

Categorical Exclusion
Appendix C
Early Coordination



October 30, 2020

«AgencyCompany»
«Name», Director
«Address_1»
«Address_2»
«City», «State» «Zip»

Sample Early
Coordination Letter

Re: Des. No.: 1800210

State Road (SR) 56 and Boatman Road - Intersection Improvement Project
1.36 miles west of I-65
Scott County, Indiana

Dear «Salu»:

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), Seymour District intend to proceed with the aforementioned intersection improvement project involving SR 56 and Boatman Road, which is located 1.36 miles west of I-65 (Des. No. 1800210).

This letter is part of the early coordination phase of the environmental review. At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with this project. **Please use the above Des. No. and project description in your reply.** Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located at the intersection of SR 56 and Boatman Road, approximately 1.36 miles west of I-65 in the west-central portion of Scott County, Indiana. The southeast quadrant of the intersection is located within the incorporated limits of the City of Scottsburg. Specifically, the project is located in Sections 23 and 24, Township 3 North, Range 6 East of Vienna Township as depicted on the Scottsburg U. S. Geological Survey 1:24,000 scale quadrangle. Adjacent land use consists of residential, institutional (religious), agricultural and commercial areas. Please see attachments for maps and photographs of the proposed project area.

SR 56 and Boatman Road is a two-way stop-controlled intersection, providing free flow traffic for SR 56 and a stop condition for Boatman Road. A flashing beacon is present to caution motorists along all approaches of the intersection.

SR 56 is functionally classified as a minor/principal arterial within the project area and is not on the National Highway System (NHS), but is on the National Truck Network. The existing section of SR 56 consists of two 11-foot wide travel lanes (one eastbound and one westbound) with 2-foot wide paved and 2-foot wide aggregate shoulders (total shoulder width of 4 feet). The posted

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speed limit of SR 56 within a majority of the project area is 50 miles per hour (mph); however, it does increase to 55 mph beginning at a point approximately 300 feet west of the intersection.

Boatman Road is functionally classified as a major collector and is not on the NHS. The existing section of Boatman Road consists of two 10-foot wide travel lanes (one northbound and one southbound) with 1-foot wide paved and 1-foot aggregate shoulders (total shoulder width of 2 feet). There is no posted speed limit for Boatman Road.

Mount Drive is classified as a local road. The existing section of Mount Drive consists of two 9.5-foot wide travel lanes (one eastbound and one westbound) with 1 to 2-foot aggregate shoulders. There is no posted speed limit for Mount Drive. Mount Drive intersects SR 56 in a “Y” fashion approximately 0.18-mile east of Boatman Road. At the intersection, eastbound Mount Drive is controlled by a stop sign while SR 56 traffic is free flowing.

Purpose and Need

The need for the project stems from the undesirable geometry of the current intersection. The *Indiana Design Manual* (Section 46-1.02) states the desirable skew of an intersection should be within 20 degrees of perpendicular with a maximum allowable of 30 degrees. The current intersection alignment, which is skewed at 28 degrees of perpendicular, exceeds the desirable parameters of this guideline.

The intersection skew and the location of the intersection in a reverse curve of SR 56 are contributing factors to intersection sight deficiencies for motorists stopped on Boatman Road. The intersection geometry and the free-flowing traffic on SR 56 appear to be contributors to the higher incidents of crashes at this location. Between January 1, 2012 and March 13, 2017, 34 accidents have occurred at the intersection.

Within the last three years alone, there have been two incapacitating injury crashes and one fatal crash. Of the 34 reported accidents, 15 were a result of a driver’s failure to yield. That accounts for roughly 44% of the contributing circumstances surrounding the accidents; the other major factors being following too closely (21%) and distracted driving (12%). Sixteen of the 34 accidents have been right angle collisions, representing 45% of the reported accidents. Right angle accidents can be associated with restricted sight distance, excessive speeds, inadequate roadway lighting, inadequate advance warning signs, large traffic volumes, and inadequate traffic control devices.

The purpose of the project is to improve the overall traffic operations of the intersection while reducing the potential for accidents in the area of the intersection.

Proposed Project

The project proposes the construction of a single lane roundabout offset from the existing intersection by approximately 65 feet to the southeast. As a result, electric, water, and telephone lines are likely to require relocation, as well as a high-pressure gas main. Outside the roundabout, the proposed typical section of both SR 56 and Boatman Road will include two 12-foot wide travel

lanes (one in each direction) with 2-foot wide paved and 2-foot wide aggregate shoulders. The design speed for SR 56 is 45 mph and for Boatman Road is 35 mph.

Approaching the roundabout, the travel lane width varies from 12 to 16 feet wide with a 2-foot, 6-inch wide curb and gutter to the outside and a 6-inch wide curb face along the inside splitter island. The splitter islands will separate traffic entering and exiting the roundabout. The roundabout will be comprised of a single 20-foot wide lane with a 2-foot, 6-inch wide mountable concrete curb and gutter and a 10-foot wide concrete truck apron along the inside. The outside of the roundabout lane will be bordered by a 2-foot concrete gutter with a 6-inch wide vertical curb face. Drainage in the project area will be maintained by a combination of side ditches and underdrains with turnout areas leading to the constructed side ditches.

Access between Mount Drive and SR 56 along the east leg will be closed. An earthen berm will be constructed across Mount Drive to prevent continued access to and from SR 56. In addition, a truck turnaround will be constructed on the south side of Mount Drive. The proposed concrete apron provides a drive for commercial trucks, sanitary vehicles, and school buses that still need to service the residence and businesses along Mount Drive and provides a place to make a three-point turn and return to Boatman Road.

Including incidental construction, the project length along Boatman Road is 778 feet (0.15-mile) and 1,050 feet (0.2-mile) along SR 56. In addition, approximately 428 feet (0.08-mile) of Mount Drive will be affected by the proposed construction. The total length of the project is approximately 2,256 feet (0.43-mile).

The maintenance of traffic (MOT) plan will include the addition of temporary pavement to allow continued traffic operations along SR 56. No official detour route will be used.

Construction is anticipated to begin in Fiscal Year (FY) 2023.

Right-of-Way (ROW)

Existing ROW along SR 56 varies from 60-70 feet in total width. The existing right-of-way along Boatman Road varies from 36 to 40 feet in total width. Preliminary estimates anticipate the acquisition of approximately 4.05 acres of permanent right-of-way from 12 parcels and approximately 0.2 acre of temporary right-of-way from 2 parcels. There will be no relocations associated with this project. Minor clearing of scattered trees is anticipated.

Environmental Resources

A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Several “Red Flags” were identified within the 0.5-mile search radius; however, not all will be impacted by the proposed project. The following resources were identified within or adjacent to the project area:

- One Religious Facility
- Two Pipelines

- One River and Stream segment
- One NWI-Wetland
- One Lake

Due to the proximity of water resources in the project area, a full wetland and stream delineation will be conducted, and a *Waters of the U.S. Determination Report* will be completed as a part of the project. Coordination with Elevation Church will occur due to the proximity to the project area. This project is outside the Karst Memorandum of Understanding Potential Karst Features Region.

Lochmueller Group, Inc. conducted a field investigation of the project area on October 30, 2019. One wetland, Wetland A and one stream, an unnamed tributary (UNT 1), were identified during the field investigation.

Section 106

The National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (State Register) were reviewed using the State Historic Architectural and Archaeological Research Database (SHAARD) and SHAARD Geographic Information System (GIS) data published online. The project area does not appear to be within or adjacent to an NRHP eligible or listed bridge, or historic district, and no cemeteries appear to be within or adjacent to the project limits. One property rated Contributing is located north of SR 56 on the west side of Boatman Road. Contributing resources are not typically considered individually eligible for inclusion in the NRHP. A virtual review was conducted via Google Streetview imagery to assess soil disturbance in regard to the potential for intact archaeological resources. A portion of the project area appears to be within undisturbed soils. Therefore, an archaeological field review will be completed. Due to the scope of the project full Section 106 consultation has been initiated.

Range-wide Informal Programmatic Consultation

A review of the USFWS database did not indicate the presence of endangered bat species in or within the 0.5 mile of the project area. Scott County is within the range of the federally endangered Indiana bat (*Myotis sodalis*). The U.S. Fish and Wildlife Service (USFWS) Range-wide Programmatic Informal Consultation for the Indiana bat will be completed for this project.

Land use in the vicinity of the project is a mix of residential, institutional (religious), commercial, and agricultural. Completion of the appropriate determination key through the USFWS Information for Planning and Consultation (IPaC) portal will occur. If a determination of “Not Likely to Adversely Affect,” or “Likely to Adversely Affect” is reached then additional consultation with the USFWS will occur through INDOT.

Early Coordination

This letter is part of the early coordination review process. You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project’s environmental impacts. To facilitate the development of

this project, you are asked to reply within **30 calendar days** of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. 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 project, please feel free to contact me at (317) 334-6828 or at sbeaupre@lochgroup.com. Additionally, should you want to contact the sponsor of this project, please contact the INDOT, Seymour District Project Manager, William Fortson at (812) 524-3745 or a wfortson@indot.in.gov.

Thank you in advance for your input.

Sincerely,



Samantha Beaupre
Environmental Specialist
Lochmueller Group, Inc.

Attachments:

- General Location Map
- USGS Topographic Map
- Aerial Map (2017)
- Red Flag Investigation Maps
- Photographs

Removed to avoid duplication; see Appendices B & E

Distribution List:

- Natural Resources Conservation Service, Indianapolis Office
- U.S. Army Corps of Engineers, Louisville District
- U.S. Housing and Urban Development
- National Park Service
- FHWA – Indiana Division (electronic submission)
- IDNR, Division of Fish and Wildlife (electronic submission)
- IDEM (electronic submission)
- INDOT, Office of Public Involvement (electronic submission)
- INDOT, Environmental Services (electronic submission)
- INDOT, Seymour District (electronic submission)
- INDOT Utilities and Railroads

- Indiana Geological Survey (electronic submission)
- Scott County Board of Commissioners
- Scott County Council
- Scott County Highway Department
- Scott County Drainage Board
- Scott County Surveyor's Office
- Scott County Emergency Management Agency
- Scott County Ambulance Service
- Scott County School District
- Scott County Sheriff's Department
- Scottsburg Parks Department
- Vienna Township Trustee
- Scottsburg Street Department
- Scottsburg City Board
- Scottsburg Mayor's Office
- Scottsburg City Council
- Scottsburg Police Department
- Scottsburg Fire Department
- Scottsburg Floodplain Manager
- Elevation Church
- River Hills Economic Development



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

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William Fortson
185 Agrico Lane
Seymour , IN 47274

Lochmueller Group
Samantha Beaupre
3502 Woodview Trace
Suite 150
Indianapolis , IN 46268

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), Seymour District intend to proceed with the aforementioned intersection improvement project involving SR 56 and Boatman Road, which is located 1.36 miles west of I-65 (Des. No. 1800210). The proposed project is located at the intersection of SR 56 and Boatman Road, approximately 1.36 miles west of I-65 in the west-central portion of Scott County, Indiana. The southeast quadrant of the intersection is located within the incorporated limits of the City of Scottsburg. Specifically, the project is located in Sections 23 and 24, Township 3 North, Range 6 East of Vienna Township as depicted on the Scottsburg U. S. Geological Survey 1:24,000 scale quadrangle. Adjacent land use consists of residential, institutional (religious), agricultural and commercial areas. SR 56 and Boatman Road is a two-way stop-controlled intersection, providing free flow traffic for SR 56 and a stop condition for Boatman Road. A flashing beacon is present to caution motorists along all approaches of the intersection. SR 56 is functionally classified as a minor/principal arterial within the project area and is not on the National Highway System (NHS), but is on the National Truck Network. The existing section of SR 56 consists of two 11-foot wide travel lanes (one eastbound and one westbound) with 2-foot wide paved and 2-foot wide aggregate shoulders (total shoulder width of 4 feet). The posted speed limit of SR 56 within a majority of the project area is 50 miles per hour (mph); however, it does increase to 55 mph beginning at a point approximately 300 feet west of the intersection. Boatman Road is functionally classified as a major collector and is not on the NHS. The existing section of Boatman Road consists of two 10-foot wide travel lanes (one northbound and one southbound) with 1-foot wide paved and 1-foot aggregate shoulders (total shoulder width of 2 feet). There is no posted speed limit for Boatman Road. Mount Drive is classified as a local road. The existing section of Mount Drive consists of two 9.5-foot wide travel lanes (one eastbound and one westbound) with 1 to 2-foot aggregate shoulders. There is no posted speed limit for Mount Drive. Mount Drive intersects SR 56 in a "Y" fashion approximately 0.18-mile east of Boatman Road. At the intersection, eastbound Mount Drive is controlled by a stop sign while SR 56 traffic is free flowing. The need for the project stems from the undesirable geometry of the current intersection. The Indiana Design Manual (Section 46-1.02) states the desirable skew of an intersection should be within 20 degrees of perpendicular with a maximum allowable of 30 degrees. The current intersection alignment, which is skewed at 28 degrees of perpendicular, exceeds the desirable parameters of this guideline. The intersection skew and the location of the intersection in a reverse curve of SR 56 are contributing factors to intersection sight deficiencies for motorists stopped on Boatman Road. The intersection geometry and the free-flowing traffic on SR 56 appear to be contributors to the higher incidents of crashes at this location. Between January 1, 2012 and March 13,

2017, 34 accidents have occurred at the intersection. Within the last three years alone, there have been two incapacitating injury crashes and one fatal crash. Of the 34 reported accidents, 15 were a result of a driver's failure to yield. That accounts for roughly 44% of the contributing circumstances surrounding the accidents; the other major factors being following too closely (21%) and distracted driving (12%). Sixteen of the 34 accidents have been right angle collisions, representing 45% of the reported accidents. Right angle accidents can be associated with restricted sight distance, excessive speeds, inadequate roadway lighting, inadequate advance warning signs, large traffic volumes, and inadequate traffic control devices. The purpose of the project is to improve the overall traffic operations of the intersection while reducing the potential for accidents in the area of the intersection. The project proposes the construction of a single lane roundabout offset from the existing intersection by approximately 65 feet to the southeast. As a result, electric, water, and telephone lines are likely to require relocation, as well as a high-pressure gas main. Outside the roundabout, the proposed typical section of both SR 56 and Boatman Road will include two 12-foot wide travel lanes (one in each direction) with 2-foot wide paved and 2-foot wide aggregate shoulders. The design speed for SR 56 is 45 mph and for Boatman Road is 35 mph. Approaching the roundabout, the travel lane width varies from 12 to 16 feet wide with a 2-foot, 6-inch wide curb and gutter to the outside and a 6-inch wide curb face along the inside splitter island. The splitter islands will separate traffic entering and exiting the roundabout. The roundabout will be comprised of a single 20-foot wide lane with a 2-foot, 6-inch wide mountable concrete curb and gutter and a 10-foot wide concrete truck apron along the inside. The outside of the roundabout lane will be bordered by a 2-foot concrete gutter with a 6-inch wide vertical curb face. Drainage in the project area will be maintained by a combination of side ditches and underdrains with turnout areas leading to the constructed side ditches. Access between Mount Drive and SR 56 along the east leg will be closed. An earthen berm will be constructed across Mount Drive to prevent continued access to and from SR 56. In addition, a truck turnaround will be constructed on the south side of Mount Drive. The proposed concrete apron provides a drive for commercial trucks, sanitary vehicles, and school buses that still need to service the residence and businesses along Mount Drive and provides a place to make a three-point turn and return to Boatman Road. Including incidental construction, the project length along Boatman Road is 778 feet (0.15-mile) and 1,050 feet (0.2-mile) along SR 56. In addition, approximately 428 feet (0.08-mile) of Mount Drive will be affected by the proposed construction. The total length of the project is approximately 2,256 feet (0.43-mile). The maintenance of traffic (MOT) plan will include the addition of temporary pavement to allow continued traffic operations along SR 56. No official detour route will be used. Construction is anticipated to begin in Fiscal Year (FY) 2023. Existing ROW along SR 56 varies from 60-70 feet in total width. The existing right-of-way along Boatman Road varies from 36 to 40 feet in total width. Preliminary estimates anticipate the acquisition of approximately 4.05 acres of permanent right-of-way from 12 parcels and approximately 0.2 acre of temporary right-of-way from 2 parcels. There will be no relocations associated with this project. Minor clearing of scattered trees is anticipated. Environmental Resources A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted by the proposed project. The following resources were identified within or adjacent to the project area: • One Religious Facility • Two Pipelines • One River and Stream segment • One NWI-Wetland • One Lake Due to the proximity of water resources in the project area, a full wetland and stream delineation will be conducted, and a Waters of the U.S. Determination Report will be completed as a part of the project. Coordination with Elevation Church will occur due to the proximity to the project area. This project is outside the Karst Memorandum of Understanding Potential Karst Features Region. Lochmueller Group, Inc. conducted a field investigation of the project area on October 30, 2019. One wetland, Wetland A and one stream, an unnamed tributary (UNT 1), were identified during the field investigation. The National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (State Register) were reviewed using the State Historic Architectural and Archaeological Research Database (SHAARD) and SHAARD Geographic Information System (GIS) data published online. The project area does not appear to be within or adjacent to an NRHP eligible or listed bridge, or historic district, and no cemeteries appear to be within or adjacent to the project limits. One property rated Contributing is located north of SR 56 on the west

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

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

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

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the

Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page

- <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

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

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

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

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

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

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

AIR QUALITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

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

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), Seymour District intend to proceed with the aforementioned intersection improvement project involving SR 56 and Boatman Road, which is located 1.36 miles west of I-65 (Des. No. 1800210). The proposed project is located at the intersection of SR 56 and Boatman Road, approximately 1.36 miles west of I-65 in the west-central portion of Scott County, Indiana. The southeast quadrant of the intersection is located within the incorporated limits of the City of Scottsburg. Specifically, the project is located in Sections 23 and 24, Township 3 North, Range 6 East of Vienna Township as depicted on the Scottsburg U. S. Geological Survey 1:24,000 scale quadrangle. Adjacent land use consists of residential, institutional (religious), agricultural and commercial areas. SR 56 and Boatman Road is a two-way stop-controlled intersection, providing free flow traffic for SR 56 and a stop condition for Boatman Road. A flashing beacon is present to caution motorists along all approaches of the intersection. SR 56 is functionally classified as a minor/principal arterial within the project area and is not on the National Highway System (NHS), but is on the National Truck Network. The existing section of SR 56 consists of two 11-foot wide travel lanes (one eastbound and one westbound) with 2-foot wide paved and 2-foot wide aggregate shoulders (total shoulder width of 4 feet). The posted speed limit of SR 56 within a majority of the project area is 50 miles per hour (mph); however, it does increase to 55 mph beginning at a point approximately 300 feet west of the intersection. Boatman Road is functionally classified as a major collector and is not on the NHS. The existing section of Boatman Road consists of two 10-foot wide travel lanes (one northbound and one southbound) with 1-foot wide paved and 1-foot aggregate shoulders (total shoulder width of 2 feet). There is no posted speed limit for Boatman Road. Mount Drive is classified as a local road. The existing section of Mount Drive consists of two 9.5-foot wide travel lanes (one eastbound and one westbound) with 1 to 2-foot aggregate shoulders. There is no posted speed limit for Mount Drive. Mount Drive intersects SR 56 in a "Y" fashion approximately 0.18-mile east of Boatman Road. At the intersection, eastbound Mount Drive is controlled by a stop sign while SR 56 traffic is free flowing. The need for the project stems from the undesirable geometry of the current intersection. The Indiana Design Manual (Section 46-1.02) states the desirable skew of an intersection should be within 20 degrees of perpendicular with a maximum allowable of 30 degrees. The current intersection alignment, which is skewed at 28 degrees of perpendicular, exceeds the desirable parameters of this guideline. The intersection skew and the location of the intersection in a reverse curve of SR 56 are contributing factors to intersection sight deficiencies for motorists stopped on Boatman Road. The intersection geometry and the free-flowing traffic on SR 56 appear to be contributors to the higher incidents of crashes at this location. Between January 1, 2012 and March 13, 2017, 34 accidents have occurred at the intersection. Within the last three years alone, there have been two incapacitating injury crashes and one fatal crash. Of the 34 reported accidents, 15 were a result of a driver's failure to yield. That accounts for roughly 44% of the contributing circumstances surrounding the accidents; the other major factors being following too closely (21%) and distracted driving (12%). Sixteen of the 34 accidents have been right angle collisions, representing 45% of the reported accidents. Right angle accidents can be associated with restricted sight distance, excessive speeds, inadequate roadway lighting, inadequate advance warning signs, large traffic volumes, and inadequate traffic control devices. The purpose of the project is to improve the overall traffic operations of the intersection while reducing the potential for accidents in the area of the intersection. The project proposes the construction of a single lane roundabout offset from the existing intersection by approximately 65 feet to the southeast. As a result, electric, water, and telephone lines are likely to require relocation, as well as a high-pressure gas main. Outside the roundabout, the proposed typical section of both SR 56 and Boatman Road will include two 12-foot wide travel lanes (one in each direction) with 2-foot wide paved and 2-foot wide aggregate shoulders. The design speed for SR 56 is 45 mph and for Boatman Road is 35 mph. Approaching the roundabout, the travel lane width varies from 12 to 16 feet wide with a 2-foot, 6-inch wide curb and gutter to the outside and a 6-inch wide curb face along the inside splitter island. The splitter islands will separate traffic entering and exiting the roundabout. The roundabout will be comprised of a single 20-foot wide lane with a 2-foot, 6-inch wide mountable concrete curb and gutter and a

10-foot wide concrete truck apron along the inside. The outside of the roundabout lane will be bordered by a 2-foot concrete gutter with a 6-inch wide vertical curb face. Drainage in the project area will be maintained by a combination of side ditches and underdrains with turnout areas leading to the constructed side ditches. Access between Mount Drive and SR 56 along the east leg will be closed. An earthen berm will be constructed across Mount Drive to prevent continued access to and from SR 56. In addition, a truck turnaround will be constructed on the south side of Mount Drive. The proposed concrete apron provides a drive for commercial trucks, sanitary vehicles, and school buses that still need to service the residence and businesses along Mount Drive and provides a place to make a three-point turn and return to Boatman Road. Including incidental construction, the project length along Boatman Road is 778 feet (0.15-mile) and 1,050 feet (0.2-mile) along SR 56. In addition, approximately 428 feet (0.08-mile) of Mount Drive will be affected by the proposed construction. The total length of the project is approximately 2,256 feet (0.43-mile). The maintenance of traffic (MOT) plan will include the addition of temporary pavement to allow continued traffic operations along SR 56. No official detour route will be used. Construction is anticipated to begin in Fiscal Year (FY) 2023. Existing ROW along SR 56 varies from 60-70 feet in total width. The existing right-of-way along Boatman Road varies from 36 to 40 feet in total width. Preliminary estimates anticipate the acquisition of approximately 4.05 acres of permanent right-of-way from 12 parcels and approximately 0.2 acre of temporary right-of-way from 2 parcels. There will be no relocations associated with this project. Minor clearing of scattered trees is anticipated. Environmental Resources A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted by the proposed project. The following resources were identified within or adjacent to the project area: • One Religious Facility • Two Pipelines • One River and Stream segment • One NWI-Wetland • One Lake Due to the proximity of water resources in the project area, a full wetland and stream delineation will be conducted, and a Waters of the U.S. Determination Report will be completed as a part of the project. Coordination with Elevation Church will occur due to the proximity to the project area. This project is outside the Karst Memorandum of Understanding Potential Karst Features Region. Lochmueller Group, Inc. conducted a field investigation of the project area on October 30, 2019. One wetland, Wetland A and one stream, an unnamed tributary (UNT 1), were identified during the field investigation. The National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (State Register) were reviewed using the State Historic Architectural and Archaeological Research Database (SHAARD) and SHAARD Geographic Information System (GIS) data published online. The project area does not appear to be within or adjacent to an NRHP eligible or listed bridge, or historic district, and no cemeteries appear to be within or adjacent to the project limits. One property rated Contributing is located north of SR 56 on the west side of Boatman Road. Contributing resources are not typically considered individually eligible for inclusion in the NRHP. A virtual review was conducted via Google Streetview imagery to assess soil disturbance in regard to the potential for intact archaeological resources. A portion of the project area appears to be within undisturbed soils. Therefore, an archaeological field review will be completed. Due to the scope of the project full Section 106 consultation has been initiated. A review of the USFWS database did not indicate the presence of endangered bat species in or within the 0.5 mile of the project area. Scott County is within the range of the federally endangered Indiana bat (*Myotis sodalis*). The U.S. Fish and Wildlife Service (USFWS) Range-wide Programmatic Informal Consultation for the Indiana bat will be completed for this project. Land use in the vicinity of the project is a mix of residential, institutional (religious), commercial, and agricultural. Completion of the appropriate determination key through the USFWS Information for Planning and Consultation (IPaC) portal will occur. If a determination of "Not Likely to Adversely Affect," or "Likely to Adversely Affect" is reached then additional consultation with the USFWS will occur through INDOT.

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

Date: _____

Signature of the INDOT

Project Engineer or Other Responsible Agent William Fortson

William Fortson

Date: 10/30/2020

Signature of the

For Hire Consultant Samantha Beaupre

Samantha Beaupre



Organization and Project Information

Project ID:

Des. ID: 1800210

Project Title: SR 56 and Boatman Road Intersection Improvement

Name of Organization: Lochmueller Group

Requested by: Samantha Beaupre

Environmental Assessment Report

1. Geological Hazards:

- High liquefaction potential
- 1% Annual Chance Flood Hazard

2. Mineral Resources:

- Bedrock Resource: Moderate Potential
- Sand and Gravel Resource: Low Potential

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

*All map layers from Indiana Map (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.

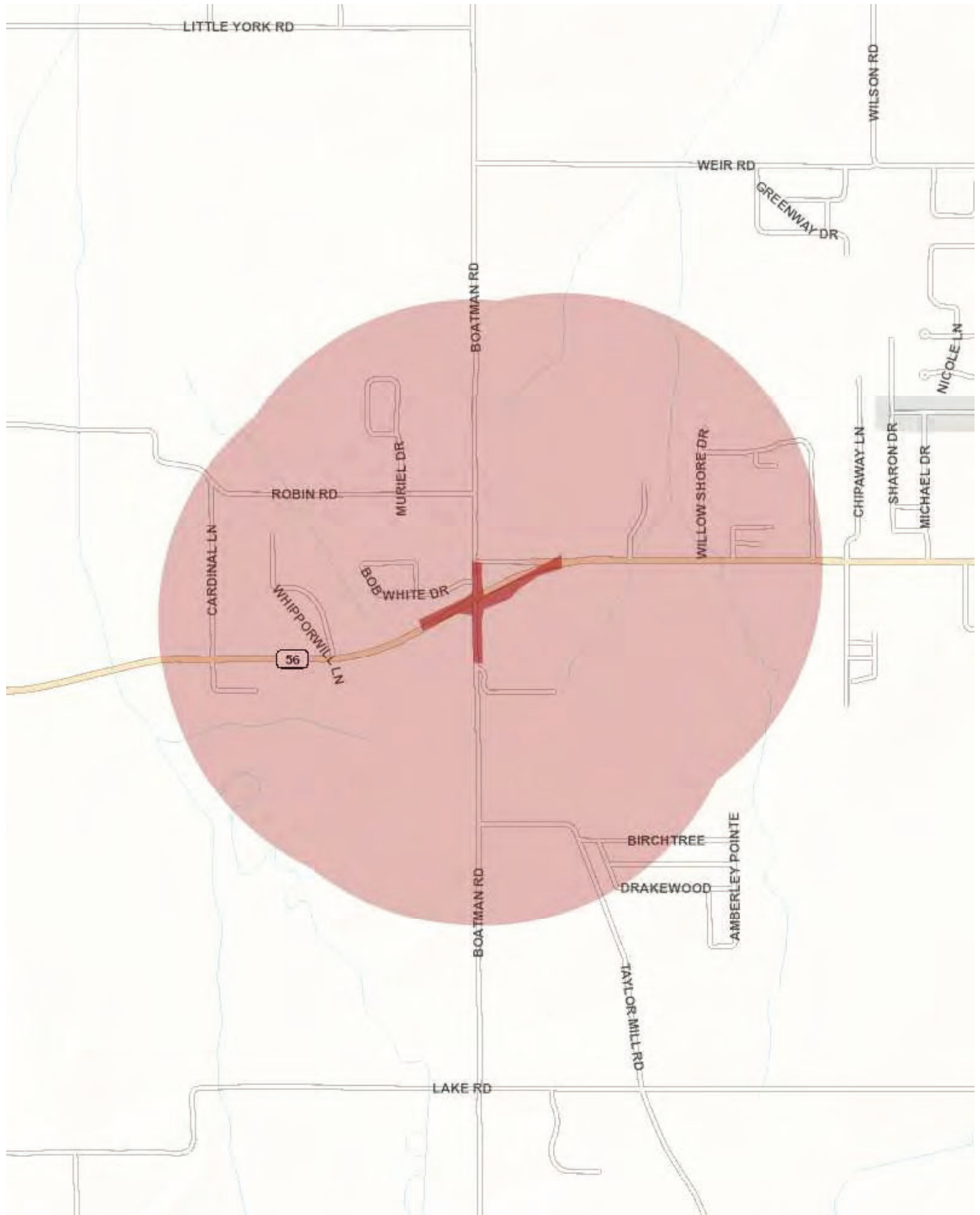
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: October 30, 2020



Metadata:

- 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/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

From: [Courtade, Julian](#)
To: [Samantha Beaupre](#)
Subject: RE: SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210) Early Coordination
Date: Wednesday, November 4, 2020 7:40:27 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Correction, I meant to type Scottsburg Airport. All the other info still stands.

Thanks,

Julian L. Courtade

Chief Airport Inspector

100 North Senate Ave, N955

Indianapolis, IN 46204

Cell: (317) 954-7385

Email: jcourtade@indot.in.gov



From: Courtade, Julian
Sent: Wednesday, November 4, 2020 7:39 AM
To: Samantha Beaupre <SBeaupre@lochgroup.com>
Subject: RE: SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210) Early Coordination

Samantha –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 120 ft. in height, further coordination will be required with our office. This is due to the close proximity of Sellersburg Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway. Please let me know if you have any questions!

Best,

Julian L. Courtade

Chief Airport Inspector

100 North Senate Ave, N955

Indianapolis, IN 46204

Cell: (317) 954-7385

Email: jcourtade@indot.in.gov

TELEPHONE RECORD

Date of Call: 11/10/20 **Phone Number:** 1-513-383-4651

Order Number: N/A **Conversation With:** Gary Satterly

Submitted By: Samantha Beaupre,
Lochmueller Group, Inc. **Company Name:** Elevation Church

Copies To: Gary Satterly, Elevation Church
First Group Engineering **Project:** SR 56 and Boatman Road- Intersection Improvement Project (Des. No. 1800210)

Subject: Elevation Church concerns about ROW Acquisition

Remarks: Gary Satterly, senior pastor of Elevation Church, called Samantha Beaupre of Lochmueller Group on November 10, 2020. He called in response to the early coordination letter sent on October 30, 2020 for the SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210). Elevation Church owns multiple land parcels adjacent to the proposed project. One parcel is primarily undeveloped except for a sign for the church located adjacent to SR 56. Gary Satterly had a number of questions/concerns related to the project that are summarized below:

1. How much land will the state acquire from the parcel owned by Elevation Church?
2. Elevation Church bought this parcel for the development of an amphitheater and a parking area. Investments have already been put into development of plans for these structures. Elevation Church is not against the proposed project, but the acquisition of their land would be a negative blow to the time, effort, and financial investments they have put into their plans for this area.
3. Based on the proposed project area, it looks like project will impact the Elevation Church sign just south of SR 56. Will the state pay for the relocation of this sign? The sign was a recent purchase by the church.

Lochmueller Group provided the following responses:

1. The project is currently anticipated to acquire 0.9 acre of permanent ROW from Elevation Church.
2. The Uniform Relocation Assistance and Real Property Acquisition Policies Act is the federal law that governs how land acquisition works.
3. The concerns will be communicated to designer and either the designer or Lochmueller Group will reach back out to Elevation Church regarding their concerns.

November 18, 2020

Samantha Beaupre
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Ms. Beaupre:

The proposed project to make intersection improvements at State Road 56 and Boatman Road in Scott County, Indiana, (Des No 1800210), as referred to in your letter received October 30, 2020, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. 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,

RICHARD Digitally signed by
RICHARD NEILSON
NEILSON Date: 2020.11.18
15:45:33 -05'00'

RICK NEILSON
State Soil Scientist

Enclosures



**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

| | | | |
|--|--|---|--|
| PART I (To be completed by Federal Agency) | | 3. Date of Land Evaluation Request 11/21/19 | 4. Sheet 1 of 1 |
| 1. Name of Project SR 56 & Boatman Des. No. 1800210 | | 5. Federal Agency Involved FHWA | |
| 2. Type of Project Intersection Improvement | | 6. County and State Scott County, IN | |
| PART II (To be completed by NRCS) | | 1. Date Request Received by NRCS 10/30/20 | 2. Person Completing Form JRA |
| 3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | | 4. Acres Irrigated Average Farm Size 188 ac | |
| 5. Major Crop(s) Corn | 6. Farmable Land in Government Jurisdiction Acres: 104,200 % 84 | | 7. Amount of Farmland As Defined in FPPA Acres: 76,614 % 62 |
| 8. Name of Land Evaluation System Used LESA | 9. Name of Local Site Assessment System | | 10. Date Land Evaluation Returned by NRCS 11/18/20 |

| PART III (To be completed by Federal Agency) | Alternative Corridor For Segment | | | |
|---|---|------------|------------|------------|
| | Corridor A | Corridor B | Corridor C | Corridor D |
| A. Total Acres To Be Converted Directly | 0.80 | | | |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | 0 | | | |
| C. Total Acres In Corridor | 4.05 | | | |

| PART IV (To be completed by NRCS) Land Evaluation Information | |
|--|------------------|
| A. Total Acres Prime And Unique Farmland | 0.80 |
| B. Total Acres Statewide And Local Important Farmland | 0.00 |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted | <0.001 |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | 36 |

| PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points) | |
|--|-----------|
| | 82 |

| PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) | Maximum Points | | | | |
|--|----------------|-----------|----------|----------|----------|
| 1. Area in Nonurban Use | 15 | 10 | | | |
| 2. Perimeter in Nonurban Use | 10 | 8 | | | |
| 3. Percent Of Corridor Being Farmed | 20 | 4 | | | |
| 4. Protection Provided By State And Local Government | 20 | 0 | | | |
| 5. Size of Present Farm Unit Compared To Average | 10 | 0 | | | |
| 6. Creation Of Nonfarmable Farmland | 25 | 0 | | | |
| 7. Availability Of Farm Support Services | 5 | 5 | | | |
| 8. On-Farm Investments | 20 | 5 | | | |
| 9. Effects Of Conversion On Farm Support Services | 25 | 0 | | | |
| 10. Compatibility With Existing Agricultural Use | 10 | 0 | | | |
| TOTAL CORRIDOR ASSESSMENT POINTS | 160 | 32 | 0 | 0 | 0 |

| PART VII (To be completed by Federal Agency) | | | | | |
|---|------------|------------|----------|----------|----------|
| Relative Value Of Farmland (From Part V) | 100 | 82 | 0 | 0 | 0 |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160 | 32 | 0 | 0 | 0 |
| TOTAL POINTS (Total of above 2 lines) | 260 | 114 | 0 | 0 | 0 |

| | | | |
|--|--|--|---|
| 1. Corridor Selected: Corridor A | 2. Total Acres of Farmlands to be Converted by Project: 0.80 | 3. Date Of Selection: 12/31/20 | 4. Was A Local Site Assessment Used? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> |
|--|--|--|---|

5. Reason For Selection:
Corridor A was selected because the corridor assessment criteria was less than 160 and this alternative impacts prime farmland the least.

Signature of Person Completing this Part: Samantha Beaupre DATE: **12/31/20**

NOTE: Complete a form for each segment with more than one Alternate Corridor

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

DNR #: ER-23184

Request Received: October 30, 2020

Requestor: Lochmueller Group Inc
Samantha Beaupre
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Project: SR 56 and Boatman Road intersection roundabout construction, about 1.36 miles west of I-65, Scottsburg; Des #1800210

County/Site info: Scott

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

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

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

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

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. 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.
3. 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.
4. Do not excavate or place fill in any riparian wetland.

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

Date: November 24, 2020

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



December 16, 2021

Sample Re-Coordination Letter

Re: Des. No. 1800210
State Road (SR) 56 and Boatman Road- Intersection Improvement Project
1.36 miles west of I-65
Scott County, Indiana

To whom it may concern:

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), Seymour District intend to proceed with an intersection improvement project involving SR 56 and Boatman Road, which is located 1.36 miles west of I-65 (Des. No. 1800210). Coordination for this project was initiated on October 30, 2020, but re-coordination with appropriate agencies is required due to changes in the scope of the project, which is detailed herein.

This letter is written to describe the proposed project and to seek your comments regarding those resources under your jurisdiction as part of early coordination. The proposed improvements are described in more detail herein. In addition, various maps and aerial photographs are enclosed showing the location of the proposed project. Please use the referenced Des. No. and project description in your reply to ensure your comments are incorporated into the formal environmental study that is to be prepared. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

As mentioned in the early coordination letter dated October 30, 2020, the proposed project is located in Scott County, at the intersection of SR 56 and Boatman Road. Specifically, the project is located in Sections 23 and 24, Township 3 North, and Range 6 East of Vienna Township as depicted on the Scottsburg U.S. Geological Survey (USGS) Quadrangle. Land use in the vicinity of the project is primarily residential, institutional (religious), agricultural, and commercial land uses. Please see the attached maps of the updated project area.

Original Project from October 2020 Coordination

Previous coordination stated that the project length along SR 56 is 1,050 feet (0.2-mile) and project length is 778 feet (0.15-mile) along Boatman Road. Additionally, access between Mount Drive and SR 56 was to be closed with the construction of an earthen berm. Due to the closure, a truck turnaround was to be added on the south side of Mount Drive as a place for larger vehicles to make a three-point turn. The original coordination stated that approximately 4.05 acres of permanent right-of-way (ROW) and approximately 0.2 acre of temporary ROW was to be acquired.

Project Modifications

The original design was for a rehabilitation project (3R) but has now transitioned to a full reconstruction project (4R). As a result, some approaches to the roundabout were lengthened. The project length along SR 56 is now 1,445 feet (0.27-mile) and 940 feet (0.18-mile) along Boatman Road. The current design still proposes closure of Mount Drive at SR 56; however, it will include a cul-de-sac as opposed to a truck turnaround apron. Access will be maintained to the residence east of the cul-de-sac using the remaining

3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268
PHONE: 317.222.3878 • TOLL FREE: 800.423.7422

section of Mount Drive as a private drive. As a result of these modifications to the project, approximately 6.57 acres of permanent ROW will be required and 0.10 acre of temporary ROW.

Unless described above, the proposed design remains generally consistent with the October 30, 2020 early coordination letter.

Re-Coordination

This letter is an effort to re-coordinate modifications to the project design and solicit comments from your office relative to the resources under your jurisdiction. We will incorporate your comments into a study of the project's environmental impacts. To facilitate the development of this project, you are asked to reply within **30 days** of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time.

If you have any questions regarding this project, please feel free to contact me at (317) 334-6828 or at sbeaupre@lochgroup.com. Additionally, should you want to contact the sponsor of this project, INDOT, Seymour District Project Manager, William Fortson at (812) 524-3745 or a wfortson@indot.in.gov.

Thank you in advance for your input.

Sincerely,



Samantha Beaupre
Environmental Specialist
Lochmueller Group, Inc.

Attachments:

- General Project Map
- Updated Design Map

Removed to avoid duplication; see Appendix B

Distribution List:

- FHWA, Indiana Division
- National Resources Conservation Service, Indianapolis Office
- INDOT, Environmental Services
- INDOT, Seymour District
- IDNR, Division of Fish and Wildlife
- Scott County Board of Commissioners
- Scott County Council
- Elevation Church

TELEPHONE RECORD

Date of Call: 12/27/21 **Phone Number:** 1-513-383-4651

Order Number: N/A **Conversation With:** Gary Satterly

Submitted By: Samantha Beaupre,
Lochmueller Group, Inc. **Company Name:** Elevation Church

Copies To: Gary Satterly, Elevation Church
First Group Engineering **Project:** SR 56 and Boatman Road- Intersection Improvement Project (Des. No. 1800210)

Subject: Elevation Church concerns about ROW Acquisition

Remarks: Samantha Beaupre of Lochmueller Group called Gary Satterly, senior pastor of Elevation Church, on December 27, 2021. He reached out through email and a phone call in response to the re-coordination letter sent on December 16, 2021 for the SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210). Elevation Church owns multiple land parcels adjacent to the proposed project. One parcel is primarily undeveloped except for a sign for the church located adjacent to SR 56. Gary Satterly had concerns related to this parcel that are summarized below:

1. Elevation Church bought this parcel for the development of an amphitheater and a parking area. Investments have already been put into development of plans for these structures. Elevation Church is not against the proposed project, but the acquisition of their land raises concerns regarding the time, effort, and financial investments they have put into their plans for this area.
 - a. There are now concerns about there being enough parking to support their church.
 - b. Elevation Church has hired staff such as an architect and engineer to design this amphitheater that is now on hold due to the proposed state project.
 - c. The amphitheater would be the largest event space in Scottsburg had it gone forward.
 - d. Several parties were interested in the parcel and therefore Elevation Church paid a high cost for the property. The church is concerned the state will not recoup their costs when they buy the ROW and they will not get a fair price for the property.

January 12, 2022

Samantha Beaupre
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268
sbeaupre@lochgroup.com

Dear Ms. Beaupre:

The proposed project to proceed with intersection improvements at State Road 56 and Boatman Road in Scott County, Indiana, (Des No 1800210), as referred to in your letter received December 16, 2021 will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. 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 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN Digitally signed by JOHN ALLEN
Date: 2022.01.13 11:22:48 -05'00'

JOHN ALLEN
Acting State Soil Scientist

Enclosures



FARMLAND CONVERSION IMPACT RATING

| | | | | | |
|---|--|---|------------|---|----------|
| PART I (To be completed by Federal Agency) | | Date Of Land Evaluation Request | | | |
| Name of Project DES1800210 SR56 Boatman Rd Rev | | Federal Agency Involved | | | |
| Proposed Land Use | | County and State Scott County, Indiana | | | |
| PART II (To be completed by NRCS) | | Date Request Received By NRCS 12/16/2021 | | Person Completing Form: JRA | |
| 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 checked="" type="checkbox"/> NO <input type="checkbox"/> | | Acres Irrigated | |
| | | | | Average Farm Size 188 ac | |
| Major Crop(s) Corn | | Farmable Land In Govt. Jurisdiction Acres: 104200 % 84 | | Amount of Farmland As Defined in FPPA Acres: 76614 % 62 | |
| Name of Land Evaluation System Used LESA | | Name of State or Local Site Assessment System | | Date Land Evaluation Returned by NRCS 1/12/2022 | |
| PART III (To be completed by Federal Agency) | | Alternative Site Rating | | | |
| | | Site A | Site B | Site C | Site D |
| A. Total Acres To Be Converted Directly | | 3.13 | | | |
| B. Total Acres To Be Converted Indirectly | | 0 | | | |
| C. Total Acres In Site | | 4.90 | | | |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | | | |
| A. Total Acres Prime And Unique Farmland | | 2.25 | | | |
| B. Total Acres Statewide Important or Local Important Farmland | | 0.00 | | | |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted | | 0.002 | | | |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | | 36 | | | |
| PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points) | | 84 | | | |
| PART VI (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> | | Maximum Points | Site A | Site B | Site C |
| 1. Area In Non-urban Use | | (15) | 10 | | |
| 2. Perimeter In Non-urban Use | | (10) | 8 | | |
| 3. Percent Of Site Being Farmed | | (20) | 4 | | |
| 4. Protection Provided By State and Local Government | | (20) | 0 | | |
| 5. Distance From Urban Built-up Area | | (15) | 10 | | |
| 6. Distance To Urban Support Services | | (15) | 0 | | |
| 7. Size Of Present Farm Unit Compared To Average | | (10) | 0 | | |
| 8. Creation Of Non-farmable Farmland | | (10) | 0 | | |
| 9. Availability Of Farm Support Services | | (5) | 5 | | |
| 10. On-Farm Investments | | (20) | 5 | | |
| 11. Effects Of Conversion On Farm Support Services | | (10) | 0 | | |
| 12. Compatibility With Existing Agricultural Use | | (10) | 0 | | |
| TOTAL SITE ASSESSMENT POINTS | | 160 | 42 | 0 | 0 |
| PART VII (To be completed by Federal Agency) | | | | | |
| Relative Value Of Farmland (From Part V) | | 100 | 84 | 0 | 0 |
| Total Site Assessment (From Part VI above or local site assessment) | | 160 | 42 | 0 | 0 |
| TOTAL POINTS (Total of above 2 lines) | | 260 | 126 | 0 | 0 |
| Site Selected: | | Date Of Selection | | Was A Local Site Assessment Used? | |
| | | | | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | |
| Reason For Selection: Corridor A was selected because the total point value is less than 160 and this alternative affects prime farmland the least. | | | | | |
| Name of Federal agency representative completing this form: Samantha Beaupre | | | | Date: 1/28/21 | |

(See Instructions on reverse side)

Form AD-1006 (03-02)

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

DNR #: ER-23184-1

Request Received: December 17, 2021

Requestor: Lochmueller Group Inc
Samantha Beaupre
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Project: SR 56 and Boatman Road intersection roundabout construction, about 1.36 miles west of I-65, Scottsburg; Des #1800210 - project modifications

County/Site info: Scott

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

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

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

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

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
3. 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.
4. Do not excavate or place fill in any riparian wetland.

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

Date: January 14, 2022

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



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

January 22, 2022

Consultation Code: 03E12000-2021-SLI-0386

Event Code: 03E12000-2022-E-03781

Project Name: SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210)

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

To Whom It May Concern:

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

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

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

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

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

Project Summary

Consultation Code: 03E12000-2021-SLI-0386
Event Code: Some(03E12000-2022-E-03781)
Project Name: SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210)
Project Type: TRANSPORTATION
Project Description: The project proposes the construction of a single lane roundabout offset from the existing intersection by approximately 65 feet to the southeast. The roundabout will be comprised of a single 20-foot wide lane with a 2-foot, 6-inch wide mountable concrete curb and gutter and a 10-foot wide concrete truck apron along the inside. The outside of the roundabout lane will be bordered by a 2-foot concrete gutter with a 6-inch wide vertical curb face. Drainage in the project area will be maintained by a combination of side ditches and underdrains with turnout areas leading to the constructed side ditches.

Access between Mount Drive and SR 56 along the east leg will be closed. An earthen berm will be constructed across Mount Drive to prevent continued access to and from SR 56. In addition, a truck turnaround will be constructed on the south side of Mount Drive. The proposed concrete apron provides a drive for commercial trucks, sanitary vehicles, and school buses that still need to service the residence and businesses along Mount Drive and provides a place to make a three-point turn and return to Boatman Road.

Including incidental construction, the project length along Boatman Road is 778 feet (0.15-mile) and 1,050 feet (0.2-mile) along SR 56. In addition, approximately 428 feet (0.08-mile) of Mount Drive will be affected by the proposed construction. The total length of the project is approximately 2,256 feet (0.43-mile).

The proposed project will require the acquisition of 4.90 acres of permanent right-of-way (ROW), 1.86 acres of reacquisition of ROW, and 0.09 acre of temporary ROW.

Three existing small structures will be impacted by this project. Lochmueller Group inspected the structures on January 5, 2022. No evidence of bat use was observed. Permanent lighting will be installed as a part of this project. Temporary lighting may be used during construction.

Adjacent suitable summer habitat is located adjacent to SR 56 and Boatman Road. The project will require 0.04 acre of tree clearing within 100 feet of the existing roadway. The tree species to be cleared is sweet

gum (*Liquidambar styraciflua*). A review of the USFWS database by INDOT Seymour District on January 8, 2020 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Construction is anticipated to begin in Spring of 2023.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.68393274763461,-85.81316737775693,14z>



Counties: Scott County, Indiana

Endangered Species Act Species

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, 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 final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949 | 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"> ▪ 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 www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045 | Threatened |

Insects

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

Critical habitats

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



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:

February 17, 2022

Project code: 2022-0000722

Project Name: SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210)

Subject: Concurrence verification letter for the 'SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210)' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210)** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

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

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

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

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

SR 56 and Boatman Road Intersection Improvement Project (Des. No. 1800210)

Description

The project proposes the construction of a single lane roundabout offset from the existing intersection by approximately 65 feet to the southeast. The roundabout will be comprised of a single 20-foot wide lane with a 2-foot, 6-inch wide mountable concrete curb and gutter and a 10-foot wide concrete truck apron along the inside. The outside of the roundabout lane will be bordered by a 2-foot concrete gutter with a 6-inch wide vertical curb face. Drainage in the project area will be maintained by a combination of side ditches and underdrains with turnout areas leading to the constructed side ditches.

Access between Mount Drive and SR 56 along the east leg will be closed. An earthen berm will be constructed across Mount Drive to prevent continued access to and from SR 56. In addition, a truck turnaround will be constructed on the south side of Mount Drive. The proposed concrete apron provides a drive for commercial trucks, sanitary vehicles, and school buses that still need to service the residence and businesses along Mount Drive and provides a place to make a three-point turn and return to Boatman Road.

Including incidental construction, the project length along Boatman Road is 778 feet (0.15-mile) and 1,050 feet (0.2-mile) along SR 56. In addition, approximately 428 feet (0.08-mile) of Mount Drive will be affected by the proposed construction. The total length of the project is approximately 2,256 feet (0.43-mile).

The proposed project will require the acquisition of 4.90 acres of permanent right-of-way (ROW), 1.86 acres of reacquisition of ROW, and 0.09 acre of temporary ROW.

Three existing small structures will be impacted by this project. Lochmueller Group inspected the structures on January 5, 2022. No evidence of bat use was observed. Permanent lighting will be installed as a part of this project. Temporary lighting may be used during construction.

Adjacent suitable summer habitat is located adjacent to SR 56 and Boatman Road. The project will require 0.04 acre of tree clearing within 100 feet of the existing roadway. The tree species to be cleared is sweet gum (*Liquidambar styraciflua*). A review of the USFWS database by INDOT Seymour District on January 8, 2020 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Construction is anticipated to begin in Spring of 2023.

Determination Key Result

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

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

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

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

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

Automatically answered

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

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

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

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

Yes

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

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

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

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

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

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

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

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

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

No

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

Yes

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

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

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

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

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

No

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

Yes

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

B) During the inactive season

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

Yes

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

No

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

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

Yes

26. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?

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

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

Yes

SUBMITTED DOCUMENTS

- *Bridge Culvert Bat Assessment Form Mt Drive_20220107_printed.pdf* <https://ipac.ecosphere.fws.gov/project/PIOAU4K4CVAP3GNMRHAIDUBLSU/projectDocuments/108735330>
- *Bridge Culvert Bat Assessment Form Structure 1_20220107.pdf* <https://ipac.ecosphere.fws.gov/project/PIOAU4K4CVAP3GNMRHAIDUBLSU/projectDocuments/108741174>
- *Bridge Culvert Bat Assessment Form Structure 3_20220107_printed.pdf* <https://ipac.ecosphere.fws.gov/project/PIOAU4K4CVAP3GNMRHAIDUBLSU/projectDocuments/108741167>

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

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

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

No

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

No

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

No

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

Yes

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

Yes

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

Yes

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

Yes

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

No

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

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

Yes

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

No

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

Automatically answered

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

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

Automatically answered

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

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

Automatically answered

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

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

Automatically answered

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

41. **General AMM 1**

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

Yes

42. **Tree Removal AMM 1**

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

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

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

Yes

43. **Tree Removal AMM 3**

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

Yes

44. **Tree Removal AMM 4**

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

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

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

Yes

45. **Lighting AMM 1**

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

Yes

46. **Lighting AMM 2**

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

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

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

Yes

47. **Lighting AMM 2**

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

Yes

Project Questionnaire

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

N/A

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

N/A

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

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

0.04

4. Please describe the proposed bridge work:

Three existing culverts will be removed and replaced as a part of the roundabout project.

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

Spring 2023

6. Please enter the date of the bridge assessment:

1/5/22

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

TREE REMOVAL AMM 1

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

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

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








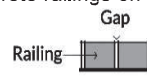
This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7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

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








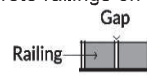
IPaC User Contact Information

Name: David Dye
Address: 185 Agrico Lane
City: Seymour
State: IN
Zip: 47274
Email: ddye@indot.in.gov
Phone: 8125243723








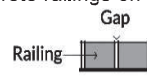
Bridge/Structure Bat Assessment Form

| | | | | | | | |
|---|---|---|-----------------------------------|---|---|---|--|
| Date & Time of Assessment | 01/05/2022 10:00 AM | DOT Project Number | Des. No. 1800210 | Route/Facility Carried | Mount Drive | County | Scott |
| Federal Structure ID | Structure Coordinates (latitude and longitude) | Structure Height (approximate) | 38.685098 -85.810287 | N/A | Structure Length | 34 feet | |
| Structure Type (check one) | | | | Structure Material (check all that apply) | | | |
| <i>Bridge Construction Style</i> | | | | <i>Deck Material</i> | | | |
| <input type="radio"/> Cast-in-place  | <input type="radio"/> Pre-stressed Girder  | <input type="checkbox"/> Metal | <input type="checkbox"/> Concrete | <input type="checkbox"/> None | <input type="checkbox"/> Concrete | <input type="checkbox"/> Concrete | |
| <input type="radio"/> Flat Slab/Box  | <input type="radio"/> Steel I-beam  | <input type="checkbox"/> Concrete | <input type="checkbox"/> Timber | <input type="checkbox"/> Concrete | <input type="checkbox"/> Steel | <input type="checkbox"/> Timber | |
| <input type="radio"/> Truss  | <input type="radio"/> Covered  | <input type="checkbox"/> Open grid | <input type="checkbox"/> Other: | <input type="checkbox"/> Timber | <input type="checkbox"/> Other: | <input type="checkbox"/> Stone/Masonry | |
| <input type="radio"/> Parallel Box Beam  | <input type="radio"/> Other: | <input type="checkbox"/> Culvert Material | | | <input type="checkbox"/> Other: | | <input type="checkbox"/> Creosote Evidence |
| <i>Culvert Type</i> | | <i>Other Structure</i> | | | | <input type="radio"/> Yes <input checked="" type="radio"/> No | |
| <input type="radio"/> Box | <input type="radio"/> | <input checked="" type="checkbox"/> Metal | | | <input type="checkbox"/> Notes: | | |
| <input checked="" type="radio"/> Pipe/Round | <input type="radio"/> | <input type="checkbox"/> Concrete | | | | | |
| <input type="radio"/> Other: | <input type="radio"/> | <input type="checkbox"/> Plastic | | | | | |
| | | <input type="checkbox"/> Stone/Masonry | | | | | |
| | | <input type="checkbox"/> Other: | | | | | |
| Crossings Traversed (check all that apply) | | | | Surrounding Habitat (check all that apply) | | | |
| <input type="checkbox"/> Bare ground | <input type="checkbox"/> Open vegetation | <input checked="" type="checkbox"/> Agricultural | | | <input type="checkbox"/> Grassland | | |
| <input type="checkbox"/> Rip-rap | <input type="checkbox"/> Closed vegetation | <input type="checkbox"/> Commercial | | | <input type="checkbox"/> Ranching | | |
| <input type="checkbox"/> Flowing water | <input type="checkbox"/> Railroad | <input type="checkbox"/> Residential-urban | | | <input type="checkbox"/> Riparian/wetland | | |
| <input type="checkbox"/> Standing water | <input type="checkbox"/> Road/trail - Type: | <input checked="" type="checkbox"/> Residential-rural | | | <input checked="" type="checkbox"/> Mixed use | | |
| <input checked="" type="checkbox"/> Seasonal water | <input type="checkbox"/> Other: | <input type="checkbox"/> Woodland/forested | | | <input type="checkbox"/> Other: | | |
| Areas Assessed (check all that apply) | | | | | | | |
| Check all areas that apply. If an area is not present in the structure, check the "not present" box. | | | | | | | |
| Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated. | | | | | | | |
| Area (check if assessed) | | Assessment Notes | | Evidence of Bats (include photos if present) | | | |
| <input type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas | | <input type="checkbox"/> Not present | | <input type="checkbox"/> Visual - live # | <input type="checkbox"/> dead # | <input type="checkbox"/> Audible | <input type="checkbox"/> Species |
| <input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete) | | | | <input type="checkbox"/> Guano | <input type="checkbox"/> | <input type="checkbox"/> Odor | <input type="checkbox"/> |
| <input type="checkbox"/> Spaces between concrete end walls and the bridge deck | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Staining | <input type="checkbox"/> | <input type="checkbox"/> Photos | <input type="checkbox"/> |
| <input type="checkbox"/> Crack between concrete railings on top of the bridge deck  | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Visual - live # | <input type="checkbox"/> dead # | <input type="checkbox"/> Audible | <input type="checkbox"/> Species |
| <input type="checkbox"/> Vertical surfaces on concrete I-beams | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Guano | <input type="checkbox"/> | <input type="checkbox"/> Odor | <input type="checkbox"/> |
| <input type="checkbox"/> Spaces between walls, ceiling joists | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Staining | <input type="checkbox"/> | <input type="checkbox"/> Photos | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Weep holes, scupper drains, and inlets/pipes | | | | <input type="checkbox"/> Visual - live # | <input type="checkbox"/> dead # | <input type="checkbox"/> Audible | <input type="checkbox"/> Species |
| <input type="checkbox"/> All guiderails | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Guano | <input type="checkbox"/> | <input type="checkbox"/> Odor | <input type="checkbox"/> |
| <input type="checkbox"/> All expansion joints | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Staining | <input type="checkbox"/> | <input type="checkbox"/> Photos | <input type="checkbox"/> |
| Name: Samantha Beaupre | | | | Signature: <i>Samantha Beaupre</i> | | | |

Bridge/Structure Bat Assessment Form

| | | | | | | | |
|---|---|---|-------------------------------------|---|------------------------------------|--|----------------------------------|
| Date & Time of Assessment | 01/05/22 10:00 AM | DOT Project Number | Des. No. 1800210 | Route/Facility Carried | SR 56 | County | Scott |
| Federal Structure ID | Structure Coordinates (latitude and longitude) | Structure Height (approximate) | 38.684161 -85.813117 | N/A | Structure Length | 92 ft | |
| Structure Type (check one) | | | | Structure Material (check all that apply) | | | |
| <i>Bridge Construction Style</i> | | | | <i>Deck Material</i> | | | |
| <input type="radio"/> Cast-in-place  | <input type="radio"/> Pre-stressed Girder  | <input type="checkbox"/> Metal | <input type="checkbox"/> Concrete | <input type="checkbox"/> None | <input type="checkbox"/> Concrete | <input type="checkbox"/> Concrete | <input type="checkbox"/> Timber |
| <input type="radio"/> Flat Slab/Box  | <input type="radio"/> Steel I-beam  | <input type="checkbox"/> Timber | <input type="checkbox"/> Open grid | <input type="checkbox"/> Steel | <input type="checkbox"/> Timber | <input type="checkbox"/> Stone/Masonry | <input type="checkbox"/> Other: |
| <input type="radio"/> Truss  | <input type="radio"/> Covered  | <input type="checkbox"/> Other: | <i>Culvert Material</i> | | <i>Creosote Evidence</i> | | |
| <input type="radio"/> Parallel Box Beam  | <input type="radio"/> Other: | <input type="checkbox"/> Metal | | <input type="checkbox"/> Concrete | | <input type="radio"/> Yes | <input type="radio"/> No |
| <i>Culvert Type</i> | | <i>Other Structure</i> | | <input type="checkbox"/> Concrete | <i>Notes:</i> | | |
| <input type="radio"/> Box | <input type="radio"/> | <input type="checkbox"/> Plastic | | corrugated metal pipe | | | |
| <input checked="" type="radio"/> Pipe/Round | <input type="radio"/> | <input type="checkbox"/> Stone/Masonry | | | | | |
| <input type="radio"/> Other: | <input type="radio"/> | <input type="checkbox"/> Other: | | | | | |
| Crossings Traversed (check all that apply) | | | | Surrounding Habitat (check all that apply) | | | |
| <input type="checkbox"/> Bare ground | <input type="checkbox"/> Open vegetation | <input checked="" type="checkbox"/> Agricultural | <input type="checkbox"/> Commercial | | <input type="checkbox"/> Grassland | | |
| <input type="checkbox"/> Rip-rap | <input type="checkbox"/> Closed vegetation | <input type="checkbox"/> Residential-urban | | <input type="checkbox"/> Ranching | | | |
| <input type="checkbox"/> Flowing water | <input type="checkbox"/> Railroad | <input checked="" type="checkbox"/> Residential-rural | | <input type="checkbox"/> Riparian/wetland | | | |
| <input type="checkbox"/> Standing water | <input type="checkbox"/> Road/trail - Type: | <input type="checkbox"/> Woodland/forested | | <input checked="" type="checkbox"/> Mixed use | | | |
| <input checked="" type="checkbox"/> Seasonal water | <input type="checkbox"/> Other: | | | <input type="checkbox"/> Other: | | | |
| Areas Assessed (check all that apply) | | | | | | | |
| Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated. | | | | | | | |
| Area (check if assessed) | | Assessment Notes | | Evidence of Bats (include photos if present) | | | |
| <input checked="" type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas | | <input type="checkbox"/> Not present | | <input type="checkbox"/> Visual - live # | <input type="checkbox"/> dead # | <input type="checkbox"/> Audible | <input type="checkbox"/> Species |
| <input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete) | | <input type="checkbox"/> Not present | | <input type="checkbox"/> Guano | <input type="checkbox"/> | <input type="checkbox"/> Odor | <input type="checkbox"/> |
| <input type="checkbox"/> Spaces between concrete end walls and the bridge deck | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Staining | <input type="checkbox"/> | <input type="checkbox"/> Photos | <input type="checkbox"/> |
| <input type="checkbox"/> Crack between concrete railings on top of the bridge deck  | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Visual - live # | <input type="checkbox"/> dead # | <input type="checkbox"/> Audible | <input type="checkbox"/> Species |
| <input type="checkbox"/> Vertical surfaces on concrete I-beams | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Guano | <input type="checkbox"/> | <input type="checkbox"/> Odor | <input type="checkbox"/> |
| <input type="checkbox"/> Spaces between walls, ceiling joists | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Staining | <input type="checkbox"/> | <input type="checkbox"/> Photos | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Weep holes, scupper drains, and inlets/pipes | | <input type="checkbox"/> Not present | | <input type="checkbox"/> Visual - live # | <input type="checkbox"/> dead # | <input type="checkbox"/> Audible | <input type="checkbox"/> Species |
| <input type="checkbox"/> All guiderails | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Guano | <input type="checkbox"/> | <input type="checkbox"/> Odor | <input type="checkbox"/> |
| <input type="checkbox"/> All expansion joints | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Staining | <input type="checkbox"/> | <input type="checkbox"/> Photos | <input type="checkbox"/> |
| Name: Samantha Beaupre | | | | Signature: <i>Samantha Beaupre</i> | | | |

Bridge/Structure Bat Assessment Form

| | | | | | | | |
|---|---|---|-----------------------------------|---|--|--|----------------------------------|
| Date & Time of Assessment | 01/05/22 10:00 AM | DOT Project Number | Des. No. 1800210 | Route/Facility Carried | SR 56 | County | Scott |
| Federal Structure ID | Structure Coordinates (latitude and longitude) | Structure Height (approximate) | 41.16445 -87.04548 | 30 ft | Structure Length | 58 ft | |
| Structure Type (check one) | | | | Structure Material (check all that apply) | | | |
| <i>Bridge Construction Style</i> | | | | <i>Deck Material</i> | | | |
| <input type="radio"/> Cast-in-place  | <input type="radio"/> Pre-stressed Girder  | <input type="checkbox"/> Metal | <input type="checkbox"/> Concrete | <input type="checkbox"/> None | <input type="checkbox"/> Concrete | <input type="checkbox"/> Concrete | <input type="checkbox"/> Timber |
| <input type="radio"/> Flat Slab/Box  | <input type="radio"/> Steel I-beam  | <input type="checkbox"/> Concrete | <input type="checkbox"/> Timber | <input type="checkbox"/> Steel | <input type="checkbox"/> Stone/Masonry | <input type="checkbox"/> Stone/Masonry | <input type="checkbox"/> Other: |
| <input type="radio"/> Truss  | <input type="radio"/> Covered  | <input type="checkbox"/> Open grid | <input type="checkbox"/> Other: | <input type="checkbox"/> Timber | <input type="checkbox"/> Other: | Creosote Evidence | |
| <input type="radio"/> Parallel Box Beam  | <input type="radio"/> Other: | Culvert Material | | <input type="checkbox"/> Other: | <input type="radio"/> Yes <input type="radio"/> No | | |
| Culvert Type | | Other Structure | | <input checked="" type="checkbox"/> Metal | <input type="radio"/> Unknown | | |
| <input type="radio"/> Box | <input type="radio"/> | <input type="checkbox"/> Concrete | | | Notes: | | |
| <input checked="" type="radio"/> Pipe/Round | <input type="radio"/> | <input type="checkbox"/> Plastic | | | corrugated metal pipe | | |
| <input type="radio"/> Other: | <input type="radio"/> | <input type="checkbox"/> Stone/Masonry | | | | | |
| <input type="radio"/> | <input type="radio"/> | <input type="checkbox"/> Other: | | | | | |
| Crossings Traversed (check all that apply) | | | | Surrounding Habitat (check all that apply) | | | |
| <input type="checkbox"/> Bare ground | <input type="checkbox"/> Open vegetation | <input checked="" type="checkbox"/> Agricultural | | | <input type="checkbox"/> Grassland | | |
| <input type="checkbox"/> Rip-rap | <input type="checkbox"/> Closed vegetation | <input type="checkbox"/> Commercial | | | <input type="checkbox"/> Ranching | | |
| <input type="checkbox"/> Flowing water | <input type="checkbox"/> Railroad | <input type="checkbox"/> Residential-urban | | | <input type="checkbox"/> Riparian/wetland | | |
| <input type="checkbox"/> Standing water | <input type="checkbox"/> Road/trail - Type: | <input checked="" type="checkbox"/> Residential-rural | | | <input checked="" type="checkbox"/> Mixed use | | |
| <input checked="" type="checkbox"/> Seasonal water | <input type="checkbox"/> Other: | <input type="checkbox"/> Woodland/forested | | | <input type="checkbox"/> Other: | | |
| Areas Assessed (check all that apply) | | | | | | | |
| Check all areas that apply. If an area is not present in the structure, check the "not present" box. | | | | | | | |
| Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated. | | | | | | | |
| Area (check if assessed) | | Assessment Notes | | Evidence of Bats (include photos if present) | | | |
| <input type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas | | <input type="checkbox"/> Not present | | <input type="checkbox"/> Visual - live # | <input type="checkbox"/> dead # | <input type="checkbox"/> Audible | <input type="checkbox"/> Species |
| <input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete) | | | | <input type="checkbox"/> Guano | <input type="checkbox"/> | <input type="checkbox"/> Odor | <input type="checkbox"/> |
| <input type="checkbox"/> Spaces between concrete end walls and the bridge deck | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Staining | <input type="checkbox"/> | <input type="checkbox"/> Photos | <input type="checkbox"/> |
| <input type="checkbox"/> Crack between concrete railings on top of the bridge deck  | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Visual - live # | <input type="checkbox"/> dead # | <input type="checkbox"/> Audible | <input type="checkbox"/> Species |
| <input type="checkbox"/> Vertical surfaces on concrete I-beams | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Guano | <input type="checkbox"/> | <input type="checkbox"/> Odor | <input type="checkbox"/> |
| <input type="checkbox"/> Spaces between walls, ceiling joists | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Staining | <input type="checkbox"/> | <input type="checkbox"/> Photos | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Weep holes, scupper drains, and inlets/pipes | | | | <input type="checkbox"/> Visual - live # | <input type="checkbox"/> dead # | <input type="checkbox"/> Audible | <input type="checkbox"/> Species |
| <input type="checkbox"/> All guiderails | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Guano | <input type="checkbox"/> | <input type="checkbox"/> Odor | <input type="checkbox"/> |
| <input type="checkbox"/> All expansion joints | | <input checked="" type="checkbox"/> Not present | | <input type="checkbox"/> Staining | <input type="checkbox"/> | <input type="checkbox"/> Photos | <input type="checkbox"/> |
| Name: Samantha Beaupre | | | | Signature: <i>Samantha Beaupre</i> | | | |