



27. View west along SR 46.  
7/24/2019



28. View east along SR 46.  
7/24/2019



29. View west along SR 46.  
7/24/2019



30. View east along SR 46.  
7/24/2019



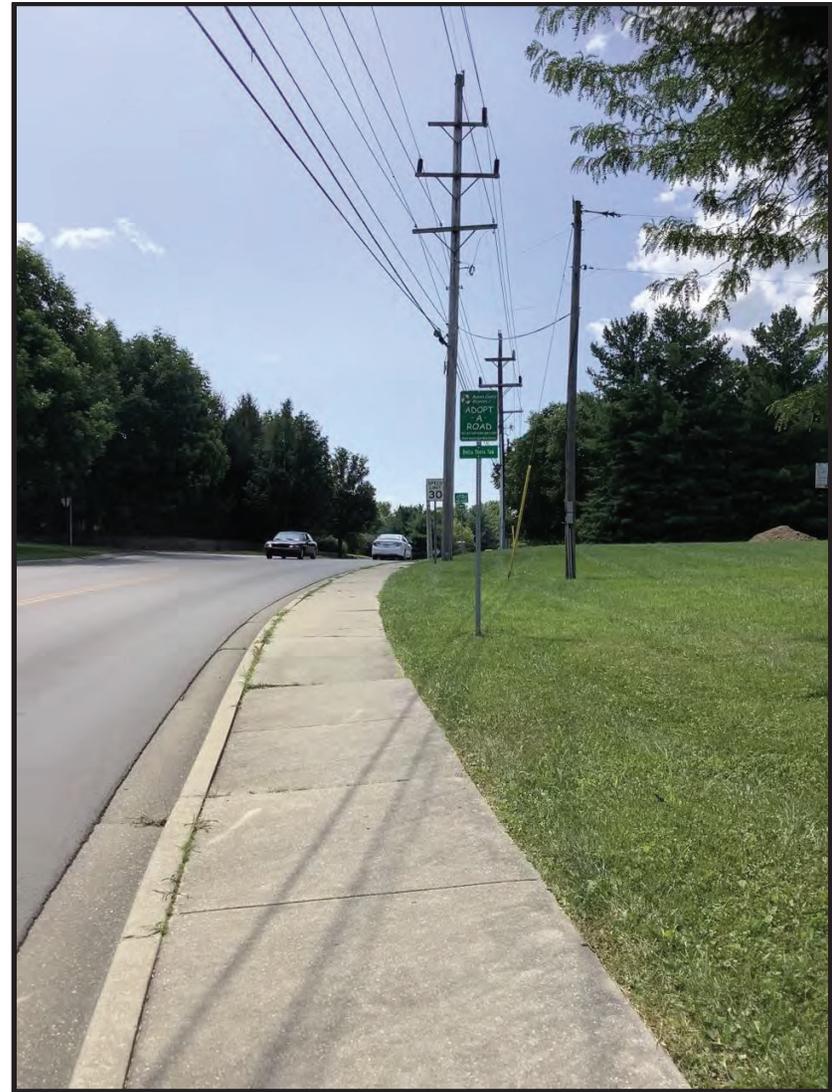
31. View north along Smith Road towards SR 46 and Smith Road intersection.  
7/24/2019



32. View south along Smith Road.  
7/24/2019



33. View north along Smith Road towards SR 46 and Smith Road intersection.  
7/24/2019



34. View south along Smith Road.  
7/24/2019

PROJECT	DESIGNATION
1800208	1800208
CONTRACT	
R-41465	

# INDIANA DEPARTMENT OF TRANSPORTATION



Excerpted from ROW Plans

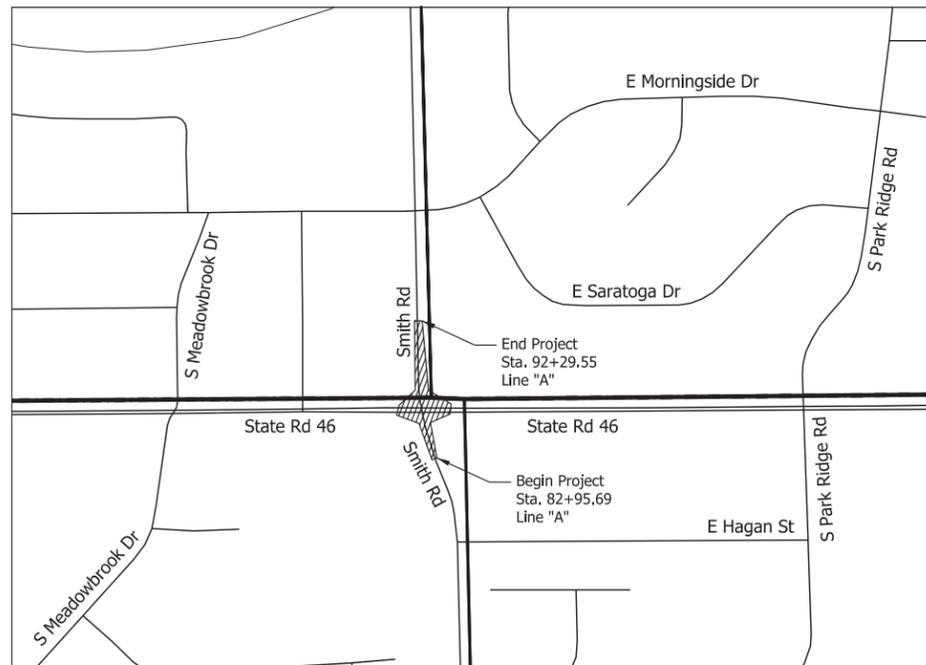
## RIGHT-OF-WAY PLANS

ROUTE: SR 46 AT SMITH ROAD  
PROJECT NO.

1800208 P.E.  
1800208 R/W  
1800208 CONST.

**Project Description:**

Intersection Improvement project at SR 46 and Smith Road, located in the City of Bloomington, Indiana Section 35, T-9-N, R-1-W and Section 36, T-9-N, R-1-W, Bloomington Township, Monroe County, Indiana Section 2, T-8-N, R-1-W and Section 1, T-8-N, R-1-W, Perry Township, Monroe County, Indiana



Note to Reviewer: Right-of-Way Plans Not for Construction

Project Area  
Location Map  
Monroe County  
Scale: 1" = 4,000'

TRAFFIC DATA	Smith Rd	SR 46
A.A.D.T. (2018)	6,380 V.P.D.	14,785 V.P.D.
A.A.D.T. (2043)	7,576 V.P.D.	17,567 V.P.D.
D.H.V (2043)	687 V.P.H.	1,191 V.P.H.
DIRECTIONAL DISTRIBUTION	50 %	50 %
TRUCKS	5.26 % A.A.D.T. 3.72 % D.H.V.	5.01% A.A.D.T. 4.34% D.H.V.

DESIGN DATA	Smith Rd	SR 46
DESIGN SPEED	30 M.P.H.	40 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR (URBAN)	PRINCIPAL ARTERIAL (URBAN)
RURAL/URBAN	URBAN (INTERMEDIATE)	URBAN (INTERMEDIATE)
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE



LATITUDE: 39°09'51" LONGITUDE: 86°28'52"

GROSS LENGTH:	0.18 MI.
NET LENGTH:	0.18 MI.
MAX. GRADE:	5.0 %

RIGHT-OF-WAY PLANS  
JULY 1, 2021

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

**CMT** Engineers and Consultants  
8790 PURDUE ROAD  
INDIANAPOLIS, IN 46268-6128  
PHONE: (317) 298-4500

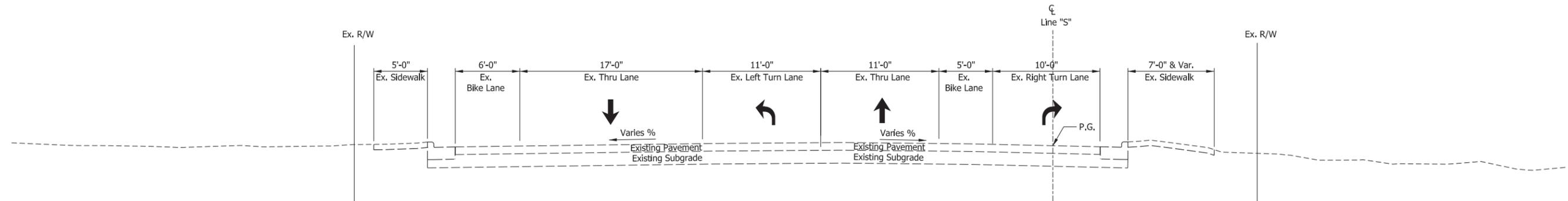
Copyright CMT, Inc.

**NOT FOR CONSTRUCTION**

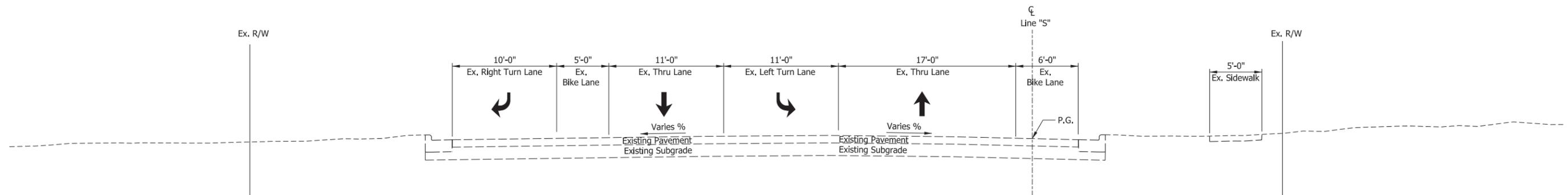
PLANS PREPARED BY: CRAWFORD, MURPHY & TILLY INC. (317) 298-4500 PHONE NUMBER  
CERTIFIED BY: 7/1/2021 DATE  
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	N/A
DESIGNATION	1800208
SURVEY BOOK	SHEETS
Electronic	1 of 20
CONTRACT	PROJECT
R-41465	1800208

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SR 46 TYPICAL SECTION  
West Leg



SR 46 TYPICAL SECTION  
East Leg

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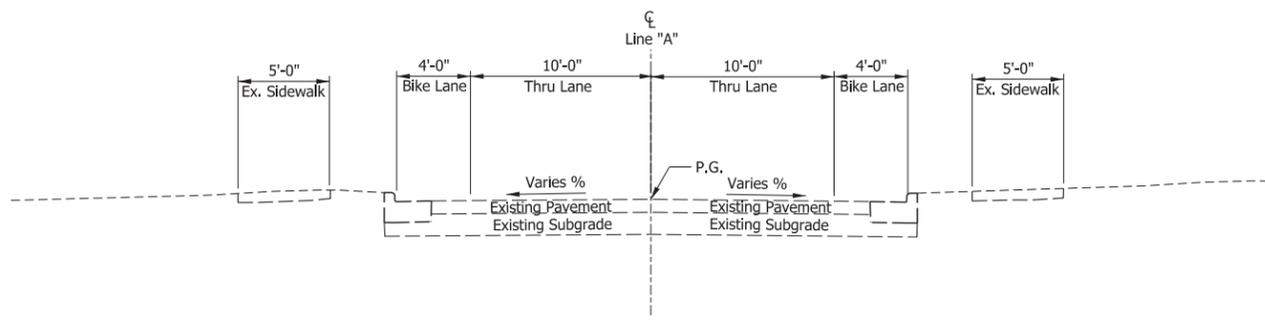
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CONSTRUCTION**

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CHECKED: CMR	7/1/2021	CHECKED: \$DWNCHKBY\$	7/1/2021

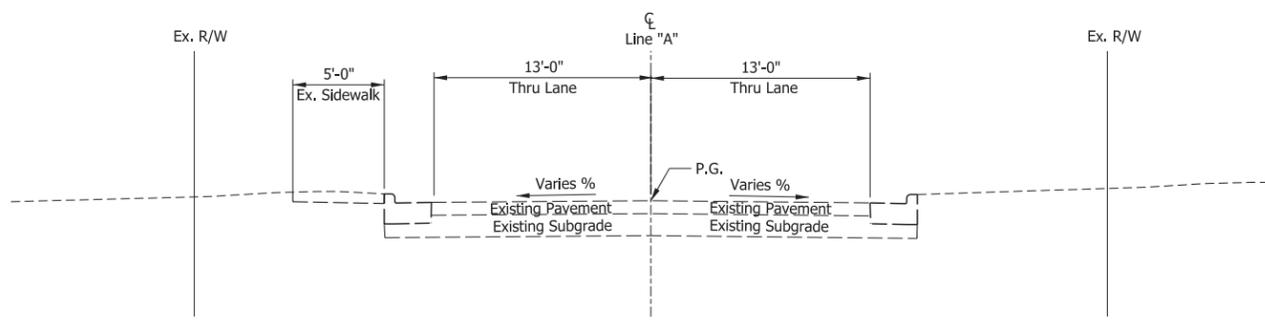
INDIANA DEPARTMENT  
OF TRANSPORTATION

EXISTING TYPICAL SECTIONS  
LINE "S"

SCALE	BRIDGE FILE
5.0000' / in.	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	8 of 20
CONTRACT	PROJECT
R-41465	1800208



SMITH RD TYPICAL SECTION  
North Leg



SMITH RD TYPICAL SECTION  
South Leg

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**NOT FOR CONSTRUCTION**

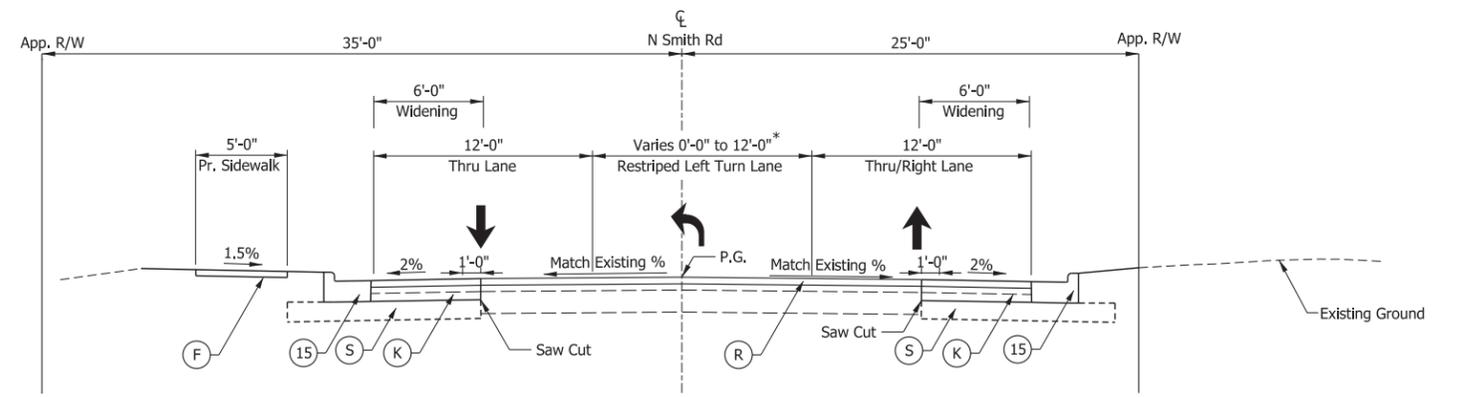
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INDIANA DEPARTMENT OF TRANSPORTATION

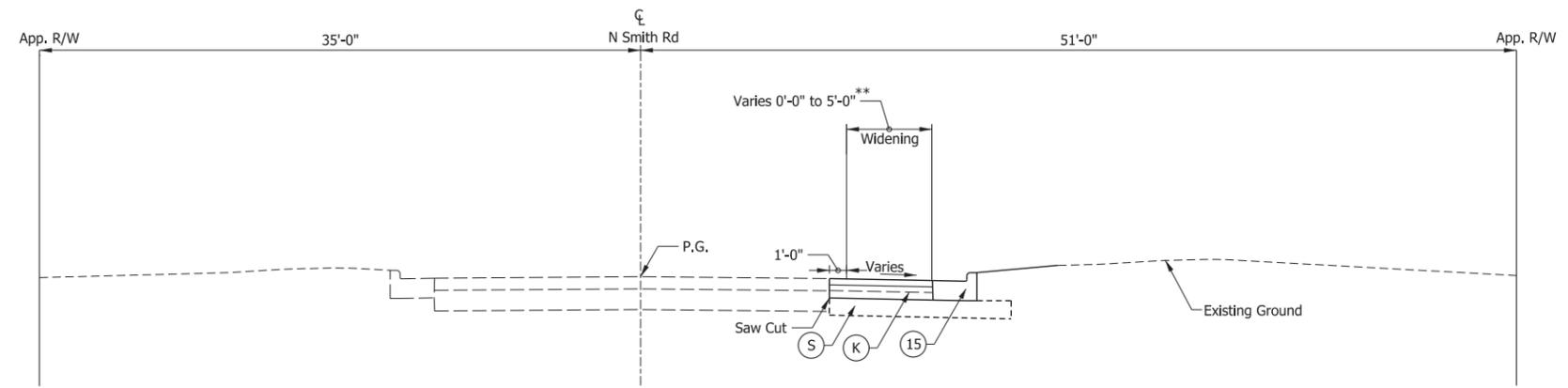
EXISTING TYPICAL SECTIONS  
LINE "A"

SCALE	BRIDGE FILE
5.0000' / in.	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	9 of 20
CONTRACT	PROJECT
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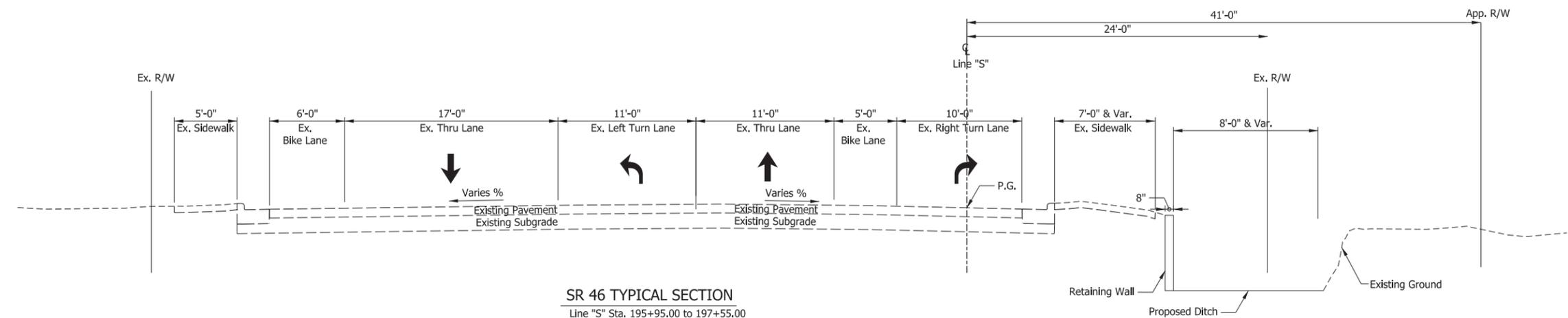
**Note to Reviewer**  
 Pavement Design to be determined by INDOT after Stage 2 Submittal.



**SMITH RD TYPICAL SECTION**  
 Line "A" Sta. 83+70.00 to 86+00.00  
 \*Restriped Left Turn Lane Varies 0'-0" to 12'-0" from Sta. 83+70.00 to Sta. 86+00.00



**SMITH RD TYPICAL SECTION**  
 Line "A" Sta. 82+95.60 to 83+70.00  
 \*\*Widening Varies 0'-0" to 5'-0" from Sta. 82+95.60 to Sta. 83+70.00  
 Begin RT lane shift taper  
 \*\*\*Pavement cross slope to match existing SE slope through limits of SE



**SR 46 TYPICAL SECTION**  
 Line "S" Sta. 195+95.00 to 197+55.00

**LEGEND**

- (K) FULL DEPTH HMA COMPOSED OF:  
 165 lb/syd QC/QA - HMA, 3, 70, SURFACE, 12.5 mm  
 440 lb/syd QC/QA - HMA, 3, 70, INTERMEDIATE, 12.5 mm  
 440 lb/syd QC/QA - HMA, 3, 70, BASE, 25.0 mm
- (R) MILL AND OVERLAY, 1.5" COMPOSED OF:  
 165 lb/syd QC/QA - HMA, 3, 70, SURFACE, 12.5 mm
- (S) SUBGRADE TREATMENT, TYPE IC
- (O) COMPACTED AGGREGATE, NO. 53
- (15) CURB AND GUTTER, CONCRETE, MODIFIED
- (F) SIDEWALK, CONCRETE
- (26) SODDING

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	7/1/2021	DATE
DESIGNED: CMP	7/1/2021	DRAWN: \$DWNBY\$	7/1/2021
CHECKED: CMR	7/1/2021	CHECKED: \$DWNCHKBY\$	7/1/2021

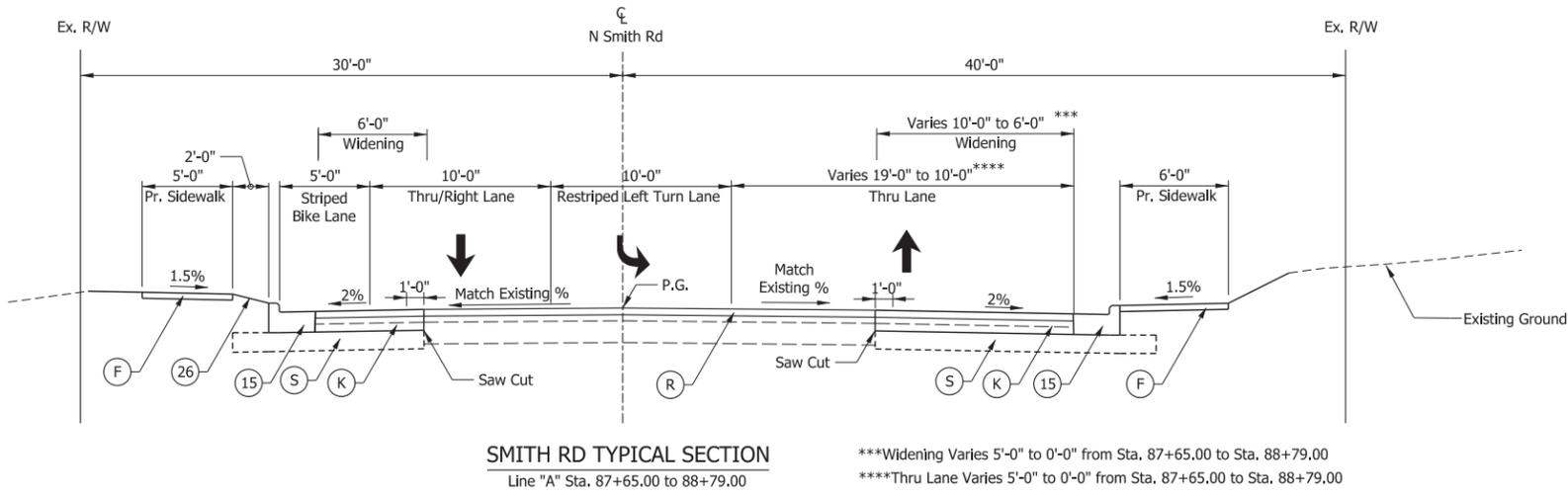
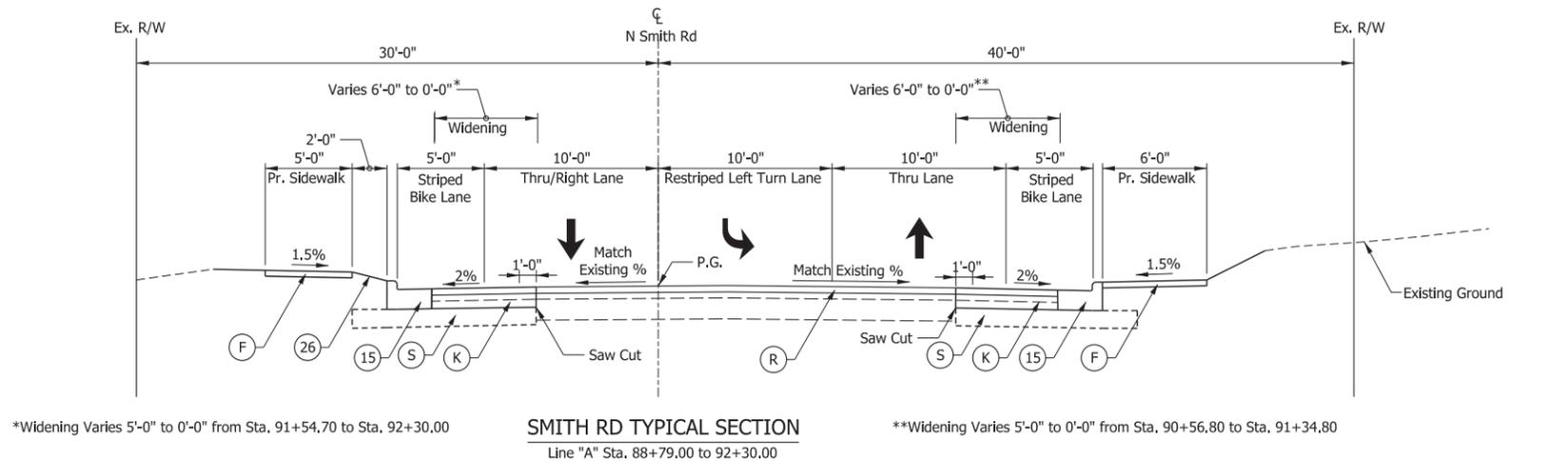
**INDIANA DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS LINE "A" & LINE "S"**

SCALE	BRIDGE FILE
1/2"=1'	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	10 of 20
CONTRACT	PROJECT
R-41465	1800208

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**Note to Reviewer**  
 Pavement Design to be determined by INDOT after Stage 2 Submittal.



**LEGEND**

- (K) FULL DEPTH HMA COMPOSED OF:  
 165 lb/syd QC/QA - HMA, 3, 70, SURFACE, 12.5 mm  
 440 lb/syd QC/QA - HMA, 3, 70, INTERMEDIATE, 12.5 mm  
 440 lb/syd QC/QA - HMA, 3, 70, BASE, 25.0 mm
- (R) MILL AND OVERLAY, 1.5" COMPOSED OF:  
 165 lb/syd QC/QA - HMA, 3, 70, SURFACE, 12.5 mm
- (S) SUBGRADE TREATMENT, TYPE IC
- (O) COMPACTED AGGREGATE, NO. 53
- (15) CURB AND GUTTER, CONCRETE, MODIFIED
- (F) SIDEWALK, CONCRETE
- (26) SODDING

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	7/1/2021	DATE
DESIGNED: CMP	7/1/2021	DRAWN: \$DWNBY\$	7/1/2021
CHECKED: CMR	7/1/2021	CHECKED: \$DWNCHKBY\$	7/1/2021

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS LINE "A"

SCALE	BRIDGE FILE
1/2"=1'	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	11 of 20
CONTRACT	PROJECT
R-41465	1800208

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**Curve Data**

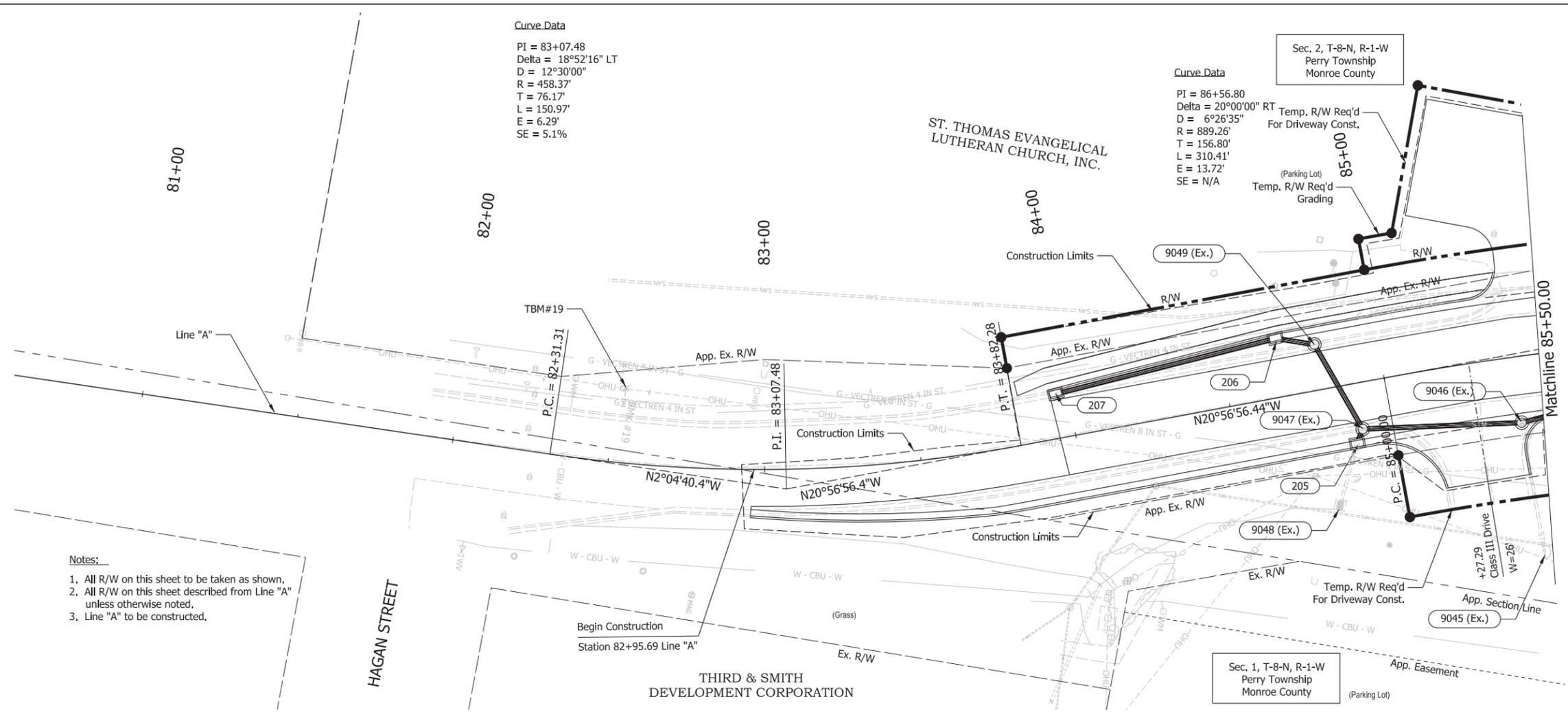
PI = 83+07.48  
 Delta = 18°52'16" LT  
 D = 12°30'00"  
 R = 458.37'  
 T = 76.17'  
 L = 150.97'  
 E = 6.29'  
 SE = 5.1%

**Curve Data**

PI = 86+56.80  
 Delta = 20°00'00" RT  
 D = 6°26'35"  
 R = 889.26'  
 T = 156.80'  
 L = 310.41'  
 E = 13.72'  
 SE = N/A

Sec. 2, T-8-N, R-1-W  
 Perry Township  
 Monroe County

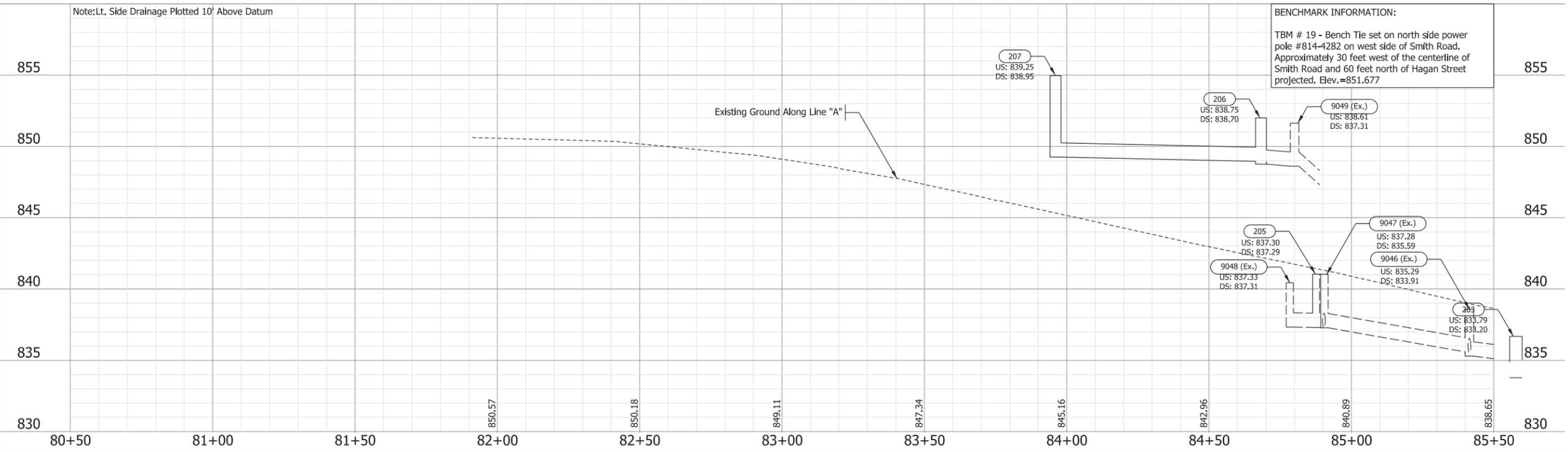
Sec. 1, T-8-N, R-1-W  
 Perry Township  
 Monroe County



- Notes:**
1. All R/W on this sheet to be taken as shown.
  2. All R/W on this sheet described from Line "A" unless otherwise noted.
  3. Line "A" to be constructed.

Note: Lt. Side Drainage Plotted 10' Above Datum

**BENCHMARK INFORMATION:**  
 TBM # 19 - Bench Tie set on north side power pole #814-4282 on west side of Smith Road. Approximately 30 feet west of the centerline of Smith Road and 60 feet north of Hagan Street projected. Elev.=851.677



**NOT FOR CONSTRUCTION**

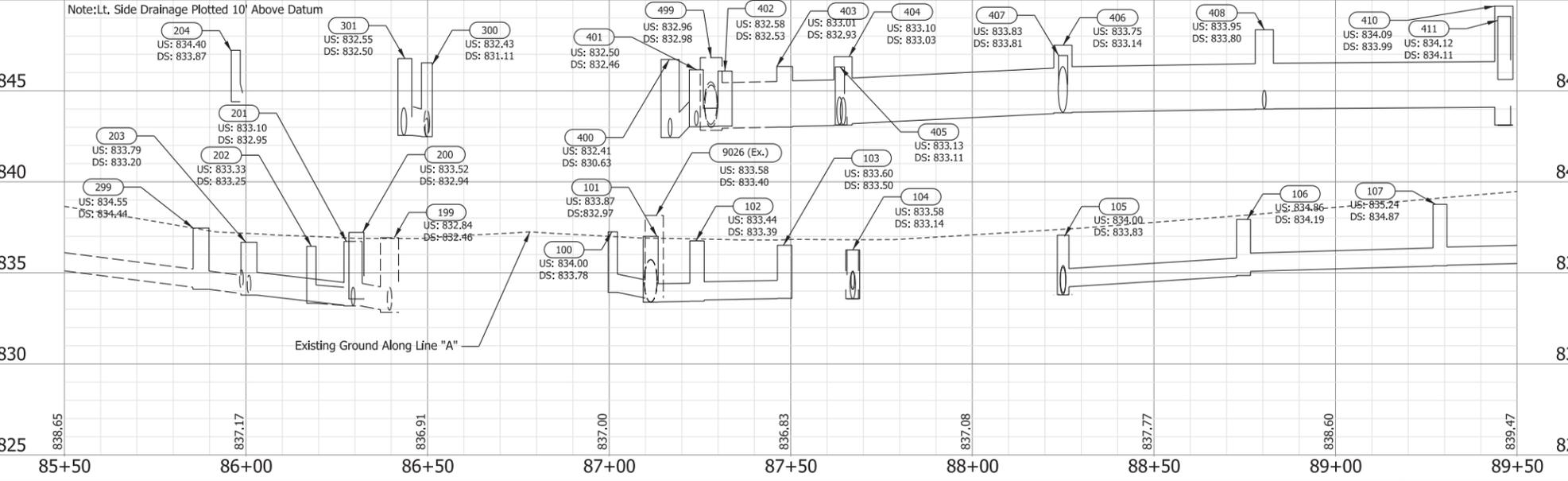
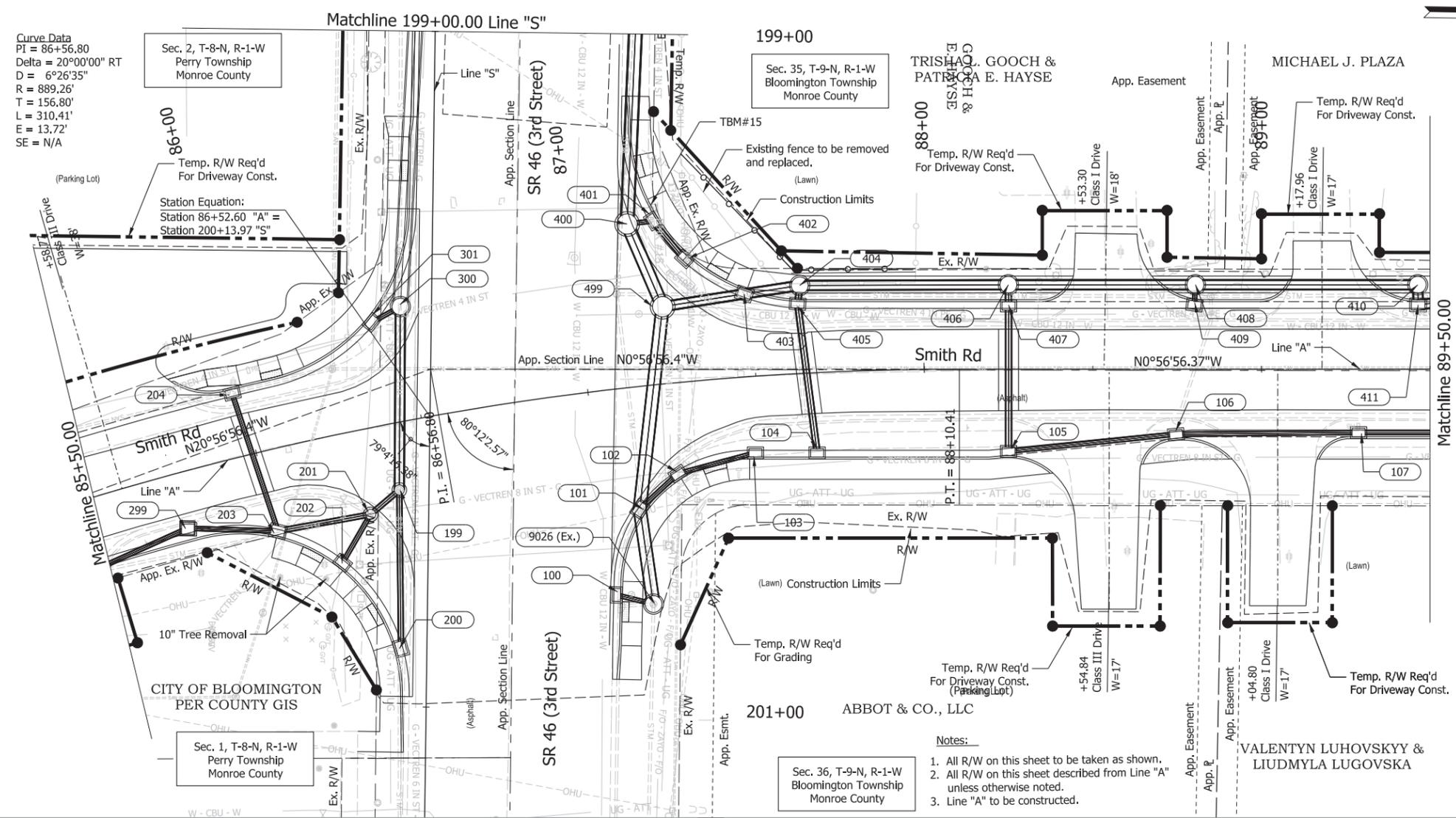
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DESIGNED: CMP	7/1/2021	DRAWN: \$DWNBY\$	7/1/2021
CHECKED: CMR	7/1/2021	CHECKED: \$DWNCHKBY\$	7/1/2021

**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
 Sta. 81+50.00 to 85+50.00 Line "A"

SCALE	BRIDGE FILE
1"=20'	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	12 of 20
CONTRACT	PROJECT
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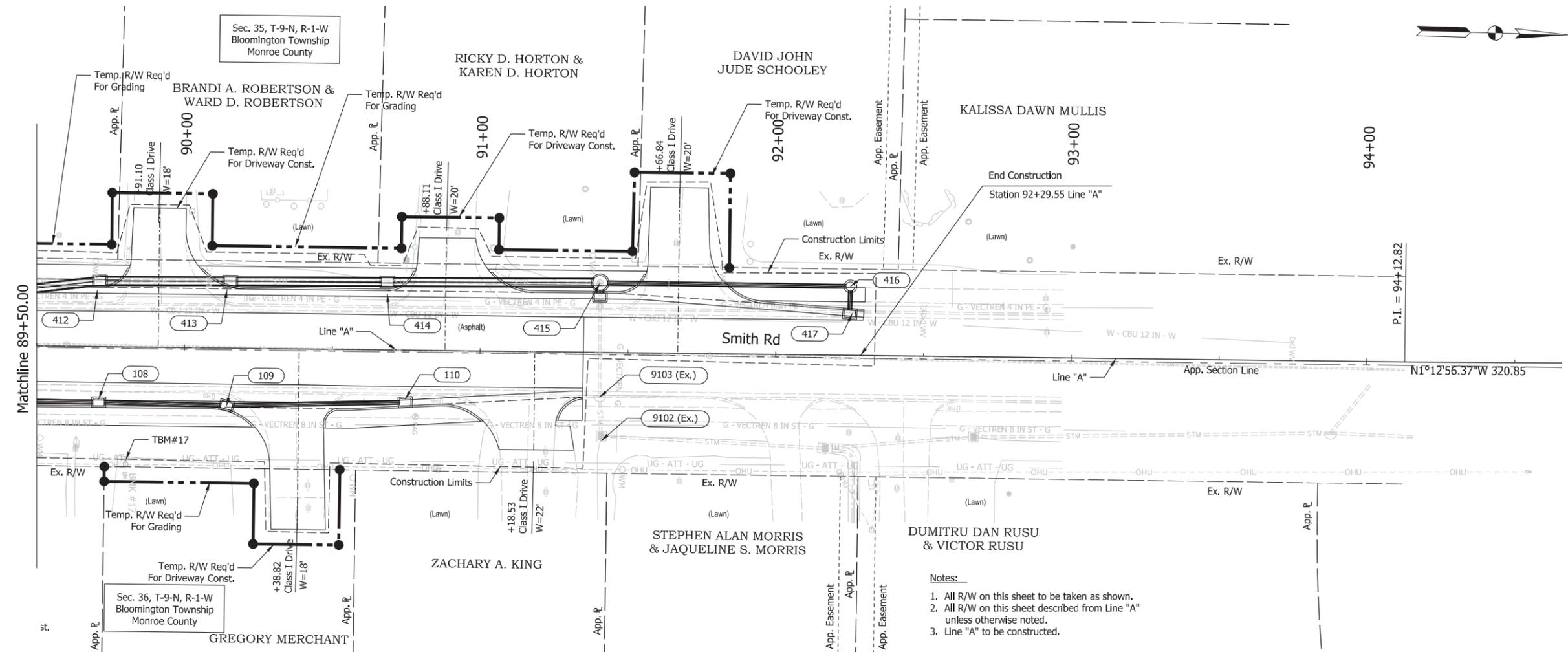


Note: Lt. Side Drainage Plotted 10' Above Datum

Station	US (ft)	DS (ft)
204	834.40	833.87
301	832.55	832.50
300	832.43	831.11
401	832.50	832.46
499	832.96	832.98
402	832.58	832.53
403	833.01	832.93
404	833.10	833.03
407	833.83	833.81
406	833.75	833.14
408	833.95	833.80
410	834.09	833.99
411	834.12	834.11
203	833.79	833.20
201	833.10	832.95
202	833.33	833.25
200	833.52	832.94
200	833.44	833.39
9026 (Ex.)	833.58	833.40
103	833.60	833.50
104	833.58	833.14
105	834.00	833.83
106	834.86	834.19
107	835.24	834.87
299	834.55	834.44
199	832.84	832.46
100	834.00	833.78

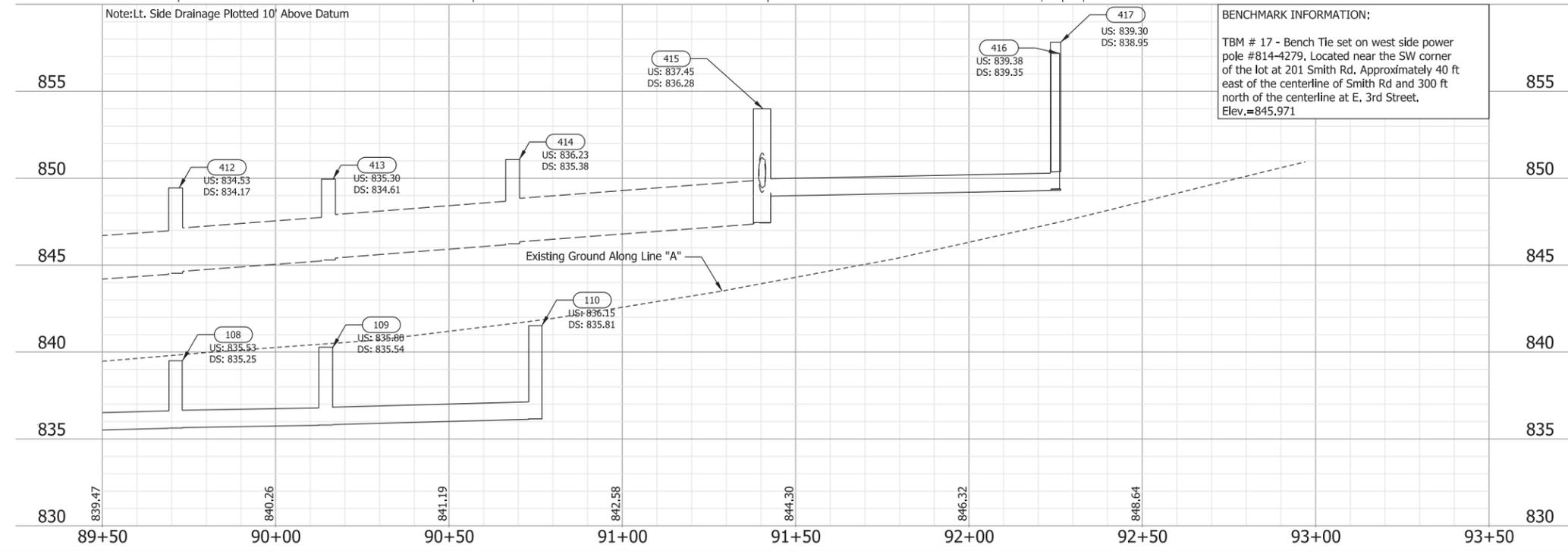
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	DESIGNED: CMP	7/1/2021		DESIGN ENGINEER	1"=20'	N/A
	CHECKED: CMR	7/1/2021		DRAWN: \$DWNBY\$	DESIGNATION	1800208
	CHECKED: \$DWNCHKBY\$	7/1/2021			SURVEY BOOK	SHEETS
			<b>PLAN AND PROFILE</b>			
			Sta. 85+50.00 to 89+50.00 Line "A"			
					CONTRACT	
					R-41465	
					PROJECT	
					1800208	

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- Notes:
1. All R/W on this sheet to be taken as shown.
  2. All R/W on this sheet described from Line "A" unless otherwise noted.
  3. Line "A" to be constructed.

- Notes:
1. All R/W on this sheet to be taken as shown.
  2. All R/W on this sheet described from Line "A" unless otherwise noted.
  3. Line "A" to be constructed.



**BENCHMARK INFORMATION:**  
 TBM # 17 - Bench Tie set on west side power pole #814-4279, Located near the SW corner of the lot at 201 Smith Rd, Approximately 40 ft east of the centerline of Smith Rd and 300 ft north of the centerline at E. 3rd Street, Elev.=845.971

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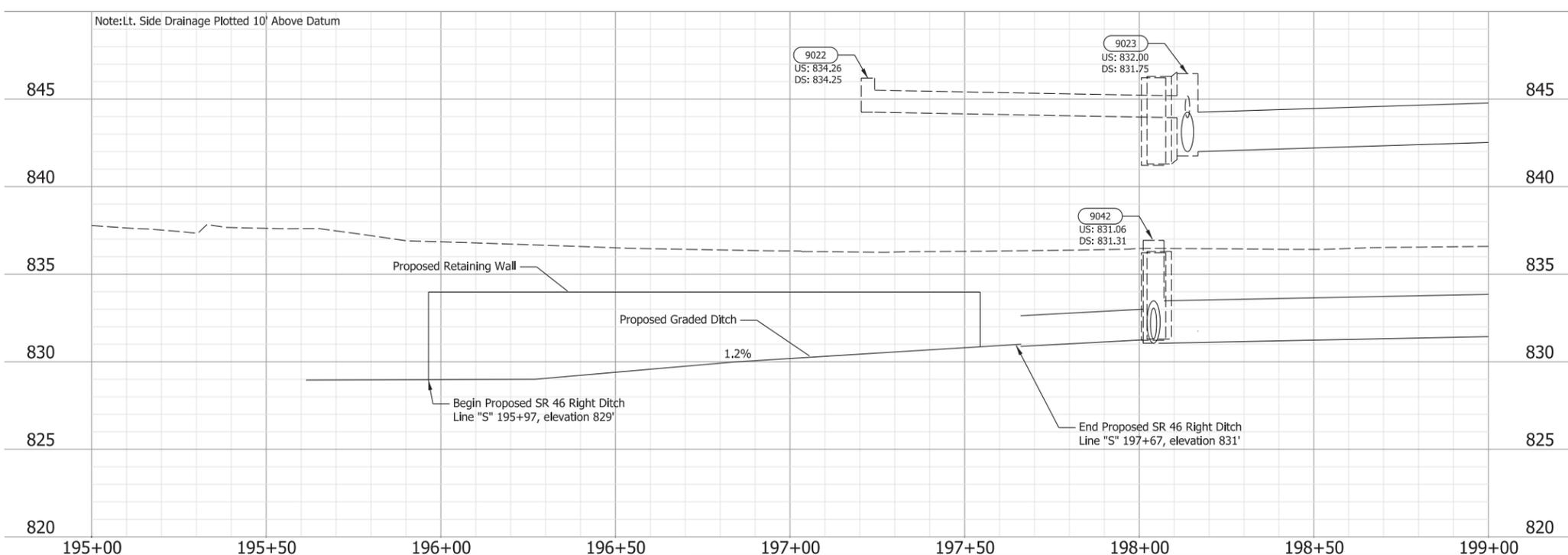
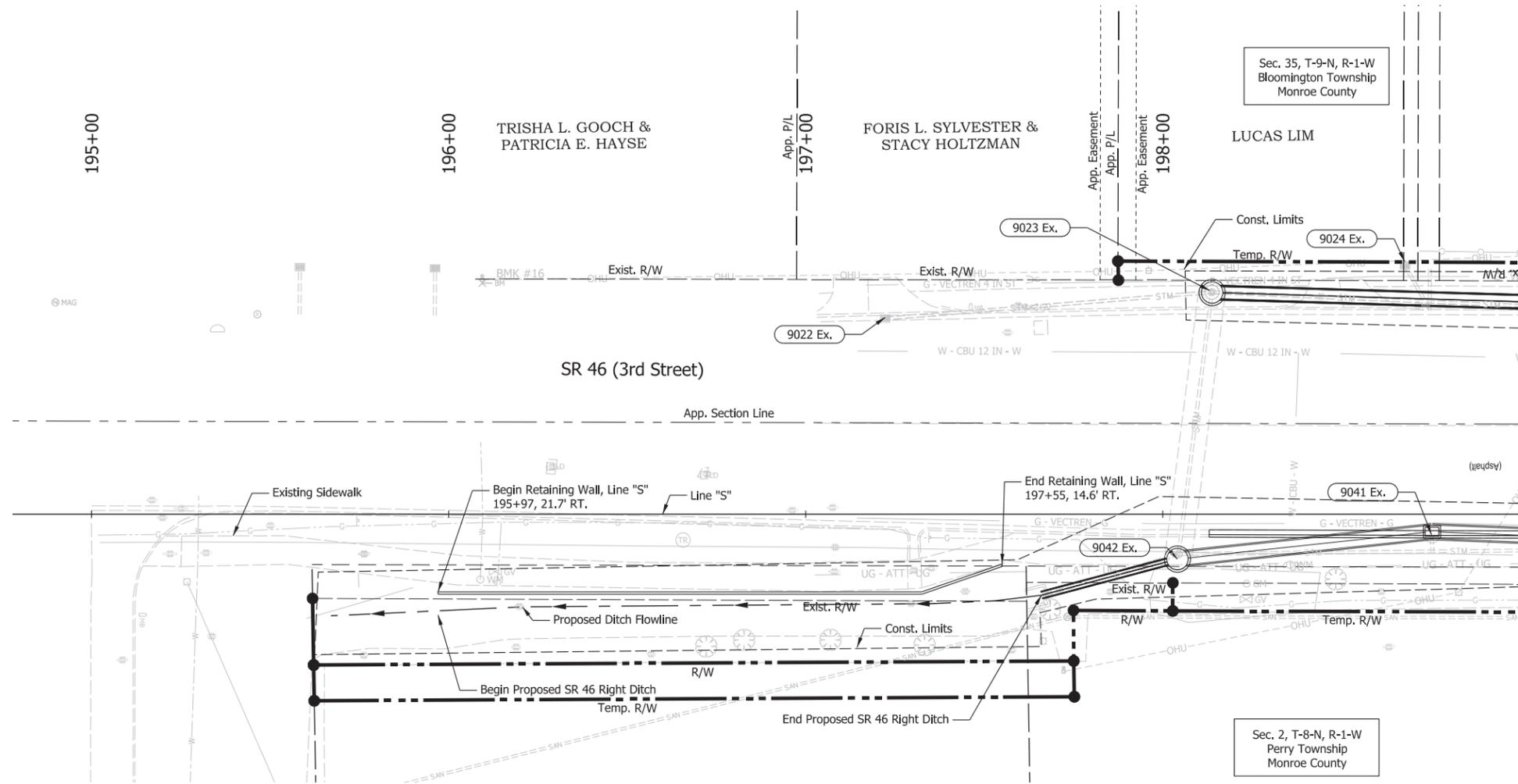
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DESIGNED: CMP	7/1/2021	DRAWN: \$DWNBY\$	7/1/2021
CHECKED: CMR	7/1/2021	CHECKED: \$DWNCHKBY\$	7/1/2021

**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
 Sta. 89+50.00 to 93+50.00 Line "A"

SCALE	BRIDGE FILE
1"=20"	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	14 of 20
CONTRACT	PROJECT
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**NOT FOR CONSTRUCTION**

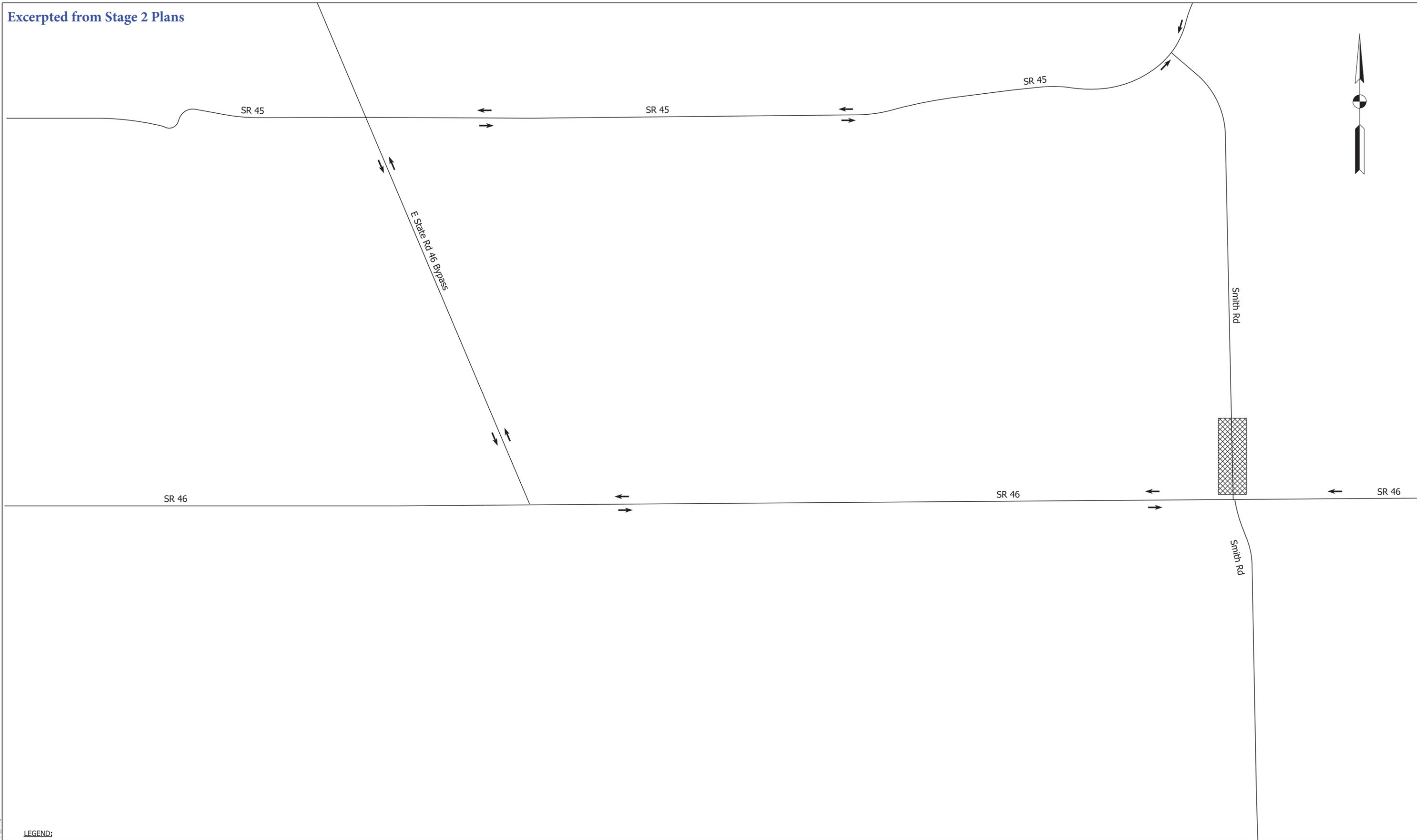
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CHECKED: CMR	7/1/2021	CHECKED: \$DWNCHKBY\$	7/1/2021

**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
Sta. 195+00.00 to 199+00.00 Line "S"

SCALE	BRIDGE FILE
1"=20'	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	15 of 20
CONTRACT	PROJECT
R-41465	1800208

Excerpted from Stage 2 Plans



P:\PLOT\_DRAWING\_TEMPLATES\SAM\_PMS

**LEGEND:**

- Detour Route
- Construction Area

**Note:**  
Length of detour = 2.5 miles

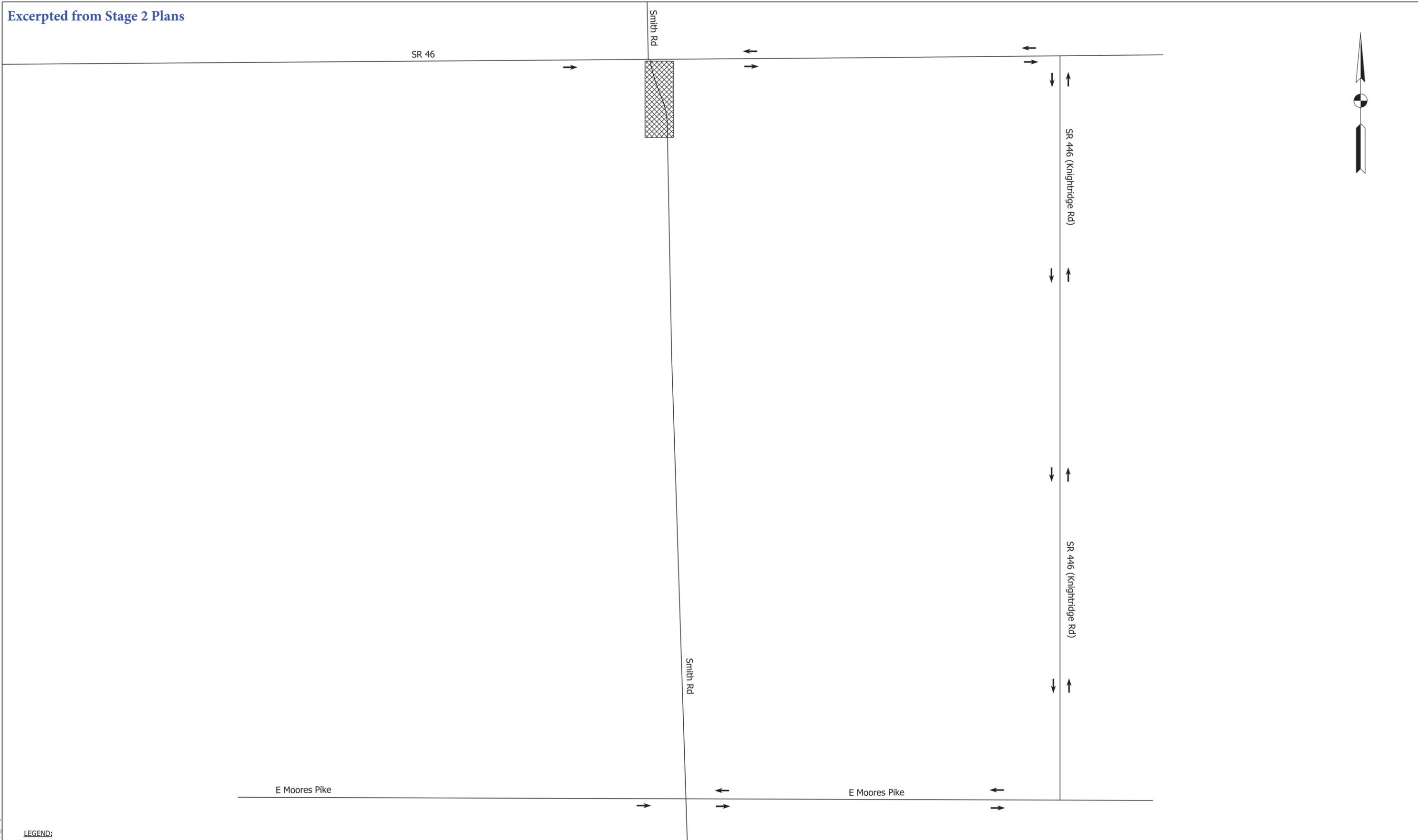
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CHECKED: \$DESCHKBY\$ 7/10/2020	CHECKED: \$DWNCHKBY\$ 7/10/2020

**INDIANA DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC**  
**STAGE 1 NORTH SMITH ROAD TRAFFIC CLOSURE**  
**OFFICIAL DETOUR ROUTE**

SCALE	BRIDGE FILE
	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
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CONTRACT	PROJECT
R-41465	1800208



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**LEGEND:**

- Detour Route
- ▨ Construction Area

**Note:**  
Length of detour = 2.5 miles

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	7/10/2020	DATE
DESIGNED: \$DESBY\$ 7/10/2020	DRAWN: \$DWNBY\$ 7/10/2020		
CHECKED: \$DESCHKBY\$ 7/10/2020	CHECKED: \$DWNCHKBY\$ 7/10/2020		

**INDIANA DEPARTMENT OF TRANSPORTATION**

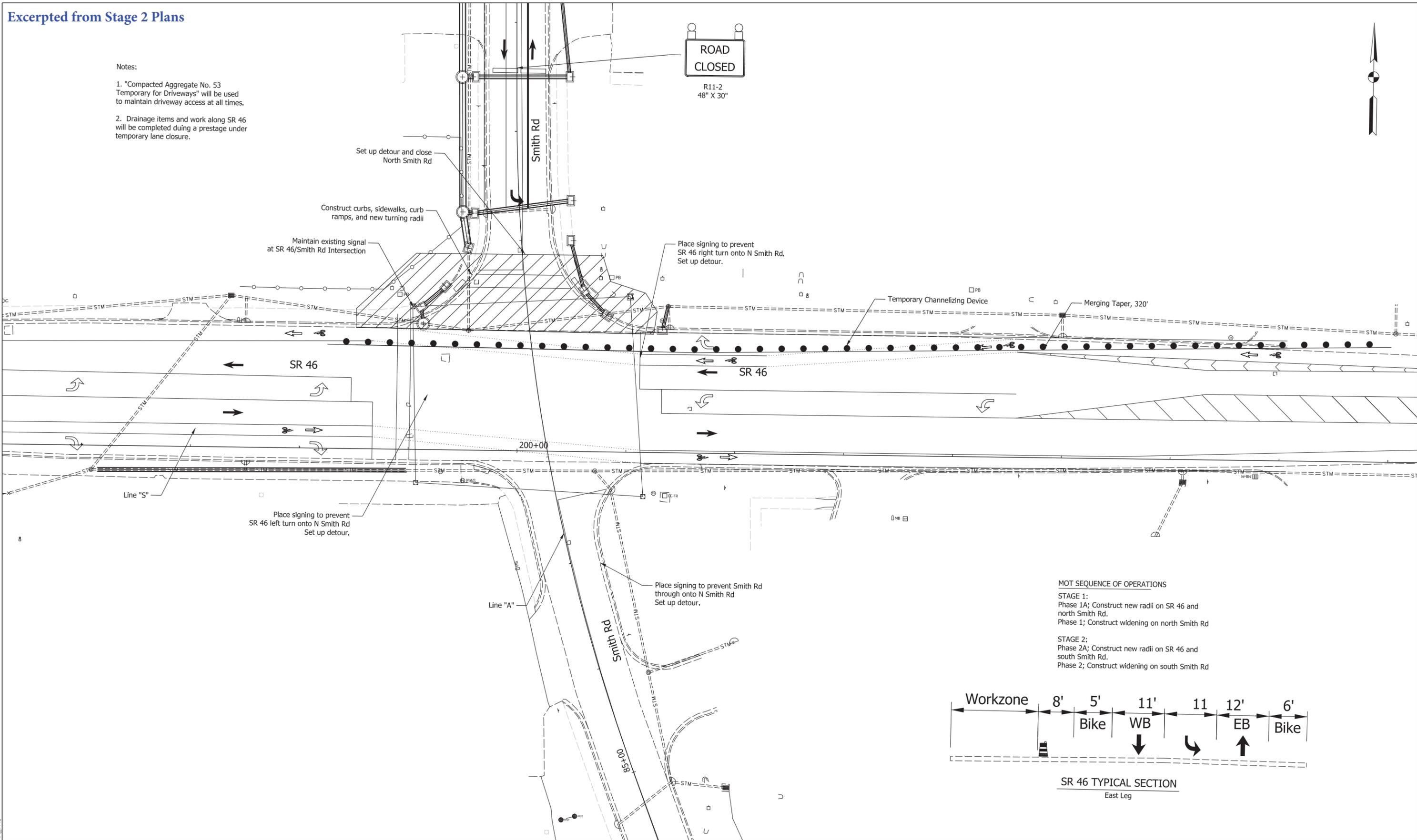
**MAINTENANCE OF TRAFFIC**  
**STAGE 2 SOUTH SMITH ROAD TRAFFIC CLOSURE**  
**OFFICIAL DETOUR ROUTE**

SCALE	BRIDGE FILE
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	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
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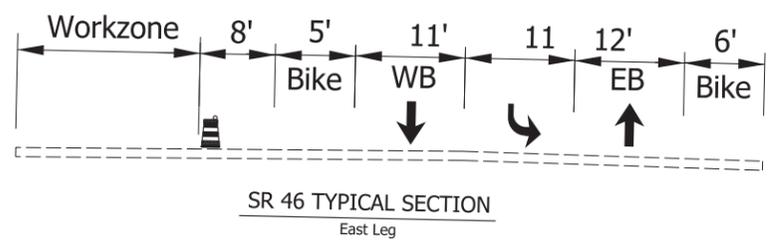
Excerpted from Stage 2 Plans

Notes:

- "Compacted Aggregate No. 53 Temporary for Driveways" will be used to maintain driveway access at all times.
- Drainage items and work along SR 46 will be completed during a prestage under temporary lane closure.



**MOT SEQUENCE OF OPERATIONS**  
 STAGE 1:  
 Phase 1A; Construct new radii on SR 46 and north Smith Rd.  
 Phase 1; Construct widening on north Smith Rd  
 STAGE 2:  
 Phase 2A; Construct new radii on SR 46 and south Smith Rd.  
 Phase 2; Construct widening on south Smith Rd



PLOT DATE: 7/10/2020 10:58 AM

**LEGEND:**

Construction Area	Direction of Traffic	Construction Warning Lights, A	Temporary Access (See Special Provision)
Construction Sign	Temporary Channelizing Device	Temporary Concrete Barrier	Type III Barricades, A or B

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	7/10/2020
DESIGNED: \$DESBY\$	7/10/2020	DRAWN: \$DWNBY\$
CHECKED: \$DESCHKBY\$	7/10/2020	CHECKED: \$DWNCHKBY\$

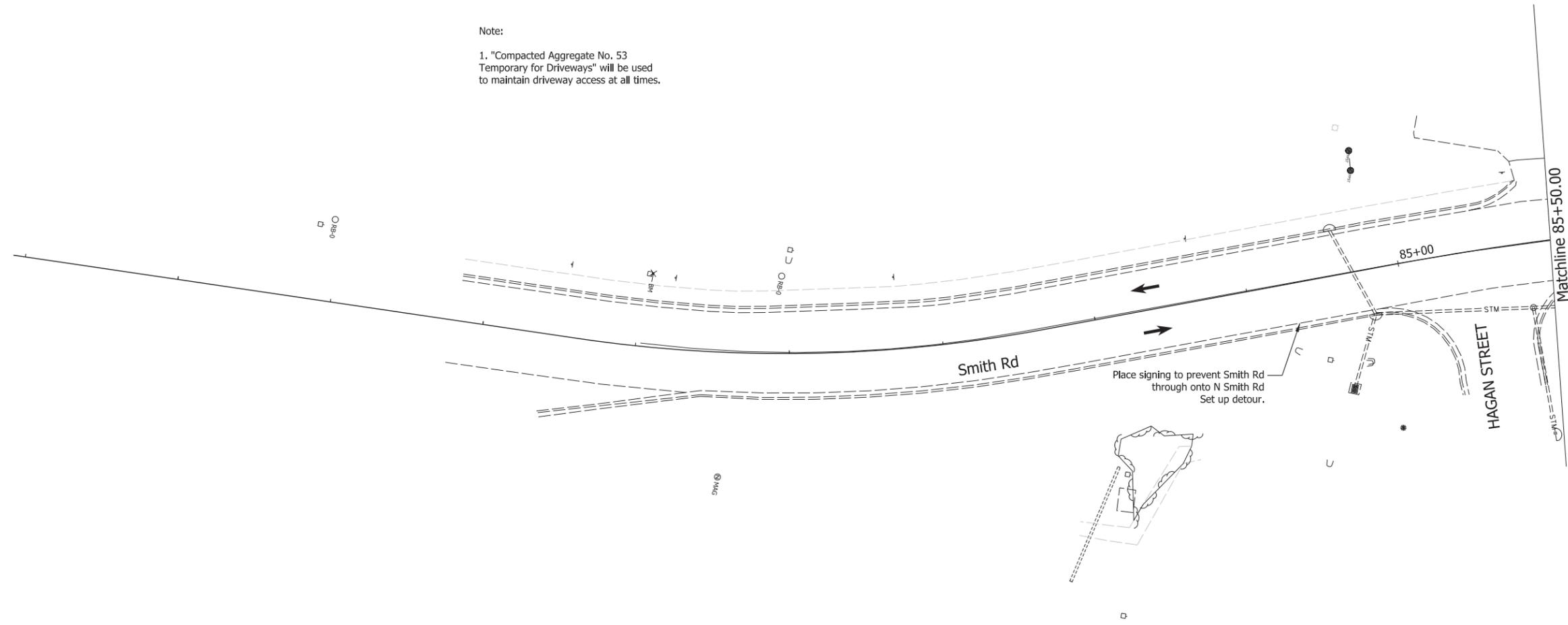
**INDIANA DEPARTMENT OF TRANSPORTATION**  
 MAINTENANCE OF TRAFFIC  
 STAGE 1A

SCALE	BRIDGE FILE
1"=20'	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
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Note:

1. "Compacted Aggregate No. 53 Temporary for Driveways" will be used to maintain driveway access at all times.



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LEGEND:

- Construction Area
- Direction of Traffic
- Construction Warning Lights, A
- Temporary Access (See Special Provision)
- Construction Sign
- Temporary Channelizing Device
- Temporary Concrete Barrier
- Type III Barricades, A or B

**NOT FOR CONSTRUCTION**

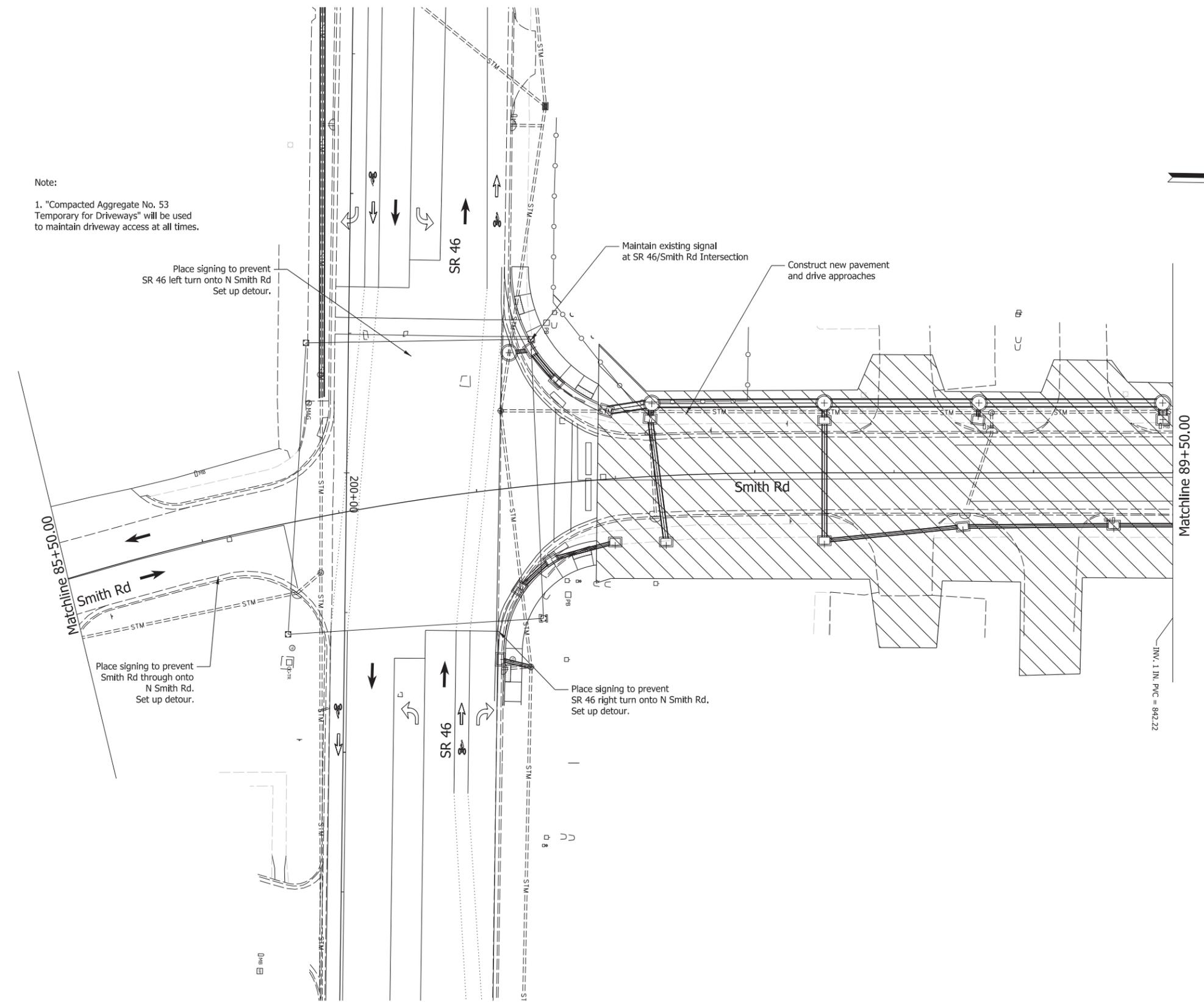
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DESIGNED: \$DESBY\$ 7/10/2020	DRAWN: \$DWNBY\$ 7/10/2020
CHECKED: \$DESCHKBY\$ 7/10/2020	CHECKED: \$DWNCHKBY\$ 7/10/2020

**INDIANA DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1**

SCALE	BRIDGE FILE
1"=20'	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	14 of 70
CONTRACT	PROJECT
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Note:  
 1. "Compacted Aggregate No. 53 Temporary for Driveways" will be used to maintain driveway access at all times.



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**LEGEND:**

	Construction Area		Direction of Traffic		Construction Warning Lights, A		Temporary Access (See Special Provision)
	Construction Sign		Temporary Channelizing Device		Temporary Concrete Barrier		Type III Barricades, A or B

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	7/10/2020	DATE
DESIGNED: \$DESBY\$	7/10/2020	DRAWN: \$DWNBY\$	7/10/2020
CHECKED: \$DESCHKBY\$	7/10/2020	CHECKED: \$DWNCHKBY\$	7/10/2020

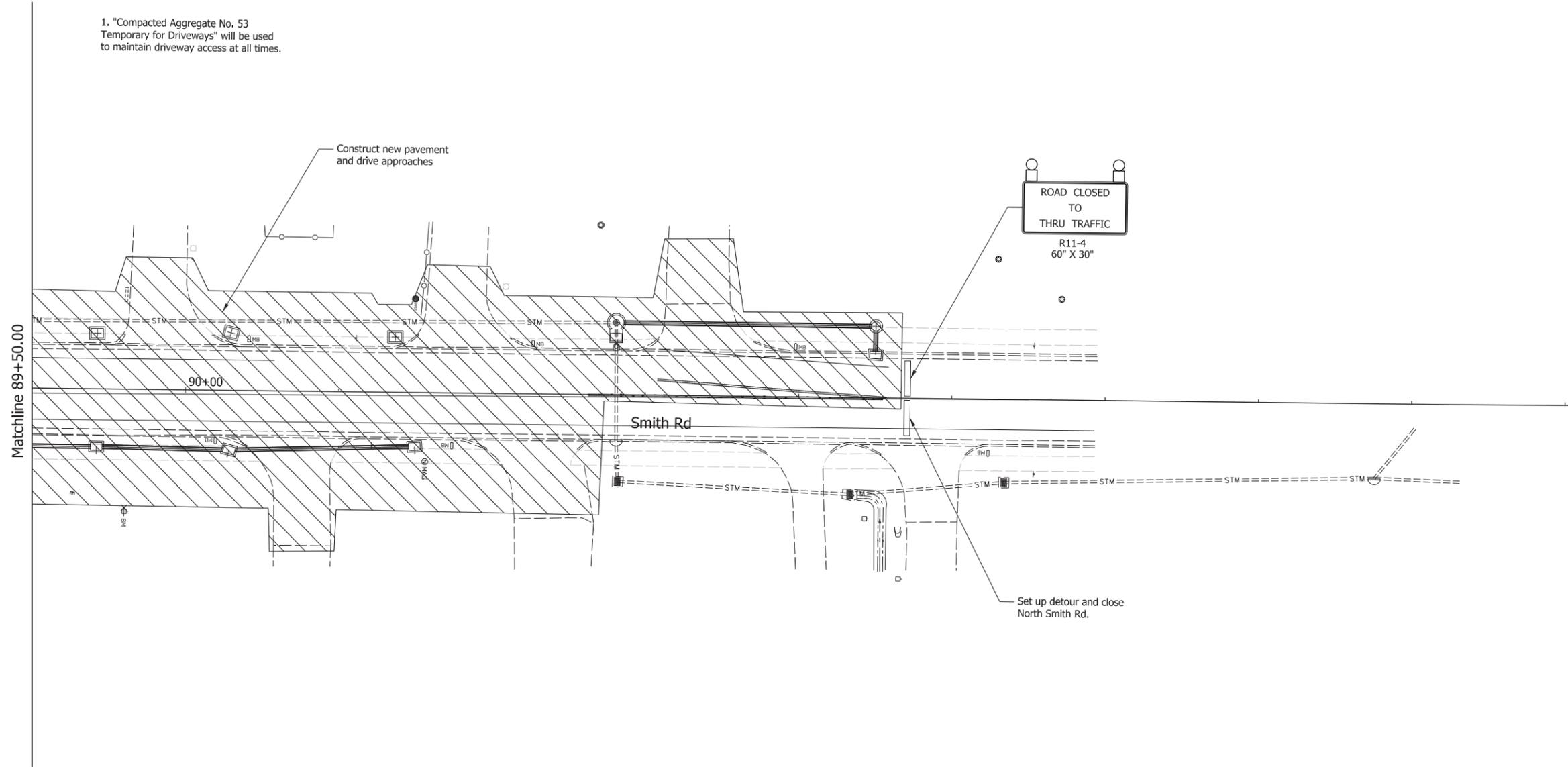
**INDIANA DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1**

SCALE	BRIDGE FILE
1"=20'	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	15 of 70
CONTRACT	PROJECT
R-41465	1800208



1. "Compacted Aggregate No. 53 Temporary for Driveways" will be used to maintain driveway access at all times.



PWS\FLOT\_DRAWING\TIMES\_\$AM\_PWS

**LEGEND:**

- Construction Area
- Direction of Traffic
- Construction Warning Lights, A
- Temporary Access (See Special Provision)
- Construction Sign
- Temporary Channelizing Device
- Temporary Concrete Barrier
- Type III Barricades, A or B

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER	7/10/2020 DATE
DESIGNED: \$DESBY\$ 7/10/2020	DRAWN: \$DWNBY\$ 7/10/2020
CHECKED: \$DESCHKBY\$ 7/10/2020	CHECKED: \$DWNCHKBY\$ 7/10/2020

**INDIANA DEPARTMENT OF TRANSPORTATION**

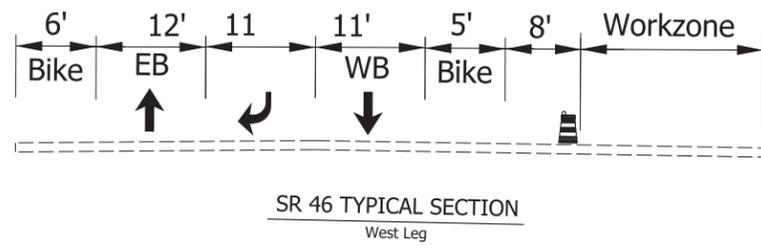
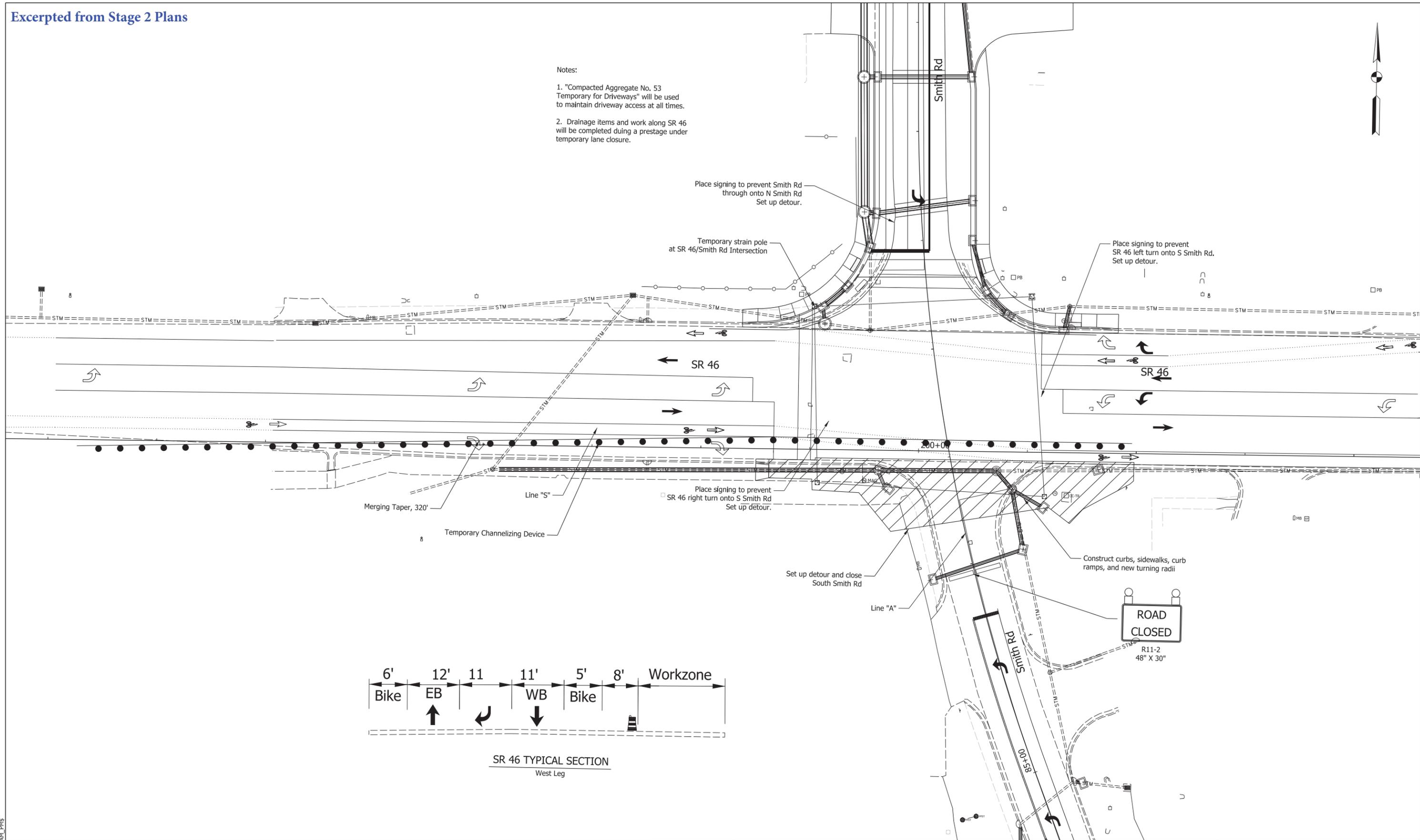
**MAINTENANCE OF TRAFFIC STAGE 1**

SCALE	BRIDGE FILE
1"=20"	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	16 of 70
CONTRACT	PROJECT
R-41465	1800208



Notes:

1. "Compacted Aggregate No. 53 Temporary for Driveways" will be used to maintain driveway access at all times.
2. Drainage items and work along SR 46 will be completed during a prestage under temporary lane closure.



LEGEND:

- Construction Area
- Direction of Traffic
- Construction Warning Lights, A
- Temporary Access (See Special Provision)
- Construction Sign
- Temporary Channelizing Device
- Temporary Concrete Barrier
- Type III Barricades, A or B

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	7/10/2020	DATE
DESIGNED: \$DESBY\$	7/10/2020	DRAWN: \$DWNBY\$	7/10/2020
CHECKED: \$DESCHKBY\$	7/10/2020	CHECKED: \$DWNCHKBY\$	7/10/2020

**INDIANA DEPARTMENT OF TRANSPORTATION**

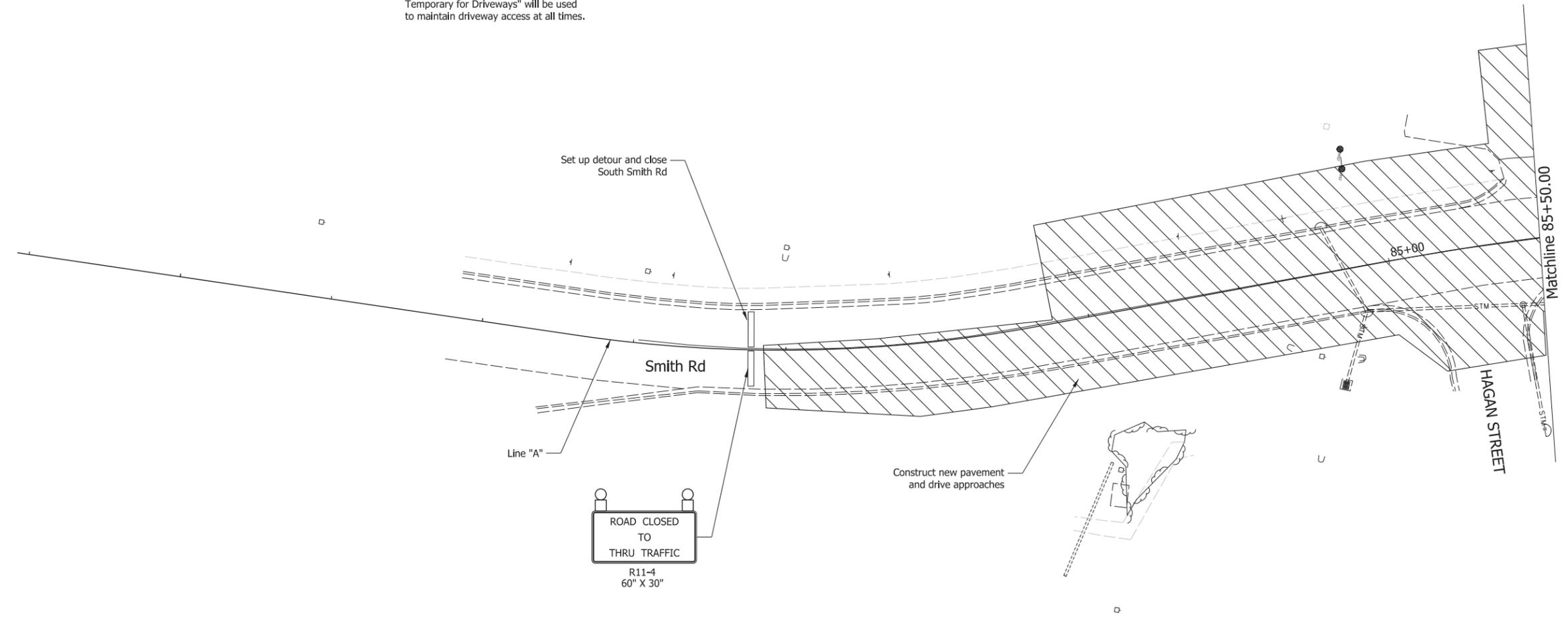
**MAINTENANCE OF TRAFFIC STAGE 2A**

SCALE	BRIDGE FILE
1"=20'	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	17 of 70
CONTRACT	PROJECT
R-41465	1800208

PLOT DATE: 7/10/2020 10:58 AM



Note:  
 1. "Compacted Aggregate No. 53  
 Temporary for Driveways" will be used  
 to maintain driveway access at all times.



P:\PLOT\_DRAWING\_TIMES\_\$AM\_PMS

**LEGEND:**

Construction Area	Direction of Traffic	Construction Warning Lights, A	Temporary Access (See Special Provision)
Construction Sign	Temporary Channelizing Device	Temporary Concrete Barrier	Type III Barricades, A or B

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	7/10/2020	DATE
DESIGNED: \$DESBY\$ 7/10/2020	DRAWN: \$DWNBY\$ 7/10/2020		
CHECKED: \$DESCHKBY\$ 7/10/2020	CHECKED: \$DWNCHKBY\$ 7/10/2020		

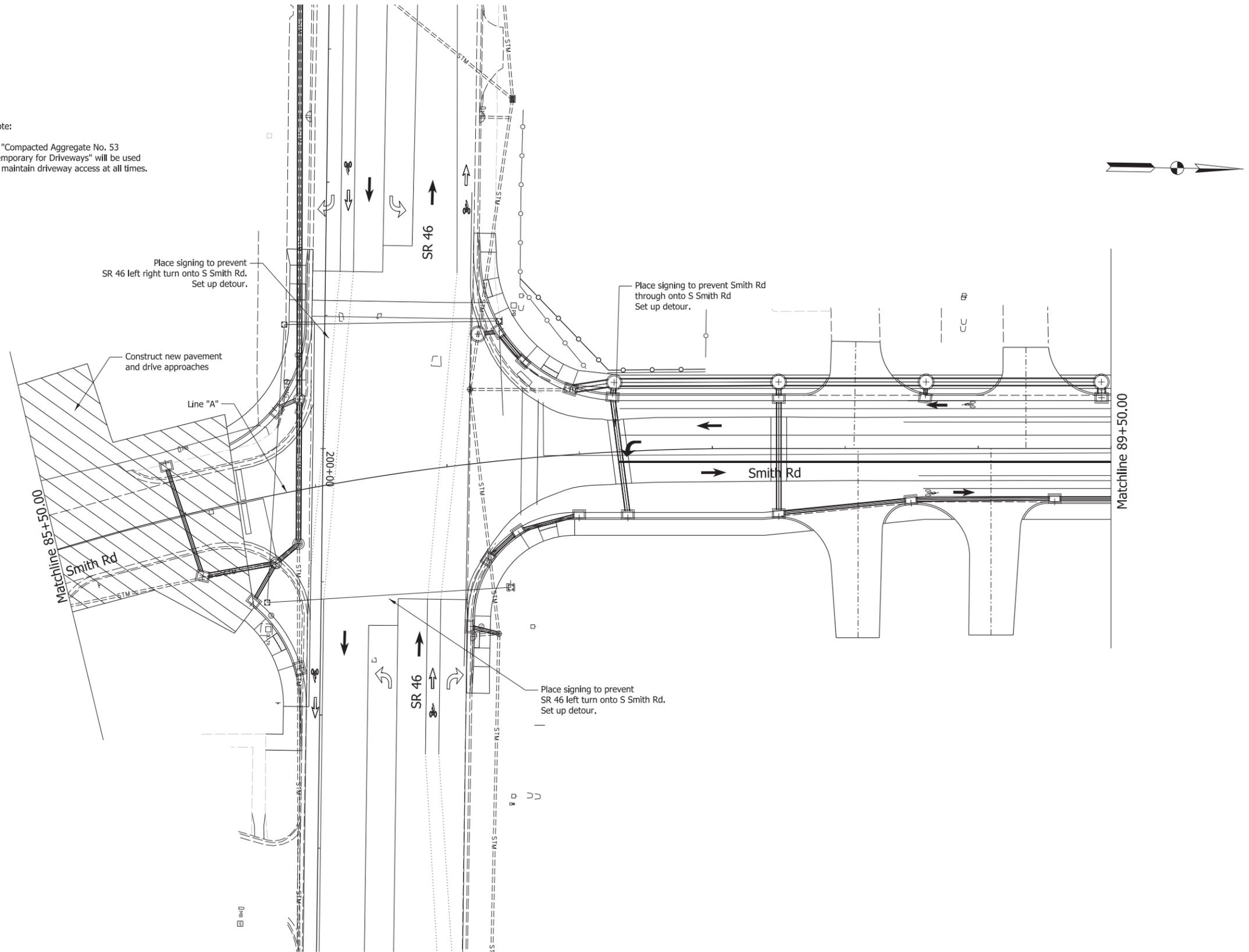
**INDIANA DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 2**

SCALE 1"=20'	BRIDGE FILE N/A
	DESIGNATION 1800208
SURVEY BOOK Electronic	SHEETS 18 of 70
CONTRACT R-41465	PROJECT 1800208

Note:

- "Compacted Aggregate No. 53 Temporary for Driveways" will be used to maintain driveway access at all times.



P:\PLOT\_DRAWING\_TIMES\_S&M\_PMS

LEGEND:

- Construction Area
- Direction of Traffic
- Construction Warning Lights, A
- Temporary Access (See Special Provision)
- Construction Sign
- Temporary Channelizing Device
- Temporary Concrete Barrier
- Type III Barricades, A or B

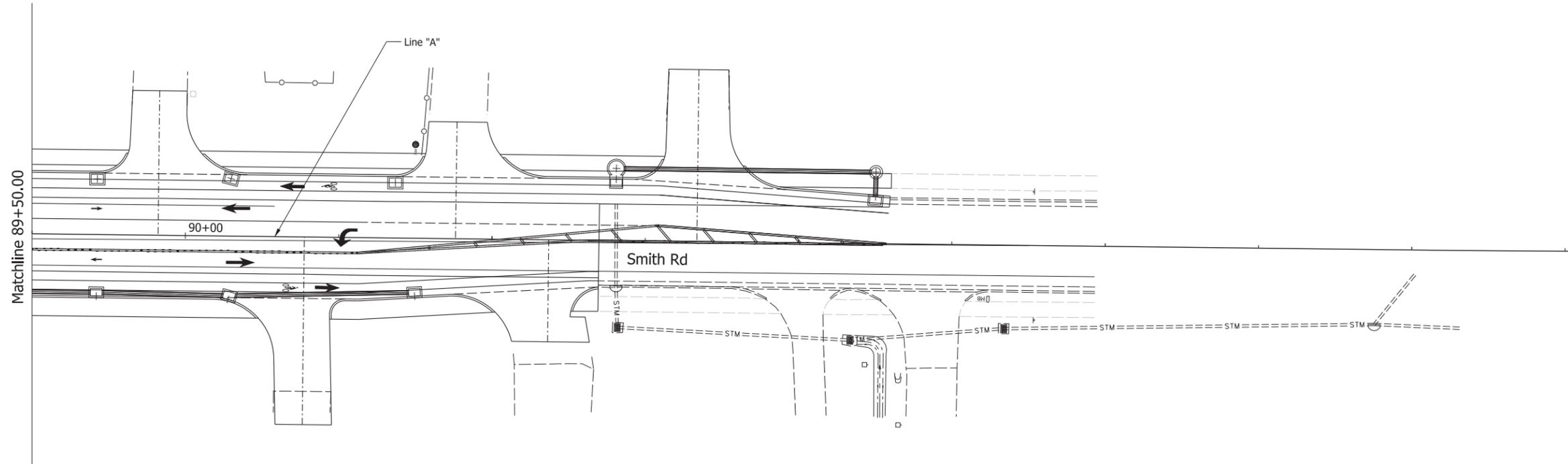
**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER		7/10/2020	
				DATE	
DESIGNED: \$DESBY\$	7/10/2020	DRAWN: \$DWNBY\$	7/10/2020		
CHECKED: \$DESCHKBY\$	7/10/2020	CHECKED: \$DWNCHKBY\$	7/10/2020		

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
STAGE 2

SCALE	BRIDGE FILE
1"=20'	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	19 of 70
CONTRACT	PROJECT
R-41465	1800208



PWS\FLOT\_DRAWING\TIMES\_S&M\_PWS

**LEGEND:**

- Construction Area
- Direction of Traffic
- Construction Warning Lights, A
- Temporary Access (See Special Provision)
- Construction Sign
- Temporary Channelizing Device
- Temporary Concrete Barrier
- Type III Barricades, A or B

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER	7/10/2020 DATE
DESIGNED: \$DESBY\$ 7/10/2020	DRAWN: \$DWNBY\$ 7/10/2020
CHECKED: \$DESCHKBY\$ 7/10/2020	CHECKED: \$DWNCHKBY\$ 7/10/2020

**INDIANA DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 2**

SCALE	BRIDGE FILE
1"=20"	N/A
	DESIGNATION
	1800208
SURVEY BOOK	SHEETS
Electronic	20 of 70
CONTRACT	PROJECT
R-41465	1800208

# SR 46 & Smith Road Intersection Improvements CE Level 2

## APPENDIX C: EARLY COORDINATION





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-5113  
FAX: (317) 233-4929

**Eric Holcomb, Governor**  
**Joe McGuinness,**  
**Commissioner**

August 6, 2019

{See Attached List}

Re: State Road 46 Intersection Improvement at Smith Road  
Bloomington, Monroe County, Indiana  
INDOT Des No.: 1800208  
CMT Project No.: 18070904-11

Dear Interested Party:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving State Road 46 (SR 46) and Smith Road in Bloomington, Monroe County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts. This is a state sponsored project receiving federal funds.

## Project Description

This project is located at the SR 46 (3<sup>rd</sup> Street) and Smith Road intersection in Bloomington, Monroe County, Indiana. The project area includes SR 46 from 0.1 mile east of the intersection to 0.1 mile west of the intersection and also includes Smith Road from 0.05 mile south of the intersection to 0.1 mile north of the intersection. The project is located in Sections 1 and 2, Township 8 North, Range 1 West and Sections 35 and 36, Township 9 North, Range 1 West of the U.S. Geological Survey (USGS) Unionville, Indiana Quadrangle.

The existing intersection is four-legged with an existing traffic signal. SR 46, a Principal Arterial, has an exclusive left-turn lane and two through lanes on both the eastbound and westbound approaches. Smith Road, a Minor Collector south of SR 46 and a Major Collector north of SR 46, has one lane in each direction on both the northbound and southbound approaches. To the west of the intersection there is sidewalk located along both sides of SR 46 and to the east of the intersection there is sidewalk located on the south side of SR 46. There is also sidewalk located on the east and west sides of Smith Road both north and south of the intersection. The north leg of Smith Road has a bike lane in each direction. There are existing bus stops located throughout the project area.

The proposed improvements would include providing exclusive left turn lanes on both the northbound and southbound approaches of Smith Road. The improvements would involve widening on the east and west sides of Smith Road. The existing bike lanes on Smith Road, north of SR 46, would also be replaced in their existing location and sidewalk reconstruction around the intersection may also be necessary.

New right-of-way acquisition is anticipated. A total ten parcels are expected to be impacted by the right-of-way acquisition. The project is anticipated to require approximately 0.1 acres of permanent right-of-way and approximately

0.1 acres of temporary right-of-way. Depth of excavation for the project will be approximately 20 feet for signal pole foundations. The maintenance of traffic with either involve a detour route for both SR 46 and Smith Road at the intersection or phased construction along SR 46 and Smith Road, which would maintain one lane of traffic in each direction on SR 46 and Smith Road. The preferred method will need to be coordinated with the City of Bloomington.

Land use in the vicinity of the project is commercial and residential. The National Wetland Inventory Database does not indicate the presence of any wetlands within or adjacent to the project area. The National Hydrography Dataset indicates an unnamed tributary is located along the southern side of SR 46, west of Smith Road; impacts to this stream are not anticipated. A waters and wetlands determination identifying any water resources that may be present within the study area will be performed. A Department of Natural Resources Construction in a Floodway Permit is not anticipated to be required for this project. 401/404 Permits may be required for this project. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and Northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. A maximum of 1.0 acre of tree removal may be required for this project.

The INDOT Cultural Resources Office will investigate the areas of additional right-of-way for archaeological and historic resources for compliance with Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer for review and concurrence. Several houses listed on the Indiana Historic Sites and Structures Inventory are located along Smith Road (north of SR 46) and along the north side of SR 46 (west of Smith Road). INDOT will ensure compliance with Section 106 of the National Historic Preservation Act of 1966.

Should we not receive a response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request.

If you have any questions or concerns regarding this matter, please feel free to contact Karlei Metcalf at [kmetcalf@indot.in.gov](mailto:kmetcalf@indot.in.gov) or contact me at (317) 492-9166 or via email at [creiter@cmtengr.com](mailto:creiter@cmtengr.com). Thank you in advance for your input.

Sincerely,

Crawford, Murphy & Tilly, Inc.



Cassie Reiter  
Project Manager

Attachments-  
Maps (Location, Aerial, USGS Topographic)

**The following agencies received Early Coordination Letters sent August 6, 2019:**

Robin McWilliams  
Field Supervisor  
U.S. Fish and Wildlife Service  
Bloomington Indiana Field Office  
620 South Walker Street  
Bloomington, Indiana 47403-2121  
[robin\\_mcwilliams@fws.gov](mailto:robin_mcwilliams@fws.gov)

Federal Highway Administration  
Federal Office Building, Room 254  
575 North Pennsylvania Street  
Indianapolis, Indiana 46204  
[michelle.allen@dot.gov](mailto:michelle.allen@dot.gov)  
Cc: [erica.tait@dot.gov](mailto:erica.tait@dot.gov)

Indiana Geological Survey  
611 North Walnut Grove  
Bloomington, Indiana 47405  
Early Coordination submittal at  
<https://igs.indiana.edu/eAssessment/>

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Indiana Department of Environmental  
Management  
Electronic Website Coordination  
<http://www.in.gov/idem/5284.htm>

Manager, Public Hearings  
Indiana Department of Transportation  
100 N. Senate Avenue, Rm. 642  
Indianapolis, IN 46204  
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cc: [mwright@indot.in.gov](mailto:mwright@indot.in.gov)

Regional Environmental Officer  
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US Department of Housing & Urban  
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U.S. Army Corps of Engineers  
Louisville District  
ATTN: CELRL-RDN  
P.O. Box 59  
Louisville, KY 40201-0059  
[Gregory.A.McKay@usace.army.mil](mailto:Gregory.A.McKay@usace.army.mil)

Forest Supervisor  
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US Forest Service  
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Monroe County Council  
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Lyle McKee  
Senior Pastor  
St. Thomas Lutheran Church  
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[tquillman@co.monroe.in.us](mailto:tquillman@co.monroe.in.us)

## Organization and Project Information

**Project ID:** 18070904-11  
**Des. ID:** 1800208  
**Project Title:** State Road 46 Intersection Improvement at Smith Road  
**Name of Organization:** Crawford, Murphy, & Tilly  
**Requested by:** Cassie Reiter

## Environmental Assessment Report

1. Geological Hazards:
  - Potential Karst
2. Mineral Resources:
  - Bedrock Resource: High Potential
  - Sand and Gravel Resource: None documented in the area
3. Active or abandoned mineral resources extraction sites:
  - None documented in the area

\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### **DISCLAIMER:**

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

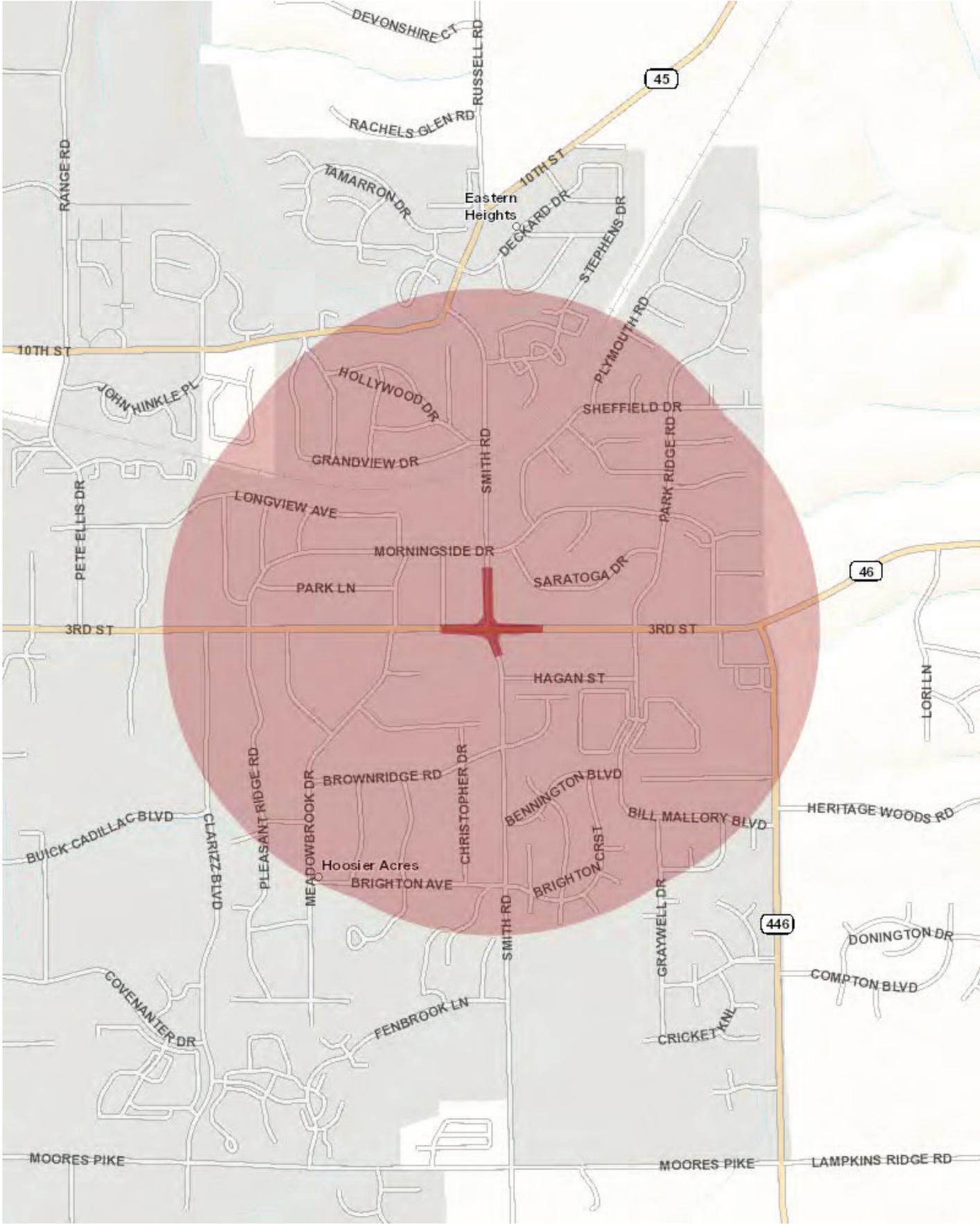
This information was furnished by Indiana Geological Survey

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

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: August 06, 2019



# Metadata:

- [https://maps.indiana.edu/metadata/Hydrology/Karst\\_Sinkhole\\_Areas.html](https://maps.indiana.edu/metadata/Hydrology/Karst_Sinkhole_Areas.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

Indiana Department of Transportation  
Karlei Metcalf  
185 Agrico Lane  
Seymour, IN 47274  
Date

Crawford, Murphy, & Tilly  
Cassie Reiter  
8790 Purdue Rd.  
Indianapolis, IN 46268

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: This project is located at the SR 46 (3rd Street) and Smith Road intersection in Bloomington, Monroe County, Indiana. The project area includes SR 46 from 0.1 mile east of the intersection to 0.1 mile west of the intersection and also includes Smith Road from 0.05 mile south of the intersection to 0.1 mile north of the intersection. The project is located in Sections 1 and 2, Township 8 North, Range 1 West and Sections 35 and 36, Township 9 North, Range 1 West of the U.S. Geological Survey (USGS) Unionville, Indiana Quadrangle. The proposed improvements would include providing exclusive left turn lanes on both the northbound and southbound approaches of Smith Road. The improvements would involve widening on the east and west sides of Smith Road. The existing bike lanes on Smith Road, north of SR 46, would also be replaced in their existing location and sidewalk reconstruction around the intersection may also be necessary.

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

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

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

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or

other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

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

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

- IC 14-29-1 Navigable Waterways Act 312 IAC 6
- IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
- IC 14-29-4 Construction of Channels Act No related code

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

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

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

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

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

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

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

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

construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for additional project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana, contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## AIR QUALITY

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

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

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

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

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

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

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

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

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

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

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

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

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

For more information about IDEM policy regarding asbestos removal and disposal, visit:

<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).

5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

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

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

## FINAL REMARKS

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

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

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

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## Signature(s) of the Applicant

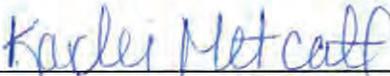
I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

### Project Description

This project is located at the SR 46 (3rd Street) and Smith Road intersection in Bloomington, Monroe County, Indiana. The project area includes SR 46 from 0.1 mile east of the intersection to 0.1 mile west of the intersection and also includes Smith Road from 0.05 mile south of the intersection to 0.1 mile north of the intersection. The project is located in Sections 1 and 2, Township 8 North, Range 1 West and Sections 35 and 36, Township 9 North, Range 1 West of the U.S. Geological Survey (USGS) Unionville, Indiana Quadrangle. The proposed improvements would include providing exclusive left turn lanes on both the northbound and southbound approaches of Smith Road. The improvements would involve widening on the east and west sides of Smith Road. The existing bike lanes on Smith Road, north of SR 46, would also be replaced in their existing location and sidewalk reconstruction around the intersection may also be necessary.

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

Date: \_\_\_\_\_

Signature of the INDOT  
Project Engineer or Other Responsible Agent 

Karlei Metcalf

Date: 10/1/2019

Signature of the  
For Hire Consultant 

Cassie Reiter

## Ellen Hoglebe

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**From:** McWilliams, Robin <robin\_mcwilliams@fws.gov>  
**Sent:** Tuesday, August 6, 2019 2:14 PM  
**To:** Ellen Hoglebe  
**Subject:** Re: [EXTERNAL] Early Coordination Letter: SR 46 & Smith Road Intersection #1800208

Dear Ellen,

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

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

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

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

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

To protect water quality we recommend using pollutant-trapping technology such as storm drain inserts, etc. to reduce runoff of urban pollutants directly to any receiving stream system.

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

Sincerely,  
Robin McWilliams Munson

### Standard Recommendations:

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

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

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

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

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

5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.

6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

Robin McWilliams Munson

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

Monday, Tuesday - 7:30a-3:00p

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

On Tue, Aug 6, 2019 at 9:34 AM Ellen Hogrebe <[ehogrebe@cmtengr.com](mailto:ehogrebe@cmtengr.com)> wrote:

Dear Interested Party,

The Indiana Department of Transportation intends to proceed with a project involving the intersection of SR 46 and Smith Road in Bloomington, Monroe County, Indiana (INDOT Des No.: 1800208). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions or concerns regarding this matter, please feel free to contact me at 314-571-9103 or via e-mail. Thank you for your assistance, and we look forward to your response.

## Ellen Hoglebe

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**From:** Wright, Mary <MWRIGHT@indot.IN.gov>  
**Sent:** Tuesday, August 6, 2019 8:40 AM  
**To:** Ellen Hoglebe  
**Subject:** RE: Early Coordination Letter: SR 46 & Smith Road Intersection #1800208

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## Early Coordination and Creating a Public Involvement Plan (PIP)

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

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

Rickie Clark, Manager  
100 North Senate Avenue, Room N642  
Indianapolis, IN 46204

Phone: 317-232-6601  
Email: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

Mary Wright, Hearing Examiner  
Phone: 317-234-0796  
Email: [mwright@indot.in.gov](mailto:mwright@indot.in.gov)

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**From:** Ellen Hoglebe [mailto:ehoglebe@cmtengr.com]  
**Sent:** Tuesday, August 06, 2019 9:36 AM  
**To:** Clark, Rickie <RCLARK@indot.IN.gov>  
**Cc:** Wright, Mary <MWRIGHT@indot.IN.gov>  
**Subject:** Early Coordination Letter: SR 46 & Smith Road Intersection #1800208

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Dear Interested Party,

THIS IS NOT A PERMIT

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

DNR #: ER-21729

Request Received: August 6, 2019

**Requestor:** Crawford, Murphy, and Tilley, Inc  
Cassie Reiter  
8790 Purdue Road  
Indianapolis, IN 46268

**Project:** SR 46 and Smith Road intersection improvement: added left-turn lanes and widening of Smith Road, Bloomington; Des #1800208, CMT #18070904-11

**County/Site info:** Monroe

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

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

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

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

**Fish & Wildlife Comments:** The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. 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.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.

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



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

**Date:** September 4, 2019



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 N. Senate Avenue • Indianapolis, IN 46204

(800) 451-6027 • (317) 232-8603 • [www.idem.IN.gov](http://www.idem.IN.gov)

Eric J. Holcomb  
Governor

Bruno Pigott  
Commissioner

November 6, 2019

66-33

Crawford, Murphy & Tilly, Inc.  
Attention: Cassie Reiter  
8790 Purdue Road  
Indianapolis, Indiana 46268

Dear Cassie Reiter,

RE: Wellhead Protection Area  
Proximity Determination  
Des No 1800208  
State Road 46 Intersection at  
Smith Road, Bloomington,  
Monroe County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.

Note: The Drinking Water Branch has launched a self-service feature which allows one to determine source water proximity without submitting the application form. This tool will identify whether a site is located in a Source Water Susceptibility Area and/or Wellhead Protection Area.

Use the following instructions:

1. Go to <http://idemmaps.idem.in.gov/whpa2/>
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, move the map so that the point is in the center of the window, and use the print tool to create a .pdf of a source water proximity determination response.

In the future please use this self service feature if it suits your needs.

If you have any additional questions please feel free to contact me at the address above or at (317) 233-9158 and [aturnbow@idem.in.gov](mailto:aturnbow@idem.in.gov).

Sincerely,

Alisha Turnbow,  
Environmental Manager  
Ground Water Section  
Drinking Water Branch  
Office of Water Quality



Please Reduce, Reuse, Recycle

## Ellen Hoglebe

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**From:** Neil Kopper <koppern@bloomington.in.gov>  
**Sent:** Tuesday, August 27, 2019 10:31 AM  
**To:** Ellen Hoglebe  
**Subject:** Re: Early Coordination Letter: SR 46 & Smith Road Intersection #1800208

Thank you for accepting comments for early coordination of the SR46/Smith (Des 1800208) project. The City of Bloomington is very interested in this project because it affects City operations/infrastructure and appears to utilize City right of way. In general the City is supportive of this project and hopes to work collaboratively with INDOT to ensure the best possible design.

The City particularly requests equitable treatment for all modes of transportation with this project. While the primary intent of the project appears to be increasing motor vehicle capacity, it is essential that those updates do not come at the expense of safety and mobility for vulnerable road users (e.g. pedestrians and bicyclists). We appreciate initial coordination from INDOT on the project and ask that they continue to pursue updates to maximize safety and mobility for all users of the right of way. As I'm sure you're aware, INDOT's Complete Street Policy notes that "...integrating sidewalks, bike facilities, transit amenities, and/or safe crossings into the initial design of a project spares the expense and complications of later retrofits. We ask that all work within the project limits comply with accessibility requirements, adopted City plans, and best practices for transportation infrastructure in an urban, multimodal environment.

Please also note that, as with any other work in City right of way, some areas of this construction will require a permit and approval by the City's Board of Public Works.

Thank you,  
- Neil

On Thu, Aug 8, 2019 at 2:12 PM City Council <[council@bloomington.in.gov](mailto:council@bloomington.in.gov)> wrote:  
Hello All:

We have a second letter from Crawford, Murphy & Tilly (Engineers & Consultants). **They are requesting comments regarding any possible environmental effects associated with a project involving the intersection of SR 46 and Smith Road.** They will then incorporate those comments into a study of the project's environmental effects.

**Please note that this is an INDOT project, but the Interim Engineer, Neil Kopper (3423), has reviewed and commented upon the project. He welcomes your inquiries.**

Sincerely,  
Quintin Thompson

----- Forwarded message -----

From: **Ellen Hoglebe** <[ehoglebe@cmtengr.com](mailto:ehoglebe@cmtengr.com)>  
Date: Tue, Aug 6, 2019 at 9:48 AM  
Subject: Early Coordination Letter: SR 46 & Smith Road Intersection #1800208  
To: [council@bloomington.in.gov](mailto:council@bloomington.in.gov) <[council@bloomington.in.gov](mailto:council@bloomington.in.gov)>

Dear Interested Party,

The Indiana Department of Transportation intends to proceed with a project involving the intersection of SR 46 and Smith Road in Bloomington, Monroe County, Indiana (INDOT Des No.: 1800208). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions or concerns regarding this matter, please feel free to contact me at 314-571-9103 or via e-mail. Thank you for your assistance, and we look forward to your response.

Thank you,

**ELLEN HOGREBE** | Environmental Scientist



**Crawford, Murphy & Tilly** | Engineers & Consultants

8790 Purdue Road | Indianapolis, IN 46268

w 314.571.9103 | m 419.350.1271 | f 314.436.0723 | [ehogrebe@cmtengr.com](mailto:ehogrebe@cmtengr.com)



*Centered in Value*

--

**Office of the Common Council**

City of Bloomington

401 N. Morton, P.O. Box 100

Bloomington, Indiana 47402

(v:) 812.349.3409 (f:) 812.349.3570 (e:) [council@bloomington.in.gov](mailto:council@bloomington.in.gov)

[www.bloomington.in.gov/council](http://www.bloomington.in.gov/council)

--

**Neil Kopper, PE**

Interim Transportation and Traffic Engineer

City of Bloomington | (812) 349-3423

401 N. Morton St., Suite 130 | Bloomington, IN 47404



OFFICE OF THE MONROE COUNTY SURVEYOR  
TROHN ENRIGHT-RANDOLPH  
County Surveyor

Health Services Building  
119 West 7<sup>th</sup> Street  
Bloomington, IN 47404  
Phone: (812) 349-2570

Cassie Reiter  
Crawford, Murphy & Tilly, Inc.  
Project Manager  
185 Agrico Lane  
Seymour, IN 47274

August 14, 2019

RE: State Road 46 Intersection Improvement at Smith Road  
Bloomington, Monroe County, Indiana  
INDOT Des No.: 1800208  
CMT Project No.: 18070904-11

Dear Ms. Reiter:

The Section Corner Blm\_U25 - T09N-R01W Section 35 & 36 and Section Corner Per\_U01 - T08N-R01W Section 01 & 02 is within the limits of this project. We have attached the monument record for the affected corners. Please do not hesitate to contact our office if you need any further information.

Sincerely,

Trohn Enright-Randolph  
*Monroe County Surveyor*  
Office of the Monroe County Surveyor  
119 W 7th Street  
Bloomington, IN 47404  
812-349-2570 (desk)  
812-360-5767 (cell)

Enclosures: (totaling 06 page)

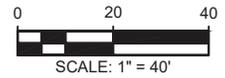
- Blm\_U25 Monument Record
- Per\_U01 Monument Record



Section 35 T09N-R01W Bloomington	Section 36 T09N-R01W Bloomington
Section 02 T08N-R01W Perry	Section 01 T08N-R01W Perry

**Per\_U01 (#10171)**  
SECTION CORNER  
01 & 02-T08N-R01W  
ROAD NAIL  
FOUND FLUSH

**Blm\_U25 (#10173)**  
SECTION CORNER  
35 & 36-T09N-R01W  
MAG NAIL  
FOUND FLUSH



WITNESS MONUMENT TIES			
ID	BEARING	DISTANCE	DESCRIPTION
Witness A	S 53d E	72.9'	Cut + in northwest anchor bolt of signal pole
MONUMENT ACCESSORIES			
<i>Other survey grade monuments that were located in the vicinity and their relation to the monument.</i>			
(#10171)	N 89d40'57" E	114.96'	3123580.28, 1426838.18 Road nail found flush at Per_U01, the section corner common to Sections 01 and 02-T08N-R01W, Perry Township
(#10251)	N 37d57'40" E	54.61'	3123498.92, 1426880.60 Cut + in the back of curb at the east end of the sidewalk
(#10253)	N 75d42'21" W	127.73'	3123341.55, 1426869.08 Cut + in the northeast back of curb corner of curb inlet
(#10256)	S 2d8'36" E	53.50'	3123467.33, 1426784.08 Cut + in the east rim of 2.2' diameter sanitary sewer rim on the west side of Smith Road

**NOTES:**

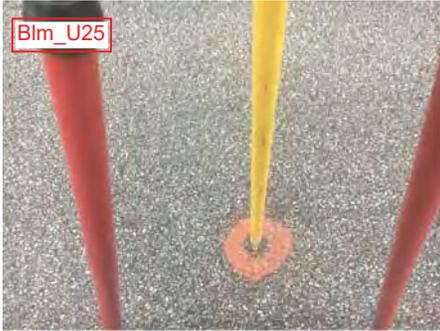
- Field work was performed on 9/25/2018 and 9/26/2018.
- Monroe County Surveyor's Field Book 52, page 44 and Field Book 52, page 45.
- Project Name: INDOT Network 2018, Field work by: RSO & CAR, Drawn by: RSO, Reviewed by: RSO, TER & SRB.
- The basis of bearings is Grid North NAD83(2011), Indiana West Zone, Epoch 2010.0000, Geoid Model G2012BU7, Datum NAD83\_NO\_TRANS, US Survey Feet, derived from GPS observations utilizing the Indiana Real-Time Network (INCORS). Distances obtained with GPS have not been adjusted to ground. Coordinate data and witness ties were collected with a Javad Triumph LS Network Rover.
- Vicinity sketch was compiled per 2014 aerial photography.
- This corner was witnessed by the Monroe County Surveyor, Kevin Enright, on April 8, 2008 and accepted by the Surveyor Review Board on June 10, 2008. We collected coordinates on the known monument in preparation for an upcoming INDOT resurfacing project in the area. Historic research has not yet been performed to prove the validity of this monument.

▲ **Monument Description:** Mag nail found flush

**State Plane Grid Coordinates:** Point No.: 10173 Northing: 1426837.54', Easting: 3123465.32'

SHEET 1 OF 2	<b>MONUMENT RECORD</b>	<b>Section Corner</b>	 <b>OFFICE OF THE MONROE COUNTY SURVEYOR</b> Trohn Enright-Randolph <i>Monroe County Surveyor</i> Rachel Savich Oser <i>Professional Surveyor</i> 119 West 7th Street, Bloomington, IN 47404 (812) 349-2570
	<b>CORNER ID:</b> <b>Blm_U25</b>	Section 35 & 36- T09N-R01W Bloomington Township Monroe County, Indiana	

Photos were taken on 9/25/2018 with an iPhone 6s



**Blm\_U25 (#10173)**  
SECTION CORNER  
35 & 36-T09N-R01W  
MAG NAIL  
FOUND FLUSH

**Per\_U01 (#10171)**  
SECTION CORNER  
01 & 02-T08N-R01W  
ROAD NAIL  
FOUND FLUSH

2014 ORTHOPHOTO  
(SCALE 1" = 100')



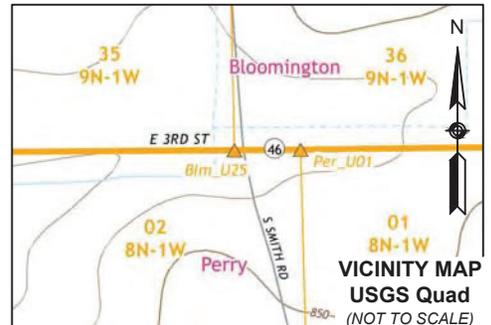
Trohn Enright-Randolph  
Monroe County Surveyor



Accepted by the Monroe  
County Surveyor Review Board  
on 12/06/2018



Rachel Savich Oser, State of Indiana  
Professional Surveyor No. 21100022



VICINITY MAP  
USGS Quad  
(NOT TO SCALE)

SHEET  
2  
OF  
2

**MONUMENT RECORD**  
CORNER ID:  
**Blm\_U25**

**Section Corner**  
Section 35 & 36- T09N-R01W  
Bloomington Township  
Monroe County, Indiana



**OFFICE OF THE MONROE COUNTY SURVEYOR**  
Trohn Enright-Randolph Monroe County Surveyor  
Rachel Savich Oser Professional Surveyor  
119 West 7th Street, Bloomington, IN 47404 (812) 349-2570

# MONUMENT RECORD

Corner I.D. #

U-25

STATE OF INDIANA - COUNTY OF MONROE

Section Thirty-five, Township 9 North, Range 1 West

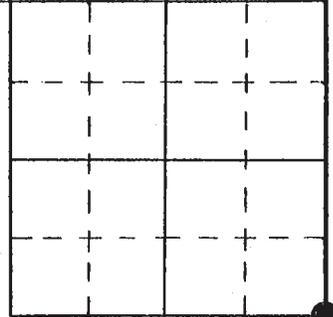
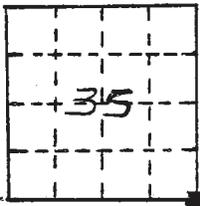
Monument Description & Remarks: 3" ROAD NAIL (PER D. STANGER 11-4-97)  
~~Brass Disk set in concrete~~, flush w/black-top, at SE corner of section. Corner witnessed 11/9/94 by Indiana State Highway Survey Location Team (Don Stanger).

### Recovery Tie Drawing

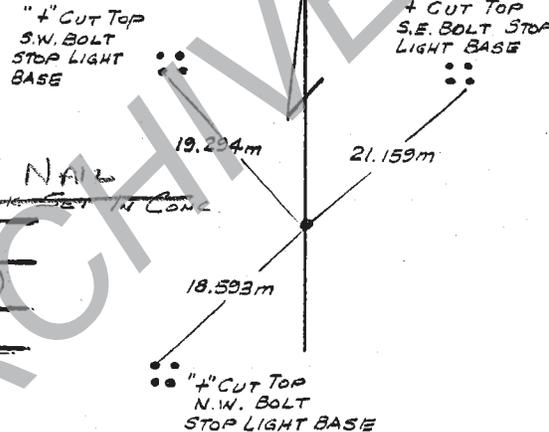
S.E. CORNER SEC. 35, T. 9N., R. 1W.

BLOOMINGTON TWP. - MONROE CO.

Tie Sheet Change, field inspected.  
K.E. 9-20-98



Type Monument 3" ROAD NAIL  
~~BRASS DISK SET IN CONC.~~  
Depth FLUSH w/ BLK TOP.  
By D.W. STANGER (PARTY #3)  
Date Nov. 9, 1994



State Form 40180

● At Corner



Not To Scale

State of Indiana  
County of Monroe

Space Reserved For  
Recording  
Officer

I, Michael W. Friley, County Surveyor, hereby certify that this document was prepared under my direction in accordance with the provisions of Section 17-3-64-4 through 17-3-64-8 of the Indiana Code, being Acts of 1965, Chapter 319; and the above data is given under my hand and seal this 20th day of September, 1995 A.D.

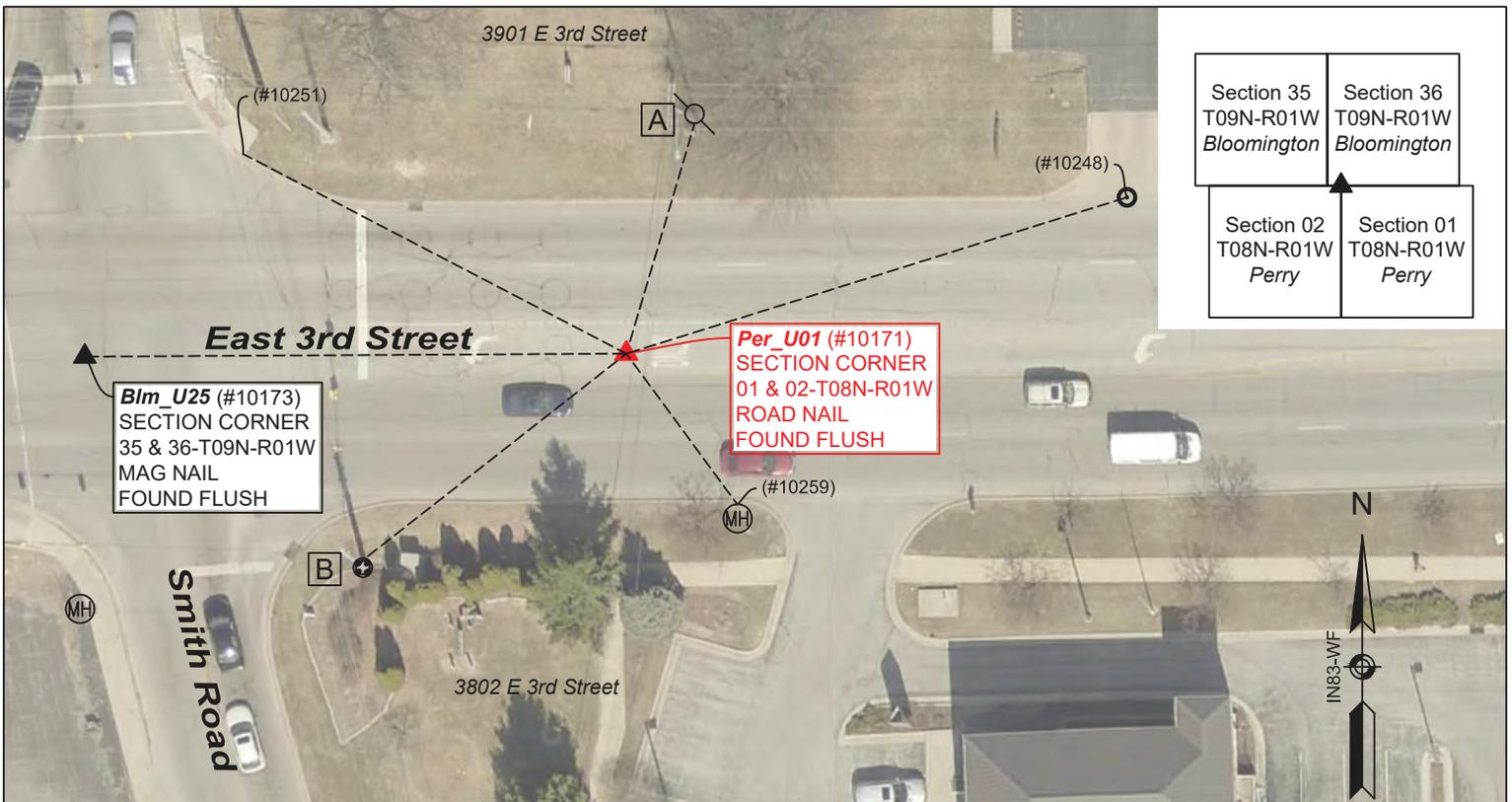
BRASS Disk was never set...  
PER DON STANGER 11/4/97 "MIKE WAS SUPPOSED TO SET BUT, NEVER DID."

Indiana Registered Land Surveyor No. \_\_\_\_\_ or

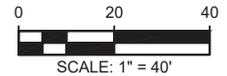
Indiana State Highway Survey Location Team  
United States Government Agency

Title \_\_\_\_\_

Corner is 3"  
ROAD NAIL



Section 35 T09N-R01W Bloomington	Section 36 T09N-R01W Bloomington
Section 02 T08N-R01W Perry	Section 01 T08N-R01W Perry



WITNESS MONUMENT TIES			
ID	BEARING	DISTANCE	DESCRIPTION
Witness A	N 17d E	51.0'	Monroe County "PROTECT NEARBY SURVEY MARKER" sign found 4.2' above grade in the south side of " PSI Energy utility pole #150301
Witness B	S 52d W	72.2'	Cut + in northwest anchor bolt of signal pole
MONUMENT ACCESSORIES			
<i>Other survey grade monuments that were located in the vicinity and their relation to the monument.</i>			
(#10173)	S 89d40'57" W	114.96'	3123465.33, 1426837.54 Mag nail found flush at Blm_U25, the section corner common to Sections 35 and 36-T09N-R01W, Bloomington Township
(#10248)	N 72d38'47" E	111.33'	3123686.54, 1426871.38 Mag nail set flush on the north side of the curb in the center of the entrance to chiropractor office
(#10251)	N 62d27'51" W	91.76'	3123498.92, 1426880.60 Cut + in the back of curb at the east end of the sidewalk
(#10259)	S 36d19'44" E	39.75'	3123603.83, 1426806.16 Cut + in the north rim of 2.5' diameter phone manhole 0.5' south of the back of curb

**NOTES:**

- Field work was performed on 9/25/2018 and 9/26/2018.
- Monroe County Surveyor's Field Book 52, page 44 and Field Book 52, page 45.
- Project Name: INDOT Network 2018, Field work by: RSO & CAR, Drawn by: RSO, Reviewed by: RSO, TER & SRB.
- The basis of bearings is Grid North NAD83(2011), Indiana West Zone, Epoch 2010.0000, Geoid Model G2012BU7, Datum NAD83\_NO\_TRANS, US Survey Feet, derived from GPS observations utilizing the Indiana Real-Time Network (INCORS). Distances obtained with GPS have not been adjusted to ground. Coordinate data and witness ties were collected with a Javad Triumph LS Network Rover.
- Vicinity sketch was compiled per 2014 aerial photography.
- This corner was witnessed by the Monroe County Surveyor, Kevin Enright, on April 8, 2008 and accepted by the Surveyor Review Board on June 10, 2008. We collected coordinates on the known monument in preparation for an upcoming INDOT resurfacing project in the area. Historic research has not yet been performed to prove the validity of this monument.

▲ **Monument Description:** Road nail found flush

**State Plane Grid Coordinates:** Point No.:10171 Northing: 1426838.18', Easting: 3123580.28'

SHEET 1 OF 2	<b>MONUMENT RECORD</b> CORNER ID: <b>Per_U01</b>	<b>Section Corner</b> Section 01 & 02- T08N-R01W Perry Township Monroe County, Indiana	 <b>OFFICE OF THE MONROE COUNTY SURVEYOR</b> Trohn Enright-Randolph <i>Monroe County Surveyor</i> Rachel Savich Oser <i>Professional Surveyor</i> 119 West 7th Street, Bloomington, IN 47404 (812) 349-2570

Photos were taken on 9/26/2018 with an iPhone 6s



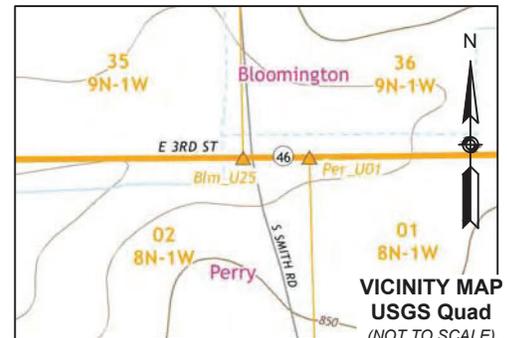
*Trohn Enright-Randolph*  
Trohn Enright-Randolph  
Monroe County Surveyor



Accepted by the Monroe  
County Surveyor Review Board  
on 12/06/2018



*Rachel Oser*  
Rachel Savich Oser, State of Indiana  
Professional Surveyor No. 21100022



VICINITY MAP  
USGS Quad  
(NOT TO SCALE)

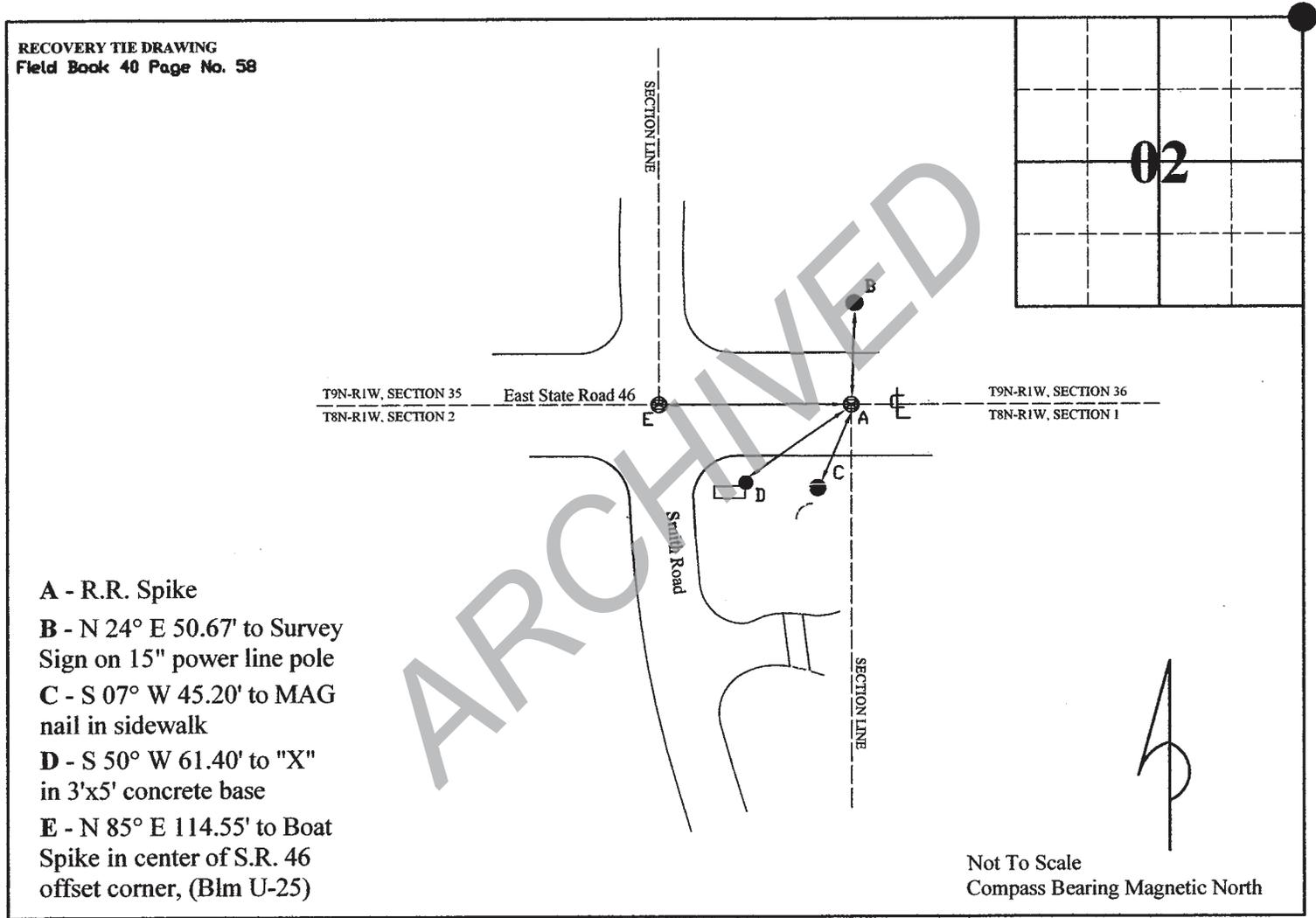
SHEET 2 OF 2	<b>MONUMENT RECORD</b>	<b>Section Corner</b>		<b>OFFICE OF THE MONROE COUNTY SURVEYOR</b> Trohn Enright-Randolph <i>Monroe County Surveyor</i> Rachel Savich Oser <i>Professional Surveyor</i> 119 West 7th Street, Bloomington, IN 47404 (812) 349-2570
	CORNER ID: <b>Per_U01</b>	Section 01 & 02- T08N-R01W Perry Township Monroe County, Indiana		

**MONUMENT RECORD**  
State of Indiana - County of Monroe

**Section: 2      Township: 8 North      Range: 1 West      Corner ID: Per U-01**

**Monument Description & Remarks:** R.R. Spike in center of East State Road 46. Survey Sign 5ft above ground at pt. B

**References On File:** Marty J. James survey, St. Thomas Lutheran Church (2007), on file in Recorder Office cabinet S, envelope 385



I, Kevin P. Enright, Monroe County Surveyor, hereby certify that this document was prepared under my direction in accordance with the provisions of section 36-2-12-11 of the Indiana Code; and the above data is given under my hand and seal this 8th day of April, 2008.

*Kevin P. Enright*



Administered by the Monroe County Surveyor Review Board

Date: 6-10-2008



# St. Thomas Lutheran Church

3800 East Third Street  
Bloomington, IN 47401  
812/332-5252

[www.stlconline.org](http://www.stlconline.org)

**Mission Statement:**

*We are a Christ-centered  
community that lives, shares  
and celebrates God's grace  
with all people!*

Rev. Dr. Lyle E. McKee  
Pastor

**IN COVENANT WITH**

Lutheran Campus Ministry  
at Indiana University  
314 Rose Avenue  
Bloomington, IN 47401  
812/333-2474

September 5, 2019

Cassie Reiter, Project Manager  
Crawford, Murphy & Tilly, Inc.  
8790 Purdue Road  
Indianapolis, Indiana 46268

Re: State Road 46 Intersection Improvement at Smith Road  
Bloomington, Monroe County, Indiana  
INDOT Des No.: 1800208  
CMT Project No.: 18070904-11

Dear Ms. Reiter,

Per your request for comments regarding environmental effects associated with the proposed Intersection Improvement at Smith Road in Bloomington, Indiana, we wish to inform you that we share the same concerns put forth in the letter of August 23, 2019 sent by our neighbor, Rev. Annette Hill Briggs, of University Baptist Church.

We at St. Thomas Lutheran Church share a parking lot with Congregation Beth Shalom and the unnamed tributary flows between Congregation Beth Shalom and University Baptist Church. We are aware of the overflow problems they have encountered and add our request to you that the issue of runoff into the unnamed tributary be studied in more detail and that the results of that study be shared with the three congregations impacted: University Baptist Church, Congregation Beth Shalom, and St. Thomas Lutheran Church.

Sincerely,

Dean Arnold, Vice-President of Congregation Council  
St. Thomas Lutheran Church



*Congregation Beth Shalom*  
**Bloomington Jewish Community**

3750 E Third Street • Bloomington, IN 47401 • (812) 334-2440

**Rabbi Brian Besser**  
**Mira B. Wasserman, Rabbi Emerita**

September 13th, 2019

Cassie Reiter, Project Manager  
Crawford, Murphy & Tilly, Inc.  
8790 Purdue Road  
Indianapolis, Indiana 46268

Re: State Road 46 Intersection Improvement at Smith Road  
Bloomington, Monroe County, Indiana  
INDOT Des No.: 1800208  
CMT Project No.: 18070904-11

Dear Ms. Reiter:

Congregation Beth Shalom would like to provide comment and context for the effects of the proposed Intersection Improvement at Smith Road in Bloomington, Indiana. This is as per your request regarding the environmental impacts of the project.

As also attested to by University Baptist Church (3740 East Third Street), the unnamed tributary creates a significant body of overflow during heavy rains and annual snow melt. Our congregation is currently undertaking a significant series of renovation, in no small part, to address the current levels of run off. The runoff that we are currently managing begins to the east of Smith road and is approximately where the proposed widening begins.

Similar to University Baptist Church, the relatively modest addition of a bike-path/sidewalk to the south side of Third Street approximately ten years ago, created an increase in overflow, both in velocity and volume during heavy storms. That bike path was a much smaller project than the proposed improvement.

It is hard to accept that a project of this scale, with the addition of a significant amount of asphalt and concrete to the area, will have *no impact* on the runoff into the unnamed tributary, despite your statement that "impacts to this stream are not anticipated."

We do not wish to encumber our congregation with the financial burden of making repairs to our property or structures because of increased water flow resulting from this project. We strongly request that the issue of runoff into the unnamed tributary be studied in more detail, that the results of that study be shared with us, and that adjustments to the project, if needed, be made before commencing, so that future overflow problems resulting from the Intersection Improvement can be avoided before they begin. We look forward to your reply.

Sincerely yours,

Nathan Mutchler  
Board Vice President & Chair of the House Committee,  
Congregation Beth Shalom

CC: Indiana Department of Transportation



## University Baptist Church

Reverend Annette Hill Briggs, pastor

August 23, 2019

Cassie Reiter, Project Manager  
Crawford, Murphy & Tilly, Inc.  
8790 Purdue Road  
Indianapolis, Indiana 46268

Re: State Road 46 Intersection Improvement at Smith Road  
Bloomington, Monroe County, Indiana  
INDOT Des No.: 1800208  
CMT Project No.: 18070904-11

Dear Ms. Reiter:

Per your request for comments regarding environmental effects associated with the proposed Intersection Improvement at Smith Road in Bloomington, Indiana, we wish to add our observations.

We at University Baptist Church (3740 East Third Street) along with our neighbor Congregation Beth Shalom already experience significant overflow of water from the unnamed tributary into our lower parking lot during heavy rains or snow melt, with the water occasionally reaching the lower entrance to our building, some 158-160 feet north of the unnamed tributary (mentioned in the National Hydrography Dataset) which runs parallel and adjacent to the south side of our lower parking lot. We are aware that this current runoff begins well east of the Smith Road intersection, at approximately the point where the street widening is proposed to begin.

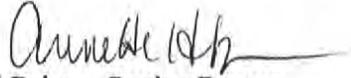
When the city of Bloomington added the bike-path/sidewalk to the south side of Third Street approximately ten years ago, we subsequently experienced an increase in the velocity and volume of the overflow during heavy storms. That bike path covers much less ground than the street-widening project will.

We doubt that the proposed widening of Third Street and sidewalk reconstruction, involving the addition of a significant amount of asphalt and concrete, will have *no impact* on the runoff into the unnamed tributary, despite your statement that “impacts to this stream are not anticipated.”

We do not wish to encumber our congregation with the financial burden of making repairs to our property or structures because of increased water flow resulting from this project. We

strongly request that the issue of runoff into the unnamed tributary be studied in more detail, that the results of that study be shared with us, and that adjustments to the project, if needed, be made before commencing, so that future overflow problems resulting from the Intersection Improvement can be avoided before they begin. We look forward to your reply.

Sincerely yours,



Rev. Annette Hill Briggs, Senior Pastor  
University Baptist Church

CC: Indiana Department of Transportation  
David Underwood, University Baptist Church trustee  
Michael Maben, University Baptist Church trustee

## Ellen Hoglebe

---

**From:** Richy Condre  
**Sent:** Tuesday, March 10, 2020 9:29 AM  
**To:** Ellen Hoglebe  
**Subject:** FW: INDOT Des. No. 1800208 SR 46 and Smith Road - Water Utility Information

Ellen,  
See the response from Phil Paden (CBU) regarding the source water susceptibility area.

Please let me know if you need any additional information.

**RICHY CONDRE | Crawford, Murphy & Tilly** | w 317.492.9158 | m 317.281.4517  
*Engineer*

---

**From:** Phil Peden <pedenp@bloomington.in.gov>  
**Sent:** Tuesday, March 10, 2020 10:19 AM  
**To:** Richy Condre <rcondre@cmtengr.com>  
**Subject:** Re: INDOT Des. No. 1800208 SR 46 and Smith Road - Water Utility Information

*External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.*

Richy,

I don't have any information on a source water area. If you go just to the east you are in a different drainage basin that drains to Lake Monroe, but this drainage basin drains west to Jackson Creek. If you go just North you are in a drainage area that drains to Griffy Reservoir, our backup water supply, but again, this area is not in that drainage area. I'm not aware of any wells in the area.

Phil Peden, PE  
Utilities Engineer  
City of Bloomington Utilities  
(812)349-3634  
[pedenp@bloomington.in.gov](mailto:pedenp@bloomington.in.gov)  
<http://bloomington.in.gov/utilities/>

On Mon, Mar 9, 2020 at 2:26 PM Richy Condre <[rcondre@cmtengr.com](mailto:rcondre@cmtengr.com)> wrote:

Phil,

In our early coordination with IDEM they have indicated this project is in the vicinity of a Source Water Susceptibility Area. Does City of Bloomington Utilities have any information on the location of the source water area and what additional remediation measures will be necessary for the construction of this intersection improvement project.

If you need any additional information, please contact this office.

Thank you,

**RICHY CONDRE** | Engineer

---

**Crawford, Murphy & Tilly | Engineers & Consultants**

8790 Purdue Road | Indianapolis, IN | 46268

Direct: 317.492.9158 | Mobile: 317.281.4517 | Fax: 317.298.4503

[rccondre@cmtengr.com](mailto:rccondre@cmtengr.com)

---

[www.cmtengr.com](http://www.cmtengr.com) | *Centered in Value* | *2014 ENR Midwest Design Firm of the Year*



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

January 20, 2022

Consultation Code: 03E12000-2019-SLI-0909

Event Code: 03E12000-2022-E-03698

Project Name: Des No 1800208 - SR 46 and Smith Road Intersection Improvement

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

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

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

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

Attachment(s):

- Official Species List

## Official Species List

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

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street  
Bloomington, IN 47403-2121  
(812) 334-4261

## Project Summary

Consultation Code: 03E12000-2019-SLI-0909  
Event Code: Some(03E12000-2022-E-03698)  
Project Name: Des No 1800208 - SR 46 and Smith Road Intersection Improvement  
Project Type: TRANSPORTATION  
Project Description: The project is located at the SR 46 intersection with Smith Road and extends along Smith Road from approximately 0.11 mile north to approximately 0.07 mile south of its intersection with SR 46. The project also extends along SR 46 for less than 100 feet on both sides of the intersection with Smith Road. The project is located within Section 1, Township 8 North, Range 1 West and Sections 35 and 36, Township 9 North, Range 1 West on the 7.5-minute United States Geological Survey (USGS) Unionville, Indiana Quadrangle. This project will involve widening Smith Road to the east and west in order to provide exclusive left-turn lanes on both the north- and south-bound approaches. The project will also consist of drainage improvements, including new inlets and pipes and an in-line stormwater detention (oversized) pipe under the intersection, which will outlet on the south side of SR 46, west of Smith Road. The existing stream will be widened from the outlet to where the stream turns south. Construction is anticipated to start in February 2023 and be completed by December 2023. The project will require approximately 0.20 acre of permanent right-of-way (ROW) and approximately 0.50 acre of temporary ROW around the existing intersection. The maintenance of traffic for the project will involve the implementation of phased construction and road closures along Smith Road north and south of the intersection with posted detours. Land use in the vicinity of the project is residential and commercial. One ephemeral stream is located within the project area along the south side of SR 46, west of Smith Road. A review of the USFWS database for Indiana bat and Northern long-eared bat roosting, hibernacula and captures sites was conducted by the Seymour District on April 25, 2019. The review did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. One pipe with a wide grate is located within the project area; the 20-inch pipe is an outlet from curb stormwater inlets around the intersection and is located on the south site of SR 46, west of Smith (39.16415, -86.482131). The pipe will remain, but a restrictor plate will be installed at the outlet to decrease the outlet size for stormwater retention purposes. During the Oct. 1, 2020 site visit, no bats were detected using the structure. No other bridges or culverts are involved in this project. Suitable summer habitat will be impacted for the construction of the project. Seven trees (approximately 0.20 acre) around the intersection, all within 100 feet of existing roadway, are expected to be removed as a result of this project. The project activities will not include

the use of percussives. The existing traffic signals will be replaced; temporary lighting may be needed during the construction phase.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.16444881980168,-86.48122441113216,14z>



Counties: Monroe County, Indiana

## Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

### Mammals

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

### Insects

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

### Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> <a href="https://ecos.fws.gov/ecp/species/5949#crithab">https://ecos.fws.gov/ecp/species/5949#crithab</a>	Final



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

January 20, 2022

Consultation code: 03E12000-2019-I-0909

Event Code: 03E12000-2022-E-03699

Project Name: Des No 1800208 - SR 46 and Smith Road Intersection Improvement

Subject: Concurrence verification letter for the 'Des No 1800208 - SR 46 and Smith Road Intersection Improvement' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des No 1800208 - SR 46 and Smith Road Intersection Improvement** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

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

- Monarch Butterfly *Danaus plexippus* Candidate

## Project Description

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

### **Name**

Des No 1800208 - SR 46 and Smith Road Intersection Improvement

### **Description**

The project is located at the SR 46 intersection with Smith Road and extends along Smith Road from approximately 0.11 mile north to approximately 0.07 mile south of its intersection with SR 46. The project also extends along SR 46 for less than 100 feet on both sides of the intersection with Smith Road. The project is located within Section 1, Township 8 North, Range 1 West and Sections 35 and 36, Township 9 North, Range 1 West on the 7.5-minute United States Geological Survey (USGS) Unionville, Indiana Quadrangle. This project will involve widening Smith Road to the east and west in order to provide exclusive left-turn lanes on both the north- and south-bound approaches. The project will also consist of drainage improvements, including new inlets and pipes and an in-line stormwater detention (oversized) pipe under the intersection, which will outlet on the south side of SR 46, west of Smith Road. The existing stream will be widened from the outlet to where the stream turns south. Construction is anticipated to start in February 2023 and be completed by December 2023. The project will require approximately 0.20 acre of permanent right-of-way (ROW) and approximately 0.50 acre of temporary ROW around the existing intersection. The maintenance of traffic for the project will involve the implementation of phased construction and road closures along Smith Road north and south of the intersection with posted detours. Land use in the vicinity of the project is residential and commercial. One ephemeral stream is located within the project area along the south side of SR 46, west of Smith Road. A review of the USFWS database for Indiana bat and Northern long-eared bat roosting, hibernacula and captures sites was conducted by the Seymour District on April 25, 2019. The review did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. One pipe with a wide grate is located within the project area; the 20-inch pipe is an outlet from curb stormwater inlets around the intersection and is located on the south site of SR 46, west of Smith (39.16415, -86.482131). The pipe will remain, but a restrictor plate will be installed at the outlet to decrease the outlet size for stormwater retention purposes. During the Oct. 1, 2020 site visit, no bats were detected using the structure. No other bridges or culverts are involved in this project. Suitable summer habitat will be impacted for the construction of the project. Seven trees (approximately 0.20 acre) around the intersection, all within 100 feet of existing roadway, are expected to be removed as a result of this project. The project activities will not include the use of percussives. The existing traffic signals will be replaced; temporary lighting may be needed during the construction phase.

## Determination Key Result

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

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

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

**Automatically answered**

Yes

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

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

**Automatically answered**

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

Yes

8. Will the project include *any* type of activity that could impact a **known** hibernaculum<sup>[1]</sup>, or impact a karst feature (e.g., sinkhole, losing stream, or spring) that could result in effects to a **known** hibernaculum?

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

*No*

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

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

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

*Yes*

10. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat?

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

*Yes*

11. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

*No*

12. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **within** the suitable habitat located within your project action area?

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

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

*No*

13. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

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

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

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

*Yes*

15. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

*B) During the inactive season*

16. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

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

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

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

*Yes*

18. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

*B) During the inactive season*

19. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

*Yes*

20. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

*No*

21. Are *all* trees that are being removed clearly demarcated?  
Yes
22. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?  
No
23. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?  
No
24. Does the project include slash pile burning?  
No
25. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?  
Yes
26. Is there *any* suitable habitat<sup>[1]</sup> for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

Yes

27. Has a bridge assessment<sup>[1]</sup> been conducted **within** the last 24 months<sup>[2]</sup> to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

#### **SUBMITTED DOCUMENTS**

- *Structure Bat Assessment Form - pipe outlet.pdf* <https://ecos.fws.gov/ipac/project/SBUJI42CF5DL5BQ2TQKIJKCQ6Q/projectDocuments/108917771>

28. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)<sup>[1]</sup>?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

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

No

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

No

30. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

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

Yes

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

Yes

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

Yes

34. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

Yes

35. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

36. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

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

*No*

38. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

**Automatically answered**

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

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

**Automatically answered**

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

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

**Automatically answered**

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

41. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected*

42. **General AMM 1**

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

*Yes*

43. **Hibernacula AMM 1**

Will the project ensure that on-site personnel will use best management practices<sup>[1]</sup>, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula?

[1] Coordinate with the appropriate Service Field Office on recommended best management practices for karst in your state.

*Yes*

44. **Hibernacula AMM 1**

Will the project ensure that, where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography?

Yes

45. **Tree Removal AMM 1**

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

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

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

Yes

46. **Tree Removal AMM 3**

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

Yes

47. **Tree Removal AMM 4**

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

[1] The word documented means habitat where bats have actually been captured and/or tracked.

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

Yes

48. **Lighting AMM 1**

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

Yes

49. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society<sup>[1][2]</sup> to rate the amount of light emitted in unwanted directions?

[1] Refer to [Fundamentals of Lighting - BUG Ratings](#)

[2] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

50. **Lighting AMM 2**

Will the **permanent** lighting be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

## Project Questionnaire

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

N/A

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

N/A

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

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

0.20

4. Please describe the proposed bridge work:

*The 20-inch concrete pipe is an outlet from curb stormwater inlets around the intersection and is located on the south site of SR 46, west of Smith (39.16415, -86.482131). The pipe will remain, but a restrictor plate will be installed at the outlet to decrease the outlet size for stormwater retention purposes.*

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

*February 2023 - December 2023*

6. Please enter the date of the bridge assessment:

*Oct. 1, 2020*

## Avoidance And Minimization Measures (AMMs)

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

### LIGHTING AMM 1

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

**TREE REMOVAL AMM 2**

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

**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 replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

**TREE REMOVAL AMM 3**

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

**TREE REMOVAL AMM 4**

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

**GENERAL AMM 1**

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

**HIBERNACULA AMM 1**

For projects located within karst areas, on-site personnel will use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography.

**TREE REMOVAL AMM 1**

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

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

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

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

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

**From:** Baker, Mindy  
**To:** [Ellen Hogrebe](#)  
**Cc:** [Dye, David](#)  
**Subject:** RE: SR 46 and Smith Rd. Intersection Modification (DES No. 1800208) Bat Database Review  
**Date:** Thursday, April 25, 2019 9:51:27 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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Ellen,

I have conducted a check of the USFWS confidential bat database for Des No. 1800208 and the results are stated below.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Additional investigation to confirm the presence or absence of bats in or on any culverts, bridges or structures affected by the project will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Also, although I am the contact for USFWS bat database checks, David Dye will be the contact for your IPAC review.

**Mindy Baker**

***Environmental Manager***

185 Agrico Lane

Seymour, IN 47274

**Office:** (812) 524-3746

**Email:** [mbaker2@indot.in.gov](mailto:mbaker2@indot.in.gov)



---

**From:** Ellen Hogrebe [mailto:ehogrebe@cmtengr.com]  
**Sent:** Wednesday, April 24, 2019 5:32 PM  
**To:** Baker, Mindy <MBaker2@indot.IN.gov>  
**Subject:** SR 46 and Smith Rd. Intersection Modification (DES No. 1800208) Bat Database Review

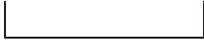
**\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\***

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Hi Mindy,

We are requesting another review of the database regarding the presence of endangered bats in or near the project area for the SR 46 & Smith Rd. Intersection Modification (Des. No. 1800208) in Bloomington, IN. The project area is shown in the attached aerial map, USGS map, and shapefile. The results will be included in our Red Flag Investigation. Please let me know if you need anything else.  
Thanks,

**ELLEN HOGREBE** | Environmental Scientist



**Crawford, Murphy & Tilly | Engineers & Consultants**

One Memorial Drive, Suite 500 | St. Louis, MO 63102

w 314.571.9103 | m 419.350.1271 | f 314.436.0723 | [ehogrebe@cmtengr.com](mailto:ehogrebe@cmtengr.com)



*Centered in Value*

Ellen Hogrebe

---

**From:** Kristin Timmons  
**Sent:** Friday, November 5, 2021 11:03 AM  
**To:** Ellen Hogrebe  
**Cc:** Cassie Reiter  
**Subject:** RE: SR 46 @ Smith - Bloomington Transit discussion notes

Ellen,  
See below for our notes from meeting with Bloomington Transit for the CE documentation. Thanks.

**KRISTIN TIMMONS PE | Crawford, Murphy & Tilly** | w 217.572.1099 | m 217.891.2522  
*Project Manager*

---

**From:** Cassie Reiter <creiter@cmtengr.com>  
**Sent:** Friday, November 5, 2021 10:17 AM  
**To:** Kristin Timmons <ktimmons@cmtengr.com>  
**Subject:** SR 46 @ Smith - Bloomington Transit discussion notes

Smith Road currently has 2 bus routes – the 3 Route and the 6 Route. The 6 route is the “IU bus”. These run every 15 minutes. In the summer, there is only one route due to reduced riders/traffic when IU is not in normal session.

CMT conveyed that the project will likely take 1 full construction season and since the project will be let concurrently with the SR 45 @ Pete Ellis project, we won’t know how the Contractor will build it until after bidding phase. The north leg and south legs of Smith Road will be closed to thru-traffic during separate construction stages.

BT would prefer the south leg of Smith Road be built when IU is out of normal session, so from May XX thru Aug XX of 2023. The plans can accommodate this note and BT will provide the specific dates for this.

On the north leg of Smith, BT indicated they could make bus routes work because some buses currently use Morningside Dr and the existing bus stops there will remain open during construction.

BT indicated they will need to review the south leg of Smith, possible detour routes include Hagan St and existing entrance/street between SR 46 and Hagan, east of Smith Rd. They will get back with us after they have a chance to review internally.

BT asked how the existing bus stops on the south leg of Smith that are impacted by the proposed project will be addressed. CMT noted that the bus stops currently have no special accommodations other than the signage, which will be maintained in the proposed condition. BT asked if the standard 5’x8’ landing zone was required. CMT and INDOT replied that because Smith Road is a City street, any improvements or additional accommodations at the bus stops would need to be requested by the City of Bloomington and the City would be required to participate in the cost of those improvements. The City has not requested any specific improvements to date for this project.

CMT will send Zac and John the current plans (FFC). (Cassie to send).

Add/edit, then let Ellen know about this discussion. Thank you!

**CASSIE REITER** | Project Manager



**Crawford, Murphy & Tilly | Engineers & Consultants**  
w 317.492.9166 | m 317.223.6739 | [creiter@cmtengr.com](mailto:creiter@cmtengr.com)

SR 46 & Smith Road Intersection Improvements  
CE Level 2

APPENDIX D: SECTION 106 DOCUMENTATION



## Scott Henley (Jeffrey Scott)

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**From:** Scott Henley (Jeffrey Scott)  
**Sent:** Wednesday, October 6, 2021 3:09 PM  
**To:** rsharkey@dnr.in.gov; Kauffmann, Danielle M  
**Cc:** Karen Wood; Carpenter, Patrick A; Branigin, Susan; Kumar, Anuradha; Miller, Shaun (INDOT); Erin Mulryan; Prince, Greg; Dye, David; Cassie Reiter; Kristin Timmons; Ellen Hoglebe  
**Subject:** FHWA Project: Des. No. 1800208; NHPA Finding, SR 46 and Smith Road Intersection Improvement Project, Monroe County, Indiana  
**Attachments:** SR46andSmithRd\_Des1800208\_RDL\_2021-10-6.pdf

**Des. No.:** 1800208  
**Project Description:** Intersection Improvement Project  
**Location:** Monroe County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 and Smith Road Intersection Improvement Project, Des. No. 1800208.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of “No Historic Properties Affected” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Scott

Scott Henley (Jeffrey Scott)  
**Cultural Resource Associate**

SJCA Inc.  
**1028 Virginia Ave, Suite 201**  
Indianapolis, IN 46203

Tel: 317-506-0629



## Scott Henley (Jeffrey Scott)

---

**From:** Carpenter, Patrick A <PACarpenter@indot.IN.gov>  
**Sent:** Wednesday, October 6, 2021 3:24 PM  
**To:** Diane Hunter  
**Cc:** Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA); Scott Henley (Jeffrey Scott); Branigin, Susan  
**Subject:** FHWA Project: Des. No. 1800208; NHPA Finding, SR 46 and Smith Road Intersection Improvement Project, Monroe County, Indiana  
**Attachments:** SR46andSmithRd\_Des1800208\_RDL\_2021-10-6.pdf

Dear consulting parties,

**Des. No.:** 1800208  
**Project Description:** Intersection Improvement Project  
**Location:** Monroe County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 and Smith Road Intersection Improvement Project, Des. No. 1800208.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of “No Historic Properties Affected” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Patrick Carpenter  
Section 106 Specialist, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 N Senate Ave., IGCN- Room N758-ES  
Indianapolis, IN 46204-2216  
317-416-7960



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

**Eric Holcomb, Governor**  
**Joe McGuinness,**  
**Commissioner**

October 6, 2021

This letter was sent to the listed parties.

RE: State Road 46 and Smith Road Intersection Improvement Project, Monroe County, Indiana;  
Des. No. 1800208; DHPA No. 24327

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 and Smith Road Intersection Improvements Project, Des. No. 1800208.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A section 106 early coordination letter was distributed to invited consulting parties on August 27, 2019. In addition, a letter distributed on May 21, 2020 notified consulting parties that a Historic Properties Short Report (HPSR) was available for review and comment.

The proposed undertaking is on SR 46 at the intersection with Smith Road, in Monroe County, Indiana. It is within Bloomington and Perry Townships, Unionville USGS Topographic Quadrangle in Sections 1, 2, 35, and 36, Townships 8 and 9 North, Range 1 West.

The purpose of this project is to provide a solution that reduces congestion and improves pedestrian accessibility. The need for the project is due to the high average daily traffic volume on SR 46, a principal arterial road. SR 46, traveling east-west, consists of one twelve-foot driving lane in each direction, bike lanes eastbound and westbound, a two-way left turn lane and no raised median. To the west of the intersection there is sidewalk on the north side and a sidewalk/multi-use trail on the south side of SR 46; to the east there is sidewalk only on the south side of SR 46. Smith Road, a collector road, traveling south-north, consists of one ten-foot lane in each direction with four-foot-wide bike lanes north of the intersection, and sidewalks on both sides of the road. Smith Road, south of the intersection, consists of one twelve-foot lane in each direction with a six-foot-wide sidewalk located on the west side of the road. Curb and gutters exist along all facilities in each direction. Within project limits, there are various commercial and residential driveway access points.

The project proposes to provide exclusive left-turn lanes on Smith Road. Smith Road would be widened to accommodate the additional turn lane on both the north and south approaches. The new lane configuration for the southbound approach for Smith Road consists of a travel lane in each direction, a left-turn lane, and two bike lanes. The new lane configuration for the northbound approach of Smith Road consists of a travel lane in

each direction and a left-turn lane. It is anticipated that curb, gutter, storm sewers and driveway approaches will be reconstructed along Smith Road to the north and south of the intersection.

Since the distribution of the HPSR on May 21, 2020, new elements have been introduced to the project. Specifically, the project will also consist of drainage improvements to address concerns in the southwest corner of the intersection. The improvements consist of new inlets and pipes and a new in-line stormwater detention pipe under SR 46 before outletting on the south side of SR 46 west of Smith Rd. The existing ditch will be widened from the outlet to where the ditch turns south. A retaining wall is proposed to be installed along the widened ditch adjacent to the existing sidewalk/multi-use trail.

Including these new project elements, it is anticipated that the project will require 0.20 acre of permanent and 0.50 acre of temporary right-of-way for a total of 0.70 acre of right-of-way acquisition. No relocations of residences or businesses are expected for this project. The letting date is 2023.

Crawford, Murphy, and Tilly is under contract with INDOT to advance the environmental documentation for the referenced project. SJCA Inc. (formerly Green 3, LLC) has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no properties were recommended eligible for listing in the NRHP. The expanded portion of the APE contains two (2) residential properties that are located within the Park Ridge West neighborhood that was recommended not eligible under the 2020 HPSR and SHPO concurred in their letter dated June 24, 2020. Therefore, there are no historic properties in the expanded APE. Attached to this letter are a map and a surveyed properties table showing the properties in the expanded APE.

Concerning archaeological resources, Christopher Jackson, M.S., RPA, an INDOT Qualified Professional archaeologist, reviewed the proposed project area and ascertained that the proposed SR 46 and Smith Road Intersection Improvement project will not likely affect archaeological resources based on the project scope and setting. All work will occur in previously disturbed soils. This consists of existing rights-of-way with the associated drainage ditches, as well as sidewalks, paved parking lot, underground utilities, overhead electric lines, and residential developments.

According to SHAARD, the Cultural Resources Section of the Indiana Department of Transportation conducted an archaeological records review of the proposed intersection improvement of SR 46 and Smith Road; the review occurred in 2007 and it determined that due to the amount of disturbance in the proposed area, that a Phase Ia archaeological field investigation was not warranted (Laswell 2007). SHAARD also indicated that no archaeological sites have been recorded either in or adjacent to the project area. With regard to the additional area, the QP archaeologist reviewed the area on July 29, 2021, and determined that the proposed work would occur in previously disturbed soils due to landscaped landforms, sidewalks, and driveways.

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

On June 24, 2020, SHPO sent a letter stating that the proposed APE “appears to be of appropriate size to encompass the geographic area in which direct or indirect effects of a project of this nature could occur.” Further, SHPO agreed with the conclusions stated in the HPSR that “there are no above-ground historic properties listed in or eligible for inclusion in the NRHP. Within the project’s APE.” Regarding archaeology, SHPO stated that they “have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO.” SHPO concluded by stating: “Unless another consulting party raises concerns about the conclusions of the HPSR and archaeology short report, it might now be time to ask INDOT for a finding.”

The effects finding and 800.11(d) documentation are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond to this email with your request within seven (7) days.

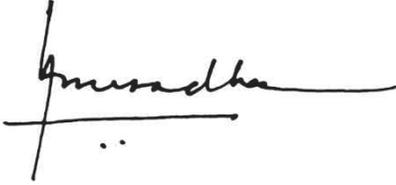
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Karen Wood of SJCA, Inc. at (317) 566-0629 or [kwood@sjcainc.com](mailto:kwood@sjcainc.com). All future responses regarding the proposed project should be forwarded to SJCA, Inc. at the following address:

Karen Wood  
Environmental and Cultural Resources Manager  
SJCA, Inc.  
9102 N. Meridian St.  
Suite 200  
Indianapolis, IN 46260  
[kwood@sjcainc.com](mailto:kwood@sjcainc.com)

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:  
Updated Project Map and Surveyed Properties Table

**NOTE: Duplicate attachments were included with this letter, but were intentionally removed.**

Distribution List:  
Indiana State Historic Preservation Officer, [rsharkey@dnr.in.gov](mailto:rsharkey@dnr.in.gov); [dkauffmann@dnr.in.gov](mailto:dkauffmann@dnr.in.gov)  
Miami Tribe of Oklahoma

References Cited:  
Laswell, Jeffrey L.  
2007 *An Archaeological Records Check: Proposed Intersection Improvement at SR 46 and Smith Road, East of Bloomington, Monroe County, Indiana (INDOT Des. No. 0100773)*. Indiana Department of Transportation's Cultural Resources Section. Submitted to Indiana Department of Transportation, Seymour District Office, Seymour, Indiana. Copies available at Division of Historic Preservation and Archaeology, Indianapolis.

**SR 46 and Smith Road Intersection Improvement Project**  
Monroe County, Indiana  
Des. No. 1800208; DHPA No. 24327

**800.11(d) Documentation and Effects Finding**  
October 2021



Prepared for:  
Crawford, Murphy, and Tilly  
8790 Purdue Road  
Indianapolis, IN 46268  
By:

Karen Wood  
Environmental and Cultural Resource Manager/QP  
SJCA Inc. (formerly Green 3, LLC)  
9102 N. Meridian St., Suite 200  
Indianapolis, IN 46260

t. 317.566.0629

f. 866.422.2046

e. kwood@sjcainc.com



**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)  
AND SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
SR 46 and Smith Road Intersection Improvement Project  
Monroe County, Indiana  
Des. No. 1800208; DHPA No. 24327**

**AREA OF POTENTIAL EFFECTS  
(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effects (APE) of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. The archaeological APE consists of all proposed new, temporary, or existing right of way as well as any additional areas investigated beyond it. See Appendix A for maps of the APE.

**ELIGIBILITY DETERMINATIONS  
(Pursuant to 36 CFR 800.4(c)(2))**

No properties within the APE are listed in or recommended eligible for listing in the National Register of Historic Places (NRHP).

**EFFECT FINDING  
(Pursuant to 36 CFR 800.4(d)(1))**

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a "No Historic Properties Affected" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

**SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)**

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required.

*Anuradha V. Kumar*

---

Anuradha V. Kumar, for FHWA  
Manager  
INDOT Cultural Resources

10/5/2021

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
“No Historic Properties Affected”  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR 800.5 (c)  
SR 46 and Smith Road Intersection Improvement Project  
Monroe County, Indiana  
Des. No. 1800208; DHPA No. 24327**

## **1. DESCRIPTION OF THE UNDERTAKING**

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 and Smith Road Intersection Improvements Project, Des. No. 1800208.

The proposed undertaking is on SR 46 at the intersection with Smith Road, in Monroe County, Indiana. It is within Bloomington and Perry Townships, Unionville USGS Topographic Quadrangle in Sections 1, 2, 35, and 36, Townships 8 and 9 North, Range 1 West.

The purpose of this project is to provide a solution that reduces congestion and improves pedestrian accessibility. The need for the project is due to the high average daily traffic volume on SR 46, a principal arterial road. SR 46, traveling east-west, consists of one twelve-foot driving lane in each direction, bike lanes eastbound and westbound, a two-way left turn lane and no raised median. To the west of the intersection there is sidewalk on the north side and a sidewalk/multi-use trail on the south side of SR 46; to the east there is sidewalk only on the south side of SR 46. Smith Road, a collector road, traveling south-north, consists of one ten-foot lane in each direction with four-foot-wide bike lanes north of the intersection, and sidewalks on both sides of the road. Smith Road, south of the intersection, consists of one twelve-foot lane in each direction with a six-foot-wide sidewalk located on the west side of the road. Curb and gutters exist along all facilities in each direction. Within project limits, there are various commercial and residential driveway access points.

The project proposes to provide exclusive left-turn lanes on Smith Road. Smith Road would be widened to accommodate the additional turn lane on both the north and south approaches. The new lane configuration for the southbound approach for Smith Road consists of a travel lane in each direction, a left-turn lane, and two bike lanes. The new lane configuration for the northbound approach of Smith Road consists of a travel lane in each direction and a left-turn lane. It is anticipated that curb, gutter, storm sewers and driveway approaches will be reconstructed along Smith Road to the north and south of the intersection. Drainage improvements are proposed to address concerns in the southwest corner of the intersection. The proposed improvements consist of new inlets and pipes and a new in-line stormwater detention pipe under SR 46 before outletting on the south side of SR 46 west of Smith Road. The existing ditch will be widened from the storm sewer outlet to where the ditch turns south. A retaining wall is proposed to be installed along the widened ditch adjacent to the existing sidewalk/multi-use trail.

It is anticipated that the project will require 0.20 acre of permanent and 0.50 acre of temporary right-of-way for a total of 0.70-acre right-of-way acquisition. No relocations of residences or businesses are expected for this project. The letting date is February 2023. Please see Appendix E for the most current plans.

The area of potential effects (APE), as defined in 36 CFR 800.16(d), is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” The APE of the project includes all properties adjacent to the

project and those with a proximate viewshed of the project. Urban development limited the APE to properties immediately adjacent to the SR 46 and Smith Road Intersection Improvement Project. The APE is approximately 0.291 mile long and 0.212 mile wide. Please see the APE map in Appendix A. The APE was modified since the distribution of the Historic Properties Short Report (HPSR) in May 2020. This change was made due to the project area expanding to accommodate the addition of drainage improvements in the southwest corner of the intersection. The archaeological APE consists of all proposed new, temporary, or existing right of way as well as any additional areas investigated beyond it. Appendix A also contains maps of the revised APE and additional photographs of the expanded project area.

## **2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES**

The NRHP, Indiana Register of Historic Sites and Structures (State Register), and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM), showing results of the Indiana Historic Sites and Structures Inventory (IHSSI), were consulted. Thirteen resources were previously identified: IHSSI #s 105-055-35023, -35042, -35044, -35045, -35047, -35049, -35051, -35054, -35055, -35058, -35141, and -35056. All resources were previously rated “contributing”; all retain that rating.

There are no resources documented in the Historic American Building Survey (HABS), the Historic American Engineering Record (HAER), and the Historic American Landscapes Survey (HALS) identified within the vicinity of the project. The *Indiana Historic Bridge Inventory* (February 2009) by M & H Architecture, Inc. was reviewed. No historic bridges were identified within the APE.

The following parties/agencies were invited to become consulting parties (CPs) to this project and were sent early coordination information on August 27, 2019. Those identified in bold print are participating consulting parties.

### **Indiana State Historic Preservation Officer (SHPO) (automatic consulting party)**

Indiana Landmarks, Central Regional Office

Monroe County Historian

Monroe County History Center

Bloomington Historic Preservation Commission

Bloomington Restorations, Inc.

Monroe County Planning Department for Historic Preservation Board of Review Mayor of the City of Bloomington

Bloomington/ Monroe County MPO

City of Bloomington Planning and Transportation Department

Monroe County Commissioners

Eastern Shawnee Tribe of Oklahoma

### **Miami Tribe of Oklahoma**

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Delaware Tribe of Indians, Oklahoma

On September 19, 2019, the Miami Tribe of Oklahoma accepted consulting party status and stated that the Tribe “offers no objection to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site.”

On September 25, 2019, SHPO staff sent a letter stating they were “not aware of any parties who should be invited to participate in the Section 106 consultation process, beyond those whom INDOT had already invited.”

Connie Ziegler, a Qualified Professional historian, conducted a site visit of the project area on September 20, 2019. The historian documented above-ground resources within the APE that are at least 50 years of age or that will be at least 50 years of age at the time of the project letting (expected 2023). The historian walked and drove the APE, taking photographs of all resources meriting a “contributing” or higher rating. “Non-contributing” resources or those that did not meet the age requirements were noted but not documented other than in general streetscape photographs. No resources were found to be listed in or eligible for listing in the NRHP. Please see Appendix B for photos.

A Historic Property Short Report (HPSR) (Ziegler, May 2020) was completed for the project and distributed to consulting parties on May 21, 2020.

Concerning archaeological resources, Christopher Jackson, M.S., RPA, an INDOT Qualified Professional archaeologist, reviewed the proposed project area and ascertained that the proposed SR 46 and Smith Road Intersection Improvement project will not likely affect archaeological resources based on the project scope and setting. All work will occur in previously disturbed soils. This consists of existing rights-of-way with the associated drainage ditches, as well as sidewalks, paved parking lot, underground utilities, overhead electric lines, and residential developments. According to SHAARD, the Cultural Resources Section of the Indiana Department of Transportation conducted an archaeological records review of the proposed intersection improvement of SR 46 and Smith Road; the review occurred in 2007 and it determined that due to the amount of disturbance in the proposed area, that a Phase Ia archaeological field investigation was not warranted (Laswell 2007). SHAARD also indicated that no archaeological sites have been recorded either in or in close proximity to the project area. Because the proposed project is confined to the excavation work only occurring in previously disturbed soils, there are no archaeological concerns, and no further work is recommended. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, the discovery must be report to the Department of Natural Resources within two (2) business days.

On June 24, 2020, SHPO sent a letter stating that the proposed APE “appears to be of appropriate size to encompass the geographic area in which direct or indirect effects of a project of this nature could occur.” Further, SHPO agreed with the conclusions stated in the HPSR that “there are no above-ground historic properties listed in or eligible for inclusion in the NRHP. Within the project’s APE.” Regarding archaeology, SHPO stated that they “have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered form the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO.” SHPO concluded by stating: “Unless another consulting party raises concerns about the conclusions of the HPSR and archaeology short report, it might now be time to ask INDOT for a finding.”

None of the other consulting parties provided any additional comments regarding the early coordination letter, HPR, or archaeology report. Please see Appendix C for Consulting Party Correspondence.

Regarding the additional proposed work on the southwest corner, the above-ground APE has been expanded two lots northwest from the original APE. Both properties are located within the Park Ridge West neighborhood, a mid-century subdivision, which was evaluated for the NRHP in the 2020 HPSR and recommended not eligible. SHPO concurred with the recommendation in the letter dated June 24, 2020. Therefore, as a result of the historic property identification and evaluation efforts in the expanded APE, no

resources were recommended eligible for listing in the NRHP. See Appendix A for maps of the expanded APE and Appendix F for the expanded APE properties table showing the two “contributing” properties.

Regarding archaeology, SJCA’s QP archaeologist reviewed this additional area on July 29, 2021, and determined that the proposed work would occur in previously disturbed soils with landscaped/man-made landforms, sidewalks, and driveways. Thus, there are no archaeological concerns, and no further work is recommended.

A public notice of the “No Historic Properties Affected” finding will be published in The Herald-Times (Bloomington, Monroe County, IN) and the public will be afforded thirty (30) days to respond. This document will be revised, if necessary, after the expiration of the public comment period.

### **3. BASIS FOR FINDING**

There are no historic properties present within the APE; therefore, INDOT, acting on behalf of FHWA, has determined a finding of “No Historic Properties Affected” is appropriate.

#### **APPENDICES**

A – Maps

B – Photographs

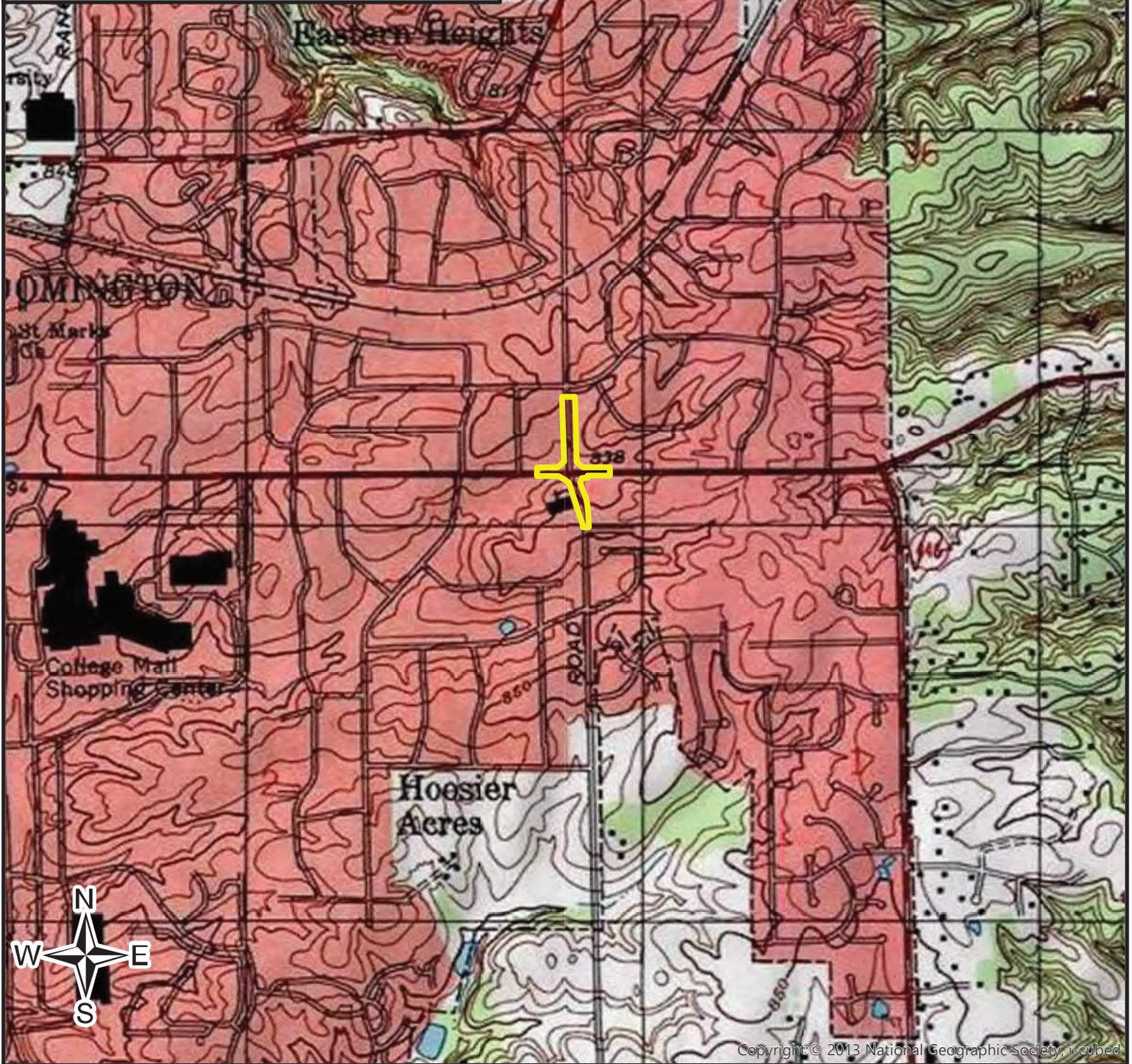
C – Consulting Party Correspondence

D – Historic Property Report Summary

E – Most Current Plans

F – Additional Surveyed Properties Table

Topographic Map  
SR 46 and Smith Road Intersection  
Improvements  
Des. No. 1800208  
Monroe County, Indiana  
Unionville Quadrangle  
Source: US Geological Survey



Copyright © 2013 National Geographic Society, Inc.

0 0.13 0.25  
Miles

 Project Area

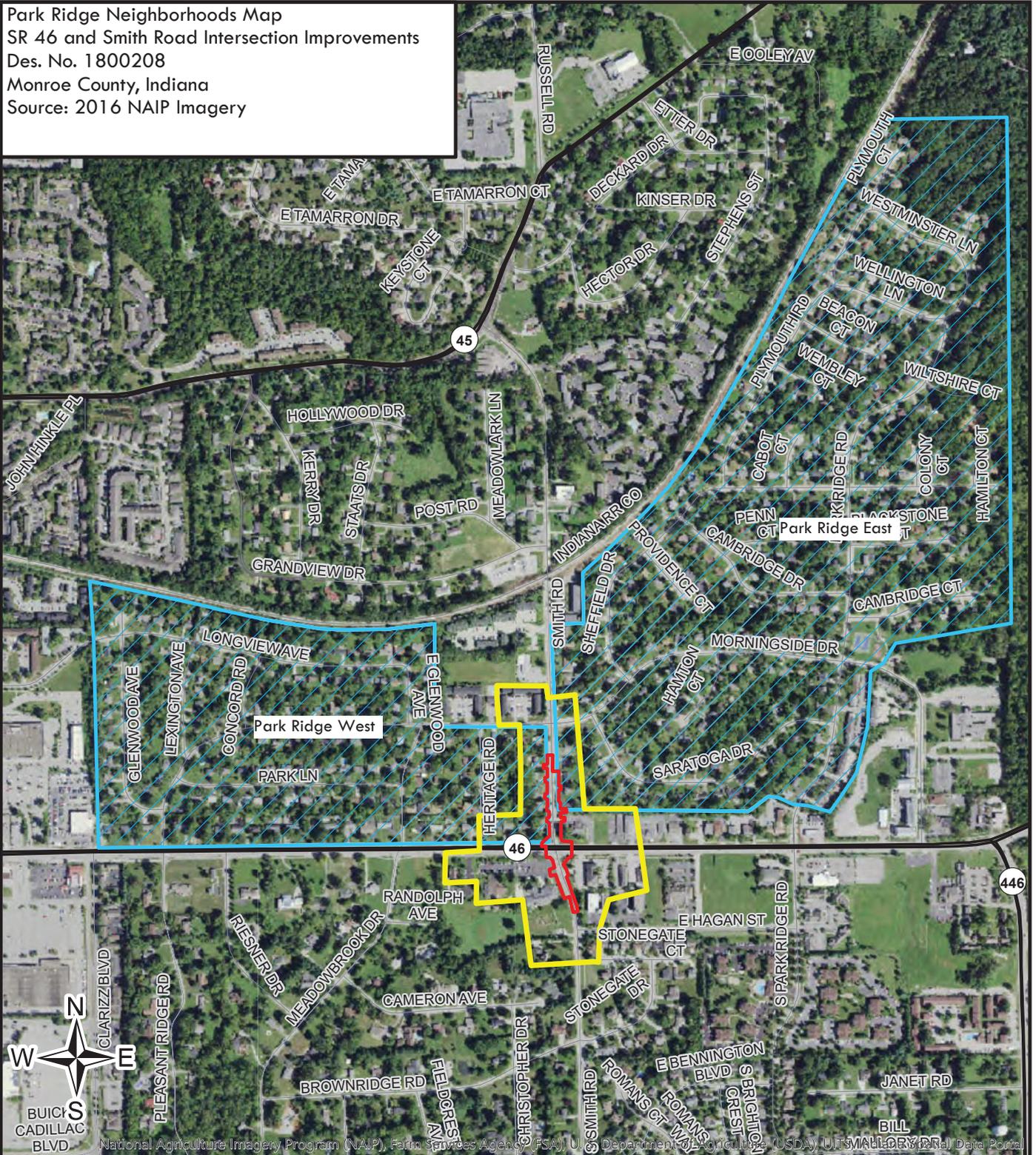
green • 3



12/11/2019

A - 1

Park Ridge Neighborhoods Map  
 SR 46 and Smith Road Intersection Improvements  
 Des. No. 1800208  
 Monroe County, Indiana  
 Source: 2016 NAIP Imagery



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), U.S. National Data Portal

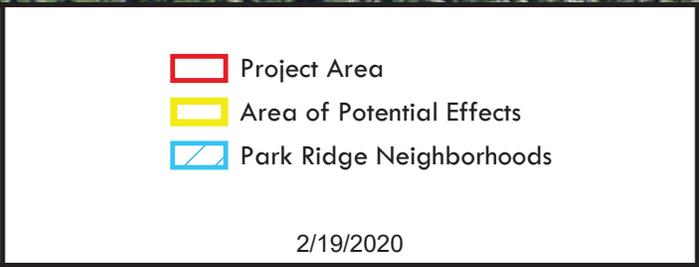
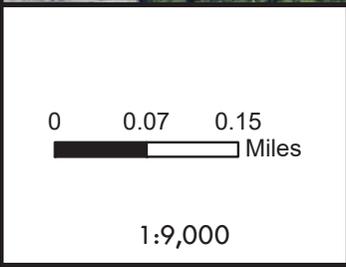
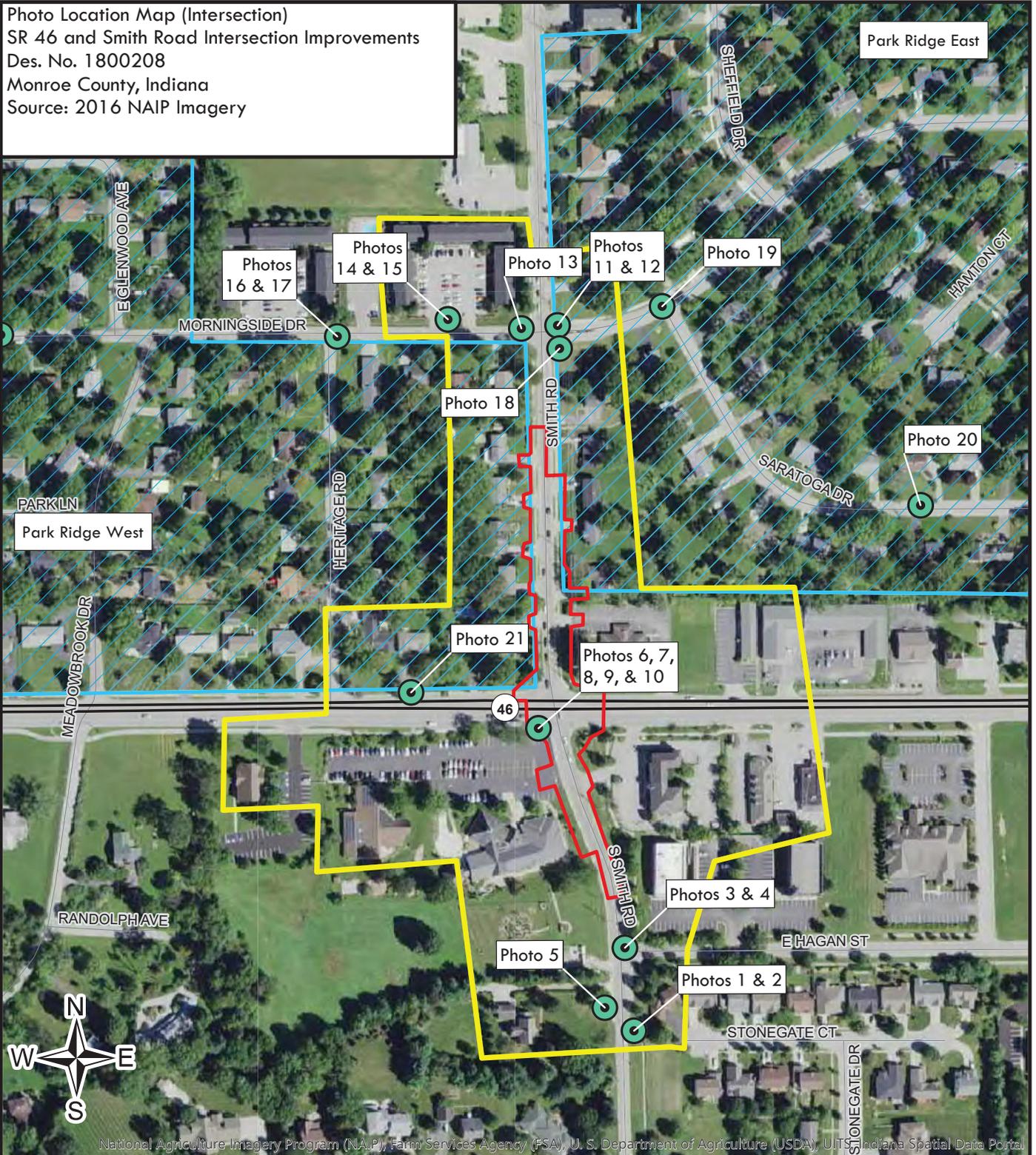


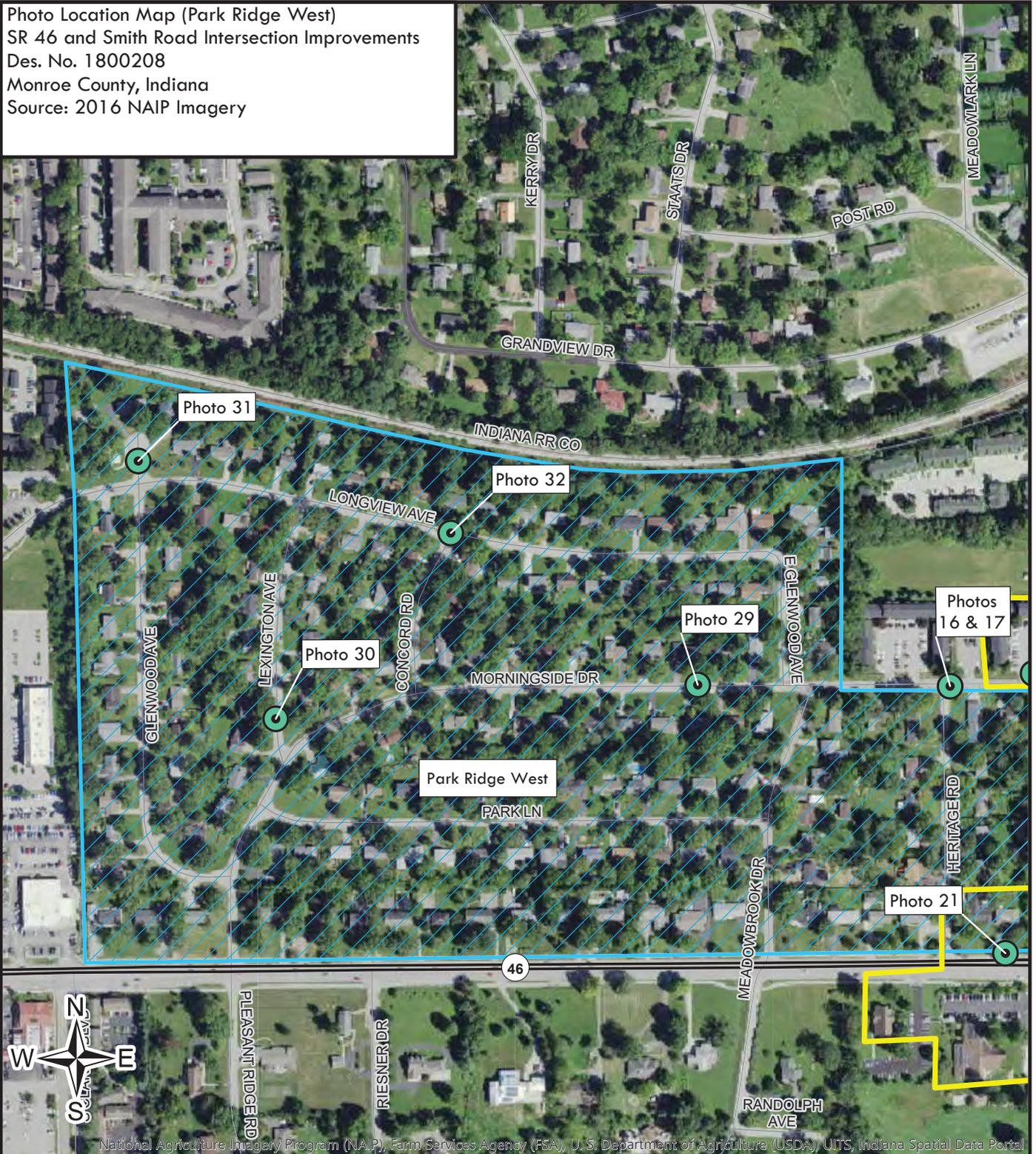
Photo Location Map (Intersection)  
 SR 46 and Smith Road Intersection Improvements  
 Des. No. 1800208  
 Monroe County, Indiana  
 Source: 2016 NAIP Imagery



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS Indiana Spatial Data Portal

<p>0 0.03 0.06                  Miles</p> <p>1:3,000</p>	<p> Project Area</p> <p> Area of Potential Effects</p> <p> Park Ridge Neighborhood</p> <p> Photo Location</p> <p>2/19/2020</p>	<p>green • 3</p>
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Photo Location Map (Park Ridge West)  
 SR 46 and Smith Road Intersection Improvements  
 Des. No. 1800208  
 Monroe County, Indiana  
 Source: 2016 NAIP Imagery

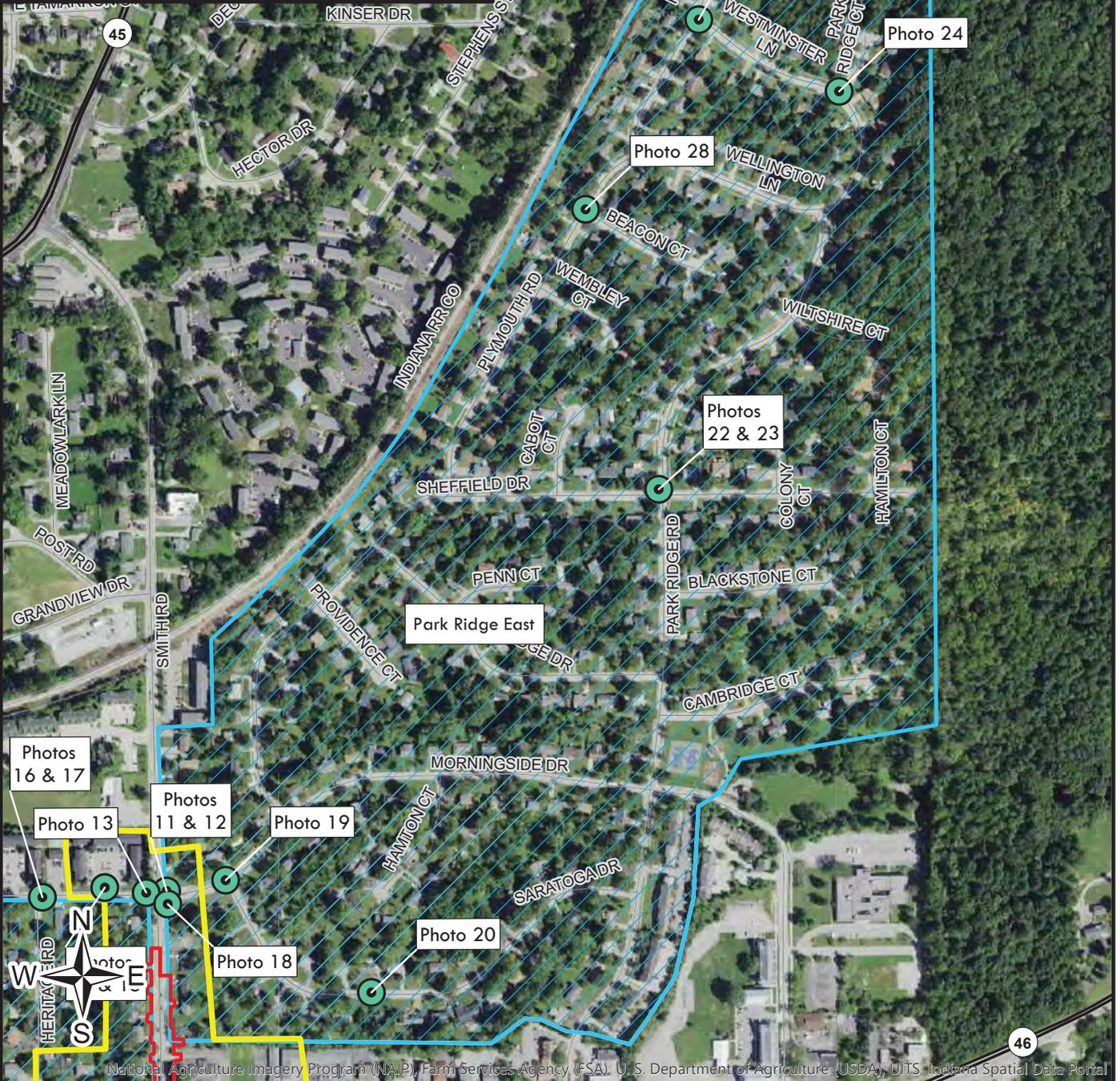


National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

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2/19/2020

Photo Location Map (Park Ridge East)  
 SR 46 and Smith Road Intersection Improvements  
 Des. No. 1800208  
 Monroe County, Indiana  
 Source: 2016 NAIP Imagery



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

<p>0 0.05 0.1                  Miles</p> <p>1:5,750</p>	<p><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Project Area</p> <p><span style="border: 1px solid yellow; display: inline-block; width: 15px; height: 10px;"></span> Area of Potential Effects</p> <p><span style="border: 1px dashed blue; display: inline-block; width: 15px; height: 10px;"></span> Park Ridge Neighborhood</p> <p><span style="border: 1px solid green; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Photo Location</p>	<p>green • 3</p>
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2/19/2020