





October 11, 2019

Re: Des. No. 1802967  
Interstate 65 Added Travel Lanes from SR 32 to SR 47  
Boone County, Indiana

Dear Sir or Madam:

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

This project is located on Interstate 65 (I-65) from approximately 3,500 feet north of the State Road (SR) 32 overpass to approximately 2,000 feet north of the SR 47 northern ramp terminus in Boone County, Indiana. The need for this project is based upon the forecasted traffic and resulting level of service (LOS) within the project area. The traffic analysis showed congestion issues by 2033 on I-65 between SR 32 and SR 47, specifically inside the United States Highway (US) 52/Lafayette Avenue interchange, with a substandard flow (LOS E). The purpose of this project is to maintain an acceptable LOS along I-65 between SR 32 and SR 47 and to improve the geometric configuration of the US 52/Lafayette Avenue interchange.

This section of I-65 is currently a four lane *Interstate*. The existing typical I-65 cross section consists of two 12-foot travel lanes bordered by a 10-foot paved outside shoulder and a 4-foot paved inside shoulder in each direction. An approximately 50-foot-wide grassed median separates the northbound lanes and southbound lanes. Roadside V-ditches and median guardrail exist along this stretch of I-65.

October 11, 2019

Page 2

The current project proposes the addition of travel lanes (one in each direction) along I-65 within the roadway median. A pavement design will be prepared to determine the pavement treatment for the mainline added travel lanes, the existing travel lanes, and shoulders, and no pavement work is proposed to occur on the ramps at the US 52 and the SR 47 interchanges. The Prairie Creek Bridge (I65-140-5571B) will be widened to accommodate the added travel lanes in the median. Clearing of brush and small trees may be necessary along Prairie Creek, within the existing right-of-way limits, to complete the proposed widening. The US 52/Lafayette Avenue interchange will be evaluated for modification to remove the left-hand exit movement, and an alternatives analysis will be performed to determine the proposed improvements at this interchange.

It is anticipated that over 0.5 acre of additional permanent right-of-way would be required to complete the proposed project to accommodate the improvements at the US 52/Lafayette Avenue interchange. It is anticipated that the maintenance-of-traffic plan would include maintaining at least two lanes of traffic in each direction and will follow the INDOT Interstate Highways Congestion Policy 2017.

Land use in the vicinity of the project is primarily agricultural, with some residential and commercial properties concentrated near the southern extent of the project area. A wetland delineation and waters investigation will be performed to identify ecological resources that may be present. Coordination for the Indiana bat and northern long-eared bat will be completed using the USFWS's Information for Planning and Consulting (IPaC) system, and the results of the IPaC determination will be reviewed by the USFWS. The result of any cultural resource evaluations/investigations will be forwarded to the State Historic Preservation Officer for review and concurrence as required.

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 Monica Del Real of American Structurepoint, Inc., at 317-547-5580 or [mdelreal@structurepoint.com](mailto:mdelreal@structurepoint.com), or Melissa Patton of INDOT at 765-361-5697 or [mpatton@indot.in.gov](mailto:mpatton@indot.in.gov). Thank you in advance for your input.

Very truly yours,  
American Structurepoint, Inc.



Monica Del Real  
Environmental Specialist

MDD:mgn

Attachments:

- State Location Map
- USGS Topographic Map –Lebanon, Hazelrigg, Mechanicsburg, and Thorntown Quadrangles
- 2011 Aerial Photography Map
- Site Photographs – July 24 – 26, 2019
- Photograph Location Map

Attachments were excluded to avoid duplication and reduce CE size. Please see Appendix B for the referenced mapping and photographs

October 11, 2019

Page 3

Distribution List:

US Fish and Wildlife Service  
US Natural Resources Conservation Service  
US Department of Housing and Urban Development  
National Park Service, Midwest Regional Office  
Federal Highway Administration  
Indiana Geological Survey  
Indiana Dept. of Natural Resources, Division of Fish and Wildlife  
Indiana Department of Environmental Management  
Indiana Department of Environmental Management, Groundwater Section  
Indiana Department of Transportation, Office of Public Involvement  
Indiana Department of Transportation, Crawfordsville District Office  
Indiana Department of Transportation, Environmental Services  
Department of the Army, Louisville District  
Eighth Coast Guard District  
Indianapolis Metropolitan Planning Organization  
Boone County Highway Department  
Boone County Commissioners  
Boone County Sheriff's Office  
Boone County Surveyor's Office  
Western Boone Community Schools  
Boone County Floodplain Administrator  
Boone County EMA  
City of Lebanon Mayor's Office  
Lebanon Community School Corporation  
City of Lebanon Floodplain Administrator  
City of Lebanon Engineer  
Lebanon City Council  
City of Lebanon Fire Department  
City of Lebanon Police Department  
City of Lebanon MS4 Coordinator



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

INDOT

41 West 300 North  
Crawfordsville , IN 47933

American Structurepoint

Monica Del Real

9025 River Road

Suite 200

Indianapolis , IN 46240

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The current project proposes the addition of travel lanes (one in each direction) along I-65 within the roadway median between SR 32 and SR 47. A pavement design will be prepared to determine the pavement treatment for the mainline added travel lanes, the existing travel lanes, and shoulders, and no pavement work is proposed to occur on the ramps at the US 52 and the SR 47 interchanges. The Prairie Creek Bridge (I65-140-5571B) will be widened to accommodate the added travel lanes in the median. Clearing of brush and small trees may be necessary along Prairie Creek, within the existing right-of-way limits, to complete the proposed widening. The US 52/Lafayette Avenue interchange will be evaluated for modification to remove the left-hand exit movement, and an alternatives analysis will be performed to determine the proposed improvements at this interchange.

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 following statutes:
  - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
  - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code

- IC 14-28-1 Flood Control Act 310 IAC 6-1
- IC 14-29-1 Navigable Waterways Act 312 IAC 6
- IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
- IC 14-29-4 Construction of Channels Act No related code

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

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

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

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

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

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

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

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

construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

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

## AIR QUALITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## LAND QUALITY

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

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

## FINAL REMARKS

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

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

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

## 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

The current project proposes the addition of travel lanes (one in each direction) along I-65 within the roadway median between SR 32 and SR 47. A pavement design will be prepared to determine the pavement treatment for the mainline added travel lanes, the existing travel lanes, and shoulders, and no pavement work is proposed to occur on the ramps at the US 52 and the SR 47 interchanges. The Prairie Creek Bridge (I65-140-5571B) will be widened to accommodate the added travel lanes in the median. Clearing of brush and small trees may be necessary along Prairie Creek, within the existing right-of-way limits, to complete the proposed widening. The US 52/Lafayette Avenue interchange will be evaluated for modification to remove the left-hand exit movement, and an alternatives analysis will be performed to determine the proposed improvements at this interchange.

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: 02/12/2020

Signature of the INDOT  
Project Engineer or Other Responsible Agent *Kenneth B. McMullen*

Date: 11/26/2019

Signature of the  
For Hire Consultant 

Monica Del Real

## Organization and Project Information

**Project ID:**  
**Des. ID:** 1802967  
**Project Title:** I-65 Added Travel Lanes from SR 32 to SR  
**Name of Organization:** American Structurepoint  
**Requested by:** Monica Del Real

## Environmental Assessment Report

1. Geological Hazards:
  - Moderate liquefaction potential
  - Floodway
2. Mineral Resources:
  - Bedrock Resource: Moderate Potential
  - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
  - Petroleum Exploration Wells

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

### **DISCLAIMER:**

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

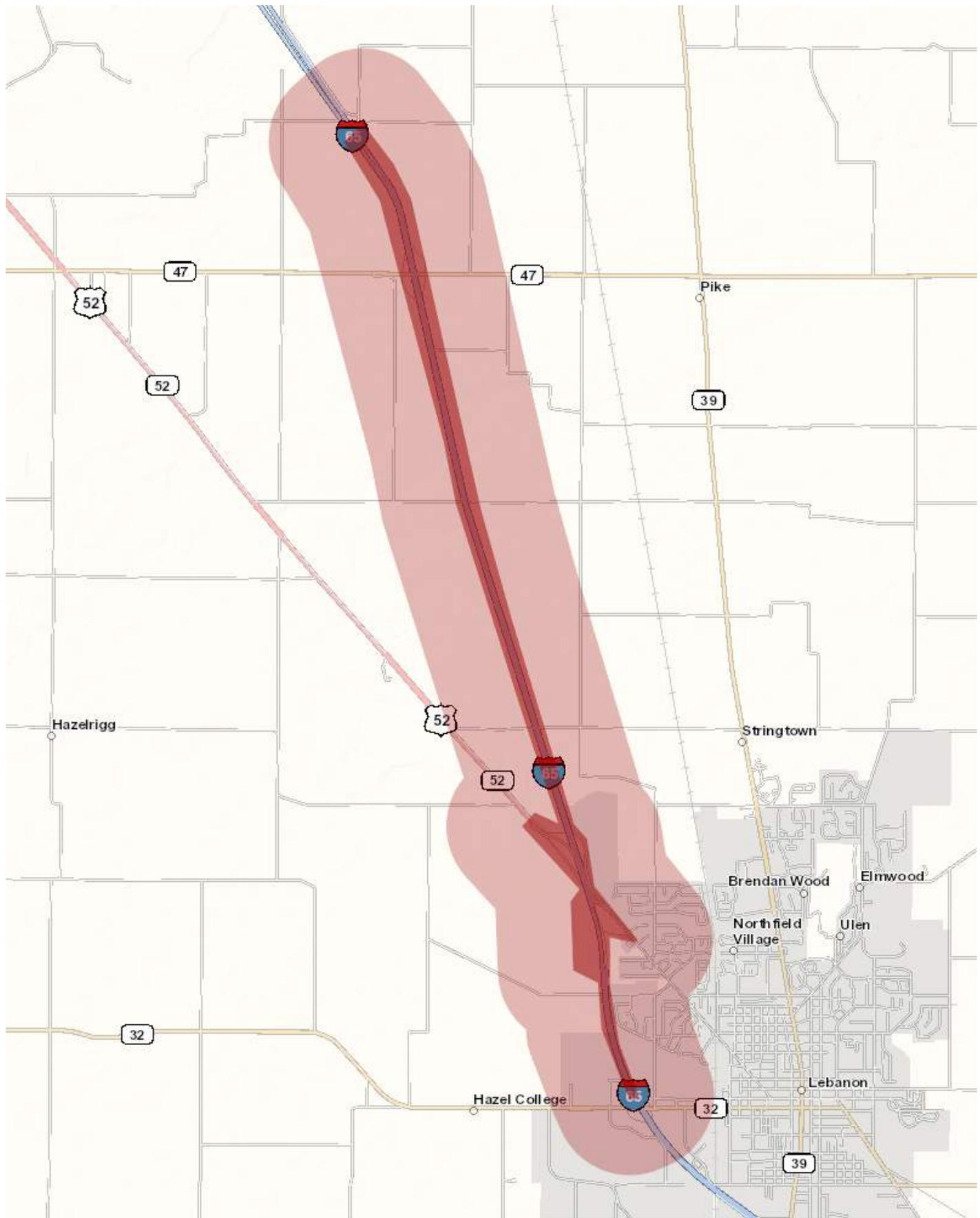
This information was furnished by Indiana Geological Survey

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

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

Phone: 812 855-7428

Date: October 11, 2019



# Metadata:

- [https://maps.indiana.edu/metadata/Geology/Petroleum\\_Wells.html](https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html)
- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Resources.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Hydrology/Floodplains\\_FIRM.html](https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)

## Del Real, Monica

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**From:** Rinehart, James M. <James.Rinehart@indympo.org>  
**Sent:** Friday, October 11, 2019 2:11 PM  
**To:** Del Real, Monica  
**Cc:** Cunningham, Steve  
**Subject:** I-65 Added Travel Lanes from SR 32 to SR 47- Des. 1802967 - Early Coordination Letter  
**Attachments:** Des. 1802967 - I-65 Added Travel Lanes - Early Coordination Letter.pdf

Monica,

I wanted to let you know this project is not within the Indianapolis MPO's planning area and does not need to be sent to us. For future projects in Central Indiana, here is a [map](#) of our planning area to assist you and your team. Please contact me if you have any questions.

Best,

**James Rinehart** | Transportation Planner  
*Indianapolis Metropolitan Planning Organization*  
200 East Washington Street | Suite 2322 | Indianapolis, IN 46204  
P: 317.327.5108 | F: 317.327.5950 | [James.Rinehart@indympo.org](mailto:James.Rinehart@indympo.org)



## Del Real, Monica

---

**From:** McMullen, Kenneth B <KMcmullen@indot.IN.gov>  
**Sent:** Tuesday, October 15, 2019 7:29 AM  
**To:** Del Real, Monica  
**Subject:** RE: I-65 Added Travel Lanes from SR 32 to SR 47- Des. 1802967 - Early Coordination Letter

I have no comments on the project itself.

*Respectfully,*

*Ken McMullen, MELP, CHMM*

*District Environmental Section Manager/Project Manager*

41 West 300 North  
Crawfordsville, IN 47933

**Office:** (765) 361-5620

**Cell:** (765) 427-6521

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



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**From:** Del Real, Monica [mailto:[mdelreal@structurepoint.com](mailto:mdelreal@structurepoint.com)]  
**Sent:** Friday, October 11, 2019 12:54 PM  
**To:** McMullen, Kenneth B <KMcmullen@indot.IN.gov>  
**Subject:** I-65 Added Travel Lanes from SR 32 to SR 47- Des. 1802967 - Early Coordination Letter

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Please find attached the Early Coordination letter prepared for the I-65 Added Travel Lanes from SR 32 to SR 47 project in Boone County. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Thank you,

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**Monica Del Real**  
**Environmental Specialist**

9025 River Road, Suite 200  
Indianapolis, IN 46240  
317.547.5580 [OFFICE](#)  
[structurepoint.com](http://structurepoint.com) [WEB](#)



## Del Real, Monica

---

**From:** Wright, Mary <MWRIGHT@indot.IN.gov>  
**Sent:** Monday, October 21, 2019 9:54 AM  
**To:** Del Real, Monica  
**Subject:** RE: I-65 Added Travel Lanes from SR 32 to SR 47- Des. 1802967 - Early Coordination Letter

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

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

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

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

---

**From:** Del Real, Monica [mailto:[mdelreal@structurepoint.com](mailto:mdelreal@structurepoint.com)]  
**Sent:** Friday, October 11, 2019 12:53 PM  
**To:** Wright, Mary <MWRIGHT@indot.IN.gov>  
**Cc:** Clark, Rickie <RCLARK@indot.IN.gov>  
**Subject:** I-65 Added Travel Lanes from SR 32 to SR 47- Des. 1802967 - Early Coordination Letter

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

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Please find attached the Early Coordination letter prepared for the I-65 Added Travel Lanes from SR 32 to SR 47 project in Boone County. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Thank you,



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-5533  
FAX: (317) 232-0238

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

Monica Del Real  
American Structurepoint, Inc.  
317-547-5580  
[mdelreal@structurepoint.com](mailto:mdelreal@structurepoint.com)

October 31, 2019

**Re: Early Coordination Review, Des. 1802967**  
Interstate 65 Added Travel Lanes from SR 32 to SR 47, Boone County, Indiana

Dear Ms. Del Real:

The Indiana Department of Transportation (INDOT) Environmental Services Division (ESD) appreciates the opportunity to assist you on the project referenced above. Pursuant to your early coordination request for an environmental review, we have performed a preliminary search of the project area.

There appears to be several active projects you should be aware of that are within Des. 1802967's project area. A summary of these projects is provided below. Contact information for the project manager is listed below if you would like to request additional information.

**DES: 1900646** – Concrete Pavement Restoration (CPR) on I-65 from 1.66 mile S of SR 39 to 1.07 mile S of US 52  
**Project Sponsor:** Indiana Department of Transportation  
**Project Manager:** Brett Crutchfield  
**Timeline:** Letting scheduled for 07/14/2021

**DES: 1701411** – Bridge Thin Deck Overlay on SR 32 over I-65 at 1.06 mile W of SR 39  
**Project Sponsor:** Indiana Department of Transportation  
**Project Manager:** Sara Heck  
**Timeline:** Letting scheduled for 02/05/2020

**DES: 1592840** – HMA Overlay, Preventive Maintenance on SR 32 from 0.52 mile W of I-65 (E Br. Approach) to 0.99 mile E of SR 39  
**Project Sponsor:** Indiana Department of Transportation  
**Project Manager:** Sara Heck  
**Timeline:** Letting scheduled for 02/05/2020

**DES: 1800403** – Bridge Thin Deck Overlay on I-65 SB over Prairie Creek Trail; 0.55 mile N of SR 32  
**Project Sponsor:** Indiana Department of Transportation  
**Project Manager:** Arshad Ahmed  
**Timeline:** Letting scheduled for 07/08/2020

**DES: 1800412** – Bridge Thin Deck Overlay on I-65 NB over Prairie Creek Trail; 0.55 mile N of SR 32  
**Project Sponsor:** Indiana Department of Transportation  
**Project Manager:** Arshad Ahmed  
**Timeline:** Letting scheduled for 07/08/2020

**DES: 1592657** – HMA Overlay, Preventive Maintenance on I-65 from 1.0 mile S of US 52 to 4.59 mi S of SR 28 (CR 500 S, Bridge over I-65)

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Arshad Ahmed

**Timeline:** Letting scheduled for 03/01/2017

**DES: 1801846** – Bridge Maintenance and Repair on US 52 from 1.89 mile N of SR 32; WB at I-65 SB/NB

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Melissa Patton

**Timeline:** Letting scheduled for 01/19/2017

**DES: 1800069** – Bridge Deck Replacement on US 52 over I-65 SB/NB; 1.89 mile N of SR 32

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Melissa Patton

**Timeline:** Letting scheduled for 07/13/2022

**DES: 1500160** – Pavement Replacement on US 52 on Interchange ramps at I-65

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Melissa Patton

**Timeline:** Letting scheduled for 10/09/2019

**DES: 1602091** – Bridge Thin Deck Overlay on I-65 from 206th St/CR 300 N bridge over I-65 NB/SB, 0.73 mile N of US 52

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Arshad Ahmed

**Timeline:** Letting scheduled for 09/11/2019

**DES: 1800572** – ITS Traffic Management Systems I-65 from CCTV/DMS from 1.5 mile south of SR 47 to US 24/231 (Exit 201)

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Miller, Jessica

**Timeline:** Letting scheduled for 03/04/2020

**DES: 1500630** – Small Structure Pipe Lining on I-65 at 1.15 mile south of SR 47

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Arshad Ahmed

**Timeline:** Letting scheduled for 07/11/2018

**DES: 1701556** – Small Structure Pipe Lining on I-65 over Unnamed Ditch/Creek; SBL Ramp at SR 47

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Sara Heck

**Timeline:** Letting scheduled for 04/01/2020

**DES: 1173629** – Bridge Deck Replacement & Widening on I-65 over Sugar Creek 2.04 miles N of SR 47

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Arshad Ahmed

**Timeline:** Letting scheduled for 12/11/2019

**DES: 1173630** – Bridge Deck Replacement & Widening on I-65 over Sugar Creek 2.04 miles N of SR 47

**Project Sponsor:** Indiana Department of Transportation

**Project Manager:** Arshad Ahmed

**Timeline:** Letting scheduled for 12/11/2019

Appropriate hazardous materials investigations should be conducted in areas of excavation. If during the Hazardous Material investigation sites are identified that have a reasonable potential to impact the project area(s), ESD recommends that the Indiana Department of Environmental Management's (IDEM) Virtual File Cabinet (VFC) be consulted. The VFC will provide information that is useful in assessing the risk of impacts.

If your project will require the use of state right-of-way please contact the In-House Services Manager at the INDOT Crawfordsville District Office.

As always, be sure to follow all applicable processes as well as federal and state laws and local requirements. Thank you for the opportunity to assist you with your project. If you have any questions, please contact a member of my staff, Terri Fair: 317-232-0680 or [TFair@indot.IN.gov](mailto:TFair@indot.IN.gov).

Sincerely,



*for* Ron Bales  
Environmental Policy Manager,  
Environmental Services Division



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 N. Senate Avenue • Indianapolis, IN 46204

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

**Eric J. Holcomb**  
Governor

**Bruno Pigott**  
Commissioner

November 7, 2019

66-33

American Structurepoint, Inc.  
Attention: Monica Del Real  
9025 River Road, Suite 200  
Indianapolis, Indiana 46240

Dear Monica Del Real,

RE: Wellhead Protection Area  
Proximity Determination  
Des No 1802967  
Interstate 65 Added Travel Lanes  
from SR 32 to SR 47  
Boone County, Indiana

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

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

Use the following instructions:

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

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

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

Sincerely,

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



Please Reduce, Reuse, Recycle



116 W. Washington Street  
Room 102  
Lebanon, Indiana 46052  
765-483-4444  
FAX: 765-482-4430

# Boone County Surveyor

November 8, 2019

Monica Del Real  
American Structurepoint, Inc

RE: Des. No. 1802967  
Interstate 65 Added Travel Lanes from SR 32 to SR 47  
Boone County, Indiana

To Whom it May Concern:

The Boone County Surveyor's Office has reviewed the information the you have provided on the proposed I-65 added travel lanes from SR 32 to SR 47 through Boone County, Indiana and have a few drainage comments has you prepare for the design phase of this project.

1. Within this project limits you will be crossing the Ashley, Pavey, Prairie Creek (3 locations), and Spring Creek regulated legal open drains. Any construction within these ditches will need to be approved by the Boone County Drainage Board/Boone County Surveyors Office.
2. No trees are allowed to be planted within the 75' right of way of regulated drains per IC. 36-9-27-33(d)
3. Boone County Drainage Ordinance and Standards will be required to be met for this project.
4. Additional impervious areas will need to be detained and released per drainage ordinance requirements.
5. Any fill within the floodplain will need to be compensated at a rate of 1:1.

If you have any questions please feel free to contact the Boone County Surveyor's Office at 765-483-4444.

Sincerely,  
Kenneth Hedge  
Boone County Surveyor



THIS IS NOT A PERMIT

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

DNR #: ER-21911

Request Received: October 11, 2019

**Requestor:** American Structurepoint, Inc  
Monica Del Real  
7260 Shadeland Station  
Indianapolis, IN 46256

**Project:** I-65 added travel lanes northbound and southbound from SR 32 to SR 47, and bridge (#I65-140-5571B) widening over Prairie Creek; Des #1802967

**County/Site info:** Boone

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. The state endangered Marsh Wren (*Cistothorus palustris*) and the American Badger (*Taxidea taxus*), a state species of special concern, have been documented within 1/2 mile of the project area.

**Fish & Wildlife Comments:** Badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project.

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1) Marsh Wren:

If cattails, common reed, or other tall vegetation are present under the bridge or along the edge of a creek, Marsh Wrens may nest in these areas and could be impacted. We recommend that the segments of the project near a creek be surveyed for nesting birds prior to construction. If nests are found with eggs, chicks, or parents actively attending to the nest, then construction should be put on hold until the birds complete their nesting cycle (to fledging) or fail (by natural causes). Nest surveys should occur during the nesting season between mid-April and early August. If this is not possible, highway expansion along the segments that are near to or intersect with sensitive wetland habitat should occur outside of the nesting season.

2) Stream Crossing Modification:

The modified crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when

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

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compared to current conditions. The Division of Fish and Wildlife would like to emphasize the importance of wildlife passage issues and transportation infrastructure projects. The following is a good place to start in terms of resources to consider in the design of stream crossing structures: <http://www.fs.fed.us/wildlifecrossings/library/>.

**3) Bank Stabilization:**

Some form of bank and/or streambed stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources: geotextiles (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles), vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Additionally, the following is a link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. For streambed stabilization or scour protection, riprap or other stabilization materials should not be placed in the active stream channel above the existing streambed or flowline elevation. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream.

**4) Riparian Habitat:**

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acres may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

State of Indiana  
DEPARTMENT OF NATURAL RESOURCES  
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

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The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in regularly mowed areas only.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
11. 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.
12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

**Contact Staff:**

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



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

**Date:** November 8, 2019

## Del Real, Monica

---

**From:** Stanifer, Christie <cstanifer@dnr.IN.gov>  
**Sent:** Tuesday, December 10, 2019 2:23 PM  
**To:** Del Real, Monica  
**Cc:** Cummings, JoAnne; Hope, Briana  
**Subject:** RE: ER-21911 Boone County: I-65 added travel lanes from SR 32 to SR 47, and bridge widening over Prairie Creek; Des #1802967

Hi Monica. I heard back from our ornithologist today and she said she looked closer at the literature for this species and the project area. She offered the following revised comments regarding the marsh wren (to replace our previous comments):

Marsh wrens will occupy wetlands that are greater than one (1) hectare. Wetlands within the project are not contiguous and cannot encompass one (1) hectare. Therefore, suitable habitat does not exist for the marsh wren within or adjacent to the project. No significant negative impacts are expected to this bird species as a result of this project.

I hope this email is sufficient. Let me know if you need anything else.

Sincerely,

Christie L. Stanifer  
Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 West Washington St, Room W273  
Indianapolis, IN 46204  
Direct: (317) 232-8163  
[www.dnr.IN.gov](http://www.dnr.IN.gov)

*\* Please let us know about the quality of our service by taking this [brief customer survey](#).*

---

**From:** Del Real, Monica [mailto:mdelreal@structurepoint.com]  
**Sent:** Wednesday, December 04, 2019 10:06 AM  
**To:** Stanifer, Christie <cstanifer@dnr.IN.gov>  
**Cc:** Cummings, JoAnne <JCummings@dnr.IN.gov>; Hope, Briana <bhope@structurepoint.com>  
**Subject:** RE: ER-21911 Boone County: I-65 added travel lanes from SR 32 to SR 47, and bridge widening over Prairie Creek; Des #1802967

Christie,

I have some questions regarding the response for this project (attached) and recommendations for the Marsh Wren. Based on the project schedule and construction season, work along streams cannot be limited to outside of the Marsh Wren nesting season (mid-April to early August). So we wanted to clarify the potential habitat and surveys requirements for this species.

- Regarding Marsh Wren habitat, we would like to clarify where, if anywhere, potential habitat would need to be surveyed.

- Is there a threshold to creek size which should be evaluated? We identified a number of small tributaries to the main stream crossings, Prairie Creek and Spring Creek, within our project area. Do all streams require surveying or is it limited to more substantial, perennial, streams?
- Based upon our wetland delineation and field investigation, we did not identify any substantial areas of cattail, common reed, or wetlands under bridges or along the streams. I have attached a KMZ file with the project construction limits and pulled out pages from our field investigation photolog to give you a reference to the state of streams within the construction limits. Could you please provide your input regarding potential habitat based upon this information?
- No surveys are required for work outside of the mid-April to early August nesting timeframe?
- Are nest surveys limited to areas which would be directly impacted by the project (vegetation clearing)?

Thank you in advance,

**Monica Del Real**  
**Environmental Specialist**

9025 River Road, Suite 200  
 Indianapolis, IN 46240  
 317.547.5580 OFFICE  
 structurepoint.com WEB



**From:** Cummings, JoAnne <[JCummings@dnr.IN.gov](mailto:JCummings@dnr.IN.gov)>  
**Sent:** Friday, November 8, 2019 1:19 PM  
**To:** Del Real, Monica <[mdelreal@structurepoint.com](mailto:mdelreal@structurepoint.com)>  
**Subject:** ER-21911 Boone County: I-65 added travel lanes from SR 32 to SR 47, and bridge widening over Prairie Creek; Des #1802967

Dear Monica,

Please let me know if you have any questions. Thanks!

In an effort to promote a more efficient and faster service, the Division of Fish and Wildlife’s Environmental Unit is utilizing electronic mail service whenever possible to send out and receive correspondence, rather than using US Postal Service mail. On any future correspondence, please provide a valid email address for this purpose. If any response letter sent via e-mail is returned as undeliverable, we will mail the hard copy by US Postal Service.

**Future submittals:**

Future environmental review requests can be submitted electronically to Christie Stanifer at: [environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov). This is only FYI if you are not already doing so.

Sincerely,

**JoAnne Cummings**  
*Assistant Environmental Biologist*

## Del Real, Monica

---

**From:** Courtade, Julian <JCourtade@indot.IN.gov>  
**Sent:** Tuesday, December 10, 2019 1:37 PM  
**To:** Del Real, Monica  
**Subject:** RE: I-65 Added Travel Lanes from SR 32 to SR 47- Des. 1802967 - Early Coordination Letter

Hello –

I reviewed the ECL and found no issues with surrounding airspace or airports. This is due to the project meeting the required 100:1 glideslope to the nearest public-use airport within 5 nautical miles. Please let me know if you have any questions!

Thanks,

**Julian L. Courtade**  
Chief Airport Inspector  
INDOT, Office of Aviation  
IGCN Room N955  
100 North Senate Avenue  
Indianapolis, IN 46204  
**Office:** (317) 232-1477  
**Email:** [jcourtade@indot.in.gov](mailto:jcourtade@indot.in.gov)



---

**From:** Del Real, Monica [mailto:[mdelreal@structurepoint.com](mailto:mdelreal@structurepoint.com)]  
**Sent:** Tuesday, December 10, 2019 10:13 AM  
**To:** Courtade, Julian <JCourtade@indot.IN.gov>  
**Subject:** I-65 Added Travel Lanes from SR 32 to SR 47- Des. 1802967 - Early Coordination Letter

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Please find attached the Early Coordination letter prepared for the I-65 Added Travel Lanes from SR 32 to SR 47 project in Boone County. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Thank you,

October 30, 2019

Monica Del Real  
American StructurePoint  
9025 River Road, Suite 200  
Indianapolis, Indiana 46240

Dear Ms. Del Real:

The proposed project to add travel lanes on Interstate 65 from State Road 32 to State Road 47 in Boone County, Indiana, (Des No 1802967) as referred to in your letter received October 11, 2019, will not be able to be determined at this time due to a lack of site-specific information. Please resubmit when specific/potential impacts are determined.

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

**JERRY RAYNOR** Digitally signed by JERRY RAYNOR  
Date: 2019.11.06 11:00:26 -05'00'

JERRY RAYNOR  
State Conservationist



January 10, 2020

Monica Del Real  
American StructurePoint  
9025 River Road, Suite 200  
Indianapolis, Indiana 46240

Dear Ms. Del Real:

The revised project to add travel lanes on Interstate 65 from State Road 32 to State Road 47 in Boone County, Indiana, (Des No 1802967) as referred to in your letter received January 6, 2020, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After Completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

**JERRY RAYNOR**  
Digitally signed by JERRY RAYNOR  
Date: 2020.01.13 21:31:12 -05'00'

**JERRY RAYNOR**  
State Conservationist

Enclosures



**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres:            %		Amount of Farmland As Defined in FPPA Acres:            %		
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		<b>Maximum Points</b>	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or local site assessment)		160			
<b>TOTAL POINTS (Total of above 2 lines)</b>		260			
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)

## Del Real, Monica

---

**From:** McWilliams, Robin <robin\_mcwilliams@fws.gov>  
**Sent:** Tuesday, November 5, 2019 1:01 PM  
**To:** Del Real, Monica  
**Subject:** Re: [EXTERNAL] I-65 Added Travel Lanes from SR 32 to SR 47- Des. 1802967 - Early Coordination Letter

Dear Monica,

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

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

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

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

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

Sincerely,  
Robin McWilliams Munson

### Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.

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

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

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

Robin McWilliams Munson

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

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

On Fri, Oct 11, 2019 at 12:49 PM Del Real, Monica <[mdelreal@structurepoint.com](mailto:mdelreal@structurepoint.com)> wrote:

Please find attached the Early Coordination letter prepared for the I-65 Added Travel Lanes from SR 32 to SR 47 project in Boone County. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Thank you,

---

**Monica Del Real**

**Environmental Specialist**





December 18, 2019

Ms. Robin McWilliams Munson  
U.S. Fish and Wildlife Service  
620 South Walker Street  
Bloomington, Indiana 46403

Re: Standard Informal Consultation for the Indiana Bat and Northern Long-Eared Bat  
Des. No. 1802967  
Interstate 65 Added Travel Lanes from SR 32 to SR 47  
Boone County, Indiana

Dear Ms. McWilliams Munson:

The Indiana Department of Transportation (INDOT), is acting on behalf of FHWA, and submitting this letter for standard informal consultation for the Indiana bat, *Myotis sodalis*, and northern long-eared bat, *Myotis septentrionalis* (NLEB). This project does not qualify for the Range-wide Programmatic Agreement because it involves the construction of an elevated exit ramp at over 300 feet from an existing road surface.

### **Background**

This project is located on Interstate 65 (I-65) from approximately 3,500 feet north of the State Road (SR) 32 overpass to approximately 2,000 feet north of the SR 47 northern ramp terminus in Boone County, Indiana. The need for this project is based upon the forecasted traffic and resulting level of service (LOS) within the project area. The traffic analysis showed congestion issues by 2033 on I-65 between SR 32 and SR 47, specifically inside the United States Highway (US) 52/Lafayette Avenue interchange, with a substandard flow (LOS E). The purpose of this project is to maintain an acceptable LOS along I-65 between SR 32 and SR 47 and to improve the geometric configuration of the I-65 to Lafayette Avenue exit ramp.

The current project proposes the addition of travel lanes (one in each direction) along I-65 within the roadway median. A pavement design will be prepared to determine the pavement treatment for the mainline added travel lanes, the existing travel lanes, and shoulders. No pavement work is proposed to occur on the ramps at the US 52 and the SR 47 interchanges. The Prairie Creek Bridge (I65-140-5571B) will be replaced to accommodate the added travel lanes in the median. The I-65 to Lafayette Avenue exit ramp has been evaluated to remove the left-hand exit movement. The preferred alternative includes the elimination of the current exit ramp and construction of a right-hand flyover exit ramp. The flyover exit ramp will be constructed west of the current exit ramp, approximately 1.2 mile north of SR 32. A conceptual drawing is included within the attachments.

Two bridges, I-65 over Prairie Creek (I65-140-5571B) and I-65 over Lafayette Avenue exit ramp (I65-140-4117D) will have below deck impacts as part of the project. The I-65 over Prairie Creek Bridge will receive a total replacement in order to be widened and accommodate the additional travel lanes. The I-65 over Lafayette Avenue Exit Ramp Bridge will be demolished as part of this project. No evidence of bats were observed at either bridge during the July 25<sup>th</sup> and 26<sup>th</sup> 2019 field investigations. The Bridge/Structure Assessment Forms are included within the attachments. A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

An Early Coordination Letter for this project was sent to agencies on October 11, 2019. The IDNR responded to early coordination on November 8, 2019. The IDNR response stated that the Natural Heritage Program's data has been checked, and the state endangered Marsh Wren and American Badger, a state species of special concern, have been documented within 0.5 mile of the project area. Recommendations regarding the Marsh Wren were provided within early coordination response. However based upon follow-up correspondence with the IDNR on December 10, 2019, it was determined that no suitable habitat for the Marsh Wren exists within or adjacent to the project area, therefore no significance negative impacts are expected to this bird species as a result of the project. Impacts to the American badger or its preferred habitat were determined unlikely as a result of the project and no recommendations regarding this species were given. Standard recommendations, which include tree clearing restrictions for the Indiana bat and NLEB, were included within the response and will be incorporated as firm commitments within the environmental document.

The USFWS responded to early coordination on November 5, 2019. The USFWS response stated that the project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the Indiana bat/northern long-eared bat standard informal consultation process. Based upon the information provided, the USFWS had no objections to the project as proposed.

### **Existing Conditions**

This section of I-65 is currently a four lane *Interstate*. The existing typical I-65 cross section consists of two 12-foot travel lanes bordered by a 10-foot paved outside shoulder and a 4-foot paved inside shoulder in each direction. An approximately 50-foot wide grassed median separates the northbound lanes and southbound lanes. Roadside V-ditches and median guardrail exist along this stretch of I-65. Land use in the vicinity of the project is primarily agricultural, with some residential and commercial properties concentrated near the southern extent of the project area.

### **Existing Habitat and Bat Data**

The project is primarily located within herbaceous, maintained right-of-way. Wooded areas are present within the southern portion of the project area. These small, wooded areas, are located within 1,000 feet of Prairie Creek. Prairie Creek contains a narrow wooded buffer, which connects larger wooded areas (20 acres to the east and 10 acre to the west of the project area).

Tree species identified within the wooded areas include Eastern red bud (*Cercis canadensis*), silver maple (*Acer saccharinum*), red maple (*Acer rubrum*), honey locust (*Gleditsia triacanthos*), black walnut (*Juglans nigra*), mulberry species (*Morus, sp.*), Eastern cottonwood (*Populus deltoides*), and box elder (*Acer negundo*). Based on the size of trees, presence of dead branches and crevices, and connection with larger habitat areas, this project is considered likely to contain "suitable summer habitat."

Water Resources and Wetlands

A Wetland Delineation and Waters Report completed on November 26, 2019 by American Structurepoint Inc. identified eighty-two wetlands totaling 7.728 acres and 10 streams totaling 7,505 linear feet (3.104 acre) within the investigated area. Two perennial streams, Prairie Creek and Spring Creek, cross the project area.

**Impacts**

Unavoidable impacts to wetlands, streams, and trees will be necessary for the development of this project. Wetland, stream, and tree impacts have been minimized by the addition of travel lanes within the median, eliminating the need for additional right-of-way and work on the outer side of the roadway for a majority of the project area.

Wetland and stream impacts will be permitted through the application of Section 401 Water Quality Permit (WQC) and Section 404 WQC through in the Indiana Department of Environmental Management and United States Army Corps of Engineers, respectively. Impacts within the floodway will be permitted through the application of a Construction in a Floodway permit through the Indiana Department of Natural Resources.

The project as proposed will impact a maximum of 2.5 acres of wetlands and 1,200 linear feet of streams (permanent and temporary). This amount is based off of the current project construction limits and Waters Report. These values could be reduced as the project design progresses and the Waters Report is reviewed through the INDOT. All wetland and stream impacts will occur within 300 feet of an existing roadway. A majority of wetland impacts are to emergent wetlands within the I-65 roadside ditch.

Tree clearing is necessary for the replacement of the Prairie Creek Bridge (I65-140-5571B) and construction of the new I-65 to Lafayette Avenue exit ramp. The project as proposed will clear approximately 2.4 acre of brush and trees. All tree clearing will occur within 100 feet of an existing roadway surface as described in Table 1 below. Appropriate tree removal avoidance measures are included in the commitments section below.

<b>Table 1: Tree Clearing Summary</b>	
Tree Clearing at 0-100 feet from existing road/rail surface	2.4 acre
Tree Clearing at 100-300 feet from existing road/rail surface	0.0 acre
Tree Clearing at beyond 300 feet from existing road/rail surface	0.0 acre
<b>Total Tree Clearing</b>	<b>2.4 acre</b>

Lighting

Modifications to permanent lighting will be required within the southern portion of the project area, between Lafayette Avenue and US 52, due to the reconstruction of the I-65 to Lafayette Avenue exit ramp. All modifications to permanent lighting occur within a section of I-65 which currently contains permanent lighting and will be replaced in-kind. Preliminary plans sheets depicting the existing and proposed lighting locations are included in the attachments. Temporary lighting may be utilized during construction. Appropriate lighting avoidance measures are included in the commitments section below.

**Commitments**

The following commitments are proposed as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to the Indiana bat and northern long-eared bat.

Ms. McWilliams Munson

December 18, 2019

Page 4

- GENERAL AMM 1- Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.
- LIGHTING AMM 1- Direct temporary lighting away from suitable habitat during the active season.
- LIGHTING AMM 2- When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.
- TREE REMOVAL AMM 1- Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.
- TREE REMOVAL AMM 2- Apply time of year restrictions [April 1st to September 30th] for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.
- TREE REMOVAL AMM 3- Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).
- TREE REMOVAL AMM 4- Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat at any time of year.

### Conclusion

Based on the review of existing data and applied AMMs, the FHWA has determined the proposed project has an effect finding of "May Affect, Not Likely to Adversely Affect - with AMMs" for the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*).

The FHWA is requesting USFWS concurrence with this project "May Affect, Not Likely to Adversely Affect - with AMMs" determination.

Please contact Monica Del Real of American Structurepoint, Inc., at 317-547-5580 or [mdelreal@structurepoint.com](mailto:mdelreal@structurepoint.com) or Melissa Patton of INDOT at 765-361-5697 or [mpatton@indot.in.gov](mailto:mpatton@indot.in.gov) if you have any questions or require additional information. We appreciate your attention to this project.

Very truly yours,  
American Structurepoint, Inc.



Monica Del Real  
Environmental Specialist

MDD:mgn

Ms. McWilliams Munson

December 18, 2019

Page 5

Attachments:

State Location Map

USGS Topographic Map –Lebanon, Hazelrigg, Mechanicsburg, and Thorntown Quadrangles

2014 Aerial Photography Map

I-65 to Lafayette Avenue, Flyover Exit Ramp – Conceptual Drawing

IPaC Species List

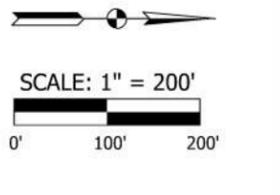
Bridge/Structure Assessment Forms

Indiana Department of Natural Resources – Early Coordination Letter Response

Indiana Department of Natural Resources – Follow-up Coordination

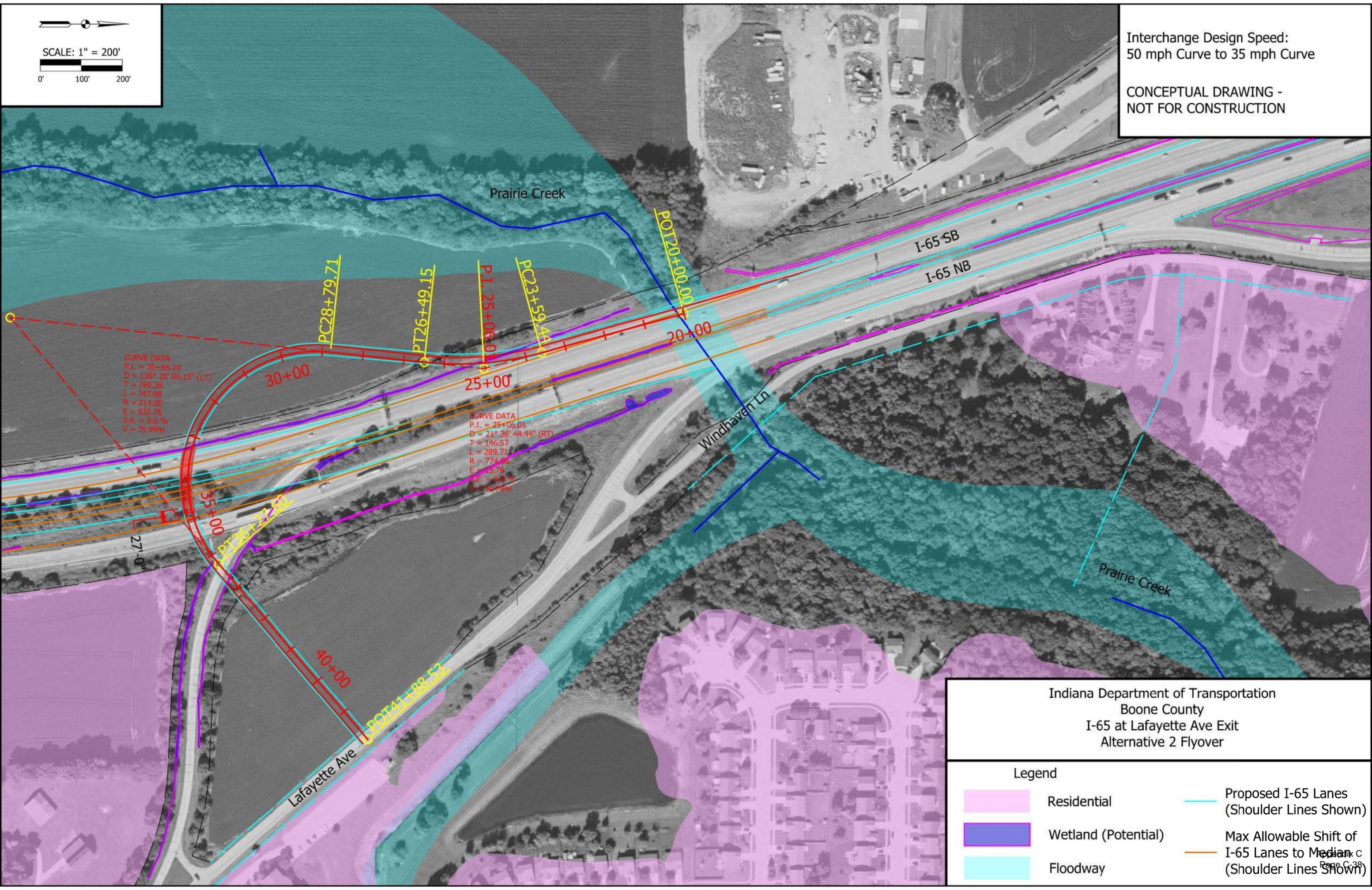
Preliminary Lighting Plans

The State Location map, USGS Topographic Map, 2014 Aerial Photography, and IDNR Early Coordination Letter Response were excluded to avoid duplication and reduce CE size. Please see Appendix B and Appendix C for the referenced materials



Interchange Design Speed:  
50 mph Curve to 35 mph Curve

CONCEPTUAL DRAWING -  
NOT FOR CONSTRUCTION



CURVE DATA  
P.I. = 36+66.10  
D = 136° 28' 00.15" (LT)  
T = 786.38  
L = 747.88  
R = 314.00  
E = 532.76  
S.E. = 8.0 %  
V = 35 MPH

CURVE DATA  
P.I. = 25+06.01  
D = 21° 26' 44.44" (RT)  
T = 146.57  
L = 289.71  
R = 773.00  
E = 13.76  
S.E. = 8.0 %  
V = 30 MPH

Indiana Department of Transportation  
Boone County  
I-65 at Lafayette Ave Exit  
Alternative 2 Flyover

Legend

- Residential
- Wetland (Potential)
- Floodway
- Proposed I-65 Lanes (Shoulder Lines Shown)
- Max Allowable Shift of I-65 Lanes to Median (Shoulder Lines Shown)



# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

December 09, 2019

Consultation Code: 03E12000-2020-SLI-0382

Event Code: 03E12000-2020-E-01704

Project Name: I-65 ATL from SR 32 to SR 47 - Des. 1802967

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

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

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

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

Attachment(s):

- Official Species List

# Official Species List

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

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

## Project Summary

Consultation Code: 03E12000-2020-SLI-0382

Event Code: 03E12000-2020-E-01704

Project Name: I-65 ATL from SR 32 to SR 47 - Des. 1802967

Project Type: TRANSPORTATION

Project Description: Des #: 1802967

**Scope:** The current project proposes the addition of travel lanes (one in each direction) along I-65 within the roadway median. A pavement design will be prepared to determine the pavement treatment for the mainline added travel lanes, the existing travel lanes, and shoulders, and no pavement work is proposed to occur on the ramps at the US 52 and the SR 47 interchanges. The Prairie Creek Bridge (I65-140-5571B) will be widened to accommodate the added travel lanes in the median. Clearing of brush and small trees may be necessary along Prairie Creek, within the existing right-of-way limits, to complete the proposed widening. The Lafayette Avenue interchange will be evaluated for modification to remove the left-hand exit movement, and an alternatives analysis will be performed to determine the proposed improvements at this interchange.

**Project Limits:** The project extends from 0.83 mile north of SR 32 to 0.80 mile north of SR 47 along I-65. The project area extends outside of the state-owned right-of-way at the Lafayette Avenue Exit Ramp for the proposed improvements.

**Tree clearing:** Brush and tree clearing will be required within the existing right-of-way within the I-65 median, near the Lafayette Avenue Exit Ramp. Brush and small tree clearing will be required within the existing right-of-way along Prairie Creek at Bridge I65-140-5571B for the proposed widening. A total of approximately 2.4 acre of brush and tree clearing is anticipated. All tree clearing will occur outside of the April 1 to September 30 restricted time-frame.

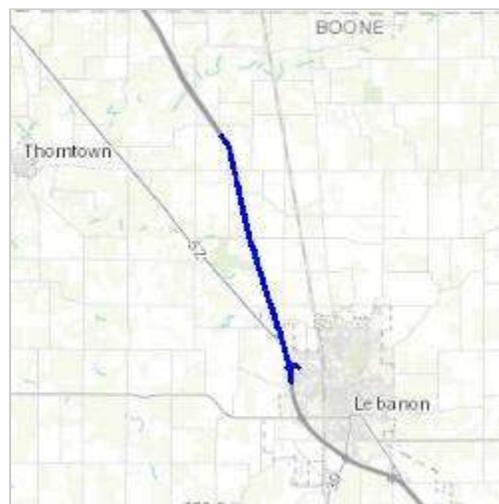
**Lighting (permanent and temporary):** Modifications to permanent lighting will be required within the southern portion of the project area, between Lafayette Avenue and US 52, due to the reconstruction of the I-65 to Lafayette Avenue exit ramp. All modifications to permanent lighting occur within a section of I-65 which currently contains lighting. Temporary lighting may be utilized during construction.

Distance from edge of pavement: The project extends 400 feet from the edge of pavement for the proposed Lafayette Avenue interchange modification. The remainder of the project area will remain within 300 feet from the edge of pavement. No tree or brush clearing will occur beyond 300 feet from the edge of pavement.

Construction dates: November 2020 thru November 2022

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/40.08777661514592N86.50441429485494W>



Counties: Boone, IN

## Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

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

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

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

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

## Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a> Species survey guidelines: <a href="https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf">https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

## APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

<b>DOT Project #</b> DES 1802967	<b>Water Body</b> N/A; I-65 over I-65 exit ramp to Lafayette Avenue	<b>Date/Time of Inspection</b> July 26, 2019 3:30pm	<b>Within 1,000ft of suitable bat habitat (circle one)</b>  Yes No
-------------------------------------	--	---	---

Route	County	Federal Structure ID
I-65	Boone	NBI 37220; I65-140-4117D

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required.

Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	X	Crevices, rough surfaces or imperfections in concrete	X	Human disturbance or traffic under bridge/in culvert or at the structure	High	Low	None
All crevices >12" deep & not sealed	X	Spaces between walls, ceiling joists	X	Possible corridors for netting	None/poor	Marginal	Excellent
All guardrails	X						
All expansion joints	X						
Spaces between concrete end walls and the bridge deck	X						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams	X						
---------------------------------------	---	--	--	--	--	--	--

**Evidence of Bats (Circle all that apply)** Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.)

- Live \_\_ number seen
- Dead \_\_ number seen

Photo documentation Y/N

Guano

Odor Y/N

Photo documentation Y/N

Staining definitively from bats

Photo documentation Y/N

Audible

Assessment Conducted By: <u>Monica Del Real</u> Signature(s): 
District Environmental Use Only: Date Received by District Environmental Manager: _____

**DOT Bat Assessment Form Instructions**

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

## APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

<b>DOT Project #</b> DES 1802967	<b>Water Body</b> Prairie Creek	<b>Date/Time of Inspection</b> July 25, 2019 9:15 am	<b>Within 1,000ft of suitable bat habitat (circle one)</b>  <b>Yes</b> <b>No</b>
-------------------------------------	------------------------------------	--	---

Route	County	Federal Structure ID
I-65	Boone	NBI 37250/37260; I65-140-5571B

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required.

Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	X	Crevices, rough surfaces or imperfections in concrete	X	Human disturbance or traffic under bridge/in culvert or at the structure	High	Low	None
All crevices >12" deep & not sealed	X	Spaces between walls, ceiling joists	X	Possible corridors for netting	None/poor	Marginal	Excellent
All guardrails	X						
All expansion joints	X						
Spaces between concrete end walls and the bridge deck	X						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams	X						
---------------------------------------	---	--	--	--	--	--	--

**Evidence of Bats (Circle all that apply)** Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.)

- Live \_\_ number seen
- Dead \_\_ number seen

Photo documentation Y/N

Guano

Odor Y/N

Photo documentation Y/N

Staining definitively from bats

Photo documentation Y/N

Audible

Assessment Conducted By: <u>Briana Hope</u> Signature(s): <u><i>Briana M. Hope</i></u>
District Environmental Use Only: Date Received by District Environmental Manager: _____

**DOT Bat Assessment Form Instructions**

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

## Del Real, Monica

---

**From:** Stanifer, Christie <cstanifer@dnr.IN.gov>  
**Sent:** Tuesday, December 10, 2019 2:23 PM  
**To:** Del Real, Monica  
**Cc:** Cummings, JoAnne; Hope, Briana  
**Subject:** RE: ER-21911 Boone County: I-65 added travel lanes from SR 32 to SR 47, and bridge widening over Prairie Creek; Des #1802967

Hi Monica. I heard back from our ornithologist today and she said she looked closer at the literature for this species and the project area. She offered the following revised comments regarding the marsh wren (to replace our previous comments):

Marsh wrens will occupy wetlands that are greater than one (1) hectare. Wetlands within the project are not contiguous and cannot encompass one (1) hectare. Therefore, suitable habitat does not exist for the marsh wren within or adjacent to the project. No significant negative impacts are expected to this bird species as a result of this project.

I hope this email is sufficient. Let me know if you need anything else.

Sincerely,

Christie L. Stanifer  
Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 West Washington St, Room W273  
Indianapolis, IN 46204  
Direct: (317) 232-8163  
[www.dnr.IN.gov](http://www.dnr.IN.gov)

*\* Please let us know about the quality of our service by taking this [brief customer survey](#).*

---

**From:** Del Real, Monica [mailto:mdelreal@structurepoint.com]  
**Sent:** Wednesday, December 04, 2019 10:06 AM  
**To:** Stanifer, Christie <cstanifer@dnr.IN.gov>  
**Cc:** Cummings, JoAnne <JCummings@dnr.IN.gov>; Hope, Briana <bhope@structurepoint.com>  
**Subject:** RE: ER-21911 Boone County: I-65 added travel lanes from SR 32 to SR 47, and bridge widening over Prairie Creek; Des #1802967

Christie,

I have some questions regarding the response for this project (attached) and recommendations for the Marsh Wren. Based on the project schedule and construction season, work along streams cannot be limited to outside of the Marsh Wren nesting season (mid-April to early August). So we wanted to clarify the potential habitat and surveys requirements for this species.

- Regarding Marsh Wren habitat, we would like to clarify where, if anywhere, potential habitat would need to be surveyed.

- Is there a threshold to creek size which should be evaluated? We identified a number of small tributaries to the main stream crossings, Prairie Creek and Spring Creek, within our project area. Do all streams require surveying or is it limited to more substantial, perennial, streams?
- Based upon our wetland delineation and field investigation, we did not identify any substantial areas of cattail, common reed, or wetlands under bridges or along the streams. I have attached a KMZ file with the project construction limits and pulled out pages from our field investigation photolog to give you a reference to the state of streams within the construction limits. Could you please provide your input regarding potential habitat based upon this information?
- No surveys are required for work outside of the mid-April to early August nesting timeframe?
- Are nest surveys limited to areas which would be directly impacted by the project (vegetation clearing)?

Thank you in advance,

**Monica Del Real**  
**Environmental Specialist**

9025 River Road, Suite 200  
 Indianapolis, IN 46240  
 317.547.5580 OFFICE  
 structurepoint.com WEB



**From:** Cummings, JoAnne <[JCummings@dnr.IN.gov](mailto:JCummings@dnr.IN.gov)>  
**Sent:** Friday, November 8, 2019 1:19 PM  
**To:** Del Real, Monica <[mdelreal@structurepoint.com](mailto:mdelreal@structurepoint.com)>  
**Subject:** ER-21911 Boone County: I-65 added travel lanes from SR 32 to SR 47, and bridge widening over Prairie Creek; Des #1802967

Dear Monica,

Please let me know if you have any questions. Thanks!

In an effort to promote a more efficient and faster service, the Division of Fish and Wildlife’s Environmental Unit is utilizing electronic mail service whenever possible to send out and receive correspondence, rather than using US Postal Service mail. On any future correspondence, please provide a valid email address for this purpose. If any response letter sent via e-mail is returned as undeliverable, we will mail the hard copy by US Postal Service.

**Future submittals:**

Future environmental review requests can be submitted electronically to Christie Stanifer at: [environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov). This is only FYI if you are not already doing so.

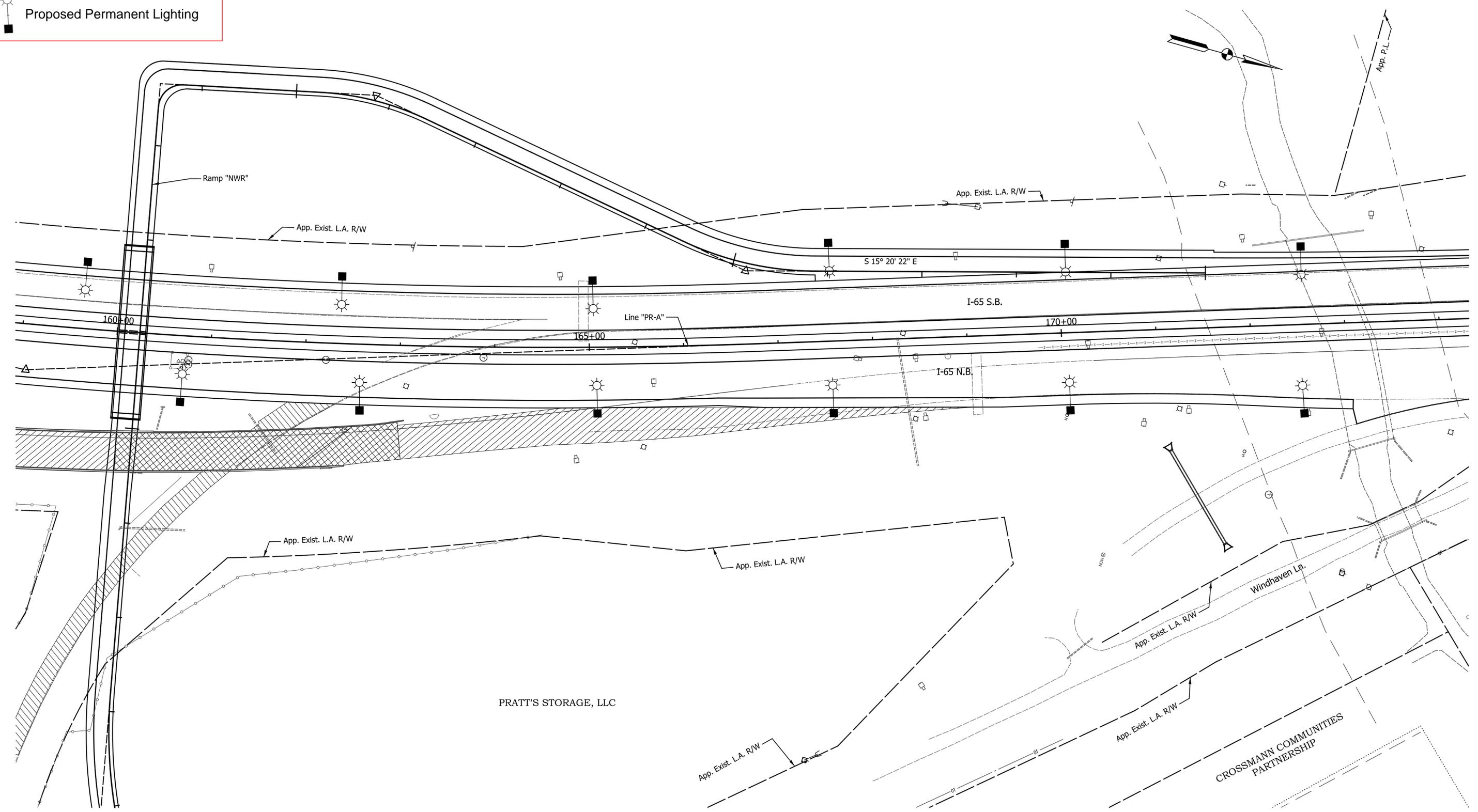
Sincerely,

**JoAnne Cummings**  
*Assistant Environmental Biologist*

**Legend**

- ☼ Existing Permanent Lighting
- ☼ Proposed Permanent Lighting

CARL E. SCHENCK



DATE	REVISION

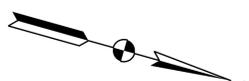
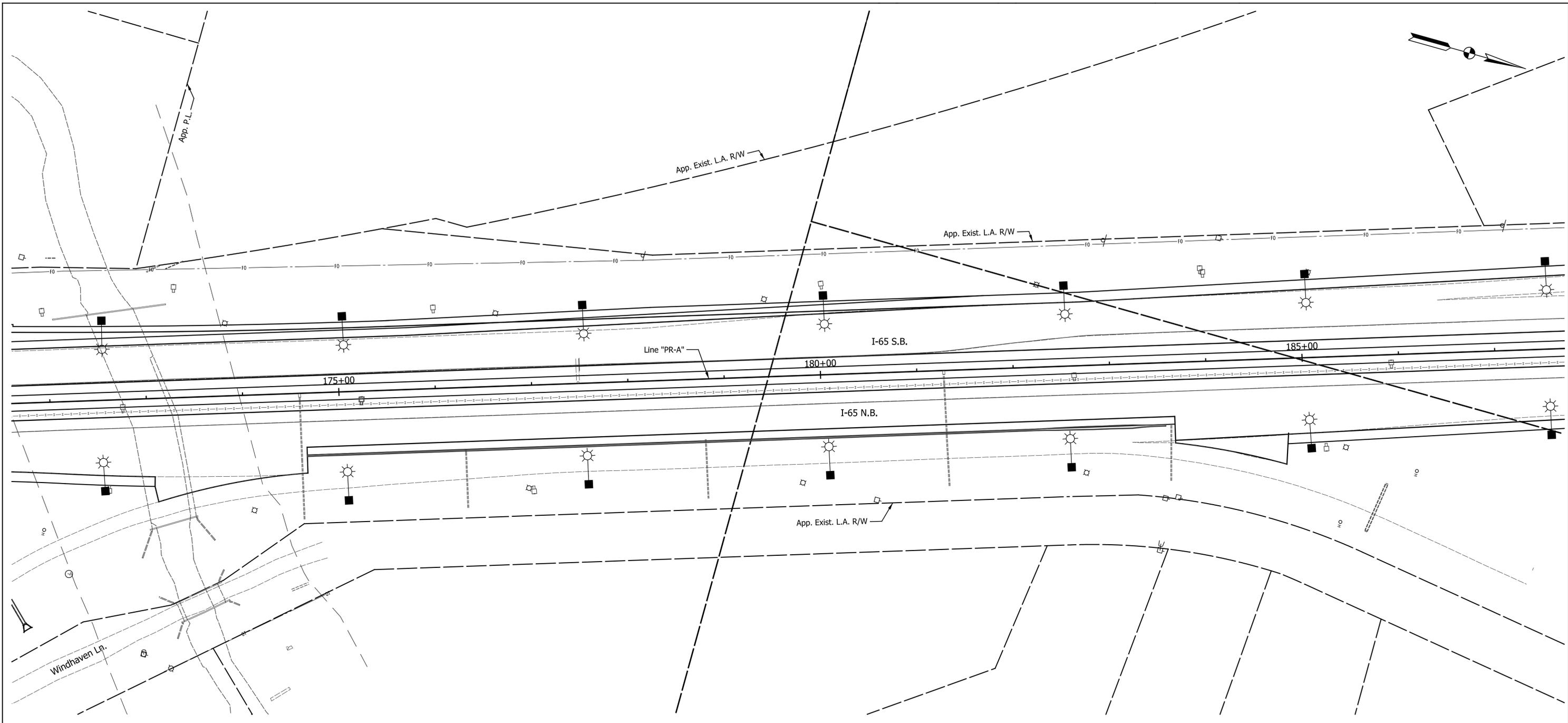
Note to Reviewer:  
 The Lafayette Ave. Interchange is Shown "For Information Only" in the Stage One Plan Submittal and Will be Included in the Interstate Access Document. This Interchange Would be Constructed at a Later Date as Part of a Separate Project

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JRB _____	DRAWN: _____ EAK _____	
CHECKED: _____ --- _____	CHECKED: _____ --- _____	

INDIANA  
 DEPARTMENT OF TRANSPORTATION

**LIGHTING PLAN**  
 LINE "PR-A" & LAFAYETTE AVE.

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE SEE BRIDGE PLANS
VERTICAL SCALE N/A	DESIGNATION 1802967
SURVEY BOOK N/A	SHEETS 1 of 319
CONTRACT R-41841	PROJECT 1802967



**Legend**

-  Existing Permanent Lighting
-  Proposed Permanent Lighting

DATE	REVISION

Note to Reviewer:  
 The Lafayette Ave. Interchange is Shown "For Information Only" in the Stage One Plan Submittal and Will be Included in the Interstate Access Document. This Interchange Would be Constructed at a Later Date as Part of a Separate Project

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JRB _____	DRAWN: _____ EAK _____	
CHECKED: _____ --- _____	CHECKED: _____ --- _____	

**INDIANA  
 DEPARTMENT OF TRANSPORTATION**

**LIGHTING PLAN  
 LINE "PR-A" & LAFAYETTE AVE.**

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE SEE BRIDGE PLANS
VERTICAL SCALE N/A	DESIGNATION 1802967
SURVEY BOOK N/A	SHEETS 2 of 319
CONTRACT R-41841	PROJECT 1802967

## Del Real, Monica

---

**From:** robin\_mcwilliams@fws.gov  
**Sent:** Tuesday, January 21, 2020 1:10 PM  
**To:** Hinkle, Meghan  
**Subject:** Re: [EXTERNAL] RE: I-65 Added Travel Lanes from SR 32 to SR 47- Des. 1802967 - Standard Informal Consultation

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

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Dear Meghan,

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

According to the information you provided our office, the project proposes the addition of travel lanes (one in each direction) along I-65 within the roadway median between SR 32 and SR 47 in Boone County. Tree clearing is necessary for the replacement of the Prairie Creek Bridge (I65-140-5571B) and construction of the new I-65 to Lafayette Avenue exit ramp. The Prairie Creek Bridge (I65-140-5571B) will be replaced to accommodate the added travel lanes in the median. The I-65 to Lafayette Avenue exit ramp has been evaluated to remove the left-hand exit movement. The preferred alternative includes the elimination of the current exit ramp and construction of a right-hand flyover exit ramp. The flyover exit ramp will be constructed west of the current exit ramp, approximately 1.2 mile north of SR 32. The project as proposed will clear approximately 2.4 acre of brush and trees. All tree clearing will occur within 100 feet of an existing roadway surface.

As a result of percussive activities beyond 300 feet, the Federal Highway, Federal Transit and Federal Rail Rangelwide Indiana bat and Northern long-eared bat Programmatic Consultation is not applicable and standard informal consultation is being followed.

## RECOMMENDATIONS

Based on a review of the information you provided, we recommend the following mitigation measures be included in the final project plans to minimize adverse impacts to fish and wildlife resources:

1. 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 should be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

2. Restrict below low-water work to placement of piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.
3. Restrict channel work and vegetation clearing to the minimum necessary.
4. Construct new structures with a widened span and benches on one or both sides to provide for wildlife crossing, if practical. The crossing should be above normal high water, relatively flat and with natural substrate suitable for use by a wide variety of wildlife.
5. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
6. Implement temporary erosion and siltation control devices such as placement of riprap check dams in drainage ways and ditches, installation of silt fences, covering exposed areas with erosion control materials, and grading slopes to retain runoff in basins.
7. Re-vegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible.
8. Post DO NOT DISTURB signs at the construction zone boundaries and do not clear trees or understory vegetation outside the boundaries.

#### THREATENED AND ENDANGERED SPECIES

The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*) (NLEB). There are records of both species in Boone County.

Indiana bats hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainage-ways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

During the summer, NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically  $\geq 3$  inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree lined corridors. During the winter, NLEBs predominantly hibernate in caves and abandoned mine portals. Additional habitat types may be identified as new information is obtained.

There is suitable summer habitat for **both** of these species present throughout the area surrounding the project site, including wooded areas within the project boundary. The project will not eliminate enough habitat to affect these species, but to avoid incidental take from removal of an occupied roost tree we recommend that tree-clearing be avoided during the period **April 1 - September 30**. If this measure is implemented we concur that the proposed project is not likely to adversely affect the Indiana bat or the northern long-eared bat.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

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

Sincerely,

Robin

Robin McWilliams Munson

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

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

On Tue, Jan 21, 2020 at 9:48 AM Hinkle, Meghan <[MHinkle@indot.in.gov](mailto:MHinkle@indot.in.gov)> wrote:

Good Morning Robin,

I was wondering if you have reviewed this standard informal letter yet? The consultant is asking about it.

Let me know if you have any questions.

Thanks,

Meghan Hinkle

Major Projects / LPA Review Liaison

Environmental Services Division

Indiana Department of Transportation

100 N Senate Ave N642-ES

Indianapolis, IN 46204-2216

317-232-1490

Email: [MHinkle@indot.IN.gov](mailto:MHinkle@indot.IN.gov)





**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)  
AND SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECTS  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
I-65 ADDED TRAVEL LANES (FROM SR 32 to SR 47) PROJECT  
CENTER and WASHINGTON TOWNSHIPS, BOONE COUNTY, INDIANA  
DES. No.:1802967**

**AREA OF POTENTIAL EFFECTS**

**(Pursuant to 36 CFR Section 800.4(a)(1))**

Pursuant to 36 CFR 800.16(d), the Area of Potential Effects (APE) was generally drawn to include properties within 1,000 feet of the project area along I-65 to take into account visual and auditory changes that might occur. Additionally, the APE was extended around the US 52 interchange/Lafayette Avenue interchange to account for possible changes. The APE for archaeology was the project footprint. (See Appendix A: Maps.)

**ELIGIBILITY DETERMINATIONS**

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

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

**EFFECT FINDING**

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a finding of "No Historic Properties Affected" is appropriate for the I-65 Added Travel Lanes (from SR 32 to SR 47) Project. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Historic Properties Affected" for the undertaking.

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

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

*Anuradha Kumar V.*

Anuradha V. Kumar, for FHWA  
Manager, INDOT Cultural Resources

12/18/2019

Approved Date

I-65 ADDED TRAVEL LANES (FROM SR 32 to SR 47) PROJECT  
CENTER and WASHINGTON TOWNSHIPS, BOONE COUNTY, INDIANA  
DES. No.:1802967

**FEDERAL HIGHWAY ADMINISTRATION'S  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO HISTORIC PROPERTIES AFFECTED  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR Section 800.4(d)(1)  
I-65 ADDED TRAVEL LANES (FROM SR 32 to SR 47) PROJECT CENTER  
and WASHINGTON TOWNSHIPS, BOONE COUNTY, INDIANA  
DES. No.:1802967**

**1. DESCRIPTION OF THE UNDERTAKING**

The Indiana Department of Transportation (INDOT) with funding from the Federal Highway Administration (FHWA) proposes to proceed with the Interstate 65 (I-65) Added Travel Lanes project from State Route (SR) 32 to SR 47 (Des No.: 1802967) in Boone County.

The proposed undertaking is located along I-65 from approximately 800 feet north of the SR 32 overpass to approximately 4,500 feet north of the SR 47 northern ramp terminus in Boone County, Indiana. It is within Center and Washington townships, on the Thorntown, Hazelrigg, and Lebanon USGS Topographic Quadrangles, in Sections 3, 10, 15, 14, 23, 26, and 35, Township 19 North, Range 1 West and Section 34, Township 20 North, Range 1 West (See Appendix A: Maps.)

The project proposes the addition of travel lanes (one in each direction) along I-65 within the roadway median. A pavement design will be prepared to determine the pavement treatment for the mainline added travel lanes, the existing travel lanes, and shoulders. No pavement work is proposed to occur on the ramps at the United States Highway 52 (US 52) and the State Road (SR) 47 interchanges. The Prairie Creek Bridge (located near the southern portion of the project area) will be widened to accommodate the added travel lane in the median. The Lafayette Avenue off ramp will be evaluated for reconfiguration to remove the left hand exit movement, and an alternatives analysis will be performed to determine the reconfiguration at this ramp location. Exact right-of-way (ROW) amounts have not yet been determined; however, the proposed project, as currently planned, would require the acquisition of more than 0.5 acre of permanent ROW for the improvements at Lafayette Avenue exit ramp configuration. The addition of travel lanes is expected to take place within existing interstate ROW. (Appendix B: Plans).

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

The APE for aboveground resources was drawn to encompass potential impacts—including visual, increased noise, and traffic-related impacts—that may result from the undertaking. The APE was generally drawn to include properties within 1,000 feet of the project area along I-65 to take into account visual and auditory changes that might occur. Additionally, the APE was extended around the US 52 interchange/Lafayette Avenue interchange to account for possible changes (Appendix A: Maps).

The APE for archaeology is the project footprint (Appendix A: Maps).

## 2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Pursuant to 36 CFR § 800.4(b), historians for Weintraut & Associates (W&A) reviewed the list of properties in the National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures (State Register), the State Historical Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries (IHBBC) Map, the *Indiana Historic Bridge Inventory*, and the *Boone County Interim Report* (1982) of the Indiana Historic Sites and Structures Inventory (IHSSI) for previously identified properties. In conducting research, historians examined primary and secondary resources. Documentary research for the project included a review of county histories, aerial photographs, and online resources.

Pursuant to 36 CFR § 800.4(b), archaeological staff for W&A conducted a Phase Ia records check between June and August 2019. A field reconnaissance for archaeology was conducted on July 9-10, 12, 15-18, 22-23, 2019 and August 8, 2019. Six archaeological resources were identified in the project area but none were recommended for further work, and the project was recommended to proceed as planned (Appendix C: Report Summaries.)

A field reconnaissance of the aboveground APE was conducted on July 11, 2019. W&A historians recorded survey notes and took photographs of properties more than fifty years of age within the APE and photographed representative landscapes of the APE. Historians evaluated individual properties for architectural and contextual integrity and historical significance using the information gathered from their research. Historians identified thirteen Contributing-rated resources within the APE but recommended no properties as eligible for listing in the NRHP. On September 3, 2019, historians conducted a site visit of the Bart Farm (IHSSI No.: 011-349-25022) in order to more fully assess significance and integrity of the resource (Appendix C: Report Summaries and Appendix D: Photographs.)

On September 25, 2019, American Structurepoint (Structurepoint) or INDOT (For Tribes Only) sent an early coordination letter (ECL) via email or mail (See Appendix E: Consulting Parties) to the following potential consulting parties:

- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Forest County Potawatomi Community
- City of Lebanon Mayor's Office
- Lebanon City Council
- Boone County Commissioners
- Indianapolis Metropolitan Planning Organization
- Indiana Landmarks Central Regional Office
- Boone County Historian
- Boone County Historical Society
- Lebanon Historic Preservation Commission, City of Lebanon

This email also provided directions to access the early coordination letter on INDOT's online document portal (IN-SCOPE). In addition, the invitation to join in consultation was sent to the Indiana SHPO as a designated consulting party for review and comment. INDOT was copied on the correspondence. A negative response was received from the Indianapolis Metropolitan

Planning Organization. No other responses were received from consulting parties. (See Appendix E: Correspondence and Appendix F: Consulting Parties.)

On October 21, 2019, the staff of the Indiana SHPO responded to the early coordination letter and the list of consulting parties. The staff suggested that the Boone County Engineer and the City of Lebanon Street Commission be invited to join in consultation. The letter also noted that property owners of potentially historic properties should be invited if the project may require the acquisition of right-of-way from their properties. (Appendix E: Correspondence).

On October 22, 2019, Structurepoint emailed early coordination letters to the Boone County Engineer and the City of Lebanon Street Commissioner per SHPO request. (See Appendix E: Correspondence).

W&A prepared a Historic Property Short Report (HPSR) (Fivecoat, December 2019) that found no properties listed in the NRHP and recommended no properties as eligible for listing in the NRHP. W&A also prepared an Archaeology Report (Graham and Goldbach, December 2019) that recommended no sites for further work and that the project proceed as planned (Appendix C: Report Summaries).

No other efforts were undertaken to identify and evaluate historic properties, and no other comments were received.

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

A recommendation of “No Historic Properties Affected” is appropriate for this undertaking because there are no resources listed in, or eligible for listing in, the NRHP within the APE.

A public notice of “No Historic Properties Affected” will be posted in a local newspaper and the public will be afforded thirty (30) days to respond. If appropriate, this document will be revised after the expiration of the public comment period.

INDOT, acting on behalf of the FHWA, has issued a finding of “No Historic Properties Affected.”

### **Appendices**

**Appendix A: Maps**  
**Appendix B: Plans**  
**Appendix C: Report Summaries**  
**Appendix D: Photographs**  
**Appendix E: Correspondence**  
**Appendix F: Consulting Parties**

Note: These  
Appendices are a  
part of the 800.11