minimize the use of riprap and use alternative erosion protection materials whenever possible. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). 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 the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

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Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

3) In-Stream Excavation:

If any in-channel work is required it should be done during the dry, low-water season (typically in mid- to late-summer) to minimize the risk of silt-contaminated runoff entering the creek or of high flows washing over areas of bare and disturbed soil.

4) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. All planting plans, mitigation plans and/or woody revegetation plans need to be developed following the DNR's Habitat Mitigation guidelines (and plant lists) which can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

5) Wetland Habitat:

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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 with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits inchannel 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

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(greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.

5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
9. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
10. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

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

Christie L. Stanifer

Date: April 1, 2021

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



Organization and Project Information

Project ID:
Des. ID: Lead Des 1700135
Project Title: I-65 Added Travel Lanes
Name of Organization: Beam, Longest and Neff
Requested by: Brook Earl

Environmental Assessment Report

1. Geological Hazards:

- High liquefaction potential
- 1% Annual Chance Flood Hazard

2. Mineral Resources:

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

3. Active or abandoned mineral resources extraction sites:

- Petroleum Exploration Wells

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

DISCLAIMER:

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This information was furnished by Indiana Geological Survey

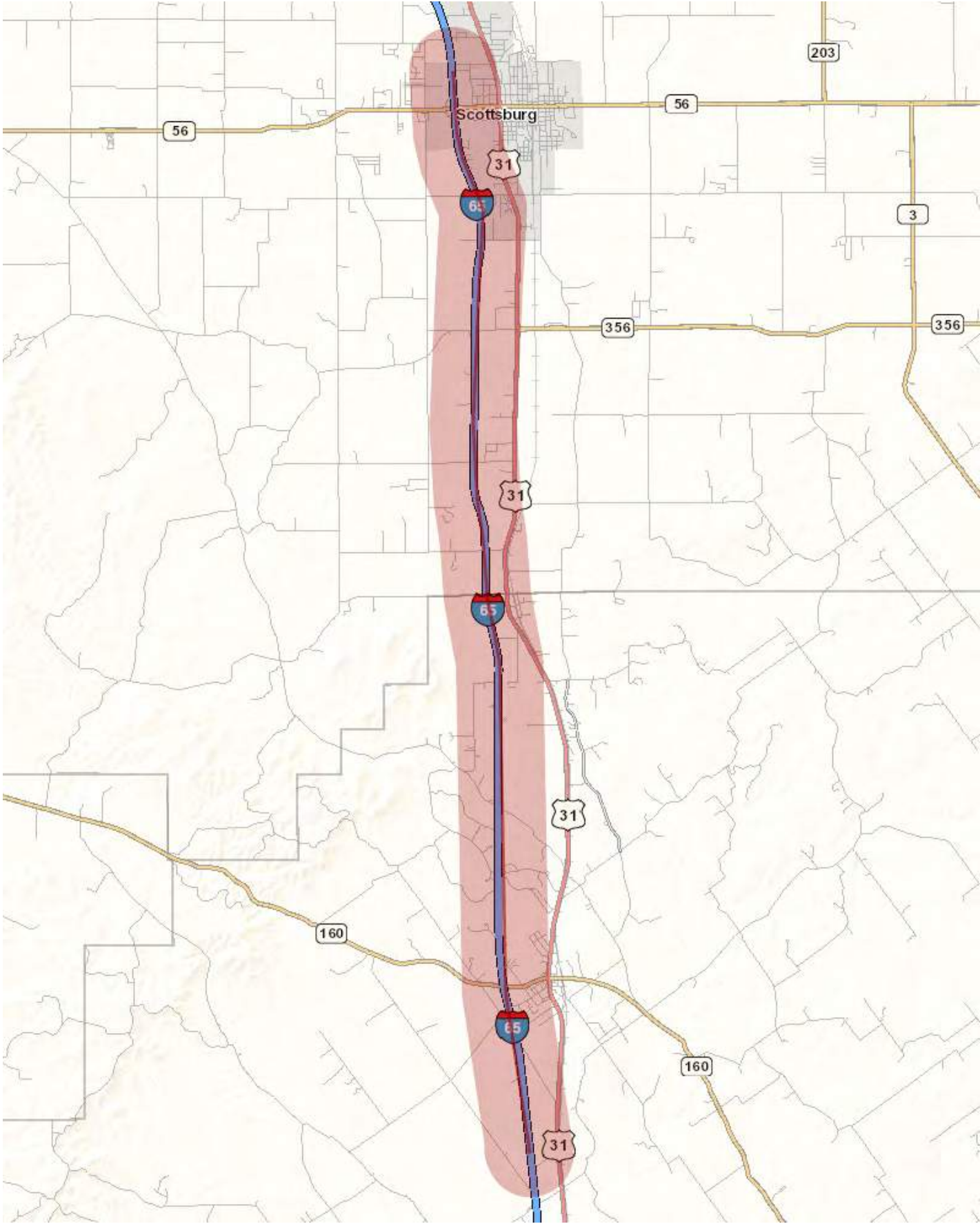
Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

C-17

Date: March 02, 2021



Metadata:

- https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html
- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

U.S. Department of
Homeland Security

**United States
Coast Guard**



Commander
Ninth Coast Guard District

1240 E 9th St
Cleveland, OH 44199
Staff Symbol: (dpb)
Phone: (216) 902-6867
Fax: (216) 902-6088
Email: william.b.stanifer@uscg.mil

16590
March 10, 2021
B-047/mow

Brook Earl
Beam, Longest, and Neff
8320 Craig Street
Indianapolis, IN 46250

Dear Brook:

We are responding to your March 2, 2021 letter and e-mail regarding the widening and bridge deck overlay for the bridge carrying I-65 over Pigeon Roost Creek, the widening and superstructure replacement of the bridge carrying I-65 over Caney Fork Creek, and the superstructure replacement carrying I-65 over Blue Lick Creek. Each of these projects are part of a greater lane addition project on I-65 in Clark and Scott Counties, Indiana. (Des. No 1700135).

After reviewing the information you provided, the project does not appear to be located over a waterway where the Coast Guard exercises jurisdiction. Therefore, unless additional information is provided that clarifies the need for review by the Coast Guard, additional coordination is not necessary for this project.

Though this project does not require a Coast Guard Bridge Permit or further coordination with this office, you may need to comply with the requirements of other federal, state, or local agencies. Please ensure satisfaction with these requirements.

If you require further assistance, please contact Mr. Walker at (216) 902-6087 or michael.o.walker2@uscg.mil.

Sincerely,

A handwritten signature in blue ink, appearing to read "W. B. Stanifer".

W. B. STANIFER
Chief, Bridge Branch
U. S. Coast Guard
By direction

March 22, 2021

Brook Earl
Beam, Longest and Neff, L.L.C.
8320 Craig Street
Indianapolis, Indiana 46250

Dear Ms. Earl:

The proposed project to add one travel lane, northbound and southbound, along I-65 in Clark and Scott Counties, Indiana (Des. No. 1700135), as referred to in your letter received March 2, 2021 will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD
NEILSON

Digitally signed by
RICHARD NEILSON
Date: 2021.03.24
15:33:10 -04'00'

RICK NEILSON
State Soil Scientist





United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

September 13, 2021

Consultation Code: 03E12000-2021-SLI-1848

Event Code: 03E12000-2021-E-09430

Project Name: Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

Project Summary

Consultation Code: 03E12000-2021-SLI-1848

Event Code: Some(03E12000-2021-E-09430)

Project Name: Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56

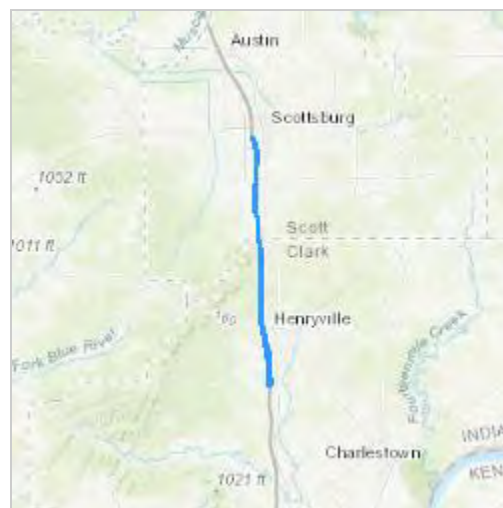
Project Type: TRANSPORTATION

Project Description: The proposed project for Lead Des 1700135 (multiple des numbers), is located on I-65, from 0.5 mile North of Blue Lick Road to 0.5 mile South of State Road (SR) 65 in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. Several small structures that are under 30-inches will be replaced through the project area. No temporary or permanent right-of-way is anticipated for the project. There is suitable summer habitat located within the project area. It is anticipated that approximately 6 acres of tree clearing will occur along the 12.7-mile-long project area.

The review of the USFWS database on June 24, 2020, did indicate the capture of two endangered bats within the 0.5 mile of the project area. Tree clearing restrictions will be extended from April 1 to November 15. All culvert and bridge inspections were conducted on July 27, 2021, and no evidence of bats or birds were found. Temporary lighting may be used for this project. The project scheduled letting date is Summer 2023 with construction anticipated to begin in 2024.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.5887666,-85.77906540860513,14z>



Counties: Clark and Scott counties, Indiana

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

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

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

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

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

Mammals

NAME	STATUS
Gray Bat <i>Myotis grisescens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6329	Endangered
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

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

Critical habitats

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



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

September 28, 2021

Consultation code: 03E12000-2021-I-1848

Event Code: 03E12000-2021-E-09914

Project Name: Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56

Subject: Concurrence verification letter for the 'Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

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

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

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

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

- Gray Bat *Myotis grisescens* Endangered
- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56

Description

The proposed project for Lead Des 1700135 (multiple des numbers), is located on I-65, from 0.5 mile North of Blue Lick Road to 0.5 mile South of State Road (SR) 65 in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. Several small structures that are under 30-inches will be replaced through the project area. No temporary or permanent right-of-way is anticipated for the project. There is suitable summer habitat located within the project area. It is anticipated that approximately 6 acres of tree clearing will occur along the 12.7-mile-long project area.

The review of the USFWS database on June 24, 2020, did indicate the capture of two endangered bats within the 0.5 mile of the project area. Tree clearing restrictions will be extended from April 1 to November 15. All culvert and bridge inspections were conducted on July 27, 2021 (see uploaded tables), and no evidence of bats or birds were found. Temporary lighting may be used for this project. The project scheduled letting date is Summer 2023 with construction anticipated to begin in 2024.

Determination Key Result

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

Qualification Interview

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

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

Automatically answered

Yes

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

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

Automatically answered

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

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

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 [summer survey guidance](#) 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 [summer survey guidance](#) 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 [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

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?

No

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 [summer survey guidance](#) 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 [User Guide Appendix D](#) 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

- I65-016-04220 DNBL IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621879>
- CV I65-010-18.35 IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621880>
- CV I65-010-19.90 IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621881>
- I65-017-04222 DNBL IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621882>
- I65-016-04220 DSBL IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621883>
- I65-017-04222 DSBL IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621884>
- I65-023-04227 IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621886>
- I65-021-09939 ASBL IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621887>
- I65-021-09940 ANBL IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621888>
- I65-024-04229 BNBL IPaC.pdf <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621889>

- *I65-024-04229 BSBL IPaC.pdf* <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621890>
- *Lead Des 1700135 Bat Inspection Table Bridges.pdf* <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621736>
- *Lead Des 1700135 Bat Inspection Table Culverts.pdf* <https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621737>

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?

Yes

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**?

No

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

Yes

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

No

3. 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.

6

4. Please describe the proposed bridge work:

Small Structure Replacement, bridge replacement, bridge widening and superstructure replacement

5. Please state the timing of all proposed bridge work:

2024

6. Please enter the date of the bridge assessment:

July 27, 2021

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

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 no bats observed.

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.

TREE REMOVAL AMM 1

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

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

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

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

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

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Monday, March 29, 2021 12:21 PM
To: Brook Earl <bearl@b-l-n.com>
Subject: Re: [EXTERNAL] Lead Des 1700135 Early Coordination Letter

EXTERNAL EMAIL

Hi Brook,

Do you know how much tree removal is expected on this project?

robin

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

Mon-Tues 8-3:30p

Wed-Thurs 8:30-3p Telework

From: Brook Earl <bearl@b-l-n.com>
Sent: Tuesday, March 2, 2021 11:19 AM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: [EXTERNAL] Lead Des 1700135 Early Coordination Letter

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Robin,

I have attached the Early Coordination Letter for Lead Des 1700135, Contract R-41529, I-65 Added Travel Lanes, from 0.5 mile north of Blue Lick Road to 0.5 mile south of SR 56 in Clark and Scott

Counties, Indiana. Please let me know if you have any questions or concerns.

Thank you,

BROOK EARL

Environmental Analyst

o: 317.849.5832

c: 765.267.0676

B-L-N.com

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From: [McWilliams, Robin](#)
To: [Brook Earl](#)
Subject: Re: [EXTERNAL] Lead Des 1700135 Early Coordination Letter
Date: Thursday, April 15, 2021 11:45:23 AM

EXTERNAL EMAIL

Ok, thanks. I just wanted to be sure the project was within the bounds of the Programmatic.

Should be good to go!

Sincerely,

Robin

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

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

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

From: Brook Earl <bearl@b-l-n.com>
Sent: Thursday, April 15, 2021 10:58 AM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: RE: [EXTERNAL] Lead Des 1700135 Early Coordination Letter

Robin,

I apologize for the delay in response, but I needed to coordinate with all of the designers to get you an answer. It looks like our rough estimate for tree clearing impacts would be between 6-7 acres across the 12.7 miles. Please note that the survey does not identify specific trees in all areas, but defaults to an edge of forest line in many places. So I cannot provide an estimated tree count beyond the acreage total noted above. The above total reflects only the areas within anticipated construction limits.

Please let me know if you have any other questions.

Thank you,

BROOK EARL
Environmental Analyst

Appendix D:

Section 106 of the NHPA

Minor Projects PA Project Assessment Form

Date: 9/27/2021

Project Designation Number: 1700135

Route Number: I-65

Project Description:

This project is located on I-65 and is approximately 12.7 miles long, stretching from 0.5 mile north of Blue Lick Road to 0.5 mile south of State Road (SR) 56, in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. The proposed I-65 northbound and southbound cross sections would have a similar layout with a paved width that is approximately 62 feet that consists of three 12-foot wide travel lanes separated by a 2-foot 6-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-footwide shoulders are located adjacent to the inside travel lanes. From 2.3 miles south of SR 56 to 0.5 mile south of SR 56, the proposed project consists of full mainline replacement, but without the added travel lane. The proposed I-65 NB and SB cross-section would have a similar layout with a paved width that is approximately 44 feet that consists of two, 12-foot-wide travel lanes (2 NB, 2 SB) separated by a 54-foot 6-inch wide grass median. Paved 12-foot shoulders are provided along the outside travel lanes and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail would be provided along the corridor as required. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. Several small structures that are under 30-inches would be replaced throughout the project area (See list below).

Bridge and culvert work is described in the tables below:

Culverts

<u>Des No.</u>	<u>Culvert No.</u>	<u>Termini</u>	<u>Work Type</u>
2001593	I65-072-26.20	I-65 6.97 miles N of SR 160	Small Structure Pipe Lining
2001594	I65-072-25.05	I-65 5.82 miles N of SR 160	Small Structure Pipe Lining
2001595	I65-010-22.77	I-65 3.54 miles N of SR 160	Small Structure Replacement
2001596	I65-072-25.83	I-65 6.60 miles N of SR 160	Small Structure Replacement
2001597	I65-010-22.65	I-65 3.42 miles N of SR 160	Small Structure Pipe Lining
2001598	I65-010-19.90	I-65 0.67 miles N of SR 160	Small Structure Pipe Lining
2001599	I65-010-18.35	I-65 9.21 miles N of SR 160	Small Structure Pipe Lining

Bridges

<u>Des No.</u>	<u>Bridge No.</u>	<u>Termini</u>	<u>Work Type</u>
2001604, 2001605	I65-24-4229A	I-65 NB and SB over Pigeon Roost Creek	Widening and Bridge Deck Overlay
1600729, 1600733	I65-17-4222D	I-65 NB and SB over Caney Fork Creek	Widening and Superstructure Replacement
2001600, 2001601	I65-21-4225D	I-65 at Brownstown Road (NB and SB)	Widening
2001603	I65-23-4227A	County Line Road over I-65	Superstructure Replacement
2001607	I65-28-4232A	Lake Road Bridge over I-65	Superstructure Replacement
1600744, 1600750	I65-16-4220D	I-65 NB and SB over Blue Lick Creek	Superstructure Replacement

It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. Several small structures that are under 30-inches would be replaced throughout the project area. See tables below for requested bridge and culvert information.

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Small Structures

<i>Feature Crossed</i>	<i>Str. No</i>	<i>NBI No.</i>	<i>Structure Type</i>
Sycamore Run	165-072-26.20	93005286	CMP
UNT of Pigeon Roost Creek	165-072-25.05	93005329	CMP
UNT of Silver Creek	165-010-22.77	93005093	CMP
UNT of Tree Creek	165-072-25.83	93005261	CMP
Silver Creek	165-010-22.65	93005063	CMP
Wolf Run	165-010-19.90	93005352	CMP
Caney Fork	165-010-18.35	93005074	CMP

Bridges

<i>Feature Crossed</i>	<i>Str. No</i>	<i>NBI No.</i>	<i>Structure Type</i>
Pigeon Roost Creek	165-24-4229A	34940 (NB) & 34950 (SB)	Prestressed Concrete Girder
Caney Fork	165-17-4222D	34880 (NB) & 34890 (SB)	Reinforced Concrete Beam
I-65 (@Brownstown Road)	165-21-4225D (also listed as 165-21-09940)	34911 (NB) & 34921 (SB)	Steel Beam
I-65 (@County Line Road)	165-23-4227A	34930	Concrete Beam
I-65 (@ Lake Road Bridge)	165-28-4232A	34970	Concrete Beam
Blue Lick Creek	165-16-4220D	34850 (NB) & 34860 (SB)	Concrete Beam

Feature crossed (if applicable): see tables

City/Township: Union and Monroe in Clark County and Vienna in Scott County.

County: Clark and Scott

Information reviewed (please check all that apply):

- General project location map USGS map Aerial photograph Interim Report
- Written description of project area General project area photos Soil survey data
- Previously completed historic property reports Previously completed archaeology reports
- Bridge Inspection Information SHAARD SHAARD GIS Streetview Imagery

Other (please specify): Bridge Inspection Application System (BIAS); Indiana *Historic Bridge Inventory* (HBI); Indiana State Historic Architectural and Archaeological Research Database (SHAARD); Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM) website; Clark County GIS (accessed via <https://www.co.clark.in.us/index.php/clark-county-indiana-resident-resources/clark-county-indiana-land-property>) and Scott County GIS (access via <https://scottin.wthgis.com/>); online street-view imagery; MPPA application (including maps and photographs) sent by Weintraut & Associates, Inc. dated August 18, 2021 and September 20, 2021 and on file at INDOT-CRO.

Please specify all applicable categories and condition(s) (applicable conditions are highlighted):

A-2. All work within interchanges and within medians of divided highways in previously disturbed soils.

A-3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.

A-4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking

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within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.

A-6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.

B-2. Installation of new lighting, signals, signage and other traffic control devices under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work occurs in previously disturbed soils; OR**
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work occurs in previously disturbed soils; OR**
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-4. Installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators, 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*):

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- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below [*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)

One of the conditions below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):
 - a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 - b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):
 - 1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 - 2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.
- ii. Work involves the installation of a new culvert and other drainage structures *AND/OR* there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):

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- a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
- b. The subject structure exhibits one of the characteristics described below (*Condition 1, Condition 2 or Condition 3 must be satisfied*).
 1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

B-12. Replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed), 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)

The conditions listed below must be met (***BOTH Condition i and 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; *AND*
- ii. With regard to the subject bridge, at least one of the conditions listed below is satisfied (*AT LEAST one of the conditions a, b or c, must be fulfilled*):
 - a. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
 - b. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
 - c. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

16. Installation of MSE walls, retaining walls and noise barriers (including earth berms, ground mounted noise walls and structure mounted noise walls) not exceeding 30' in height within the Interstate r/w under the

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following conditions [***BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied***]:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work occurs in previously disturbed soils; OR**
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes no

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes no

Additional Comments:

Above-ground Resources

With regard to above-ground resources, an INDOT Cultural Resources 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 Scott and Clark Counties. There are no listed properties in the project area.

In addition, the Indiana Historic Sites and Structures Inventory (IHSSI) was referenced via the Indiana Historic Buildings, Bridges and Cemeteries (IHBBC) map and Indiana State Historic Architectural and Archaeological Research Database (SHAARD). There are several surveyed properties adjacent to the project area. Most of the properties were rated "contributing." Properties rated "contributing" are typically not considered National Register eligible due to lack of significance and/or integrity. Review of these properties did not indicate that this rating should be elevated. Three surveyed properties were identified that rated "notable" or "outstanding." A description of these properties is included below:

- Site #004-273-01004-Franke Lake Picnic Area-rated "outstanding" located approximately 950 ft. west of the project corridor. Site #004-273-01004-the Franke Lake Picnic Area is nestled in thick woods and is approximately 950 ft. west of the project area. Due to the thick woods and distance from the project, there will be no visual or auditory impacts to the property, therefore it is considered not adjacent to the project area.
- Site #143-578-15099-Captain W.D. Everitt House at 357 Everitt Lane-rated "outstanding" located approximately 420 east of the project corridor. This property which is likely National Register eligible is situated in thick woods approximately 420 ft. east of the project corridor. The neighborhood south and the houses on the west side near the residence were evaluated for noise abatement. The existing year traffic data was 2021. Future build year was based on 2043 traffic projections. At the property, current noise was identified to be around 63.8 dBA. The future condition was identified as 65.0 dBA. 66dBA is

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the threshold for noise impacts pursuant to the INDOT Noise Policy which is consistent with 23 CFR 772. In general, this is roughly a little over a decibel increase. At under 3dB(A), per FHWA noise guidance the noise change would be “barely perceptible” (https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm).

Based on the noise study, there would be little to no effect resulting from noise to the property. Based on the distance to the property and project, the dense woods and “barely perceptible” noise change, this property is not considered adjacent to the project area.

- Site # 143-578-15077-farm at 373 Leota Road-rated “notable”-now demolished

There is one feasible and reasonable noise barrier that may be constructed as part of the project. The potential noise barrier is located near the Twin Oaks neighborhood approximately .60 miles south of SR 160 east of I-65. Twin Oaks is a modern development with no properties fifty-years or older. There are no potentially historic properties adjacent to the noise wall if constructed.

All bridges and small structures that will be replaced, lined or widened are part of the Interstate system and were not determined eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

Land adjacent to the project corridor is primarily rural, with a mix of suburban development closer to Scottsburg at the northern project limits.

At this point, 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 Cultural Resources Office (CRO) archaeologist, who met the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61, reviewed and concurred with the archaeological assessment provided by Weintraut & Associates, Inc, provided below.

I-65 Added Travel Lane Project (Des 17000135) Archaeology Assessment

With regards to archaeological resources, Jason Goldbach, an INDOT Qualified Professional archaeologist, reviewed the proposed project area and determined that the I-65 Added Travel Lane Project (Des 17000135) from 0.5 mile north of Blue Lick Road to 0.5 mile south of State Road (SR) 56 in Clark and Scott Counties, Indiana, will not likely affect archaeological resources due to the project scope and setting.

All work will occur within the median of I-65 or within an area between exit and entrance ramps at the SR 160/I-65 interchange where any near-surface archaeological deposits were disturbed during the construction of the highway. Soils located at the interchange of SR 160 and I-65 are classified as Udorthents (IGIC 2021), and such disturbed areas are not expected to contain intact archaeological deposits. The soils within the remainder of the project area are derived either from glacial till or alluvium. The glacial till soils are not expected to contain buried archaeological deposits due to the destructive and massive nature of their deposition, and any near-surface archaeological sites would have been destroyed during construction of I-65. The alluvial soils within the project area (i.e. Wilbur, Stendal, Bean Blossom, and Haymond series soils) are situated along headwaters and small creeks, areas insufficient to create deep, stratified alluvium (IGIC 2021; SSS 2021) with the potential to contain buried archaeological deposits.

An early survey by J.C. Householder recorded sites 12C10039, 12S0002, 12S0004, 12S0006, and 12S0008 prior to the construction of I-65 (IDNR/DHPA 2021). Any portions of these sites within the footprint of the highway

Minor Projects PA Project Assessment Form

and its associated shoulders, grades and ditches were likely to have been destroyed during construction. The project area has not been surveyed since that time (IDNR/DHPA 2021).

Since the proposed project is confined to excavation work in existing roadways and previously disturbed soils, there are no archaeological concerns, and no further work is recommended. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

References

Indiana Geographic Information Council (IGIC)

2021 IndianaMAP. Electronic document, <http://maps.indiana.edu/>, accessed August 6, 2021.

Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA)

2021 State Historic Architectural and Archaeological Research Database (SHAARD)

<https://secure.in.gov/apps/dnr/shaard/welcome.html>, accessed August 6, 2021.

Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture

2021 Official Soil Series Descriptions. Electronic document, <https://soilseries.sc.egov.usda.gov/osdname.aspx>, accessed August 6, 2021.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction in the immediate area of the find will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Patrick Carpenter and David Moffatt

****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.*