

Indiana Department of Transportation

County Posey

Route SR 65

Des. No. 1601062

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

Road No./County:

SR 65 Pavement Replacement / Posey County

Designation Number:

1601062

Project Description/Termini:

The project involves full depth pavement replacement and preventative maintenance Hot Mix Asphalt (HMA) overlay of SR 65, from 0.6 mile south of the west junction with SR 68 to the east junction with SR 68, through Cynthiana, Indiana.

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

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

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

Approval

ESM Signature

Date

ES Signature

Date

FHWA Signature

Date

Release for Public Involvement

ESM Initials

Date

ES Initials

Date

Certification of Public Involvement

Office of Public Involvement

Date

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

INDOT ES/District Env.

Reviewer Signature:

Date:

Name and Organization of CE/EA Preparer: Kaskaskia Engineering Group/Molly Barletta

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Part I - PUBLIC INVOLVEMENT

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	<table border="1"><tr><td>Yes</td></tr><tr><td>☐</td></tr></table>	Yes	☐	<table border="1"><tr><td>No</td></tr><tr><td>☒</td></tr></table>	No	☒
Yes						
☐						
No						
☒						
If No, then:						
Opportunity for a Public Hearing Required?	<table border="1"><tr><td>X</td></tr></table>	X	<table border="1"><tr><td>☐</td></tr></table>	☐		
X						
☐						

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

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

Remarks:

Notice of Entry letters were mailed to potentially affected property owners near the project area on December 21, 2018 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix C, page 1.

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

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?	<table border="1"><tr><td>Yes</td></tr><tr><td>☐</td></tr></table>	Yes	☐	<table border="1"><tr><td>No</td></tr><tr><td>☒</td></tr></table>	No	☒
Yes						
☐						
No						
☒						

Remarks:

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

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Vincennes
Local Name of the Facility: SR 65

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

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

PURPOSE AND NEED:

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

The need for this project is due to the deteriorating condition and deficiencies of the pavement section of SR 65 as documented in the INDOT Mini Scope, dated May 11, 2016. The existing pavement has base failures with alligator cracking, block cracking, edge failures, and longitudinal cracking. Drainage problems exist due to lack of storm drains and inlets and curbs that have been filled from previous pavement projects. In some instances, the existing pavement is at a higher elevation than the surrounding sidewalks. Street approaches have five to eight foot radii that need to be evaluated. Continued deterioration and unaddressed deficiencies of the pavement and roadway will impair driving conditions, potentially requiring emergency road closures for repairs.

The purpose of the INDOT project is to extend the service life of the roadway by addressing the pavement and drainage deficiencies of the existing pavement, providing for safe travel along SR 65.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Posey Municipality: Cynthiana

Limits of Proposed Work: SR 65, approximately 0.6 mile south of the west junction with SR 68 to the east junction with SR 68

Total Work Length: 1.99 Mile(s) Total Work Area: 7.8 Acre(s)

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

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

Yes¹

No

☐	☒
Date: _____	

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

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

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The project is located on SR 65, from approximately 0.6 mile south of the west junction with SR 68 to the east junction with SR 68 (Appendix B, page 1). The total project length is approximately two miles. The project is located in Sections 11, 12, 14, Township 4 South, Range 12 West, in Smith Township, City of Cynthiana, Posey County, Indiana.

This section of SR 65 is classified as a Major Collector. SR 65 at this location consists of two 12-foot travel lanes, with approximately 12-foot shoulders on the southern end, and no shoulders throughout the rest of the project area (Appendix B, pages 16 to 35). The northern and southern portions of the project area are surrounded by agricultural fields, while the central portion of the project is located in an urbanized area. The existing pavement on SR 65 has many locations with base failures with alligator cracking, block cracking, edge failures, and longitudinal cracking. In the past, a portion of the pavement section failed, requiring an emergency road closure to patch the roadway. Additionally, there are drainage, sidewalk, and turning radii deficiencies associated with SR 65.

INDOT and the Federal Highway Administration (FHWA) intend to proceed with the preferred alternative, which is a combination of full depth pavement replacement and hot mix asphalt (HMA) overlay on SR 65. The project will build a new urban cross section including curb, gutter, and sidewalks through the limits of the full depth replacement. Profile modifications to improve drainage, where feasible, will be implemented. Pavement widening and approach radii where truck turning movements are inadequate will also be modified, where feasible (Appendix B, pages 16 to 35). Utility coordination is being conducted by a consultant, WSP.

The proposed maintenance of traffic (MOT) will require phased construction with short-term closures and the use of local detours. Further discussion on the MOT can be found in the MOT section in this document.

The preferred alternative meets the purpose and need for this project by extending the life of the pavement, improving the SR 65 drainage, and addressing the current deteriorating conditions and deficiencies and prevent further deterioration of the pavement. The preferred alternative will also accommodate truck movements by widening the approach radii, where feasible. Every effort to avoid, minimize, and/or mitigate project impacts will be made.

The southern logical terminus for the project is 0.6 miles south of the SR 65 west junction with SR 68 and the northern logical terminus is 1.99 miles on SR 65 to the east junction with SR 68. The project demonstrates independent utility because it will improve the function of the roadway as an independent project and does not depend on any other planned projects.

OTHER ALTERNATIVES CONSIDERED:

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

No Build

The no build alternative does not address the deteriorating condition and deficiencies of the roadway. If no action is taken, the roadway would continue to deteriorate to the point where it is unsafe for travel and require emergency repairs. This alternative does not meet the Purpose and Need. Therefore, this alternative is not recommended.

Mill and Preventative Maintenance Overlay

This alternative would mill 1.5 inches off the existing pavement and then place a 1.5 inch preventative maintenance overlay along the entire project corridor. This alternative does not achieve the minimum pavement 25-year design life, does not most effectively improve the drainage conditions, and does not improve the pedestrian connectivity along the corridor. This alternative does not meet the Purpose and Need. Therefore, this alternative is not recommended.

Structural Overlay

This alternative would include milling the existing pavement and then placing a structural overlay within the urban cross section limits. This alternative exacerbates the existing drainage issues and does not achieve the minimum pavement 25-year design life. This alternative does not meet the Purpose and Need. Therefore, this alternative is not recommended.

Portland Cement Concrete Pavement (PCCP) Reconstruction

This alternative includes existing pavement removal and a full depth PCCP reconstruction, as well as new ADA curb ramps, curb reconstruction, sidewalk reconstruction, and drainage improvements. This alternative does meet the Purpose and

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Need, but was cost prohibitive. Therefore, this alternative is not recommended.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe)

X
X

ROADWAY CHARACTER:

Functional Classification: Rural Major Collector

Current ADT: 721 (EB) VPD (2020) 721 (EB) Design Year ADT: 721 (EB) VPD (2042) 750 (WB)

Design Hour Volume (DHV): 70 (EB) Truck Percentage (%) 10.7 (EB)

73 (WB) 10.7 (WB)

Designed Speed (mph): 25-35 Legal Speed (mph): 25-35

Existing

Proposed

Number of Lanes:	2		2	
Type of Lanes:	12-foot through travel lanes		12-foot through travel lanes	
Pavement Width:	24	ft.	24	ft.
Shoulder Width:	Varies	ft.	0-6	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	4-6	ft.	5-6	ft.

Setting: ☒ Urban ☐ Suburban ☒ Rural

Topography: ☒ Level ☐ Rolling ☐ Hilly

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

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): _____ Sufficiency Rating: _____

(Rating, Source of Information)

Existing

Proposed

Bridge Type:				
Number of Spans:				
Weight Restrictions:		ton		ton
Height Restrictions:		ft.		ft.
Curb to Curb Width:		ft.		ft.
Outside to Outside Width:		ft.		ft.
Shoulder Width:		ft.		ft.
Length of Channel Work:				

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

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

Yes ☐ No ☐ N/A ☒

Will the structure be rehabilitated or replaced as part of the project?

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Remarks:

The MOT for the project will require phased construction with short-term closures and the use of a local detour. The detour includes I-64 west from SR 65, to north on SR 165 to Owensville, and south on SR 65 to Cynthiana, for a total of approximately 23.2 miles or 26 minutes. Temporary drives to homes and businesses will be constructed. Portions of the project to be milled and overlaid will be completed using flaggers. MOT plans can be found in Appendix B, pages 36 to 40.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: N/A Right-of-Way: \$612,000 (FY 2020 and 2021) Construction: \$6,258,758 (FY 2021 and 2022)

Anticipated Start Date of Construction: Spring 2022

Date project incorporated into STIP FY 2020-2024 STIP (July 2, 2019)

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

If yes,

Name of MPO Evansville Metropolitan Planning Organization

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Location of Project in TIP N/A (only provides planning assistance to Posey County)

Date of incorporation by reference into the STIP N/A

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.48	1.55
Commercial	0.17	0.30
Agricultural	N/A	N/A
Forest	N/A	N/A
Wetlands	N/A	N/A
Other (Park):	0.03	0.06
Other (Municipality):	0.03	0.04
Other (Masonic Lodge):	0.002	0.02
TOTAL	0.71	1.97

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks:

The existing right-of-way within the project corridor varies from approximately 0 feet to 25 feet from edge of pavement. The project requires approximately 0.5 acre of permanent right-of-way from 42 residential properties and 0.2 acre of permanent right-of-way from 9 commercial properties to modify the road profile to improve drainage, widen the pavement, and correct inadequate approach radii. The project requires approximately 1.6 acre of temporary right-of-way from 77 residential properties and 0.3 acre of temporary right-of-way from 12 commercial properties for the same purposes. The project requires approximately 0.03 acre of permanent right-of-way and 0.04 acre of temporary right-of-way from municipal property to install new pavement with urban cross sectional elements. The project requires approximately 0.002 acre of permanent right-of-way and 0.02 acre of temporary right-of-way from Masonic Lodge of Cynthiana property for the same purposes. Lastly, the project requires approximately 0.03 acre of permanent right-of-way and 0.06 acre of temporary right-of-way from park property to install new pavement with urban cross sectional elements. Refer to Appendix B, pages 16 to 35.

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

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

SECTION A – ECOLOGICAL RESOURCES

Streams, Rivers, Watercourses & Jurisdictional Ditches

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

Presence

X

Impacts

Yes	No
	X

Remarks:

Based on a desktop review, and site visits on September 17 and October 9, 2019 by Kaskaskia Engineering Group (KEG), the aerial map of the project area (Appendix B, page 1), and the water resources maps in the Red Flag Investigation (RFI) report (Appendix E, page 10) there are eight streams, rivers, watercourse or jurisdictional ditches within the 0.5 mile search radius. No streams, rivers, watercourses, or jurisdictional ditches are present within the project area, therefore, no impacts are expected.

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed and INDOT Ecology and Waterway Permitting Office approved it on November 7, 2019 (Appendix F, page 1). Please refer to Appendix F, page 2 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that there were no jurisdictional streams located within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Early coordination letters were sent to the Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW), U.S. Fish and Wildlife Service (USFWS), and Indiana Department of Environmental Management (IDEM) on October 31, 2019. The USFWS responded on November 5, 2019 with standard recommendations (Appendix C, page 21). The IDEM auto-generated letter contained standard recommendations (Appendix C, pages 6 to 12). The IDNR-DFW replied on November 27, 2019 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, page 13). All applicable recommendations are included in the Environmental Commitments section of this Categorical Exclusion (CE) document.

Other Surface Waters

Reservoirs
Lakes
Farm Ponds
Detention Basins
Storm Water Management Facilities
Other: _____

Presence

Impacts

Yes	No

Remarks:

Based on a desktop review, site visits on September 17 and October 9, 2019 by KEG, the aerial map of the project area (Appendix B, page 1), and the water resources map in the RFI report (Appendix E, page 10) there are six lakes located within the 0.5 mile search radius. No other surface waters are present within the project area, therefore, no impacts are expected.

Early coordination letters were sent to the IDNR-DFW, USFWS, and IDEM on October 31, 2019. The USFWS responded on November 5, 2019 with standard recommendations (Appendix C, page 21). The IDEM auto-generated letter contained standard recommendations (Appendix C, pages 6 to 12). The IDNR-DFW replied

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on November 27, 2019 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, page 13). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Presence **Impacts**

Yes No

Wetlands ☒ ☐ ☒

Total wetland area: 0.038 acre(s) Total wetland area impacted: 0.0 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
1	Palustrine Emergent	0.038	0.0 (permanent) and 0.0 (temporary)	No impacts are expected.

	Documentation	ES Approval Dates
Wetlands (Mark all that apply)		
Wetland Determination	☒	November 7, 2019
Wetland Delineation	☒	November 7, 2019
USACE Isolated Waters Determination	☐	
Mitigation Plan	☐	

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

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

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

Remarks: Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on September 17 and October 9, 2019 by KEG, the USGS topographic map (Appendix B, page 1), and the RFI report (Appendix E, pages 3 to 16), there are nine wetlands located within the 0.5 mile search radius. There is one wetland present within or adjacent to the project area.

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed and INDOT Ecology and Waterway Permitting Office approved it on November 7, 2019 (Appendix F, page 1). Please refer to Appendix F, page 2 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that one wetland would be potentially impacted as a result of the project. The USACE makes all final determinations regarding jurisdiction.

Wetland 1 is palustrine emergent wetland located in a ditch along the eastern side of SR 65, 0.15 mile south of Cynthiana. The wetland area inside the investigated area is approximately 0.038 acre in size and of low

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quality. There will be no direct or indirect impacts to Wetland 1 since construction and construction access for the project avoids this area. Therefore, no impacts are expected.

Early coordination letters were sent to the IDNR-DFW, USFWS, and IDEM on October 31, 2019. The USFWS responded on November 5, 2019 with standard recommendations (Appendix C, page 21). The IDEM auto-generated letter contained standard recommendations (Appendix C, pages 6 to 12). The IDNR-DFW replied on November 27, 2019 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, page 13). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Terrestrial Habitat

Unique or High Quality Habitat

Presence

X

Impacts

Yes

No

X

Use the remarks

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

Remarks:

Based on a desktop review, a site visit on September 17 and October 9, 2019 by KEG, the aerial map of the project area (Appendix B, page 1), there is typical urbanized habitat surrounding the project area, with some areas of a forested corridor near the northern portion of the project. Vegetation in the vicinity of the project consists of mowed grass, scrub shrub, and trees. Terrestrial habitat directly adjacent to the roadway likely will be disturbed, due to drainage and turning radii improvements. The project will result in approximately 1.9 acres of terrestrial habitat disturbance. Additionally, 0.45 acre of trees will be removed, with the dominant species Oak and Maple. Avoidance alternatives would not be practical as project limits have been reduced to the smallest area necessary to complete the project. Rehabilitation of disturbed areas shall be accomplished under the directive of the current INDOT Standard Specifications. Mitigation is not anticipated.

Early coordination letters were sent to the USFWS and IDNR-DFW on October 31, 2019. The USFWS responded on November 5, 2019 with standard recommendations for tree clearing, stream work, armoring, and erosion and sediment control (Appendix C, page 21). The IDNR-DFW replied on November 27, 2019 with recommendations to avoid minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, page 13). All applicable recommendations are included in the Environmental Commitments section of this CE document.

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

Karst

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

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

Yes

No

X
X

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

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

Remarks:

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page 1), the RFI report (Appendix E, pages 3 to 16), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area. (Appendix C, pages 16 to 18). The IGS report indicated: high liquefaction potential; one percent annual chance flood hazard; low bedrock resource potential; low sand and gravel resource potential; and petroleum exploration wells. Response from IGS has been communicated with the designer on January 14, 2020. No impacts are expected.

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	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Threatened or Endangered Species			
Within the known range of any federal species	☒	☐	☒
Any critical habitat identified within project area	☐	☐	☐
Federal species found in project area (based upon informal consultation)	☐	☐	☐
State species found in project area (based upon consultation with IDNR)	☐	☐	☐

Is Section 7 formal consultation required for this action? Yes No
☐ ☒

Remarks:

Based on a desktop review and the RFI report (Appendix E, pages 3 to 16), completed by KEG on September 16, 2019, the IDNR Posey County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, pages 13 to 16. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated November 27, 2019 (Appendix C, page 13), the Natural Heritage Program's Database has been checked. To date, there are no plant or animal species listed as state or federally threatened, endangered, or rare that have been reported to occur in the project vicinity.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 24 to 29). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on December 3, 2019, and based on the responses provided, the project was found to have "no effect" on the Indiana bat and/or the NLEB (Appendix C, pages 30 to 36).

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

SECTION B – OTHER RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Drinking Water Resources			
Wellhead Protection Area	☐	☐	☐
Public Water System(s)	☐	☐	☐
Residential Well(s)	☒	☐	☒
Source Water Protection Area(s)	☐	☐	☐
Sole Source Aquifer (SSA)	☐	☐	☐

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If a SSA is present, answer the following:

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

Remarks:

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

The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on November 27, 2019 by KEG. This project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination response letter dated November 27, 2019, IDEM stated the project is not located within a wellhead area (Appendix C, page 5). No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on November 27, 2019 by KEG. The nearest well is located in the southeastern quadrant of the Main/Elm Street intersection. This feature will not be affected because it is located outside of the construction limits. Therefore, no impacts are expected. Should it be determined during the ROW phase that this well is affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by KEG on November 27, 2019, and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.

Based on a desktop review, a site visit on September 17 and October 9, 2019 by KEG, and the aerial maps of the project area (Appendix B-1), this project is located where there is a public water system. The public water system will not be affected because the scope of this project does not require relocation or alteration to any of the public water system lines. An early coordination letter was sent on September 23, 2019 to the Town of Cynthiana Water & Sewer (Appendix C, pages 37 to 38). Town of Cynthiana Water & Sewer did not respond to the early coordination letter.

Flood Plains

	Presence	Impacts	
		Yes	No
Longitudinal Encroachment	☐	☐	☐
Transverse Encroachment	☐	☐	☐
Project located within a regulated floodplain	☐	☐	☐
Homes located in floodplain within 1000' up/downstream from project	☐	☐	☐

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

Remarks:

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmaps.dnr.in.gov/appsphp/fdms/>) was accessed on November 27, 2019 by KEG. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 16). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

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	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Farmland			
Agricultural Lands	☒	☒	☐
Prime Farmland (per NRCS)	☒	☒	☐

Total Points (from Section VII of CPA-106/AD-1006* 95
**If 160 or greater, see CE Manual for guidance.*

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

Remarks:

Based on a desktop review, a site visit on September 17 and October 9, 2019 by KEG, and the aerial map of the project area (Appendix B, page 1), the project will convert 0.0002 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on October 31, 2019, to Natural Resources Conservation Services (NRCS). Coordination with NRCS resulted in a score of 95 on the NRCS AD 1006 Form (Appendix C, page 20). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance	B	1 and 3	10/20/20	

Eligible and/or Listed Resource Present

Results of Research

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

Project Effect

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

Documentation Prepared

Documentation (mark all that apply)

	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report		
Historic Property Report		
Archaeological Records Check/ Review		
Archaeological Phase Ia Survey Report	X	
Archaeological Phase Ic Survey Report	10/20/20	
Archaeological Phase II Investigation Report		
Archaeological Phase III Data Recovery		
APE, Eligibility and Effect Determination		
800.11 Documentation		

This is page 13 of 22 Project name: SR 65, Pavement Replacement and HMA Overlay Date: December 9, 2020

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County Posey Route SR 65 Des. No. 1601062

(List all signatories)

Memorandum of Agreement (MOA)	<input style="width: 40px; height: 20px;" type="checkbox"/>	MOA Signature Dates
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Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:	On October 20, 2020 the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B, Type 1 under the Minor Projects Programmatic Agreement (Appendix D, pages 1 to 6). Category B-1 type of work includes the replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking. An archaeological report was completed by Weintraut and Associates in August 2020, and was concurred by INDOT-CRO in October 2020. INDOT-CRO's determination noted if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area of the find will be stopped and the INDOT-CRO and the Division of Historic Preservation and Archaeology will be notified immediately. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.
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SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

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

Parks & Other Recreational Land

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

Presence

X

Use

Yes	No
X	

Evaluations Prepared

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

FHWA Approval date

Wildlife & Waterfowl Refuges

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

Presence

Use

Yes	No

Evaluations Prepared

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

FHWA Approval date

Indiana Department of Transportation

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Historic Properties

Sites eligible and/or listed on the NRHP

Presence

☐

Use

Yes

☐

No

☐

Evaluations

Prepared

Programmatic Section 4(f)*

"De minimis" Impact*

Individual Section 4(f)

☐
☐
☐

FHWA

Approval date

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

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

Remarks:

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

Based on a desktop review, a site visit on September 17 and October 9, 2019 by KEG, the aerial map of the project area (Appendix B, page 1), and the RFI report (Appendix E, pages 3 to 16), there are three 4(f) resources located within the 0.5 mile search radius. There is one resource located within or adjacent to the project area.

Cynthiana Public Square, 1.88 acres in size, serves as the Town of Cynthiana's public open space and features a gazebo, pole barn, two utility sheds, an out-building, and playground equipment. Cynthiana Public Square is a publicly-owned park under jurisdiction of the Town of Cynthiana, which warrants it eligible for Section 4(f). Construction of this project will require two types of ROW acquisition from the Cynthiana Public Square: 0.03 acre of permanent ROW and 0.06 acre of temporary ROW. A total of 0.03 acre of new, permanent ROW will be acquired in a small portion of the southeast quadrant of the SR 65 and Mill Street intersection. The new ROW will extend a maximum of 72 feet from the centerline of SR 65. This 0.03 acre of land consists of a combination of mowed grass and pavement. This acreage will be permanently converted to a transportation use by becoming part of the SR 65 permanent ROW. The additional permanent ROW will allow for the construction of appropriate turning radii and curb and gutter. Since the 0.03 acre is not used for recreational, or recreational support activities, Section 4(f) does not apply. The temporary easement will allow contractors to access the construction site. The area of temporary ROW being acquired from the Cynthiana Public Square is characterized by mowed grass and concrete sidewalk. Once construction is complete, the 0.06 acre of temporary ROW will be restored as it presently exists. Because this area of the Cynthiana Public Square may be temporarily closed during project construction, it was evaluated for Section 4(f) temporary occupancy.

Under Section 4(f), a temporary occupancy of protected land for a construction project will not constitute a Section 4(f) use when all of the conditions listed below are satisfied:

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

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For the proposed SR 65 Pavement Replacement Project, closure of a short section of the sidewalk along the Cynthiana Public Square will be temporary and less than the time needed for construction of the project. There will be no permanent alterations or adverse physical impacts to the Cynthiana Public Square, and it will be re-opened in a condition which is as good as that which existed prior to the project.

As the official with jurisdiction (OWJ) over Cynthiana Public Square, an initial coordination meeting was held at the Cynthiana Town Hall on July 15, 2020 between the Town of Cynthiana officials and the INDOT project team to discuss the project and potential impacts (Appendix H, pages 2 to 7). Subsequently, a request for concurrence of temporary occupancy to Cynthiana Public Square was sent to the Town of Cynthiana Treasurer-Clerk on September 24, 2020. Concurrence that the project met the above five criteria for temporary occupancy of a Section 4(f) resource from the OWJ (Town of Cynthiana Treasurer-Clerk) was received October 1, 2020 (Appendix H, pages 8 to 10). The project will not use this resource by taking permanent ROW and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use is expected.

Section 6(f) Involvement

Presence

Use

Yes

No

Section 6(f) Property

☐
☐
☐

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

Remarks:

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

A review of 6(f) properties on the INDOT Environmental Policy website (<https://www.in.gov/indot/2523.htm>) revealed a total of 13 properties in Posey County (Appendix J, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

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

☐
☒

If YES, then:

Is the project in the most current MPO TIP?

☐
☐

Is the project exempt from conformity?

☐
☐

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

☐
☐

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

☐
☐

Level of MSAT Analysis required?

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

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Remarks:

This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix G, page 1).

This project is located in Posey County, which is currently in attainment for all criteria pollutants according to IDEM. Therefore, the conformity procedures of 40 CFR 93 do not apply.

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

SECTION F - NOISE

Noise

Yes

No

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

☐☒

No Yes/ Date

ES Review of Noise Analysis

X

Remarks:

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

SECTION G - COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Will the proposed action comply with the local/regional development patterns for the area?

Yes

No

X

Will the proposed action result in substantial impacts to community cohesion?

X

Will the proposed action result in substantial impacts to local tax base or property values?

X

Will construction activities impact community events (festivals, fairs, etc.)?

X

Does the community have an approved transition plan?

X

If No, are steps being made to advance the community's transition plan?

X

Does the project comply with the transition plan? (explain in the remarks box)

N/A

Remarks:

This project falls within the town limits of Cynthiana. This project is anticipated to result in positive effects to the surrounding area due to improved safety by rehabilitating the pavement and improving SR 65 throughout. The town of Cynthiana and Posey County do not have transition plans. The project will comply with INDOT's ADA Transition Plan.

Implementation of this project will require phased construction with short-term closures and the use of a local detour. Temporary drives to homes and businesses will be constructed. Portions of the project to be milled and overlaid will be completed using flaggers. Delays will occur during construction, but will cease with project completion. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

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Indirect and Cumulative Impacts

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

Yes No

	X
--	---

Remarks:

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

Minor, short-term indirect impacts are anticipated as a result of this project due to the phased construction. This may cause traffic backup, which in return may cause traffic to divert to nearby side roads, thus increasing traffic. Traffic will resume to normal use through the area upon completion of the project. Overall, the project will improve the roadway; thus, improving commuter experience. No cumulative impacts are expected.

Public Facilities & Services

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

Yes No

X	
---	--

Remarks:

Based on a desktop review, a site visit on September 17 and October 9, 2019 by KEG, the aerial map of the project area (Appendix B, page 1), and the RFI report (Appendix E, pages 3 to 16), there are three religious facilities located within 0.5 mile of the project. There are two recreational facilities located within 0.5 mile of the project. There is one airport located within 0.5 mile of the project. There are four pipelines located within 0.5 mile of the project. There are three cemeteries located within 0.5 mile of the project. There are three railroad segments located within 0.5 mile of the project. There is one trail segment located within 0.5 mile of the project. There are two emergency services located within 0.5 mile of the project. The pipelines are within or adjacent to the project area. However, given the scope of work is limited to pavement replacement, impacts to these pipelines will be limited to minor adjustments at the southern limits of the full depth reconstruction. One recreational facility, Cynthiana Public Square, is within or adjacent to the project area. Given the scope of work, only a temporary impact is anticipated to a portion of the sidewalk on the periphery of the facility, and access to the facility will remain uninterrupted. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

There are pedestrian facilities (sidewalks) located along portions of SR 65 within the Town of Cynthiana. These may be impacted by the construction of a new urban cross section. Advanced signing will be placed directing pedestrians to detour around the work zone, utilizing other local streets

Early coordination letters were sent to the Cynthiana Town Council, Posey County Board of Commissioners, Posey County Surveyor, Posey County Highway Department, and the Evansville Metropolitan Planning Organization on October 31, 2019. All five parties did not respond to the early coordination letter.

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

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

Yes No

	X
X	

	X
	X

Indiana Department of Transportation

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Remarks:

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. This project will require 0.71 acre of permanent ROW and no relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Posey County. The community that overlaps the project limits is called the affected community (AC). In this project the AC is Census Tract 401. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates was obtained from the U.S. Census Bureau website (<https://factfinder.census.gov/>) on September 14, 2020 by KEG. The data collected for minority and low-income populations within the AC are summarized in the below table.

**Table 1: Minority and Low-Income Data
(U.S. Census Bureau, American Community Survey 5-Year Estimates, 2018)**

	COC – (Posey County)	AC-1 – (Census Tract 401, Posey County, Indiana)
Percent Minority	4.0	1.0
125% of COC	5.0	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	10.1	6.8
125% of COC	12.6	AC < 125% COC
EJ Population of Concern		No

AC-1, Census Tract 401 has a percent minority of 1.0, which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not contain minority populations of EJ concern.

AC-1, Census Tract 401 has a percent low-income of 6.8, which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not contain low-income populations of EJ concern.

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

Relocation of People, Businesses or Farms

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

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

Yes	No
☐	☒
☐	☒
☐	☒
☒	☐

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

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

Remarks:

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

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SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

Documentation

X

No Yes/ Date

ES Review of Investigations

Yes / September 16, 2019

Include a summary of findings for each investigation.

Remarks:

Based on a review of GIS and available public records, an RFI was approved on September 16, 2019 by INDOT Site Assessment & Management (Appendix E, pages 3 to 16). One underground storage tank (UST) and one leaking UST (LUST) are located within 0.5 miles of the project area, and no hazmat sites are located within the project area; however, no hazmat sites were identified in or within 0.5 mile of the project area that will impact the project. The nearest UST is 0.07 mile from the project area. The nearest LUST does not have a defined address, but is suggested to be located in the northeast quadrant of Main Street and Evansville Street, adjacent to the project area. No impacts are expected. Further investigation for hazardous material concerns is not required at this time.

An Addendum to the RFI was warranted due to field reconnaissance that identified an unmarked cemetery adjacent to the project area. This feature was not detailed in the original RFI. The Addendum RFI was approved on April 9, 2020 by INDOT Site Assessment & Management (Appendix E, pages 1 to 2).

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)

Nationwide Permit (NWP)

Regional General Permit (RGP)

Pre-Construction Notification (PCN)

Other

Wetland Mitigation required

Stream Mitigation required

IDEM

Section 401 WQC

Isolated Wetlands determination

Rule 5

Other

Wetland Mitigation required

Stream Mitigation required

X

IDNR

Construction in a Floodway

Navigable Waterway Permit

Lake Preservation Permit

Other

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

--

This is page 20 of 22 Project name: SR 65, Pavement Replacement and HMA Overlay Date: December 9, 2020

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Remarks:

A Rule 5 permit is likely needed because soil disturbance will be greater than one acre.

Applicable recommendations provided by USFWS and INDOT CRO are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

SECTION J- ENVIRONMENTAL COMMITMENTS

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

Remarks:

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)

For Further Consideration:

1. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
2. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
3. 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. (USFWS)
4. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
5. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)

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SECTION K- EARLY COORDINATION

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

Remarks:

Agency/Party	Response Date(s)
Federal and State Natural Resource/Regulatory Agencies – Sent 10/31/19	
U.S. Fish and Wildlife Service	11/5/19
Natural Resources Conservation Service	11/22/19
Indiana Geological Survey	10/31/19
Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife	11/27/19
Indiana Department of Environmental Management (IDEM), Auto-Generated	Signed 11/12/19
Indiana Department of Environmental Management (IDEM), Groundwater	11/27/19
Indiana Department of Transportation, Vincennes District Manager	11/7/19
National Park Service	No Response
U.S. Department of Housing and Urban Development	No Response
Indiana Department of Transportation, Public Hearings	11/1/19
Local and County Agencies – Sent 10/31/19	
Posey County Board of Commissioners	No Response
Posey County Surveyor	No Response
Posey County Highway Department	No Response
Evansville Metropolitan Planning Organization	No Response
Cynthiana Town Council	No Response

Categorical Exclusion Level 2
SR 65
DES 1601062, Pavement Replacement
Posey County, Indiana

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APPENDIX A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement ²
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way³	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)	"No Effect", "Not likely to Adversely Affect" (Without AMMs ⁴ or with AMMs required for all projects ⁵)	"Not likely to Adversely Affect" (With any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	"No Effect", "Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁶
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ⁷
Approval Level - District Env. Supervisor - Env. Services Division - FHWA	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes	Yes Yes Yes

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

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

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

⁴AMMs = Avoidance and Mitigation Measures.

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

⁶Potential for causing a disproportionately high and adverse impact.

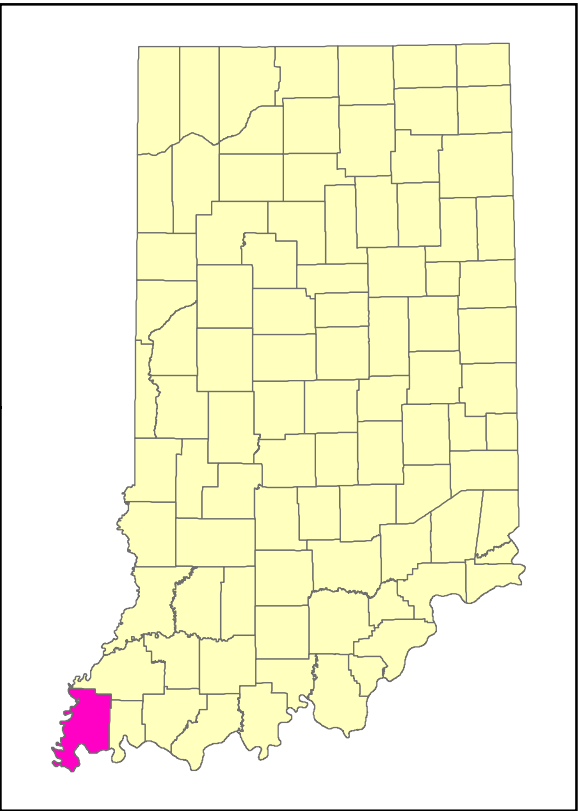
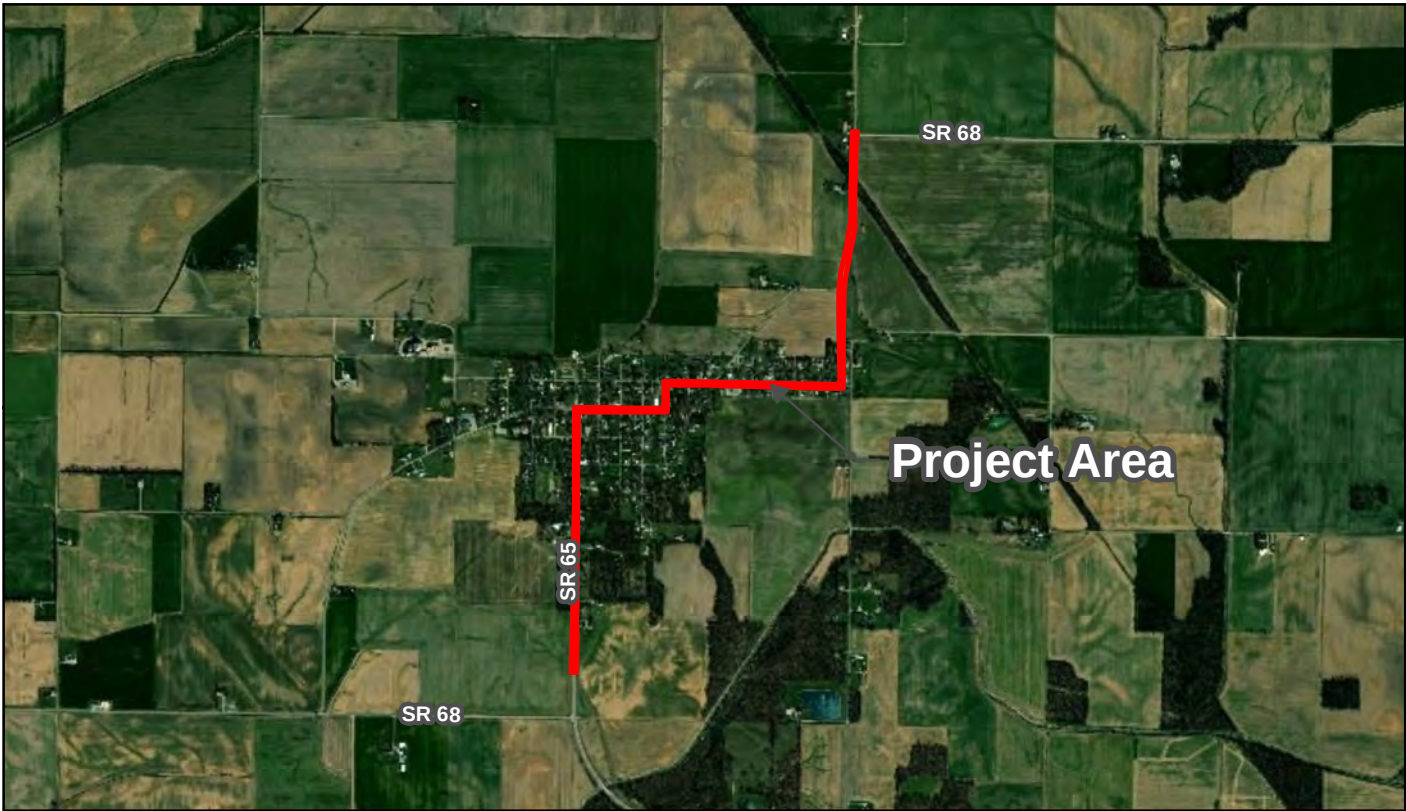
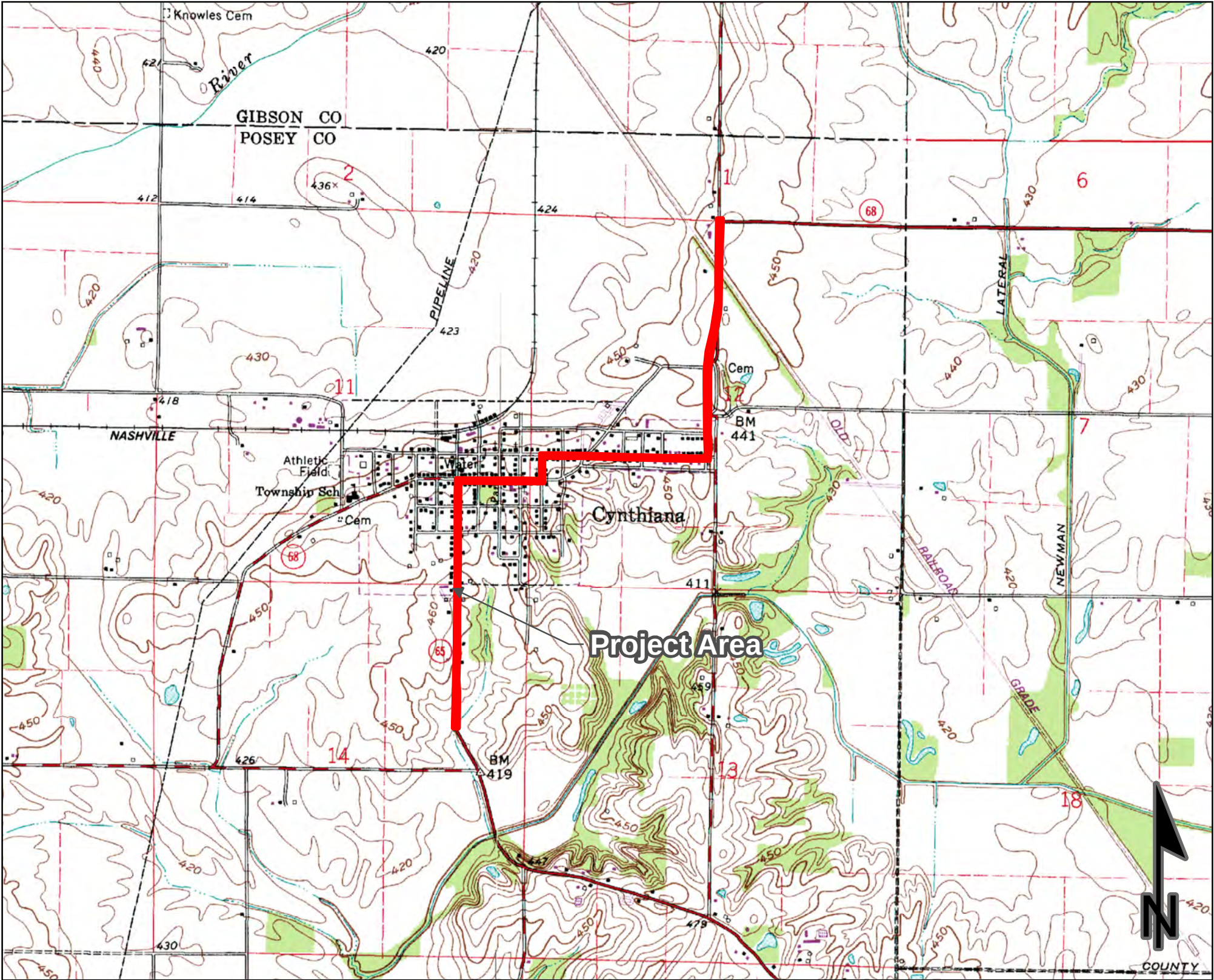
⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

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

APPENDIX B

Graphics

General Site Map
SR 65, 0.6 Miles South of West Jct with SR 68 to East Jct with SR 68
Des. No.1601062
Posey County, Indiana



Sources: 0.4 0.2 0 0.4 Miles
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N Map Datum: NAD83
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

CYNTHIANA QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



1. Looking north, on the east side of SR 65, near south terminus. RSD 2 in background. (9/17/19)



2. Looking east at culverts draining agricultural field near Wetland 1, east of SR 65, near south terminus. (9/17/19)



3. Looking east, east of SR 65, culvert outlet near Wetland 1 at edge of agricultural field near south terminus. (10-9-19)



4. Looking south at Wetland 1, east of SR 65, near south terminus. 9/17/19

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



5. Looking south along Wetland 1, east of SR 65, near south terminus. (9/17/19)



6. Looking northeast at culvert and Wetland 1, east of SR 65, near south terminus. (9/17/19)



7. DP 1 soil core in Wetland 1 (10-9-19).



8. DP 1 soil pit in Wetland 1 (10-9-19).

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



9. Facing south toward Wetland 1. (10-9-19)



10. Facing North from Wetland 1. (10-9-19).



11. DP 2 (upland) soil core. (10-9-19)



12. DP 2 (upland) soil pit. (10-9-19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



13. Looking north, west of SR 65, near south terminus. (9/17/19)



14. Looking south, west of SR 65, near south terminus. (9/17/19)



15. Facing south along SR 65 (RSD 3). (10-9-19).



16. Culvert inlet under SR 65 draining to RSD 4. (10-9-19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



17. Culvert outlet from under SR 65 draining to RSD 4. (10-9-19)



18. Looking east at RSD 4. (10-9-19)



19. Looking south along SR 65, just south of the 9925 Evansville Street driveway. (9/17/19)



20. Looking north along SR 65, just south of the 9925 Evansville Street driveway. (9/17/19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
 Photos Taken: 09/17/19 and 10/09/19



21. Looking south along SR 65, near South Street. (9/17/19)



22. Looking north along SR 65, near South Street. (9/17/19)



23. Looking west down SR 68, at the intersection of SR 65 and 68. (9/17/19)



24. Looking north down Evansville Street, at the intersection of SR 65 and 68. (9/17/19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
 Photos Taken: 09/17/19 and 10/09/19



25. Looking east down SR 65/68, at the intersection of SR 65/68. (9/17/19)



26. Looking south down SR 65, at the intersection of SR 65/68. (9/17/19)



27. Looking west down SR 65/68, at the intersection of SR 65/68 and Gum Street. (9/17/19)



28. Looking north down SR 65/68, at the intersection of SR 65/68 and Gum Street. (9/17/19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



29. Looking east down Main Street, at the intersection of SR 65/68 and Gum Street. (9/17/19)



30. Looking south down Gum Street, at the intersection of SR 65/68 and Gum Street. (9/17/19)



31. Looking west down SR 65/68 at the intersection of East Street. (9/17/19)



32. Looking east down SR 65/68 at the intersection of East Street. (9/17/19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



33. Looking south in RSD 5 near Green Street. (9/17/19)



34. Looking north in RSD 5 near Green Street. (9/17/19)



35. Looking west along SR 65/68, and RSD 6 east of Garfield Street. (9/17/19)



36. Looking east along SR 65/68, and RSD 6 east of Garfield Street. (9/17/19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



37. Looking west along SR 65/68, near the intersection of SR 65/68 and North Street. (9/17/19)



38. Looking north along SR 65/68, near the intersection of SR 65/68 and North Street. (9/17/19)



39. Looking east along North Street, near the intersection of SR 65/68 and North Street. (9/17/19)



40. Looking south on Greeley Street, near the intersection of SR 65/68 and North Street. (9/17/19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



41. Looking northeast at cemetery located adjacent to SR 65/68. (9/17/19)



42. Looking southeast towards cemetery from Owensville Road. (9/17/19)



43. Looking northwest at culverts draining RSD 7 located on cemetery property. (9/17/19)



44. Looking northwest from cemetery at culvert draining RSD 7 located under the SR 65/68. (9/17/19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
 Photos Taken: 09/17/19 and 10/09/19



45. Looking south along SR 65/68 and RSD 8 on east side of SR 65/68 near cemetery exit. (9/17/19)



46. Looking north along SR 65/68 and RSD 8 on east side of SR 65/68, near cemetery exit. (9/17/19)



47. Looking south along west side of SR 65/68 and RSD 7, from field entrance road. (9/17/19)



48. Looking at culvert along west side of SR 65/68 and RSD 7. (9/17/19)

Photo Log

Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



49. Looking north along west side of SR 65/68 and RSD 7, from field entrance. (9/17/19)



50. Looking northwest from SR 65/68 towards abandoned railroad. (9/17/19)



51. Looking southeast from SR 65/68 towards abandoned railroad. (9/17/19)



52. Looking south along SR 65/68 from north terminus. (9/17/19)

Photo Log

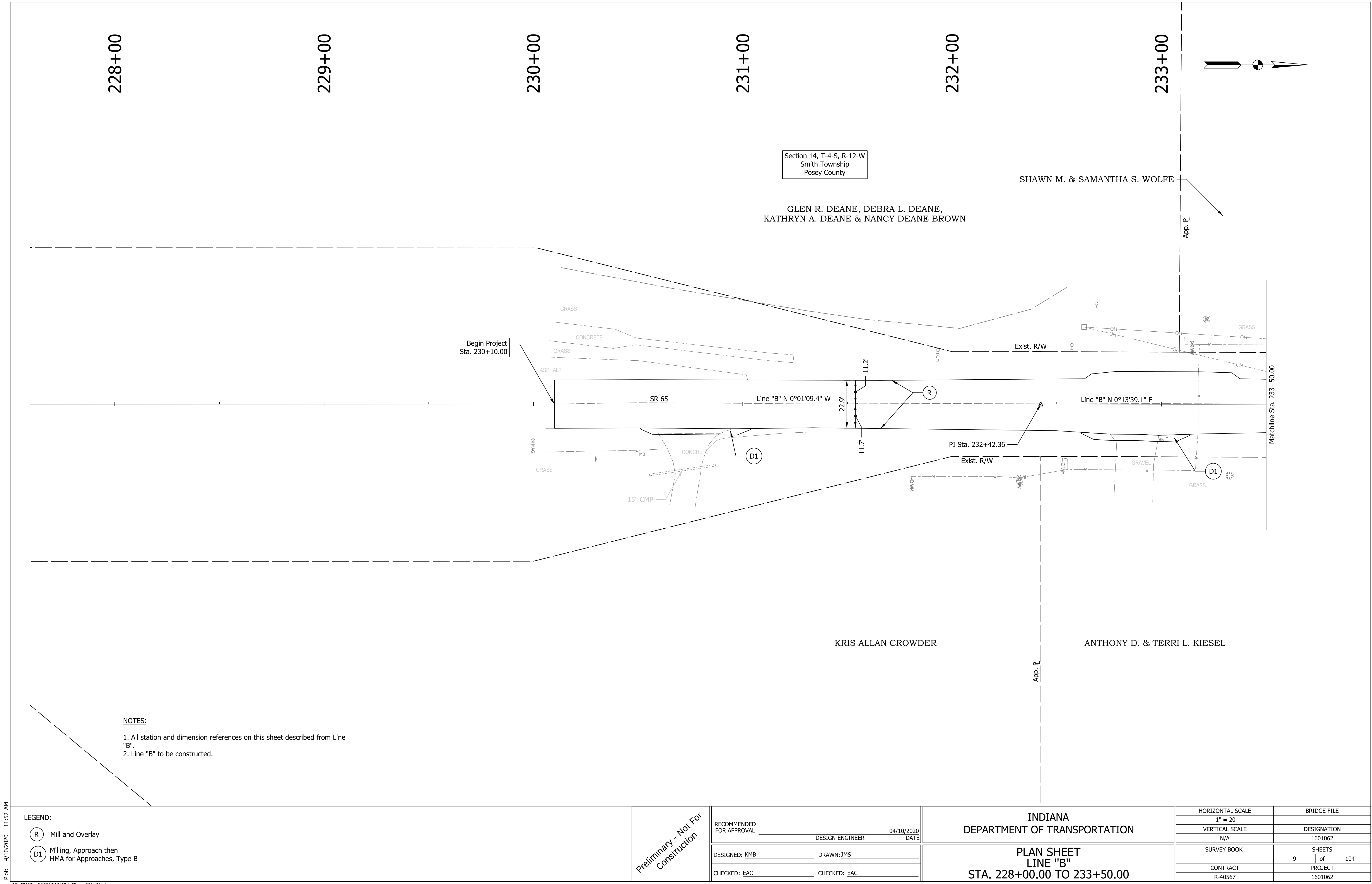
Des. No. 1601062: SR 65, Pavement Replacement, Posey County
Photos Taken: 09/17/19 and 10/09/19



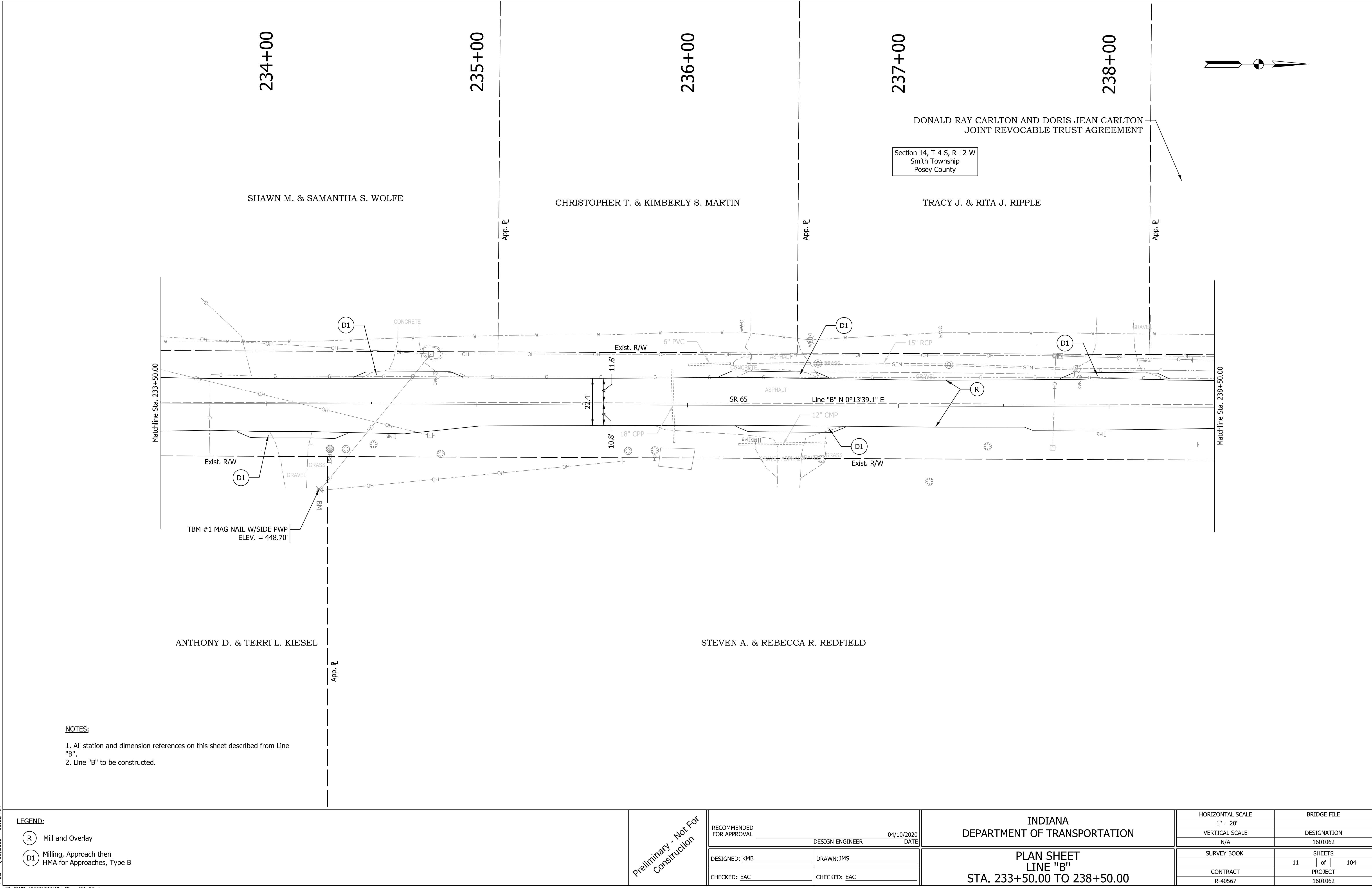
53. Looking east along SR 68 from north terminus. (9/17/19)

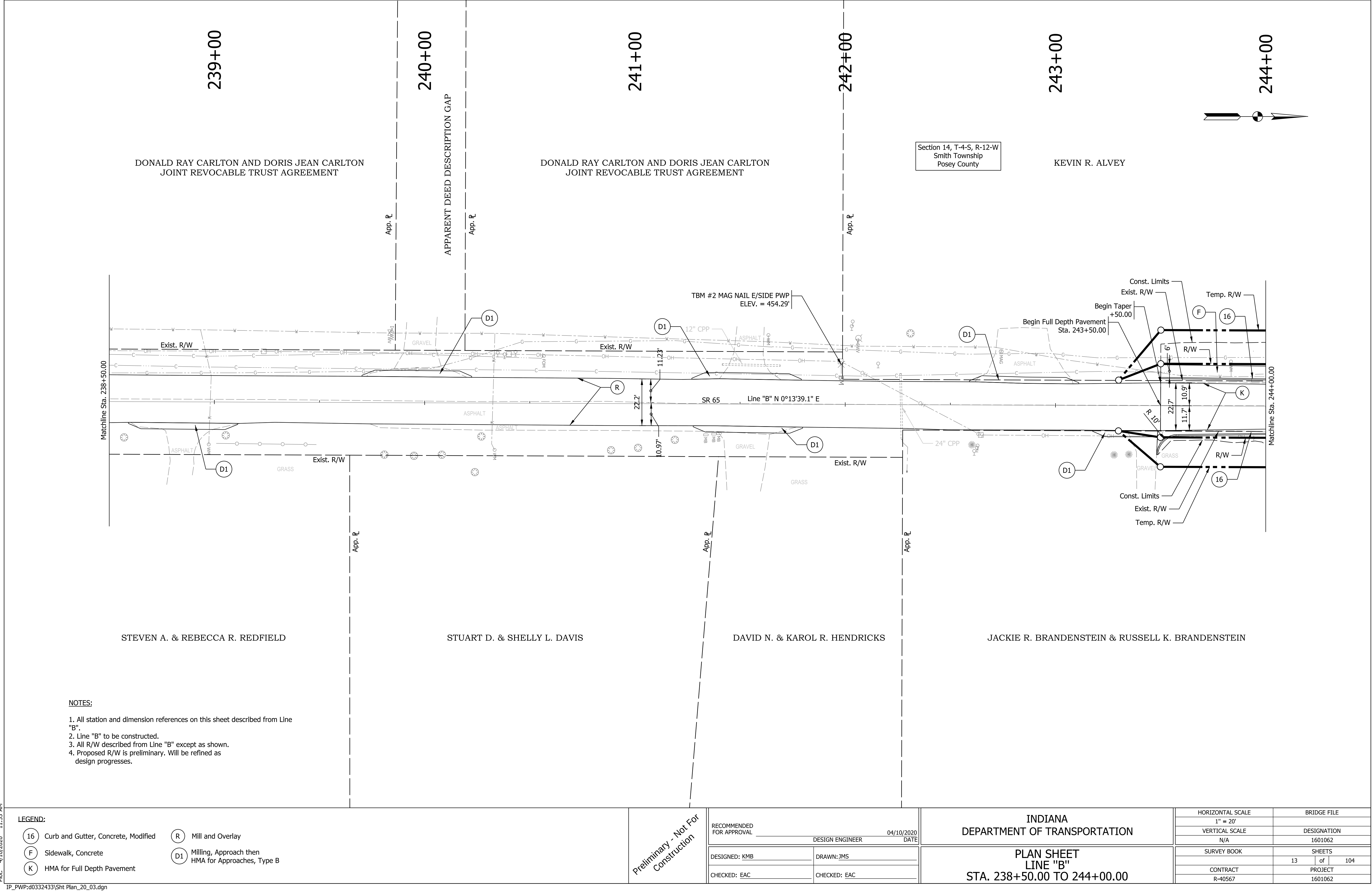


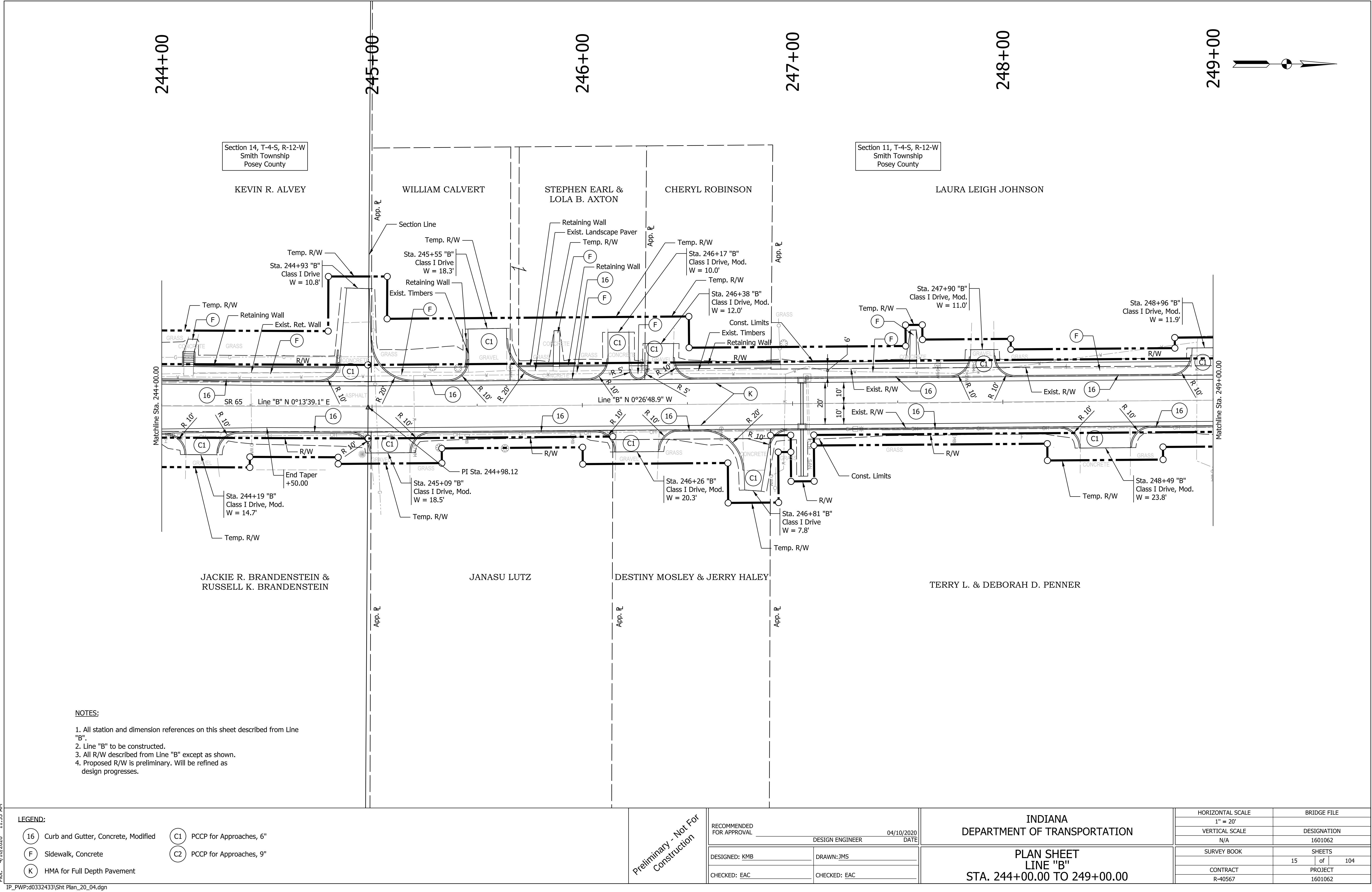
54. Looking north along SR 65, from north terminus. (9/17/19)



Plot: 4/10/2020 11:52 AM
IP_PWP:d0332433\Sht Plan_20_D1.dgn







Plot: 4/10/2020 11:53 AM

IP_PWP:d0332433\Sht Plan_20_04.dgn

LEGEND:

16

Curb and Gutter, Concrete, Modified

F

Sidewalk, Concrete

K

HMA for Full Depth Pavement

C1

PCCP for Approaches, 6"

C2

PCCP for Approaches, 9"

Preliminary - Not For Construction

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

04/10/2020

DATE

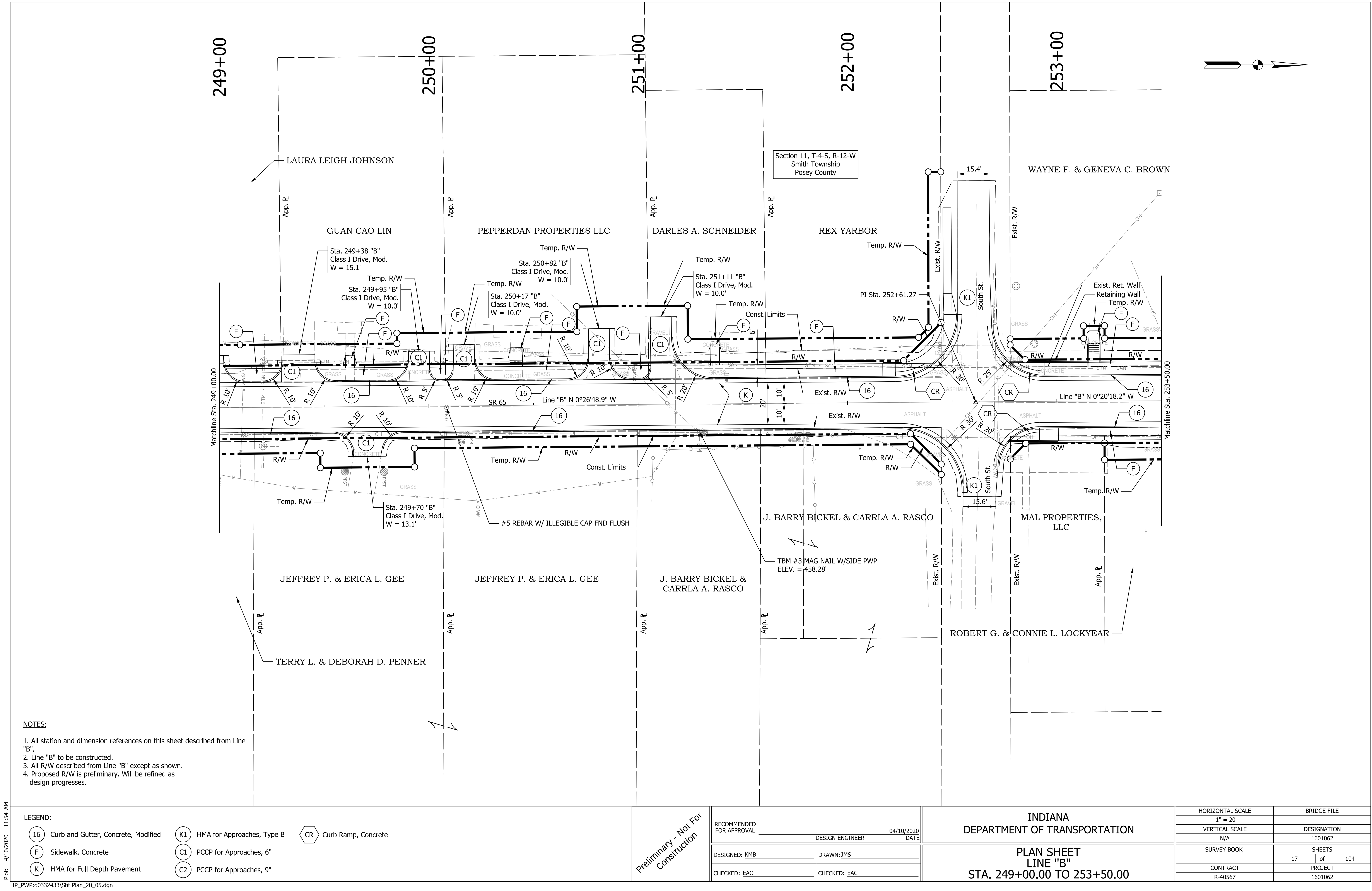
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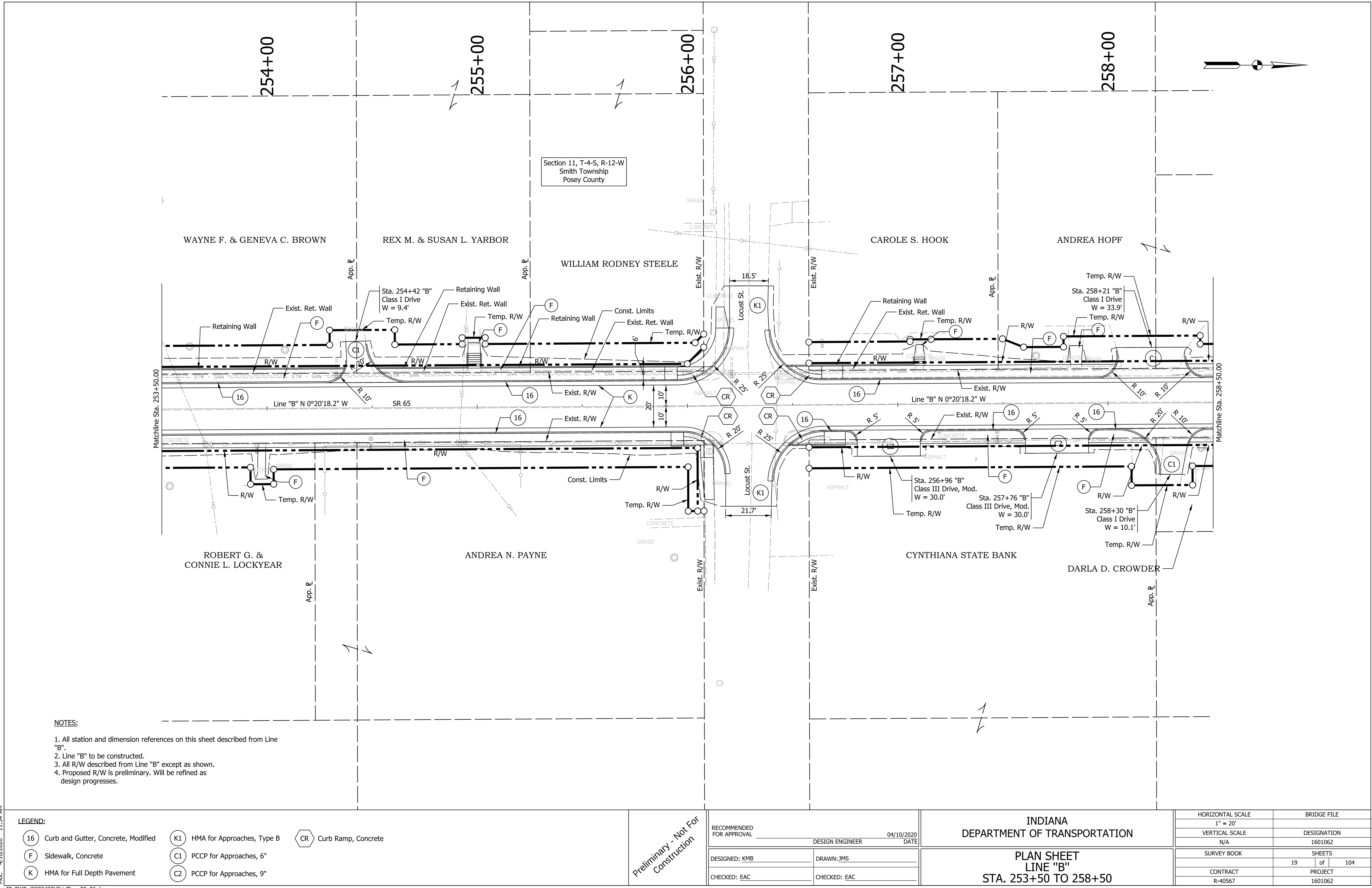
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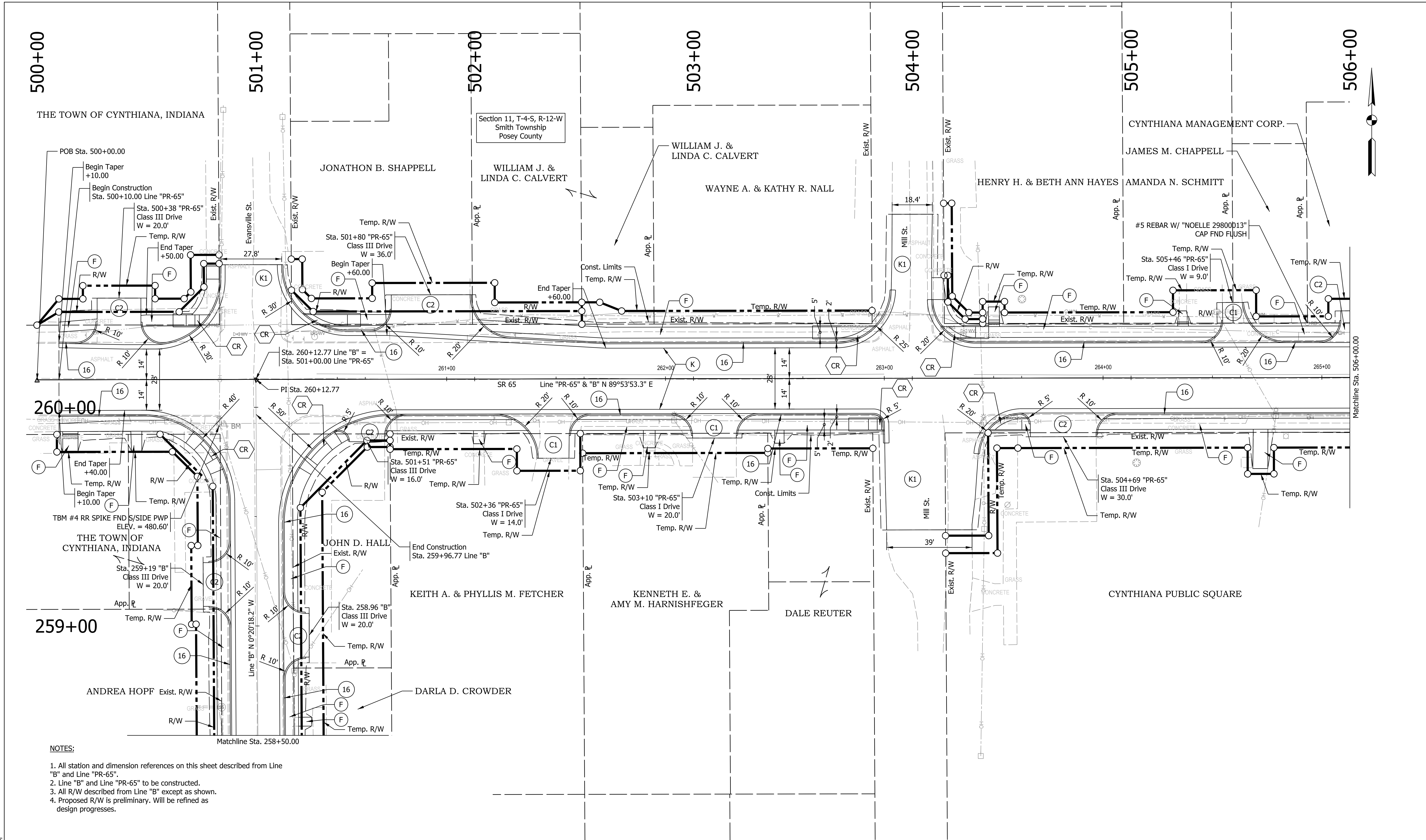
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CHECKED: EAC

INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 20'		BRIDGE FILE	
		VERTICAL SCALE N/A		DESIGNATION 1601062	
PLAN SHEET LINE "B" STA. 244+00.00 TO 249+00.00		SURVEY BOOK		SHEETS 15 of 104	
		CONTRACT R-40567		PROJECT 1601062	







NOTES:

1. All station and dimension references on this sheet described from Line "B" and Line "PR-65".
2. Line "B" and Line "PR-65" to be constructed.
3. All R/W described from Line "B" except as shown.
4. Proposed R/W is preliminary. Will be refined as design progresses.

LEGEND:

- | | | |
|--|---------------------------------|--------------------------|
| (16) Curb and Gutter, Concrete, Modified | (K1) HMA for Approaches, Type B | (CR) Curb Ramp, Concrete |
| (F) Sidewalk, Concrete | (C1) PCCP for Approaches, 6" | |
| (K) HMA for Full Depth Pavement | (C2) PCCP for Approaches, 9" | |

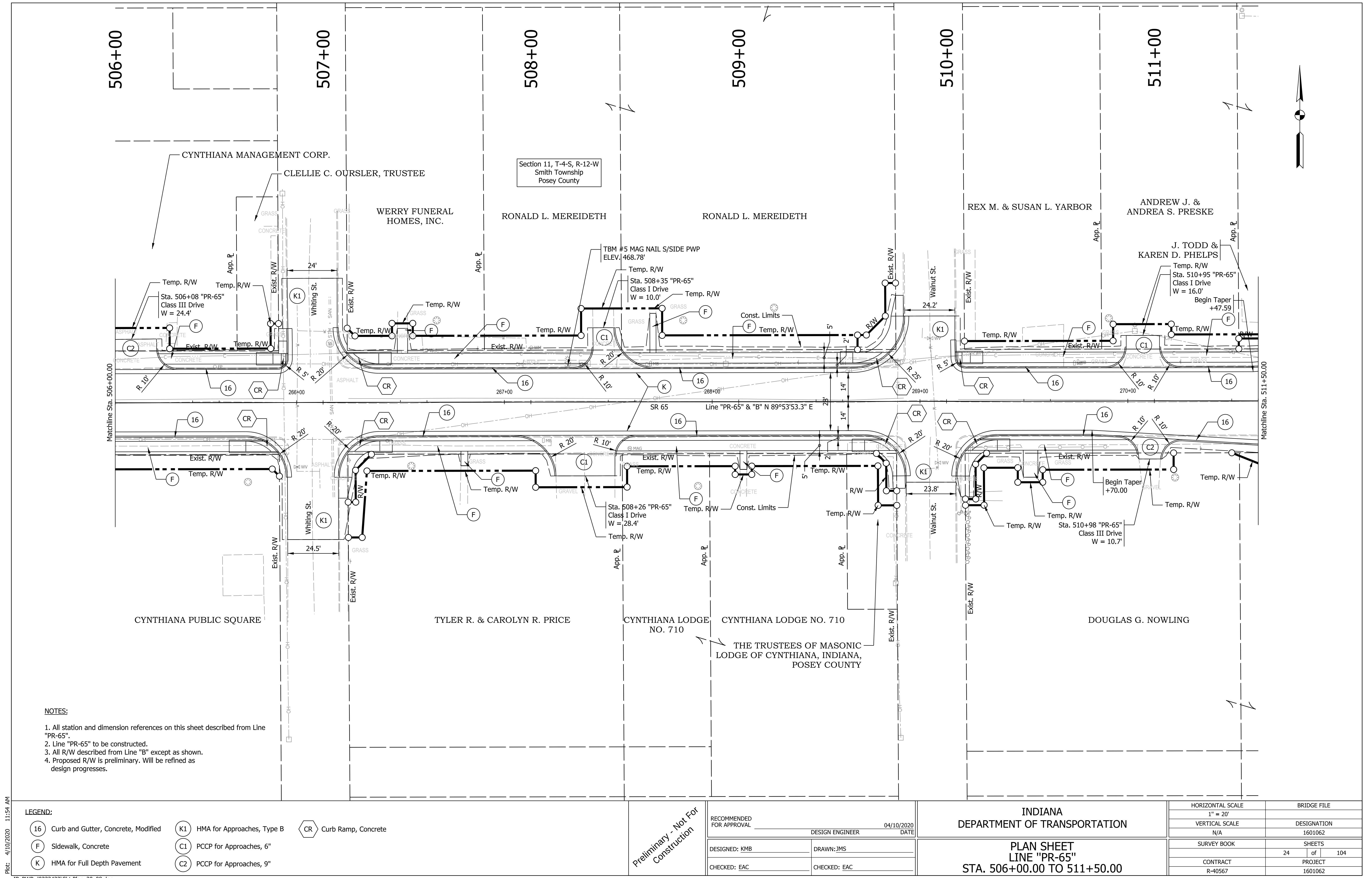
Preliminary - Not For Construction

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
		04/10/2020
DESIGNED: KMB	DRAWN: JMS	
CHECKED: EAC	CHECKED: EAC	

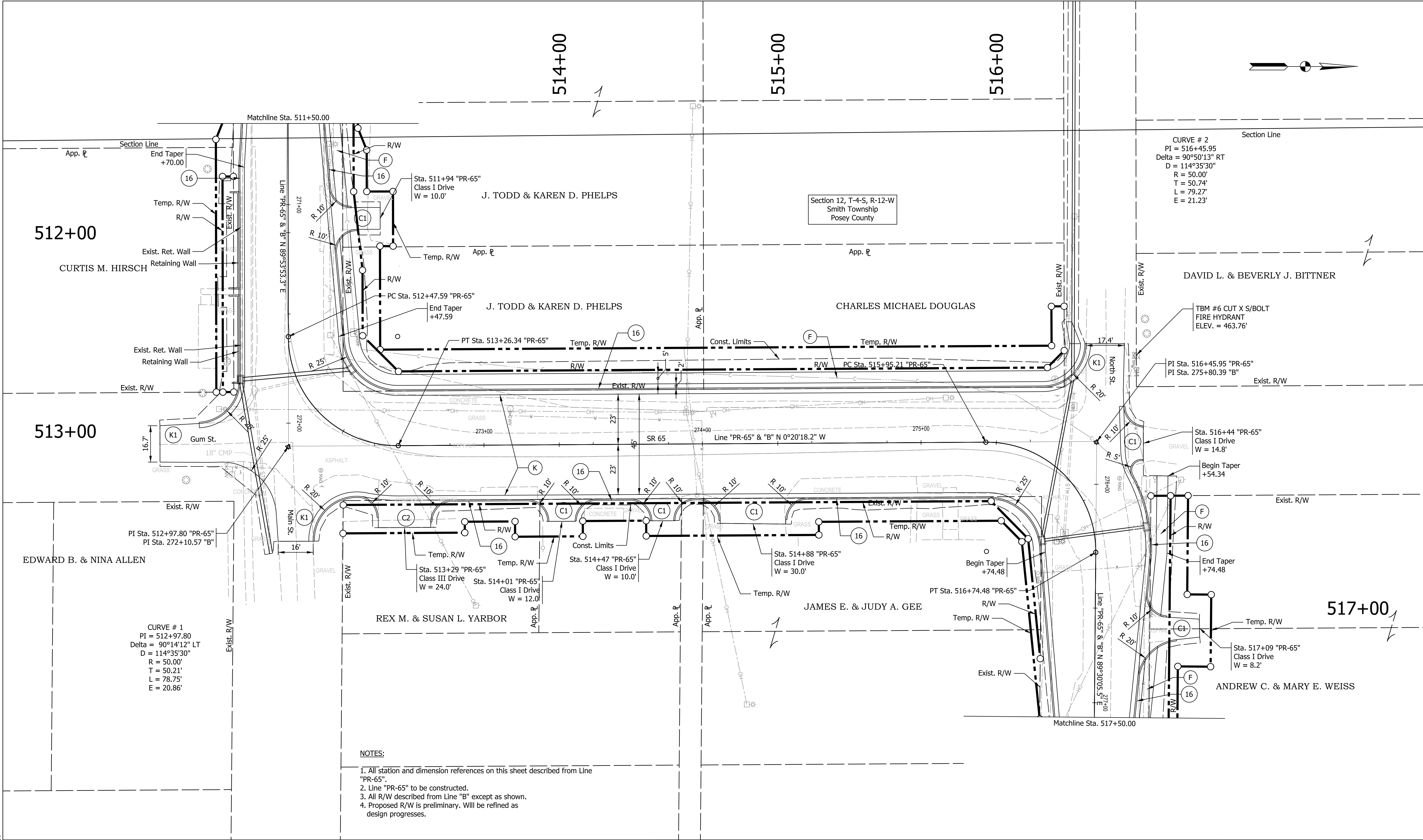
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "B" & "PR-65"
STA. 258+50.00 "B" TO 506+00.00 "PR-65"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
N/A	1601062
SURVEY BOOK	SHEETS
	21 of 104
CONTRACT	PROJECT
R-40567	1601062



Plot: 4/10/2020 11:54 AM
IP_PWP:d0332433\Sht Plan_20_08.dgn



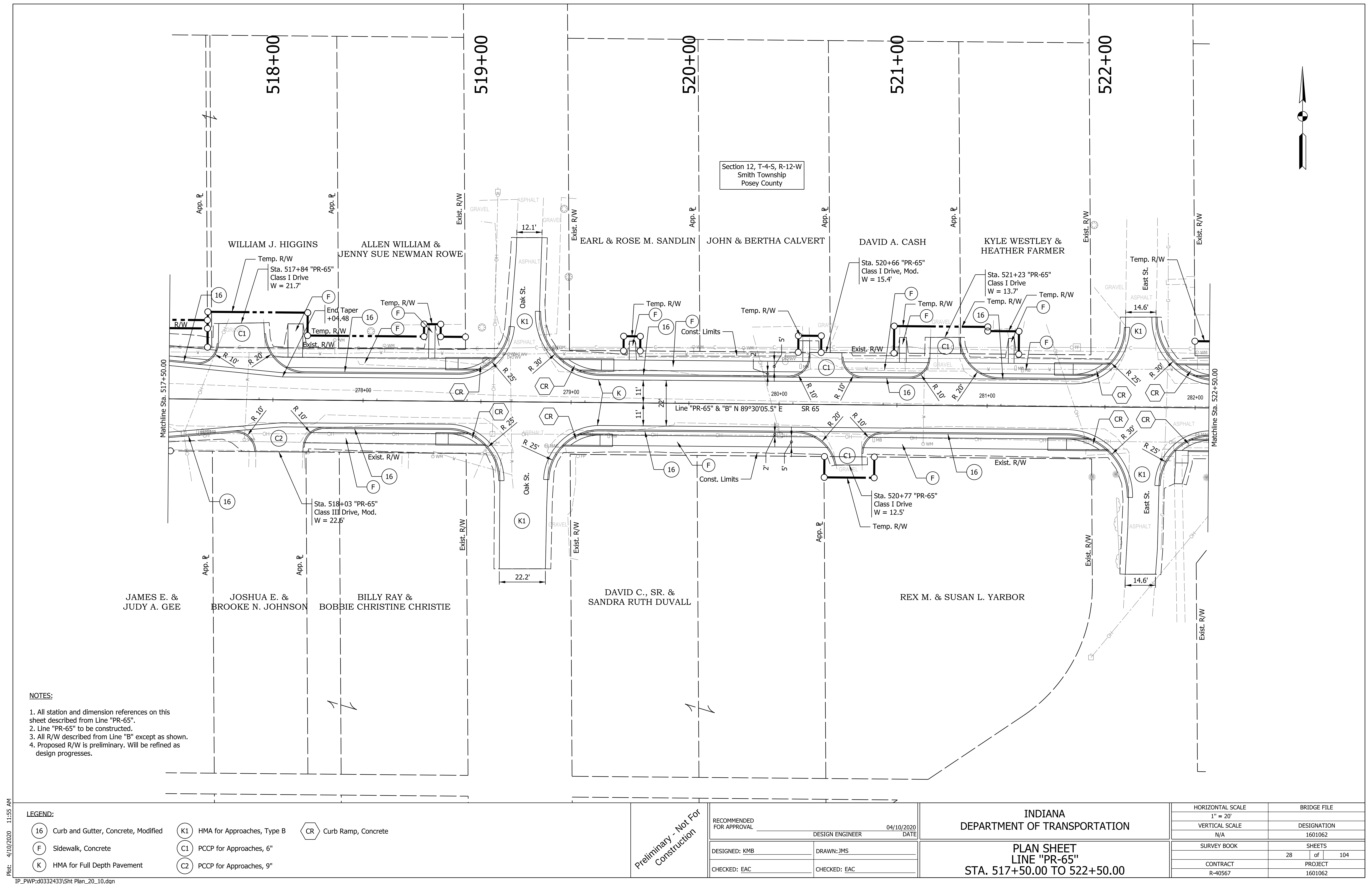
- NOTES:
- 1. All station and dimension references on this sheet described from Line "PR-65".
 - 2. Line "PR-65" to be constructed.
 - 3. All R/W described from Line "B" except as shown.
 - 4. Proposed R/W is preliminary. Will be refined as design progresses.

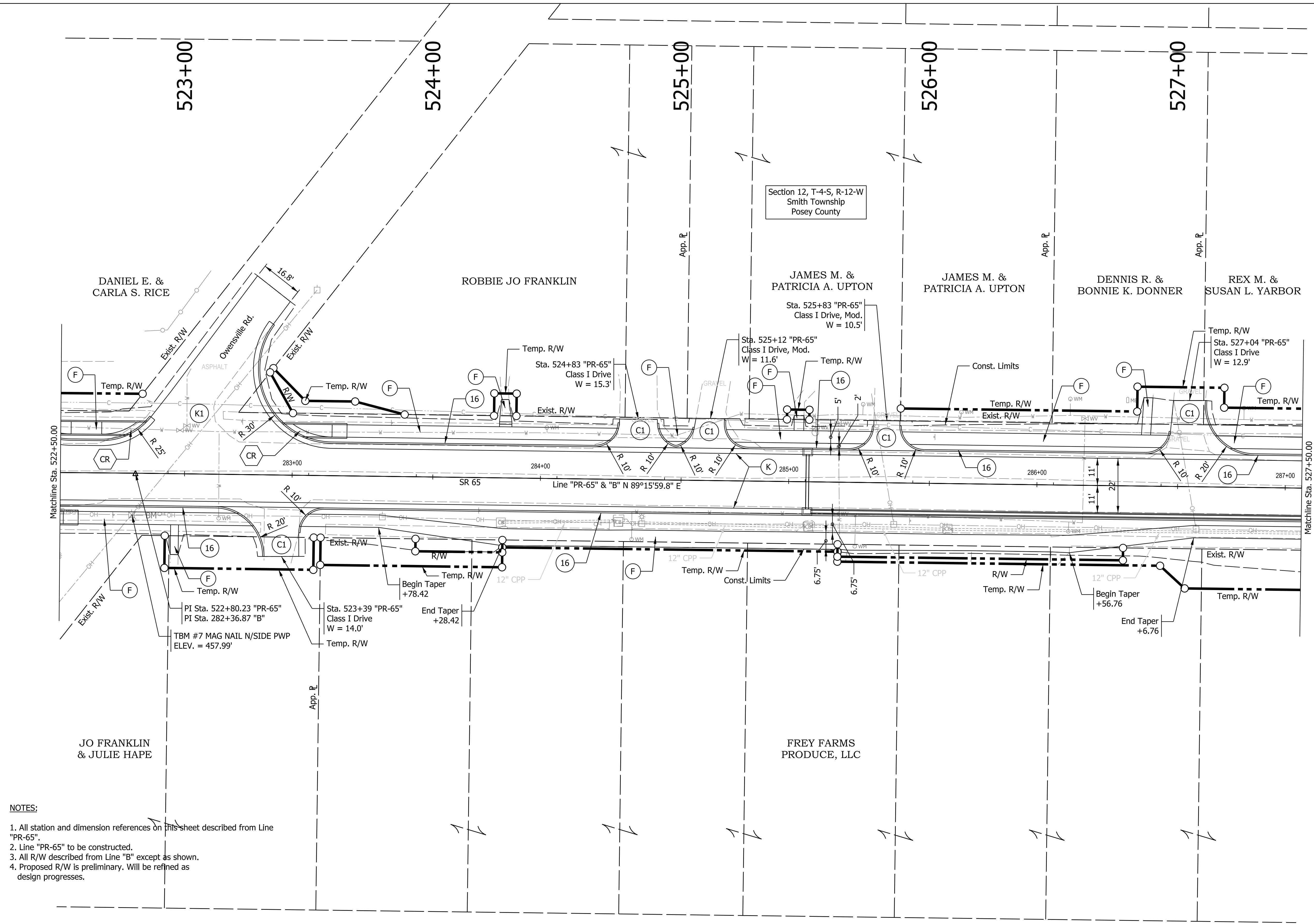
LEGEND:			Preliminary - Not For Construction	RECOMMENDED FOR APPROVAL _____ 04/10/2020 DESIGN ENGINEER _____ DATE		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 20'		BRIDGE FILE			
16 Curb and Gutter, Concrete, Modified		K1 HMA for Approaches, Type B		DESIGNED: KMB		DRAWN: JMS		VERTICAL SCALE N/A		DESIGNATION 1601062			
F Sidewalk, Concrete		C1 PCCP for Approaches, 6"		CHECKED: EAC		CHECKED: EAC		SURVEY BOOK		SHEETS 26 of 104			
K HMA for Full Depth Pavement		C2 PCCP for Approaches, 9"		PLAN SHEET LINE "PR-65" STA. 511+50.00 TO 517+50.00						CONTRACT R-40567		PROJECT 1601062	

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		04/10/2020	
DESIGNED: KMB		DRAWN: JMS		DATE	
CHECKED: EAC		CHECKED: EAC			

Plot: 4/10/2020 11:55 AM
IP_PWP:d0332433\Sht Plan_20_09.dgn

Preliminary - Not For Construction





- NOTES:
1. All station and dimension references on this sheet described from Line "PR-65".
 2. Line "PR-65" to be constructed.
 3. All R/W described from Line "B" except as shown.
 4. Proposed R/W is preliminary. Will be refined as design progresses.

Plot: 4/10/2020 11:55 AM

IP_PWP:d0332433\Sht Plan_20_11.dgn

LEGEND:

16

Curb and Gutter, Concrete, Modified

F

Sidewalk, Concrete

K

HMA for Full Depth Pavement

K1

HMA for Approaches, Type B

C1

PCCP for Approaches, 6"

C2

PCCP for Approaches, 9"

CR

Curb Ramp, Concrete

Preliminary - Not For Construction

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

04/10/2020

DATE

DESIGNED: KMB

DRAWN: JMS

CHECKED: EAC

CHECKED: EAC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN SHEET

LINE "PR-65"

STA. 522+50.00 TO 527+50.00

HORIZONTAL SCALE

1" = 20'

VERTICAL SCALE

N/A

SURVEY BOOK

30

of

104

CONTRACT

R-40567

BRIDGE FILE

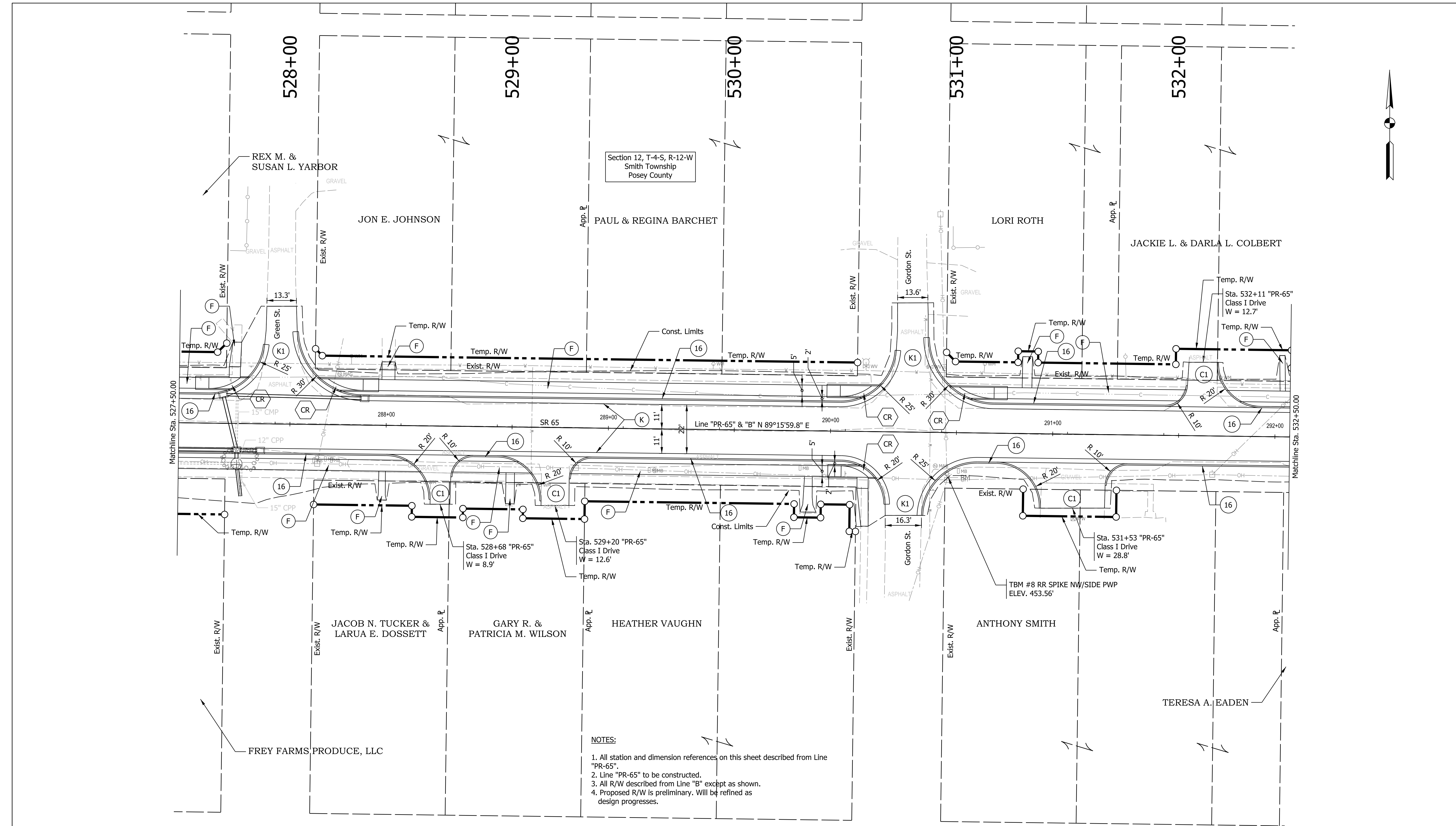
DESIGNATION

1601062

SHEETS

PROJECT

1601062



- NOTES:
- 1. All station and dimension references on this sheet described from Line "PR-65".
 - 2. Line "PR-65" to be constructed.
 - 3. All R/W described from Line "B" except as shown.
 - 4. Proposed R/W is preliminary. Will be refined as design progresses.

Plot: 4/10/2020 11:56 AM
IP_PWP:d0332433\Sht Plan_20_12.dgn

LEGEND:

16

Curb and Gutter, Concrete, Modified

F

Sidewalk, Concrete

K

HMA for Full Depth Pavement

K1

HMA for Approaches, Type B

C1

PCCP for Approaches, 6"

C2

PCCP for Approaches, 9"

CR

Curb Ramp, Concrete

Preliminary - Not For Construction

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

DATE

04/10/2020

INDIANA

DEPARTMENT OF TRANSPORTATION

PLAN SHEET

LINE "PR-65"

STA. 527+50.00 TO 532+50.00

HORIZONTAL SCALE

1" = 20'

VERTICAL SCALE

N/A

BRIDGE FILE

DESIGNATION

1601062

SURVEY BOOK

CONTRACT

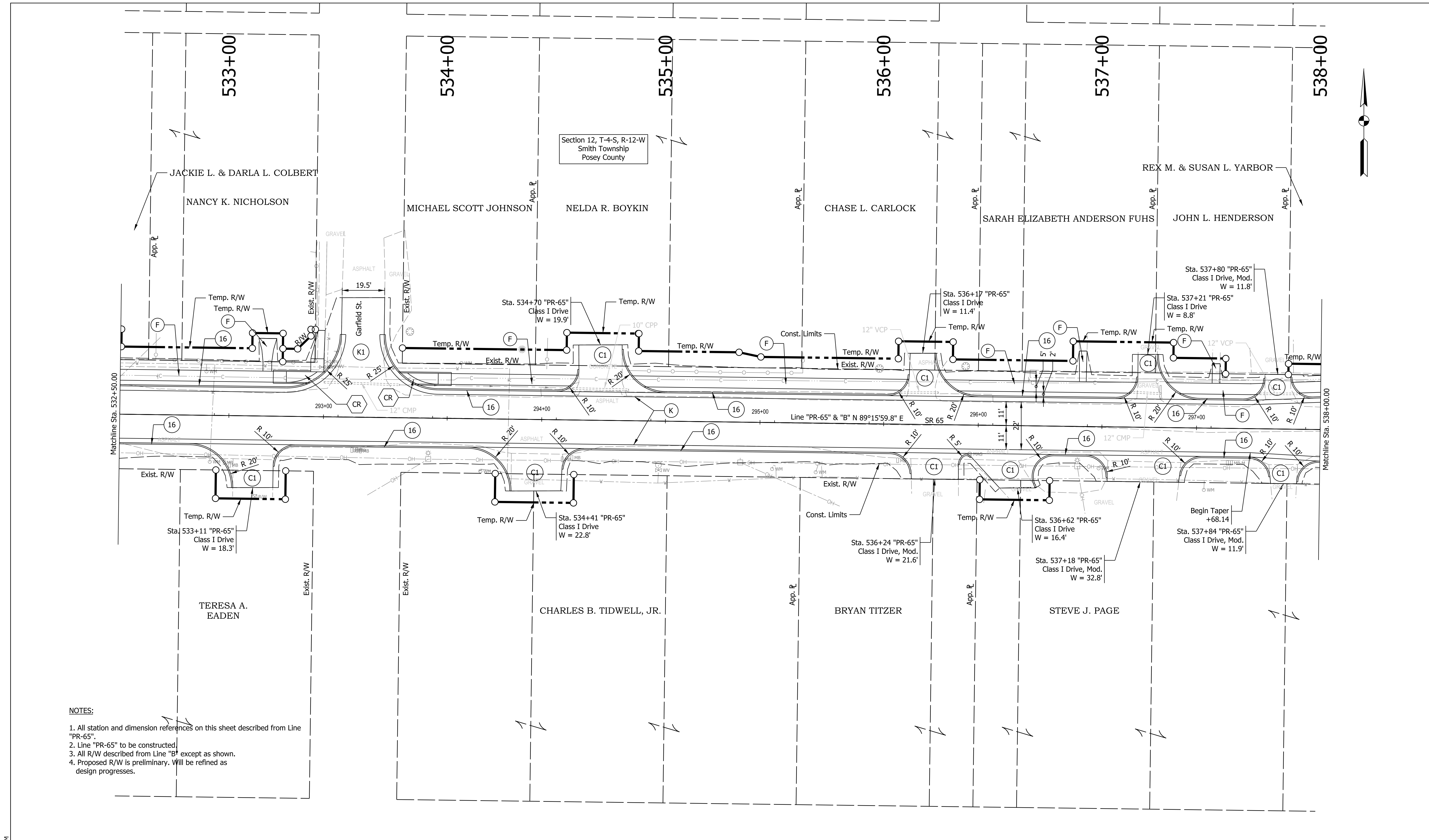
R-40567

SHEETS

32 of 104

PROJECT

1601062



- NOTES:
- 1. All station and dimension references on this sheet described from Line "PR-65".
 - 2. Line "PR-65" to be constructed.
 - 3. All R/W described from Line "B" except as shown.
 - 4. Proposed R/W is preliminary. Will be refined as design progresses.

Plot: 4/10/2020 11:56 AM

IP_PWP:d0332433\Sht Plan_20_13.dgn

LEGEND:

16

Curb and Gutter, Concrete, Modified

F

Sidewalk, Concrete

K

HMA for Full Depth Pavement

K1

HMA for Approaches, Type B

C1

PCCP for Approaches, 6"

C2

PCCP for Approaches, 9"

CR

Curb Ramp, Concrete

Preliminary - Not For Construction

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

DATE

04/10/2020

DESIGNED: KMB

DRAWN: JMS

CHECKED: EAC

CHECKED: EAC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN SHEET LINE "PR-65" STA. 532+50.00 TO 538+00.00

HORIZONTAL SCALE

1" = 20'

VERTICAL SCALE

N/A

SURVEY BOOK

CONTRACT

R-40567

BRIDGE FILE

DESIGNATION

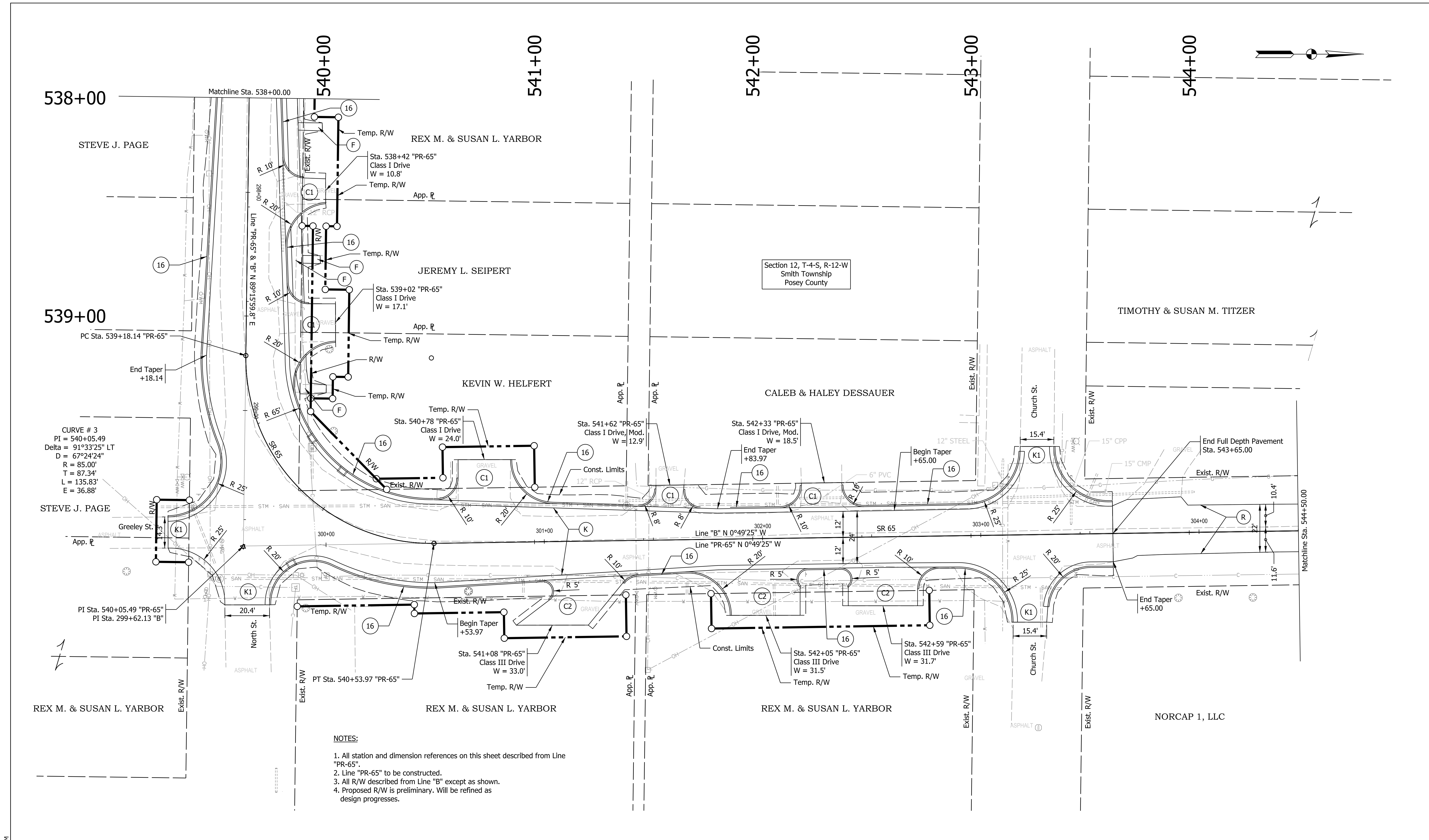
1601062

SHEETS

34 of 104

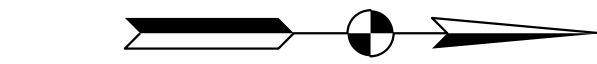
PROJECT

1601062



- NOTES:
- 1. All station and dimension references on this sheet described from Line "PR-65".
 - 2. Line "PR-65" to be constructed.
 - 3. All R/W described from Line "B" except as shown.
 - 4. Proposed R/W is preliminary. Will be refined as design progresses.

LEGEND:	Preliminary - Not For Construction	RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE 4/10/2020	INDIANA DEPARTMENT OF TRANSPORTATION PLAN SHEET LINE "PR-65" STA. 538+00.00 TO 544+50.00	HORIZONTAL SCALE 1" = 20'		BRIDGE FILE	
				VERTICAL SCALE N/A		DESIGNATION 1601062	
				SURVEY BOOK		SHEETS 36 of 104	
				CONTRACT R-40567		PROJECT 1601062	
16	Curb and Gutter, Concrete, Modified	K1	HMA for Approaches, Type B	CR	Curb Ramp, Concrete		
F	Sidewalk, Concrete	C1	PCCP for Approaches, 6"	R	Mill and Overlay		
K	HMA for Full Depth Pavement	C2	PCCP for Approaches, 9"	D1	Milling, Approach then HMA for Approaches, Type B		



1. All station and dimension references on this sheet described from Line "PR-65".
2. Line "PR-65" to be constructed.

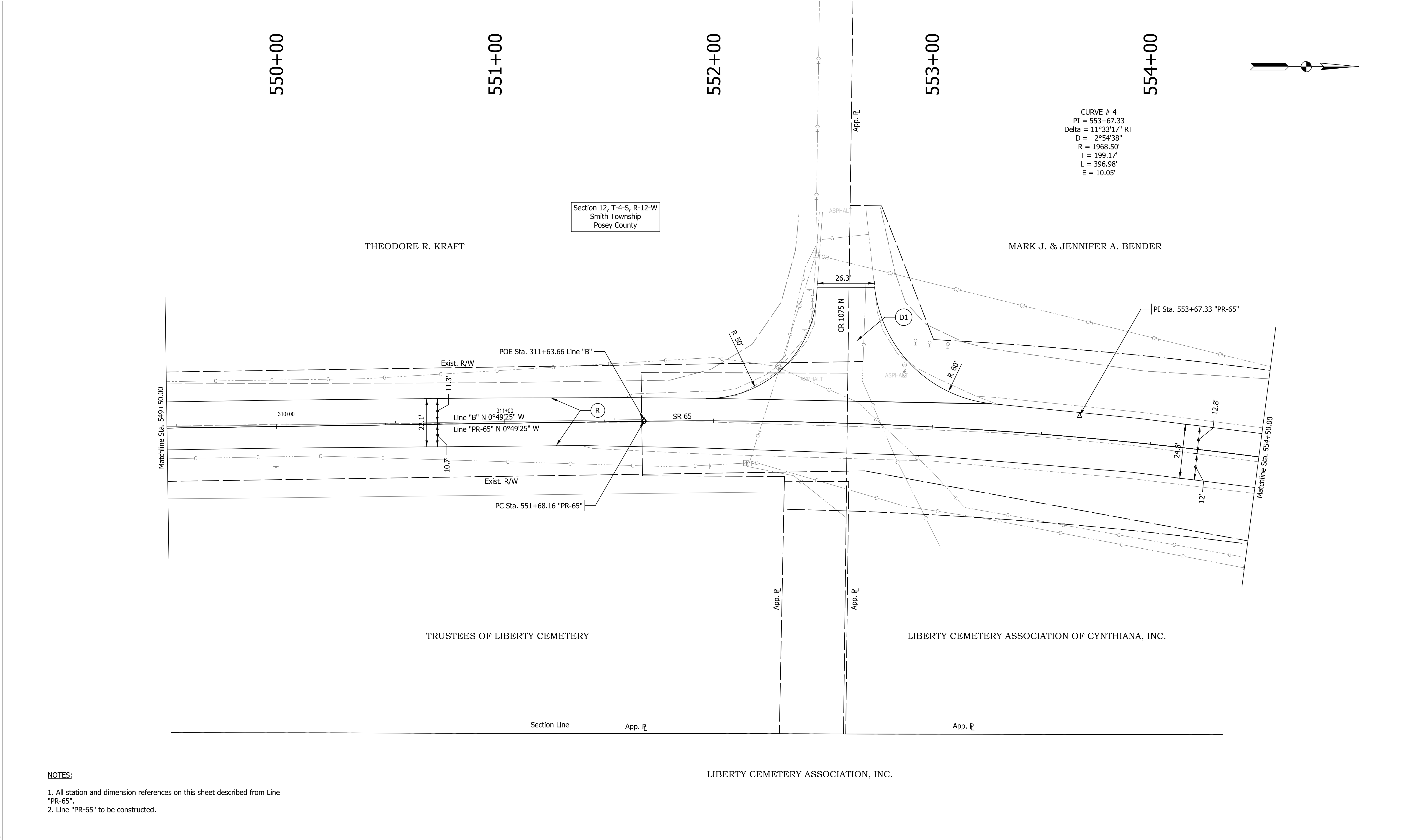
- R Mill and Overlay
- D1 Milling, Approach then HMA for Approaches, Type B

Preliminary - Not For Construction

RECOMMENDED FOR APPROVAL	04/10/2020
	DESIGN ENGINEER DATE
DESIGNED: KMB	DRAWN: JMS
CHECKED: EAC	CHECKED: EAC

PLAN SHEET
LINE "PR-65"
STA. 544+50.00 TO 549+50.00

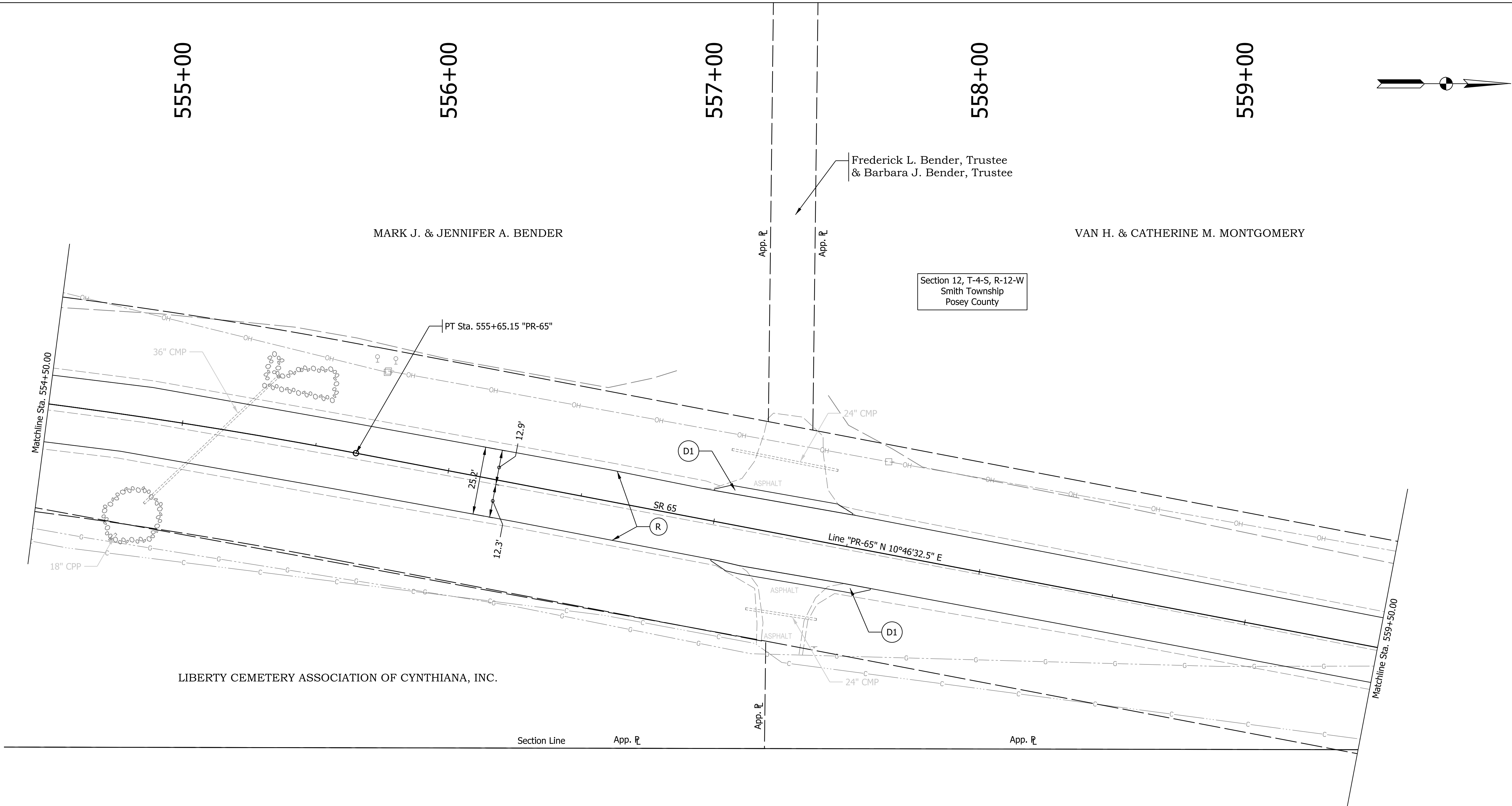
	HORIZONTAL SCALE		BRIDGE FILE	
	1" = 20'			
	VERTICAL SCALE		DESIGNATION	
	N/A		1601062	
SURVEY BOOK			SHEETS	
			39	of 104
CONTRACT			PROJECT	
R-40567			1601062	



- NOTES:
- 1. All station and dimension references on this sheet described from Line "PR-65".
 - 2. Line "PR-65" to be constructed.

LEGEND: R Mill and Overlay D1 Milling, Approach then HMA for Approaches, Type B	Preliminary - Not For Construction	RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE 04/10/2020		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 20'		BRIDGE FILE	
		DESIGNED: KMB DRAWN: JMS		PLAN SHEET LINE "PR-65" STA. 549+50.00 TO 554+50.00		VERTICAL SCALE N/A		DESIGNATION 1601062	
		CHECKED: EAC CHECKED: EAC				SURVEY BOOK		SHEETS 41 of 104	
						CONTRACT R-40567		PROJECT 1601062	

Plot: 4/10/2020 11:57 AM
IP_PWP:d0332433\Sht Plan_20_16.dgn



- NOTES:
- 1. All station and dimension references on this sheet described from Line "PR-65".
 - 2. Line "PR-65" to be constructed.

LEGEND:

- (R) Mill and Overlay
- (D1) Milling, Approach then HMA for Approaches, Type B

Preliminary - Not For Construction

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	04/10/2020	DATE
DESIGNED: KMB	DRAWN: JMS			
CHECKED: EAC	CHECKED: EAC			

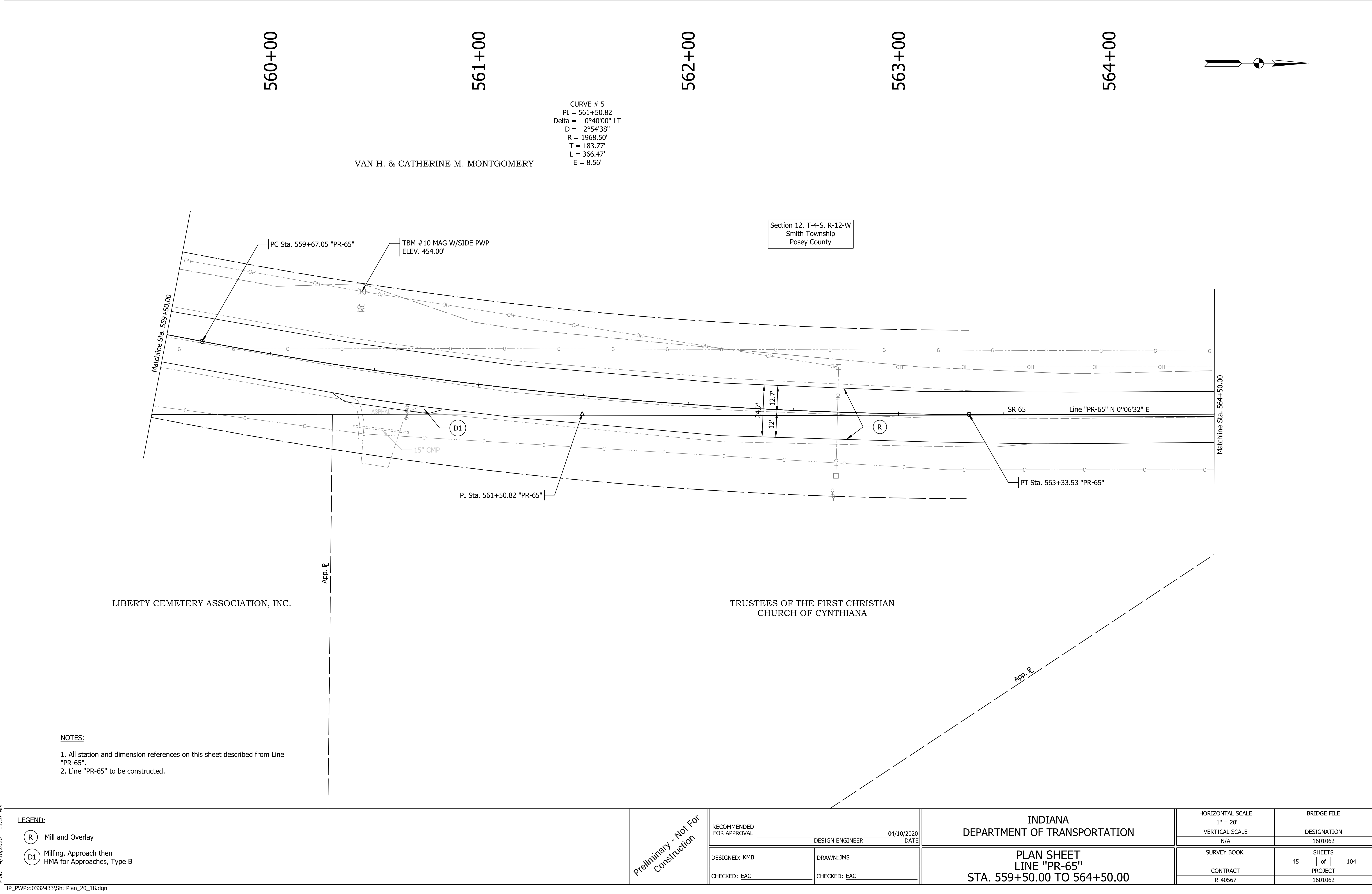
INDIANA DEPARTMENT OF TRANSPORTATION

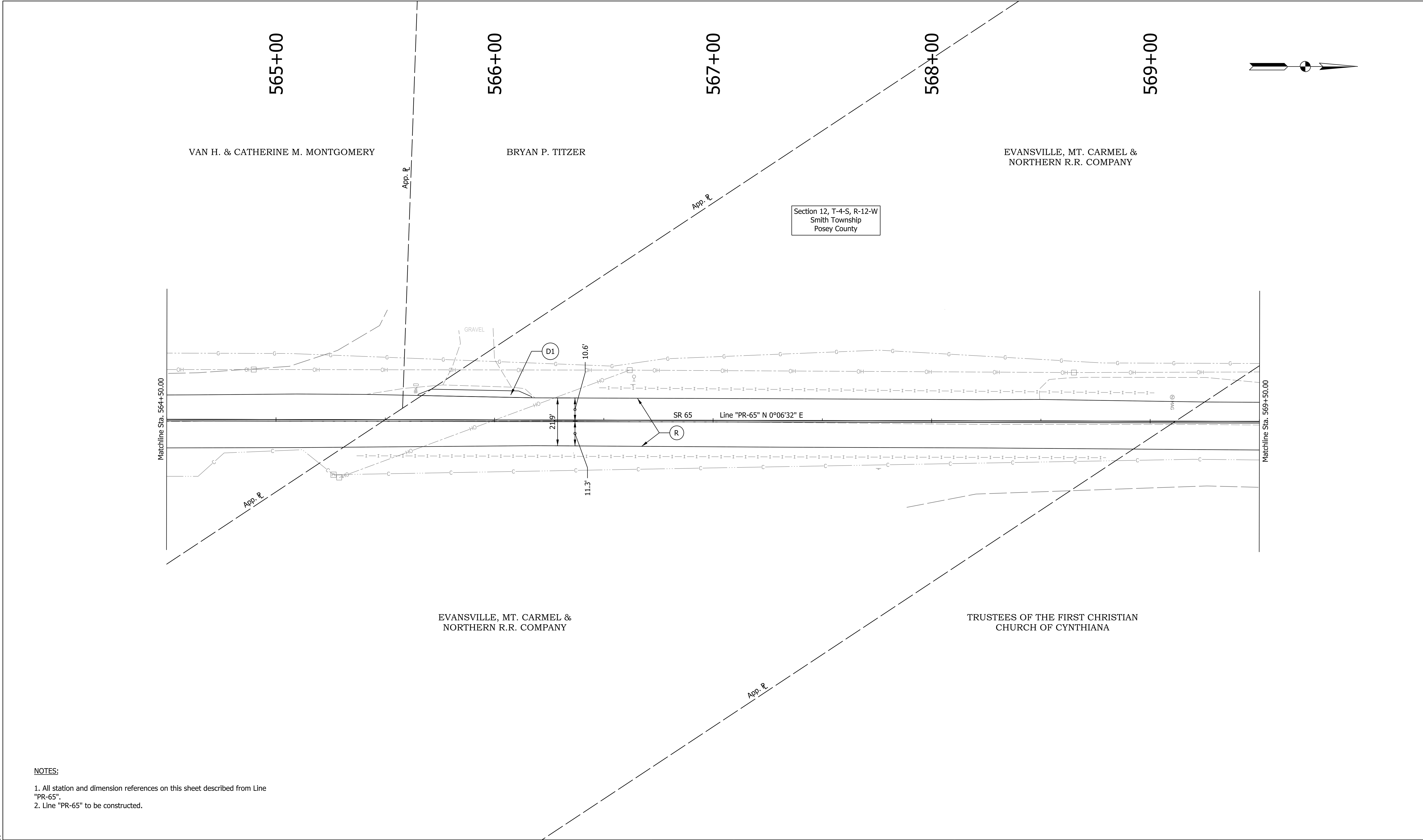
PLAN SHEET
LINE "PR-65"
STA. 544+50.00 TO 559+50.00

HORIZONTAL SCALE	BRIDGE FILE	
1" = 20'		
VERTICAL SCALE	DESIGNATION	
N/A	1601062	
SURVEY BOOK	SHEETS	
	43	of 104
CONTRACT	PROJECT	
R-40567	1601062	

Plot: 4/10/2020 11:57 AM

IP_PWP:d0332433\Sht Plan_20_17.dgn





NOTES:

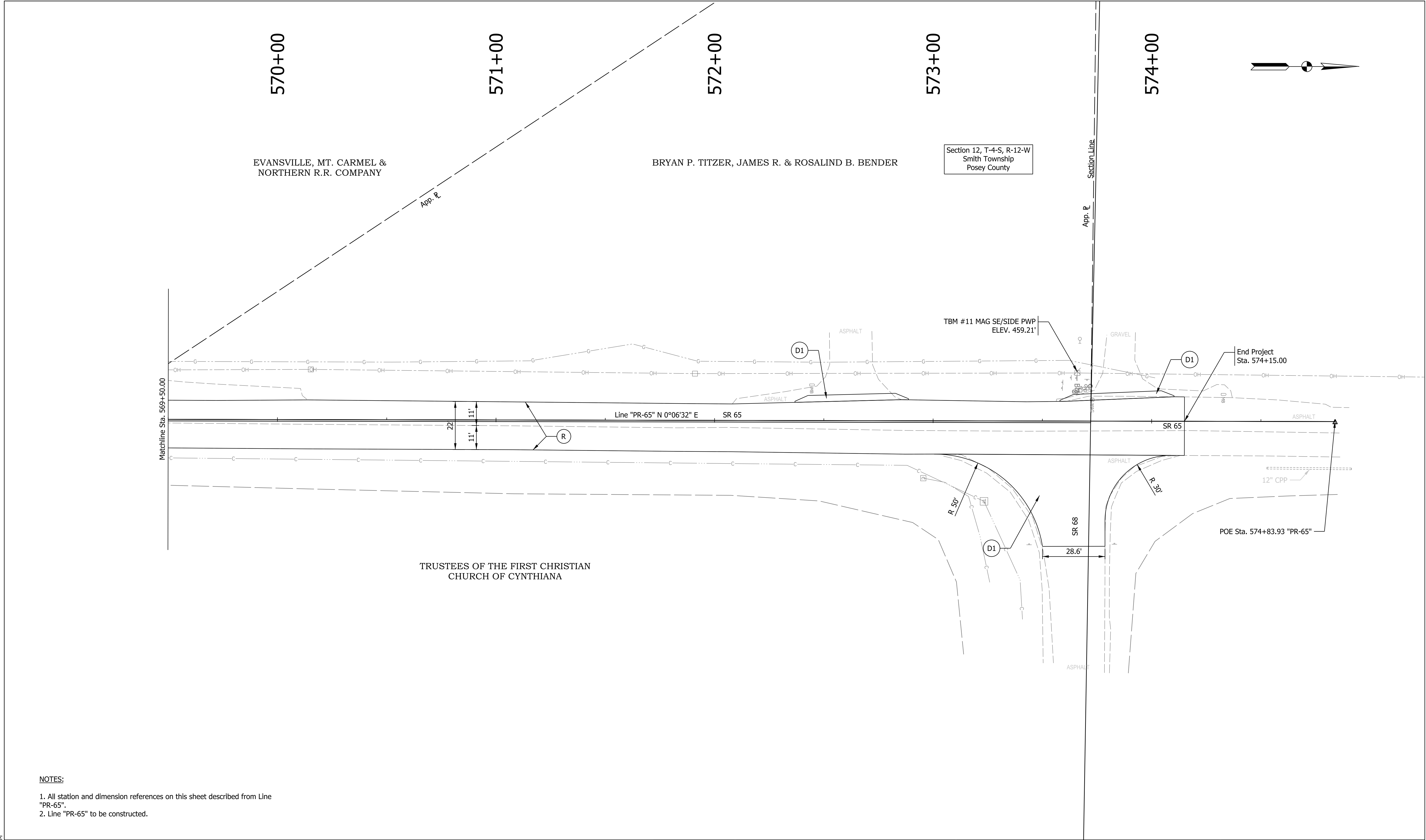
- 1. All station and dimension references on this sheet described from Line "PR-65".
- 2. Line "PR-65" to be constructed.

LEGEND:

- (R) Mill and Overlay
- (D1) Milling, Approach then HMA for Approaches, Type B

Preliminary - Not For Construction

RECOMMENDED FOR APPROVAL _____ 04/10/2020 DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 20'		BRIDGE FILE	
DESIGNED: KMB		DRAWN: JMS		VERTICAL SCALE N/A		DESIGNATION 1601062	
CHECKED: EAC		CHECKED: EAC		PLAN SHEET LINE "PR-65" STA. 564+50.00 TO 569+50.00		SHEETS 47 of 104	
				CONTRACT R-40567		PROJECT 1601062	



NOTES:

- 1. All station and dimension references on this sheet described from Line "PR-65".
- 2. Line "PR-65" to be constructed.

LEGEND:

- (R) Mill and Overlay
- (D1) Milling, Approach then HMA for Approaches, Type B

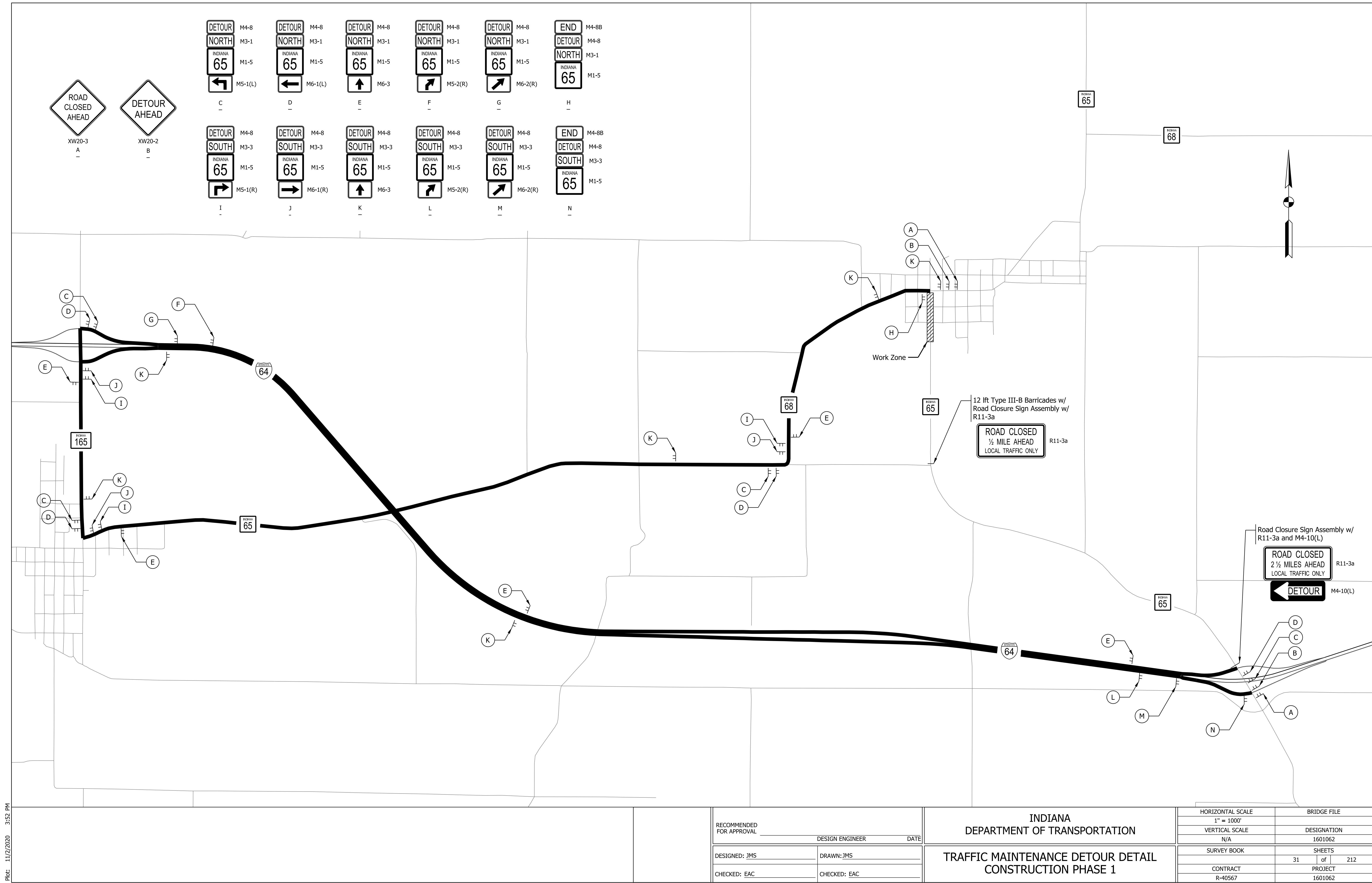
Preliminary - Not For Construction

RECOMMENDED FOR APPROVAL		04/10/2020	
DESIGN ENGINEER		DATE	
DESIGNED: KMB	DRAWN: JMS		
CHECKED: EAC	CHECKED: EAC		

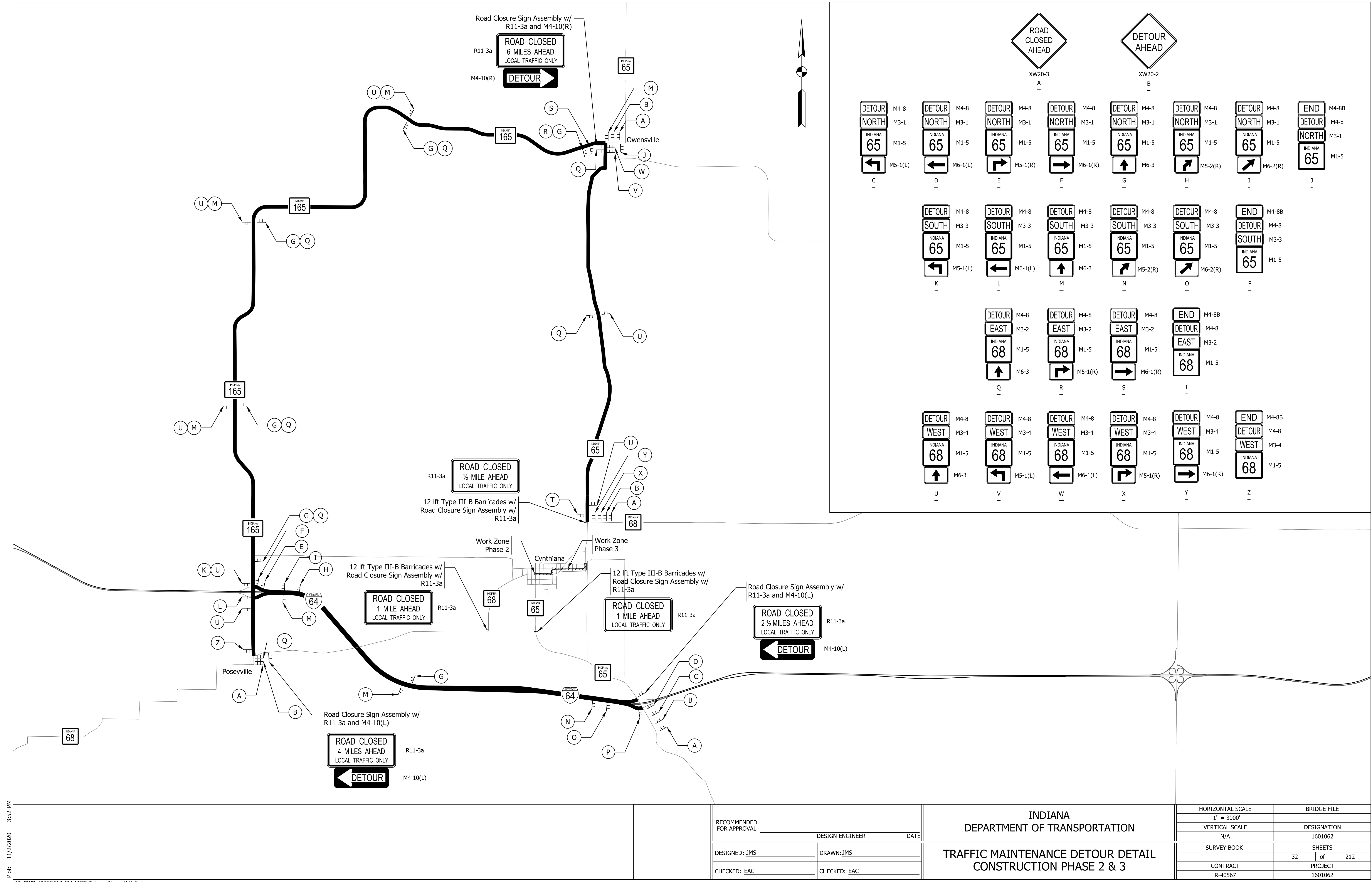
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "PR-65"
STA. 569+50.00 TO 574+50.00

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'			
VERTICAL SCALE		DESIGNATION	
N/A		1601062	
SURVEY BOOK		SHEETS	
		49	of 104
CONTRACT		PROJECT	
R-40567		1601062	



Plot: 11/2/2020 3:52 PM
IP_PWP:d0332410\ShT MOT Detour Phase 1.dgn

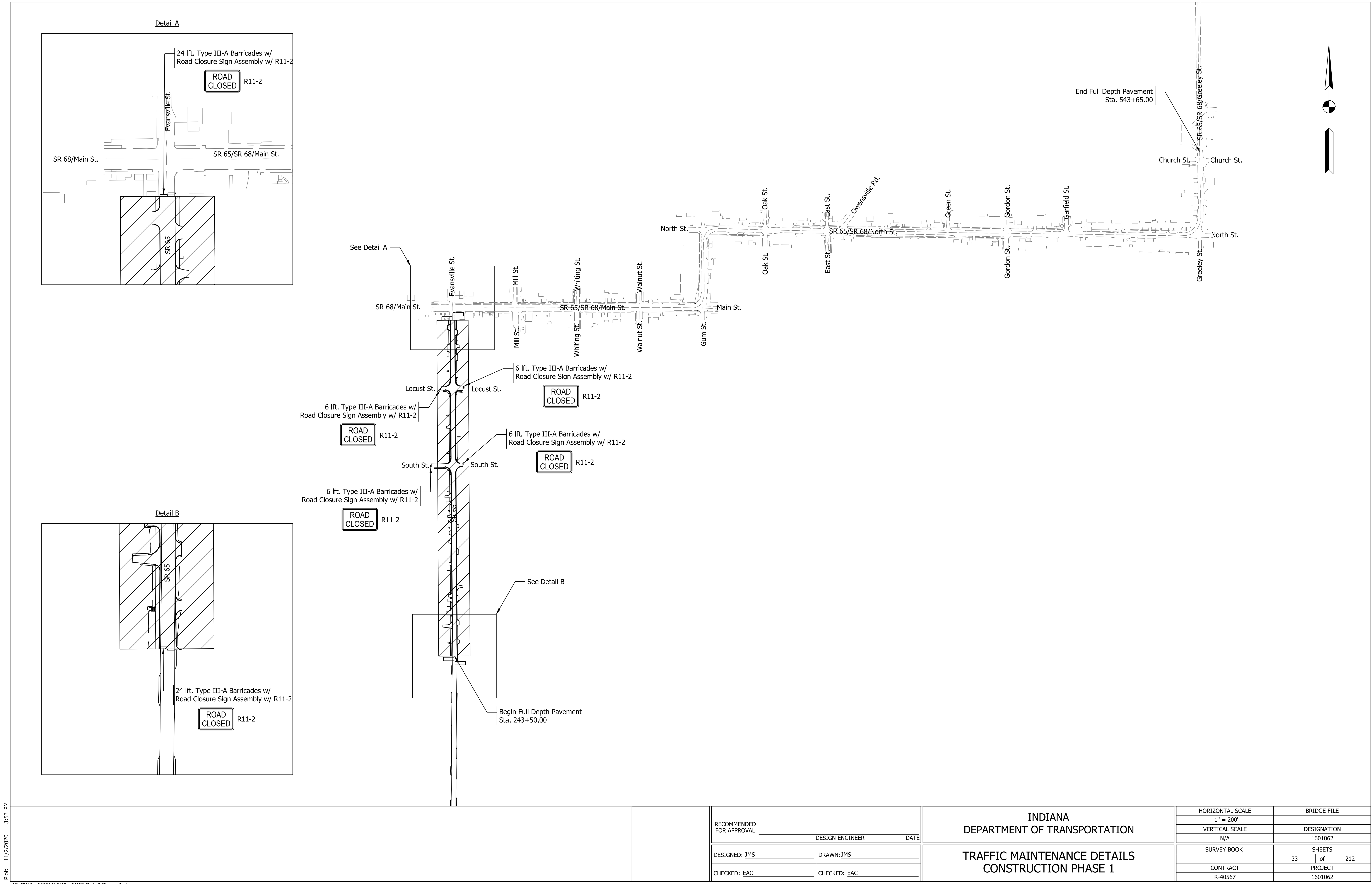


Plot: 11/2/2020 3:52 PM
IP_PWP:d0332410\Sht MOT Detour Phase 2 & 3.dgn

RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER _____ DATE _____	
DESIGNED: JMS	DRAWN: JMS
CHECKED: EAC	CHECKED: EAC

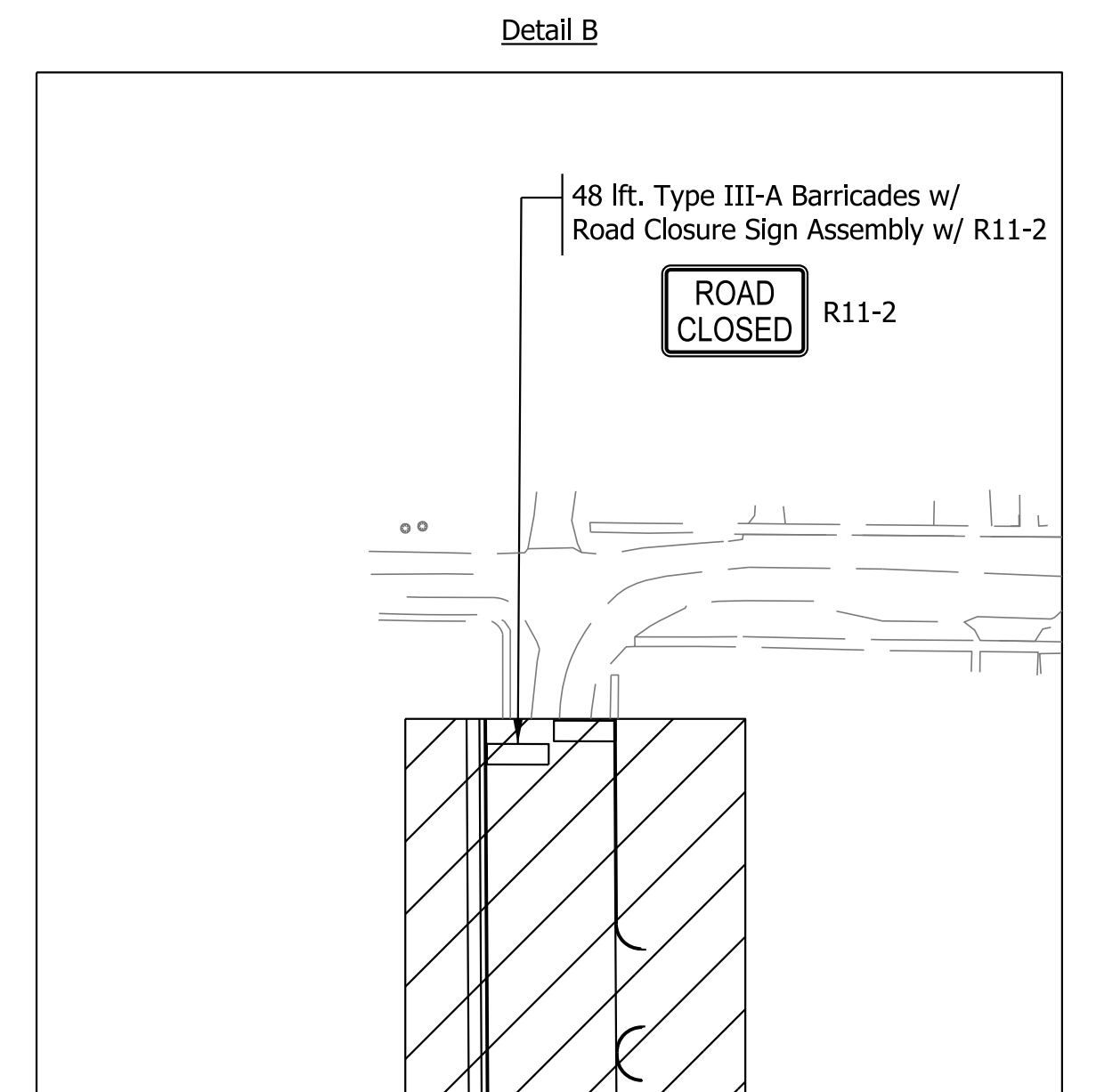
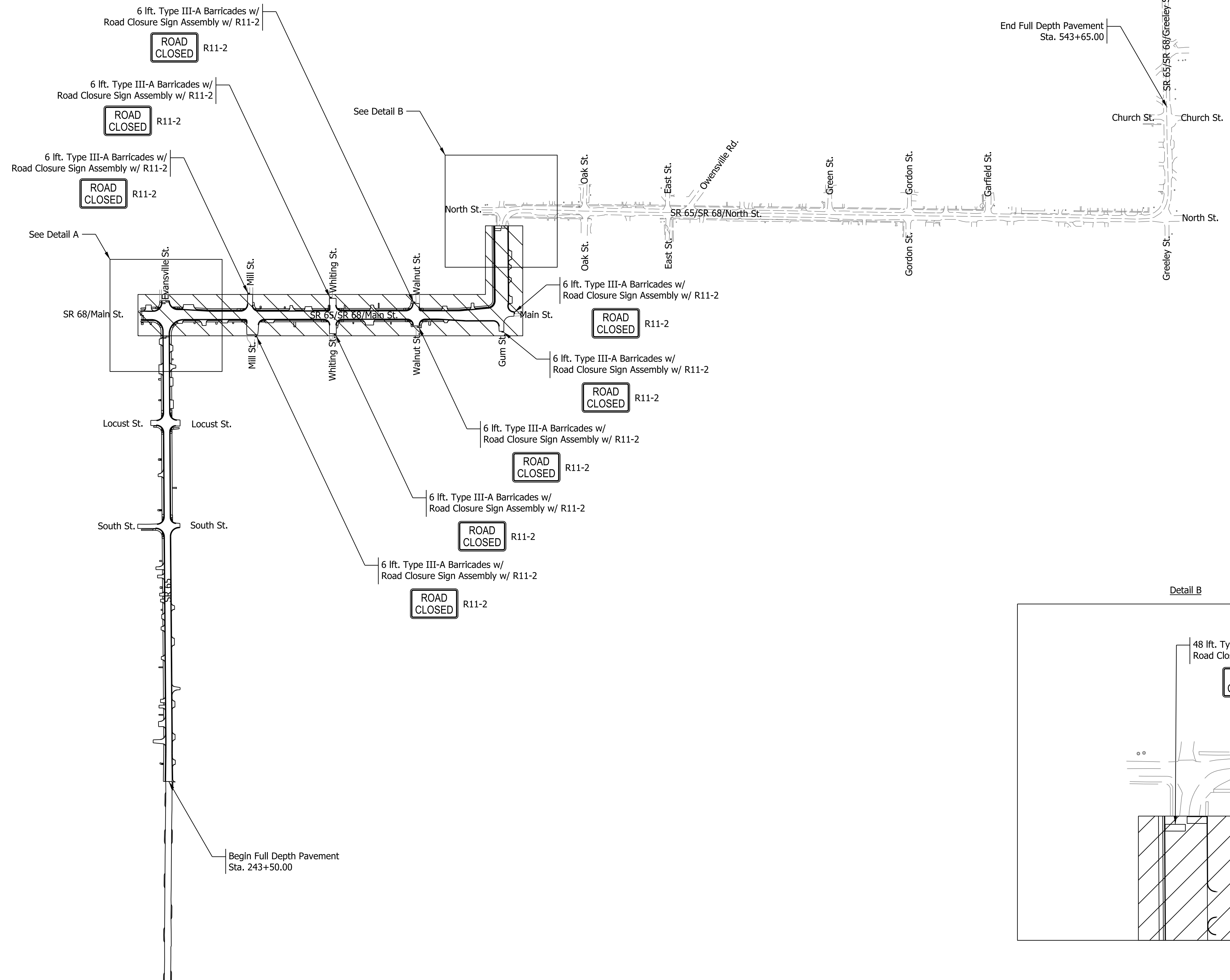
INDIANA DEPARTMENT OF TRANSPORTATION	
TRAFFIC MAINTENANCE DETOUR DETAIL CONSTRUCTION PHASE 2 & 3	

HORIZONTAL SCALE 1" = 3000'		BRIDGE FILE	
VERTICAL SCALE N/A		DESIGNATION 1601062	
SURVEY BOOK		SHEETS 32 of 212	
CONTRACT R-40567		PROJECT 1601062	

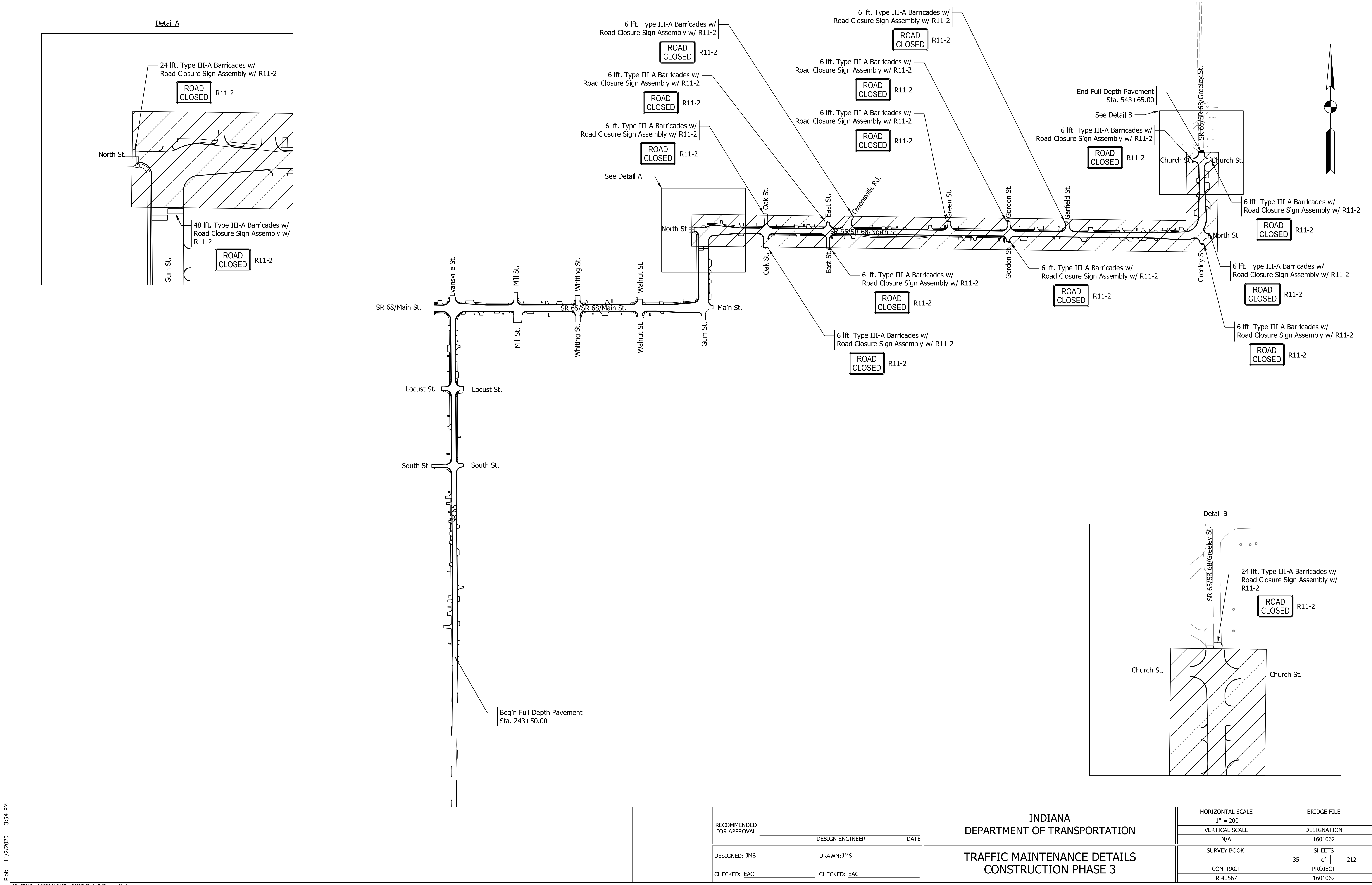


Plot: 11/2/2020 3:53 PM
IP_PWP:d0332410\Sht MOT Detail Phase 1.dgn

RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 200'		BRIDGE FILE	
			VERTICAL SCALE N/A		DESIGNATION 1601062	
DESIGNED: JMS	DRAWN: JMS		SURVEY BOOK		SHEETS 33 of 212	
CHECKED: EAC	CHECKED: EAC		CONTRACT R-40567		PROJECT 1601062	



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE			
			1" = 200'					
			VERTICAL SCALE		DESIGNATION			
			N/A		1601062			
DESIGNED: JMS	DRAWN: JMS	TRAFFIC MAINTENANCE DETAILS CONSTRUCTION PHASE 2		SURVEY BOOK		SHEETS		
						34	of	212
CHECKED: EAC	CHECKED: EAC			CONTRACT		PROJECT		
				R-40567		1601062		



Plot: 11/2/2020 3:54 PM
IP_PWP:d0332410\Sht MOT Detail Phase 3.dgn

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: JMS		DRAWN: JMS			
CHECKED: EAC		CHECKED: EAC			

INDIANA DEPARTMENT OF TRANSPORTATION	
TRAFFIC MAINTENANCE DETAILS CONSTRUCTION PHASE 3	

HORIZONTAL SCALE		BRIDGE FILE	
1" = 200'			
VERTICAL SCALE		DESIGNATION	
N/A		1601062	
SURVEY BOOK		SHEETS	
		35 of 212	
CONTRACT		PROJECT	
R-40567		1601062	

APPENDIX C

Early Coordination



Certified MBE, State of Indiana; City of Indianapolis

INDOT Certified DBE

Job#18SU072

NOTICE OF SURVEY
December 21, 2018

Sample Notice of Survey Letter

RE: PROJECT: State Road 68 and State Road 65
Road Improvement
Cynthiana, Indiana

Dear Property Owner:

Our information indicates that you own or occupy property near this proposed Road improvement construction project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or someone else occupies it, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as buildings, trees, fences, and drives, and obtaining ground elevations. This work is necessary for the proper planning and design of the Road improvement construction project. Please be assured of our sincere desire to cause you as little inconvenience as possible during the survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown below.

We do appreciate your input regarding any issues that this project may encounter during the design phase. Included with this notice is a short questionnaire that you can fill out and return to us in the enclosed self-addressed stamped envelope. Thank you, in advance, for your participation in this process.

Sincerely,

SJCA P.C.

A handwritten signature in blue ink that reads "Daniel G. Kovert".

Daniel G. Kovert, PE, PS
Director of Surveying
dkovert@sjca-pc.com

Early Coordination List
 SR 65, Pavement Replacement
 Des. No. 1601062
 Posey County, Indiana

The following lists the date coordination was sent and all agencies that were contacted as part of the development of this Environmental Study. Also included below is the date of their response, or an indication that no response was received.

Agency/Party	Response Date(s)
Federal and State Natural Resource/Regulatory Agencies – Sent 10/31/19	
Federal Highway Administration	No Response
Indiana Department of Environmental Management (IDEM), Groundwater	11/27/19
Indiana Department of Environmental Management (IDEM), Auto-Generated	Signed 11/12/19
Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife	11/27/19
National Park Service	No Response
INDOT, Public Hearings	11/1/19
INDOT, Vincennes District Manager	11/7/19
Indiana Geological Survey (IGS)	10/31/19
Natural Resources Conservation Service (NRCS)	11/22/19
U.S. Department of Housing and Urban Development	No Response
U.S. Fish and Wildlife Service (USFWS)	11/5/19
Local and County Agencies – Sent 2/8/19	
Posey County Board of Commissioners	No Response
Posey County Highway Department	No Response
Posey County Surveyor	No Response
Evansville Metropolitan Planning Organization	No Response
Cynthiana Town Council	No Response

Following this list is an example of the Early Coordination Letter, as submitted, and the agency responses.



323 Main Street
Suite E
Evansville, Indiana 47708
812.314.7041 phone

October 31, 2019

Ms. Robin McWilliams Munson, Field Supervisor
U.S Fish and Wildlife Service
Bloomington Indiana Field Office
620 South Walker Street
Bloomington, Indiana 47403

Sample Early Coordination Letter

Re: Des No: 1601062, HMA Overlay on SR 65, 0.6 Miles South of West Junction with SR 68 to East Junction with SR 68, Posey County
KEG No. 18-1066.01

Dear Ms. McWilliams Munson:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the aforementioned roadway in Posey County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located on SR 65, 0.6 miles south of the west junction with SR 68 to the east junction with SR 68 in Posey County. This section of SR 65 is a two lane Major Collector. The existing asphalt pavement roadway consists of two 11 ft. lanes bordered by shoulders. Curb and gutter and sidewalks are not present to the north (0.59 mile) and south (0.29 mile) of Cynthiana within the project area. According to the INDOT Mini Scope, dated May 11, 2016, the existing pavement has many locations showing base failures with alligator cracking, block cracking, edge failures, and longitudinal cracking. Drainage in sections of the project area are poor due to lack of inlets and curb reveal. There are many locations where the existing pavement is at a higher elevation than the surrounding sidewalks. Truck turning movements through the corridor are also problematic due to tight radii on SR 65 and several street approaches. The approximate existing right-of-way varies between 33 to 80 feet each side of the centerline throughout the project area.

The current proposed project would install new pavement with urban cross sectional elements through the Town of Cynthiana (1.11 miles), and an HMA overlay to the north (0.59 mile) and south (0.29 mile) of Cynthiana. Modifications to the road profile to improve drainage, and pavement widening and approach radii where truck turning movements are inadequate will also be implemented, where feasible. The project would require the acquisition of 5.0 acres of permanent right-of-way. Proposed right-of-way widths along SR 65 would be 57 to 63 feet from centerline. The project limits would be approximately 2.0 miles in length. The method of traffic maintenance has yet to be finalized but will likely include phased design with short-term closures, one block at a time, with the use of local detours. Temporary drives to homes and business will

Ms. Robin McWilliams Munson
U.S. Fish and Wildlife Service

-2-

October 31, 2019
KEG No. 18-1066.01

be constructed. Portions of the project to be milled and overlaid will be completed under flagger operations. Construction is anticipated to begin in Spring 2022.

Land use in the vicinity of the project varies. Outside of Cynthiana, land use is a mix of agricultural and residential, and within the limits of Cynthiana, land use is typical of a rural town with residential and commercial structures. The INDOT Environmental Services Division (ESD) Ecology & Waterway Permitting Office (EWPO) will perform waters and wetlands determinations and a biological assessment to identify any ecological resources that may be present. 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 form will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will investigate the areas of additional right-of-way for archaeological and historic resources for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me, at 812-314-7041 or MBarletta@kaskaskiaeng.com, or Troy Arnold, INDOT Project Manager, (812) 895-7348 or TArnold1@indot.IN.gov. Thank you in advance for your input.

Sincerely,



Molly Barletta
Senior Environmental Scientist
Kaskaskia Engineering Group, LLC

Attachment -

- Early Coordination Letter Recipient List
- Maps (Location, Aerial, Topographic)
- Photo Log

cc: Kelli McNamara, WSP



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

Eric J. Holcomb
Governor

Bruno Pigott
Commissioner

November 27, 2019

66-33

Kaskaskia Engineering Group
Attention: Molly Barletta
323 Main Street, Suite E
Evansville, Indiana 47708

Dear Molly Barletta,

RE: Wellhead Protection Area
Proximity Determination
Des No 1601062
From 0.6 mile South of
West Junction with SR 68 to
East Junction with SR 68
Posey 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.

Sincerely,

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



A State that Works

Please Reduce, Reuse, Recycle



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

INDOT
Troy Arnold
3650 South U.S. 41
Vincennes , IN 47591

Kaskaskia Engineering Group
Molly Barletta
323 Main Street
Suite E
Evansville , IN 47708

Date October 31, 2019

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: This project is located on SR 65, 0.6 miles south of the west junction with SR 68 to the east junction with SR 68 in Posey County. The current proposed project would install new pavement with urban cross sectional elements through the Town of Cynthiana (1.11 miles), and an HMA overlay to the north (0.59 mile) and south (0.29 mile) of Cynthiana. Modifications to the road profile to improve drainage, and pavement widening and approach radii where truck turning movements are inadequate will also be implemented, where feasible. The project would require the acquisition of 5.0 acres of permanent right-of-way. Proposed right-of-way widths along SR 65 would be 57 to 63 feet from centerline. The project limits would be approximately 2.0 miles in length. The method of traffic maintenance has yet to be finalized but will likely include phased design with short-term closures, one block at a time, with the use of local detours. Temporary drives to homes and business will be constructed. Portions of the project to be milled and overlaid will be completed under flagger operations. DES 1601062

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

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

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

WATER AND BIOTIC QUALITY

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

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices

(<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

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

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:

- IC 14-26-2 Lakes Preservation Act 312 IAC 11
- IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
- IC 14-28-1 Flood Control Act 310 IAC 6-1
- IC 14-29-1 Navigable Waterways Act 312 IAC 6
- IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
- IC 14-29-4 Construction of Channels Act No related code

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

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

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

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

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

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

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

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The

use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

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

AIR QUALITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to

comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).

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

LAND QUALITY

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

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

FINAL REMARKS

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

notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

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

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

Signature(s) of the Applicant

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

Project Description

This project is located on SR 65, 0.6 miles south of the west junction with SR 68 to the east junction with SR 68 in Posey County. The current proposed project would install new pavement with urban cross sectional elements through the Town of Cynthiana (1.11 miles), and an HMA overlay to the north (0.59 mile) and south (0.29 mile) of Cynthiana. Modifications to the road profile to improve drainage, and pavement widening and approach radii where truck turning movements are inadequate will also be implemented, where feasible. The project would require the acquisition of 5.0 acres of permanent right-of-way. Proposed right-of-way widths along SR 65 would be 57 to 63 feet from centerline. The project limits would be approximately 2.0 miles in length. The method of traffic maintenance has yet to be finalized but will likely include phased design with short-term closures, one block at a time, with the use of local detours. Temporary drives to homes and business will be constructed. Portions of the project to be milled and overlaid will be completed under flagger operations. DES 1601062

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

Date: 11/12/2019

Signature of the INDOT

Project Engineer or Other Responsible Agent *Troy Arnold*
Troy Arnold

Date: 11/12/2019

Signature of the

For Hire Consultant *Molly Barletta*

Molly Barletta

THIS IS NOT A PERMIT

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

DNR #: ER-21961**Request Received:** October 31, 2019

Requestor: Kaskaskia Engineering Group, LLC
Molly Barletta
323 Main Street, Suite E
Evansville, IN 47708

Project: SR 65 HMA overlay north and south of Cynthiana, new pavement installation within the town limits, and roadway improvements; Des #1601062, KEG #18-1066.01

County/Site info: Posey

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

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

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

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

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. 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.

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: November 27, 2019

Krista N. Bollmann

From: Wright, Mary <MWRIGHT@indot.IN.gov>
Sent: Friday, November 01, 2019 8:10 AM
To: Krista N. Bollmann
Subject: RE: SR 65, Roadway Project, Posey County, IN (DES 1601062)

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

From: Krista N. Bollmann [mailto:KBollmann@kaskaskiaeng.com]
Sent: Thursday, October 31, 2019 2:59 PM
To: Clark, Rickie <RCLARK@indot.IN.gov>
Cc: Wright, Mary <MWRIGHT@indot.IN.gov>
Subject: SR 65, Roadway Project, Posey County, IN (DES 1601062)

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

Mr. Clark,

Please find attached an early coordination letter and supporting exhibits for the above referenced project.

Thanks!

Krista N. Bollmann

From: Falls, Ryan G <RFalls@indot.IN.gov>
Sent: Thursday, November 07, 2019 1:22 PM
To: Krista N. Bollmann
Subject: DES 1601062 Vincennes Env Early Coordination Response

Krista Bollmann,

At this time, our office has no comment on this project. Thank you for the opportunity to respond to early coordination.

Ryan Falls***Capital Program Management-Senior Environmental Manager Supervisor***

Indiana Department of Transportation

3650 South US Highway 41

Vincennes, IN 47591

Office: 812-895-7326

Fax: 812-895-7474

Cisco: 14605

Email: rfalls@indot.IN.gov

*I am usually only able to be reached by the above office number a few days out of the week. Please email me inquiries if I cannot be reached.



From: Krista N. Bollmann [mailto:KBollmann@kaskaskiaeng.com]
Sent: Thursday, October 31, 2019 3:02 PM
To: Falls, Ryan G <RFalls@indot.IN.gov>
Subject: SR 65, Roadway Project, Posey County, IN (DES 1601062)

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

Mr. Falls,

Please find attached an early coordination letter and supporting exhibits for the above referenced project.

Thanks!



Krista Bollmann

Scientist II

Certified: WBE/DBE/WOSB/EDWOSB

618.218.7637 cell | 618.233.5877 office

KBollmann@kaskaskiaeng.com

Organization and Project Information

Project ID: 18-1066.01
Des. ID: 1601062
Project Title: SR 65, Roadway Work, Posey County, IN
Name of Organization: Kaskaskia Engineering Group
Requested by: Molly Barletta

Environmental Assessment Report

1. Geological Hazards:
 - High liquefaction potential
 - 1% Annual Chance Flood Hazard
2. Mineral Resources:
 - Bedrock Resource: Low Potential
 - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
 - Petroleum Exploration Wells

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

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This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: October 31, 2019

