

Indiana Department of Transportation

County Monroe Route Old State Road 37 Des. No. 0902215

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

Road No./County:

Old State Road (SR) 37 Bicentennial Pathway, Monroe County

Designation Number:

0902215

Project Description/Termini:

Construction of paved shoulders along approximately 2.3 miles of Old SR 37. The path spans from E Audubon Drive to E Robinson Road.

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 **NOTE: Project will be in Bloomington MPO TIP before approval.**

ESM Signature

Date

ES Signature

Date

FHWA Signature

Date

Release for Public Involvement

DGD

2020.06.12 16:08:06

-04'00'

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: Kevin McLane, Green 3 LLC

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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.**

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

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

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

Remarks: Notice of Entry letters were mailed to potentially affected property owners near the project area on May 2, 2017 by Green 3, LLC 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 2.

To meet the public involvement requirements of Section 106, a legal notice of Federal Highway Administration's (FHWA) finding of "No Adverse Effect" was published in the *Herald-Times* on November 2, 2019 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on December 2, 2019. No comments or responses were received during the public comment period. The text of the public notice and the affidavit of publication appear in Appendix D, pages 4 to 6.

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.

The project sponsor, the Monroe County Highway Department, hosted a public information meeting regarding the proposed project on December 4, 2019 at the Northern Monroe County Fire Territory's Fire Station No. 5, 5081 N Old State Road (SR) 37, Bloomington, Indiana 47408. Notices were mailed to adjacent property owners and published in the *Herald-Times* and *Ellettsville Journal* on November 20, 2019 and November 27, 2019 (Appendix G, pages 11 to 14). The purpose of the meeting was to present the proposed project, engage the community in conversation, and solicit input regarding the project. Those in attendance were given the opportunity to complete comment forms, mail or email comments to the project designer, or verbally participate as a speaker during the public comment session. The presentation handout, an introduction letter, and a summary of comments and questions received during the comment session are included in Appendix G, pages 2 to 19. A comment period ending on December 19, 2019 was offered and no additional comments were received during this time.

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, Indiana INDOT District: Seymour
Local Name of the Facility: Bicentennial Pathway along Old SR 37

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:

The existing corridor along Old SR 37 is narrow, winding, hilly, and has poor visibility of upcoming cyclists who may be occupying the travel lanes in many sections. Vehicle traffic can end up being caught behind cyclists who are slowly ascending the steep hills along Old SR 37. The project area receives frequent bicycle traffic from the City of Bloomington and currently has no paved shoulders or bicycle lanes. Old SR 37 is a primary bicycle route for recreational bicyclists to access the Morgan Monroe State Forest area and the area surrounding Lake Lemon. Old SR 37 is also commonly used by Indiana University students to train for the yearly Little 500 bicycle race. The road has steep drop-offs from the shoulder along some sections of the route that create safety issues for cyclists. The 2018 Monroe County Motor Vehicle Traffic Crash Summary report lists Old SR 37 as the road within the county that has the second highest number of crashes each year. The need for improvement is based upon the current safety concerns and level of cyclist exposure to vehicular traffic along Old SR 37.

Purpose:

The purpose of the project is to reduce the exposure of cyclists to vehicular traffic along Old SR 37. A secondary purpose of the project is to follow the 2018 Monroe County Transportation Alternatives Plan goals to provide alternative transportation options.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Monroe Municipality: N/A

Limits of Proposed Work: From Audubon Dr to Robinson Rd along Old SR 37

Total Work Length: 2.3 Mile(s) Total Work Area: N/A Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?

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

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If yes, when did the FHWA grant a conditional approval for this project?

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.

The project is located just north of the City of Bloomington in Bloomington Township, Monroe County (Appendix B, page 2). The Old SR 37 roadway is a two-lane road with 10-11 foot wide travel lanes with no sidewalks and no shoulders. Old SR 37 is classified as an Urban Minor Arterial roadway from Audubon Drive to Whisnand Drive, and as a Rural Major Collector from Whisnand Drive to Robinson Road. The project area is within a suburban and rural area with rolling topography. The land use is primarily residential and agricultural land use, with a church, cemetery, and fire department along the alignment. Storm water currently drains off the roadway to existing ditches located on one or both sides of the road. Several new drainage structures will be installed to better convey stormwater along the roadway. Some clearing of trees and roadside vegetation along the alignment will be required for this project. Old SR 37 crosses over two bridges within the project area; however, no work will be done to the bridge structures.

The proposed pathway will consist of a new 6-foot-wide shoulders (5-foot paved) on each side of the roadway. The existing travel lanes may be narrowed or adjusted to a minimum of two 10-foot lanes to allow for a best fit of the pathway. The project will also include foreslope grading, ditch grading, extension or replacement of some existing pipes, culvert headwall installation and repairs, and backslopes in various locations along the route, modified to match the new improvements. New curb and gutter may be utilized in certain areas to minimize adjacent impacts. Street and driveway approaches will be adjusted accordingly. Most of the existing guardrail will be replaced; but some guardrail may be removed, as allowed by current design standards. A retaining wall will be installed approximately 1,800 ft south of Old Myers Road on the northwest side of Old SR 37. The retaining wall will be installed to provide adequate safety along the steep slopes and prevent the need to fill the steep slopes all the way down and remove more trees. Preliminary project plans and a project layout can be found in Appendix B, pages 11 to 33. Several utilities exist within and adjacent to the project area and may require relocation. The maintenance of traffic (MOT) plan for this project is anticipated to include temporary lane closures and flagging; a detour will not be required. This project meets the purpose and need by reducing exposure of cyclists to vehicular traffic along Old SR 37 by adding shoulders that will provide a pathway for cyclists. This project also meets the secondary purpose of adhering to the goals of the 2018 Monroe County Transportation Alternatives Plan to provide alternative transportation options. The project termini are at Audubon Drive and Robinson Road. The termini were determined by the extent of the targeted improvement area along Old SR 37 that has hilly conditions and high exposure of cyclists to vehicles. The planned improvements to this section of Old SR 37 will separate cyclists from faster-moving motor vehicle traffic and reduce the likelihood of crashes. Therefore, the project has logical termini and independent utility.

OTHER ALTERNATIVES CONSIDERED:

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

Two alternatives to the preferred alternative discussed above were considered and discarded:

UTILIZE AN ALTERNATE ROUTE FOR CYCLIST IMPROVEMENTS:

One alternative considered was to construct an off-road multi-use trail generally parallel to SR 45 as a route for connecting Lake Lemon to Bloomington, which was the original intent of the overall project when it was funded. Because this alternative was going to have more property owner and habitat impacts, this alternative was dismissed for the preferred route along Old SR 37.

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DO NOTHING ALTERNATIVE:

The other alternative considered was the "Do Nothing" alternative. This alternative would cost nothing, but it would not meet the stated 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 ☒ It does not meet the stated purpose and need of the project because it does not reduce exposure of cyclists to vehicular traffic.

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

ROADWAY CHARACTER:

Old State Road 37 (E Audubon Drive to Whisnand Drive)

Functional Classification: Urban (Suburban) Minor Arterial
 Current ADT: 3890 VPD (2018) Design Year ADT: 4300 VPD (2038)
 Design Hour Volume (DHV): 475 Truck Percentage (%) N/A%
 Designed Speed (mph): 35-40 Legal Speed (mph): 35-40

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Through		Through	
Pavement Width:	20-22	ft.	20-22	ft.
Shoulder Width:	N/A	ft.	6	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

Old State Road 37 (Whisnand Drive to Robinson Road)

Functional Classification: Rural Major Collector
 Current ADT: 2400 VPD (2018) Design Year ADT: 2700 VPD (2038)
 Design Hour Volume (DHV): 405 Truck Percentage (%) N/A%
 Designed Speed (mph): 35-40 Legal Speed (mph): 35-40

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through

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Pavement Width:	20-22	ft.	20-22	ft.
Shoulder Width:	N/A	ft.	6	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

If the proposed action has multiple roadways, this section should be filled out for each roadway.

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): Structure #:53-00004 Sufficiency Rating: 94.4, in 2018 INDOT
NBI # 5300002 Inspection Report
 (Rating, Source of Information)

	Existing	Proposed
Bridge Type:	Roadway	Roadway
Number of Spans:	1	1
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	31.8	31.8
Outside to Outside Width:	32.4	32.4
Shoulder Width:	5	5
Length of Channel Work:	N/A	N/A

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

Remarks: There is an existing roadway bridge (Structure #:53-00004, NBI # 5300002) over the northern branch of Muddy Fork along the project route of Old SR 37, approximately 0.2 mile south of Mel Currie Road. This existing bridge is a single-span prestressed concrete bridge with a with an overall length of 48 feet and a curb to curb roadway width of 31.8 feet. The existing bridge was built in 1986 and is non-historic. No work will be performed on this structure.

Will the structure be rehabilitated or replaced as part of the project? ☐ Yes ☒ No ☐ N/A

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Structure/NBI Number(s): Structure #53-00003 Sufficiency Rating: 97.8, in 2018 INDOT
NBI # 5300001 Inspection Report
 (Rating, Source of Information)

Existing

Proposed

Bridge Type:	Roadway	Roadway
Number of Spans:	One	One
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	35.5	35.5
Outside to Outside Width:	36	36
Shoulder Width:	5	5
Length of Channel Work:	N/A	N/A

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

Remarks: There is an existing roadway bridge over the southern branch of Muddy Fork along the project route of Old SR 37, 0.1 mile south of Old Myers Road. This existing bridge is a single-span prestressed concrete bridge with a with an overall length of 56 feet and a curb to curb roadway width of 36 feet. The existing bridge was built in 2003 and is non-historic. No work will be performed on this structure.

The project does not involve the removal, replacement, or construction of any other bridges. The project will involve approximately 20 linear feet of extension of two (2) existing concrete box culverts with new headwalls and wingwalls (STR 1 & STR 2, as labeled on the plans), the installation of an estimated ten (10) pipes under driveway approaches, repairs to 5 linear feet of the west end of one (1) existing concrete box culvert and raising of the west headwall and wingwalls by 1-2 feet (STR 3), 20 linear feet extensions of two (2) existing pipes (STR#s 17 & 18), installation of a grated box end section type 2 near a driveway approach (STR 19), and installation of storm drainage pipes and structures (STRs 15 & 16) in relation to curb and gutter and shoulder drainage. These structures and their locations can be viewed in the project plans in Appendix B, pages 15 to 33.

No other bridges or small structures are located within the 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:

Is a temporary bridge proposed?

Is a temporary roadway proposed?

Will the project involve the use of a detour or require a ramp closure? (describe in remarks)

Provisions will be made for access by local traffic and so posted.

Provisions will be made for through-traffic dependent businesses.

Provisions will be made to accommodate any local special events or festivals.

Will the proposed MOT substantially change the environmental consequences of the action?

Is there substantial controversy associated with the proposed method for MOT?

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

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Remarks: The MOT for the project will require the use of sections of temporary lane closures and use of flaggers during construction. Installation of the retaining wall may require a temporary signal or flagger to maintain one-lane traffic. Safety signage will be placed along the route and impacts to traffic will be minimal and temporary during construction. Through traffic will be maintained along Old SR 37 for vehicular traffic.

Access to businesses, residences, and for emergency vehicles shall be maintained in a safe and traversable condition at all times during construction. The project will not permanently affect motorized vehicular traffic patterns.

The 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.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 404,000 (2020-2021) Right-of-Way: \$ 950,000 (2020-2021) Construction: \$ 3,900,000 (2021)

Note: The current STIP estimates will need to be updated to match the current cost estimate prior to project letting.

Anticipated Start Date of Construction: Fall 2021

Date project incorporated into STIP July 3, 2017

Is the project in an MPO Area?

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

If yes,

Name of Metropolitan Planning Organization (MPO)

Bloomington-Monroe County MPO

Location of Project in TIP

The project will be amended into the FY 2020-2024 TIP

Date of incorporation by reference into the STIP

Once amended into the TIP

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RIGHT-OF-WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	2.5	1.3
Commercial	0.1	0.1
Agricultural	2.0	1.1
Forest	1.8	0.9
Wetlands	0	0
Other: Re-acquisition of existing ROW	4.9	0
Other: Civic/Church	0.7	0.6
TOTAL	12 acres	4 acres

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:

The existing typical right-of-way widths along most of Old SR 37 are to the edge-of-pavement, with maximum widths of approximately 20 feet from the edge of pavement in some sections.

The project requires approximately 12 acres of total permanent right-of-way (ROW) from adjacent residential, agricultural, forested, civic/church, and commercial properties along Old SR 37. Approximately 4.9 acres of the total permanent ROW will be re-acquisition of existing ROW. The project requires approximately 4 acres of temporary right-of-way from adjacent residential, agricultural, forested, civic/church, and commercial properties along Old SR 37. The typical and maximum ROW widths of the proposed project will be approximately 10 feet typical widths with a 35 foot maximum width.

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

Streams, Rivers, Watercourses & Jurisdictional Ditches

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

Presence

X

Impacts

Yes	No
X	

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Remarks: Based on a desktop review, a site visit on October 18, 2017 and January 22, 2020 by Green 3, LLC, the aerial map of the project area (Appendix B, page 4), the National Wetland Inventory (NWI) map (Appendix F, pages 10 to 12), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page 10), there are twenty-one (21) river/stream segments located within the 0.5 mile search radius. There are three mapped river/stream segments that flow under the project alignment, two branches of Muddy Fork and an unnamed tributary (UNT) of Griffy Creek. According to the U.S. Geological Survey (USGS) topographic map in Appendix E, page 8, these features all appear as blue-line streams.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on December 13, 2017. Please refer to Appendix F, pages 2 to 63, for the *Waters of the U.S. Determination / Wetland Delineation Report*. During the site investigation by Green 3, LLC on October 18, 2017, six streams were identified within the project area: Northern Branch of Muddy Fork, Southern Branch of Muddy Fork, Unnamed Tributary (UNT) 1 to Muddy Fork, UNT 2 to Muddy Fork, Northern UNT to Griffy Creek, and Southern UNT to Griffy Creek (Appendix F, page 7). The Northern and Southern branches of Muddy Fork were mapped and observed as perennial streams. UNT 1 and UNT 2 to Muddy Fork and the Northern UNT to Griffy Creek did not appear as blue-line streams on any maps and appeared to be intermittent or ephemeral streams. The Southern UNT to Griffy Creek was mapped as an intermittent stream and was confirmed during field observation. Due to the presence of Ordinary High Water Marks (OHWMs), it was determined that all of these features are likely to be Waters of the U.S. or jurisdictional under the United States Army Corps of Engineers (USACE). The USACE makes all final determinations regarding jurisdiction.

Approximately 30 linear feet of Southern UNT to Griffy Creek will be impacted by extension of the headwall and wingwall of the existing box culvert on the east side of Old SR 37. Approximately 70 linear feet of Northern UNT to Griffy Creek will be impacted by extensions of the existing box culvert and installation of headwalls and wingwalls on the inlet and outlet. Approximately 20 linear feet of UNT 2 to Muddy Fork will be impacted by repairs to the west headwall/wingwall. No impacts will occur to the Northern Branch of Muddy Fork and the Southern Branch of Muddy Fork. Approximately 300 linear feet of impacts to UNT 1 to Muddy Fork may occur from shoulder widening in certain locations, due to the close proximity to the Old SR 37. Due to work below the OHWMs of these streams, a USACE Section 404 permit and an Indiana Department of Environmental Management (IDEM) Section 401 water quality certification are anticipated. The total impacts to streams in the project area are approximately 420 linear feet. Since impacts exceed 300 linear feet, stream mitigation efforts will likely be requirements of the USACE and IDEM permits. Impacts to UNT 1 to Muddy Fork may be reduced or eliminated during final design due to possible design exceptions, which may bring the impact total below 300 linear feet and eliminate the need for mitigation.

According to the National Wild and Scenic Rivers website (<https://www.rivers.gov/indiana.php>), Indiana does not have any designated wild and scenic rivers. According to the Indiana Department of Natural Resources (IDNR) website (<https://www.in.gov/dnr/outdoor/5355.htm>), Monroe County does not contain any of the currently designated State Natural, Scenic, and Recreational Rivers. According to the Indiana Geological Survey (IGS) Indiana Maps website (<http://maps.indiana.edu/>), there are no Outstanding Rivers or Nation River Inventory waterways within the project area. None of the streams in the project area are listed as navigable waters in Monroe County on the Indiana Natural Resource Commission website (<https://www.in.gov/nrc/2393.htm>).

Early coordination letters were sent to USACE, USFWS, IDNR, and IDEM on October 31, 2017. The USACE responded on November 3, 2017, stating that they did not have any comments on the general impacts of the proposed project, but that the project would need to submit permit applications to the USACE if any impacts to jurisdictional waters is anticipated (Appendix C, page 14). The USFWS responded on November 21, 2017 and provided a list of recommendations to consider when working within and along streams (Appendix C, pages 19 to 20). The IDNR responded on November 30, 2017 and provided a list of recommendations to consider when working along riparian and forested habitat (Appendix C, pages 21 to

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23). The IDEM automated response letter was re-generated prior to document submittal on February 18, 2020 and provided a standard list of recommendations for water quality (Appendix C, pages 6 to 12). Recommendations include providing appropriate measures to control erosion and storm water runoff, and obtaining proper permits. Because the project footprint has remained largely unchanged since the October 2017 mailing, early coordination was not resent to all agencies. All applicable USACE, 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

X

Impacts

Yes	No
	X

Remarks:

Based on a desktop review, a site visit on October 18, 2017 and January 22, 2020, by Green 3, LLC, the aerial map of the project area (Appendix B, page 4), the NWI map (Appendix F, pages 10 to 12), and the water resources map in the RFI report (Appendix E, page 10), there are fourteen (14) lakes within the 0.5-mile search radius. There are no other surface waters present within or adjacent to the project area. A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on December 13, 2017. Please refer to Appendix F, pages 2 to 63, for the *Waters of the U.S. Determination / Wetland Delineation Report*. During the site investigation by Green 3, LLC on October 18, 2017, it was determined that no surface waters were within the project area. The USACE makes all final determinations regarding jurisdiction. All surface waters are located outside of the project area and the project scope is unlikely to have any direct or indirect impacts to any nearby features; therefore, no impacts are expected.

Early coordination letters were sent to USACE, USFWS, IDNR, and IDEM on October 31, 2017. The USACE responded on November 3, 2017, stating that they did not have any comments on the general impacts of the proposed project, but that the project would need to submit permit applications to the USACE if any impacts to jurisdictional waters is anticipated (Appendix C, page 14). The USFWS responded on November 21, 2017 and provided a list of recommendations to consider when working within and along streams (Appendix C, pages 19 to 20). The IDNR responded on November 30, 2017 and provided a list of recommendations to consider when working along riparian and forested habitat (Appendix C, pages 21 to 23). The IDEM automated response letter was re-generated prior to document submittal on February 18, 2020 and provided a standard list of recommendations for water quality (Appendix C, pages 6 to 12). Recommendations include providing appropriate measures to control erosion and storm water runoff and obtaining proper permits. All applicable USACE, USFWS, IDNR and IDEM recommendations are included in the Environmental Commitments section of this CE document.

Wetlands

Presence

X

Impacts

Yes	No
	X

Total wetland area: 0 acre(s) Total wetland area impacted: 0 acre(s)

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

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

	<u>Documentation</u>	<u>ES Approval Dates</u>
Wetlands (Mark all that apply)		
Wetland Determination	<input checked="" type="checkbox"/>	N/A
Wetland Delineation	<input type="checkbox"/>	
USACE Isolated Waters Determination	<input type="checkbox"/>	
Mitigation Plan	<input type="checkbox"/>	

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;	<input type="checkbox"/>
Substantially increased project costs;	<input type="checkbox"/>
Unique engineering, traffic, maintenance, or safety problems;	<input type="checkbox"/>
Substantial adverse social, economic, or environmental impacts, or	<input type="checkbox"/>
The project not meeting the identified needs.	<input type="checkbox"/>

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

Remarks:	<p>Based on a review of the NWI online mapper (https://www.fws.gov/wetlands/data/Mapper.html), the USGS topographic map (Appendix B, page 8), and the water resources map in the RFI report (Appendix E, page 10), there are thirty-three (33) wetlands within the 0.5-mile search radius. There are no wetlands present within or adjacent to the project area. A <i>Waters of the U.S. Determination / Wetland Delineation Report</i> was completed for the project on December 13, 2017. Please refer to Appendix F, pages 2 to 63, for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. During the site investigation by Green 3, LLC on October 18, 2017, it was determined that no wetlands were within the project area. The USACE makes all final determinations regarding jurisdiction. All mapped wetlands are located outside of the project area and the project scope is unlikely to have any direct or indirect impacts to any nearby features; therefore, no impacts are expected.</p> <p>Early coordination letters were sent to USACE, USFWS, IDNR, and IDEM on October 31, 2017. The USACE responded on November 3, 2017, stating that they did not have any comments on the general impacts of the proposed project, but that the project would need to submit permit applications to the USACE if any impacts to jurisdictional waters is anticipated (Appendix C, page 14). The USFWS responded on November 21, 2017 but did not have any recommendations concerning wetlands (Appendix C, pages 19 to 20). The IDNR responded on November 30, 2017 but did not have any recommendations concerning wetlands (Appendix C, pages 21 to 23). The IDEM automated response letter was re-generated prior to document submittal on February 18, 2020 and provided a standard list of recommendations for water quality (Appendix C, pages 6 to 12). Recommendations include providing appropriate measures to control erosion and storm water runoff, and obtaining proper permits. All applicable USACE, USFWS, IDNR and IDEM recommendations are included in the Environmental Commitments section of this CE document.</p>
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	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
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:	<p>Based on a desktop review, a site visit on October 18, 2017 and January 22, 2020 by Green 3, LLC, the aerial map of the project area (Appendix B, page 4), the primary terrestrial habitats along Old SR 37 are lawn/roadside vegetation sparse stands of trees and saplings, and some forested areas. Lawn and roadside vegetation show signs of frequent mowing and are dominated by upland grasses, weeds, and common lawn species such as poison ivy, winter creeper, white clover, common dandelion, common plantain, common yellow oxalis, perennial ryegrass, tall fescue, and red fescue. Tree species along Old SR 37 vary from upland to more wetland tolerant species that grow in the surrounding floodplains and along streams. Dominant tree species include eastern cottonwood, boxelder, black walnut, sugar maple, slippery elm, and American sycamore. Surrounding forested areas and residential properties are dominated by the invasive bush honeysuckle in the sapling/shrub stratum.</p> <p>No more than three acres of tree removal will occur along Old SR 37, within 20-40 feet of the existing edge-of-pavement. Some lawn/roadside vegetation and sapling/shrubs will be impacted adjacent to the roadway and within the existing right-of-way and neighboring properties. Avoidance of these impacts would not allow for the construction of the preferred alternative. Impacts will be minimized to the extent necessary to complete the project. Due to the scope of the project, no other direct or indirect impacts will occur to any terrestrial habitat. Mitigation is not expected to be required.</p> <p>Early coordination letters were sent to IDEM, USACE, USFWS, and IDNR on October 31, 2017. The IDEM automated response letter was re-generated prior to document submittal on February 18, 2020 and provided a standard list of recommendations for land quality (Appendix C, pages 6 to 12). The USACE responded on November 3, 2017 but did not provide any recommendations concerning terrestrial habitat (Appendix C, page 14). USFWS responded on November 21, 2017 with recommendations to not clear trees or understory vegetation outside the construction zone boundaries and to restrict vegetation clearing to the minimum necessary for installation of any stream crossing structures (Appendix C, pages 19 to 20). IDNR responded on November 30, 2017 with recommendations to reduce impacts to forested habitat along Old SR 37 (Appendix C, pages 21 to 23). IDNR provided the following recommendations: to minimize shoulder width and side-slopes, minimize the path width where feasible, fit the path to shoulder widths of the bridges, to develop a mitigation plan for any unavoidable habitat impacts that will occur, to revegetate all bare and disturbed areas, minimize and contain clearing of trees and brush, to not cut any trees suitable for Indiana bat or northern long-eared bat roosting from April 1 through September 30, to plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction, and to seed and protect all disturbed slopes that are 3:1 or steeper, and to apply mulch on all other disturbed areas. All applicable USFWS and IDNR recommendations are included in the Environmental Commitments section of this CE document.</p>
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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.

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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 the desktop review, a site visit on October 18, 2017 and January 22, 2020 by Green 3, LLC, the USGS topographic map of the project area (Appendix E, page 8), and the RFI report (Appendix E, page 10), the proposed project is located inside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the RFI report, there is a sinkhole area mapped adjacent to the southern portion of the project area, just north of Bethel Lane. A karst study was required after consultation with IDEM Ground Water (Appendix C, page 25).

The May 2019 Karst Study determined that the project would result in direct impacts to a total of 0.32 acre of mapped karst features (Appendix I, pages 11 to 19). Based on the project scope and the limited extent of karst, the overall impacts were considered low. Direct impacts to karst are unavoidable, because a portion of Old SR 37 passes through a karst area. There are no known caves, habitats, or fauna that would be affected by changes in water quality. Residences in the area are served by public water supply, so any changes in overall water quality would have a limited potential to impact human receptors. Mitigation is not anticipated to be required. Impacts to karst should be further minimized by adhering to the following commitments:

- Karst features will be labeled on project plans and contractors will be aware of the sensitive karst area. During construction, the beginning and end of the sensitive karst area should be marked with temporary signs stating "karst feature" (East Northcliff Avenue to 20 feet north of Southern UNT to Griffy Creek).
- Re-grading of the area around the spring (on the east side of Old SR 37, near the structure inlet to Southern UNT to Griffy Creek) will be designed to perpetuate its flow towards Southern UNT to Griffy Creek. If possible, the spring should be avoided, labeled "Do Not Disturb", and demarcated in the field with snow fencing or similar. If direct impacts are not avoidable, an outlet pipe, spring box, or similar will be designed in accordance with the Karst Geological Resources and INDOT Construction manual pages 26 to 28 (INDOT 2017).
- The Rule 5 permit and Stormwater Pollution Prevention Plan (SWPPP) must address the karst features. Within the sensitive karst area, robust sediment control measures are needed, such as filter strips, rock rings, fiber rolls, temporary berms, accelerated vegetation of completed areas, erosion control blankets, and other best management practices. Diligent monitoring should be required to ensure the measures remain effective.
- Contractor staging, loading, and cleanup should avoid the sensitive karst area. Waste containers and hazardous materials/petroleum products, such as dumpsters or fueling tanks, should be stored outside the sensitive karst area.
- Excavation and filling activities should follow best practices for karst, such as those described in the Karst Geological Resources and INDOT Construction manual pages 24 to 26 (INDOT 2017).
- Where possible, impervious drainage conveyance, such as curb and gutter, should be used within the sensitive karst area to minimize direct runoff into sinkholes and the subsurface.
- Temporary signs will be installed during construction. Permanent signs should be installed after construction completion. Signs should say "Karst feature, no mow or spray".
- Any additional karst features that have not been identified by the approved karst study should be re-coordinated with the INDOT area engineer and Karst MOU agencies. This is a guideline set forth by

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the karst MOU.

Early coordination letters were sent to IDEM, Indiana Geological Survey (IGS), USFWS, and IDNR on October 31, 2017. The IDEM automated response letter was re-generated prior to document submittal on February 18, 2020, but the letter made no specific recommendations regarding karst features (Appendix C, pages 6 to 12). The IGS automated response letter was re-generated prior to document submittal on February 17, 2020, which stated that the project area has potential karst features, high liquefaction potential, high potential for bedrock resources, and low potential for sand and gravel resources (Appendix C, pages 16 to 18). The sand, gravel, and bedrock resources will not be affected because the project is located along an existing roadway, where mining and extraction of these resources are unlikely to occur. Impacts to the karst features identified in the IGS response will be minimized through the implementation of the recommendations outlined in the May 2019 Karst Study, which are listed in the Environmental Commitments section of this CE document. The response from the IGS has been communicated with the designer on February 17, 2020. The USFWS responded to early coordination on November 21, 2017, stating that if any karst features are encountered, a karst survey should be conducted, with mitigation measures implemented as necessary, in accordance with the MOU (Appendix C, pages 19 to 20). The IDNR responded to early coordination on November 30, 2017 and said to implement the MOU during all phases of the project (Appendix C, pages 21 to 23). They stated that construction should be avoided within 25 feet of the topmost closed contour of any active karst features. Where construction is within the closed contours of a karst feature is unavoidable, runoff must be filtered prior to discharge. 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. Any identified active sinkholes must be protected by the most effective erosion control methods. IDEM Groundwater Section was sent further coordination on January 26, 2018. The IDEM Ground Water Section responded to early coordination on January 26, 2018, stating that they recommend that a karst assessment along Old SR 37 be completed for the project, from Audubon Road to just west of Old Myers Road (Appendix C, pages 25). All applicable IDEM, IGS, USFWS, and IDNR recommendations are included in the Environmental Commitments section of this CE document.

Presence

Impacts

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)

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

Is Section 7 formal consultation required for this action?

Yes ☐ No ☒

Remarks:

Based on a desktop review and the RFI report (Appendix E), completed by Green 3, LLC on July 24, 2017, the IDNR Monroe County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, pages 12 to 14. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR Division of Fish and Wildlife early coordination response letter dated November 30, 2017 (Appendix C, pages 21 to 23), the Natural Heritage Program's Database has been checked and the following species of state special concern have been documented within 0.5 mile northeast of the northern most point of the project area: eastern red bat (*Lasiurus borealis*) and little spectaclecase (*Villosa lienosa*). To minimize impacts to the eastern red bat (and Indiana bat or northern long-eared bat, which may also be present), the IDNR recommended to not cut any trees greater than 3 inches diameter-at-breast-height (DBH), living or dead, from April 1 through September 30. IDNR stated that they did not foresee any impacts to the little spectaclecase mussel species as a result of this

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project. No critical habitat was identified for these two species.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 29 to 35). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). The project was identified as wholly or partially within critical habitat for the Indiana bat. 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 northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), and USFWS. An effect determination key was completed on January 29, 2020, and based on the responses provided, the project was found to "May Affect – Not Likely to Adversely Affect" (NLAA) the Indiana bat and/or the NLEB (Appendix C, pages 36 to 50). INDOT reviewed and verified the effect finding on January 29, 2020 and requested USFWS's review of the finding (Appendix C, page 51). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this CE document. Because the project is located within critical habitat, additional coordination was completed with USFWS, who responded on January 27, 2020 stating that the project is outside of the 10-mile buffer zone for critical habitat. USFWS also stated that impacts to critical habitat are not expected and that the project was within 10 miles of a Priority 1 bat hibernacula. USFWS recommended that any tree clearing should be restricted to the dates of November 15 through March 30. Tree Clearing AMM 2 has been modified to reflect these dates (Appendix C, pages 51 to 53).

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

X

Impacts

Yes	No
	X

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:

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

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FHWA/Environmental Protection Agency (EPA) Sole Source Aquifer MOU is not applicable to this project. No impacts are expected.

The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on February 17, 2020 by Green 3, LLC. This project is not located within a Wellhead Protection Area or a Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 6, 2020 by Green 3, LLC. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT Municipal Separate Storm Sewer Systems (MS4) website (<https://entapps.indot.in.gov/MS4/>) by Green 3, LLC on October 31, 2017, and the RFI report; a southern portion of this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on October 31, 2017 to the Monroe County MS4 coordinator. The Monroe County MS4 coordinator responded on October 31, 2017 but had no comments on the project (Appendix B, page 11). The MS4 website was reviewed again on February 17, 2020 to confirm that the current MS4 coordinator was the same person that was contacted in October 2017.

Based on a desktop review, a site visit on October 18, 2017 and January 22, 2020 by Green 3, LLC, the aerial map of the project area (Appendix B, page 4), and the preliminary plan sheets (Appendix B, pages 11 to 33) this project is located where there is a public water system. A utility location service will be contacted by the construction contractor in accordance with Indiana Code (IC) 8-1-26 prior to construction to ensure that public water systems and other public utilities are not adversely affected. Early coordination with utility companies, including public water, has been initiated by project engineers on behalf of the project sponsor; therefore, no environmental early coordination information was sent to the water system owner. Impacts to the public water system are not anticipated and coordination is ongoing throughout project planning and design with local utilities.

Flood Plains

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

Presence

X
X

Impacts

Yes	No
	X
	X

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

Remarks:

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Green 3, LLC on February 17, 2020, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 17). An early coordination letter was sent on October 31, 2017 and again on January 17, 2020 to the local Floodplain Administrator. The floodplain administrator responded on January 24, 2020, stating that should the project extend through the Special Flood Hazard Area, then a Monroe County Floodplain Development Permit would be required (Appendix C, page 27). This project qualifies as a Category 3 per the current INDOT CE Manual, which states that "The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial."

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Farmland	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**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 October 18, 2017 and January 22, 2020 by Green 3, LLC, the aerial map of the project area (Appendix B, page 4), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within the project area. Some farmland is located adjacent to the project, but this project will not convert any farmland as defined by the Farmland Protection Policy Act. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on October 31, 2017 to the Natural Resource Conservation Services (NRCS) (Append C, page 6). The NRCS did not respond.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				<input checked="" type="checkbox"/>

Eligible and/or Listed Resource Present

Results of Research

Archaeology	<input type="checkbox"/>
NRHP Buildings/Site(s)	<input checked="" type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>

Project Effect

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

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Documentation Prepared

Documentation (mark all that apply)

Historic Properties Short Report
 Historic Property Report
 Archaeological Records Check/ Review
 Archaeological Phase Ia Survey Report
 Archaeological Phase Ic Survey Report
 Archaeological Phase II Investigation Report
 Archaeological Phase III Data Recovery
 APE, Eligibility and Effect Determination
 800.11 Documentation

X
X
X
X
X

ES/FHWA Approval Date(s)

ES/FHWA 8/1/17
ES/FHWA 4/11/19
ES/FHWA 4/11/19
ES/FHWA 12/17/19
ES/FHWA 12/17/19

SHPO Approval Date(s)

SHPO 8/24/17
SHPO 7/8/19
SHPO 7/8/19
SHPO 1/31/20
SHPO 1/31/20

Memorandum of Agreement (MOA)

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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.

Remarks:

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federal agencies identify and assess the effects of federal projects, programs, and actions on historic resources. This includes projects that are supported by federal funds. The Section 106 process was managed by Green 3, LLC, who is listed on the IDNR Department of Historic Preservation and Archaeology's Roster of Qualified Professionals.

Area of Potential Effects (APE): According to 36 CFR 800.16(d), the APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking..."

The APE for this project includes all properties adjacent to the project and those with a proximate viewshed of the project. Forested areas, rolling landscapes, and bends in the road limited the APE (Appendix D, page 8). Refer to Appendix D, pages 14 to 16, for aerial maps of the APE.

Coordination with Consulting Parties: On August 1, 2017, the following parties were sent early coordination letters, a copy of the draft historic property report (HPR), and invitations to become Consulting Parties (see Appendix D, pages 41 to 49):

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Consulting Party	Respond to Invitation?
Indiana Landmarks, Central Office	No
Monroe County Historian	No
Monroe County History Center	No
Bloomington Restorations, Inc.	No
Downtown Bloomington Commission	No
Monroe County Historic Preservation Review Board	No
Stinesville Renaissance	No
Preservation Development, Inc.	No
Housing and Neighborhood Development	No
Monroe County Planning Department	No
Bloomington/Monroe County Metropolitan Planning Organization	No
Bloomington Historic Preservation Commission	No
Monroe County Commissioners	No
Gerald Stasny (historic property owner)	No
Eastern Shawnee Tribe of Oklahoma	No
Miami Tribe of Oklahoma	Yes to becoming a Consulting Party on 8/17/17 (Appendix D, page 50 to 51)
Peoria Tribe of Indians of Oklahoma	No
Pokagan Band of Potawatomi Indians	No

Note: the IDNR State Historic Preservation Officer (SHPO) is an automatic Consulting Party. FHWA is included as a Consulting Party as the lead agency and INDOT Cultural Resources Office (CRO) is also included as the acting representative of the FHWA.

The Miami Tribe of Oklahoma replied on August 17, 2017 (Appendix D, page 50), and accepted the invitation to be a consulting party, and also stated that the agency offers no objection to the project and they are not aware of existing documentation directly linking a specific cultural site to the project. However, because the project site is within the homelands of the Miami Tribe, the agency requests immediate consultation in the event of a discovery.

The SHPO responded to the early coordination and HPR mailing on August 24, 2017, stating that the agency agrees with the consultant's assessment that the house at 4705 N. Old SR 37 is the only property eligible for inclusion in the National Register of Historic Places (Appendix D, page 51). No other responses to the early coordination letter, the HPR, and the invitation to be a consulting party were received.

An effects letter dated August 27, 2019 was distributed to consulting parties on August 29, 2019 (Appendix D 62 to 63). The effects letter recommended a finding of No Adverse Effect. The SHPO staff responded to the effects letter on September 30, 2019 (Appendix D, pages 64 to 65) stating, "Based on the information provided in this submission, we agree that the only historic property identified within the area of potential effects, the house at 4705 N Old SR 37 (IHSSI Site #105-055-20026), will not be adversely affected by this project." No other consulting party comments regarding the effects letter were received.

Archaeology: Green 3, LLC prepared the Archaeological Literature Review and Phase 1a Reconnaissance (Jackson, April 2019), which was approved by INDOT CRO on April 11, 2019 (Appendix D, page 70). Two sites were identified, one located partially within the project area (Site 12-Mo-1560) and one located adjacent to but outside the project boundary (Site 12-Mo-1647). The portion of the site within the project area was

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recommended not eligible for listing in the National Register of Historic Places (NRHP) and no further work was recommended (Appendix D, page 68 to 69)

The approved report was sent to the participating tribes and SHPO for review and concurrence on June 4, 2019 (Appendix D, pages 52 to 54). SHPO concurred with the findings in the report in their letter dated July 8, 2019 stating “we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (NRHP) within the proposed project area, and we concur with the opinion of the archaeologist . . . that no further archaeological investigations appear necessary at this proposed project area.” SHPO also stated the “the portions of archaeological site 12-Mo-1560 that lie outside the proposed project area, along with the entirety of archeological site 12-Mo-1647, must either be avoided by all proposed project-related ground-disturbing activities or subjected to further archaeological investigations.” SHPO noted that portions of the proposed project area lie immediately adjacent to Payne Cemetery and that a cemetery development plan may be necessary under IC 14-21-1-26.5, if project work occurs within 100 feet of the cemetery. The aforementioned cemetery must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries must be adhered to (Appendix D, pages 57 to 58). The SHPO’s recommendations are included as firm commitments in the Environmental Commitment section of this CE document.

Historic Properties: Green 3, LLC prepared the Historic Properties Report (HPR) for this project (Ziegler, August 2017). One property was recommended eligible for inclusion in the NRHP: the circa 1920 English Cottage style house, IHSSI #105-055-20026, 4705 N. Old SR 37. INDOT CRO approved the HPR for distribution to SHPO and Consulting Parties on August 1, 2017. The HPR was forwarded to SHPO and Consulting Parties on August 2, 2017 (Appendix D, page 48 to 49).

The SHPO concurred with the findings of the HPR in their letter dated August 24, 2017. In the letter, SHPO concurred with Green 3, LLC’s assessment that the house at 4705 N Old SR 37 appears to be the only property eligible for inclusion in the NRHP (Appendix D, page 51).

Documentation, Findings: A Finding of “No Adverse Effect” for this project was approved by INDOT CRO for distribution to Consulting Parties and SHPO on December 17, 2019 (Appendix D, page 8).

The 800.11 documentation was mailed to SHPO on December 19, 2019 (Appendix D, pages 71 to 73) and Consulting Parties and the Miami Tribe on February 19, 2020 (Appendix D, page 74). SHPO concurred with the “No Adverse Effect” finding in their letter dated January 31, 2020 (Appendix D, pages 2 to 3). No other responses from Consulting Parties were received.

Public Involvement: A notice informing the public of the finding and opportunity to comment on the “No Adverse Effect” finding was published in the *Herald-Times* (Monroe County) on November 2, 2019. No comments were received during the public comment period, which was published in the public notice to end on December 2, 2019. The text of the public notice and the affidavit of publication appear in Appendix D, pages 4 to 6.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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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

X
X
X

Use

Yes	No
	X
	X
	X

Evaluations Prepared

Programmatic Section 4(f)*
“De minimis” Impact*
Individual Section 4(f)

FHWA Approval date

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Wildlife & Waterfowl Refuges

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

Presence

X

Use

Yes	No
	X

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

X

Use

Yes	No
	X

Evaluations Prepared

Programmatic Section 4(f)*
“De minimis” Impact*
Individual Section 4(f)

FHWA Approval date

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*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).

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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 National Register eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, a site visit on October 18, 2017 and January 22, 2020 by Green 3, LLC, the aerial map of the project area (Appendix B, page 4), the State Historic Architectural and Archaeological Research Database (SHAARD), and the RFI report (Appendix E, page 3), there are eight 4(f) resources located within the 0.5 mile search radius. There is one located within or adjacent to the project area. One NRHP eligible property is located within the project area, an English Cottage style house (IHSSI #105-055-20026) built circa 1920, at 4705 N. Old SR 37. Due to its status as an NRHP eligible historic site, it is eligible for protection under Section 4(f). While the project will be visible from the eligible property, the project will not require right-of-way or have any direct impacts at this location. The slight changes in the viewshed that may be created from construction of shoulder on the opposite side of Old SR 37 will be visible only from the stone walls at the front of the property and will not in any way impact the integrity of the property. According to the Effect Finding Documentation (Appendix D, pages 7 to 13), the project undertaking will not convert property from the house, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, determined that appropriate Section 106 finding is "No Adverse Effect", therefore, no Section 4(f) evaluation is required for the historic property. The project will not use this resource by taking permanent right of way and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use is 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 US 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 LWCF website at <https://www.lwcfcoalition.com/tools> revealed a total of 19 properties in Monroe County (Appendix I, pages 2 to 3). 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.

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SECTION E – Air Quality

Air Quality

Conformity Status of the Project

Is the project in an air quality non-attainment or maintenance area?

Yes

No

☐☒

If YES, then:

Is the project in the most current MPO TIP?

☐☐

Is the project exempt from conformity?

☐☐

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:

The project included in the Fiscal Year (FY) 2020-2024 Indiana State Transportation Improvement Program (STIP; see Appendix H, page 2). The Bloomington-Monroe County Metropolitan Planning Organization (MPO) responded to early coordination on May 1, 2020 stating that the project will be amended into their FY 2020-2024 Transportation Improvement Plan (Appendix C, page 28).

This project is located in Monroe County, which is currently in attainment for all criteria pollutants according to the IDEM map of Current Nonattainment Areas (Dated: August 27, 2019, https://www.in.gov/idem/airquality/files/nonattainment_areas_map.pdf). 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), and 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

Yes

No

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

☐☒

No

Yes/ Date

ES Review of Noise Analysis

N/A

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.

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

Remarks:

This project is consistent with the 2012 Monroe County Comprehensive Plan goal to enable non-automotive and other transportation opportunities to expand options for personal and group travel. The project also adheres to the goals, stated in the 2018 Monroe County Transportation Alternatives Plan, to increase opportunities for all users to efficiently and safely commute, to increase connectivity by creating a network of transportation alternatives, and to increase the safety of transportation alternatives by pursuing safety improvement options.

This project will not substantially impact the tax base or property values; however, it will require approximately 12 acres of permanent ROW and approximately 4 acres of temporary ROW from adjacent properties. ROW acquisition will not cause any relocation of businesses or residences.

Coordination will occur with the nearby schools and churches prior to construction to minimize impacts to any events or daily traffic in accordance with the Environmental Commitments of this CE document. Due to the scope of the project, and because the project will not require a traffic detour, it was concluded that the project will not substantially impact community cohesion or adversely impact local events.

Monroe County has a Draft American's with Disabilities Act (ADA) Transition Plan in development at this time (available online at https://www.co.monroe.in.us/egov/documents/1573745304_18894.pdf). Monroe County is committed to making its facilities accessible to all pedestrians including those with disabilities. This project involves shoulder widening to allow for bicyclists to share the old SR 37 roadway and does not involve the construction or modification of any ADA facilities.

There is no road closure proposed for this project; instead, traffic will be maintained by using flagging and temporary lane closure when necessary. Therefore, no substantial impacts to the community are expected. The proposed shoulder additions are likely to have a positive impact on the community by reducing cyclist exposure to automotive traffic. It was concluded that the project will not substantially impact local development patterns or plans for the area, the tax base, community cohesion, property values, or adversely impact local events.

Indirect and Cumulative Impacts

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

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

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

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past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

This project involves the construction of shoulders along Old SR 37. This project will not result in induced changes in the pattern of land use, the population density, or the growth rate of the area. The project will not result in indirect effects on air, water, or natural systems (direct effects on air, water, and natural systems have been discussed in previous sections of this document). This project will not result in incremental impacts to the environment nor will it result in cumulative impacts from collectively significant actions taking place over a period of time. In conclusion, this project will not result in indirect or cumulative impacts.

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

Remarks:

Based on a desktop review, a site visit on October 18, 2017 and January 22, 2020 by Green 3, LLC, the aerial map of the project area (Appendix B, page 4), and the RFI report (Appendix E, page 3), there is one (1) religious facility, one (1) school, two (2) trails, seven (7) pipelines, and one (1) fire station located within the 0.5 mile of the project. The religious facility, New Prospect Baptist Church, is adjacent to the project area. This project will only cause temporary traffic impacts to this facility and access to the property will be maintained during construction. The New Prospect Baptist Church was sent a coordination letter prior to survey work and again before the public information meeting. The fire station, Northern Monroe County Fire Territory's Fire Station No. 5, is located adjacent to the project area. Access to the school and fire station will be maintained during construction. Three natural gas pipelines are located within or adjacent to the project area, as well as public water lines, overhead power lines, and cable lines. Utility coordination is ongoing with utility companies and will continue throughout the design and construction process. Impacts to existing utilities should be minimized through coordination with the utility companies (see Environmental Commitments section).

Through traffic on Old SR 37 will be maintained at all times through the use of flaggers and temporary lane closures. Traffic will also be maintained at all times on all intersecting roadways during construction of this project with only temporary restrictions permitted. Access to businesses, residences, and for emergency vehicles shall be maintained in a safe and traversable condition at all times during construction. The project will not permanently affect motorized vehicular traffic patterns. Because measures will be in place to minimize impacts, it was concluded that this project will not result in substantial adverse impacts to public facilities and services.

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 project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and

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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 12 acre of additional 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 Monroe County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Monroe County Census Tract 7. 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 2017 American Community Survey 5-year Estimates was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on January 15, 2019. The data collected for minority and low-income populations within the AC are summarized in the below table.

	Percent Low-Income	Percent Non-White/Minority
COC: Monroe County	24.7	15.9
AC 1: Monroe County Tract 7	10.5	7.6
125% of low income & minority populations of the COC	30.9	19.8
EJ Population?	No	No

AC 1, Census Tract 7, has a percent minority of 7.6% which is below 50% and is below the 125% COC threshold of 19.8%. Therefore, AC 1 does not contain minority populations of EJ concern. AC 1, Census Tract 7, has a percent low-income of 10.5% which is below 50% and is below the 125% COC threshold of 30.9%. Therefore, AC 1 does not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, pages 4 to 10. 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
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

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.

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SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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?

Documentation

X

No Yes/ Date

ES Review of Investigations		1/19/18
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Include a summary of findings for each investigation.

Remarks:

Based on review of GIS and available public records, a RFI was approved on by January 19, 2018 by INDOT ES Site Assessment and Management (SAM; Appendix E, pages 2 to 14). One National Pollutant Discharge Elimination System (NPDES) facility is located within 0.5 mile of the project area and one underground storage tank (UST) and two leaking underground storage tanks (LUST) sites are located within the project area; however, no hazmat sites were identified in or within 0.5 mile of the project area that will impact the project. The nearest UST site is adjacent to the northernmost end of the project area. The nearest NPDES facility site is 0.47 mile southwest from the southernmost end of the project area. The two nearest LUST sites are located adjacent to the project area, along Old SR 37. No impacts are expected. Further investigation for hazardous material concerns is not required at this time.

Since the RFI approval occurred over one year since the initial submission of this CE document, a review of the original RFI on November 26, 2019 found that substantive changes had not occurred within the 0.5-mile radius that would have a substantive impact to the project. It was determined that the one (1) NPDES facility was the only new hazardous material site within the 0.5-mile radius. The NPDES facility is located approximately 0.47 mile southwest of the project area and therefore outside of the project area. On November 26, 2019, INDOT ES SAM agreed that this investigation was a sufficient update to the original RFI (Appendix E, page 15).

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SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input checked="" type="checkbox"/>

IDEM

Section 401 WQC	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input checked="" type="checkbox"/>

IDNR

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

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

☒

Remarks:

The IDEM automated response letter was re-generated prior to document submittal on February 18, 2020 IDEM and included their standard recommendations to make sure that the project obtains all applicable environmental permits (Appendix C, pages 6 to 12). An IDEM Rule 5 permit will likely be required due to the potential disturbance of more than one acre of land. IDEM Section 401 permit will be required due to the work within jurisdictional streams. Since impacts to streams in this project are anticipated to be over 300 linear feet, stream mitigation will likely be required.

The IDNR responded to early coordination on November 30, 2017, stating that the proposed project may require the formal approval of their agency pursuant of the Flood Control Act for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile (Appendix C, pages 21 to 23). As such, a Construction in a Floodway permit is anticipated to be required for the work that takes place within the mapped floodplain.

The Monroe County floodplain administrator responded on January 24, 2020 to early coordination, stating that should the project extend through the Special Flood Hazard Area, then a Monroe County Floodplain Development Permit would be required (Appendix C, page 27). Therefore, a Monroe County Floodplain Development Permit is anticipated to be required for the work that takes place within the Special Flood Hazard Area.

The USACE responded to the early coordination on November 3, 2017, stating that if the project would impact any “waters of the United States” that a Department of the Army permit application should be submitted for review by the USACE Louisville District Regulatory Office (Appendix C, page 14). A USACE

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Section 404 permit will be required due to the work within jurisdictional streams. Since impacts to streams in this project are anticipated to be over 300 linear feet, stream mitigation will likely be required.

Applicable recommendations provided by USACE, 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, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. ((INDOT ESD and INDOT Seymour District))
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
4. Hibernacula AMM 1: 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. (USFWS)
5. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
7. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present (only remove trees from November 15 through March 30), 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)
8. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)

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9. Tree Removal AMM 4: Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year. (USFWS)
10. Karst features will be labeled on project plans and contractors will be aware of the sensitive karst area. During construction, the beginning and end of the sensitive karst area should be marked with temporary signs stating "karst feature" (East Northcliff Avenue to 20 feet north of Southern UNT to Griffy Creek). (Karst Study, Parsons 2019)
11. Re-grading of the area around the spring (on the east side of Old SR 37, near the structure inlet to Southern UNT to Griffy Creek) will be designed to perpetuate its flow towards Southern UNT to Griffy Creek. If possible, the spring should be avoided, labeled "Do Not Disturb", and demarcated in the field with snow fencing or similar. If direct impacts are not avoidable, an outlet pipe, spring box, or similar will be designed in accordance with the Karst Geological Resources and INDOT Construction manual pages 26 to 28 (INDOT 2017). (Karst Study, Parsons 2019)
12. The Rule 5 permit and Stormwater Pollution Prevention Plan (SWPPP) must address the karst features. Within the sensitive karst area, robust sediment control measures are needed, such as filter strips, rock rings, fiber rolls, temporary berms, accelerated vegetation of completed areas, erosion control blankets, and other best management practices. Diligent monitoring should be required to ensure the measures remain effective. (Karst Study, Parsons 2019)
13. Contractor staging, loading, and cleanup should avoid the sensitive karst area. Waste containers and hazardous materials/petroleum products, such as dumpsters or fueling tanks, should be stored outside the sensitive karst area. (Karst Study, Parsons 2019)
14. Excavation and filling activities should follow best practices for karst, such as those described in the Karst Geological Resources and INDOT Construction manual pages 24 to 26 (INDOT 2017). (Karst Study, Parsons 2019)
15. Where possible, impervious drainage conveyance, such as curb and gutter, should be used within the sensitive karst area to minimize direct runoff into sinkholes and the subsurface. (Karst Study, Parsons 2019)
16. Temporary signs will be installed during construction. Permanent signs should be installed after construction completion. Signs should say "Karst feature, no mow or spray". (Karst Study, Parsons 2019)
17. Any additional karst features that have not been identified by the approved karst study should be re-coordinated with the INDOT area engineer and Karst MOU agencies. This is a guideline set forth by the karst MOU.
18. If any portion of the project area is within 100 feet of a cemetery, then a cemetery development plan may be necessary under IC 14-21-1-26.5. The aforementioned cemetery (Payne Cemetery, CR-53-89) must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to. Please also be aware of IC 23-14-44-1 and IC 23-14-44-2, regarding restriction on roads and utility construction in cemeteries. (SHPO)
19. The portions of archaeological site 12-Mo-1560 that lie outside the proposed project area, along with the entirety of archaeological site 12-Mo-1647, must either be avoided by all proposed project-related ground-disturbing activities or subjected to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing project activities. If

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avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the Division of Historic Preservation and Archaeology (DHPA) for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) (SHPO)

For Further Consideration:

20. To minimize impacts to the eastern red bat (and Indiana bat or northern long-eared bat, which may also be present), do not cut any trees greater than 3 inches dbh, living or dead, from April 1 through September 30. (IDNR)

21. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR)

22. Minimize shoulder width and side-slopes (which should be designed with the steepest slope feasible) where they are needed. Where shoulder and side-slopes are not a requirement for this project, the bike path should be constructed at grade with no shoulders. Minimize impacts to forested areas by using the narrowest path width possible and by reverting to a full-width path only in previously disturbed areas, where feasible. (IDNR)

23. 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 must be filtered prior to discharge. 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). (IDNR)

24. Do not construct any temporary runaround, causeways, cofferdams, pump around or stream diversion systems. (IDNR)

25. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR)

26. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction. (IDNR)

27. Post "do not mow or spray" signs along the right-of-way. (IDNR)

28. 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. (USFWS)

29. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)

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30. 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. (USFWS)

31. Evaluate wildlife crossings under bridge/culvert 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. (USFWS)

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 packets were sent to regulatory agencies and local government offices on October 31, 2017. Responses received from agencies are listed below. The IGS and IDEM automated response letters were re-generated prior to document submittal. Because the project footprint has remained largely unchanged since the October 2017 mailing, early coordination was not resent to other agencies.

Agency	October 31, 2017 Early Coordination Response Dates
IDNR, Division of Fish and Wildlife	11/30/2017
IDEM Automated Response (Online)	2/18/20
IDEM Groundwater Section	1/26/2018
HUD	No response
Monroe County MS4 Coordinator	10/31/17
National Park Service-Midwest Regional Office	No response
Hoosier National Forest	No response
Monroe County Surveyor	No response
Monroe County Council	No response
Monroe County Soil & Water Conservation District	No response
USFWS	11/21/17
USFWS IPaC Concurrence Letter	1/29/20
USACE	11/3/17
Bloomington/Monroe County MPO	5/1/20
NRCS	No response
IGS	2/17/20
Monroe County Floodplain Administrator	1/24/20
Bloomington MS4 Coordinator (sent on 1/17/18)	1/18/18

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Historic Property Report Summary	D66-D67
Archaeological Report Summary	D68-D69
INDOT CRO Archaeological Approval	D70
Consulting Party List and Letter	D71-D74
Appendix E – Red Flag Investigation	E1
RFI Document	E2-E7
Supporting Map	E8-E11
Threatened & Endangered Species list for Monroe County	E12-E14
RFI Update Email	E15
Appendix F – Water Resources	F1
Waters of the U.S. Report	F2-F63
Appendix G – Public Involvement	G1
Sample Notice of Entry Letter	G2
Notice of Public Information Meeting	G3
Public Information Meeting Handout Materials	G4-G8
Summary of Public Comments/Questions	G9
11/27/19 Correspondence with Landowner	G10
Publisher’s Affidavits	G11-G14
Appendix H – Air Quality	H1
Indiana STIP FY 2020-2024	H2
Appendix I – Additional Studies and Information	I1
LWCF Grants for Monroe County	I2-I3
EJ Analysis	I4-I10
Karst Study	I11-I19

APPENDIX A – THRESHOLD CHART

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”.

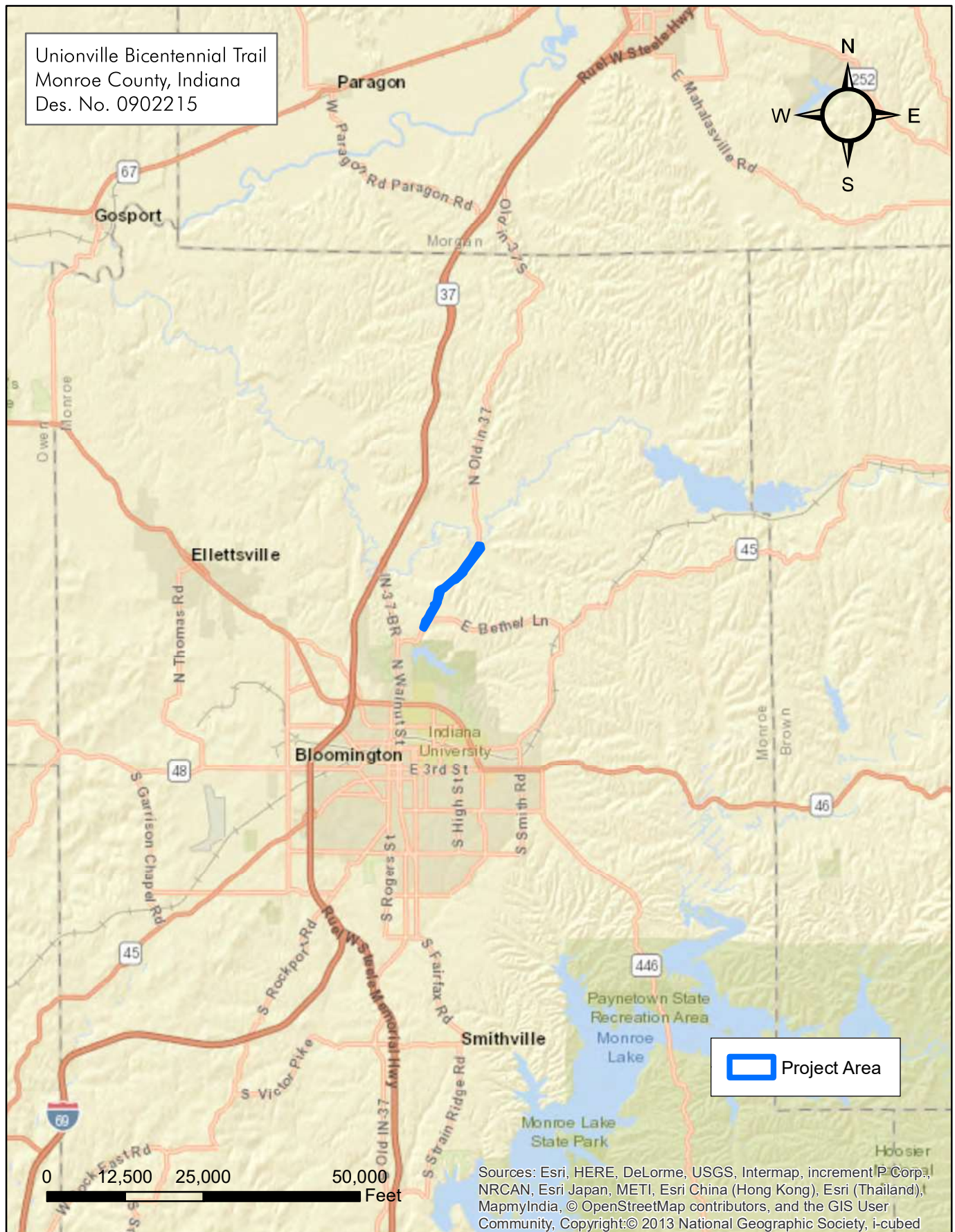
⁶Potential for causing a disproportionately high and adverse impact.

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

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

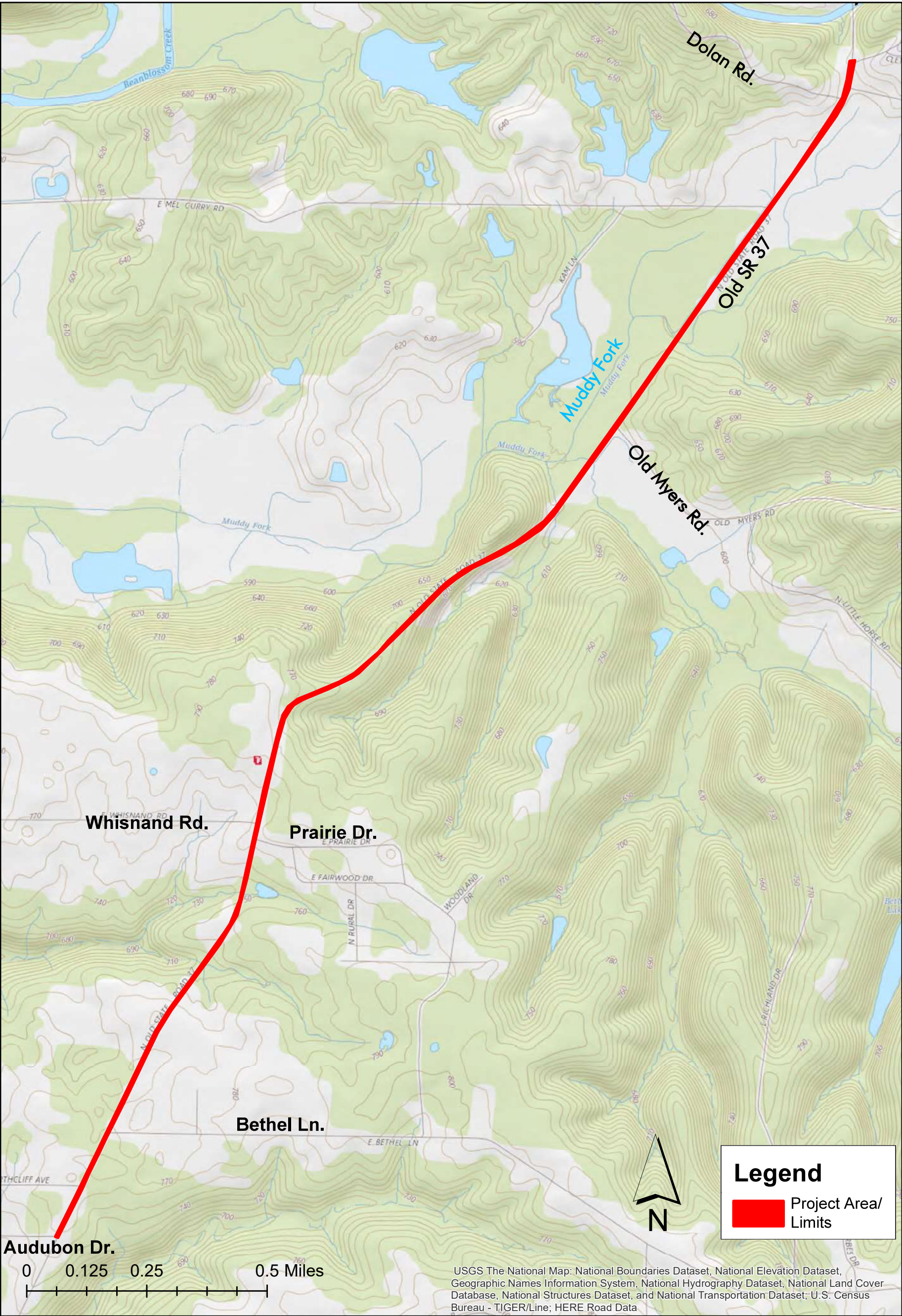
APPENDIX B – GRAPHICS

General Location



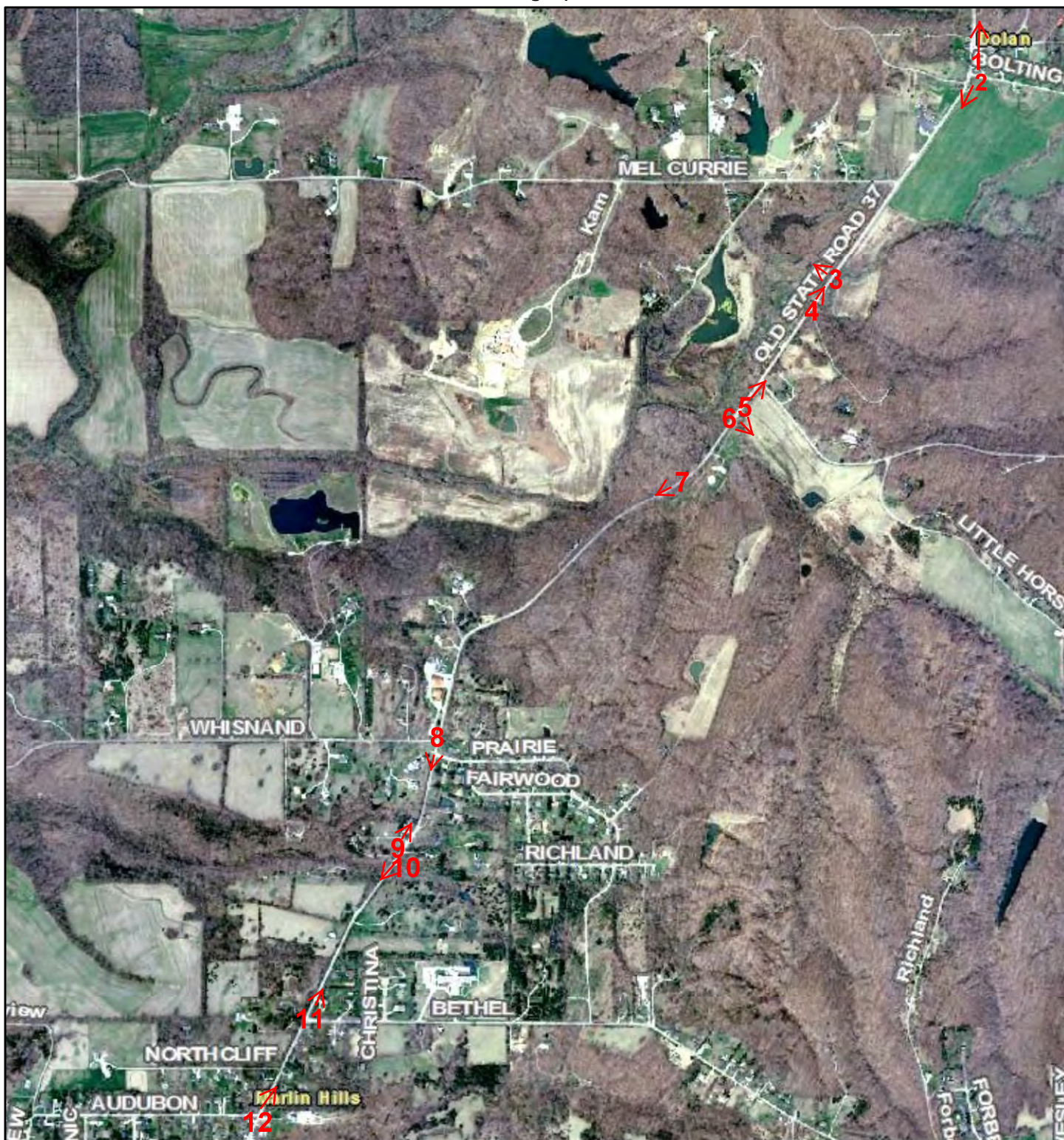
Township: Bloomington
County: Monroe

USGS Topographic Map



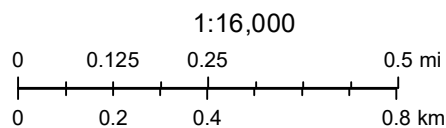
Bicentennial Pathway Project, Phase 1
Bloomington Township, Monroe County
Bloomington and Unionville Quadrangles
Des. 0902215

Bicentennial Pathway Project
 Monroe County, IN - Des. 0902215
 Site Photograph Locations



October 24, 2017

Photo Locations



Indiana Spatial Data Portal, UITS, ESRI





Photo 1. Facing north along Old SR 37 toward the intersection of Robinson Rd.



Photo 2. Facing south along Old SR 37 toward the intersection of Boltinghouse Rd.



Photo 3. Facing north east along a segment of Muddy Fork from Old SR 37.

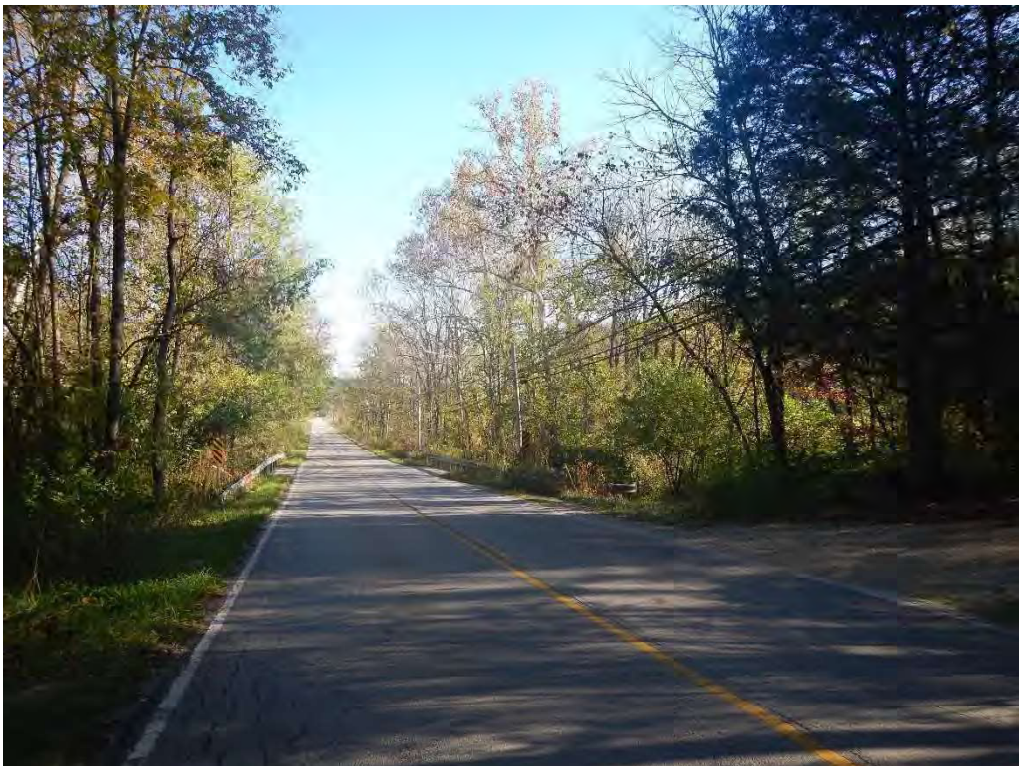


Photo 4. Facing northeast along Old SR 37 toward crossing of a segment of Muddy Fork.



Photo 5. Facing northeast along the roadside of Old SR 37.



Photo 6. Facing southeast from Old SR 37 along Muddy Fork.



Photo 7. Facing southwest along Old SR 37.



Photo 8. Facing southwest along Old SR 37, near Prairie Dr.



Photo 9. Facing northeast along the edge of the cemetery and Old SR 37.



Photo 10. Facing southwest along Old SR 37, from in front of the cemetery.



Photo 11. Facing northeast along Old SR 37, from just north of Bethel Ln.



Photo 12. Facing northeast along Old SR 37 from Audubon Dr.

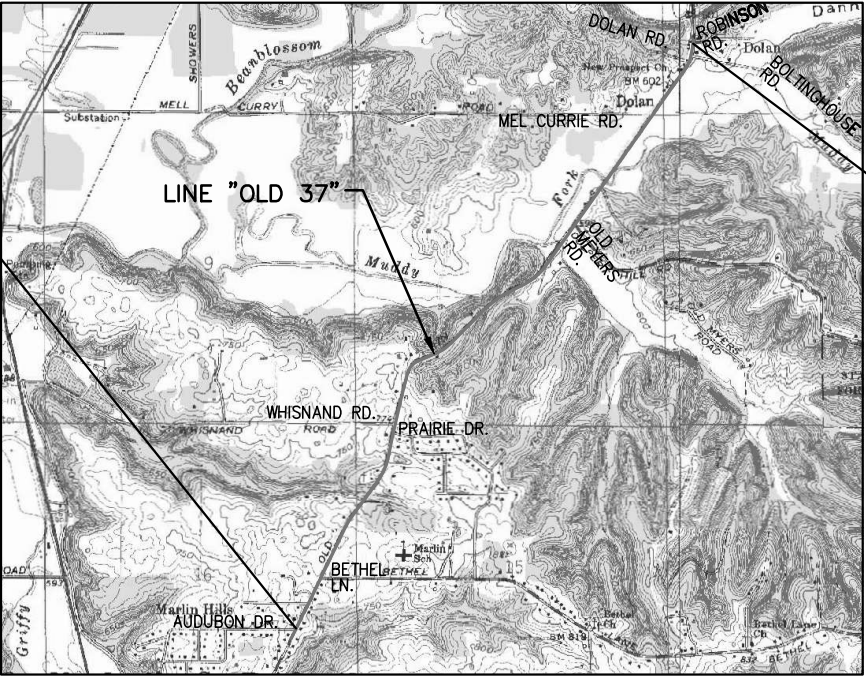
INDIANA
DEPARTMENT OF
TRANSPORTATION

BIKEWAY PLANS
BICENTENNIAL PATHWAY, PHASE 1
PROJECT NO. 0902215

BICYCLE FACILITIES ALONG OLD STATE ROAD 37 BETWEEN AUDUBON DRIVE AND ROBINSON ROAD WITHIN SECTIONS 2, 3, 10, 15 AND 16, TOWNSHIP 9 NORTH, RANGE 1 WEST WITHIN BLOOMINGTON TOWNSHIP, MONROE COUNTY, INDIANA

GROSS LENGTH 2.34 mi NET LENGTH 2.32 mi

SCALES:
PLAN
LONG: 1" = 20'
TRANS: 1" = 20'
PROFILE
HORIZONTAL: 1" = 20'
VERTICAL: 1" = 5'
MAXIMUM GRADE = 7.8%



BEGIN PROJECT 0902215
STA. 101+85.47 LINE "OLD 37"

END PROJECT 0902215
STA. 225+48.65 LINE "OLD 37"

APPROVED BY:
MONROE COUNTY
BOARD OF COMMISSIONERS

AMANDA BARGE
PRESIDENT

PATRICK STOFFERS
VICE-PRESIDENT

JULIE THOMAS
COMMISSIONER

ATTEST:

CATHERINE SMITH
AUDITOR

LISA RIDGE
PUBLIC WORKS DIRECTOR
EMPLOYEE IN RESPONSIBLE CHARGE

PRELIM PLANS

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2018
TO BE USED WITH THESE PLANS

PLANS PREPARED BY:	IXOYE TRAIL & GREENWAYS ENGINEERING, INC. P.O. BOX 48 BARGERSVILLE, INDIANA 46106 (317) 840-0026 PHONE NUMBER	
CERTIFIED BY:	REGISTERED PROFESSIONAL ENGINEER	DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION DATE	

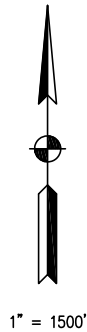


ROAD FILE
DESIGNATION 0902215
SHEETS 1 of 149
CONTRACT R-34096
PROJECT 0902215

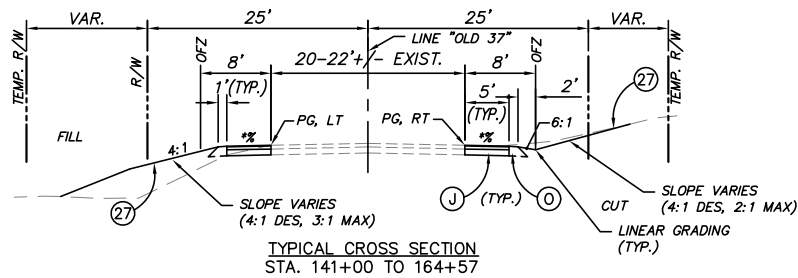


PROJECT LOCATION SHOWN BY

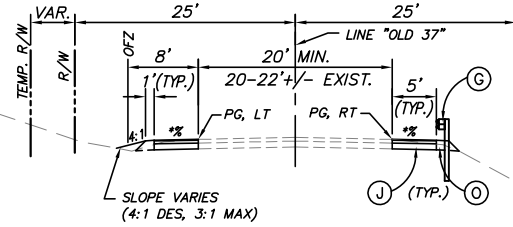
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MIDDLE: LATITUDE: 39°13'41", LONGITUDE: -86°30'41"
END: LATITUDE: 39°14'25", LONGITUDE: -86°29'57"



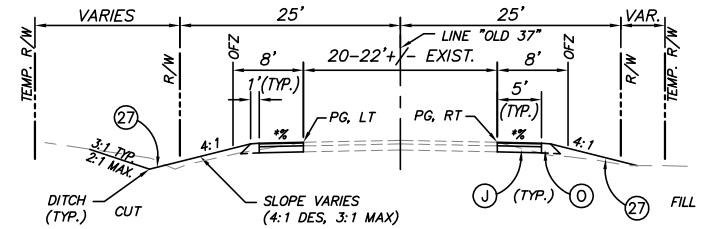
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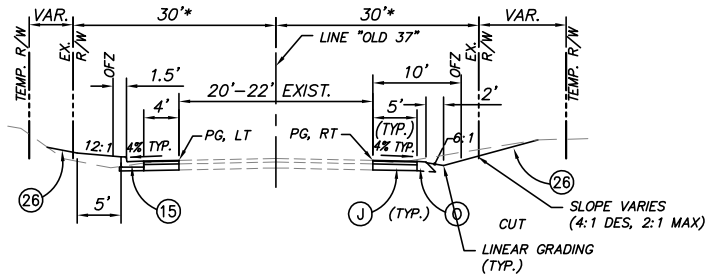
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STA. 141+00 TO 164+57



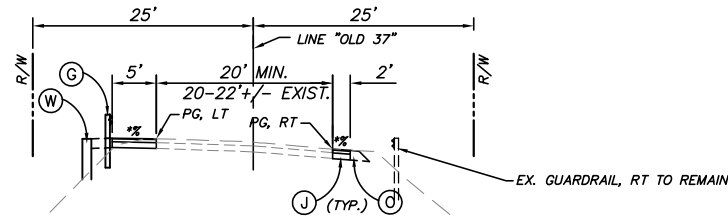
TYPICAL CROSS SECTION
STA. 170+62 TO 176+50



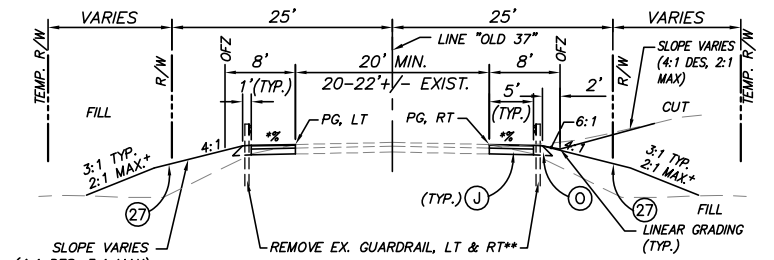
TYPICAL CROSS SECTION
STA. 211+00 TO 225+13



TYPICAL CROSS SECTION
CUT/CURB SECTION
STA. 131+10 TO 134+25
STA. 137+50 TO 139+50*

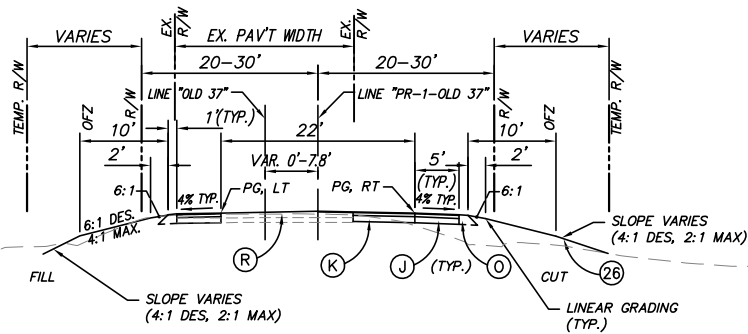


TYPICAL CROSS SECTION
RETAINING WALL & GUARDRAIL LT
STA. 167+28 TO 170+62

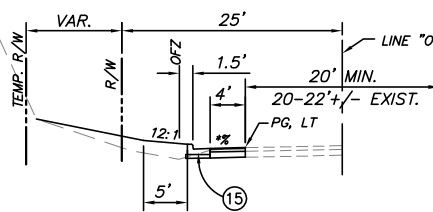


TYPICAL CROSS SECTION
**STA. 180+50 TO 183+35: Remove Guardrail, Lt & Rt
STA. 184+60 TO 185+17
STA. 186+43 TO 196+66
STA. 197+34 TO 197+80
STA. 198+67 TO 211+00

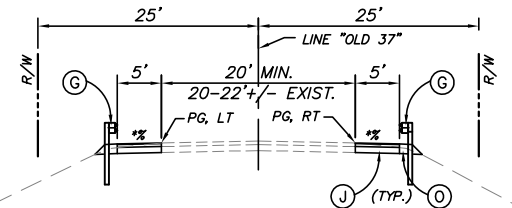
*VERIFY RUNOUT AREA OR
EMBANKMENT BARRIER
WARRANTS



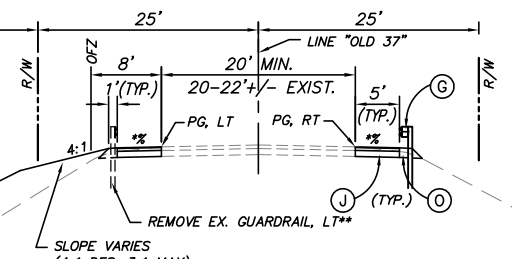
TYPICAL CROSS SECTION
LINE "PR-1-OLD 37"
STA. 122+92 TO 1131+58



TYPICAL CROSS SECTION
CURB & GUTTER, LT
STA. 161+75 TO 167+24



TYPICAL CROSS SECTION
GUARDRAIL BOTH SIDES
STA. 183+35 TO 184+60
STA. 185+17 TO 186+43
STA. 196+66 TO 197+34
STA. 197+80 TO 198+67



TYPICAL CROSS SECTION
STA. 176+50 TO 177+62
**STA. 177+62 TO 179+00 - (To be verified)

%% = 4% (TYP.) SLOPE
VARIES WITH EXISTING
PAVEMENT FOR
SUPERELEVATION (SEE
SUPER- ELEVATION
DIAGRAMS)

DEPENDING ON FIELD CONDITIONS, SUBGRADE
TREATMENT, TYPE I OR II MAYBE SUBSTITUTED
FOR SUBGRADE TREATMENT, TYPE IC.

NOTE: EXIST. R/W. =
EDGE OF PAV'T
UNLESS OTHERWISE
NOTED

LEGEND

- | | | |
|--|--|--------------------------------|
| (G) GUARDRAIL | (K) HMA PAVEMENT | (R) HMA MILL & RESURFACE |
| (J) HMA SHOULDER | 165 LB/SY QC/QA-HMA,2,64, SURFACE, 9.5mm ON | (15) CONCRETE CURB & GUTTER |
| 165 LB/SY QC/QA-HMA,2,64, SURFACE, 9.5mm ON | 605 LB/SY QC/QA-HMA,2,64, INTERM., 19.0mm ON | (26) MULCHED SEEDING, TYPE "U" |
| 275 LB/SY QC/QA-HMA,2,64, INTERM., 19.0mm ON | 3" COMPACTED AGGREGATE, NO. 53, BASE ON | (27) MULCHED SEEDING, TYPE "R" |
| 6" COMPACTED AGGREGATE, NO. 53, BASE ON | SUBGRADE TREATMENT, TYPE I, II, IC OR IC(MOD.) | |
| SUBGRADE TREATMENT, TYPE I, II, IC OR IC(MOD.) | (O) SEAL COAT, TYPE 2 ON | |
| | AGGREGATE SHOULDER | |

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Trail & Greenways Engineering, Inc.

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CONSTRUCTION

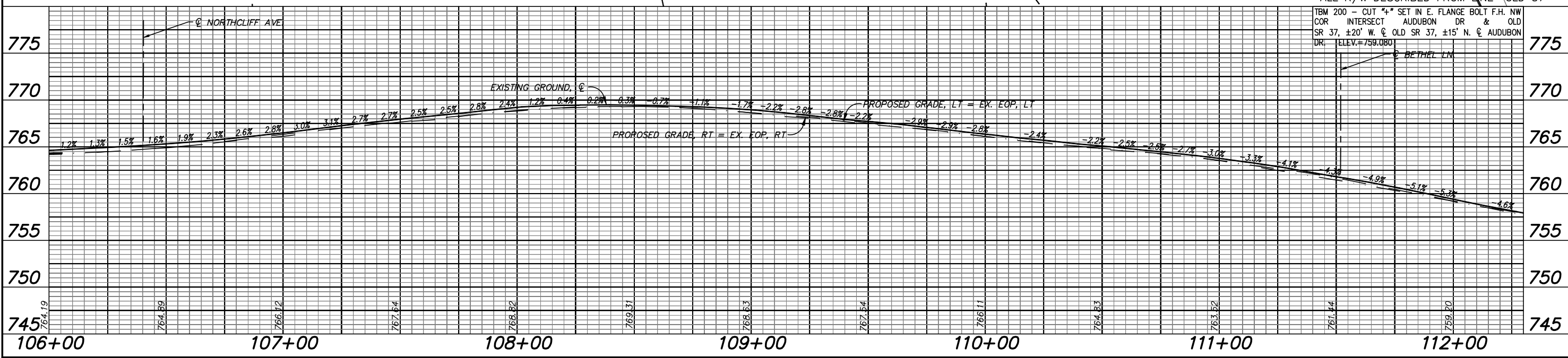
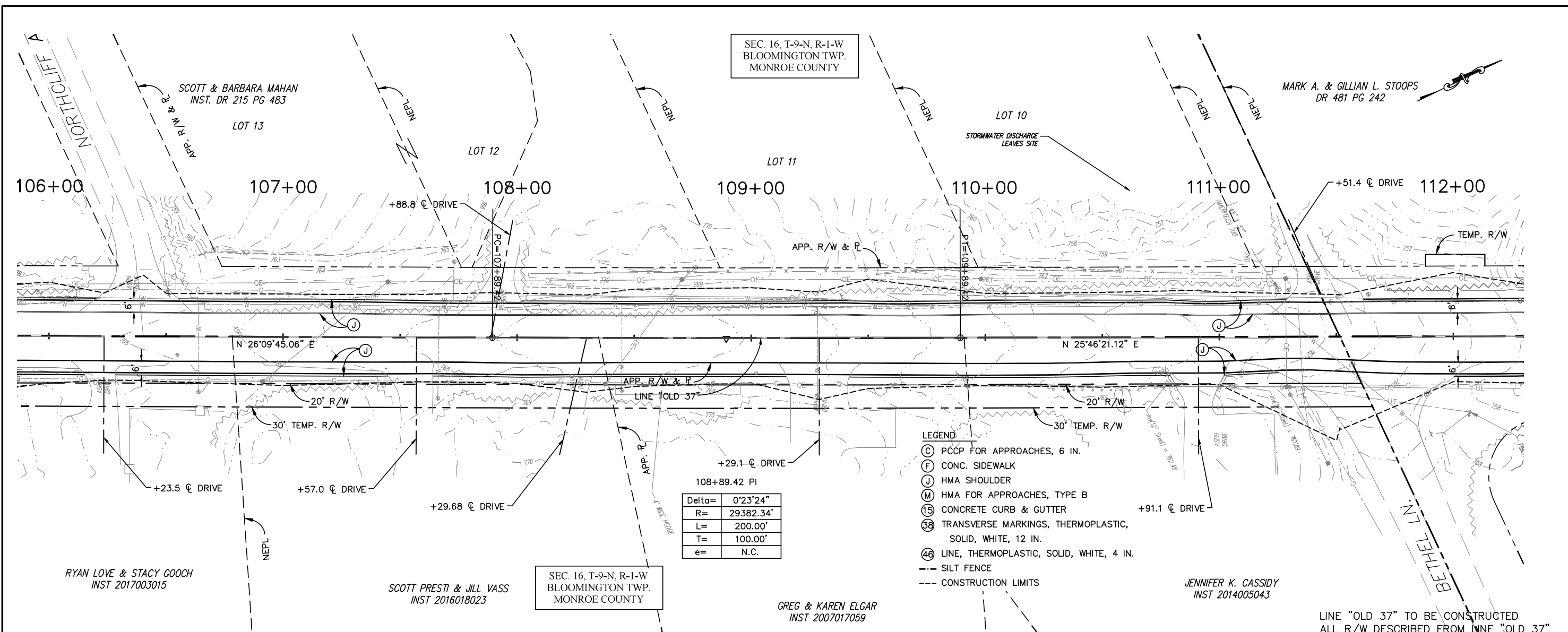
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DESIGNED: RNC	DATE
CHECKED: TRR	

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

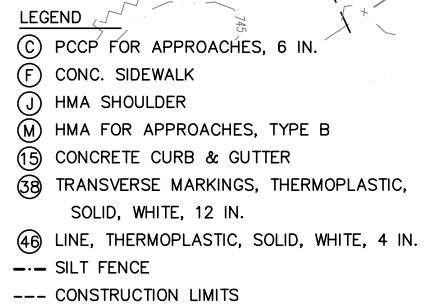
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SURVEY BOOK ELECTRONIC R-34096	SHEETS 4 of 149 PROJECT 0902215

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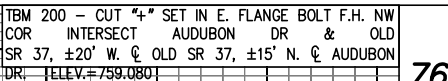


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		DESIGNED: RNC		DRAWN: RNC		SURVEY BOOK		SHEETS	
		CHECKED: TRR		CHECKED: TRR		ELECTRONIC CONTRACT R-34096		8 of 149 PROJECT 0902215	

MARK A. & GILLIAN L. STOOPS
DR 481 PG 242



LINE "OLD 37" TO BE CONSTRUCTED
ALL R/W DESCRIBED FROM LINE "OLD 37"



NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: _____	RNC	DRAWN: _____	RNC
CHECKED: _____	TRR	CHECKED: _____	TRR

INDIANA

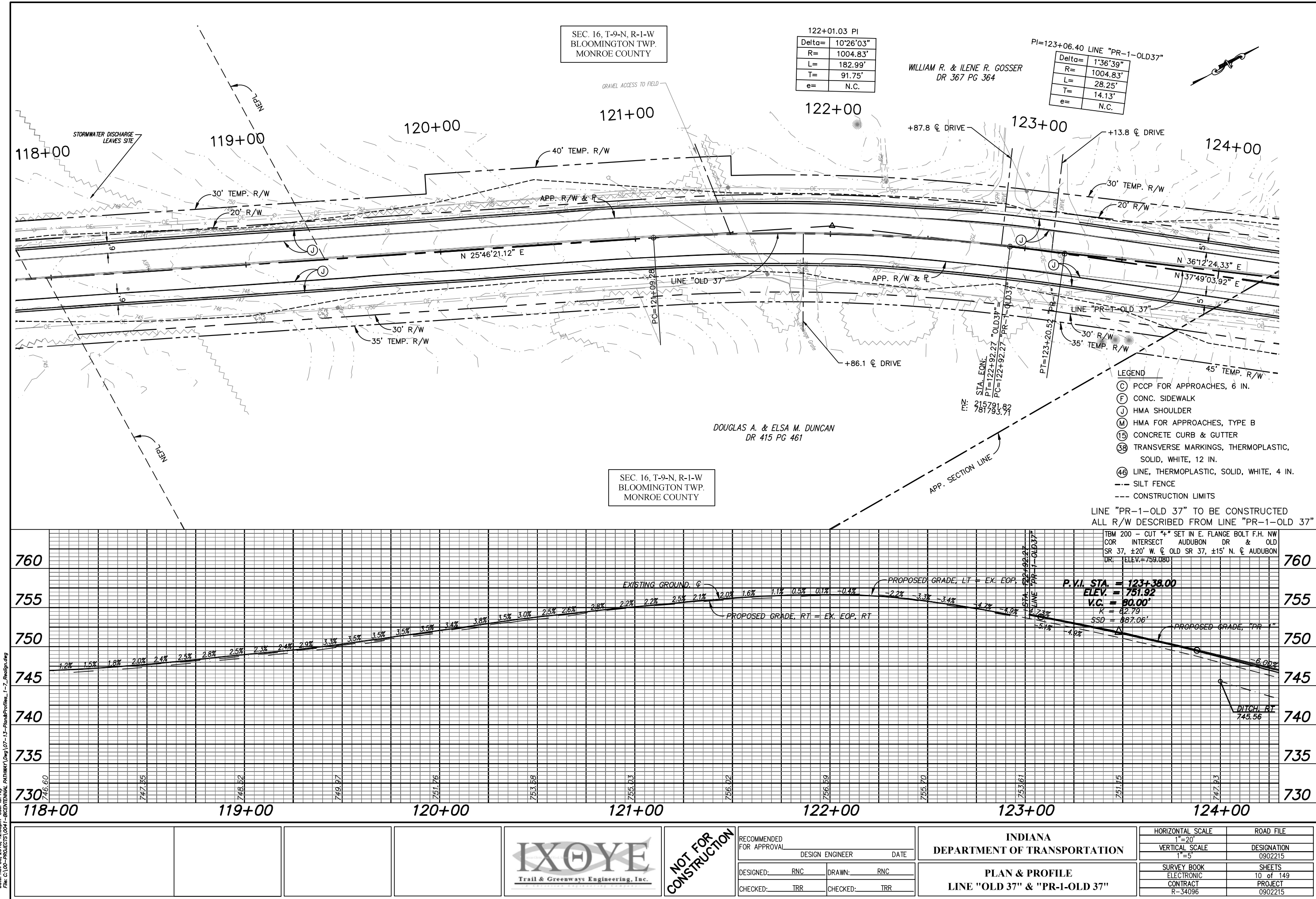
DEPARTMENT OF TRANSPORTATION

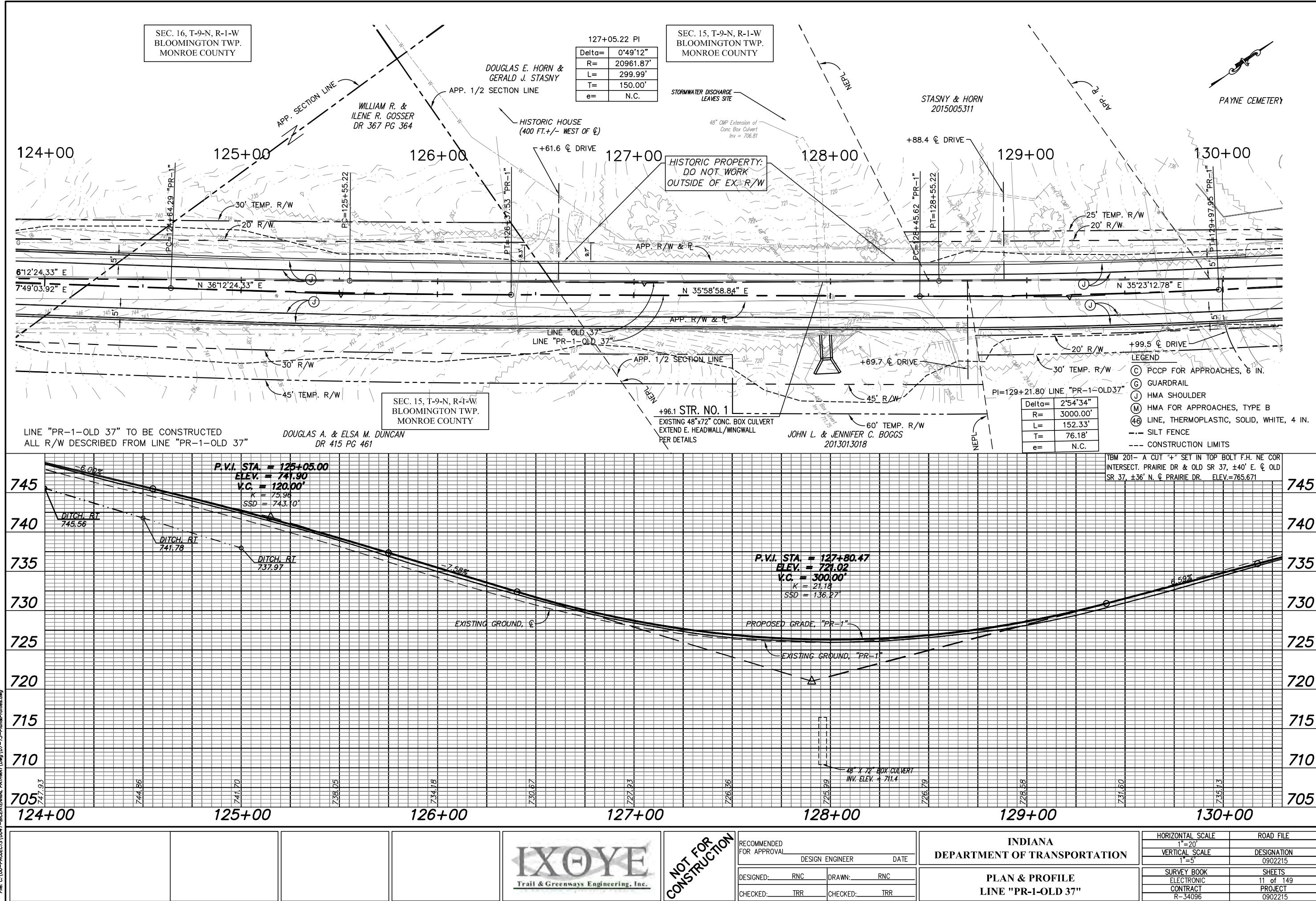
PLAN & PROFILE

LINE "OLD 37"

HORIZONTAL SCALE	ROAD FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
1"=5'	0902215
SURVEY BOOK	SHEETS
ELECTRONIC	9 of 149
CONTRACT	PROJECT
R-34096	0902215

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NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: RNC	DRAWN: RNC
CHECKED: TRR	CHECKED: TRR

INDIANA
DEPARTMENT OF TRANSPORTATION

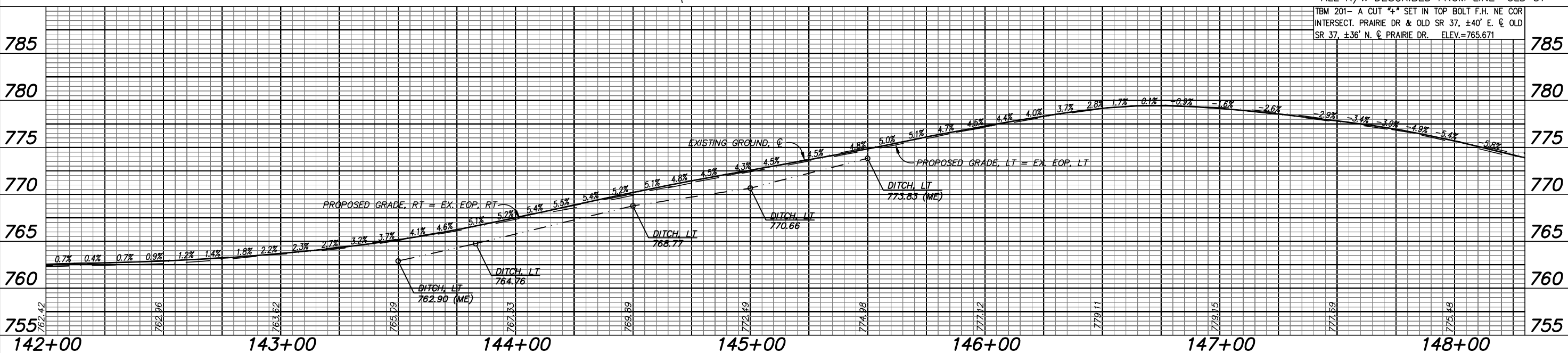
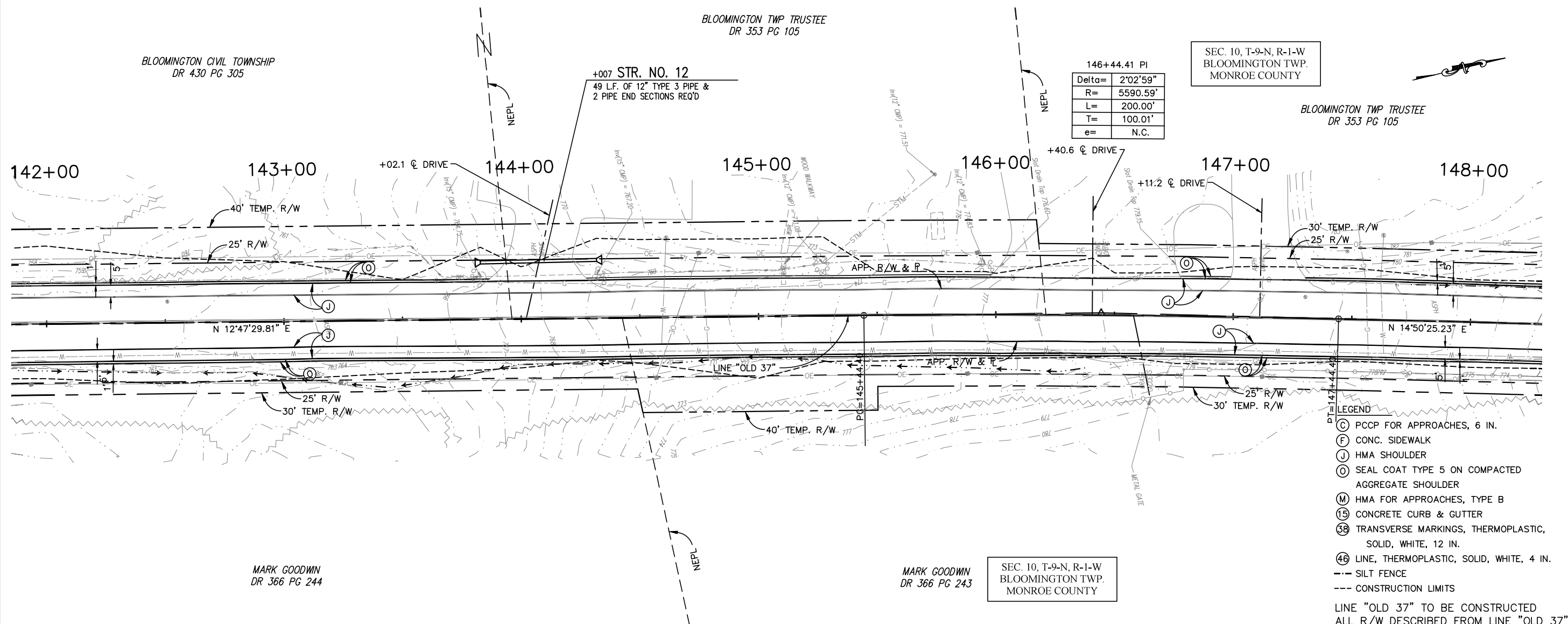
PLAN & PROFILE
LINE "PR-1-OLD 37"

HORIZONTAL SCALE 1"=20'	ROAD FILE
VERTICAL SCALE 1"=5'	DESIGNATION 0902215
SURVEY BOOK ELECTRONIC	SHEETS 11 of 149
CONTRACT R-34096	PROJECT 0902215



BLOOMINGTON TWP TRUSTEE
DR 353 PG 105

146+44.41 PI	
Delta=	2°02'59"
R=	5590.59
L=	200.00'
T=	100.01'
e=	N.C.



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NOT FOR
CONSTRUCTION

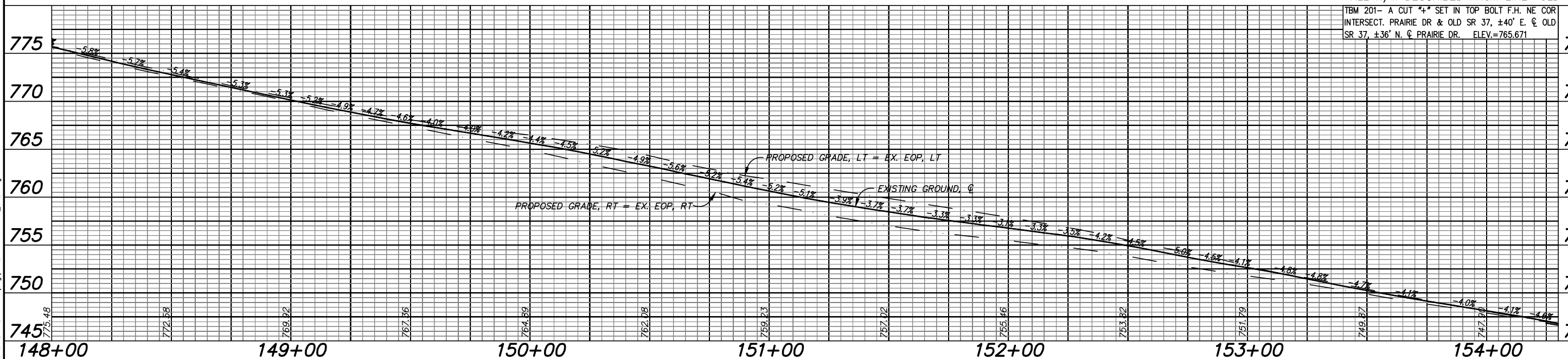
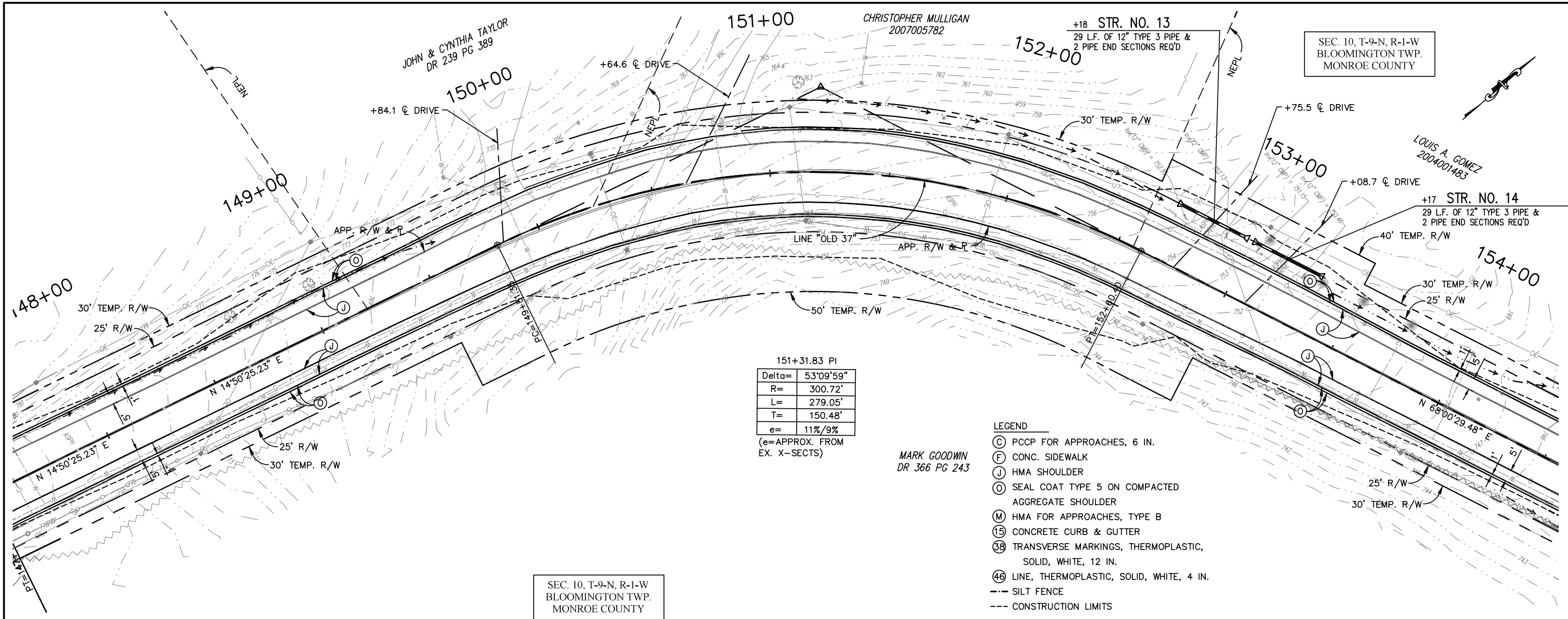
RECOMMENDED
FOR APPROVAL _____
DESIGN ENGINEER DATE _____

DESIGNED:_____RNC	DRAWN:_____RNC
CHECKED:_____TRR	CHECKED:_____TRR

**INDIANA
DEPARTMENT OF TRANSPORTATION**

PLAN & PROFILE
LINE "OLD 37"

HORIZONTAL SCALE	ROAD FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
1"=5'	0902215
SURVEY BOOK	SHEETS
ELECTRONIC	14 of 149
CONTRACT	PROJECT
R-34096	0902215



Trail & Greenways Engineering, Inc.

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: RNC DRAWN: RNC

CHECKED: TRR CHECKED: TRR

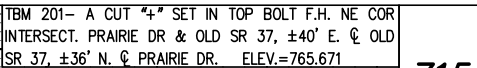
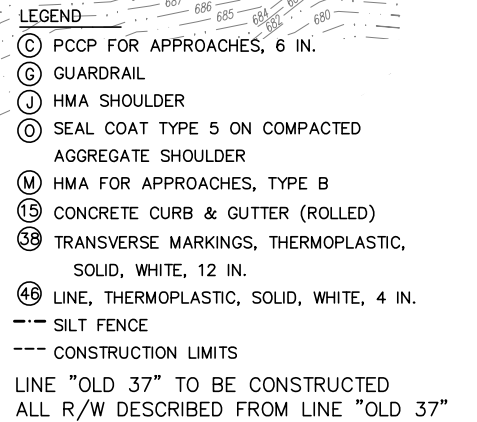
INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

LINE "OLD 37"

HORIZONTAL SCALE	ROAD FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
1"=5'	0902215
SURVEY BOOK	SHEETS
ELECTRONIC	15 of 149
CONTRACT	PROJECT
R-34096	0902215

SEC. 10, T-9-N, R-1-W
BLOOMINGTON TWP.
MONROE COUNTY

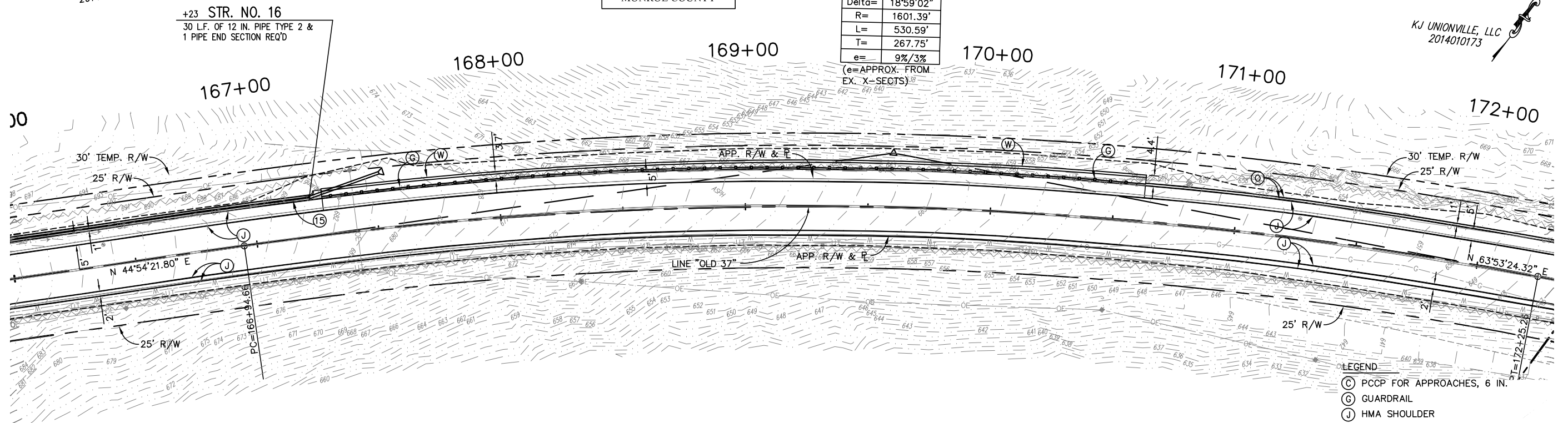


KJ UNIONVILLE, LLC
2014010173

SEC. 10, T-9-N, R-1-W
BLOOMINGTON TWP.
MONROE COUNTY

169+62.41 PI
Delta= 18°59'02"
R= 1601.39'
L= 530.59'
T= 267.75'
e= 9%/3%
(e=APPROX. FROM
EX. X-SECTS)

KJ UNIONVILLE, LLC
2014010173



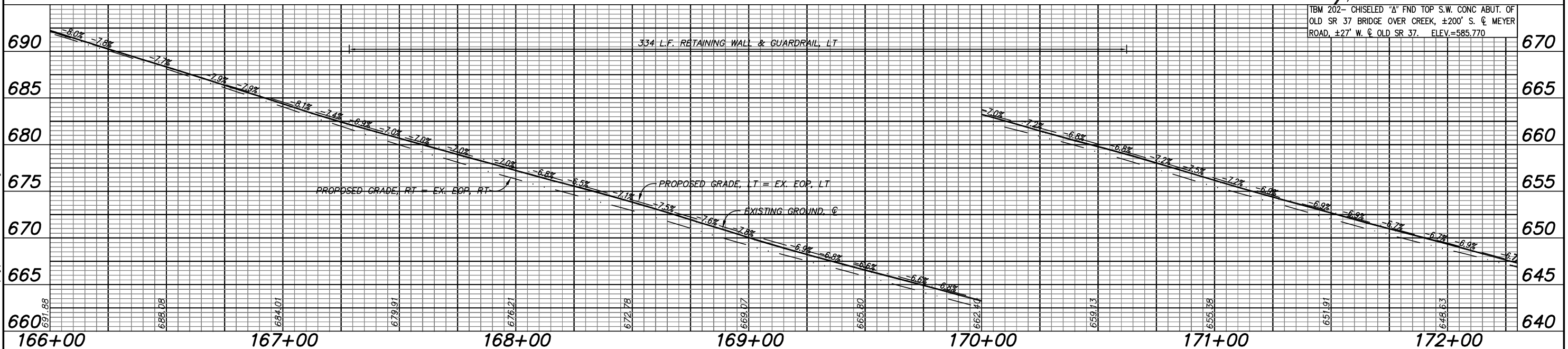
MARK GOODWIN
DR 366 PG 243

SEC. 10, T-9-N, R-1-W
BLOOMINGTON TWP.
MONROE COUNTY

- LEGEND
- (C) PCCP FOR APPROACHES, 6 IN.
 - (G) GUARDRAIL
 - (J) HMA SHOULDER
 - (O) SEAL COAT TYPE 5 ON COMPACTED AGGREGATE SHOULDER
 - (M) HMA FOR APPROACHES, TYPE B
 - (W) RETAINING WALL
 - (15) CONCRETE CURB & GUTTER (ROLLED)
 - (46) LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.
 - SILT FENCE
 - CONSTRUCTION LIMITS

LINE "OLD 37" TO BE CONSTRUCTED
ALL R/W DESCRIBED FROM LINE "OLD 37"

TBM 202- CHISELED "A" END TOP S.W. CONC ABUT. OF
OLD SR 37 BRIDGE OVER CREEK, ±200' S. & MEYER
ROAD, ±27' W. & OLD SR 37. ELEV.=585.770



IXOYE
Trail & Greenways Engineering, Inc.

NOT FOR
CONSTRUCTION

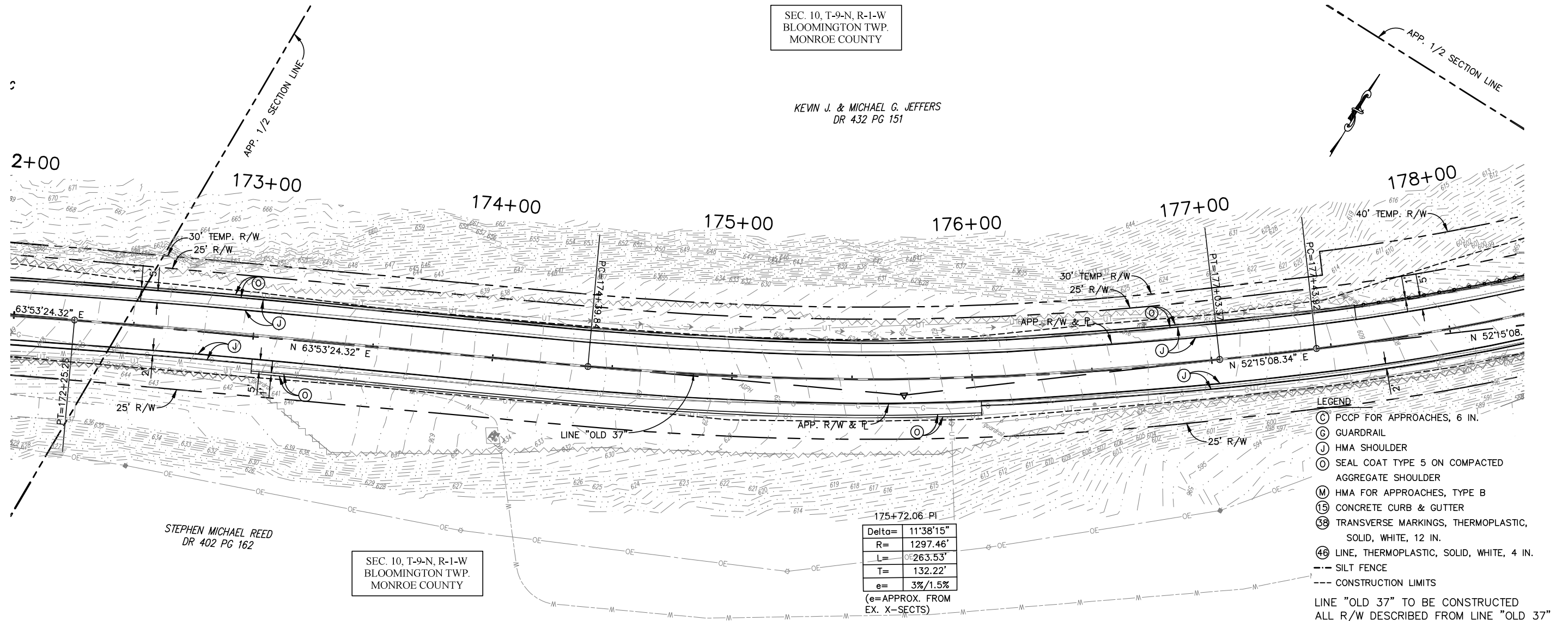
RECOMMENDED
FOR APPROVAL
DESIGN ENGINEER DATE
DESIGNED: RNC DRAWN: RNC
CHECKED: TRR CHECKED: TRR

INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE
LINE "OLD 37"

HORIZONTAL SCALE 1"=20'	ROAD FILE
VERTICAL SCALE 1"=5'	DESIGNATION 0902215
SURVEY BOOK ELECTRONIC	SHEETS 18 of 149
CONTRACT R-34096	PROJECT 0902215

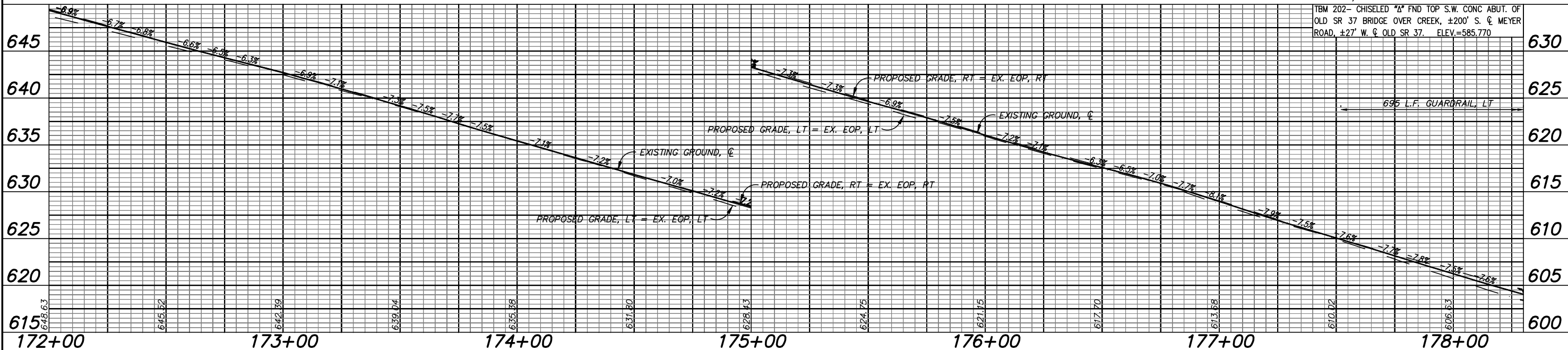
SEC. 10, T-9-N, R-1-W
BLOOMINGTON TWP.
MONROE COUNTY

KEVIN J. & MICHAEL G. JEFFERS
DR 432 PG 151



Delta=	11'38'15"
R=	1297.46'
L=	263.53'
T=	132.22'
e=	3%/1.5%
(e=APPROX. FROM EX. X-SECTS)	

- LEGEND
- ⊙ PCCP FOR APPROACHES, 6 IN.
 - ⊙ GUARDRAIL
 - ⊙ HMA SHOULDER
 - ⊙ SEAL COAT TYPE 5 ON COMPACTED AGGREGATE SHOULDER
 - ⊙ HMA FOR APPROACHES, TYPE B
 - ⊙ CONCRETE CURB & GUTTER
 - ⊙ TRANSVERSE MARKINGS, THERMOPLASTIC, SOLID, WHITE, 12 IN.
 - ⊙ LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.
 - SILT FENCE
 - CONSTRUCTION LIMITS
- LINE "OLD 37" TO BE CONSTRUCTED ALL R/W DESCRIBED FROM LINE "OLD 37"



Drawn: Dec 04, 2018, 1:03pm User: JGJ
File: C:\100-PROJECTS\1001-BENTONVILLE PATHWAY.Dwg 14-27-Plan&Profile_B-21.dwg



NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: RNC	DRAWN: RNC	
CHECKED: TRR	CHECKED: TRR	

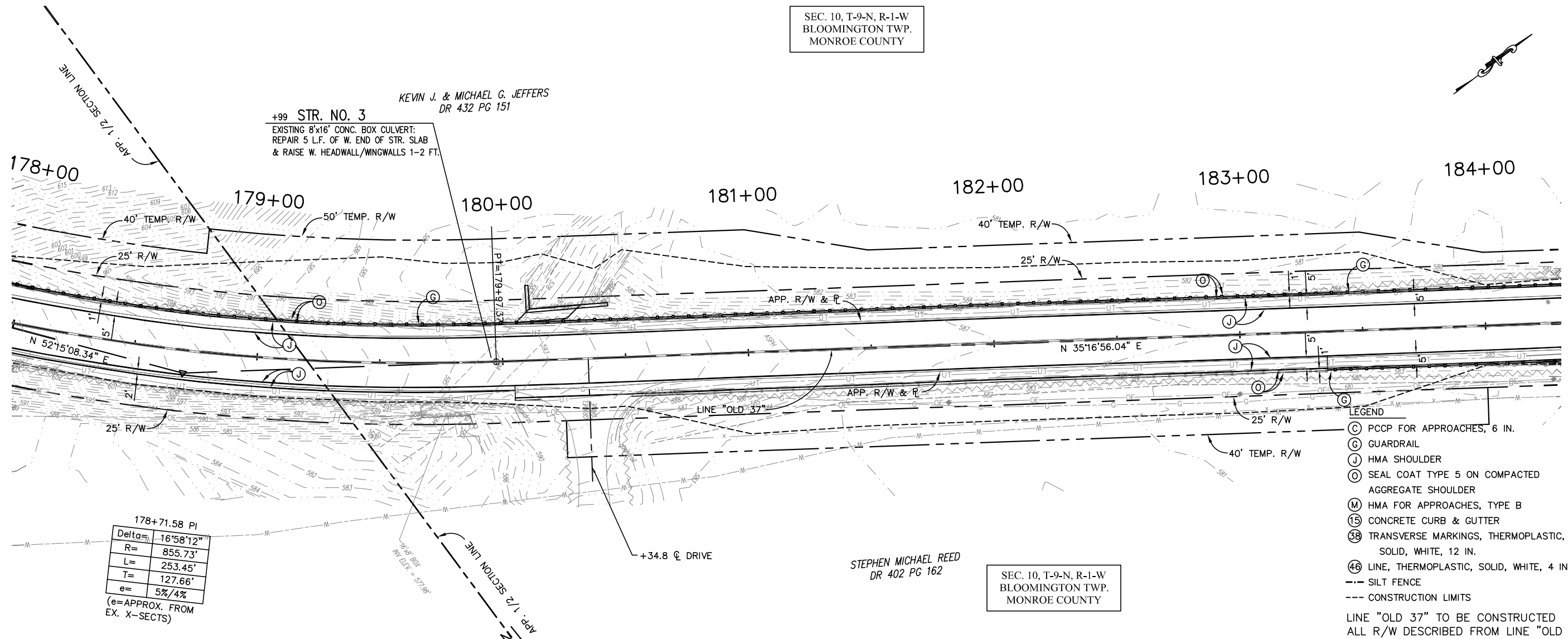
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE LINE "OLD 37"

HORIZONTAL SCALE 1"=20'	ROAD FILE
VERTICAL SCALE 1"=5'	DESIGNATION 0902215
SURVEY BOOK ELECTRONIC CONTRACT R-34096	SHEETS 19 of 149 PROJECT 0902215

SEC. 10, T-9-N, R-1-W
BLOOMINGTON TWP.
MONROE COUNTY

KEVIN J. & MICHAEL G. JEFFERS
DR 432 PG 151

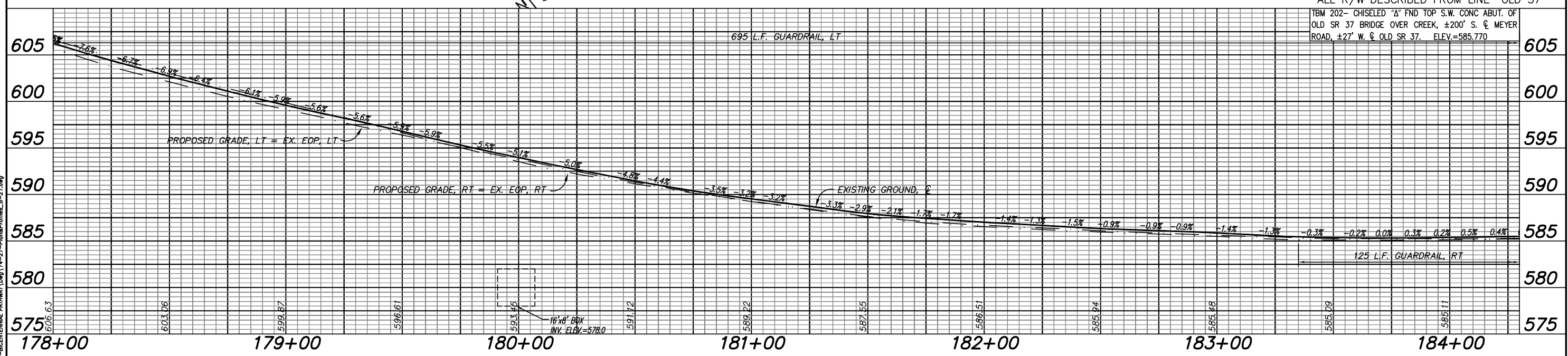
+99 STR. NO. 3
EXISTING 8'x16' CONC. BOX CULVERT:
REPAIR 5 L.F. OF W. END OF STR. SLAB
& RAISE W. HEADWALL/WINGWALLS 1-2 FT.



- LEGEND
- (C) PCCP FOR APPROACHES, 6 IN.
 - (G) GUARDRAIL
 - (J) HMA SHOULDER
 - (O) SEAL COAT TYPE 5 ON COMPACTED AGGREGATE SHOULDER
 - (M) HMA FOR APPROACHES, TYPE B
 - (15) CONCRETE CURB & GUTTER
 - (38) TRANSVERSE MARKINGS, THERMOPLASTIC, SOLID, WHITE, 12 IN.
 - (46) LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.
 - SILT FENCE
 - CONSTRUCTION LIMITS
- LINE "OLD 37" TO BE CONSTRUCTED
ALL R/W DESCRIBED FROM LINE "OLD 37"

STEPHEN MICHAEL REED
DR 402 PG 162

SEC. 10, T-9-N, R-1-W
BLOOMINGTON TWP.
MONROE COUNTY



TBM 202- CHISELED "A" END TOP S.W. CONC ABUT. OF
OLD SR 37 BRIDGE OVER CREEK, ±200' S. & MEYER
ROAD, ±27' W. & OLD SR 37. ELEV.=585.770



NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL		
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CHECKED: TRR	CHECKED: TRR	

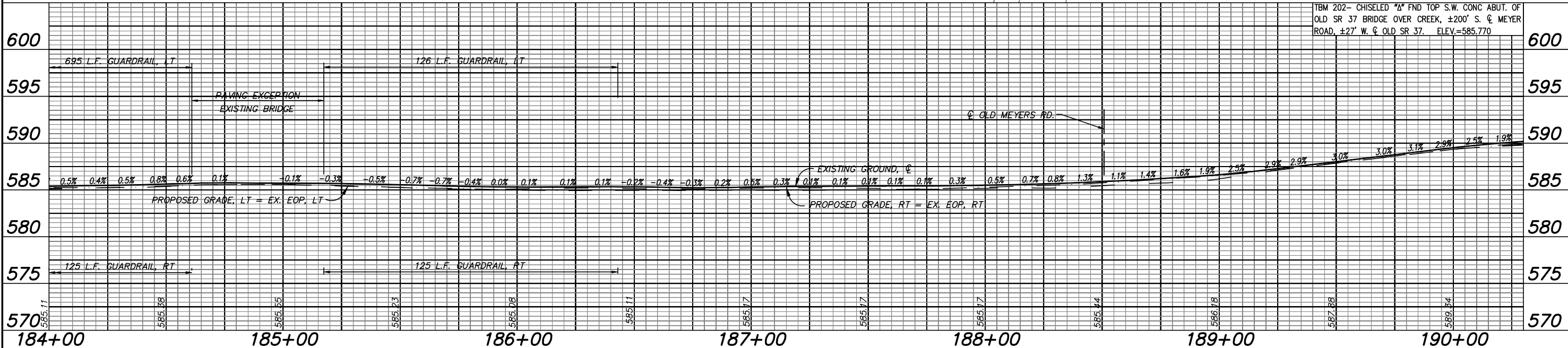
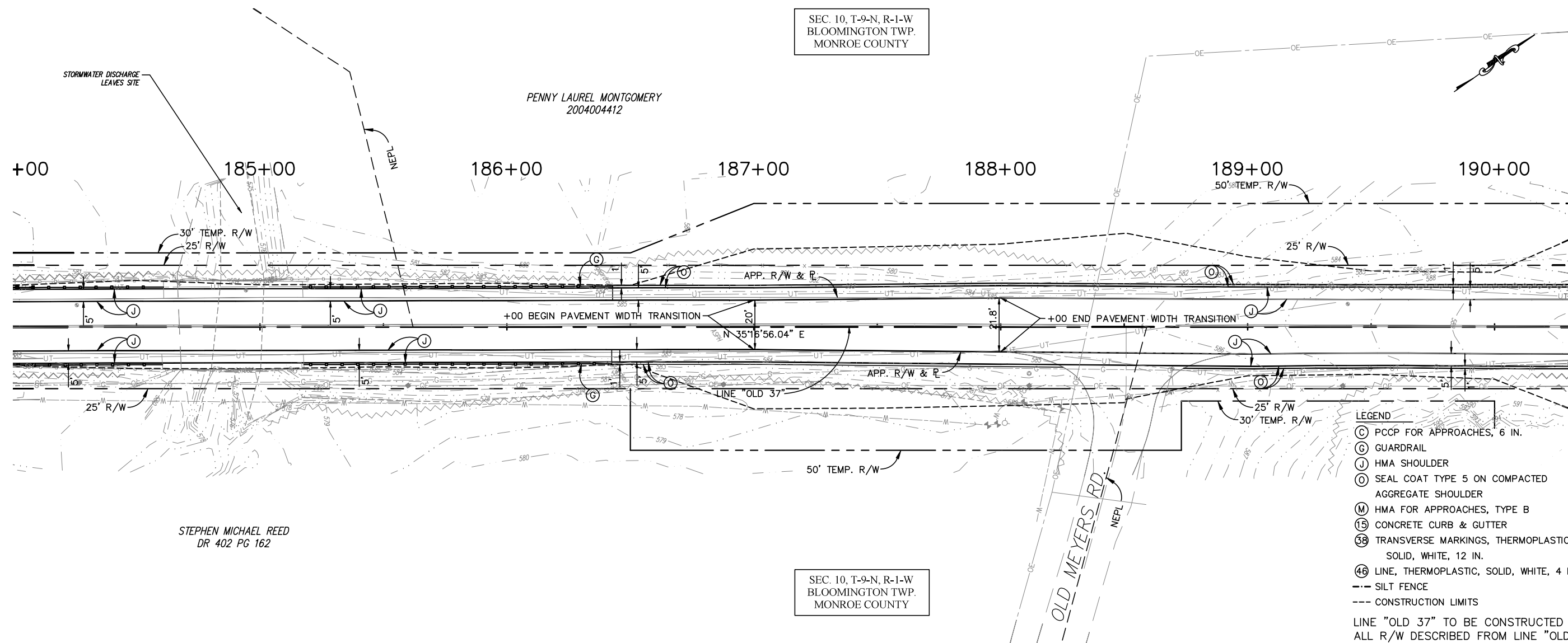
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "OLD 37"

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VERTICAL SCALE 1"=5'	DESIGNATION 0902215
SURVEY BOOK ELECTRONIC	SHEETS 20 of 149
CONTRACT R-34096	PROJECT 0902215

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Date: Dec 04, 2018 1:03pm User: IP: RV
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TBM 202- CHISELED "M" FND TOP S.W. CONC ABUT. OF
 OLD SR 37 BRIDGE OVER CREEK, ±200' S. Q MEYER
 ROAD, ±27' W. Q OLD SR 37. ELEV.=585.770

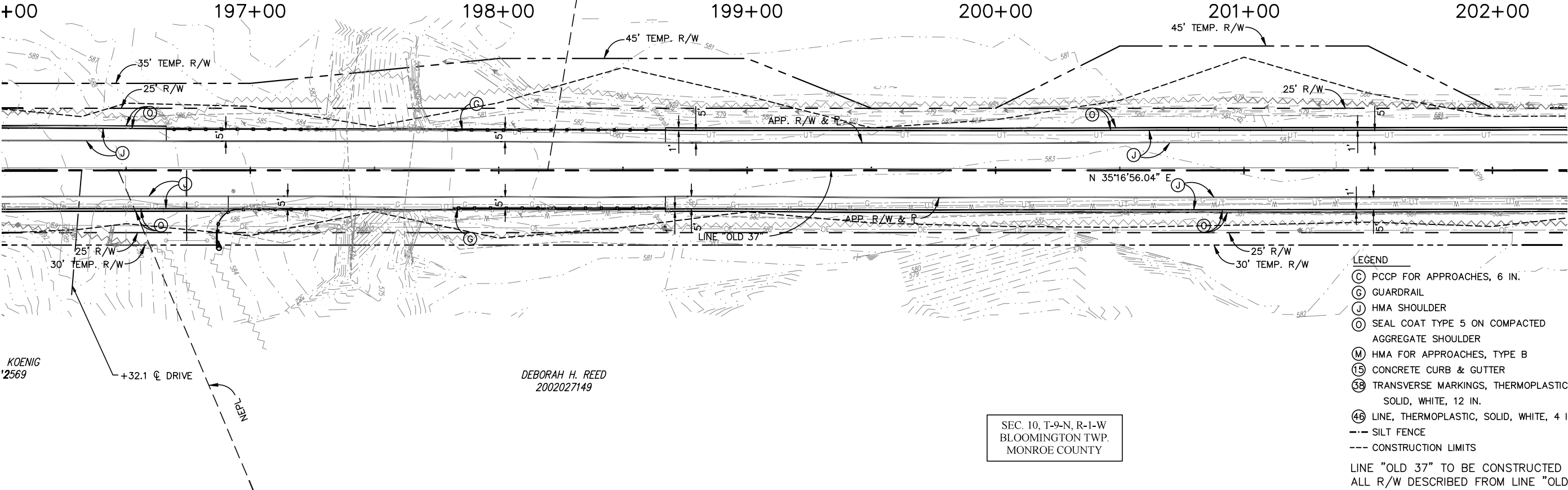
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															CONTRACT R-34096		PROJECT 0902215			

PLAN & PROFILE
 LINE "OLD 37"

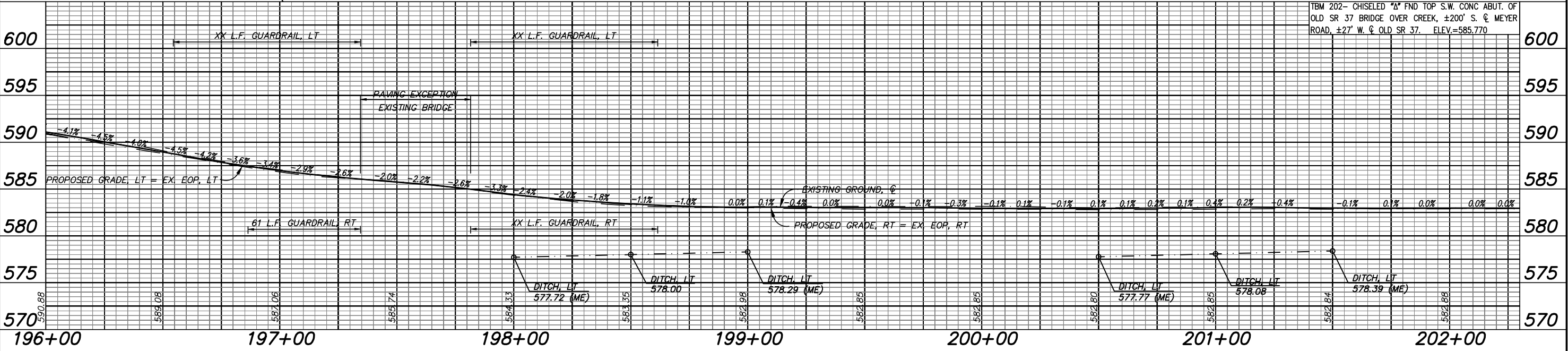
SEC. 10, T-9-N, R-1-W
BLOOMINGTON TWP.
MONROE COUNTY

PENNY LAUREL MONTGOMERY
2004004412

KEVIN J. & MICHAEL G. JEFFERS
DR 432 PG 151



- LEGEND
- (C) PCCP FOR APPROACHES, 6 IN.
 - (G) GUARDRAIL
 - (J) HMA SHOULDER
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- LINE "OLD 37" TO BE CONSTRUCTED ALL R/W DESCRIBED FROM LINE "OLD 37"



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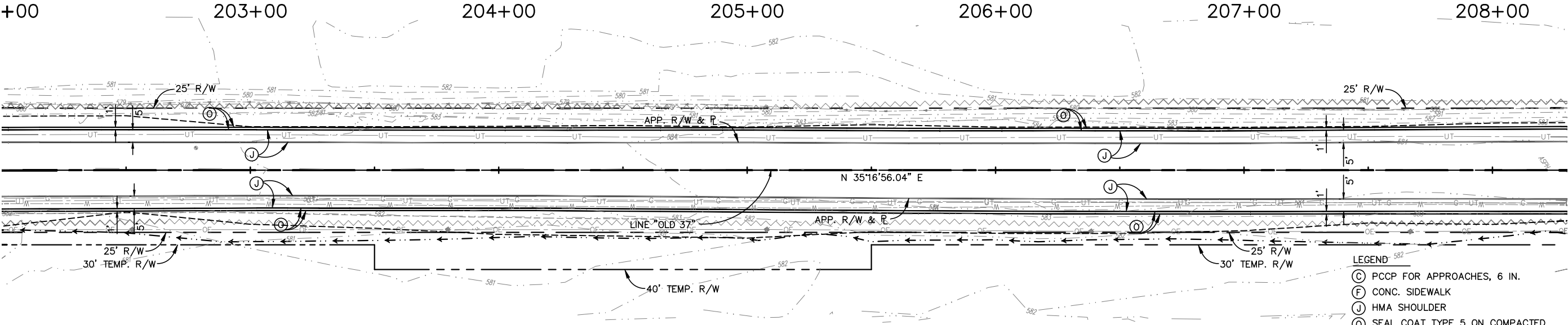
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CHECKED: TRR	CHECKED: TRR

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VERTICAL SCALE 1"=5'	DESIGNATION 0902215
SURVEY BOOK ELECTRONIC CONTRACT R-34096	SHEETS 23 of 149 PROJECT 0902215

SEC. 10, T-9-N, R-1-W
BLOOMINGTON TWP.
MONROE COUNTY

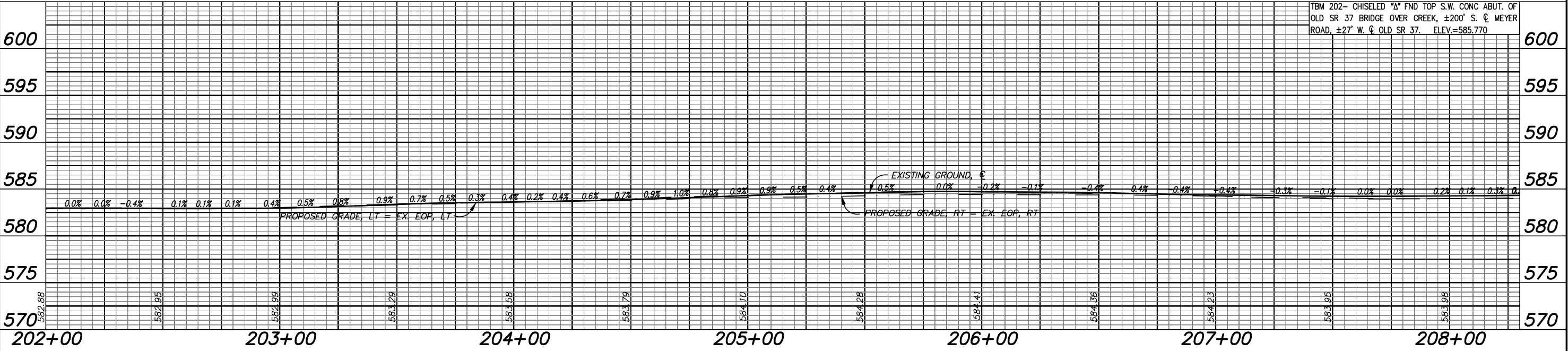
KEVIN J. & MICHAEL G. JEFFERS
DR 432 PG 151



DEBORAH H. REED
2002027149

SEC. 10, T-9-N, R-1-W
BLOOMINGTON TWP.
MONROE COUNTY

- LEGEND
- (C) PCCP FOR APPROACHES, 6 IN.
 - (F) CONC. SIDEWALK
 - (J) HMA SHOULDER
 - (O) SEAL COAT TYPE 5 ON COMPACTED AGGREGATE SHOULDER
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Order No. 30, 2018, 103777, User ID: 103777
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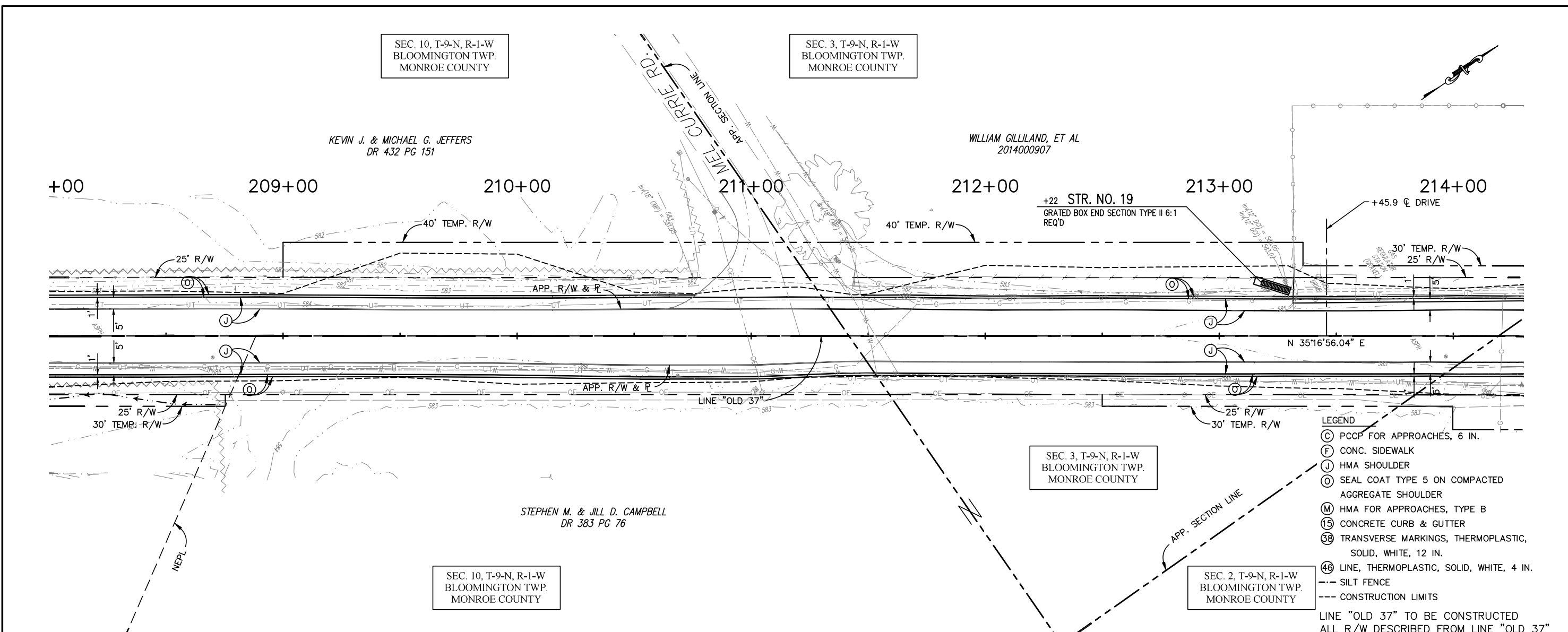
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PLAN & PROFILE	
LINE "OLD 37"	

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1"=20'	
VERTICAL SCALE	DESIGNATION
1"=5'	0902215
SURVEY BOOK	SHEETS
ELECTRONIC	24 of 149
CONTRACT	PROJECT
R-34096	0902215

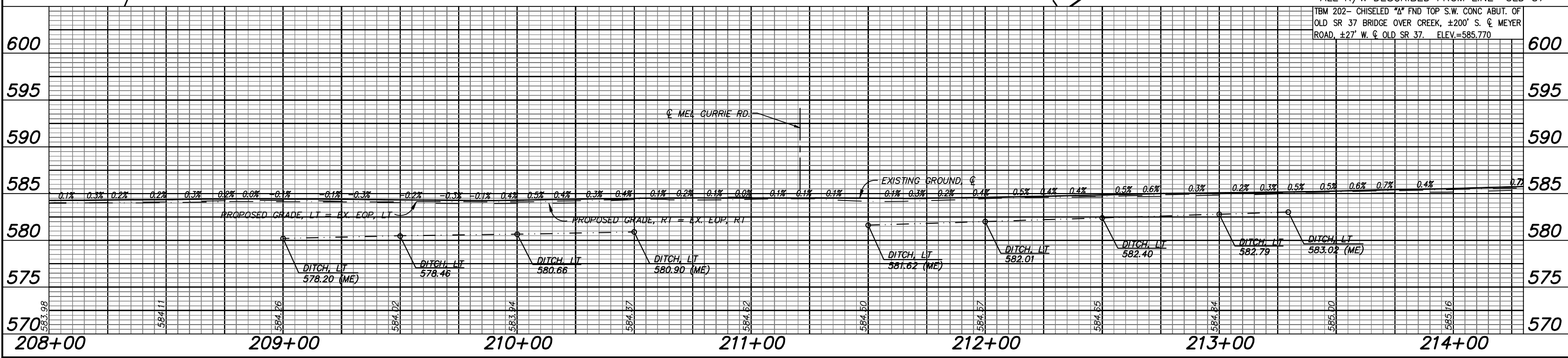


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CONSTRUCTION

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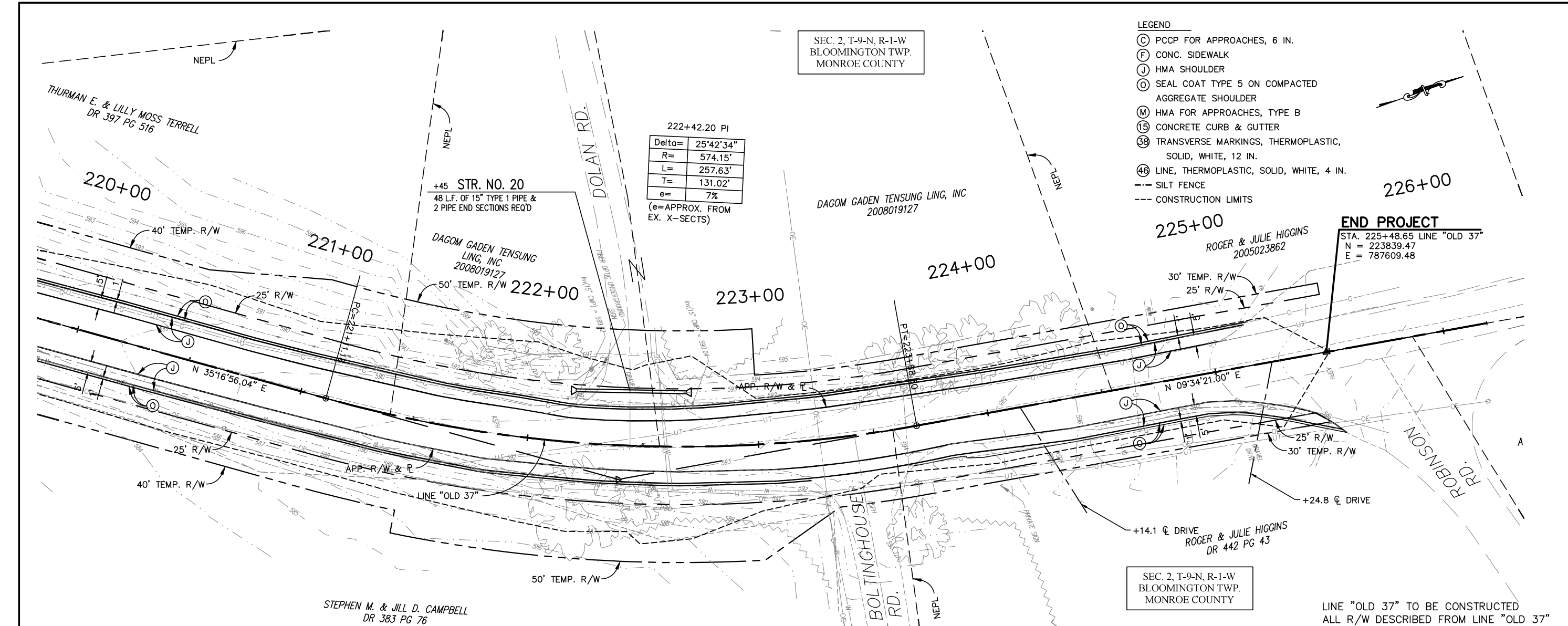


- LEGEND
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- LINE "OLD 37" TO BE CONSTRUCTED ALL R/W DESCRIBED FROM LINE "OLD 37"
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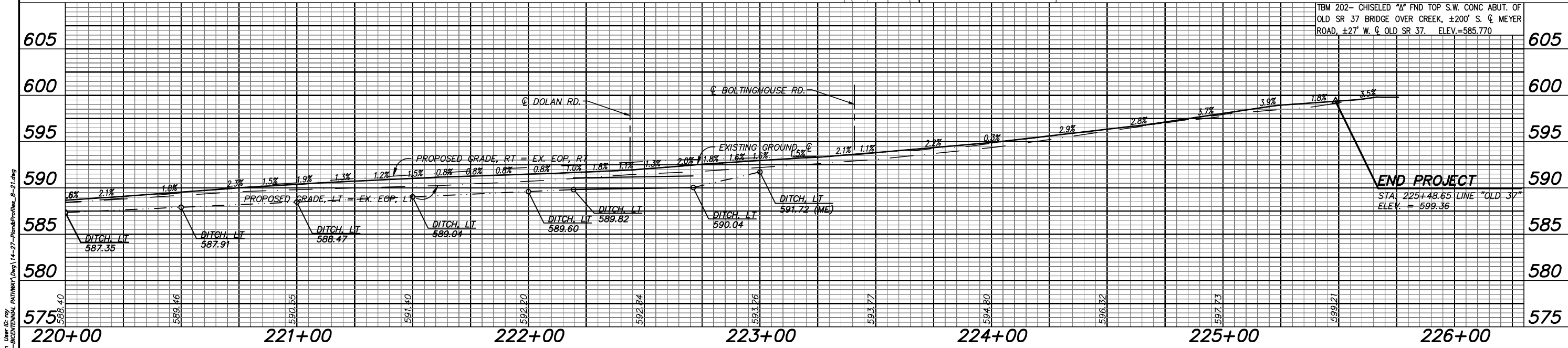


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						VERTICAL SCALE 1"=5'		DESIGNATION 0902215	
						SURVEY BOOK ELECTRONIC CONTRACT R-34096		SHEETS 25 of 149 PROJECT 0902215	

Order No. 30, 2018, 103777, User ID: 101
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- LEGEND
- ⊙ PCCP FOR APPROACHES, 6 IN.
 - ⊖ CONC. SIDEWALK
 - ⊙ HMA SHOULDER
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 - SILT FENCE
 - CONSTRUCTION LIMITS



LINE "OLD 37" TO BE CONSTRUCTED
ALL R/W DESCRIBED FROM LINE "OLD 37"

TBM 202- CHISELED "A" END TOP S.W. CONC. ABUT. OF
OLD SR 37 BRIDGE OVER CREEK, ±200' S. & MEYER
ROAD, ±27' W. & OLD SR 37. ELEV.=585.770

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						VERTICAL SCALE 1"=5'		DESIGNATION 0902215	
						SURVEY BOOK ELECTRONIC CONTRACT R-34096		SHEETS 27 of 149 PROJECT 0902215	

APPENDIX C – EARLY COORDINATION



October 31, 2017

Dear Environmental Reviewer,

The Bicentennial Pathway Project, Phase 1 (Des. 0902215) of the overall Griffy Lake to Lake Lemon bicycle improvements projects is located along Old State Road 37 in Bloomington Township, Monroe County, Indiana. The project is located in Section 2, 3, 10, 11, 15, and 16, Township 9N, Range 1W. Monroe County, the project sponsor, has been awarded federal funds from the Federal Highway Administration (FHWA) for this project.

The project involves the addition of paved shoulders along a 2.3 mile length of Old SR 37 from Audubon Road to Robinson Road to allow room for bicyclists. A more detailed project description and location maps are included in this Early Coordination packet.

Information specific to your agency's area of expertise concerning the effects of the project should be forwarded to Kevin McLane at kevin@green3studio.com or Green 3, 1104 Prospect Street, Indianapolis, IN 46203. If you have any questions or comments regarding this request, please contact Kevin at (317) 634-4110 or direct e-mail at kevin@green3studio.com or Lisa Ridge of the Monroe County Highway Department at ljridge@co.monroe.in.us. Your response is requested within 30 days.

Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "K. McLane".

Kevin McLane

Bicentennial Pathway Project, Phase 1 Monroe County, IN - Des 0902215

Project Location

The Bicentennial Pathway Project, Phase 1 of the overall Griffy Lake to Lake Lemon bicycle improvements projects is located along Old State Road 37 in Bloomington Township, Monroe County, Indiana. The project is located in Section 2, 3, 10, 11, 15, and 16, Township 9N, Range 1W. Monroe County, the project sponsor, has been awarded federal funds from the Federal Highway Administration (FHWA) for this project.

Purpose & Need

The purpose of this project is to address the lack of cyclist accommodations and safety issues along Old SR 37. The need for this project is due to the current conditions of Old SR 37 as a narrow, winding road, which in many places does not allow for an upcoming view of bicyclists who may be occupying the travel lanes. The road also has considerable drop-off from the shoulder in some location and these conditions create safety issues for bicyclists. Currently, a significant number of bicyclists utilize this route for travel north out of Bloomington and no continuous paved shoulders or bicycle lanes exists on this section of the road.

Project Description

The project involves the addition of paved shoulders along a 2.3 mile length of Old SR 37 from Audubon Road to Robinson Road. The proposed project generally consists of the addition of four- (4') to six-foot (6') wide asphalt shoulders with one- (1') or two-foot (2') graded shoulders to both sides of the existing mainline roadway pavement. The existing travel lanes may be narrowed or adjusted to allow for a best fit of the bicycle improvements. The project will also include foreslope grading, ditch grading, backslopes in various locations along the route, modified to match the new improvements. Curb and gutter may be utilized in certain areas to minimize adjacent impacts. Street and driveway approaches will be adjusted accordingly. Existing guardrail in most areas will be removed and replaced to meet current standards; complete removal of guardrail may occur in other areas. Existing culverts will be extended or modified as necessary to correspond with the new improvements. Existing bridges are to remain in place with no planned modifications. It is anticipated that tree removal will be required along the roadside. The current proposed method for maintenance of traffic during construction is temporary lane closures and flagging.

Other Alternatives Considered

Two other alternatives were considered for this bridge project. The first alternative was to do nothing, but this alternative does not address the safety issues or lack of bicyclist accommodations. The second alternative considered was to utilize an off-road multi-use trail generally parallel to SR 45 as a route for connecting Lake Lemon to Bloomington. This alternative would not meet ADA compliance, had steep slopes, and would not be as conducive to bicyclists. This alternative was dismissed for the preferred route along Old SR 37.

Existing Conditions of Project Area

Land use around the project is suburban residential and agricultural. Utility coordination will be completed by the project designers.

Right-of-Way

It is currently anticipated over 0.5 acre of right-of-way will be acquired for this project. No relocations of businesses or residences will occur due to this project.

Resources and Anticipated Environmental Impacts

According to the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory, the National Hydrography Dataset (NHD, from IndianaMaps: maps.indiana.edu), and the United States Geological Service (USGS) Topographic Map, two sections of the Muddy Fork stream and an Unnamed Tributary of Griffy Creek all cross under Old SR 37.

The project is located within the boundary of the Karst Region of Indiana. According to the Indiana Geological Survey GIS mapping tool, there is a section of Old SR 37 that passes through a Sinkhole Area with at least one sinkhole inventoried within 100 feet of the roadway.

The project area is within the state-wide range of the Indiana bat and northern long-eared bat, and thus required an on-site investigation per the range-wide informal consultation programmatic agreement between the Federal Highway Administration (FHWA) and the USFWS. During the site investigation and structure/bridge inspections, no signs or presence of bat species was observed. A Determination Key will be completed on the USFWS Information for Planning and Conservation (IPaC) website as part of the Indiana bat and northern long-eared bat Range-Wide Programmatic Informal Consultation process. The Determination Key will be submitted to INDOT Environmental Services for review before forwarding to USFWS for concurrence.

The project area is within the historic range for the rusty-patched bumble bee, an endangered species, but not in any current dispersal zones for the species. Coordination will occur with the USFWS.

Due to the scope, this project will likely require full Section 106 documentation. Coordination with the INDOT Cultural Resources Office (CRO) will occur. The project area is directly neighboring the Payne Cemetery and will require a Cemetery Development Plan for any work done within 100 ft of the cemetery that will also be sent to INDOT CRO for approval.

Anticipated Permit Requirements

An Indiana Department of Natural Resource (IDNR) Construction in a Floodway Permit is anticipated. Section 401/404 permits from the Indiana Department of Environmental Management (IDEM) and U.S. Army Corps of Engineers (USACE) are required for any work below the Ordinary High Water Mark of any jurisdictional streams or ditches. An IDEM Rule 5 permit will likely be required as well for any land disturbance over 1 acre. No other permits are anticipated at this time.

Bicentennial Pathway Project, Phase 1
DES 0902215, Monroe County
Early Coordination Notice sent to the Following Agencies:

Christie Stanifer
Environmental Coordinator
IDNR, Div. of Fish & Wildlife
Indianapolis Office
environmentalreview@dnr.in.gov

State Conservationist NRCS
Indianapolis Office
Daniel Phillips
daniel.phillips@in.usda.gov

INDOT Environmental Policy Manager
Central Office – Ron Bales
rbales@indot.in.gov

INDOT Seymour District
Environmental Scoping Manager
David Dye
ddye@indot.in.gov

Field Supervisor
U.S. Fish and Wildlife Service
Bloomington Office
Robin McWilliams
robin_mcwilliams@fws.gov

IDEM
On-Line Submission
<http://www.in.gov/idem/5284.htm>

US Dept. of HUD
Attention: Melanie Castillo
Region 5 Environmental Officer
Melanie.h.castillo@hud.gov

Indiana Geological Survey
On-Line Submission
<https://igs.indiana.edu/eAssessment/>

INDOT
Manager, Public Hearings
RCLARK@indot.IN.gov

Federal Highway Administration
Seymour District
Antonio.johnson@dot.gov

USACE
Louisville District
Gregory.A.McKay@usace.army.mil

Monroe County Council
Shelli Yoder
syoder@co.monroe.in.us

Monroe County Surveyor
Trohn Enright-Randolph
tenright@co.monroe.in.us

Monroe County Soil & Water Conservation
District Manager – Martha Miller
martha.miller@in.nacdn.net

Forest Supervisor
Hoosier National Forest
kamick@fs.fed.us

NPS-Midwest Regional Office
James Lange
James_lange@nps.gov

Monroe County MS4 Coordinator
Monroe Highway Dept.
Terry Quillman
tquillman@co.monroe.in.us

Bloomington/Monroe County MPO
Josh Desmond – Executive Director
desmondj@bloomington.in.gov

Local Floodplain Admin.
Monroe County Planning Dept.
Larry Wilson
lwilson@co.monroe.in.us
Tammy Behrman
tbehrman@co.monroe.in.us

Bloomington MS4 Coordinator
Phil Peden
pedenp@bloomington.in.gov
(sent on 1/17/18)