

Indiana Department of Transportation

County Monroe Route Curry Pike, Woodyard Road, and Smith Pike Des. No. 1700733

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

Road No./County:

Curry Pike, Woodyard Road, and Smith Pike/Monroe County

Designation Number:

1700733

Project Description/Termini:

Intersection Improvement at Curry Pike, Woodyard Road, and Smith Pike

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

X	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval

ESM Signature

Date

ES Signature

Date

FHWA Signature

Date

Release for Public Involvement

ESM Initials

Date

ES Initials

Date

Certification of Public Involvement

Office of Public Involvement

Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District

Env. Reviewer

Signature: _____

Date: _____

Name and Organization of CE/EA

Preparer: _____

Tamara Miller, Cardno

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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.

Remarks:

Notice of Entry

Notice of entry letters were mailed to potentially affected property owners near the project area on June 7, 2018 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of entry letter is included in Appendix G, page G-1.

Public Information Meeting

On February 19, 2019, a public information meeting was held at the Ellettsville Fire Department to present the project alternatives and receive public comment on the project. The project team presented the purpose and need for the project, the conceptual designs being considered, and the project schedule and cost. Twenty-four members of the public attended the meeting. Comments consisted of design suggestions to improve safety at both intersections, accommodation of large trucks and emergency vehicles, the need for sidewalks, the change in traffic patterns that would result from the installation of two roundabouts, and maintenance of traffic during construction. In addition, the team spoke with two landowners to discuss relocation of driveways that would be required. Meeting minutes are provided in Appendix G, page G-2.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Historic Properties Affected", was published in the *Herald Times* on March 13, 2020 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed on April 12, 2020 and no comments were received. The text of the public notice and the affidavit of publication are provided in Appendix D, page D-24.

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 comment 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

Will the project involve substantial controversy concerning community and/or natural resource impacts? **Yes** ☐ **No** ☒

Remarks:

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

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

Sponsor of the Project: Monroe County Board of Commissioners INDOT District: Seymour
Local Name of the Facility: Curry Pike, Woodyard Road, and Smith Pike

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

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

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

Need:

Monroe County (County) completed a crash study between 2014 and 2016, which included the Curry Pike/Woodyard Road intersection, the Smith Pike/Woodyard Road, and Curry Pike corridor. Over this three-year study period, the County recorded two injury crashes and 22 property damage crashes at these two intersections making it the highest crash location in the County. The Curry Pike corridor has the highest number of crashes of all roadway segments in the County, with 109 crashes in a three-year period. The Curry Pike/Woodyard Road intersection has a crash rate of 4.92 crashes per million entering vehicles (MEV), which is the second highest crash rate of all County intersections.

Purpose:

The purpose of the project is to reduce crash severity and to decrease the number of property damage crashes by 50 percent.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Monroe Municipality: N/A

Limits of Proposed Work: Curry Pike: Begin approximately 265 feet south and end 300 feet northeast of intersection with Woodyard Rd.
Woodyard Road: Begin approximately 760 feet northwest and end 440 feet east of intersection with Curry Pike.
Smith Pike: Begin at intersection with Woodyard Rd and end 360 feet north.

Total Work Length: 0.4 Mile(s) Total Work Area: 3.7 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?
If yes, when did the FHWA grant a conditional approval for this project?

Yes ¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: _____	

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

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

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Location:

The project is located at the intersections of Woodyard Road with Smith Pike and Curry Pike within Section 25, Township 9 North, Range 2 West in Richland Township in Monroe County, Indiana (Appendix B, page B-1). The intersections are located approximately 1.5 miles northwest of Bloomington, Indiana.

Existing Conditions:

Curry Pike, a minor arterial, is a four-lane undivided roadway with curb and gutter along with a 5 ft. wide sidewalk on the east/south side of the roadway. Smith Pike, a minor arterial, and Woodyard Road, a local agency collector, are both two-lane roadways with shoulders and no sidewalks. There is an existing traffic signal at the intersection of Curry Pike and Woodyard Road. The intersection of Smith Pike and Woodyard Road is a three-leg intersection with a stop condition on Smith Pike approach. The project is located within a low density residential area, surrounded by farm fields and scattered woodlots.

Monroe County has identified a need for safety and capacity improvements at the intersection of Curry Pike, Woodyard Road, and Smith Pike. The existing signalized two-lane intersection at Curry Pike and Woodyard Road has multiple conflict points and no left turn lane. A conflict point is a location where travel paths cross each other, and as such, is an opportunity for human error and a resulting crash. The Woodyard Road and Smith Pike intersection has crash issues due to the westbound traffic on Woodyard Road conflicting with the southbound left turning traffic from Smith Pike.

Preferred Alternative:

The preferred alternative includes the construction of a two-lane roundabout that will replace the existing signalized intersection at Curry Pike and Woodyard Road. In addition, a single-lane roundabout will be constructed to replace the existing stop controlled "T" intersection at Smith Pike and Woodyard Road. To accommodate the new roundabouts, it is anticipated that approximately 570 ft. of Curry Pike; 1,185 ft. of Woodyard Road; and 360 ft. of Smith Pike will be reconstructed. These approaches will be reconstructed with curb and gutter and American's with Disability Act (ADA)-compliant 5-ft. wide sidewalks on both sides of each of these roads for the entire length of the project. Existing storm infrastructure will be used as much as possible to outlet storm water for the project. New storm infrastructure consisting of inlets and manholes will be included to accommodate storm water collection on the reconstructed approaches, which will outlet to existing infrastructure on Curry Pike. Drainage structures will tie to existing structures that are approximately 6.5 ft deep, in their deepest locations. In order to tie to the existing structures, all proposed structures and associated excavations will not exceed that depth. Curb ramps and pedestrian crosswalks will be installed across all approaches to the proposed roundabouts. New lighting will be installed on all roundabout approaches near the proposed cross walks. Additional lighting may be installed, if warranted. Detailed plan sheets are provided in Appendix B, pages B-6 to B-12.

To minimize overall impacts of the project, the preferred alternative was designed to salvage a significant portion of the existing roadway pavement and will widen only where necessary for the construction of the roundabouts.

Traffic will be maintained on Curry Pike at all times during construction. Woodyard Road and Smith Pike will be closed to traffic during construction (Appendix B, page B-13), with an expected duration of six months. See the Maintenance of Traffic (MOT) section of this document for a detailed description.

The Monroe County Thoroughfare Plan, adopted in December 2018, outlines the County roundabout implementation guidelines. This report cites sources which state that roundabouts reduce crash severity for all roadway users due to reduced vehicle speeds. In addition, roundabouts have fewer overall conflict points than a signalized two-lane intersection. The preferred alternative meets the purpose and need to improve safety at the Curry Pike, Woodyard Road, and Smith Pike intersections by reducing vehicular speed and conflict points that are present at conventional intersections.

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OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

Alternative 1:

Alternative 1 consisted of a multi-lane roundabout at Curry Pike and Woodyard Road and a realigned, stop-controlled "T" Intersection at Smith Pike and Woodyard Road, with Curry Pike operating as the through road. This alternative would require a similar amount of right-of-way as the Preferred Alternative and would not remove the conflict points at this intersection. As such, this Alternative was removed from consideration as it does not meet the purpose and need.

No Build Alternative

Under the No Build Alternative, the intersections would remain signalized and stop controlled. This alternative does not address the operational issues causing the increased motor vehicle accidents. This alternative would avoid impacts to the forested areas within the project area. The No Build Alternative does not address the project's purpose and need; therefore, this alternative was dismissed from further consideration.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

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

X

ROADWAY CHARACTER:

CURRY PIKE

Functional Classification: Minor Arterial
 Current ADT: 13,568 VPD (2021) Design Year ADT: 16,282 VPD (2041)
 Design Hour Volume (DHV): 1,628 Truck Percentage (%) 5%
 Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	2, 12-ft lanes, each direction		2, 12-ft lanes, each direction	
Pavement Width:	50	ft.	varies	ft.
Shoulder Width:	2	ft.	2.6	ft.
Median Width:	0	ft.	varies	ft.
Sidewalk Width:	5	ft.	5	ft.

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

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WOODYARD ROAD

Functional Classification: Local Agency Collector
 Current ADT: 2142 VPD (2021) Design Year ADT: 2571 VPD (2041)
 Design Hour Volume 214 Truck Percentage (%) 5%
 (DHV):
 Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Single, 12-ft lane each direction		Single, 12-ft lane each direction	
Pavement Width:	30	ft.	30	ft.
Shoulder Width:	2	ft.	2.6	ft.
Median Width:	0	ft.	varies	ft.
Sidewalk Width:	0	ft.	5	ft.

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

SMITH PIKE

Functional Classification: Minor Arterial
 Current ADT: 7782 VPD (2021) Design Year ADT: 9338 VPD (2041)
 Design Hour Volume 934 Truck Percentage (%) 2%
 (DHV):
 Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Single, 12-ft lane each direction		Single, 12-ft lane each direction	
Pavement Width:	26	ft.	30	ft.
Shoulder Width:	1	ft.	2.6	ft.
Median Width:	0	ft.	varies	ft.
Sidewalk Width:	0	ft.	5	ft.

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

DESIGN CRITERIA FOR BRIDGES:

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

	Existing		Proposed	
Bridge Type:	N/A		N/A	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.

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Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Length of Channel Work:	N/A		N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: No bridges or small structures are located within this project area.

Will the structure be rehabilitated or replaced as part of the project? **Yes** **No** **N/A**
☐ ☐ ☒
If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

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 in remarks)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The MOT for the project will require closure of Woodyard Road and Smith Pike during construction. Curry Pike will be open with a single lane in each direction. Woodyard Road will be closed to through traffic immediately west of its intersection with Smith Pike and 400 ft. south of its intersection with Curry Pike. Smith Pike will be closed to through traffic at its intersection with Woodyard Road. Access to all adjacent properties will be maintained during construction. Road closure will last for approximately six months. The MOT includes the following routes and distances:

- Smith Pike - SR 46 to Curry Pike (1.95 miles);
- Woodyard Road westbound - 17th Street to Curry Pike (1.59 miles); and
- Woodyard eastbound - N. Loesch Rd. to 17th Street (2.12 miles).

There is no significant change to the travel distance associated with these routes. A conceptual plan of the MOT is provided in Appendix B, page B-13.

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

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 200,000 (2019) Right-of-Way: \$ 200,000 (2020) Construction \$ 2,100,000 (2021)

Anticipated Start Date of Construction: February 2021

Date project incorporated into STIP July 2, 2019

Is the project in an MPO Area? **Yes** **No**
☒ ☐

If yes,

Name of MPO Bloomington/Monroe County Metropolitan Planning Organization

Location of Project in TIP Page 16 of 59

Date of incorporation by reference into the STIP April 12, 2019

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	1.75	0.50
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	1.75	0.50

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 or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks: Existing right-of-way consists of roadway and mowed grass as follows:

- Woodyard Road – total width 50 ft.;
- Smith Pike – total width 50 ft.; and
- Curry Pike – total width 125 to 164 ft.

Approximately 1.75 acres of permanent right-of-way, consisting of residential yards, will be required to complete the project. Proposed right-of-way will be required along both Woodyard Road and Smith Pike. Proposed right-of-way consists of the following:

- Woodyard Road – total width 20 to 68 ft.;
- Curry Pike – 10 to 40 ft at northeast and northwest quadrant with Woodyard Road; and
- Smith Pike – total width 22.5 to 70 ft.

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The project requires approximately 0.5 acre of temporary right-of-way, consisting of residential area, which will be required to provide new access to landowners from Woodyard Road, Smith Pike and Curry Pike

The plan sheets show existing and proposed right-of-way (Appendix B, pages B-10 to B-13). Early acquisition of real property without contemporaneous Federal-aid participation and prior to completion of environmental review under NEPA, commonly referred to as "at risk" acquisitions, must comply with the Uniform Act and must not influence the selection of the preferred alternative of the project. These requirements apply to projects that receive or are expected to receive Federal-aid funding for any part of the project.

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

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

SECTION A – ECOLOGICAL RESOURCES

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

Remarks:

Based on a desktop review, a site visit on January 29, 2019 by Cardno, the aerial map of the project area (Appendix B, page B-2) and the water resource map in the Red Flag Investigation (RFI) (Appendix E, page E-9), there are five stream segments located within the 0.5 mile search radius. There are no streams, rivers, watercourses, or jurisdictional ditches within or adjacent to the project area. A Waters of the U.S. *Determination / Wetland Delineation Report* was completed for the project on February 19, 2019. Please refer to Appendix F, page F-2 for the partial Waters of the U.S. *Determination / Wetland Delineation Report*. During the site visit, one stream, an unnamed tributary (UNT 1) to Stout Creek, not identified during the desktop review, was documented within the project area. It was determined that this stream should be considered to be a "waters of the United States." The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways are present in the project area. Therefore, no impacts to these resources are expected.

UNT 1 to Stout Creek is an ephemeral stream that flows northeast. UNT 1 was a natural channel; no modifications were observed within the surveyed reach. Both banks have a moderate width (between fifteen and thirty feet) riparian corridor, with the land use predominantly consisting of immature forest, shrub-scrub, or old field. Ordinary High Water Mark width is two feet and depth is 0.2 foot. The stream is located north of Curry Pike and outside the construction footprint. Therefore, no direct or indirect impacts are expected.

Early Coordination

Early coordination letters were sent to United States Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE), and Indiana Department of Natural Resources (IDNR) on March 15, 2019 (Appendix

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C, page C-1). USACE did not respond regarding impacts to streams, rivers, or watercourses. USFWS responded on March 20, 2019 (Appendix C, page C-23), and IDNR responded on April 11, 2019 with standard recommendations (Appendix C, page C-5).

An IDEM Environmental Review Letter was generated on May 5, 2019 (Appendix C, page C-7).

All applicable USFWS, IDNR, and IDEM recommendations are included in the Environmental Commitments section of this CE document.

Other Surface Waters

Reservoirs

Lakes

Farm Ponds

Detention Basins

Storm Water Management Facilities

Other: _____

Presence

Impacts

Yes No

Remarks:

Based on a desktop review, a site visit on January 29, 2019 by Cardno, the aerial map of the project area (Appendix B, page B-2) and the water resource map in the RFI report (Appendix E, page E-9) there are nine (9) lakes within the 0.5 mile search radius. The lake shown within the project area on the water resource map in the RFI was not present on aerials or during the site visit. No other surface waters are present within the project area, therefore, no impacts are expected.

Early Coordination

Early coordination letters were sent to USFWS, USACE, and IDNR on March 15, 2019 (Appendix C, page C-1). None of these agencies responded regarding impacts to other surface waters. An IDEM Environmental Review Letter was generated on May 5, 2019 (Appendix C, page C-7). All applicable IDEM recommendations are included in the Environmental Commitments section of this CE document.

Wetlands

Presence

Impacts

Yes No

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Total wetland area: 0.00 acre(s)

Total wetland area impacted: 0.00 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
N/A	N/A	N/A	N/A	N/A

Documentation

ES Approval Dates

Wetlands (Mark all that apply)

Wetland Determination

Wetland Delineation

USACE Isolated Waters Determination

Mitigation Plan

X

N/A

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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.

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks: Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), the USGS topographic map (Appendix B page B-1), and the water resource map in the RFI report (Appendix E page E-9) no wetlands were mapped within the 0.5 mile search radius. A site visit was conducted on January 29, 2019 by Cardno and no wetlands were observed within or adjacent to the project area, therefore, no impacts are expected.

Early Coordination
Early coordination letters were sent to USFWS, USACE, and IDNR on March 15, 2019 (Appendix C, page C-1). None of these agencies responded regarding impacts to wetlands. An IDEM Environmental Review Letter was generated on May 5, 2019 (Appendix C, page C-7). All applicable IDEM recommendations are included in the Environmental Commitments section of this CE document.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Terrestrial Habitat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unique or High Quality Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks: Based on a desktop review, a site visit on January 29, 2019 by Cardno, the aerial map of the project area (Appendix B, page B-2), terrestrial habitat within the project area includes mature riparian forest, mature trees in residential setting, fencerow, and pasture.

Riparian Forest: There is approximately 0.73 acre of mature forest along UNT 1 to Stout Creek. Dominant canopy species includes red oak (*Quercus rubra*), red maple (*Acer rubrum*), and Eastern cottonwood (*Populus deltoides*).

Mature Trees: There is approximately 0.66 acre of mature trees in residential yards within the project area. Individual species includes white oak (*Quercus alba*) and shagbark hickory (*Carya ovata*). Approximately 0.45 acre of this habitat type will be cleared to construct this project.

Fencerow: There is approximately 0.76 acre of shrub and fencerow habitat within the project area. These areas are comprised of boxelder (*Acer negundo*), white mulberry (*Morus alba*), winged sumac (*Rhus copallinum*), Allegheny blackberry (*Rubus allegheniensis*), and sassafras (*Sassafras albidum*). Approximately 0.05 acre of this habitat will be removed as a result of this project.

Pasture: There is approximately 0.66 acre of pasture within the project area. Herbaceous vegetation includes creeping bentgrass (*Agrostis stolonifera*), Kentucky blugrass (*Poa pratensis*), (*Schedonorus arundinaceus*), (*Phleum pretense*), and clover (*Tridens flavus*).

The project includes clearing approximately 0.5 acre of trees and shrubs. These areas are located in residential yards within 100 feet of the road. Time of year restrictions will be applied (April 1st through November 15th) for tree removal when bats are less likely to be present.

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Early Coordination

Early coordination letters were sent to USFWS, USACE, and IDNR on March 15, 2019 (Appendix C, page C-1). USFWS responded on March 29, 2019 and IDNR responded on April 11, 2019 with their standard recommendations (Appendix C, page C-23 and C-5). All applicable USFWS and IDNR recommendations are included in the Environmental Commitments section of this CE document.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?

Yes

☒

No

☐
☐

Are karst features located within or adjacent to the footprint of the proposed project?

☒

If yes, will the project impact any of these karst features?

☐

☒

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

Based on a desktop review, the project is located inside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topographic map of the project area (Appendix B, page B-1) and the water resource map in the RFI report (Appendix E, page E-9), one karst feature was identified adjacent to the project area. Soil borings from the original Curry Pike Project show the top of rock depth at approximately 10 ft below the surface. It is assumed that any natural underground structure would be at a depth greater than 10 ft. The project will salvage a significant portion of the existing roadway pavement and will widen the roadway where necessary. The new drainage structure will tie to existing structures that are currently 6.5 ft deep in their deepest locations. Based on the scope of work, the project will not impact the underground structure. A karst study was not required after consultation with INDOT-ESD and USFWS. The following commitment will be implemented as a result of this consultation:

- If any karst features are discovered when the project starts excavating or anytime during construction, construction should stop and coordination must occur with USFWS and other Karst MOU parties before proceeding.

In the early coordination response, the Indiana Geological Survey (IGS) indicated that karst features may exist in the project area (Appendix C, page C-17). Response from IGS was provided to the designer on September 27, 2019.

Early Coordination

Early coordination letters were sent to USFWS, USACE, IDNR, and IGS on March 15, 2019 (Appendix C, page C-1). USFWS responded on March 20, 2019 with the following recommendation (Appendix C, page C-23):

- The project is in the karst area of Indiana. If any karst features are encountered, a karst survey should be conducted, with mitigation measures as necessary, in accordance with our 1993 Memorandum of Understanding.

IDNR responded on April 11, 2019 with the following recommendations (Appendix C, page C-5):

- In case karst features (possibly previously unknown) exist within the construction limits, we recommend implementation of the 1993 INDOT-IDNR-IDEM-USFWS KARST Memorandum of Understanding during all phases of the project (see http://www.in.gov/indot/files/38_karst.pdf).
- Should any karst features be located within the construction limits or that may receive drainage from the construction, a karst assessment should be conducted by a qualified geologist to determine whether or not the karst feature/sinkhole is active. If a karst assessment is not conducted, any sinkhole that construction runoff may drain to should be assumed to be active. To protect active sinkholes (or those not assessed), the most protective erosion control methods should be

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implemented to avoid potentially impacting sensitive karst ecosystems (such as runoff containment and filtering prior to discharge). Construction should be avoided within 25-feet of the topmost closed contour of any active karst features. Where construction within the closed contours of a karst feature is unavoidable, runoff should be filtered prior to discharge.

Threatened or Endangered Species

Within the known range of any federal species
 Any critical habitat identified within project area
 Federal species found in project area (based upon informal consultation)
 State species found in project area (based upon consultation with IDNR)

Presence

X

Impacts

Yes

No

X	

Is Section 7 formal consultation required for this action?

Yes

No

	X
--	----------

Remarks:

Based on a desktop review and the RFI (Appendix E, page E-1), completed by Cardno on March 27, 2019, the IDNR Monroe County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, page E-12. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated April 11, 2019 (Appendix C, page C-5), the Natural Heritage Program's Database has been checked and the following ETR species have been documented within 0.5-mile of the project area:

1. Indiana Bat (*Myotis sodalis*), federal & state endangered;
2. Northern Long-eared Bat (*Myotis septentrionalis*), federally threatened and state endangered;
3. Little Brown Bat (*Myotis lucifugus*), state endangered;
4. Tri-colored Bat (*Perimyotis subflavus*), state endangered; and
5. Eastern Red Bat (*Lasiurus borealis*), state special concern.

IDNR provided the following recommendations to minimize impacts on bats:

- To minimize impacts to the Indiana bat and Northern Long-eared bat, do not cut any trees suitable for roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
- To minimize impacts to foliage roosting species (such as the Tri-colored bat), avoid the cutting of deciduous canopy trees as well from April 1 through September 30 to the extent possible. Foliage roosting species show no strong preference to certain tree species.

Indiana Bat and Northern Long-Eared Bat

The project is within 10 miles of a known bat hibernacula. The following information was provided to INDOT-ESD and USFWS during additional consultation to identify any impacts that may occur to this underground structure. Soil borings from a previous project show the depth to the top of the rock was approximately 10 ft. below ground surface. The project will be salvaging a significant portion of the existing roadway pavement and widening only where necessary. Excavators and roller compactors will be used during construction. The new drainage structure will tie to existing structures that are approximately 6.5 ft deep in their deepest locations. In order to tie to these existing structures, all proposed structures and associated excavations, will not exceed that depth. Impacts to the underground structure are not anticipated.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix I, page I-1). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB)(*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and*

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northern long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on February 5, 2020, and based on the responses provided, the project was found to “may effect, not likely to adversely effect” the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on February 11, 2020 and requested USFWS’s review of the finding (Appendix I, page I-23). The project was determined to be within critical habitat for the Indiana bat, and additional coordination with USFWS and INDOT Ecology and Waterway Permitting took place. No additional impacts to karst features or hibernaculum were determined, but USFWS recommended altering the time of year tree clearing restrictions and including a karst discovery commitment. These recommendations and Avoidance and Mitigation Measures (AMMs) 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.

SECTION B – OTHER RESOURCES

Drinking Water Resources

Wellhead Protection Area
Public Water System(s)
Residential Well(s)
Source Water Protection Area(s)
Sole Source Aquifer (SSA)

Presence

Impacts

Yes

No

If a SSA is present, answer the following:

Is the Project in the St. Joseph Aquifer System?
Is the FHWA/EPA SSA MOU Applicable?
Initial Groundwater Assessment Required?
Detailed Groundwater Assessment Required?

Yes

No

Remarks:

Sole Source Aquifer

The project is located in Monroe 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. Therefore, a detailed groundwater assessment is not needed and no impacts are expected.

Wellhead Protection Area

The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on April 21, 2020 by Cardno. This project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination letter dated May 13, 2019, IDEM stated the project is not located within a wellhead area (Appendix C, page C-22). No impacts are expected.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on May 22, 2019 by Cardno. No wells are located

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near this project. Therefore, no impacts are expected.

Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Cardno on March 17, 2020 and the RFI report; this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on March 26, 2019, to the City of Bloomington, Utilities Coordinator. The MS4 coordinator did not respond within the 30-day time frame.

Public Water System

Based on a desktop review, a site visit on January 29, 2019 by Cardno, the aerial map of the project area (Appendix B, page B-2), no public water systems were identified. Therefore, no impacts are expected.

Flood Plains

Longitudinal Encroachment

Transverse Encroachment

Project located within a regulated floodplain

Homes located in floodplain within 1000' up/downstream from project

Presence

Impacts

Yes	No

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on May 22, 2019 by Cardno. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F-1). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland

Agricultural Lands

Prime Farmland (per NRCS)

Presence

X
X

Impacts

Yes	No
	X
	X

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

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

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks:

Based on a desktop review, a site visit on January 29, 2019 by Cardno, and the aerial map of the project area (Appendix B, page B-2) there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on March 15, 2019, to Natural Resources Conservation Services (NRCS). On June 3, 2019, NRCS responded that the project would not cause a conversion of Prime Farmland (Appendix C, page C-20).

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SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				

Eligible and/or Listed Resource Present

Results of Research

Archaeology	
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

Project Effect

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

Documentation Prepared

Documentation (mark all that apply)

	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	X	July 18, 2019
Historic Property Report		August 20, 2019
Archaeological Records Check/ Review		
Archaeological Phase Ia Survey Report	X	July 18, 2019
Archaeological Phase Ic Survey Report		August 20, 2019
Archaeological Phase II Investigation Report		
Archaeological Phase III Data Recovery		
APE, Eligibility and Effect Determination	X	October 7, 2019
800.11 Documentation	X	November 8, 2019

Memorandum of Agreement (MOA) ☐

MOA Signature Dates (List all signatories)

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

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Remarks:

Area of Potential Effect (APE)

The recommended Area of Potential Effects (APE) for this project is defined as a 69.6-acre (ac) area including and surrounding the proposed Curry Pike, Woodyard Road, and Smith Pike Roundabout intersections. The APE's northern boundary extends beyond the project area, follows the vegetation line, and includes those properties adjacent to the project area or properties that may be affected by visual or noise effects. The APE's eastern boundary also follows the vegetation line. The southern boundary of the APE extends to the large industrial building as there is no vegetation between the project area and the building. The western boundary generally follows the vegetation line and connects with the northern boundary. The APE includes residential homes, fallow and mowed areas, and transportation corridor.

Coordination with Consulting Parties

Agencies and organizations included in the list below were sent a copy of the consulting party information and the Historic Property Short Report (HPSR) was made available on the Indiana Section 106 Consultation and Outreach Portal Enterprise (IN SCOPE) website on July 18, 2018 (Appendix D, Page D-12). The Indiana State Historic Preservation Officer (SHPO) is an automatic Consulting Party. None of the below entities accepted Consulting Party status for the project. With the exception of the SHPO, no comments were received during the comment period.

Consulting Party	Response Date
Bloomington Historic Central Regional Office	N/A
Indiana Landmarks Central Regional Office	N/A
Monroe County History Center	N/A
Monroe County Surveyor	N/A
Monroe County Historian	N/A
Monroe County Genealogist	N/A
Monroe County Commissioner	N/A
Bloomington Monroe County Metropolitan Planning Organization	N/A
Monroe County Planning Department	N/A
Monroe County Highway Engineer	N/A
Eastern Shawnee Tribe of Oklahoma	N/A
Miami Tribe of Oklahoma	N/A
Peoria Tribe of Indians of Oklahoma	N/A
Delaware Tribe of Indians, Oklahoma	N/A
Pokagon Band of Potawatomi Indians	N/A

Archaeology

A Phase Ia Archaeological Records Review and Reconnaissance (Phase Ia) was completed by Cardno and submitted to INDOT- CRO on July 11, 2019. The Phase Ia identified one archaeological site, which was assigned state site trinomial 12-Mo-1648. Site 12-Mo-1648 consists of a historic artifact scatter that is likely the result of refuse disposal and accumulation in the front lot of a house adjacent to the intersection of Woodyard Road and Curry Pike. Based on the data collected during the investigation, site 12-Mo-1648 is unlikely to yield additional information important to the history of Bloomington, nor does it appear to be associated with important persons or events in the region. As a result, no further archaeological work was recommended. INDOT-CRO approved the Phase Ia report findings on July 18, 2019 (Appendix D, page D-12). The report was forwarded to the SHPO, who concurred with the results on August 20, 2019 (Appendix D, page D-19).

Historic Properties

The Historic Property investigation documented 16 aboveground resources within the APE; however, none were listed in the NRHP and no properties were recommended for listing in the NRHP. The report was approved by INDOT CRO on July 18, 2019 and forwarded to the SHPO. By letter dated August 20, 2019, the SHPO concurred with the findings of the HPSR (Appendix D, page D-19).

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Documentation, Findings

The Section 106 800.11 finding of "No Historic Properties Affected" was submitted to INDOT-CRO on August 30, 2019. INDOT, on behalf of FHWA, concurred with this recommendation and signed the finding of "No Historic Properties Affected" on October 7, 2019 (Appendix D, page D-14). The finding was forwarded to the SHPO on October 7, 2019. By letter dated November 8, 2019, the SHPO concurred with the finding of "No Historic Properties Affected" (Appendix D, page D-23).

Public Involvement

To meet the public involvement requirements of Section 106, FHWA's finding of "No Historic Properties Affected", a notice was advertised in the *Herald Times* on March 13, 2020. The public comment period closed on April 14, 2019 and no comments were received. The text of the public notice and the affidavit of publication is provided in Appendix D, page D-22.

The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

Section 4(f) Involvement (mark all that apply)

Parks & Other Recreational Land

Publicly owned park
Publicly owned recreation area
Other (school, state/national forest, bikeway, etc.)

Presence

Use

Yes	No

Evaluations

Prepared

Programmatic Section 4(f)*
"De minimis" Impact*
Individual Section 4(f)

FHWA

Approval date

--

Wildlife & Waterfowl Refuges

National Wildlife Refuge
National Natural Landmark
State Wildlife Area
State Nature Preserve

Presence

Use

Yes	No

Evaluations

Prepared

Programmatic Section 4(f)*
"De minimis" Impact*
Individual Section 4(f)

FHWA

Approval date

--

Historic Properties

Sites eligible and/or listed on the NRHP

Presence

--

Use

Yes	No

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Evaluations Prepared

Programmatic Section 4(f)*

“De minimis” Impact*

Individual Section 4(f)

FHWA
Approval
date

**FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.*

Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, “de minimis” and Individual Section 4(f) evaluations please refer to the “Procedural Manual for the Preparation of Environmental Studies”. Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

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, a site visit on January 29, 2019 by Cardno, the aerial map of the project area (Appendix B, page B-2), and the infrastructure map in the RFI report (Appendix E, page E-8) there are two Section 4(f) resources located within the 0.5 mile search radius. There are no Section 4(f) resources within or adjacent to the project area. Therefore, no impacts are expected.

Section 6(f) Involvement

Presence

Use

Yes

No

Section 6(f) Property

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks:

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 Land and Water Conservation Fund (LWCF) list provided by IDNR – Outdoor Recreation to INDOT (December 2019) revealed a total of 22 properties in Monroe County (Appendix I, page I-25). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

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?

Yes

No

X

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If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

Is a hot spot analysis required (CO/PM)?

Level of MSAT Analysis required?

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

Remarks:

This project is included in the Fiscal Year (FY) 2018-2021 Bloomington/Monroe County Metropolitan Planning Organization Transportation Improvement Program (MPO TIP) and Statewide Transportation Improvement Program (STIP) FY 2020-2024 (Appendix H, pages H-1 and H-2).

This project is located in Monroe County, which is currently in attainment for all criteria pollutants according to IDEM "Nonattainment Status for Indiana Counties" website (<https://www.in.gov/idem/airquality/2339.htm>) accessed by Cardno on May 23, 2019. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

SECTION F - NOISE

Noise

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

Yes

No

☐☒

No Yes/ Date

ES Review of Noise Analysis

☐☐

Remarks:

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

SECTION G – 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 remarks box)

Yes

No

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

Local Land Use Policies

Monroe County adopted a comprehensive plan March 20, 2012 (https://www.co.monroe.in.us/egov/documents/1531421020_072.pdf). The document also incorporates by reference the Monroe County Thoroughfare Plan and several rural community plans. The project is within the Bloomington Urbanizing Area, which includes a focus on projects that interconnect streets. The project would improve travel flow through this intersection, improving regional connectivity.

Transition Plan

Monroe County adopted the Americans with Disability Act (ADA) Transition Plan for Public Rights-of-Way June 12, 2012 (https://www.co.monroe.in.us/egov/documents/1541087926_5083.pdf). The sidewalks, which are included as part of the proposed project will be ADA-compliant.

No substantial economic or community impacts are expected to develop as a result of this project.

Early Coordination

Early coordination letters were sent to Monroe County Commissioners and the Bloomington/Monroe County MPO (BMCMPPO) on March 15, 2019 (Appendix C, page C-1). The Bloomington/Monroe County MPO responded on March 26, 2019 with the following comments: The proposed intersection improvement project is consistent with the adopted BMCMPPO 2040 Metropolitan Transportation Plan, the BMCMPPO FY 2018 – 2021 Transportation Improvement Program, and the recently adopted update of the BMCMPPO Complete Streets Policy (Appendix C, page C-21).

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Yes

☐

No

☒

Remarks:

Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

The project will improve vehicular and pedestrian safety at these two intersections. The project will not significantly change the surrounding properties, add traffic to Curry Pike, Woodyard Road, or Smith Pike, or result in an increase in the population of the area. As such, there will be no substantial indirect or cumulative impacts as a result of the proposed project.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

Yes

☐

No

☒

Remarks:

Based on a desktop review, a site visit on January 29, 2019 by Cardno, the aerial map of the project area (Appendix B, page B-2), and the infrastructure map in the RFI report (Appendix E, page E-8), there are no public facilities within a 0.5 mile radius of the project. There are no public facilities within or adjacent to the project area. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

Although not mapped within the 0.5 mile search radius, one (1) public airport, Monroe County Airport, is located within 3.8 miles (20,000 feet) of the project area. An early coordination letter was sent to INDOT Office of Aviation on March 26, 2019 and no response was received.

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Early Coordination

Early coordination letters were sent to the Ellettsville Fire Department and Monroe County Sheriff's Office on March 15, 2019 and INDOT Office of Aviation on March 26, 2019. None of these agencies responded to the early coordination letter.

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?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

Remarks:

Under FHWA Order 6640.23A, FHWA and the County, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 2.5 acres of permanent right-of-way. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is the city of Bloomington. The community that overlaps the project limits is called the affected community (AC). In this project, the AC is Census Tracts 13.01 and 13.05. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the ASC 2013-2017 was obtained from the US Census Bureau Website (<https://factfinder.census.gov/>) on May 23, 2019 by Cardno. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (Source Data and Year)			
	COC – City of Bloomington	AC-1 - (Census Tract 13.01, Monroe County, Indiana)	AC-2 - (Census Tract 13.05, Monroe County, Indiana)
Percent Minority	4.2%	1.0%	0%
125% of COC	5.2%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No
Percent Low-Income	37.46%	7.04%	9.33%
125% of COC	46.83%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No

AC-1, Census Tract 13.01 has a percent minority of 1.0%, which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 13.05 has a percent minority of 0%, which is below 50% and is below the 125% COC threshold. Therefore, neither AC contains minority populations of EJ concern.

AC-1, Census Tract 13.01 has a percent low-income of 7.04%, which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 13.05 has a percent low-income of 9.33%, which is below 50% and is

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below the 125% COC threshold. Therefore, neither AC contains low-income populations of EJ concern.

Conclusion

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

Relocation of People, Businesses or Farms

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

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

Yes

No

X

X
X
X

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

If a BIS or CSRS is required, discuss the results in the remarks box.

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

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

X

No Yes/ Date

ES Review of Investigations

March 27, 2019

Include a summary of findings for each investigation.

Remarks: Based on a review of GIS and available public records, a RFI was completed on March 27, 2019 by Cardno (Appendix E, Page E-11). One RCRA Generator and one NPDES facility are located within 0.5 mile of the project area, and no facilities are located within the project area. No hazmat sites were identified in or within 0.5 mile of the project area that will impact the project. The nearest RCRA Generator is 0.07-mile south of the project area. No impacts are expected because of distance from the project. Further investigation for hazardous material concerns is not required at this time.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)

Nationwide Permit (NWP)

Regional General Permit (RGP)

Pre-Construction Notification (PCN)

This is page 23 of 26 Project
name:

Curry Pike, Woodyard Road, and Smith Pike Intersection Improvements

Date: April 21, 2020

Indiana Department of Transportation

County Monroe Route Curry Pike, Woodyard Road, and Smith Pike Des. No. 1700733

Other ☐
Wetland Mitigation required ☐
Stream Mitigation required ☐

IDEM

Section 401 WQC ☐
Isolated Wetlands determination ☐
Rule 5 ☒
Other ☐
Wetland Mitigation required ☐
Stream Mitigation required ☐

IDNR

Construction in a Floodway ☐
Navigable Waterway Permit ☐
Lake Preservation Permit ☐
Other ☐
Mitigation Required ☐

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below) ☐

Remarks: Rule 5 (IDEM): The proposed project will disturb more than one acre of soil; therefore, a Rule 5 Permit is required.

Applicable recommendations provided by USFWS, IDEM, and IDNR 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.

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks: Firm

1. If the scope of work or permanent or temporary right-of-way amounts change, INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction activity that would block or limit access. (INDOT ESD)
3. General AMM1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
4. Hibernacula AMM1: For projects located within karst areas, on-site personnel will use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300-foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography.
5. Lighting AMM1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6. Lighting AMM2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three

This is page 24 of 26 Project
name:

Curry Pike, Woodyard Road, and Smith Pike Intersection Improvements

Date: April 21, 2020

Indiana Department of Transportation

County Monroe Route Curry Pike, Woodyard Road, and Smith Pike Des. No. 1700733

ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)

7. Tree Removal AMM1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)

8. Tree Removal AMM2: Apply time of year restrictions for tree removal when bats are not likely to be present (April 1st through November 15th), 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)

10. Tree Removal AMM3: 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 AMM4: 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.

12. If any karst features are discovered when the project starts excavating or anytime during construction, construction should stop and coordination must occur with USFWS and other Karst MOU parties before proceeding. (USFWS)

13. The boundaries of site 12-Ma-1648 that lie outside of the project area shall be clearly marked, and must be avoided by all ground-disturbing project activities. (IDNR-SHPO).

For Further Consideration

14. Align the road along or through previously disturbed and degraded areas, and disturb as narrow an area as possible to minimize negative impacts. Avoid tree removal to the greatest extent possible. Plant native hardwood trees to replace the vegetation destroyed during construction. (IDNR – Fish & Wildlife)

15. Do not cut any trees suitable for roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. To minimize impacts to foliage roosting species (such as the Tri-colored bat), avoid the cutting of deciduous canopy trees as well from April 1 through September 30 to the extent possible. (IDNR – Fish & Wildlife).

16. Plant five trees, at least 2 inches dbh, for each tree which is removed that is ten inches or greater dbh. (IDNR – Fish & Wildlife).

17. Should any karst features be located within the construction limits or that may receive drainage from the construction, a karst assessment should be conducted by a qualified geologist to determine whether or not the karst feature/sinkhole is active. The most protective erosion control methods should be implemented to avoid potentially impacting sensitive karst ecosystems (such as runoff containment and filtering prior to discharge). Construction should be avoided within 25-ft of the topmost closed contour of any active karst features. Where construction within the closed contours of a karst feature is unavoidable, runoff should be filtered prior to discharge (IDNR – Fish & Wildlife).

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all 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. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks: Early coordination was initiated on March 18 and 26, 2019 via an early coordination letter package sent to applicable federal, state, and local agencies (Appendix C, page C-1). Comments and recommendations from those agencies that responded have been incorporated into this study, as appropriate. The resource agencies, response date, and location in appendices are listed below.

Agency	Division	Response Date	Appendix - Page Number
Indiana Department of Transportation	Public Involvement	March 18, 2019	C-19
U.S. Army Corps of Engineers	Louisville District	No Response	
U.S. Forest Service	Hoosier National Forest	March 22, 2019	C-16

This is page 25 of 26 Project
name:

Curry Pike, Woodyard Road, and Smith Pike Intersection Improvements

Date: April 21, 2020

Indiana Department of Transportation

County Monroe Route Curry Pike, Woodyard Road, and Smith Pike Des. No. 1700733

Ellettsville Fire Department		No Response	
Monroe County Commissioner		No Response	
Monroe County Sheriff's Office		No Response	
Bloomington/Monroe County MPO		March 26, 2019	C-21
City of Bloomington	MS-4 Coordinator	No Response	
U.S. Department of the Interior	National Park Service	No Response	
U.S. Fish and Wildlife Service	Bloomington Field Office	March 20, 2019	C-24
Indiana Department of Natural Resources	Division of Fish and Wildlife	April 11, 2019	C-5
U.S. Department of Housing and Urban Development	Chicago Regional Office	No Response	
Indiana Department of Environmental Management	Environmental Review	Automatic Generation May 8, 2019	C-7
Indiana Geological Survey	State Geologist	Online Assessment May 8, 2019	C-17
U.S. Department of Agriculture	Natural Resources Conservation Service	June 6, 2019	C-20
Indiana Department of Environmental Management	Drinking Water Branch/Ground Water Section	May 13, 2019	C-22

Indiana Department of Transportation

County Monroe County

Route N/A

Des. No. 1700733

APPENDICES

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Appendix A

Supporting Documentation

Categorical Exclusion Level Threshold Table	A-1
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Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way³	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” (Without AMMs ⁴ or with AMMs required for all projects ⁵)	“Not likely to Adversely Affect” (With any other AMMs)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	“No Effect”, “Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁶
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ⁷
Approval Level <ul style="list-style-type: none"> • District Env. Supervisor • Env. Services Division • FHWA 	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes	Yes Yes Yes

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

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

³Permanent and/or temporary right-of-way.

⁴AMMs = Avoidance and Mitigation Measures.

⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

⁶Potential for causing a disproportionately high and adverse impact.

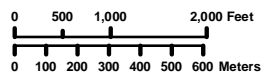
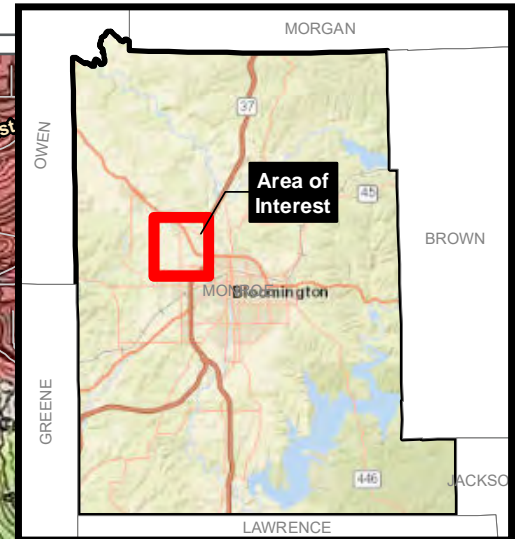
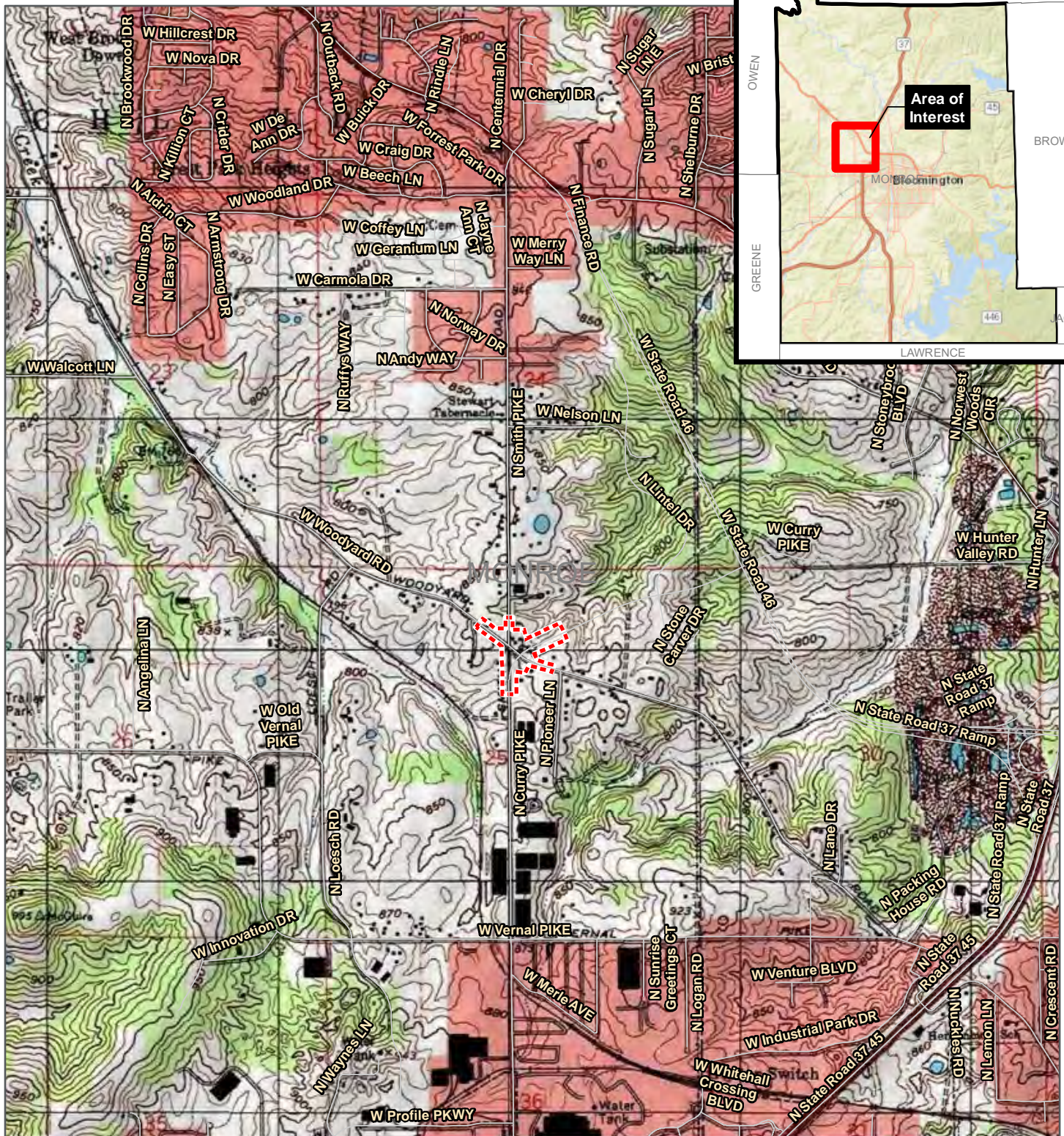
⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.


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

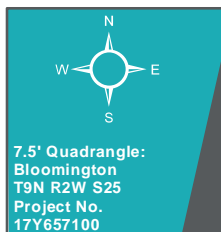
Appendix B

Graphics

Project Location and Topographic Map	B-1
Aerial View	B-2
Photographs	B-3
Preferred Alternative – Road Plans	B-6
Conceptual Plan – Method of Transportation Plan.....	B-13



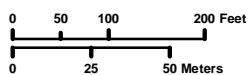
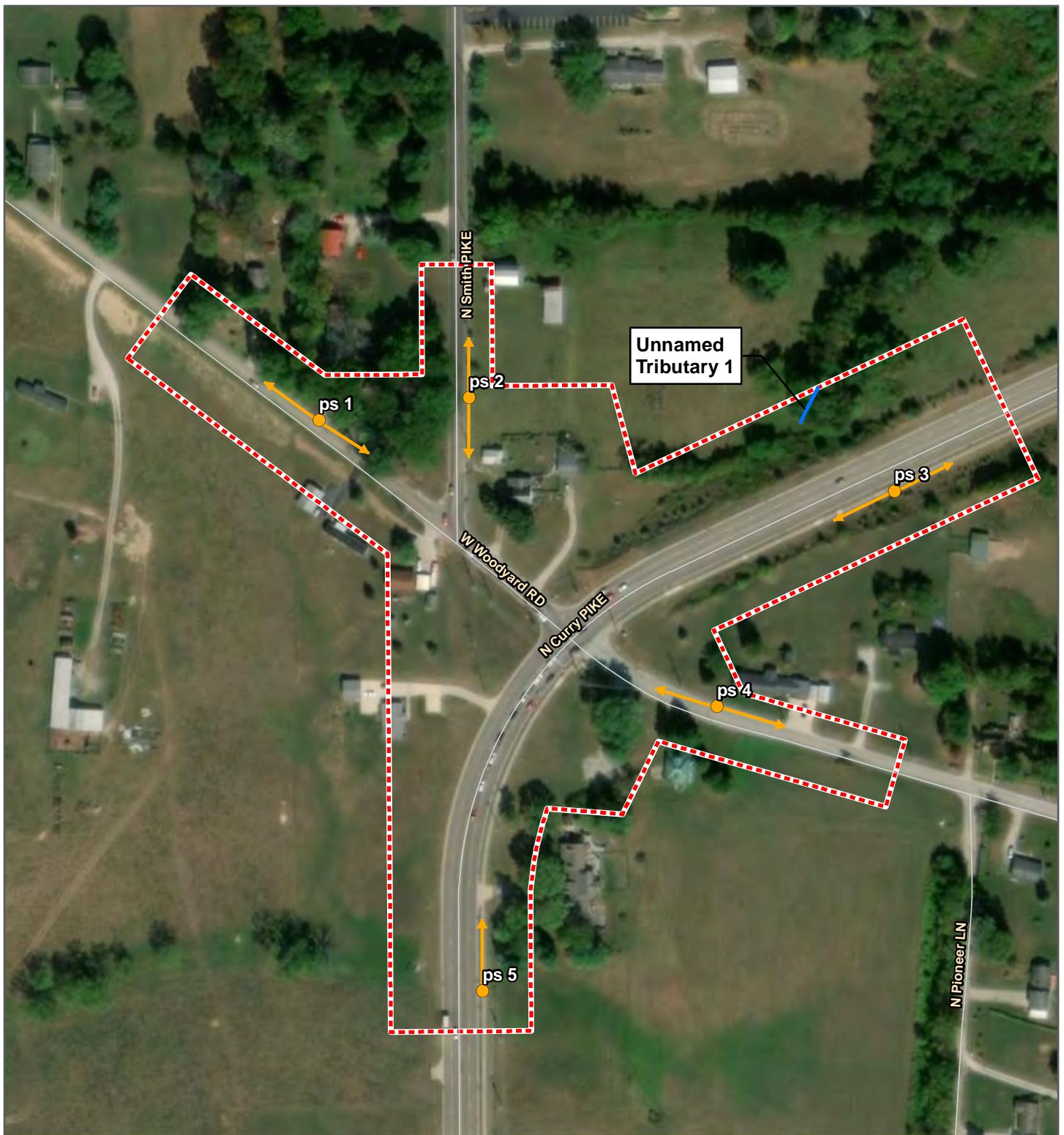
 Study Area



This map and all data contained within are supplied as is with no warranty. Cardno, Inc. expressly disclaims responsibility for damages or liability from any claims that may arise out of the use or misuse of this map. It is the sole responsibility of the user to determine if the data on this map meets the user's needs. This map was not created as survey data, nor should it be used as such. It is the user's responsibility to obtain proper survey data, prepared by a licensed surveyor, where required by law.

Figure 1: Project Location
Curry Pike, Woodyard Road, Smith Pike
Intersection Improvements
INDOT Des. No. 1700733
Monroe County Board of Commissioners
Monroe County, Indiana

Cardno
3901 Industrial Blvd, Indianapolis, IN 46254
Phone (+1) 317-388-1982 Fax (+1) 317-388-1982
www.cardno.com



- Photo Station (ps)
- Photo Direction
- Delineated Stream
- ▤ Study Area

7.5' Quadrangle:
Bloomington
T8N R2W S26
Project No.
17Y867100

This map and all data contained within are supplied as is with no warranty. Cardno, Inc. expressly disclaims responsibility for damages or liability from any claims that may arise out of the use or misuse of this map. It is the sole responsibility of the user to determine if the data on this map meets the user's needs. This map was not created as survey data, nor should it be used as such. It is the user's responsibility to obtain proper survey data, prepared by a licensed surveyor, where required by law.

Figure 2: Aerial View & Photo Locations

Curry Pike, Woodyard Road, Smith Pike
 Intersection Improvements
 INDOT Des. No. 1700733
 Monroe County Board of Commissioners
 Monroe County, Indiana

3901 Industrial Blvd., Indianapolis, IN 46254
 Phone (+1) 317-388-1982 Fax (+1) 317-388-1982
 www.cardno.com



Photo Station 1. View looking Southeast on Woodyard Road. 01/29/19.



Photo Station 1. View Looking Northwest on Woodyard Road. 01/29/19.



Photo Station 2. View looking South on N Smith Pike 01/29/19.



Photo Station 2. View Looking North on N. Smith Pike. 01/29/19.


<p>Project Number: J17Y657100</p>	<p>Site Photographs</p> <p>Curry Pike, Smith Pike, Woodyard Road Intersection Improvements</p> <p>Monroe County Board of Commissioners</p> <p>Monroe County, Indiana</p>	 <p>3901 Industrial Blvd. Indianapolis, IN 46254 USA Phone (+1) 317-388-1982 Fax (+1) 317-388-1982 www.cardno.com</p>



Photo Station 3. View Looking Northeast on Curry Pike. 01/29/19



Photo Station 3 View Looking Southwest on Curry Pike. 01/29/19.



Photo Station 4. View Looking Northwest on Woodyard Road. 01/29/19.



Photo Station 4. View Looking southeast on Woodyard Road. 01/29/19.



<p>Project Number: J17Y657100</p>	<p>Site Photographs</p> <p>Curry Pike, Smith Pike, Woodyard Road Intersection Improvements</p> <p>Monroe County Board of Commissioners</p> <p>Monroe County, Indiana</p>	 <p>3901 Industrial Blvd. Indianapolis, IN 46254 USA Phone (+1) 317-388-1982 Fax (+1) 317-388-1982 www.cardno.com</p>

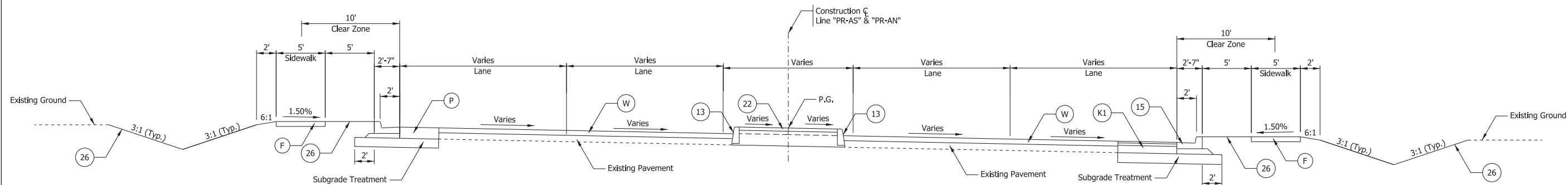


Photo Station 5. View Looking North on Curry Pike. 01/29/19.

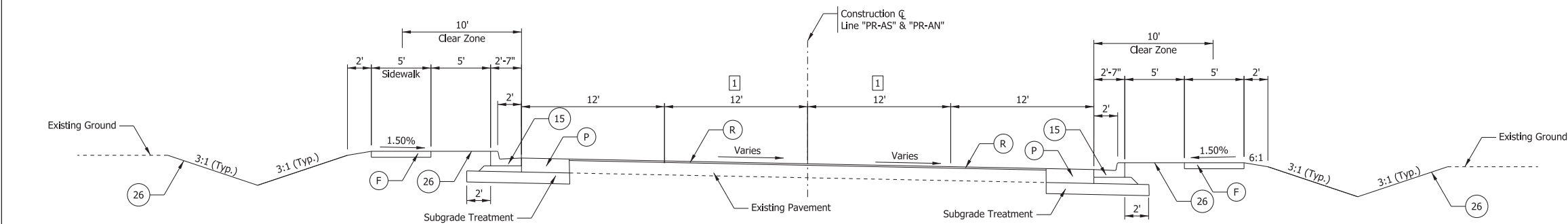


Potential Bat Roost Tree, Located Near Unnamed Tributary 1. 01/29/19.

<p>Project Number: J17Y657100</p>	<p>Site Photographs</p> <p>Curry Pike, Smith Pike, Woodyard Road Intersection Improvements</p> <p>Monroe County Board of Commissioners Monroe County, Indiana</p>	 <p>3901 Industrial Blvd. Indianapolis, IN 46254 USA Phone (+1) 317-388-1982 Fax (+1) 317-388-1982 www.cardno.com</p>
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TYPICAL CROSS SECTION - CURRY PIKE
Sta. 08+00.00 to Sta. 09+09.49 "PR-AS"
Sta. 20+80.00 to Sta. 22+26.53 "PR-AN"



TYPICAL CROSS SECTION - CURRY PIKE MILL AND OVERLAY
Sta. 7+25.00 to Sta. 8+00.00 "PR-AS"
Sta. 22+26.53 to Sta. 22+80.00 "PR-AN"

Pavement Sections

K1 Full Depth HMA Pavement

220#/SYD QC/QA-HMA, 3, 70, Surface, 12.5 mm on
330#/SYD QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
990#/SYD QC/QA-HMA, 3, 64, Base, 25.0 mm on
6.0 in. Compacted Aggregate, No. 53 on
Subgrade Treatment, Type IC

K2 Full Depth HMA Pavement

165#/SYD QC/QA-HMA, 3, 70, Surface, 12.5 mm on
275#/SYD QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
660#/SYD QC/QA-HMA, 3, 64, Base, 19.0 mm on
6.0 in. Compacted Aggregate, No. 53 on
Subgrade Treatment, Type III

T Truck Apron

PCCP, 7 IN. with
D-1 Joints (15' spacing) on
6.0 in. Dense Graded Subbase on

R Mill and resurface

Milling Asphalt, 1.5 in.
165 #/SYD QC/QA-HMA,3,70, Surface, 12.5 mm

W HMA Wedge and Level, Type C

Milling Profile, then
165 #/SYD QC/QA-HMA,3,70, Surface, 12.5 mm
HMA Wedge and Level, Type B

P HMA Patching, Type C

HMA Patching, Type C on
Subgrade Treatment, Type IC

1 12' Sta. 7+25.00 to 7+44.58 "PR-AS"
Varies 12' to 14' Sta. 7+44.58 to 7+76.19
14' Sta. 7+76.19 to 8+00.00 "PR-AS"

Varies 14' to 12' Sta. 22+26.53 to 22+65.33 "PR-AN"
12' Sta. 22+65.33 to Sta. 22+80.00 "PR-AN"

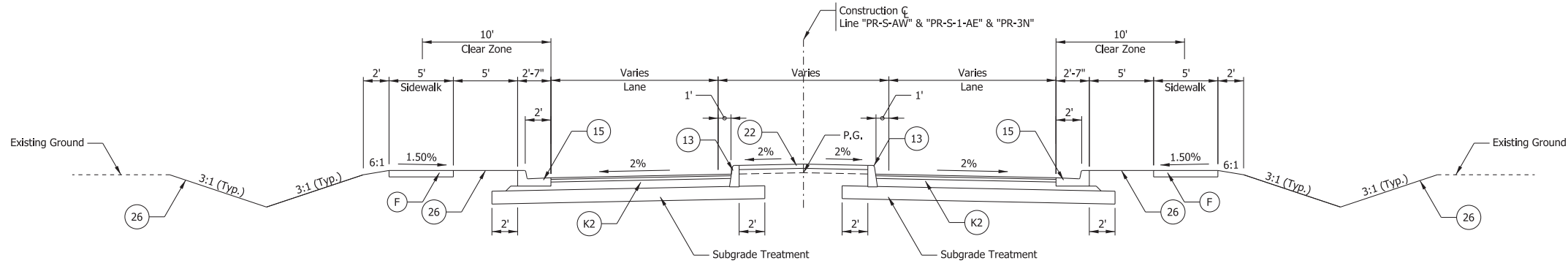
LEGEND:			
13	Curb, Concrete	22	Center Curb, D Concrete
15	Curb and Gutter, Concrete	26	Nursery Sod
16	Curb and Gutter, Roll Curb	F	Sidewalk, Concrete
T	Truck Apron	K1	Full Depth HMA Pavement
R	Mill and resurface	K2	Full Depth HMA Pavement
W	HMA Wedge and Level, Type C	P	HMA Patching, Type B

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	
DESIGNED: MV _____	DRAWN: MV _____
CHECKED: JLB _____	CHECKED: JLB _____

INDIANA
DEPARTMENT OF TRANSPORTATION

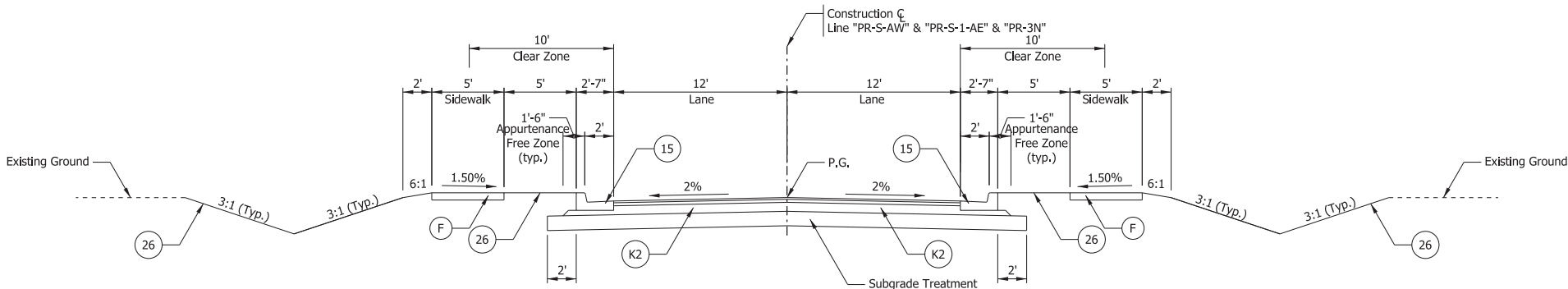
TYPICAL CROSS SECTIONS

HORIZONTAL SCALE 1"=5'	BRIDGE FILE
VERTICAL SCALE N/A	DESIGNATION 1700733
SURVEY BOOK	SHEETS 3 of 47
CONTRACT	PROJECT 1700733



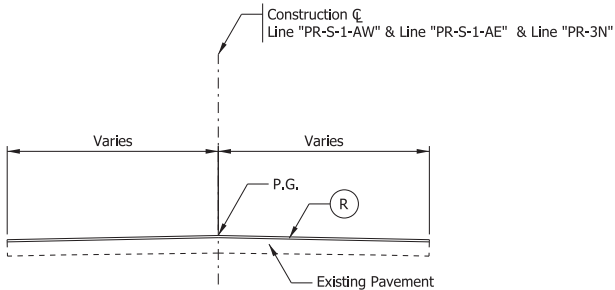
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Sta. 40+51.39 to Sta. 42+71.82 "PR-AW"
Sta. 51+09.62 to Sta. 52+32.64 "PR-S-1-AE"
Sta. 60+63.09 to Sta. 61+92.35 "PR-3N"



TYPICAL CROSS SECTION - WOODYARD LN & SMITH PIKE

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Sta. 62+45.00 to Sta. 61+92.35 "PR-3N"



TYPICAL CROSS SECTION - WOODYARD & SMITH PIKE INCIDENTAL

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Sta. 54+53.00 to Sta. 55+03.00 "PR-S-1-AE"
Sta. 62+45.00 to Sta. 62.95.00 "PR-A"

Pavement Sections

(K1) Full Depth HMA Pavement

220#/SYD QC/QA-HMA, 3, 70, Surface, 12.5 mm on
330#/SYD QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
990#/SYD QC/QA-HMA, 3, 64, Base, 25.0 mm on
6.0 in. Compacted Aggregate, No. 53 on
Subgrade Treatment, Type IC

(K2) Full Depth HMA Pavement

165#/SYD QC/QA-HMA, 3, 70, Surface, 12.5 mm on
275#/SYD QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
660#/SYD QC/QA-HMA, 3, 64, Base, 19.0 mm on
6.0 in. Compacted Aggregate, No. 53 on
Subgrade Treatment, Type III

(T) Truck Apron

PCCP, 7 IN. with
D-1 Joints (15' spacing) on
6.0 in. Dense Graded Subbase on

(R) Mill and resurface

Milling Asphalt, 1.5 in.
165 #/SYD QC/QA-HMA,3,70, Surface, 12.5 mm

(W) HMA Wedge and Level, Type C

Milling Profile, then
165 #/SYD QC/QA-HMA,3,70, Surface, 12.5 mm
HMA Wedge and Level, Type B

(P) HMA Patching, Type C

HMA Patching, Type C on
Subgrade Treatment, Type IC

LEGEND:

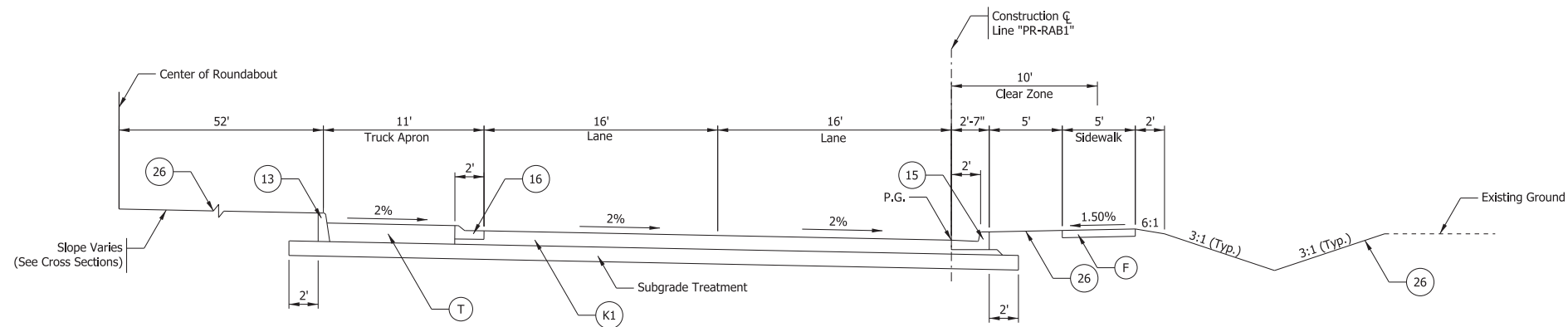
- | | | |
|---------------------------------|------------------------------|-----------------------------|
| (13) Curb, Concrete | (22) Center Curb, D Concrete | (T) Truck Apron |
| (15) Curb and Gutter, Concrete | (26) Nursery Sod | (K) Full Depth HMA Pavement |
| (16) Curb and Gutter, Roll Curb | (F) Sidewalk, Concrete | |

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	
DESIGNED: MV _____	DRAWN: MV _____
CHECKED: JLB _____	CHECKED: JLB _____

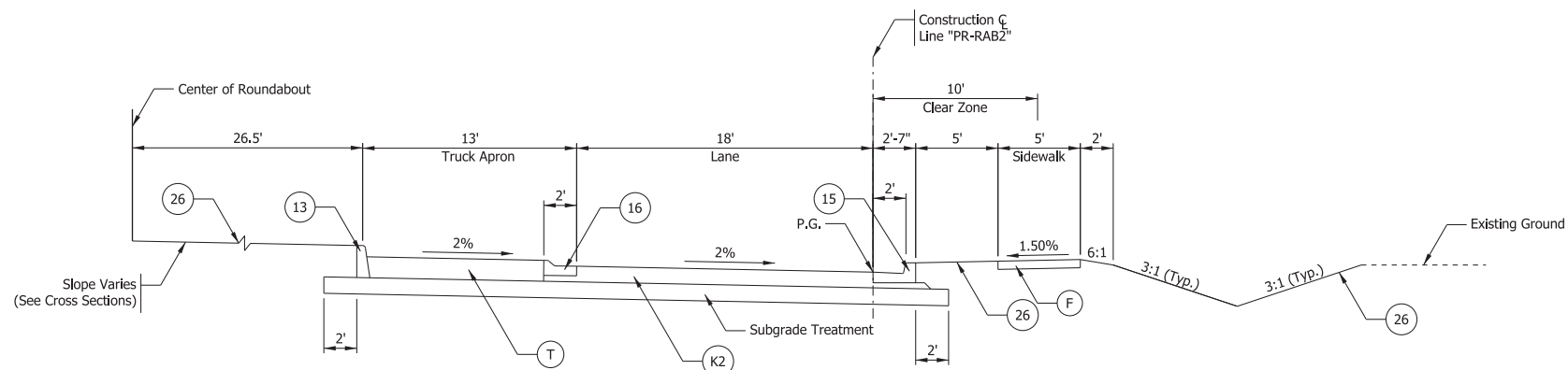
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE 1"=5'	BRIDGE FILE
VERTICAL SCALE N/A	DESIGNATION 1700733
SURVEY BOOK	SHEETS 4 of 47
CONTRACT	PROJECT 1700733



TYPICAL CROSS SECTION - CURRY PIKE ROUNDABOUT
Sta. 0+00.00 "PR-RAB2" to Sta. 5+96.90 "PR-RAB1"



TYPICAL CROSS SECTION - SMITH PIKE ROUNDABOUT
Sta. 00+00.00 "PR-RAB2" to Sta. 03+61.03 "PR-RAB2"

Pavement Sections

K1 Full Depth HMA Pavement

220#/SYD QC/QA-HMA, 3, 70, Surface, 12.5 mm on
330#/SYD QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
990#/SYD QC/QA-HMA, 3, 64, Base, 25.0 mm on
6.0 in. Compacted Aggregate, No. 53 on
Subgrade Treatment, Type IC

K2 Full Depth HMA Pavement

165#/SYD QC/QA-HMA, 3, 70, Surface, 12.5 mm on
275#/SYD QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
660#/SYD QC/QA-HMA, 3, 64, Base, 19.0 mm on
6.0 in. Compacted Aggregate, No. 53 on
Subgrade Treatment, Type III

T Truck Apron

PCCP, 7 IN. with
D-1 Joints (15' spacing) on
6.0 in. Dense Graded Subbase on

R Mill and resurface

Milling Asphalt, 1.5 in.
165 #/SYD QC/QA-HMA,3,70, Surface, 12.5 mm

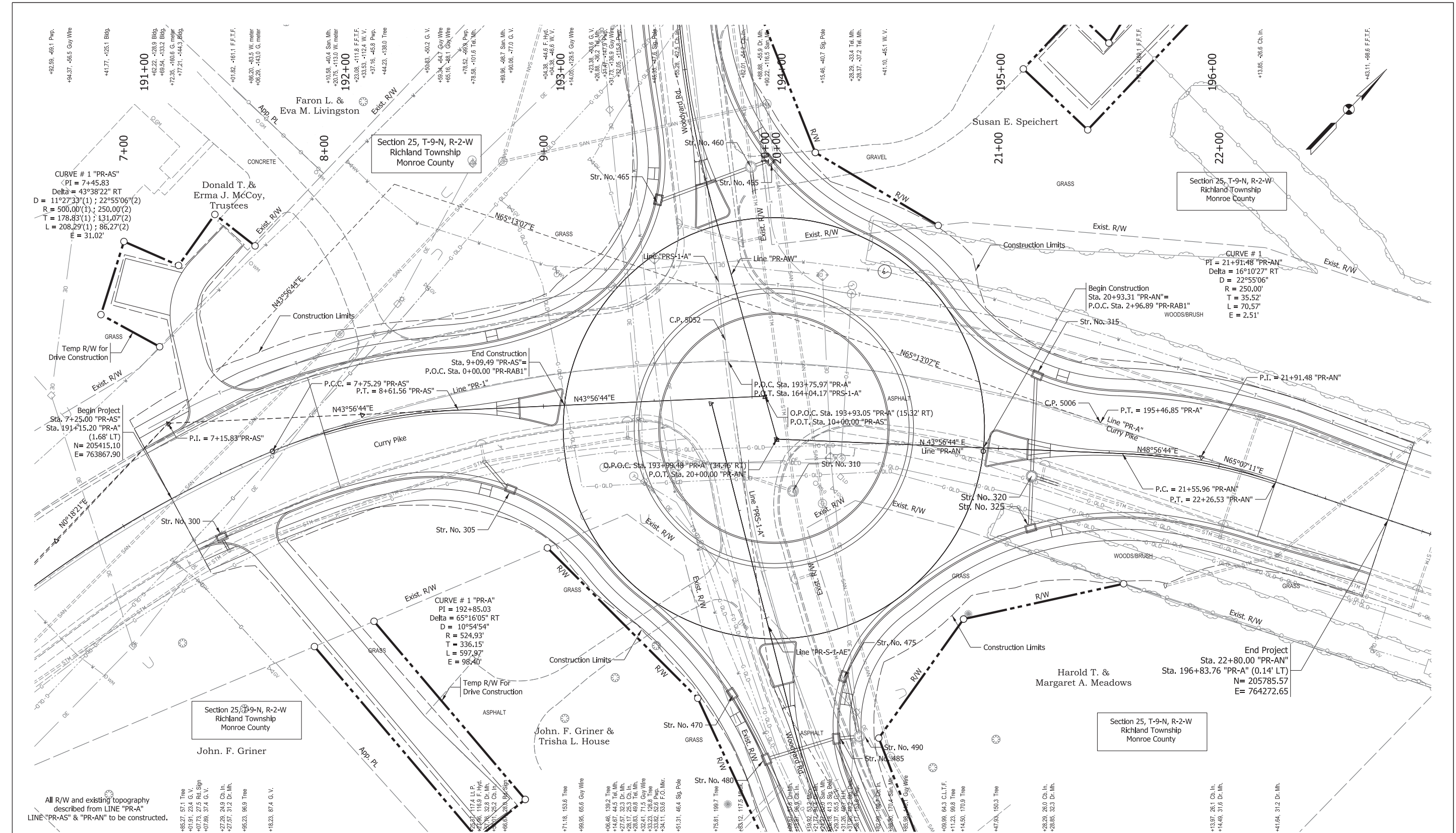
W HMA Wedge and Level, Type C

Milling Profile, then
165 #/SYD QC/QA-HMA,3,70, Surface, 12.5 mm
HMA Wedge and Level, Type B

P HMA Patching, Type C

HMA Patching, Type C on
Subgrade Treatment, Type IC

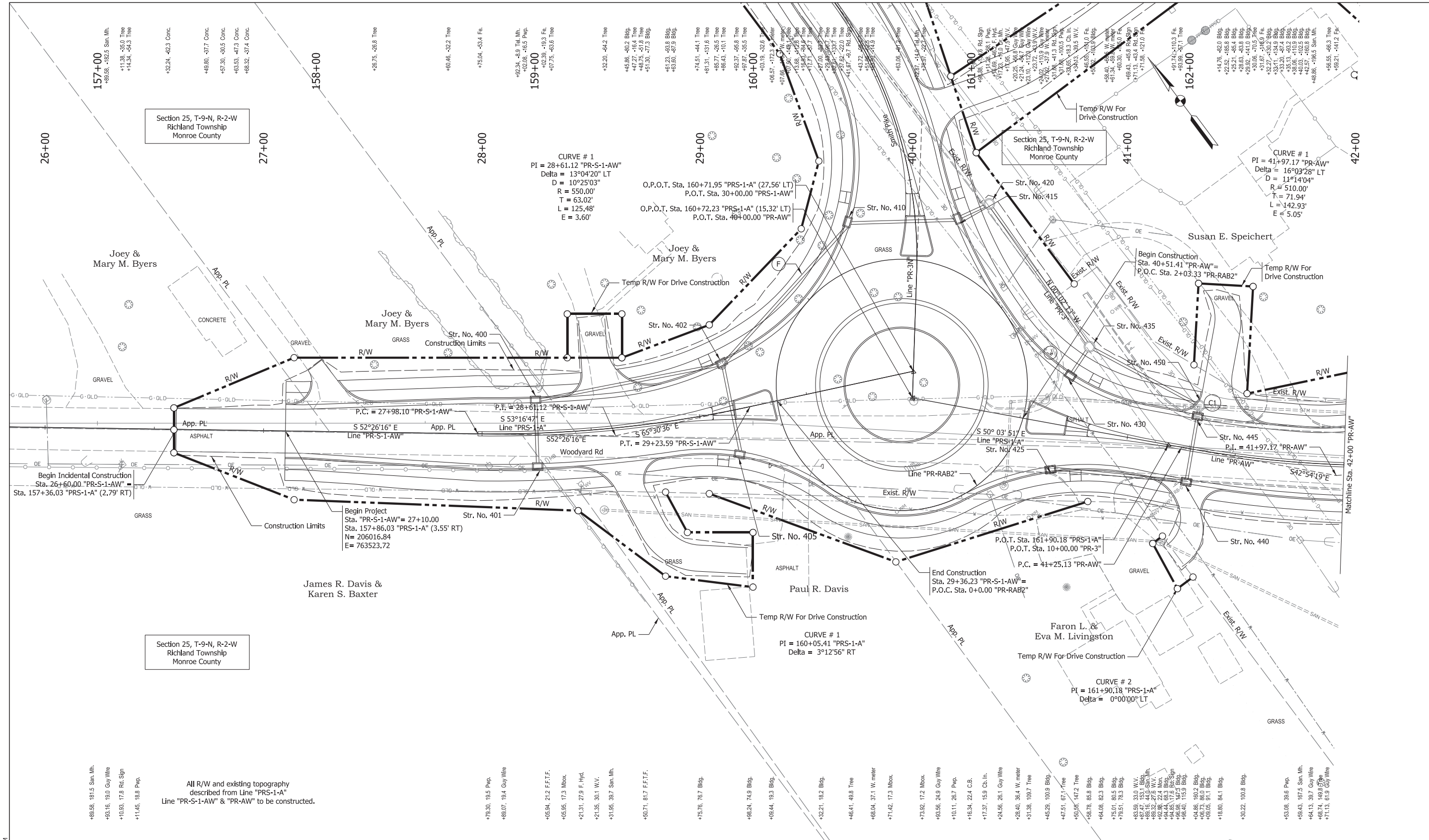
LEGEND:										RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1"=5'		BRIDGE FILE	
13 Curb, Concrete		22 Center Curb, D Concrete		T Truck Apron		VERTICAL SCALE N/A		DESIGNATION 1700733									
15 Curb and Gutter, Concrete		26 Nursery Sod		K Full Depth HMA Pavement		DESIGNED: MV		DRAWN: MV		TYPICAL CROSS SECTIONS		SURVEY BOOK		SHEETS			
16 Curb and Gutter, Roll Curb		F Sidewalk, Concrete		CHECKED: JLB		CHECKED: JLB		5 of 47				CONTRACT		PROJECT 1700733			
IP_PWP;d0319873\Bse RD TS.dgn																	



Pkt: 12/19/2019 3:26 PM

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE	
DESIGNED: MV		DRAWN: MV				PLAN SHEET		1" = 20'		SHEETS	
CHECKED: JLB		CHECKED: JLB				STA 7+00 "PR-AS" to 22+50 "PR-AN"		VERTICAL SCALE		9 of 47	
								N/A		1700733	
								SURVEY BOOK		PROJECT	
								CONTRACT		1700733	
								R-40292			

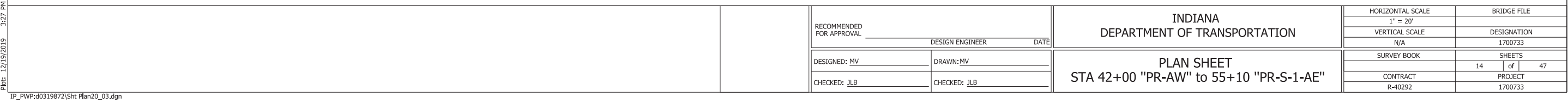
TP_PWP:20319872/Sht Plan20_01.dgn

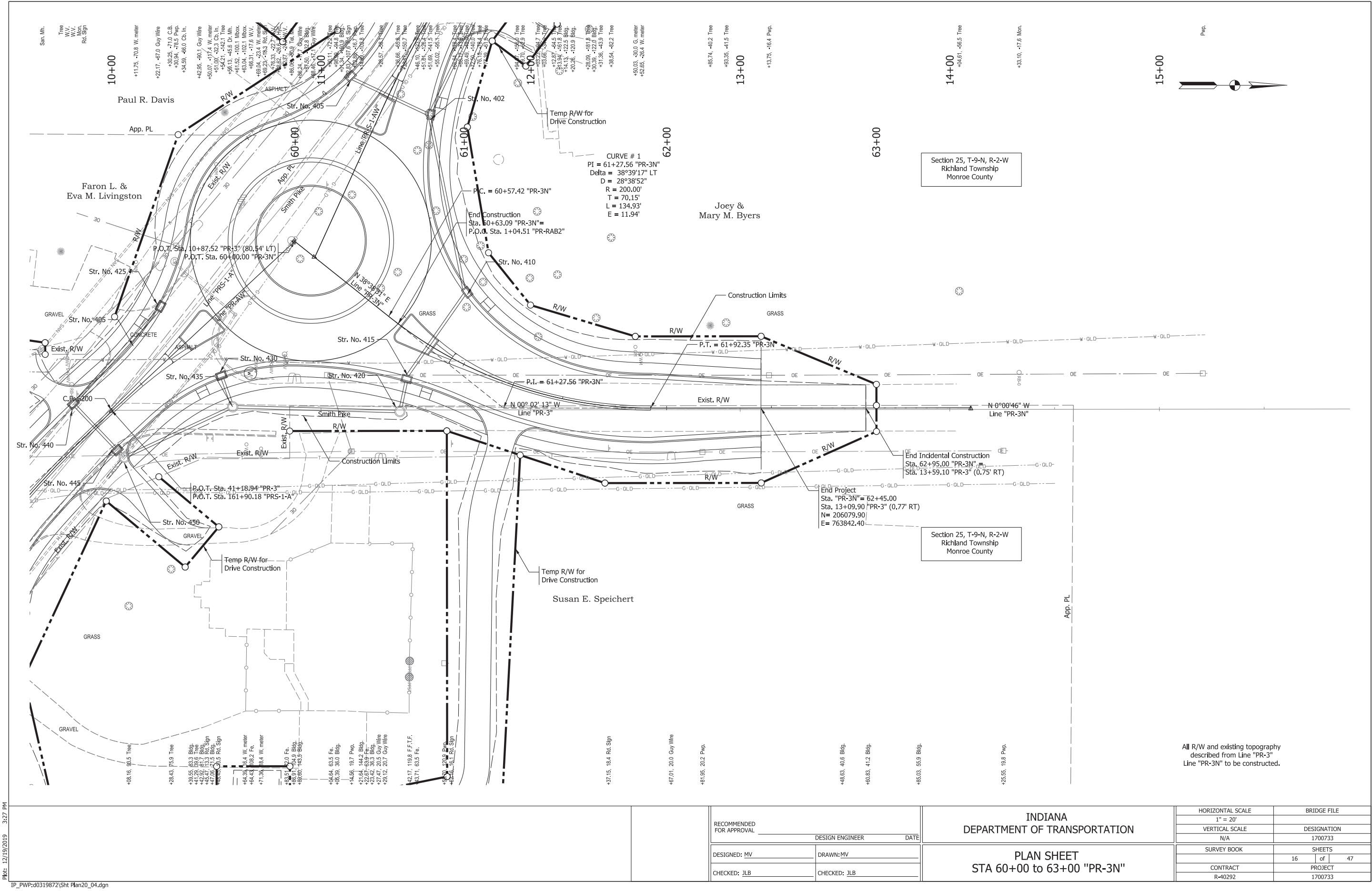


Pkt: 12/19/2019 3:26 PM

IP_PWP:d0319872\Sht Plan20_02.dgn

RECOMMENDED FOR APPROVAL		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 20'		BRIDGE FILE	
DESIGNED: MV		DRAWN: MV		VERTICAL SCALE N/A		DESIGNATION 1700733	
CHECKED: JLB		CHECKED: JLB		SURVEY BOOK		SHEETS 12 of 47	
		PLAN SHEET STA 26+50 "PR-S-1-AW" to 42+00 "PR-AW"		CONTRACT R-40292		PROJECT 1700733	





Detour Route

Write a description for your map.



Appendix C

Early Coordination Letters

Early Coordination Letter (Standard Example)	C-1
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Agency Response

Indiana Department of Natural Resources – Division of Fish and Wildlife.....	C-5
Indiana Department of Environmental Management	C-7
U.S. Forest Service – Hoosier National Forest.....	C-16
Indiana Geological Survey Assessment.....	C-17
INDOT Office of Public Involvement	C-19
U. S. Department of Agriculture Natural Resource Conservation Service	C-20
Bloomington/Monroe County Metropolitan Planning Organization.....	C-21
IDEM – Office of Water Quality	C-22
U.S. Fish and Wildlife Service	C-24

Sample Letter

March 15, 2019

Ms. Christie Stanifer
Indiana Department of Natural Resources
Division of Fish and Wildlife
Room W264, IGC South
Indianapolis, IN 46204

Re: INDOT Des. No. 1700733, North Curry Pike, Woodyard Road, and North Smith Pike
Intersection Improvement Project, Monroe County, Indiana

Dear Ms. Stanifer,

Monroe County (County) in cooperation with Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) is planning improvements to the intersection of Curry Pike, Woodyard Road, and Smith Road in Monroe County, Indiana (Figure 1). The project will be partially funded with federal money, administered by the Indiana Department of Transportation (INDOT) and the Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The project, INDOT Des. No. 1700733, is located at Latitude 40.021964° North, Longitude 86.127489° West in Monroe County, Indiana (see attached Location/Topographic Map). Woodyard Road and N Smith Pike are single-lane, *Major Collectors* and N Curry Pike is a two-lane *Minor Arterial*. The existing intersection is signalized at the intersection of N Curry Pike and Woodyard Road. There is a sidewalk along the eastern side of N. Curry Pike and a single crosswalk across Woodyard Road. The project is needed to correct geometric deficiencies and reduce the number and severity of crashes at the intersection. The purpose of the project is to enhance vehicular and pedestrian safety at the intersection.

The proposed project would involve reconfiguring this three-way intersection with a roundabout at Curry Pike and Woodyard Road, and either a realigned "T" intersection (Alternative 1) or a roundabout (Alternative 2) at the Smith Pike and Woodyard Road intersection. The project will include American's with Disability Act-compliant sidewalks, in accordance with BMCMPPO Complete Streets policy. The project limits would be approximately 1,300 feet on Curry Pike, 1,250 feet on Woodyard Road, and 400 feet on Smith Pike. The project requires the acquisition of 2.5 acres of permanent right-of-way for the project and 0.5 acre of temporary right-of-way for driveway reconstruction. The preferred method of traffic maintenance (MOT) would be maintaining traffic on Curry Pike with possible short-term road closures of Smith pike and Woodyard Road with an official state detour.

Land use surrounding the proposed project consists primarily of low-density residential (see attached aerial photography). Cardno performed a regulated waters delineation and general biological survey to identify any ecological resources that may be present within the project area. During the survey, Cardno delineated one stream, a waters if the U.S., and identified several potential summer bat roost trees. A review of the U.S. Fish and Wildlife (USFWS) database by INDOT, District 3 did not indicate the presence of Indiana bat (*Myotis sodalis*) or northern long-eared bat (*Myotis septentrionalis*) roosting, hibernacula and capture sites in or within 0.5 mile of the project area. The range-wide programmatic Indiana Department of Transportation consultation for

the Indiana bat and Northern long-eared bat will be completed according to *Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects, version 5.0, dated February 2018*. Cardno, in consultation with INDOT Cultural Resources Office, will investigate the areas of additional right-of-way for archaeological and historic resources for compliance with Section 106 of the National Historic Preservation Act. The results of this investigation will be forwarded to the State Historic Preservation Officer for review and concurrence.

Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request. If you have any questions about this project, please contact me at 317-981-4020 or by email at Tamara.Miller@cardno.com.

Thank you for your consideration and evaluation of this project.

Sincerely,



Tamara Miller
Project Scientist
Cardno

Attachments:

1. Location/Topographic Map
2. Aerial View and Photograph Locations
3. Site Photographs
4. Conceptual Plan (Alternatives 1 and 2)

Graphics provided in Appendix B

The following agencies received an early coordination request:

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
Room W264, IGC South
402 West Washington Street Indianapolis, IN 46204
(electronic consultation)
environmentalreview@dnr.in.gov

Environmental Specialist
Federal Highway Administration
Federal Office Building, Room 254575
N. Pennsylvania Street
Indianapolis IN 46204
(electronic consultation)
Michelle.Allen@dot.gov

Public Hearings Manager
Indiana Department of Transportation
100 N. Senate Ave, IGCN 642
Indianapolis IN 46204
(electronic consultation)
rclark@indot.in.gov; mwright@indot.in.gov

Chief
U.S. Army Corps of Engineers
Louisville District
P.O. Box 59, ATTN: CELRL-RDN
Louisville KY 40201-0059
(electronic consultation)
Gregory.A.McKay@usace.army.mil

Transportation Planner
Bloomington/Monroe County Metropolitan Planning Organization
401 N. Morton St., Suite 130
Bloomington IN 47402
(electronic consultation)
martipa@bloomington.in.gov

Forest Supervisor
U.S. Forest Service
Hoosier National Forest
811 Constitution Avenue
Bedford IN 47421
(electronic consultation)
kamick@fs.fed.us

Field Supervisor
U.S. Fish and Wildlife Service
Bloomington Indiana Field Office
620 South Walker Street
Bloomington IN 47403
(electronic consultation)
robin_mckilliams@fws.gov

State Conservationist
Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis IN 46278
(electronic consultation)
rick.neilson@in.usda.gov

Regional Environmental Officer
US Department of Housing and Urban Development
Chicago Regional Office
77 W. Jackson Blvd, Room 2401
Chicago IL 60604
(electronic consultation)
Michael.E.Wurl@hud.gov

Environmental Section Manager
Indiana Department of Transportation
Seymour District
185 Agrico Lane
Seymour IN 47274
(electronic consultation)
Bwilliamson@indot.state.gov

Regional Environmental Coordinator
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha NE 68102

Chief
Ellettsville Fire Department
Station # 8
900 N. Curry Pike
Bloomington IN 47404
(electronic consultation)
mccornman@ellettsville.in.us

Monroe County Commissioner
Monroe County Courthouse Board of Commissioners
100 W Krikwood Avenue
Bloomington IN 47404
(electronic consultation)
jthomas@co.monroe.in.us

Sheriff
Monroe County Sheriff's Office
301 N. College Avenue
Bloomington IN 47404
(electronic consultation)
sheriffsoffice@co.monroe.in.us

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

DNR #: ER-21361

Request Received: March 15, 2019

Requestor: Cardno, Inc
Tamara Miller
3901 Industrial Boulevard
Indianapolis, IN 46254

Project: Woodyard Road roundabout construction at North Curry Pike, and realigned "T" (Alt. 1) or roundabout (Alt. 2) construction at North Smith Pike, Bloomington; Des #1700733

County/Site info: Monroe

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: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The bat species below have been documented within 1/2 mile of the project area.

1. Indiana Bat (*Myotis sodalis*), federal & state endangered
2. Northern Long-eared Bat (*Myotis septentrionalis*), fed. threatened & state end.
3. Little Brown Bat (*Myotis lucifugus*), state endangered
4. Tri-colored Bat (*Perimyotis subflavus*), state endangered
5. Eastern Red Bat (*Lasiurus borealis*), state special concern

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) Bats:

To minimize impacts to the Indiana bat and Northern Long-eared bat, do not cut any trees suitable for roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.

To minimize impacts to foliage roosting species (such as the Tri-colored bat), avoid the cutting of deciduous canopy trees as well from April 1 through September 30 to the extent possible. Foliage roosting species show no strong preference to certain tree species.

2) Karst Features:

The project site is within the karst region of the state. In case karst features (possibly previously unknown) exist within the construction limits, we recommend implementation of the 1993 INDOT-IDNR-IDEM-USFWS KARST Memorandum of Understanding during all phases of the project (see http://www.in.gov/indot/files/38_karst.pdf).

Should any karst features be located within the construction limits or that may receive drainage from the construction, a karst assessment should be conducted by a qualified geologist to determine whether or not the karst feature/sinkhole is active. If a karst

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

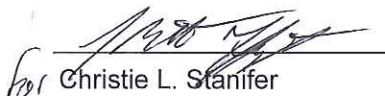
assessment is not conducted, any sinkhole that construction runoff may drain to should be assumed to be active. To protect active sinkholes (or those not assessed) the most protective erosion control methods should be implemented to avoid potentially impacting sensitive karst ecosystems (such as runoff containment and filtering prior to discharge). Construction should be avoided within 25' of the topmost closed contour of any active karst features. Where construction within the closed contours of a karst feature is unavoidable, runoff should be filtered prior to discharge.

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 all tree and brush clearing.
3. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
4. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
5. Post "Do Not Mow or Spray" signs along the right-of-way.
6. 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.
7. 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.


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

Date: April 11, 2019



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

Monroe County Highway Department
Lisa Ridge, Highway Director
501 N. Morton Street
Suite 216
Bloomington, IN 47404
Date

WSP
John Bowen, P.E.
115 W. Washington St
Suite 1270
Indianapolis, IN 46204

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: Monroe County (County) in cooperation with Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) is planning improvements to the intersection of Curry Pike, Woodyard Road, and Smith Road in Monroe County, Indiana. The project will be partially funded with federal money, administered by the Indiana Department of Transportation (INDOT) and the Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO). The project, INDOT Des. No. 1700733, is located at Latitude 40.021964° North, Longitude 86.127489° West in Monroe County, Indiana. Woodyard Road and N Smith Pike are single-lane, Major Collectors and N Curry Pike is a two-lane Minor Arterial. The existing intersection is signalized at the intersection of N Curry Pike and Woodyard Road. There is a sidewalk along the eastern side of N. Curry Pike and a single crosswalk across Woodyard Road. The proposed project would involve reconfiguring this three-way intersection with a roundabout at Curry Pike and Woodyard Road, and either a realigned "T" intersection (Alternative 1) or a roundabout (Alternative 2) at the Smith Pike and Woodyard Road intersection. The project will include American's with Disability Act-compliant sidewalks, in accordance with BMCMPPO Complete Streets policy. The project requires the acquisition of 2.5 acres of permanent right-of-way for the project and 0.5 acre of temporary right-of-way for driveway reconstruction.

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 at adem.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 is it 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

Monroe County (County) in cooperation with Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) is planning improvements to the intersection of Curry Pike, Woodyard Road, and Smith Road in Monroe County, Indiana. The project will be partially funded with federal money, administered by the Indiana Department of Transportation (INDOT) and the Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO). The project, INDOT Des. No. 1700733, is located at Latitude 40.021964° North, Longitude 86.127489° West in Monroe County, Indiana. Woodyard Road and N Smith Pike are single-lane, Major Collectors and N Curry Pike is a two-lane Minor Arterial. The existing intersection is signalized at the intersection of N Curry Pike and Woodyard Road. There is a sidewalk along the eastern side of N. Curry Pike and a single crosswalk across Woodyard Road. The proposed project would involve reconfiguring this three-way intersection with a roundabout at Curry Pike and Woodyard Road, and either a realigned "T" intersection (Alternative 1) or a roundabout (Alternative 2) at the Smith Pike and Woodyard Road intersection. The project will include American's with Disability Act-compliant sidewalks, in accordance with BMCMPPO Complete Streets policy. The project requires the acquisition of 2.5 acres of permanent right-of-way for the project and 0.5 acre of temporary right-of- way for driveway reconstruction.

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: May 8, 2019


Signature of the INDOT
Project Engineer or Other Responsible Agent



Lisa Ridge, Highway Director

Date: 5/8/2019

Signature of the
For Hire Consultant



John Bowen, P.E

From: [Amick, Kevin R -FS](#)
To: [Tammy Miller](#)
Subject: RE: Early Coordination, INDOT Des No 1700733, Intersection Improvements, Curry Pike, Smith Pike, & Woodyard Rd., Monroe County, IN
Date: Friday, March 22, 2019 11:01:30 AM
Attachments: [image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)

The Hoosier National Forest has no concerns or issues with this project.

Thank you,



Kevin Amick
Environmental Coordinator

Forest Service
Hoosier National Forest

p: 812-276-4746

f: 812-279-3423

kevin.amick@usda.gov

811 Constitution Avenue

Bedford, IN 47421

www.fs.fed.us



Caring for the land and serving people

From: Tammy Miller [mailto:Tamara.Miller@cardno.com]

Sent: Friday, March 15, 2019 4:26 PM

To: Amick, Kevin R -FS <kamick@fs.fed.us>

Subject: Early Coordination, INDOT Des No 1700733, Intersection Improvements, Curry Pike, Smith Pike, & Woodyard Rd., Monroe County, IN

Please find attached the early coordination request letter for the above referenced Monroe County (LPA) project for planned intersection improvements at the intersections of Curry Pike, Smith Pike, and Woodyard Road in Monroe County, Indiana.

Thank you,

Tammy Miller
PROJECT SCIENTIST
CARDNO

Organization and Project Information

Project ID:

Des. ID: INDOT Des No 1700733

Project Title: Curry Pike, Woodyard Road, and Smith Pike Intersection Improvements

Name of Organization: Cardno

Requested by: Tammy Miller

Environmental Assessment Report

1. Geological Hazards:

- Potential Karst

2. Mineral Resources:

- Bedrock Resource: Low Potential
- Sand and Gravel Resource: None documented in the area

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

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

DISCLAIMER:

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

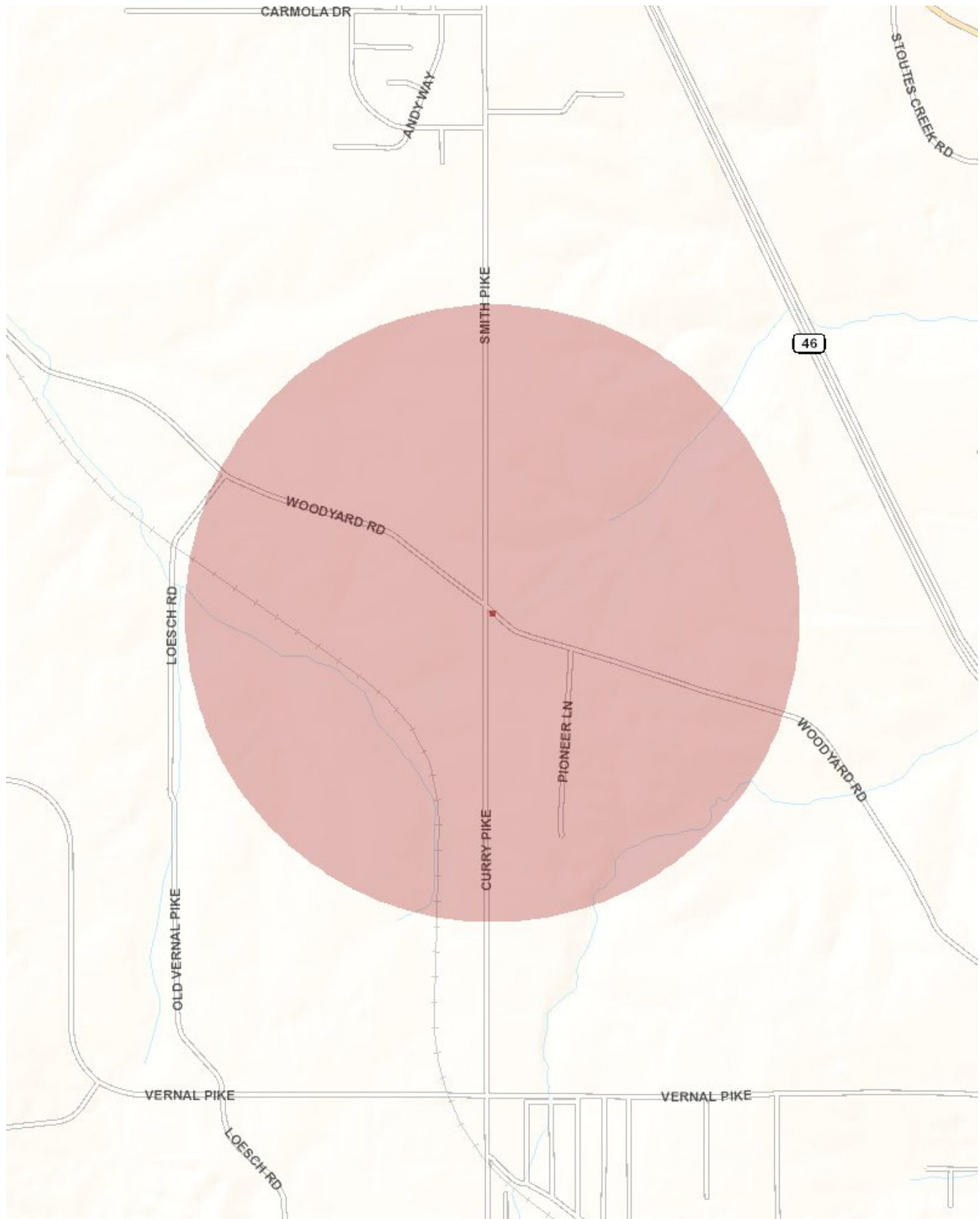
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: May 08, 2019



From: [Wright, Mary](#)
To: [Tammy Miller](#)
Subject: RE: Early Coordination, INDOT Des No 1700733, Intersection Improvements, Curry Pike, Smith Pike, & Woodyard Rd., Monroe County, IN
Date: Monday, March 18, 2019 7:45:46 AM
Attachments: [image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

Early Coordination and Creating a Public Involvement Plan (PIP)

We have received your early coordination notification packet for the above referenced project(s). Our office prefers to be notified at the early coordination stage in order to encourage early and ongoing public involvement aside from the specific legal requirements as outlined in our Public Involvement Manual <http://www.in.gov/indot/2366.htm>. Seeking the public's understanding of transportation improvement projects early in the project development stage can allow the opportunity for the public to express their concerns, comments, and to seek buy-in. Early coordination is the perfect opportunity to examine the proposed project and its impacts to the community along with the many ways and or tools to inform the public of the improvements and seek engagement. A good public involvement plan, or PIP, should consider the type, scope, impacts, and the level of public awareness that should, or could, be implemented. In other words, although there are cases where no public involvement is legally required, sometimes it is simply the right thing to do in order to keep the public informed.

The public involvement office is always available to provide support and resources to bolster any public involvement activities you may wish to implement or discuss. Please feel free to contact our office anytime should you have any questions or concerns. Thank you for notifying our office about your proposed project. We trust you will not only analyze the appropriate public involvement required, but also consider the opportunity to do go above and beyond those requirements in creating a good PIP.

Rickie Clark, Manager
100 North Senate Avenue, Room N642
Indianapolis, IN 46204
Phone: 317-232-6601
Email: rclark@indot.in.gov

Mary Wright, Hearing Examiner
Phone: 317-234-0796
Email: mwright@indot.in.gov

From: Tammy Miller [mailto:Tamara.Miller@cardno.com]
Sent: Friday, March 15, 2019 4:21 PM
To: Clark, Rickie <RCLARK@indot.IN.gov>
Cc: Wright, Mary <MWRIGHT@indot.IN.gov>
Subject: Early Coordination, INDOT Des No 1700733, Intersection Improvements, Curry Pike, Smith Pike, & Woodyard Rd., Monroe County, IN

Please find attached the early coordination request letter for the above referenced Monroe County (LPA) project for planned intersection improvements at the intersections of Curry Pike, Smith Pike, and Woodyard Road in Monroe County, Indiana.

Thank you,

Tammy Miller
PROJECT SCIENTIST
CARDNO



Direct +1 317 981 4020 Mobile +1 317 526 3027 Fax +1 317 388 1986
Address 3901 Industrial Boulevard , Indianapolis, IN 46254
Email tamara.miller@cardno.com Web www.cardno.com

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June 3, 2019

Tamara Miller
Cardno
3901 Industrial Boulevard
Indianapolis, Indiana 46254

Dear Ms. Miller:

The proposed project to make intersection improvements in Lake County, Indiana, (Des No 1700733) as referred to in your letter received March 15, 2019, will not cause a conversion of prime farmland.

If you need additional information, please contact Rick Neilson at 317-295-5875.

Sincerely,

JERRY RAYNOR
State Conservationist

From: [Patrick Martin](#)
To: [Tammy Miller](#)
Cc: [Lisa Ridge](#); [Paul Satterly](#); [Neil Kopper](#); [Scott Robinson](#); [Beth Rosenbarger](#); [Ryan Clemens](#); [michelle.allen@dot.gov](#); [Bwilliamson@indot.state.gov](#)
Subject: Re: Early Coordination, INDOT Des No 1700733, Intersection Improvements, Curry Pike, Smith Pike, & Woodyard Rd., Monroe County, IN
Date: Tuesday, March 26, 2019 1:22:45 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Good Afternoon Tammy,

Thank for your Early Coordination Letter regarding the proposed Curry Pike-Woodyard Road-Smith Pike (DES#1700733) intersection improvement project located in Monroe County.

We understand the safety-oriented purpose and need for the project given existing geometric deficiencies, crash history, and concerns for bicycle/pedestrian safety.

We do not anticipate any adverse social, economic, or environmental (SEE) impacts from the proposed project alternatives (Do-Nothing, Alternative No., and Alternative No.2) as described in your correspondence beyond those of land acquisition, a potential stream impact, potential noise impacts for nearby residents, and a potential bat roosting habitat. We would appreciate receiving a copy of the draft environmental documentation when it becomes available for public comment reviews.

The proposed intersection improvement project is consistent with the adopted *BMCMPPO 2040 Metropolitan Transportation Plan*, the *BMCMPPO FY 2018 - 2021 Transportation Improvement Program*, and the recently adopted update of the *BMCMPPO Complete Streets Policy*.

Our conversations with appropriate Monroe County officials indicate a preference for Alternative No.2 given safety, efficiency, and life cycle cost economies. We support this preference.

Please feel free to contact us at your earliest convenience if you should have any questions or require any additional information.

Thanks,

Pat

On Fri, Mar 15, 2019 at 4:25 PM Tammy Miller <Tamara.Miller@cardno.com> wrote:

|

From: [SULLIVAN, JAMES](#)
To: [Tammy Miller](#)
Cc: [Turnbow, Alisha](#)
Subject: RE: Wellhead Protection Area
Date: Monday, May 13, 2019 2:23:52 PM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[image001.png](#)

Tammy,

We appreciate you sending us the message about the step in our program asking for a username and password found when trying to use our online tool. This is a bug in the program has been corrected; you should be able to assess this program without being asked for that information.

That stated, looking at your project location **it is not located within a wellhead protection area**. If you would like a formal reply from us stating the site location status for your records we can still do that.

Thanks
Jim



James Sullivan, LPG #1774
Ground Water Section Chief
Office of Water Quality, Drinking Water Branch]
(317) 234-7476 • jsulliva@idem.IN.gov

Indiana Department of Environmental Management



IDEM values your feedback.

Please take two minutes and complete this brief survey.



From: Tammy Miller [<mailto:Tamara.Miller@cardno.com>]

Sent: Wednesday, May 08, 2019 4:07 PM

To: SULLIVAN, JAMES <JSULLIVA@idem.IN.gov>

Subject: Wellhead Protection Area

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

Attached is the Wellhead Protection Area Proximity Determination form. I have also included a project location map. I attempted to use the self-directed site; however, when I clicked on a point, it asked me for a username and password to access a secure site.

Thank you,

Tammy Miller
PROJECT SCIENTIST

From: [McWilliams, Robin](#)
To: [Tammy Miller](#)
Subject: Re: [EXTERNAL] Early Coordination, INDOT Des No 1700733, Intersection Improvements, Curry Pike, Smith Pike, & Woodyard Rd., Monroe County, IN
Date: Wednesday, March 20, 2019 12:42:36 PM

Dear Tammy,

This responds to your recent letter, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). We will review that information once it is received.

The project is in the karst area of Indiana. If any karst features are encountered, a karst survey should be conducted, with mitigation measures as necessary, in accordance with our 1993 Memorandum of Understanding.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no objections to the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If project plans change such that fish and wildlife habitat may be affected, please recoordinate with our office as soon as possible. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.)**

2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.

Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.

4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

Robin McWilliams Munson

U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 46403
812-334-4261 x. 207 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p
Wednesday, Thursday - telework 8:30a-3:00p

On Fri, Mar 15, 2019 at 4:19 PM Tammy Miller <Tamara.Miller@cardno.com> wrote:

Please find attached the early coordination request letter for the above referenced Monroe County (LPA) project for planned intersection improvements at the intersections of Curry Pike, Smith Pike, and Woodyard Road in Monroe County, Indiana.

Thank you,

Tammy Miller
PROJECT SCIENTIST
CARDNO

Direct +1 317 981 4020 Mobile +1 317 526 3027 Fax +1 317 388 1986
Address 3901 Industrial Boulevard , Indianapolis, IN 46254
Email tamara.miller@cardno.com Web www.cardno.com