

Indiana Department of Transportation

County Tippecanoe Route I-65 Des. No. 2001172 (Lead), et al.

**FHWA-INDIANA ENVIRONMENTAL DOCUMENT
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION**

Road No./County:	I-65 / Tippecanoe County
Designation Number:	2001172 (Lead), 2100049, 2002114, 2002115, 2002116, 2002117, 2002364
Project Description/Termini:	Added Travel Lanes, from approximately 1.33 miles north of SR 25 to approximately 2.43 miles north of SR 43

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):

<input type="checkbox"/>	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)
<input type="checkbox"/>	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)
<input checked="" type="checkbox"/>	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
<input type="checkbox"/>	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

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

Approval _____
ESM Signature Date ES Signature Date

FHWA Signature Date

Release for Public Involvement

N/A _____ 4/23/2021
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: Kia Gillette / HNTB Indiana

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Part I - PUBLIC INVOLVEMENT

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

Does the project have a historic bridge processed under the Historic Bridges PA*?

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

If No, then:
Opportunity for a Public Hearing Required?

<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**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 not sent because all work is anticipated to be within the existing Indiana Department of Transportation (INDOT) right-of-way and field survey access occurred from the existing right-of-way.

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

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?

Yes	No
<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: INDOT INDOT District: Crawfordsville
 Local Name of the Facility: I-65

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 following needs were identified for this project:

- Deteriorated Pavement:** Pavement on I-65 within the project area is deteriorating and in poor condition. It is nearing the end of its lifecycle. The existing pavement was originally constructed in 1966 as concrete, with multiple asphalt overlays completed over the following decades, with the last major pavement rehabilitation project completed in 2000.
- Future Capacity Deficiencies:** The daily traffic on I-65 south of SR 43 in 2015 was 43,960 vehicles per day. This portion of I-65 has historically increased by 1.2% per year. Level of Service (LOS) provides a common “grading” scale for describing traffic congestion on roadways, from LOS A (best) to LOS F (worst). LOS A represents near ideal traffic flow, while LOS F represents a breakdown of the traffic flow. I-65 south of SR 43 is estimated to perform at LOS D by 2044, which is considered the threshold for poor performance. Under LOS D, traffic flow is stable, but freedom to maneuver is noticeably restricted and small incidents can result in reduced speeds and backups. Traffic north of SR 43 is anticipated to perform at a LOS C by 2044, which is considered good performance. With LOS C, traffic flow is stable, but freedom to maneuver is somewhat restricted. The estimated traffic projection and LOS based on daily traffic are summarized in Table 1.

Table 1. Freeway Level of Service

I-65 from the Wabash River Bridge to SR 43 (South of SR 43)			
Year	Daily Traffic	Design Hour* Traffic	Performance
2015 (count)	39,561	3,460	LOS C
2024	47,996	3,964	LOS C
2044	59,021	4,855	LOS D
2054	68,374	5,402	LOS D
I-65 from SR 43 to SR 18 (North of SR 43)			
Year	Daily Traffic	Design Hour* Traffic	Performance
2016 (count)	34,614	2,506	LOS B
2024	37,965	2,749	LOS B
2044	47,152	3,414	LOS C
2054	55,442	3,827	LOS C

*The design hour traffic volume is the hourly volume that a road is designed to accommodate.

There are also forecasted capacity deficiencies at the intersection of the I-65 interchange exit/entrance ramps with SR 43. According to the *Engineering Assessment for the SR 43 & I-65 South Intersection Improvement Project* (Des. No.

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1700189) (October 25, 2019) the eastbound movement at this intersection is anticipated to function at an unacceptable LOS E in the p.m. peak hour by 2030 and LOS F in 2042 (Appendix I, pages 19-27).

According to the *Engineering Assessment for the SR 43 & I-65 North Intersection Improvement Project* (Des. No. 1700188) (October 25, 2019), the westbound movement at this intersection is close to operating with an unacceptable delay now with a LOS D, and the intersection is anticipated to function at an unacceptable LOS E in the a.m. peak hour and LOS F in the p.m. peak hour by 2042 (Appendix I, pages 28-35).

- Consistency with INDOT's Long Range Transportation Plan:** INDOT's *Long Range Transportation Plan 2018-2045 Transportation Needs Report* identifies expanding I-65 to a six-lane section (three lanes in each direction) as a major corridor improvement that is critical to the mobility and economic activity throughout the state. I-65 is a Statewide Mobility Corridor and is a priority for auto travel as well as freight (Appendix I, pages 1-3).

Purpose

The purpose of the project is to improve pavement quality to a 20-year expected pavement life, reduce projected congestion to achieve a minimum of LOS C in 2044 on I-65, reduce congestion on the I-65/SR 43 interchange ramps, and provide consistency with INDOT's Long Range Transportation Plan.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Tippecanoe Municipality: Battle Ground

Limits of Proposed Work: Approximately 1.33 miles north of SR 25 to approximately 2.43 miles north of SR 43

Total Work Length: 4.04 Mile(s) Total Work Area: ~142 Acre(s)

	Yes¹	No
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, when did the FHWA grant a conditional approval for this project?	Date: <input style="width: 100%;" type="text"/>	

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.

Location

The Federal Highway Administration (FHWA) and INDOT Crawfordsville District are planning to proceed with an added travel lanes project on I-65 from approximately 1.33 miles north of SR 25 to approximately 2.43 miles north of SR 43 near Lafayette and Battle Ground in Tippecanoe County, Indiana. Additional length north and south of these limits is included in the project area for median crossovers for maintenance of traffic (MOT) and incidental construction. The project also includes the deck replacement of the CR 725 N. bridge over I-65, which is approximately 390 feet north of the added travel lane limits. The project is located in Sections 17, 20, 21, 27, and 28 of Township 24 North, Range 4 West; and Burnett's Reserve in Tippecanoe Township, as shown in the United States Geological Survey (USGS) 7.5 Minute Lafayette East and West, Brookston, and Brookston Southwest, Indiana Quadrangle Maps (Appendix B, page 2). Land use adjacent to the project area is primarily agricultural, forest, recreational, mining, and some commercial near the I-65/SR 43 interchange (Appendix B, pages 3-25).

Existing Conditions

I-65 is classified as a rural/urban interstate, is part of the U.S. National Highway System, is on the National Truck Network, and is a Statewide Mobility Corridor. The typical cross-section of I-65 through the project limits is two 12-foot travel lanes

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in each direction, an inside 4-foot paved shoulder, an outside 10-foot paved shoulder, and a 40 to 60-foot grass median. The existing drainage includes median and side ditches as well as numerous underdrains. I-65 has a posted speed limit of 65 miles per hour (mph) from 1.33 miles north of SR 25 to SR 43. From SR 43 to the north end of the project limits, the posted speed limit is 70 mph.

According to the I-65 Added Travel Lanes Project Abbreviated Engineer's Report (July 2020), the I-65 pavement is in poor condition. It was originally constructed in 1966 and has had repeated resurfacings over the past decades. The existing pavement has exceeded its useful life (Appendix I, pages 8 and 10).

Traffic counts for I-65 from the Wabash River to SR 43 in 2015 indicate the LOS was C, which is considered acceptable. Traffic counts for I-65 from SR 43 to the north end of the project area in 2016 indicate the LOS was B, which is considered good. I-65 south of SR 43 is estimated to perform at LOS D by 2044, which is considered the threshold for poor performance.

INDOT's Long Range Transportation Plan 2018-2045 Transportation Needs Report identifies expanding I-65 to a 6-lane section (three lanes in each direction) as a major corridor improvement that is critical to the mobility and economic activity throughout the state.

I-65 bridges over CSX railroad/9th Street/Burnett Creek/Wabash Heritage Trail (I65-177-02402 BNBL and I65-177-02402 JCSB), Prophets Rock Road (I65-178-05485 BNBL and I65-178-05485 JBSB), and the CR 725 N. bridge over I-65 (I65-180-05489A) are not wide enough to accommodate the added travel lanes. They also have deteriorating bridge decks and substandard geometrics.

Traffic projections indicate poor level LOS (E and F) at the SR 43 ramp intersections at the I-65/SR 43 interchange.

Preferred Alternative

The proposed project involves pavement replacement and the addition of travel lanes along I-65 in the median. The addition of travel lanes to the median minimizes impacts to water resources and terrestrial habitat surrounding I-65. See Appendix B, pages 58-136, for preliminary design plans.

The project includes the following elements:

1. The existing I-65 travel lane and shoulder pavement will be replaced.
2. A travel lane in each direction will be added to the I-65 median. Traffic will be separated by a concrete barrier.
3. The SR 43 entrance and exit ramps will be reconstructed. The right turn lanes will be extended by approximately 600 feet for the I-65 to SR 43 exit ramps and an approximately 400-foot lane will be added to the SR 43 to I-65 southbound entrance ramp.
4. Bridge decks on the I-65 northbound and southbound bridges over 9th Street/CSX railroad/Burnett Creek/Wabash Heritage Trail (Des. Nos. 2002114 & 2002115) will be replaced and widened. In addition, the bridge piers will be widened to accommodate the widened bridge deck; mudwalls will be removed and new semi-integral bents will be constructed at bent No. 1; bridge approaches will be removed and replaced; bridge railings will be replaced; beams and bearings will be cleaned and painted; and riprap for scour protection will be installed.
5. The elevation of the Wabash Heritage Trail will be raised by a maximum of approximately six inches within the existing INDOT right-of-way. The trail is an earthen path under the bridges that carry I-65 over 9th Street/CSX railroad/Burnett Creek.
6. Bridge decks on the I-65 northbound and southbound bridges over Prophets Rock Road (Des. Nos. 2002116 & 2002117) will be replaced and widened. In addition, the bridge piers will be widened to accommodate the widened bridge deck; bridge railings will be replaced; beams and bearings will be cleaned; interior bents will be patched; bridge approaches will be removed and replaced; and riprap will be placed at the bridge turnouts.
7. The elevation of Prophets Rock Road will be lowered by three inches for a length of approximately 600 feet to obtain proper vertical clearance for the I-65 bridges over it.
8. The CR 725 N. bridge over I-65 (Des. No. 2002364) will receive a deck overlay. In addition, the approach slabs and concrete slopewalls will be removed and reconstructed. The existing joints will be replaced, portions of the

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coping and wingwalls will be patched, and the bearings at Bent No. 1 and No. 3 will be cleaned and painted. A surface seal will be applied to the deck, copings, and approach slabs.

9. Culverts crossing under I-65 will be replaced and median drains, culverts, and detention basins for roadway drainage will be constructed.
10. Guardrail will be installed as needed intermittently along I-65 and Prophets Rock Road.
11. Existing signs will be replaced in kind. Additional signage will be installed including but not limited to three concrete median mounted overhead cantilever signs at the north limits to identify the lane is ending.
12. Additional lighting will be installed along the I-65 near the SR 43 interchange.

The following elements will be included in the construction contract for the I-65 Added Travel Lanes Project, but environmental impacts are documented in separate Categorical Exclusion (CE) documents:

1. Bridge decks of the I-65 northbound and southbound bridges over SR 43 will be replaced and widened (Note: the environmental impacts of work to these bridges were previously documented in a separate CE document under Des. Nos. 1601088 and 1601090). This CE was approved on February 26, 2020.
2. Approximately 0.3 mile of SR 43 in the I-65 interchange will be milled and overlaid, traffic signals will be installed or upgraded, pavement striping will be added, and lighting will be installed along SR 43 (Note: the environmental impacts of this work will be documented in a separate CE document under Des. Nos. 1700188 and 1700189).

The bridges over Burnett Creek, south of CR 600 N., will have a deck replacement and be widened as part of a separate project prior to this added travel lanes project. Environmental impacts of that bridge work will be documented in a separate CE document under Des Nos. 1601091 and 1601092.

Table 2. summarizes the Des. Nos. included within or near the I-65 Added Travel Lanes Project.

Table 2. Summary of Des. Nos. For or Near I-65 Added Travel Lanes Project.

Included in I-65 Added Travel Lanes Construction Contract and Impacts Included in this CE	
Des. No.	Scope of Work
2001172	I-65 Added Travel Lanes from 1.33 miles north of SR 25 to 0.8 mile north of SR 43
2100049	I-65 Added Travel Lanes from 0.8 mile north of SR 43 to 2.43 miles north of SR 43
2002114	I-65 NB bridge over 9th St./CSX RR/Burnett Creek/ Wabash Heritage Trail
2002115	I-65 SB bridge over 9th St./CSX RR/Burnett Creek/ Wabash Heritage Trail
2002116	I-65 NB bridge over Prophets Rock Road
2002117	I-65 SB bridge over Prophets Rock Road
2002364	CR 725 N. bridge over I-65
Included in I-65 Added Travel Lanes Construction Contract and Impacts Included in Separate	
Des. No.	Scope of Work
1601088	I-65 NB bridge over SR 43
1601090	I-65 SB bridge over SR 43
1700188	Mill and overlay, and new lighting installation along SR 43 (north portion)
1700189	Mill and overlay, and new lighting installation along SR 43 (south portion)
Included in Separate Construction Contract and Separate CE	
Des. No.	Scope of Work
1601091	I-65 NB bridge over Burnett Creek (north crossing)
1601092	I-65 SB bridge over Burnett Creek (north crossing)

Logical Termini and Independent Utility

The project is approximately 4.04 miles in length and extends from approximately 1.33 miles north of SR 25 to approximately 2.43 miles north of SR 43. The project termini are considered logical. In many added travel lanes projects, the logical termini for the lane addition are interchanges or points of traffic change. For this project, the third traffic lane is needed to accommodate future traffic between the Wabash River bridge and SR 43; however, the northern terminus of the

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added travel lane is approximately 2.43 miles north of the I-65/SR 43 interchange due to a combination of interstate geometrics, pavement condition, and MOT reasons.

Dropping the lane after an interchange is the best practice for rural or transitioning areas similar to this project area. Based on Indiana Design Manual (IDM) Figure 48-6A (Appendix I, pages 36-37), the lane drop would be 2,000 to 3,000 feet past the SR 43 interchange, which is in a horizontal curve near the north crossing of Burnett Creek. Dropping a lane on a horizontal curve is not safe per geometrics best practices, and the lane should preferably end in the adjacent tangent section of roadway. Dropping the lane on the straight segment of interstate will leave a small section of two-lane pavement (0.50 to 0.75 mile) at the north end that needs to be replaced due to the poor condition of the pavement.

Three options were considered to address the remaining 0.50 to 0.75-mile section of poor pavement at the north end of the project:

1. Replace the pavement in kind with two lanes in each direction;
2. Replace the pavement and widen to three lanes, but only stripe it for two lanes; or
3. Replace the pavement and widen and stripe it for three lanes.

After taking into consideration constructability and MOT safety, option #3, replace the pavement and widen and stripe it for three lanes, was chosen as the preferred option. The INDOT Interstate Highways Congestion Policy (IHCP) provides guidance on allowable interstate closures for maintenance and construction. Current IHCP guidance indicates that lanes may only be closed during the night. Back of queue crashes in construction zones are a growing concern on interstates. There can be exceptions to this lane closure policy if there is analysis performed to estimate queue length and identify queue mitigation strategies (such as installation of temporary traffic control devices, Intelligent Transportation Systems (ITS) for work zones, or use of law enforcement for enhanced driver attention). Extensive queuing is anticipated if a lane is closed to traffic during peak hours. If only two lanes are being built in each direction, then temporary pavement is needed to keep two lanes open to traffic during construction and would require removal after the project is completed. Widening to three lanes will allow two lanes to remain open to traffic during construction and cost less than using temporary pavement. Widening to three lanes will keep the MOT scheme consistent throughout the corridor to facilitate constructability and driver expectations.

The proposed improvements have independent utility and will be usable without additional transportation improvements beyond the project limits.

Maintenance of Traffic (MOT)

The MOT for work on I-65 will be completed in four phases and will require lane closures. These MOT phases apply to the entirety of the project length. The MOT plan will adhere to the INDOT IHCP during the construction of this project and will maintain two travel lanes in each direction during the day. This will be accommodated by generally building the project 'in halves', utilizing three lanes on one side of a median-crossover and one lane on the other separated by temporary concrete median barrier to provide working space to build the new pavement and bridges. Construction is anticipated to last for approximately two years.

The reconstruction of the I-65/SR 43 interchange ramps will require phased ramp closures. Official state detours will be put in place. The SR 43 ramps are anticipated to be closed for approximately four to six months.

The bridge deck replacements for bridges over 9th Street/CSX railroad/Burnett Creek/Wabash Heritage Trail and Prophets Rock Road, and CR 725 N. over I-65, will require local road closures with the use of official detours. These local roads are anticipated to be closed at I-65 for approximately six to eight months.

The MOT plan is discussed further in the MOT During Construction section of this CE document.

Fulfillment of Purpose and Need

The preferred alternative meets the purpose and need of the project by adding travel lanes, reconstructing pavement, and reconstructing and widening entrance/exit ramps. These elements will improve pavement condition, reduce projected traffic congestion, and provide consistency with INDOT's Long Range Transportation Plan.

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OTHER ALTERNATIVES CONSIDERED:

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

No Build Alternative
 The No Build alternative proposes continued use of the interstate in the current condition. No natural resources would be impacted by this alternative. If selected, this alternative would result in increasing congestion, as well as continued deterioration of the pavement and bridges, which could potentially become a hazard to the traveling public. It would also not be consistent with INDOT's Long Range Transportation Plan or improve safety and traffic operations at the I-65/SR 43 interchange ramp intersections. This alternative would not meet the purpose and need of the project and was therefore eliminated from further consideration.

Wetland Avoidance Alternative
 Wetlands are located within the existing interstate right-of-way. An alternative that avoids all wetland impacts is not practicable since avoiding all wetlands would require shifting the alignment and the acquisition of new right-of-way. Shifting the interstate alignment would result in impacts to property, homes, businesses, and forested habitat. In order to minimize community and natural resource impacts, all work will remain within the existing right-of-way, and the wetland avoidance alternative was eliminated 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; | <input checked="" type="checkbox"/> |
| It would not correct existing safety hazards; | <input type="checkbox"/> |
| It would not correct the existing roadway geometric deficiencies; | <input type="checkbox"/> |
| It would not correct existing deteriorated conditions and maintenance problems; or | <input checked="" type="checkbox"/> |
| It would result in serious impacts to the motoring public and general welfare of the economy. | <input type="checkbox"/> |
| Other (Describe) | <input type="checkbox"/> |

ROADWAY CHARACTER:

I-65 (1.33 Miles North of SR 25 to SR 43)

Functional Classification:	<u>Principal Arterial Freeway</u>			
Current ADT:	<u>48,000</u>	<u>VPD (2024)</u>	Design Year ADT:	<u>59,030</u> <u>VPD (2044)</u>
Design Hour Volume (DHV):	<u>4,860</u>	Truck Percentage (%)	<u>24</u>	
Designed Speed (mph):	<u>70</u>	Legal Speed (mph):	<u>70</u>	

	Existing		Proposed	
Number of Lanes:	4		6	
Type of Lanes:	12-foot through lanes		12-foot through lanes	
Pavement Width:	76	ft.	116	ft.
Shoulder Width:	4 feet inside, 10 feet outside		10 feet inside, 12 feet outside	
		ft./in.		ft./in.
Median Width:	40-60	ft.	Varies 26.6 to 48	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

I-65 (SR 43 to 2.43 Miles North of SR 43)

Functional Classification:	<u>Principal Arterial Freeway</u>			
Current ADT:	<u>37,970</u>	<u>VPD (2024)</u>	Design Year ADT:	<u>47,160</u> <u>VPD (2044)</u>
Design Hour Volume (DHV):	<u>3,420</u>	Truck Percentage (%)	<u>32</u>	
Designed Speed (mph):	<u>70</u>	Legal Speed (mph):	<u>70</u>	

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Existing		Proposed	
Number of Lanes:	4		6
Type of Lanes:	12-foot through lanes		12-foot through lanes
Pavement Width:	76	ft.	116
Shoulder Width:	4 feet inside, 10 feet outside		10 feet inside, 12 feet outside
		ft./in.	
Median Width:	40-60	ft.	Varies 26.6 to 48
Sidewalk Width:	N/A	ft.	N/A

Prophets Rock Road

Functional Classification: Local Agency Collector
 Current ADT: 930 VPD (2024) Design Year ADT: 970 VPD (2044)
 Design Hour Volume (DHV): 110 Truck Percentage (%) 8
 Designed Speed (mph): 45 Legal Speed (mph): 45

Existing		Proposed	
Number of Lanes:	2		2
Type of Lanes:	10-foot through lanes		10-foot through lanes
Pavement Width:	22	ft.	24
Shoulder Width:	2	ft./in.	4
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	N/A

SR 43 (North of I-65)

Functional Classification: Principal Arterial
 Current ADT: 17,500 VPD (2022) Design Year ADT: 21,100 VPD (2042)
 Design Hour Volume (DHV): 2,110 Truck Percentage (%) 5
 Designed Speed (mph): 45 Legal Speed (mph): 45

Existing		Proposed	
Number of Lanes:	6		6
Type of Lanes:	4 12-foot through lanes, 1 12-foot turn lane, 1 12-foot exit ramp lane		4 12-foot through lanes, 1 12-foot turn lane, 1 12-foot exit ramp lane
Pavement Width:	108	ft.	108
Shoulder Width:	10-foot inside, 10-foot outside		10-foot inside, 10-foot outside
		ft./in.	
Median Width:	16	ft.	16
Sidewalk Width:	N/A	ft.	N/A

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

SR 43 (South of I-65)

Functional Classification: Principal Arterial
 Current ADT: 11,700 VPD (2022) Design Year ADT: 14,700 VPD (2042)
 Design Hour Volume (DHV): 1,470 Truck Percentage (%) 3
 Designed Speed (mph): 45 Legal Speed (mph): 45

Existing		Proposed	
Number of Lanes:	5		5
Type of Lanes:	4 12-foot through lanes, 1 12-foot turn lane		4 12-foot through lanes, 1 12-foot turn lane
Pavement Width:	96	ft.	96
Shoulder Width:	10-foot inside, 10-foot outside		10-foot inside, 10-foot outside
		ft./in.	
Median Width:	16	ft.	16
Sidewalk Width:	N/A	ft.	N/A

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 Topography: Level Rolling Hilly

CR 725 N.

Functional Classification: Local Road
 Current ADT: 1,020 VPD (2024) Design Year ADT: 1,060 VPD (2044)
 Design Hour Volume (DHV): 160 Truck Percentage (%): 22
 Designed Speed (mph): 50 Legal Speed (mph): 50

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	11-foot through lanes		11-foot through lanes	
Pavement Width:	32.6	ft.	32.6	ft.
Shoulder Width:	5.4	ft./in.	5.4	ft./in.
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): I65-177-05484A, NBI # 037730 Sufficiency Rating: 98.8, INDOT Bridge Inspection Report (08/26/2019)
 (Rating, Source of Information)

	Existing		Proposed	
Bridge Type:	Continuous Composite Steel Plate Girder Bridge		Continuous Composite Steel Plate Girder Bridge	
Number of Spans:	2		2	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	43.3 ft	ft.	43.3 ft	ft.
Outside to Outside Width:	46.3 ft	ft.	46.3 ft	ft.
Shoulder Width:	10 ft outside	ft.	10 ft outside	ft.
Length of Channel Work:			N/A	ft.

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

Remark s:

This bridge carries Swisher Road over I-65 and is located approximately 0.93 mile south of SR 43 (Appendix B, page 10). The existing structure is a 2-span, continuous composite steel plate girder bridge. It is 229.3 feet long and 46.3 feet wide. The bridge was constructed in 1968 and reconstructed in 2017. The bridge is not listed in or eligible for the National Register of Historic Places (NRHP).

This bridge is considered to be in good condition and will not be rehabilitated or replaced as part of the I-65 Added Travel Lanes Project.

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

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Structure/NBI Number(s): I65-177-02402 BNBL, NBI # 037740 Sufficiency Rating: 95.5, INDOT Bridge Inspection Report (08/26/2019)
I65-177-02402 JCSB, NBI # 037750 Rating: 96.5, INDOT Bridge Inspection Report (08/26/2019)
 (Rating, Source of Information)

	Existing		Proposed	
Bridge Type:	Continuous Composite Steel Beam Bridge		Continuous Composite Steel Beam Bridge	
Number of Spans:	6		6	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	40.7 ft NB 40.7 ft SB	ft.	64.0 ft NB, 63.0 ft SB	ft.
Outside to Outside Width:	43.7 ft NB 43.7 ft SB	ft.	66.8 ft NB, varies 65.9-65.5 ft SB	ft.
Shoulder Width:	6 ft inside, 10.7 ft outside NB & SB	ft.	11.9 ft inside, 16.1 ft outside NB 11.9 ft inside, 15.1 ft outside SB	ft.
Length of Channel Work:			200 (temporary)	ft.

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

Remarks:

These bridges carry I-65 over 9th Street, CSX railroad, Burnett Creek, and the Wabash Heritage Trail. The bridges are located approximately 0.57 mile south of SR 43 (Appendix B, page 11). The existing structures are 6-span, continuous composite steel beam bridges. The northbound bridge is 477.9 feet long and the southbound bridge is 499.8 feet long. Both are 43.7 feet wide. The bridges were constructed in 1968 and reconstructed in 1993. The bridges are not listed in or eligible for the NRHP.

The bridges will receive a bridge deck replacement and will be widened to the median side (Des. Nos. 2002114 and 2002115). The rehabilitations will result in new bridge numbers. I65-177-02402 BNBL will be I65-177-02402 CNBL, and I65-177-02402 JCSB will be I65-177-02402 JDSB after the bridge deck replacement and widening. The following work will be completed:

- Bridge deck will be replaced and widened,
- Bridge piers will be widened to accommodate the widened bridge deck,
- Mudwalls will be removed and new semi-integral bents will be constructed at bent No. 1,
- Bridge railings will be replaced, and the beams and bearings will be cleaned and painted,
- Reinforced concrete bridge approaches will be removed and replaced, and
- Riprap will be placed over geotextile at the drainage turnouts.

When complete, there will not be an opening between the structures, and the inside shoulders of the northbound and southbound lanes will be separated by a concrete barrier. Approximately 200 linear feet of temporary waterway impacts to Burnett Creek (south crossing) may occur for temporary access and/or the installation of coffer dams for dewatering activities. No permanent impacts are anticipated.

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

Structure/NBI Number(s): I65-178-05485 BNBL, NBI # 037760 Sufficiency Rating: 83.0, INDOT Bridge Inspection Report (08/26/2019)
I65-178-05485 JBSB, NBI # 037770 Rating: 83.0, INDOT Bridge Inspection Report (08/26/2019)
 (Rating, Source of Information)

	Existing		Proposed	
Bridge Type:	Continuous Composite Steel Beam Bridge		Continuous Composite Steel Beam Bridge	
Number of Spans:	3		3	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.

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Curb to Curb Width:	64.4 ft NB, 57.9 ft SB	ft.	86.7 ft NB, 79.8 ft SB	ft.
Outside to Outside Width:	67.4 ft NB, 60.9 ft SB	ft.	89.5 ft NB, 82.6 ft SB	ft.
Shoulder Width:	5.9 ft inside, 10.7 feet outside NB & SB	ft.	11.9 ft inside, varies 12.2-15.1 ft outside NB 11.9 ft inside, 19.9ft outside SB	ft.
Length of Channel Work:			N/A	ft.

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

Remarks:

These bridges carry I-65 over Prophets Rock Road and are located approximately 0.24 mile south of SR 43 (Appendix B, page 12). The existing structures are 3-span, continuous composite steel beam bridges and are 113 feet long. The northbound bridge is 67.4 feet wide and the southbound bridge is 60.9 feet wide. The bridges were constructed in 1968 and reconstructed in 1993. The bridges are not listed in or eligible for the NRHP.

The bridges will receive a bridge deck replacement and will be widened to the median side (Des. Nos. 2002116 and 2002117). The rehabilitations will result in new bridge numbers. I65-178-05485 BNBL will be I65-178-05485 CNBL, and I65-178-05485 JBSB will be I65-178-05485 JCSB after the bridge deck replacement and widening. The following work will be completed:

- Bridge deck will be replaced and widened,
- Bridge piers will be widened to accommodate the widened bridge deck,
- Bridge railings will be replaced, beams and bearings will be cleaned,
- Interior bents will be patched,
- Reinforced concrete bridge approaches will be removed and replaced, and
- Riprap will be placed at the bridge turnouts.

When complete, there will not be an opening between the structures, and the inside shoulders of the northbound and southbound lanes will be separated by a concrete barrier. The bridges cross Prophets Rock Road and the rehabilitation will not result in any temporary or permanent waterway impacts.

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

Structure/NBI Number(s): 165-178-05486 JBNB, NBI # 037780 Sufficiency Rating: 83.0, INDOT Bridge Inspection Re
165-178-05486 BSBL, NBI # 037790 82.5, INDOT Bridge Inspection Re
(Rating, Source of Information)

	Existing		Proposed	
Bridge Type:	Continuous Composite Steel Beam Bridge		Continuous Composite Steel Beam Bridge	
Number of Spans:	2		2	
Weight Restrictions:	N/A	ton	N/A	tor
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	58.6 ft NB, 39.3 ft SB	ft.	82.1 ft NB, 63.6 ft SB	ft.
Outside to Outside Width:	61.9 ft NB, 42.5 ft SB	ft.	85 ft NB, 66.5 ft SB	ft.
Shoulder Width:	5.75 ft inside, 10.67 ft outside NB 5.75 ft inside, 9.75 outside SB	ft.	11 ft inside, 16.6 ft outside NB 11 ft inside, 16.6 ft outside SB	ft.
Length of Channel Work:			N/A	ft.

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

Remarks:

These bridges carry I-65 over SR 43 and are located at the I-65 crossing of SR 43, approximately 3.13 miles north of SR 25 (Appendix B, page 13). The existing structures are 2-span, continuous composite

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steel beam bridges and both bridges are 140 feet long. The northbound bridge is 61.9 feet wide and the southbound bridge is 42.5 feet wide. The bridges were constructed in 1968 and reconstructed in 1993. The bridges are not listed in or eligible for the NRHP.

The bridges will receive a bridge deck replacement and will be widened to the median side (Des. Nos. 1601088 and 1601090). The following work will be completed:

- Bridge deck will be replaced and widened,
- Bridge piers will be widened to accommodate the widened bridge deck,
- Bridge railings will be replaced,
- New steel beams will be added, and
- The superstructure will be repainted.

When complete, there will not be an opening between the structures, and the inside shoulders of the northbound and southbound lanes will be separated by a concrete barrier. The bridges cross SR 43 and the rehabilitation will not result in any temporary or permanent waterway impacts.

The rehabilitation work for these bridges is included in the I-65 Added Travel Lanes Project construction contract; however, the environmental impacts of work to these bridges were previously documented in a separate CE document under Des. Nos. 1601088 and 1601090.

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

Structure/NBI Number(s): 165-179-05488B, NBI # 037820 Sufficiency Rating: 96.2, INDOT Bridge Inspection Report (08/21/2019)
 (Rating, Source of Information)

	Existing		Proposed	
Bridge Type:	Continuous Composite Steel Plate Girder Bridge		Continuous Composite Steel Plate Girder Bridge	
Number of Spans:	4		4	
Weight Restrictions:	N/A	ton	N/A	tor
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	32.0 ft	ft.	32.0 ft	ft.
Outside to Outside Width:	35.0 ft	ft.	35.0 ft	ft.
Shoulder Width:	4 ft outside	ft.	4 ft outside	ft.
Length of Channel Work:			N/A	ft.

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

Remarks:
 This bridge carries CR 600 N. over I-65 and is located approximately 1.12 mile north of SR 43 (Appendix B, page 18). The existing structure is a 4-span, continuous composite steel plate girder bridge measuring 289.4 feet long and 35.0 feet wide. The bridge was constructed in 1968 and reconstructed in 2017. The bridge is not listed in or eligible for the NRHP.

 This bridge is considered to be in good condition and will not be rehabilitated or replaced as part of the I-65 Added Travel Lanes Project.

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

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Structure/NBI Number(s): 165-180-05489A, NBI # 037830 Sufficiency Rating: 95.8, INDOT Bridge Inspection Report (08/21/2019)
(Rating, Source of Information)

Existing		Proposed	
Bridge Type:	Continuous Composite Steel Plate Girder Bridge	Continuous Composite Steel Plate Girder Bridge	
Number of Spans:	2	2	
Weight Restrictions:	N/A	N/A	ton
Height Restrictions:	N/A	N/A	ft.
Curb to Curb Width:	32 ft	32 ft	ft.
Outside to Outside Width:	35 ft	35 ft	ft.
Shoulder Width:	5 ft outside	5 ft outside	ft.
Length of Channel Work:	N/A	N/A	ft.

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

Remarks: This bridge carries CR 725 N. over I-65 and is located 2.5 miles north of SR 43 (Appendix B, page 22). The existing structure is a 2-span, continuous composite steel plate girder bridge. It is 245 feet long and 35 feet wide. The bridge was constructed in 1968. There are no documented reconstructions of this bridge. The bridge is not listed in or eligible for the NRHP.

The bridge will receive a bridge deck overlay (Des. No. 2002364). The following work will be completed:

- Bridge deck will receive an overlay,
- Approach slabs and concrete slopewalls will be removed and reconstructed,
- Existing joints will be replaced,
- Portions of the coping and wingwalls will be patched,
- Bearings at Bent No. 1 and No. 3 will be cleaned and painted, and
- A surface seal will be applied to the deck, copings, and approach slabs.

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

Structure/NBI Number(s): See Appendix I, pages 38-46 for small structure information and tables. Sufficiency Rating: See Appendix I, pages 38-46 for small structure information and tables.

Remarks: *Design Criteria for Bridges* information and tables for small structures within the project area are included in Appendix I, pages 38-46.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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Remarks:

I-65 MOT

The MOT for the project will be completed in four phases and will require nighttime lane closures. These MOT phases apply to the entirety of the project length. The MOT plan will adhere to the INDOT Interstate Highway Closure Policy during the construction and will maintain two travel lanes in each direction during the day. This will be accommodated by generally building the project 'in halves', utilizing four lanes on one side requiring two travel lanes to navigate through a median-crossover for the purpose of providing adequate working space to build the new pavement along the I-65 corridor. Preliminary MOT plans are in Appendix B, pages 96-109. Construction is anticipated to last for approximately two years. Below is a summary of the preliminary construction sequencing:

Phase 1: The outside shoulders will be strengthened while using nighttime lane closures on the outside lane on I-65 northbound and a portion on I-65 southbound. Temporary lighting used during the nighttime work will be faced away from residential properties. Following the outside shoulder strengthening, the I-65 northbound inside lane will be closed during nighttime hours for inside shoulder strengthening. Temporary concrete barrier will be placed and temporary widening constructed along the bridge limits in order to shift traffic during Phase 2. Once the temporary pavement widening is finished, the inside half of the 9th Street, Prophets Rock, and SR 43 bridges along with the I-65 northbound and southbound corridor in this location will be constructed. The southbound and northbound travel lanes will be reduced to 11 feet and shifted to the outside lane and shoulder in this construction area.

Phase 2: Temporary concrete barrier and median crossovers north of the Wabash River bridges and north of the CR 600 N. overpass will be constructed along with temporary pavement widening through the I-65 northbound corridor. The I-65 northbound and southbound travel lanes will be reduced to 11 feet and traffic will be shifted to the newly constructed inside portion of the 9th Street, Prophets Rock, and SR 43 bridges. Traffic will be separated by a temporary traffic barrier with 1-foot wide minimum shoulders in this section. During this phase, the outside half of the 9th Street, Prophets Rock, and SR 43 bridges along with I-65 northbound and southbound corridor in this location will be constructed. Access to the SR 43 southbound exit ramp will be provided during this phase; however, the SR 43 southbound entrance ramp and northbound entrance and exit ramps will be closed to perform ramp reconstruction and construct permanent pavement.

Phase 3: The I-65 southbound traffic will be shifted to the northbound lanes to complete the work along the I-65 southbound pavement. Traffic will be separated by a temporary traffic barrier with 2-foot wide minimum shoulders. During this phase both existing and temporary southbound pavement will be removed, and the full pavement width and permanent median barrier will be constructed. Access to the SR 43 southbound entrance and northbound entrance and exit ramps will be provided during this phase; however, the SR 43 southbound exit ramp will need to be closed to perform ramp reconstruction and construct permanent pavement.

Phase 4: The I-65 northbound traffic will be shifted to the newly constructed I-65 southbound lanes. During this phase, both existing and temporary northbound pavement will be removed, and the full pavement width will be constructed. Access to all ramps will be provided during this phase, and temporary median crossovers will be provided for the SR 43 northbound exit and entrance ramps. Once the I-65 northbound corridor is constructed, the northbound traffic will be shifted back to the northbound side. The proposed outside travel lanes will be open to traffic as the inside lane will remain closed to allow for the removal of the temporary crossovers and construction of the rest of the median barrier.

Where required, traffic signs will be relocated for each phase of construction. Existing overhead signs will be relocated to temporary roadside supports.

I-65/SR 43 Interchange Ramps MOT

The reconstruction of the SR 43 ramps will require closures of the I-65 northbound exit ramp to SR 43, I-65 southbound entrance ramp from SR 43, the I-65 southbound exit ramp to SR 43, and the I-65 northbound entrance ramp from SR 43. The SR 43 ramps are anticipated to be closed for approximately four to six months.

The following are likely detours for the SR 43 interchange ramps but have not yet been approved:

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- The detour route for the closure of the I-65 northbound exit ramp to SR 43 will utilize I-65 and SR 18 (Appendix B, page 103). The detour route is approximately 15.4 miles in length.
- The detour route for the closure of the I-65 southbound entrance from SR 43 will utilize SR 43 and SR 18 to enter the southbound interstate (Appendix B, page 104). The detour route is approximately 23 miles in length.
- The detour route for the closure of the I-65 southbound exit ramp to SR 43 will utilize SR 18 and SR 43 (Appendix B, page 105). The detour route is approximately 13.3 miles in length.
- The detour route for the closure of the I-65 northbound entrance ramp from SR 43 will utilize SR 43 and SR 18 to enter the northbound interstate (Appendix B, page 106). The detour route is approximately 13.3 miles in length.

Local Road Closures at I-65 MOT

The bridge deck replacements for bridges over 9th Street/CSX railroad/Burnett Creek/Wabash Heritage Trail and Prophets Rock Road, and CR 725 N. over I-65, will require local road closures with the use of official detours. These local roads are anticipated to be closed at I-65 for approximately six to eight months.

Below is a summary of the detour routes for local roads:

- The detour routes for the closure of 9th Street will utilize Prophets Rock Road and Burnetts Road (Appendix B, page 107). The detour route is approximately 2.2 miles in length.
- The detour route for the closure of Prophets Rock Road will utilize CR 600 N., SR 43, and Burnetts Road (Appendix B, page 108). The detour route is approximately 1.8 miles in length.
- The detour route for the closure of CR 725 N. will utilize SR 43, CR 600 N, and CR 50 W. (Appendix B, page 109) The detour route is approximately 5 miles in length.

Local traffic access will change temporarily while the SR 43 ramps are closed for construction. However, the detours will lead travelers back to the interstate so overall interstate access will not be impacted. Access will not change for though traffic dependent businesses on SR 43. Specific provisions for festivals or local events will not be included because two lanes of traffic in each direction on the interstate will be maintained during the majority of construction.

The nighttime temporary lane closures, SR 43 ramp closures, and local road detours 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 will occur during construction but will cease with project completion.

Coordination regarding the MOT will continue with local stakeholders during the development of the Traffic Management Plan (TMP) for the project.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 5,500,000* (2021) Right-of-Way: \$ 0 Construction: \$ 85,141,828* (2022)

*Project costs differ from the current TIP/STIP. The project costs will be updated in the TIP/STIP by INDOT prior to Letting.

Anticipated Start Date of Construction: Spring 2022

Date project incorporated into STIP July 31, 2020 (Appendix H, page 1)

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

If yes,

Name of MPO Area Plan Commission of Tippecanoe County (APCTC)

Location of Project in TIP FY 2020-2024, Resolutions T-20-04 and T-20-08

Date of incorporation by reference into the STIP July 31, 2020 (Appendix H, pages 2-3)

* Estimated project cost has been conveyed to the INDOT Seymour District Project Manager. The STIP will be updated to reflect the current project estimated cost.

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
TOTAL	0	0

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 right-of-way consists of paved surfaces, maintained side slopes and median, roadside ditches, wooded areas, and wetlands. The existing right-of-way ranges from 100 to 150 feet from the roadway centerline throughout the project area. This project will occur within existing right-of-way. No permanent or temporary right-of-way will be required for this project.

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

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

SECTION A – ECOLOGICAL RESOURCES

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

Remarks:

Based on a desktop review, site visits on May 7, July 28-30, August 7, September 2, October 8, and October 30, 2020 by HNTB, the aerial maps of the project area (Appendix B, pages 3-25), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, pages 3 and 11) there are 35 river and stream segments located within the 0.5 mile search radius. There are four streams, rivers, watercourses, jurisdictional ditches mapped within or adjacent to the project area.

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on February 18, 2021. Please refer to Appendix F, pages 1-24 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that four likely jurisdictional streams, Wabash River, Burnett Creek (South), Burnett Creek (North), and Unnamed Tributary (UNT) 5, and eight likely non-jurisdictional streams (UNTs 1-4, 6-9) are present within the project area (Appendix B, pages 3-25). The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

The Wabash River is listed as an Outstanding River for Indiana from the Indiana-Ohio State line to its confluence with the Ohio River. This includes the section of Wabash River within the project area. The Wabash River is also listed as a navigable waterway. The Wabash River is not listed as a Federal Wild, and Scenic River or a State Natural, Scenic, and Recreational River. Pavement striping and MOT activities may occur on the Wabash River bridge; however, no work beyond the edge of existing pavement will occur in this area. No impacts to the Wabash River will occur.

Potential impacts to likely jurisdictional streams are described below:

- Burnett Creek (South) (Appendix B, page 11): Burnett Creek (South) is a perennial stream of average quality. It has a silt and cobble substrate and a wooded riparian corridor. No permanent impacts will occur to this stream. Approximately 200 feet of temporary impacts for temporary access and/or the installation of coffer dams for dewatering activities may occur during the rehabilitation of the bridges at this location.
- Burnett Creek (North) (Appendix B, page 17): Burnett Creek (North) is a perennial stream of average quality. It has a silt substrate and a wooded riparian corridor. This project will not include work to the bridges at this location and no permanent or temporary impacts will occur to this stream.
- UNT 5 (Appendix B, page 16): UNT 5 is an intermittent stream of poor quality. It has a silt substrate and a wooded riparian corridor. Approximately 350 linear feet of permanent impacts are anticipated as a result of small structure replacement activities and the placement of riprap. Approximately 30 linear feet of temporary impacts could occur for a pump around for dewatering activities.

In total, the project will result in approximately 350 linear feet of permanent impacts and 230 linear feet of temporary impacts to likely jurisdictional streams. A USACE Section 404 permit and an IDEM Section 401 Water Quality Certification will be required. Stream mitigation is not anticipated because UNT 5 was

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previously encapsulated and new permanent impacts are not anticipated to exceed the 300-foot threshold for mitigation.

Early coordination letters were sent to the U.S. Fish and Wildlife Service (USFWS), Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR DFW), and the USACE on June 12, 2020 (Appendix C, pages 1-5). A response was not received from the USACE.

USFWS responded on June 25, 2020, stating that because the proposed project will have minor impacts on natural resources, and no federally endangered species are known to be present, they will not be providing a comment letter (Appendix C, page 21).

IDNR DFW responded on July 10, 2020 with recommendations to avoid or minimize impacts to streams (Appendix C, pages 29-32):

- Use bridges rather than culverts for stream crossings,
- Establish native vegetation along streambanks,
- Mitigation for riparian habitat,
- Minimize and contain in-channel disturbance,
- Avoid work in the waterway from April 1 through June 30,
- Do not construct any temporary runarounds/access bridges, causeways, cofferdams, diversions, or pumparounds,
- Use minimum 6-inch graded riprap and extending it below the normal water level,
- Do not use broken concrete as riprap,
- Underlay riprap with a bedding layer of well graded aggregate or geotextile,
- Minimize the movement of resuspended bottom sediment,
- Do not deposit or allowing demolition/construction material or debris to fall or enter the waterway,
- Provide appropriately designed measures for controlling erosion and sediment, and
- Seed and protect all disturbed streambanks and slopes not protected with other methods with biodegradable erosion control blankets that are net free or use loose-woven/Leno-woven netting to minimize the entrapment of small wildlife.

On July 10, 2020, HNTB generated the automated IDEM proposed Roadway Letter (Appendix C, pages 22-28), which included recommendations pertaining to coordination with USACE and IDEM for permitting of stream impacts.

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

Other Surface Waters

Reservoirs

Lakes

Farm Ponds

Detention Basins

Storm Water Management Facilities

Other: _____

Presence

Impacts

Yes

No

Remarks:

Based on a desktop review, site visits on May 7, July 28-30, August 7, September 2, October 8, and October 30, 2020, by HNTB, the aerial maps of the project area (Appendix B, pages 3-25) and the water resource map in the RFI report (Appendix E, pages 3 and 11) there are 19 other surface waters within the 0.5 mile search radius. No other surface waters are present within the project area; therefore, no impacts are expected.

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USFWS responded to an early coordination letter on June 25, 2020, stating that because the proposed project will have minor impacts on natural resources, and no federally endangered species are known to be present, they will not be providing a comment letter (Appendix C, page 21).

IDNR DFW responded on July 10, 2020 with no recommendations specific to other surface waters (Appendix C, pages 29-32).

On July 10, 2020 HNTB generated the automated IDEM proposed Roadway Letter, which did not include recommendations specific to other surface waters (Appendix C, pages 22-28).

Wetlands Presence Impacts

Yes No

Total wetland area: 3.104 acre(s) Total wetland area impacted: 2.699 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
1	Palustrine Emergent	0.079	0.001	-Vegetation dominated by <i>Typha angustifolia</i> , <i>Echinochloa crus-galli</i> , and <i>Euthamia graminifolia</i> -Located within an embankment/floodplain -Poor quality, likely Isolated Class I
2	Palustrine Emergent	0.410	0.410	-Vegetation dominated by <i>Juncus tenuis</i> and <i>Phragmites australis</i> -Located within a depression in the I-65/SR 43 interchange -Poor quality, likely Isolated Class I
3a	Palustrine Emergent	0.173	0.173	-Vegetation dominated by <i>Phragmites australis</i> -Located within the roadside ditch of the SR 43 to I-65 southbound entrance ramp -Poor quality, likely Isolated Class I
3b	Palustrine Emergent	0.247	0.247	-Vegetation dominated by <i>Phragmites australis</i> -Located within the roadside ditch of the SR 43 to I-65 northbound entrance ramp -Poor quality, likely Isolated Class I
4	Palustrine Emergent	0.028	0.028	-Vegetation dominated by <i>Typha latifolia</i> and <i>Schoenoplectus acutus</i> -Located within the roadside ditch of the I-65 northbound ramp to SR 43 -Poor quality, likely Isolated Class I
5	Palustrine Emergent	0.088	0.072	-Vegetation dominated by <i>Schoenoplectus tabernaemontani</i> -Located within the roadside ditch of the I-65 northbound ramp to SR 43 -Poor quality, likely Isolated Class I
6	Palustrine Emergent	0.127	0.072	-Vegetation dominated by <i>Schoenoplectus tabernaemontani</i> -Located within the roadside ditch of SR 43 to I-65 southbound entrance ramp -Poor quality, likely Isolated Class I
7	Palustrine Emergent	0.014	0.014	-Vegetation dominated by <i>Phalaris arundinacea</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
8	Palustrine Emergent	0.191	0.191	-Vegetation dominated by <i>Phalaris arundinacea</i> and <i>Schoenoplectus tabernaemontani</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I

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9	Palustrine Emergent	0.144	0.144	-Vegetation dominated by <i>Juncus tenuis</i> and <i>Carex muskingumensis</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
10a	Palustrine Emergent	0.030	0.030	-Vegetation dominated by <i>Phalaris arundinacea</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
10b	Palustrine Emergent	0.037	0.037	-Vegetation dominated by <i>Typha latifolia</i> and <i>Leersia virginica</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
11	Palustrine Emergent	0.053	0.053	-Vegetation dominated by <i>Juncus interior</i> and <i>Typha angustifolia</i> -Located within the median of I-65 -Poor quality, likely Isolated Class I
12	Palustrine Emergent	0.080	0.080	-Vegetation dominated by <i>Typha angustifolia</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
13	Palustrine Emergent	0.021	0.021	-Vegetation dominated by <i>Phalaris arundinacea</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
14	Palustrine Emergent	0.072	0.072	-Vegetation dominated by <i>Phalaris arundinacea</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
15	Palustrine Emergent	0.035	0.035	-Vegetation dominated by <i>Phalaris arundinacea</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
16	Palustrine Emergent	0.003	0.003	-Vegetation dominated by <i>Phalaris arundinacea</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
17	Palustrine Emergent	0.224	0.224	-Vegetation dominated by <i>Lolium multiflorum</i> and <i>Echinochloa crus-galli</i> -Located within the median of I-65 -Poor quality, likely Isolated Class I
18	Palustrine Emergent	0.088	0.007	-Vegetation dominated by <i>Schoenoplectus acutus</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
19	Palustrine Emergent	0.039	0.004	-Vegetation dominated by <i>Typha angustifolia</i> -Located within the roadside ditch of I-65 -Poor quality -Likely jurisdictional due to its position abutting intermittent stream outside of investigated area
20	Palustrine Emergent	0.010	0.000	-Vegetation dominated by <i>Phalaris arundinacea</i> and <i>Typha angustifolia</i> -Located within a constructed roadside ditch of I-65 -Poor quality, likely Isolated Class I
21	Palustrine Emergent	0.007	0.001	-Vegetation dominated by <i>Phalaris arundinacea</i> -Located within the roadside ditch of I-65 -Poor quality -Poor quality, likely Isolated Class I
22	Palustrine Emergent	0.070	0.038	-Vegetation dominated by <i>Typha angustifolia</i> and <i>Apocynum cannabinum</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
23	Palustrine Emergent	0.397	0.397	-Vegetation dominated by <i>Typha angustifolia</i> and <i>Agrostis stolonifera</i> -Located within the roadside ditch of I-65 -Poor quality, likely Isolated Class I
24	Palustrine Emergent	0.301	0.209	-Vegetation dominated by <i>Cyperus esculentus</i> , <i>Schoenoplectus tabernaemontani</i> , <i>Echinochloa crus-galli</i> , <i>Carex vulpinoidea</i> , and <i>Poa pratensis</i>

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				-Located within the median of I-65 -Poor quality, likely Isolated Class I
25	Palustrine Emergent	0.136	0.136	-Vegetation dominated by <i>Schoenoplectus tabernaemontani</i> -Located within the roadside ditch of the I-65 northbound to SR 43 exit ramp -Poor quality, likely Isolated Class I

Documentation

ES Approval Dates

Wetlands (Mark all that apply)

Wetland Determination

X

February 18, 2021

Wetland Delineation

X

February 18, 2021

USACE Isolated Waters Determination

X

Pending

Mitigation Plan

X

Pending

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;

X

Substantially increased project costs;

X

Unique engineering, traffic, maintenance, or safety problems;

Substantial adverse social, economic, or environmental impacts, or

X

The project not meeting the identified needs.

X

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

Remarks:

Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), site visits on May 7, July 28-30, August 7, September 2, October 8, and October 30, 2020 by HNTB, the USGS topographic map (Appendix B, page 2), and the RFI report (Appendix E, pages 1-18) there are 117 wetlands located within the 0.5 mile search radius. There are 8 wetlands mapped within or adjacent to the project area.

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on February 18, 2021. Please refer to Appendix F, pages 1-24 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that there is one likely jurisdictional wetland (Wetland 19) and 26 likely isolated Class I wetlands within the project area (Appendix B, pages 3-25). There is a total of 3.104 acres of wetlands within the investigated area. USACE makes all final determinations regarding jurisdiction.

In total, 2.699 acres of wetland will be impacted by the project. All wetlands to be impacted are poor quality and have developed as a direct result of conditions created by prior construction of the interstate. Of that total, 0.004 acre is likely Waters of the U.S. and 2.695 acres are likely Waters of the State. A USACE Section 404 permit and an IDEM Section 401 Water Quality Certification will be required. Wetland mitigation is anticipated because impacts exceed the 0.1-acre threshold for mitigation. Mitigation requirements will be determined during permitting. It is anticipated that the IDNR In-Lieu Fee Mitigation Program will be utilized for wetland mitigation.

USFWS responded to an early coordination letter on June 25, 2020, stating that because the proposed project will have minor impacts on natural resources, and no federally endangered species are known to be present, they will not be providing a comment letter (Appendix C, page 21).

IDNR DFW responded on July 10, 2020, with no recommendations specific to wetlands (Appendix C, pages 29-32).

On July 10, 2020 HNTB generated the automated IDEM proposed Roadway Letter (Appendix C, pages 22-28), which included recommendations pertaining to coordination with USACE and IDEM for permitting of wetland impacts.

Presidential Executive Order (EO) 11990, entitled *Protection of Wetlands*, was issued in 1977 with the purpose to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural

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and beneficial values of wetlands.” The USDOT, in implementing EO 11990, set forth its policy on wetlands in USDOT Order 5660.1.A, *Preservation of the Nation’s Wetlands*, issued on August 24, 1978. USDOT Order 5660.1.A requires the protection, preservation, and enhancement of wetlands to the fullest extent possible during the planning, construction, and operation of transportation facilities. The policy requires the avoidance of new construction in wetlands unless practicable alternatives do not exist, and the proposed action includes all practicable measures to minimize impacts to the wetland.

Where possible, wetland avoidance measures were implemented. Adding travel lanes in the median avoids the need for additional right-of-way, and minimizes impacts to naturally occurring wetlands, higher quality forested wetlands, other natural habitats, and the human environment. In addition, efforts will be made to limit re-grading of roadside ditches in order to limit wetland impacts. Avoidance alternatives would require the acquisition of new right-of-way and are not practicable because they would result in substantial adverse community impacts to adjacent properties, substantial environmental impacts to forest and farmland, and substantial increases in project costs.

Based on the above considerations, it has been determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

	<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:

Based on a desktop review, site visits on May 7, July 28-30, August 7, September 2, October 8, and October 30, 2020 by HNTB, the aerial maps of the project area (Appendix B, pages 3-25), terrestrial habitat within the project area consists mostly of maintained roadside slopes, ditches, wetlands, and wooded areas.

Dominant tree species within the right-of-way included white mulberry (*Morus alba*), autumn olive (*Elaeagnus umbellata*), black locust (*Robinia pseudoacacia*), Eastern red cedar (*Juniperous virginiana*). The project activities will result in approximately 9.0 acres of tree clearing within the construction limits. This includes “suitable summer habitat” for the Indiana bat and the northern long eared bat (NLEB). Tree clearing will occur during the inactive bat season (October 1 through March 31).

The remaining terrestrial habitat consisted of maintained herbaceous vegetation, which was dominated by red fescue (*Festuca rubra*), tall fescue (*Schedonorus arundinaceus*), Kentucky bluegrass (*Poa pratensis*), and a variety of rushes and sedges. This roadside and median terrestrial habitat is considered to be low quality. The construction activities will impact approximately 78 acres of non-forested upland roadside terrestrial habitat.

The Boehning Nature Preserve is located adjacent to the project area near the I-65/SR 43 interchange (Appendix B, pages 13-14). The property is owned by the Niches Land Trust. An early coordination letter was sent to the Niches Land Trust on June 12, 2020. No response was received. In their early coordination response letter dated July 10, 2020, IDNR Division of Nature Preserves recommends that the project footprint be minimized as much as possible near the nature preserve, no equipment or vehicles should be staged within the preserve boundaries, all right-of-way should be maintained, and the property should be clearly marked to prevent potential negative impacts (Appendix C, pages 29-32). These recommendations are included as firm commitments in the *Environmental Commitments* section of this CE document. All work will occur within the existing I-65 right-of-way. No impacts to the Boehning Nature Preserve are anticipated.

Impacts to terrestrial habitat and wildlife cannot be avoided due to construction of the added travel lanes and drainage improvements, as well as the working space needed for the construction activities. All impacts will be within the existing transportation right-of-way. Mitigation for tree clearing beyond 100 feet of the road will be required per informal Section 7 consultation for bat species and is discussed in *Threatened and Endangered*

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Species section below. Mitigation for impacts to forested Burnett Creek floodway habitat is also anticipated as part of the IDNR Construction in a Floodway permit.

USFWS responded on June 25, 2020, stating that because the proposed project will have minor impacts on natural resources, and no federally endangered species are known to be present, they will not be providing a comment letter (Appendix C, page 21).

IDNR DFW responded on July 10, 2020 with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 29-32). IDNR DFW recommends not creating conditions less favorable for wildlife passage, creating a mitigation plan for forested riparian habitat impacts, revegetating all bare and disturbed areas with native vegetation, minimizing and containing tree clearing and brush clearing within the project limits, time of year tree clearing requirements, and implementing appropriately designed measures for controlling erosion and sediment.

On July 10, 2020, HNTB generated the automated IDEM proposed Roadway Letter (Appendix C, pages 22-28), which did not include recommendations pertaining to terrestrial habitat.

All applicable IDNR DFW and IDNR Division of Nature Preserves recommendations are included in the *Environmental Commitments* section of this CE document.

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

Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?
 Are karst features located within or adjacent to the footprint of the proposed project?

	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

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

Remarks:

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page 2) and the RFI report (Appendix E, pages 3 and 11), there are no karst features identified within or adjacent to the project area.

In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, pages 37-38). The IGS letter also stated that there is high liquefaction potential, portions of the project area are located within a floodway, there is high potential for bedrock resources, there is high potential for sand and gravel resources, and there are no documented active or abandoned mineral resource extraction sites within 0.5 mile of the project area. The Burnett Creek floodway will be impacted by the bridge rehabilitation work; however, the other features listed will not be affected because there will be minimal excavation and project activities will take place within the existing right-of-way. The response from IGS was communicated with the designer on November 19, 2020. No impacts to karst features, bedrock resources, sand and gravel resources, or mineral resource sites are expected.

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)

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input 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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Is Section 7 formal consultation required for this action? Yes No X

Remarks:

Based on a desktop review and the RFI report (Appendix E, pages 1-18), completed by HNTB on October 12, 2020, the IDNR Tippecanoe County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, pages 15-18. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR DFW early coordination response letter dated July 10, 2020 (Appendix C, pages 29-32), the Natural Heritage Program’s Database has been checked and the following species have been documented within 0.5 mile of the project area:
Mussels (in the Wabash River):
1. Snuffbox (Epioblasma triquetra); federal & state endangered
2. Rayed bean (Villosa fabalis); federal & state endangered
3. Fanshell (Cyprogenia stegaria); federal & state endangered
4. Clubshell (Pleurobema clava); federal & state endangered
5. Rough pigtoe (Pleurobema plenum); federal & state endangered
6. Rabbitsfoot (Theliderma cylindrica); federally threatened & state endangered
7. Round hickorynut (Obovaria subrotunda); state endangered
8. Ohio pigtoe (Pleurobema cordatum); state special concern
9. Kidneyshell (Ptychobranchnus fasciolaris); state special concern
Mammal:
1. American badger (Taxidea taxus); state special concern
IDNR DFW stated that as long as erosion control measures are implemented, they do not foresee any impacts to the mussel species as a result of the project. They also stated that the badgers are a wide-ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as the result of land-use changes from forest to farmland and open pastureland, but that impacts to the American badger or its preferred habitat are unlikely as a result of this project.
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 41-47). 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 official species list generated from IPaC indicated three other species present within or adjacent to the project area. The fanshell (Cyprogenia stegaria), rabbitsfoot (Theliderma cylindrica), and sheepnose mussel (Plethobasus cyphus) are located within or adjacent to the project area. There are no critical habitats for these species within the project area. The clams are reported from the Wabash River, which will not be impacted by the project. No impacts will occur to these species and a No Effect determination was made for the clams. The project qualifies for the USFWS Interim Policy and no further coordination with USFWS is required for these clam species.
The project qualifies for the Limited Formal Programmatic Consultation for the Indiana bat and NLEB. An effect determination key was completed on January 15, 2021, and based on the responses provided, the project was found to “may affect – likely to adversely affect” the Indiana bat and/or the NLEB (Appendix C, pages 72-88). Proposed impacts cannot be avoided because the area is already within the existing transportation right-of-way and the space is needed to complete the added travel lanes, bridge, and drainage improvements construction.
INDOT verified the effect finding and submitted to USFWS on January 20, 2021, (Appendix C, page 89). On January 20, 2021, USFWS concurred with the “may affect – likely to adversely affect” finding (Appendix C,

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pages 90-93). USFWS stated “we confirm the proposed Project’s effects are consistent with those analyzed in the BO. The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the Indiana bat and/or the NLEB.” Additionally, a “Reinitiation Notice” is required if: more than 9.0 acre of suitable habitat is to be cleared; new information about listed species is encountered; the project is modified in a manner that causes an effect to the listed species; or a new species or critical habitat is listed that the project may affect. These requirements and the Avoidance and Minimizations Measures (AMMs) from the Project Submittal Form are included as firm commitments for this project.

INDOT shall satisfy the compensatory mitigation requirements of the formal consultation with USFWS through one of the conservation options outlined on page 41 of the May 20, 2016 *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana bat and NLEB*. The amount to be paid to the Range-wide In-lieu Fee Program, to be administered by The Conservation Fund, shall be \$21,280.35. This amount was determined by the Habitat Block Method. The area of suitable habitat to be cleared, multiplied by the mitigation ratio for inactive season tree clearing for Tippecanoe County and the compensatory price per acre; 1.3 acre X 1.75 X \$9,354.

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

SECTION B – OTHER RESOURCES

Drinking Water Resources

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

	Presence	Impacts	
		Yes	No
Wellhead Protection Area	X		X
Public Water System(s)	X		X
Residential Well(s)	X		X
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?		
Is the FHWA/EPA SSA MOU Applicable?		
Initial Groundwater Assessment Required?		
Detailed Groundwater Assessment Required?		

Remarks:

Sole Source Aquifer

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

Wellhead Protection Area and Source Water

In an early coordination email dated June 18, 2020, IDEM stated the project area is located within a Wellhead Protection Area and in an email dated November 5, 2020 stated it was the Indiana American Water – West Lafayette Wellhead Protection Area (Appendix C, pages 15-16). An early coordination email was sent to the Indiana American Water – West Lafayette Wellhead Protection Area contact on November 6, 2020 (Appendix C, page 39). Indiana American Water – West Lafayette responded on November 13, 2020 and stated they did not think the project area was within their Wellhead Protection Area. They also asked where the equipment

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fuel will be stored, will there be secondary containment involved, and if there are erosion control plans that the Indiana American Water – West Lafayette could view. They also requested that they be notified immediately if there is a known fuel spill (Appendix C, page 41). On November 16, 2020 HNTB responded to Indiana American Water – West Lafayette on November 16, 2020, asking where they prefer fuel be stored, and that the erosion control plans are under development but will be sent to Indiana American Water – West Lafayette when complete. HNTB also stated that the project will include a commitment to notify their office immediately in the event of a spill (Appendix C, page 40). Indiana American Water – West Lafayette did not respond to this email. No impacts to the Indiana American Water – West Lafayette Wellhead Protection Area are anticipated.

Water Wells

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on October 20, 2020 by HNTB. The map identified several unconsolidated wells adjacent, but outside of the I-65 corridor right-of-way. The features will not be affected because the proposed roadway improvements will take place within the existing I-65 right-of-way limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary (UAB)

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by HNTB on October 20, 2020 and the RFI report; this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on June 12, 2020 to the Tippecanoe County MS4 Coordinator and the Town of Battle Ground MS4 Coordinator (Appendix C, pages 1-5). The Tippecanoe County MS4 Coordinator responded on June 24, 2020, stating that stormwater detention will be required to mitigate increased runoff due to the increase in impervious surface (Appendix C, page 20). The Town of Battle Ground MS4 Coordinator did not respond to early coordination.

Public Water System

Based on a desktop review, site visits on May 7, July 28-30, August 7, September 2, October 8, and October 30, 2020 by HNTB, and the aerial maps of the project area (Appendix B, pages 3-25), no public water systems were identified. Therefore, no impacts are expected.

Flood Plains	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Longitudinal Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse Encroachment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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/appsp/phi/fdms/>) by HNTB on October 20, 2020, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, pages 29-38). An early coordination letter was sent on June 12, 2020 to the local MPO director/floodplain administrator. The MPO director/floodplain administrator responded on June 23, 2020 but did not include any comments specific to floodplains (Appendix C, pages 18-19). This project qualifies as a Category 3 per the current INDOT CE Manual because it involves modifications to the existing bridge within the Burnett Creek south crossing floodplain and the installation of riprap at small structure outlets at the Burnett Creek north crossing floodplain. The INDOT CE Manual states the following regarding Category 3 projects:

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

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substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

	<u>Presence</u>	<u>Impacts</u>	
Farmland		<u>Yes</u>	<u>No</u>
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input 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* _____)
 *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, site visits on May 7, July 28-30, August 7, September 2, October 8, and October 30, 2020 by HNTB, the aerial maps of the project area (Appendix B, pages 3-25), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on June 12, 2020, to Natural Resources Conservation Services (NRCS). NRCS responded on June 17, 2020, stating that the proposed project will not cause a conversion of prime farmland (Appendix C, page 17).

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Date:	N/A
Minor Projects PA Clearance	A	1-6	9/22/2020, 1/19/2021 (revised)	<input type="checkbox"/>
	B	3, 8, 12		

Results of Research	<u>Eligible and/or Listed Resource Present</u>
Archaeology	<input type="checkbox"/>
NRHP Buildings/Site(s)	<input 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

Documentation
Prepared

Documentation (mark all that apply)		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Property Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check/ Review	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ia Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase II Investigation Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase III Data Recovery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
APE, Eligibility and Effect Determination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Memorandum of Agreement (MOA)

MOA Signature Dates (List all signatories)

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

Remarks:

On September 22, 2020, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category A, Types 1, 2, 3, 4, 5, and 6; as well as Category B, Types 2 and 8 under the Minor Projects Programmatic Agreement (MPPA). INDOT CRO updated the MPPA form on January 19, 2021 to include some additional activities added to the project scope and added Category B, Type 12 (Appendix D, pages 1-8). Below is a description of the types of work covered under these categories:

MPPA Category A, Type 1 includes work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure where the project takes place in previously disturbed soils; and the latest Historic Bridge Inventory identified the bridge as non-historic, or the bridge was built after 1945 and is identified in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Council Comment remains in effect and the considerations listed in Section IV of the Program Comment do not apply, or the bridge is part of the Interstate system and was determined not eligible for the NRHP under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

MPPA Category A, Type 2 includes work within interchanges and within medians of divided highways in previously disturbed soils.

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

MPPA Category A, Type 4 includes roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavements repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.

MPPA Category A, Type 5 includes repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

MPPA Category A, Type 6 includes repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.

MPPA Category B, Type 3 includes the construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening in previously disturbed soils and not adjacent to or within a NRHP-listed or NRHP-eligible district or individual above-ground resource.

MPPA Category B, Type 8, includes the construction of pedestrian facilities including trails, multi-use paths, greenways, and associated minor activities where work occurs within areas previously disturbed by vertical and horizontal construction activities, including existing roadway, sidewalk, or railbed, and is not on, within or adjacent to a NRHP-listed or eligible site and work does not occur adjacent to or within a NRHP-listed or NRHP-eligible district or individual above-ground resource.

MPPA Category B, Type 12, includes replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed)

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under certain conditions. For this project, the work will occur in previously disturbed soils, does not occur adjacent to or within a NRHP-listed or NRHP-eligible district or individual above-ground resource, and the bridge is part of the interstate system and was determined not eligible for the NRHP part of the Interstate system under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

This project takes place within previously disturbed soils. An INDOT CRO archaeologist, who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61, performed a desktop review of the project area and completed an archaeological assessment. The review and assessment found that approximately half the project area from SR 43 interchange to the Wabash River Bridge consists of soils classified loamy Udorthents which are fill soils used in the construction of interstates and interchanges. Other soil disturbances included roadside and median ditches, grade separations, road cuts, and utility easements. According to SHAARD GIS, there are no archaeological sites recorded in or adjacent to the proposed project area. Given these factors, there are no archaeological concerns.

INDOT CRO stated that the Indiana Historic Building, Bridges, and Cemeteries Map was consulted and no surveyed properties in the project area rated at least “notable” or “outstanding.”

The RFI indicated Burnett’s Creek Cemetery is located approximately 0.07 mile east of the central portion of the project area (Appendix E, page 6). Burnett’s Creek Cemetery is over 400 feet from the existing I-65 right-of-way and will not be impacted by the project. Because it is over 100 feet from the project a Cemetery Development Plan is not required.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

Parks & Other Recreational Land

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

Presence

X
X

Use

Yes	No
	X
	X

Evaluations Prepared

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

FHWA Approval date

--

Wildlife & Waterfowl Refuges

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

Presence

Use

Yes	No

FHWA Approval date

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

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Historic Properties	<u>Presence</u>	<u>Use</u>	
Sites eligible and/or listed on the NRHP	<input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>Evaluations Prepared</u>			
Programmatic Section 4(f)*	<input type="checkbox"/>	<u>FHWA</u>	
"De minimis" Impact*	<input type="checkbox"/>	<u>Approval date</u>	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>	

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

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

Remarks:

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

Based on a desktop review, site visits on May 7, July 28-30, August 7, September 2, October 8, and October 30, 2020 by HNTB, the aerial maps of the project area (Appendix B, pages 3-25), and the RFI report (Appendix E, pages 1-18), there are seven potential 4(f) resources located within the 0.5 mile search radius. There are five potential Section 4(f) resources located within or adjacent to the project area. These resources are discussed below.

Wabash Heritage Trail

The Wabash Heritage Trail crosses under I-65 along the west side of Burnett Creek under the 9th Street bridge and the CSX railroad (Appendix B, page 11). The trail is approximately 13 miles long, starting at Tippecanoe Battlefield in Battle Ground and ending at Fort Ouiatenon. The Wabash Heritage Trail is a publicly owned recreational property that is open to the public and is therefore subject to Section 4(f).

Approximately 365 feet of the Wabash Heritage Trail is within the existing I-65 right-of-way. No right-of-way will be acquired from the trail, and no part of the trail will be converted to a transportation use. As part of the I-65 Added Travel Lanes Project, bridge widening and deck replacement work will be completed on the I-65 bridges over 9th Street/CSX railroad/Burnett Creek/Wabash Heritage Trail. Riprap for scour protection will also be installed at the bridges. A temporary closure of the Wabash Heritage Trail will be required during project construction. The closure will be no longer than six months. Construction of the entire I-65 Added Travel Lanes project is anticipated to last approximately two years.

An early coordination letter was sent to the Tippecanoe County Parks and Recreation Department on June 12, 2020 (Appendix C, pages 1-5). The Tippecanoe County Parks Department responded on June 12, 2020, stating that the overall impact of the project on the trail would depend on the design of the added travel lanes, particularly on the upstream side of the interstate corridor as the course of the creek is a limiting factor in that direction (Appendix C, page 12).

A meeting was held with the Director of the Tippecanoe County Parks and Recreation Department, the Wabash Heritage Trail Manager, INDOT Crawfordsville District Project Manager, INDOT Geotechnical Services, Resource International Staff (geotech firm), S&ME, Inc., Staff (geotech firm), and HNTB Staff on June 24, 2020. The purpose of the meeting was to discuss the I-65 Added Travel Lanes Project and potential impacts to the Wabash Heritage Trail. The trail will be closed for approximately two days to complete a geotechnical boring at the bridge of Burnett Creek, and the drill rig will need to be placed in the middle of the trail. Some minor brush or limb clearing may be required to complete this work. The area will be returned to normal

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conditions after the work is complete and temporary measures (cones, signs, barricades, etc.) will be installed to keep cyclists and pedestrians away from the immediate project area. Prior to construction of the 9th Street/CSX railroad/Burnett Creek bridges, the contractor will be required to notify the Tippecanoe County Parks and Recreation Department about the trail closure at least two weeks in advance so the appropriate signage can be placed. This is included in the *Environmental Commitments* section at the end of this document. To improve drainage in the area, the Tippecanoe County Parks and Recreation Department requested that the Wabash Heritage Trail be raised by a maximum of approximately six inches within the existing INDOT right-of-way (Appendix I, pages 50-52).

A second meeting was held with the Director of the Tippecanoe County Parks and Recreation Department, the Wabash Heritage Trail Manager, and HNTB Staff on July 21, 2020, to follow up on the topics discussed in the previous meeting. It was determined that within INDOT right-of-way, the Wabash Heritage Trail will be elevated to a maximum of six inches. The trail would be replaced with compacted earth, similar to its existing condition. Raising the elevation of the trail as part of the project is contingent on it not delaying the water resource permitting process (Appendix I, pages 53-54).

The temporary closure of the Wabash Heritage Trail is considered a temporary occupancy. Under 23 CFR 774.13(d), a temporary occupancy of protected land for a construction project will not constitute a Section 4(f) use when all of the conditions listed below are satisfied:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

For the proposed I-65 Added Travel Lanes Project, closure of the Wabash Heritage Trail will be temporary and less than the time needed for construction of the project. Per the request of the Tippecanoe County Parks and Recreation Department, the project will include raising the trail approximately six inches within INDOT right-of-way. The trail in this area will be replaced with compacted earth, similar to its existing condition. The raised elevation of the trail in this section will improve drainage and there will be no adverse physical impacts to the trail. The scope of work is minor and there are no anticipated permanent adverse physical impacts to the trail. The trail will also be fully restored after construction. The Director of the Tippecanoe County Parks and Recreation Department (official with jurisdiction) signed the temporary occupancy concurrence letter on December 15, 2020 (Appendix I, pages 47-49).

Prophetstown Bike Trail Swisher Road Corridor

The proposed Prophetstown Bike Trail Swisher Road Corridor is located along the Swisher Road crossing over I-65 (Appendix B, page 10). This is a planned trail and does not currently exist at this location. According to the Trails GIS layer, the managing entity is IDNR State Parks & Reservoirs. An early coordination letter was sent to IDNR State Parks & Reservoirs on October 26, 2020 (Appendix C, pages 6-10). No response was received. There is no existing trail at this location and the project will not impact the area such that a bike trail is not possible at this location in the future. Therefore, there is no Section 4(f) use.

Tippecanoe Battlefield Memorial Park

The Tippecanoe Battlefield Memorial Park is located adjacent to the project area north of the CSX railroad and 9th Street (Appendix B, page 11). This park is open to the public and owned by Tippecanoe County Parks and

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Recreation Department. The project will not use this resource by acquiring permanent right-of-way and will not alter the environment in such a way as to constitute constructive use of this resource. Access to Tippecanoe Battlefield Memorial Park will remain open during and after construction. Therefore, no Section 4(f) use is expected.

Prophetstown State Park

Prophetstown State Park is located adjacent to the project area south of the CSX railroad and 9th Street (Appendix B, pages 9-11). This park is open to the public and owned by IDNR. The project will not use this resource by acquiring permanent right-of-way and will not alter the environment in such a way as to constitute constructive use of this resource. Access to Prophetstown State Park will remain open during and after construction. Therefore, no Section 4(f) use is expected.

An early coordination letter was sent to Prophetstown State Park on June 12, 2020 (Appendix C, pages 1-5). Prophetstown State Park responded on July 14, 2020, stating that Exit 178 is a primary access location for the park, and visitors will be impacted by the construction processes. The Park requests notification of construction with at least a week's notice to have ample time to send out traffic notice alerts to visitors. The Park also had questions regarding the replacement of the right-of-way fence separating state and private property, and about the effect that lowering Swisher Road to meet height requirements will have on drainage. Additionally, the park requested that the population of crown vetch within the INDOT right-of-way be sprayed or removed as it has entered into State Park property (Appendix C, page 33). HNTB responded to Prophetstown State Park on October 14, 2020, stating that they will send information on timing and will give as much notice as possible (1 week minimum, note this was changed to 2 weeks minimum to provide additional time) about the start of construction to the park. This is included in the *Environmental Commitments* section at the end of this document. HNTB also stated that there will be no impacts to the right-of-way fence and that drainage and hydraulics will be evaluated at Swisher Road and all roadway drainage will be detained within INDOT right-of-way. With regard to crown vetch, HNTB requested a map of the location and stated that if it is within the construction limits, it can be removed (Appendix C, page 33).

Prophetstown State Park responded in an email dated December 7, 2020 stating they do not have concerns, but asked if they could get the camping (tent) symbol added to the exit 178 signs or if there were other signage improvement that could be made for the state park (Appendix C, page 34). HNTB responded on January 21, 2021, that INDOT does not wish to add the tent symbol to the exit signs because this is not standard process. HNTB added that there was some flexibility with the temporary signage during construction and asked if there was anything that would be helpful to include in the temporary construction signage (Appendix C, page 34). To date, no response has been received.

Boehning Nature Preserve

The Boehning Nature Preserve is located adjacent to the project area near the I-65 and SR 43 interchange (Appendix B, pages 13-14). The Boehning Nature Preserve is privately owned by the Niches Land Trust and is not subject to Section 4(f).

All recommendations from Tippecanoe County Parks and Recreation Department and applicable recommendations from Prophetstown State Park are included in the *Environmental Commitments* section of this CE document.

	<u>Presence</u>	<u>Use</u>	
Section 6(f) Involvement		Yes	No
Section 6(f) Property	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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Remarks:

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

A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) list maintained by the IDNR Division of Outdoor Recreation for the identification of LWCF properties provided by INDOT ESD revealed a total of 18 locations on 13 properties in Tippecanoe County (Appendix I, page 97). Prophetstown State Park and Tippecanoe Battlefield Memorial Park are LWCF sites located adjacent to the project area. The project will not acquire right-of-way and will not cause a conversion of land from these properties. Therefore, there will be no impacts to 6(f) resources as a result of this project.

An early coordination letter was sent to IDNR Division of Outdoor Recreation on June 12, 2020 (Appendix C, pages 1-5). IDNR Division of Outdoor Recreation responded on June 16, 2020, stating that the project will not impact a LWCF site. They requested that should the scope of the project change that alters nearby LWCF sites in any way that is not intended for outdoor recreation use, the IDNR, Division of Outdoor Recreation must be contacted (Appendix C, page 13).

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

If YES, then:

Is the project in the most current MPO TIP?

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

Is the project exempt from conformity?

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

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

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

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

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

Level of MSAT Analysis required?

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

Remarks:

STIP/TIP

This project is included in the Fiscal Year (FY) 2020-2024 Area Plan Commission of Tippecanoe County Transportation Improvement Program (TIP) and the FY 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1-3).

Attainment Area

This project is located in Tippecanoe County, which is currently in attainment for all criteria pollutants according to the IDEM Office of Air Quality county nonattainment list https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

Mobile Source Air Toxics (MSATs)

The purpose of this project is to reduce projected congestion by constructing an added travel lane in each direction of I-65. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not

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result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

SECTION 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	<input type="checkbox"/>	March 15, 2021

Remarks:

The traffic noise analysis was developed to determine the traffic noise levels, impacts and the feasibility of potential noise abatement measures associated with the proposed project (Appendix I, pages 55-91). The project will add travel lanes and is considered as a Type I project. Therefore in accordance with 23 CFR Part772-Procedures for Abatement of Highway Noise and the INDOT Traffic Noise Analysis Procedure (2017) approved by FHWA, this action requires a noise impact analysis.

Existing noise level measurements were taken in the field at three representative monitoring locations along the project corridor to determine existing noise levels. The field measurements were used to validate the noise model. Existing receptors within 800 feet of the preferred alternative alignment were identified. Because some impacts were identified 500 feet beyond the nearest edge of pavement, per INDOT's Traffic Noise Analysis Procedure noise impacts were modeled to a distance of 800 feet. Future noise levels were generated based on traffic volumes for design year (2044) and the preferred alternative alignment for the proposed project.

The latest version of the FHWA's Traffic Noise Model, TNM@2.5 (TNM), was used to model existing (2020) and design year (2044) worst hourly traffic noise levels within the project study area. Fifty-eight (58) noise receivers representing eighty (80) receptors were modeled in the Existing and No Build conditions. There are nine industrial/agricultural/commercial receptors (Category F), 27 institutional receptors (23 for the church and four receptors for the Wabash Heritage Trail) (Category C), and 44 residential receptors (Category B), located throughout the project corridor along both the east and west sides of the roadway.

Existing peak hour (2020) noise levels range from 58.6 to 73.3 dB(A) Leq(1h). Residential noise levels ranged from 58.6 to 73.3 dB(A) Leq(1h). Predicted future design year (2044) noise levels adjacent to the proposed project would approach or exceed the NAC at 25 noise sensitive receptors. The noise levels would range from 59.5 to 74.8 dB(A) Leq(1h). Noise levels at residential receivers would range from 59.5 to 74.8 dB(A) Leq(1h). Predicted future noise levels change over existing noise levels range from 0.8 to 3.3 dB(A). Therefore, none of the predicted future noise levels would substantially exceed existing noise levels.

Nine noise barriers were modeled in the study area. None of the barriers met the conditions for feasible and reasonable abatement as identified in the INDOT Traffic Noise Analysis Procedure.

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Noise abatement measures that were studied at these locations were based upon

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preliminary design costs and design criteria. Three barriers, NB1, NB4, and SB1, would be considered feasible abatement measures and would achieve INDOT's design goal for the first row impacted receptors. However, these barriers would exceed the maximum allowable cost of \$25,000 per benefited receptor. Barriers NB2, NB5, and SB4 would be considered feasible abatement measures but would not achieve INDOT's design goal for any impacted receptors and would exceed the maximum allowable cost of \$25,000 per benefited receptor. Barriers NB3, SB2, and SB3 would not achieve a five dBA reduction at any of the impacted receptors. Therefore, they would not be considered feasible or reasonable. A re-evaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

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:

There may be temporary inconveniences associated with construction such as increased travel times, construction noise and fugitive dust. There will be no substantial impacts on community cohesion or property values as a result of the project. Construction of the project improvements will correct existing deteriorated conditions and maintenance problems, improve projected congestion, and improve safety with a direct benefit for the traveling public.

No permanent or temporary right-of-way will be required, so no land will be removed from the Tippecanoe County tax base, resulting in a decrease in taxable property. No permanent or temporary economic effects are expected to result from the proposed project.

Tippecanoe County hosts several community festivals and events that include the Lafayette and West Lafayette metropolitan areas. The project includes a phased maintenance of traffic plan that allows for traffic to be maintained on I-65 for the duration of the construction period. Detours will be provided for the I-65/SR 43 interchange ramp closures and all local road closures. Typical delays in construction zones with reduced speeds and potential restrictions are anticipated during the project duration.

Nighttime lane closures will be required as part of the MOT. Temporary lighting used during the nighttime work will be faced away from residential properties. This is included as commitment in the Environmental Commitments section of this CE document.

Tippecanoe County's most recent transition/accessibility implement plan was developed and considered effective in November 30, 2012. Because the project involves adding travel lanes to an interstate and there are no pedestrian facilities within the project area, there are no applicable Americans with Disabilities Act (ADA) requirements for the project.

Indirect and Cumulative Impacts

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

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

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Remarks:

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

Reasonably foreseeable impacts are defined in 40 CFR 1508.1 as “sufficiently likely to occur such that a person of ordinary prudence would take it into account in reaching a decision.”

The project will not affect traffic patterns after construction, increase access to an area, or result in changes in land use patterns. The project will not cause changes in neighborhoods or contribute to an increase in commercial or residential development in the project area. Therefore, no indirect impacts other reasonably foreseeable impacts are anticipated with this project.

Public Facilities & Services

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

Yes No

Remarks:

Based on a desktop review, site visits on May 7, July 28-30, August 7, September 2, October 8, and October 30, 2020 by HNTB, the aerial maps of the project area (Appendix B, pages 3-25), and the RFI report (Appendix E, pages 1-18), there are two religious facilities, two trails, four pipelines, and one railroad located within the 0.5 mile of the project. The following properties or resources are adjacent to or near the project area:

Religious Facilities

Immanuel Reformed Presbyterian Church is located approximately 0.34 mile northwest of the I-65/SR 43 interchange ramps (Appendix B, page 41). The West Lafayette Apostolic Christian Church is located approximately 0.10 mile west of the central portion of the project area (Appendix B, page 42). Early coordination letters were sent to the Immanuel Reformed Presbyterian Church and West Lafayette Apostolic Christian Church on June 12, 2020. The Immanuel Reformed Presbyterian Church did not respond to early coordination. The West Lafayette Apostolic Christian Church responded in an email on July 22, 2020. They asked if a sound barrier was being considered near their location. HNTB responded on July 27, 2020 indicating a noise analysis was in process and the results would be provided to the church when available (Appendix C, pages 35-36). This is included as commitment in the *Environmental Commitments* section of this CE document. Access to both churches will be maintained throughout construction. No impact is expected.

Educational Facilities

Although no educational facilities were identified within the RFI within 0.5 mile of the project area, the Area Plan Commission of Tippecanoe County responded to the early coordination letter in a letter dated June 23, 2020 (Appendix C, pages 18-19). They indicate traffic for three nearby schools – Burnett Creek Elementary, Harrison Senior High, and Battleground Middle – may be impacted by the MOT for the project. The Tippecanoe County School Corporation responded to the early coordination letter in an email dated June 16, 2020, indicating they had received the information but did not provide additional comments (Appendix C, page 14). Coordination with these three educational facilities will occur as part of the Traffic Management Plan (TMP) development.

Pipelines

One pipeline, associated with Indiana Gas Co., crosses I-65 running parallel to SR 43 (Appendix B, page 41). There will be no excavation in this area that will disturb the pipeline and utility coordination with Indiana Gas Co. has confirmed that no impacts to it will occur as a result of construction.

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Trails

The Wabash Heritage Trail crosses under I-65 along the west side of Burnett Creek under the bridge over 9th Street and the CSX railroad (Appendix B, page 11). Approximately 365 feet of the Wabash Heritage Trail is within the existing I-65 right-of-way. No right-of-way will be acquired from the trail. As part of the I-65 Added Travel Lanes Project, bridge widening and deck work will be completed on the I-65 bridges over 9th Street/CSX railroad/Burnett Creek/Wabash Heritage Trail. The Wabash Heritage Trail will require a temporary closure during project construction. The closure will be no longer than 6 months. Prior to construction of the 9th Street/CSX railroad/Burnett Creek bridges, the contractor will be required to notify the Tippecanoe County Parks and Recreation Department about the trail closure at least two weeks in advance so the appropriate signage can be placed. This is included as a commitment in the *Environmental Commitments* section of this document.

The Prophetstown Bike Trail Swisher Road Corridor is a planned trail located along the Swisher Road crossing over I-65 (Appendix B, page 10). There is no existing trail at this location and the project will not preclude a future trail here; therefore, no impacts are expected.

Railroads

One railroad segment, associated with CSX railroad, crosses I-65 0.61 mile south of the I-65/SR 43 interchange (Appendix B, page 11). Bridge deck replacement and widening of the bridges (Bridge Nos. I65-177-02402 BNBL & I65-177-02402 JCSB) over the CSX railroad will occur. INDOT has initiated coordination with the CSX railroad and this coordination is currently underway. No impacts to the railroad are anticipated.

Section Corners

The Tippecanoe County Surveyor's Office responded to early coordination in an email dated June 24, 2020 (Appendix C, page 20). He indicated there are several section corners within the proposed construction area and provided a map and section corner dossiers. Any section monuments impacted by the project will be replaced.

The Area Plan Commission of Tippecanoe County early coordination response letter in a letter dated June 23, 2020 also mentions that the Edwood Glen Golf Course and Coyote Crossing Golf Course are within 0.5 mile of the project (Appendix C, pages 18-19). There will be no impacts to either golf course as a result of the project.

No impacts on health care facilities, emergency services, airports, or public transportation facilities are anticipated because there are none within the project area.

The nighttime temporary lane closures, SR 43 ramp closures, and local road detours 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. Coordination regarding the MOT will continue to local stakeholders during the development of the Traffic Management Plan (TMP) for the project.

It is the responsibility of the project sponsor to notify school corporations, emergency services, churches, and Prophetstown State Park at least two weeks prior to any construction that would block or limit access.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

This is page 38 of 45 Project name: I-65 Added Travel Lanes Date: April 5, 2021

Indiana Department of Transportation

County Tippecanoe Route I-65 Des. No. 2001172 (Lead), et al.

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 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. This project will have no relocations and will not require additional permanent right-of-way; therefore, an EJ analysis is not required.

Although an EJ Analysis is not required, the communities adjacent to the proposed detours were assessed to evaluate potential disproportionately high and adverse effects on minority or low-income populations. Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern 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 Tippecanoe County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, the ACs are Census Tract 102.01, Census Tract 102.03, and Census Tract 101. 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 American Community Survey for poverty status in the past 12 months and for Hispanic or Latino origin by race was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on January 19, 2020 by HNTB.

The data collected for minority and low-income populations within the ACs are summarized in Appendix I, pages 95-96. It was determined that there is one EJ community, Census Tract 102.03, adjacent to the detour routes for the CR 725 N. over I-65 bridge replacement, the SR 43 ramp reconstruction, and the I-65 over Prophets Rock Road bridge replacement detours (Appendix I, pages 96). Census Tract 102.03 showed minority and low-income populations over the 125% COC threshold. The detour routes utilize SR 43 and CR 600 N. which border Census Tract 102.03. The detours will likely result in increased traffic on these roads. The detours will be for a short duration (four to eight months) and temporary. Impacts to EJ communities are not anticipated as a result of the project.

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. Utility coordination has been initiated for the project and is currently underway.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation	<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)	<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)	<input type="checkbox"/>
Design/Specifications for Remediation required?	<input type="checkbox"/>

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	No	Yes/ Date
ES Review of Investigations		October 14, 2020

Include a summary of findings for each investigation.

Remarks:

Based on a review of GIS and available public records, an RFI was completed on October 12, 2020 by HNTB (Appendix E, pages 1-18). One RCRA Generator/TSD site, five Underground Storage Tank (UST) sites, two Leaking Underground Storage Tank (LUST) sites, 12 National Pollutant Discharge Elimination System (NPDES) facilities, and one NPDES pipe location are located within 0.5 mile of the project area, and one RCRA Generator/TSD site and one NPDES facility are located within the project area.

The RCRA Generator/TSD, Flacontc Inc. (AI ID# 56399), is located adjacent to the southern portion of the project area at the corner of I-65 and Swisher Road at 4602 Swisher Road, West Lafayette, Indiana 47201. According to an IDEM Office of Land Quality authorization document published on January 16, 2004, the facility is no longer in need of a RCRA ID number and the facility is out of business. No impact is expected.

The nearest LUST site, McCoy Enterprises, Inc. (AI ID No. 56480 and FID No. 11578), is located approximately 0.25 mile north of the project area at 5850-5851 SR 43 North, West Lafayette, Indiana 47906. This site continues to be monitored for a petroleum release with contamination in the area surrounding the site and extends into the right-of-way. If excavation occurs in this area, proper handling removal and disposal of soil and/or groundwater will be necessary. No excavation is currently planned near this site.

Another LUST site, Lafayette Interstate Shell (AI ID No. 54836 and FID No. 16649), is located approximately 0.28 mile north of the project area at SR 43 North, West Lafayette, Indiana 47906. IDEM issued a Site Closure Letter on May 28, 2020, that stated there is existing petroleum contamination in the subsurface of the site and within the east right-of-way of SR 43. If excavation occurs in this area, proper handling, removal and disposal of soil and/or groundwater will be necessary. No excavation is currently planned near this site.

The nearest NPDES facility, the I-65 over Wabash River Clearing Contract, is located within the southern portion of the project area at I-65 mile marker 176, Lafayette, IM 47905. This permit for this site is terminated. No impact is expected.

Burnett Creek is listed as impaired for IBC and E. coli. Wabash River is located within the project area and is listed as impaired for IBC, E. coli, and nutrients. Concerning IBC and nutrients, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Regarding E. coli, workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper procedures, including regular hand washing, and limit personal exposure.

Further investigation for hazardous material concerns is not required at this time.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)	<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 checked="" type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>

IDEM

Section 401 WQC	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input checked="" type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>

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Other	<input type="checkbox"/>
Wetland Mitigation required	<input checked="" type="checkbox"/>
Stream Mitigation required	<input 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 checked="" type="checkbox"/>

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

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

Remarks:

An IDNR Construction in a Floodway permit will be obtained for impacts to the floodway at both the north and south crossings of Burnett Creek. A Section 404 Regional General Permit (RGP) will likely be required from the USACE for impacts to streams and wetlands. A Section 401 Water Quality Certification and Isolated Wetlands determination from IDEM will be required for impacts to streams and wetlands. A Rule 5 Notice of Intent will be necessary because more than one acre of land disturbance is anticipated.

Wetland mitigation is anticipated because impacts exceed the 0.1-acre threshold for mitigation. It is anticipated that the IDNR In-Lieu Fee Mitigation Program will be utilized for wetland mitigation. Floodway habitat mitigation is anticipated and will likely be completed on-site. Mitigation requirements will be determined during the permitting process.

Applicable recommendations provided IDNR DFW 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 District)
2. It is the responsibility of the project sponsor to notify school corporations, emergency services, churches, and Prophetstown State Park at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. The project footprint will be minimized as much as possible near the Boehning Nature Preserve. (IDNR DFW)
4. No equipment or vehicles should be staged within the Boehning Nature Preserve boundaries. (IDNR DFW)
5. All right-of-way will be maintained and the Boehning Nature Preserve boundaries will be clearly marked on the project plans and in the field to avoid impacts. (IDNR DFW)
6. USFWS Bridge/Structure Assessment shall take place no earlier than 2 (two) years prior to the start of construction. If construction will begin after July 30, 2022, an inspection of structures (Bridge Nos. I65-

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- 177-02402 JCSB, I65-177-02402 BNBL, I65-178-05485 BNBL, I-65-178-05485 JBSB, I65-178-05486 BSBL, and I65-178-05486 JBNS) by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contracted immediately. (INDOT ESD)
7. USFWS Bridge/Structure Assessment shall take place no earlier than 2 (two) years prior to the start of construction. If construction will begin after July 28, 2022, an inspection of the structures (P501, -P512, P702-P707, and P707B) by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contracted immediately. (INDOT ESD)
 8. Contractors must take care when handling dead or injured bats (regardless of species), and any other federally listed species that are found at the Project site in order to preserve biological material in the best possible condition and protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by the BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any bat (regardless of species), or other endangered or threatened species, must promptly notify the USFWS Bloomington Field Office at (812) 334-4261. (USFWS)
 9. A "Reinitiation Notice" is required if: more than 9.0 acres of trees are to be cleared; the amount or extent of incidental take of Indiana bat is exceeded; new information about listed species is encountered; new species is listed or critical habitat designated that the project may affect; the project is modified in a manner that causes an effect to the listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the BO or the project information. (USFWS)
 10. The INDOT Project Manager will assure that \$21,280.35 of Preliminary Engineering funds will be allocated to the Rangewide In-Lieu Fee Program, administered by The Conservation Fund, to resolve formal consultation under the Rangewide Programmatic 1.3 acre X 1.75 x \$9,354 = \$21,280.35. Payment shall be in process at Ready for Contracts (RFC) date. (INDOT ESD, USFWS)
 11. 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)
 12. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
 13. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacing lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
 14. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
 15. 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)
 16. INDOT will provide information on the timing of detours and will give as much notice as possible (2 weeks minimum) about the start of construction to Prophetstown State Park. (Prophetstown State Park)
 17. If the location or scope of the project change that alters nearby LWCF sites (Prophetstown State Park and Tippecanoe Battlefield Memorial Park) in any way that is not intended for outdoor recreation use, the

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<p>IDNR, Division of Outdoor Recreation must be contacted at 317-232-4075 or bbronson@dnr.in.gov. (IDNR Division of Outdoor Recreation)</p> <p>18. Prior to construction of the 9th Street/CSX railroad/Burnett Creek bridges, the contractor will be required to notify the Tippecanoe County Parks and Recreation Department about the Wabash Heritage Trail closure at least two weeks in advance so the appropriate signage can be placed. (INDOT ESD)</p> <p>19. The stepping stones on the Wabash Heritage Trail will be removed during construction of the trail and placed back on the trail after construction. (INDOT ESD)</p> <p>20. The Wabash Heritage Trail shall not be closed more than six months during construction. The closure duration shall be temporary, i.e., less than the time needed for construction of the project, and there shall be no change in ownership of the land. (INDOT ESD)</p> <p>21. The Wabash Heritage Trail shall be fully restored, i.e., the property shall be returned to a condition which is at least as good as that which existed prior to the project. (INDOT ESD)</p> <p>22. Erosion control plans will be sent to Indiana American Water – West Lafayette when complete. (Indiana American Water – West Lafayette)</p> <p>23. In the event of a spill, Indiana American Water – West Lafayette will be notified immediately. (Indiana American Water – West Lafayette)</p> <p>24. Stormwater detention will be required to mitigate increased runoff due to the increase in impervious surface. (Tippecanoe County MS4 Coordinator)</p> <p>25. Coordination with Burnett Creek Elementary, Harrison Senior High, and Battleground Middle will occur as part of the Traffic Management Plan (TMP) development. (INDOT)</p> <p>26. Any section monuments impacted by the project will be replaced. (INDOT)</p> <p>27. The INDOT-approved Noise Analysis Technical Report will be provided to the West Lafayette Apostolic Christian Church for their information when available. (INDOT)</p> <p>28. Burnett Creek is located within the project area and is listed as impaired for IBC and E. coli. Wabash River is located within the project area and is listed as impaired for IBC, E. coli, and nutrients. Concerning IBC and nutrients, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Regarding E. coli, workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)</p> <p>29. McCoy Enterprises, Inc. (AI ID No. 56480 and FID No. 11578) is located approximately 0.25 mile north of the project area at 5850-5851 SR 43 North, West Lafayette, Indiana 47906. This site continues to be monitored for a petroleum release with contamination in the area surrounding the site and extends into the right-of-way. If excavation occurs in this area, proper handling removal and disposal of soil and/or groundwater will be necessary. (INDOT SAM)</p> <p>30. Lafayette Interstate Shell (AI ID No. 54836 and FID No. 16649) is located approximately 0.28 mile north of the project area at SR 43 North, West Lafayette, Indiana 47906. IDEM issued a Site Closure Letter on May 28, 2020, that stated there is existing petroleum contamination in the subsurface of the site and within the east right-of-way of SR 43. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. (INDOT SAM)</p> <p>31. Temporary lighting used during the nighttime construction work will be faced away from residential properties. (INDOT)</p> <p><u>FOR FURTHER CONSIDERATION:</u></p> <p>32. 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. (USFWS)</p>

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33. 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)
34. 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)
35. Avoid all work within the inundated part of the stream channel 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 operation below the OHWM during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
36. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)
37. If box or pipe culverts are used, the bottoms should be buried a minimum of 6 inches (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2 feet) below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. (IDNR DFW)
38. The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR DFW)
39. For bank stabilization, combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources: geotextiles (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven/Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife), vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. (IDNR DFW)
40. Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR DFW)
41. Impacts to non-wetland forest of one 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 an area. Impacts to non-wetland forest under one acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR DFW)
42. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR DFW)
43. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)

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

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks:

Early coordination was initiated on June 12, 2020 with federal, state, and local resource agencies (Appendix C, pages 1-5). An early coordination was sent to the IDNR State Parks & Reservoirs on October 26, 2020 (Appendix C, pages 6-10).

Agency	Response Received
Mayor, City of Lafayette	June 12, 2020
Tippecanoe County Parks and Recreation Department	June 12, 2020
IDNR, Division of Outdoor Recreation	June 16, 2020
Tippecanoe School Corporation	June 16, 2020
Indiana Department of Environmental Management Groundwater Section	June 18, 2020 & November 5, 2020
USDA Natural Resources Conservation Service	June 17, 2020
Area Plan Commission of Tippecanoe County/Floodplain Administrator	June 23, 2020
Tippecanoe County Surveyor, MS4 Coordinator	June 24, 2020
US Fish and Wildlife Service	June 25, 2020
IDNR, Division of Fish and Wildlife	July 10, 2020
Prophetstown State Park	July 14, 2020 & December 7, 2020
Indiana American Water – West Lafayette	November 13, 2020
US Department of Housing and Urban Development	N/A
US Army Corps of Engineers	N/A
IDNR, Division of Oil and Gas	N/A
National Park Service	N/A
Indiana State Police	N/A
Town of Battle Ground Town Supervisor and MS4 Coordinator	N/A
Tippecanoe County Sheriff	N/A
Tippecanoe County Highway Department	N/A
Tippecanoe Emergency Management Agency	N/A
Tippecanoe County Commissioner	N/A
Mayor, City of West Lafayette	N/A
Purdue University	N/A
West Lafayette Apostolic Christian Church	July 22, 2020
Immanuel Reformed Presbyterian Church	N/A
Battle Ground Bible Church	N/A
Niches Land Trust	N/A
Heritage Aggregates LLC	N/A
IDNR State Parks and Reservoirs	N/A

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Appendix A: INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts	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	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes	Yes
<ul style="list-style-type: none"> • District Env. Supervisor • Env. Services Division • FHWA 				Yes	Yes

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

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

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

⁴AMMs = Avoidance and Mitigation Measures.

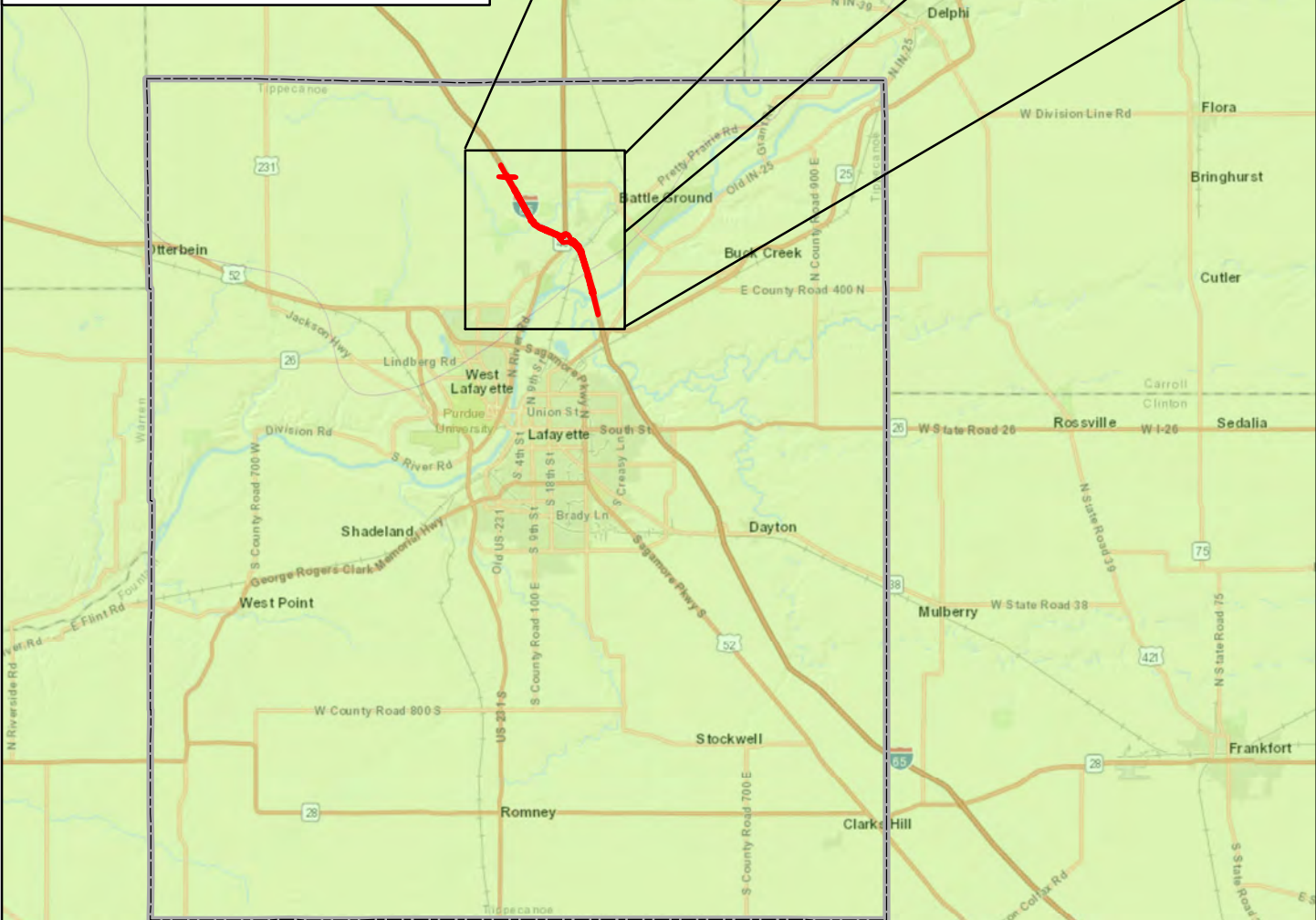
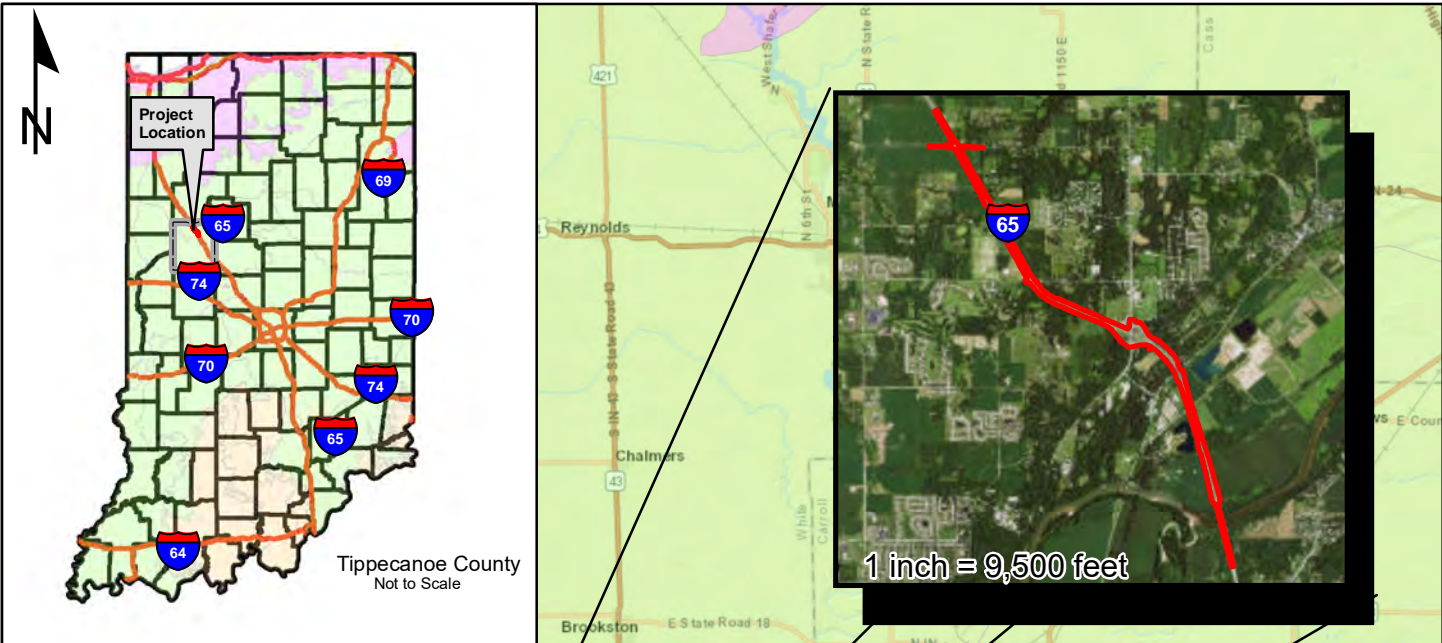
⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.



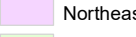

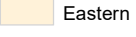
⁶Potential for causing a disproportionately high and adverse impact.

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

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

Appendix B: Graphics



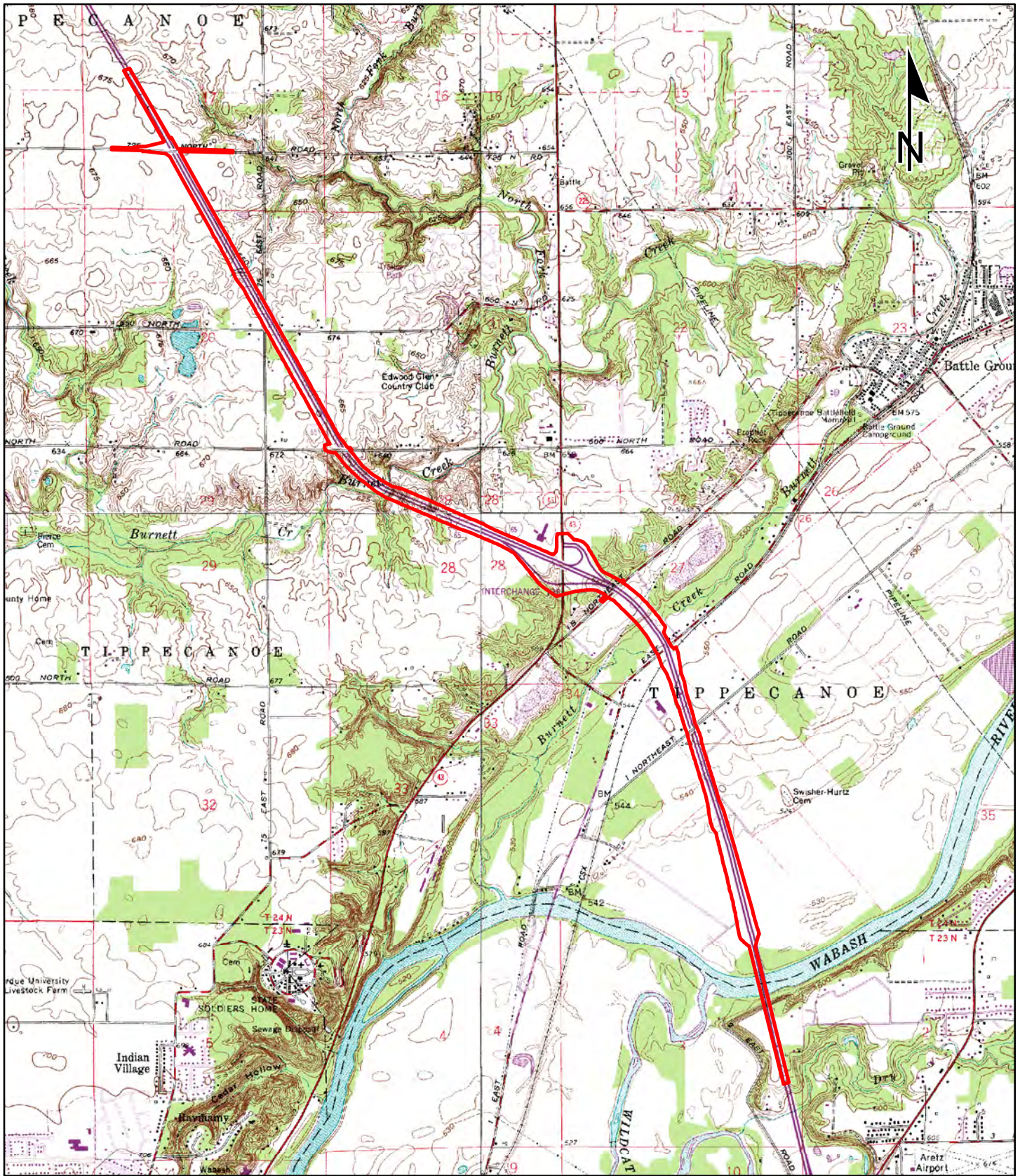
 Project Area	NRCS Land Resource Regions
 Tippecanoe County	 Northeast and Northcentral
	 Midwest
	 Eastern Mountains and Piedmont


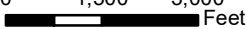

0 2.5 5 Miles

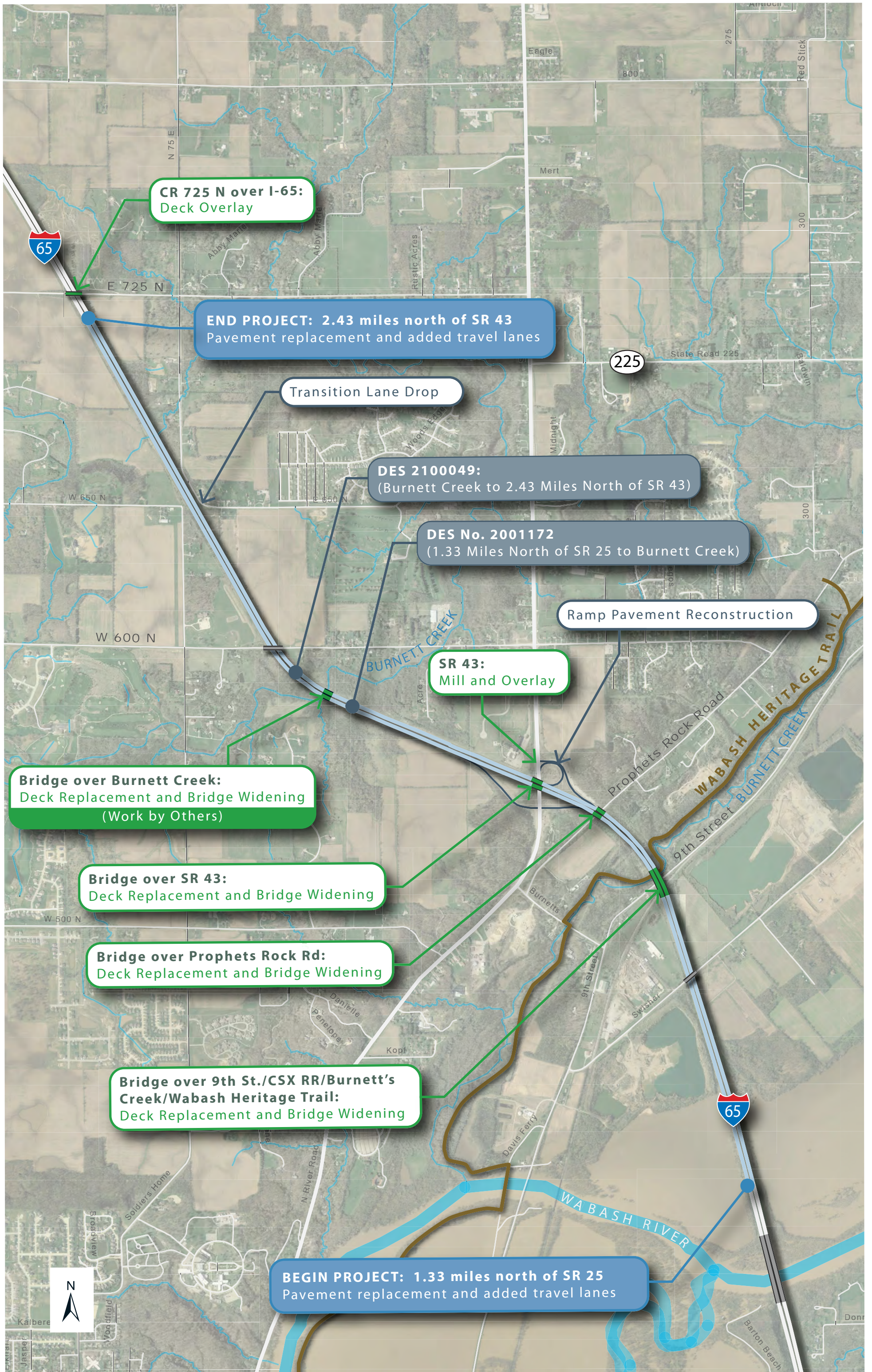
Project Location Map
I-65 Added Travel Lanes Project
Tippecanoe County, Indiana

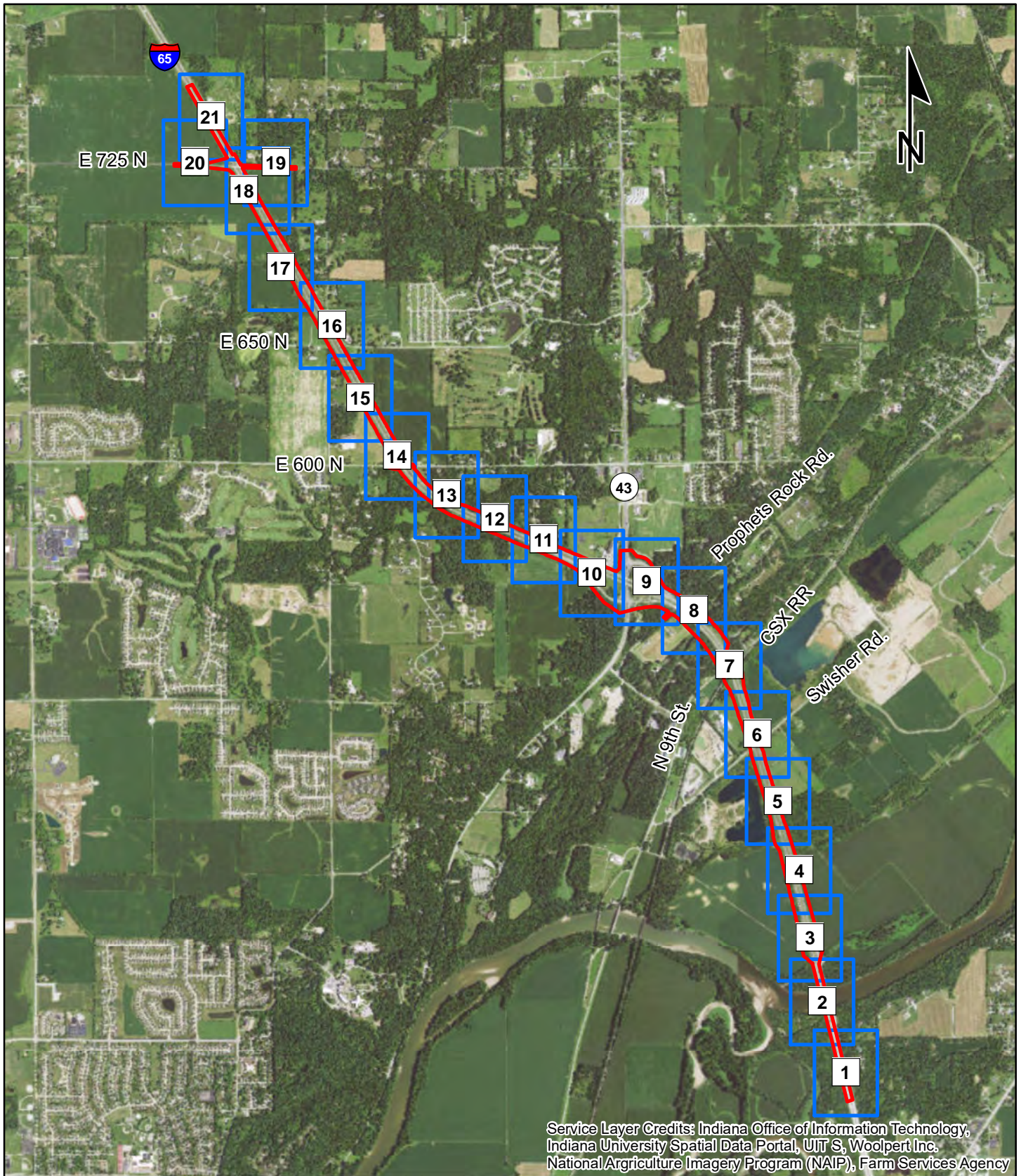
Des. No. 2001172
1 inch = 5 miles


HNTB
Graphics created by HNTB Corporation (2021)




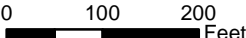
 Project Area	USGS Topographic Lafayette East & West, Brookston, & Brookston SW Quadrangle Map I-65 Added Travel Lanes Tippecanoe County, Indiana	
0 1,500 3,000  Feet	Des. No. 2001172	 Graphics created by HNTB Corporation (2021)
1 in = 3,000 ft		






<ul style="list-style-type: none"> Project Area Map Index Pages 	Project Aerial Map Index	
	I-65 Added Travel Lanes Tippecanoe County, Indiana	
0 1,500 3,000 Feet	Des. No. 2001172 1 inch = 3,000 feet	 Graphics created by HNTB Corporation (2021)



<p>Page 1 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>Des. No. 2001172</p>			 Graphics created by HNTB Corporation (2021)	
<p>1 inch = 200 feet</p>				
<ul style="list-style-type: none"> ■ Project Area ■ Construction Limits — Proposed Pavement — Existing Culverts (Culvert #) — Existing Concrete Paved Ditch 	<ul style="list-style-type: none"> — Pipeline — Railroad ■ Trails Managed Lands + Cemetery 	<ul style="list-style-type: none"> ■ Wetlands — Likely Jurisdictional Streams — Not Likely Jurisdictional Streams 	<p>0 100 200 Feet</p> 	




Service Layer Credits: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc. National Agriculture Imagery Program (NAIP), Farm Services Agency

<p>Page 2 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>Des. No. 2001172</p>			 Graphics created by HNTB Corporation (2021)	
<p>1 inch = 200 feet</p>				
<p>0 100 200 Feet</p>				

- | | | |
|-------------------------------|---------------|-----------------------------------|
| Project Area | Pipeline | Wetlands |
| Construction Limits | Railroad | Likely Jurisdictional Streams |
| Proposed Pavement | Trails | Not Likely Jurisdictional Streams |
| Existing Culverts (Culvert #) | Managed Lands | |
| Existing Concrete Paved Ditch | Cemetery | |

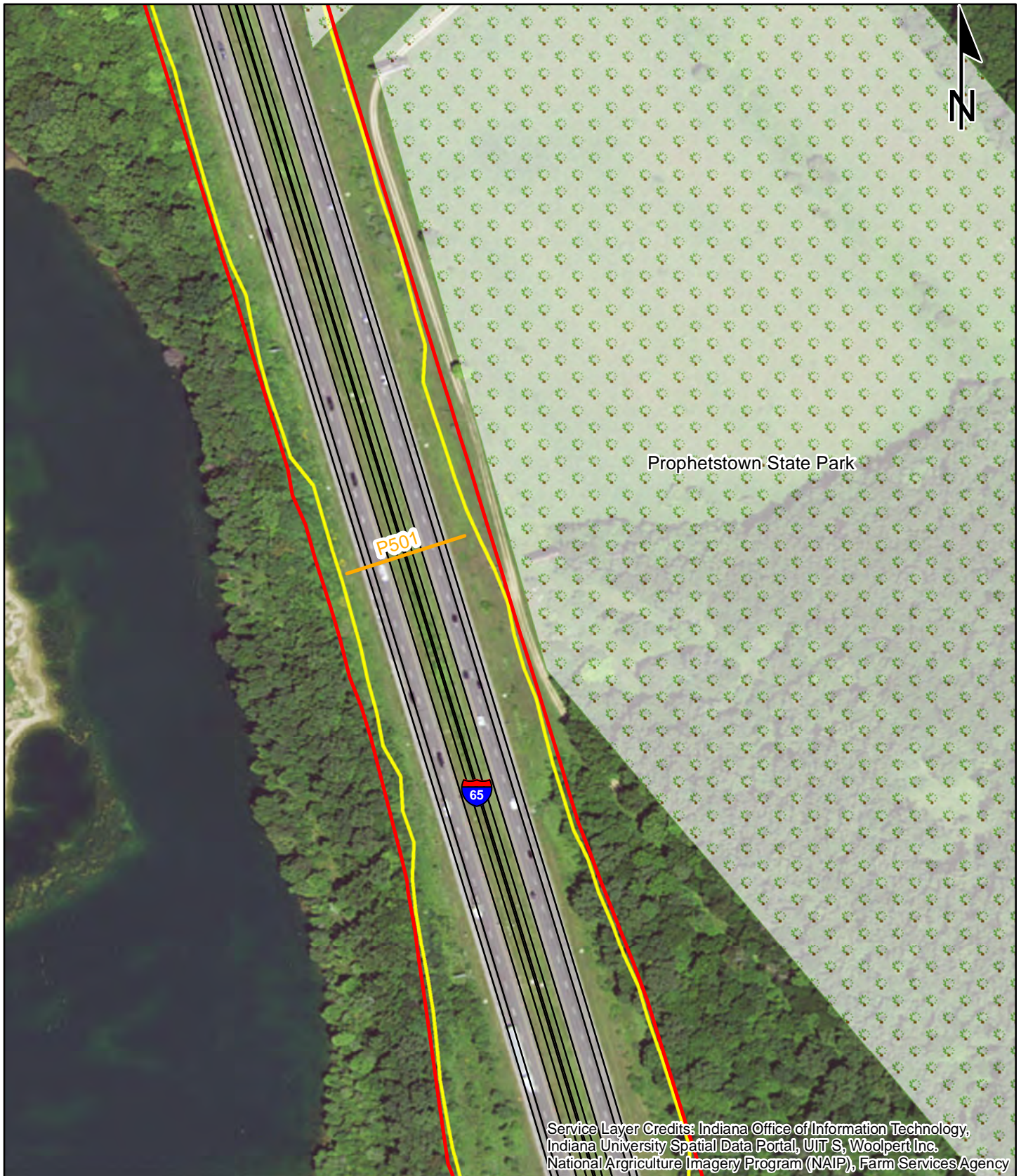


Service Layer Credits: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc. National Agriculture Imagery Program (NAIP), Farm Services Agency


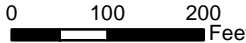
<p>Page 3 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>Des. No. 2001172</p>			 Graphics created by HNTB Corporation (2021)	
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<ul style="list-style-type: none"> ■ Project Area ■ Construction Limits — Proposed Pavement — Existing Culverts (Culvert #) — Existing Concrete Paved Ditch 	<ul style="list-style-type: none"> — Pipeline — Railroad ■ Trails Managed Lands Cemetery 	<ul style="list-style-type: none"> ■ Wetlands — Likely Jurisdictional Streams — Not Likely Jurisdictional Streams 	<p>0 100 200 Feet</p>	

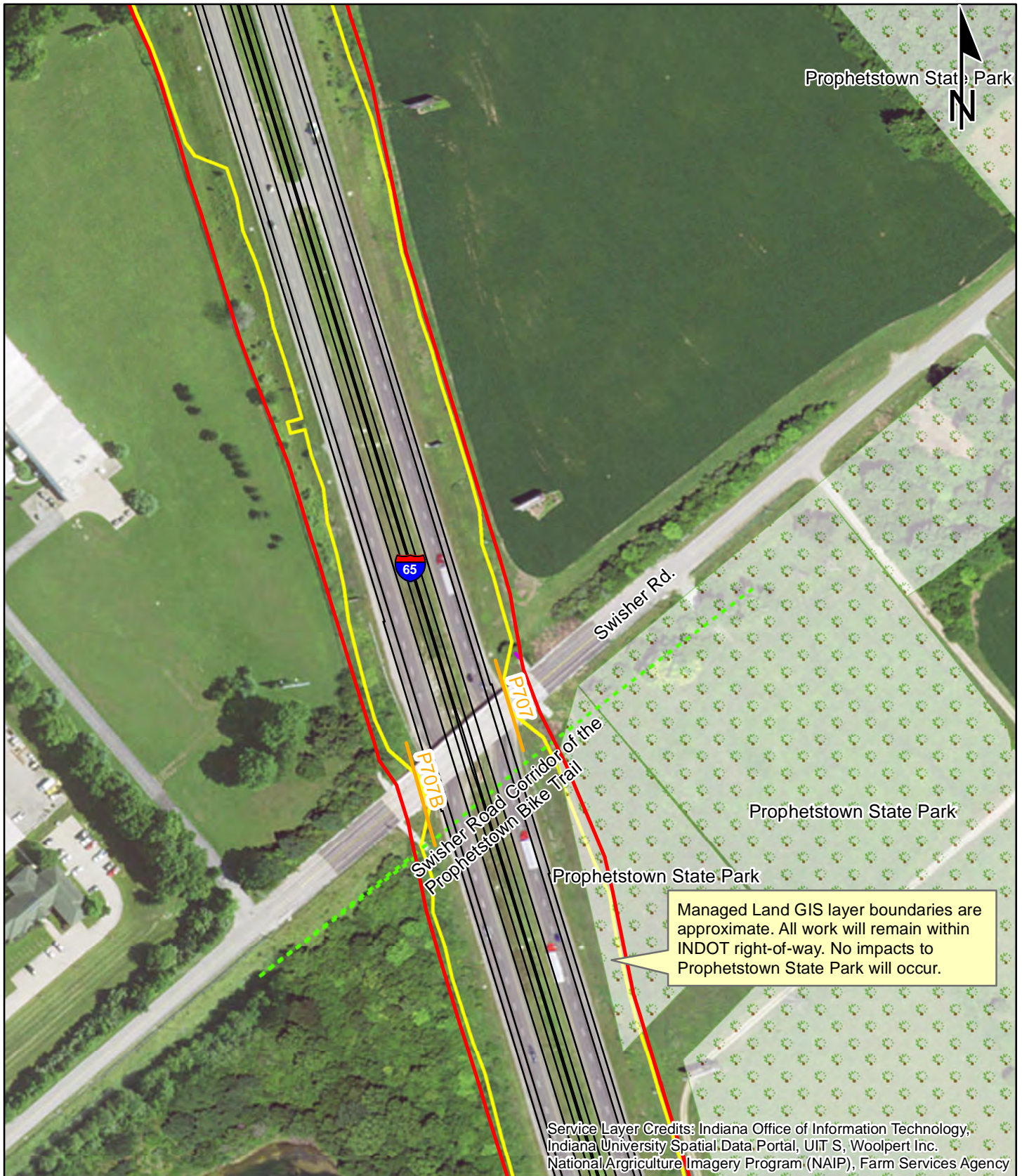


<p>Page 4 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
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<p>0 100 200 Feet</p>			<p>1 inch = 200 feet</p>	
			<p>HNTB Graphics created by HNTB Corporation (2021)</p>	



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<p>Page 5 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>Des. No. 2001172</p>			 <p>Graphics created by HNTB Corporation (2021)</p>	
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Service Layer Credits: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UIT S, Woolpert Inc. National Agriculture Imagery Program (NAIP), Farm Services Agency

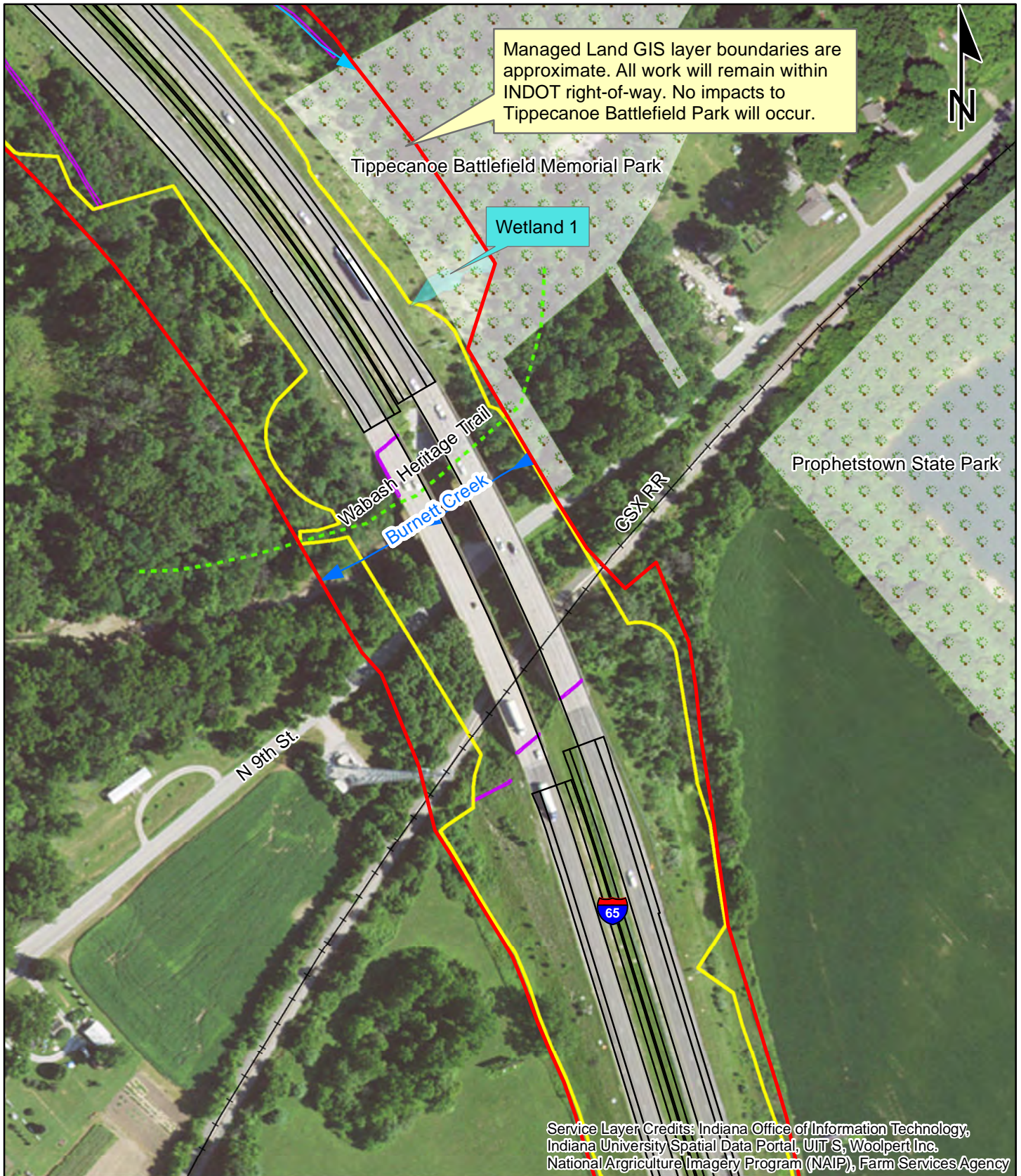
Page 6 of 21

Project Area	Pipeline	Wetlands
Construction Limits	Railroad	Likely Jurisdictional Streams
Proposed Pavement	Trails	Not Likely Jurisdictional Streams
Existing Culverts (Culvert #)	Managed Lands	
Existing Concrete Paved Ditch	Cemetery	

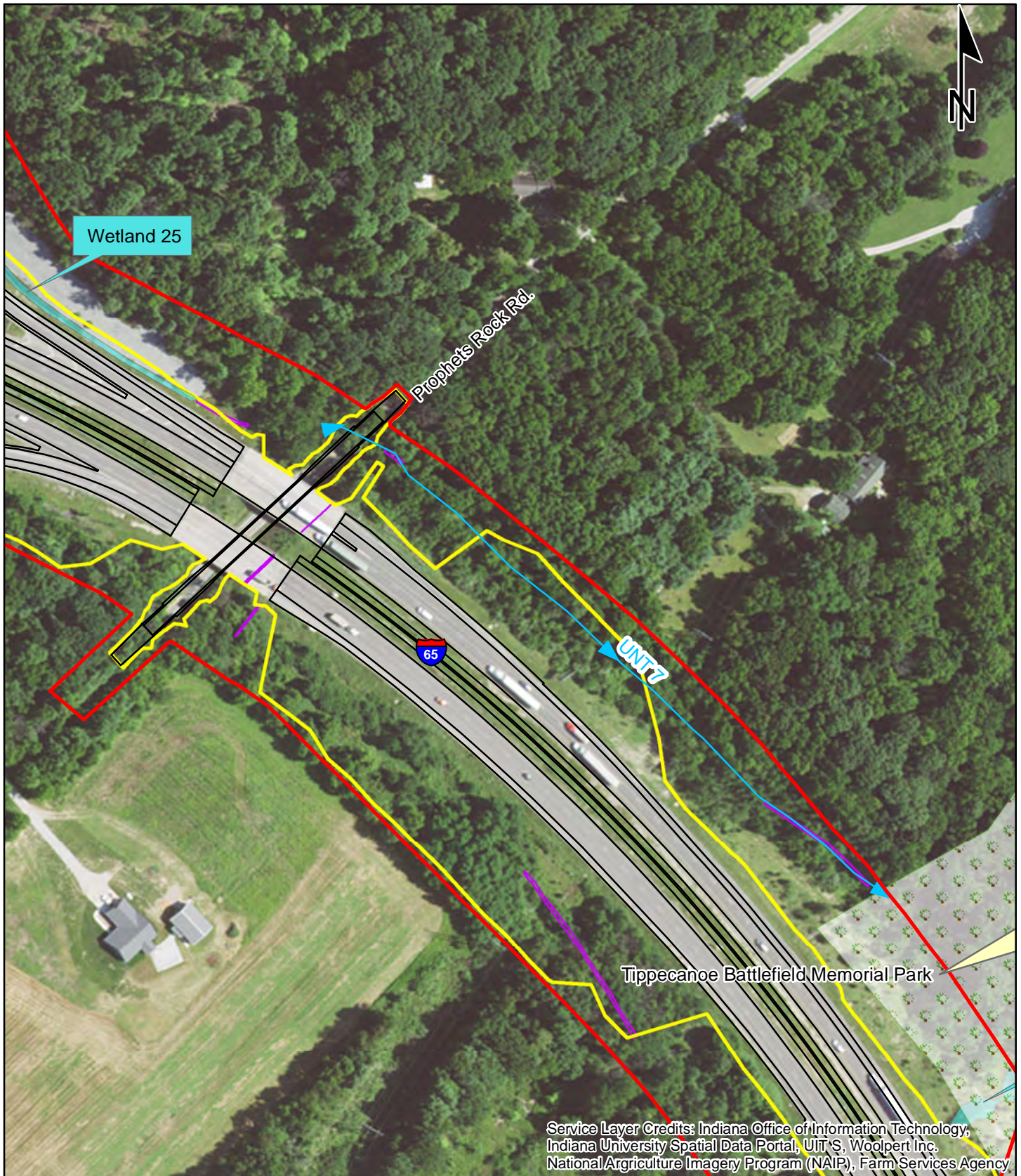
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Project Aerial Map
I-65 Added Travel Lanes
Tippecanoe County, Indiana

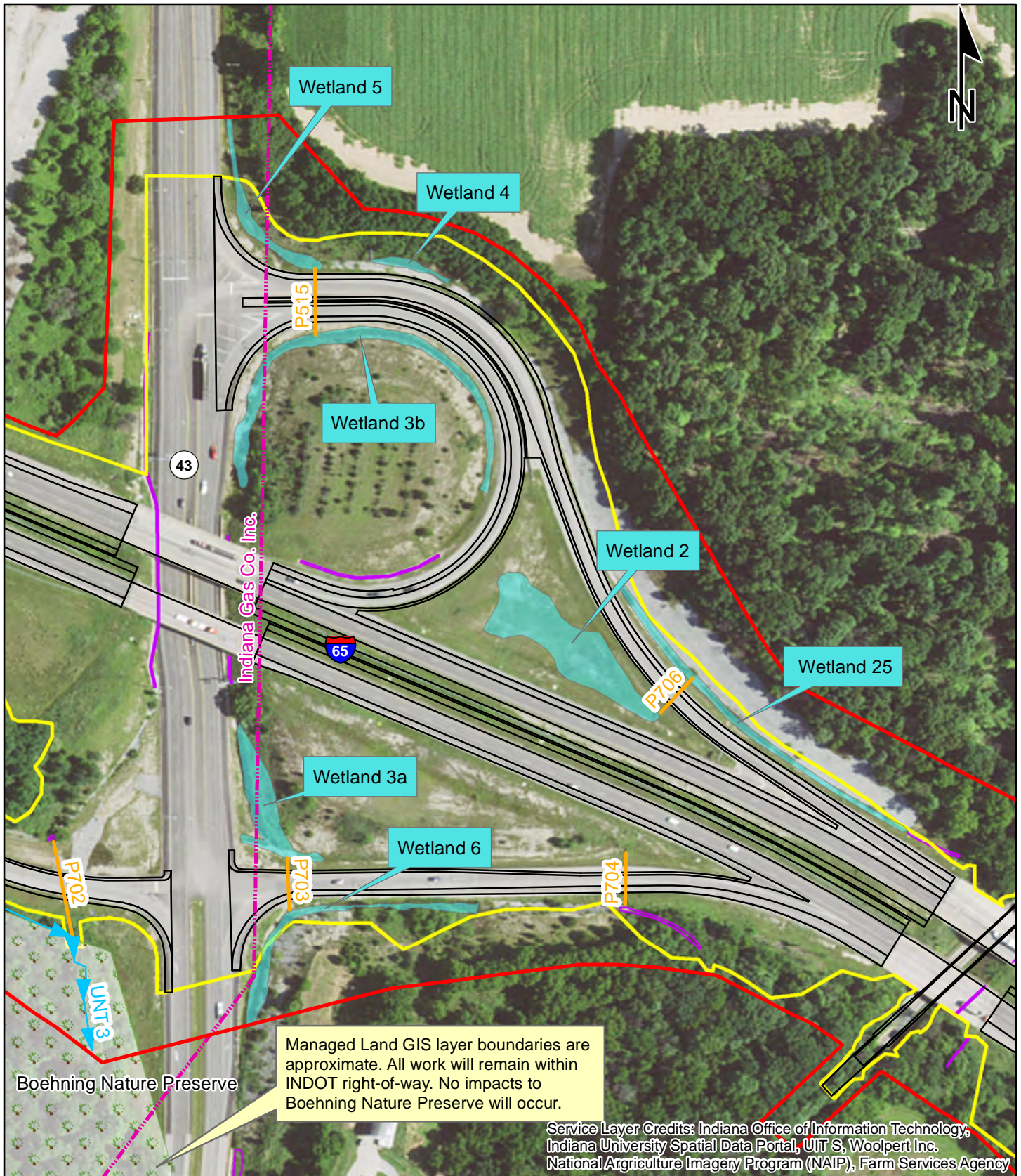
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1 inch = 200 feet	



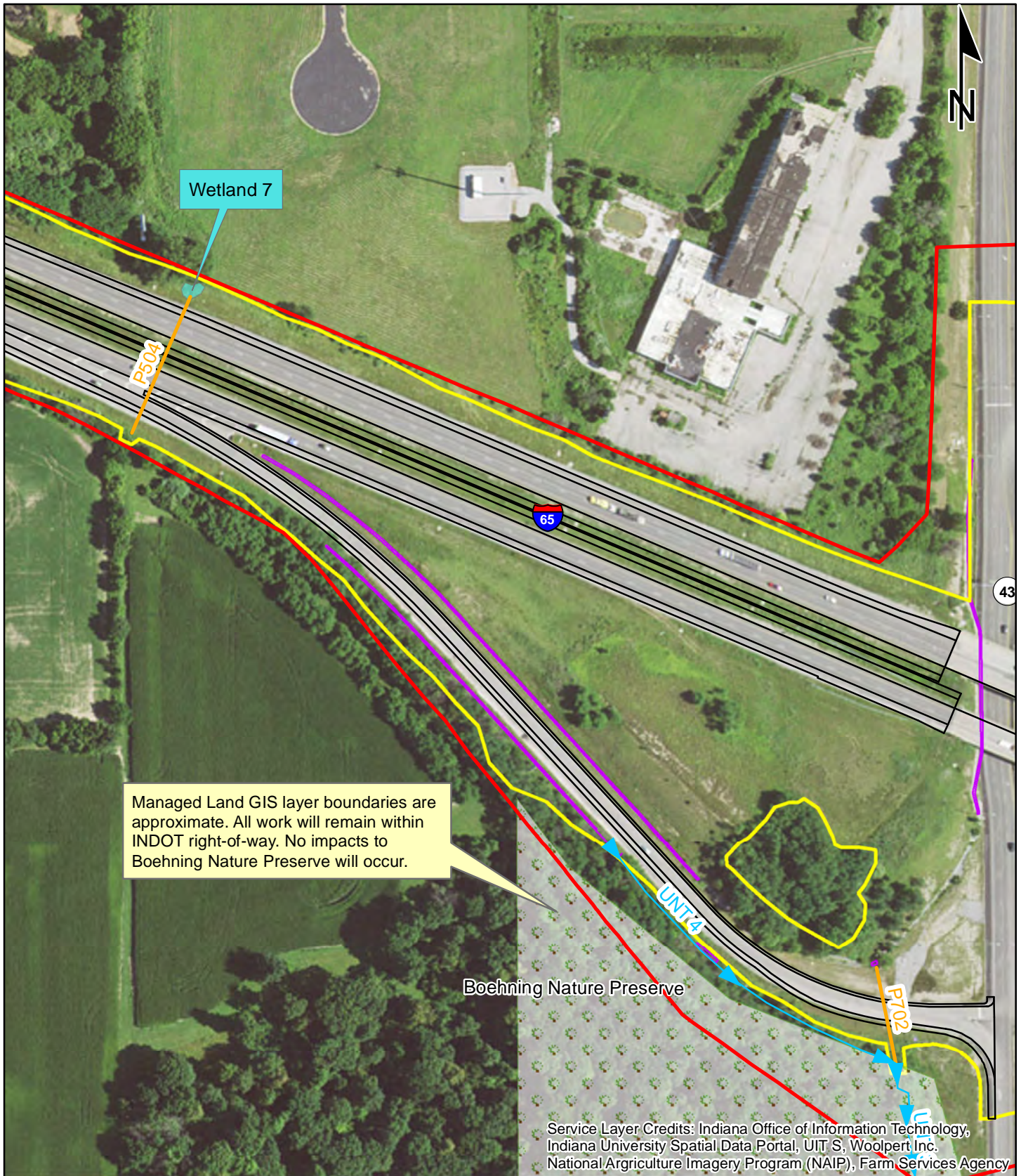
<p>Page 7 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<ul style="list-style-type: none"> █ Project Area █ Construction Limits — Proposed Pavement — Existing Culverts (Culvert #) — Existing Concrete Paved Ditch 	<ul style="list-style-type: none"> — Pipeline — Railroad — Trails Managed Lands + Cemetery 	<ul style="list-style-type: none"> █ Wetlands — Likely Jurisdictional Streams — Not Likely Jurisdictional Streams 	<p>Des. No. 2001172</p>	<p>HNTB Graphics created by HNTB Corporation (2021)</p>
<p>0 100 200 Feet</p>			<p>1 inch = 200 feet</p>	



Page 8 of 21			Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana	
<ul style="list-style-type: none"> ■ Project Area ■ Construction Limits — Proposed Pavement — Existing Culverts (Culvert #) — Existing Concrete Paved Ditch 	<ul style="list-style-type: none"> — Pipeline — Railroad — Trails ■ Managed Lands + Cemetery 	<ul style="list-style-type: none"> ■ Wetlands — Likely Jurisdictional Streams — Not Likely Jurisdictional Streams 	<p>0 100 200 Feet</p> <p>1 inch = 200 feet</p>	
			 Graphics created by HNTB Corporation (2021)	



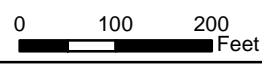
<ul style="list-style-type: none"> ■ Project Area ■ Construction Limits — Proposed Pavement — Existing Culverts (Culvert #) — Existing Concrete Paved Ditch — Pipeline — Railroad — Trails ■ Managed Lands + Cemetery ■ Wetlands — Likely Jurisdictional Streams — Not Likely Jurisdictional Streams 		<p>Page 9 of 21</p> <p>0 100 200 Feet</p>	<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>
		<p>Des. No. 2001172</p> <p>1 inch = 200 feet</p>	<p>HNTB Graphics created by HNTB Corporation (2021)</p>

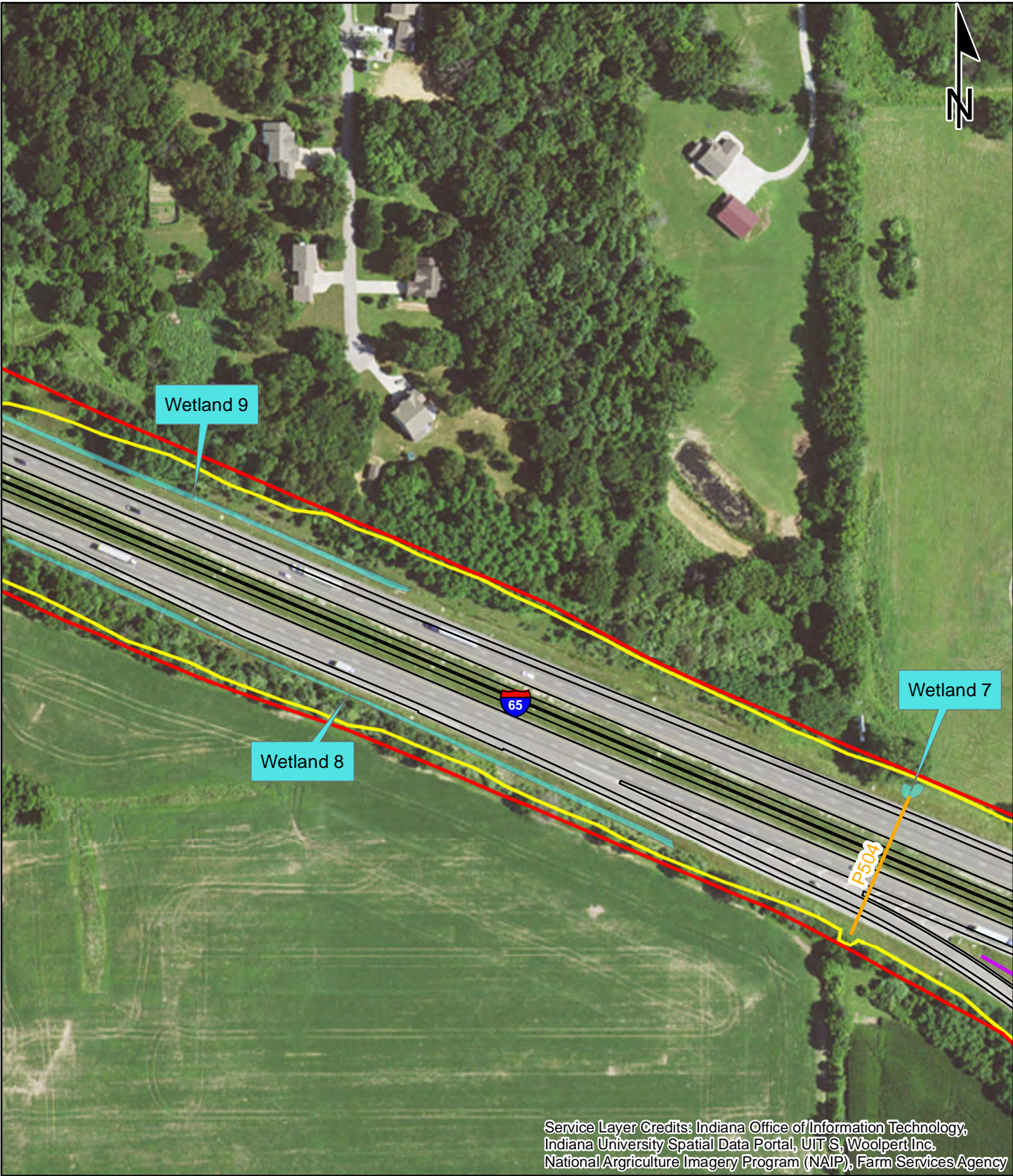


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<p>Page 10 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>Des. No. 2001172</p>				
<p>1 inch = 200 feet</p>		<p>Graphics created by HNTB Corporation (2021)</p>		

- Project Area
- Construction Limits
- Proposed Pavement
- Existing Culverts (Culvert #)
- Existing Concrete Paved Ditch
- Pipeline
- Railroad
- Trails
- Managed Lands
- + Cemetery
- Wetlands
- Likely Jurisdictional Streams
- Not Likely Jurisdictional Streams





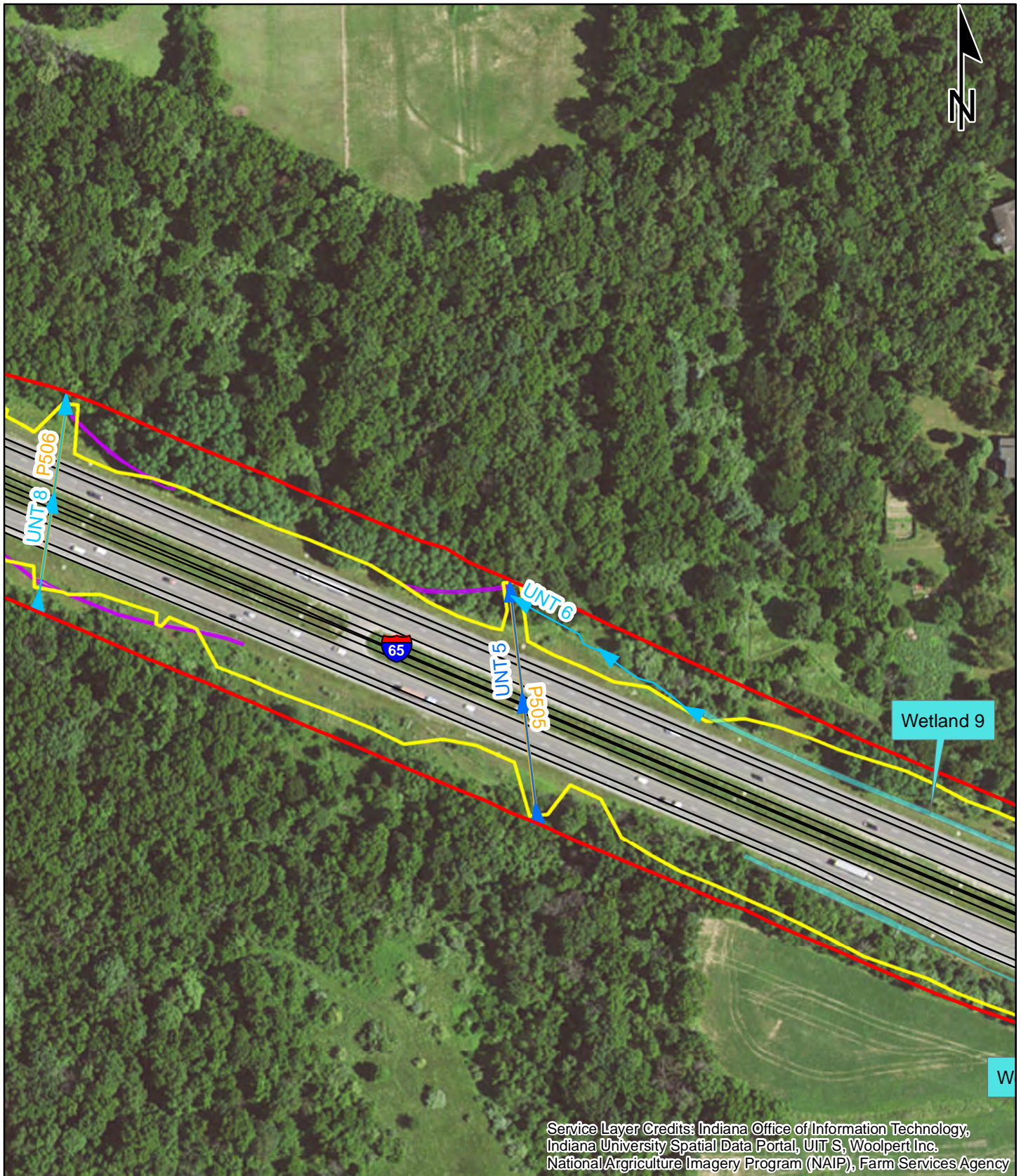
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Project Area	Pipeline	Wetlands
Construction Limits	Railroad	Likely Jurisdictional Streams
Proposed Pavement	Trails	Not Likely Jurisdictional Streams
Existing Culverts (Culvert #)	Managed Lands	
Existing Concrete Paved Ditch	Cemetery	

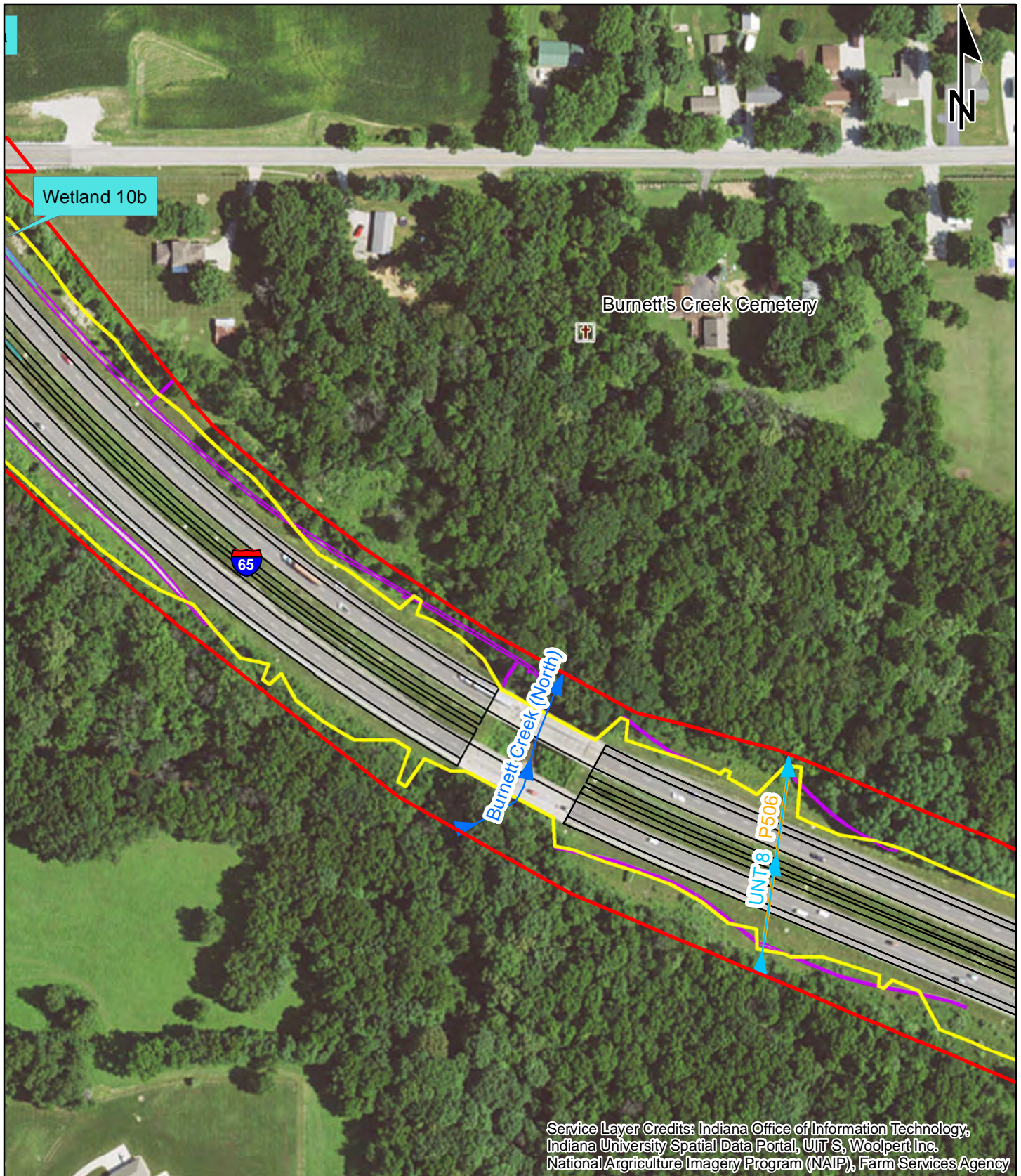
0 100 200 Feet

Project Aerial Map
I-65 Added Travel Lanes
Tippecanoe County, Indiana

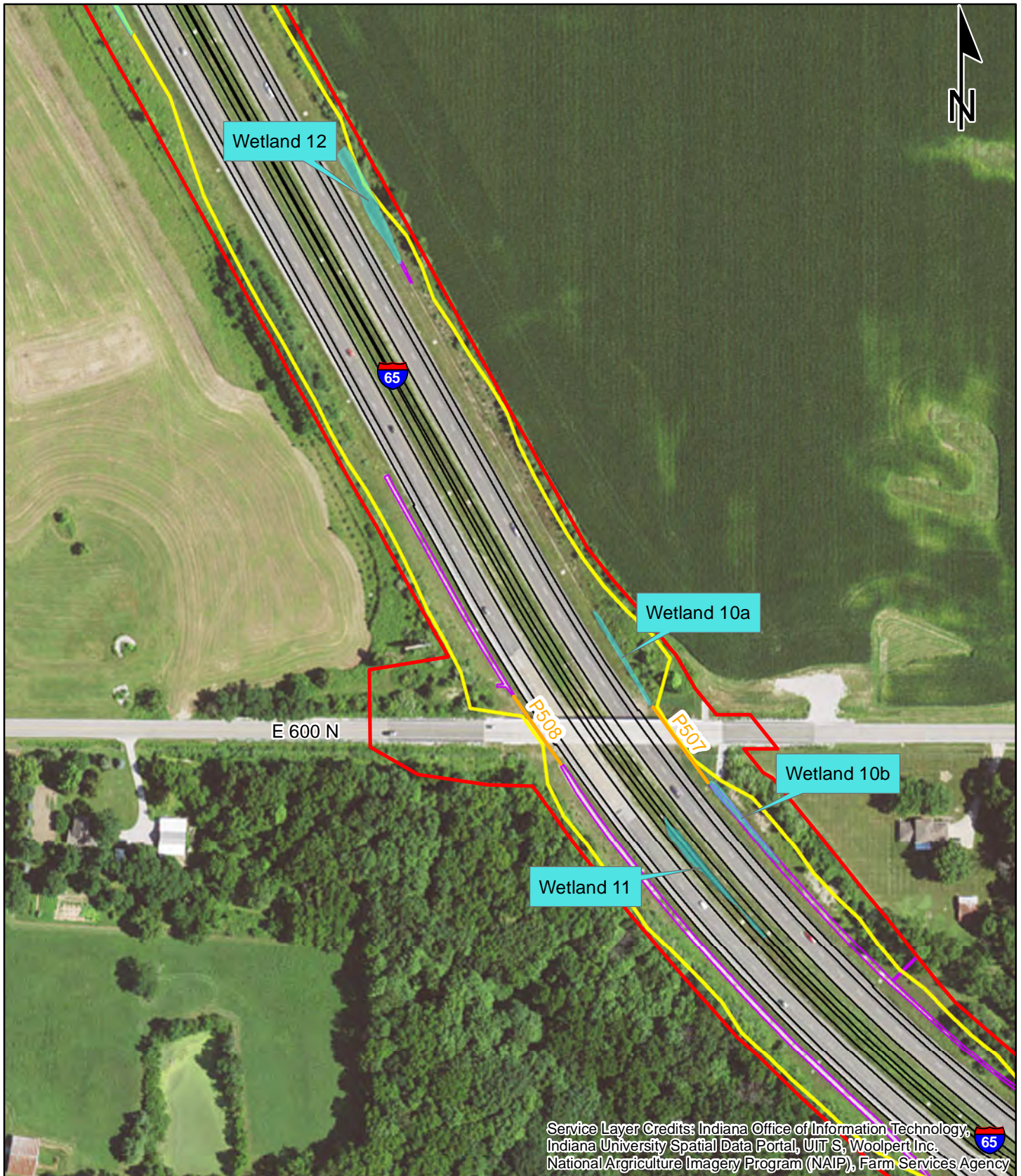
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








<p>Page 12 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>Des. No. 2001172</p>			 <p>Graphics created by HNTB Corporation (2021)</p>	
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<ul style="list-style-type: none"> █ Project Area █ Construction Limits — Proposed Pavement — Existing Culverts (Culvert #) — Existing Concrete Paved Ditch 	<ul style="list-style-type: none"> — Pipeline — Railroad — Trails █ Managed Lands + Cemetery 	<ul style="list-style-type: none"> █ Wetlands — Likely Jurisdictional Streams — Not Likely Jurisdictional Streams 	<p>0 100 200 Feet</p>	



<p>Page 13 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
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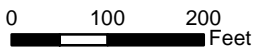


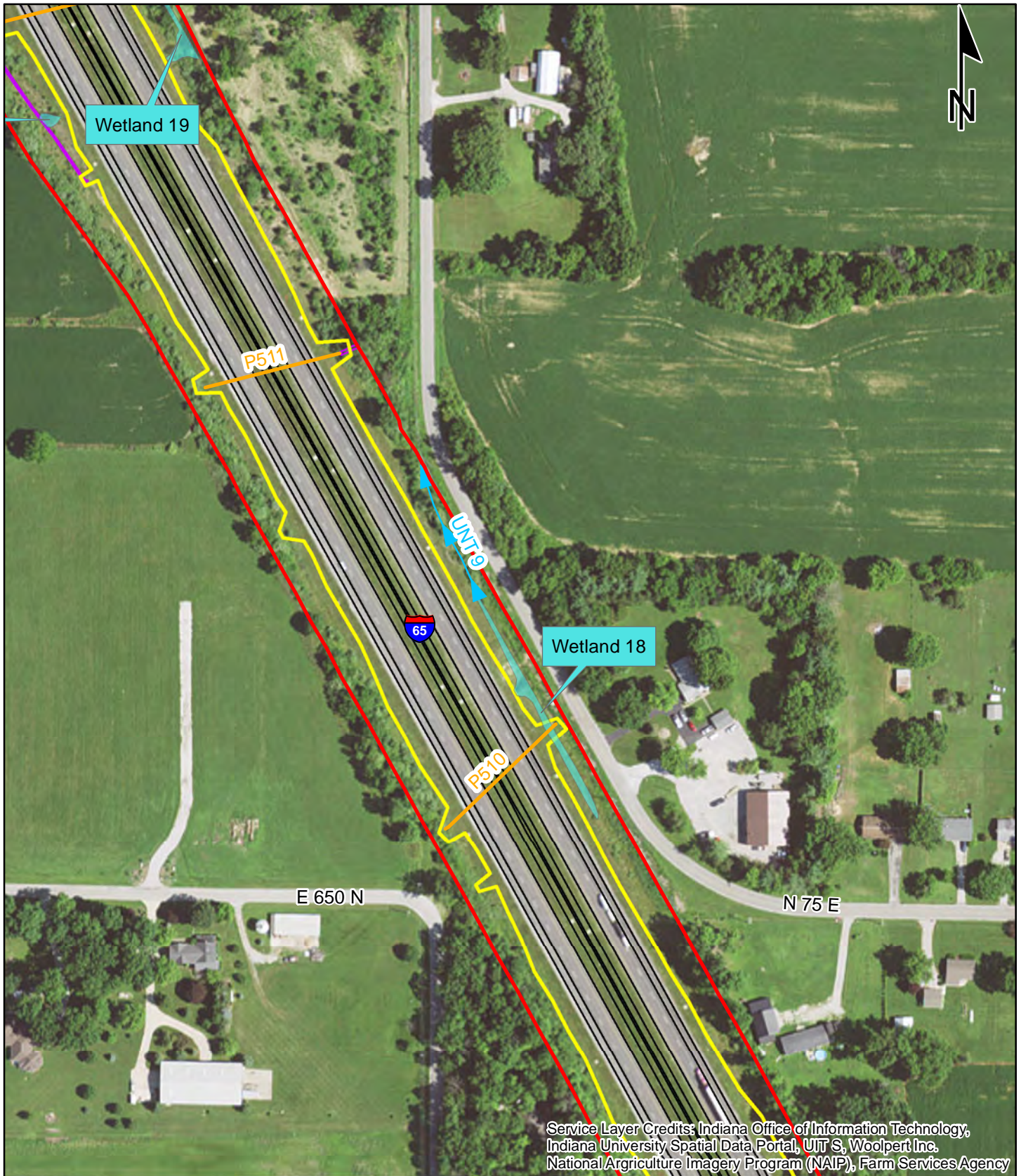
<p>Page 14 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>Des. No. 2001172</p>			 Graphics created by HNTB Corporation (2021)	
<p>1 inch = 200 feet</p>				
<p> Project Area</p> <p> Construction Limits</p> <p> Proposed Pavement</p> <p> Existing Culverts (Culvert #)</p> <p> Existing Concrete Paved Ditch</p>	<p> Pipeline</p> <p> Railroad</p> <p> Trails</p> <p> Managed Lands</p> <p> Cemetery</p>	<p> Wetlands</p> <p> Likely Jurisdictional Streams</p> <p> Not Likely Jurisdictional Streams</p>	<p>0 100 200 Feet</p>	



<p>Page 15 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
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<p>1 inch = 200 feet</p>				

- █ Project Area
- █ Construction Limits
- Proposed Pavement
- Existing Culverts (Culvert #)
- Existing Concrete Paved Ditch
- Pipeline
- Railroad
- Trails
- █ Managed Lands
- + Cemetery
- █ Wetlands
- Likely Jurisdictional Streams
- Not Likely Jurisdictional Streams

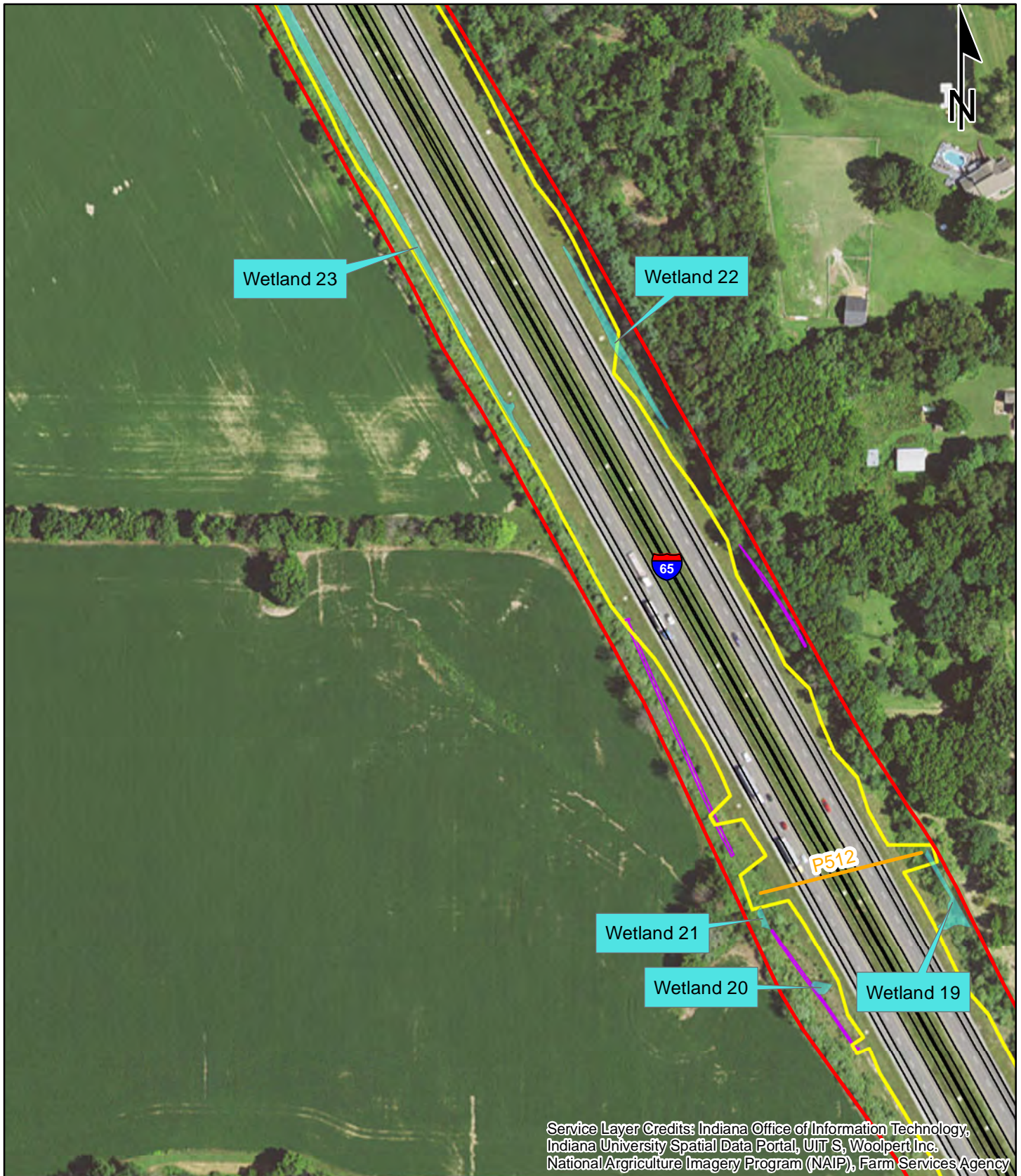





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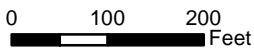
<p>Page 16 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>Des. No. 2001172</p>		<p>Graphics created by HNTB Corporation (2021)</p>		
<p>1 inch = 200 feet</p>				
<p>0 100 200 Feet</p>				

- █ Project Area
- █ Construction Limits
- Proposed Pavement
- Existing Culverts (Culvert #)
- Existing Concrete Paved Ditch
- Pipeline
- Railroad
- Trails
- █ Managed Lands
- + Cemetery
- █ Wetlands
- Likely Jurisdictional Streams
- Not Likely Jurisdictional Streams



<p>Page 17 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>Des. No. 2001172</p>			 Graphics created by HNTB Corporation (2021)	
<p>1 inch = 200 feet</p>				

- █ Project Area
- █ Construction Limits
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- Existing Concrete Paved Ditch
- Pipeline
- Railroad
- Trails
- █ Managed Lands
- + Cemetery
- █ Wetlands
- Likely Jurisdictional Streams
- Not Likely Jurisdictional Streams





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Project Area	Pipeline	Wetlands
Construction Limits	Railroad	Likely Jurisdictional Streams
Proposed Pavement	Trails	Not Likely Jurisdictional Streams
Existing Culverts (Culvert #)	Managed Lands	
Existing Concrete Paved Ditch	Cemetery	

0 100 200 Feet

Project Aerial Map	
I-65 Added Travel Lanes Tippecanoe County, Indiana	
Des. No. 2001172	
1 inch = 200 feet	Graphics created by HNTB Corporation (2021)



Service Layer Credits: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc. National Agriculture Imagery Program (NAIP), Farm Services Agency

<ul style="list-style-type: none"> ■ Project Area ■ Construction Limits — Proposed Pavement — Existing Culverts (Culvert #) — Existing Concrete Paved Ditch — Pipeline — Railroad ■ Trails ■ Managed Lands + Cemetery ■ Wetlands — Likely Jurisdictional Streams — Not Likely Jurisdictional Streams 		<p>Page 19 of 21</p> <p>0 100 200 Feet</p>	<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>
		<p>Des. No. 2001172</p> <p>1 inch = 200 feet</p>	<p>HNTB Graphics created by HNTB Corporation (2021)</p>




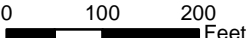
Service Layer Credits: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc. National Agriculture Imagery Program (NAIP), Farm Services Agency

<p>Page 20 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
<p>0 100 200 Feet</p>			<p>Des. No. 2001172</p>	
<p>1 inch = 200 feet</p>			<p>HNTB Graphics created by HNTB Corporation (2021)</p>	

- Project Area
- Construction Limits
- Proposed Pavement
- Existing Culverts (Culvert #)
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- ⊕ Cemetery
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- Likely Jurisdictional Streams
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<p>Page 21 of 21</p>			<p>Project Aerial Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
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September 24, 2020

Wetlands

- | | | |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| |  Freshwater Pond |  Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



September 24, 2020

Wetlands

- | | | |
|--------------------------------|-----------------------------------|----------|
| Estuarine and Marine Deepwater | Freshwater Emergent Wetland | Lake |
| Estuarine and Marine Wetland | Freshwater Forested/Shrub Wetland | Other |
| | Freshwater Pond | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

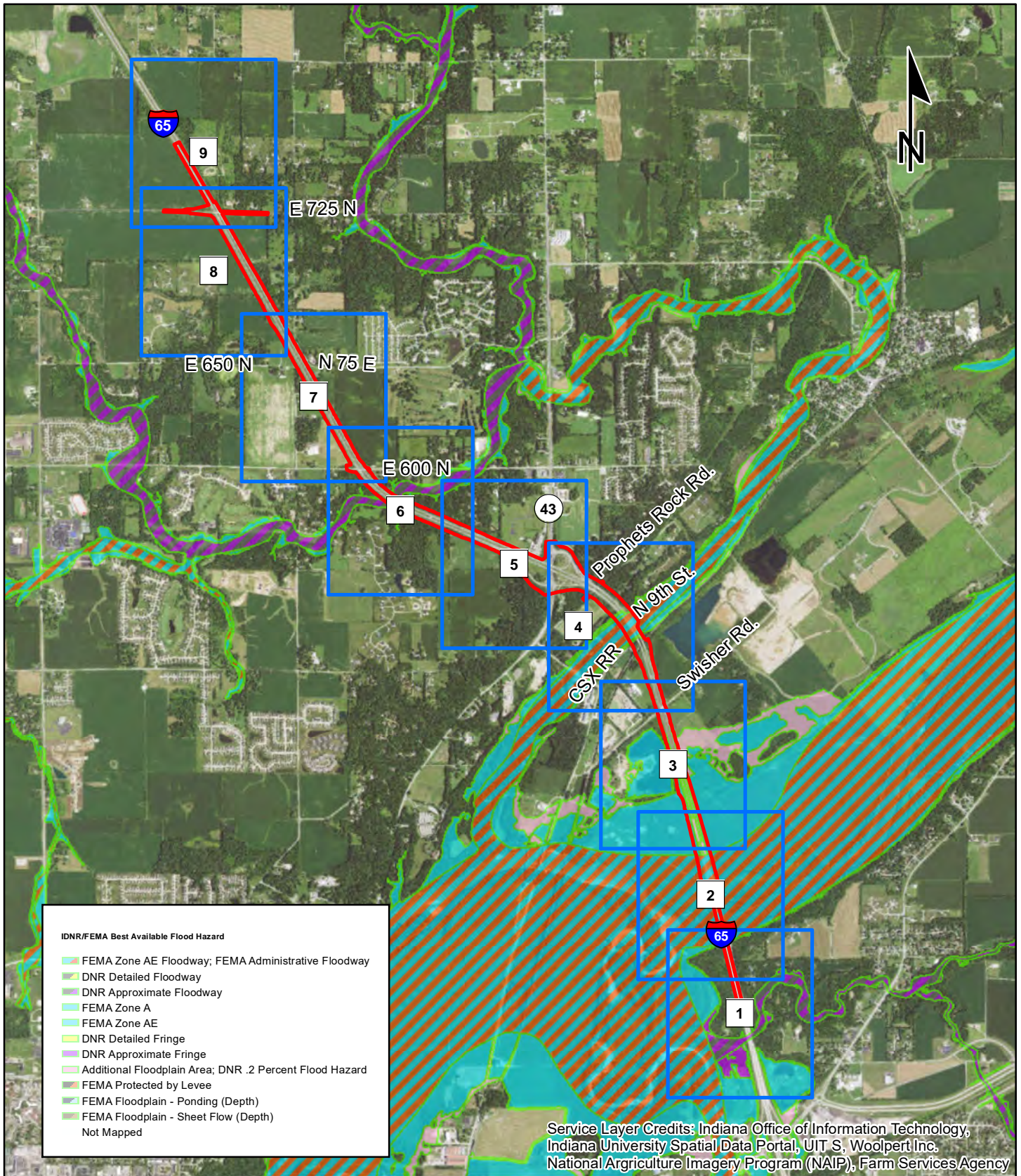
September 24, 2020

Wetlands

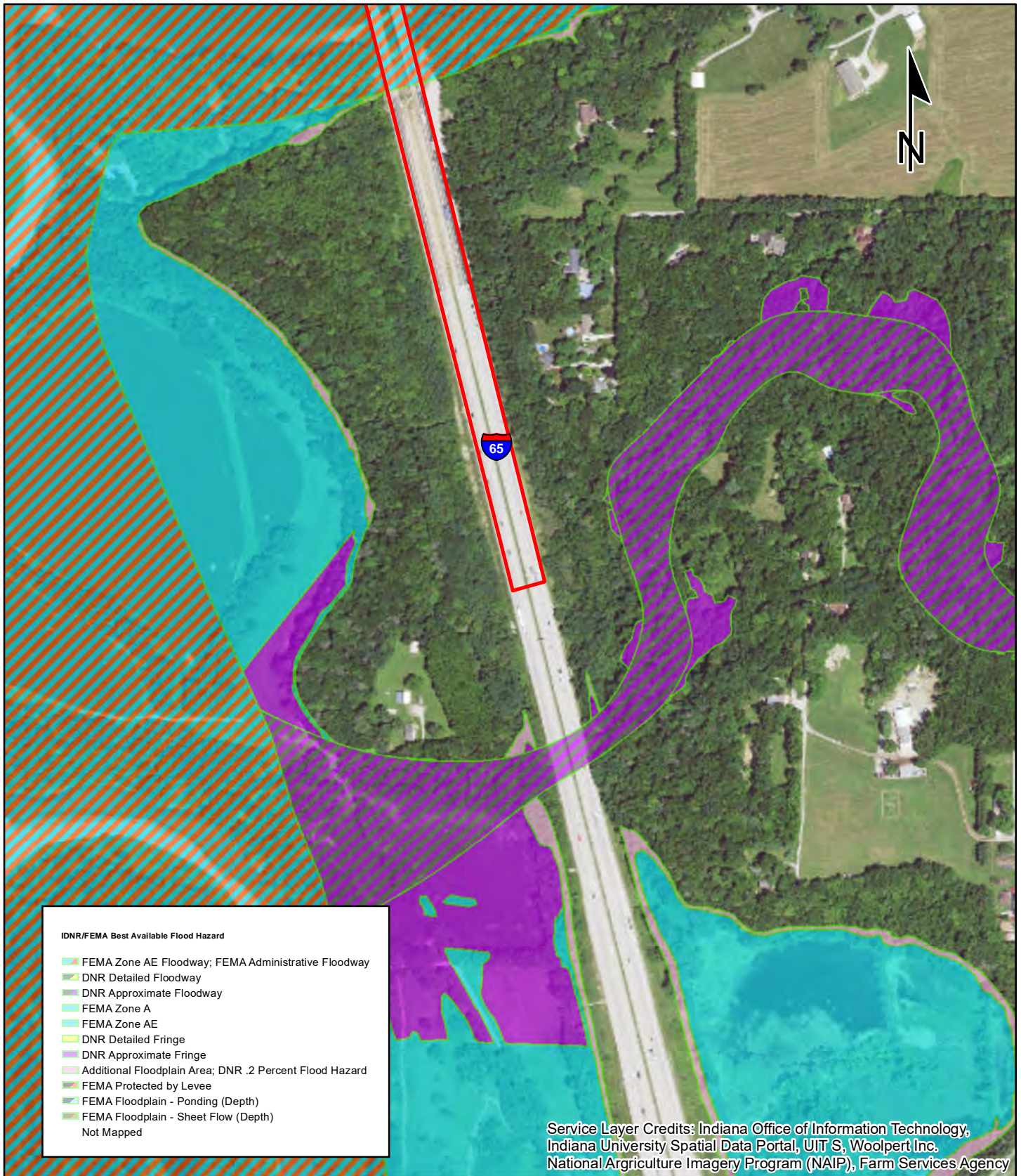
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|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| |  Freshwater Pond |  Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

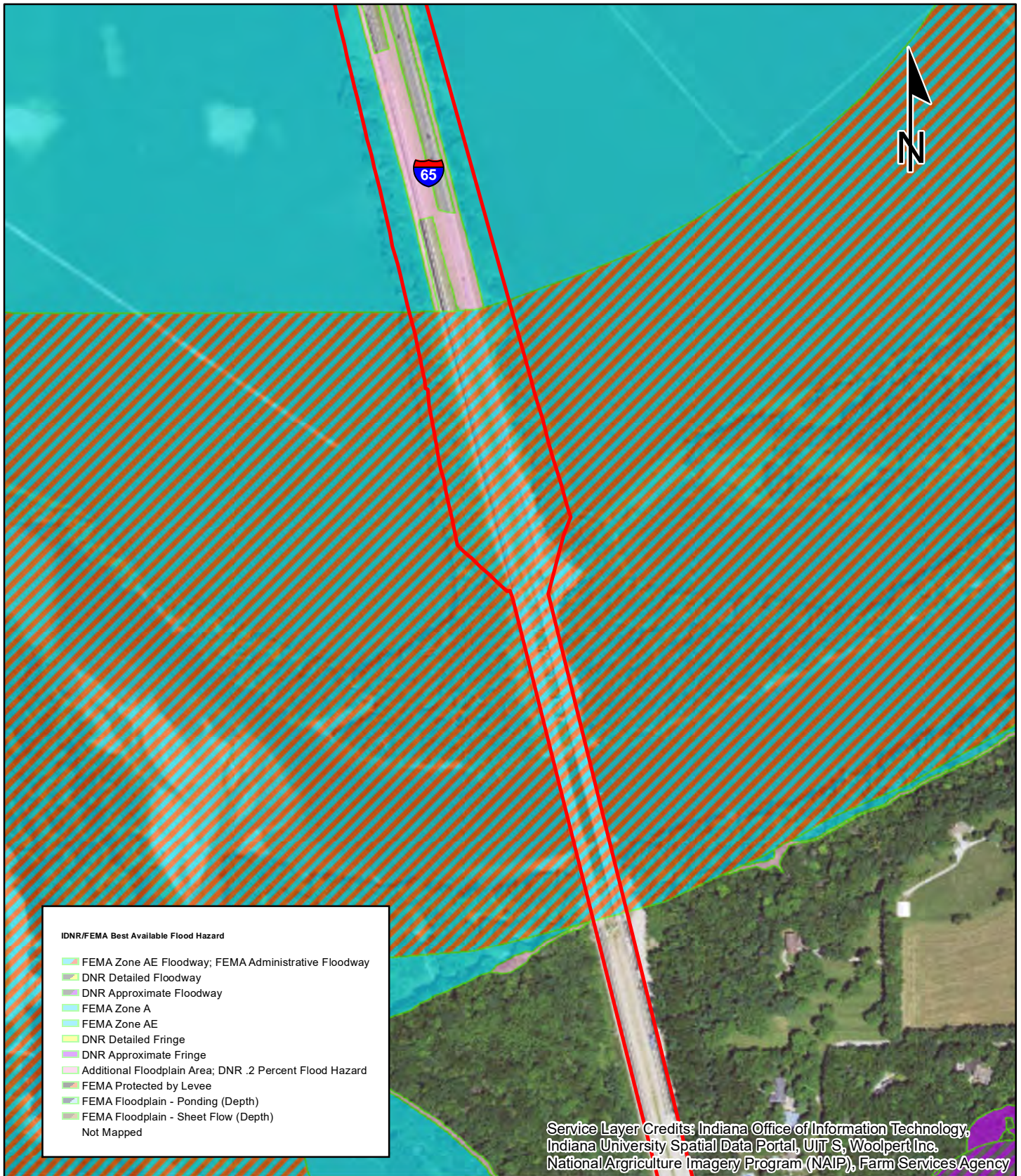
National Wetlands Inventory (NWI)
This page was produced by the NWI mapper



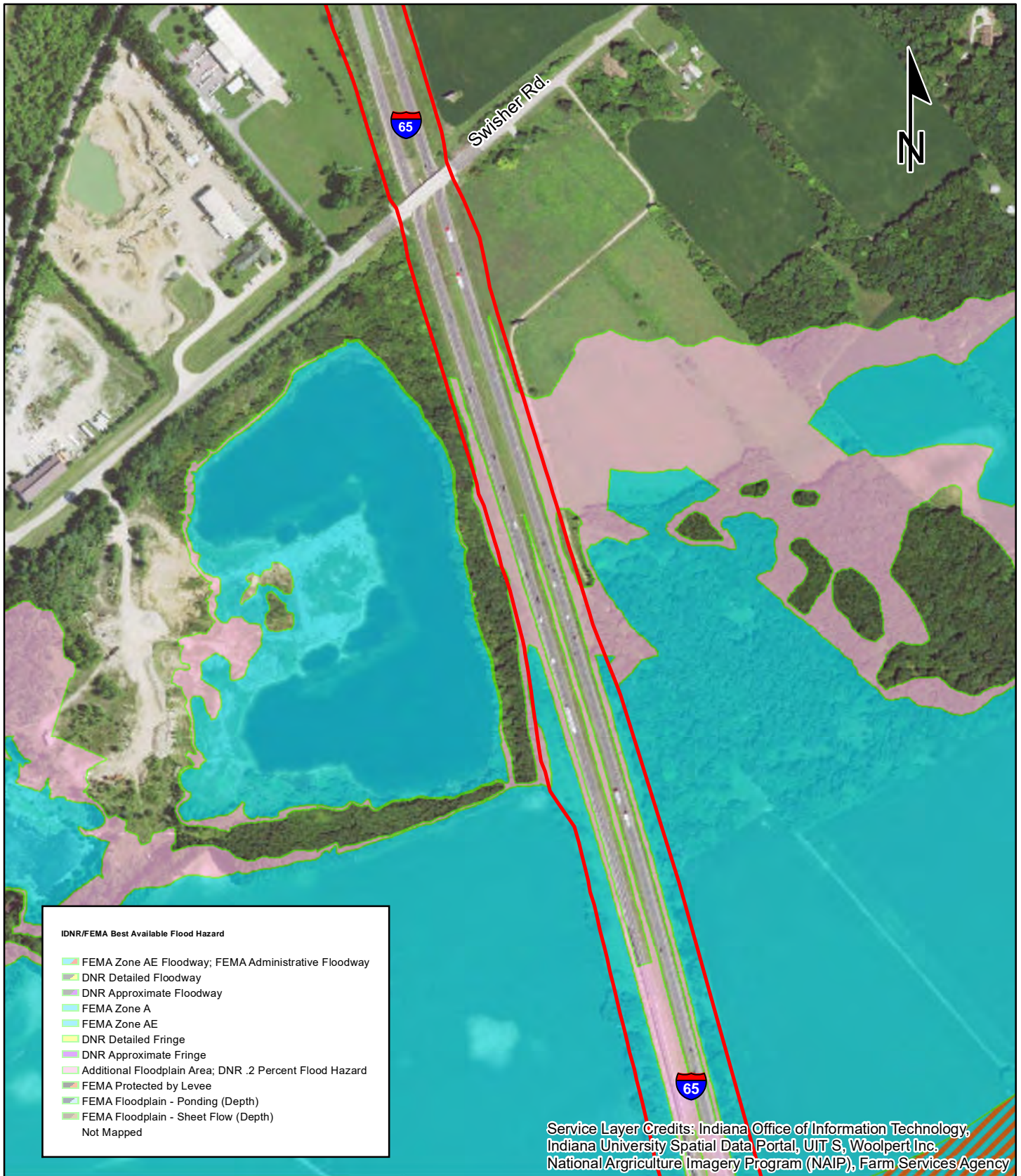
Project Area Map Index Pages	Floodplain Index Map I-65 Added Travel Lanes Tippecanoe County, Indiana	
	Des. No. 2001172 0 1,750 3,500 Feet 	1 inch = 3,500 feet



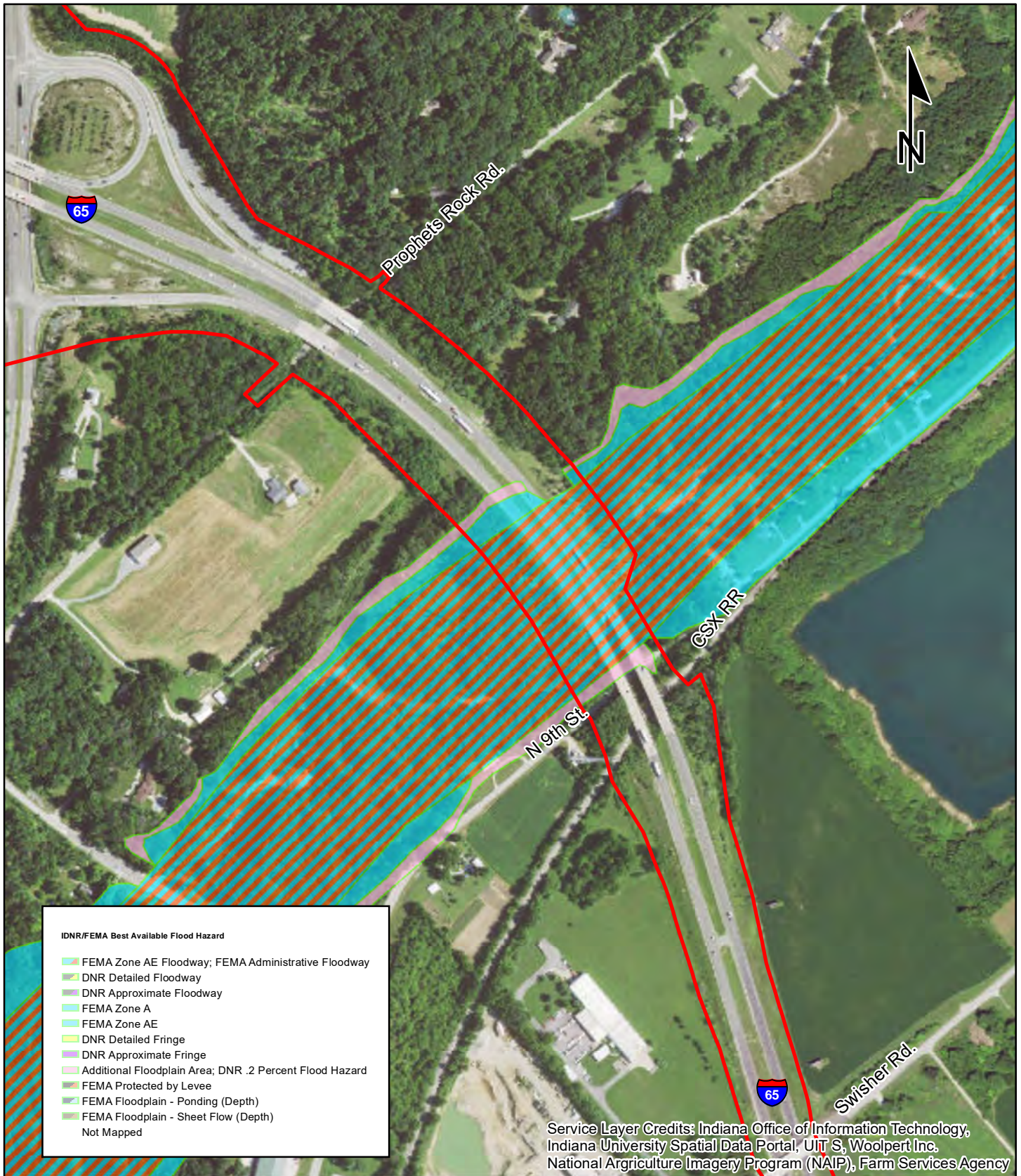
Project Area	Page 1 of 9	Floodplain Map I-65 Added Travel Lanes Tippecanoe County, Indiana	
	0 250 500 Feet	Des. No. 2001172	 Graphics created by HNTB Corporation (2020)
		1 inch = 500 feet	



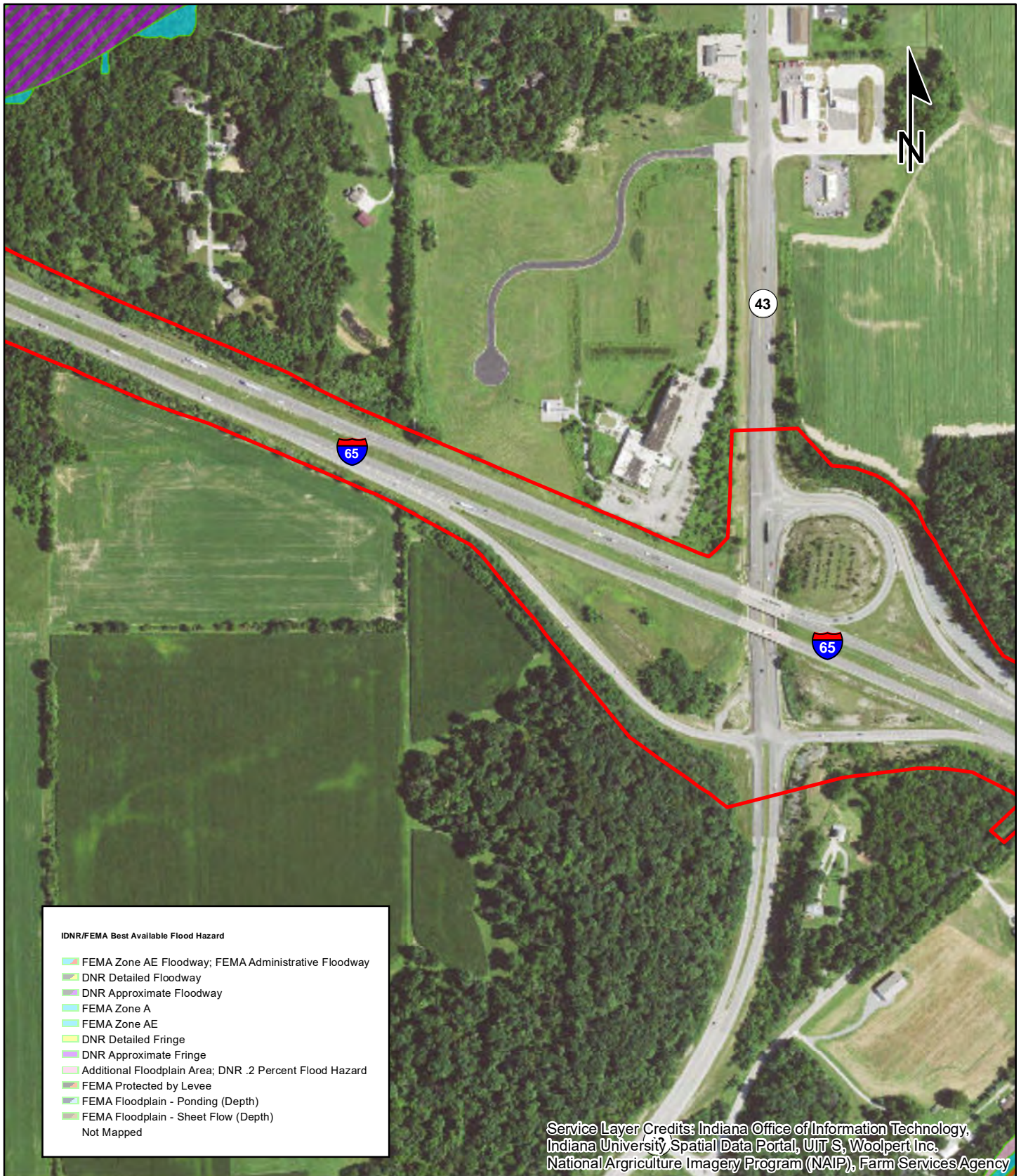
Project Area	Page 2 of 9	Floodplain Map I-65 Added Travel Lanes Tippecanoe County, Indiana	
		Des. No. 2001172	 Graphics created by HNTB Corporation (2020)
0 250 500 Feet		1 inch = 500 feet	



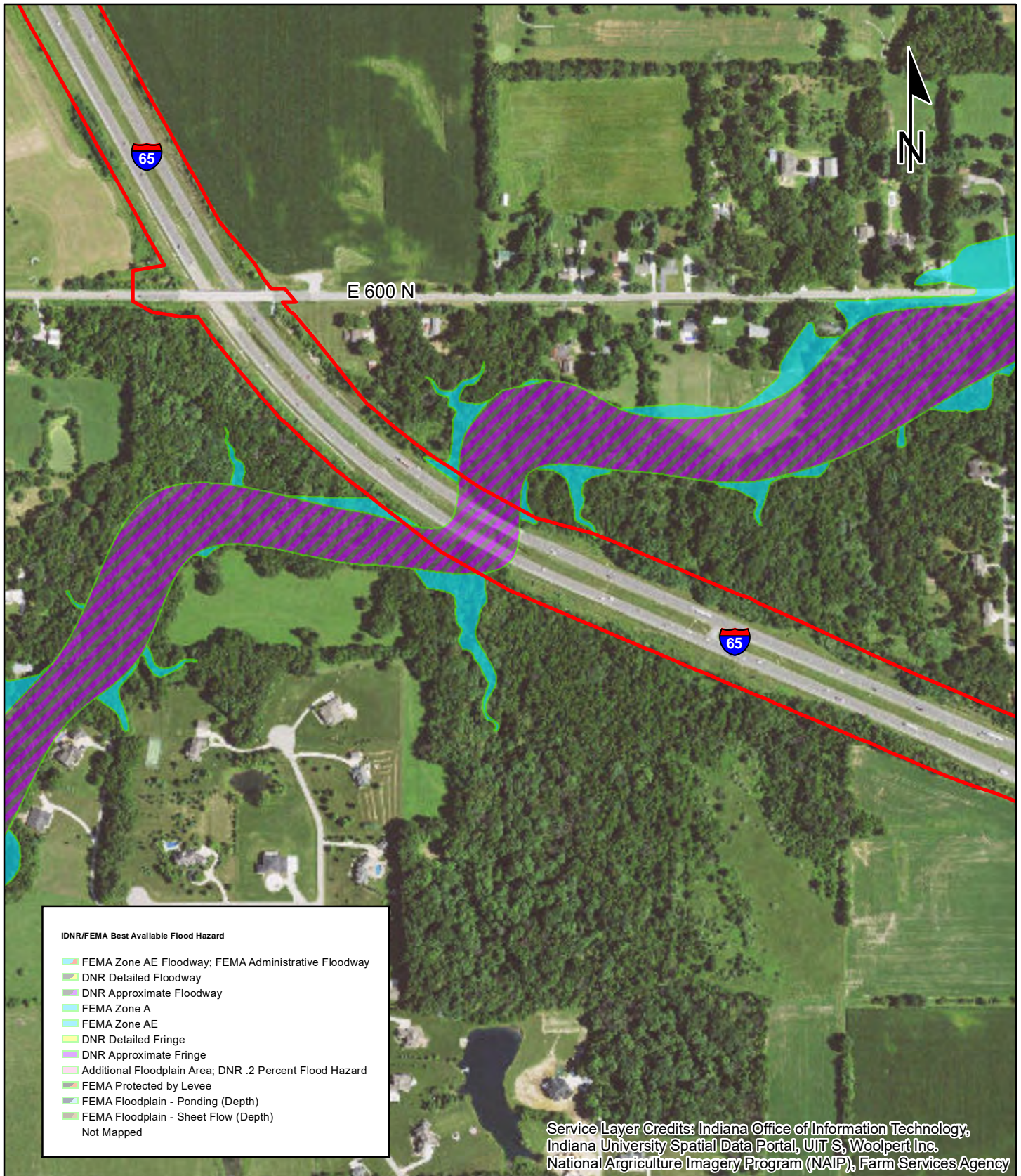
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		Des. No. 2001172 1 inch = 500 feet	 Graphics created by HNTB Corporation (2020)



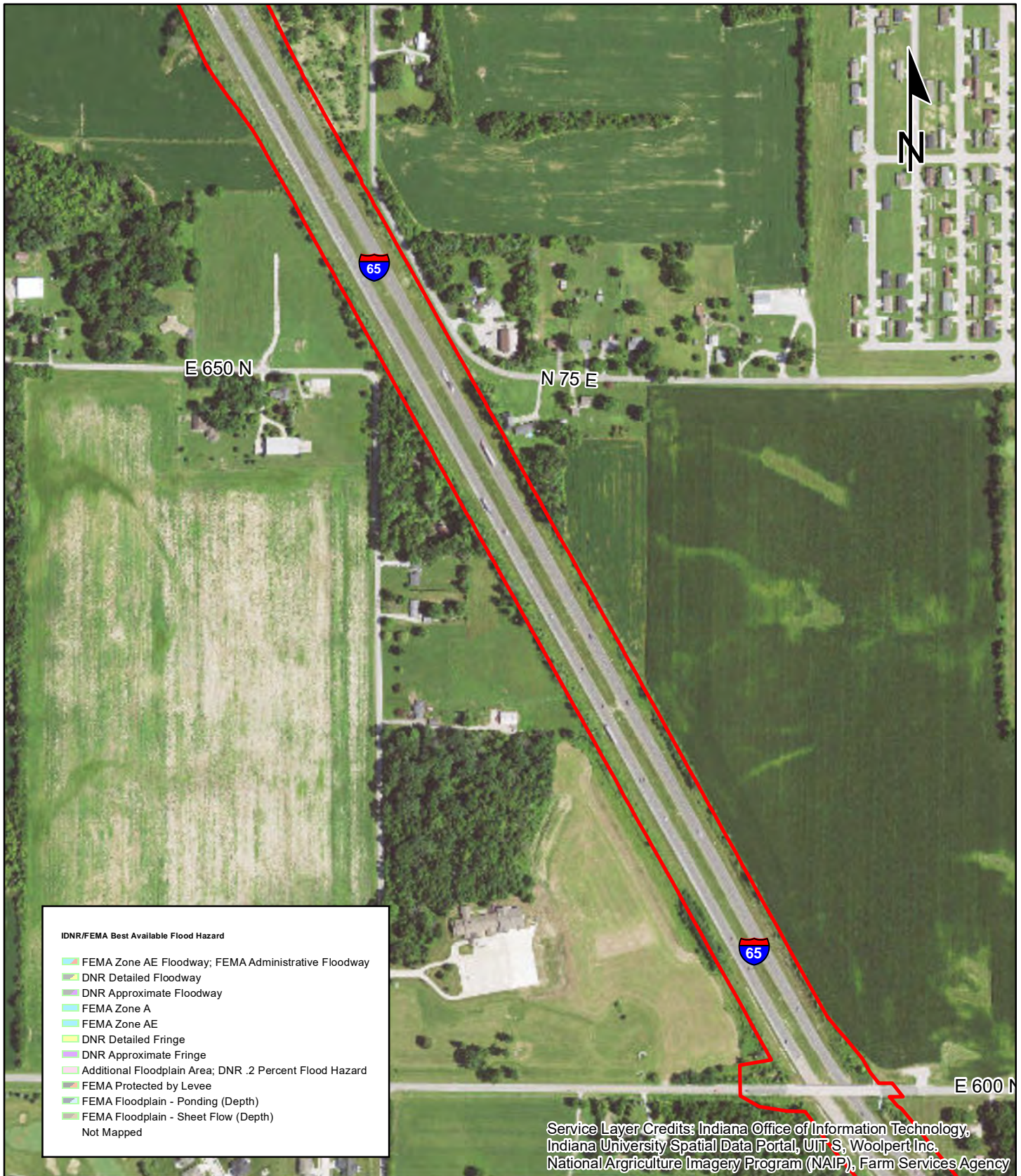
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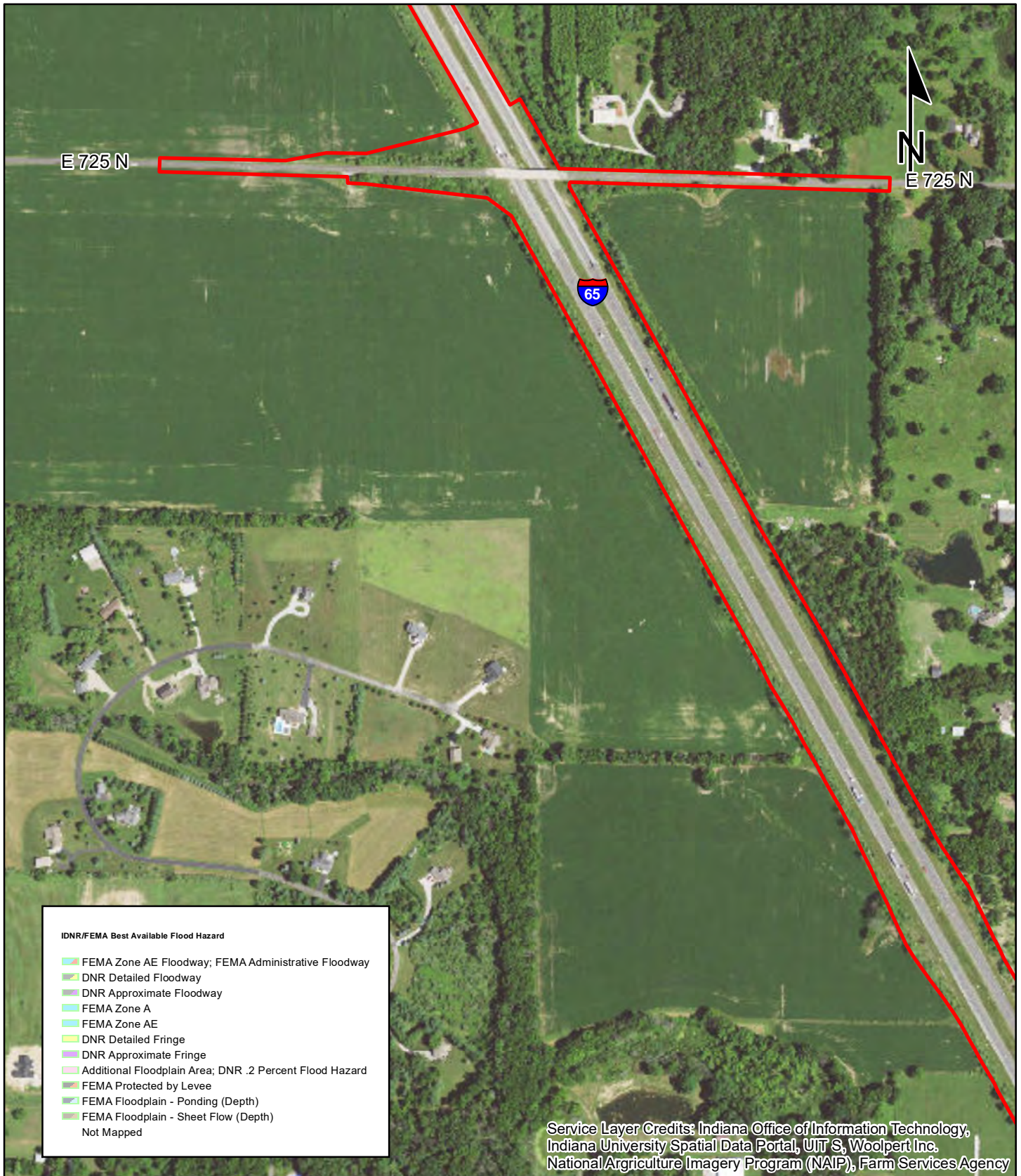
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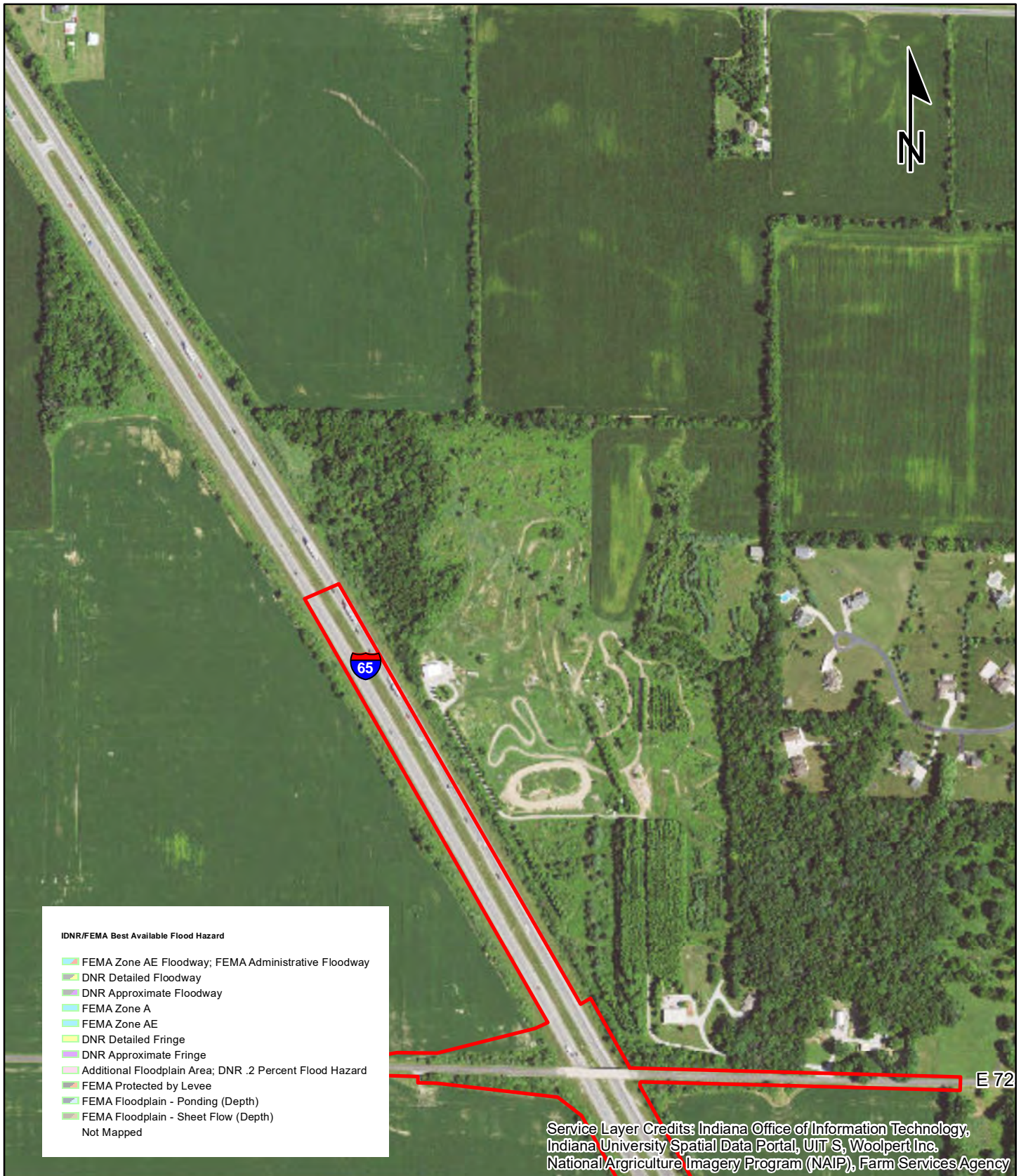
Project Area	Page 6 of 9	Floodplain Map I-65 Added Travel Lanes Tippecanoe County, Indiana	
		Des. No. 2001172	 Graphics created by HNTB Corporation (2020)
0 250 500 Feet		1 inch = 500 feet	



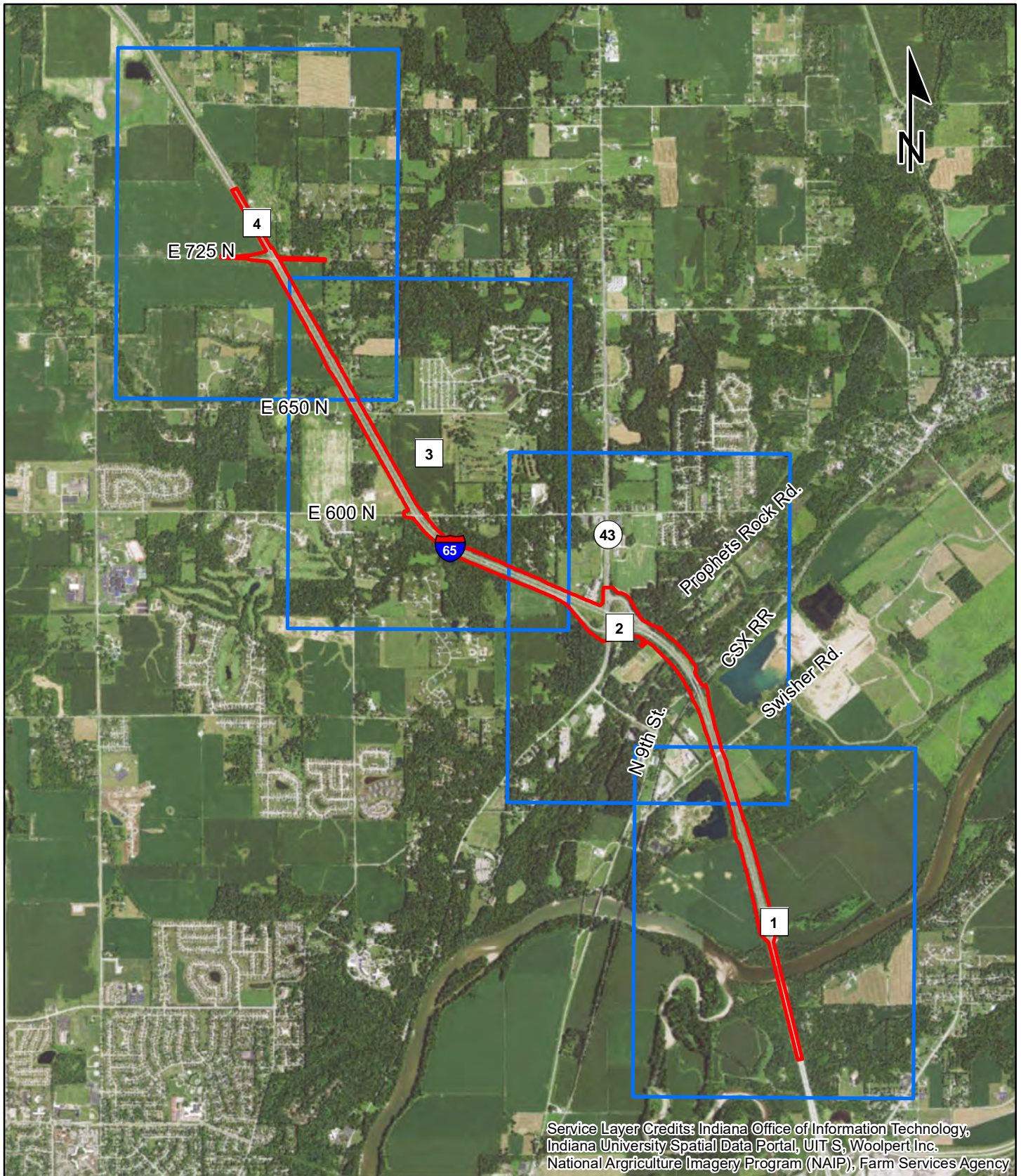
Project Area	Page 7 of 9	Floodplain Map I-65 Added Travel Lanes Tippecanoe County, Indiana	
		Des. No. 2001172 	 Graphics created by HNTB Corporation (2020)
		1 inch = 500 feet	






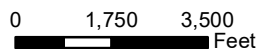
Project Area	Page 8 of 9	Floodplain Map I-65 Added Travel Lanes Tippecanoe County, Indiana	
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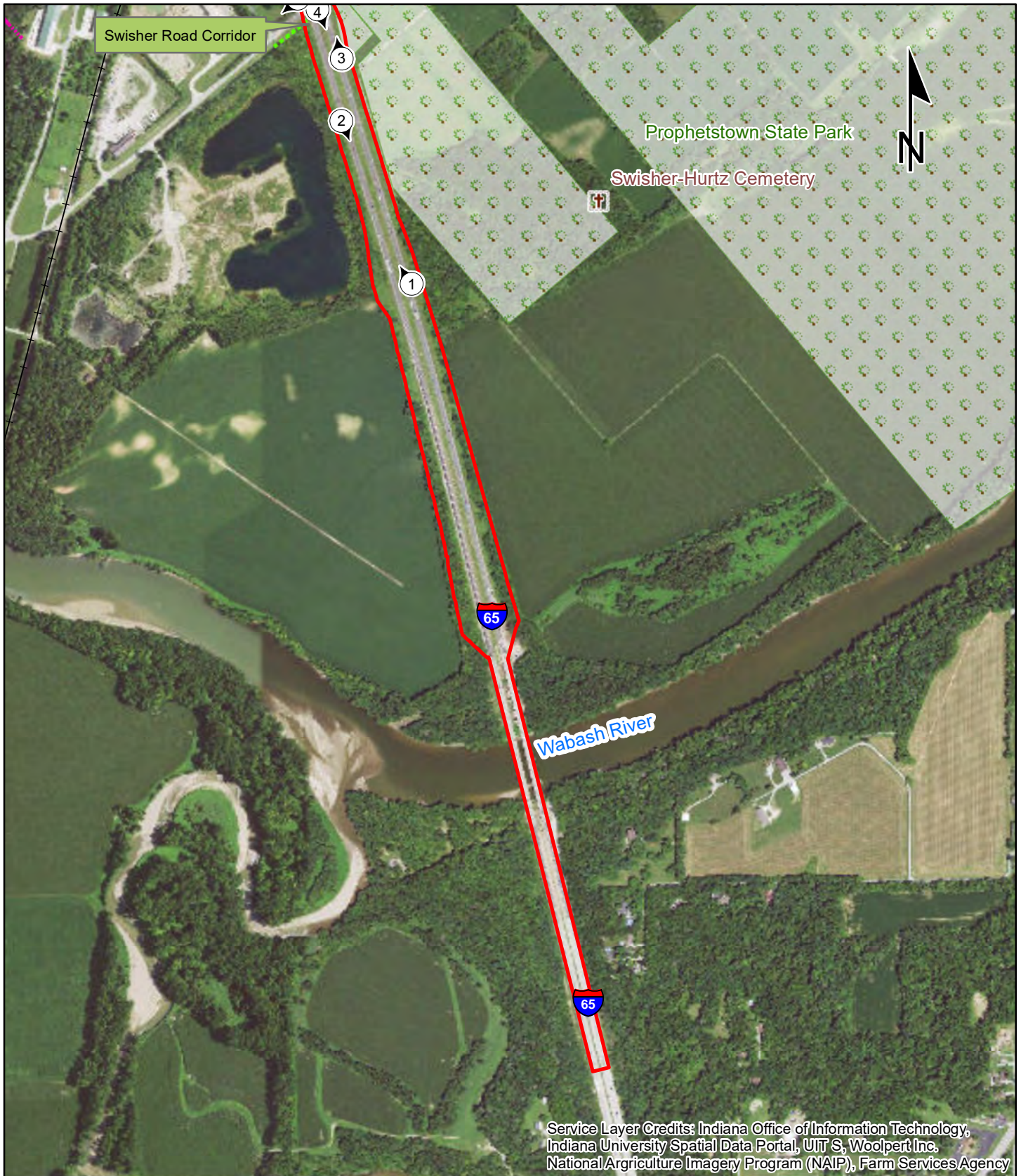


Project Area	Page 9 of 9	Floodplain Map I-65 Added Travel Lanes Tippecanoe County, Indiana	
		Des. No. 2001172 1 inch = 500 feet	 Graphics created by HNTB Corporation (2020)



 Project Area  Map Index Pages	Photo Location Map Index I-65 Added Travel Lanes Tippecanoe County, Indiana	
	Des. No. 2001172 1 inch = 3,500 feet	 Graphics created by HNTB Corporation (2021)



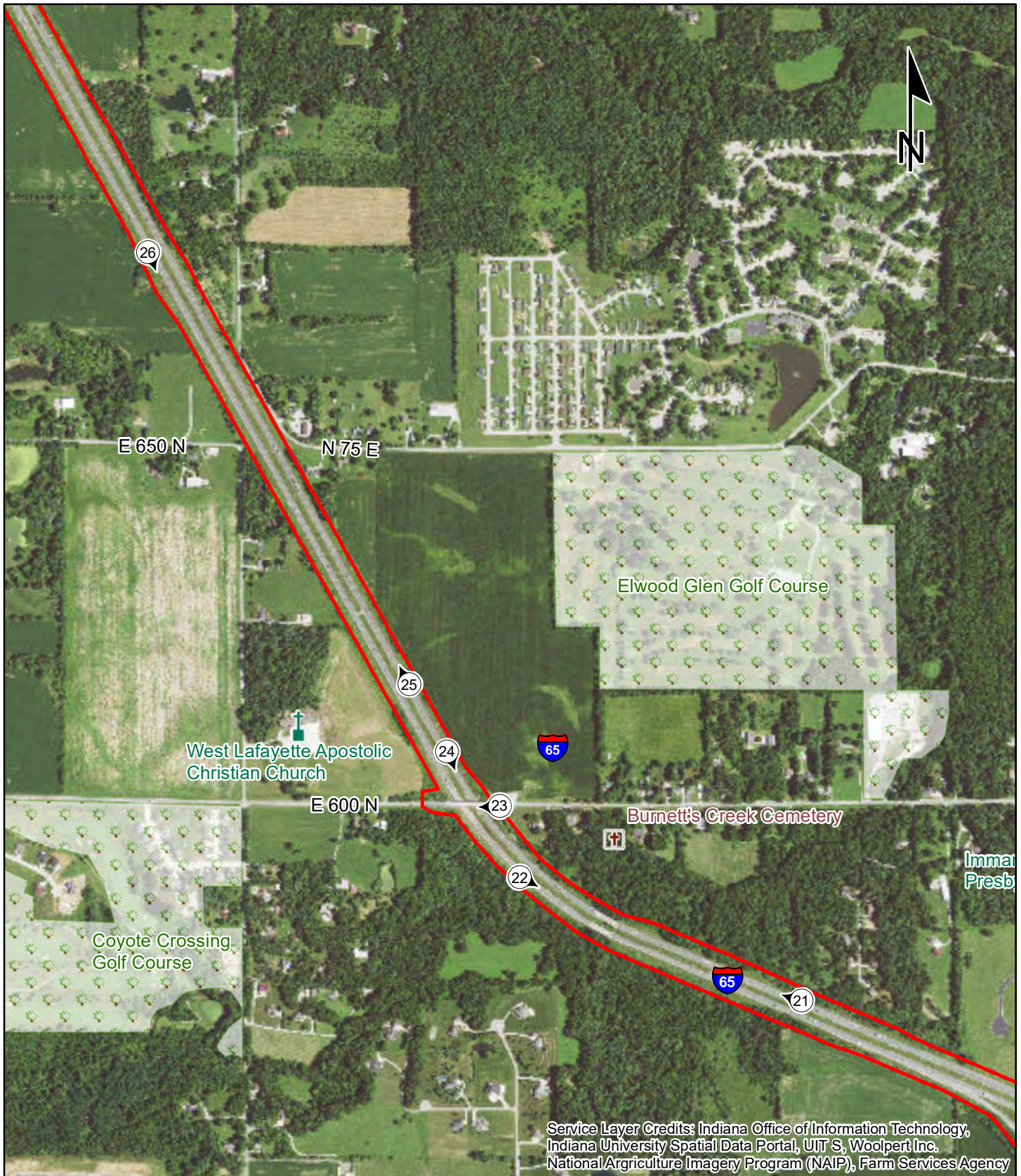





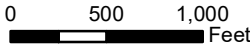

<ul style="list-style-type: none"> Project Area Railroad Pipeline Trails ManagedLands 	<ul style="list-style-type: none"> Photo Location + Religious Facility + Cemetery 	<p>Page 1 of 4</p>	<p>Photo Location Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>	
		<p>0 500 1,000 Feet</p>	<p>Des. No. 2001172 1 inch = 1,000 feet</p>	<p>HNTB</p>
		<p>Graphics created by HNTB Corporation (2021)</p>		



Service Layer Credits: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UIT S, Woolpert Inc. National Agriculture Imagery Program (NAIP), Farm Services Agency

<ul style="list-style-type: none"> ▭ Project Area —+— Railroad -·-·- Pipeline -·-·- Trails ManagedLands 	<ul style="list-style-type: none"> Photo Location ⊕ Religious Facility ⊕ Cemetery 	<p>Page 2 of 4</p>	<p>Photo Location Map I-65 Added Travel Lanes Tippecanoe County, Indiana</p>
<p>0 500 1,000 Feet</p>		<p>Des. No. 2001172 1 inch = 1,000 feet</p>	<p>HNTB Graphics created by HNTB Corporation (2021)</p>



<ul style="list-style-type: none"> ▭ Project Area + Railroad --- Pipeline --- Trails ManagedLands 	<ul style="list-style-type: none">  Photo Location  Religious Facility  Cemetery 	Page 3 of 4	Photo Location Map I-65 Added Travel Lanes Tippecanoe County, Indiana
			Des. No. 2001172
		1 inch = 1,000 feet	
			Graphics created by HNTB Corporation (2021)



<ul style="list-style-type: none"> Project Area Railroad Pipeline Trails ManagedLands 	<ul style="list-style-type: none"> Photo Location † Religious Facility Cemetery 	Page 4 of 4	Photo Location Map I-65 Added Travel Lanes Tippecanoe County, Indiana
<ul style="list-style-type: none"> ManagedLands 		0 500 1,000 Feet	Des. No. 2001172
		1 inch = 1,000 feet	
			Graphics created by HNTB Corporation (2021)



1. Facing I-65 northbound, looking north



2. Facing I-65 southbound, looking south



3. Facing I-65 northbound, looking north at Swisher Road bridge



4. Facing I-65 at Swisher Road bridge, looking south



5. Facing I-65 at Swisher Road bridge, looking north



6. Facing Swisher Road at bridge over I-65, looking northeast



7. Facing Swisher Road at bridge over I-65, looking southwest



8. Facing I-65 northbound, looking north



9. Facing I-65 southbound, looking south



10. Facing I-65 over 9th Street bridge, looking northeast



11. Facing Burnett Creek under 9th Street bridge, looking southwest



12. Facing Burnett Creek under 9th Street bridge, looking northeast



13. Facing Wabash Heritage Trail under 9th Street bridge, looking southwest



14. Facing Wabash Heritage Trail under 9th Street bridge, looking southwest



15. Facing I-65 northbound, looking northwest towards SR 43 interchange



16. Facing I-65 bridge over Prophets Rock Road, looking northeast



17. Facing I-65 southbound entrance ramp at SR 43, looking east



18. Facing I-65 southbound exit ramp to SR 43, looking northwest



19. Facing I-65 bridges over SR 43, looking south



20. Facing I-65 northbound entrance ramp at SR 43 interchange, looking northeast



21. Facing I-65 northbound, looking northwest



22. Facing I-65 southbound, looking southeast



23. Facing CR 600 bridge over I-65, looking west



24. Facing CR 600 bridge over I-65, looking southeast



25. Facing I-65 northbound, looking northwest



26. Facing I-65 southbound, looking southeast



27. Facing CR 725 bridge over I-65, looking northwest



28. Facing CR 725 over I-65, looking west